

**COUNTY OF SACRAMENTO**

MULTISONICS 820A TIMING SHEET

**INTERSECTION** 47th Ave & Martin Luther King Jr Blvd

DATE: 2/27/14 *WOW* TELEM ADRS (0-4): \_\_\_\_\_ ICU #: \_\_\_\_\_

I/S #: 123 TBC: YES \_\_\_\_\_ NO  X

RR PREEMPT \_\_\_\_\_ SET UP \_\_\_\_\_

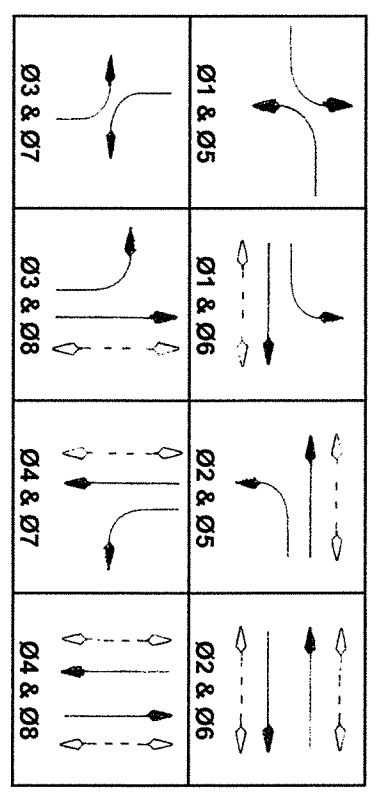


DELAY TIME	<u>0</u> SEC	ALLOWABLE PHASES	<u>1 2 3 4 5 6 7 8</u>
HOLD TIME	_____ SEC	PED PHASE	<u>2 4 6 8</u>
TRACK PHASES	<u>4</u>	FLASHING WALKS	_____
TRACK Ø GRN TIME	<u>0</u> SEC	DENSITY PHASES	_____
PREEMPT PHASES	<u>1 2</u>	EXCLUSIVE PHASE	<u>2 4 6 8</u>
INTVL 5 IN FLASH:	YES _____ NO _____	LAG PHASES	_____
INTVL 5 MIN GRN	<u>40</u> SEC	NON-ACTUATED I	_____
INTVL 6 YELLOW	<u>00</u> SEC	NON-ACTUATED II	_____
INTVL 7 RED TIME	<u>00</u> SEC	COND SERV PHASES	_____
RETURN PHASES	<u>3 4</u>	DUAL ENT PHASES	_____
RET VEH CALLS	<u>2 4 5 6</u>	RED REST PHASES	_____
RET PED CALLS	_____	SIMULTANEOUS GAP:	YES _____ NO <input checked="" type="checkbox"/> X
ABORT FDW:	YES _____ NO <input checked="" type="checkbox"/> X	MIN YELLOW TIME	<u>3.5</u> SEC
PREEMPT ENABLE:	YES <input checked="" type="checkbox"/> X NO _____	RED REVERT TIME	<u>2.0</u> SEC
		FLASH PHASES	_____
		START IN:	<u>FLASH</u>
		START UP TIME	<u>4.0</u> SEC
		START UP PHASES	<u>2 6</u>
		START IN:	<u>YELLOW</u>
		START VEH CALLS	<u>1 2 3 4 5 6 7 8</u>
		START PED CALLS	_____

X SHAPE	QUAD	X TEE	_____
SOUTH THRU (0-8)	<u>4</u>	START UP PHASES	_____
WEST THRU (0-8)	<u>7</u>	START IN:	_____
WEST THRU (0-8)	<u>2</u>	START VEH CALLS	_____
WEST TURN (0-8)	<u>5</u>	START PED CALLS	_____
NORTH THRU (0-8)	<u>8</u>	OVERLAP	1 _____ 2 _____ 3 _____ 4 _____
NORTH THRU (0-8)	<u>3</u>	PARENT PHASE	_____
EAST THRU (0-8)	<u>6</u>	TIMING METHOD	_____
EAST THRU (0-8)	<u>1</u>	GREEN EXT	_____
SOUTH PED (0-8)	<u>4</u>	YELLOW CHANGE	_____
WEST PED (0-8)	<u>2</u>	RED CLEARANCE	_____
NORTH PED (0-8)	<u>8</u>	OVERLAP TYPE	_____
EAST PED (0-8)	<u>6</u>		

1	2	3	4	DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEHICLE CALLS	PED CALLS	DELAY OUTPUT

Firehouse preempt



PHASE MODULE												
PHASING												
PHASING	1	2	3	4	5	6	7	8				
RECALL												
MAXIMUM												
Max I 0-255	25	70	25	40	25	70	25	40				
Max II 0-255	12	24	12	18	12	24	12	18				
INITIAL												
Add / Act 0-25.5												
Min 0-255	3	3	3	3	3	3	3	3				
Max 0-255												
EXTENSION												
Preset 0-25.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0				
Min 0-25.5												
REDUCTION												
Before 0-255												
To Min 0-255												
CLEARANCE												
Yellow 0-25.5	3.5	5.0	3.5	4.6	3.5	5.0	3.5	4.8				
Red 0-25.5	2.0	0.2	1.7	0.4	1.9	0.3	1.8	0.4				
PEDESTRIAN												
Walk 0-255		7		7		7		7				
Protect 0-255		16		18		16		20				

COUNTY OF SACRAMENTO

MULTISONICS 820A TIMING SHEET

INTERSECTION: 47th Ave & Martin Luther King Jr. Blvd

DATE: 5/27/10 MDW TELEPH ADRS (0-4): 3 ICU #: 35 RTA of flash

I/S #: 123 TBC: YES  NO

RR PREEMPT SET UP



DELAY TIME: 0 SEC ALLOWABLE PHASES: 1 2 3 4 5 6 7 8  
 HOLD TIME: \_\_\_\_\_ SEC PED PHASE: 2 4 6 8  
 TRACK PHASES: 4 FLASHING WALKS: \_\_\_\_\_  
 TRACK Ø GRN TIME: 0 SEC DENSITY PHASES: \_\_\_\_\_

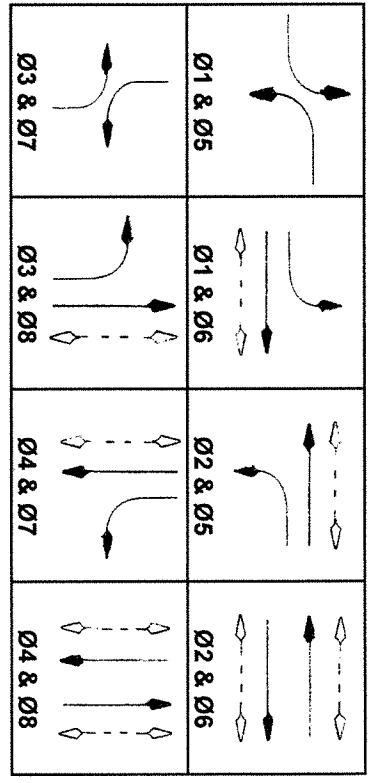
PREEMPT PHASES: 1 2 6 EXCLUSIVE PHASE: \_\_\_\_\_  
 YES \_\_\_\_\_ NO  LAG PHASES: 2 4 6 8  
 INTVL. 5 IN FLASH: \_\_\_\_\_ SEC NON-ACTUATED I: \_\_\_\_\_  
 INTVL. 5 MIN GRN: 40 SEC NON-ACTUATED II: \_\_\_\_\_  
 INTVL. 6 YELLOW: 0.0 SEC COND SERV PHASES: \_\_\_\_\_  
 INTVL. 7 RED TIME: 0.0 SEC DUAL ENT PHASES: \_\_\_\_\_

RETURN PHASES: 3 4 7 RED REST PHASES: \_\_\_\_\_  
 RET VEH CALLS: 2 4 5 6 SIMULTANEOUS GAP: YES \_\_\_\_\_ NO   
 RET PED CALLS: \_\_\_\_\_ MIN YELLOW TIME: 3.5 SEC  
 ABORT FDW: YES \_\_\_\_\_ NO  RED REVERT TIME: 2.0 SEC  
 PREEMPT ENABLE: YES \_\_\_\_\_ NO \_\_\_\_\_ FLASH PHASES: \_\_\_\_\_

X SHAPE: QUAD X TEE \_\_\_\_\_  
 SOUTH THRU (0-8) 4 START IN: \_\_\_\_\_ FLASH: 4.0 SEC  
 START UP TIME: 2 SEC  
 SOUTH THRU (0-8) 7 START UP PHASES: YELLOW  
 START IN: \_\_\_\_\_  
 WEST THRU (0-8) 2 START VEH CALLS: 1 2 3 4 5 6 7 8  
 START PED CALLS: \_\_\_\_\_  
 WEST THRU (0-8) 5 START PED CALLS: \_\_\_\_\_  
 NORTH THRU (0-8) 8 OVERLAP: \_\_\_\_\_  
 NORTH THRU (0-8) 3 PARENT PHASE: \_\_\_\_\_  
 EAST THRU (0-8) 6 TIMING METHOD: \_\_\_\_\_  
 EAST THRU (0-8) 1 GREEN EXT: \_\_\_\_\_  
 SOUTH PED (0-8) 4 YELLOW CHANGE: \_\_\_\_\_  
 WEST PED (0-8) 2 RED CLEARANCE: \_\_\_\_\_  
 NORTH PED (0-8) 8 OVERLAP TYPE: \_\_\_\_\_  
 EAST PED (0-8) 6

	1	2	3	4

1	2	3	4	DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEH CALLS	PED CALLS	DELAY OUTPUT
0	0	0	0	1.6	1.0	Y	Y	Y	Y	N			
0	0	0	0	2.5	1.0	Y	Y	Y	Y	N			
0	0	0	0	3.8	1.0	Y	Y	Y	Y	N			
0	0	0	0	4.7	1.0	Y	Y	Y	Y	N			



PHASE MODULE:

	T1	A2	T3	B2	T2	A1	T4	B1
PHASING	1	2	3	4	5	6	7	8
RECALL								

MAXIMUM

	25	70	25	40	25	70	25	40
Max I 0-255	25	70	25	40	25	70	25	40
Max II 0-255	12	24	12	18	12	24	12	18

INITIAL

	3	3	3	3	3	3	3	3
Add / Act 0-25.5	3	3	3	3	3	3	3	3
Min 0-255	3	3	3	3	3	3	3	3
Max 0-255								

EXTENSION

	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Preset 0-25.5	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Min 0-25.5								

REDUCTION

	3.5	4.8	3.5	4.3	3.5	5.0	3.5	4.3
Before 0-255	3.5	4.8	3.5	4.3	3.5	5.0	3.5	4.3
To Min 0-255	2.0	0.2	1.8	1.4	1.9	0.3	1.7	1.4

CLEARANCE

	7	7	7	7	7	7	7	7
Yellow 0-25.5	7	7	7	7	7	7	7	7
Red 0-25.5	2.0	0.2	1.8	1.4	1.9	0.3	1.7	1.4
PEDESTRIAN								
Walk 0-255	7	7	7	7	7	7	7	7
Protect 0-255	16	16	17	17	16	16	16	19

## SPEED SURVEY - EAST BOUND

### Street: 47th Ave

Approach to: Franklin Blvd

Location Taken: parked in center turn lane ~500' W/O Franklin Blvd

Sample Size: 104

Direction: East Bound

Date of Speed Survey: 11/27/2013

Weather: sunny

Time of Speed Survey: 9:58am - 10:27am

Number Of Lanes: 2

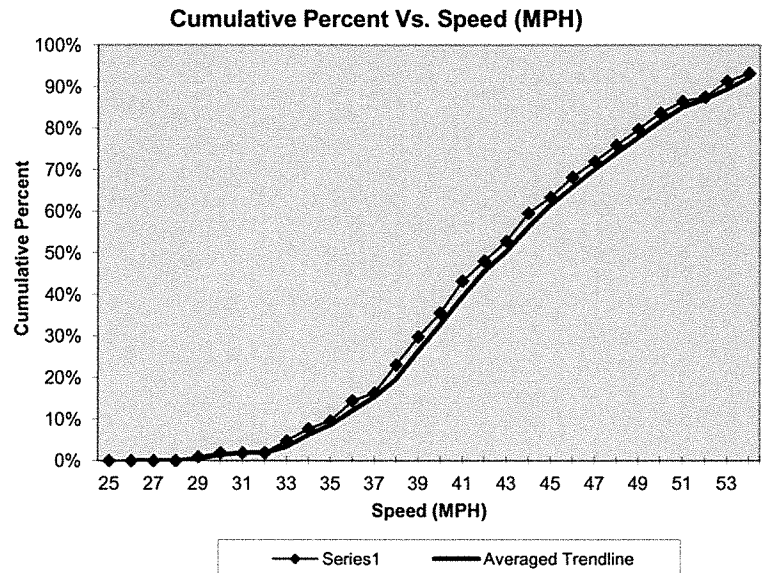
Day: Wednesday

Existing Speed Limit: 40 mph

Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29	1	0.962%	0.962%
30	1	0.962%	1.923%
31		0.000%	1.923%
32		0.000%	1.923%
33	3	2.885%	4.808%
34	3	2.885%	7.692%
35	2	1.923%	9.615%
36	5	4.808%	14.423%
37	2	1.923%	16.346%
38	7	6.731%	23.077%
39	7	6.731%	29.808%
40	6	5.769%	35.577%
41	8	7.692%	43.269%
42	5	4.808%	48.077%
43	5	4.808%	52.885%
44	7	6.731%	59.615%
45	4	3.846%	63.462%
46	5	4.808%	68.269%
47	4	3.846%	72.115%
48	4	3.846%	75.962%
49	4	3.846%	79.808%
50	4	3.846%	83.654%
51	3	2.885%	86.538%
52	1	0.962%	87.500%
53	4	3.846%	91.346%
54	2	1.923%	93.269%
55	2	1.923%	95.192%
56	1	0.962%	96.154%
57	2	1.923%	98.077%
58	1	0.962%	99.038%
59		0.000%	99.038%
60		0.000%	99.038%
61		0.000%	99.038%
62		0.000%	99.038%
63	1	0.962%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 104 100%



Mean 42.40 MPH

90th Percentile 52.65 MPH

90th Percentile Round-Up 55 MPH

85th Percentile 50.47 MPH

10th Percentile 35.08 MPH

10th Percentile Round-Down 35 MPH

Note: located ~550' E/O Franklin Blvd (signal).

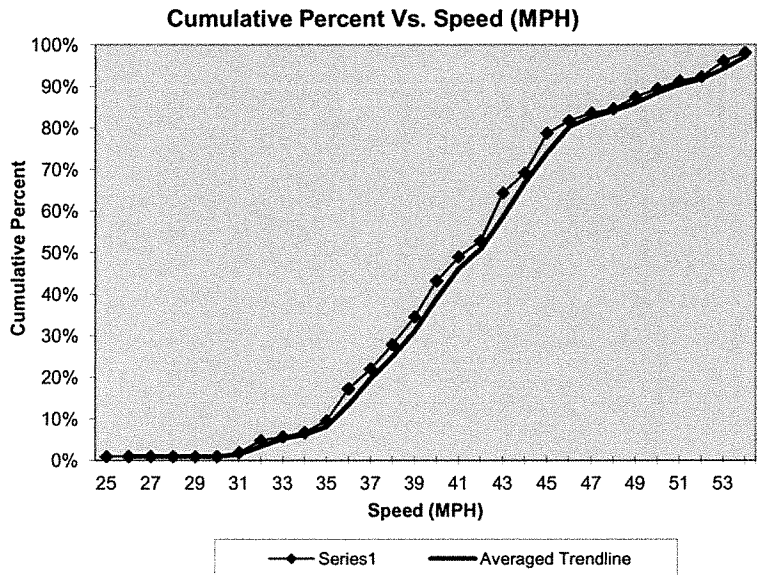
# SPEED SURVEY - WEST BOUND

## Street: 47th Ave

Approach to: <u>SR-99 SBR</u>	Direction: <u>West Bound</u>	Date of Speed Survey: <u>11/27/2013</u>
Location Taken: <u>parked near entrance to SR-99 S/B</u>	Weather: <u>sunny</u>	Time of Speed Survey: <u>9:16am - 9:47am</u>
Sample Size: <u>104</u>	Number Of Lanes: <u>2</u>	Day: <u>Wednesday</u>
	Existing Speed Limit: <u>40 mph</u>	Observer: <u>RA</u>

Speed	#	Percent	Cum. Percent
25	1	0.962%	0.962%
26		0.000%	0.962%
27		0.000%	0.962%
28		0.000%	0.962%
29		0.000%	0.962%
30		0.000%	0.962%
31	1	0.962%	1.923%
32	3	2.885%	4.808%
33	1	0.962%	5.769%
34	1	0.962%	6.731%
35	3	2.885%	9.615%
36	8	7.692%	17.308%
37	5	4.808%	22.115%
38	6	5.769%	27.885%
39	7	6.731%	34.615%
40	9	8.654%	43.269%
41	6	5.769%	49.038%
42	4	3.846%	52.885%
43	12	11.538%	64.423%
44	5	4.808%	69.231%
45	10	9.615%	78.846%
46	3	2.885%	81.731%
47	2	1.923%	83.654%
48	1	0.962%	84.615%
49	3	2.885%	87.500%
50	2	1.923%	89.423%
51	2	1.923%	91.346%
52	1	0.962%	92.308%
53	4	3.846%	96.154%
54	2	1.923%	98.077%
55	1	0.962%	99.038%
56		0.000%	99.038%
57		0.000%	99.038%
58		0.000%	99.038%
59	1	0.962%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 104 100%



Mean      41.25    MPH

90th Percentile      50.30    MPH

90th Percentile Round-Up      55    MPH

85th Percentile      48.13    MPH

10th Percentile      35.05    MPH

10th Percentile Round-Down      35    MPH

Note: located ~650' W/O SR-99 S/B/R (signal).

# SPEED SURVEY - NORTH BOUND

## Street: Martin Luther King Jr Blvd

Approach to: 47th Ave

Location Taken: parked in center turn lane ~190' S/O limit line

Sample Size: 100

Direction: North Bound

Date of Speed Survey: 11/21/2013

Weather: sunny

Time of Speed Survey: 10:50am - 12:14pm

Number Of Lanes: 2

Day: Thursday

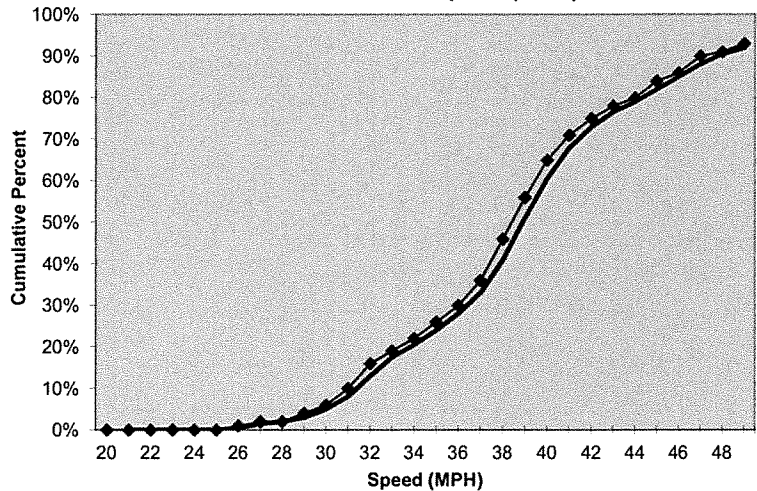
Existing Speed Limit: 35 mph

Observer: RA

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26	1	1.000%	1.000%
27	1	1.000%	2.000%
28		0.000%	2.000%
29	2	2.000%	4.000%
30	2	2.000%	6.000%
31	4	4.000%	10.000%
32	6	6.000%	16.000%
33	3	3.000%	19.000%
34	3	3.000%	22.000%
35	4	4.000%	26.000%
36	4	4.000%	30.000%
37	6	6.000%	36.000%
38	10	10.000%	46.000%
39	10	10.000%	56.000%
40	9	9.000%	65.000%
41	6	6.000%	71.000%
42	4	4.000%	75.000%
43	3	3.000%	78.000%
44	2	2.000%	80.000%
45	4	4.000%	84.000%
46	2	2.000%	86.000%
47	4	4.000%	90.000%
48	1	1.000%	91.000%
49	2	2.000%	93.000%
50	2	2.000%	95.000%
51	2	2.000%	97.000%
52		0.000%	97.000%
53	2	2.000%	99.000%
54		0.000%	99.000%
55		0.000%	99.000%
56	1	1.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 100 100%

Cumulative Percent Vs. Speed (MPH)



Series1 Averaged Trendline

Mean **38.40 MPH**

90th Percentile **47.00 MPH**

90th Percentile Round-Up **50 MPH**

85th Percentile **45.50 MPH**

10th Percentile **31.00 MPH**

10th Percentile Round-Down **30 MPH**

Note: located ~1300' N/O Franklin Blvd (signal).

# SPEED SURVEY - SOUTH BOUND

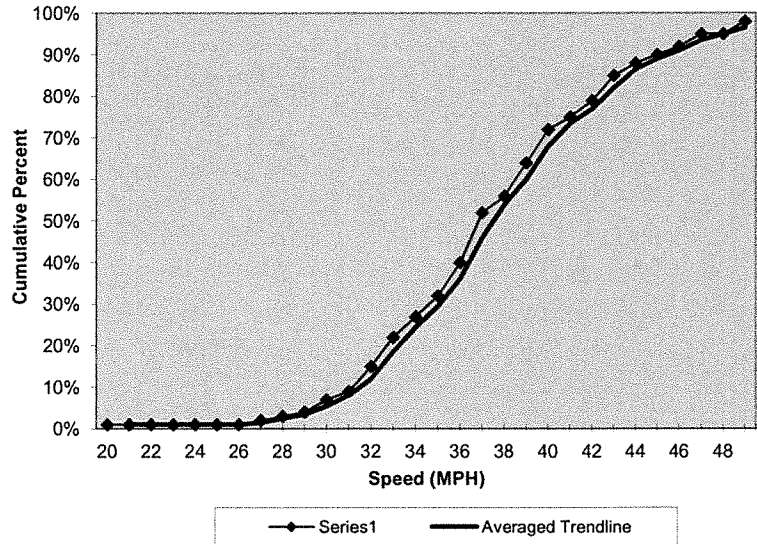
## Street: Martin Luther King Jr Blvd

Approach to: 47th Ave  
 Location Taken: parked in center turn lane ~50' N/O 46th Ave  
 Sample Size: 100      Direction: South Bound      Date of Speed Survey: 11/21/2013  
 Weather: sunny      Time of Speed Survey: 9:09am - 10:46am  
 Number Of Lanes: 2      Day: Thursday  
 Existing Speed Limit: 35 mph      Observer: RA

Speed	#	Percent	Cum. Percent
20	1	1.000%	1.000%
21		0.000%	1.000%
22		0.000%	1.000%
23		0.000%	1.000%
24		0.000%	1.000%
25		0.000%	1.000%
26		0.000%	1.000%
27	1	1.000%	2.000%
28	1	1.000%	3.000%
29	1	1.000%	4.000%
30	3	3.000%	7.000%
31	2	2.000%	9.000%
32	6	6.000%	15.000%
33	7	7.000%	22.000%
34	5	5.000%	27.000%
35	5	5.000%	32.000%
36	8	8.000%	40.000%
37	12	12.000%	52.000%
38	4	4.000%	56.000%
39	8	8.000%	64.000%
40	8	8.000%	72.000%
41	3	3.000%	75.000%
42	4	4.000%	79.000%
43	6	6.000%	85.000%
44	3	3.000%	88.000%
45	2	2.000%	90.000%
46	2	2.000%	92.000%
47	3	3.000%	95.000%
48		0.000%	95.000%
49	3	3.000%	98.000%
50	1	1.000%	99.000%
51	1	1.000%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 100 100%

**Cumulative Percent Vs. Speed (MPH)**



Mean 36.83 MPH

90th Percentile 45.00 MPH

90th Percentile Round-Up 45 MPH

85th Percentile 43.00 MPH

10th Percentile 31.17 MPH

10th Percentile Round-Down 30 MPH

Note: located ~1800' S/O 41st Ave (signal).

# SPEED SURVEY - EAST BOUND

## Street: 47th Ave

Approach to: *Franklin Blvd*

Location Taken: *None*

Sample Size: 103

Direction: *East Bound*

Date of Speed Survey: *1/8/2010*

Weather: *Cloudy*

Time of Speed Survey: *9:42am*

Number Of Lanes: *2*

Day: *Friday*

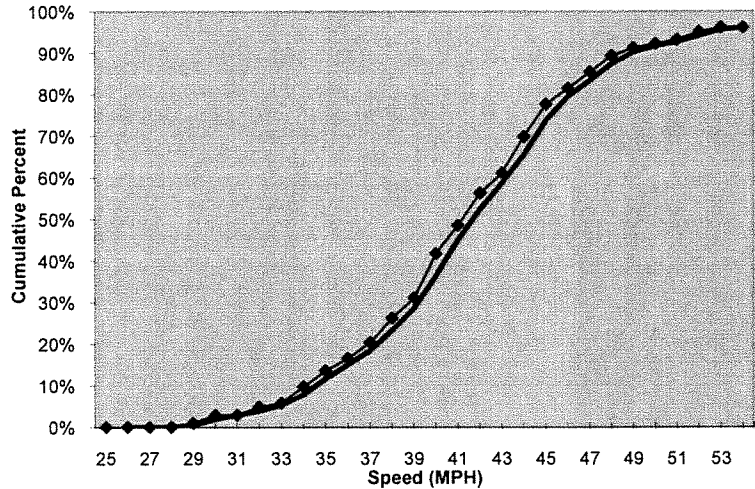
Existing Speed Limit: *40 mph*

Observer: *RA*

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29	1	0.971%	0.971%
30	2	1.942%	2.913%
31		0.000%	2.913%
32	2	1.942%	4.854%
33	1	0.971%	5.825%
34	4	3.883%	9.709%
35	4	3.883%	13.592%
36	3	2.913%	16.505%
37	4	3.883%	20.388%
38	6	5.825%	26.214%
39	5	4.854%	31.068%
40	11	10.680%	41.748%
41	7	6.796%	48.544%
42	8	7.767%	56.311%
43	5	4.854%	61.165%
44	9	8.738%	69.903%
45	8	7.767%	77.670%
46	4	3.883%	81.553%
47	4	3.883%	85.437%
48	4	3.883%	89.320%
49	2	1.942%	91.262%
50	1	0.971%	92.233%
51	1	0.971%	93.204%
52	2	1.942%	95.146%
53	1	0.971%	96.117%
54		0.000%	96.117%
55		0.000%	96.117%
56	2	1.942%	98.058%
57	2	1.942%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 103 100%

Cumulative Percent Vs. Speed (MPH)



Mean	41.19 MPH
90th Percentile	48.35 MPH
90th Percentile Round-Up	<b>50</b> MPH
85th Percentile	46.89 MPH
10th Percentile	34.08 MPH
10th Percentile Round-Down	<b>30</b> MPH

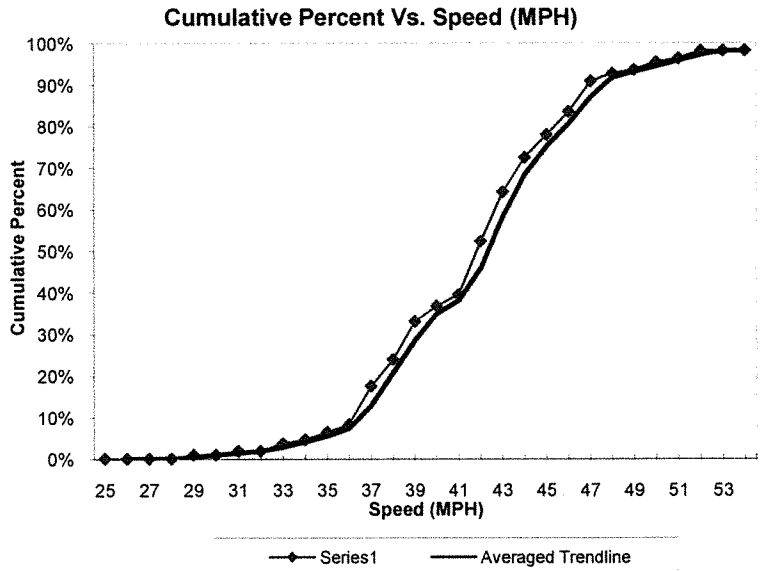
# SPEED SURVEY - WEST BOUND

## Street: 47th Ave

Approach to: <u>SR-99 S/B/R</u>	Direction: <u>West Bound</u>	Date of Speed Survey: <u>1/8/2010</u>
Location Taken: <u>None</u>	Weather: <u>Cloudy</u>	Time of Speed Survey: <u>9:09am</u>
Sample Size: <u>109</u>	Number Of Lanes: <u>2</u>	Day: <u>Friday</u>
	Existing Speed Limit: <u>40 mph</u>	Observer: <u>RA</u>

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29	1	0.917%	0.917%
30		0.000%	0.917%
31	1	0.917%	1.835%
32		0.000%	1.835%
33	2	1.835%	3.670%
34	1	0.917%	4.587%
35	2	1.835%	6.422%
36	2	1.835%	8.257%
37	10	9.174%	17.431%
38	7	6.422%	23.853%
39	10	9.174%	33.028%
40	4	3.670%	36.697%
41	3	2.752%	39.450%
42	14	12.844%	52.294%
43	13	11.927%	64.220%
44	9	8.257%	72.477%
45	6	5.505%	77.982%
46	6	5.505%	83.486%
47	8	7.339%	90.826%
48	2	1.835%	92.661%
49	1	0.917%	93.578%
50	2	1.835%	95.413%
51	1	0.917%	96.330%
52	2	1.835%	98.165%
53		0.000%	98.165%
54		0.000%	98.165%
55		0.000%	98.165%
56	1	0.917%	99.083%
57		0.000%	99.083%
58		0.000%	99.083%
59		0.000%	99.083%
60	1	0.917%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 109 100%



Mean	41.82 MPH
90th Percentile	46.89 MPH
90th Percentile Round-Up	50 MPH
85th Percentile	46.21 MPH
10th Percentile	36.19 MPH
10th Percentile Round-Down	35 MPH



