



**Wellings of Brockville –
Independent Living Development**
Transportation Impact Study

April 9, 2021

Prepared for:

Nautical Lands General Contractors Inc.

Prepared by:

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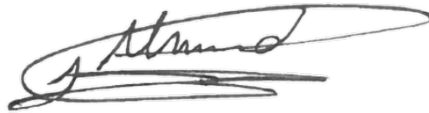
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1.0 INTRODUCTION

Nautical Lands General Contractors Inc. is planning to construct an independent living facility in Brockville, Ontario. The facility is planned to encompass a total of 44 one-bedroom dwelling units, 46- two-bedroom dwelling units, and a 546 m² clubhouse. The proposed site is located near the western limits of the City of Brockville and is bound by Parkedale Avenue W to the south, green space to the west and north, and retail plazas to the east. The municipal address is 3064 Parkedale Avenue.

The development is likely to be built over two phases; however, it was assumed that the study will analyze the ultimate buildout of the development over one phase as the construction timing difference between the buildout of the two phases is anticipated to be insignificant.

Figure 1 illustrates the proposed site location via a site plan concept.

Figure 1 – Proposed Expansion Building - Site Plan Concept



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2.0 SCOPE

The Ministry of Transportation Ontario (MTO) requires that a Transportation Impact Study (TIS) be completed for proposed developments that fall within the MTO's permit control area. The main purpose of this study is to demonstrate how the transportation impacts of the proposed development can be mitigated and addressed in a manner that is aligned with the objectives of the MTO. The TIS also serves as a basis for the identification and evaluation of transportation related improvements and measures required to support the development. As such, the study conforms to the Ministry of Transportation of Ontario (MTO) *Guidelines for the Preparation of Traffic Impact Studies (2014)*.

This traffic study is undertaken in support of an Official Plan Amendment (OPA) and a Zoning By-Law Amendment (ZBA).

The scope of the study was confirmed through the preparation Terms of Reference which have been shared with MTO and the Corporation of the City of Brockville. The scope includes:

- Traffic operations assessment of the proposed study area intersections as follows:
 - Parkedale Avenue / Stewart Boulevard (signalized);
 - Parkedale Avenue / Kent Boulevard (unsignalized);
 - Jefferson Drive / Stewart Boulevard (signalized)
 - Highway 401 Eastbound Ramp / Stewart Boulevard (signalized);
 - Highway 401 Westbound Ramp / Stewart Boulevard (signalized); and
 - The proposed site accesses off Parkedale Avenue.
- Study horizons include:
 - Base Year (2020/2021);
 - Future background conditions (at site build-out year - 2022);
 - Total future conditions (at site build-out year - 2022);
 - Ultimate future conditions (+5 years beyond site build-out year - 2027); and
 - Ultimate future conditions (+10 years beyond site build-out year - 2032).
- Analysis time periods include:
 - The weekday AM and PM peak hours.
- Identifying the need for transportation network improvements / mitigation measures as needed; and
- Performing parking requirements review.

Terms of Reference detailing the scope and methodology of this study can be found in **Appendix A**.



3.0 EXISTING CONDITIONS

3.1 ROADS AND TRAFFIC CONTROL

The roadways under consideration in the study area are described as follows:

Parkedale Avenue	As per Schedule 4 of the City of Brockville Official Plan, Parkdale Avenue is a four-lane east-west municipal arterial roadway with a posted speed limit of 50 km/h (40 km/h when the roadside signs are flashing indicating student activity at the nearby Thousand Islands Secondary School). The intersection with Stewart Boulevard is signalized with auxiliary left turn lanes along and east and west travel directions. East of the intersection with Stewart Boulevard, the roadway features an urban cross section with curbs, gutters, and catch basins on both sides of the roadway. West of the aforementioned intersection and across the frontage of the site, the cross section narrows to two lanes and transitions to rural one, featuring gravel shoulders and culverts.
Stewart Boulevard	As per Schedule 4 of the City of Brockville Official Plan, Stewart Boulevard is a four-lane north-south municipal arterial roadway with a posted speed limit of 50 km/h. The intersection with Parkedale Avenue is signalized with auxiliary left turn lanes in the north and south directions of travel and an auxiliary right turn lane in the northbound direction. The intersection with Jefferson Drive is signalized with auxiliary left turn and right turn lanes in the north and south directions of travel. The intersection with the Highway 401 eastbound and westbound ramps is signalized with two continuous through lanes under a partial clover-leaf interchange layout. Between the intersections with Parkedale Avenue and the Highway 401 Eastbound Off/On Ramp, the roadway features an urban cross section with curbs, gutters, and catch basins on both sides of the roadway. North of the intersection with Parkedale Avenue, the roadway features sidewalks / boulevards on the east side only.
Highway 401	Highway 401 is a provincially owned four-lane highway with paved inner and outer shoulders on both travel directions and a posted speed of 100 km/h. The three-legged east and west off-ramp intersections with Stewart Boulevard are signalized with left turn and right turn lanes.
Jefferson Drive	As per Schedule 4 of the City of Brockville Official Plan, Jefferson Drive is a local two-lane east-west roadway with an assumed speed limit of 50 km/h. The intersection with Stewart Boulevard is signalized with an auxiliary right turn lane in the eastbound travel direction and an auxiliary left turn lane in the westbound travel direction. The roadway features an urban cross section with curbs, gutters, and catch basins.
Kent Boulevard	As per Schedule 4 of the City of Brockville Official Plan, Kent Boulevard is a local two-lane north-south roadway with an assumed speed limit of 50 km/h. The roadway features a sidewalk to the west side. The intersection with Parkedale Avenue is minor stop-controlled

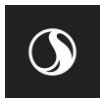


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along the roadway. The roadway features an urban cross section with curbs, gutters, and catch basins.

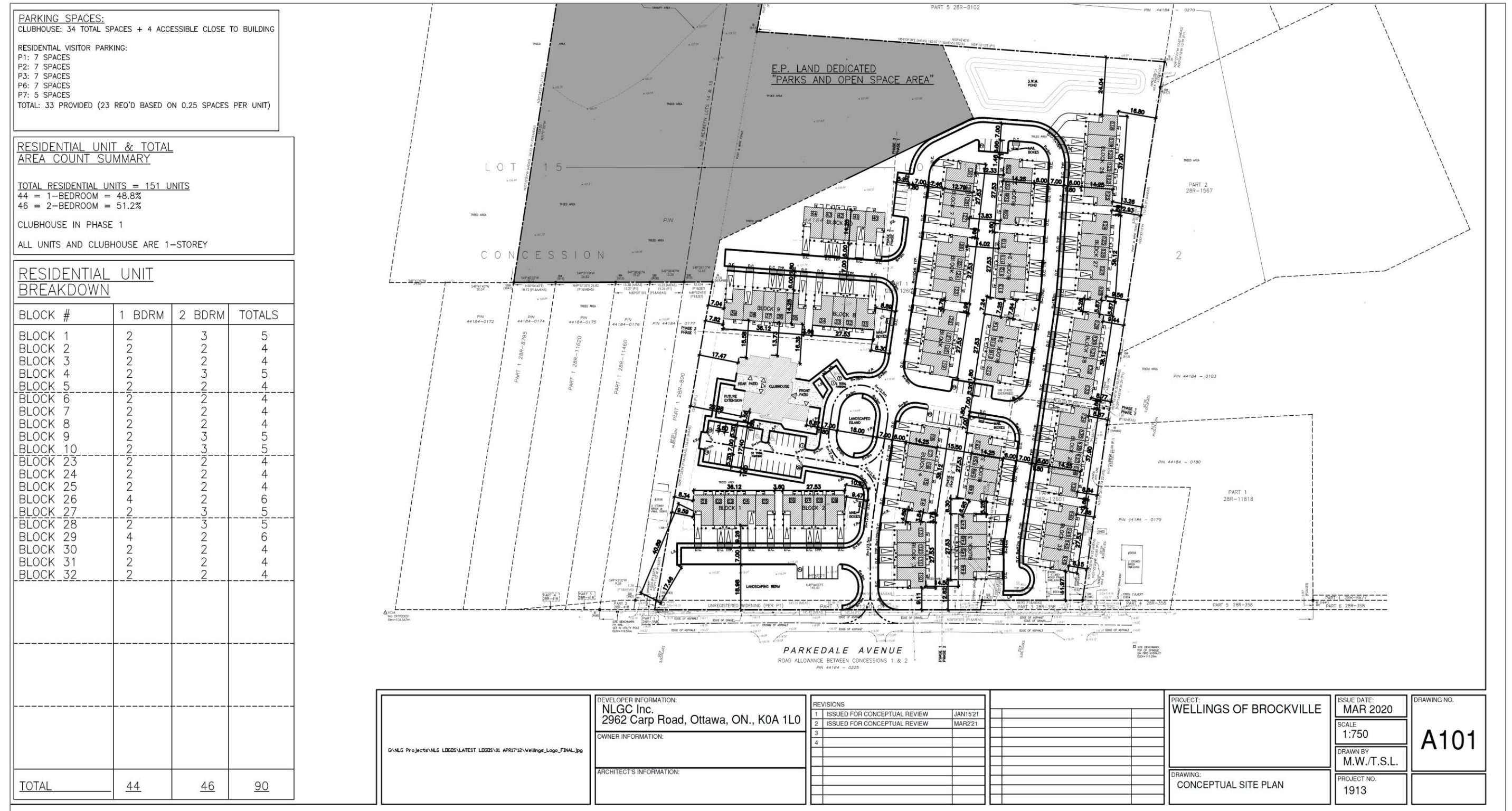
The site plan shown in **Figure 2** envisions an all-turns accesses from the north side of Parkedale Avenue through a paved private driveway west of the intersection with Kent Boulevard.



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Figure 2 - Proposed Site Plan



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Figure 3 illustrates the study area intersections and the site plan in the context of the surrounding road network.

Figure 3 - Study Area Intersections



3.2 ZONING

3.2.1 Surrounding Land Uses

As per Schedule A – Map 13 of the City of Brockville zoning by-law, the proposed site is situated primarily in an H1-C3 Zone (General Commercial Arterial), with a portion of the site in an EP Zone (Environmental Protection). The Commercial Arterial Zone “permits a broad range of commercial uses oriented towards the travelling public” with H1 indicating a Servicing Holding Zone wherein “servicing shall be available, or Council shall be satisfied that an appropriate servicing agreement is in place to service the lands”. The Environmental Protection Zone “protects environmentally significant features and hazardous lands”, as defined in the City of Brockville Comprehensive Zoning By-Law No. 050-2014.

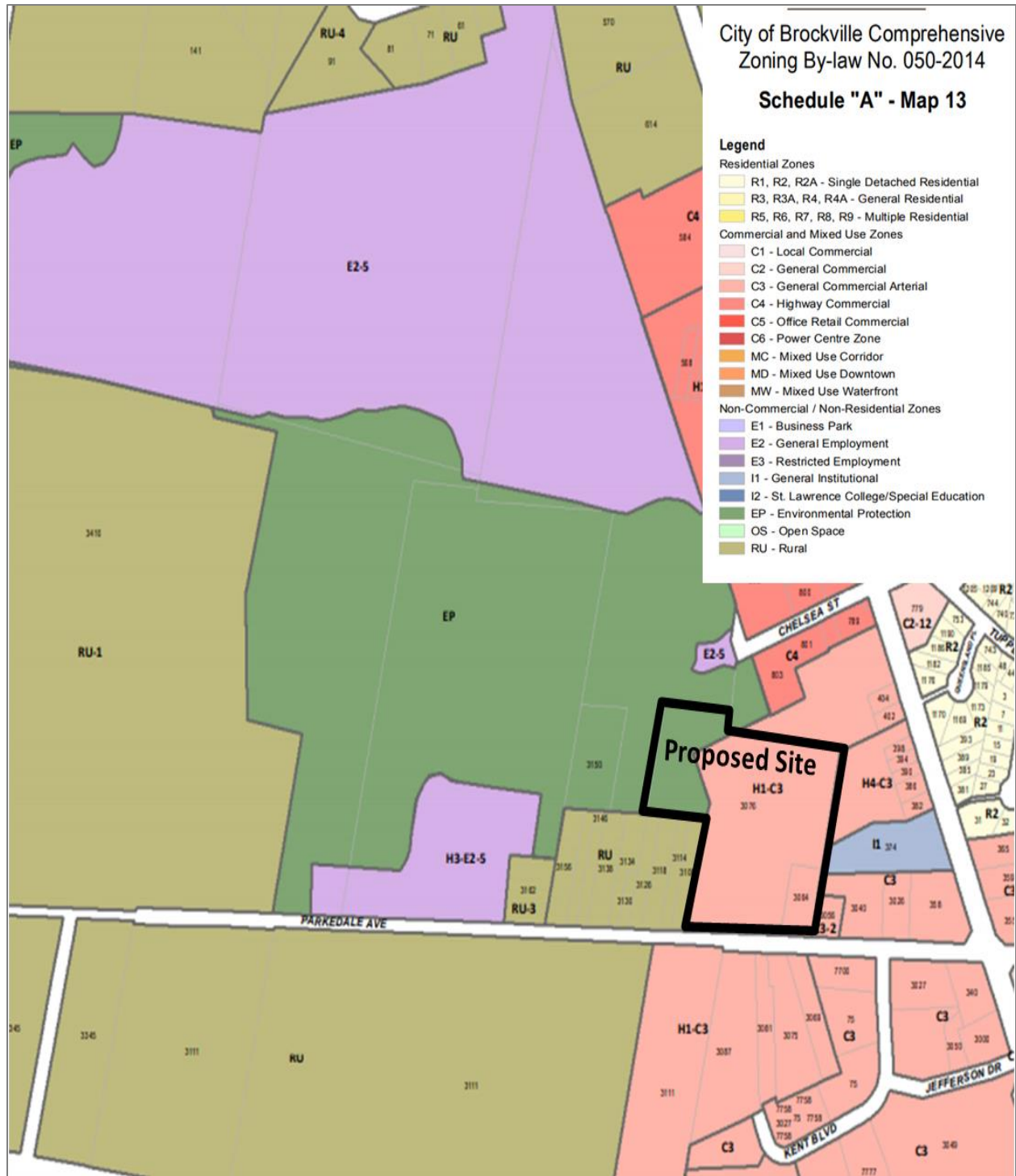
The zoning map is illustrated in **Figure 4** with the proposed site boundaries delineated.



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Figure 4 - City of Brockville Zoning and Land-Use Designation Map - Amended



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3.2.2 Employment Lands Secondary Plan Report Findings and Zoning Amendments

An Employment Lands Review in 2015 identified a deficiency of large parcel employment lands in the City. The review consisted of an environmental impact study, a financial impact assessment, and a traffic impact study. The existing supply of serviced large lots within the urban area was found unlikely to meet the projected employment demand by the year 2031. It was identified that the City's northwest quadrant was the last remaining developable area in the City that can support an employment area to accommodate large-lot employment uses. Much of the study area was located outside the City's urban boundary, and a comprehensive review of the Official Plan was initiated to add these lands to the urban area. Since these lands were outside the urban boundary, a secondary plan was undertaken for these lands to fulfill Official Plan policies for urban expansion. The Employment Lands Secondary Plan was adopted by City Council as Official Plan Amendment #5 (By-law 060-2017) in September 2017, with concurrent amendments made to the Zoning By-law through By-Law 061-2017.

Figure 4 above incorporates the aforementioned zoning by-law amendments, and **Figure 5** overlays the proposed site on the non-amended zoning map. The site is currently zoned General Commercial Arterial- H1-C3 and Environmental Protection- EP. Only portions of the property zoned H1-C3 are to be rezoned as part of the current applications. To permit the proposed new community we proposed rezoning the area of the proposed development to a Special Exception General Residential- R4 zone.

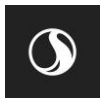
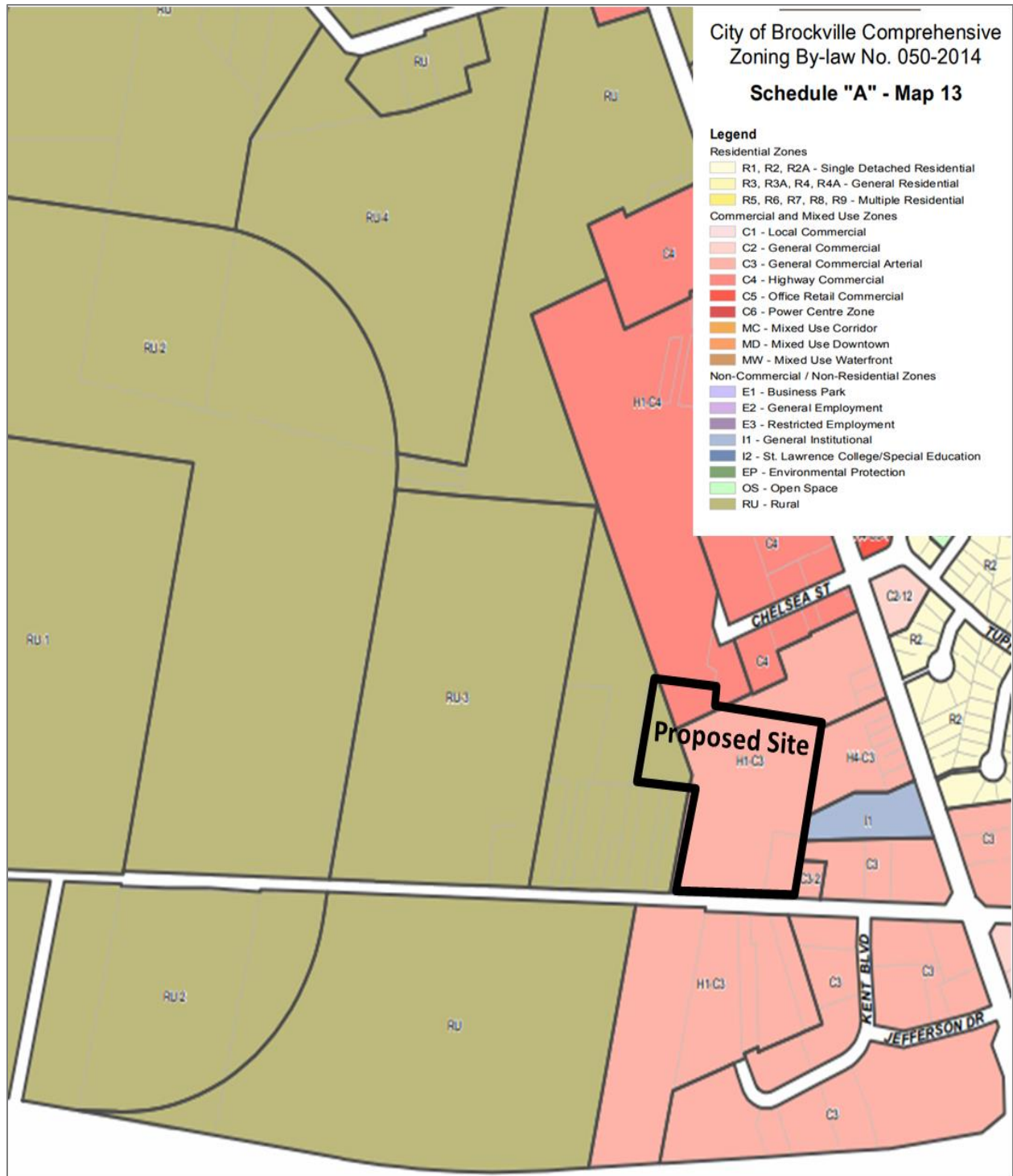
As the site is not directly bound by a general employment zone, the rezoning of the proposed site's parcel will not impact the future developability of employment lands. Existing sensitive land uses permitted under the current Zoning By-law are in all cases closer to the designated employment lands than the subject site. When future development proposals are introduced on employment lands mitigative measures will be required for these closer existing sensitive land uses. Additionally, sensitive land uses, such as residential units, hotels, and daycares are permitted as-of-right in many of the rural and commercial zones abutting the employment lands. Additional details of the proposed Zoning By-law Amendment are outlined within the Planning Rationale prepared by Stantec.



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Figure 5 - Proposed Site in Context of the Non-Amended Zoning Map



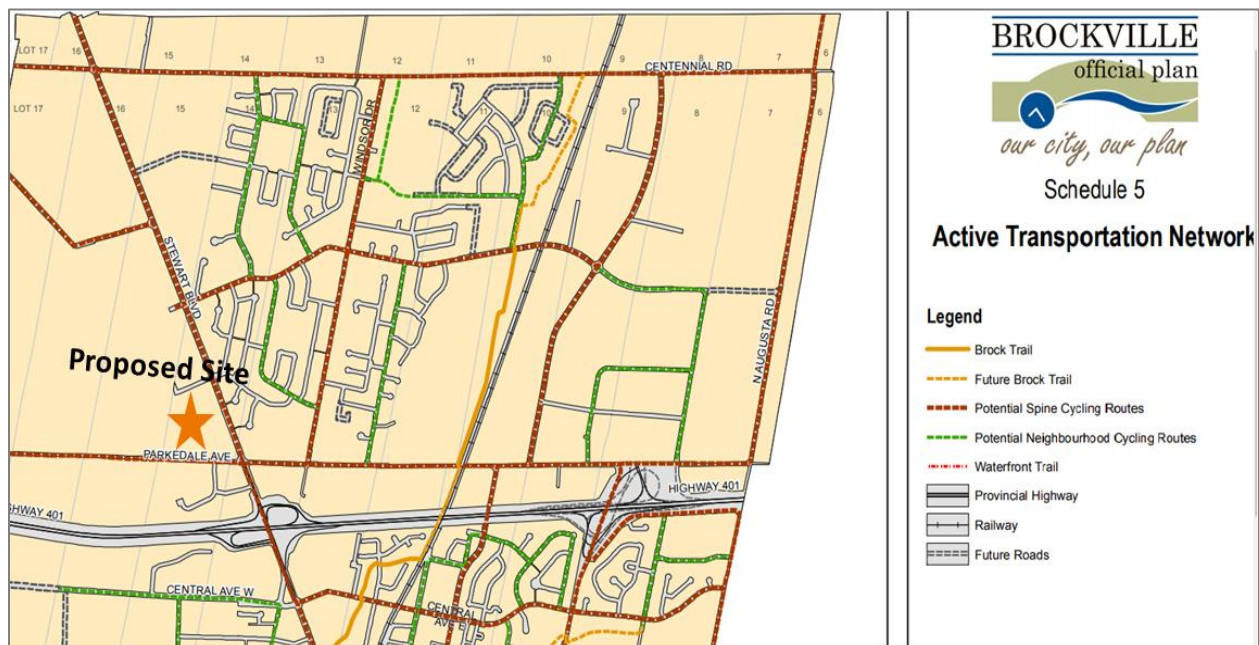
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3.3 ACTIVE TRANSPORTATION

The area in the vicinity of the proposed site is currently well furnished with dedicated pedestrian infrastructure including walking paths and boulevards along Parkedale Avenue, Stewart Boulevard, Kent Boulevard, and Jefferson Drive. The west side of Stewart Boulevard just north of the intersection with Parkedale Avenue does not feature sidewalks. Similarly, the rural cross section on Parkedale Avenue west of the intersection with Kent Boulevard does not currently feature active transportation infrastructure.

Currently, there are no dedicated cycling facilities in the vicinity of the proposed site. Schedule 5 of the City of Brockville Official Plan lists Parkedale Avenue and Stewart Boulevard as “Potential Spine Cycling Routes” as shown in **Figure 6**.

Figure 6 - Active Transportation Network



3.4 TRANSIT

There are existing transit stops within 500m of the proposed development that are serviced by the Green, Blue, and Yellow (evening) buses. As per the City of Brockville’s transit map, the buses run on an hourly schedule Monday to Friday from 7 am to 6 pm and on Saturday from 9 am to 6 pm. The green bus services the stops at:

- Jefferson Drive / Kent Boulevard;
- Kent Boulevard / Parkedale Avenue; and
- Parkedale Avenue / Windsor Drive.

The blue bus services the stops at:

- Stewart Boulevard / Chelsea Street; and



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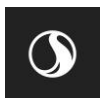
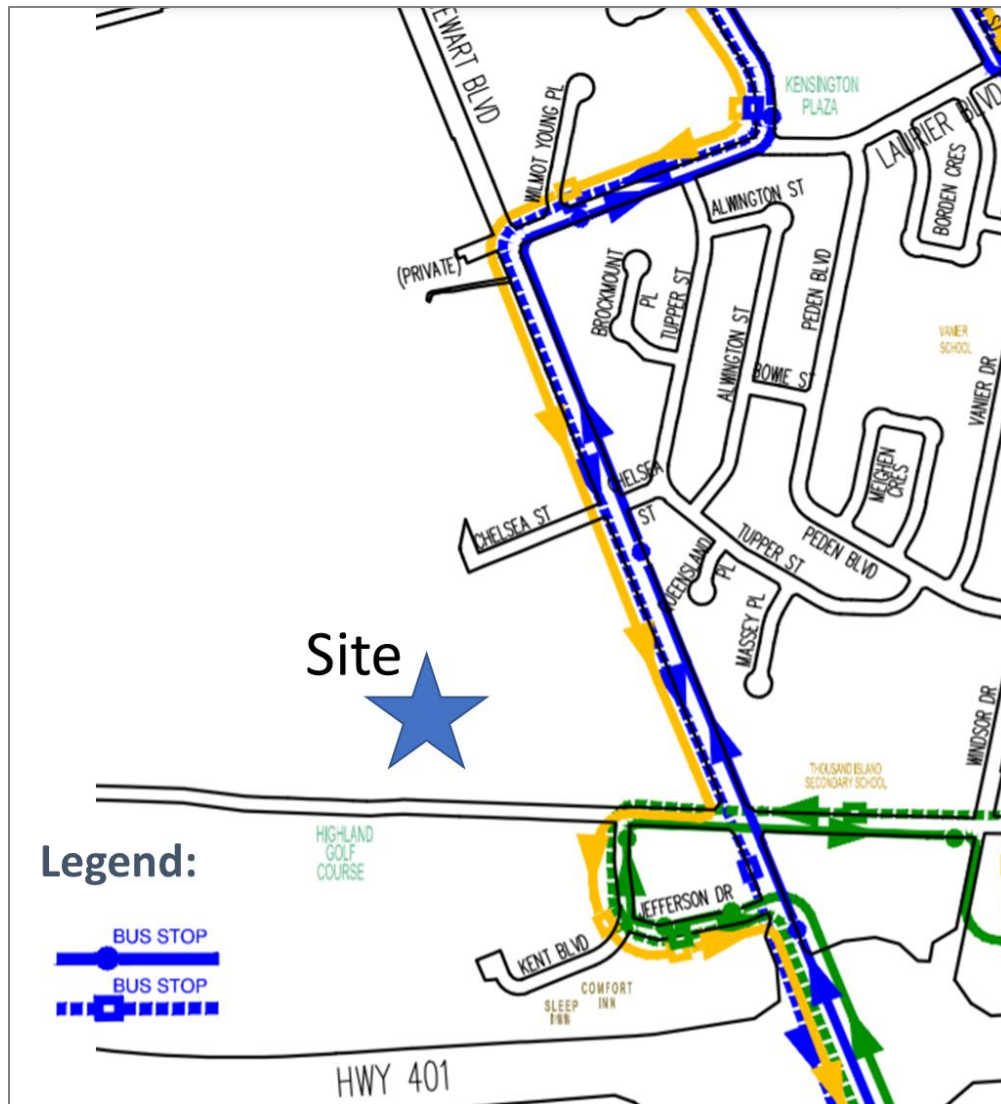
- Stewart Boulevard / Parkedale Avenue.

The yellow bus (evening) services the stops at:

- Kent Boulevard / Jefferson Drive.

The nearest stop to the proposed development is situated at the intersection of Parkedale Avenue and Kent Boulevard.

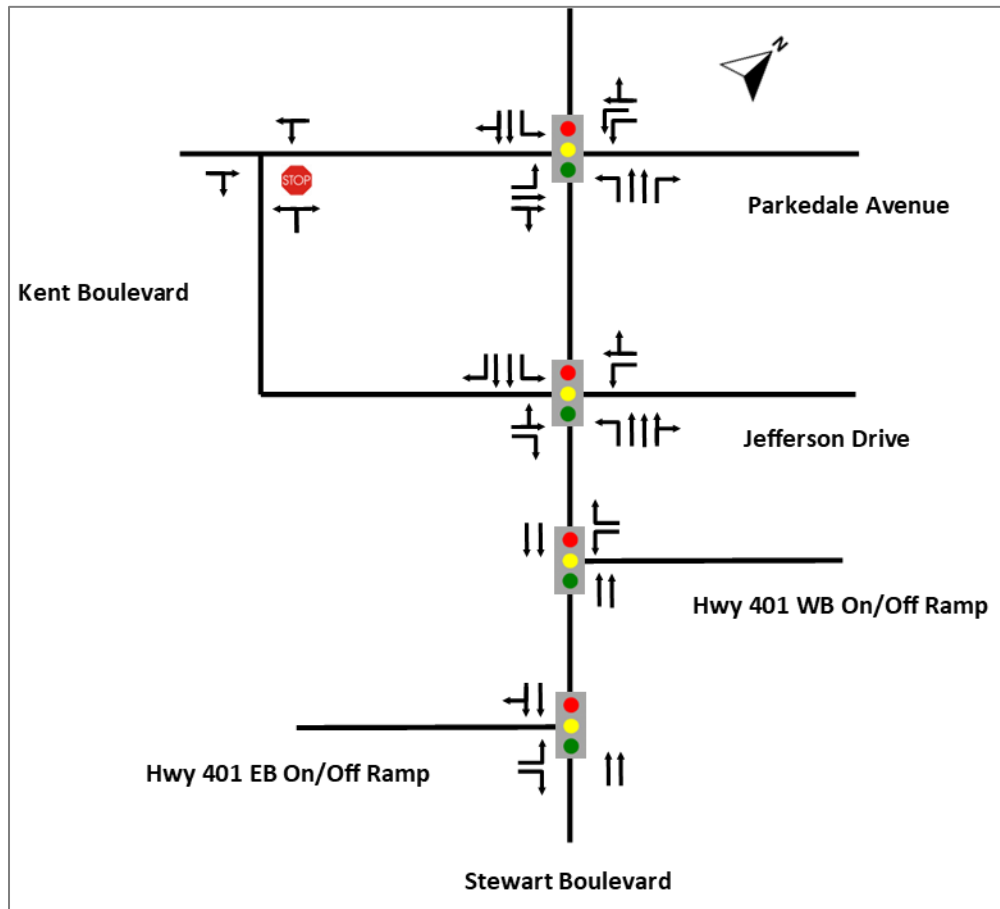
Figure 7 - Transit Stops in the Vicinity of the Proposed Site



3.5 LANE CONFIGURATION AND TRAFFIC CONTROL

The existing intersection control and lane configuration is illustrated in **Figure 8**.

Figure 8 - Existing Lane Configuration and Traffic Control



3.6 BASE YEAR (2020/2021) TRAFFIC VOLUMES

Turning movement counts for the study area intersections were provided by the City of Brockville and the MTO. The City of Brockville turning movement counts were performed in May 2016 at the following intersections:

- Parkedale Avenue / Stewart Boulevard;
- Stewart Boulevard / Jefferson Drive; and
- Stewart Boulevard / Highway 401 EB & WB Ramps

The Ministry of Transportation (MTO) turning movement counts were performed in May 2018 at the intersections of:

- Stewart Boulevard / Highway 401 EB & WB Ramps

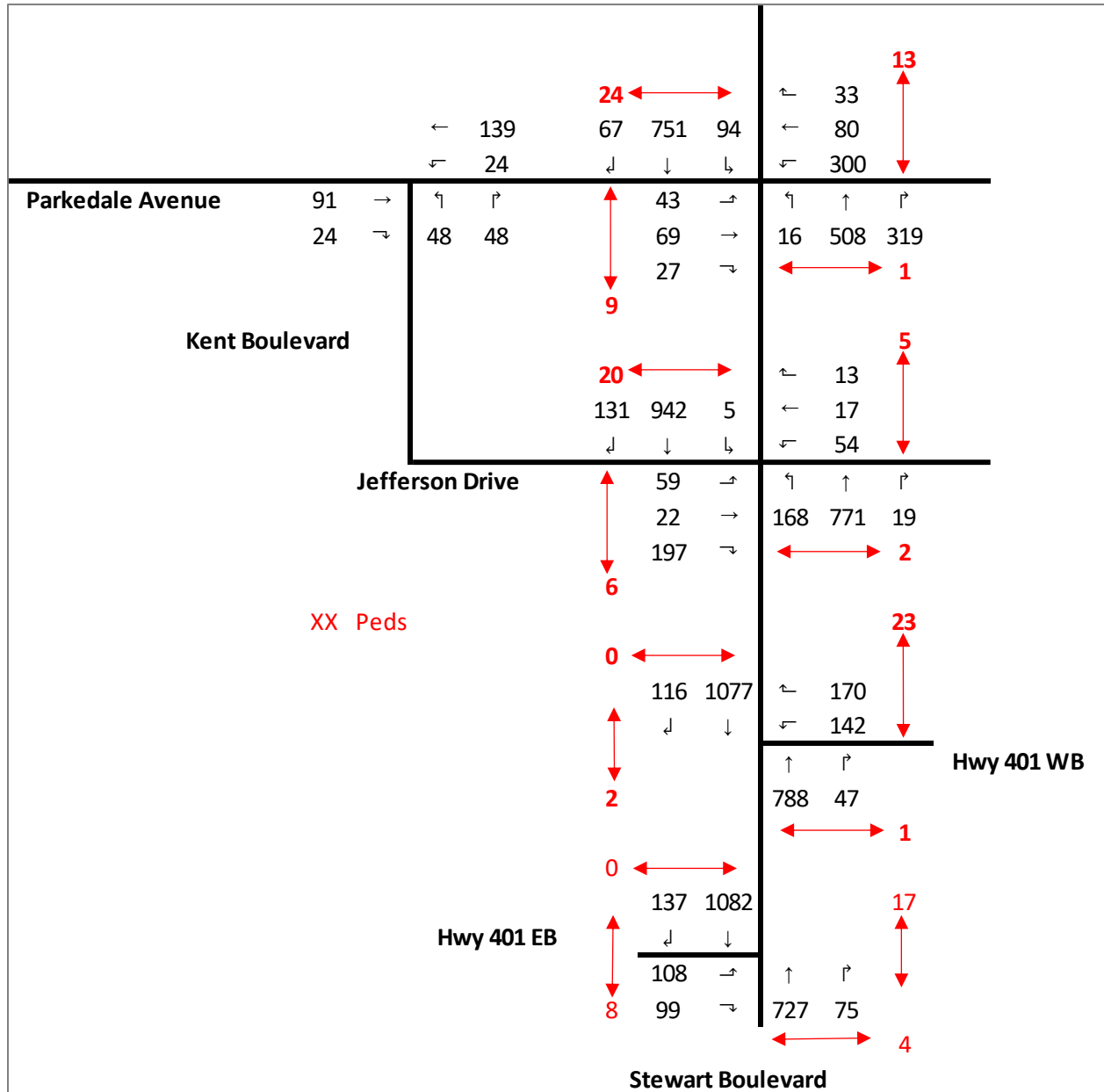


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As per the terms of reference and communication with MTO and the City of Brockville, a conservative 2% annual growth rate was applied to scale the counts to reflect base year conditions. **Figure 9** and **Figure 10** illustrate the adjusted base year traffic volumes.

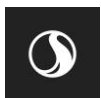
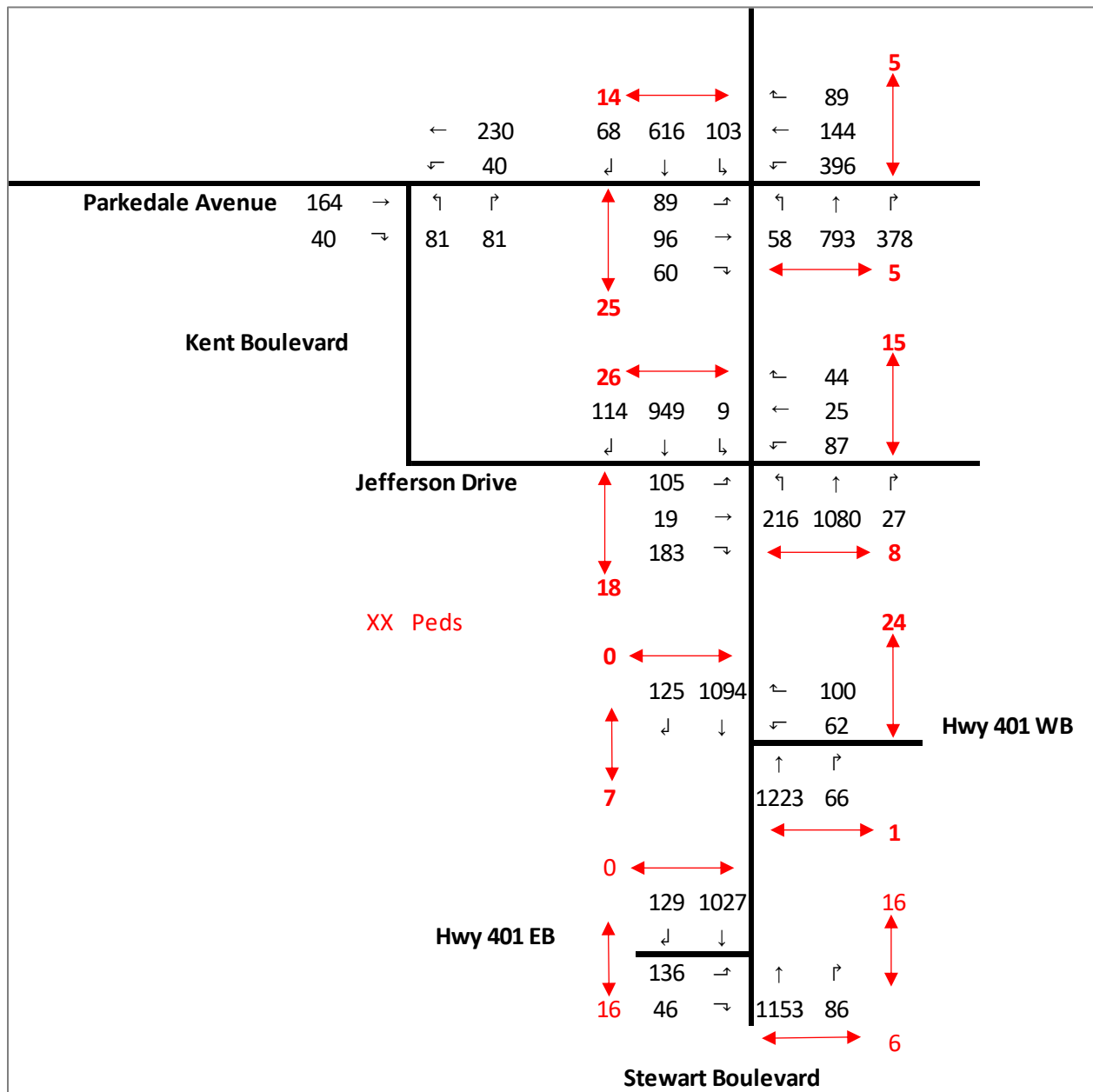
Figure 9 – Base Year (2020/2021) Balanced Traffic Volumes - AM Peak Hour



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Figure 10 - Base Year (2020/2021) Balanced Traffic Volumes - PM Peak Hour



4.0 FUTURE TRANSPORTATION ENVIRONMENT

4.1 FUTURE NETWORK UPGRADES

There are no planned future network upgrades in the vicinity of the proposed development.

4.2 FUTURE BACKGROUND DEVELOPMENTS

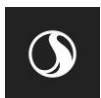
There are no immediate planned future background developments in the vicinity of the proposed development. The Brockville Land Use and Growth Management Strategy report has indicated planned residential and commercial growth in the vicinity of the proposed development over a 20-year period.

4.3 2022 FUTURE BACKGROUND CONDITIONS

As per the terms of reference agreed upon by the MTO and the Corporation of the City of Brockville, an annual background growth rate of 1% was used to account for anticipated traffic growth in the study area between the base year and the remaining analysis time horizons. Due to the low pedestrian volumes and minimal associated impact on traffic analysis, the base year pedestrian volumes were retained.

Figure 11 and **Figure 12** illustrate the 2022 future background traffic volumes for the AM and PM peak hours, respectively.

