## Roadway Safety Evaluation and Improvement Recommendations

## Final Report

## River to Sea TPO

2570 West International Speedway Boulevard
Suite 100
Daytona Beach, FL 32114


## C. $+x^{4}=-2$

1 INTRODUCTION ..... 1
2 AREA CRASH TRENDS AND COMPARISONS ..... 2
2.1 Bicycle Crashes ..... 4
2.2 Pedestrian Crashes ..... 6
2.3 Motorcycle Crashes ..... 8
2.4 County, State and National Crash Statistics ..... 10
2.4.1 Distraction-Related Crashes ..... 13
3 STUDY METHODOLOGY ..... 15
3.1 Intersection Crash Frequency ..... 15
3.2 Intersection Crash Severity ..... 16
3.3 Segment Crash Frequency ..... 16
3.4 Segment Crash Severity ..... 16
4 SITE REVIEWS ..... 22
4.1 Intersections by Severity ..... 23
4.1.1 Washington Street at North Riverside Drive ..... 23
4.1.2 SR 5A (S. Nova Road) at Fernery Trail / Moreland Boulevard ..... 24
4.1.3 US 17/US 92/SR 15 (North Woodland Boulevard) at E Woodmont Road ..... 25
4.1.4 SR 483 (S Clyde Morris Boulevard) at Hancock Boulevard/Verona Street ..... 26
4.1.5 US 1 (N State Street) at SR 100 - West Junction ..... 27
4.2 Intersections by Frequency ..... 29
4.2.1 US 1 (North Yonge Street) at SR 40 (West Granada Boulevard) ..... 29
4.2.2 SR 421 (Dunlawton Avenue) at SR 5A (South Nova Road) ..... 30
4.2.3 SR 40 (West Granada Boulevard) at Williamson Boulevard ..... 32
4.2.4 SR 483 (South Clyde Morris Boulevard) at SR 421 (Dunlawton Avenue) ..... 33
4.2.5 SR 40 (West Granada Boulevard) at SR 5A (South Nova Road) ..... 34
4.3 Segments by Frequency ..... 35
4.3.1 SR 421 (Taylor Road - Dunlawton Avenue) ..... 36
4.3.2 SR 430 (Mason Avenue) ..... 38
4.3.3 Enterprise Road ..... 39
4.3.4 Saxon Boulevard ..... 40
4.3.5 US 17 (North Volusia Avenue). ..... 41
4.4 Segments by Severity ..... 42
4.4.1 US 1 at Airport Road ..... 42
4.4.2 US 1 North of Matanzas Woods Parkway ..... 44
4.4.3 Maytown Road. ..... 45
4.4.4 US 1 South of Belle Terre Boulevard ..... 46
4.4.5 Whiteview Parkway ..... 47
5 MITIGATION ..... 48
5.1 Intersection Crashes by Severity ..... 51
5.1.1 Washington Street and North Riverside Drive ..... 51
5.1.2 SR 5A (S Nova Road) and Moreland Boulevard \& Fernery Trail. ..... 53
5.1.3 US 17/US 92/ SR 15 (N Woodland Boulevard) and E Woodmont Road. ..... 54
5.1.4 SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard \& Verona Street ..... 56
5.1.5 US 1 (N State Street) and SR 100 (Adjacent to E Plane Street) West Junction ..... 57
5.2 Intersection Crashes by Frequency. ..... 58
5.2.1 US 1 (North Yonge Street) at SR 40 (West Granada Boulevard) ..... 58
5.2.2 SR 421 (Dunlawton Avenue) at SR 5A (Nova Road) ..... 60
5.2.3 SR-40 (W Granada Boulevard) \& CR-4009 (Williamson Boulevard) ..... 62
5.2.4 SR-421 (Dunlawton Ave) \& SR-483 (Clyde Morris Boulevard). ..... 63
5.2.5 SR-40 (W Granada Boulevard) \& SR-5A (Nova Road). ..... 64
5.3 Segment Crashes by Severity ..... 65
5.3.1 US 1 between Gamble Avenue and Airport Road ..... 65
5.3.2 US 1 between Matanzas Woods Parkway and Old Dixie Highway. ..... 66
5.3.3 Maytown Road - 800 foot segment west of Maytown Spur Road. ..... 68
5.3.4 US 1, South of Belle Terre Boulevard ..... 69
5.3.5 Whiteview Parkway between Wood Aspen Lane and Rolling Sands Drive. ..... 70
5.4 Segments by Frequency ..... 72
5.4.1 SR 421 (Taylor Road/Dunlawton Avenue) - Summer Trees Road to Halifax Drive ..... 72
5.4.2 SR 430 (Mason Avenue) - Alabama Street to Ballough Road ..... 73
5.4.3 Enterprise Road - US 17 (S Volusia Avenue) to Florida Avenue. ..... 75
5.4.4 Saxon Boulevard - Bloxham Avenue to Falmouth Avenue ..... 76
5.4.5 US 17 (N Volusia Avenue) - French Avenue to Enterprise Road ..... 77
5.5 Benefit of Crash Mitigation Measures ..... 78
TABLES
Table 1 - Total Crashes Within the MPA (2012-216) ..... 2
Table 2 - Summary by Crash Types ..... 3
Table 3 - Summary by Crash Severity ..... 3
Table 4 - Roadways with Highest No. Bicycle Crashes (2012 - 2016). ..... 5
Table 5 - Intersections with Highest No. Bicycle Crashes (2012 - 2016) ..... 5
Table 6 - Roadways with Highest No. Pedestrian Crashes (2012-2016) ..... 7
Table 7 - Intersections with Highest No. Pedestrian Crashes (2012 - 2016) ..... 7
Table 8 - Roadways with Highest No. Motorcycle Crashes (2012 - 2016) ..... 9
Table 9 - Intersections with Highest No. Motorcycles Crashes (2012 - 2016) ..... 9
Table 10 - Overview of Traffic Crash Statistics ..... 11
Table 11 - Distraction-Related Crashes (2011-2016) ..... 14
Table 12 - Mitigation Measures (Intersections) ..... 49
Table 13 - Mitigation Measures (Segments) ..... 50