# SPEED SURVEY - NORTH BOUND

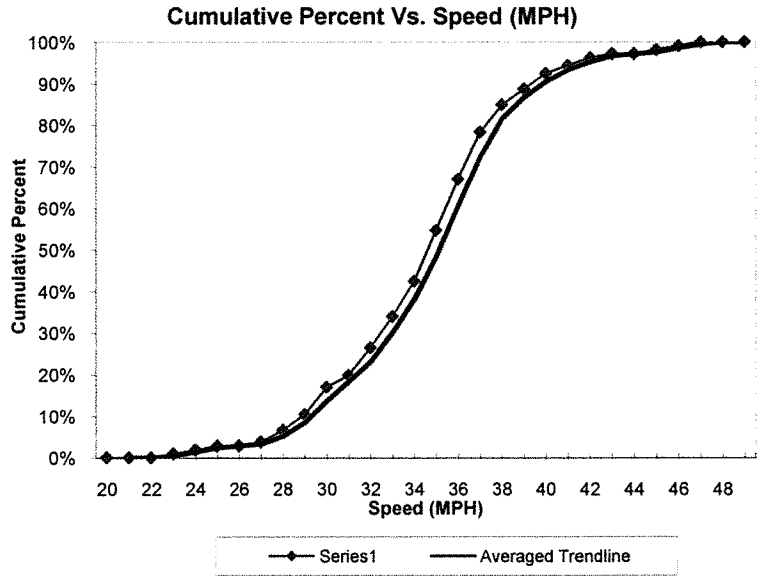
## Street: Martin Luther King Jr Blvd

Approach to: 47th Ave  
 Location Taken: None  
 Sample Size: 106

Direction: North Bound      Date of Speed Survey: 1/8/2010  
 Weather: Cloudy              Time of Speed Survey: 10:18am  
 Number Of Lanes: 2              Day: Friday  
 Existing Speed Limit: ?              Observer: RA

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23	1	0.943%	0.943%
24	1	0.943%	1.887%
25	1	0.943%	2.830%
26		0.000%	2.830%
27	1	0.943%	3.774%
28	3	2.830%	6.604%
29	4	3.774%	10.377%
30	7	6.604%	16.981%
31	3	2.830%	19.811%
32	7	6.604%	26.415%
33	8	7.547%	33.962%
34	9	8.491%	42.453%
35	13	12.264%	54.717%
36	13	12.264%	66.981%
37	12	11.321%	78.302%
38	7	6.604%	84.906%
39	4	3.774%	88.679%
40	4	3.774%	92.453%
41	2	1.887%	94.340%
42	2	1.887%	96.226%
43	1	0.943%	97.170%
44		0.000%	97.170%
45	1	0.943%	98.113%
46	1	0.943%	99.057%
47	1	0.943%	100.000%
48		0.000%	100.000%
49		0.000%	100.000%
50		0.000%	100.000%
51		0.000%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 106      100%



Mean 34.62 MPH  
 90th Percentile 39.35 MPH  
 90th Percentile Round-Up 40 MPH  
 85th Percentile 38.03 MPH  
 10th Percentile 28.90 MPH  
 10th Percentile Round-Down 25 MPH

# SPEED SURVEY - SOUTH BOUND

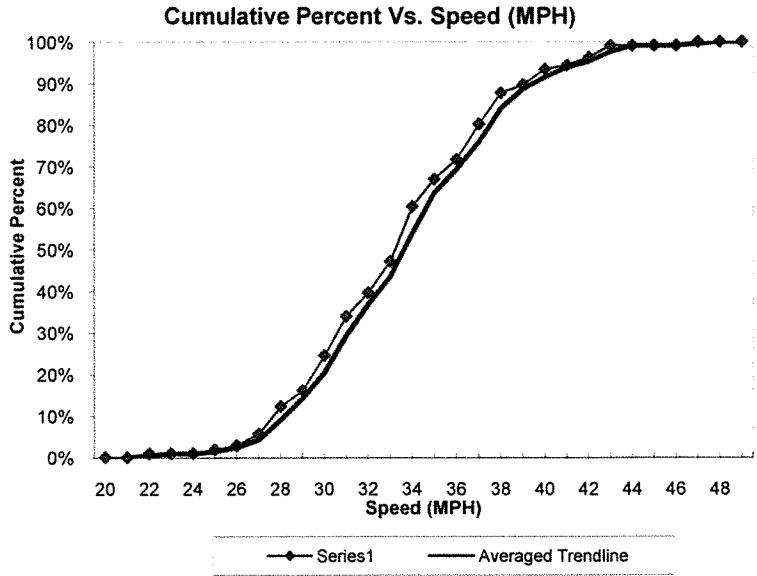
## Street: Martin Luther King Jr Blvd

Approach to: 47th Ave  
 Location Taken: None  
 Sample Size: 106

Direction: South Bound      Date of Speed Survey: 1/8/2010  
 Weather: Cloudy              Time of Speed Survey: 10:45am  
 Number Of Lanes: 1              Day: Friday  
 Existing Speed Limit: ?              Observer: RA

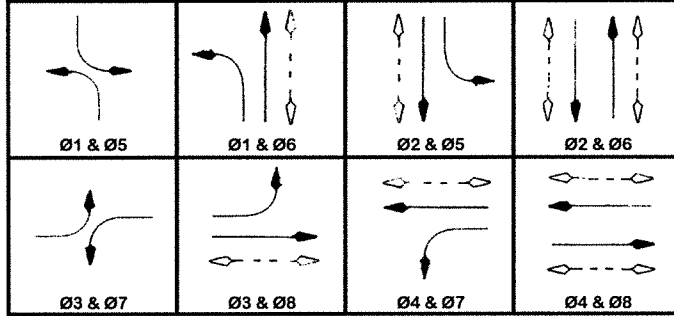
Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22	1	0.943%	0.943%
23		0.000%	0.943%
24		0.000%	0.943%
25	1	0.943%	1.887%
26	1	0.943%	2.830%
27	3	2.830%	5.660%
28	7	6.604%	12.264%
29	4	3.774%	16.038%
30	9	8.491%	24.528%
31	10	9.434%	33.962%
32	6	5.660%	39.623%
33	8	7.547%	47.170%
34	14	13.208%	60.377%
35	7	6.604%	66.981%
36	5	4.717%	71.698%
37	9	8.491%	80.189%
38	8	7.547%	87.736%
39	2	1.887%	89.623%
40	4	3.774%	93.396%
41	1	0.943%	94.340%
42	2	1.887%	96.226%
43	3	2.830%	99.057%
44		0.000%	99.057%
45		0.000%	99.057%
46		0.000%	99.057%
47	1	0.943%	100.000%
48		0.000%	100.000%
49		0.000%	100.000%
50		0.000%	100.000%
51		0.000%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 106    100%



Mean	33.21	MPH
90th Percentile	39.10	MPH
90th Percentile Round-Up	40	MPH
85th Percentile	37.64	MPH
10th Percentile	27.66	MPH
10th Percentile Round-Down	25	MPH

Econolite ASC/3-2070 V22.58.10 S/W (TS template V3.2.9 1-14-2015)



Location:	Arden Way & Watt Ave					
Intersection #:	57	IP Addr:	192	168	102	184
Date:	2/24/2015			Initial:	WDC	

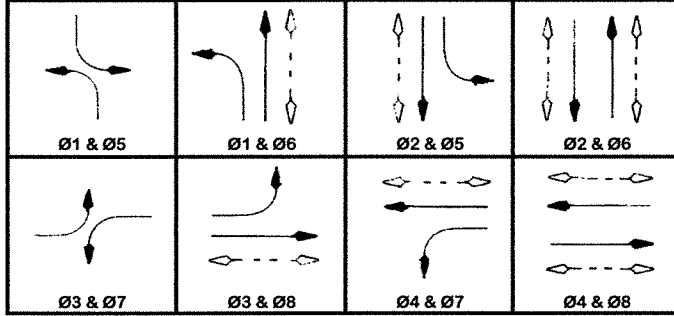
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 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	7	3	7	3	7								
BK MGRN		10				10										
CS MGRN																
DLY GRN																
WALK		10		10		10		10								
WALK2																
WALK MAX																
PED CLR		19		24		20		23								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	4.9	1.0	3.9	2.0*	4.9	1.0	3.9								
VH EXT2																
MAX 1	25	70	25	40	25	70	25	40								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	5.0	3.5	4.8	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.4	2.0	0.8	2.0	0.4	2.0	0.9								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.6		1.9		1.6		1.9								
MAX INT		35		30		35		30								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		4.9		3.9		4.9		3.9								

\* Timing Sheet Updated for minimum software revision v22.58.10, Minor corrections 2-18-2015

Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.2.8 9-19-2013)



Location:	Arden Way & Watt Ave		
Intersection #:	57	IP Addr:	192.168.102.184
Date:	2/6/2014	Initial:	WDC

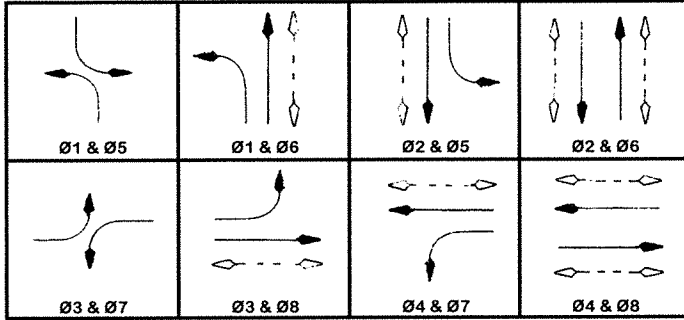
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 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	7	3	7	3	7								
BK MGRN		10														
CS MGRN																
DLY GRN																
WALK		10		10		10		10								
WALK2																
WALK MAX																
PED CLR		19		24		20		23								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	4.9	1.0	3.9	2.0*	4.9	1.0	3.9								
VH EXT2																
MAX 1	25	70	25	40	25	70	25	40								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	5.0	3.5	4.8	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.4	2.0	0.8	2.0	0.4	2.0	0.9								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.6		1.9		1.6		1.9								
MAX INT		35		30		35		30								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		4.9		3.9		4.9		3.9								

\*ENGINEER'S OBSERVATION

Econolite ASC/3-2070 V2.49.10 S/W (TS template V1.4 4-4-11)



Location:	Arden Wy & Watt Ave		
Intersection #:	57	IP Addr:	192.168.102.---
Date:	7/15/2011	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
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Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	1															
Phase Timing MM-2-1																
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
Direction	E→N	W/B	N→W	S/B	W→S	E/B	S→E	N/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	7	3	7	3	7								
BK MGRN																
CS MGRN																
DLY GRN																
WALK		10		10		10		10								
WALK2																
WALK MAX																
PED CLR		19		24		20		23								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	4.1	1.0	3.9	1.0	4.1	1.0	3.9								
VH EXT2																
MAX 1	25	70	25	40	25	70	25	40								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	5.0	3.5	4.6	3.5	5.0	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.4	2.0	0.8	2.0	0.4	2.0	0.9								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0								
ACT B4																
SEC/ACT		1.6		1.9		1.6		1.9								
MAX INT		20		15		20		15								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		4.1		3.9		4.1		3.9								

# SPEED SURVEY - NORTH BOUND

## Street: Watt Ave

Approach to: Alta Arden Expwy

Location Taken: parked on N/B shoulder at end of N/B LT stripe

Sample Size: 102

Direction: North Bound

Date of Speed Survey: 12/17/2013

Weather: sunny

Time of Speed Survey: 12:53pm - 1:49pm

Number Of Lanes: 3

Day: Tuesday

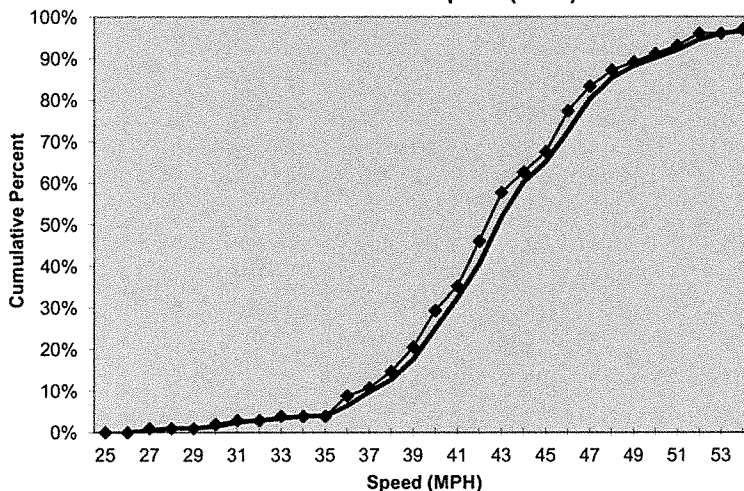
Existing Speed Limit: 40 mph

Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27	1	0.980%	0.980%
28		0.000%	0.980%
29		0.000%	0.980%
30	1	0.980%	1.961%
31	1	0.980%	2.941%
32		0.000%	2.941%
33	1	0.980%	3.922%
34		0.000%	3.922%
35		0.000%	3.922%
36	5	4.902%	8.824%
37	2	1.961%	10.784%
38	4	3.922%	14.706%
39	6	5.882%	20.588%
40	9	8.824%	29.412%
41	6	5.882%	35.294%
42	11	10.784%	46.078%
43	12	11.765%	57.843%
44	5	4.902%	62.745%
45	5	4.902%	67.647%
46	10	9.804%	77.451%
47	6	5.882%	83.333%
48	4	3.922%	87.255%
49	2	1.961%	89.216%
50	2	1.961%	91.176%
51	2	1.961%	93.137%
52	3	2.941%	96.078%
53		0.000%	96.078%
54	1	0.980%	97.059%
55	1	0.980%	98.039%
56		0.000%	98.039%
57		0.000%	98.039%
58	1	0.980%	99.020%
59		0.000%	99.020%
60		0.000%	99.020%
61		0.000%	99.020%
62	1	0.980%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 102 100%

Cumulative Percent Vs. Speed (MPH)



Series1 Averaged Trendline

Mean **42.33 MPH**

90th Percentile **49.40 MPH**

90th Percentile Round-Up **50 MPH**

85th Percentile **47.43 MPH**

10th Percentile **36.60 MPH**

10th Percentile Round-Down **35 MPH**

Note: located ~1100' N/O Arden Wy (signal).

# SPEED SURVEY - SOUTH BOUND

## Street: **Watt Ave**

Approach to: Alta Arden Expwy

Location Taken: parked in turn lane somewhere north of Maplewood Ln

Sample Size: 101

Direction: South Bound

Date of Speed Survey: 12/17/2013

Weather: sunny

Time of Speed Survey: 1:53pm - 3:07pm

Number Of Lanes: 3

Day: Tuesday

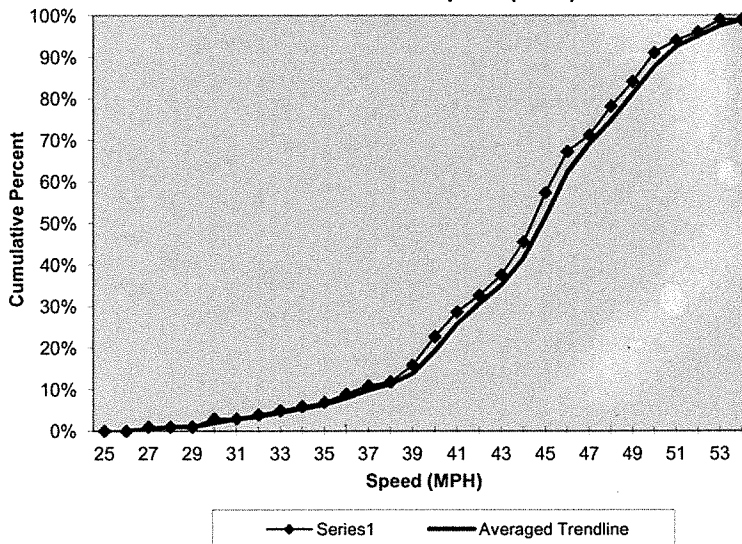
Existing Speed Limit: 40 mph

Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27	1	0.990%	0.990%
28		0.000%	0.990%
29		0.000%	0.990%
30	2	1.980%	2.970%
31		0.000%	2.970%
32	1	0.990%	3.960%
33	1	0.990%	4.950%
34	1	0.990%	5.941%
35	1	0.990%	6.931%
36	2	1.980%	8.911%
37	2	1.980%	10.891%
38	1	0.990%	11.881%
39	4	3.960%	15.842%
40	7	6.931%	22.772%
41	6	5.941%	28.713%
42	4	3.960%	32.673%
43	5	4.950%	37.624%
44	8	7.921%	45.545%
45	12	11.881%	57.426%
46	10	9.901%	67.327%
47	4	3.960%	71.287%
48	7	6.931%	78.218%
49	6	5.941%	84.158%
50	7	6.931%	91.089%
51	3	2.970%	94.059%
52	2	1.980%	96.040%
53	3	2.970%	99.010%
54		0.000%	99.010%
55		0.000%	99.010%
56		0.000%	99.010%
57	1	0.990%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 101 100%

**Cumulative Percent Vs. Speed (MPH)**



Mean 44.38 MPH

90th Percentile 49.84 MPH

90th Percentile Round-Up 50 MPH

85th Percentile 49.12 MPH

10th Percentile 36.55 MPH

10th Percentile Round-Down 35 MPH

Note: located ~1500' S/O Cottage Wy (signal).

# SPEED SURVEY - EAST BOUND

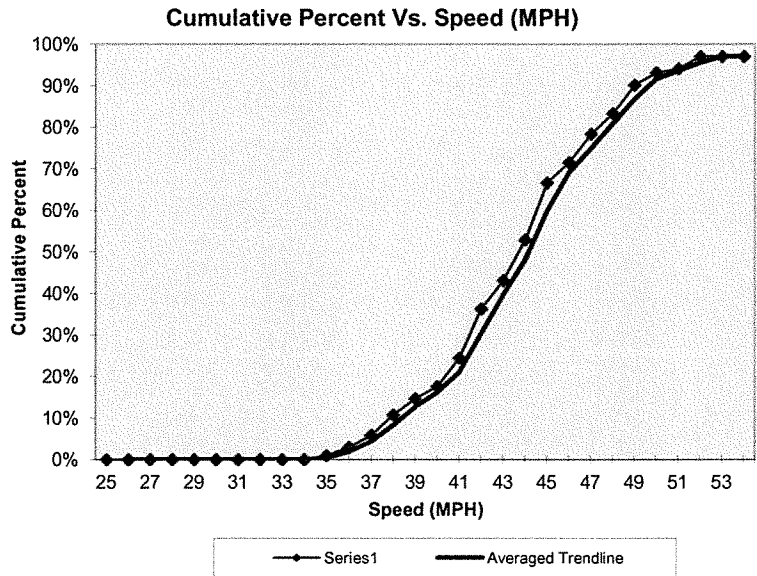
## Street: Arden Wy

Approach to: La Sierra Dr - Maple Glen Rd  
 Location Taken: None  
 Sample Size: 102

Direction: East Bound      Date of Speed Survey: 3/2/2012  
 Weather: sunny      Time of Speed Survey: 9:05am  
 Number Of Lanes: 2      Day: Friday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34		0.000%	0.000%
35	1	0.980%	0.980%
36	2	1.961%	2.941%
37	3	2.941%	5.882%
38	5	4.902%	10.784%
39	4	3.922%	14.706%
40	3	2.941%	17.647%
41	7	6.863%	24.510%
42	12	11.765%	36.275%
43	7	6.863%	43.137%
44	10	9.804%	52.941%
45	14	13.725%	66.667%
46	5	4.902%	71.569%
47	7	6.863%	78.431%
48	5	4.902%	83.333%
49	7	6.863%	90.196%
50	3	2.941%	93.137%
51	1	0.980%	94.118%
52	3	2.941%	97.059%
53		0.000%	97.059%
54		0.000%	97.059%
55		0.000%	97.059%
56	1	0.980%	98.039%
57	1	0.980%	99.020%
58		0.000%	99.020%
59		0.000%	99.020%
60		0.000%	99.020%
61		0.000%	99.020%
62	1	0.980%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 102 100%



Mean	43.70	MPH
90th Percentile	48.97	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	48.24	MPH
10th Percentile	37.84	MPH
10th Percentile Round-Down	35	MPH



# SPEED SURVEY - WEST BOUND

## Street: Arden Wy

Approach to: *La Sierra Dr - Maple Glen Rd*

Location Taken: *None*

Sample Size: 103

Direction: *West Bound*

Date of Speed Survey: *3/2/2012*

Weather: *Sunny*

Time of Speed Survey: *9:58am*

Number Of Lanes: *2*

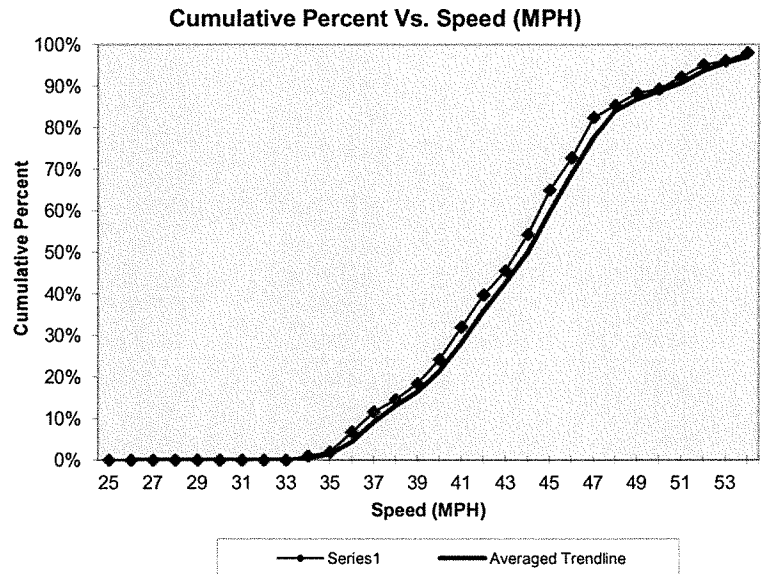
Day: *Friday*

Existing Speed Limit: *40 mph*

Observer: *RA*

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34	1	0.971%	0.971%
35	1	0.971%	1.942%
36	5	4.854%	6.796%
37	5	4.854%	11.650%
38	3	2.913%	14.563%
39	4	3.883%	18.447%
40	6	5.825%	24.272%
41	8	7.767%	32.039%
42	8	7.767%	39.806%
43	6	5.825%	45.631%
44	9	8.738%	54.369%
45	11	10.680%	65.049%
46	8	7.767%	72.816%
47	10	9.709%	82.524%
48	3	2.913%	85.437%
49	3	2.913%	88.350%
50	1	0.971%	89.320%
51	3	2.913%	92.233%
52	3	2.913%	95.146%
53	1	0.971%	96.117%
54	2	1.942%	98.058%
55		0.000%	98.058%
56		0.000%	98.058%
57	1	0.971%	99.029%
58		0.000%	99.029%
59		0.000%	99.029%
60	1	0.971%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 103 100%



Mean 43.50 MPH

90th Percentile 50.23 MPH

90th Percentile Round-Up 55 MPH

85th Percentile 47.85 MPH

10th Percentile 36.66 MPH

10th Percentile Round-Down 35 MPH

# COUNTY OF SACRAMENTO

MULTISONICS 820A TIMING SHEET

**INTERSECTION** Auburn Blvd & Garfield Ave

DATE: 9/19/13 DM TELEM ADRS (0-4): 3 ICU #: 79

I/S #: 107 TBC: YES  NO  SET UP



DELAY TIME	SEC	ALLOWABLE PHASES	1 2 3 4 5 6 7 8
HOLD TIME	SEC	PED PHASE	2 4 6 8
TRACK PHASES		FLASHING WALKS	
TRACK Ø GRN TIME	SEC	DENSITY PHASES	2 6
PREEMPT PHASES		EXCLUSIVE PHASE	
INTVL 5 IN FLASH:	YES <input type="checkbox"/> NO <input type="checkbox"/>	LAG PHASES	2 4 6 8
INTVL 5 MIN GRN	SEC	NON-ACTUATED I	
INTVL 6 YELLOW	SEC	NON-ACTUATED II	
INTVL 7 RED TIME	SEC	COND SERV PHASES	
RETURN PHASES		DUAL ENT PHASES	
RET VEH CALLS		RED REST PHASES	
RET PED CALLS		SIMULTANEOUS GAP:	
ABORT FDW:	YES <input type="checkbox"/> NO <input type="checkbox"/>	MIN YELLOW TIME	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/> 3.5 SEC
PREEMPT ENABLE:	YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>	RED REVERT TIME	2.0 SEC

X SHAPE QUAD X TEE

SOUTH THRU (0-8) 4 START UP TIME 4.0 SEC

SOUTH THRU (0-8) 7 START UP PHASES 2 YELLOW

WEST THRU (0-8) 2 START IN: 1 2 3 4 5 6 7 8

WEST THRU (0-8) 5 START VEH CALLS

NORTH THRU (0-8) 8 START PED CALLS

NORTH THRU (0-8) 3 OVERLAP

EAST THRU (0-8) 6 PARENT PHASE

EAST THRU (0-8) 1 TIMING METHOD

SOUTH PED (0-8) 4 GREEN EXT

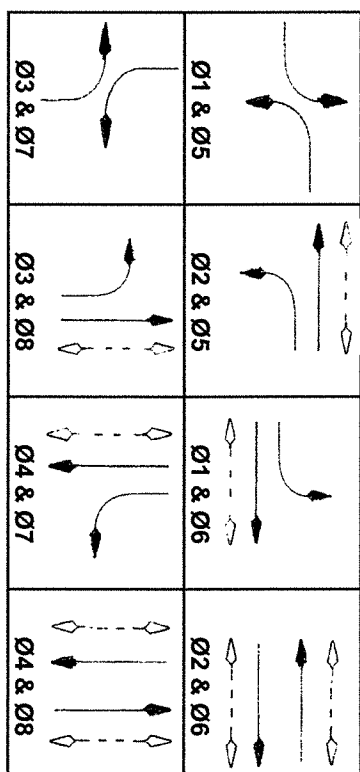
WEST PED (0-8) 2 YELLOW CHANGE

NORTH PED (0-8) 8 RED CLEARANCE

EAST PED (0-8) 6 OVERLAP TYPE

	1	2	3	4

DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEHICLE CALLS	PED CALLS	DELAY OUTPUT
0	N/U	1, 6	1.0	Y	Y	N	-	-	N
0	N/U	2, 5	1.0	Y	Y	N	-	-	N
0	N/U	3, 8	1.0	Y	Y	N	-	-	N
0	N/U	4, 7	1.0	Y	Y	N	-	-	N



PHASE MODULE									
PHASING									
PHASING	1	2	3	4	5	6	7	8	
RECALL		MIN				MIN			
MAXIMUM									
Max I 0-255	25	70	25	70	25	70	25	70	
Max II 0-255	12	24	12	24	12	24	12	24	

INITIAL									
Add / Act 0-25.5		1.9				1.9			
Min 0-255	3	7	3	3	3	7	3	3	
Max 0-255		30				30			
EXTENSION									
Preset 0-25.5	1.0	3.9	1.0	1.0	1.0	3.9	1.0	1.0	
Min 0-25.5		3.9				3.9			

REDUCTION									
Before 0-255		0				0			
To Min 0-255		0				0			

CLEARANCE									
Yellow 0-25.5	3.5	4.8	3.5	5.0	3.5	4.8	3.5	4.8	
Red 0-25.5	2.0	0.5	0.6	0.3	2.0	0.5	0.6	0.4	

PEDESTRIAN									
Walk 0-255		7		7		7		7	
Protect 0-255		15		13		14		14	

**COUNTY OF SACRAMENTO**

MULTISONICS 820A TIMING SHEET

INTERSECTION: Auburn & Garfield

DATE: 9/11/07 TELEM ADRS (0-4): 3 ICU #: 79  
 I/S #: 107 TBC: YES  NO  SET UP

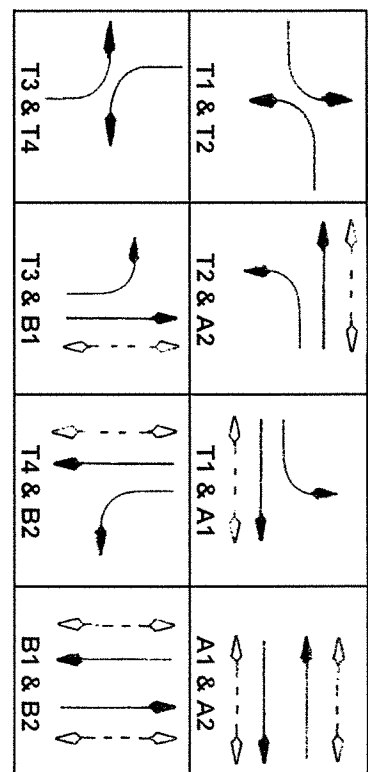
RR PREEMPT

DELAY TIME \_\_\_\_\_ SEC ALLOWABLE PHASES 1 2 3 4 5 6 7 8  
 HOLD TIME \_\_\_\_\_ SEC PED PHASE 2 4 6 8  
 TRACK PHASES \_\_\_\_\_ SEC FLASHING WALKS 2 6  
 TRACK Ø GRN TIME \_\_\_\_\_ SEC DENSITY PHASES \_\_\_\_\_  
 PREEMPT PHASES \_\_\_\_\_ SEC EXCLUSIVE PHASES \_\_\_\_\_  
 INTVL 5 IN FLASH: YES \_\_\_\_\_ NO \_\_\_\_\_ LAG PHASES 2 4 6 8  
 INTVL 5 MIN GRN \_\_\_\_\_ SEC NON-ACTUATED I \_\_\_\_\_  
 INTVL 6 YELLOW \_\_\_\_\_ SEC NON-ACTUATED II \_\_\_\_\_  
 INTVL 7 RED TIME \_\_\_\_\_ SEC COND SERV PHASES \_\_\_\_\_  
 RETURN PHASES \_\_\_\_\_ SEC DUAL ENT PHASES \_\_\_\_\_  
 RET VEH CALLS \_\_\_\_\_ SEC RED REST PHASES \_\_\_\_\_  
 RET PED CALLS \_\_\_\_\_ SEC SIMULTANEOUS GAP: YES \_\_\_\_\_ NO   
 ABORT FDW: YES \_\_\_\_\_ NO \_\_\_\_\_ MIN YELLOW TIME 3.5 SEC  
 PREEMPT ENABLE: YES \_\_\_\_\_ NO  RED REVERT TIME 2.0 SEC  
 FLASH PHASES \_\_\_\_\_  
 START IN: \_\_\_\_\_  
 START UP TIME 4.0 SEC  
 START UP PHASES 2 6  
 START IN: \_\_\_\_\_  
 START VEH CALLS YELLOW  
 START PED CALLS 1 3 4 5 7 8

X SHADE QUAD X TEE \_\_\_\_\_  
 SOUTH THRU (0-8) 4 START UP TIME  
 WEST THRU (0-8) 7 START UP PHASES  
 WEST THRU (0-8) 2 START IN:  
 WEST THRU (0-8) 5 START VEH CALLS  
 NORTH THRU (0-8) 8 START PED CALLS  
 NORTH THRU (0-8) 3 OVERLAP  
 EAST THRU (0-8) 6 PARENT PHASE  
 EAST THRU (0-8) 1 TIMING METHOD  
 SOUTH THRU (0-8) 4 GREEN EXT  
 WEST PED (0-8) 2 YELLOW CHANGE  
 NORTH PED (0-8) 8 RED CLEARANCE  
 EAST PED (0-8) 6 OVERLAP TYPE