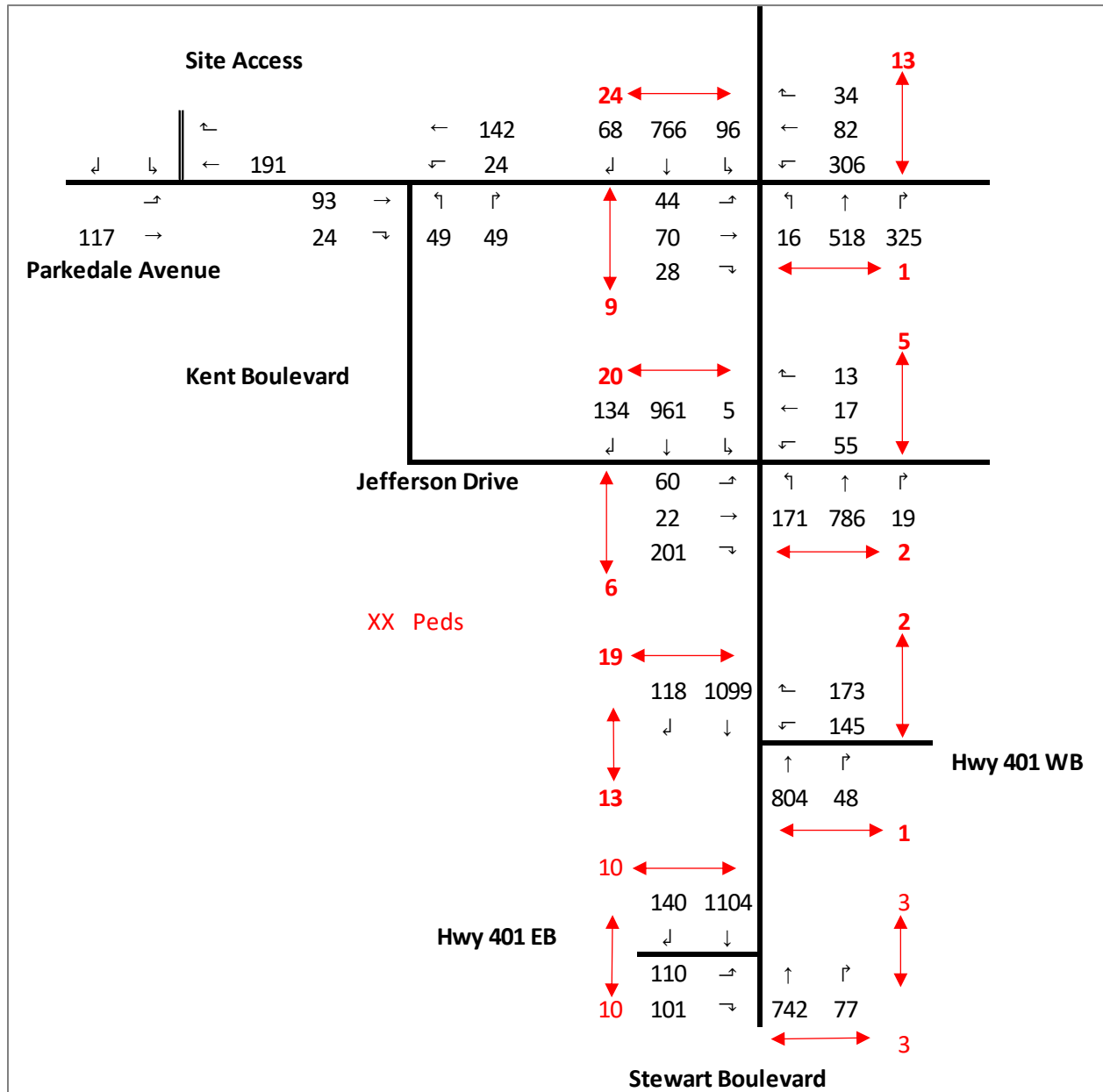
An assessment of the 2022 future background horizon is outlined in **Section 5.2**.



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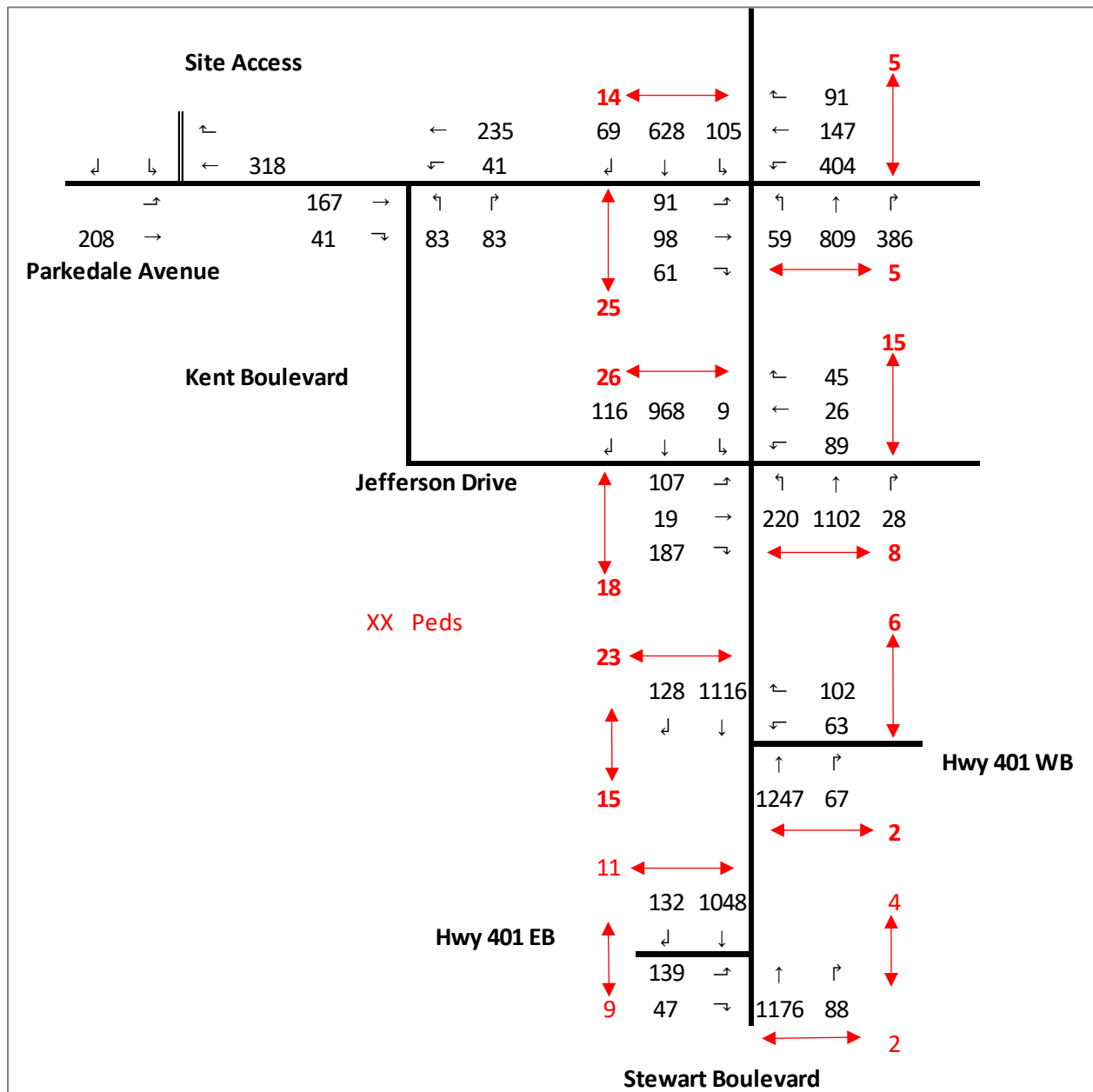
Figure 11 - 2022 Future Background Traffic Volumes - AM Peak Hour



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Figure 12 - 2022 Future Background Traffic Volumes - PM Peak Hour



4.4 SITE TRAFFIC GENERATION

4.4.1 Land Use and Trip Generation Rates

The *Institute of Transportation (ITE) Trip Generation Manual* (10th edition) was used to forecast auto trip generation for the proposed commercial and industrial land uses. Land use code 220 – Multi Family Housing – Low Rise was thought to be the most pertinent for the proposed development. The proposed clubhouse within the development is anticipated to generate a negligible number of external trips as it is expected to be primarily utilized by residents of the proposed development. As such, the clubhouse was excluded from the trip generation calculations. It should be noted that the land use assumption of low rise Multi family dwelling units is a conservative for the purposes of trip generation as the targeted tenants are of a senior population group and are anticipated to have lower trip generation characteristics.

Table 1 outlines the assumed land use and the associated trip generation rate.

Table 1 - Land Use and Trip Generation Rate

Land Use	Size	AM Peak Hour			PM Peak Hour			
		In	Out	Total	In	Out	Total	
Trip Generation Rates								
220 - Multi-Family Housing - Low Rise	141*	units	23%	77%	0.46	63%	37%	0.56
New Auto Trips								
220 - Multi-Family Housing - Low Rise	Auto Trip Gen		15	51	66	50	29	79

**Note: The current site plan reflects 90 residential units; the number of units used to develop the site's trip generation relied on an early iteration of the site plan that included 141 units. This translates to an overestimation of site generated trips by 25 and 28 two-way vehicle trips during the AM and PM peak hours, respectively. As the analysis is conservative and the additional trips provide an insignificant overestimation of intersections operational outputs, the analyses presented in Section 5.0 were retained relying on 141 units for trip generation.*

4.4.2 Trip Distribution and Assignment

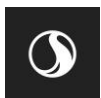
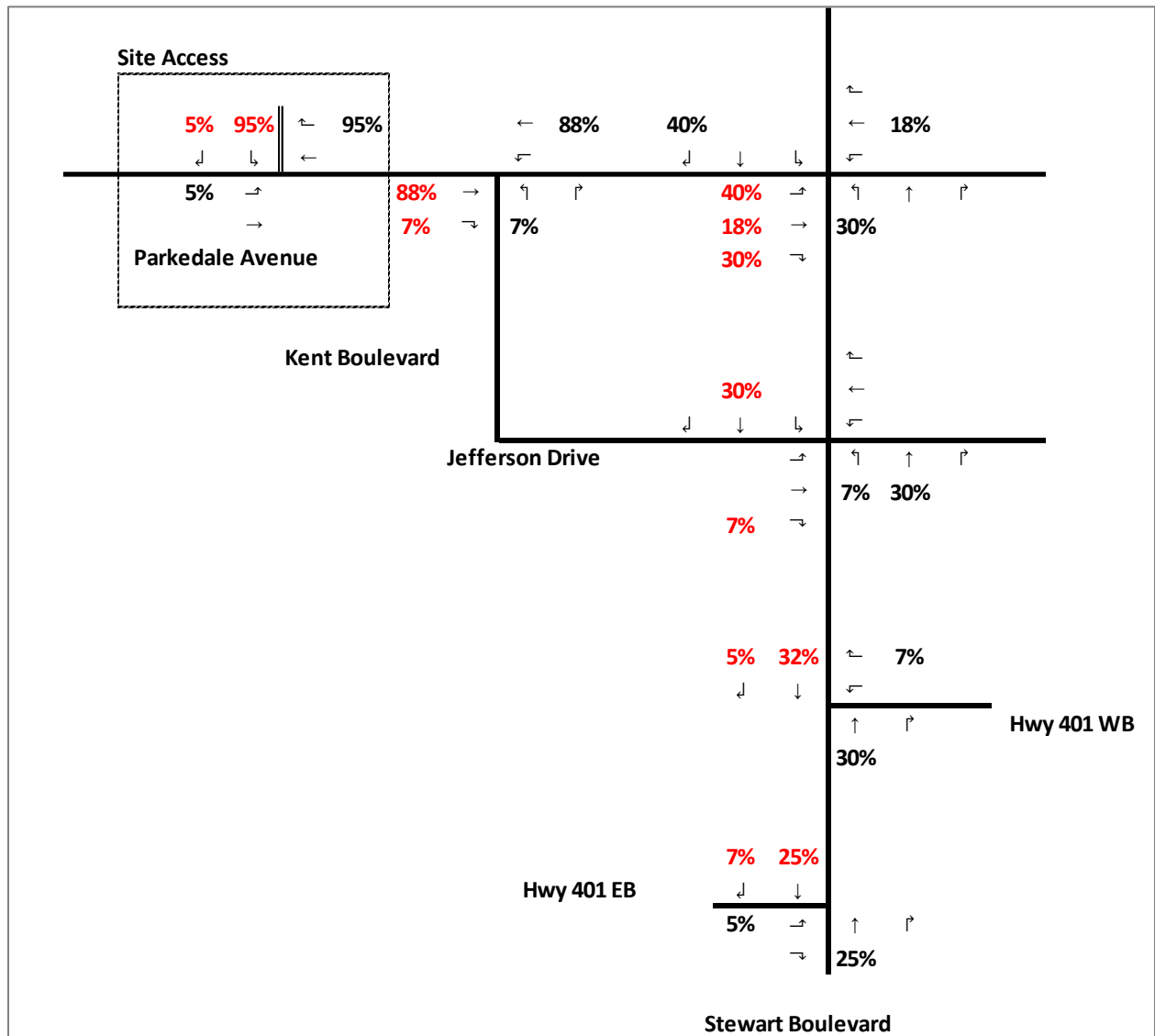
The distribution of traffic to / from the study area was determined through existing traffic flows discerned from the turning movement counts during the AM and PM peak hours, respectively. Based on the approach volumes at the study area intersections, the development's trip distribution is illustrated in **Figure 13** and **Figure 14** for the AM and PM peak hours, respectively.



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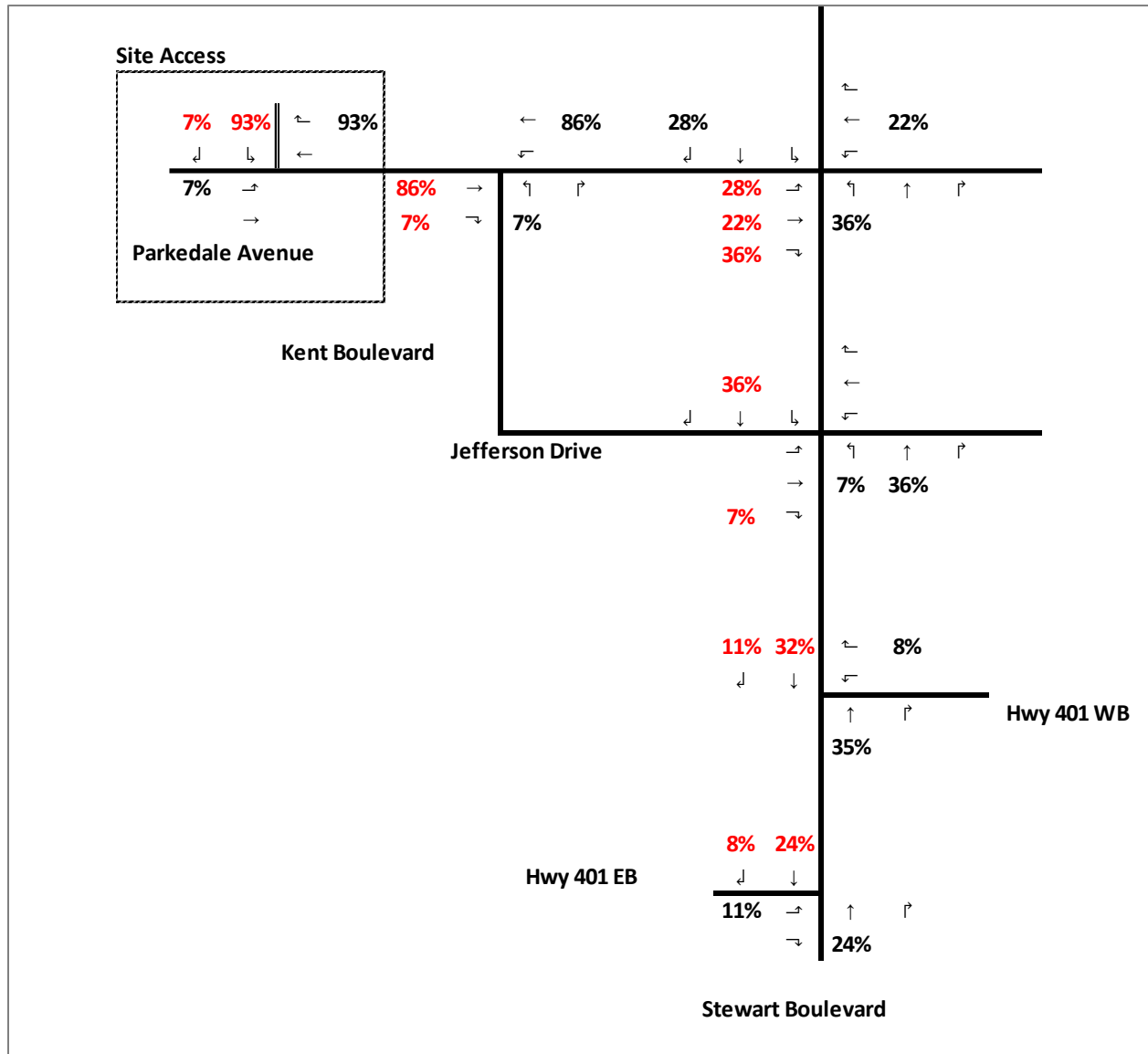
Figure 13 - Site Trip Distribution - AM Peak Hour



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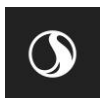
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Figure 14 - Site Trip Distribution - PM Peak Hour



Site generated trips were assigned to the study area road network based on the trip distribution assumptions outlined in the figures above during the peak hours.

Figure 15 and Figure 16 illustrate the net site generated trips for the proposed development during the AM and PM peak hours, respectively.



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Figure 15 - Net Site Trips - AM Peak Hour

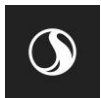
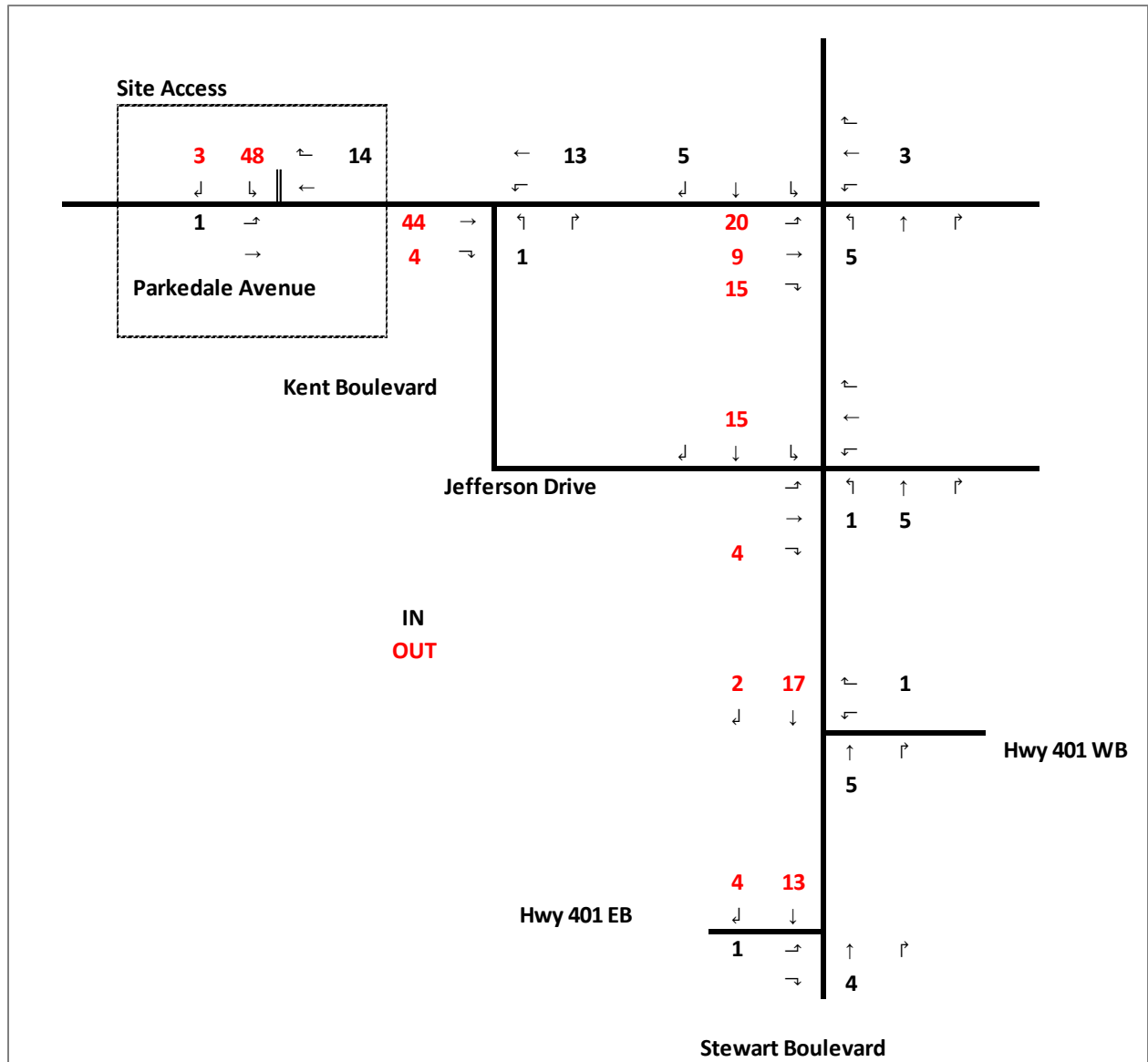
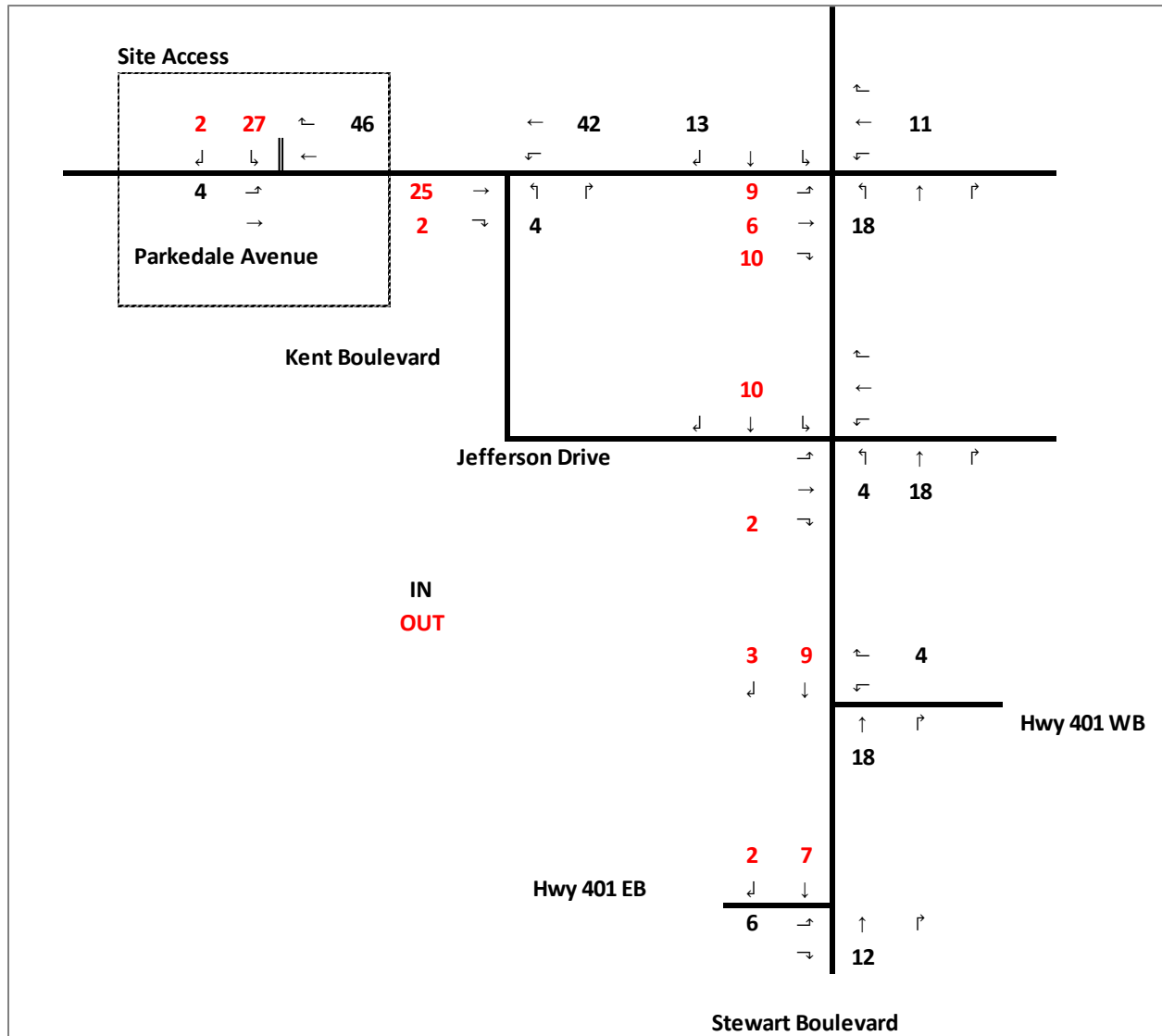


Figure 16 - Net Site Trips - PM Peak Hour

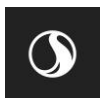


4.5 2022 TOTAL FUTURE CONDITIONS

Total future conditions are examined to determine improvements that may be required as a direct result of the subject development. The 2022 total future traffic volumes were derived by adding the projected site generated trips to future background traffic volumes anticipated for 2022.

Figure 17 and Figure 18 illustrate 2022 total future traffic volumes during the AM and PM peak hours, respectively.

An assessment of the 2022 total future horizon is outlined in Section 5.3.



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Figure 17 - 2022 Total Future Traffic Volumes - AM Peak Hour

Site Access										↖	34
3	48	↖	14	←	155	73	766	96	↖	85	
↓	↓	||	←	↖	24	↓	↓	↓	↖	306	
<hr/>										↖	↑
1	→		137	→	↖	↗	64	→	↖	↑	↗
117	→		28	↗	50	49	79	→	21	518	325
Parkedale Avenue											
							43	↗			
Kent Boulevard										↖	13
						134	976	5	↖	17	
						↓	↓	↓	↖	55	
<hr/>										↖	↑
							60	→	↖	↑	↗
							22	→	172	791	19
							205	↗			
							120	1116	↖	174	
							↓	↓	↖	145	
									↑	↗	
									809	48	
									Hwy 401 WB		
							144	1117			
							↓	↓			
									↑	↗	
							111	→	746	77	
							101	↗			
									Hwy 401 EB		
									Stewart Boulevard		



Figure 18 - 2022 Total Future Traffic Volumes - PM Peak Hour

Site Access										↖ 91			
2			27		↖ 46		← 277		82 628 105		← 158		
↓			↘		← 318		↖ 41		↓ ↓ ↘		↖ 404		
Parkedale Avenue										↖ ↑ ↗			
4			→		192		→		↖ ↗		↖ 77 809 386		
208			→		43		↗		87 83		↗ 104 → 71 ↗		
Kent Boulevard										↖ 45			
Jefferson Drive										← 26			
116 978 9										↖ 89			
↓ ↓ ↘										↖ ↗ ↗			
107 →										↖ 106			
19 →										↖ 63			
189 ↗										↖ 1265 67			
131 1125										Hwy 401 WB			
↓ ↓										↖ ↗			
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Hwy 401 EB										↖ ↗			
↓ ↓										↖ ↗			
145 →										↖ ↗			
47 ↗										↖ 1188 88			
Stewart Boulevard													

4.6 2027 TOTAL FUTURE CONDITIONS

Total future conditions are examined to determine improvements that may be required 5 years beyond the buildout year. The 2027 total future traffic volumes were derived by scaling the background traffic at an annual rate of 1% from the base year (2020) and adding the site generated traffic. The traffic volumes are illustrated in **Figure 19** and **Figure 20**.

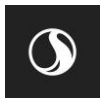


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Figure 19 - 2027 Total Future Traffic - AM Peak Hour

Site Access										↖	36	
3	48	↖	14	←	162	76	804	101		←	89	
↓	↓	||	←	201	↖	25	↓	↓	↓	↖	321	
<hr/>										↖	↑	↖
1	→		142	→	↖	↖	66	→		↖	↑	↖
123	→		29	↖	52	51	83	→		22	544	341
Parkedale Avenue												
							44	↖				
<hr/>												
Kent Boulevard										↖	14	
							141	1024	5	←	18	
							↓	↓	↓	↖	58	
<hr/>												
Jefferson Drive										↖	↑	↖
							63	→		↖	↑	↖
							23	→		181	830	20
							215	↖				
<hr/>												
							126	1171		↖	183	
							↓	↓		↖	152	
<hr/>												
Hwy 401 WB										↑	↖	
										849	50	
<hr/>												
Hwy 401 EB										↑	↖	
							151	1172		↑	↖	
							↓	↓		783	81	
							117	→				
							106	↖				
<hr/>												
Stewart Boulevard												



Wellings of Brockville

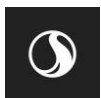
April 6, 2021

Figure 20 - 2027 Total Future Traffic - PM Peak Hour

Site Access										↖	96
2	27	↖	46	←	289	85	659	110	↖	165	
↓	↓	↖	334	↖	43	↓	↓	↓	↖	424	
<hr/>										↖	↖
4	→		200	→	↖	↖	105	→	↖	↑	↖
218	→		45	↖	91	87	109	→	80	849	405
Parkedale Avenue											
							74	↖			
<hr/>										↖	47
Kent Boulevard										←	27
						122	1026	9	↖	93	
						↓	↓	↓	↖		
<hr/>										↖	↖
Jefferson Drive										↖	↖
						112	→		↖	↑	↖
						20	→		235	1175	29
						198	↖				
<hr/>										↖	111
						137	1181		↖	66	
						↓	↓		↖		
<hr/>										↖	↖
Hwy 401 WB										↖	↖
									1327	70	
<hr/>										↖	↖
Hwy 401 EB										↖	↖
						141	1107		↖	↖	
						↓	↓		↖		
<hr/>										↖	↖
						152	→		↖	↖	
						49	↖		1247	92	
<hr/>										↖	↖
Stewart Boulevard											

4.7 2032 ULTIMATE FUTURE CONDITONS

As part of the MTO TIS requirement, a buildout year + 10 years horizon must also be analyzed to determine the traffic operations in the area. The 2032 ultimate future traffic volumes were derived by scaling the background traffic at an annual rate of 1% from the base year (2020) and adding the site generated traffic.



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Figure 21 - 2032 Ultimate Future Traffic Volumes - AM Peak Hour

Site Access										↖	37	
3	48	↖	14	←	169	80	843	106	↖	↖	93	
↓	↓	||	←	210	↖	26	↓	↓	↓	↖	337	
<hr/>										↖	↑	↖
1	→		146	→	↖	↖	68	→	↖	↑	↖	
129	→		30	↖	55	54	86	→	23	570	358	
Parkedale Avenue												
							46	↖				
Kent Boulevard										↖	14	
							147	1072	6	↖	19	
							↓	↓	↓	↖	61	
<hr/>										↖	↑	↖
Jefferson Drive										↖	↑	↖
							66	→	↖	↑	↖	
							24	→	189	870	21	
							225	↖				
							132	1226	↖	191		
							↓	↓	↖	160		
<hr/>										↑	↖	
										↑	↖	
										889	53	
										Hwy 401 WB		
							158	1227				
Hwy 401 EB										↑	↖	
							↓	↓	↑	↖		
							122	→	820	85		
							111	↖				
<hr/>												
Stewart Boulevard												

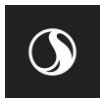


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Figure 22- 2032 Ultimate Future Traffic Volumes - PM Peak Hour

Site Access										↖	100
2	27	↖	46	←	301	89	691	116	↖	173	
↓	↓	↖	350	↖	45	↓	↓	↓	↖	444	
<hr/>										↖	↖
4	↖		209	→	↖	↖	109	↖	↖	↖	
229	→		47	↖	95	91	114	→	83	890	425
Parkedale Avenue											
							77	↖			
<hr/>										↖	50
Kent Boulevard										↖	29
						128	1075	10	↖	98	
						↓	↓	↓	↖		
<hr/>										↖	↖
Jefferson Drive										↖	↖
						118	↖		↖	↖	
						21	→		246	1230	31
						208	↖				
<hr/>										↖	116
						144	1237		↖	69	
						↓	↓		↖		
<hr/>										↖	↖
Hwy 401 WB										↖	↖
									↖	↖	
									1390	74	
<hr/>										↖	↖
Hwy 401 EB										↖	↖
						147	1160		↖	↖	
						↓	↓		↖		
<hr/>										↖	↖
						159	↖		↖	↖	
						52	↖		1306	97	
<hr/>										↖	↖
Stewart Boulevard											



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5.0 TRANSPORTATION ANALYSIS

Intersection operational assessments for all study horizons were performed using the Synchro 10.0™ software package. The analysis was performed using Highway Capacity Manual (HCM) 6th methodology.

5.1 EXISTING CONDITIONS

The existing intersection control and lane configuration is illustrated in **Figure 8**.

Figure 8 illustrates the existing lane configuration and traffic control at the study area intersections.

Figure 9 and **Figure 10** illustrate the existing traffic volumes for the AM and PM peak hours, respectively.

Table 2 provides a summary of existing intersection operations.

The analysis of base year operating conditions during the AM and PM peak hours found no critical movements at the study area intersections. All study area intersections are projected to operate satisfactorily, and as such, no improvements are required to accommodate the base year traffic volumes.

All study area intersections were found to operate with LOC C or better.

Appendix C contains the detailed intersection performance worksheets.

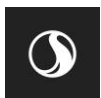


Table 2 - Existing Intersection Operations

Intersection	Intersection Control	Approach / Movement	LOS	v/c	Delay (s)	Queue 95 th (m)	
Stewart Boulevard and Parkedale Avenue	Traffic Signals	EB	Left	D (D)	0.20 (0.36)	43.4 (40.8)	18 (28)
			Through / Right	D (D)	0.23 (0.33)	47.0 (46.5)	16 (18)
		WB	Left	D (D)	0.78 (0.78)	51.0 (45.8)	64 (64)
			Through / Right	D (D)	0.31 (0.67)	38.2 (41.9)	38 (67)
		NB	Left	B (B)	0.06 (0.16)	16.5 (16.7)	4 (11)
			Through	B (B)	0.31 (0.49)	14.4 (17.9)	59 (71)
			Right	A (A)	0.0 (0.0)	0.0 (0.0)	0 (0)
		SB	Left	B (B)	0.22 (0.31)	10.2 (12.7)	17 (13)
			Through / Right	B (B)	0.44 (0.36)	12.7 (12.4)	85 (51)
		Overall Intersection			C (C)	-- (--)	22.2 (24.8)
Stewart Boulevard and Jefferson Dr	Traffic Signals	EB	Left / Through	D (D)	0.36 (0.43)	45.9 (40.8)	34 (40)
			Right	D (D)	0.09 (0.11)	42.7 (36.2)	7 (8)
		WB	Left	D (D)	0.36 (0.50)	51.8 (49.8)	25 (32)
			Through / Right	D (D)	0.08 (0.08)	42.6 (35.9)	7 (7)
		NB	Left	A (A)	0.47 (0.56)	6.5 (9.2)	18 (16)
			Through / Right	A (A)	0.23 (0.33)	3.6 (5.9)	32 (32)
		SB	Left	A (A)	0.01 (0.03)	5.0 (7.5)	1 (1)
			Through	A (B)	0.45 (0.47)	7.7 (10.9)	76 (60)
			Right	A (A)	0.08 (0.07)	5.3 (7.7)	10 (7)
		Overall Intersection			A (B)	-- (--)	9.1 (11.7)
Stewart Boulevard and Hwy 401 WB	Traffic Signals	WB	Left	D (E)	0.82 (0.63)	52.7 (56.4)	55 (25)
			Right	D (D)	0.15 (0.32)	39.8 (51.5)	74 (13)
		NB	Through	A (A)	0.35 (0.47)	4.3 (3.2)	53 (13)
		SB	Through	A (A)	0.48 (0.41)	5.2 (2.8)	76 (11)
		Overall Intersection			A (A)	-- (--)	8.6 (4.9)
Stewart Boulevard and Hwy 401 EB	Traffic Signals	EB	Left	C (D)	0.37 (0.43)	34.8 (35.5)	37 (38)
			Right	C (C)	0.10 (0.03)	32.4 (31.8)	8 (46)
		NB	Through	A (A)	0.35 (0.53)	5.7 (6.9)	50 (47)
		SB	Through / Right	A (A)	0.58 (0.51)	7.8 (6.9)	94 (46)
		Overall Intersection			A (A)	-- (--)	8.8 (8.6)
Parkedale Avenue and Kent Boulevard	Minor Stop	EB	Through / Right	-- (--)	-- (--)	-- (--)	0 (0)
		WB	Through / Left	A (A)	0.02 (0.03)	7.5 (7.8)	1 (1)
		NB	Left / Right	A (B)	0.15 (0.29)	10.6 (13.4)	4 (8)
		Overall Intersection			A (A)	-- (--)	3.2 (3.9)
Site Access and Parkedale Avenue	Minor Stop	EB	Through / Left	--	--	--	--
		WB	Through / Right	--	--	--	--
		SB	Left / Right	--	--	--	--
		Overall Intersection			--	--	--

Notes:
 1. Table format: AM (PM)
 2. v/c – represents the anticipated volume divided by the predicted capacity
 3. # - 95th percentile volume exceeds capacity, queue may be longer
 4. LOS is based on movement delay



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5.2 2022 FUTURE BACKGROUND CONDITIONS

The analysis of the future background operating conditions during the AM and PM peak hours at the forecast buildout horizon found no critical movements at the study area intersections. All study area intersections are projected to operate satisfactorily, and as such, no improvements are required to accommodate the projected 2022 future background traffic volumes. All study area intersections are projected to operate with LOS C or better.

Figure 11 and **Figure 12** illustrate the 2022 future background traffic volumes. The base year (2020) volumes were scaled at a rate of 1% per annum as per the terms of reference.

Table 3 provides a summary of 2022 future background intersection operations.

Appendix C contains the detailed intersection performance worksheets.

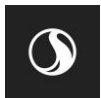


Table 3 – 2022 Future Background Intersection Operations

Intersection	Intersection Control	Approach / Movement	LOS	v/c	Delay (s)	Queue 95 th (m)	
Stewart Boulevard and Parkedale Avenue	Traffic Signals	EB	Left	D (D)	0.20 (0.37)	43.4 (40.8)	18 (29)
			Through / Right	D (D)	0.24 (0.34)	47.1 (46.5)	17 (18)
		WB	Left	D (D)	0.79 (0.79)	50.9 (45.6)	65 (66)
			Through / Right	D (D)	0.31 (0.68)	38.1 (42.1)	39 (67)
		NB	Left	B (B)	0.06 (0.17)	16.9 (17.3)	4 (12)
			Through	B (B)	0.32 (0.51)	14.7 (18.4)	60 (74)
			Right	A (A)	0.0 (0.0)	0.0 (0.0)	0 (0)
		SB	Left	B (B)	0.22 (0.32)	10.4 (13.1)	18 (13)
			Through / Right	B (B)	0.45 (0.37)	12.9 (12.7)	88 (53)
		Overall Intersection			C (C)	-- (--)	22.4 (25.1)
Stewart Boulevard and Jefferson Dr	Traffic Signals	EB	Left / Through	D (D)	0.37 (0.43)	45.8 (40.7)	35 (41)
			Right	D (D)	0.11 (0.12)	42.7 (36.1)	8 (10)
		WB	Left	D (D)	0.37 (0.51)	51.9 (50.0)	25 (32)
			Through / Right	D (D)	0.08 (0.08)	42.4 (35.8)	7 (8)
		NB	Left	A (A)	0.49 (0.58)	6.9 (9.8)	20 (17)
			Through / Right	A (A)	0.24 (0.34)	3.7 (6.0)	32 (32)
		SB	Left	A (A)	0.01 (0.03)	5.1 (7.6)	1 (1)
			Through	A (B)	0.47 (0.48)	7.9 (11.2)	78 (62)
			Right	A (A)	0.08 (0.08)	5.4 (7.8)	11 (7)
		Overall Intersection			A (B)	-- (--)	9.3 (11.9)
Stewart Boulevard and Hwy 401 WB	Traffic Signals	WB	Left	D (E)	0.82 (0.64)	53.0 (56.5)	61 (25)
			Right	D (D)	0.21 (0.34)	40.0 (51.7)	12 (10)
		NB	Through	A (A)	0.36 (0.48)	4.4 (3.2)	48 (13)
		SB	Through	A (A)	0.50 (0.42)	5.4 (2.9)	70 (11)
		Overall Intersection			A (A)	-- (--)	8.9 (5.0)
Stewart Boulevard and Hwy 401 EB	Traffic Signals	EB	Left	C (D)	0.38 (0.44)	34.9 (35.5)	38 (39)
			Right	C (C)	0.12 (0.03)	32.5 (31.8)	11 (2)
		NB	Through	A (A)	0.36 (0.54)	5.7 (7.0)	51 (48)
		SB	Through / Right	A (A)	0.60 (0.52)	8.0 (7.0)	97 (48)
		Overall Intersection			A (A)	-- (--)	9.0 (8.7)
Parkedale Avenue and Kent Boulevard	Minor Stop	EB	Through / Right	-- (--)	-- (--)	-- (--)	-- (--)
		WB	Through / Left	A (A)	0.02 (0.03)	7.5 (7.8)	7 (1)
		NB	Left / Right	B (B)	0.15 (0.31)	10.6 (13.7)	28 (9)
		Overall Intersection			A (A)	--	3.2 (4.0)
Site Access and Parkedale Avenue	Minor Stop	EB	Through / Left	--	--	--	--
		WB	Through / Right	--	--	--	--
		SB	Left / Right	--	--	--	--
		Overall Intersection			--	--	--

Notes:
 1. Table format: AM (PM)
 2. v/c – represents the anticipated volume divided by the predicted capacity
 3. # - 95th percentile volume exceeds capacity, queue may be longer
 4. LOS is based on movement delay



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5.3 2022 TOTAL FUTURE CONDITIONS

Total future conditions for the 2022 horizon were assessed to determine transportation improvements that may be required to accommodate the traffic generated by the proposed development. The site trip generation, distribution, and assignment assumptions outlined in **Section 4.4** were applied to the 2022 future background traffic volumes to predict 2022 total future traffic volumes.