FIGURES
Figure 1 - Intersections by High Crash Frequency ..... 18
Figure 2 - Intersections by High Crash Severity ..... 19
Figure 3 - Segments by High Crash Frequency ..... 20
Figure 4 - Segments by High Crash Severity ..... 21

## APPENDICES

Appendix A - Bicycle Crash Maps<br>Appendix B -Pedestrian Crash Maps<br>Appendix C - Motorcycle Crash Maps<br>Appendix D - Selected Study Locations<br>Appendix E-Crash Summaries<br>Appendix F-Signal Timing Plans<br>Appendix G - Benefit of Crash Mitigation Measures<br>Appendix H - Crash Mitigation Factors<br>Appendix I - FDOT Historical Unit Costs<br>Appendix J - Acronyms

## 1 INTRODUCTION

The River to Sea Transportation Planning Organization (R2CTPO) developed a 2017 Crash Analysis Report to analyze the five-year crash history within the metropolitan planning area (MPA). The report was described as a document that "provides an important step towards the identification of high crash areas that will require more detailed review to identify projects and programs that will reduce crash rates and severity."

Alfred Benesch \& Company, as the General Planning Consultant to the TPO, further refined this crash analysis in order to develop a process to address and mitigate the high volume of crashes within the MPA. The Roadway Safety Evaluation and Improvement Recommendations study generally follows the methodology described below.

- Determine and select crash locations to be evaluated and reviewed.
- Review crash records for the period from 2012 to 2016.
- Identify crash contributing factors, including roadway features, roadway geometry, driver behaviors, and associated roadway conditions or operations.
- Identify crash clusters, for five locations in each of the following categories:

0 Intersection Crashes By Severity
o Intersection Crashes By Frequency
o Segment Crashes By Severity
o Segment Crashes By Frequency

- Conduct field observations to verify contributing factors and locations and to identify undesirable conditions, crash contributing factors, driver behaviors and descriptions, traffic operations, traffic flows, queueing, platooning, geometrics, etc.
- Summarize findings from the crash records review and the field observations.
- Identify crash reduction measures to reduce or eliminate overall vehicular crashes by locations.
- Compare crash experience to national and statewide crash data.

Roadways that are part of the Strategic Intermodal System (SIS) or SIS Connectors were not included in the study. In addition, intersections with identified improvements were also not studied.

## 2 AREA CRASH TRENDS AND COMPARISONS

Crash data in Volusia and Flagler Counties within the MPA was analyzed over the five-year study period from 2012-2016 to identify area wide trends. These trends were also compared to available statewide and national crash statistics.

During this period, there were 67,836 crashes, which are identified in Table 1.The highest number of crashes occurred in 2015 ( 15,201 crashes) while the lowest number of crashes occurred in 2012 (9,760 crashes). There was a 40 percent year-to-year increase in crashes from 2012 through 2013 and a 4 percent year-to-year decrease in crashes from 2015 through 2016.

Crashes by type are listed in Table 2. Rear End collisions are the most common crash type representing 28 percent of all crashes throughout the MPA. Crashes that do not fit the description of the listed crash types are grouped together under the category "Other" ( 24 percent of all crashes). Off Road crashes represent the third most common crash type with 12 percent of all crashes. The other notable crash categories were Sideswipe (7\%), Left Turn (7\%), Angle (6\%), Head On (4\%), Roll Over (2\%), Pedestrians (2\%), and Bicycle (1\%).