	1	2	3	4

DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEH CALLS	PED CALLS	DELAY OUTPUT
1		<u>1,6</u>	<u>1.0</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	-	-	-
2		<u>2,5</u>	<u>1.0</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	-	-	-
3		<u>3,8</u>	<u>1.0</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	-	-	-
4		<u>4,7</u>	<u>1.0</u>	<u>Y</u>	<u>Y</u>	<u>N</u>	-	-	-



PHASE MODULE

PHASING	T1	A2	T3	B2	T2	A1	T4	B1
PHASING	1	2	3	4	5	6	7	8
RECALL		MIN				MIN		
MAXIMUM								
Max I 0-255	25	70	25	70	25	70	25	70
Max II 0-255	12	24	12	24	12	24	12	24
INITIAL								
Add / Act 0-25.5		1.9				1.9		
Min 0-255		3	7	3	3	7	3	3
Max 0-255			30			30		

EXTENSION	1.0	3.9	1.0	1.0	1.0	4.8	1.0	1.0
Preset 0-25.5						4.8		
Min 0-25.5		3.9						
REDUCTION								
Before 0-255		0				0		
To Min 0-255		0				0		
CLEARANCE								
Yellow 0-25.5	3.5	5.0	3.5	4.6	3.5	4.6	3.5	4.6
Red 0-25.5	2.0	0.2	0.8	0.7	1.7	0.2	0.7	0.7
PEDESTRIAN								
Walk 0-255		7		7		7		7
Protect 0-255		15		17		17		16

# SPEED SURVEY - EAST BOUND

## Street: Auburn Blvd

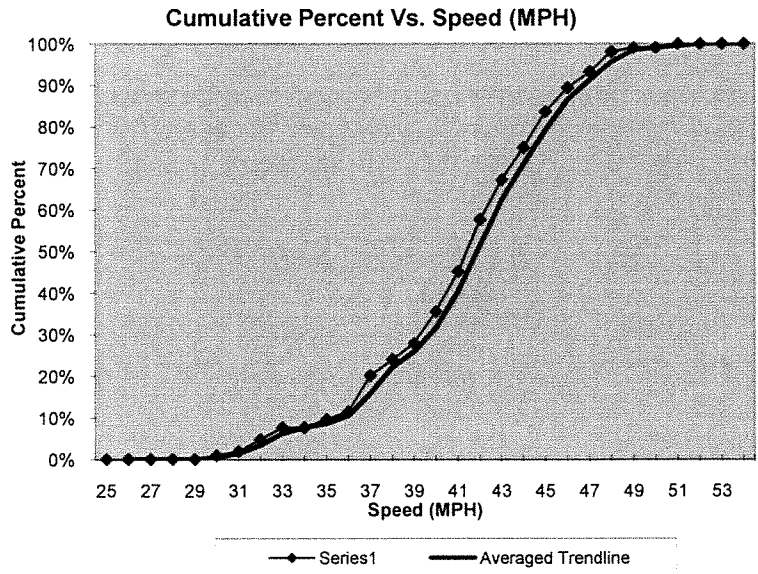
Approach to: Garfield Ave  
 Location Taken: None  
 Sample Size: 104

Direction: East Bound  
 Weather: sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: 40 mph

Date of Speed Survey: 8/31/2010  
 Time of Speed Survey: 9:21am  
 Day: Tuesday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	1	0.962%	0.962%
31	1	0.962%	1.923%
32	3	2.885%	4.808%
33	3	2.885%	7.692%
34		0.000%	7.692%
35	2	1.923%	9.615%
36	2	1.923%	11.538%
37	9	8.654%	20.192%
38	4	3.846%	24.038%
39	4	3.846%	27.885%
40	8	7.692%	35.577%
41	10	9.615%	45.192%
42	13	12.500%	57.692%
43	10	9.615%	67.308%
44	8	7.692%	75.000%
45	9	8.654%	83.654%
46	6	5.769%	89.423%
47	4	3.846%	93.269%
48	5	4.808%	98.077%
49	1	0.962%	99.038%
50		0.000%	99.038%
51	1	0.962%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 104 100%



Mean	41.38 MPH
90th Percentile	46.15 MPH
90th Percentile Round-Up	<b>50</b> MPH
85th Percentile	45.23 MPH
10th Percentile	35.20 MPH
10th Percentile Round-Down	<b>35</b> MPH

# SPEED SURVEY - WEST BOUND

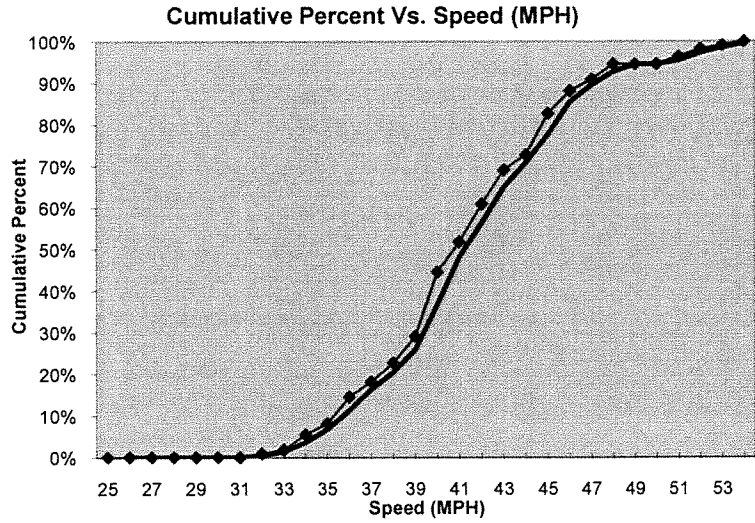
## Street: Auburn Blvd

Approach to: Garfield Ave  
 Location Taken: None  
 Sample Size: 110

Direction: West Bound      Date of Speed Survey: 8/31/2010  
 Weather: sunny      Time of Speed Survey: 10:24am  
 Number Of Lanes: 2      Day: Tuesday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32	1	0.909%	0.909%
33	1	0.909%	1.818%
34	4	3.636%	5.455%
35	3	2.727%	8.182%
36	7	6.364%	14.545%
37	4	3.636%	18.182%
38	5	4.545%	22.727%
39	7	6.364%	29.091%
40	17	15.455%	44.545%
41	8	7.273%	51.818%
42	10	9.091%	60.909%
43	9	8.182%	69.091%
44	4	3.636%	72.727%
45	11	10.000%	82.727%
46	6	5.455%	88.182%
47	3	2.727%	90.909%
48	4	3.636%	94.545%
49		0.000%	94.545%
50		0.000%	94.545%
51	2	1.818%	96.364%
52	2	1.818%	98.182%
53	1	0.909%	99.091%
54	1	0.909%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 110    100%



Series1   
 Averaged Trendline

Mean	40.75    MPH
90th Percentile	46.67    MPH
90th Percentile Round-Up	<b>50</b> MPH
85th Percentile	45.42    MPH
10th Percentile	35.29    MPH
10th Percentile Round-Down	<b>35</b> MPH

# SPEED SURVEY - NORTH BOUND

## Street: Garfield Ave

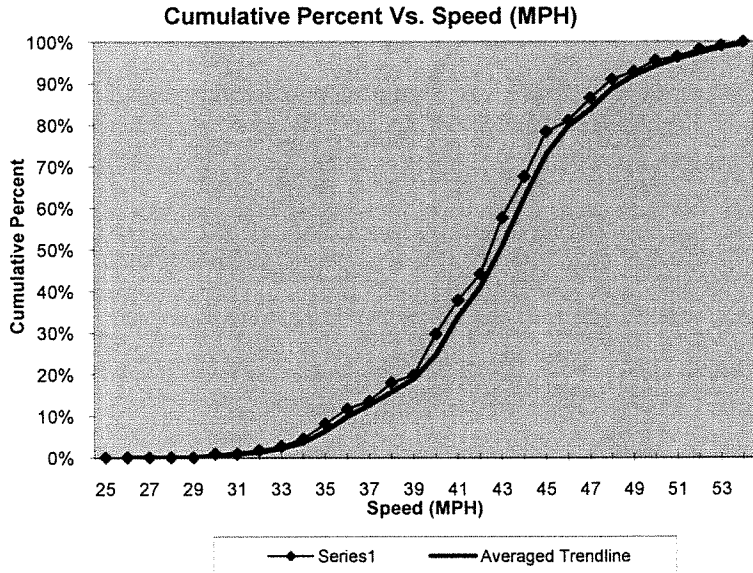
Approach to: Auburn Blvd  
 Location Taken: None  
 Sample Size: 111

Direction: North Bound  
 Weather: sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: 45 mph

Date of Speed Survey: 8/31/2010  
 Time of Speed Survey: 1:11pm  
 Day: Tuesday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	1	0.901%	0.901%
31		0.000%	0.901%
32	1	0.901%	1.802%
33	1	0.901%	2.703%
34	2	1.802%	4.505%
35	4	3.604%	8.108%
36	4	3.604%	11.712%
37	2	1.802%	13.514%
38	5	4.505%	18.018%
39	2	1.802%	19.820%
40	11	9.910%	29.730%
41	9	8.108%	37.838%
42	7	6.306%	44.144%
43	15	13.514%	57.658%
44	11	9.910%	67.568%
45	12	10.811%	78.378%
46	3	2.703%	81.081%
47	6	5.405%	86.486%
48	5	4.505%	90.991%
49	2	1.802%	92.793%
50	3	2.703%	95.495%
51	1	0.901%	96.396%
52	2	1.802%	98.198%
53	1	0.901%	99.099%
54	1	0.901%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 111 100%



Mean	42.43 MPH
90th Percentile	47.78 MPH
90th Percentile Round-Up	<b>50</b> MPH
85th Percentile	46.73 MPH
10th Percentile	35.53 MPH
10th Percentile Round-Down	<b>35</b> MPH

# SPEED SURVEY - SOUTH BOUND

## Street: Garfield Ave

Approach to: Auburn Blvd  
 Location Taken: None  
 Sample Size: 108

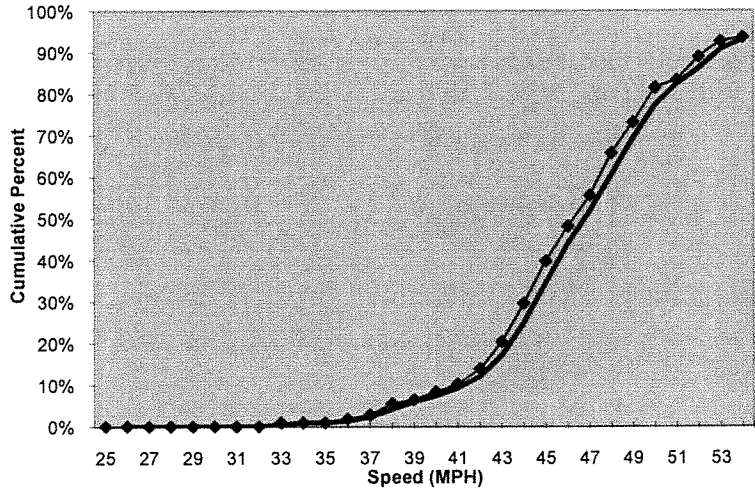
Direction: South Bound  
 Weather: sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: 45 mph

Date of Speed Survey: 8/31/2010  
 Time of Speed Survey: 1:51pm  
 Day: Tuesday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33	1	0.926%	0.926%
34		0.000%	0.926%
35		0.000%	0.926%
36	1	0.926%	1.852%
37	1	0.926%	2.778%
38	3	2.778%	5.556%
39	1	0.926%	6.481%
40	2	1.852%	8.333%
41	2	1.852%	10.185%
42	4	3.704%	13.889%
43	7	6.481%	20.370%
44	10	9.259%	29.630%
45	11	10.185%	39.815%
46	9	8.333%	48.148%
47	8	7.407%	55.556%
48	11	10.185%	65.741%
49	8	7.407%	73.148%
50	9	8.333%	81.481%
51	2	1.852%	83.333%
52	6	5.556%	88.889%
53	4	3.704%	92.593%
54	1	0.926%	93.519%
55	2	1.852%	95.370%
56	1	0.926%	96.296%
57	1	0.926%	97.222%
58	1	0.926%	98.148%
59	2	1.852%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 108 100%

Cumulative Percent Vs. Speed (MPH)



Mean 46.25 MPH

90th Percentile 52.30 MPH

90th Percentile Round-Up 55 MPH

85th Percentile 51.30 MPH

10th Percentile 40.90 MPH

10th Percentile Round-Down 40 MPH

# SPEED SURVEY - EAST BOUND

## Street: Auburn Blvd

Approach to: *Manzanita Ave*

Comments: *None*

Sample Size: 154

Direction: *East Bound*

Weather: *Sunny*

Number Of Lanes: *2*

Existing Speed Limit: *40*

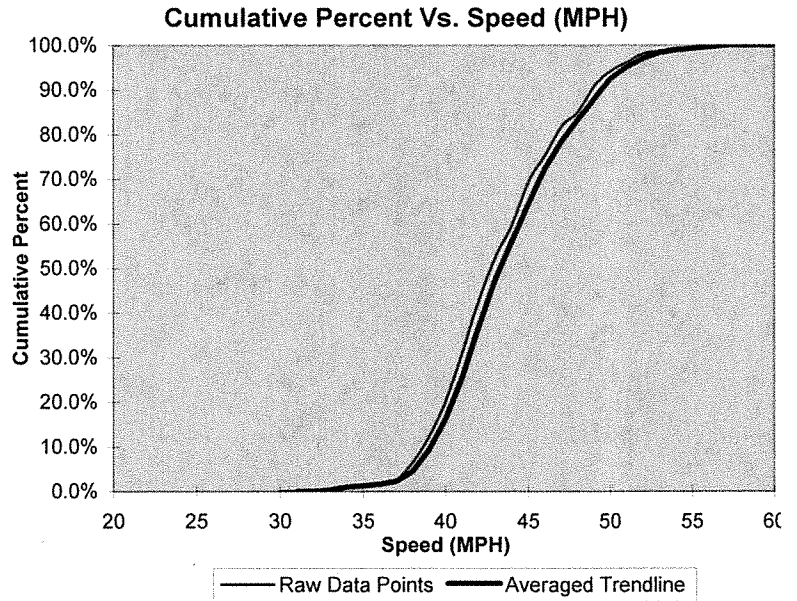
Date of Speed Survey: *5/3/2004*

Time of Speed Survey: *10:34 A.M.*

Day: *Monday*

Speed	#	Percent	Cum. Percent
30	0	0.0%	0.0%
31	0	0.0%	0.0%
32	0	0.0%	0.0%
33	1	0.6%	0.6%
34	1	0.6%	1.3%
35	0	0.0%	1.3%
36	1	0.6%	1.9%
37	1	0.6%	2.6%
38	6	3.9%	6.5%
39	9	5.8%	12.3%
40	12	7.8%	20.1%
41	17	11.0%	31.2%
42	18	11.7%	42.9%
43	15	9.7%	52.6%
44	11	7.1%	59.7%
45	15	9.7%	69.5%
46	9	5.8%	75.3%
47	10	6.5%	81.8%
48	5	3.2%	85.1%
49	9	5.8%	90.9%
50	5	3.2%	94.2%
51	3	1.9%	96.1%
52	3	1.9%	98.1%
53	1	0.6%	98.7%
54	1	0.6%	99.4%
55	0	0.0%	99.4%
56	1	0.6%	100.0%
57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65	0	0.0%	100.0%
66	0	0.0%	100.0%
67	0	0.0%	100.0%
68	0	0.0%	100.0%
69	0	0.0%	100.0%
70	0	0.0%	100.0%

Totals: 154 100%



Mean	44	MPH
Standard Deviation	4.03	
90th Percentile	49	MPH
85th Percentile	48	MPH
10th Percentile	39	MPH
Rounded-Down 10th Percentile	35	MPH
Detector Setback	250	FT
Near D.Z. Boundary	100	FT
Green Extension	2.9	SEC



# SPEED SURVEY - WEST BOUND

## Street: Auburn Blvd

Approach to: Manzanita Ave

Comments: None

Sample Size: 159

Direction: West Bound

Date of Speed Survey: 5/3/2004

Weather: Sunny

Time of Speed Survey: 9:49 A.M.

Number Of Lanes: 2

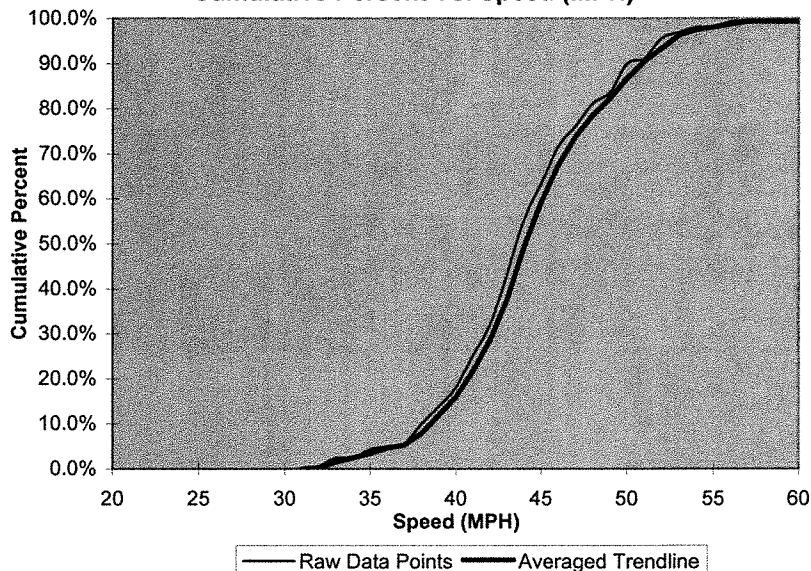
Day: Monday

Existing Speed Limit: 40

Speed	#	Percent	Cum. Percent
30	0	0.0%	0.0%
31	0	0.0%	0.0%
32	1	0.6%	0.6%
33	3	1.9%	2.5%
34	0	0.0%	2.5%
35	3	1.9%	4.4%
36	1	0.6%	5.0%
37	1	0.6%	5.7%
38	7	4.4%	10.1%
39	6	3.8%	13.8%
40	7	4.4%	18.2%
41	11	6.9%	25.2%
42	11	6.9%	32.1%
43	18	11.3%	43.4%
44	19	11.9%	55.3%
45	13	8.2%	63.5%
46	13	8.2%	71.7%
47	7	4.4%	76.1%
48	8	5.0%	81.1%
49	4	2.5%	83.6%
50	10	6.3%	89.9%
51	2	1.3%	91.2%
52	7	4.4%	95.6%
53	2	1.3%	96.9%
54	2	1.3%	98.1%
55	0	0.0%	98.1%
56	2	1.3%	99.4%
57	0	0.0%	99.4%
58	0	0.0%	99.4%
59	0	0.0%	99.4%
60	0	0.0%	99.4%
61	0	0.0%	99.4%
62	0	0.0%	99.4%
63	0	0.0%	99.4%
64	0	0.0%	99.4%
65	0	0.0%	99.4%
66	1	0.6%	100.0%
67	0	0.0%	100.0%
68	0	0.0%	100.0%
69	0	0.0%	100.0%
70	0	0.0%	100.0%

Totals: 159 100%

**Cumulative Percent Vs. Speed (MPH)**



Mean	44	MPH
Standard Deviation	4.97	
90th Percentile	51	MPH
85th Percentile	50	MPH
10th Percentile	38	MPH
Rounded-Down 10th Percentile	35	MPH
Detector Setback	250	FT
Near D.Z. Boundary	100	FT
Green Extension	2.9	SEC

# SPEED SURVEY - NORTH BOUND

## Street: Garfield Ave

Approach to: Auburn Blvd

Comments: None

Sample Size: 161

Direction: North Bound

Date of Speed Survey: 5/7/2004

Weather: Sunny

Time of Speed Survey: 9:23 a.m.

Number Of Lanes: 2

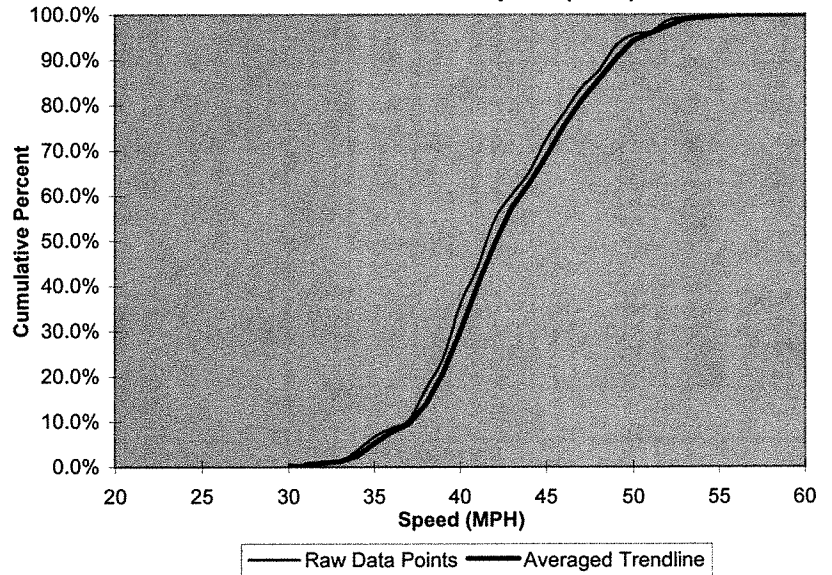
Day: Friday

Existing Speed Limit: 45

Speed	#	Percent	Cum. Percent
30	1	0.6%	0.6%
31	0	0.0%	0.6%
32	1	0.6%	1.2%
33	0	0.0%	1.2%
34	4	2.5%	3.7%
35	5	3.1%	6.8%
36	3	1.9%	8.7%
37	3	1.9%	10.6%
38	11	6.8%	17.4%
39	11	6.8%	24.2%
40	19	11.8%	36.0%
41	13	8.1%	44.1%
42	17	10.6%	54.7%
43	9	5.6%	60.2%
44	8	5.0%	65.2%
45	12	7.5%	72.7%
46	9	5.6%	78.3%
47	9	5.6%	83.9%
48	6	3.7%	87.6%
49	9	5.6%	93.2%
50	4	2.5%	95.7%
51	1	0.6%	96.3%
52	4	2.5%	98.8%
53	1	0.6%	99.4%
54	0	0.0%	99.4%
55	1	0.6%	100.0%
56	0	0.0%	100.0%
57	0	0.0%	100.0%
58	0	0.0%	100.0%
59	0	0.0%	100.0%
60	0	0.0%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65	0	0.0%	100.0%
66	0	0.0%	100.0%
67	0	0.0%	100.0%
68	0	0.0%	100.0%
69	0	0.0%	100.0%
70	0	0.0%	100.0%

Totals: 161 100%

Cumulative Percent Vs. Speed (MPH)



Mean	43	MPH
Standard Deviation	4.63	
90th Percentile	49	MPH
85th Percentile	47	MPH
10th Percentile	37	MPH
Rounded-Down 10th Percentile	35	MPH
Detector Setback	300	FT
Near D.Z. Boundary	100	FT
Green Extension	3.9	SEC

# SPEED SURVEY - SOUTH BOUND

## Street: Garfield Ave

Approach to: Auburn Blvd

Comments: None

Sample Size: 179

Direction: South Bound

Date of Speed Survey: 5/7/2004

Weather: Sunny

Time of Speed Survey: 10:25 a.m.

Number Of Lanes: 2

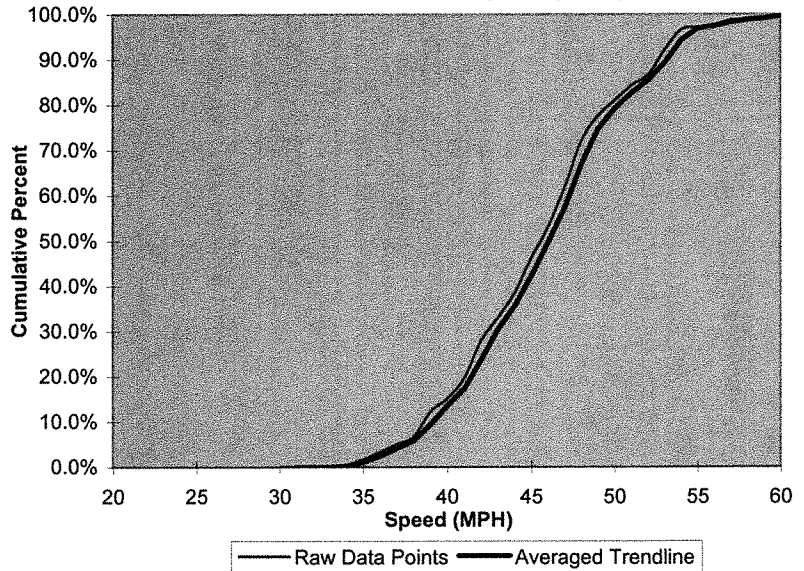
Day: Friday

Existing Speed Limit: 45

Speed	#	Percent	Cum. Percent
30	0	0.0%	0.0%
31	0	0.0%	0.0%
32	0	0.0%	0.0%
33	0	0.0%	0.0%
34	1	0.6%	0.6%
35	2	1.1%	1.7%
36	3	1.7%	3.4%
37	3	1.7%	5.0%
38	3	1.7%	6.7%
39	10	5.6%	12.3%
40	5	2.8%	15.1%
41	8	4.5%	19.6%
42	15	8.4%	27.9%
43	9	5.0%	33.0%
44	10	5.6%	38.5%
45	14	7.8%	46.4%
46	12	6.7%	53.1%
47	16	8.9%	62.0%
48	18	10.1%	72.1%
49	10	5.6%	77.7%
50	6	3.4%	81.0%
51	6	3.4%	84.4%
52	4	2.2%	86.6%
53	10	5.6%	92.2%
54	8	4.5%	96.6%
55	1	0.6%	97.2%
56	1	0.6%	97.8%
57	2	1.1%	98.9%
58	0	0.0%	98.9%
59	1	0.6%	99.4%
60	1	0.6%	100.0%
61	0	0.0%	100.0%
62	0	0.0%	100.0%
63	0	0.0%	100.0%
64	0	0.0%	100.0%
65	0	0.0%	100.0%
66	0	0.0%	100.0%
67	0	0.0%	100.0%
68	0	0.0%	100.0%
69	0	0.0%	100.0%
70	0	0.0%	100.0%

Totals: 179 100%

**Cumulative Percent Vs. Speed (MPH)**



Mean	46	MPH
Standard Deviation	5.15	
90th Percentile	53	MPH
85th Percentile	51	MPH
10th Percentile	39	MPH
Rounded-Down 10th Percentile	35	MPH
Detector Setback	300	FT
Near D.Z. Boundary	100	FT
Green Extension	3.9	SEC

# SPEED SURVEY - EAST BOUND

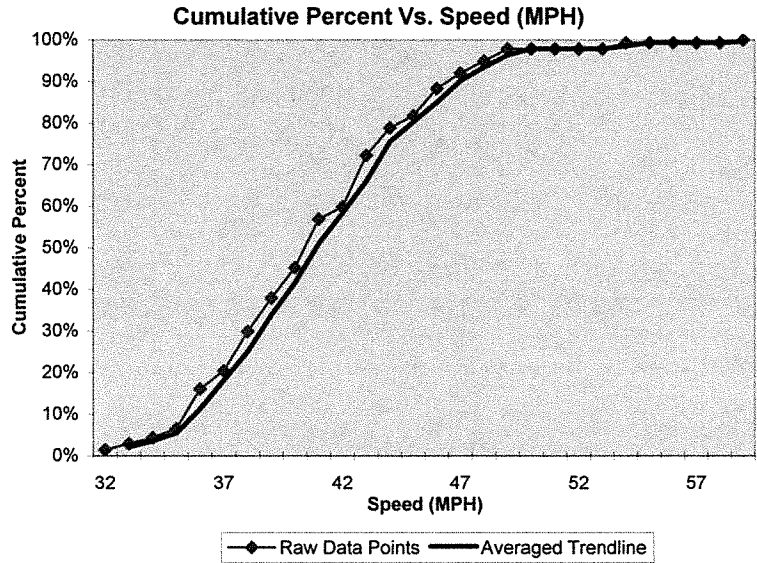
## Street: Calvin Rd

Approach to: 99 NB off Ramp  
 Location Taken: None  
 Sample Size: 137

Direction: East Bound      Date of Speed Survey: 6/6/2008  
 Weather: Sunny      Time of Speed Survey: 1:15 PM  
 Number Of Lanes: 3      Day: Friday  
 Existing Speed Limit: 50 mph      Observer: JG

Speed	#	Percent	Cum. Percent
32	2	1.460%	1.460%
33	2	1.460%	2.920%
34	2	1.460%	4.380%
35	3	2.190%	6.569%
36	13	9.489%	16.058%
37	6	4.380%	20.438%
38	13	9.489%	29.927%
39	11	8.029%	37.956%
40	10	7.299%	45.255%
41	16	11.679%	56.934%
42	4	2.920%	59.854%
43	17	12.409%	72.263%
44	9	6.569%	78.832%
45	4	2.920%	81.752%
46	9	6.569%	88.321%
47	5	3.650%	91.971%
48	4	2.920%	94.891%
49	4	2.920%	97.810%
50		0.000%	97.810%
51		0.000%	97.810%
52		0.000%	97.810%
53		0.000%	97.810%
54	2	1.460%	99.270%
55		0.000%	99.270%
56		0.000%	99.270%
57		0.000%	99.270%
58		0.000%	99.270%
59	1	0.730%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%
72		0.000%	100.000%

Totals: 137    100%



Mean	40.41	MPH
90th Percentile	46.46	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	45.49	MPH
10th Percentile	35.36	MPH
10th Percentile Round-Down	35	MPH

# SPEED SURVEY - WEST BOUND

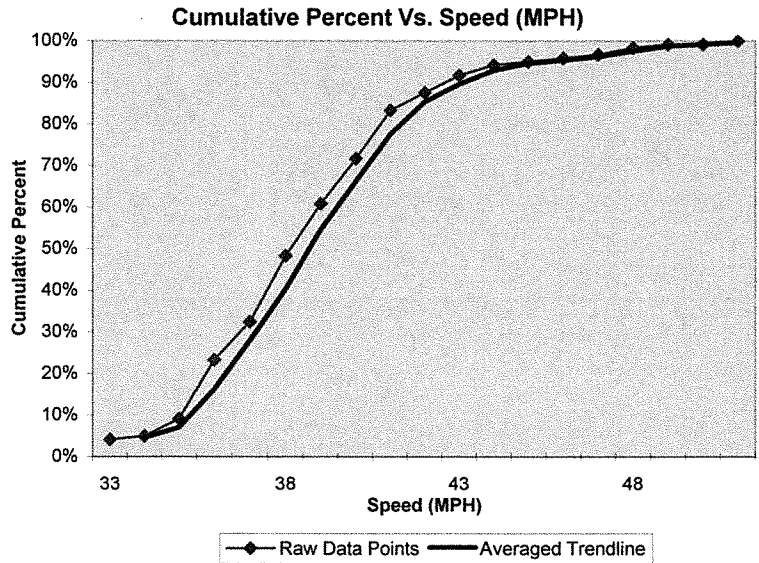
## Street: **Calvine Rd**

Approach to: 99 N/B off Ramp  
 Location Taken: None  
 Sample Size: 120

Direction: West Bound      Date of Speed Survey: 6/6/2008  
 Weather: Sunny      Time of Speed Survey: 12:47 PM  
 Number Of Lanes: 3      Day: Friday  
 Existing Speed Limit: 50 mph      Observer: JG