Figure 17 and **Figure 18** illustrate the 2022 total future traffic volumes for the AM and PM peak hours, respectively.

Table 4 provides a summary of 2022 total future intersection operations.

The analysis of the 2022 total future operating conditions during the AM and PM peak hours at the forecast buildout horizon found no critical movements at the study area intersections. All study area intersections are projected to operate satisfactorily, and as such, no improvements are required to accommodate the projected 2022 total future traffic volumes. All study area intersections are projected to operate with LOS C or better.

Appendix C contains the detailed intersection performance worksheets.

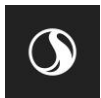


Table 4 – 2022 Total Future Intersection Operations

Intersection	Intersection Control	Approach / Movement	LOS	v/c	Delay (s)	Queue 95 th (m)	
Stewart Boulevard and Parkedale Avenue	Traffic Signals	EB	Left	D (D)	0.27 (0.40)	42.6 (39.7)	26 (31)
			Through / Right	D (D)	0.33 (0.32)	48.0 (45.5)	22 (19)
		WB	Left	D (D)	0.79 (0.79)	50.9 (45.6)	65 (66)
			Through / Right	D (D)	0.35 (0.69)	39.7 (42.5)	41 (71)
		NB	Left	B (B)	0.08 (0.22)	17.3 (19.4)	6 (16)
			Through	B (B)	0.32 (0.52)	14.7 (19.2)	60 (76)
			Right	A (A)	0.0 (0.0)	0.0 (0.0)	0 (0)
		SB	Left	B (B)	0.22 (0.33)	10.4 (13.7)	18 (14)
			Through / Right	B (B)	0.46 (0.38)	13.0 (13.4)	88 (55)
		Overall Intersection			C (C)	-- (--)	23.0 (25.6)
Stewart Boulevard and Jefferson Dr	Traffic Signals	EB	Left / Through	D (D)	0.37 (0.43)	45.8 (40.8)	35 (41)
			Right	D (D)	0.13 (0.11)	42.8 (36.0)	11 (8)
		WB	Left	D (D)	0.37 (0.51)	51.9 (50.0)	25 (32)
			Through / Right	D (D)	0.08 (0.08)	42.4 (35.8)	7 (8)
		NB	Left	A (B)	0.50 (0.60)	7.1 (10.2)	21 (18)
			Through / Right	A (A)	0.24 (0.34)	3.7 (6.0)	33 (33)
		SB	Left	A (A)	0.01 (0.03)	5.1 (7.7)	1 (1)
			Through	A (B)	0.47 (0.49)	8.0 (11.3)	79 (63)
			Right	A (A)	0.08 (0.08)	5.4 (7.9)	11 (7)
		Overall Intersection			A (B)	-- (--)	9.4 (11.9)
Stewart Boulevard and Hwy 401 WB	Traffic Signals	WB	Left	D (E)	0.82 (0.63)	53.0 (56.1)	61 (25)
			Right	D (D)	0.21 (0.46)	40.1 (53.5)	13 (15)
		NB	Through	A (A)	0.36 (0.49)	4.4 (3.3)	48 (15)
		SB	Through	A (A)	0.50 (0.43)	5.5 (2.9)	72 (12)
		Overall Intersection			A (A)	-- (--)	8.9 (5.2)
Stewart Boulevard and Hwy 401 EB	Traffic Signals	EB	Left	C (D)	0.39 (0.46)	34.9 (35.8)	39 (41)
			Right	C (C)	0.12 (0.03)	32.5 (31.8)	11 (2)
		NB	Through	A (A)	0.36 (0.55)	5.7 (7.1)	51 (50)
		SB	Through / Right	A (A)	0.60 (0.52)	8.2 (7.1)	99 (49)
		Overall Intersection			A (A)	-- (--)	9.1 (8.8)
Parkedale Avenue and Kent Boulevard	Minor Stop	EB	Through / Right	-- (--)	-- (--)	-- (--)	
		WB	Through / Left	A (A)	0.02 (0.03)	7.7 (7.9)	1 (1)
		NB	Left / Right	B (B)	0.17 (0.34)	11.3 (15.0)	28 (11)
		Overall Intersection			A (A)	-- (--)	2.9 (4.0)
Site Access and Parkedale Avenue	Minor Stop	EB	Through / Left	A (A)	0.0 (0.0)	7.7 (8.1)	0 (0)
		WB	Through / Right	-- (--)	-- (--)	-- (--)	
		SB	Left / Right	B (B)	0.09 (0.07)	11.2 (13.3)	2 (1)
		Overall Intersection			A (A)	-- (--)	1.6 (0.7)

Notes:

1. Table format: AM (PM)
2. v/c – represents the anticipated volume divided by the predicted capacity
3. # - 95th percentile volume exceeds capacity, queue may be longer
4. LOS is based on movement delay



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5.4 2027 TOTAL FUTURE CONDITIONS

Total future conditions for the 2027 horizon were assessed to determine transportation improvements that may be required to accommodate the traffic generated by the proposed development and the growth in background traffic volumes 5 years beyond the buildout year. The site trip generation, distribution, and assignment assumptions outlined in **Section 4.4** were applied to the 2027 future background traffic volumes. The base year (2020) volumes were scaled at a rate of 1% per annum as per the terms of reference.

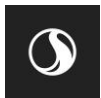
Figure 19 and **Figure 20** illustrate the 2027 total future traffic volumes for the AM and PM peak hours, respectively.

Table 5 provides a summary of 2027 total future intersection operations.

In the analysis of the 2027 total future conditions, the peak hour factor was increased to 1.0 as variability in traffic arrival patterns in 15-minute increments is anticipated to normalize when considering future conditions 5 years or beyond due to the overall growth of traffic volumes in comparison to the base year. This is a common practice for TIS traffic operations analysis that is adopted by Municipalities including the City of Ottawa.

The analysis of the 2027 total future operating conditions during the AM and PM peak hours at the forecast buildout horizon + 5 years found no critical movements at the study area intersections. All study area intersections are projected to operate satisfactorily, and as such, no improvements are required to accommodate the projected 2027 total future traffic volumes. All study area intersections are projected to operate with LOS C or better.

Appendix C contains the detailed intersection performance worksheets.



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Table 5 – 2027 Total Future Intersection Operations

Intersection	Intersection Control	Approach / Movement	LOS	v/c	Delay (s)	Queue 95 th (m)	
Stewart Boulevard and Parkedale Avenue	Traffic Signals	EB	Left	D (D)	0.24 (0.38)	42.9 (39.9)	22 (34)
			Through / Right	D (D)	0.26 (0.32)	47.4 (45.5)	18 (21)
		WB	Left	D (D)	0.77 (0.78)	51.6 (46.1)	60 (70)
			Through / Right	D (D)	0.32 (0.67)	40.0 (42.0)	37 (76)
		NB	Left	B (B)	0.06 (0.20)	14.7 (17.6)	4 (18)
			Through	B (B)	0.28 (0.48)	13.3 (17.9)	53 (86)
			Right	A (A)	0.0 (0.0)	0.0 (0.0)	0 (0)
		SB	Left	A (B)	0.18 (0.29)	9.5 (12.7)	15 (18)
			Through / Right	B (B)	0.40 (0.35)	11.5 (12.6)	76 (66)
		Overall Intersection			C (C)	-- (--)	22.0 (25.0)
Stewart Boulevard and Jefferson Dr	Traffic Signals	EB	Left / Through	D (D)	0.34 (0.42)	46.2 (40.9)	31 (44)
			Right	D (D)	0.22 (0.13)	44.5 (36.6)	18 (12)
		WB	Left	D (D)	0.33 (0.48)	51.6 (49.4)	22 (34)
			Through / Right	D (D)	0.08 (0.08)	43.2 (36.1)	7 (9)
		NB	Left	A (A)	0.40 (0.54)	5.3 (8.6)	16 (27)
			Through / Right	A (A)	0.21 (0.32)	3.3 (5.7)	27 (52)
		SB	Left	A (A)	0.01 (0.02)	4.6 (7.3)	1 (1)
			Through	A (B)	0.41 (0.45)	6.9 (10.5)	67 (79)
			Right	A (A)	0.08 (0.07)	4.9 (7.5)	10 (10)
		Overall Intersection			A (B)	-- (--)	9.0 (11.5)
Stewart Boulevard and Hwy 401 WB	Traffic Signals	WB	Left	D (E)	0.79 (0.60)	50.6 (55.5)	55 (26)
			Right	D (D)	0.25 (0.39)	41.4 (52.5)	14 (13)
		NB	Through	A (A)	0.32 (0.46)	3.9 (3.1)	27 (56)
		SB	Through	A (A)	0.44 (0.40)	4.6 (2.8)	32 (47)
		Overall Intersection			A (A)	-- (--)	8.2 (5.0)
Stewart Boulevard and Hwy 401 EB	Traffic Signals	EB	Left	C (D)	0.35 (0.44)	34.6 (35.5)	34 (45)
			Right	C (C)	0.08 (0.03)	32.3 (31.8)	7 (3)
		NB	Through	A (A)	0.32 (0.52)	5.5 (6.8)	43 (77)
		SB	Through / Right	A (A)	0.54 (0.49)	7.2 (6.7)	83 (76)
		Overall Intersection			A (A)	-- (--)	8.3 (8.5)
Parkedale Avenue and Kent Boulevard	Minor Stop	EB	Through / Right	-- (--)	-- (--)	-- (--)	-- (--)
		WB	Through / Left	A (A)	0.02 (0.03)	7.6 (7.8)	1 (1)
		NB	Left / Right	B (B)	0.14 (0.31)	10.8 (14.1)	28 (9)
		Overall Intersection			A (A)	-- (--)	2.8 (3.8)
Site Access and Parkedale Avenue	Minor Stop	EB	Through / Left	A (A)	0.0 (0.0)	7.7 (8.1)	0 (0)
		WB	Through / Right	-- (--)	-- (--)	-- (--)	-- (--)
		SB	Left / Right	B (B)	0.08 (0.06)	10.8 (12.9)	1 (1)
		Overall Intersection			A (A)	-- (--)	1.4 (0.6)

Notes:

1. Table format: AM (PM)
2. v/c – represents the anticipated volume divided by the predicted capacity
3. # - 95th percentile volume exceeds capacity, queue may be longer
4. LOS is based on movement delay



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5.5 2032 ULTIMATE FUTURE CONDITIONS

As per the MTO TIS requirements, ultimate future conditions for the 2032 horizon were assessed to determine transportation improvements that may be required to accommodate the traffic generated by the proposed development and the growth in background traffic volumes 10 years beyond the buildout year. The site trip generation, distribution, and assignment assumptions outlined in **Section 4.4** were applied to the 2032 ultimate background traffic volumes.

Figure 21 and **Figure 22** illustrate the 2032 ultimate future traffic volumes for the AM and PM peak hours, respectively.

Table 6 provides a summary of 2032 ultimate future intersection operations.

The analysis of the 2032 ultimate future operating conditions during the AM and PM peak hours at the forecast buildout horizon + 10 years found no critical movements at the study area intersections. All study area intersections are projected to operate satisfactorily, and as such, no improvements are required to accommodate the projected 2032 ultimate future traffic volumes. All study area intersections are projected to operate with LOS C or better.

Appendix C contains the detailed intersection performance worksheets.

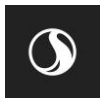


Table 6 – 2032 Ultimate Future Intersection Operations

Intersection	Intersection Control	Approach / Movement	LOS	v/c	Delay (s)	Queue 95 th (m)	
Stewart Boulevard and Parkedale Avenue	Traffic Signals	EB	Left	D (D)	0.25 (0.39)	42.8 (39.7)	23 (35)
			Through / Right	D (D)	0.28 (0.34)	47.5 (45.6)	19 (22)
		WB	Left	D (D)	0.78 (0.78)	51.3 (45.7)	62 (73)
			Through / Right	D (D)	0.33 (0.69)	39.8 (42.4)	39 (79)
		NB	Left	B (B)	0.06 (0.21)	15.7 (18.9)	5 (20)
			Through	B (B)	0.30 (0.51)	13.8 (18.9)	55 (92)
			Right	A (A)	0.0 (0.0)	0 (0.0)	0 (0)
		SB	Left	A (B)	0.20 (0.32)	9.8 (13.5)	16 (19)
			Through / Right	B (B)	0.42 (0.38)	12.1 (13.2)	81 (70)
		Overall Intersection			C (C)	-- (--)	22.3 (25.5)
Stewart Boulevard and Jefferson Dr	Traffic Signals	EB	Left / Through	D (D)	0.35 (0.43)	46.0 (40.9)	32 (47)
			Right	D (D)	0.23 (0.16)	44.2 (36.4)	18 (15)
		WB	Left	D (D)	0.35 (0.51)	51.7 (50.3)	23 (36)
			Through / Right	D (D)	0.08 (0.10)	42.8 (35.8)	7 (11)
		NB	Left	A (A)	0.44 (0.59)	5.9 (9.9)	17 (30)
			Through / Right	A (A)	0.22 (0.34)	3.5 (6.0)	29 (56)
		SB	Left	A (A)	0.01 (0.03)	4.8 (7.7)	1 (1)
			Through	A (B)	0.44 (0.48)	7.4 (11.3)	71 (85)
			Right	A (A)	0.08 (0.08)	5.2 (7.9)	11 (11)
		Overall Intersection			A (B)	-- (--)	9.3 (12.1)
Stewart Boulevard and Hwy 401 WB	Traffic Signals	WB	Left	D (E)	0.80 (0.62)	51.3 (55.9)	57 (27)
			Right	D (D)	0.26 (0.44)	41.0 (53.2)	15 (15)
		NB	Through	A (A)	0.34 (0.48)	4.1 (3.2)	43 (60)
		SB	Through	A (A)	0.47 (0.42)	4.9 (2.9)	64 (51)
		Overall Intersection			A (A)	-- (--)	8.5 (5.2)
Stewart Boulevard and Hwy 401 EB	Traffic Signals	EB	Left	C (D)	0.36 (0.46)	34.7 (35.7)	36 (47)
			Right	C (C)	0.10 (0.04)	32.4 (31.9)	8 (4)
		NB	Through	A (A)	0.34 (0.54)	5.6 (7.1)	47 (83)
		SB	Through / Right	A (A)	0.56 (0.52)	7.5 (7.0)	89 (81)
		Overall Intersection			A (A)	-- (--)	8.6 (8.8)
Parkedale Avenue and Kent Boulevard	Minor Stop	EB	Through / Right	-- (--)	-- (--)	-- (--)	-- (--)
		WB	Through / Left	A (A)	0.02 (0.03)	7.6 (7.8)	1 (1)
		NB	Left / Right	B (B)	0.15 (0.33)	10.9 (14.6)	4 (11)
		Overall Intersection			A (A)	-- (--)	2.9 (3.9)
Site Access and Parkedale Avenue	Minor Stop	EB	Through / Left	A (A)	0.0 (0.0)	7.7 (8.1)	0 (0)
		WB	Through / Right	-- (--)	-- (--)	-- (--)	0 (0)
		SB	Left / Right	B (B)	0.08 (0.06)	10.9 (13.2)	1 (1)
		Overall Intersection			A (A)	-- (--)	1.4 (0.6)

Notes:

1. Table format: AM (PM)
2. v/c – represents the anticipated volume divided by the predicted capacity
3. # - 95th percentile volume exceeds capacity, queue may be longer
4. LOS is based on movement delay



6.0 PARKING REVIEW

As per the City of Brockville's Comprehensive Zoning By-law No. 050-2014, the minimum required number of parking spaces for a Commercial Recreation Establishment (representative of the proposed clubhouse) is 1 space per 20 square meters of gross floor area (GFA). Given the proposed 546 m² clubhouse, the number of required parking spaces was calculated to be 28 spaces. The site plan shown in **Figure 2** reflects a total of 38 parking spaces (4 of which are accessible) for the proposed clubhouse, thus meeting the by-law requirement.

The by-law also stipulates that for rental or condominium townhouse dwellings, the minimum required number of parking spaces is 1.5 spaces per unit, which equates to 135 parking spaces. The site plan reflects a total of 136 driveway parking spaces for residents, thus meeting the by-law requirement. In addition to the parking provided on driveways, the site plan illustrates five surface parking lots within the proposed development providing a total of 33 parking spaces for visitors.

Overall, the proposed number of parking spaces for the development meets the by-law requirements for the residential units and the clubhouse.

7.0 SITE ACCESS REVIEW

The proposed development is planned to feature an all-turn accesses on the north side of Parkedale Avenue, located west of the intersection with Kent Boulevard.

A desktop review was performed by utilizing aerial site imagery using Google Earth's Street View feature to identify sightline deficiencies in the vicinity of the proposed access locations. Using equation **9.9.1** of the *Transportation Association of Canada's Geometric Design Guide for Canadian Roads (TAC), Chapter 9 – Intersections*, the following was used to calculate intersection site distance (ISD):

$$ISD = 0.278 V_{Major} t_g$$

Where:

ISD is the Intersection required sight distance in metres;

V_{Major} is the major roadway's design speed in km/h; and

t_g is the minor roadway time gap in seconds.

The intersection sight distance was calculated using the following parameters:

- 60 km/h (default speed limit of 50 km/h + 10 km/h) design speed for Parkedale Avenue; and



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- A time gap of 9.5s for left turns from a stop and 8.5s for right turns from a stop was utilized to represent a worst-case scenario of a single unit truck attempting to perform a turning maneuver from one of the site accesses.

Based on the parameters above, the required sight distance for left turns is 160m, and the required sight distance for right turns is 145m. The required sight distance triangles are illustrated in the **Figure 23** below.

Figure 23 - Required Clear Sight Distance at the Proposed Site Accesses



Sight distance requirements are anticipated to be met for both left and right turn maneuvers. It should be noted that although there is a vertical curvature east of the proposed access, right turns out of the development are anticipated to be able to see past the curvature for a distance beyond 145m as presented in **Figure 24**. Sight distance is available looking west for a distance beyond 160m as shown in **Figure 25**.

It is noted that the sight distance calculation was performed for a single unit truck, leading to a conservative distance requirement. By comparison, passenger vehicles can navigate turns quicker and would require a shorter time gap which would lead to shorter distance requirements.



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Figure 24 - Parkdale Avenue at the Proposed Site Access - Looking East

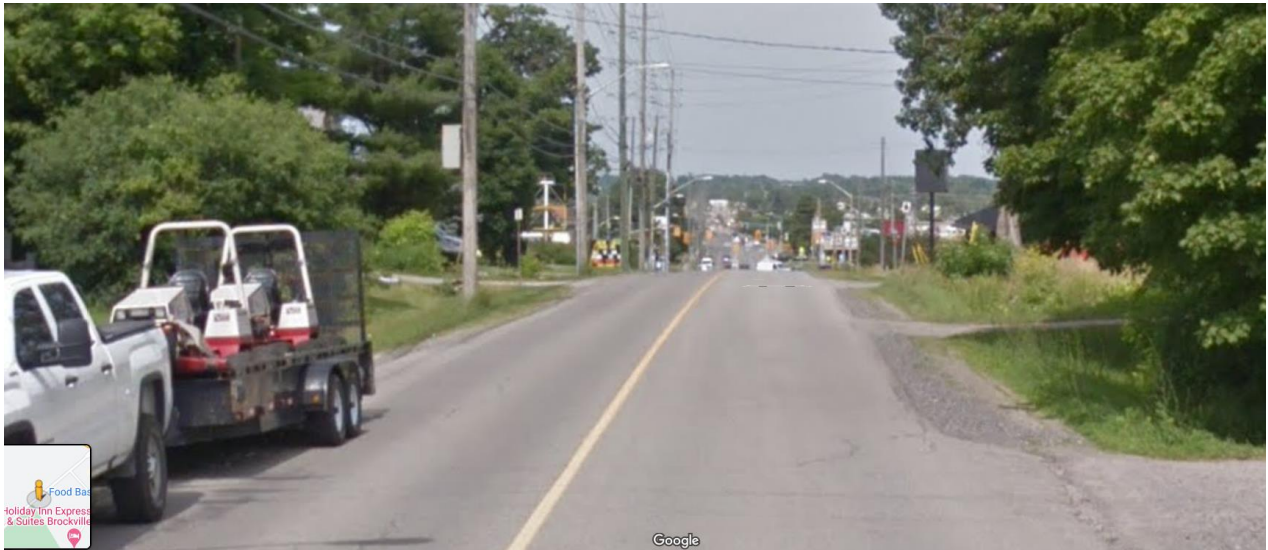


Figure 25 - Parkdale Avenue at the Proposed Site Access - Looking West



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8.0 CONCLUSION

This Transportation Study was prepared in support of a zoning by-law amendment (ZBA) and site plan control for the proposed development located at 3064 Parkedale Avenue in Brockville, Ontario. The proposed development is located on the north side of Parkedale Avenue west of the intersection with Kent Boulevard. The proposed development is bound by Parkedale Avenue W to the south, green space to the west and north, and retail plazas to the east.

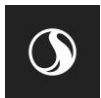
The development is planned to encompass a total of 44 one-bedroom dwelling units, 46- two-bedroom dwelling units, and a 546 m² clubhouse. The proposed development includes two minor stop-controlled accesses from the north side of Parkedale Avenue, approximately 110m west of Kent Boulevard.

The development is planned to be built over two phases; however, given the short timeframe between the phases, the traffic operational analysis was carried out assuming one phase as the difference between the buildout of the two phases is insignificant.

Intersection level of service analyses were undertaken under the base year, 2022 future background, 2022 total future, 2027 total future, and 2032 ultimate future horizons to verify anticipated intersection performance and to identify any roadway modifications that are required to support development growth. The traffic operations analysis for the horizon years identified above found no critical capacity, time travel delay, or queueing concerns at the study area intersections, which are projected to operate satisfactorily during the study horizons.

A review of available sight distance at the proposed access identified that intersection sight triangles are satisfied. Seasonal vegetation monitoring and trimming is recommended.

It is concluded that the transportation network can sufficiently accommodate the proposed development without requirements to implement geometric improvements.



APPENDICES

Appendix A **BACKGROUND DOCUMENTS**

TERMS OF REFERENCE



December 16, 2020
File: 160622612

Attention: Matt Locke – Supervisor of Transportation Services

City of Brockville
1 King Street West,
Brockville, ON K6V 7A5

Dear Mr. Locke,

Reference: Terms of Reference of TIS | Wellings of Brockville – 3064 Parkedale Avenue

1 INTRODUCTION

The purpose of this letter is to provide an overview of the proposed methodology to conduct the Traffic Impact Study (TIS) of the proposed redevelopment of the site located at 3064 Parkedale Avenue in Brockville, Ontario. The TIS is being conducted on behalf of Wellings 2019 Inc. and will be completed following the Ministry of Transportation of Ontario (MTO) *Guidelines for the Preparation of Traffic Impact Studies*. This letter, referred to as the Terms of Reference, is also shared with MTO staff for their input and comments.

2 DEVELOPMENT

A conceptual site plan is provided as an attachment to this letter and shows that the proponent proposes the redevelopment of the subject land to accommodate a total of 141 low-rise residential units. The site is proposed to include:

- 70 one-Bedroom dwelling units;
- 71 two-bedroom dwelling units; and
- 545 m² clubhouse.

3 STUDY AREA AND DATA REQUEST

An assessment of the following intersections is proposed (as visualized in **Figure 1**):

- Parkedale Avenue / Stewart Boulevard (Signalized);
- Parkedale Avenue / Kent Boulevard (Unsignalized);
- Jefferson Drive / Stewart Boulevard (Signalized);
- Highway 401 North Ramp / Stewart Boulevard (Signalized);
- Highway 401 South Ramp / Stewart Boulevard (Signalized); and
- Two Site Accesses on Parkedale Avenue.

We would like to request available signal timing plans and turning movement counts (TMCs) that the City of Brockville may have for the study intersections. Due to the ongoing Covid-19 pandemic that is affecting roadway volumes, we propose applying an annual growth rate of 2% per annum to grow historical counts to 2020 levels. For intersections with no available pre-pandemic data, if no counts are available, Stantec proposes collecting traffic counts and

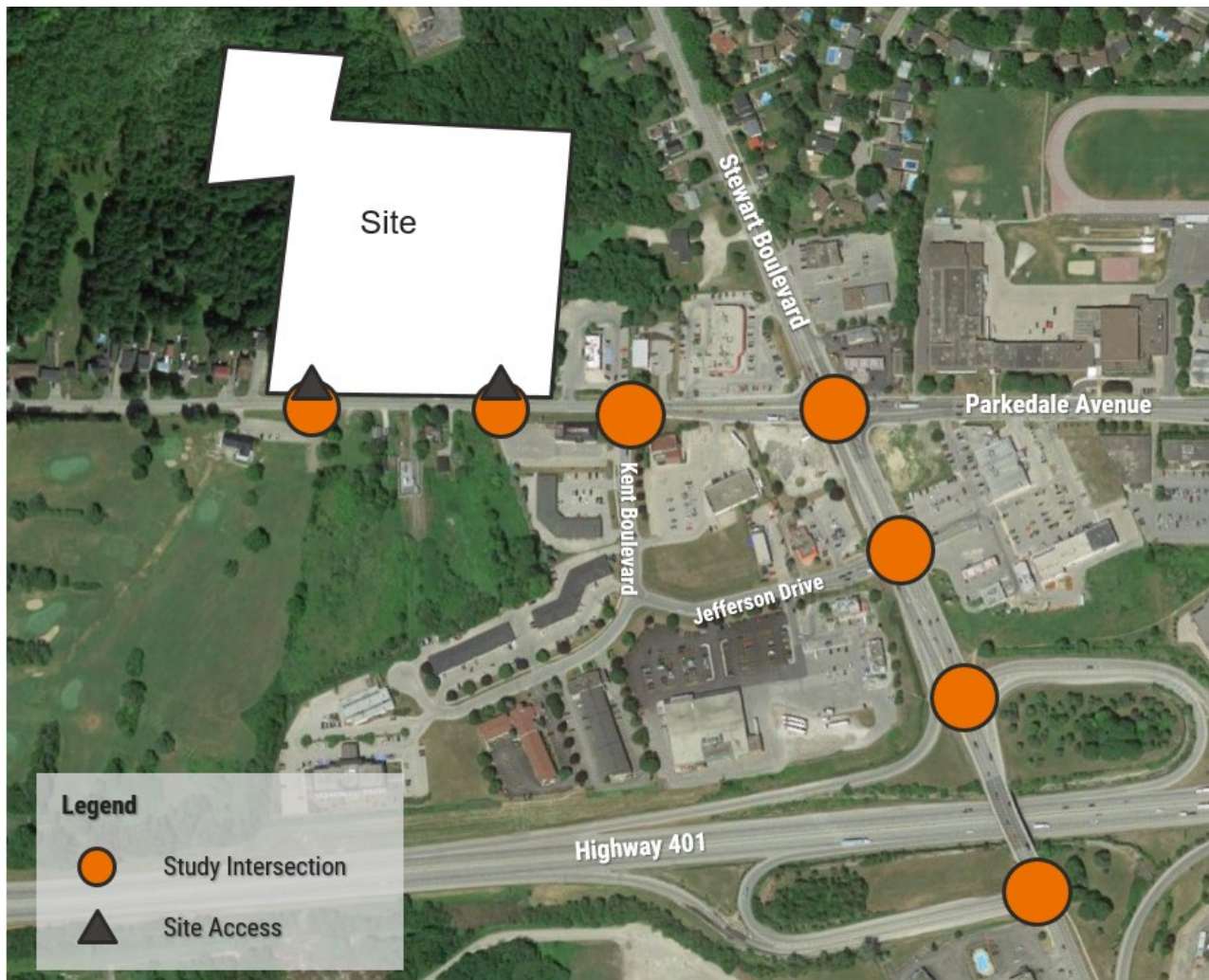


December 16, 2020
Matt Locke
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Reference: Terms of Reference of TIS | Wellings of Brockville – 3064 Parkedale Avenue

applying a correction factor to account for the pandemic reduced traffic demand. We propose developing the correction factor using third-party sources such as Google Mobility Reports. The developed factors will be shared with the City and MTO for their comments.

Figure 1 – Proposed Study Area





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Matt Locke
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Reference: Terms of Reference of TIS | Wellings of Brockville – 3064 Parkedale Avenue

4 HORIZON YEAR, BACKGROUND GROWTH, AND PEAK PERIODS FOR ANALYSIS

We propose that the assessment of traffic operations be conducted for existing (2020), opening/full build-out year (2022), a 5-year horizon (2027), and a 10-year horizon (2032) year.

The weekday a.m. and p.m. peak hours will be analyzed as this is when the expected peak periods will occur for a residential development.

The background traffic growth along Parkdale Avenue, Stewart Boulevard, and the Highway 401 ramps is proposed as a percentage growth of 1 percent per annum.

5 BACKGROUND DEVELOPMENTS

It is our understanding that no development applications are currently planned or being constructed in the vicinity of the Study Area. We request the City of Brockville to confirm as such, or provide a list of background developments, if there are any, so we may include them in our analysis.

6 TRIP GENERATION, DISTRIBUTION, AND ASSIGNMENT

Trip generation for new uses on the site will be calculated based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition. Trips will be forecast for the residential uses.

A mixture of traffic counts and first principles will be used to derive trip distribution and assignment for the site.

7 TRAFFIC ANALYSIS

The existing traffic operations will be assessed using Synchro 10 software for the Study Area intersections. The analysis will be calibrated and validated based on traffic count data.

Future traffic incorporating the future site traffic volumes and background traffic growth will be forecasted over the build-out year, future 5-year horizon, and 10-year horizon year. Capacity analysis for the Study Area intersections for the future total traffic forecasts will be undertaken.

Through this analysis, any required auxiliary lane and/or traffic control improvements required to accommodate the future projected traffic will be identified.



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Matt Locke
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Reference: Terms of Reference of TIS | Wellings of Brockville – 3064 Parkedale Avenue

Should you have any questions or comments concerning the above scope of work, please contact me at your earliest convenience.

Regards,

STANTEC CONSULTING LTD.

A handwritten signature in black ink, appearing to read "Brandon Orr".

Brandon Orr, BES, MCIP, RPP
Transportation Project Manager
Phone: 437 221-5339
Brandon.Orr@stantec.com

cc. Ahmed Abdelnaby, Stantec

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Appendix B **TRAFFIC DATA**



CROSS REFERENCE

STREET: **Stewart Blvd.**
 STREET: **Hwy. 401 E Ramp**

Weather:
 Counted by : Colton Russel & Riley Carriere
 Count # :

By : Colton Russel & Riley Carriere
 Date : 5/19/2016
 Day of Week : Thursday

Time of Period		NORTHBOUND ON				Peds. East Walk	SOUTHBOUND ON				Peds. West Walk	EASTBOUND ON				Peds. South Walk	WESTBOUND ON				peds. North Walk	TOTAL	
		Stewart Blvd.					Stewart Blvd.					Hwy. 401 E Ramp					Hwy. 401 E Ramp						
		L	S	R	H		L	S	R	H		L	S	R	H		L	S	R	H			
7:00	7:15	0	101	0	5	0	0	95	30	7	1	22	0	9	2	0	0	0	0	0	3	275	
7:15	7:30	1	154	0	9	1	0	149	24	16	3	31	0	18	2	0	0	0	0	0	4	412	
7:30	7:45	0	207	0	0	0	0	330	28	1	2	31	0	33	2	1	0	0	0	0	1	636	
7:45	8:00	0	184	0	3	1	0	310	35	5	0	19	0	26	1	0	0	0	0	0	3	587	
8:00	8:15	0	170	0	8	2	0	204	23	8	6	20	0	16	2	0	0	0	2	0	3	464	
8:15	8:30	0	176	0	8	0	0	225	16	4	2	20	0	18	2	2	0	0	0	0	3	476	
8:30	8:45	1	187	0	0	2	0	241	31	4	0	15	0	17	2	1	0	0	0	0	5	506	
8:45	9:00	1	174	0	0	1	0	214	24	3	0	26	0	14	5	0	0	0	0	0	1	463	
11:00	11:15	0	194	0	4	0	0	214	13	9	8	20	0	7	1	5	0	0	0	0	34	509	
11:15	11:30	0	212	0	3	0	0	180	15	5	12	24	0	11	2	7	0	0	0	0	5	476	
11:30	11:45	0	242	0	1	2	0	206	19	6	7	19	0	8	0	0	0	0	0	0	9	519	
11:45	12:00	0	238	0	2	1	0	220	30	4	7	19	0	7	4	3	0	0	0	0	2	537	
12:00	12:15	0	256	0	5	1	0	228	25	4	2	22	0	11	4	0	0	0	0	0	3	561	
12:15	12:30	0	250	0	5	0	0	223	23	11	3	18	0	8	3	1	0	0	2	0	8	555	
12:30	12:45	1	233	0	3	2	1	243	23	4	7	25	0	8	3	1	0	0	0	0	4	558	
12:45	13:00	0	205	0	0	3	0	248	28	2	2	21	0	11	0	1	0	0	0	0	3	524	
13:00	13:15	0	245	0	5	2	0	235	26	7	4	18	0	13	2	2	0	0	0	1	0	3	563
13:15	13:30	1	230	0	8	4	0	207	29	7	7	20	0	14	3	2	0	0	0	0	7	539	
13:30	13:45	0	244	0	0	2	0	242	26	4	1	22	0	12	2	1	0	0	0	0	3	559	
13:45	14:00	1	210	0	2	5	0	201	30	4	2	17	0	14	1	2	0	0	0	0	2	491	
15:00	15:15	0	252	0	9	0	0	213	23	8	2	30	4	11	2	1	0	0	4	0	1	560	
15:15	15:30	1	228	0	4	2	1	210	14	5	5	22	0	7	6	0	0	0	0	0	6	511	
15:30	15:45	0	318	0	1	3	0	245	37	2	6	36	0	18	4	1	0	0	0	0	2	673	
15:45	16:00	0	262	0	0	2	3	253	25	3	4	17	0	18	3	3	0	0	0	0	2	595	
16:00	16:15	0	256	1	2	3	0	237	31	3	0	25	1	12	3	1	0	0	0	0	3	578	
16:15	16:30	0	271	0	3	0	0	247	36	8	3	35	0	11	3	1	0	0	0	0	1	619	
16:30	16:45	0	297	0	3	1	0	248	42	8	2	41	0	19	3	0	0	0	0	0	8	672	
16:45	17:00	0	279	0	1	1	0	255	33	3	1	30	0	15	0	0	0	0	0	0	1	619	
17:00	17:15	0	255	0	1	2	0	287	49	2	3	29	0	8	0	1	0	0	0	0	1	638	
17:15	17:30	0	273	0	0	0	0	253	32	2	2	22	0	11	1	0	0	0	0	0	2	598	
17:30	17:45	1	216	0	3	1	0	171	27	1	6	24	0	16	5	1	0	0	0	0	2	474	
17:45	18:00	0	176	0	1	0	0	240	34	0	8	31	0	11	0	2	0	0	0	0	1	504	
TOTAL		8	7195	1	99	44	5	7274	881	160	118	771	5	432	73	40	0	0	9	0	136	17251	

CROSS REFERENCE

Weather:

By : Colton Russel & Riley Carriere

STREET: **Stewart Blvd.**

Counted by : Colton Russel & Riley Carriere

Date : 18/05/2016

STREET: **Hwy. 401 West Ramp**

Count # :

Day of Week :

Time of Period		NORTHBOUND ON				Peds. East Walk	SOUTHBOUND ON				Peds. West Walk	EASTBOUND ON				Peds. South Walk	WESTBOUND ON				Peds. North Walk	TOTAL
		Stewart Blvd.					Stewart Blvd.					Hwy. 401 West Ramp					Hwy. 401 West Ramp					
		L	S	R	H		L	S	R	H		L	S	R	H		L	S	R	H		
7:00	7:15	0	116	4	2	0	0	139	0	9	0	0	0	0	0	1	9	0	27	2	2	311
7:15	7:30	0	113	0	6	0	0	145	0	5	1	0	0	0	0	0	31	0	36	8	3	348
7:30	7:45	0	199	0	4	0	0	269	0	3	4	0	0	0	0	0	46	0	48	0	5	578
7:45	8:00	0	193	0	1	0	0	275	0	4	3	0	0	0	0	0	62	0	41	2	3	584
8:00	8:15	0	161	0	9	2	0	193	0	7	2	0	0	0	0	0	31	0	28	6	5	444
8:15	8:30	0	144	0	3	0	0	210	0	7	4	0	0	0	0	1	34	0	32	4	6	445
8:30	8:45	0	204	0	2	1	0	203	0	3	5	0	0	0	0	1	25	0	37	2	3	486
8:45	9:00	0	199	0	3	0	0	192	0	1	2	0	0	0	0	0	16	0	34	3	2	452
11:00	11:15	0	228	0	7	0	0	201	0	2	3	0	0	0	0	0	15	0	16	2	17	491
11:15	11:30	0	217	0	4	4	0	203	0	4	18	0	0	0	0	1	12	0	29	4	9	505
11:30	11:45	0	230	0	2	1	0	227	0	3	9	0	0	0	0	5	10	0	17	1	4	509
11:45	12:00	0	241	0	3	1	0	232	0	4	3	0	0	0	0	1	10	0	22	2	5	524
12:00	12:15	0	244	2	5	3	0	237	0	6	2	0	0	0	0	0	19	0	30	5	3	556
12:15	12:30	0	226	0	6	1	0	210	0	7	6	0	0	0	0	0	7	0	16	4	6	489
12:30	12:45	0	223	4	0	0	0	257	0	2	2	0	0	0	0	2	12	0	23	1	3	529
12:45	13:00	0	235	1	0	0	0	247	0	3	2	0	0	0	0	0	16	0	14	1	1	520
13:00	13:15	0	230	0	3	0	0	284	0	8	2	0	0	0	0	0	10	0	19	7	3	566
13:15	13:30	0	228	0	5	2	0	216	0	5	7	0	0	0	0	0	17	0	25	7	4	516
13:30	13:45	0	228	0	5	0	0	228	0	1	2	0	0	0	0	0	12	0	19	3	1	499
13:45	14:00	0	270	0	2	2	0	212	0	3	6	0	0	0	0	1	14	0	20	2	6	538
15:00	15:15	0	224	17	0	0	0	219	0	4	5	0	0	0	0	5	19	0	22	1	5	521
15:15	15:30	0	251	0	1	0	0	236	0	1	9	0	0	0	0	3	20	0	26	5	4	556
15:30	15:45	0	290	0	6	0	0	221	0	5	6	0	0	0	0	0	11	0	33	7	9	588
15:45	16:00	0	281	1	7	1	0	243	0	8	8	0	0	0	0	0	23	0	37	2	8	619
16:00	16:15	0	312	0	0	7	0	228	0	2	4	0	0	0	0	0	34	0	42	6	0	635
16:15	16:30	0	288	0	2	1	0	265	0	1	4	0	0	0	0	1	20	0	37	0	4	623
16:30	16:45	0	276	1	2	2	0	234	0	4	3	0	0	0	0	1	27	0	29	2	3	584
16:45	17:00	0	320	0	1	2	0	242	0	3	3	0	0	0	0	0	21	0	17	3	9	621
17:00	17:15	0	307	0	1	1	0	284	0	1	5	0	0	0	0	0	20	0	34	1	7	661
17:15	17:30	0	270	0	1	3	0	274	0	0	2	0	0	0	0	2	16	0	31	3	9	611
17:30	17:45	0	210	0	2	0	0	207	0	2	12	0	0	0	0	0	14	0	31	8	0	486
17:45	18:00	0	188	0	2	3	0	229	0	2	0	0	0	0	0	0	13	0	21	1	8	467
TOTAL		0	7346	30	97	37	0	7262	0	120	144	0	0	0	0	25	646	0	893	105	157	16862