Crashes by severity are listed in Table 3. The majority of crashes (69\%) are Property Damage Only (PDO). Fatal crashes makes up less than one percent of all crashes while injury crashes are about 31 percent.

Table 1 - Total Crashes Within the MPA (2012-216)


Table 2 - Summary by Crash Types


Table 3 - Summary by Crash Severity


### 2.1 Bicycle Crashes

Bicycle crashes were mapped to determine hot spots within the R2CTPO planning area and the maps provided in Appendix A. The ten corridors with the highest number of bicycle crashes are listed in Table 4. Most of the crashes are along major arterials, with the identified roadways spanning the entire length of Volusia and Flagler Counties. The US 92 (International Speedway Boulevard) corridor is a SIS Connector and was not included in the study.

The US 1 corridor, which spans approximately seventy miles through Volusia and Flagler Counties, had the highest number of crashes in the MPA. The No. 2 corridor, SR 5A (Nova Road), experienced more bicycle crashes on average per mile basis. The third highest corridor is SR A1A, with approximately sixteen miles in its entire length through Volusia County.

Bicycle crashes at intersections were also mapped to determine locations that should focus on bicycle issues. The twelve intersections with the highest number of bicycle crashes are listed in Table 5. The intersection of US 92 (International Speedway Boulevard) and SR 5A (Nova Road) had the highest number of bicycle crashes in the MPA.

Table 4 - Roadways with Highest No. Bicycle Crashes (2012-2016)

| Segments | Crashes | Fatal Crashes |
| :--- | :---: | :---: |
| US 1/Ridgewood Ave/State Rd/Dixie Freeway/SR 5 | 105 | 2 |
| SR 5A/Nova Road | 84 | 2 |
| SR A1A | 50 | 1 |
| US 92 | 48 | 3 |
| US 17-92/Woodland Boulevard/Volusia Ave | 46 | 2 |
| SR 483/Clyde Morris Boulevard | 33 | 0 |
| SR 40/Granada Boulevard | 31 | 0 |
| Belle Terre Parkway | 30 | 0 |
| SR 430/Mason Ave/Seabreeze Boulevard/Oakridge <br> Boulevard | 30 | 0 |
| SR 421/Dunlawton Ave/Taylor Road | 30 | 1 |

Table 5 - Intersections with Highest No. Bicycle Crashes (2012 - 2016)

\left.| Intersections | Crashes | Fatal Crashes |
| :--- | :---: | :---: |
| US 92 (International Speedway Boulevard) \& SR 5A/Nova |  |  |
| Rd |  |  |$\right)$

### 2.2 Pedestrian Crashes

Pedestrian crashes were mapped to determine pedestrian high hazard locations within the MPA; these maps are provided in Appendix B. The corridors with the highest number of crashes in the MPA are listed in Table 6. Most of the crashes were along major arterials in the MPA, spanning the length of Volusia and Flagler Counties. The US 1 corridor had the highest number of pedestrian crashes in the MPA. The SR 5A (Nova Road) corridor had the second highest number of pedestrian crashes and on average had the highest number of pedestrian crashes per mile of roadway. The SR 5A corridor is approximately sixteen miles throughout Volusia County.

Pedestrian crashes at intersections were also mapped to determine locations that should focus on pedestrian issues. The intersections with the highest number of pedestrian crashes are listed in Table 7. The US 92 (International Speedway Boulevard) and Lincoln Street intersection had the highest number of pedestrian crashes in the MPA, with six crashes and 0 fatalities.

Table 6 - Roadways with Highest No. Pedestrian Crashes (2012-2016)

| Segments | Crashes | Fatal Crashes |
| :--- | :---: | :---: |
| US 1/Ridgewood Ave/State Rd/Dixie Freeway/SR 5 | 102 | 19 |
| SR 5A/Nova Road | 90 | 8 |
| US 17/US92/Woodland Boulevard/Volusia Ave | 68 | 10 |
| SR A1A | 53 | 4 |
| US 92/ISB | 52 | 4 |
| SR 40/Granada Boulevard | 39 | 0 |
| SR 421/Dunlawton Ave/Taylor Rd | 34 | 1 |
| SR 430/Mason Ave/Seabreeze Boulevard/Oakridge |  |  |
| Boulevard | 34 | 1 |
| Beach Street/Old Dixie Highway/Riverside Dr | 29 | 1 |
| SR 44/New York Ave | 24 | 2 |
| SR 400/Beville Rd | 24 | 1 |