Speed	#	Percent	Cum. Percent
33	5	4.167%	4.167%
34	1	0.833%	5.000%
35	5	4.167%	9.167%
36	17	14.167%	23.333%
37	11	9.167%	32.500%
38	19	15.833%	48.333%
39	15	12.500%	60.833%
40	13	10.833%	71.667%
41	14	11.667%	83.333%
42	5	4.167%	87.500%
43	5	4.167%	91.667%
44	3	2.500%	94.167%
45	1	0.833%	95.000%
46	1	0.833%	95.833%
47	1	0.833%	96.667%
48	2	1.667%	98.333%
49	1	0.833%	99.167%
50		0.000%	99.167%
51	1	0.833%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%
72		0.000%	100.000%
73		0.000%	100.000%

Totals: 120 100%



Mean	38.13 MPH
90th Percentile	42.60 MPH
90th Percentile Round-Up	45 MPH
85th Percentile	41.40 MPH
10th Percentile	35.06 MPH
10th Percentile Round-Down	35 MPH

# SPEED SURVEY - NORTH BOUND

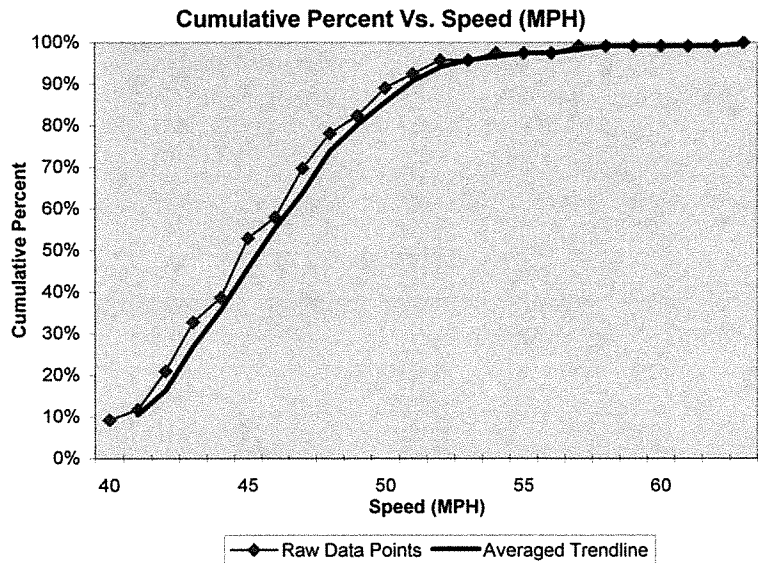
## Street: 99 N/B off Ramp

Approach to: Calvine Rd  
 Location Taken: None  
 Sample Size: 119

Direction: North Bound      Date of Speed Survey: 6/6/2008  
 Weather: Sunny      Time of Speed Survey: 9:42 AM  
 Number Of Lanes: 2      Day: Friday  
 Existing Speed Limit: N/A      Observer: JG

Speed	#	Percent	Cum. Percent
40	11	9.244%	9.244%
41	3	2.521%	11.765%
42	11	9.244%	21.008%
43	14	11.765%	32.773%
44	7	5.882%	38.655%
45	17	14.286%	52.941%
46	6	5.042%	57.983%
47	14	11.765%	69.748%
48	10	8.403%	78.151%
49	5	4.202%	82.353%
50	8	6.723%	89.076%
51	4	3.361%	92.437%
52	4	3.361%	95.798%
53		0.000%	95.798%
54	2	1.681%	97.479%
55		0.000%	97.479%
56		0.000%	97.479%
57	2	1.681%	99.160%
58		0.000%	99.160%
59		0.000%	99.160%
60		0.000%	99.160%
61		0.000%	99.160%
62		0.000%	99.160%
63	1	0.840%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%
72		0.000%	100.000%
73		0.000%	100.000%
74		0.000%	100.000%
75		0.000%	100.000%
76		0.000%	100.000%
77		0.000%	100.000%
78		0.000%	100.000%
79		0.000%	100.000%
80		0.000%	100.000%

Totals: 119    100%

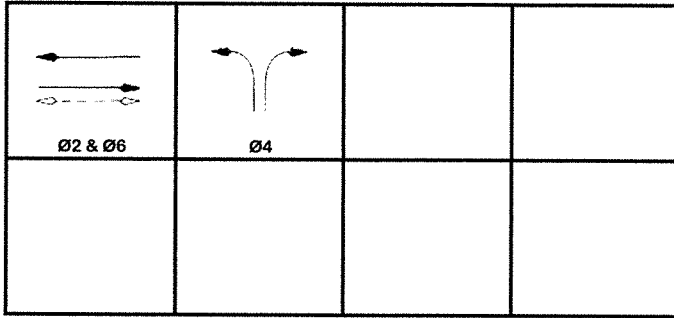


Mean	44.79	MPH
90th Percentile	50.28	MPH
90th Percentile Round-Up	55	MPH
85th Percentile	49.39	MPH
10th Percentile	40.30	MPH
10th Percentile Round-Down	40	MPH

Econolite ASC/3-2070 V2.49.00 S/W (TS template V1.6.0 5-5-11)



N



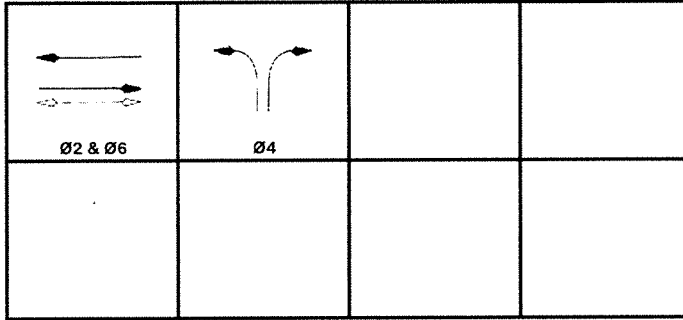
Location:	Calvine Rd & SR-99 NBR		
Intersection #:	629	IP Addr:	192.168.102.71
Date:	2/15/2012	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	1	Phase Timing MM-2-1														
Direction	W/B	N→W/E	E/B	9	10	11	12	13	14	15	16	17	18	19	20	
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN		10		4		10										
BK MGRN																
CS MGRN																
DLY GRN																
WALK						7										
WALK2																
WALK MAX																
PED CLR						14										
PD CLR2																
PC MAX																
PED CO																
VEH EXT		2.0		2.0		2.0										
VH EXT2																
MAX 1		70		40		70										
MAX 2		24		18		24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW		4.7		4.7		4.7										
RED CLR		1.3		1.3		1.3										
RED MAX																
RED RVT																
ACT B4																
SEC/ACT		0.0		0.0		0.0										
MAX INT		10		4		10										
TIME B4																
CARS WT																
STPTDUC		15.0		10.0		15.0										
TTREDUC		15		15		15										
MIN GAP		0.7		0.5		0.7										

Econolite ASC/3-2070 V2.49.00 SW (TS template V1.6.0 5-5-11)



Location:	Calvine Rd & SR-99 NBR		
Intersection #:	629	IP Addr:	192.168.102.71
Date:	10/20/2011	Initial:	WDC

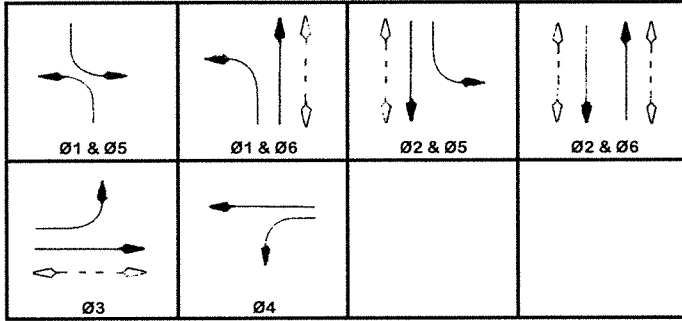
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 Toggle Back [NO] or [8]  
 Next Data = [D]  
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Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	1	Phase Timing MM-2-1														
Direction		W/B		N→W/E		E/B										
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN		10		4		10										
BK MGRN																
CS MGRN																
DLY GRN																
WALK						7										
WALK2																
WALK MAX																
PED CLR						14										
PD CLR2																
PC MAX																
PED CO																
VEH EXT		2.0		2.0		2.0										
VH EXT2																
MAX 1		70		40		70										
MAX 2		24		18		24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW		4.7		4.7		4.7										
RED CLR		1.3		1.3		1.3										
RED MAX																
RED RVT																
ACT B4																
SEC/ACT		0.0		0.0		0.0										
MAX INT		10		4		10										
TIME B4																
CARS WT																
STPTDUC		15.0		10.0		15.0										
TTREDUC		15		15		15										
MIN GAP		0.7		0.5		0.7										



Econolite ASC/3-2070 V2.49.00 S/W (TS template V1.6.0 5-5-11)



Location:	Cypress Ave & Manzanita Ave		
Intersection #:	142	IP Addr:	192.168.102.66
Date:	7/26/2011	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
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 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E/B	W/B	S→E	N/B										
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	3	3	7										
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7	7			7										
WALK2																
WALK MAX																
PED CLR		17	17			11										
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	4.9	1.0	1.0	1.0	5.9										
VH EXT2																
MAX 1	25	70	40	40	25	70										
MAX 2	12	24	18	18	12	24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	3.5	3.5	4.8										
RED CLR	2.0	0.0	1.8	1.3	0.9	0.4										
RED MAX																
RED RVT																
ACT B4																
SEC/ACT		1.6				1.9										
MAX INT		30				30										
TIME B4																
CARS WT																
STPTDUC		0.0				0.0										
TTREDUC		0				0										
MIN GAP		3.9				3.9										

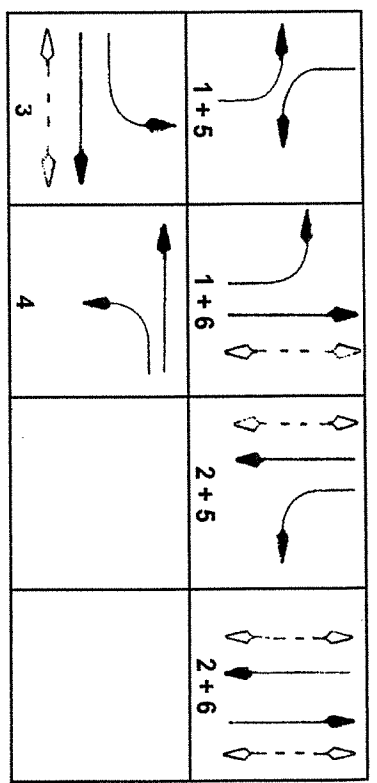
**COUNTY OF SACRAMENTO**

MULTISONICS 820A TIMING SHEET

INTERSECTION Cypress Ave & Manzanita Ave

DATE: 5/23/06 TELEM ADRS (0-4): 1 ICU #: 41

I/S #: 142 TBC: YES  NO  SET UP



RR PREEMPT \_\_\_\_\_ SEC ALLOWABLE PHASES 1 2 3 4 5 6

DELAY TIME \_\_\_\_\_ SEC PED PHASE 2 3 6

HOLD TIME \_\_\_\_\_ SEC FLASHING WALKS \_\_\_\_\_

TRACK PHASES \_\_\_\_\_ DENSITY PHASES \_\_\_\_\_

TRACK Ø GRN TIME \_\_\_\_\_ SEC EXCLUSIVE PHASE \_\_\_\_\_

PREEMPT PHASES \_\_\_\_\_ LAG PHASES 2 4 6 8

INTVL 5 IN FLASH: YES \_\_\_\_\_ NO \_\_\_\_\_ NON-ACTUATED I \_\_\_\_\_

INTVL 5 MIN GRN \_\_\_\_\_ SEC NON-ACTUATED II \_\_\_\_\_

INTVL 6 YELLOW \_\_\_\_\_ SEC COND SERV PHASES \_\_\_\_\_

INTVL 7 RED TIME \_\_\_\_\_ SEC DUAL ENT PHASES \_\_\_\_\_

RETURN PHASES \_\_\_\_\_ RED REST PHASES \_\_\_\_\_

RET VEH CALLS \_\_\_\_\_ SIMUL.TANEOUS GAP: YES \_\_\_\_\_ NO

RET PED CALLS YES \_\_\_\_\_ NO \_\_\_\_\_ MIN YELLOW TIME 3.5 SEC

ABORT FDW: YES \_\_\_\_\_ NO \_\_\_\_\_ RED REVERT TIME 2.0 SEC

PREEMPT ENABLE: YES \_\_\_\_\_ NO  FLASH PHASES \_\_\_\_\_

X SHAPE QUAD X TEE \_\_\_\_\_

SOUTH THRU (0-8) 2 START UP TIME 4.0 SEC

SOUTH THRU (0-8) 5 START UP PHASES 2

WEST THRU (0-8) 4 START IN: YELLOW

WEST THRU (0-8) 4 START VEH CALLS 1 2 3 4 5 6

NORTH THRU (0-8) 6 START PED CALLS \_\_\_\_\_

NORTH THRU (0-8) 1 OVERLAP \_\_\_\_\_

EAST THRU (0-8) 3 PARENT PHASE \_\_\_\_\_

EAST THRU (0-8) 3 TIMING METHOD \_\_\_\_\_

SOUTH PED (0-8) 2 GREEN EXT \_\_\_\_\_

WEST PED (0-8) 0 YELLOW CHANGE \_\_\_\_\_

NORTH PED (0-8) 6 RED CLEARANCE \_\_\_\_\_

EAST PED (0-8) 3 OVERLAP TYPE \_\_\_\_\_

	1	2	3	4

DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEHICLE CALLS	PED. CALLS	DELAY OUTPUT
0		1, 6	1.0	Y	Y	N			N
0		2, 5	1.0	Y	Y	N			N
0		3	1.0	Y	Y	N			N
0		4	1.0	Y	Y	N			N

PHASE MODULE

	T1	A2	T3	B2	T2	A1
PHASING						
PHASING	1	2	3	4	5	6
RECALL						
MAXIMUM						
Max I 0-255	25	70	40	40	25	70
Max II 0-255	12	24	18	18	12	24
INITIAL						
Add / Act 0-25.5	1.6					1.9
Min 0-255	3	7	3	3	3	7
Max 0-255		30				30
EXTENSION						
Preset 0-25.5	1.0	3.9	1.0	1.0	1.0	3.9
Min 0-25.5		3.9				3.9
REDUCTION						
Before 0-255	0	0				0
To Min 0-255		0				0
CLEARANCE						
Yellow 0-25.5	3.5	4.8	3.5	3.5	3.5	4.8
Red 0-25.5	2.0	0.0	1.8	1.3	0.9	0.4
PEDESTRIAN						
Walk 0-255		7	7			7
Protect 0-255		17	17			11

# SPEED SURVEY - NORTH BOUND

## Street: Manzanita Ave

Approach to: Cypress Ave

Location Taken: None

Sample Size: 101

Direction: North Bound

Date of Speed Survey: 2/7/2011

Weather: sunny

Time of Speed Survey: 9:06am

Number Of Lanes: 2

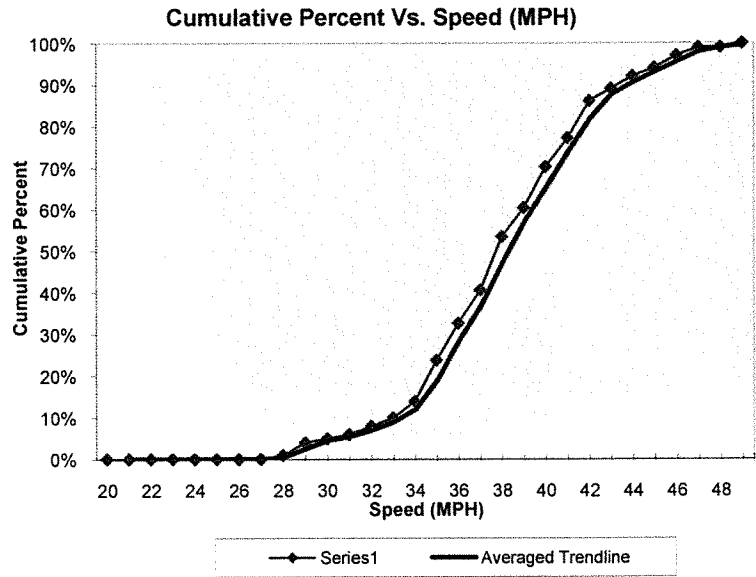
Day: Monday

Existing Speed Limit: 35 mph

Observer: RA

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28	1	0.990%	0.990%
29	3	2.970%	3.960%
30	1	0.990%	4.950%
31	1	0.990%	5.941%
32	2	1.980%	7.921%
33	2	1.980%	9.901%
34	4	3.960%	13.861%
35	10	9.901%	23.762%
36	9	8.911%	32.673%
37	8	7.921%	40.594%
38	13	12.871%	53.465%
39	7	6.931%	60.396%
40	10	9.901%	70.297%
41	7	6.931%	77.228%
42	9	8.911%	86.139%
43	3	2.970%	89.109%
44	3	2.970%	92.079%
45	2	1.980%	94.059%
46	3	2.970%	97.030%
47	2	1.980%	99.010%
48		0.000%	99.010%
49	1	0.990%	100.000%
50		0.000%	100.000%
51		0.000%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 101 100%



Mean 37.73 MPH

90th Percentile 43.30 MPH

90th Percentile Round-Up 45 MPH

85th Percentile 41.87 MPH

10th Percentile 33.03 MPH

10th Percentile Round-Down 30 MPH

# SPEED SURVEY - SOUTH BOUND

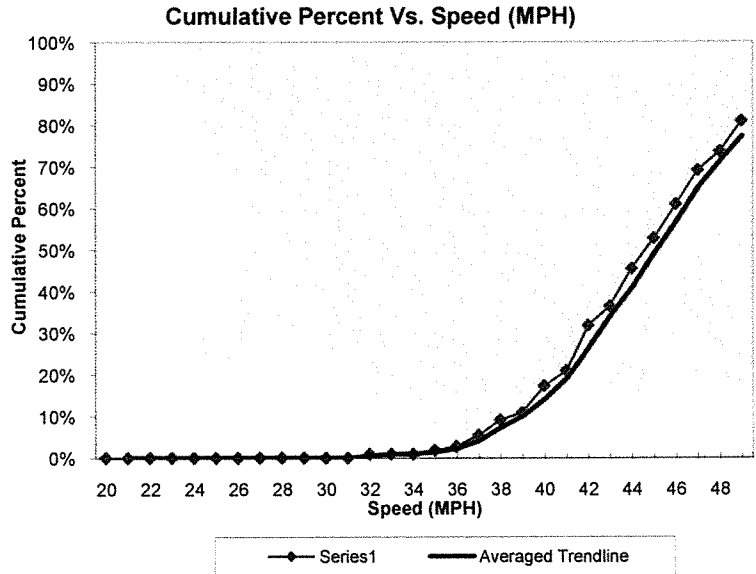
## Street: Manzanita Ave

Approach to: Crypress Ave  
 Location Taken: None  
 Sample Size: 110

Direction: South Bound      Date of Speed Survey: 2/10/2011  
 Weather: Sunny      Time of Speed Survey: 1:50pm  
 Number Of Lanes: 2      Day: Thursday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32	1	0.909%	0.909%
33		0.000%	0.909%
34		0.000%	0.909%
35	1	0.909%	1.818%
36	1	0.909%	2.727%
37	3	2.727%	5.455%
38	4	3.636%	9.091%
39	2	1.818%	10.909%
40	7	6.364%	17.273%
41	4	3.636%	20.909%
42	12	10.909%	31.818%
43	5	4.545%	36.364%
44	10	9.091%	45.455%
45	8	7.273%	52.727%
46	9	8.182%	60.909%
47	9	8.182%	69.091%
48	5	4.545%	73.636%
49	8	7.273%	80.909%
50	7	6.364%	87.273%
51	5	4.545%	91.818%
52	3	2.727%	94.545%
53	2	1.818%	96.364%
54	1	0.909%	97.273%
55	1	0.909%	98.182%
56		0.000%	98.182%
57	1	0.909%	99.091%
58		0.000%	99.091%
59		0.000%	99.091%
60	1	0.909%	100.000%

Totals: 110 100%



Mean	44.63	MPH
90th Percentile	50.60	MPH
90th Percentile Round-Up	<b>55</b>	MPH
85th Percentile	49.64	MPH
10th Percentile	38.50	MPH
10th Percentile Round-Down	<b>35</b>	MPH

# SPEED SURVEY - NORTH BOUND

## Street: Manzanita Ave

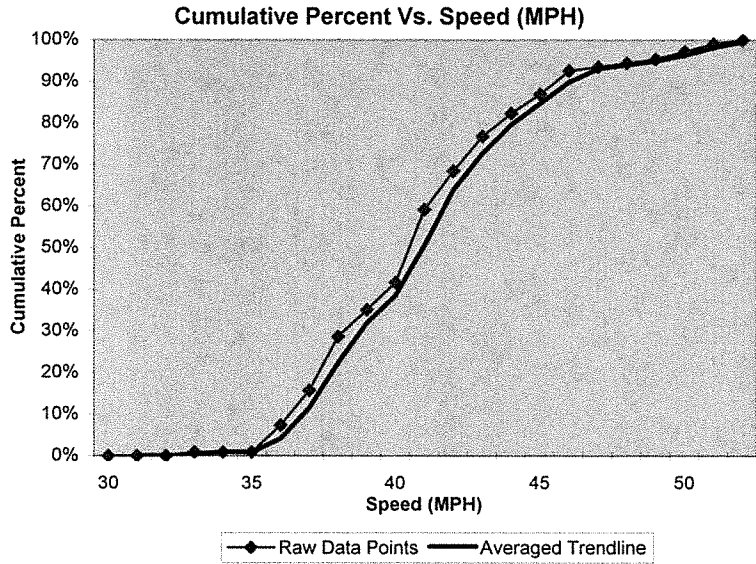
Approach to: Engle Rd  
 Location Taken: None  
 Sample Size: 108

Direction: North Bound  
 Weather: Sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: ?

Date of Speed Survey: 7/5/2005  
 Time of Speed Survey: 9:26 AM  
 Day: Tuesday  
 Observer: IF

Speed	#	Percent	Cum. Percent
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33	1	0.926%	0.926%
34		0.000%	0.926%
35		0.000%	0.926%
36	7	6.481%	7.407%
37	9	8.333%	15.741%
38	14	12.963%	28.704%
39	7	6.481%	35.185%
40	7	6.481%	41.667%
41	19	17.593%	59.259%
42	10	9.259%	68.519%
43	9	8.333%	76.852%
44	6	5.556%	82.407%
45	5	4.630%	87.037%
46	6	5.556%	92.593%
47	1	0.926%	93.519%
48	1	0.926%	94.444%
49	1	0.926%	95.370%
50	2	1.852%	97.222%
51	2	1.852%	99.074%
52	1	0.926%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%

Totals: 108 100%



Mean	40.47	MPH
90th Percentile	45.53	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	44.56	MPH
10th Percentile	36.31	MPH
10th Percentile Round-Down	35	MPH

# SPEED SURVEY - SOUTH BOUND

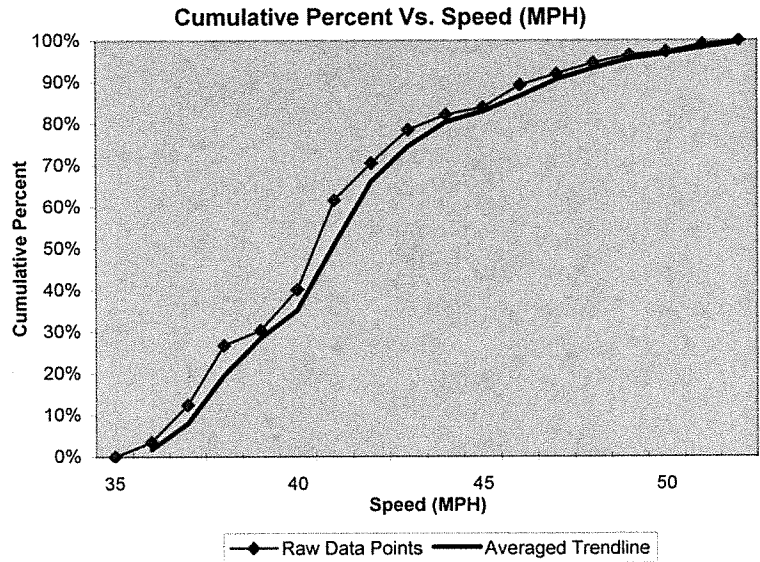
## Street: Manzanita Ave

Approach to: Lincoln Ave  
 Location Taken: None  
 Sample Size: 112

Direction: South Bound      Date of Speed Survey: 7/5/2005  
 Weather: Sunny                      Time of Speed Survey: 10:15 AM  
 Number Of Lanes: 2                      Day: Tuesday  
 Existing Speed Limit: ?                      Observer: IF

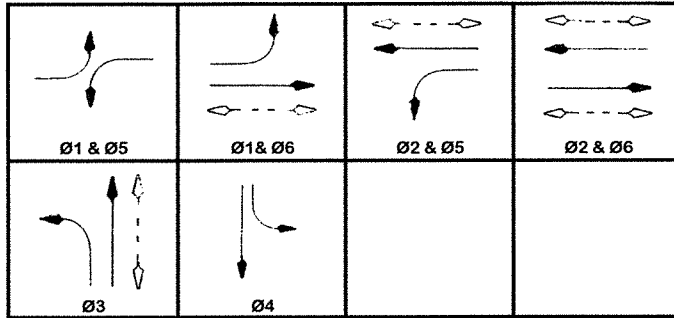
Speed	#	Percent	Cum. Percent
35		0.000%	0.000%
36	4	3.571%	3.571%
37	10	8.929%	12.500%
38	16	14.286%	26.786%
39	4	3.571%	30.357%
40	11	9.821%	40.179%
41	24	21.429%	61.607%
42	10	8.929%	70.536%
43	9	8.036%	78.571%
44	4	3.571%	82.143%
45	2	1.786%	83.929%
46	6	5.357%	89.286%
47	3	2.679%	91.964%
48	3	2.679%	94.643%
49	2	1.786%	96.429%
50	1	0.893%	97.321%
51	2	1.786%	99.107%
52	1	0.893%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%
72		0.000%	100.000%
73		0.000%	100.000%
74		0.000%	100.000%
75		0.000%	100.000%

Totals: 112 100%



Mean	40.46 MPH
90th Percentile	46.27 MPH
90th Percentile Round-Up	50 MPH
85th Percentile	45.20 MPH
10th Percentile	36.72 MPH
10th Percentile Round-Down	35 MPH

Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.1.4 4-9-2012)



Location:	Date Ave & Madison Ave		
Intersection #:	196	IP Addr:	192.168.102.141
Date:	6/26/2012	Initial:	WJG

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	E→N	W/B	N→W	S/B	W→S	E/B	S→E	N/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	12	3	3	3	11										
BK MGRN																
CS MGRN																
DLY GRN																
WALK			7													
WALK2																
WALK MAX																
PED CLR			20													
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	1.0	1.0	1.0	1.0	4.1										
VH EXT2																
MAX 1	25	70	40	40	25	70										
MAX 2	12	24	18	18	12	24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	1.3	0.0	1.9	1.9	0.8	0.0										
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT						1.7										
MAX INT						29										
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP						4.1										

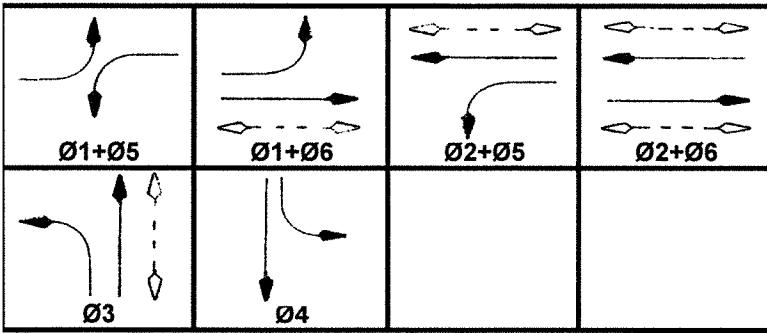
INTERSECTION Date Ave & Madison Ave

DATE: 10/5/08 *WDC*

I/S #: 196

INTERSECTION ADDRESS: N/A  
Menu: 8, 1, 1

BAUD RATE PORT 3: N/A  
Menu: 2, 8, 3



- Always press F key to return to the main menu.
- This Timing Sheet is to help install a new controller that has been set to default.
- To default a controller use menu commands 2, 6, E
- After defaulting the controller set intersection address and port 3 baud rate and enter timing data. Download controller as soon as possible from the master building or by contacting TOC.