CROSS REFERENCE

STREET: **Stewart Blvd.**

STREET: **Jefferson Dr.**

Weather:

Counted by : Colton Russel & Riley Carriere

Count # :

By : Colton Russel & Riley Carriere

Date : 17/05/2016

Day of Week : Tuesday

Time of Period		NORTHBOUND ON Stewart Blvd.				Peds. East Walk	SOUTHBOUND ON Stewart Blvd.				Peds. West Walk	EASTBOUND ON Jefferson Dr.				Peds. South Walk	WESTBOUND ON Jefferson Dr.				Peds. North Walk	TOTAL
		L	S	R	H		L	S	R	H		L	S	R	H		L	S	R	H		
		7:00	7:15	24	102		0	10	0	0		99	20	3	5		6	2	27	1		
7:15	7:30	24	128	2	8	2	1	133	30	7	3	12	2	29	3	1	2	4	4	1	6	402
7:30	7:45	31	195	8	3	0	0	243	34	6	0	18	6	46	1	0	14	1	2	1	4	613
7:45	8:00	49	193	3	4	0	3	246	33	3	2	15	3	41	0	1	24	7	5	0	10	642
8:00	8:15	39	163	1	5	4	2	191	28	4	4	12	4	50	0	0	7	3	1	0	6	524
8:15	8:30	37	131	6	8	1	0	170	26	9	0	10	2	45	4	1	5	4	4	0	0	463
8:30	8:45	36	150	5	10	3	6	177	26	12	0	13	2	42	1	2	10	6	2	0	1	504
8:45	9:00	27	143	5	3	1	5	137	25	15	0	23	2	33	2	4	10	5	7	0	1	448
11:00	11:15	54	192	12	1	1	7	175	22	7	5	15	2	41	0	4	15	7	10	0	2	572
11:15	11:30	42	162	6	3	17	5	181	24	8	3	25	1	42	3	3	12	11	11	0	9	568
11:30	11:45	38	160	5	12	0	4	168	26	5	4	17	1	37	1	0	16	5	4	1	3	507
11:45	12:00	39	188	11	12	0	4	180	20	9	2	21	0	36	2	1	16	3	7	1	4	556
12:00	12:15	74	174	8	2	4	1	171	33	5	2	22	8	53	1	0	14	5	10	2	5	594
12:15	12:30	64	182	11	4	1	5	135	30	3	6	36	0	38	0	2	21	2	7	0	3	550
12:30	12:45	60	189	8	7	0	8	190	39	7	2	20	3	62	2	0	27	5	12	0	1	642
12:45	13:00	31	171	9	8	1	4	216	22	3	1	23	1	52	2	0	22	4	5	0	3	578
13:00	13:15	41	169	11	1	6	3	221	29	1	3	26	4	43	1	0	12	4	6	0	3	584
13:15	13:30	45	166	6	7	0	3	183	19	4	1	25	2	46	0	0	21	3	12	0	0	543
13:30	13:45	53	189	7	8	3	7	160	19	16	2	17	5	44	0	0	20	8	5	0	4	567
13:45	14:00	44	178	9	9	1	4	175	21	11	4	33	6	45	2	1	17	6	8	1	1	576
15:00	15:15	52	168	5	3	1	4	176	20	2	0	25	3	35	0	1	13	7	7	0	3	525
15:15	15:30	60	206	8	4	2	4	193	25	5	5	17	2	29	0	4	16	7	6	0	5	598
15:30	15:45	47	216	7	7	3	2	167	27	8	6	22	2	48	0	1	13	5	5	0	6	592
15:45	16:00	63	225	5	7	5	2	208	27	9	8	26	3	43	0	4	18	5	11	0	7	676
16:00	16:15	42	271	7	8	1	1	201	24	0	2	18	6	32	0	1	23	5	11	0	9	662
16:15	16:30	54	217	5	5	1	2	248	29	3	3	33	4	52	1	3	19	9	7	1	3	699
16:30	16:45	41	248	8	6	8	3	208	26	2	5	20	3	42	1	0	21	3	12	0	7	664
16:45	17:00	40	241	13	5	6	2	192	19	5	4	21	4	46	2	2	12	10	6	0	4	634
17:00	17:15	53	204	10	4	2	4	184	30	2	0	15	2	29	0	1	25	4	14	0	2	585
17:15	17:30	47	208	5	3	0	1	178	29	4	0	28	4	51	0	2	20	4	6	0	4	594
17:30	17:45	39	162	4	2	1	4	197	20	6	0	28	3	41	0	1	17	7	3	0	3	538
17:45	18:00	44	175	7	2	4	2	147	32	0	2	24	3	43	3	0	12	2	6	1	2	511
TOTAL		1434	5866	217	181	79	103	5850	834	184	84	666	95	1343	33	41	500	162	216	10	121	18019

CROSS REFERENCE
 STREET: **Stewart Blvd.**
 STREET: **Parkedale Ave.**

Weather:
 Counted by : Colton Russel & Riley Carriere
 Count # :

By : 0
 Date : 12/05/2016
 Day of Week : Thursday

Time of Period		NORTHBOUND ON				Peds. East Walk	SOUTHBOUND ON				Peds. West Walk	EASTBOUND ON				Peds. South Walk	WESTBOUND ON				Peds. North Walk	TOTAL
		L	S	R	H		L	S	R	H		L	S	R	H		L	S	R	H		
7:00	7:15	11	69	5	3	1	2	60	26	2	0	24	3	6	5	1	7	11	4	2	0	242
7:15	7:30	1	75	39	2	0	19	91	2	6	0	5	13	6	0	0	23	4	10	1	0	297
7:30	7:45	2	105	68	13	0	30	152	6	5	1	10	20	6	5	0	52	10	12	12	2	511
7:45	8:00	5	117	84	7	2	17	192	17	12	2	10	22	10	0	1	99	15	14	5	14	645
8:00	8:15	4	118	76	8	0	28	158	10	5	2	13	11	1	3	0	53	12	5	2	0	509
8:15	8:30	4	106	64	11	1	26	128	17	9	0	9	9	5	0	0	56	13	4	6	6	474
8:30	8:45	2	96	71	7	10	16	140	18	9	5	8	17	9	2	0	70	17	8	4	4	513
8:45	9:00	2	113	73	5	5	23	143	15	8	1	14	21	3	3	1	60	11	11	7	0	519
11:00	11:15	6	105	78	7	5	19	95	17	5	22	8	25	15	0	8	107	22	16	1	2	563
11:15	11:30	11	128	75	4	4	30	112	24	10	6	18	29	11	1	10	71	25	17	4	4	594
11:30	11:45	6	129	112	9	2	18	94	18	2	0	19	12	3	2	0	78	22	12	1	1	540
11:45	12:00	12	96	69	4	0	27	94	15	5	6	24	34	14	0	2	73	31	14	1	0	521
12:00	12:15	7	118	85	5	0	27	135	31	8	3	24	30	8	1	1	100	35	26	3	4	651
12:15	12:30	12	127	80	7	0	18	128	21	6	2	24	26	18	1	0	81	28	15	2	1	597
12:30	12:45	12	118	80	4	1	27	92	18	6	0	25	32	10	2	1	81	39	11	5	1	565
12:45	13:00	6	85	80	8	2	32	107	19	5	4	29	29	9	0	2	83	28	7	2	4	541
13:00	13:15	17	139	90	8	2	13	134	20	2	7	14	41	28	3	3	80	31	18	2	5	657
13:15	13:30	10	123	67	10	0	30	118	13	7	2	18	22	18	0	3	88	22	12	2	4	569
13:30	13:45	14	109	76	8	0	23	118	14	8	1	11	32	12	8	0	101	48	12	3	1	599
13:45	14:00	7	93	91	5	4	30	72	15	4	0	17	33	9	0	0	71	20	5	2	0	478
15:00	15:15	7	147	80	10	0	18	117	20	9	3	14	27	14	0	1	83	26	23	2	0	601
15:15	15:30	7	119	87	5	0	19	119	14	8	8	14	21	10	2	2	82	24	18	2	1	562
15:30	15:45	5	160	96	6	0	21	118	12	6	1	18	20	5	2	0	72	31	18	5	5	601
15:45	16:00	15	160	85	3	0	28	109	13	5	5	25	17	10	0	0	87	19	17	2	2	602
16:00	16:15	14	174	87	5	2	17	150	18	0	3	18	15	16	2	2	95	41	26	3	2	690
16:15	16:30	18	202	81	5	2	31	126	19	4	11	19	33	11	0	3	84	31	17	0	9	706
16:30	16:45	7	180	97	5	1	19	117	13	4	6	20	21	19	1	0	101	35	22	2	1	671
16:45	17:00	9	129	68	3	1	15	110	18	0	0	20	24	10	1	0	91	25	10	1	0	535
17:00	17:15	13	146	83	1	5	21	123	12	5	3	22	21	5	0	2	91	23	21	2	4	603
17:15	17:30	11	127	77	2	0	29	124	18	2	4	12	16	13	0	1	67	29	12	0	2	546
17:30	17:45	9	120	58	1	3	22	110	9	0	1	12	21	8	1	1	77	23	10	2	1	489
17:45	18:00	8	76	76	5	2	15	90	12	6	3	14	18	6	0	2	49	26	7	0	4	419
TOTAL		274	3909	2438	186	55	710	3776	514	173	112	532	715	328	45	47	2413	777	434	88	84	17610

* ECONOLITE CONTROL PRODUCTS, INC. *
* *
* ASC/3-8000 *
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* *
* CITY.... 0 INTERSECTION... 0 *
* *
* SOFTWARE..... 12.67.00 *
* *
* CONFIGURATION.....ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
ROOT N/A N/A
APPLICATION 100-1882-267 12.67.00
CONFIGURATION 100-1849-001 N3000,19
HELP 100-1850-001 01.00.00
DEFINITIONS 100-1851-001 02.10.00
TEXT 100-1852-001 02.10.00
TELEMETRY N/A N/A

CONTROLLER SEQUENCE [1]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [2]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [3]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [4]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [5]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16

BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [6]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [7]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [8]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [9]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [9]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [10]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [11]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [12]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [13]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [14]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [15]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [16]
HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1- 1 2 1 4 3 5 6 7 8 9 10 11 12 13 14 15 16
R2- 5 6 7 8 9 10 11 12 13 14 15 16
R3- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R4- 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16

BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

SCREEN IS NOT AVAILABLE IN BARRIER MODE

ENABLE BACKUP PREVENT
INDBACKUP 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
1
2 X
3
4 X
5
6
7
8
9
10
11
12
13
14
15
16

SIMULTANEOUS GAP PHASES
GAPUPH 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
DISABLE

* THIS CONTROLLER IS NOT CONFIGURED *

* FOR DIAMOND *

* THIS CONTROLLER IS NOT CONFIGURED *

* FOR DIAMOND *

PHASES IN USE / EXCLUSIVE PED
PHASE 1 2 3 4 5 6 7 8
IN USE..... . . . X . X . . .
EXCLUSIVE PED
PHASE 9 10 11 12 13 14 15 16
IN USE.....
EXCLUSIVE PED

LD SWITCH ASSIGN
PHASE DIMMING ---FLASH---
/OVL P TYPE R Y G D PWR AUT TGR
1 1 V A B
2 2 V A R X
3 3 V A R .
4 4 V A R X
5 5 V A R X
6 6 V A R X
7 7 V A R X
8 8 V A R X
9 2 P A . .
10 4 P A . .
11 6 P A . .
12 8 P A . .
13 1 D A R .
14 2 D A R X
15 3 D A R X
16 4 D A R X

SDLC PORT 1 CONFIG
BDU 1 2 3 4 5 6 7 8
TERM & FACILITY X X
DETECTOR RACK X
---PMU ALWAYS ENABLED FOR TS2 TYPE 1---

ENABLE PMU EXTENDED STATUS..... NO
ENABLE SDLC STOP TIME..... NO
ENABLE 3 CRITICAL RES LOOKUP..... YES
PMU TO CU SDLC EXTERNAL START... ENABLED

CAUTION
CHANGES TO PMU PROGRAMMING SCREEN MAY
RESULT IN IMMEDIATE CABINET FLASH

PRESS [ENTER] TO CONTINUE

COLOR CHECK ENABLE
ENABLE COLOR CHECK...

ETHERNET MAC 00:00:00:00:00:00
CONTROLLER IP..... 192.168.125.201
SUBNET MASK..... 255.255.255.0
DEFAULT GATEWAY IP..... 192.168.125.199
SERVER IP..... 192.168.125.199
LINK SPEED/DUPLEX..... AUTO
DROP-OUT TIME..... 300

COM1 PORT 2
ENABLE..... NO PROTOCOL TERM
BIT RATE..... 9600
D/P/S..... R/N/I
DUPLEX..... HALF
FLOW CONTROL... YES

COM1 PORT 3A
ENABLE..... YES PROTOCOL ECPMP
BIT RATE..... 38400 TRD (ms)..... 1.0
D/P/S..... FULL
DUPLEX..... FULL
FLOW CONTROL... NO

COM1 PORT 3B
ENABLE..... NO PROTOCOL AB3418
BIT RATE..... 1200 ADDRESS..... 1
D/P/S..... R/O/I GROUP ADDRESS: 0
DUPLEX..... FULL SINGLE FLAGGED... YES
FLOW CONTROL... YES DROP-OUT TIME: 300
RTS-CTS DELAY: 3.0
RTS TURN OFF: 2.0
EARLY RTS..... NO

NETIP
BACKUP TIME..... 0
ETHERNET UDP PORT..... 501
ETHERNET PRIORITY..... 2
PORT 2 PRIORITY..... 4
PORT 3A PRIORITY..... 1
PORT 3B PRIORITY..... 3

ECPMP
CONTROLLER ADDRESS..... 4
EXPANDED SYSTEM DETECTOR ADDRESS..... 0

SYSTEM DETECTOR ASSIGNMENT:
SYSTEM DET 1 2 3 4 5 6 7 8
LOCAL DET 0 0 0 0 0 0 0 0
SYSTEM DET 9 10 11 12 13 14 15 16
LOCAL DET 0 0 0 0 0 0 0 0

WIRELESS CONFIGURATION
WIRELESS SETUP NOT SUPPORTED
IN BASIC SCREEN MODE
PEER TO PEER SETUP

FEATURE NOT SUPPORTED
EVENT LOGGING
RFES (PMU/FF)... YES 3 RFES 124 N.... YES
PMU FL FAULTS... YES LOCAL FLASH... YES
RFES (DET/TEST) YES DETECTOR ERRORS... YES
CODED ERRORS... YES CTR DOWNLOD... YES
PREEMPT..... YES TSP..... YES
POWER ON/OFF... YES LOW BATTERY... YES
ACCESS..... YES DATA CHANGE... YES
ONLINE/OFFLINE... YES
ALARM 1..... YES ALARM 2..... YES
ALARM 3..... YES ALARM 4..... YES
ALARM 5..... YES ALARM 6..... YES
ALARM 7..... YES ALARM 8..... YES
ALARM 9..... YES ALARM 10..... YES
ALARM 11..... YES ALARM 12..... YES
ALARM 13..... YES ALARM 14..... YES
ALARM 15..... YES ALARM 16..... YES

ADMINISTRATION
ENABLE CU/CABINET INTERLOCK CRC..... NO
CU/CABINET INTERLOCK CRC VALUE..... 0000
REQUEST DOWNLOAD CONTROLLER DATA... NO
CONTROLLER DATABASE CRC..... 0C3
ENABLE AUTOMATIC BACKUP TO DATAKEY. YES

SECURITY ACCESS -SELECT NAME-
01 02
03 04
05 06
07 08
09 10
11 12
13 14
15 16
17 18
19 20
21 22
23 24
25 26
27 28
29 30
31 32
33 34
35 36
37 38
39 40
41 42
43 44
45 46
47 48
49 50

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* *
* CITY.... 0 INTERSECTION... 0 *
* *
* SOFTWARE..... 12.67.00 *
* *
* CONFIGURATION..... ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
ROOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A

TIMING PLAN [1] PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
MIN GRN 5 5 5 15 5 7 5 5 5 5 5 5 5 5 5 5
WALK 0 10 0 10 0 0 0 10 0 10 0 10 0 10 0 10
PED CLR 0 16 0 5 0 0 0 16 0 16 0 16 0 16 0 16
YELLOW 3.0 3.0 3.0 4.0 3.0 4.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 1.0 1.0 1.0 2.0 1.0 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
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
VEH EXT 5.0 5.0 5.0 0.0 5.0 3.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
MAX1 35 35 35 76 35 24 35 35 35 35 35 35 35 35 35 35

MAX2 40 40 40 0 40 0 40 40 40 40 40 40 40 40 40 40
MAX3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VOLUME DENSITY TIMING PARAMETERS

ACT B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SEC/ACT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MAX INT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TIME B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CARS WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
STPTDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TTREDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MIN GAP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ADVANCED TIMING PARAMETERS
BK MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MKL MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PD CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VH EXT2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM STP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RED MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

TIMING PLAN [2] PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
MIN GRN 5 5 5 15 5 7 5 5 5 5 5 5 5 5 5 5
WALK 0 10 0 10 0 0 0 10 0 10 0 10 0 10 0 10
PED CLR 0 16 0 5 0 0 0 16 0 16 0 16 0 16 0 16
YELLOW 3.0 3.0 3.0 4.0 3.0 4.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 1.0 1.0 1.0 2.0 1.0 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
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
VEH EXT 5.0 5.0 5.0 0.0 5.0 3.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
MAX1 35 35 35 87 35 23 35 35 35 35 35 35 35 35 35 35
MAX2 40 40 40 0 40 0 40 40 40 40 40 40 40 40 40 40
MAX3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VOLUME DENSITY TIMING PARAMETERS

ACT B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SEC/ACT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MAX INT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TIME B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CARS WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
STPTDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TTREDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MIN GAP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ADVANCED TIMING PARAMETERS
BK MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MKL MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PD CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VH EXT2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM STP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RED MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

TIMING PLAN [3] PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
MIN GRN 5 5 5 15 5 7 5 5 5 5 5 5 5 5 5 5
WALK 0 10 0 10 0 0 0 10 0 10 0 10 0 10 0 10
PED CLR 0 16 0 5 0 0 0 16 0 16 0 16 0 16 0 16
YELLOW 3.0 3.0 3.0 4.0 3.0 4.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 1.0 1.0 1.0 2.0 1.0 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
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
VEH EXT 5.0 5.0 5.0 0.0 5.0 3.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
MAX1 35 35 35 61 35 24 35 35 35 35 35 35 35 35 35 35
MAX2 40 40 40 0 40 0 40 40 40 40 40 40 40 40 40 40
MAX3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VOLUME DENSITY TIMING PARAMETERS

TTREDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MIN GAP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ADVANCED TIMING PARAMETERS
BK MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MKL MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PD CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VH EXT2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM STP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RED MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

TIMING PLAN [4] PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
MIN GRN 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
WALK 0 10 0 10 0 10 0 10 0 10 0 10 0 10 0 10
PED CLR 0 16 0 16 0 16 0 16 0 16 0 16 0 16 0 16
YELLOW 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
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
VEH EXT 5.0 5.0 5.0 0.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
MAX1 35 35 35 35 35 35 35 35 35 35 35 35 35 35 35 35
MAX2 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40 40
MAX3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VOLUME DENSITY TIMING PARAMETERS

ACT B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SEC/ACT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MAX INT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TIME B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CARS WT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
STPTDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TTREDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MIN GAP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

ADVANCED TIMING PARAMETERS
BK MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MKL MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PD CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VH EXT2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM STP 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
RED MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0

TMS VEH OVLP...[A] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[B] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[C] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[D] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[E] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[F] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[G] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[H] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[I] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[J] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[K] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[L] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[M] TYPE:OTHER/ECONOLITE

TMS VEH OVLP...[N] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[O] TYPE:OTHER/ECONOLITE
TMS VEH OVLP...[P] TYPE:OTHER/ECONOLITE
VEH/PED OVERLAPS
ENCLOSURE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
VEH OL A
VEH OL B
VEH OL C
VEH OL D
VEH OL E
VEH OL F
VEH OL G
VEH OL H
VEH OL I
VEH OL J
VEH OL K
VEH OL L
VEH OL M
VEH OL N
VEH OL O
VEH OL P
PD OL 01
PD OL 02
PD OL 03
PD OL 04
PD OL 05
PD OL 06
PD OL 07
PD OL 08
PD OL 09
PD OL 10
PD OL 11
PD OL 12
PD OL 13
PD OL 14
PD OL 15
PD OL 16
GUARANTEED MINIMUM TIME DATA
PHASE AB1 B02 C03 D04 E05 F06 G07 H08
MIN GRN 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
WALK 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CLR 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
RED CLR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DVL GRN 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5

PHASE I09 J10 K11 L12 M13 N14 O15 P16
MIN GRN 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
WALK 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CLR 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
RED CLR 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DVL GRN 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5
WARNING: DO NOT CHANGE VALUES ON THIS PAGE WITHOUT CONSULTING ECONOLITE TECHNICAL SUPPORT
PHASE AB1 B02 C03 D04 E05 F06 G07 H08
SPECIAL 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
PHASE I09 J10 K11 L12 M13 N14 O15 P16
SPECIAL 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
START-FLASH DATA
START UP.....
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
R R R R R R R R R R R R R R R R
OVERLAP
FLASH PHR START SEQ... 1 FL TIME... 0
FLASHMON.....YES ALL RED... 6
MUTCD ENABLE: NO
AUTO FLASH.....
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
ENTRY - X - - X - - - - -
EXIT - X - - X - - - - -
OVERLAP A B C D E F G H I J K L M N O P
EXIT X X X X X X X X X X X X X X X X
FLASH MIN FLASH 8 EXIT FLASH DVL W
FLASHMON,YES CYCLE THRU PH NO
MIN RECALL... NO
CONTROLLER OPTIONS
PED CLEAR PROTECT . UNIT RED REVERT 2.0

MUTCD 3 SECONDS DONT WALK NO
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
FLASHING GRN PH...
GUAR PASSAGE.....
NON-ACT I.....
NON-ACT II.....
DUAL ENTRY.....
COND RESERVE.....
REST IN WALK.....
FLASHING WALK.....
PED CLR/YELLOW.....
SIGN + VEH EXT.....
PRE-TIMED MODE
ENABLE PRE-TIMED MODE..... NO
FREE INPUT ENABLES PRE-TIMED..... YES
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
PRETIMED
PHASE RECALL OPTIONS
TIMING PLAN NUMBER [1]
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOCK DET X X X X X X X X X X X X X X X X X X
VE RECALL X
PD RECALL X
PK RECALL X
SF RECALL X
NO REST
AT CALC
PHASE RECALL OPTIONS
TIMING PLAN NUMBER [2]
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOCK DET X X X X X X X X X X X X X X X X X X
VE RECALL X
PD RECALL X
PK RECALL X
SF RECALL X

NO REST
AI CALC

PHASE RECALL OPTIONS
TIMING PLAN NUMBER [3]
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOCK DET X X X X X X X X X X X X X X X X X X
VE RCALL X
PD RCALL X
MK RCALL
SF RCALL
NO REST
AI CALC

PHASE RECALL OPTIONS
TIMING PLAN NUMBER [4]
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
LOCK DET X X X X X X X X X X X X X X X X X X
VE RCALL
PD RCALL
MK RCALL
SF RCALL
NO REST
AI CALC

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* SOFTWARE..... 12.67.00 *

PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 3 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 1
TS2 (PAT-OFF)... 0-1 SEQUENCE..... 0
ACTION PLAN... 1

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[3] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [3]
CYCLE..... 180s SPLIT SUM180s
OFFSET VAL..... 78s STD (COS).....121
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[1] 0 0 0 76 0 24 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 2 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 2
TS2 (PAT-OFF)... 1-1 SEQUENCE..... 4
ACTION PLAN... 4

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[2] 0 0 0 0 0 0 0 0
COORD...
VE RCALL

ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[3] 0 0 0 0 0 0 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

LESS COMMON COORDINATION PARAMETERS
PHASES [1 2 3 4 5 6 7 8]
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 3 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 3
TS2 (PAT-OFF)... 1-3 SEQUENCE..... 0
ACTION PLAN... 6

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[3] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [7]
CYCLE..... 0s SPLIT SUM0s
OFFSET VAL..... 0s STD (COS).....122
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[7] 0 0 0 0 0 0 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL

* * * * *
* * * * *
* CONFIGURATION.....ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
ROOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1058-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A

COORD OPTIONS
COMMON PARAMETERS
MANUAL PATTERN. AUTO EPCS COORD... YES
SYSTEM SOURCE... TBC SYSTEM FORMAT... STD
SPLITS IN... SECONDS OFFSET IN... SECONDS
TRANSITION... SMOOTH MAX SELECT... MAXIM
DWELL/ADD TIME... 0 FORCE OFF... FLGAT
OFFSET REF... LEAD CAL USE PED TN. YES
PED RECALL... NO PED RESERVE... NO

LESS COMMON PARAMETERS
DLY COORD W/L2. NO ENABLE MAX SYNC. NO
LOCAL ZERO OVRD. NO FO ADD INI GRN. NO
RE-SYNC COUNT... 0 MULTISYNC..... NO

COORDINATOR PATTERN [1]
CYCLE..... 180s SPLIT SUM180s
OFFSET VAL..... 3s STD (COS).....111
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[1] 0 0 0 76 0 24 0 0

USE SPLIT PATTERN. 1 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 1
TS2 (PAT-OFF)... 0-3 SEQUENCE..... 0
ACTION PLAN... 3

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[1] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [4]
CYCLE..... 180s SPLIT SUM180s
OFFSET VAL..... 68s STD (COS).....122
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[2] 0 0 0 87 0 23 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

LESS COMMON COORDINATION PARAMETERS
PHASES [1 2 3 4 5 6 7 8]
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 2 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 2
TS2 (PAT-OFF)... 1-1 SEQUENCE..... 4
ACTION PLAN... 4

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[2] 0 0 0 0 0 0 0 0
COORD...
VE RCALL

MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

LESS COMMON COORDINATION PARAMETERS
PHASES [1 2 3 4 5 6 7 8]
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 7 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 7
TS2 (PAT-OFF)... 2-1 SEQUENCE..... 0
ACTION PLAN... 0

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[7] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [8]
CYCLE..... 0s SPLIT SUM0s
OFFSET VAL..... 0s STD (COS).....122
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[8] 0 0 0 0 0 0 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

LESS COMMON COORDINATION PARAMETERS
PHASES [1 2 3 4 5 6 7 8]
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 1 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 1
TS2 (PAT-OFF)... 0-1 SEQUENCE..... 0
ACTION PLAN... 1

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[1] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [2]
CYCLE..... 180s SPLIT SUM180s
OFFSET VAL..... 93s STD (COS).....121
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[1] 0 0 0 76 0 24 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[2] 0 0 0 87 0 23 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

LESS COMMON COORDINATION PARAMETERS
PHASES [1 2 3 4 5 6 7 8]
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 2 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 2
TS2 (PAT-OFF)... 1-2 SEQUENCE..... 5
ACTION PLAN... 5

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[2] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [6]
CYCLE..... 85s SPLIT SUM85s
OFFSET VAL..... 78s STD (COS).....123

SPLIT DEMAND PTRN. 0 0 XART PTRN. 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 8 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 0
TS2 (PAT-OFF)... 2-2 SEQUENCE..... 0
ACTION PLAN... 0

COORDINATION PARAMETERS PHASES 0 -16
PHASES 9 10 11 12 13 14 15 16
SPT[8] 0 0 0 0 0 0 0 0
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

COORDINATOR PATTERN [9]
CYCLE..... 0s SPLIT SUM0s
OFFSET VAL..... 0s STD (COS).....142
ACTUATED COORD... NO DWELL/ADD TIME. 0
ACT WALK REST... NO PHASE RESERVE.. NO
SPLIT VALUES:
PHASE[1] 1 2 3 4 5 6 7 8
SPT[9] 0 0 0 0 0 0 0 0

PHASE[1] 1 2 3 4 5 6 7 8
COORD...
VE RCALL
PD RCALL
MK RCALL
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

LESS COMMON COORDINATION PARAMETERS
PHASES [1 2 3 4 5 6 7 8]
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT... 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
SPLIT DEMAND PTRN. 0 0 XART PTRN. 0
OBT... X X X X X X X X
SF 1-8 OUT
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

***THE FOLLOWING FIELDS MAY OVERRIDE
DATA INPUT FROM OTHER MENUS. PLEASE SEE
HELP MENU FOR MORE INFORMATION.***
USE SPLIT PATTERN. 9 MAX SELECT... NONE
FORCE OFF... NONE TIMING PLAN... 0
TS2 (PAT-OFF)... 2-3 SEQUENCE..... 0
ACTION PLAN... 0

MIN GRN. 0 0 0 0 0 0 0 0
PHASE 0 10 11 12 13 14 15 16
MIN GRN. 0 0 0 0 0 0 0 0

* ECONOLITE CONTROL PRODUCTS, INC. *
* ASC/3-1000 *
* Copyright (C) 2004-2012 *
* Solutions that Move the World *
* CITY.... 0 INTERSECTION... 0 *
* SOFTWARE..... 12.67.00 *
* 12.67.00 *
* 12.67.00 *
* CONFIGURATION..... ACS-N3800 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1882-267 12.67.00
CONFIGURATION 100-1849-001 N3800.19
HELP 100-1850-001 01.00.00
DEFINITIONS 100-1851-001 02.10.00
TEXT 100-1852-001 02.10.00
TELEMETRY N/A N/A

OVERIDE FL. X[DURATION] 0
TERM OLP. NO[PC-VEL] NO
PED DARK. NO[TC RESRV] NO
LINK PRT.... 0[X FLOCLR] GRN
X TNG PLN... 0[RE-SERV.] 0
INTERLOCK. NO[TERM PH] NO
INHIBIT... 0[DNELL FL] OFF
CLS>GRN... NO[EXIT OPT.] YES
INH EXT TIME...0.0[FLT TYPE] HARD

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [3] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

PREEMPT PLAN [5] ENABLE....YES
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 0 7 3.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... YES[PMT OVRIDE] X
DET LOCK... X[DELAY] 0
OVERIDE FL. X[DURATION] 15
TERM OLP... ASAP[PC-VEL] NO
PED DARK... NO[TC RESRV] NO
LINK PRT.... 0[X FLOCLR] GRN
X TNG PLN... 0[RE-SERV.] 0
INTERLOCK. NO[TERM PH] YES
INHIBIT... 0[DNELL FL] OFF
CLS>GRN... NO[EXIT OPT.] YES
INH EXT TIME...0.0[FLT TYPE] HARD

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO

PREEMPT PLAN [1] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 0
OVERIDE FL. X[DURATION] 0
TERM OLP... NO[PC-VEL] NO
PED DARK... NO[TC RESRV] NO
LINK PRT.... 0[X FLOCLR] RED
X TNG PLN... 0[RE-SERV.] 0
INTERLOCK. NO[TERM PH] NO
INHIBIT... 0[DNELL FL] OFF
CLS>GRN... NO[EXIT OPT.] YES
INH EXT TIME...0.0[FLT TYPE] HARD

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

-----MIN GR[EXT GR]M GR VEL RED
TRACK CLEAR 0 0 0 4.0 1.0
-----MIN DL[PTEXT]M GR VEL RED
DNELL/CYC-EXIT 0 0.0 0 4.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 0
OVERIDE FL. X[DURATION] 0
TERM OLP... NO[PC-VEL] NO
PED DARK... NO[TC RESRV] NO
LINK PRT.... 0[X FLOCLR] GRN
X TNG PLN... 0[RE-SERV.] 0
INTERLOCK. NO[TERM PH] NO
INHIBIT... 0[DNELL FL] OFF
CLS>GRN... NO[EXIT OPT.] YES
INH EXT TIME...0.0[FLT TYPE] HARD

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [4] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [6] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 0
OVERIDE FL. X[DURATION] 0
TERM OLP... NO[PC-VEL] NO
PED DARK... NO[TC RESRV] NO

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [2] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 0

EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 7 0 3.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 15
TERM OLP... ASAP[PC-VEL] NO
PED DARK... NO[TC RESRV] NO
LINK PRT.... 0[X FLOCLR] GRN
X TNG PLN... 0[RE-SERV.] 0
INTERLOCK. NO[TERM PH] YES
INHIBIT... 0[DNELL FL] OFF
CLS>GRN... NO[EXIT OPT.] YES
INH EXT TIME...0.0[FLT TYPE] HARD

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

LINK PRT.... 0[X FLOCLR] GRN
INTERLOCK. NO[TERM PH] NO
INHIBIT... 0[DNELL FL] OFF
CLS>GRN... NO[EXIT OPT.] YES
INH EXT TIME...0.0[FLT TYPE] HARD

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [7] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

TRACK CLEAR 0 0 0 4.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 0
OVERIDE FL. X[DURATION] 0
TERM OLP... NO[PC-VEL] NO
PED DARK... NO[TC RESRV] NO

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN,OFF
QUEUE DELAY....OFF COND DELAY.....OFF

PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [7] ENABLE.... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNELL VEH
DNELL PED
DNELL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS

--TIMING----WALK[PEL CL]M GR VEL RED
ENTRANCE TM. 0 255 5 4.0 1.0

TRACK CLEAR 0 0 0 4.0 1.0

FREE DUR PRT[R1] NO[R2] NO[R3] NO[R4] NO

PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***

ENABLE... NO[PMT OVRIDE] X
DET LOCK... X[DELAY] 0
OVERIDE FL. X[DURATION] 0
TERM OLP... NO[PC-VEL] NO
PED DARK... NO[TC RESRV] NO

PREEMPTOR OUTPUT OPTIONS
***[for confirmation strobe lights, ***
light up warning signs, etc]

PMT ACTIVE OUT.. ON PMT ACT DNELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF

DNL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
FREE DUR PHT|R1| NO|R2| NO|R3| NO|R4| NO
PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***
ENABLE... NO|PMT OVRIDE... X
DET LOCK... X|DELAY... 0
OVERIDEN FL... X|DURATION 0
TERM OLP... NO|PC-YEL NO
PED DAARK... NO|TC RESRV NO
LINK PHT... 0|X FICOLR GRN
X TNG PLN... 0|RE-SERV... 0
INTERLOCK... NO|TERM PH NO
INHIBIT... 0|DNELL FL OFF
CLS-GRN... NO|EXIT OPT. YES
INH EXT TIME... 0.0|FLT TYPE. HARD
PREEMPTOR OUTPUT OPTIONS
***for confirmation strobe lights, ***
light up warning signs, etc)
PHT ACTIVE OUT... ON PHT ACT DNELL... NO
OTHER - PRI PHT.OFF NON-PRI PHT.....OFF
*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN...OFF
QUEUE DELAY...OFF COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNE 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNE 0 0 0 0 0 0 0 0
PREEMPT PLAN [8] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNL VEH
DNL PED
DNL OLP
DNL VEH
DNL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN...OFF
QUEUE DELAY...OFF COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNE 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNE 0 0 0 0 0 0 0 0
PREEMPT PLAN [10] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNL VEH
DNL PED
DNL OLP
DNL VEH
DNL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

PREEMPTOR TIMERS AND LIMITS
--TIMING--MALK[PED CL|WN GR| YEL| RED
ENTRANCE TM 0| 255| 5| 4.0| 1.0
-----M GR|EXT GR|MK GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----M DL|PTEXT|MK TM| YEL| RED
DNL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
FREE DUR PHT|R1| NO|R2| NO|R3| NO|R4| NO
PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***
ENABLE... NO|PMT OVRIDE... X
DET LOCK... X|DELAY... 0
OVERIDEN FL... X|DURATION 0
TERM OLP... NO|PC-YEL NO
PED DAARK... NO|TC RESRV NO
LINK PHT... 0|X FICOLR GRN
X TNG PLN... 0|RE-SERV... 0
INTERLOCK... NO|TERM PH NO
INHIBIT... 0|DNELL FL OFF
CLS-GRN... NO|EXIT OPT. YES
INH EXT TIME... 0.0|FLT TYPE. HARD
PREEMPTOR OUTPUT OPTIONS
***for confirmation strobe lights, ***
light up warning signs, etc)
PHT ACTIVE OUT... ON PHT ACT DNELL... NO
OTHER - PRI PHT.OFF NON-PRI PHT.....OFF
*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN...OFF
QUEUE DELAY...OFF COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNE 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNE 0 0 0 0 0 0 0 0
PREEMPT PLAN [9] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P

LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP91-100
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
ACTION PLAN... [2]
PATTERN..... 2 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP91-100
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN... [3]
PATTERN..... 3 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

PREEMPTOR TIMERS AND LIMITS
--TIMING--MALK[PED CL|WN GR| YEL| RED
ENTRANCE TM 0| 255| 5| 4.0| 1.0
-----M GR|EXT GR|MK GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----M DL|PTEXT|MK TM| YEL| RED
DNL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
FREE DUR PHT|R1| NO|R2| NO|R3| NO|R4| NO
PREEMPTOR OPTIONS
***IMPORTANT- PLEASE SEE HELP FOR A ***
*** DESCRIPTION OF THESE FUNCTIONS ***
ENABLE... NO|PMT OVRIDE... X
DET LOCK... X|DELAY... 0
OVERIDEN FL... X|DURATION 0
TERM OLP... NO|PC-YEL NO
PED DAARK... NO|TC RESRV NO
LINK PHT... 0|X FICOLR GRN
X TNG PLN... 0|RE-SERV... 0
INTERLOCK... NO|TERM PH NO
INHIBIT... 0|DNELL FL OFF
CLS-GRN... NO|EXIT OPT. YES
INH EXT TIME... 0.0|FLT TYPE. HARD
PREEMPTOR OUTPUT OPTIONS
***for confirmation strobe lights, ***
light up warning signs, etc)
PHT ACTIVE OUT... ON PHT ACT DNELL... NO
OTHER - PRI PHT.OFF NON-PRI PHT.....OFF
*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN...OFF
QUEUE DELAY...OFF COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNE 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNE 0 0 0 0 0 0 0 0
PREEMPT PLAN [9] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P

INHIBIT... 0|DNELL FL OFF
CLS-GRN... NO|EXIT OPT. YES
INH EXT TIME... 0.0|FLT TYPE. HARD
PREEMPTOR OUTPUT OPTIONS
***for confirmation strobe lights, ***
light up warning signs, etc)
PHT ACTIVE OUT... ON PHT ACT DNELL... NO
OTHER - PRI PHT.OFF NON-PRI PHT.....OFF
*** EXPANDED PRE-EMPT OPTIONS ***
PED PR RETURN...OFF PRIORITY RETURN...OFF
QUEUE DELAY...OFF COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNE 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNE 0 0 0 0 0 0 0 0
ENABLE PREEMPT FILTERING & TSP/SCP
FILTERED SOLID PULSING
INPUT 1...BYPASSED...BYPASSED...
2...BYPASSED...BYPASSED...
3...PREEMPT 3...PREEMPT 7...
4...PREEMPT 4...PREEMPT 8...
5...PREEMPT 5...PREEMPT 9...
6...PREEMPT 6...PREEMPT 10...
7...BYPASSED...BYPASSED...
8...BYPASSED...BYPASSED...
9...BYPASSED...BYPASSED...
10...BYPASSED...BYPASSED...

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ASC/3-1000 *
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Solutions that Move the World *
CITY... 0 INTERSECTION... 0 *
SOFTWARE..... 12.67.00 *
CONFIGURATION.....ACS-N3000 *

VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15
LP 16-30
LP 31-45
LP 46-60
LP 61-75
LP 76-90
LP91-100
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
ACTION PLAN... [4]
PATTERN..... 4 SYS OVERRIDE... NO
TIMING PLAN..... 2 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN... [5]
PATTERN..... 5 SYS OVERRIDE... NO
TIMING PLAN..... 3 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

TRKCLR V
ENA TRL X X X X X X X X X X X X X X X X
DNL VEH
DNL PED
DNL OLP
CYC VEH
CYC PED
CYC OLP
EXIT PH
EXIT CAL
SP FUNC

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A
CLOCK/CALENDAR DATA
00/00/0000 MED 00:00:00
ENA ACTION PLAN, 0
SYNC REF TIME:00:00 SYNC REF... REF TIME
TIME FROM GMT...+00 DAY LIGHT SAVE:USDLS
TIME RESET INPUT SET TIME..... 03:30:00
ACTION PLAN... [1]
PATTERN..... 1 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

PATTERN..... 5 SYS OVERRIDE... NO
TIMING PLAN..... 2 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN... [6]
PATTERN..... 6 SYS OVERRIDE... NO
TIMING PLAN..... 3 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN... 0 PED DET DIAG PLN... 0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PHT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL ... X
WALK 2
VEX 2
VEH RCL ... X
MAX RCL
MAX 2
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3
CS INH
ORST
SFC FCT (1-8)
AUX FCT (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5


```

SCHEDULE NUMBER [198]
DAY PLAN NO ..... 0 CLEAR ALL FIELDS...
SELECT ALL MONTHS... DOW... DOR...
MONTH J F M A M J J A S O N D
DAY (DOM): SUN MON TUE WED THU FRI SAT
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
           12 13 14 15 16 17 18 19 20 21 22
           23 24 25 26 27 28 29 30 31

```

```

SCHEDULE NUMBER [199]
DAY PLAN NO ..... 0 CLEAR ALL FIELDS...
SELECT ALL MONTHS... DOW... DOR...
MONTH J F M A M J J A S O N D
DAY (DOM): SUN MON TUE WED THU FRI SAT
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
           12 13 14 15 16 17 18 19 20 21 22
           23 24 25 26 27 28 29 30 31

```

```

SCHEDULE NUMBER [200]
DAY PLAN NO ..... 0 CLEAR ALL FIELDS...
SELECT ALL MONTHS... DOW... DOR...
MONTH J F M A M J J A S O N D
DAY (DOM): SUN MON TUE WED THU FRI SAT
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
           12 13 14 15 16 17 18 19 20 21 22
           23 24 25 26 27 28 29 30 31

```

```

EXCEPTION DAY PROGRAM
EXCEPTION FREQ/ MON/ DOM/ WOF/ DAY
DAY 1 FIXED MON DOM YEAR PLAN
2 FREQ 3 0 3 1
3 FREQ 5 2 0 1
4 FREQ 8 1 0 1
5 FREQ 10 2 3 1
6 FREQ 12 25 0 1

```

```

7 FLOAT 0 0 0 0
8 FLOAT 0 0 0 0
9 FLOAT 0 0 0 0
10 FLOAT 0 0 0 0
11 FLOAT 0 0 0 0
12 FLOAT 0 0 0 0
13 FLOAT 0 0 0 0
14 FLOAT 0 0 0 0
15 FLOAT 0 0 0 0
16 FLOAT 0 0 0 0
17 FLOAT 0 0 0 0
18 FLOAT 0 0 0 0
19 FLOAT 0 0 0 0
20 FLOAT 0 0 0 0
21 FLOAT 0 0 0 0
22 FLOAT 0 0 0 0
23 FLOAT 0 0 0 0
24 FLOAT 0 0 0 0
25 FLOAT 0 0 0 0
26 FLOAT 0 0 0 0
27 FLOAT 0 0 0 0
28 FLOAT 0 0 0 0
29 FLOAT 0 0 0 0
30 FLOAT 0 0 0 0
31 FLOAT 0 0 0 0
32 FLOAT 0 0 0 0
33 FLOAT 0 0 0 0
34 FLOAT 0 0 0 0
35 FLOAT 0 0 0 0
36 FLOAT 0 0 0 0
37 FLOAT 0 0 0 0
38 FLOAT 0 0 0 0
39 FLOAT 0 0 0 0
40 FLOAT 0 0 0 0
41 FLOAT 0 0 0 0
42 FLOAT 0 0 0 0
43 FLOAT 0 0 0 0
44 FLOAT 0 0 0 0
45 FLOAT 0 0 0 0
46 FLOAT 0 0 0 0
47 FLOAT 0 0 0 0
48 FLOAT 0 0 0 0
49 FLOAT 0 0 0 0
50 FLOAT 0 0 0 0
51 FLOAT 0 0 0 0
52 FLOAT 0 0 0 0
53 FLOAT 0 0 0 0
54 FLOAT 0 0 0 0
55 FLOAT 0 0 0 0
56 FLOAT 0 0 0 0
57 FLOAT 0 0 0 0
58 FLOAT 0 0 0 0
59 FLOAT 0 0 0 0
60 FLOAT 0 0 0 0
61 FLOAT 0 0 0 0

```

```

62 FLOAT 0 0 0 0
63 FLOAT 0 0 0 0
64 FLOAT 0 0 0 0
65 FLOAT 0 0 0 0
66 FLOAT 0 0 0 0
67 FLOAT 0 0 0 0
68 FLOAT 0 0 0 0
69 FLOAT 0 0 0 0
70 FLOAT 0 0 0 0
71 FLOAT 0 0 0 0
72 FLOAT 0 0 0 0
73 FLOAT 0 0 0 0
74 FLOAT 0 0 0 0
75 FLOAT 0 0 0 0
76 FLOAT 0 0 0 0
77 FLOAT 0 0 0 0
78 FLOAT 0 0 0 0
79 FLOAT 0 0 0 0
80 FLOAT 0 0 0 0
81 FLOAT 0 0 0 0
82 FLOAT 0 0 0 0
83 FLOAT 0 0 0 0
84 FLOAT 0 0 0 0
85 FLOAT 0 0 0 0
86 FLOAT 0 0 0 0
87 FLOAT 0 0 0 0
88 FLOAT 0 0 0 0
89 FLOAT 0 0 0 0
90 FLOAT 0 0 0 0

```

```

*****
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*                               *
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*   Solutions that Move the World *
*   CITY... 0 INTERSECTION...  *
*   SOFTWARE..... 12.67.00     *
*                               *
*   CONFIGURATION.....ACS-N3000 *
*                               *
*****

```

```

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A

```

```

APPLICATION 100-1882-267 12.67.00
CONFIGURATION 100-1849-001 N3000,19
HELP 100-1850-001 01.00.00
DEFINITIONS 100-1851-001 02.10.00
TEXT 100-1852-001 02.10.00
TELEMETRY N/A N/A

```

```

VEH DET PH ASSIGN VEH DET PLAN [ 1 ]
[ ADDITIONAL PHASE CALLS ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7-TYPE
1 6 ..... S-STANDARD
2 2 ..... S-STANDARD
3 3 ..... S-STANDARD
4 4 ..... S-STANDARD
5 5 ..... S-STANDARD
6 6 ..... S-STANDARD
7 7 ..... S-STANDARD
8 8 ..... S-STANDARD
9 9 ..... S-STANDARD
10 10 ..... S-STANDARD
11 11 ..... S-STANDARD
12 12 ..... S-STANDARD
13 13 ..... S-STANDARD
14 14 ..... S-STANDARD
15 15 ..... S-STANDARD
16 16 ..... S-STANDARD
17 0 ..... S-STANDARD
18 0 ..... S-STANDARD
19 0 ..... S-STANDARD
20 0 ..... S-STANDARD
21 0 ..... S-STANDARD
22 0 ..... S-STANDARD
23 0 ..... S-STANDARD
24 0 ..... S-STANDARD
25 0 ..... S-STANDARD
26 0 ..... S-STANDARD
27 0 ..... S-STANDARD
28 0 ..... S-STANDARD
29 0 ..... S-STANDARD
30 0 ..... S-STANDARD
31 0 ..... S-STANDARD
32 0 ..... S-STANDARD
33 0 ..... S-STANDARD
34 0 ..... S-STANDARD

```

```

35 0 ..... S-STANDARD
36 0 ..... S-STANDARD
37 0 ..... S-STANDARD
38 0 ..... S-STANDARD
39 0 ..... S-STANDARD
40 0 ..... S-STANDARD
41 0 ..... S-STANDARD
42 0 ..... S-STANDARD
43 0 ..... S-STANDARD
44 0 ..... S-STANDARD
45 0 ..... S-STANDARD
46 0 ..... S-STANDARD
47 0 ..... S-STANDARD
48 0 ..... S-STANDARD
49 0 ..... S-STANDARD
50 0 ..... S-STANDARD
51 0 ..... S-STANDARD
52 0 ..... S-STANDARD
53 0 ..... S-STANDARD
54 0 ..... S-STANDARD
55 0 ..... S-STANDARD
56 0 ..... S-STANDARD
57 0 ..... S-STANDARD
58 0 ..... S-STANDARD
59 0 ..... S-STANDARD
60 0 ..... S-STANDARD
61 0 ..... S-STANDARD
62 0 ..... S-STANDARD
63 0 ..... S-STANDARD
64 0 ..... S-STANDARD

```

```

VEH DET PH ASSIGN VEH DET PLAN [ 2 ]
[ ADDITIONAL PHASE CALLS ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7-TYPE
1 0 ..... S-STANDARD
2 0 ..... S-STANDARD
3 0 ..... S-STANDARD
4 0 ..... S-STANDARD
5 0 ..... S-STANDARD
6 0 ..... S-STANDARD
7 0 ..... S-STANDARD
8 0 ..... S-STANDARD
9 0 ..... S-STANDARD
10 0 ..... S-STANDARD
11 0 ..... S-STANDARD
12 0 ..... S-STANDARD
13 0 ..... S-STANDARD
14 0 ..... S-STANDARD
15 0 ..... S-STANDARD
16 0 ..... S-STANDARD
17 0 ..... S-STANDARD
18 0 ..... S-STANDARD
19 0 ..... S-STANDARD
20 0 ..... S-STANDARD

```

```

21 0 ..... S-STANDARD
22 0 ..... S-STANDARD
23 0 ..... S-STANDARD
24 0 ..... S-STANDARD
25 0 ..... S-STANDARD
26 0 ..... S-STANDARD
27 0 ..... S-STANDARD
28 0 ..... S-STANDARD
29 0 ..... S-STANDARD
30 0 ..... S-STANDARD
31 0 ..... S-STANDARD
32 0 ..... S-STANDARD
33 0 ..... S-STANDARD
34 0 ..... S-STANDARD
35 0 ..... S-STANDARD
36 0 ..... S-STANDARD
37 0 ..... S-STANDARD
38 0 ..... S-STANDARD
39 0 ..... S-STANDARD
40 0 ..... S-STANDARD
41 0 ..... S-STANDARD
42 0 ..... S-STANDARD
43 0 ..... S-STANDARD
44 0 ..... S-STANDARD
45 0 ..... S-STANDARD
46 0 ..... S-STANDARD
47 0 ..... S-STANDARD
48 0 ..... S-STANDARD
49 0 ..... S-STANDARD
50 0 ..... S-STANDARD
51 0 ..... S-STANDARD
52 0 ..... S-STANDARD
53 0 ..... S-STANDARD
54 0 ..... S-STANDARD
55 0 ..... S-STANDARD
56 0 ..... S-STANDARD
57 0 ..... S-STANDARD
58 0 ..... S-STANDARD
59 0 ..... S-STANDARD
60 0 ..... S-STANDARD
61 0 ..... S-STANDARD
62 0 ..... S-STANDARD
63 0 ..... S-STANDARD
64 0 ..... S-STANDARD

```

```

VEH DET PH ASSIGN VEH DET PLAN [ 3 ]
[ ADDITIONAL PHASE CALLS ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7-TYPE
1 0 ..... S-STANDARD
2 0 ..... S-STANDARD
3 0 ..... S-STANDARD
4 0 ..... S-STANDARD
5 0 ..... S-STANDARD
6 0 ..... S-STANDARD

```

```

7 0 ..... S-STANDARD
8 0 ..... S-STANDARD
9 0 ..... S-STANDARD
10 0 ..... S-STANDARD
11 0 ..... S-STANDARD
12 0 ..... S-STANDARD
13 0 ..... S-STANDARD
14 0 ..... S-STANDARD
15 0 ..... S-STANDARD
16 0 ..... S-STANDARD
17 0 ..... S-STANDARD
18 0 ..... S-STANDARD
19 0 ..... S-STANDARD
20 0 ..... S-STANDARD
21 0 ..... S-STANDARD
22 0 ..... S-STANDARD
23 0 ..... S-STANDARD
24 0 ..... S-STANDARD
25 0 ..... S-STANDARD
26 0 ..... S-STANDARD
27 0 ..... S-STANDARD
28 0 ..... S-STANDARD
29 0 ..... S-STANDARD
30 0 ..... S-STANDARD
31 0 ..... S-STANDARD
32 0 ..... S-STANDARD
33 0 ..... S-STANDARD
34 0 ..... S-STANDARD
35 0 ..... S-STANDARD
36 0 ..... S-STANDARD
37 0 ..... S-STANDARD
38 0 ..... S-STANDARD
39 0 ..... S-STANDARD
40 0 ..... S-STANDARD
41 0 ..... S-STANDARD
42 0 ..... S-STANDARD
43 0 ..... S-STANDARD
44 0 ..... S-STANDARD
45 0 ..... S-STANDARD
46 0 ..... S-STANDARD
47 0 ..... S-STANDARD
48 0 ..... S-STANDARD
49 0 ..... S-STANDARD
50 0 ..... S-STANDARD
51 0 ..... S-STANDARD
52 0 ..... S-STANDARD
53 0 ..... S-STANDARD
54 0 ..... S-STANDARD
55 0 ..... S-STANDARD
56 0 ..... S-STANDARD
57 0 ..... S-STANDARD
58 0 ..... S-STANDARD
59 0 ..... S-STANDARD
60 0 ..... S-STANDARD
61 0 ..... S-STANDARD

```

```

62 0 ..... S-STANDARD
63 0 ..... S-STANDARD
64 0 ..... S-STANDARD
VEH DET PH ASSIGN VEH DET PLAN [ 4 ]
[ ADDITIONAL PHASE CALLS ]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 7-TYPE
1 0 ..... S-STANDARD
2 0 ..... S-STANDARD
3 0 ..... S-STANDARD
4 0 ..... S-STANDARD
5 0 ..... S-STANDARD
6 0 ..... S-STANDARD
7 0 ..... S-STANDARD
8 0 ..... S-STANDARD
9 0 ..... S-STANDARD
10 0 ..... S-STANDARD
11 0 ..... S-STANDARD
12 0 ..... S-STANDARD
13 0 ..... S-STANDARD
14 0 ..... S-STANDARD
15 0 ..... S-STANDARD
16 0 ..... S-STANDARD
17 0 ..... S-STANDARD
18 0 ..... S-STANDARD
19 0 ..... S-STANDARD
20 0 ..... S-STANDARD
21 0 ..... S-STANDARD
22 0 ..... S-STANDARD
23 0 ..... S-STANDARD
24 0 ..... S-STANDARD
25 0 ..... S-STANDARD
26 0 ..... S-STANDARD
27 0 ..... S-STANDARD
28 0 ..... S-STANDARD
29 0 ..... S-STANDARD
30 0 ..... S-STANDARD
31 0 ..... S-STANDARD
32 0 ..... S-STANDARD
33 0 ..... S-STANDARD
34 0 ..... S-STANDARD
35 0 ..... S-STANDARD
36 0 ..... S-STANDARD
37 0 ..... S-STANDARD
38 0 ..... S-STANDARD
39 0 ..... S-STANDARD
40 0 ..... S-STANDARD
41 0 ..... S-STANDARD
42 0 ..... S-STANDARD
43 0 ..... S-STANDARD
44 0 ..... S-STANDARD
45 0 ..... S-STANDARD
46 0 ..... S-STANDARD
47 0 ..... S-STANDARD

```

```

48 0 ..... S-STANDARD
49 0 ..... S-STANDARD
50 0 ..... S-STANDARD
51 0 ..... S-STANDARD
52 0 ..... S-STANDARD
53 0 ..... S-STANDARD
54 0 ..... S-STANDARD
55 0 ..... S-STANDARD
56 0 ..... S-STANDARD
57 0 ..... S-STANDARD
58 0 ..... S-STANDARD
59 0 ..... S-STANDARD
60 0 ..... S-STANDARD
61 0 ..... S-STANDARD
62 0 ..... S-STANDARD
63 0 ..... S-STANDARD
64 0 ..... S-STANDARD
VEH DETECTOR [ 1 ] VEH DET PLAN [ 1 ]
TYPE: S-STANDARD
TS2 DETECTOR..... X ECPI LOG..... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
EXTEND TIME..... 0.0 DELAY TIME..... 0.0
USE ADDED INITIAL CROSS SWITCH PH.. 0
LOCK IN..... NONE NTECP VOL. OR OCC.
PMT QUEUE DELAY- NO
VEH DETECTOR [ 2 ] VEH DET PLAN [ 1 ]
TYPE: S-STANDARD
TS2 DETECTOR..... X ECPI LOG..... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
EXTEND TIME..... 0.0 DELAY TIME..... 0.0
USE ADDED INITIAL CROSS SWITCH PH.. 0
LOCK IN..... NONE NTECP VOL. OR OCC.
PMT QUEUE DELAY- NO
VEH DETECTOR [ 3 ] VEH DET PLAN [ 1 ]
TYPE: S-STANDARD
TS2 DETECTOR..... X ECPI LOG..... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
EXTEND TIME..... 0.0 DELAY TIME..... 0.0
USE ADDED INITIAL CROSS SWITCH PH.. 0
LOCK IN..... NONE NTECP VOL. OR OCC.
PMT QUEUE DELAY- NO
VEH DETECTOR [ 4 ] VEH DET PLAN [ 1 ]
TYPE: S-STANDARD
TS2 DETECTOR..... X ECPI LOG..... NO

```


25 0 0 0 1 0 0
26 0 0 0 1 0 0
27 0 0 0 1 0 0
28 0 0 0 1 0 0
29 0 0 0 1 0 0
30 0 0 0 1 0 0
31 0 0 0 1 0 0
32 0 0 0 1 0 0
33 0 0 0 1 0 0
34 0 0 0 1 0 0
35 0 0 0 1 0 0
36 0 0 0 1 0 0
37 0 0 0 1 0 0
38 0 0 0 1 0 0
39 0 0 0 1 0 0
40 0 0 0 1 0 0
41 0 0 0 1 0 0
42 0 0 0 1 0 0
43 0 0 0 1 0 0
44 0 0 0 1 0 0
45 0 0 0 1 0 0
46 0 0 0 1 0 0
47 0 0 0 1 0 0
48 0 0 0 1 0 0
49 0 0 0 1 0 0
50 0 0 0 1 0 0
51 0 0 0 1 0 0
52 0 0 0 1 0 0
53 0 0 0 1 0 0
54 0 0 0 1 0 0
55 0 0 0 1 0 0
56 0 0 0 1 0 0
57 0 0 0 1 0 0
58 0 0 0 1 0 0
59 0 0 0 1 0 0
60 0 0 0 1 0 0
61 0 0 0 1 0 0
62 0 0 0 1 0 0
63 0 0 0 1 0 0
64 0 0 0 1 0 0

VEH DET DIAG
VEH DIAG PLAN NUMBER 4 | FAILED |
DET COUNTS ACT PRES X'S TIME (CL DELAY)
1 0 0 0 1 0 0
2 0 0 0 1 0 0
3 0 0 0 1 0 0
4 0 0 0 1 0 0
5 0 0 0 1 0 0
6 0 0 0 1 0 0
7 0 0 0 1 0 0
8 0 0 0 1 0 0
9 0 0 0 1 0 0
10 0 0 0 1 0 0

11 0 0 0 1 0 0
12 0 0 0 1 0 0
13 0 0 0 1 0 0
14 0 0 0 1 0 0
15 0 0 0 1 0 0
16 0 0 0 1 0 0
17 0 0 0 1 0 0
18 0 0 0 1 0 0
19 0 0 0 1 0 0
20 0 0 0 1 0 0
21 0 0 0 1 0 0
22 0 0 0 1 0 0
23 0 0 0 1 0 0
24 0 0 0 1 0 0
25 0 0 0 1 0 0
26 0 0 0 1 0 0
27 0 0 0 1 0 0
28 0 0 0 1 0 0
29 0 0 0 1 0 0
30 0 0 0 1 0 0
31 0 0 0 1 0 0
32 0 0 0 1 0 0
33 0 0 0 1 0 0
34 0 0 0 1 0 0
35 0 0 0 1 0 0
36 0 0 0 1 0 0
37 0 0 0 1 0 0
38 0 0 0 1 0 0
39 0 0 0 1 0 0
40 0 0 0 1 0 0
41 0 0 0 1 0 0
42 0 0 0 1 0 0
43 0 0 0 1 0 0
44 0 0 0 1 0 0
45 0 0 0 1 0 0
46 0 0 0 1 0 0
47 0 0 0 1 0 0
48 0 0 0 1 0 0
49 0 0 0 1 0 0
50 0 0 0 1 0 0
51 0 0 0 1 0 0
52 0 0 0 1 0 0
53 0 0 0 1 0 0
54 0 0 0 1 0 0
55 0 0 0 1 0 0
56 0 0 0 1 0 0
57 0 0 0 1 0 0
58 0 0 0 1 0 0
59 0 0 0 1 0 0
60 0 0 0 1 0 0
61 0 0 0 1 0 0
62 0 0 0 1 0 0
63 0 0 0 1 0 0
64 0 0 0 1 0 0

PED DETECTOR DIAG PLAN[1]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 1
2 0 0 0 1
3 0 0 0 1
4 0 0 0 1
5 0 0 0 1
6 0 0 0 1
7 0 0 0 1
8 0 0 0 1
9 0 0 0 1
10 0 0 0 1
11 0 0 0 1
12 0 0 0 1
13 0 0 0 1
14 0 0 0 1
15 0 0 0 1
16 0 0 0 1

PED DETECTOR DIAG PLAN[2]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 1
2 0 0 0 1
3 0 0 0 1
4 0 0 0 1
5 0 0 0 1
6 0 0 0 1
7 0 0 0 1
8 0 0 0 1
9 0 0 0 1
10 0 0 0 1
11 0 0 0 1
12 0 0 0 1
13 0 0 0 1
14 0 0 0 1
15 0 0 0 1
16 0 0 0 1

PED DETECTOR DIAG PLAN[3]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 1
2 0 0 0 1
3 0 0 0 1
4 0 0 0 1
5 0 0 0 1
6 0 0 0 1
7 0 0 0 1
8 0 0 0 1
9 0 0 0 1
10 0 0 0 1
11 0 0 0 1
12 0 0 0 1

13 0 0 0 0 1
14 0 0 0 0 1
15 0 0 0 0 1
16 0 0 0 0 1

PED DETECTOR DIAG PLAN[4]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 1
2 0 0 0 1
3 0 0 0 1
4 0 0 0 1
5 0 0 0 1
6 0 0 0 1
7 0 0 0 1
8 0 0 0 1
9 0 0 0 1
10 0 0 0 1
11 0 0 0 1
12 0 0 0 1
13 0 0 0 1
14 0 0 0 1
15 0 0 0 1
16 0 0 0 1

* ECONOLITE CONTROL PRODUCTS, INC. *
* *
* ASC/3-1000 *
* Copyright (C) 2004-2012 *
* Solutions that Move the World *
* CITY.... 0 INTERSECTION... 0 *
* SOFTWARE..... 12.67.00 *
* *
* CONFIGURATION.....ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1882-267 12.67.00
CONFIGURATION 100-1849-001 N3000,19

HELP 100-1058-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A

* ECONOLITE CONTROL PRODUCTS, INC. *
* *
* ASC/3-1000 *
* Copyright (C) 2004-2012 *
* Solutions that Move the World *
* CITY.... 0 INTERSECTION... 0 *
* SOFTWARE..... 12.67.00 *
* *
* CONFIGURATION.....ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1882-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1058-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A

TSP/SCP PLAN

TSP/SCP PLAN 1 2 3 4 5 6
TSP/SCP ENA NO NO NO NO NO
SIGNAL TYPE 5 5 5 5 5 5
DET LOCK
DELAY TIME 0 0 0 0 0 0
MAX PRESENCE 0 0 0 0 0 0
PMT ENA RESERVE
NO DELAY IN TSP
ACT SF INHIBIT 0 0 0 0 0 0
RESERVE CYCLES 0 0 0 0 0 0
BUS HEADING NB SB EB WB
MODE.....TSP FREE DEFAULT PTN. 120
HIGHWAY ALLOWANCE 0E

----- TSP/SCP PHASE -----
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
TSP/SCP1
TSP/SCP2
TSP/SCP3
TSP/SCP4
TSP/SCP5
TSP/SCP6

TSP/SCP SPLIT PATTERN [1]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 21 0 13 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [2]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 21 0 13 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [3]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255

MIN GRN 0 0 0 21 0 13 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [4]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 21 0 13 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [5]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 21 0 13 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [6]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 21 0 13 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [7]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [8]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [9]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [10]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [11]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255

MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [12]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [13]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [14]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

TSP/SCP SPLIT PATTERN [15]
IN EFFECT TNG PLAN [2] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [6]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 2 1 3 4 10 9 13 14 - - - - - - - - - - - - - - - -
R2- 6 5 7 8 12 11 15 16 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [7]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 1 2 4 3 9 10 14 13 - - - - - - - - - - - - - - - -
R2- 6 5 7 8 12 11 15 16 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [8]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 1 2 4 3 9 10 14 13 - - - - - - - - - - - - - - - -
R2- 6 5 7 8 12 11 15 16 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [9]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 1 2 3 4 9 10 13 14 - - - - - - - - - - - - - - - -

R2- 5 6 8 7 11 12 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [10]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 2 1 3 4 10 9 13 14 - - - - - - - - - - - - - - - -
R2- 5 6 8 7 11 12 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [11]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 1 2 4 3 9 10 14 13 - - - - - - - - - - - - - - - -
R2- 5 6 8 7 11 12 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [12]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 2 1 4 3 9 10 14 13 - - - - - - - - - - - - - - - -
R2- 5 6 8 7 11 12 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [13]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 1 2 3 4 9 10 13 14 - - - - - - - - - - - - - - - -
R2- 6 5 8 7 12 11 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [14]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 2 1 3 4 10 9 13 14 - - - - - - - - - - - - - - - -
R2- 6 5 8 7 12 11 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [15]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 1 2 4 3 9 10 14 13 - - - - - - - - - - - - - - - -
R2- 6 5 8 7 12 11 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [16]
SEQUENCE COMMANDS : HM ALT SEQ ENA, NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - - - - - - - - - - - - - - - -
R1- 2 1 4 3 9 10 14 13 - - - - - - - - - - - - - - - -
R2- 6 5 8 7 12 11 16 15 - - - - - - - - - - - - - - - -
R3-
R4-
R1-RA-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE
SCREEN IS NOT AVAILABLE IN BARRIER MODE
ENABLE BACKUP PREVENT
TWOLINUP 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
1 - - - - -
2 X - - - - -
3 - - - - -
4 - X - - - - -
5 - - - - -
6 - - X - - - - -
7 - - - - X - - - - -
8 - - - - - X - - - - -
9 - - - - - X - - - - -
10 - - - - -
11 - - - - -
12 - - - - -
13 - - - - -
14 - - - - -
15 - - - - -
16 - - - - -
SIMULTANEOUS GAP PHASES
GAPINH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
1 - - - - -
2 - - - - -
3 - - - - -
4 - - - - -
5 - - - - -
6 - - - - -
7 - - - - -
8 - - - - -
9 - - - - -
10 - - - - -
11 - - - - -
12 - - - - -
13 - - - - -
14 - - - - -
15 - - - - -
16 - - - - -
DISABLE - - - - -

*THIS CONTROLLER IS NOT CONFIGURED******

* FOR DIAMOND *

THIS CONTROLLER IS NOT CONFIGURED
* FOR DIAMOND *

PHASES IN USE / EXCLUSIVE PED
IN USE PHASE 1 2 3 4 5 6 7 8
EXCLUSIVE PED X X X X X X X
IN USE PHASE 9 10 11 12 13 14 15 16
EXCLUSIVE PED - - - - -
LD SWITCH ASSIGN
PHASE DIMMING ---FLASH---
/DVLV TYPE R Y G D PMR AUT YGR
1 1 V - - - - - A R X
2 2 V - - - - - A R X
3 3 V - - - - - A R X
4 4 V - - - - - A R X
5 5 V - - - - - A R X
6 1 0 - - - - - A R X
7 7 V - - - - - A R X
8 8 V - - - - - A R X
9 2 P - - - - - A R X
10 4 P - - - - - A R X
11 6 P - - - - - A R X
12 8 P - - - - - A R X
13 1 0 - - - - - A R X
14 2 0 - - - - - A R X
15 3 0 - - - - - A R X
16 4 0 - - - - - A R X
SDLC PORT 1 CONFIG
RTU 1 2 3 4 5 6 7 8
TERM B FACILITY X X X X X X X
DETECTOR RACK X X X X X X X
---PMU ALWAYS ENABLED FOR TS2 TYPE 1---

ENABLE PMU EXTENDED STATUS..... YES
ENABLE SDC STOP TIME..... NO
ENABLE 3 CRITICAL RFEL LOCKUP..... YES
PMU TO CU SDLC EXTERNAL START... ENABLED
CAUTION
CHANGES TO PMU PROGRAMMING SCREEN MAY
RESULT IN IMMEDIATE CABINET FLASH
PRESS [ENTER] TO CONTINUE
COLOR CHECK ENABLE
ENABLE COLOR CHECK...
ETHERNET MAC 00:00:00:00:00:00
CONTROLLER IP..... 192.168.125.201
SUBNET MASK..... 255.255.255.0
DEFAULT GATEWAY IP..... 192.168.125.199
SERVER IP..... 192.168.125.199
LINK SPEED/DUPLEX..... 100/HALF
DROP-OUT TIME..... 300
COMM PORT 2
ENABLE..... NO PROTOCOL. TERM
BIT RATE..... 9600
D/P/S..... 8/N/1
DUPLEX..... HALF
FLOW CONTROL... YES
COMM PORT 3A
ENABLE..... YES PROTOCOL. ECEP
BIT RATE..... 38400 T80 (ms)..... 1.0
D/P/S..... 8/N/1 DROP-OUT TIME. 10
DUPLEX..... FULL
FLOW CONTROL... YES
COMM PORT 3B
ENABLE..... NO PROTOCOL. AB3418
BIT RATE..... 1200 ADDRESS..... 4
D/P/S..... 8/0/1 GROUP ADDRESS. 0
DUPLEX..... FULL DROP-OUT TIME. 300
FLOW CONTROL... YES SINGLE FLAGGED.. YES
RTS-CTS DELAY... 2.0
RTS TURN OFF... 2.0
EARLY RTS..... NO

ASC/3-1000
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CITY... 0 INTERSECTION... 0
SOFTWARE..... 12.67.00
* CONFIG.....ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A

TIDING PLAN [1] PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
MIN GRN 5 15 5 7 5 5 5 5 5 5 5 5 5 5 5
BK MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10
WALK 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
HLK MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CLR 0 9 7 7 0 7 7 7 0 16 0 16 0 16 0 16
PED CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VEH EXT 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
VH EXT2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
MAX1 10 20 15 20 15 20 15 20 15 20 15 20 15 20 15
MAX2 0 30 50 0 40 30 50 50 40 40 40 40 40 40 40

NTCP
BACKUP TIME..... 0
ETHERNET UDP PORT..... 501
ETHERNET PRIORITY..... 1
PORT 2 PRIORITY..... 4
PORT 3A PRIORITY..... 2
PORT 3B PRIORITY..... 3
ECEP
CONTROLLER ADDRESS..... 5
EXPANDED SYSTEM DETECTOR ADDRESS..... 0
SYSTEM DETECTOR ASSIGNMENT:
SYSTEM DET 1 2 3 4 5 6 7 8
LOCAL DET 0 0 0 0 0 0 0 0
SYSTEM DET 9 10 11 12 13 14 15 16
LOCAL DET 0 0 0 0 0 0 0 0
WIRELESS CONFIGURATION
WIRELESS OPERATION
NOT SUPPORTED ON THIS CONTROLLER
PEER TO PEER SETUP
FEATURE NOT SUPPORTED
EVENT LOGGING
RFEL (PMU/TF) YES 3 RFEL 324 H... YES
PMU FL FRAGTS... YES LOCAL FLASH... YES
RFEL (DET/TEST) YES DETECTOR ERRORS... YES
COORD ERRORS... YES CTR DOWNLOAD... YES
PREEMPT..... YES TSP..... YES
POWER ON/OFF... YES LOW BATTERY..... YES
ACCESS..... YES DATA CHANGE... YES
ONLINE/OFFLINE... YES HI-RES MODE..... NO
ALARM 1..... YES ALARM 2..... YES
ALARM 3..... YES ALARM 4..... YES
ALARM 5..... YES ALARM 6..... YES
ALARM 7..... YES ALARM 8..... YES
ALARM 9..... YES ALARM 10..... YES
ALARM 11..... YES ALARM 12..... YES
ALARM 13..... YES ALARM 14..... YES
ALARM 15..... YES ALARM 16..... YES
ADMINISTRATION

* ECONDLITE CONTROL PRODUCTS, INC. *

ENABLE CU/CABINET INTERLOCK CRC.... NO
CU/CABINET INTERLOCK CRC VALUE.... 0000
CU/CABINET INTERLOCK HW VALUE.... 0000
REQUEST DOWNLOAD CONTROLLER DATA... NO
CONTROLLER DATABASE CRC..... 0162
AUTOMATIC BACKUP TO DATAKEY/SD CARD, YES
DISPLAY OPTIONS ASC/3-1000
KEY CLICK ENABLE..... YES
BACKLIGHT ENABLE..... YES
LED MODE..... AUTO
MAIN STATUS DISPLAY MODE.....BASIC
TRANS MODE POP-UP DISABLE..... NO
SCREEN FORMAT.....ADVANCED
SECURITY ACCESS -SELECT NAME-
01 01
02 02
03 03
04 04
05 05
06 06
07 07
08 08
09 09
10 10
11 11
12 12
13 13
14 14
15 15
16 16
17 17
18 18
19 19
20 20
21 21
22 22
23 23
24 24
25 25
26 26
27 27
28 28
29 29
30 30
31 31
32 32
33 33
34 34
35 35
36 36
37 37
38 38
39 39
40 40
41 41
42 42
43 43
44 44
45 45
46 46
47 47
48 48
49 49
50 50

* CONFIG.....ACS-N3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A

TIDING PLAN [1] PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
MIN GRN 5 15 5 7 5 5 5 5 5 5 5 5 5 5 5
BK MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS MGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK 0 10 10 10 10 10 10 10 10 10 10 10 10 10 10
WALK 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
HLK MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CLR 0 9 7 7 0 7 7 7 0 16 0 16 0 16 0 16
PED CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VEH EXT 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0 5.0
VH EXT2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
MAX1 10 20 15 20 15 20 15 20 15 20 15 20 15 20 15
MAX2 0 30 50 0 40 30 50 50 40 40 40 40 40 40 40

PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0
PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD...
VE RCALL...
PD RCALL...
MK RCALL...
OMIT.....

PD RCALL
MK RCALL
OMIT.....
SPLIT PATTERN [113]
SPLIT SUM..... 0s
PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0
PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0
PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD...
VE RCALL...
PD RCALL...
MK RCALL...
OMIT.....

COORD...
VE RCALL...
PD RCALL...
MK RCALL...
OMIT.....
SPLIT PATTERN [130]
SPLIT SUM..... 0s
PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0
PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N0000,29
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A
PREEMPT PLAN [1] ENABLE..... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V

-----MIN GR[EXT GR]MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----MIN DL[PHTEXT]MK TR| VEL| RED
DNL/CYC-EXIT 0 0.0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT.OFF NON-PRI PMT....OFF
INH EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY....OFF
COND DELAY....OFF

PREEMPT PLAN [3] ENABLE..... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V

EXIT CAL
SP FUNC
ENABLE... NO[PMT OVRDIDEX]INTERLOCK. NO
DET LOCK... XIDELAY... 0]DINDBIT... 0
OVERIDE FL X|DURATION 0]CLRGRN... NO
TERM OLP... NO]PCVVEL NO]TERM PH NO
PED DANK... NO]TC RESRV NO]DNEEL FL OFF
LINK PRT...0]X FLCLR GRN]EXIT OPT, OFF
X TRG PLN...0]RE-SERV... 0]FLT TYPE-HARD
FREE DUR PMT[R1 NO]R2 NO]R3 NO]R4 NO
-TIMING---WALK]PED CL]MN GR| VEL| RED
ENTRANCE TH... 0 255 | 5| 4.0 1.0
-----MIN GR[EXT GR]MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
DNL/CYC-EXIT 0 0.0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT.OFF NON-PRI PMT....OFF
INH EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY....OFF
COND DELAY....OFF