3-PHASE DATA							
PHASING	T1	A2	B	C	T2	A1	
PHASING	1	2	3	4	5	6	
1-Vehicle Timing				Menu 3,1			
Minimum Green:	3	12	3	3	3	11	0
Passage Time/10:	10	10	10	10	10	41	0
Maximum No 1:	25	70	40	40	25	70	0
Maximum No 2:	12	24	18	18	12	24	0
Yellow Change/10:	35	48	35	35	35	48	0
Red Clearance/10:	13	0	19	19	8	0	0
2-Density Times				Menu 3,2			
Sec / Actuation /10:	0	0	0	0	0	17	0
Maximum Initial:	0	0	0	0	0	29	0
Time B4 Reduction:	0	0	0	0	0	0	0
Cars B4 Reduction:	0	0	0	0	0	0	0
Time To Reduce:	0	0	0	0	0	0	0
Minimum Gap/10:	0	0	0	0	0	41	0
3-Pedestrian Times				Menu 3,3			
Walk:	0	0	7	0	0	0	0
Ped Clearance:	0	0	20	0	0	0	0

6-N.Lock & Misc.						Menu 3,6		
PHASING	1	2	3	4	5	6	7	8
Non Locking:	1	1	1	1	1	0	0	0
Dual Entry:	0	0	0	0	0	0	0	0
Last Car Passage:	0	0	0	0	0	0	0	0
Conditional Service:	0	0	0	0	0	0	0	0
No Simultaneous Gap:	0	0	0	0	0	0	0	0
CODE	Vehicle Control Entry: "1" = Yes & "0" = No							

All Bike Timing Performed in PLC:	

7-Unit Data-General Control	
Startup Time	4
Startup State	Flash
Red Revert	2

4-Initialize & N.A. Response						Menu 3,4	
Initialization:	1	3	1	1	1	3	0
Non-Act Response:	0	1	0	0	0	1	0
5-V&P Recalls				Menu 3,5			
Vehicle Recall:	0	2	0	0	0	2	0
Pedestrian Recall:	0	0	0	0	0	0	0
Recall Delay:	0	0	0	0	0	0	0
Code	0	1	2	3	4		
Initialization:	NONE	INACTIVE	RED	YELLOW	GREEN		
Non-Act Response:	NONE	TO NA I	TO NA II	TO BOTH	----		
Vehicle Recall:	NONE	1 CALL	MIN	MAX	SOFT		
Pedestrian Recall:	NONE	1 CALL	PED	NA	NA+		



# SPEED SURVEY - EAST BOUND

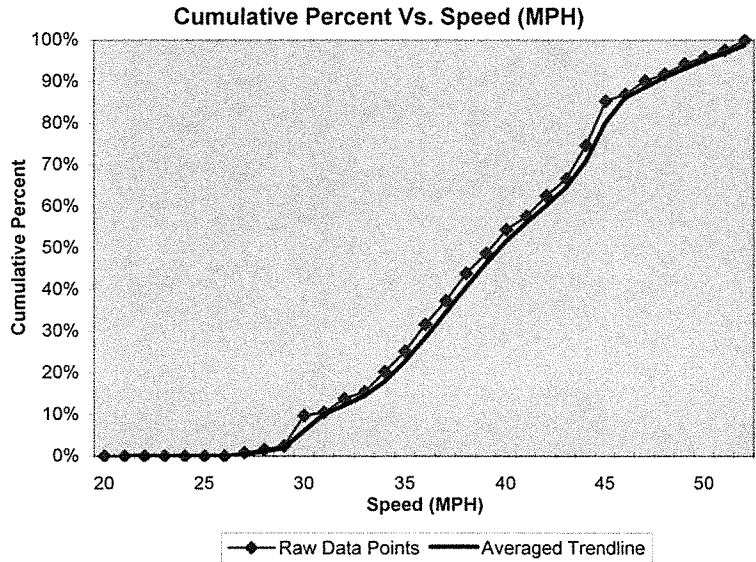
## Street: Madison

Approach to: Date  
 Location Taken: None  
 Sample Size: 123

Direction: East Bound      Date of Speed Survey: 6/4/2007  
 Weather: SUNNY      Time of Speed Survey: 9:27 AM  
 Number Of Lanes: 3      Day: Monday  
 Existing Speed Limit: 45      Observer: EC

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26		0.000%	0.000%
27	1	0.813%	0.813%
28	1	0.813%	1.626%
29	1	0.813%	2.439%
30	9	7.317%	9.756%
31	1	0.813%	10.569%
32	4	3.252%	13.821%
33	2	1.626%	15.447%
34	6	4.878%	20.325%
35	6	4.878%	25.203%
36	8	6.504%	31.707%
37	7	5.691%	37.398%
38	8	6.504%	43.902%
39	6	4.878%	48.780%
40	7	5.691%	54.472%
41	4	3.252%	57.724%
42	6	4.878%	62.602%
43	5	4.065%	66.667%
44	10	8.130%	74.797%
45	13	10.569%	85.366%
46	2	1.626%	86.992%
47	4	3.252%	90.244%
48	2	1.626%	91.870%
49	3	2.439%	94.309%
50	2	1.626%	95.935%
51	2	1.626%	97.561%
52	3	2.439%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 123 100%



Mean	39.21	MPH
90th Percentile	46.93	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	44.97	MPH
10th Percentile	30.30	MPH
10th Percentile Round-Down	30	MPH

# SPEED SURVEY - WEST BOUND

## Street: Madison

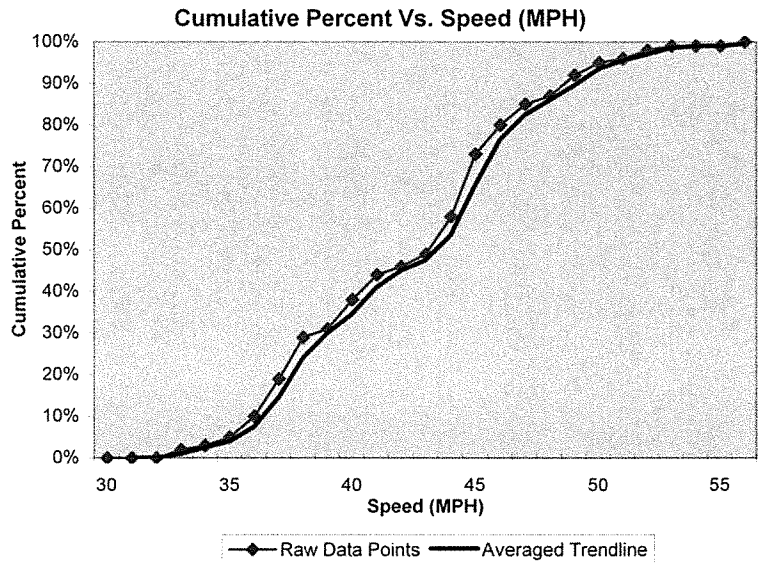
Approach to: Date  
 Location Taken: None  
 Sample Size: 100

Direction: West Bound  
 Weather: SUNNY  
 Number Of Lanes: 3  
 Existing Speed Limit: 45

Date of Speed Survey: 6/4/2007  
 Time of Speed Survey: 9:47 AM  
 Day: Monday  
 Observer: EC

Speed	#	Percent	Cum. Percent
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33	2	2.000%	2.000%
34	1	1.000%	3.000%
35	2	2.000%	5.000%
36	5	5.000%	10.000%
37	9	9.000%	19.000%
38	10	10.000%	29.000%
39	2	2.000%	31.000%
40	7	7.000%	38.000%
41	6	6.000%	44.000%
42	2	2.000%	46.000%
43	3	3.000%	49.000%
44	9	9.000%	58.000%
45	15	15.000%	73.000%
46	7	7.000%	80.000%
47	5	5.000%	85.000%
48	2	2.000%	87.000%
49	5	5.000%	92.000%
50	3	3.000%	95.000%
51	1	1.000%	96.000%
52	2	2.000%	98.000%
53	1	1.000%	99.000%
54		0.000%	99.000%
55		0.000%	99.000%
56	1	1.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%

Totals: 100 100%



Mean	43.11		MPH
90th Percentile	48.60		MPH
90th Percentile Round-Up	50		MPH
85th Percentile	47.00		MPH
10th Percentile	36.00		MPH
10th Percentile Round-Down	35		MPH

**COUNTY OF SACRAMENTO**

MULTISONICS 820A TIMING SHEET

**INTERSECTION** Don Julio Blvd & Elkhorn Blvd

DATE: 1/23/15 PM TELEM ADRS (0-4): 2 ICU #: 26

I/S #: 395 TBC: YES X NO SET UP

RR PREEMPT



DELAY TIME \_\_\_\_\_ SEC ALLOWABLE PHASES 1 2 3 4 5 6 7 8

HOLD TIME \_\_\_\_\_ SEC PED PHASE 2 4 6 8

TRACK PHASES \_\_\_\_\_ FLASHING WALKS \_\_\_\_\_

TRACK Ø GRN TIME \_\_\_\_\_ SEC DENSITY PHASES \_\_\_\_\_

PREEMPT PHASES \_\_\_\_\_ EXCLUSIVE PHASES \_\_\_\_\_

INTVL 5 IN FLASH: \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_ LAG PHASES 2 4 6 8

INTVL 5 MIN GRN \_\_\_\_\_ SEC NON-ACTUATED I \_\_\_\_\_

INTVL 6 YELLOW \_\_\_\_\_ SEC NON-ACTUATED II \_\_\_\_\_

INTVL 7 RED TIME \_\_\_\_\_ SEC COND SERV PHASES \_\_\_\_\_

RETURN PHASES \_\_\_\_\_ DUAL ENT PHASES \_\_\_\_\_

RET VEH CALLS \_\_\_\_\_ RED REST PHASES \_\_\_\_\_

RET PED CALLS \_\_\_\_\_ SIMULTANEOUS GAP: \_\_\_\_\_ YES \_\_\_\_\_ NO X

ABORT FDW: \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_ MIN YELLOW TIME 3.5 SEC

PREEMPT ENABLE: \_\_\_\_\_ YES \_\_\_\_\_ NO X RED REVERT TIME 2.0 SEC

FLASH PHASES \_\_\_\_\_ FLASH \_\_\_\_\_ YES \_\_\_\_\_ NO \_\_\_\_\_

START IN: \_\_\_\_\_ FLASH 4.0 SEC

START UP TIME \_\_\_\_\_ START UP PHASES 2 SEC

START IN: \_\_\_\_\_ YELLOW 1 2 3 4 5 6 7 8

START PED CALLS \_\_\_\_\_

X SHAPE QUAD X TEE \_\_\_\_\_

SOUTH THRU (0-8) 4 START UP TIME \_\_\_\_\_

SOUTH THRU (0-8) 7 START UP PHASES \_\_\_\_\_

WEST THRU (0-8) 2 START IN: \_\_\_\_\_

WEST THRU (0-8) 5 START VEH CALLS \_\_\_\_\_

NORTH THRU (0-8) 3 START PED CALLS \_\_\_\_\_

NORTH THRU (0-8) 8 OVERLAP \_\_\_\_\_

EAST THRU (0-8) 6 PARENT PHASE \_\_\_\_\_

EAST THRU (0-8) 1 TIMING METHOD \_\_\_\_\_

SOUTH PED (0-8) 4 GREEN EXT \_\_\_\_\_

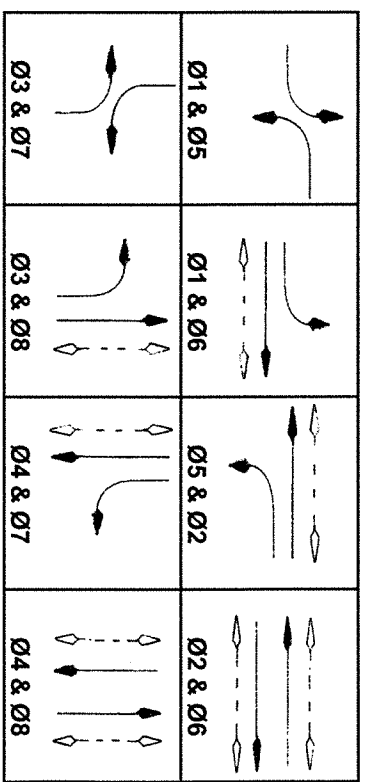
WEST PED (0-8) 2 YELLOW CHANGE \_\_\_\_\_

NORTH PED (0-8) 8 RED CLEARANCE \_\_\_\_\_

EAST PED (0-8) 6 OVERLAP TYPE \_\_\_\_\_

DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEHICLE CALLS	PED CALLS	DELAY OUTPUT
0	-	1.6	1.0	Y	Y	N	-	-	N
0	-	2.5	1.0	Y	Y	N	-	-	N
0	-	3.8	1.0	Y	Y	N	-	-	N
0	-	4.7	1.0	Y	Y	N	-	-	N

Note: External Bike Timing Ø2=10sec, Ø4=10sec, Ø6 = 11sec. External Right Turn Delays Ø4=10 sec., Ø8= 10sec.  
\* engineer observation.



PHASE MODULE									
PHASING	1	2	3	4	5	6	7	8	
RECALL									
MAXIMUM									
Max I 0-255	25	70	25	40	25	70	25	40	
Max II 0-255	12	*40	12	18	12	*40	*40	18	
INITIAL									
Add / Act 0-25.5									
Min 0-255	3	3	3	3	3	3	3	3	
Max 0-255									
EXTENSION									
Preset 0-25.5	1.0	1.0	1.0	1.0	1.0	1.0	*2.0	1.0	
Min 0-25.5									
REDUCTION									
Before 0-255									
To Min 0-255									
CLEARANCE									
Yellow 0-25.5	3.5	4.8	3.5	5.0	3.5	4.6	3.5	5.0	
Red 0-25.5	2.0	0.4	2.0	0.8	1.7	0.2	2.0	0.7	
PEDESTRIAN									
Walk 0-255		7		7		7		7	
Protect 0-255		20		20		17		22	

COUNTY OF SACRAMENTO

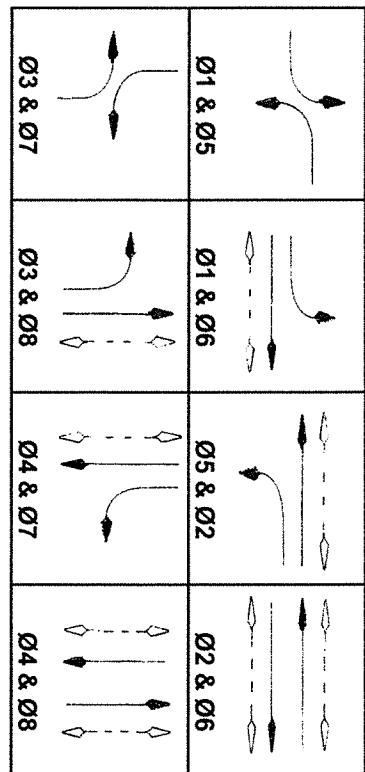
MULTISONICS 820A TIMING SHEET

INTERSECTION Don Julio Blvd & Elkhorn Blvd

DATE: 3/14/13 TELEM ADRS (0-4): 2 ICU #: 26

I/S #: 395 TBC: YES  NO

RR PREEMPT SET UP



DELAY TIME \_\_\_\_\_ SEC ALLOWABLE PHASES 1 2 3 4 5 6 7 8  
 HOLD TIME \_\_\_\_\_ SEC PED PHASE 2 4 6 8  
 TRACK PHASES \_\_\_\_\_ FLASHING WALKS \_\_\_\_\_  
 TRACK Ø GRN TIME \_\_\_\_\_ DENSITY PHASES \_\_\_\_\_  
 PREEMPT PHASES \_\_\_\_\_ EXCLUSIVE PHASES \_\_\_\_\_  
 INTVL 5 IN FLASH: YES \_\_\_\_\_ NO \_\_\_\_\_ LAG PHASES 2 4 6 8  
 INTVL 5 MIN GRN \_\_\_\_\_ SEC NON-ACTUATED I \_\_\_\_\_  
 INTVL 6 YELLOW \_\_\_\_\_ SEC NON-ACTUATED II \_\_\_\_\_  
 INTVL 7 RED TIME \_\_\_\_\_ SEC COND SERV PHASES \_\_\_\_\_  
 RETURN PHASES \_\_\_\_\_ DUAL ENT PHASES \_\_\_\_\_  
 RET VEH CALLS \_\_\_\_\_ RED REST PHASES \_\_\_\_\_  
 RET PED CALLS \_\_\_\_\_ SIMULTANEOUS GAP: YES \_\_\_\_\_ NO   
 ABORT FDW: YES \_\_\_\_\_ NO \_\_\_\_\_ MIN YELLOW TIME 3.5 SEC  
 PREEMPT ENABLE: YES \_\_\_\_\_ NO  RED REVERT TIME 2.0 SEC

X SHAPE QUAD  TEE \_\_\_\_\_  
 SOUTH THRU (0-8) 4 START UP TIME 4.0 SEC  
 SOUTH THRU (0-8) 7 START UP PHASES 2  
 WEST THRU (0-8) 2 START IN: YELLOW  
 WEST THRU (0-8) 5 START VEH CALLS 1 2 3 4 5 6 7 8  
 NORTH THRU (0-8) 8 START PED CALLS \_\_\_\_\_  
 NORTH THRU (0-8) 3 OVERLAP \_\_\_\_\_  
 EAST THRU (0-8) 6 PARENT PHASE \_\_\_\_\_  
 EAST THRU (0-8) 1 TIMING METHOD \_\_\_\_\_  
 SOUTH PED (0-8) 4 GREEN EXT \_\_\_\_\_  
 WEST PED (0-8) 2 YELLOW CHANGE \_\_\_\_\_  
 NORTH PED (0-8) 8 RED CLEARANCE \_\_\_\_\_  
 EAST PED (0-8) 6 OVERLAP TYPE \_\_\_\_\_

	1	2	3	4

DELAY TIME	HOLD TIME	EVP PHASES	EVP MIN	ABORT MIN	ABORT WALK	ABORT FDW	VEHICLE CALLS	PED CALLS	DELAY OUTPUT
0	-	1.6	1.0	Y	Y	N	-	-	N
2	0	2.5	1.0	Y	Y	N	-	-	N
3	0	3.8	1.0	Y	Y	N	-	-	N
4	0	4.7	1.0	Y	Y	N	-	-	N

Note: External Bike Timing Ø2=11sec, Ø4=11sec, Ø6 = 11sec. External Right Turn Delays Ø4=10 sec., Ø8= 10sec.  
 \* engineer observation.

	PHASE MODULE							
	1	2	3	4	5	6	7	8
PHASING								
PHASING	1	2	3	4	5	6	7	8
RECALL								
MAXIMUM								
Max I 0-255	25	70	25	40	25	70	25	40
Max II 0-255	12	*40	12	18	12	*40	*40	18
INITIAL								
Add / Act 0-255								
Min 0-255	3	3	3	3	3	3	3	3
Max 0-255								
EXTENSION								
Preset 0-25.5	1.0	1.0	1.0	1.0	1.0	1.0	*2.0	1.0
Min 0-25.5								
REDUCTION								
Before 0-255								
To Min 0-255								
CLEARANCE								
Yellow 0-25.5	3.5	4.8	3.5	4.6	3.5	4.8	3.5	4.6
Red 0-25.5	2.0	0.4	2.0	0.8	1.7	0.2	2.0	0.8
PEDESTRIAN								
Walk 0-255		7		7		7		7
Protect 0-255		20		20		17		22

# SPEED SURVEY - EAST BOUND

## Street: Elkhorn Blvd

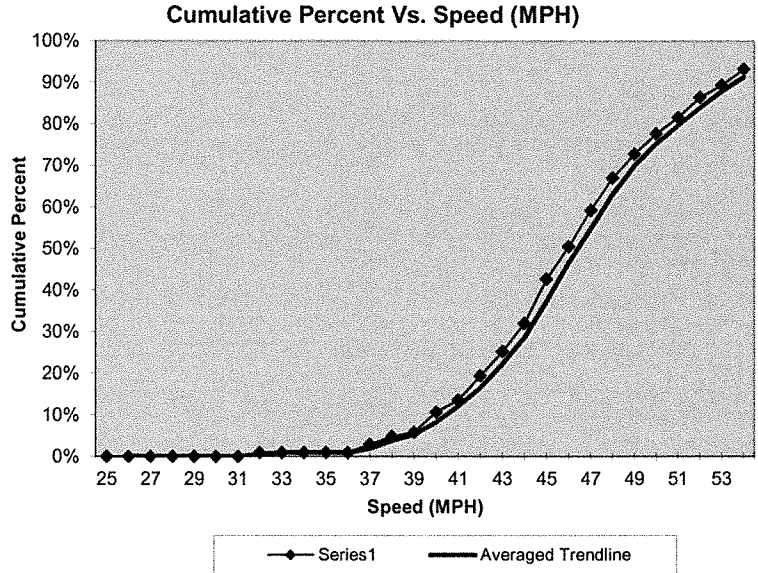
Approach to: Don Julio Blvd  
 Location Taken: parked ~50' W/O end of E/B LT pocket  
 Sample Size: 103

Direction: East Bound  
 Weather: sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: 45 mph

Date of Speed Survey: 4/16/2014  
 Time of Speed Survey: 8:59am - 9:38am  
 Day: Wednesday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32	1	0.971%	0.971%
33		0.000%	0.971%
34		0.000%	0.971%
35		0.000%	0.971%
36		0.000%	0.971%
37	2	1.942%	2.913%
38	2	1.942%	4.854%
39	1	0.971%	5.825%
40	5	4.854%	10.680%
41	3	2.913%	13.592%
42	6	5.825%	19.417%
43	6	5.825%	25.243%
44	7	6.796%	32.039%
45	11	10.680%	42.718%
46	8	7.767%	50.485%
47	9	8.738%	59.223%
48	8	7.767%	66.990%
49	6	5.825%	72.816%
50	5	4.854%	77.670%
51	4	3.883%	81.553%
52	5	4.854%	86.408%
53	3	2.913%	89.320%
54	4	3.883%	93.204%
55	3	2.913%	96.117%
56	4	3.883%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 103 100%



Mean	45.94	MPH
90th Percentile	53.18	MPH
90th Percentile Round-Up	55	MPH
85th Percentile	51.71	MPH
10th Percentile	39.86	MPH
10th Percentile Round-Down	35	MPH

Note: located ~1700' E/O Sprig Dr (signal).

# SPEED SURVEY - WEST BOUND

## Street: Elkhorn Blvd

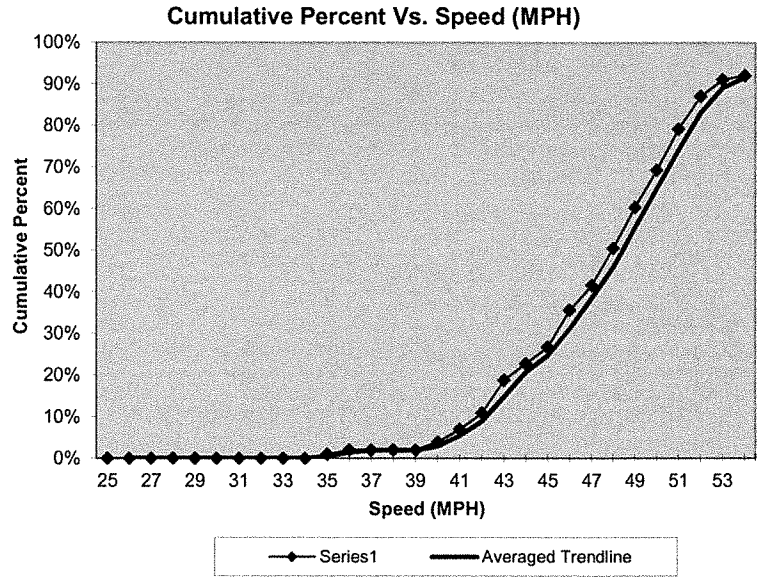
Approach to: Don Julio Blvd  
 Location Taken: parked in end of W/B LT pocket  
 Sample Size: 101

Direction: West Bound  
 Weather: Sunny  
 Number Of Lanes: 3  
 Existing Speed Limit: 45 mph

Date of Speed Survey: 4/16/2014  
 Time of Speed Survey: 9:45am - 10:50am  
 Day: Wednesday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34		0.000%	0.000%
35	1	0.990%	0.990%
36	1	0.990%	1.980%
37		0.000%	1.980%
38		0.000%	1.980%
39		0.000%	1.980%
40	2	1.980%	3.960%
41	3	2.970%	6.931%
42	4	3.960%	10.891%
43	8	7.921%	18.812%
44	4	3.960%	22.772%
45	4	3.960%	26.733%
46	9	8.911%	35.644%
47	6	5.941%	41.584%
48	9	8.911%	50.495%
49	10	9.901%	60.396%
50	9	8.911%	69.307%
51	10	9.901%	79.208%
52	8	7.921%	87.129%
53	4	3.960%	91.089%
54	1	0.990%	92.079%
55	2	1.980%	94.059%
56	1	0.990%	95.050%
57	2	1.980%	97.030%
58	1	0.990%	98.020%
59	1	0.990%	99.010%
60		0.000%	99.010%
61		0.000%	99.010%
62	1	0.990%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 101 100%



- Mean 47.94 MPH
- 90th Percentile 52.73 MPH
- 90th Percentile Round-Up 55 MPH
- 85th Percentile 51.73 MPH
- 10th Percentile 41.78 MPH
- 10th Percentile Round-Down 40 MPH

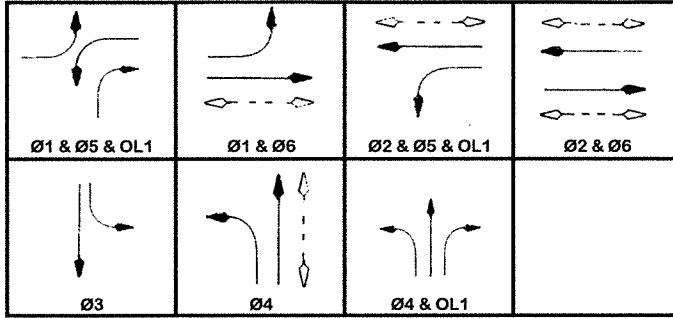
Note: located ~2000' W/O Hillsdale Blvd (signal).







Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.1.6 5-2-2012)



Location:	East Parkway & Florin Rd		
Intersection #:	85	IP Addr:	192.168.101.52
Date:	7/24/2012	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

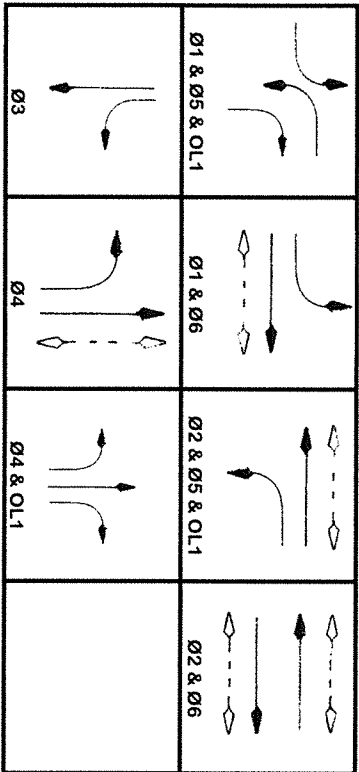
TIMING PLAN	Phase Timing MM-2-1															
Direction	E→N	W/B	S/B	N/B	W→S	E/B										
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	14	3	3	3	11										
BK MGRN																
CS MGRN																
DLY GRN																
WALK				7												
WALK2																
WALK MAX																
PED CLR				21												
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	3.9	1.0	1.0	1.0	5.9										
VH EXT2																
MAX 1	25	70	40	40	25	70										
MAX 2	12	24	18	18	12	24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	3.5	3.5	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	1.1	0.0	2.3	2.0	2.0	0.0										
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.6				1.6										
MAX INT		30				30										
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		3.9				5.9										



# NAZTEC 2070 APOGEE VERSION 65.0P SOFTWARE

Location:	East Parkway & Florin Rd.		
Intersection #:	58	IP Addr:	192.168.101.52
Date:	11/02/2010	Initial:	WDC

"MM" = Main Menu = \*\*



Basic Signal Timing

Direction	E→N	W/B	S/B	N/B	W→S	E/B														
CHANNEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16				
Phase	1	2	3	4	5	6	7	8		1-A		2-B		3-C		4-D				
Min Grn	3	14	3	3	3	12														
Gap	1.0	3.9	1.0	1.0	1.0	5.9														
Max 1	25	70	40	40	25	70														
Max 2	12	24	18	18	12	24														
Yellow	3.5	4.8	3.5	3.5	3.5	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5				
Red	1.1	0.0	2.3	2.0	2.0	0.0														
Walk				7																
Ped Clr.				21																
Red Revt																				
Add Initial		1.6				1.6														
Max Init		20*				20*														
Time B4																				
Cars B4																				
Time to																				
Reduce By																				
Min Gap		3.9				5.9														
DyMaxLim																				
Max Step																				

\* MAX INITIAL TIME SET TO 20 SEC TO PERMIT COORDINATION

# SPEED SURVEY - EAST BOUND

## Street: Florin Rd

Approach to: Franklin Blvd

Location Taken: None

Sample Size: 100

Direction: East Bound

Date of Speed Survey: 4/19/2010

Weather: Sunny

Time of Speed Survey: 9:17 AM

Number Of Lanes: 3

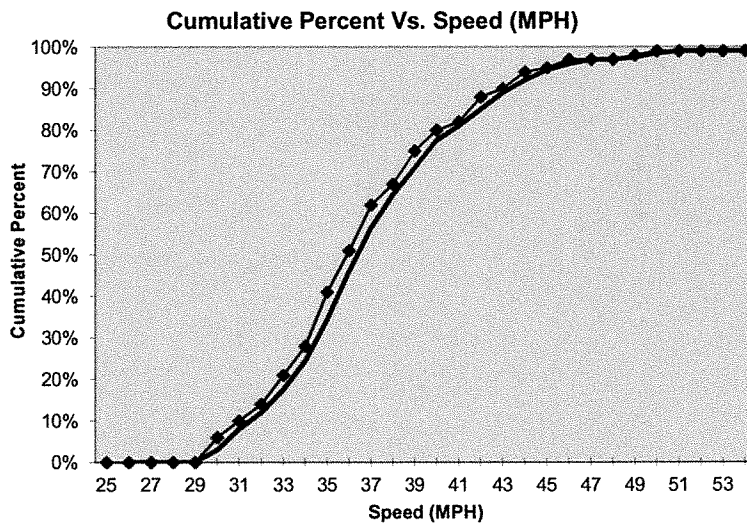
Day: Monday

Existing Speed Limit: \_\_\_\_\_

Observer: EC

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	6	6.000%	6.000%
31	4	4.000%	10.000%
32	4	4.000%	14.000%
33	7	7.000%	21.000%
34	7	7.000%	28.000%
35	13	13.000%	41.000%
36	10	10.000%	51.000%
37	11	11.000%	62.000%
38	5	5.000%	67.000%
39	8	8.000%	75.000%
40	5	5.000%	80.000%
41	2	2.000%	82.000%
42	6	6.000%	88.000%
43	2	2.000%	90.000%
44	4	4.000%	94.000%
45	1	1.000%	95.000%
46	2	2.000%	97.000%
47	0	0.000%	97.000%
48	0	0.000%	97.000%
49	1	1.000%	98.000%
50	1	1.000%	99.000%
51	0	0.000%	99.000%
52	0	0.000%	99.000%
53	0	0.000%	99.000%
54	0	0.000%	99.000%
55	1	1.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 100 100%



Series1      Averaged Trendline

Mean	35.90	MPH
90th Percentile	43.00	MPH
90th Percentile Round-Up	45	MPH
85th Percentile	41.50	MPH
10th Percentile	31.00	MPH
10th Percentile Round-Down	30	MPH