TRACK CLEAR 0 0 0 4.0 1.0
-----MIN DL[PHTEXT]MK TR| VEL| RED
DNL/CYC-EXIT 0 0.0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT.OFF NON-PRI PMT....OFF
INH EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY....OFF
COND DELAY....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNE 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNE 0 0 0 0 0 0 0 0

```
PREEMPT PLAN [ 7 ] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
ENR TRL X X X X X X X X X X X X X X X X
DNL VEH .....
DNL PED .....
DNL OLP .....
CVC VEH .....
CVC PED .....
CVC OLP .....
EXIT PH .....
EXIT CAL .....
SP FUNC .....

ENABLE... NO|PMT OVRD|X|INTERLOCK, NO
DET LOCK... X|DELAY... 0|DINM|IT... 0
OVERIDE FL X|DURATION 0|CLR|GRN... NO
TERM OLP... NO|PCV|VEL NO|TERM PH NO
PED DMRK... NO|TC|RSRV NO|DNE|L FL OFF
LINK PRT... 0|X FLOOR GRN|EXIT OPT, OFF
X TRG PLN... 0|RE-SERV... 0|FLT TYPE|HMD
FREE DUR PRT|E1 NO|E2 NO|E3 NO|E4 NO
-T|DING---MALK|PED CL|PN GR| VEL| RED
ENTRANCE TM. 0 255 5 4.0 1.0
-----M|N GR|EXT GR|MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0
```

```
SP FUNC .....
ENABLE... NO|PMT OVRD|X|INTERLOCK, NO
DET LOCK... X|DELAY... 0|DINM|IT... 0
OVERIDE FL X|DURATION 0|CLR|GRN... NO
TERM OLP... NO|PCV|VEL NO|TERM PH NO
PED DMRK... NO|TC|RSRV NO|DNE|L FL OFF
LINK PRT... 0|X FLOOR GRN|EXIT OPT, OFF
X TRG PLN... 0|RE-SERV... 0|FLT TYPE|HMD
FREE DUR PRT|E1 NO|E2 NO|E3 NO|E4 NO
-T|DING---MALK|PED CL|PN GR| VEL| RED
ENTRANCE TM. 0 255 5 4.0 1.0
-----M|N GR|EXT GR|MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0
```

```
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

PREEMPT PLAN [ 10 ] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
ENR TRL X X X X X X X X X X X X X X X X
DNL VEH .....
DNL PED .....
DNL OLP .....
CVC VEH .....
CVC PED .....
CVC OLP .....
EXIT PH .....
EXIT CAL .....
SP FUNC .....

ENABLE... NO|PMT OVRD|X|INTERLOCK, NO
DET LOCK... X|DELAY... 0|DINM|IT... 0
OVERIDE FL X|DURATION 0|CLR|GRN... NO
TERM OLP... NO|PCV|VEL NO|TERM PH NO
PED DMRK... NO|TC|RSRV NO|DNE|L FL OFF
LINK PRT... 0|X FLOOR GRN|EXIT OPT, OFF
X TRG PLN... 0|RE-SERV... 0|FLT TYPE|HMD
FREE DUR PRT|E1 NO|E2 NO|E3 NO|E4 NO
-T|DING---MALK|PED CL|PN GR| VEL| RED
ENTRANCE TM. 0 255 5 4.0 1.0
-----M|N GR|EXT GR|MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0
```

```
PREEMPT PLAN [ 8 ] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
ENR TRL X X X X X X X X X X X X X X X X
DNL VEH .....
DNL PED .....
DNL OLP .....
CVC VEH .....
CVC PED .....
CVC OLP .....
EXIT PH .....
EXIT CAL .....
SP FUNC .....

ENABLE... NO|PMT OVRD|X|INTERLOCK, NO
DET LOCK... X|DELAY... 0|DINM|IT... 0
OVERIDE FL X|DURATION 0|CLR|GRN... NO
TERM OLP... NO|PCV|VEL NO|TERM PH NO
PED DMRK... NO|TC|RSRV NO|DNE|L FL OFF
LINK PRT... 0|X FLOOR GRN|EXIT OPT, OFF
X TRG PLN... 0|RE-SERV... 0|FLT TYPE|HMD
FREE DUR PRT|E1 NO|E2 NO|E3 NO|E4 NO
-T|DING---MALK|PED CL|PN GR| VEL| RED
ENTRANCE TM. 0 255 5 4.0 1.0
-----M|N GR|EXT GR|MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0
```

```
PREEMPT PLAN [ 9 ] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
ENR TRL X X X X X X X X X X X X X X X X
DNL VEH .....
DNL PED .....
DNL OLP .....
CVC VEH .....
CVC PED .....
CVC OLP .....
EXIT PH .....
EXIT CAL .....
SP FUNC .....

ENABLE... NO|PMT OVRD|X|INTERLOCK, NO
DET LOCK... X|DELAY... 0|DINM|IT... 0
OVERIDE FL X|DURATION 0|CLR|GRN... NO
TERM OLP... NO|PCV|VEL NO|TERM PH NO
PED DMRK... NO|TC|RSRV NO|DNE|L FL OFF
LINK PRT... 0|X FLOOR GRN|EXIT OPT, OFF
X TRG PLN... 0|RE-SERV... 0|FLT TYPE|HMD
FREE DUR PRT|E1 NO|E2 NO|E3 NO|E4 NO
-T|DING---MALK|PED CL|PN GR| VEL| RED
ENTRANCE TM. 0 255 5 4.0 1.0
-----M|N GR|EXT GR|MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0
```

```
ENABLE... NO|PMT OVRD|X|INTERLOCK, NO
DET LOCK... X|DELAY... 0|DINM|IT... 0
OVERIDE FL X|DURATION 0|CLR|GRN... NO
TERM OLP... NO|PCV|VEL NO|TERM PH NO
PED DMRK... NO|TC|RSRV NO|DNE|L FL OFF
LINK PRT... 0|X FLOOR GRN|EXIT OPT, OFF
X TRG PLN... 0|RE-SERV... 0|FLT TYPE|HMD
FREE DUR PRT|E1 NO|E2 NO|E3 NO|E4 NO
-T|DING---MALK|PED CL|PN GR| VEL| RED
ENTRANCE TM. 0 255 5 4.0 1.0
-----M|N GR|EXT GR|MK GR| VEL| RED
TRACK CLEAR 0 0 0 4.0 1.0
-----M|N DL|PTEXT|MK TM| VEL| RED
DNL/CYC-EXIT 0 0 0 0 4.0 1.0
PMT ACTIVE OUT... ON PMT ACT DWELL... NO
OTHER - PREI PMT,OFF NON-PRI PMT...OFF
DIN EXT TIME...0.0 PED PR RETURN...OFF
PRIORITY RETURN,OFF QUEUE DELAY...OFF
COND DELAY...OFF
PHASES 1 2 3 4 5 6 7 8
PR RTNS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTNS 0 0 0 0 0 0 0 0

ENABLE PREEMPT FILTERING & TSP/SCP
```

```
FILTERED SOLID PULSING
INPUT 1...BYPASSED...BYPASSED...
2...BYPASSED...BYPASSED...
3...PREEMPT 3...PREEMPT 7
4...PREEMPT 4...PREEMPT 8
5...PREEMPT 5...PREEMPT 8
6...PREEMPT 6...PREEMPT 10
7...BYPASSED...BYPASSED...
8...BYPASSED...BYPASSED...
9...BYPASSED...BYPASSED...
10...BYPASSED...BYPASSED...

*****
* ECONOLITE CONTROL PRODUCTS, INC. *
*
* ASC/3-1000
* Copyright (C) 2004-2016
*
* Solutions that Move the World
*
* CITY... 0 INTERSECTION... 0
*
* SOFTWARE..... 12.67.00
*
*
* CONFIG.....ACS-N3000
*****

SOFTWARE MODULES
NAME PART NUMBER VERSION
ROOT N/A N/A
APPLICATION 100-1882-267 12.67.00
CONFIGURATION 100-1849-001 N3000.19
HELP 100-1858-001 01.00.00
DEFINITIONS 100-1851-001 02.10.00
TEXT 100-1852-001 02.10.00
TELEMETRY N/A N/A
```

```
CLOCK/CALENDAR DATA
08/08/0800 WED 08:00:00
ENR ACTION PLAN. 0
SYNC REF TIME:03:21 SYNC REF... REF TIME
TIME FROM GMT...+00 DAY LIGHT SAVE US/OLS
TIME RESET INPUT SET TIME..... 03:30:00

ACTION PLAN...[ 1 ]
PATTERN..... 1 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 2 ]
PATTERN..... 2 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
```

```
MAX RCL .....
MAX 2 .....
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 3 ]
PATTERN..... 3 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 4 ]
PATTERN..... 4 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
```

```
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 5 ]
PATTERN..... 5 SYS OVERRIDE... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
```

```
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 6 ]
PATTERN..... 6 SYS OVERRIDE... NO
TIMING PLAN..... 0 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 7 ]
PATTERN..... 7 SYS OVERRIDE... NO
TIMING PLAN..... 0 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
```

```
MAX RCL .....
MAX 2 .....
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 8 ]
PATTERN..... 8 SYS OVERRIDE... NO
TIMING PLAN..... 0 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE... NO PRIORITY RETURN, NO
PED PR RETURN... NO QUEUE DELAY... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL X .....
WALK 2 .....
VEH RCL .....
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN...[ 9 ]
PATTERN..... 9 SYS OVERRIDE... NO
TIMING PLAN..... 0 SEQUENCE..... 0
```



```
35 0 0 0 1 0 0
36 0 0 0 1 0 0
37 0 0 0 1 0 0
38 0 0 0 1 0 0
39 0 0 0 1 0 0
40 0 0 0 1 0 0
41 0 0 0 1 0 0
42 0 0 0 1 0 0
43 0 0 0 1 0 0
44 0 0 0 1 0 0
45 0 0 0 1 0 0
46 0 0 0 1 0 0
47 0 0 0 1 0 0
48 0 0 0 1 0 0
49 0 0 0 1 0 0
50 0 0 0 1 0 0
51 0 0 0 1 0 0
52 0 0 0 1 0 0
53 0 0 0 1 0 0
54 0 0 0 1 0 0
55 0 0 0 1 0 0
56 0 0 0 1 0 0
57 0 0 0 1 0 0
58 0 0 0 1 0 0
59 0 0 0 1 0 0
60 0 0 0 1 0 0
61 0 0 0 1 0 0
62 0 0 0 1 0 0
63 0 0 0 1 0 0
64 0 0 0 1 0 0
```

```
PED DETECTOR DIAG PLAN[1]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 0 1
2 0 0 0 0 1
3 0 0 0 0 1
4 0 0 0 0 1
5 0 0 0 0 1
6 0 0 0 0 1
7 0 0 0 0 1
8 0 0 0 0 1
9 0 0 0 0 1
10 0 0 0 0 1
11 0 0 0 0 1
12 0 0 0 0 1
13 0 0 0 0 1
14 0 0 0 0 1
15 0 0 0 0 1
16 0 0 0 0 1
```

```
PED DETECTOR DIAG PLAN[2]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 0 1
```

```
2 0 0 0 0 1
3 0 0 0 0 1
4 0 0 0 0 1
5 0 0 0 0 1
6 0 0 0 0 1
7 0 0 0 0 1
8 0 0 0 0 1
9 0 0 0 0 1
10 0 0 0 0 1
11 0 0 0 0 1
12 0 0 0 0 1
13 0 0 0 0 1
14 0 0 0 0 1
15 0 0 0 0 1
16 0 0 0 0 1
```

```
PED DETECTOR DIAG PLAN[3]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 0 1
2 0 0 0 0 1
3 0 0 0 0 1
4 0 0 0 0 1
5 0 0 0 0 1
6 0 0 0 0 1
7 0 0 0 0 1
8 0 0 0 0 1
9 0 0 0 0 1
10 0 0 0 0 1
11 0 0 0 0 1
12 0 0 0 0 1
13 0 0 0 0 1
14 0 0 0 0 1
15 0 0 0 0 1
16 0 0 0 0 1
```

```
PED DETECTOR DIAG PLAN[4]
DET COUNTS ACT PRES MULTIPLIER
1 0 0 0 0 1
2 0 0 0 0 1
3 0 0 0 0 1
4 0 0 0 0 1
5 0 0 0 0 1
6 0 0 0 0 1
7 0 0 0 0 1
8 0 0 0 0 1
9 0 0 0 0 1
10 0 0 0 0 1
11 0 0 0 0 1
12 0 0 0 0 1
13 0 0 0 0 1
14 0 0 0 0 1
15 0 0 0 0 1
16 0 0 0 0 1
```

```
*****
* ECONOLITE CONTROL PRODUCTS, INC. *
* ASC/3-1800 *
* Copyright (C) 2004-2016 *
* Solutions that Move the World *
* CITY.... 0 INTERSECTION... 0 *
* SOFTWARE..... 12.67.00 *
* *
* CONFIG.....ACS-N3000 *
*****
```

```
SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A
```

```
*****
* ECONOLITE CONTROL PRODUCTS, INC. *
* ASC/3-1800 *
* Copyright (C) 2004-2016 *
* Solutions that Move the World *
* CITY.... 0 INTERSECTION... 0 *
* *
*****
```

```
* SOFTWARE..... 12.67.00 *
* *
* CONFIG.....ACS-N3000 *
*****
```

```
SOFTWARE MODULES
NAME PART NUMBER VERSION
BOOT N/A N/A
APPLICATION 100-1082-267 12.67.00
CONFIGURATION 100-1049-001 N3000,19
HELP 100-1050-001 01.00.00
DEFINITIONS 100-1051-001 02.10.00
TEXT 100-1052-001 02.10.00
TELEMETRY N/A N/A
```

```
TSP/SCP PLAN
TSP/SCP PLAN 1 2 3 4 5 6
TSP/SCP DMA NO NO NO NO NO NO
SIGNAL TYPE 5 5 5 5 5 5
DET LOCK 0 0 0 0 0 0
DELAY TIME 0 0 0 0 0 0
MAX PRESENCE 0 0 0 0 0 0
PREM RESERVE 0 0 0 0 0 0
NO DELAY IN TSP 0 0 0 0 0 0
ACT SE TIMERT 0 0 0 0 0 0
RESERVE CYCLES 0 0 0 0 0 0
BUS HEADING NB SB EB WB
MODE.....TSP FREE DEFAULT PTN. 120
HEADWAY ALLOWANCE 8%
```

```
----- TSP/SCP PHASE -----
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
TSP/SCP1 .....
TSP/SCP2 .....
TSP/SCP3 .....
TSP/SCP4 .....
TSP/SCP5 .....
TSP/SCP6 .....
```

```
TSP/SCP SPLIT PATTERN [ 1 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 8 19 0 11 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 2 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 8 19 0 11 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 3 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 19 0 11 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 4 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 8 19 0 11 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 5 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
```

```
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 19 0 11 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 6 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 7 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 8 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 9 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 18 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 11 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 12 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 13 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 34 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 25 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 16 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 17 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 18 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 19 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 20 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 21 ]
IN EFFECT TNG PLAN [1] 0 SPL DM [2] 0
PHASE 1 2 3 4 5 6 7 8
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
PHASE 9 10 11 12 13 14 15 16
MAX RTDN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
```

```
TSP/SCP SPLIT PATTERN [ 22 ]
```


B-BARRIER MODE
C-COMPATIBILITY MODE
CONTROLLER SEQUENCE [9]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 1 | 2 | 3 | 4 | 9 |10|13 |14 | |
R2-| 5 | 6 | 7 |11 |12|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [10]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 2 | 1 | 3 | 4 |10 | 9|13 |14 | |
R2-| 5 | 6 | 8 | 7|11 |12|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [11]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 1 | 2 | 4 | 3 | 9 |10|14 |13 | |
R2-| 5 | 6 | 8 | 7|11 |12|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [12]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16

BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 2 | 1 | 4 |3|10 |9|14 |13 | |
R2-| 5 | 6 | 8 | 7|11 |12|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [13]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 1 | 2 | 3 | 4 | 9 |10|13 |14 | |
R2-| 6 | 5 | 8 | 7|12 |11|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [14]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 2 | 1 | 3 | 4 |10 | 9|13 |14 | |
R2-| 6 | 5 | 8 | 7|12 |11|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [15]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 1 | 2 | 4 | 3 | 9 |10|14 |13 | |
R2-| 6 | 5 | 8 | 7|12 |11|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16

BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

CONTROLLER SEQUENCE [16]
SEQUENCE COMMANDS : HW ALT SEQ ENA. NO
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B - B
R1-| 2 | 1 | 4 |3|10 |9|14 |13 | |
R2-| 6 | 5 | 8 | 7|12 |11|16 |15 | |
R3-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
R4-| . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

R1-R4-RING 1-4, DATA ENTRY, PHASES 1-16
BC-BARRIER CONTROL, VALUES: B,C
B-BARRIER MODE
C-COMPATIBILITY MODE

SCREEN IS NOT AVAILABLE IN BARRIER MODE

ENABLE BACKUP PREVENT
TIMBUKUP 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
1
2 X
3
4
5
6
7
8
9
10
11
12
13
14
15
16

SIMULTANEOUS GAP PHASES
GAP/VH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
1
2
3
4

5
6
7
8
9
10
11
12
13
14
15
16
DISABLE:

PHASES IN USE / EXCLUSIVE PED
PHASE 1 2 3 4 5 6 7 8
IN USE: X X X X X X X X
EXCLUSIVE PED
PHASE 9 10 11 12 13 14 15 16
IN USE:
EXCLUSIVE PED

LD SWITCH ASSIGN
PHASE DIMMING ---FLASH---
/OVLV TYPE R Y G D PHR AJT TGR
1 1 V - - - + A R .
2 2 V - - - + A R X
3 3 V - - - + A R .
4 4 V - - - + A R X
5 5 V - - - + A R X
6 6 V - - - + A R X
7 7 V - - - + A R X
8 8 V - - - + A R X
9 2 P - - - + A . .
10 4 P - - - + A . .
11 6 P - - - + A . .
12 8 P - - - + A . .
13 1 O - - - + A R
14 2 O - - - + A R X
15 3 O - - - + A R X
16 4 O - - - + A R X

SDLC PORT 1 CONFIG
BIU 1 2 3 4 5 6 7 8
TERM & FACILITY X X
DETECTOR RACK X X
---MMU ALWAYS ENABLED FOR TS2 TYPE 1---
ENABLE MMU EXTENDED STATUS..... YES
ENABLE SDLC STOP TIME..... NO
ENABLE 3 CRITICAL IEEE LOCKUP..... YES
MMU TO CU SDLC EXTERNAL START... ENABLED

CAUTION
CHANGES TO MMU PROGRAMMING SCREEN MAY
RESULT IN IMMEDIATE CABINET FLASH
PRESS [ENTER] TO CONTINUE

COLOR CHECK ENABLE
ENABLE COLOR CHECK..X
MMU/LS 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
RED X X X X X X X X X X X X X X X X
YELLOW X X X X X X X X X X X X X X X X
GREEN X X X X X X X X X X X X X X X X

ETHERNET MAC 00:04:81:04:92:A1
DMCP ENABLE..... NO
CONTROLLER IP..... 10.70.10.100
SUBNET MASK..... 255.255.255.0
DEFAULT GATEWAY IP..... 10.70.10.1
SERVER IP..... 10.70.10.1
LINK SPEED/DUPLEX..... 100/FULL
RMIT-2 IP (READ-ONLY)..... 172.30.30.30
DROP-OUT TIME..... 300
COMM PORT 2
ENABLE..... NO PROTOCOL TERM
BIT RATE..... 38400
D/P/S..... 8/N/I
DUPLEX..... FULL
FLOW CONTROL... YES

NOT INSTALLED COMM MODULE- AUTO

CONTROLLER DOES NOT SUPPORT THIS PORT
COMM PORT 3B COMM MODULE- AUTO
ENABLE..... YES PROTOCOL ECP
BIT RATE..... 38400 TRD (MG)..... 1.0
D/P/S..... 8/N/I DROP-OUT TIME 30
DUPLEX..... FULL
FLOW CONTROL... YES TEFEM MODE.....RS232
RTS-CTS DELAY... 3.0
RTS TURN OFF... 2.0
EARLY RTS..... NO

NTCIP
BACKUP TIME..... 25
ETHERNET UDP PORT..... 503
ETHERNET PRIORITY..... 1
PORT CSRS PRIORITY..... 4
PORT C215 PRIORITY..... 2
PORT C225 PRIORITY..... 3

ECP
CONTROLLER ADDRESS..... 6
EXPANDED SYSTEM DETECTOR ADDRESS... 0

SYSTEM DETECTOR ASSIGNMENT:
SYSTEM DET 1 2 3 4 5 6 7 8
LOCAL DET 0 0 0 0 0 0 0 0
SYSTEM DET 9 10 11 12 13 14 15 16
LOCAL DET 0 0 0 0 0 0 0 0

WIRELESS CONFIGURATION
WIRELESS CHANNEL NUMBER 1
WIRELESS ACCESS CODE

PEER TO PEER SETUP
LOCAL PORT..... 503
PEER PORT IP ADDRESS TIMEOUT
1 503 10.70.10.101 1
2 503 10.70.10.102 1

3 503 10.70.10.103 1
4 503 10.70.10.104 1
5 503 10.70.10.105 1
6 503 10.70.10.106 1
7 503 10.70.10.107 1
8 503 10.70.10.108 1
9 503 0.0.0.0 1
10 503 0.0.0.0 1
11 503 0.0.0.0 1
12 503 0.0.0.0 1
13 503 0.0.0.0 1
14 503 0.0.0.0 1
15 503 0.0.0.0 1

EVENT LOGGING
RFES (MMU/TF) YES 3 RFES >24 H. YES
MMU FI FAULTS YES LOCAL FLASH YES
RFES (DET/TEST) YES DETECTOR ERRORS YES
COORD ERRORS YES CTR DOWNLOAD YES
PREEMPT YES TSP YES
POWER ON/OFF YES LOW BATTERY YES
ACCESS YES DATA CHANGE YES
ONLINE/OFFLINE YES
ALARM 1 YES ALARM 2 YES
ALARM 3 YES ALARM 4 YES
ALARM 5 YES ALARM 6 YES
ALARM 7 YES ALARM 8 YES
ALARM 9 YES ALARM 10 YES
ALARM 11 YES ALARM 12 YES
ALARM 13 YES ALARM 14 YES
ALARM 15 YES ALARM 16 YES

ADMINISTRATION
ENABLE CU/CABINET INTERLOCK CRC... NO
CU/CABINET INTERLOCK CRC VALUE..... 0000
CU/CABINET INTERLOCK NH VALUE..... 0000
REQUEST DOWNLOAD CONTROLLER DATA... NO
CONTROLLER DATABASE CRC..... 00BD
AUTOMATIC BACKUP TO DATAKEY/SO CARD. NO

DISPLAY OPTIONS COBALT-1000
KEY CLICK ENABLE..... YES
SHETCH TO GRAPHICS MODE..... YES
LED MODE..... AUTO

MAIN STATUS DISPLAY MODE.....ADVANCED
TRANS NODE POP-UP DISABLE..... NO

SECURITY ACCESS -SELECT NAME-
01 administrator----- 02 public-----
03 public----- 04 public-----
05 public----- 06 public-----
07 public----- 08 public-----
09 public----- 10 public-----
11 public----- 12 public-----
13 public----- 14 public-----
15 public----- 16 public-----
17 public----- 18 public-----
19 public----- 20 public-----
21 public----- 22 public-----
23 public----- 24 public-----
25 public----- 26 public-----
27 public----- 28 public-----
29 public----- 30 public-----
31 public----- 32 public-----
33 public----- 34 public-----
35 public----- 36 public-----
37 public----- 38 public-----
39 public----- 40 public-----
41 public----- 42 public-----
43 public----- 44 public-----
45 public----- 46 public-----
47 public----- 48 public-----
49 public----- 50 public-----

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* *
* COBALT-1000 *
* CopyRight (C) 2012-2016 *
* Dual Walk Term & Call Next Thru *
* *
* CITY..... 0 INTERSECTION.. 0 *
* *
* SOFTWARE..... 32.65.30 *
* *
* EXTENDED FEATURES.....Dual Walk T *
* CONFIG.....L3000 *

SOFTWARE MODULES
NAME PART NUMBER VERSION
EB U-ROOT 119-1046-205 05.05.00
O/S 119-1047-207 06.07.00
APPLICATION 119-1051-205 22.65.30
CONFIGURATION 100-1049-001 1.3000.19
EB CONTROLLER 119-1049-205 07.05.01
BGC CONTROLLER 140-1020-205 09.05.00
BGC RESOURCE 140-1033-203 18.03.00
PIO CONTROLLER 140-1021-203 10.03.00
PS CONTROLLER 140-1022-204 11.04.00
AGC U-BOOT 140-1023-200 12.00.05
AGC O/S 140-1024-212 13.12.00
AGC APPLICATION 140-1025-205 14.05.30
TELEMETRY 100-1032-501 V1.00.00

TIMING PLAN 1) PHASE DATA
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
RUN GRN 5 15 5 7 5 15 5 7 5 5 5 5 5 5 5 5
BK NGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
CS NGRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DLY GRN 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
WALK 0 10 0 20 0 10 0 20 0 10 0 10 0 10 0 10
WALK2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MUK MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CLR 0 10 0 10 0 10 0 30 0 16 0 16 0 16 0 16
PD CLR2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PC MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
PED CO 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
VEH EXT 3.0 5.0 3.0 3.0 3.0 5.0 7.0 3.0 0.0 5.0 5.0 5.0 5.0 5.0 5.0
VH EXT2 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
MAX1 15 40 30 10 15 40 30 30 35 35 35 35 35 35 35
MAX2 40 10 40 40 10 40 40 40 40 40 40 40 40 40 40
MAX3 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM MAX 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
DYM STP 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
YELLOW 3.0 4.0 4.0 4.0 3.0 4.0 3.0 4.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 0.0 2.0 0.0 2.0 0.0 2.0 0.0 2.0 1.0 1.0 1.0 1.0 1.0 1.0 1.0
RED MAX 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
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
ACT B4 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
SEC/ACT 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
MAX INT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TIME B4 5 0 5 5 5 0 5 5 0 0 0 0 0 0 0

```
CARS MT 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
STPDUC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
TTREDC 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
MIN GAP 1.5 0.0 1.5 1.5 1.5 0.0 1.5 1.5 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
```

```
TNG VEH OVLP...[A] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[B] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[C] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[D] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[E] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[F] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[G] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[H] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[I] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[J] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[K] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[L] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[M] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[N] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[O] TYPE:OTHER/ECONOLITE
TNG VEH OVLP...[P] TYPE:OTHER/ECONOLITE
```

```
VEH/PED OVERLAPS
INCLUDED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
VEH OL A .....
VEH OL B .....
VEH OL C .....
VEH OL D .....
VEH OL E .....
VEH OL F .....
VEH OL G .....
VEH OL H .....
VEH OL I .....
VEH OL J .....
VEH OL K .....
VEH OL L .....
VEH OL M .....
VEH OL N .....
VEH OL O .....
VEH OL P .....
PD OL 01 .....
PD OL 02 .....
PD OL 03 .....
PD OL 04 .....
PD OL 05 .....
PD OL 06 .....
PD OL 07 .....
PD OL 08 .....
PD OL 09 .....
PD OL 10 .....
PD OL 11 .....
PD OL 12 .....
PD OL 13 .....
PD OL 14 .....
PD OL 15 .....
PD OL 16 .....
```

```
GUARANTEED MINIMUM TIME DATA
PHASE 100 200 300 400 500 600 700 800
MIN GRN 5 5 5 5 5 5 5 5 5
WALK 0 0 0 0 0 0 0 0 0
PED CLR 7 7 7 7 7 7 7 7 7
YELLOW 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
DVL GRN 5 5 5 5 5 5 5 5
PHASE 100 310 K11 L12 M13 N14 O15 P16
MIN GRN 5 5 5 5 5 5 5 5
WALK 0 0 0 0 0 0 0 0 0
PED CLR 7 7 7 7 7 7 7 7 7
YELLOW 3.0 3.0 3.0 3.0 3.0 3.0 3.0 3.0
RED CLR 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
```

```
DVL GRN 5 5 5 5 5 5 5 5 5
START/FLASH DATA
-----START UP-----
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
FLASH-NON, NO FL TIME: 0 ALL RED: 0
PHR START SEQ.: 1 MUTCD: NO
-----AUTOMATIC FLASH-----
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
ENTRY X X X X X X X X X X X X X X X X
EXIT X X X X X X X X X X X X X X X X
OVERLAP A B C D E F G H I J K L M N O P
EXIT X X X X X X X X X X X X X X X X
FLASH-NON, NO EXIT FL, W MIN FLASH: 8
MINIMUM RECALL, NO CYCLE THRU PHASE, NO
```

```
CONTROLLER OPTIONS
PED CLEAR PROTECT UNIT RED VEERT 2.0
MUTCD 3 SECONDS DONT WALK ..... NO
PHASE 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16
FLASHING GRN PHL .....
GUAR PASSAGE .....
NON-ACT 1 ..... X X X X X X X X X X
NON-ACT 2 ..... X X X X X X X X X X
DUAL ENTRY ..... X X X X X X X X X X
COND RESERVE .....
COND RESERVE .....
PED RESERVE .....
REST IN WALK .....
FLASHING WALK .....
PED CLR-YELLOW .....
PED CLR-RED .....
IGNR + VEH EXT. ....
```

```
PRE-TIMED MODE
ENABLE PRE-TIMED MODE ..... NO
FREE INPUT DISABLES PRE-TIMED ..... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PRETTMED .....
PHASE RECALL OPTIONS
TIMING PLAN NUMBER [ 1 ]
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
LOCK DET . . . X . . . . .
```

```
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
SF RCALL X X X X X X X X X X X X X X X X
NO REST X X X X X X X X X X X X X X X X
AI CALC X X X X X X X X X X X X X X X X
*****
* ECONOLITE CONTROL PRODUCTS, INC. *
* COBAL-1000 *
* Copyright (C) 2012-2016 *
* Dual Walk Term & Call Next Thru *
* CITY... 0 INTERSECTION... 0 *
* SOFTWARE..... 32.65.30 *
* *
* EXTENDED FEATURES.....Dual Walk T *
* CONFIG.....L3000 *
*****
```

```
SOFTWARE MODULES
NAME PART NUMBER VERSION
EB U-BOOT 119-1046-205 05.05.00
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BGC RESOURCE 140-1033-203 18.03.00
PID CONTROLLER 140-1021-203 10.03.00
PS CONTROLLER 140-1022-204 11.04.00
AGC U-BOOT 140-1023-200 12.00.05
AGC O/S 140-1024-212 13.12.00
AGC APPLICATION 140-1025-265 14.65.30
TELEMETRY 100-1032-501 V1.00.00
```

```
COORD OPTIONS
MANUAL PATTERN, AUTO ECP1 COORD, YES
```

```
SYSTEM SOURCE... TRC SYSTEM FORMAT... STD
SPLITS IN...SECONDS OFFSET IN...SECONDS
TRANSITION...SMOOTH MAX SELECT...MAKING
DNELL/ADD TIME... 0 ENABLE NON SYNC, NO
DLY COORD MK-LZ, NO FORCE OFF... FLOAT
OFFSET RES... LAG CAL USE PED TN, YES
PED RECALL... NO PED RESERVE... NO
LOCAL ZERO OVRD, NO FD ADD INI GRN, NO
RE-SYNC COUNT... 0 MULTISYNC... NO
```

```
COORDINATOR PATTERN [ 1 ]
USE SPLIT PATTERN, 1 SPLIT SUM .....100s
TS2 (PAT-OFF)... 0-1
CYCLE..... 100s STD (COS).....111
OFFSET VAL..... 19s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 1
ACT WALK REST... YES SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 1
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 1 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
PHASE[S] 9 10 11 12 13 14 15 16
SPT [ 1 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
COORDINATOR PATTERN [ 2 ]
USE SPLIT PATTERN, 2 SPLIT SUM .....114s
TS2 (PAT-OFF)... 0-2
CYCLE..... 110s STD (COS).....121
OFFSET VAL..... 81s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 1
ACT WALK REST... YES SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 2
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 5 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
COORDINATOR PATTERN [ 3 ]
USE SPLIT PATTERN, 5 SPLIT SUM .....95s
TS2 (PAT-OFF)... 1-3
CYCLE..... 85s STD (COS).....112
OFFSET VAL..... 5s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 1
ACT WALK REST... YES SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 6
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 6 ] 10 30 20 25 10 30 15 30
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
PHASE[S] 9 10 11 12 13 14 15 16
SPT [ 6 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 2 ] 18 45 28 23 0 41 12 35
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
PHASE[S] 9 10 11 12 13 14 15 16
SPT [ 2 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
COORDINATOR PATTERN [ 3 ]
USE SPLIT PATTERN, 5 SPLIT SUM .....95s
TS2 (PAT-OFF)... 0-3
CYCLE..... 100s STD (COS).....131
OFFSET VAL..... 20s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 3
ACT WALK REST... YES SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 3
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 5 ] 0 37 23 25 10 37 18 30
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
PHASE[S] 9 10 11 12 13 14 15 16
SPT [ 5 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
COORDINATOR PATTERN [ 4 ]
USE SPLIT PATTERN, 4 SPLIT SUM .....108s
TS2 (PAT-OFF)... 1-4
CYCLE..... 110s STD (COS).....141
OFFSET VAL..... 85s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 4
ACT WALK REST... YES SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 4
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 4 ] 15 40 33 19 0 40 18 35
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
PHASE[S] 9 10 11 12 13 14 15 16
SPT [ 4 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
SF OUT... (1-8)
```

```
COORDINATOR PATTERN [ 4 ]
USE SPLIT PATTERN, 4 SPLIT SUM .....108s
TS2 (PAT-OFF)... 1-4
CYCLE..... 110s STD (COS).....141
OFFSET VAL..... 85s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 4
ACT WALK REST... YES SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 4
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 4 ] 15 40 33 19 0 40 18 35
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
PHASE[S] 9 10 11 12 13 14 15 16
SPT [ 4 ] 0 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
```

```
SPLIT DEMAND PTRN, 0 0 XART PTRN, 0
PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X X X X X X X X X X X X X X X X
VE RCALL X X X X X X X X X X X X X X X X
PD RCALL X X X X X X X X X X X X X X X X
MK RCALL X X X X X X X X X X X X X X X X
OMIT... X X X X X X X X X X X X X X X X
SF OUT... (1-8)
```

```
COORDINATOR PATTERN [ 5 ]
USE SPLIT PATTERN, 5 SPLIT SUM .....95s
TS2 (PAT-OFF)... 1-2
CYCLE..... 85s STD (COS).....151
OFFSET VAL..... 6s DNELL/ADD TIME, 0
ACTUATED COORD... NO TIMING PLAN... 1
ACT WALK REST... NO SEQUENCE..... 0
PHASE RESRVE... NO ACTION PLAN... 5
MAX SELECT..... NONE FORCE OFF... NONE
SPLIT PREFERENCE PHASES
PHASE[S] 1 2 3 4 5 6 7 8
SPT [ 5 ] 0 37 23 25 10 37 18 30
PREF 1... 0 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0 0
SPLIT EXT...0s 0s 0s 0s
VEH PERM... 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
```

```
COORD... X...X...
VE RCALL... X...X...
PD RCALL... X...X...
MK RCALL... X...X...
ONET... X...X...X...X...X...X...X...

SPLIT PATTERN [ 3 ]
SPLIT SUM .....100s
PHASE[S] 1 2 3 4 5 6 7 8
SPLIT 17 31 28 24 10 38 16 36
PHASE[S] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X...X...
VE RCALL... X...X...
PD RCALL... X...X...
MK RCALL... X...X...
ONET... X...X...X...X...X...X...X...

SPLIT PATTERN [ 4 ]
SPLIT SUM .....100s
PHASE[S] 1 2 3 4 5 6 7 8
SPLIT 15 40 33 19 0 40 18 35
PHASE[S] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X...X...
VE RCALL... X...X...
PD RCALL... X...X...
MK RCALL... X...X...
ONET... X...X...X...X...X...X...X...

SPLIT PATTERN [ 5 ]
SPLIT SUM .....95s
PHASE[S] 1 2 3 4 5 6 7 8
SPLIT 0 37 23 25 10 37 18 30
PHASE[S] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X...X...
VE RCALL... X...X...
PD RCALL... X...X...
MK RCALL... X...X...
ONET... X...X...X...X...X...X...X...
```

```
ONET..... X X X X X X X X X
SPLIT PATTERN [ 6 ]
SPLIT SUM .....85s
PHASE[S] 1 2 3 4 5 6 7 8
SPLIT 10 30 20 25 10 30 15 30
PHASE[S] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X...X...
VE RCALL... X...X...
PD RCALL... X...X...
MK RCALL... X...X...
ONET... X...X...X...X...X...X...X...

SPLIT PATTERN [ 7 ]
SPLIT SUM .....100s
PHASE[S] 1 2 3 4 5 6 7 8
SPLIT 15 35 25 25 10 40 15 35
PHASE[S] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... X...X...
VE RCALL... X...X...
PD RCALL... X...X...
MK RCALL... X...X...
ONET... X...X...X...X...X...X...X...

AUTO PERM MINIMUM GREEN (SECONDS)
PHASE 1 2 3 4 5 6 7 8
MIN GRN. 0 0 0 0 0 0 0 0
PHASE 9 10 11 12 13 14 15 16
MIN GRN. 0 0 0 0 0 0 0 0

SPLIT DEMAND
PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
DEMAND 1 .....
DEMAND 2 .....
DEMAND 1 2 .....
DEMAND 1 2 .....
CALL TIME (SEC)..... 0 0
CYCLE COUNT..... 0 0
```

```
*****
* ECONOLITE CONTROL PRODUCTS, INC.
*
* COBALT-1000
* Copyright (C) 2012-2016
*
* Dual Walk Term & Call Next Thru
*
* CITY.... 0 INTERSECTION.. 0
*
* SOFTWARE..... 32.65.30
*
* EXTENDED FEATURES.....Dual Walk T
* CONFIG.....L3000
*****

SOFTWARE MODULES
NAME PART NUMBER VERSION
EB U-BOOT 119-1046-205 05.05.00
O/S 119-1047-207 06.07.00
APPLICATION 119-1051-205 32.65.30
CONFIGURATION 100-1049-001 13000,19
EB CONTROLLER 119-1049-205 07.05.01
BGC CONTROLLER 140-1020-205 09.05.00
BGC RESOURCE 140-1023-203 18.03.00
PIO CONTROLLER 140-1021-203 10.03.00
PS CONTROLLER 140-1022-204 11.04.00
AGC U-BOOT 140-1023-200 12.00.05
AGC O/S 140-1024-212 13.12.00
AGC APPLICATION 140-1025-205 14.05.30
TELEMETRY 100-1032-501 V1.00.00

PREEMPT PLAN [ 1 ] ENABLE... NO
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
TRKCLR O .....
ENA TRL X X X X X X X X X X X X X X X X
DMEL VEH .....
DMEL PED .....
PMT ACTIVE OUT... ON PMT ACT DMELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT....OFF
IMX EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY....OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTMS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTMS 0 0 0 0 0 0 0 0
ENABLE PREEMPT FILTERING & TSP/SCP
FILTERED SOLID PULSING
INPUT 1 ..BYPASSED...BYPASSED...
2 ..BYPASSED...BYPASSED...
3 ..PREEMPT 3...PREEMPT 7
4 ..PREEMPT 4...PREEMPT 8
5 ..PREEMPT 5...PREEMPT 9
6 ..PREEMPT 6...PREEMPT 10
7 ..BYPASSED...BYPASSED...
8 ..BYPASSED...BYPASSED...
9 ..BYPASSED...BYPASSED...
10 ..BYPASSED...BYPASSED...
```

```
DMEL OLP .....
CVC VEH .....
CVC PED .....
CVC DLP .....
EXIT PH .....
EXIT CAL .....
SP FUNC .....
ENABLE... NO[PMT OVRIDE.X]INTERLOCK. NO
DET LOCK.. XIDELAY.. 0[INHIBIT]... 0
OVERRIDE FL.. [DURATION] 0[CLR-GRN].. NO
TERM OLP.. NO[PC-VEL] NO[TERM PH] NO
PED DARK.. NO[TC RESRV] NO[DMELL FL OFF]
LINK PMT...[IX FLCOLR GRN]EXIT OPT. OFF
X TRG PLAN...[DIE-SERV.. 0]FLT TYPE:HARD
FREE DUR PMT[RI] NO[R2] NO[R3] NO[R4] NO
--TIMING--HALL[PED CL]PR GR VELL RED
ENTRANCE TM. 0) 25S) 5) 4.0) 1.0
-----MIN GR[EXT GR]HX GR VELL RED
TRACK CLEAR 0) 0) 0) 4.0) 1.0
-----MIN DL[PTEXT]HX TM VELL RED
DMEL/CYC-EXIT 0) 0.0) 0) 4.0) 1.0
PMT ACTIVE OUT.. ON PMT ACT DMELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT....OFF
IMX EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY....OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTMS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTMS 0 0 0 0 0 0 0 0

PREEMPT PLAN [ 5 ] ENABLE...YES
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
TRKCLR O .....
ENA TRL X X X X X X X X X X X X X X X X
DMEL VEH .X...X...
DMEL PED .X...X...
DMEL OLP .....
CVC VEH .....
CVC PED .....
CVC DLP .....
EXIT PH ..X...X...
EXIT CAL .....
SP FUNC .....
ENABLE... YES[PMT OVRIDE.X]INTERLOCK. NO
DET LOCK.. XIDELAY.. 0[INHIBIT]... 0
OVERRIDE FL.. [DURATION] 15[CLR-GRN].. NO
```

```
TERM OLP ASAP[PC-VEL] NO[TERM PH] NO
PED DARK.. NO[TC RESRV] NO[DMELL FL OFF]
LINK PMT...[IX FLCOLR GRN]EXIT OPT. OFF
X TRG PLAN...[DIE-SERV.. 0]FLT TYPE:HARD
FREE DUR PMT[RI] NO[R2] NO[R3] NO[R4] NO
--TIMING--HALL[PED CL]PR GR VELL RED
ENTRANCE TM. 0) 25S) 5) 4.0) 1.0
-----MIN GR[EXT GR]HX GR VELL RED
TRACK CLEAR 0) 0) 0) 4.0) 1.0
-----MIN DL[PTEXT]HX TM VELL RED
DMEL/CYC-EXIT 15) 0.0) 15) 4.0) 1.0
PMT ACTIVE OUT.. ON PMT ACT DMELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT....OFF
IMX EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY....OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTMS 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTMS 0 0 0 0 0 0 0 0

PREEMPT PLAN [ 6 ] ENABLE...YES
VEH/PED 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
OVERLAP A B C D E F G H I J K L M N O P
TRKCLR V .....
TRKCLR O .....
ENA TRL X X X X X X X X X X X X X X X X
DMEL VEH .X...X...X...X...X...X...X...
DMEL PED .....
DMEL OLP .....
CVC VEH .....
CVC PED .....
CVC DLP .....
EXIT PH ..X...X...
EXIT CAL .....
SP FUNC .....
ENABLE... YES[PMT OVRIDE.X]INTERLOCK. NO
DET LOCK.. XIDELAY.. 0[INHIBIT]... 0
OVERRIDE FL.. [DURATION] 15[CLR-GRN].. NO
TERM OLP ASAP[PC-VEL] NO[TERM PH] NO
PED DARK.. NO[TC RESRV] NO[DMELL FL OFF]
LINK PMT...[IX FLCOLR GRN]EXIT OPT. OFF
X TRG PLAN...[DIE-SERV.. 0]FLT TYPE:HARD
FREE DUR PMT[RI] NO[R2] NO[R3] NO[R4] NO
--TIMING--HALL[PED CL]PR GR VELL RED
ENTRANCE TM. 0) 25S) 5) 4.0) 1.0
-----MIN GR[EXT GR]HX GR VELL RED
TRACK CLEAR 0) 0) 0) 4.0) 1.0
-----MIN DL[PTEXT]HX TM VELL RED
DMEL/CYC-EXIT 15) 0.0) 15) 4.0) 1.0
```

```
*****
* ECONOLITE CONTROL PRODUCTS, INC.
*
* COBALT-1000
* Copyright (C) 2012-2016
*
* Dual Walk Term & Call Next Thru
*
* CITY.... 0 INTERSECTION.. 0
*
* SOFTWARE..... 32.65.30
*
* EXTENDED FEATURES.....Dual Walk T
* CONFIG.....L3000
*****

SOFTWARE MODULES
NAME PART NUMBER VERSION
EB U-BOOT 119-1046-205 05.05.00
O/S 119-1047-207 06.07.00
APPLICATION 119-1051-205 32.65.30
CONFIGURATION 100-1049-001 13000,19
EB CONTROLLER 119-1049-205 07.05.01
BGC CONTROLLER 140-1020-205 09.05.00
BGC RESOURCE 140-1023-203 18.03.00
PIO CONTROLLER 140-1021-203 10.03.00
PS CONTROLLER 140-1022-204 11.04.00
AGC U-BOOT 140-1023-200 12.00.05
AGC O/S 140-1024-212 13.12.00
AGC APPLICATION 140-1025-205 14.05.30
TELEMETRY 100-1032-501 V1.00.00

ACTION PLAN.....[ 2 ]
PATTERN.....[ 2 ] 2 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 1
VEH DETECTOR PLAN.. 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN.. 0
DIRMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY.... NO
PMT COMD DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL .X...X...
HALL 2 .....
VEX 2 .....
VEH RCL .X...X...
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN.....[ 4 ]
PATTERN.....[ 4 ] 4 SYS OVERRIDE.... NO
TIMING PLAN..... 4 SEQUENCE..... 1
VEH DETECTOR PLAN.. 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN.. 0
DIRMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY.... NO
PMT COMD DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL .X...X...
HALL 2 .....
VEX 2 .....
VEH RCL .X...X...
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN.....[ 5 ]
```

```
EB CONTROLLER 119-1049-205 07.05.01
BGC CONTROLLER 140-1020-205 09.05.00
BGC RESOURCE 140-1023-203 18.03.00
PIO CONTROLLER 140-1021-203 10.03.00
PS CONTROLLER 140-1022-204 11.04.00
AGC U-BOOT 140-1023-200 12.00.05
AGC O/S 140-1024-212 13.12.00
AGC APPLICATION 140-1025-205 14.05.30
TELEMETRY 100-1032-501 V1.00.00

CLOCK/CALENDAR DATA
02/26/2020 WED 15:50:19
ENA ACTION PLAN. 0
SYNC REF TIME 00:00 SYNC REF.. REF TIME
TIME FROM GMT...+08 DAY LIGHT SAVE.USDLS
TIME RESET INPUT SET TIME..... 03:30:00

ACTION PLAN.....[ 1 ]
PATTERN..... 1 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 1
VEH DETECTOR PLAN.. 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN.. 0
DIRMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY.... NO
PMT COMD DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL .X...X...
HALL 2 .....
VEX 2 .....
VEH RCL .X...X...
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
```

```
LP91-100 .....
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN.....[ 2 ]
PATTERN.....[ 2 ] 2 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 1
VEH DETECTOR PLAN.. 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN.. 0
DIRMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY.... NO
PMT COMD DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL .X...X...
HALL 2 .....
VEX 2 .....
VEH RCL .X...X...
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN.....[ 3 ]
PATTERN.....[ 3 ] 3 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 1
VEH DETECTOR PLAN.. 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN.. 0
DIRMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY.... NO
PMT COMD DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL .X...X...
HALL 2 .....
VEX 2 .....
VEH RCL .X...X...
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
```

```
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN.....[ 4 ]
PATTERN.....[ 4 ] 4 SYS OVERRIDE.... NO
TIMING PLAN..... 4 SEQUENCE..... 1
VEH DETECTOR PLAN.. 1 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN.. 0
DIRMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY.... NO
PMT COMD DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL .X...X...
HALL 2 .....
VEX 2 .....
VEH RCL .X...X...
MAX RCL .....
MAX 2 .....
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX .....
CS INH .....
ONET .....
SFC FCT ..... (1-8)
AUX FCT ..... (1-3)
LP 1-15 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 16-30 .....
LP 31-45 .....
LP 46-60 .....
LP 61-75 .....
LP 76-90 .....
LP91-100 ..... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN.....[ 5 ]
```

```

PATTERN..... 5 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... - RED REST..... NO
VEH DET DIAG PLAN., 0 PED DET DIAG PLN., 0
DIMMING ENABLE., NO PRIORITY RETURN, NO
PED PR RETURN..... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL . X . . . X . . . . .
WALK 2 . . . . .
VEK 2 . . . . .
VEH RCL . X . . . X . . . . .
MAX RCL . . . . .
MAX 2 . . . . .
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 . . . . .
CS TWS . . . . .
OMT . . . . .
SPC FCT . . . . . (1-8)
AUX FCT . . . . . (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15 . . . . .
LP 16-30 . . . . .
LP 31-45 . . . . .
LP 46-60 . . . . .
LP 61-75 . . . . .
LP 76-90 . . . . .
LP91-100 . . . . .
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN... [ 6 ]
PATTERN..... 6 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... - RED REST..... NO
VEH DET DIAG PLAN., 0 PED DET DIAG PLN., 0
DIMMING ENABLE., NO PRIORITY RETURN, NO
PED PR RETURN..... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL . X . . . X . . . . .
WALK 2 . . . . .
VEK 2 . . . . .
VEH RCL . X . . . X . . . . .
MAX RCL . . . . .
MAX 2 . . . . .
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 . . . . .
CS TWS . . . . .
OMT . . . . .
SPC FCT . . . . . (1-8)
AUX FCT . . . . . (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15 . . . . .
LP 16-30 . . . . .
LP 31-45 . . . . .
LP 46-60 . . . . .
LP 61-75 . . . . .
LP 76-90 . . . . .
LP91-100 . . . . .
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

```

```

SPC FCT . . . . . (1-8)
AUX FCT . . . . . (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15 . . . . .
LP 16-30 . . . . .
LP 31-45 . . . . .
LP 46-60 . . . . .
LP 61-75 . . . . .
LP 76-90 . . . . .
LP91-100 . . . . .
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

ACTION PLAN... [ 7 ]
PATTERN..... 7 SYS OVERRIDE.... NO
TIMING PLAN..... 1 SEQUENCE..... 0
VEH DETECTOR PLAN, 1 DET LOG.....NONE
FLASH..... - RED REST..... NO
VEH DET DIAG PLAN., 0 PED DET DIAG PLN., 0
DIMMING ENABLE., NO PRIORITY RETURN, NO
PED PR RETURN..... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL . X . . . X . . . . .
WALK 2 . . . . .
VEK 2 . . . . .
VEH RCL . X . . . X . . . . .
MAX RCL . . . . .
MAX 2 . . . . .
PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 . . . . .
CS TWS . . . . .
OMT . . . . .
SPC FCT . . . . . (1-8)
AUX FCT . . . . . (1-3)
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15 . . . . .
LP 16-30 . . . . .
LP 31-45 . . . . .
LP 46-60 . . . . .
LP 61-75 . . . . .
LP 76-90 . . . . .
LP91-100 . . . . .
1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

```

```

DAY PLAN [ 1 ] DAY PLAN IN EFFECT [ 2 ]
EVENT ACTION PLAN START TIME
1 5 00:00
2 3 11:00
3 5 17:00
4 0 00:00

```

```

5 0 00:00
6 0 00:00
7 0 00:00
8 0 00:00
9 0 00:00
10 0 00:00
11 0 00:00
12 0 00:00
13 0 00:00
14 0 00:00
15 0 00:00
16 0 00:00
17 0 00:00
18 0 00:00
19 0 00:00
20 0 00:00
21 0 00:00
22 0 00:00
23 0 00:00
24 0 00:00
25 0 00:00
26 0 00:00
27 0 00:00
28 0 00:00
29 0 00:00
30 0 00:00
31 0 00:00
32 0 00:00
33 0 00:00
34 0 00:00
35 0 00:00
36 0 00:00
37 0 00:00
38 0 00:00
39 0 00:00
40 0 00:00
41 0 00:00
42 0 00:00
43 0 00:00
44 0 00:00
45 0 00:00
46 0 00:00
47 0 00:00
48 0 00:00
49 0 00:00
50 0 00:00

```

```

DAY PLAN [ 2 ] DAY PLAN IN EFFECT [ 2 ]
EVENT ACTION PLAN START TIME
2 2 07:15

```

```

3 3 11:30
4 4 14:30
5 5 17:45
6 6 21:00
7 0 00:00
8 0 00:00
9 0 00:00
10 0 00:00
11 0 00:00
12 0 00:00
13 0 00:00
14 0 00:00
15 0 00:00
16 0 00:00
17 0 00:00
18 0 00:00
19 0 00:00
20 0 00:00
21 0 00:00
22 0 00:00
23 0 00:00
24 0 00:00
25 0 00:00
26 0 00:00
27 0 00:00
28 0 00:00
29 0 00:00
30 0 00:00
31 0 00:00
32 0 00:00
33 0 00:00
34 0 00:00
35 0 00:00
36 0 00:00
37 0 00:00
38 0 00:00
39 0 00:00
40 0 00:00
41 0 00:00
42 0 00:00
43 0 00:00
44 0 00:00
45 0 00:00
46 0 00:00
47 0 00:00
48 0 00:00
49 0 00:00
50 0 00:00

```

```

DAY PLAN [ 3 ] DAY PLAN IN EFFECT [ 2 ]
EVENT ACTION PLAN START TIME

```

```

1 5 00:00
2 1 07:05
3 2 11:00
4 4 14:15
5 7 18:00
6 5 22:00
7 0 00:00
8 0 00:00
9 0 00:00
10 0 00:00
11 0 00:00
12 0 00:00
13 0 00:00
14 0 00:00
15 0 00:00
16 0 00:00
17 0 00:00
18 0 00:00
19 0 00:00
20 0 00:00
21 0 00:00
22 0 00:00
23 0 00:00
24 0 00:00
25 0 00:00
26 0 00:00
27 0 00:00
28 0 00:00
29 0 00:00
30 0 00:00
31 0 00:00
32 0 00:00
33 0 00:00
34 0 00:00
35 0 00:00
36 0 00:00
37 0 00:00
38 0 00:00
39 0 00:00
40 0 00:00
41 0 00:00
42 0 00:00
43 0 00:00
44 0 00:00
45 0 00:00
46 0 00:00
47 0 00:00
48 0 00:00
49 0 00:00
50 0 00:00

```

```

DAY PLAN [ 4 ] DAY PLAN IN EFFECT [ 2 ]
EVENT ACTION PLAN START TIME
1 5 00:00
2 3 07:05
3 5 17:00
4 0 00:00
5 0 00:00
6 0 00:00
7 0 00:00
8 0 00:00
9 0 00:00
10 0 00:00
11 0 00:00
12 0 00:00
13 0 00:00
14 0 00:00
15 0 00:00
16 0 00:00
17 0 00:00
18 0 00:00
19 0 00:00
20 0 00:00
21 0 00:00
22 0 00:00
23 0 00:00
24 0 00:00
25 0 00:00
26 0 00:00
27 0 00:00
28 0 00:00
29 0 00:00
30 0 00:00
31 0 00:00
32 0 00:00
33 0 00:00
34 0 00:00
35 0 00:00
36 0 00:00
37 0 00:00
38 0 00:00
39 0 00:00
40 0 00:00
41 0 00:00
42 0 00:00
43 0 00:00
44 0 00:00
45 0 00:00
46 0 00:00
47 0 00:00
48 0 00:00
49 0 00:00
50 0 00:00

```

```

SCHEDULE NUMBER [ 1 ]
DAY PLAN NO ..... 1 CLEAR ALL FIELDS...
SELECT ALL MONTHS... , . . . . . , . . . . .
MONTH J F H A M J J A S O N D
X X X X X X X X X X X
DAY (DOW): SUN MON TUE WED THU FRI SAT
X
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
X X X X X X X X X X X
12 13 14 15 16 17 18 19 20 21 22
X X X X X X X X X X X
23 24 25 26 27 28 29 30 31
X X X X X X X X X X
SCHEDULE NUMBER [ 2 ]
DAY PLAN NO ..... 2 CLEAR ALL FIELDS...
SELECT ALL MONTHS... , . . . . . , . . . . .
MONTH J F H A M J J A S O N D
X X X X X X X X X X X
DAY (DOW): SUN MON TUE WED THU FRI SAT
X X X
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
X X X X X X X X X X X
12 13 14 15 16 17 18 19 20 21 22
X X X X X X X X X X X
23 24 25 26 27 28 29 30 31
X X X X X X X X X X
SCHEDULE NUMBER [ 3 ]
DAY PLAN NO ..... 3 CLEAR ALL FIELDS...
SELECT ALL MONTHS... , . . . . . , . . . . .
MONTH J F H A M J J A S O N D
X X X X X X X X X X X
DAY (DOW): SUN MON TUE WED THU FRI SAT
X X X
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
X X X X X X X X X X X
12 13 14 15 16 17 18 19 20 21 22
X X X X X X X X X X X
23 24 25 26 27 28 29 30 31
X X X X X X X X X X
SCHEDULE NUMBER [ 4 ]
DAY PLAN NO ..... 4 CLEAR ALL FIELDS...
SELECT ALL MONTHS... , . . . . . , . . . . .
MONTH J F H A M J J A S O N D
X X X X X X X X X X X

```

```

DAY (DOW): SUN MON TUE WED THU FRI SAT
X
DAY(DOM): 1 2 3 4 5 6 7 8 9 10 11
X X X X X X X X X X X
12 13 14 15 16 17 18 19 20 21 22
X X X X X X X X X X X
23 24 25 26 27 28 29 30 31
X X X X X X X X X X
EXCEPTION DAY PROGRAM
FLOAT/ MON/ DOM/ MON/ DAY
DAY FIXED MON DOM YEAR PLAN
1 0 0 0 0
2 0 0 0 0
3 0 0 0 0
4 0 0 0 0
5 0 0 0 0
6 0 0 0 0
7 0 0 0 0
8 0 0 0 0
9 0 0 0 0
10 0 0 0 0
11 0 0 0 0
12 0 0 0 0
13 0 0 0 0
14 0 0 0 0
15 0 0 0 0
16 0 0 0 0
17 0 0 0 0
18 0 0 0 0
19 0 0 0 0
20 0 0 0 0
21 0 0 0 0
22 0 0 0 0
23 0 0 0 0
24 0 0 0 0
25 0 0 0 0
26 0 0 0 0
27 0 0 0 0
28 0 0 0 0
29 0 0 0 0
30 0 0 0 0
31 0 0 0 0
32 0 0 0 0
33 0 0 0 0
34 0 0 0 0
35 0 0 0 0
36 0 0 0 0
37 0 0 0 0
38 0 0 0 0
39 0 0 0 0

```

```

40 0 0 0 0
41 0 0 0 0
42 0 0 0 0
43 0 0 0 0
44 0 0 0 0
45 0 0 0 0
46 0 0 0 0
47 0 0 0 0
48 0 0 0 0
49 0 0 0 0
50 0 0 0 0
51 0 0 0 0
52 0 0 0 0
53 0 0 0 0
54 0 0 0 0
55 0 0 0 0
56 0 0 0 0
57 0 0 0 0
58 0 0 0 0
59 0 0 0 0
60 0 0 0 0
61 0 0 0 0
62 0 0 0 0
63 0 0 0 0
64 0 0 0 0
65 0 0 0 0
66 0 0 0 0
67 0 0 0 0
68 0 0 0 0
69 0 0 0 0
70 0 0 0 0
71 0 0 0 0
72 0 0 0 0
73 0 0 0 0
74 0 0 0 0
75 0 0 0 0
76 0 0 0 0
77 0 0 0 0
78 0 0 0 0
79 0 0 0 0
80 0 0 0 0
81 0 0 0 0
82 0 0 0 0
83 0 0 0 0
84 0 0 0 0
85 0 0 0 0
86 0 0 0 0
87 0 0 0 0
88 0 0 0 0
89 0 0 0 0
90 0 0 0 0

```


ECONOLITE CONTROL PRODUCTS, INC.
COBALT-1000
Copyright (C) 2012-2016
Dual Walk Term & Call Next Thru
CITY... 0 INTERSECTION... 0
SOFTWARE... 32.65.30
EXTENDED FEATURES... Dual Walk T
COWEG... L3000

SOFTWARE MODULES	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	09.05.00
O/S	119-1047-207	06.07.00
APPLICATION	119-1051-265	32.65.30
CONFIGURATION	100-1049-001	L3000,19
EB CONTROLLER	119-1049-205	07.05.01
BSC CONTROLLER	140-1028-205	09.05.00
BSC RESOURCE	140-1033-203	18.03.00
PIO CONTROLLER	140-1021-003	10.03.00
PS CONTROLLER	140-1022-204	11.04.00
AGC U-BOOT	140-1023-200	12.00.05
AGC O/S	140-1024-212	13.12.00
AGC APPLICATION	140-1025-265	14.65.30
TELEMETRY	100-1032-501	V1.00.00

VEH DET PH ASSIGN VEH DET PLAN [1]
[ADDITIONAL PHASE CALLS]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
1 4 X S-STANDARD
2 7 X S-STANDARD
3 1 X S-STANDARD
4 5 X S-STANDARD
5 0 X N-NTCIP
6 8 X N-NTCIP

42 0 N-NTCIP
43 0 N-NTCIP
44 0 N-NTCIP
45 0 S-STANDARD
46 0 N-NTCIP
47 0 N-NTCIP
48 0 N-NTCIP
49 0 N-NTCIP
50 0 N-NTCIP
51 0 N-NTCIP
52 0 N-NTCIP
53 0 N-NTCIP
54 0 N-NTCIP
55 0 N-NTCIP
56 0 S-STANDARD
57 0 N-NTCIP
58 0 N-NTCIP
59 0 N-NTCIP
60 0 N-NTCIP
61 0 N-NTCIP
62 0 N-NTCIP
63 0 N-NTCIP
64 0 N-NTCIP

VEH DET PH ASSIGN VEH DET PLAN [3]
[ADDITIONAL PHASE CALLS]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
1 1 X S-STANDARD
2 2 X S-STANDARD
3 3 X S-STANDARD
4 4 X S-STANDARD
5 5 X N-NTCIP
6 6 X N-NTCIP
7 7 X N-NTCIP
8 8 X N-NTCIP
9 9 X N-NTCIP
10 10 X N-NTCIP
11 11 X N-NTCIP
12 12 X N-NTCIP
13 13 X N-NTCIP
14 14 X N-NTCIP
15 15 X N-NTCIP
16 16 X N-NTCIP
17 0 X N-NTCIP
18 0 X N-NTCIP
19 0 X N-NTCIP
20 0 X N-NTCIP
21 0 X N-NTCIP
22 0 X N-NTCIP
23 0 X N-NTCIP
24 0 X N-NTCIP

60 0 N-NTCIP
61 0 N-NTCIP
62 0 N-NTCIP
63 0 N-NTCIP
64 0 N-NTCIP

VEH DETECTOR [1] VEH DET PLAN [1]
TYPE: S-STANDARD
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
1 4 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [2] VEH DET PLAN [1]
TYPE: S-STANDARD
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
2 7 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [3] VEH DET PLAN [1]
TYPE: S-STANDARD
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
3 1 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [4] VEH DET PLAN [1]
TYPE: S-STANDARD
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
4 5 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [5] VEH DET PLAN [1]
TYPE: S-STANDARD
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
5 0 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

7 3 N-NTCIP
8 0 N-NTCIP
9 9 N-NTCIP
10 10 N-NTCIP
11 11 N-NTCIP
12 12 N-NTCIP
13 13 N-NTCIP
14 14 N-NTCIP
15 15 N-NTCIP
16 16 N-NTCIP
17 0 N-NTCIP
18 0 N-NTCIP
19 0 N-NTCIP
20 0 N-NTCIP
21 0 N-NTCIP
22 8 N-NTCIP
23 3 N-NTCIP
24 0 N-NTCIP
25 0 N-NTCIP
26 0 N-NTCIP
27 0 N-NTCIP
28 0 N-NTCIP
29 0 N-NTCIP
30 0 N-NTCIP
31 0 N-NTCIP
32 0 N-NTCIP
33 0 N-NTCIP
34 0 N-NTCIP
35 0 N-NTCIP
36 0 N-NTCIP
37 0 N-NTCIP
38 0 N-NTCIP
39 0 N-NTCIP
40 0 N-NTCIP
41 0 N-NTCIP
42 0 N-NTCIP
43 0 N-NTCIP
44 0 N-NTCIP
45 0 S-STANDARD
46 0 N-NTCIP
47 0 N-NTCIP
48 0 N-NTCIP
49 0 N-NTCIP
50 0 N-NTCIP
51 0 N-NTCIP
52 0 N-NTCIP
53 0 N-NTCIP
54 0 N-NTCIP
55 0 N-NTCIP
56 0 S-STANDARD
57 0 N-NTCIP
58 0 N-NTCIP

25 0 N-NTCIP
26 0 N-NTCIP
27 0 N-NTCIP
28 0 N-NTCIP
29 0 N-NTCIP
30 0 N-NTCIP
31 0 N-NTCIP
32 0 N-NTCIP
33 0 N-NTCIP
34 0 N-NTCIP
35 0 N-NTCIP
36 0 N-NTCIP
37 0 N-NTCIP
38 0 N-NTCIP
39 0 N-NTCIP
40 0 N-NTCIP
41 0 N-NTCIP
42 0 N-NTCIP
43 0 N-NTCIP
44 0 N-NTCIP
45 0 S-STANDARD
46 0 N-NTCIP
47 0 N-NTCIP
48 0 N-NTCIP
49 0 N-NTCIP
50 0 N-NTCIP
51 0 N-NTCIP
52 0 N-NTCIP
53 0 N-NTCIP
54 0 N-NTCIP
55 0 N-NTCIP
56 0 S-STANDARD
57 0 N-NTCIP
58 0 N-NTCIP
59 0 N-NTCIP
60 0 N-NTCIP
61 0 N-NTCIP
62 0 N-NTCIP
63 0 N-NTCIP
64 0 N-NTCIP

VEH DET PH ASSIGN VEH DET PLAN [4]
[ADDITIONAL PHASE CALLS]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
1 1 X S-STANDARD
2 2 X S-STANDARD
3 3 X S-STANDARD
4 4 X S-STANDARD
5 5 X N-NTCIP
6 6 X N-NTCIP
7 7 X N-NTCIP

TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
5 0 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [6] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
6 8 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [7] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
7 3 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [8] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
8 0 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [9] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
9 9 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

59 0 N-NTCIP
60 0 N-NTCIP
61 0 N-NTCIP
62 0 N-NTCIP
63 0 N-NTCIP
64 0 N-NTCIP

VEH DET PH ASSIGN VEH DET PLAN [2]
[ADDITIONAL PHASE CALLS]
DET PH 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 T-TYPE
1 1 X S-STANDARD
2 2 X S-STANDARD
3 3 X S-STANDARD
4 4 X S-STANDARD
5 5 X N-NTCIP
6 6 X N-NTCIP
7 7 X N-NTCIP
8 8 X N-NTCIP
9 9 X N-NTCIP
10 10 X N-NTCIP
11 11 X N-NTCIP
12 12 X N-NTCIP
13 13 X N-NTCIP
14 14 X N-NTCIP
15 15 X N-NTCIP
16 16 X N-NTCIP
17 0 X N-NTCIP
18 0 X N-NTCIP
19 0 X N-NTCIP
20 0 X N-NTCIP
21 0 X N-NTCIP
22 0 X N-NTCIP
23 0 X N-NTCIP
24 0 X N-NTCIP
25 0 X N-NTCIP
26 0 X N-NTCIP
27 0 X N-NTCIP
28 0 X N-NTCIP
29 0 X N-NTCIP
30 0 X N-NTCIP
31 0 X N-NTCIP
32 0 X N-NTCIP
33 0 X N-NTCIP
34 0 X N-NTCIP
35 0 X N-NTCIP
36 0 X N-NTCIP
37 0 X N-NTCIP
38 0 X N-NTCIP
39 0 X N-NTCIP
40 0 X N-NTCIP
41 0 X N-NTCIP

8 8 N-NTCIP
9 9 N-NTCIP
10 10 N-NTCIP
11 11 N-NTCIP
12 12 N-NTCIP
13 13 N-NTCIP
14 14 N-NTCIP
15 15 N-NTCIP
16 16 N-NTCIP
17 0 N-NTCIP
18 0 N-NTCIP
19 0 N-NTCIP
20 0 N-NTCIP
21 0 N-NTCIP
22 0 N-NTCIP
23 0 N-NTCIP
24 0 N-NTCIP
25 0 N-NTCIP
26 0 N-NTCIP
27 0 N-NTCIP
28 0 N-NTCIP
29 0 N-NTCIP
30 0 N-NTCIP
31 0 N-NTCIP
32 0 N-NTCIP
33 0 N-NTCIP
34 0 N-NTCIP
35 0 N-NTCIP
36 0 N-NTCIP
37 0 N-NTCIP
38 0 N-NTCIP
39 0 N-NTCIP
40 0 N-NTCIP
41 0 N-NTCIP

VEH DETECTOR [10] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
10 10 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [11] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
11 11 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [12] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
12 12 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [13] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
13 13 X
EXTEND TIME... 0.0 DELAY TIME... 0.0
USE ADDED INITIAL . CROSS SWTCH PH... 0
LOCK IN... NONE NTCIP VOL . OR OCC .
PMT QUEUE DELAY- NO

VEH DETECTOR [14] VEH DET PLAN [1]
TYPE: N-NTCIP
TS2 DETECTOR... X ECP1 LOG... NO
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
14 14 X
EXTEND TIME... 0.0 DELAY TIME... 0.0

EB CONTROLLER 119-1049-205 07.05.01
BGC CONTROLLER 148-1028-205 09.05.00
BGC RESOURCE 148-1033-203 18.03.00
PID CONTROLLER 148-1021-203 18.03.00
PS CONTROLLER 148-1022-204 11.04.00
AGC U-BOOT 148-1023-200 12.00.05
AGC O/S 148-1024-212 13.12.00
AGC APPLICATION 148-1025-265 14.05.30
TELEMETRY 100-1032-501 V1.00.00

* ECONOLITE CONTROL PRODUCTS, INC. *
* COBALT-1000 *
* Copyright (C) 2012-2016 *
* Dual Walk Term & Call Next Thru *
* CITY.... 0 INTERSECTION... 0 *
* SOFTWARE..... 32.65.30 *
* EXTENDED FEATURES.....Dual Walk T *
* CONFIG.....L3000 *

SOFTWARE MODULES	PART NUMBER	VERSION
EB U-BOOT	119-1046-205	05.05.00
O/S	119-1047-207	06.07.00
APPLICATION	119-1051-205	32.65.30
CONFIGURATION	100-1049-001	L3000.19
EB CONTROLLER	119-1049-205	07.05.01
BGC CONTROLLER	148-1028-205	09.05.00
BGC RESOURCE	148-1033-203	18.03.00
PID CONTROLLER	148-1021-203	18.03.00
PS CONTROLLER	148-1022-204	11.04.00
AGC U-BOOT	148-1023-200	12.00.05
AGC O/S	148-1024-212	13.12.00
AGC APPLICATION	148-1025-265	14.05.30
TELEMETRY	100-1032-501	V1.00.00

TSP/SCP PLAN	1	2	3	4	5	6
TSP/SCP PLAN	1	2	3	4	5	6
TSP/SCP ENA	NO	NO	NO	NO	NO	NO
SIGNAL TYPE	5	5	5	5	5	5
DET LOCK	.	.	.	.	.	.
DELAY TIME	0	0	0	0	0	0
MAX PRESENCE	0	0	0	0	0	0
PMT ENA RESERVE	.	.	.	.	.	.
NO DELAY IN TSP	.	.	.	.	.	.
ACT SF INHIBIT	0	0	0	0	0	0
RESERVE CYCLIS	0	0	0	0	0	0
BUS HEADING	NO	58	EB	NO		
MODE	.....TSP FREE DEFAULT PTN. 120					
HEADWAY ALLOWANCE	0%					

TSP/SCP PHASE	1	2	3	4	5	6
TSP/SCP1
TSP/SCP2
TSP/SCP3
TSP/SCP4
TSP/SCP5
TSP/SCP6

TSP/SCP SPLIT PATTERN [1]
IN EFFECT TWO PLAN [4] 0 SPL. DM [4] 0
PHASE 1 2 3 4 5 6 7 8
MAX RDTN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0
PHASE 9 10 11 12 13 14 15 16
MAX RDTN 255 255 255 255 255 255 255 255
MIN GRN 0 0 0 0 0 0 0 0

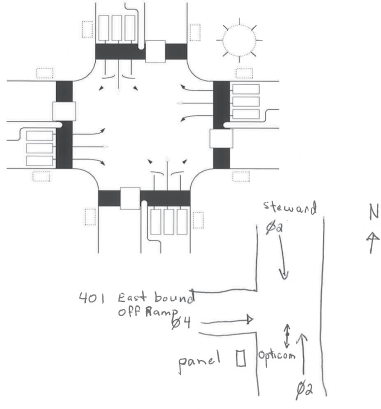
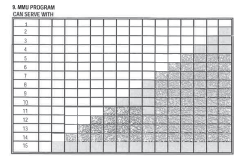
ASC/2
PROGRAM REFERENCE CARD 401 Eastbound
INTERSECTION Steward
CONTROLLER NUMBER And ENTERED BY: _____ DATE May 26/20
BOOT ___ VER ___ MAIN ___ VER ___ HELP ___ VER ___ CONFIG ___

1. CONFIGURATION SUBMENU

1. CONTROL SUBMENU	2. LOAD OPERATIONS
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6

3. CONTROL SUBMENU

1. CONTROL SUBMENU	2. LOAD OPERATIONS
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6



2. CONTROLLER SUBMENU

1. CONTROL SUBMENU	2. LOAD OPERATIONS
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6

3. CONTROLLER SUBMENU

1. CONTROL SUBMENU	2. LOAD OPERATIONS
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6

3. COORDINATOR SUBMENU

1. COORDINATOR OPTIONS	2. CONTROL SUBMENU
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6

3. COORDINATOR SUBMENU

1. COORDINATOR OPTIONS	2. CONTROL SUBMENU
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6

3. COORDINATOR SUBMENU

1. COORDINATOR OPTIONS	2. CONTROL SUBMENU
PHASE 1	PHASE 1
PHASE 2	PHASE 2
PHASE 3	PHASE 3
PHASE 4	PHASE 4
PHASE 5	PHASE 5
PHASE 6	PHASE 6

TEST FORMAT		TEST FORMAT	
TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

4. PREEMPTOR SUBMENU

1. PREEMPTOR PREEMPTOR 1		2. PREEMPTOR PREEMPTOR 2		3. PREEMPTOR PREEMPTOR 3		4. PREEMPTOR PREEMPTOR 4	
TEST POINT	TEST POINT	TEST POINT	TEST POINT	TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4	5	6	7	8
9	10	11	12	13	14	15	16
17	18	19	20	21	22	23	24
25	26	27	28	29	30	31	32
33	34	35	36	37	38	39	40
41	42	43	44	45	46	47	48
49	50	51	52	53	54	55	56
57	58	59	60	61	62	63	64
65	66	67	68	69	70	71	72
73	74	75	76	77	78	79	80
81	82	83	84	85	86	87	88
89	90	91	92	93	94	95	96
97	98	99	100				

5. PREEMPTOR PREEMPTOR 5		6. PREEMPTOR PREEMPTOR 6	
TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

5. NIC/TOD SUBMENU

1. NIC/TOD SUBMENU DATA		2. NIC/TOD SUBMENU DATA	
TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

6. DETECTORS

1. DETECTOR DETECTOR 1		2. DETECTOR DETECTOR 2	
TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

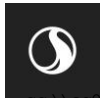
7. DETECTOR DETECTOR 3

1. DETECTOR DETECTOR 3		2. DETECTOR DETECTOR 4	
TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

8. DETECTOR DETECTOR 5

1. DETECTOR DETECTOR 5		2. DETECTOR DETECTOR 6	
TEST POINT	TEST POINT	TEST POINT	TEST POINT
1	2	3	4
5	6	7	8
9	10	11	12
13	14	15	16
17	18	19	20
21	22	23	24
25	26	27	28
29	30	31	32
33	34	35	36
37	38	39	40
41	42	43	44
45	46	47	48
49	50	51	52
53	54	55	56
57	58	59	60
61	62	63	64
65	66	67	68
69	70	71	72
73	74	75	76
77	78	79	80
81	82	83	84
85	86	87	88
89	90	91	92
93	94	95	96
97	98	99	100

Appendix C **INTERSECTION PERFORMANCE WORKSHEETS**



HCM 6th Signalized Intersection Summary
1: Stewart Boulevard & Parkedale Avenue

03/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagram]											
Traffic Volume (veh/h)	43	69	27	300	80	33	16	508	319	94	751	67
Future Volume (veh/h)	43	69	27	300	80	33	16	508	319	94	751	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.94	0.93	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No											
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1870	1811	1811	1811
Adj Flow Rate, veh/h	51	81	7	353	94	23	19	598	0	111	884	73
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	6	6
Cap, veh/h	257	358	30	451	307	75	342	1906	0	516	1990	164
Arrive On Green	0.04	0.11	0.11	0.13	0.21	0.21	0.55	0.55	0.00	0.04	0.62	0.62
Sat Flow, veh/h	1781	3294	280	3456	1440	352	586	3469	1585	1781	3208	265
Grp Volume(v), veh/h	51	43	45	353	0	117	19	598	0	111	474	483
Grp Sat Flow(s),veh/h/ln	1781	1777	1797	1728	0	1792	586	1735	1585	1781	1721	1752
Q Serve(g, s), s	2.9	2.5	2.6	11.3	0.0	6.3	2.0	10.7	0.0	2.9	16.5	16.5
Cycle Q Clear(g, c), s	2.9	2.5	2.6	11.3	0.0	6.3	10.4	10.7	0.0	2.9	16.5	16.5
Prop In Lane	1.00	0.16	1.00	0.20	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.15
Lane Grp Cap(c), veh/h	257	193	195	451	0	382	342	1906	0	516	1067	1087
V/C Ratio(X)	0.20	0.22	0.23	0.78	0.00	0.31	0.06	0.31	0.00	0.22	0.44	0.44
Avail Cap(c_a), veh/h	335	265	268	728	0	519	342	1906	0	671	1067	1087
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.98	0.98	0.98	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	46.4	46.4	48.0	0.0	37.8	16.2	14.0	0.0	10.0	11.3	11.3
Incr Delay (d2), s/veh	0.4	0.6	0.6	3.0	0.0	0.4	0.3	0.4	0.0	0.2	1.3	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	2.2	2.3	9.2	0.0	5.4	0.6	8.4	0.0	2.4	12.0	12.2
Unsig. Movement Delay, s/veh	-											
LnGrp Delay(d),s/veh	43.4	47.0	47.0	51.0	0.0	38.2	16.5	14.4	0.0	10.2	12.7	12.7
LnGrp LOS	D	D	D	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h	139	470	470	1068	0	617	1220	1220	0	1068	1068	1068
Approach Delay, s/veh	45.7	47.8	47.8	51.0	0.0	38.2	16.5	14.4	0.0	10.2	12.7	12.7
Approach LOS	D	D	D	D	A	D	B	B	B	B	B	B
Timer - Assigned Phs	1	2	3	4	5	6	7	8	9	10	11	12
Phs Duration (G+Y+Rc), s	8.1	68.6	18.9	18.4	0.0	76.7	7.0	30.3	0.0	8.1	68.6	18.9
Change Period (Y+Rc), s	3.0	6.0	4.0	6.0	0.0	6.0	3.0	6.0	0.0	3.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	39.0	24.0	17.0	0.0	57.0	9.0	33.0	0.0	15.0	39.0	24.0
Max Q Clear Time (g_c+1), s	4.9	12.7	13.3	4.6	0.0	18.5	4.9	8.3	0.0	4.9	12.7	13.3
Green Ext. Time (p_c), s	0.3	11.2	1.6	0.7	0.0	21.7	0.0	1.6	0.0	0.3	11.2	1.6

Intersection Summary

HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
2: Jefferson Drive & Stewart Boulevard

03/03/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	[Diagram]											
Traffic Volume (veh/h)	59	22	197	54	17	13	168	771	19	5	942	131
Future Volume (veh/h)	59	22	197	54	17	13	168	771	19	5	942	131
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96	1.00	1.00	0.96	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No											
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1826	1870	1811	1870
Adj Flow Rate, veh/h	69	26	21	64	20	1	198	907	20	6	1108	89
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	5	5	2
Cap, veh/h	197	66	230	177	257	13	418	3939	87	490	2439	1119
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.15	0.05	0.78	0.78	0.71	0.71
Sat Flow, veh/h	982	454	1579	1354	1762	88	1781	5019	111	603	3441	1578
Grp Volume(v), veh/h	95	0	21	64	0	21	198	600	327	6	1108	89
Grp Sat Flow(s),veh/h/ln	1437	0	1579	1354	0	1850	1781	1662	1806	603	1721	1578
Q Serve(g, s), s	5.9	0.0	1.3	5.2	0.0	1.1	3.2	5.5	5.5	0.3	15.9	2.0
Cycle Q Clear(g, c), s	7.1	0.0	1.3	12.3	0.0	1.1	3.2	5.5	5.5	0.3	15.9	2.0
Prop In Lane	0.73	1.00	1.00	0.05	1.00	0.00	1.00	0.06	1.00	0.00	0.00	0.15
Lane Grp Cap(c), veh/h	263	0	230	177	0	269	418	2608	1417	490	2439	1119
V/C Ratio(X)	0.36	0.00	0.09	0.36	0.00	0.08	0.47	0.23	0.23	0.01	0.45	0.08
Avail Cap(c_a), veh/h	330	0	302	239	0	354	515	2608	1417	490	2439	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	45.0	0.0	42.5	50.6	0.0	42.5	5.7	3.3	3.3	4.9	7.2	5.2
Incr Delay (d2), s/veh	0.8	0.0	0.2	1.2	0.0	0.1	0.8	0.2	0.4	0.0	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.0	1.0	3.5	0.0	1.0	2.6	4.0	4.5	0.1	10.8	1.4	1.4
Unsig. Movement Delay, s/veh	-											
LnGrp Delay(d),s/veh	45.9	0.0	42.7	51.8	0.0	42.6	6.5	3.5	3.6	5.0	7.7	5.3
LnGrp LOS	D	A	D	D	A	D	A	A	A	A	A	A
Approach Vol, veh/h	116	85	1125	1203	0	1125	1203	1203	1203	0	1203	1203
Approach Delay, s/veh	45.3	49.6	4.0	7.5	0.0	45.3	4.0	7.5	7.5	0.0	7.5	7.5
Approach LOS	D	D	A	A	A	D	A	A	A	A	A	A
Timer - Assigned Phs	1	2	4	6	8	9	10	11	12	13	14	15
Phs Duration (G+Y+Rc), s	8.1	68.6	18.9	18.4	0.0	76.7	7.0	30.3	0.0	8.1	68.6	18.9
Change Period (Y+Rc), s	3.0	6.0	4.0	6.0	0.0	6.0	3.0	6.0	0.0	3.0	6.0	6.0
Max Green Setting (Gmax), s	15.0	39.0	24.0	17.0	0.0	57.0	9.0	33.0	0.0	15.0	39.0	24.0
Max Q Clear Time (g_c+1), s	4.9	12.7	13.3	4.6	0.0	18.5	4.9	8.3	0.0	4.9	12.7	13.3
Green Ext. Time (p_c), s	0.3	11.2	1.6	0.7	0.0	21.7	0.0	1.6	0.0	0.3	11.2	1.6

Intersection Summary

HCM 6th Ctrl Delay	9.1
HCM 6th LOS	A

Notes

HCM 6th Signalized Intersection Summary
3: Hwy 401 WB Ramp & Stewart Boulevard

03/03/2021

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	[Diagram]					
Traffic Volume (veh/h)	142	170	788	0	0	1077
Future Volume (veh/h)	142	170	788	0	0	1077
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No					
Adj Sat Flow, veh/h/ln	1796	1826	1826	0	0	1811
Adj Flow Rate, veh/h	167	27	927	0	0	1267
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Percent Heavy Veh, %	7	5	5	0	0	6
Cap, veh/h	205	185	2638	0	0	2616
Arrive On Green	0.12	0.12	0.76	0.00	0.00	0.76
Sat Flow, veh/h	1711	1547	3652	0	0	3622
Grp Volume(v), veh/h	167	27	927	0	0	1267
Grp Sat Flow(s),veh/h/ln	1711	1547	1735	0	0	1721
Q Serve(g, s), s	9.5	1.6	8.7	0.0	0.0	14.0
Cycle Q Clear(g, c), s	9.5	1.6	8.7	0.0	0.0	14.0
Prop In Lane	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap(c), veh/h	205	185	2638	0	0	2616

HCM 6th Signalized Intersection Summary
3: Hwy 401 WB Ramp & Stewart Boulevard

03/03/2021

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	1	1	1	1	1	1
Traffic Volume (veh/h)	62	100	1223	0	0	1077
Future Volume (veh/h)	62	100	1223	0	0	1077
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1900	1737	1826	0	0	1856
Adj Flow Rate, veh/h	69	28	1359	0	0	1197
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	11	5	0	0	3
Cap, veh/h	109	89	2881	0	0	2928
Arrive On Green	0.06	0.06	0.83	0.00	0.00	0.83
Sat Flow, veh/h	1810	1472	3652	0	0	3711
Grp Volume(v), veh/h	69	28	1359	0	0	1197
Grp Sat Flow(s),veh/h/ln	1810	1472	1735	0	0	1763
Q Serve(g_s), s	4.1	2.0	12.0	0.0	0.0	9.6
Cycle Q Clear(g_c), s	4.1	2.0	12.0	0.0	0.0	9.6
Prop In Lane	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap(c), veh/h	109	89	2881	0	0	2928
V/C Ratio(X)	0.63	0.32	0.47	0.00	0.00	0.41
Avail Cap(c_a), veh/h	280	227	2881	0	0	2928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.5	49.5	2.6	0.0	0.0	2.4
Incr Delay (d2), s/veh	5.9	2.0	0.6	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.5	1.3	1.9	0.0	0.0	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.4	51.5	3.2	0.0	0.0	2.8
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	97	1359	1197			
Approach Delay, s/veh	55.0	3.2	2.8			
Approach LOS	D	A	A			
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	97.4		12.6		12.6	
Change Period (Y+Rc), s	6.0		6.0		6.0	
Max Green Setting (Gmax), s	81.0		81.0		17.0	
Max Q Clear Time (g_c+1), s	14.0		11.6		6.1	
Green Ext. Time (p_c), s	47.0		41.0		0.3	