# SPEED SURVEY - WEST BOUND

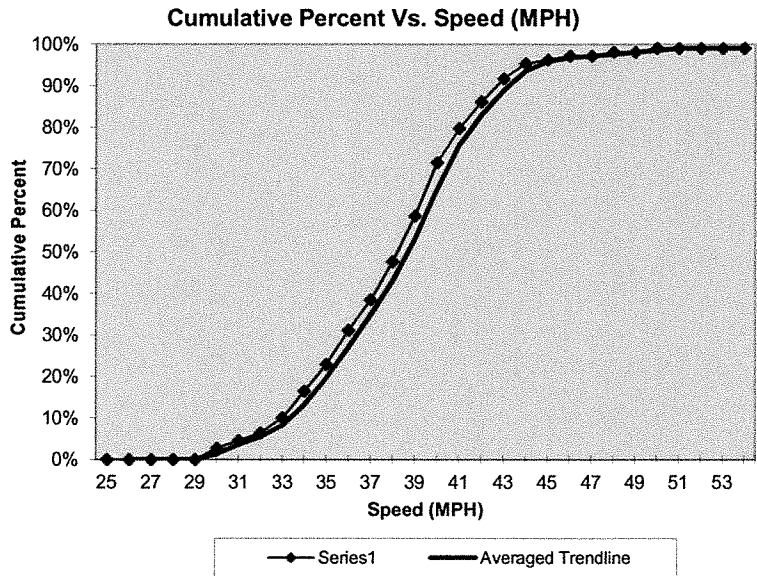
## Street: Florin Rd

Approach to: Franklin Blvd  
 Location Taken: None  
 Sample Size: 109

Direction: West Bound      Date of Speed Survey: 4/19/2010  
 Weather: Sunny      Time of Speed Survey: 9:02 AM  
 Number Of Lanes: 3      Day: Monday  
 Existing Speed Limit: \_\_\_\_\_      Observer: EC

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	3	2.752%	2.752%
31	2	1.835%	4.587%
32	2	1.835%	6.422%
33	4	3.670%	10.092%
34	7	6.422%	16.514%
35	7	6.422%	22.936%
36	9	8.257%	31.193%
37	8	7.339%	38.532%
38	10	9.174%	47.706%
39	12	11.009%	58.716%
40	14	12.844%	71.560%
41	9	8.257%	79.817%
42	7	6.422%	86.239%
43	6	5.505%	91.743%
44	4	3.670%	95.413%
45	1	0.917%	96.330%
46	1	0.917%	97.248%
47	0	0.000%	97.248%
48	1	0.917%	98.165%
49	0	0.000%	98.165%
50	1	0.917%	99.083%
51	0	0.000%	99.083%
52	0	0.000%	99.083%
53	0	0.000%	99.083%
54	0	0.000%	99.083%
55	0	0.000%	99.083%
56	0	0.000%	99.083%
57	0	0.000%	99.083%
58	1	0.917%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 109    100%

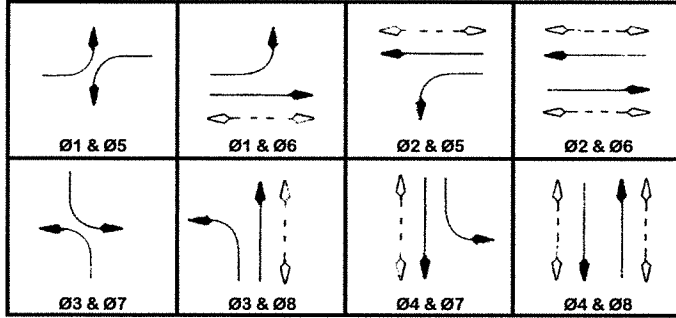


Mean	38.21	MPH
90th Percentile	42.68	MPH
90th Percentile Round-Up	45	MPH
85th Percentile	41.81	MPH
10th Percentile	32.98	MPH
10th Percentile Round-Down	30	MPH

Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.2.4 11-1-2012)



N



Location:	Eastern Ave & El Camino Ave		
Intersection #:	98	IP Addr:	192.168.____
Date:	9/24/13	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
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 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	E→N	W/B	N→W	S/B	W→S	E/B	S→E	N/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	3	3	3	3	3	3	3								
BK MGRN		10		9		9		8								
CS MGRN																
DLY GRN																
WALK		10		10		10		10								
WALK2																
WALK MAX																
PED CLR		19		15		15		17								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0								
VH EXT2																
MAX 1	25	70	25	40	25	70	25	40								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	4.8	3.5	4.8	3.5	5.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	1.6	0.0	1.3	0.0	1.2	0.3	1.7	0.1								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT																
MAX INT																
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP																



# SPEED SURVEY - EAST BOUND

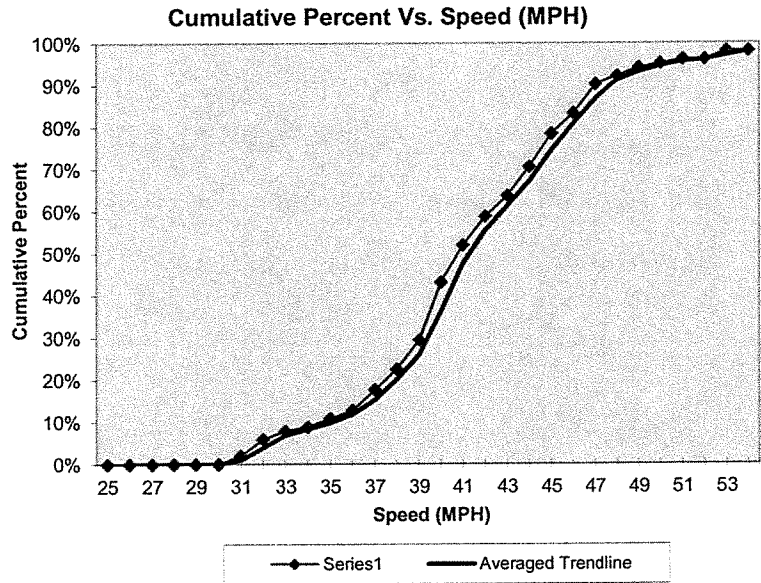
## Street: El Camino Ave

Approach to: Greenwood Ave (Ped)  
 Location Taken: None  
 Sample Size: 102

Direction: East Bound      Date of Speed Survey: 3/9/2012  
 Weather: sunny      Time of Speed Survey: 9:06am  
 Number Of Lanes: 2      Day: Friday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31	2	1.961%	1.961%
32	4	3.922%	5.882%
33	2	1.961%	7.843%
34	1	0.980%	8.824%
35	2	1.961%	10.784%
36	2	1.961%	12.745%
37	5	4.902%	17.647%
38	5	4.902%	22.549%
39	7	6.863%	29.412%
40	14	13.725%	43.137%
41	9	8.824%	51.961%
42	7	6.863%	58.824%
43	5	4.902%	63.725%
44	7	6.863%	70.588%
45	8	7.843%	78.431%
46	5	4.902%	83.333%
47	7	6.863%	90.196%
48	2	1.961%	92.157%
49	2	1.961%	94.118%
50	1	0.980%	95.098%
51	1	0.980%	96.078%
52		0.000%	96.078%
53	2	1.961%	98.039%
54		0.000%	98.039%
55	1	0.980%	99.020%
56		0.000%	99.020%
57		0.000%	99.020%
58		0.000%	99.020%
59	1	0.980%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 102 100%



Mean	40.78	MPH
90th Percentile	46.97	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	46.24	MPH
10th Percentile	34.60	MPH
10th Percentile Round-Down	30	MPH

# SPEED SURVEY - WEST BOUND

## Street: El Camino Ave

Approach to: Greenwood Ave (Ped)  
 Location Taken: None  
 Sample Size: 101

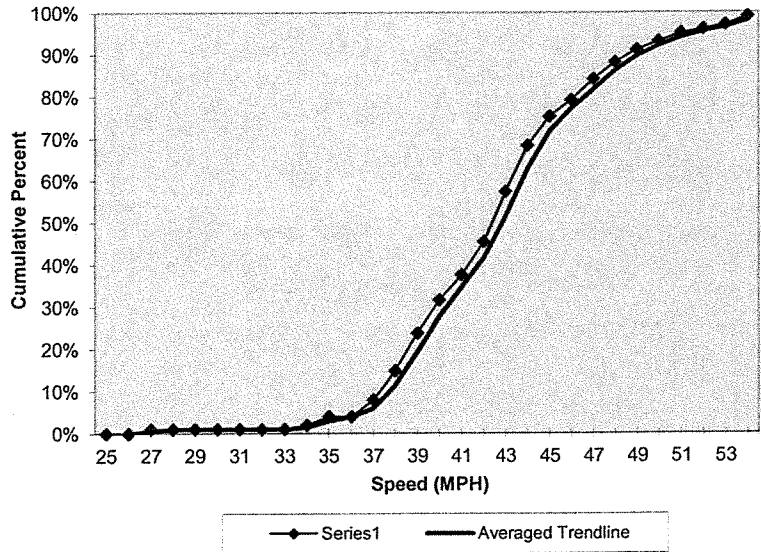
Direction: West Bound  
 Weather: sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: 40 mph

Date of Speed Survey: 3/9/2012  
 Time of Speed Survey: 9:49am  
 Day: Friday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27	1	0.990%	0.990%
28		0.000%	0.990%
29		0.000%	0.990%
30		0.000%	0.990%
31		0.000%	0.990%
32		0.000%	0.990%
33		0.000%	0.990%
34	1	0.990%	1.980%
35	2	1.980%	3.960%
36		0.000%	3.960%
37	4	3.960%	7.921%
38	7	6.931%	14.851%
39	9	8.911%	23.762%
40	8	7.921%	31.683%
41	6	5.941%	37.624%
42	8	7.921%	45.545%
43	12	11.881%	57.426%
44	11	10.891%	68.317%
45	7	6.931%	75.248%
46	4	3.960%	79.208%
47	5	4.950%	84.158%
48	4	3.960%	88.119%
49	3	2.970%	91.089%
50	2	1.980%	93.069%
51	2	1.980%	95.050%
52	1	0.990%	96.040%
53	1	0.990%	97.030%
54	2	1.980%	99.010%
55		0.000%	99.010%
56		0.000%	99.010%
57		0.000%	99.010%
58		0.000%	99.010%
59		0.000%	99.010%
60		0.000%	99.010%
61	1	0.990%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 101 100%

Cumulative Percent Vs. Speed (MPH)



Mean	42.38	MPH
90th Percentile	48.63	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	47.21	MPH
10th Percentile	37.30	MPH
10th Percentile Round-Down	35	MPH



# SPEED SURVEY - NORTH BOUND

## Street: Eastern Ave

Approach to: El Camino Ave

Location Taken: parked S/O Avila Ln in median

Sample Size: 104

Direction: North Bound

Date of Speed Survey: 3/21/2013

Weather: cloudy w/ slight fog

Time of Speed Survey: 9:00am - 9:33am

Number Of Lanes: 2

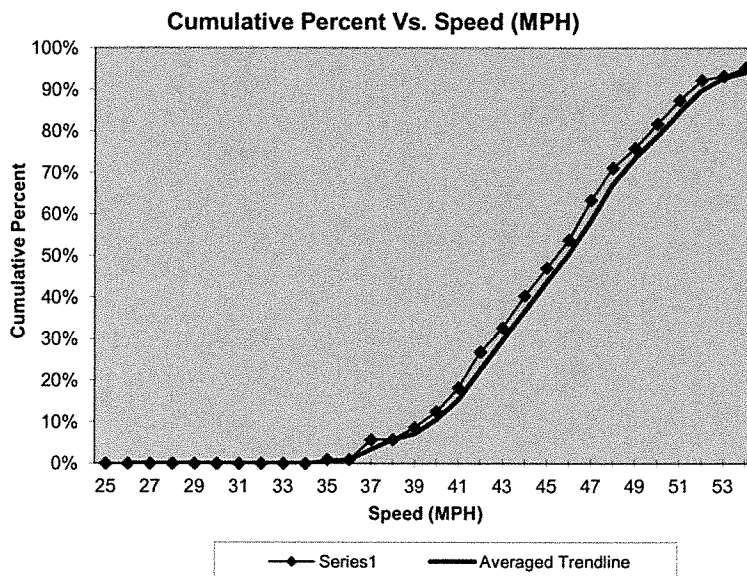
Day: Thursday

Existing Speed Limit: 40 mph

Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34		0.000%	0.000%
35	1	0.962%	0.962%
36		0.000%	0.962%
37	5	4.808%	5.769%
38		0.000%	5.769%
39	3	2.885%	8.654%
40	4	3.846%	12.500%
41	6	5.769%	18.269%
42	9	8.654%	26.923%
43	6	5.769%	32.692%
44	8	7.692%	40.385%
45	7	6.731%	47.115%
46	7	6.731%	53.846%
47	10	9.615%	63.462%
48	8	7.692%	71.154%
49	5	4.808%	75.962%
50	6	5.769%	81.731%
51	6	5.769%	87.500%
52	5	4.808%	92.308%
53	1	0.962%	93.269%
54	2	1.923%	95.192%
55	1	0.962%	96.154%
56	2	1.923%	98.077%
57	1	0.962%	99.038%
58		0.000%	99.038%
59		0.000%	99.038%
60		0.000%	99.038%
61		0.000%	99.038%
62		0.000%	99.038%
63	1	0.962%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 104 100%



Mean 45.43 MPH

90th Percentile 51.52 MPH

90th Percentile Round-Up 55 MPH

85th Percentile 50.57 MPH

10th Percentile 39.35 MPH

10th Percentile Round-Down 35 MPH

# SPEED SURVEY - SOUTH BOUND

## Street: Eastern Ave

Approach to: El Camino Ave

Location Taken: parked N/O Ravenwood Ave in median at 2605 Eastern Ave

Sample Size: 102

Direction: South Bound

Date of Speed Survey: 3/21/2013

Weather: cloudy w/ slight fog

Time of Speed Survey: 9:38am - 10:25 am

Number Of Lanes: 2

Day: Thursday

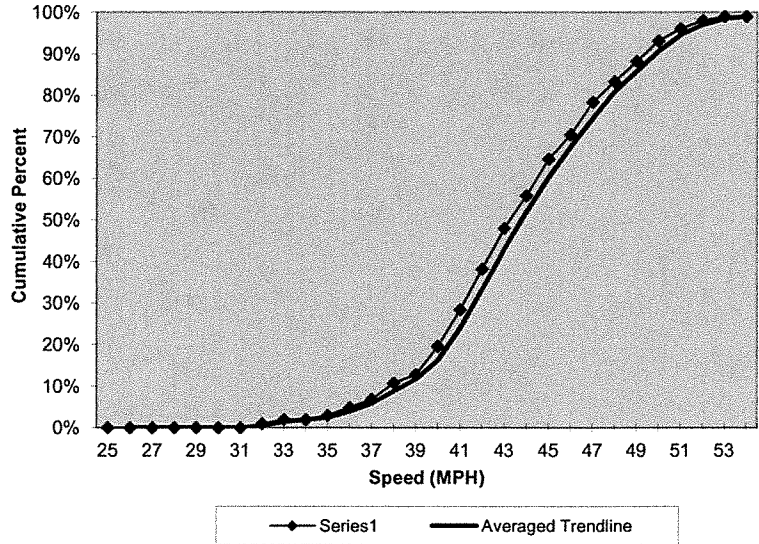
Existing Speed Limit: 40 mph

Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32	1	0.980%	0.980%
33	1	0.980%	1.961%
34		0.000%	1.961%
35	1	0.980%	2.941%
36	2	1.961%	4.902%
37	2	1.961%	6.863%
38	4	3.922%	10.784%
39	2	1.961%	12.745%
40	7	6.863%	19.608%
41	9	8.824%	28.431%
42	10	9.804%	38.235%
43	10	9.804%	48.039%
44	8	7.843%	55.882%
45	9	8.824%	64.706%
46	6	5.882%	70.588%
47	8	7.843%	78.431%
48	5	4.902%	83.333%
49	5	4.902%	88.235%
50	5	4.902%	93.137%
51	3	2.941%	96.078%
52	2	1.961%	98.039%
53	1	0.980%	99.020%
54		0.000%	99.020%
55		0.000%	99.020%
56		0.000%	99.020%
57	1	0.980%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 102 100%

Cumulative Percent Vs. Speed (MPH)



Mean 43.25 MPH

90th Percentile 49.36 MPH

90th Percentile Round-Up 50 MPH

85th Percentile 48.34 MPH

10th Percentile 37.80 MPH

10th Percentile Round-Down 35 MPH

## SPEED SURVEY - SOUTH BOUND

### Street: El Camino Ave

Approach to: Eastern Ave.

Location Taken: None

Sample Size: 103

Direction: Eastbound

Date of Speed Survey: 3/15/2010

Weather: Sunny

Time of Speed Survey: 1:22 PM

Number Of Lanes: 2

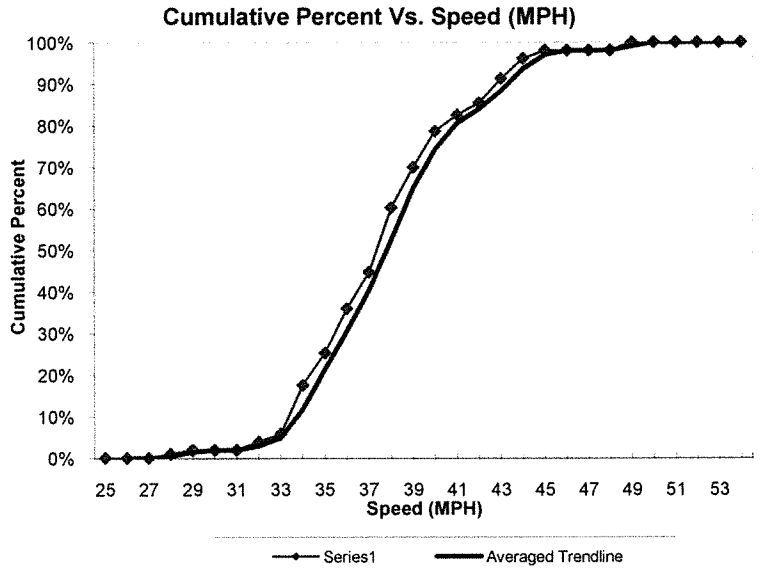
Day: Monday

Existing Speed Limit: \_\_\_\_\_

Observer: EC

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28	1	0.971%	0.971%
29	1	0.971%	1.942%
30	0	0.000%	1.942%
31	0	0.000%	1.942%
32	2	1.942%	3.883%
33	2	1.942%	5.825%
34	12	11.650%	17.476%
35	8	7.767%	25.243%
36	11	10.680%	35.922%
37	9	8.738%	44.660%
38	16	15.534%	60.194%
39	10	9.709%	69.903%
40	9	8.738%	78.641%
41	4	3.883%	82.524%
42	3	2.913%	85.437%
43	6	5.825%	91.262%
44	5	4.854%	96.117%
45	2	1.942%	98.058%
46	0	0.000%	98.058%
47	0	0.000%	98.058%
48	0	0.000%	98.058%
49	2	1.942%	100.000%
50		0.000%	100.000%
51		0.000%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 103 100%



Mean 37.34 MPH

90th Percentile 42.78 MPH

90th Percentile Round-Up 45 MPH

85th Percentile 41.85 MPH

10th Percentile 33.36 MPH

10th Percentile Round-Down 30 MPH

# SPEED SURVEY - SOUTH BOUND

## Street: El Camino Ave

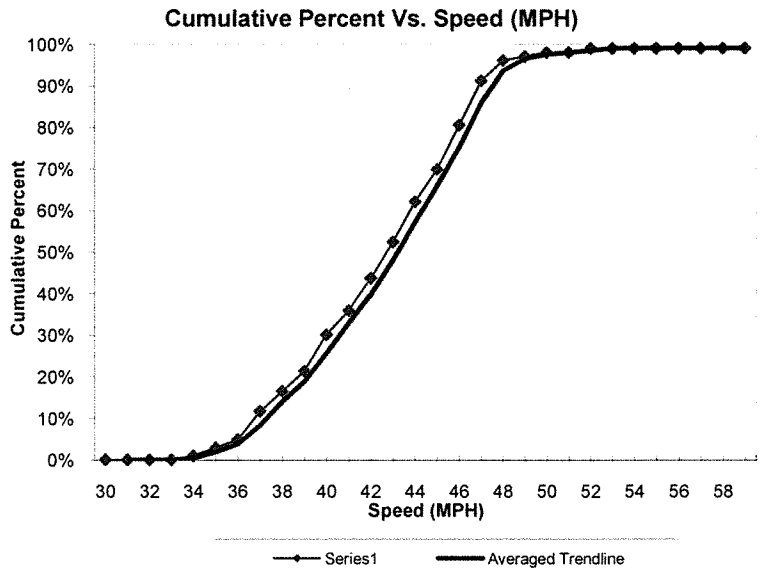
Approach to: Eastern  
 Location Taken: None  
 Sample Size: 103

Direction: Westbound  
 Weather: Sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: \_\_\_\_\_

Date of Speed Survey: 3/15/2010  
 Time of Speed Survey: 12:55 PM  
 Day: Monday  
 Observer: EC

Speed	#	Percent	Cum. Percent
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34	1	0.971%	0.971%
35	2	1.942%	2.913%
36	2	1.942%	4.854%
37	7	6.796%	11.650%
38	5	4.854%	16.505%
39	5	4.854%	21.359%
40	9	8.738%	30.097%
41	6	5.825%	35.922%
42	8	7.767%	43.689%
43	9	8.738%	52.427%
44	10	9.709%	62.136%
45	8	7.767%	69.903%
46	11	10.680%	80.583%
47	11	10.680%	91.262%
48	5	4.854%	96.117%
49	1	0.971%	97.087%
50	1	0.971%	98.058%
51	0	0.000%	98.058%
52	1	0.971%	99.029%
53	0	0.000%	99.029%
54	0	0.000%	99.029%
55	0	0.000%	99.029%
56	0	0.000%	99.029%
57	0	0.000%	99.029%
58	0	0.000%	99.029%
59	0	0.000%	99.029%
60	1	0.971%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%

Totals: 103 100%



Mean	42.72 MPH
90th Percentile	46.88 MPH
90th Percentile Round-Up	50 MPH
85th Percentile	46.41 MPH
10th Percentile	36.76 MPH
10th Percentile Round-Down	35 MPH

# SPEED SURVEY - NORTH BOUND

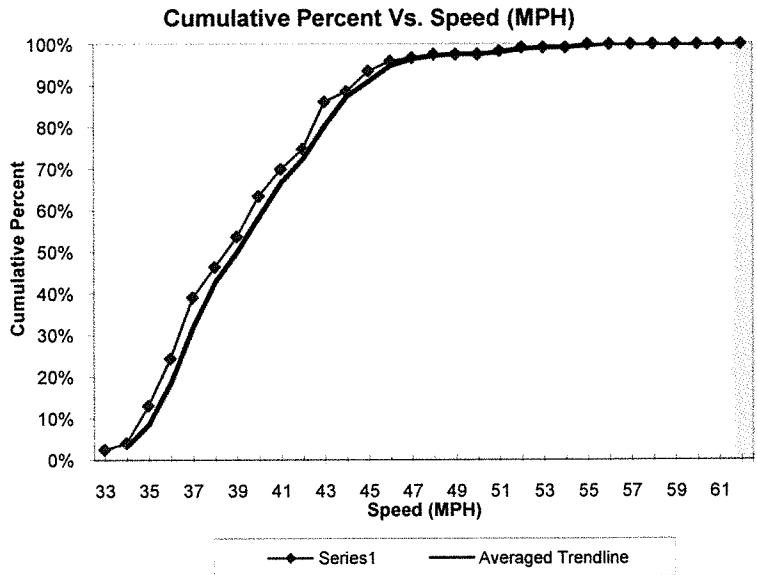
## Street: Eastern Ave

Approach to: El Camino Ave  
 Location Taken: None  
 Sample Size: 123

Direction: North Bound      Date of Speed Survey: 2/23/2010  
 Weather: Cloudy              Time of Speed Survey: 9:08 AM  
 Number Of Lanes: 2              Day: Tuesday  
 Existing Speed Limit: \_\_\_\_\_      Observer: JG

Speed	#	Percent	Cum. Percent
33	3	2.439%	2.439%
34	2	1.626%	4.065%
35	11	8.943%	13.008%
36	14	11.382%	24.390%
37	18	14.634%	39.024%
38	9	7.317%	46.341%
39	9	7.317%	53.659%
40	12	9.756%	63.415%
41	8	6.504%	69.919%
42	6	4.878%	74.797%
43	14	11.382%	86.179%
44	3	2.439%	88.618%
45	6	4.878%	93.496%
46	3	2.439%	95.935%
47	1	0.813%	96.748%
48	1	0.813%	97.561%
49		0.000%	97.561%
50		0.000%	97.561%
51	1	0.813%	98.374%
52	1	0.813%	99.187%
53		0.000%	99.187%
54		0.000%	99.187%
55	1	0.813%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%
72		0.000%	100.000%
73		0.000%	100.000%

Totals: 123    100%



Mean	38.50	MPH
90th Percentile	44.28	MPH
90th Percentile Round-Up	<b>45</b>	MPH
85th Percentile	42.90	MPH
10th Percentile	34.66	MPH
10th Percentile Round-Down	<b>30</b>	MPH

# SPEED SURVEY - SOUTH BOUND

## Street: Eastern Ave

Approach to: *El Camino Ave*

Location Taken: *None*

Sample Size: 120

Direction: *South Bound*

Date of Speed Survey: *2/23/2010*

Weather: *Cloudy*

Time of Speed Survey: *9:46 AM*

Number Of Lanes: *2*

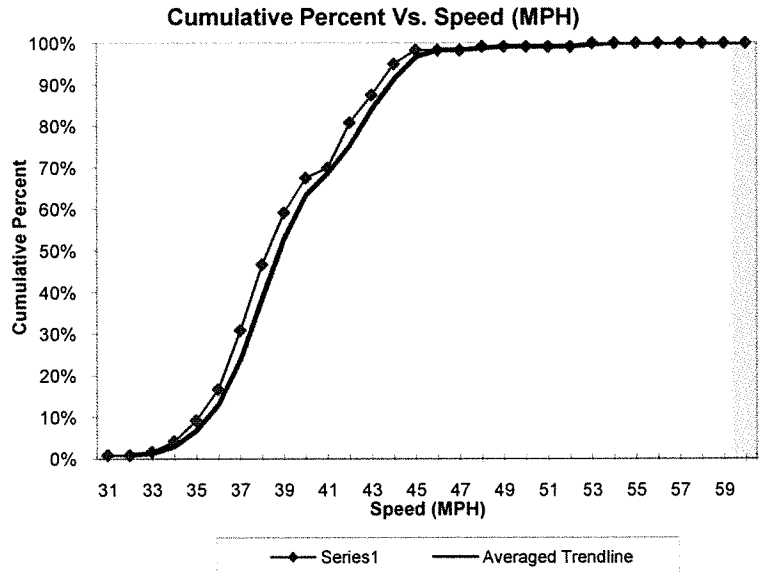
Day: *Tuesday*

Existing Speed Limit: \_\_\_\_\_

Observer: *JG*

Speed	#	Percent	Cum. Percent
31	1	0.833%	0.833%
32		0.000%	0.833%
33	1	0.833%	1.667%
34	3	2.500%	4.167%
35	6	5.000%	9.167%
36	9	7.500%	16.667%
37	17	14.167%	30.833%
38	19	15.833%	46.667%
39	15	12.500%	59.167%
40	10	8.333%	67.500%
41	3	2.500%	70.000%
42	13	10.833%	80.833%
43	8	6.667%	87.500%
44	9	7.500%	95.000%
45	4	3.333%	98.333%
46		0.000%	98.333%
47		0.000%	98.333%
48	1	0.833%	99.167%
49		0.000%	99.167%
50		0.000%	99.167%
51		0.000%	99.167%
52		0.000%	99.167%
53	1	0.833%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%

Totals: 120 100%



Mean 38.27 MPH

90th Percentile 43.33 MPH

90th Percentile Round-Up 45 MPH

85th Percentile 42.63 MPH

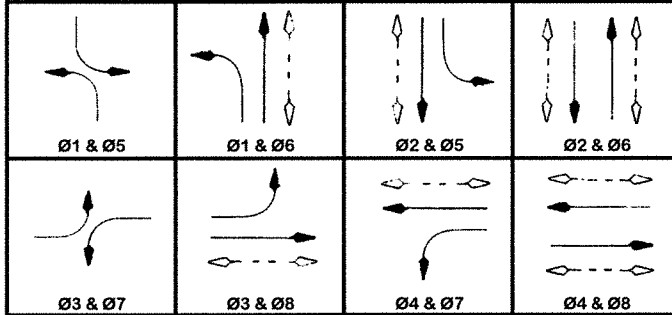
10th Percentile 35.11 MPH

10th Percentile Round-Down 35 MPH

Econolite ASC/3-2070 V22.58.10 S/W (TS template V3.2.9 1-14-2015)



N



Location:	Fair Oaks Blvd & Watt Ave					
Intersection #:	58	IP Addr:	192	168	102	181
Date:	2/9/2015			Initial:	WDC	

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

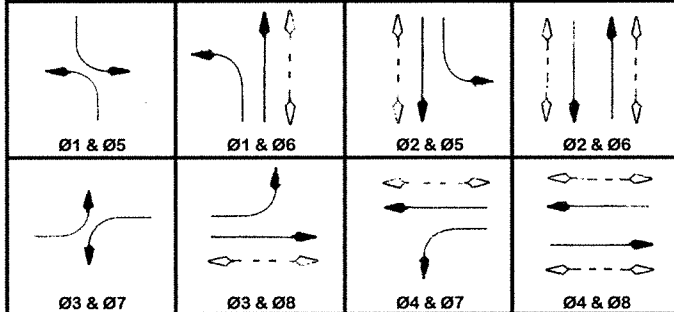
TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	7	3	7	3	7								
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7		7		7		7								
WALK2																
WALK MAX																
PED CLR		27		25		26		27								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	3.9	1.0	4.1	1.0	3.2	1.0	4.9								
VH EXT2																
MAX 1	30	90	30	35	16	90	40	35								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	5.0	3.5	4.6	3.5	5.1	3.5	5.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.4	2.0	1.0	2.0	1.1	2.0	0.7								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.9		1.9		1.6		1.9								
MAX INT		30		35		30		35								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		3.9		4.1		3.2		4.9								

\* MAX 1 times have been assigned values that approximate split times used during coordination

Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.1.5 4-13-2012)



N



Location:	Fair Oaks Blvd & Watt Ave		
Intersection #:	58	IP Addr:	192.168.102.181
Date:	2/5/13	Initial:	AM

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	7	3	7	3	7								
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7		7		7		7								
WALK2																
WALK MAX																
PED CLR		27		25		26		27								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	3.9	1.0	4.1	1.0	3.2	1.0	4.9								
VH EXT2																
MAX 1	30	90	30	35	16	90	40	35								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	5.0	3.5	4.6	3.5	5.1	3.5	5.0	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.4	2.0	1.0	2.0	1.1	2.0	0.7								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.9		1.9		1.6		1.9								
MAX INT		30		35		30		35								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		3.9		4.1		3.2		4.9								

\*MAX 1 times have been assigned values that approximate split times used during coordination



# SPEED SURVEY - NORTH BOUND

## Street: Watt Ave

Approach to: Fair Oaks Blvd  
 Location Taken: about 830' from limit line  
 Sample Size: 104