Intersection Summary	
HCM 6th Ctrl Delay	4.9
HCM 6th LOS	A

HCM 6th Signalized Intersection Summary
4: Hwy 401 EB Ramp & Stewart Boulevard

03/03/2021

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1	1	1	1	1	1
Traffic Volume (veh/h)	136	46	0	1153	1027	129
Future Volume (veh/h)	136	46	0	1153	1027	129
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1826	1796	0	1796	1856	1856
Adj Flow Rate, veh/h	151	8	0	1281	1141	134
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	7	0	7	3	3
Cap, veh/h	348	304	0	2419	2250	264
Arrive On Green	0.20	0.20	0.00	0.71	0.71	0.71
Sat Flow, veh/h	1739	1522	0	3593	3267	372
Grp Volume(v), veh/h	151	8	0	1281	633	642
Grp Sat Flow(s),veh/h/ln	1739	1522	0	1706	1763	1784
Q Serve(g_s), s	7.5	0.4	0.0	17.3	16.1	16.2
Cycle Q Clear(g_c), s	7.5	0.4	0.0	17.3	16.1	16.2
Prop In Lane	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap(c), veh/h	348	304	0	2419	1250	1264
V/C Ratio(X)	0.43	0.03	0.00	0.53	0.51	0.51
Avail Cap(c_a), veh/h	352	308	0	2419	1250	1264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.6	31.8	0.0	6.7	6.5	6.5
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.2	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	0.3	0.0	6.7	6.5	6.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.5	31.8	0.0	6.9	6.9	6.9
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	159	159	1281	1275		
Approach Delay, s/veh	35.3	6.9	6.9			
Approach LOS	D	A	A			
Timer - Assigned Phs	2		4		6	
Phs Duration (G+Y+Rc), s	75.0		23.7		75.0	
Change Period (Y+Rc), s	5.0		4.0		5.0	
Max Green Setting (Gmax), s	70.0		20.0		70.0	
Max Q Clear Time (g_c+1), s	19.3		9.5		18.2	
Green Ext. Time (p_c), s	36.3		0.5		36.2	

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

HCM 6th TWSC
5: Kent Street & Parkedale Avenue

03/03/2021

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	1	1	1	1	1
Traffic Vol, veh/h	164	40	40	230	81	81
Future Vol, veh/h	164	40	40	230	81	81
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	182	44	44	256	90	90

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	226
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	4.12
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.218
Pot Cap-1 Maneuver	-	-	1342
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	1342
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	608	-	-	1342	-
HCM Lane V/C Ratio	0.296	-	-	0.033	-
HCM Control Delay (s)	13.4	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %ile Q(veh)	1.2	-	-	0.1	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol, veh/h	93	24	24	142	49	49
Future Vol, veh/h	93	24	24	142	49	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	28	28	167	58	58

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	137
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	4.12	6.22
Critical Hdwy Stg 1	-	-	5.42
Critical Hdwy Stg 2	-	-	5.42
Follow-up Hdwy	-	2.218	3.518
Pot Cap-1 Maneuver	-	1447	651
Stage 1	-	-	902
Stage 2	-	-	814
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	1447	637
Mov Cap-2 Maneuver	-	-	637
Stage 1	-	-	902
Stage 2	-	-	797

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	10.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	755	-	-	1447	-
HCM Lane V/C Ratio	0.153	-	-	0.02	-
HCM Control Delay (s)	10.6	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

HCM 6th Signalized Intersection Summary

2: Jefferson Drive & Stewart Boulevard

HCM 6th Signalized Intersection Summary

1: Stewart Boulevard & Parkedale Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	91	98	61	404	147	91	59	809	386	105	628	69
Future Volume (veh/h)	91	98	61	404	147	91	59	809	386	105	628	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.97	0.96	1.00	0.98	0.99	1.00	1.00	1.00	1.00	0.98	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1856	1856	1870
Adj Flow Rate, veh/h	101	109	8	449	163	80	66	899	0	117	698	69
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	3	3
Cap, veh/h	272	328	24	572	241	118	397	1775	365	1902	188	188
Arrive On Green	0.07	0.10	0.10	0.17	0.21	0.21	0.51	0.51	0.00	0.05	0.59	0.59
Sat Flow, veh/h	1781	3348	243	3456	1175	577	696	3469	1585	1781	3233	319
Grp Volume(v), veh/h	101	57	60	449	0	243	66	899	0	117	380	387
Grp Sat Flow(s),veh/h/ln	1781	1777	1814	1728	0	1752	696	1735	1585	1781	1763	1790
Q Serve(g_s), s	5.4	3.2	3.3	13.5	0.0	13.8	5.9	18.4	0.0	3.2	12.2	12.3
Cycle Q Clear(g_c), s	5.4	3.2	3.3	13.5	0.0	13.8	9.9	18.4	0.0	3.2	12.2	12.3
Prop In Lane	1.00	0.13	1.00	0.33	1.00	1.00	1.00	1.00	0.00	1.00	0.16	1.00
Lane Grp Cap(c), veh/h	272	174	178	572	0	360	397	1775	365	1902	188	188
V/C Ratio(v)	0.37	0.33	0.34	0.79	0.00	0.68	0.17	0.51	0.00	0.32	0.37	0.37
Avail Cap(c_a), veh/h	400	230	235	928	0	471	397	1775	476	1037	1053	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	0.95	0.95	0.95	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	45.4	45.4	43.2	0.0	39.6	16.4	17.4	0.0	12.6	11.7	11.7
Incr Delay (d2), s/veh	0.8	1.1	1.1	2.4	0.0	2.5	0.9	1.0	0.0	0.5	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackQ(95%),veh/ln	4.1	2.5	2.6	9.4	0.0	9.6	1.7	10.5	0.0	1.9	7.4	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	46.5	46.5	45.6	0.0	42.1	17.3	18.4	0.0	13.1	12.7	12.7
LnGrp LOS	D	D	D	D	A	D	B	B	A	B	B	B
Approach Vol, veh/h	218	692	965	884						884	1162	
Approach Delay, s/veh	43.8		44.4	18.3						12.7	10.9	
Approach LOS	D		D	B						B	B	

Timer - Assigned Phs	1	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	8.3	61.3	21.9	16.6	69.5	10.3	28.2
Change Period (Y+Rc), s	3.0	6.0	4.0	6.0	6.0	3.0	6.0
Max Green Setting (Gmax), s	12.0	34.0	29.0	14.0	49.0	15.0	29.0
Max Q Clear Time (g_c+1), s	5.2	20.4	15.5	5.3	14.3	7.4	15.8
Green Ext. Time (p_c), s	0.2	10.1	2.4	0.8	15.8	0.2	2.7

Intersection Summary	
HCM 6th Ctrl Delay	25.1
HCM 6th LOS	C

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗	↖	↗
Traffic Volume (veh/h)	107	19	187	89	26	45	220	1102	28	9	968	116
Future Volume (veh/h)	107	19	187	89	26	45	220	1102	28	9	968	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.96	0.96	0.97	0.96	1.00	0.99	1.00	1.00	0.99	1.00	0.99	0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	119	21	37	99	29	1	244	1224	29	10	1076	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	5	2	3	2
Cap, veh/h	279	45	301	194	355	12	418	3650	86	346	2233	990
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.07	0.73	0.73	0.63	0.63	0.63
Sat Flow, veh/h	1102	225	1523	1309	1794	62	1781	5007	119	442	3526	1563
Grp Volume(v), veh/h	140	0	37	99	0	30	244	812	441	10	1076	76
Grp Sat Flow(s),veh/h/ln	1327	0	1523	1309	0	1856	1781	1662	1803	442	1763	1563
Q Serve(g_s), s	9.4	0.0	2.2	8.0	0.0	1.4	4.8	9.6	9.6	0.9	17.6	2.0
Cycle Q Clear(g_c), s	10.9	0.0	2.2	18.9	0.0	1.4	4.8	9.6	9.6	0.9	17.6	2.0
Prop In Lane	0.85	1.00	1.00	0.03	1.00	0.00	0.07	1.00	1.00	0.16	1.00	1.00
Lane Grp Cap(c), veh/h	324	0	301	194	0	367	418	2422	1314	346	2233	990
V/C Ratio(v)	0.43	0.00	0.12	0.51	0.00	0.08	0.58	0.34	0.34	0.03	0.48	0.08
Avail Cap(c_a), veh/h	329	0	307	200	0	375	493	2422	1314	346	2233	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	39.8	0.0	36.0	48.0	0.0	35.7	8.5	5.3	5.3	7.5	10.7	7.7
Incr Delay (d2), s/veh	0.9	0.0	0.2	2.1	0.0	0.1	1.3	0.4	0.7	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackQ(95%),veh/ln	6.8	0.0	1.4	4.6	0.0	1.1	2.4	4.1	4.6	0.1	8.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.7	0.0	36.1	50.0	0.0	35.8	9.8	5.7	6.0	7.6	11.2	7.8
LnGrp LOS	D	A	D	D	A	D	A	A	A	B	B	A
Approach Vol, veh/h	177		129	1497						1162		
Approach Delay, s/veh	39.8		46.7	6.4						10.9		
Approach LOS	D		D	A						B		

Timer - Assigned Phs	1	2	4	6	8
Phs Duration (G+Y+Rc), s	40.4	73.0	25.5	83.5	25.5
Change Period (Y+Rc), s	3.0	4.0	4.0	4.0	4.0
Max Green Setting (Gmax), s	22.0	64.0	22.0	79.0	22.0
Max Q Clear Time (g_c+1), s	19.6	12.9	11.6	20.9	19.6
Green Ext. Time (p_c), s	0.6	28.4	1.2	40.9	0.1

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

HCM 6th Signalized Intersection Summary
3: Hwy 401 WB Ramp & Stewart Boulevard

03/03/2021

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	3	1	1	1	1	1
Traffic Volume (veh/h)	63	102	1247	0	0	1116
Future Volume (veh/h)	63	102	1247	0	0	1116
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1900	1737	1826	0	0	1856
Adj Flow Rate, veh/h	70	30	1386	0	0	1240
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	11	5	0	0	3
Cap, veh/h	110	89	2880	0	0	2927
Arrive On Green	0.06	0.06	0.83	0.00	0.00	0.83
Sat Flow, veh/h	1810	1472	3652	0	0	3711
Grp Volume(v), veh/h	70	30	1386	0	0	1240
Grp Sat Flow(s),veh/h/ln	1810	1472	1735	0	0	1763
Q Serve(g_s), s	4.2	2.1	12.4	0.0	0.0	10.1
Cycle Q Clear(g_c), s	4.2	2.1	12.4	0.0	0.0	10.1
Prop In Lane	1.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap(c), veh/h	110	89	2880	0	0	2927
V/C Ratio(X)	0.64	0.34	0.48	0.00	0.00	0.42
Avail Cap(c_a), veh/h	280	227	2880	0	0	2927
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.5	49.5	2.6	0.0	0.0	2.4
Incr Delay (d2), s/veh	6.0	2.2	0.6	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/lnr0.5	1.4	1.9	0.0	0.0	0.0	1.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.5	51.7	3.2	0.0	0.0	2.9
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	100	1386	1240			
Approach Delay, s/veh	55.1	3.2	2.9			
Approach LOS	E	A	A			
Timer - Assigned Phs	2	6	8			
Phs Duration (G+Y+Rc), s	97.3	97.3	12.7			
Change Period (Y+Rc), s	6.0	6.0	6.0			
Max Green Setting (Gmax), s	81.0	81.0	17.0			
Max Q Clear Time (g_c+1), s	14.4	12.1	6.2			
Green Ext. Time (p_c), s	47.8	42.7	0.3			
Intersection Summary						
HCM 6th Ctrl Delay	5.0					
HCM 6th LOS	A					

HCM 6th Signalized Intersection Summary
4: Hwy 401 EB Ramp & Stewart Boulevard

03/03/2021

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	3	1	1	1	1	1
Traffic Volume (veh/h)	139	47	0	1176	1048	132
Future Volume (veh/h)	139	47	0	1176	1048	132
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1826	1796	0	1796	1856	1856
Adj Flow Rate, veh/h	154	9	0	1307	1164	138
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	7	0	7	3	3
Cap, veh/h	348	305	0	2419	2247	266
Arrive On Green	0.20	0.20	0.00	0.71	0.71	0.71
Sat Flow, veh/h	1739	1522	0	3593	3264	375
Grp Volume(v), veh/h	154	9	0	1307	646	656
Grp Sat Flow(s),veh/h/ln	1739	1522	0	1706	1763	1783
Q Serve(g_s), s	7.7	0.5	0.0	17.9	16.6	16.8
Cycle Q Clear(g_c), s	7.7	0.5	0.0	17.9	16.6	16.8
Prop In Lane	1.00	1.00	0.00	1.00	1.00	0.21
Lane Grp Cap(c), veh/h	348	305	0	2419	1249	1264
V/C Ratio(X)	0.44	0.03	0.00	0.54	0.52	0.52
Avail Cap(c_a), veh/h	352	308	0	2419	1249	1264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	31.8	0.0	6.8	6.6	6.6
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.2	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/lnr0.5	0.3	0.0	0.0	6.9	6.8	6.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.5	31.8	0.0	7.0	7.0	7.0
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	163	1307	1302			
Approach Delay, s/veh	35.3	7.0	7.0			
Approach LOS	D	A	A			
Timer - Assigned Phs	2	4	6			
Phs Duration (G+Y+Rc), s	75.0	23.8	75.0			
Change Period (Y+Rc), s	5.0	4.0	5.0			
Max Green Setting (Gmax), s	70.0	20.0	70.0			
Max Q Clear Time (g_c+1), s	19.9	9.7	18.8			
Green Ext. Time (p_c), s	36.7	0.6	36.7			
Intersection Summary						
HCM 6th Ctrl Delay	8.7					
HCM 6th LOS	A					

HCM 6th TWSC
5: Kent Street & Parkedale Avenue

03/03/2021

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	1	1	1	1	1	1
Traffic Vol, veh/h	167	41	41	235	83	83
Future Vol, veh/h	167	41	41	235	83	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	186	46	46	261	92	92
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	232	0	562	209
Stage 1	-	-	-	-	209	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1336	-	488	831
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	711	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1336	-	468	831
Mov Cap-2 Maneuver	-	-	-	-	468	-
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	683	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	1.2	13.7			
HCM LOS	B		B			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	590	-	-	1336	-	
HCM Lane V/C Ratio	0.308	-	-	0.034	-	
HCM Control Delay (s)	13.7	-	-	7.8	0	
HCM Lane LOS	B	-	-	A	A	
HCM 95th %ile Q(veh)	1.3	-	-	0.1	-	

Intersection						
Int Delay, s/veh	2.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔		↔	↔	↔	↔
Traffic Vol, veh/h	137	28	24	155	50	49
Future Vol, veh/h	137	28	24	155	50	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	161	33	28	182	59	58

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	194	0	416	178
Stage 1	-	-	-	-	178	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1379	-	593	865
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	802	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1379	-	579	865
Mov Cap-2 Maneuver	-	-	-	-	579	-
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	784	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	11.3
HCM LOS		B	

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	692	-	-	1379	-
HCM Lane V/C Ratio	0.168	-	-	0.02	-
HCM Control Delay (s)	11.3	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔
Traffic Vol, veh/h	1	117	191	14	48	3
Future Vol, veh/h	1	117	191	14	48	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	138	225	16	56	4

Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	241	0	-	0	373	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	140	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1326	-	-	-	632	811
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	892	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1326	-	-	-	631	811
Mov Cap-2 Maneuver	-	-	-	-	631	-
Stage 1	-	-	-	-	809	-
Stage 2	-	-	-	-	892	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	11.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1326	-	-	-	639
HCM Lane V/C Ratio	0.001	-	-	-	0.094
HCM Control Delay (s)	7.7	0	-	-	11.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

HCM 6th Signalized Intersection Summary
1: Stewart Boulevard & Parkedale Avenue

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔
Traffic Volume (veh/h)	100	104	71	404	158	91	77	809	386	105	628	82
Future Volume (veh/h)	100	104	71	404	158	91	77	809	386	105	628	82
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	0.98	0.96	1.00	0.98	0.99	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1826	1870	1870	1856	1870
Adj Flow Rate, veh/h	111	116	8	449	176	80	86	899	0	117	698	83
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	3	2
Cap, veh/h	279	363	25	572	254	115	382	1739	357	1831	218	218
Arrive On Green	0.07	0.11	0.11	0.17	0.21	0.21	0.50	0.50	0.00	0.05	0.58	0.58
Sat Flow, veh/h	1781	3365	229	3456	1209	549	687	3469	1585	1781	3165	376
Grp Volume(v), veh/h	111	61	63	449	0	256	86	899	0	117	388	393
Grp Sat Flow(s),veh/h/ln	1781	1777	1818	1728	0	1758	687	1735	1585	1781	1763	1778
Q Serve(g_s), s	5.9	3.4	3.5	13.5	0.0	14.5	8.4	18.8	0.0	3.3	12.9	12.9
Cycle Q Clear(g_c), s	5.9	3.4	3.5	13.5	0.0	14.5	12.9	18.8	0.0	3.3	12.9	12.9
Prop In Lane	1.00	0.13	1.00	0.31	1.00	0.31	1.00	1.00	1.00	1.00	1.00	0.21
Lane Grp Cap(c), veh/h	279	192	196	572	0	369	382	1739	357	1020	1029	1029
V/C Ratio(X)	0.40	0.32	0.32	0.79	0.00	0.69	0.22	0.52	0.33	0.38	0.38	0.38
Avail Cap(c_a), veh/h	397	230	236	928	0	472	382	1739	467	1020	1029	1029
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	0.95	0.95	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	44.5	44.5	43.2	0.0	39.4	18.1	18.1	0.0	13.2	12.3	12.3
Incr Delay (d2), s/veh	0.9	0.9	0.9	2.4	0.0	3.0	1.3	1.0	0.0	0.5	1.1	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.4	2.6	2.7	9.4	0.0	10.1	2.3	10.8	0.0	2.0	7.8	7.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.7	45.4	45.5	45.6	0.0	42.5	19.4	19.2	0.0	13.7	13.4	13.4
LnGrp LOS	D	D	D	D	A	D	B	B	B	B	B	B
Approach Vol, veh/h	235					705		985	A		898	
Approach Delay, s/veh	42.7					44.5		19.2			13.4	
Approach LOS	D					D		B			B	
Timer - Assigned Phs	1	2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s	8.4	60.1	21.9	17.7		68.5	10.8	28.7				
Change Period (Y+Rc), s	3.0	6.0	4.0	6.0		6.0	3.0	6.0				
Max Green Setting (Gmax), s	12.0	34.0	29.0	14.0		49.0	15.0	29.0				
Max Q Clear Time (g_c+1), s	5.3	20.8	15.5	5.5		14.9	7.9	16.5				
Green Ext. Time (p_c), s	0.2	9.9	2.4	0.8		16.0	0.2	2.8				

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
2: Jefferson Drive & Stewart Boulevard

04/06/2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕	↔	↔	↕	↔	↕	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	107	19	189	89	26	45	224	1120	28	9	978	116
Future Volume (veh/h)	107	19	189	89	26	45	224	1120	28	9	978	116
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pBT)	0.96		0.96	0.97		0.96	1.00		0.99	1.00		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No		No		No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1826	1870	1870	1856	1870	1870
Adj Flow Rate, veh/h	119	21	32	99	29	1	249	1244	29	10	1087	76
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	3	2
Cap, veh/h	279	44	301	195	354	12	415	3652	85	340	2230	988
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.07	0.73	0.73	0.63	0.63	0.63
Sat Flow, veh/h	1102	225	1522	1314	1794	62	1781	5010	117	434	3526	1562
Grp Volume(v), veh/h	140	0	32	99	0	30	249	825	448	10	1087	76
Grp Sat Flow(s),veh/h/ln	1327	0	1522	1314	0	1856	1781	1662	1803	434	1763	1562
Q Serve(g_s), s	9.4	0.0	1.9	8.0	0.0	1.4	5.0	9.8	9.8	0.9	17.9	2.0
Cycle Q Clear(g_c), s	10.9	0.0	1.9	18.9	0.0	1.4	5.0	9.8	9.8	0.9	17.9	2.0
Prop In Lane	0.85		1.00		1.00		0.03		1.00		0.06	
Lane Grp Cap(c), veh/h	323	0	301	195	0	367	415	2423	1315	340	2230	988
V/C Ratio(X)	0.43	0.00	0.11	0.51	0.00	0.08	0.34	0.34	0.03	0.49	0.08	0.08
Avail Cap(c_a), veh/h	329	0	307	200	0	375	498	2423	1315	340	2230	988
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.84	0.84	0.84	0.84
Uniform Delay (d), s/veh	39.8	0.0	35.8	48.0	0.0	35.7	8.7	5.3	5.3	7.5	10.6	7.7
Incr Delay (d2), s/veh	0.9	0.0	0.2	2.1	0.0	0.1	1.5	0.4	0.7	0.1	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.8	0.0	1.2	4.6	0.0	1.1	2.5	4.2	4.7	0.1	9.0	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	36.0	50.0	0.0	35.8	10.2	5.7	6.0	7.7	11.3	7.9
LnGrp LOS	D	A	D	D	A	D	B	A	A	A	B	A
Approach Vol, veh/h	172					129			1522			
Approach Delay, s/veh	39.9					46.7			6.5			11.0
Approach LOS	D					D			A			B
Timer - Assigned Phs	1	2	4			6			8			
Phs Duration (G+Y+Rc), s	40.5	72.9	25.5			83.5			25.5			
Change Period (Y+Rc), s	3.0	4.0	4.0			4.0			4.0			
Max Green Setting (Gmax), s	42.8	64.0	22.0			79.0			22.0			
Max Q Clear Time (g_c+1), s	17.8	19.9	12.9			11.8			20.9			
Green Ext Time (p_c), s	0.6	28.6	1.2			41.6			0.1			

Intersection Summary	
HCM 6th Ctrl Delay	11.9
HCM 6th LOS	B

2022 TF - PM Peak 02/08/2021

Synchro 10 Report
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HCM 6th Signalized Intersection Summary
3: Hwy 401 WB Ramp & Stewart Boulevard

04/06/2021

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↕	↕	↕	↕
Traffic Volume (veh/h)	63	106	1265	0	0	1125
Future Volume (veh/h)	63	106	1265	0	0	1125
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pBT)	1.00	1.00	1.00	1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1900	1737	1826	0	0	1856
Adj Flow Rate, veh/h	70	42	1406	0	0	1250
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	0	11	5	0	0	3
Cap, veh/h	111	91	2877	0	0	2924
Arrive On Green	0.06	0.06	0.83	0.00	0.00	0.83
Sat Flow, veh/h	1810	1472	3652	0	0	3711
Grp Volume(v), veh/h	70	42	1406	0	0	1250
Grp Sat Flow(s),veh/h/ln	1810	1472	3652	0	0	3711
Q Serve(g_s), s	4.2	3.0	12.8	0.0	0.0	10.3
Cycle Q Clear(g_c), s	4.2	3.0	12.8	0.0	0.0	10.3
Prop In Lane	1.00	1.00				0.00
Lane Grp Cap(c), veh/h	111	91	2877	0	0	2924
V/C Ratio(X)	0.63	0.46	0.49	0.00	0.00	0.43
Avail Cap(c_a), veh/h	280	227	2877	0	0	2924
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d), s/veh	50.4	49.9	2.7	0.0	0.0	2.5
Incr Delay (d2), s/veh	5.7	3.7	0.6	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.5	2.1	2.1	0.0	0.0	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	56.1	53.5	3.3	0.0	0.0	2.9
LnGrp LOS	E	D	A	A	A	A
Approach Vol, veh/h	112	1406				1250
Approach Delay, s/veh	55.1	3.3				2.9
Approach LOS	E	A				A
Timer - Assigned Phs	2		6			8
Phs Duration (G+Y+Rc), s	97.2		97.2			12.8
Change Period (Y+Rc), s	6.0		6.0			6.0
Max Green Setting (Gmax), s	81.0		81.0			17.0
Max Q Clear Time (g_c+1), s	14.8		12.3			6.2
Green Ext Time (p_c), s	48.3		43.1			0.3

Intersection Summary	
HCM 6th Ctrl Delay	5.2
HCM 6th LOS	A

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Synchro 10 Report
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HCM 6th Signalized Intersection Summary
4: Hwy 401 EB Ramp & Stewart Boulevard

04/06/2021

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔	↕	↕	↕	↕	↕
Traffic Volume (veh/h)	145	47	0	1188	1055	134
Future Volume (veh/h)	145	47	0	1188	1055	134
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pBT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1826	1796	0	1796	1856	1811
Adj Flow Rate, veh/h	161	9	0	1320	1172	140
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	5	7	0	7	3	6
Cap, veh/h	349	305	0	2418	2244	267
Arrive On Green	0.20	0.20	0.00	0.71	0.71	0.71
Sat Flow, veh/h	1739	1522	0	3593	3261	377
Grp Volume(v), veh/h	161	9	0	1320	661	661
Grp Sat Flow(s),veh/h/ln	1739	1522	0	1706	1763	1783
Q Serve(g_s), s	8.1	0.5	0.0	18.2	16.9	17.0
Cycle Q Clear(g_c), s	8.1	0.5	0.0	18.2	16.9	17.0
Prop In Lane	1.00	1.00	0.00			0.21
Lane Grp Cap(c), veh/h	349	305	0	2418	1249	1263
V/C Ratio(X)	0.46	0.03	0.00	0.55	0.52	0.52
Avail Cap(c_a), veh/h	352	308	0	2418	1249	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	31.8	0.0	6.8	6.7	6.7
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.3	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	0.0	0.0	7.1	6.9	7.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.8	31.8	0.0	7.1	7.0	7.1
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	170			1320	1312	
Approach Delay, s/veh	35.5			7.1	7.1	
Approach LOS	D			A	A	
Timer - Assigned Phs	2		4			6
Phs Duration (G+Y+Rc), s	75.0		23.8			75.0
Change Period (Y+Rc), s	5.0		4.0			5.0
Max Green Setting (Gmax), s	70.0		20.0			70.0
Max Q Clear Time (g_c+1), s	20.2		10.1			19.0
Green Ext Time (p_c), s	0.6		36.8			0.6

Intersection Summary	
HCM 6th Ctrl Delay	8.8
HCM 6th LOS	A

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HCM 6th TWSC
5: Kent Street & Parkedale Avenue

04/06/2021

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↕	↕	↕	↕	↕	↕
Traffic Vol, veh/h	192	43	41	277	87	83
Future Vol, veh/h	192	43	41	277	87	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-			

HCM 6th Signalized Intersection Summary
4: Hwy 401 EB Ramp & Stewart Boulevard

04/06/2021

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	1	1	1	1	1	1
Traffic Volume (veh/h)	117	106	0	783	1172	151
Future Volume (veh/h)	117	106	0	783	1172	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A, pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1781	1841	0	1796	1811	1781
Adj Flow Rate, veh/h	117	25	0	783	1172	143
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	8	4	0	7	6	8
Cap, veh/h	337	310	0	2423	2191	267
Arrive On Green	0.20	0.20	0.00	0.71	0.71	0.71
Sat Flow, veh/h	1697	1560	0	3593	3177	376
Grp Volume(v), veh/h	117	25	0	783	652	663
Grp Sat Flow(s),veh/h/ln	1697	1560	0	1706	1721	1741
Q Serve(g, s), s	5.9	1.3	0.0	8.5	17.4	17.6
Cycle Q Clear(g, c), s	5.9	1.3	0.0	8.5	17.4	17.6
Prop In Lane	1.00	1.00	0.00			0.22
Lane Grp Cap(c), veh/h	337	310	0	2423	1222	1236
V/C Ratio(X)	0.35	0.08	0.00	0.32	0.53	0.54
Avail Cap(c, a), veh/h	344	316	0	2423	1222	1236
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.0	32.2	0.0	5.4	6.7	6.7
Incr Delay (d2), s/veh	0.6	0.1	0.0	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back(Q(95%),veh/ln)	1.0	0.0	6.2	11.7	11.9	
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.6	32.3	0.0	5.5	7.1	7.2
LnGrp LOS	C	C	A	A	A	A
Approach Vol, veh/h	142			783	1315	
Approach Delay, s/veh	34.2			5.5	7.1	
Approach LOS	C			A	A	
Timer - Assigned Phs	2	4	6			
Phs Duration (G+Y+Rc), s	75.0		23.6	75.0		
Change Period (Y+Rc), s	5.0		4.0	5.0		
Max Green Setting (Gmax), s	70.0		20.0	70.0		
Max Q Clear Time (g, c+1), s	10.5		7.9	19.6		
Green Ext Time (p, c), s	21.5		0.5	36.8		
Intersection Summary						
HCM 6th Ctrl Delay	8.3					
HCM 6th LOS	A					

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Synchro 10 Report
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HCM 6th TWSC
5: Kent Boulevard & Parkedale Avenue

04/06/2021

Movement	EBT	EBR	WBT	WBR	NBL	NBR
Lane Configurations	1	1	1	1	1	1
Traffic Vol, veh/h	142	29	25	162	52	51
Future Vol, veh/h	142	29	25	162	52	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	142	29	25	162	52	51
Major/Minor						
Major1	Major2	Minor1				
Conflicting Flow All	0	0	171	0	369	157
Stage 1	-	-	-	-	157	-
Stage 2	-	-	-	-	212	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1406	-	631	889
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1406	-	618	889
Mov Cap-2 Maneuver	-	-	-	-	618	-
Stage 1	-	-	-	-	871	-
Stage 2	-	-	-	-	807	-
Approach						
EB	WB	NB				
HCM Control Delay, s	0	1	10.8			
HCM LOS			B			
Minor Lane/Major Mvmt						
NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	723	-	-	1406	-	-
HCM Lane V/C Ratio	0.141	-	-	0.018	-	-
HCM Control Delay (s)	10.8	-	-	7.6	0	-
HCM Lane LOS	B	-	-	A	A	-
HCM 95th %ile Q(veh)	0.5	-	-	0.1	-	-

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HCM 6th TWSC
6: Site Access 1

04/06/2021

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	1	1	1	1	1	1
Traffic Vol, veh/h	1	123	201	14	48	3
Future Vol, veh/h	1	123	201	14	48	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	0	0	0
Mvmt Flow	1	123	201	14	48	3
Major/Minor						
Major1	Major2	Minor2				
Conflicting Flow All	215	0	-	0	333	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	125	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1355	-	-	-	666	837
Stage 1	-	-	-	-	832	-
Stage 2	-	-	-	-	906	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1355	-	-	-	665	837
Mov Cap-2 Maneuver	-	-	-	-	665	-
Stage 1	-	-	-	-	831	-
Stage 2	-	-	-	-	906	-
Approach						
EB	WB	SB				
HCM Control Delay, s	0.1	0	10.8			
HCM LOS			B			
Minor Lane/Major Mvmt						
EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	1355	-	-	-	673	-
HCM Lane V/C Ratio	0.001	-	-	-	0.076	-
HCM Control Delay (s)	7.7	0	-	-	10.8	-
HCM Lane LOS	A	A	-	-	B	-
HCM 95th %ile Q(veh)	0	-	-	-	0.2	-

2027 TF - AM Peak 02/08/2021

Synchro 10 Report
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Intersection
Int Delay, s/veh 3.8
Movement EBT EBR WBL WBT NBL NBR
Lane Configurations
Traffic Vol, veh/h
Future Vol, veh/h
Conflicting Peds, #/hr
Sign Control Free Free Free Free Stop Stop
RT Channelized - None - None - None
Storage Length
Veh in Median Storage, #
Grade, %
Peak Hour Factor
Heavy Vehicles, %
Mvmt Flow

Major/Minor Major1 Major2 Minor1
Conflicting Flow All
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy
Pot Cap-1 Maneuver
Stage 1
Stage 2
Platoon blocked, %
Mov Cap-1 Maneuver
Mov Cap-2 Maneuver
Stage 1
Stage 2

Approach EB WB NB
HCM Control Delay, s
HCM LOS B

Minor Lane/Major Mvmt NBLn1 EBT EBR WBL WBT
Capacity (veh/h)
HCM Lane V/C Ratio
HCM Control Delay (s)
HCM Lane LOS B A
HCM 95th %tile Q(veh) 1.3 - - 0.1 -

Intersection
Int Delay, s/veh 0.6
Movement EBL EBT WBT WBR SBL SBR
Lane Configurations
Traffic Vol, veh/h
Future Vol, veh/h
Conflicting Peds, #/hr
Sign Control Free Free Free Free Stop Stop
RT Channelized - None - None - None
Storage Length
Veh in Median Storage, #
Grade, %
Peak Hour Factor
Heavy Vehicles, %
Mvmt Flow

Major/Minor Major1 Major2 Minor2
Conflicting Flow All
Stage 1
Stage 2
Critical Hdwy
Critical Hdwy Stg 1
Critical Hdwy Stg 2
Follow-up Hdwy
Pot Cap-1 Maneuver
Stage 1
Stage 2
Platoon blocked, %
Mov Cap-1 Maneuver
Mov Cap-2 Maneuver
Stage 1
Stage 2

Approach EB WB SB
HCM Control Delay, s
HCM LOS B

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1
Capacity (veh/h)
HCM Lane V/C Ratio
HCM Control Delay (s)
HCM Lane LOS A A - B
HCM 95th %tile Q(veh) 0 - - 0.2

HCM 6th Signalized Intersection Summary
1: Stewart Boulevard & Parkedale Avenue

04/06/2021

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Lane Configurations
Traffic Volume (veh/h)
Future Volume (veh/h)
Initial Q (Qb), veh
Ped-Bike Adj(A_pbT)
Parking Bus, Adj
Work Zone On Approach
Adj Sat Flow, veh/h/lane
Adj Flow Rate, veh/h
Peak Hour Factor
Percent Heavy Veh, %
Cap, veh/h
Arrive On Green
Sat Flow, veh/h
Gp Volume(v), veh/h
Gp Sat Flow(s),veh/h/lane
Q Serve(g, s)
Cycle Q Clear(g, c), s
Prop In Lane
Lane Gp Cap(c), veh/h
V/C Ratio(X)
Avail Cap(c, a), veh/h
HCM Platoon Ratio
Upstream Filter(I)
Uniform Delay (d), s/veh
Incr Delay (d2), s/veh
Initial Q Delay(d3),s/veh
%ile BackQ(95%),veh/h
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh
LnGrp LOS
Approach Vol, veh/h
Approach Delay, s/veh
Approach LOS
Timer - Assigned Phs
Phs Duration (G+Y+Rc), s
Change Period (Y+Rc), s
Max Green Setting (Gmax), s
Max Q Clear Time (g_c+I), s
Green Ext. Time (p_c), s

Intersection Summary
HCM 6th Ctrl Delay
HCM 6th LOS C

Notes
Unsignalized Delay for [NBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th Signalized Intersection Summary
2: Jefferson Drive & Stewart Boulevard

04/06/2021

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Lane Configurations
Traffic Volume (veh/h)
Future Volume (veh/h)
Initial Q (Qb), veh
Ped-Bike Adj(A_pbT)
Parking Bus, Adj
Work Zone On Approach
Adj Sat Flow, veh/h/lane
Adj Flow Rate, veh/h
Peak Hour Factor
Percent Heavy Veh, %
Cap, veh/h
Arrive On Green
Sat Flow, veh/h
Gp Volume(v), veh/h
Gp Sat Flow(s),veh/h/lane
Q Serve(g, s)
Cycle Q Clear(g, c), s
Prop In Lane
Lane Gp Cap(c), veh/h
V/C Ratio(X)
Avail Cap(c, a), veh/h
HCM Platoon Ratio
Upstream Filter(I)
Uniform Delay (d), s/veh
Incr Delay (d2), s/veh
Initial Q Delay(d3),s/veh
%ile BackQ(95%),veh/h
Unsig. Movement Delay, s/veh
LnGrp Delay(d),s/veh
LnGrp LOS
Approach Vol, veh/h
Approach Delay, s/veh
Approach LOS
Timer - Assigned Phs
Phs Duration (G+Y+Rc), s
Change Period (Y+Rc), s
Max Green Setting (Gmax), s
Max Q Clear Time (g_c+I), s
Green Ext. Time (p_c), s

Intersection Summary
HCM 6th Ctrl Delay
HCM 6th LOS A

HCM 6th Signalized Intersection Summary
4: Hwy 401 EB Ramp & Stewart Boulevard

04/06/2021

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	159	52	0	1306	1160	147
Traffic Volume (veh/h)	159	52	0	1306	1160	147
Future Volume (veh/h)	159	52	0	1306	1160	147
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A, pbT)	1.00	1.00	1.00			0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	No	No	No	No	No
Adj Sat Flow, veh/h/ln	1826	1796	0	1796	1856	1811
Adj Flow Rate, veh/h	159	13	0	1306	1160	139
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Percent Heavy Veh, %	5	7	0	7	3	6
Cap, veh/h	349	305	0	2418	2243	268
Arrive On Green	0.20	0.20	0.00	0.71	0.71	0.71
Sat Flow, veh/h	1739	1522	0	3593	3259	379
Grp Volume(v), veh/h	159	13	0	1306	644	655
Grp Sat Flow(s), veh/h/ln	1739	1522	0	1706	1763	1782
Q Serve(g, s), s	8.0	0.7	0.0	17.9	16.6	16.7
Cycle Q Clear(g, c), s	8.0	0.7	0.0	17.9	16.6	16.7
Prop In Lane	1.00	1.00	0.00			0.21
Lane Grp Cap(c), veh/h	349	305	0	2418	1249	1262
V/C Ratio(X)	0.46	0.04	0.00	0.54	0.52	0.52
Avail Cap(c, a), veh/h	352	308	0	2418	1249	1262
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	31.8	0.0	6.8	6.6	6.6
Incr Delay (d2), s/veh	0.9	0.1	0.0	0.2	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%), veh/ln	6.7	0.5	0.0	11.8	11.5	11.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	35.7	31.9	0.0	7.1	7.0	7.0
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	172			1306	1299	
Approach Delay, s/veh	35.4			7.1	7.0	
Approach LOS	D			A	A	
Timer - Assigned Phs	2	4	6			
Phs Duration (G+Y+Rc), s	75.0	23.8	75.0			
Change Period (Y+Rc), s	5.0	4.0	5.0			
Max Green Setting (Gmax), s	70.0	20.0	70.0			
Max Q Clear Time (g, c+1), s	19.9	10.0	18.7			
Green Ext Time (p, c), s	36.6	0.6	36.7			
Intersection Summary						
HCM 6th Ctrl Delay	8.8					
HCM 6th LOS	A					

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Synchro 10 Report
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HCM 6th TWSC
5: Kent Street & Parkedale Avenue

04/06/2021

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	159	52	0	1306	1160	147
Traffic Vol, veh/h	209	47	45	301	95	91
Future Vol, veh/h	209	47	45	301	95	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	-	0	-
Grade, %	0	-	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	209	47	45	301	95	91
Major/Minor						
Major1	Major2	Minor1				
Conflicting Flow All	0	0	256	0	624	233
Stage 1	-	-	-	-	233	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1309	-	449	806
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1309	-	431	806
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	806	-
Stage 2	-	-	-	-	655	-
Approach						
EB	WB	NB				
HCM Control Delay, s	0	1	14.6			
HCM LOS			B			
Minor Lane/Major Mvmt						
NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	558	-	-	1309	-	-
HCM Lane V/C Ratio	0.333	-	-	0.034	-	-
HCM Control Delay (s)	14.6	-	-	7.8	0	-
HCM Lane LOS	B	-	-	A	A	-
HCM 95th %ile Q(veh)	1.5	-	-	0.1	-	-

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HCM 6th TWSC
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Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	4	229	350	46	27	2
Traffic Vol, veh/h	4	229	350	46	27	2
Future Vol, veh/h	4	229	350	46	27	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	100	100	100	100	100	100
Heavy Vehicles, %	2	2	2	2	0	2
Mvmt Flow	4	229	350	46	27	2
Major/Minor						
Major1	Major2	Minor2				
Conflicting Flow All	396	0	-	0	610	373
Stage 1	-	-	-	-	373	-
Stage 2	-	-	-	-	237	-
Critical Hdwy	4.12	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	1163	-	-	-	461	673
Stage 1	-	-	-	-	701	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	1163	-	-	-	459	673
Mov Cap-2 Maneuver	-	-	-	-	459	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	807	-
Approach						
EB	WB	SB				
HCM Control Delay, s	0.1	0	13.2			
HCM LOS			B			
Minor Lane/Major Mvmt						
EBL	EBT	WBT	WBR	SBLn1		
Capacity (veh/h)	1163	-	-	-	469	-
HCM Lane V/C Ratio	0.003	-	-	-	0.062	-
HCM Control Delay (s)	8.1	0	-	-	13.2	-
HCM Lane LOS	A	A	-	-	B	-
HCM 95th %ile Q(veh)	0	-	-	-	0.2	-

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