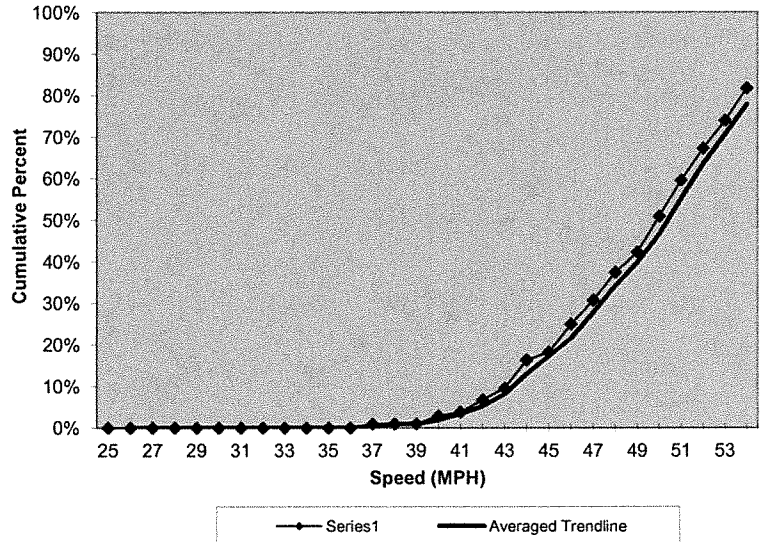
Direction: North Bound  
 Weather: sunny  
 Number Of Lanes: 3  
 Existing Speed Limit: 40 mph

Date of Speed Survey: 12/12/2012  
 Time of Speed Survey: 12:55pm  
 Day: Wednesday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34		0.000%	0.000%
35		0.000%	0.000%
36		0.000%	0.000%
37	1	0.962%	0.962%
38		0.000%	0.962%
39		0.000%	0.962%
40	2	1.923%	2.885%
41	1	0.962%	3.846%
42	3	2.885%	6.731%
43	3	2.885%	9.615%
44	7	6.731%	16.346%
45	2	1.923%	18.269%
46	7	6.731%	25.000%
47	6	5.769%	30.769%
48	7	6.731%	37.500%
49	5	4.808%	42.308%
50	9	8.654%	50.962%
51	9	8.654%	59.615%
52	8	7.692%	67.308%
53	7	6.731%	74.038%
54	8	7.692%	81.731%
55	3	2.885%	84.615%
56	3	2.885%	87.500%
57	4	3.846%	91.346%
58	3	2.885%	94.231%
59	2	1.923%	96.154%
60	1	0.962%	97.115%
61		0.000%	97.115%
62	1	0.962%	98.077%
63		0.000%	98.077%
64	1	0.962%	99.038%
65	1	0.962%	100.000%

Totals: 104 100%

Cumulative Percent Vs. Speed (MPH)



Mean	<b>49.89</b>	MPH
90th Percentile	<b>56.65</b>	MPH
90th Percentile Round-Up	<b>60</b>	MPH
85th Percentile	<b>55.13</b>	MPH
10th Percentile	<b>43.06</b>	MPH
10th Percentile Round-Down	<b>40</b>	MPH

# SPEED SURVEY - SOUTH BOUND

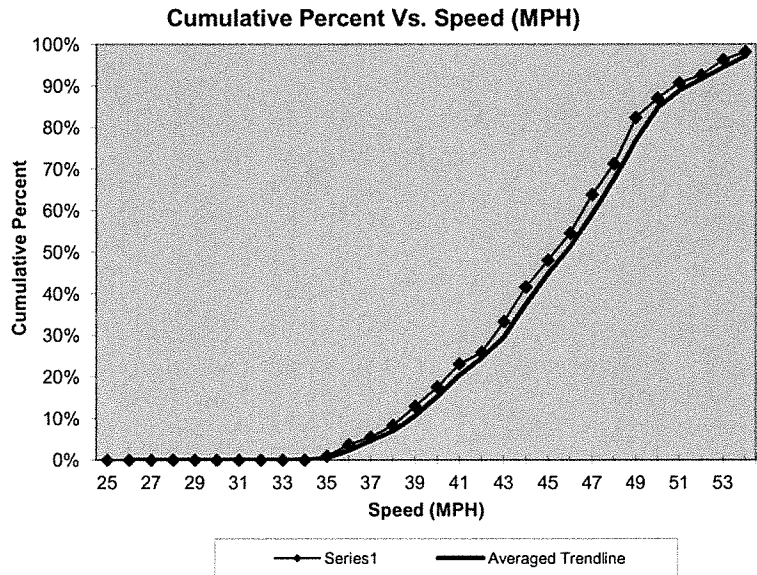
## Street: Watt Ave

Approach to: Fair Oaks Blvd  
 Location Taken: None  
 Sample Size: 108

Direction: South Bound      Date of Speed Survey: 5/29/2012  
 Weather: sunny      Time of Speed Survey: 1:07pm  
 Number Of Lanes: 2      Day: Tuesday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34		0.000%	0.000%
35	1	0.926%	0.926%
36	3	2.778%	3.704%
37	2	1.852%	5.556%
38	3	2.778%	8.333%
39	5	4.630%	12.963%
40	5	4.630%	17.593%
41	6	5.556%	23.148%
42	3	2.778%	25.926%
43	8	7.407%	33.333%
44	9	8.333%	41.667%
45	7	6.481%	48.148%
46	7	6.481%	54.630%
47	10	9.259%	63.889%
48	8	7.407%	71.296%
49	12	11.111%	82.407%
50	5	4.630%	87.037%
51	4	3.704%	90.741%
52	2	1.852%	92.593%
53	4	3.704%	96.296%
54	2	1.852%	98.148%
55		0.000%	98.148%
56		0.000%	98.148%
57	1	0.926%	99.074%
58		0.000%	99.074%
59		0.000%	99.074%
60		0.000%	99.074%
61		0.000%	99.074%
62		0.000%	99.074%
63		0.000%	99.074%
64	1	0.926%	100.000%
65		0.000%	100.000%

Totals: 108 100%



Mean	45.29	MPH
90th Percentile	50.80	MPH
90th Percentile Round-Up	55	MPH
85th Percentile	49.56	MPH
10th Percentile	38.36	MPH
10th Percentile Round-Down	35	MPH

# SPEED SURVEY - EAST BOUND

## Street: Fair Oaks Blvd

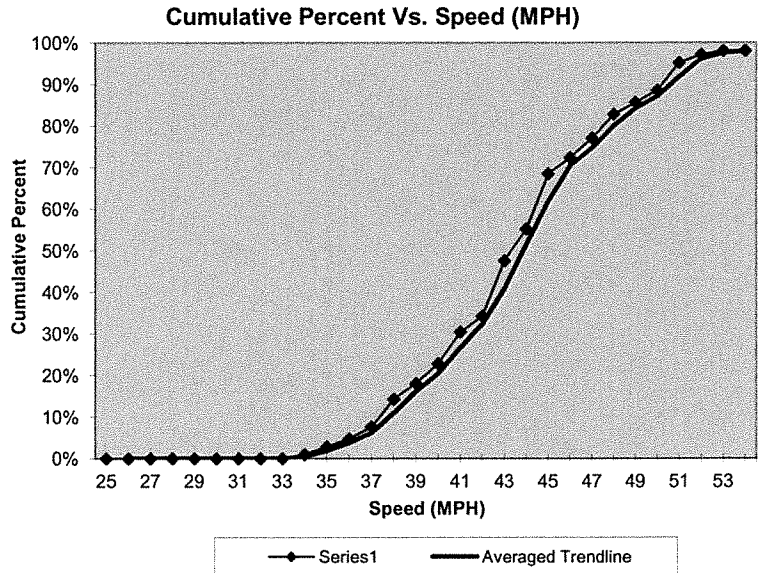
Approach to: Watt Ave  
 Location Taken: None  
 Sample Size: 105

Direction: East Bound  
 Weather: sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: ?

Date of Speed Survey: 5/31/2012  
 Time of Speed Survey: 1:03pm  
 Day: Thursday  
 Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34	1	0.952%	0.952%
35	2	1.905%	2.857%
36	2	1.905%	4.762%
37	3	2.857%	7.619%
38	7	6.667%	14.286%
39	4	3.810%	18.095%
40	5	4.762%	22.857%
41	8	7.619%	30.476%
42	4	3.810%	34.286%
43	14	13.333%	47.619%
44	8	7.619%	55.238%
45	14	13.333%	68.571%
46	4	3.810%	72.381%
47	5	4.762%	77.143%
48	6	5.714%	82.857%
49	3	2.857%	85.714%
50	3	2.857%	88.571%
51	7	6.667%	95.238%
52	2	1.905%	97.143%
53	1	0.952%	98.095%
54		0.000%	98.095%
55	1	0.952%	99.048%
56	1	0.952%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 105 100%



Mean	43.31	MPH
90th Percentile	50.21	MPH
90th Percentile Round-Up	55	MPH
85th Percentile	48.75	MPH
10th Percentile	37.36	MPH
10th Percentile Round-Down	35	MPH

# SPEED SURVEY - WEST BOUND

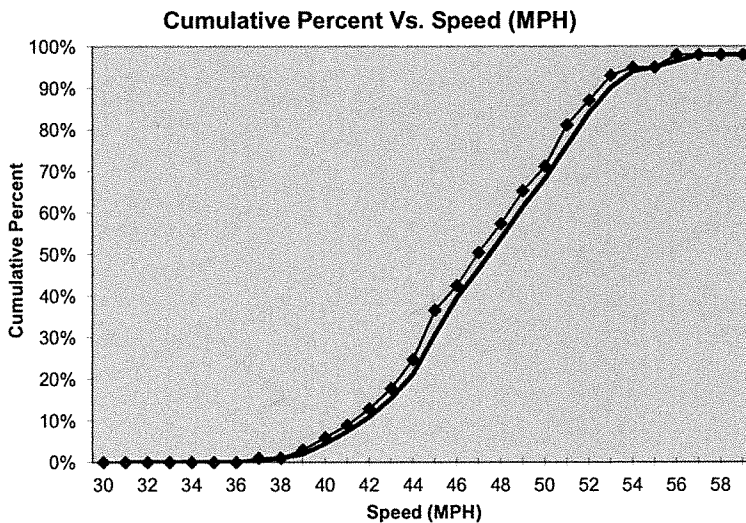
## Street: Fair Oaks Blvd

Approach to: Watt Ave  
 Location Taken: None  
 Sample Size: 101

Direction: West Bound      Date of Speed Survey: 6/22/2012  
 Weather: Sunny      Time of Speed Survey: 1:48pm  
 Number Of Lanes: 2      Day: Friday  
 Existing Speed Limit: ?      Observer: RA

Speed	#	Percent	Cum. Percent
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34		0.000%	0.000%
35		0.000%	0.000%
36		0.000%	0.000%
37	1	0.990%	0.990%
38		0.000%	0.990%
39	2	1.980%	2.970%
40	3	2.970%	5.941%
41	3	2.970%	8.911%
42	4	3.960%	12.871%
43	5	4.950%	17.822%
44	7	6.931%	24.752%
45	12	11.881%	36.634%
46	6	5.941%	42.574%
47	8	7.921%	50.495%
48	7	6.931%	57.426%
49	8	7.921%	65.347%
50	6	5.941%	71.287%
51	10	9.901%	81.188%
52	6	5.941%	87.129%
53	6	5.941%	93.069%
54	2	1.980%	95.050%
55		0.000%	95.050%
56	3	2.970%	98.020%
57		0.000%	98.020%
58		0.000%	98.020%
59		0.000%	98.020%
60		0.000%	98.020%
61	1	0.990%	99.010%
62		0.000%	99.010%
63		0.000%	99.010%
64		0.000%	99.010%
65		0.000%	99.010%
66		0.000%	99.010%
67	1	0.990%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%

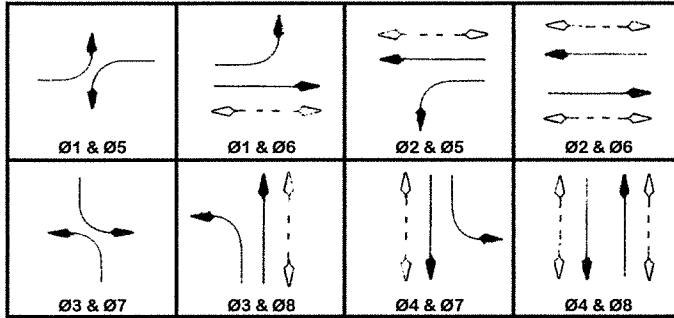
Totals: 101    100%



Series1    Averaged Trendline

- Mean 46.94    MPH
- 90th Percentile 52.48    MPH
- 90th Percentile Round-Up 55    MPH
- 85th Percentile 51.64    MPH
- 10th Percentile 41.28    MPH
- 10th Percentile Round-Down 40    MPH

## Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.1.6 5-2-2012)



Location:	Florin Rd & Franklin Bl			
Intersection #:	72	IP Addr:	192.168.101.55	
Date:	7/23/2012		Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

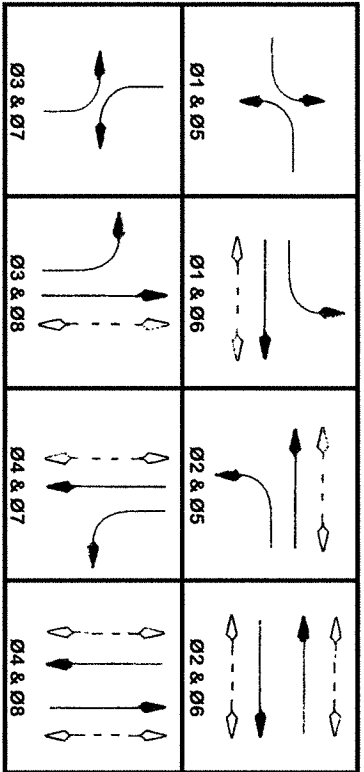
TIMING PLAN	Phase Timing MM-2-1															
Direction	E→N	W/B	N→W	S/B	W→S	E/B	S→E	N/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	23	3	7	3	20	3	7								
BK MGRN				11				11								
CS MGRN																
DLY GRN																
WALK				7				7								
WALK2																
WALK MAX																
PED CLR				25				19								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	4.1	1.0	4.1	1.0	4.1	1.0	5.0								
VH EXT2																
MAX 1	25	70	25	40	25	70	25	40								
MAX 2	12	24	12	18	12	24	12	18								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.6	3.5	4.6	3.5	4.6	3.5	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.6	2.0	0.6	1.6	1.2	2.0	1.5								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.7		1.7		1.7		1.7								
MAX INT		27		30		27		30								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		4.1		4.1		4.1		5.0								



NAZTEC 2070 APOGEE VERSION 65.0P SOFTWARE

Location:	Florin Rd & Franklin Bl.		
Intersection #:	72	IP Addr:	192.168.101.55
Date:	10/13/2010	Initial:	WPC

"MM" = Main Menu = \*\*



Basic Signal Timing

MM > 1 > 1 > 1

Direction	E→N	W/B	N→W	S/B	W→S	E/B	S→E	N/B	S/B	W/B	W/B	N/B	E/B	N/B	E/B	
Direction	E→N	W/B	N→W	S/B	W→S	E/B	S→E	N/B	S/B	W/B	W/B	N/B	E/B	N/B	E/B	
CHANNEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8	1-A		2-B		3-C		4-D	
Min Grn	3	23	3	7	3	20	3	7								
Gap	1.0	4.1	1.0	4.1	1.0	4.1	1.0	5.0								
Max 1	25	70	25	40	25	70	25	40								
Max 2	12	24	12	18	12	24	12	18								
Yellow	3.5	4.6	3.5	4.6	3.5	4.6	3.5	4.3	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	2.0	0.6	2.0	0.6	1.6	1.2	2.0	1.5								
Walk				7				7								
Ped Clr.				25				19								
Red Revt																
Add Initial		1.7		1.7		1.7		1.7								
Max Init		30		30		30		30								
Time B4																
Cars B4																
Time to																
Reduc By																
Min Gap		4.1		4.1		4.1		5.0								
DYMaxlim																
Max Step																

# SPEED SURVEY - NORTH BOUND

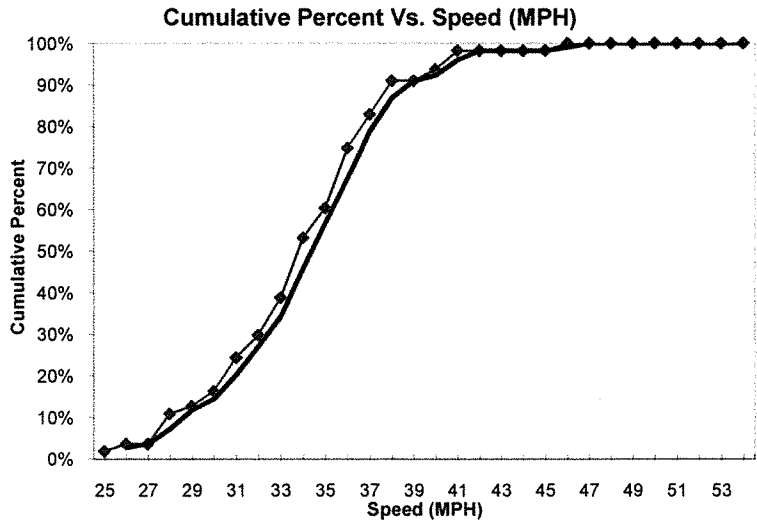
## Street: Franklin Blvd

Approach to: Florin Rd  
 Location Taken: None  
 Sample Size: 111

Direction: North Bound      Date of Speed Survey: 4/9/2010  
 Weather: Sunny      Time of Speed Survey: 9:38 AM  
 Number Of Lanes: 2      Day: Friday  
 Existing Speed Limit: \_\_\_\_\_      Observer: JG

Speed	#	Percent	Cum. Percent
25	2	1.802%	1.802%
26	2	1.802%	3.604%
27		0.000%	3.604%
28	8	7.207%	10.811%
29	2	1.802%	12.613%
30	4	3.604%	16.216%
31	9	8.108%	24.324%
32	6	5.405%	29.730%
33	10	9.009%	38.739%
34	16	14.414%	53.153%
35	8	7.207%	60.360%
36	16	14.414%	74.775%
37	9	8.108%	82.883%
38	9	8.108%	90.991%
39		0.000%	90.991%
40	3	2.703%	93.694%
41	5	4.505%	98.198%
42		0.000%	98.198%
43		0.000%	98.198%
44		0.000%	98.198%
45		0.000%	98.198%
46	2	1.802%	100.000%
47		0.000%	100.000%
48		0.000%	100.000%
49		0.000%	100.000%
50		0.000%	100.000%
51		0.000%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 111    100%



● Series1
— Averaged Trendline

Mean 33.78 MPH

90th Percentile 37.88 MPH

90th Percentile Round-Up 40 MPH

85th Percentile 37.26 MPH

10th Percentile 27.89 MPH

10th Percentile Round-Down 25 MPH

# SPEED SURVEY - SOUTH BOUND

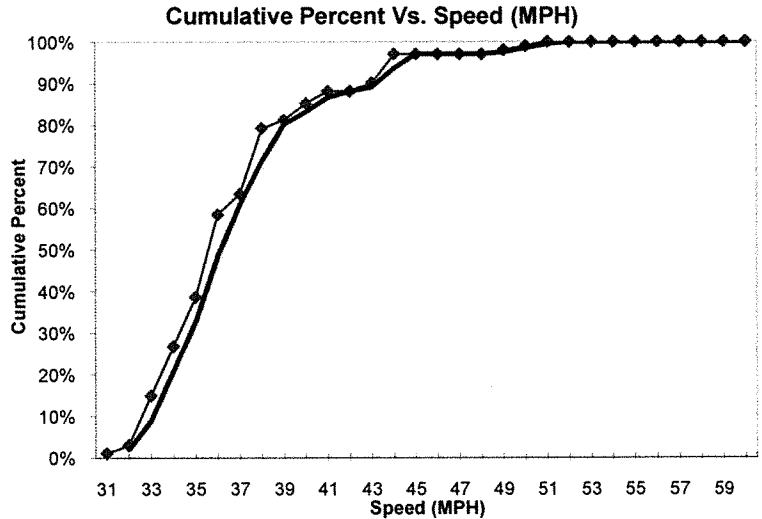
## Street: Franklin Blvd

Approach to: *Florin Rd*  
 Location Taken: *None*  
 Sample Size: 101

Direction: *South Bound*  
 Weather: *Sunny*  
 Number Of Lanes: *2*  
 Existing Speed Limit: \_\_\_\_\_

Date of Speed Survey: *4/9/2010*  
 Time of Speed Survey: *9:03 AM*  
 Day: *Friday*  
 Observer: *JG*

Speed	#	Percent	Cum. Percent
31	1	0.990%	0.990%
32	2	1.980%	2.970%
33	12	11.881%	14.851%
34	12	11.881%	26.733%
35	12	11.881%	38.614%
36	20	19.802%	58.416%
37	5	4.950%	63.366%
38	16	15.842%	79.208%
39	2	1.980%	81.188%
40	4	3.960%	85.149%
41	3	2.970%	88.119%
42		0.000%	88.119%
43	2	1.980%	90.099%
44	7	6.931%	97.030%
45		0.000%	97.030%
46		0.000%	97.030%
47		0.000%	97.030%
48		0.000%	97.030%
49	1	0.990%	98.020%
50	1	0.990%	99.010%
51	1	0.990%	100.000%
52		0.000%	100.000%
53		0.000%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%
Totals: 101		100%	



◆ Series1
— Averaged Trendline

Mean	35.58	MPH
90th Percentile	42.95	MPH
90th Percentile Round-Up	45	MPH
85th Percentile	39.96	MPH
10th Percentile	32.59	MPH
10th Percentile Round-Down	30	MPH



# SPEED SURVEY - EAST BOUND

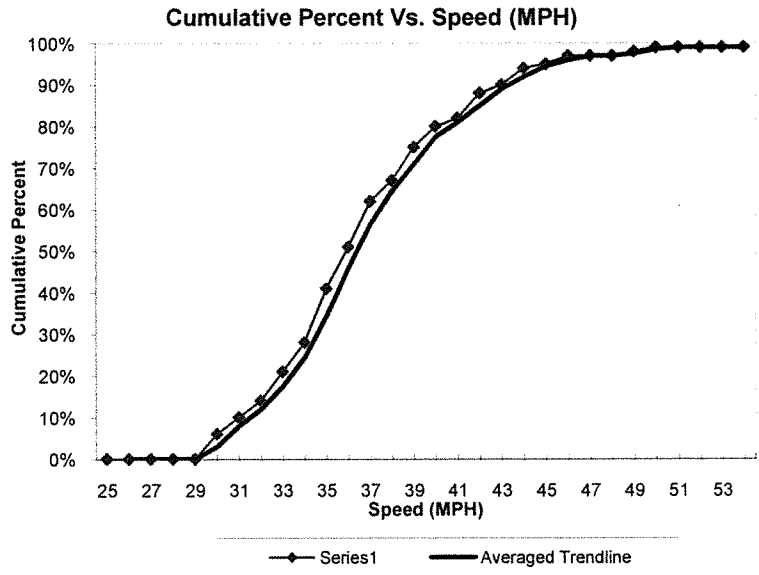
## Street: Florin Rd

Approach to: *Franklin Blvd*  
 Location Taken: *None*  
 Sample Size: 100

Direction: *East Bound*      Date of Speed Survey: *4/19/2010*  
 Weather: *Sunny*      Time of Speed Survey: *9:17 AM*  
 Number Of Lanes: *3*      Day: *Monday*  
 Existing Speed Limit: \_\_\_\_\_      Observer: *EC*

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	6	6.000%	6.000%
31	4	4.000%	10.000%
32	4	4.000%	14.000%
33	7	7.000%	21.000%
34	7	7.000%	28.000%
35	13	13.000%	41.000%
36	10	10.000%	51.000%
37	11	11.000%	62.000%
38	5	5.000%	67.000%
39	8	8.000%	75.000%
40	5	5.000%	80.000%
41	2	2.000%	82.000%
42	6	6.000%	88.000%
43	2	2.000%	90.000%
44	4	4.000%	94.000%
45	1	1.000%	95.000%
46	2	2.000%	97.000%
47	0	0.000%	97.000%
48	0	0.000%	97.000%
49	1	1.000%	98.000%
50	1	1.000%	99.000%
51	0	0.000%	99.000%
52	0	0.000%	99.000%
53	0	0.000%	99.000%
54	0	0.000%	99.000%
55	1	1.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 100 100%



Mean 35.90 MPH

90th Percentile 43.00 MPH

90th Percentile Round-Up 45 MPH

85th Percentile 41.50 MPH

10th Percentile 31.00 MPH

10th Percentile Round-Down 30 MPH

# SPEED SURVEY - WEST BOUND

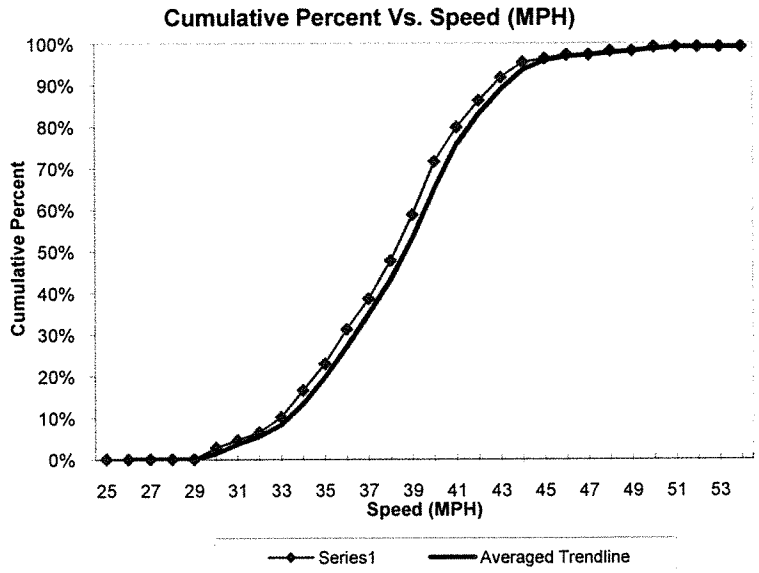
## Street: Florin Rd

Approach to: Franklin Blvd  
 Location Taken: None  
 Sample Size: 109

Direction: West Bound      Date of Speed Survey: 4/19/2010  
 Weather: Sunny              Time of Speed Survey: 9:02 AM  
 Number Of Lanes: 3            Day: Monday  
 Existing Speed Limit: \_\_\_\_\_      Observer: EC

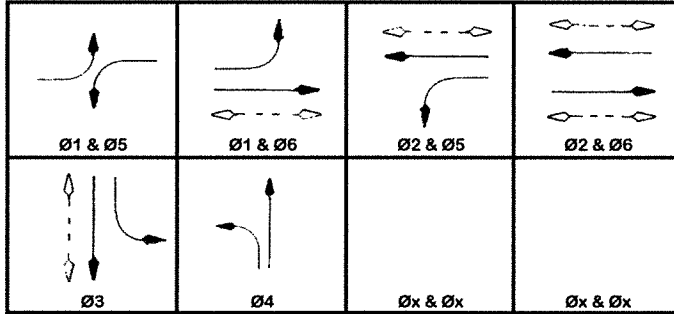
Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	3	2.752%	2.752%
31	2	1.835%	4.587%
32	2	1.835%	6.422%
33	4	3.670%	10.092%
34	7	6.422%	16.514%
35	7	6.422%	22.936%
36	9	8.257%	31.193%
37	8	7.339%	38.532%
38	10	9.174%	47.706%
39	12	11.009%	58.716%
40	14	12.844%	71.560%
41	9	8.257%	79.817%
42	7	6.422%	86.239%
43	6	5.505%	91.743%
44	4	3.670%	95.413%
45	1	0.917%	96.330%
46	1	0.917%	97.248%
47	0	0.000%	97.248%
48	1	0.917%	98.165%
49	0	0.000%	98.165%
50	1	0.917%	99.083%
51	0	0.000%	99.083%
52	0	0.000%	99.083%
53	0	0.000%	99.083%
54	0	0.000%	99.083%
55	0	0.000%	99.083%
56	0	0.000%	99.083%
57	0	0.000%	99.083%
58	1	0.917%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 109    100%



Mean	38.21	MPH
90th Percentile	42.68	MPH
90th Percentile Round-Up	<b>45</b>	MPH
85th Percentile	41.81	MPH
10th Percentile	32.98	MPH
10th Percentile Round-Down	<b>30</b>	MPH

Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.0 11-21-11)



Location:	Florin Rd & Lindale Dr			
Intersection #:	199	IP Addr:	192.168.101.46	
Date:	1/9/2012		Initial:	DM

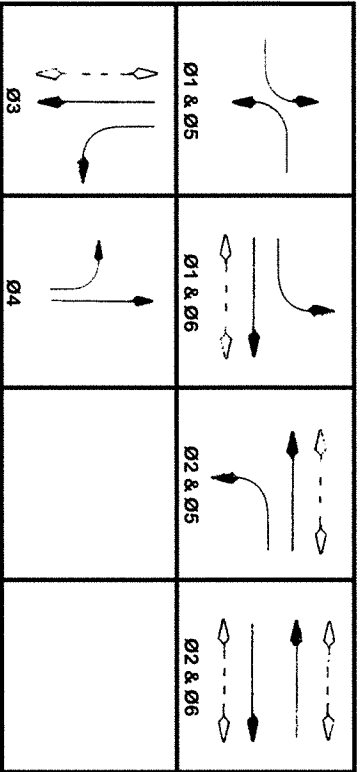
Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	E→N		W/B		S/B		N/B		W→S		E/B					
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	3	3	3										
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7	7			7										
WALK2																
WALK MAX																
PED CLR		10	14			9										
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	5.9	2.0	1.0	1.0	1.0										
VH EXT2																
MAX 1	25	70	40	40	25	70										
MAX 2	12	24	18	18	12	24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.6	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	1.0	0.0	2.0	1.8	1.1	0.0										
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.9														
MAX INT		35														
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		5.9														



**NAZTEC 2070 APOGEE VERSION 65.0P SOFTWARE**



Location:	Florin Rd & Lindale Dr	
Intersection #:	199	IP Addr: 192.168.101.46
Date:	9/19/11	Initial: WDC

**"MM" = Main Menu = \*\***

**Basic Signal Timing**

**MM > 1 > 1 > 1**

Direction	E→N	W/B	S/B	N/B	W→S	E/B				W/B		S/B		E/B		N/B
CHANNEL	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8		1-A		2-B		3-C		4-D
Min Grn	3	7	3	3	3	3										
Gap	1.0	5.9	2.0	1.0	1.0	1.0										
Max 1	25	70	40	40	25	70										
Max 2	12	24	18	18	12	24										
Yellow	3.5	4.6	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red	1.0	0.0	2.0	1.8	1.1	0.0										
Walk		7	7			7										
Ped Cir.		10	14			9										
Red Revlt																
Add Initial		1.9														
Max Init		20*														
Time B4																
Cars B4																
Time to																
Reduc By																
Min Gap		5.9				1.0										
DyMaxLim																
Max Step																

\* MAX INITIAL TIME SET TO 20 SEC TO PERMIT COORDINATION

# SPEED SURVEY - EAST BOUND

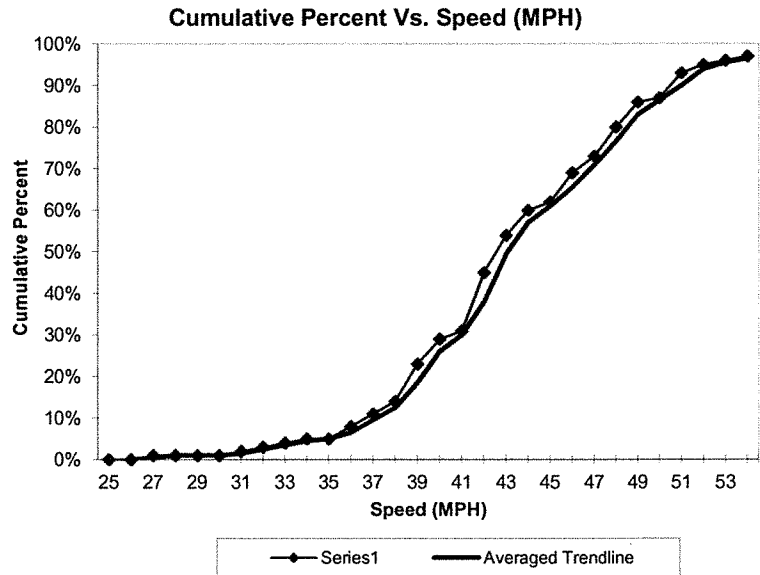
## Street: Florin Rd

Approach to: Stockton Blvd  
 Location Taken: None  
 Sample Size: 100

Direction: East Bound      Date of Speed Survey: 1/3/2012  
 Weather: Sunny              Time of Speed Survey: 9:11am  
 Number Of Lanes: 3              Day: Tuesday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27	1	1.000%	1.000%
28		0.000%	1.000%
29		0.000%	1.000%
30		0.000%	1.000%
31	1	1.000%	2.000%
32	1	1.000%	3.000%
33	1	1.000%	4.000%
34	1	1.000%	5.000%
35		0.000%	5.000%
36	3	3.000%	8.000%
37	3	3.000%	11.000%
38	3	3.000%	14.000%
39	9	9.000%	23.000%
40	6	6.000%	29.000%
41	2	2.000%	31.000%
42	14	14.000%	45.000%
43	9	9.000%	54.000%
44	6	6.000%	60.000%
45	2	2.000%	62.000%
46	7	7.000%	69.000%
47	4	4.000%	73.000%
48	7	7.000%	80.000%
49	6	6.000%	86.000%
50	1	1.000%	87.000%
51	6	6.000%	93.000%
52	2	2.000%	95.000%
53	1	1.000%	96.000%
54	1	1.000%	97.000%
55	2	2.000%	99.000%
56		0.000%	99.000%
57		0.000%	99.000%
58		0.000%	99.000%
59		0.000%	99.000%
60		0.000%	99.000%
61		0.000%	99.000%
62		0.000%	99.000%
63	1	1.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 100      100%



Mean	42.56	MPH
90th Percentile	50.50	MPH
90th Percentile Round-Up	55	MPH
85th Percentile	48.83	MPH
10th Percentile	36.67	MPH
10th Percentile Round-Down	35	MPH

# SPEED SURVEY - WEST BOUND

## Street: Florin Rd approach to Stockton Blvd

Approach to: *Lindale Dr*

Location Taken: *None*

Sample Size: 104

Direction: *West Bound*

Date of Speed Survey: *1/4/2012*

Weather: *sunny*

Time of Speed Survey: *9:11am*

Number Of Lanes: *2*

Day: *Wednesday*

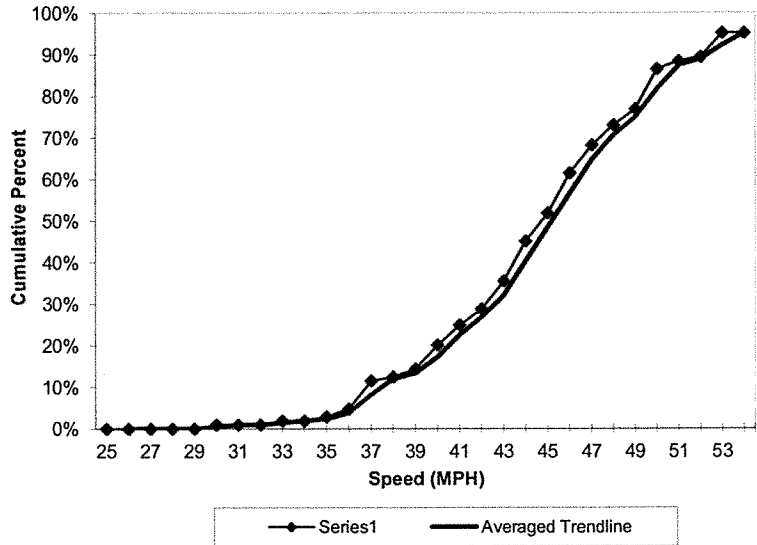
Existing Speed Limit: *40 mph*

Observer: *RA*

Speed	#	Percent	Cum. Percent
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30	1	0.962%	0.962%
31		0.000%	0.962%
32		0.000%	0.962%
33	1	0.962%	1.923%
34		0.000%	1.923%
35	1	0.962%	2.885%
36	2	1.923%	4.808%
37	7	6.731%	11.538%
38	1	0.962%	12.500%
39	2	1.923%	14.423%
40	6	5.769%	20.192%
41	5	4.808%	25.000%
42	4	3.846%	28.846%
43	7	6.731%	35.577%
44	10	9.615%	45.192%
45	7	6.731%	51.923%
46	10	9.615%	61.538%
47	7	6.731%	68.269%
48	5	4.808%	73.077%
49	4	3.846%	76.923%
50	10	9.615%	86.538%
51	2	1.923%	88.462%
52	1	0.962%	89.423%
53	6	5.769%	95.192%
54		0.000%	95.192%
55	2	1.923%	97.115%
56	1	0.962%	98.077%
57		0.000%	98.077%
58		0.000%	98.077%
59	1	0.962%	99.038%
60	1	0.962%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 104 100%

Cumulative Percent Vs. Speed (MPH)



Mean 44.71 MPH

90th Percentile 52.10 MPH

90th Percentile Round-Up 55 MPH

85th Percentile 49.84 MPH

10th Percentile 36.77 MPH

10th Percentile Round-Down 35 MPH

# SPEED SURVEY - EAST BOUND

## Street: Florin Rd

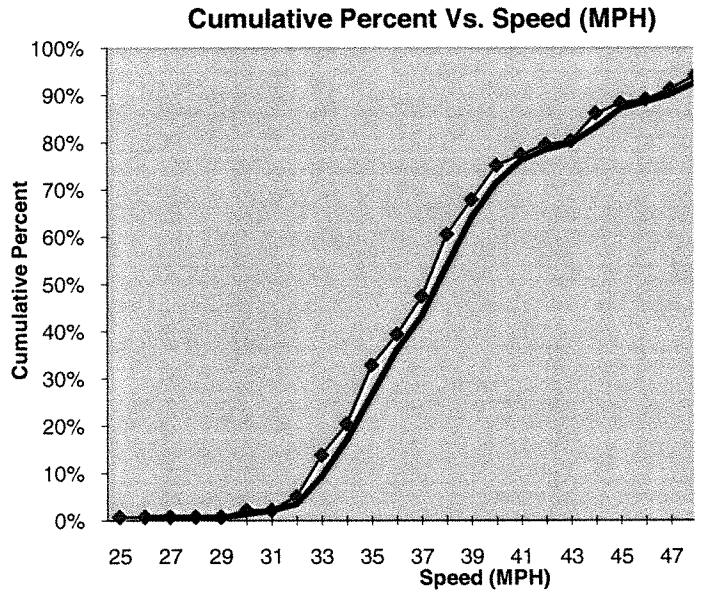
Approach to: Lindale Dr  
 Location Taken: None  
 Sample Size: 137

Direction: East Bound  
 Weather: Sunny  
 Number Of Lanes: 3  
 Existing Speed Limit: \_\_\_\_\_

Date of Speed Survey: 6/26/2009  
 Time of Speed Survey: 9:09 AM  
 Day: Friday  
 Observer: JG

Speed	#	Percent	Cum. Percent
25	1	0.730%	0.730%
26		0.000%	0.730%
27		0.000%	0.730%
28		0.000%	0.730%
29		0.000%	0.730%
30	2	1.460%	2.190%
31		0.000%	2.190%
32	4	2.920%	5.109%
33	12	8.759%	13.869%
34	9	6.569%	20.438%
35	17	12.409%	32.847%
36	9	6.569%	39.416%
37	11	8.029%	47.445%
38	18	13.139%	60.584%
39	10	7.299%	67.883%
40	10	7.299%	75.182%
41	3	2.190%	77.372%
42	3	2.190%	79.562%
43	1	0.730%	80.292%
44	8	5.839%	86.131%
45	3	2.190%	88.321%
46	1	0.730%	89.051%
47	3	2.190%	91.241%
48	4	2.920%	94.161%
49	2	1.460%	95.620%
50	2	1.460%	97.080%
51		0.000%	97.080%
52		0.000%	97.080%
53	2	1.460%	98.540%
54	1	0.730%	99.270%
55	1	0.730%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%

Totals: 137 100%



	Series1	Averaged Trendli
90th Percentile	46.43	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	43.81	MPH
10th Percentile	32.56	MPH
10th Percentile Round-Down	30	MPH

# SPEED SURVEY - WEST BOUND

## Street: Florin Rd

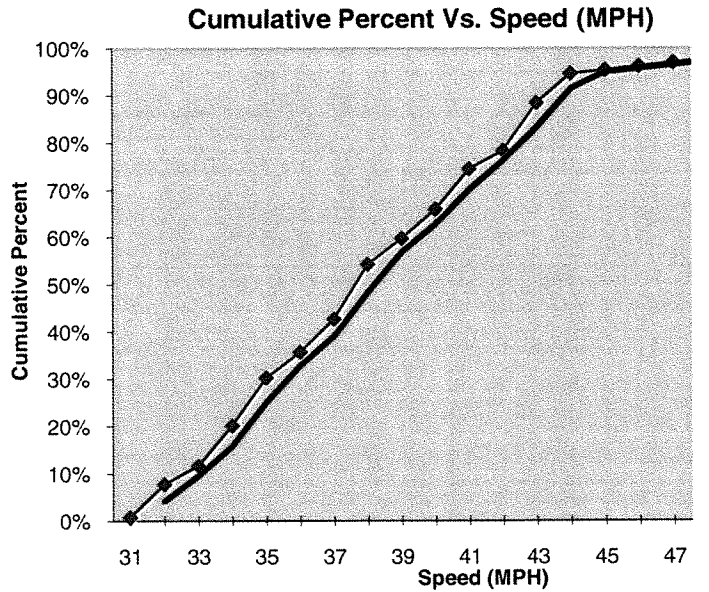
Approach to: Lindale Dr  
 Location Taken: None  
 Sample Size: 129

Direction: West Bound  
 Weather: Sunny  
 Number Of Lanes: 2  
 Existing Speed Limit: \_\_\_\_\_

Date of Speed Survey: 6/26/2009  
 Time of Speed Survey: 9:41 AM  
 Day: Friday  
 Observer: JG

Speed	#	Percent	Cum. Percent
31	1	0.775%	0.775%
32	9	6.977%	7.752%
33	5	3.876%	11.628%
34	11	8.527%	20.155%
35	13	10.078%	30.233%
36	7	5.426%	35.659%
37	9	6.977%	42.636%
38	15	11.628%	54.264%
39	7	5.426%	59.690%
40	8	6.202%	65.891%
41	11	8.527%	74.419%
42	5	3.876%	78.295%
43	13	10.078%	88.372%
44	8	6.202%	94.574%
45	1	0.775%	95.349%
46	1	0.775%	96.124%
47	1	0.775%	96.899%
48	1	0.775%	97.674%
49	1	0.775%	98.450%
50		0.000%	98.450%
51		0.000%	98.450%
52		0.000%	98.450%
53	2	1.550%	100.000%
54		0.000%	100.000%
55		0.000%	100.000%
56		0.000%	100.000%
57		0.000%	100.000%
58		0.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%
61		0.000%	100.000%
62		0.000%	100.000%
63		0.000%	100.000%
64		0.000%	100.000%
65		0.000%	100.000%
66		0.000%	100.000%
67		0.000%	100.000%
68		0.000%	100.000%
69		0.000%	100.000%
70		0.000%	100.000%
71		0.000%	100.000%

Totals: 129 100%



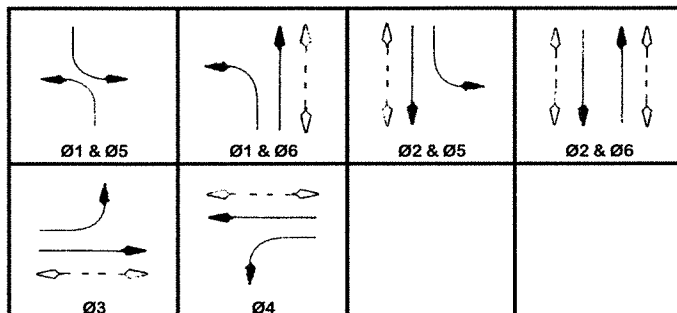
Series1	Averaged Trendli
90th Percentile	<b>43.26 MPH</b>
90th Percentile Round-Up	<b>45 MPH</b>
85th Percentile	<b>42.67 MPH</b>
10th Percentile	<b>32.58 MPH</b>
10th Percentile Round-Down	<b>30 MPH</b>



Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.1.3 3-07-12)



N



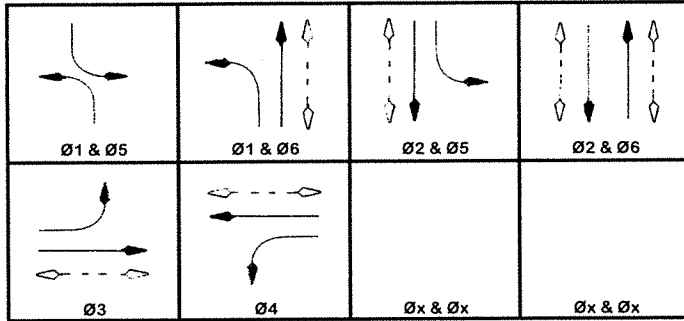
Location:	Howe Ave & Hurley Wy		
Intersection #:	126	IP Addr:	192.168.102.14
Date:	2/6/2013	Initial:	DM

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W		S/B	E/B	W/B	S→E		N/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	3	3	3										
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7	7	7		7										
WALK2																
WALK MAX																
PED CLR		17	20	20		13										
PD CLR2																
PC MAX																
PED CO																
VEH EXT	2.5	4.8	1.0	1.0	1.0	1.0										
VH EXT2																
MAX 1	25	70	40	40	25	70										
MAX 2	12	24	18	18	12	24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	3.5	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	0.5	2.0	2.0	2.0	0.5										
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.6														
MAX INT		30														
TIME B4																
CARS WT																
STPTDUC		0.0														
TTREDUC		0														
MIN GAP		4.8														

Econolite ASC/3-2070 V2.49.00 S/W (TS template V1.6.0 5-5-11)



Location:	Howe Ave & Hurley Wy		
Intersection #:	126	IP Addr:	192.168.102.14
Date:	7/21/2011	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E/B	W/B	S→E	N/B										
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	3	3	3	3										
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7	7	7		7										
WALK2																
WALK MAX																
PED CLR		17	20	20		13										
PD CLR2																
PC MAX																
PED CO																
VEH EXT	2.5	5.9	1.0	1.0	1.0	1.0										
VH EXT2																
MAX 1	25	70	40	40	25	70										
MAX 2	12	24	18	18	12	24										
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.6	3.5	3.5	3.5	4.6										
RED CLR	2.0	0.5	2.0	2.0	2.0	0.5										
RED MAX																
RED RVT																
ACT B4																
SEC/ACT		1.6														
MAX INT		30														
TIME B4																
CARS WT																
STPTDUC		0.0														
TTREDUC		0														
MIN GAP		5.9														

# SPEED SURVEY - NORTH BOUND

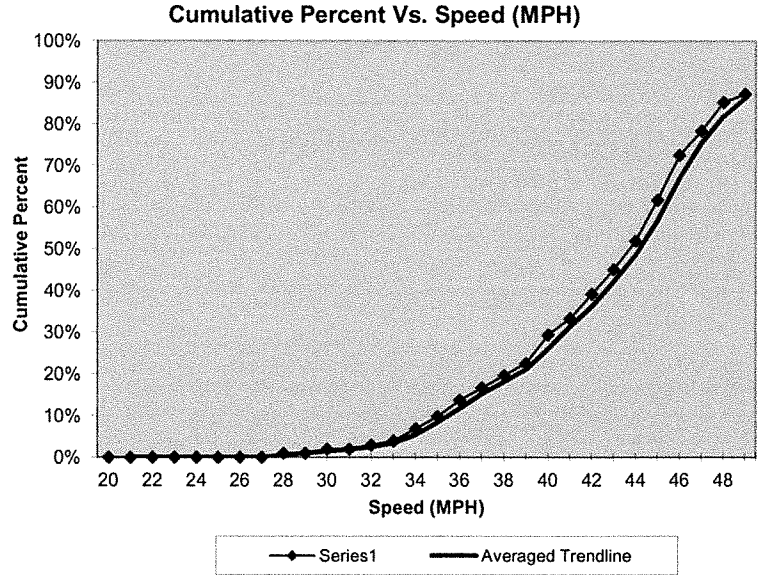
## Street: Howe Ave

Approach to: Hurley Wy  
 Location Taken: None  
 Sample Size: 102

Direction: North Bound      Date of Speed Survey: 5/17/2012  
 Weather: sunny      Time of Speed Survey: 9:09am  
 Number Of Lanes: 3      Day: Thursday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28	1	0.980%	0.980%
29		0.000%	0.980%
30	1	0.980%	1.961%
31		0.000%	1.961%
32	1	0.980%	2.941%
33	1	0.980%	3.922%
34	3	2.941%	6.863%
35	3	2.941%	9.804%
36	4	3.922%	13.725%
37	3	2.941%	16.667%
38	3	2.941%	19.608%
39	3	2.941%	22.549%
40	7	6.863%	29.412%
41	4	3.922%	33.333%
42	6	5.882%	39.216%
43	6	5.882%	45.098%
44	7	6.863%	51.961%
45	10	9.804%	61.765%
46	11	10.784%	72.549%
47	6	5.882%	78.431%
48	7	6.863%	85.294%
49	2	1.961%	87.255%
50	4	3.922%	91.176%
51	2	1.961%	93.137%
52	1	0.980%	94.118%
53	2	1.961%	96.078%
54	1	0.980%	97.059%
55	1	0.980%	98.039%
56		0.000%	98.039%
57	1	0.980%	99.020%
58		0.000%	99.020%
59	1	0.980%	100.000%
60		0.000%	100.000%

Totals: 102 100%



Mean 43.71 MPH  
 90th Percentile 49.70 MPH  
 90th Percentile Round-Up 50 MPH  
 85th Percentile 47.96 MPH  
 10th Percentile 35.05 MPH  
 10th Percentile Round-Down 35 MPH

# SPEED SURVEY - SOUTH BOUND

## Street: Howe Ave

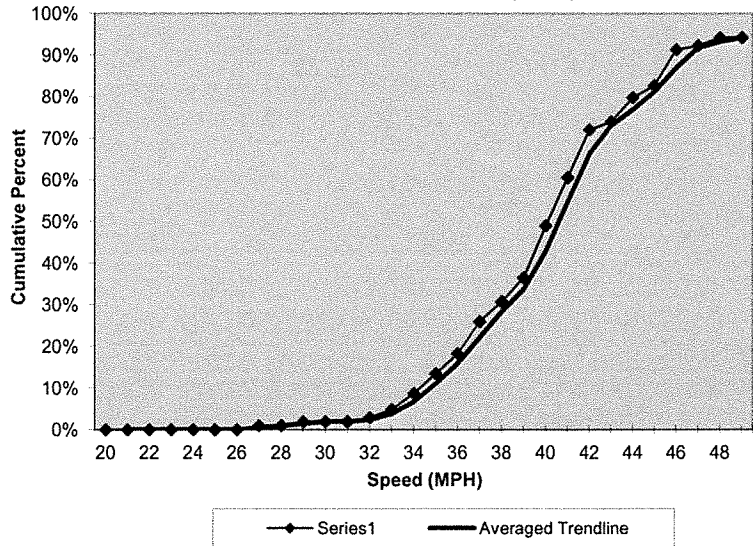
Approach to: Hallmark Dr  
 Location Taken: None  
 Sample Size: 104

Direction: South Bound      Date of Speed Survey: 5/17/2012  
 Weather: sunny      Time of Speed Survey: 10:04am  
 Number Of Lanes: 3      Day: Thursday  
 Existing Speed Limit: 40 mph      Observer: RA

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26		0.000%	0.000%
27	1	0.962%	0.962%
28		0.000%	0.962%
29	1	0.962%	1.923%
30		0.000%	1.923%
31		0.000%	1.923%
32	1	0.962%	2.885%
33	2	1.923%	4.808%
34	4	3.846%	8.654%
35	5	4.808%	13.462%
36	5	4.808%	18.269%
37	8	7.692%	25.962%
38	5	4.808%	30.769%
39	6	5.769%	36.538%
40	13	12.500%	49.038%
41	12	11.538%	60.577%
42	12	11.538%	72.115%
43	2	1.923%	74.038%
44	6	5.769%	79.808%
45	3	2.885%	82.692%
46	9	8.654%	91.346%
47	1	0.962%	92.308%
48	2	1.923%	94.231%
49		0.000%	94.231%
50	2	1.923%	96.154%
51		0.000%	96.154%
52	1	0.962%	97.115%
53	1	0.962%	98.077%
54		0.000%	98.077%
55	1	0.962%	99.038%
56		0.000%	99.038%
57		0.000%	99.038%
58	1	0.962%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

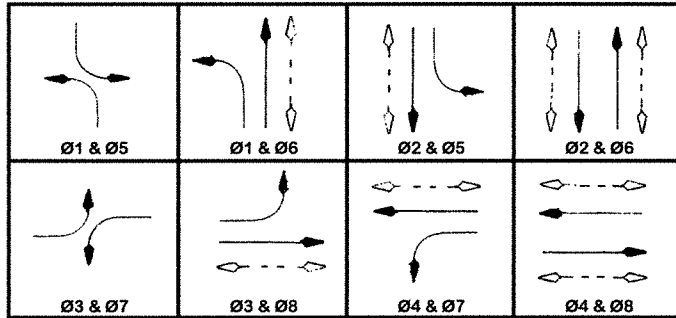
Totals: 104 100%

**Cumulative Percent Vs. Speed (MPH)**



Mean	40.08	MPH
90th Percentile	45.84	MPH
90th Percentile Round-Up	50	MPH
85th Percentile	45.27	MPH
10th Percentile	34.28	MPH
10th Percentile Round-Down	30	MPH

Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.2.8 9-19-2013)



Location:	Madison Ave & Sunrise Blvd		
Intersection #:	129	IP Addr:	192.168.102.128
Date:	11/10/14	Initial:	DM

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

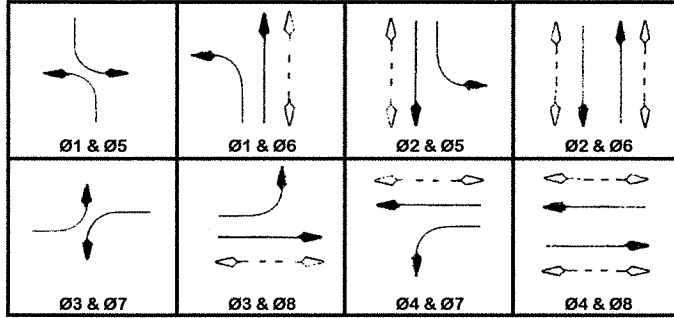
TIMING PLAN	Phase Timing MM-2-1																
	1	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B	9	10	11	12	13	14	15	16
Direction	1	2	3	4	5	6	7	8									
PHASE	1	2	3	4	5	6	7	8									
MIN GRN	3	7	*5	7	3	7	3	7									
BK MGRN																	
CS MGRN																	
DLY GRN																	
WALK		7		7		7		7									
WALK2																	
WALK MAX																	
PED CLR		25		23		27		25									
PD CLR2																	
PC MAX																	
PED CO																	
VEH EXT	1.0	3.0	*1.5	4.5	1.0	4.9	*1.5	4.1									
VH EXT2																	
MAX 1	25	70	25	70	25	70	25	70									
MAX 2	12	24	12	24	12	24	12	24									
MAX 3																	
DYM MAX																	
DYM STP																	
YELLOW	3.5	5.0	3.5	5.1	3.5	5.0	3.5	5.0									
RED CLR	2.0	1.3	2.0	1.2	2.0	1.2	2.0	1.1									
RED MAX																	
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0									
ACT B4																	
SEC/ACT		1.7		1.6		1.6		1.6									
MAX INT		28		33		35		32									
TIME B4																	
CARS WT																	
STPTDUC																	
TTREDUC																	
MIN GAP		3.0		4.5		4.9		4.1									

\* engineers observation

## Econolite ASC/3-2070 V2.49.10 S/W (TS template V3.1.4 4-9-2012)



N



Location:	Madison Ave & Sunrise Blvd		
Intersection #:	129	IP Addr:	192.168.102.128
Date:	6/19/2012	Initial:	WDC

Main Menu = [A]  
 Sub Menu = [ESC]  
 Toggle Fwd [YES] or [0]  
 Toggle Back [NO] or [8]  
 Next Data = [D]  
 Next Screen = [NEXT]

Next Page = [+]  
 Status Display = [E]  
 Help = [F]  
 Enter = [ENT]  
 Special Function = [\*]  
 Clear = [C]

TIMING PLAN	Phase Timing MM-2-1															
Direction	N→W	S/B	E→N	W/B	S→E	N/B	W→S	E/B								
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	3	7	5*	7	3	7	3	7								
BK MGRN																
CS MGRN																
DLY GRN																
WALK		7		7		7		7								
WALK2																
WALK MAX																
PED CLR		25		23		27		25								
PD CLR2																
PC MAX																
PED CO																
VEH EXT	1.0	3.8	1.5*	4.5	1.0	4.9	1.0	4.1								
VH EXT2																
MAX 1	25	40	25	70	25	40	25	70								
MAX 2	12	18	12	24	12	18	12	24								
MAX 3																
DYM MAX																
DYM STP																
YELLOW	3.5	4.8	3.5	4.8	3.5	5.0	3.5	4.8	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
RED CLR	2.0	1.3	2.0	1.2	2.0	1.2	2.0	1.1								
RED MAX																
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4																
SEC/ACT		1.7		1.6		1.6		1.6								
MAX INT		28		33		35		31								
TIME B4																
CARS WT																
STPTDUC																
TTREDUC																
MIN GAP		3.8		4.5		4.9		4.1								

\* Engineer observation







# SPEED SURVEY - NORTH BOUND

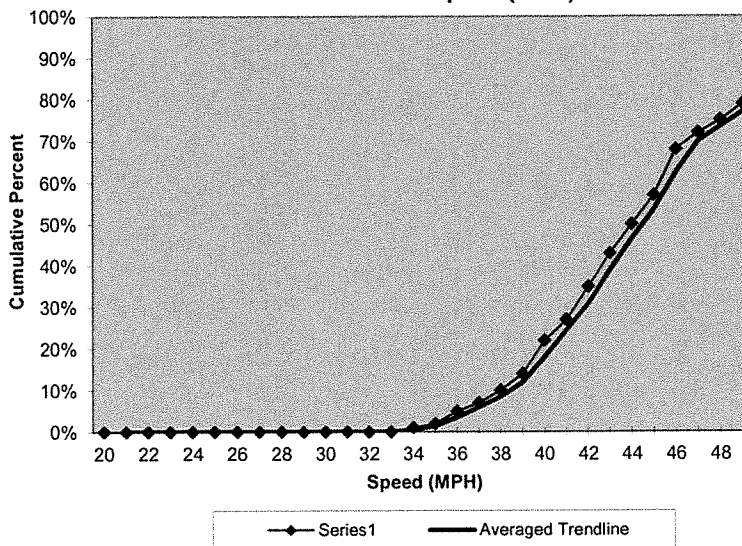
## Street: Sunrise Blvd

Approach to: <u>Madison Ave</u>	Direction: <u>North Bound</u>	Date of Speed Survey: <u>9/26/2014</u>
Location Taken: <u>parked on concrete median @ 5252 Sunrise Blvd</u>	Weather: <u>sunny</u>	Time of Speed Survey: <u>10:43am - 11:53am</u>
Sample Size: <u>100</u>	Number Of Lanes: <u>3</u>	Day: <u>Friday</u>
Existing Speed Limit: <u>45 mph</u>	Observer: <u>RA</u>	

Speed	#	Percent	Cum. Percent
20		0.000%	0.000%
21		0.000%	0.000%
22		0.000%	0.000%
23		0.000%	0.000%
24		0.000%	0.000%
25		0.000%	0.000%
26		0.000%	0.000%
27		0.000%	0.000%
28		0.000%	0.000%
29		0.000%	0.000%
30		0.000%	0.000%
31		0.000%	0.000%
32		0.000%	0.000%
33		0.000%	0.000%
34	1	1.000%	1.000%
35	1	1.000%	2.000%
36	3	3.000%	5.000%
37	2	2.000%	7.000%
38	3	3.000%	10.000%
39	4	4.000%	14.000%
40	8	8.000%	22.000%
41	5	5.000%	27.000%
42	8	8.000%	35.000%
43	8	8.000%	43.000%
44	7	7.000%	50.000%
45	7	7.000%	57.000%
46	11	11.000%	68.000%
47	4	4.000%	72.000%
48	3	3.000%	75.000%
49	4	4.000%	79.000%
50	7	7.000%	86.000%
51	3	3.000%	89.000%
52	4	4.000%	93.000%
53	3	3.000%	96.000%
54		0.000%	96.000%
55	1	1.000%	97.000%
56	1	1.000%	98.000%
57	1	1.000%	99.000%
58	1	1.000%	100.000%
59		0.000%	100.000%
60		0.000%	100.000%

Totals: 100    100%

**Cumulative Percent Vs. Speed (MPH)**



Mean	<span style="border: 1px solid black; padding: 2px;">44.00    MPH</span>
90th Percentile	<span style="border: 1px solid black; padding: 2px;">51.25    MPH</span>
90th Percentile Round-Up	<span style="border: 1px solid black; padding: 2px;">55    MPH</span>
85th Percentile	<span style="border: 1px solid black; padding: 2px;">49.86    MPH</span>
10th Percentile	<span style="border: 1px solid black; padding: 2px;">38.00    MPH</span>
10th Percentile Round-Down	<span style="border: 1px solid black; padding: 2px;">35    MPH</span>

Note: located ~1100' N/O Wildridge Dr (signal).