Table 7 - Intersections with Highest No. Pedestrian Crashes (2012 - 2016)

| Intersections | Crashes | Fatal Crashes |
| :--- | :---: | :---: |
| US 92 \& Lincoln St | 6 | 0 |
| Nova Rd \& Big Tree Rd | 5 | 0 |
| US 17/US92 \& SR 44 | 4 | 2 |
| US 92 \& Nova Rd | 4 | 1 |
| US 92 \& Dr. Martin Luther King Boulevard | 4 | 0 |
| SR A1A \& Main St | 4 | 0 |
| SR 430 \& N Wild Olive Ave | 4 | 0 |
| SR 400 \& Clyde Morris Boulevard | 4 | 0 |
| US 1 \& Big Tree Rd | 3 | 0 |
| SR A1A \& SR 430 | 3 | 0 |
| SR A1A \& US 92 | 3 | 0 |
| SR 430 \& Nova Rd | 3 | 0 |
| Beach St \& Magnolia Ave |  | 0 |

### 2.3 Motorcycle Crashes

Motorcycle crashes were mapped to determine motorcycle high hazard locations within the R2CTPO MPA. The crash maps are provided in Appendix C. The corridors with the highest number of crashes are listed in Table 8.

Most of the motorcycle crashes are along major arterials. The US 1, US 92 International Speedway Boulevard), SR A1A and SR 5A (Nova Road) corridors had the highest number of motorcycle crashes in the MPA. SR 5A (Nova Road) had the fourth highest number of motorcycle crashes and the highest number of motorcycle crashes on average per mile of roadway.

Motorcycle crashes at intersections were also mapped to determine locations that should focus on motorcycle issues.-The intersections with the highest number of motorcycle crashes are listed in Table 9. The junction of I-95 and US 1 had the highest number of motorcycle crashes in the MPA during the five-year study period. This location is near Destination Daytona, which is a central feature of motorcycle special events in Volusia County. The US 1 corridor in Daytona Beach also has a number of motorcycle oriented venues. The intersection of US 1 and Destination Daytona was fourth on the list of intersections with the highest number of motorcycles crashes.

Table 8 - Roadways with Highest No. Motorcycle Crashes (2012 - 2016)

| Segments | Crashes | Fatal Crashes |
| :--- | :---: | :---: |
| US 1/N Dixie Freeway/Ridgewood Ave/State St/SR 5/Young St | 402 | 14 |
| US 92/International Speedway Boulevard | 234 | 6 |
| SR A1A/Atlantic Ave/Ocean Shore Boulevard | 231 | 7 |
| SR 5A/Nova Road | 166 | 6 |
| SR 9/Interstate 95 | 131 | 10 |
| SR 44/ New York Ave | 105 | 2 |
| SR 40/Granada Boulevard | 97 | 0 |
| SR 430/Mason Ave/Oakridge Boulevard/Seabreeze Boulevard | 82 | 2 |
| SR 400/Interstate 4 | 77 | 3 |
| SR 421/Dunlawton Ave/Taylor Rd | 72 | 2 |

Table 9 - Intersections with Highest No. Motorcycles Crashes (2012 - 2016)

| Intersections | Crashes | Fatal Crashes |
| :--- | :---: | :---: |
| I-95 \& US 1 | 21 | 2 |
| I-4 \& SR 44 | 14 | 1 |
| I-95 \& US 92 | 13 | 3 |
| US 1 \& Destination Daytona | 12 | 1 |
| US 92 \& Tomoka Farms Road | 12 | 0 |
| SR A1A \& SR 430 | 12 | 0 |
| US 1 \& Old Dixie Highway | 11 | 2 |
| US 92 \& Nova Rd | 11 | 0 |
| SR 430 \& Wild Olive Ave | 11 | 1 |
| US 1 \& Wall Ave | 10 | 0 |
| US 92 \& US 1 | 10 | 0 |
| SR 44 \& I-95 | 10 | 1 |

### 2.4 County, State and National Crash Statistics

Crashes by total number and severity per 100,000 population in Volusia, Flagler and neighboring counties is provided in Table 10. The Florida state and national statistics are also listed in the table.

Flagler County had fewer crashes per 100,000 population than the five neighboring counties, the state of Florida and the country. However, with exception to Volusia County, the fatal crashes per 100,000 population in Flagler County is higher than four of the neighboring counties, the state of Florida and the country. The injury crashes per 100,000 population is lower than the other counties and the state but higher than the national statistics. With the exception of St. Johns County, the average annual pedestrian and bicycle crashes per 100,000 population is less than the other neighboring counties and the state.

Volusia County had fewer crashes per 100,000 population than Duval County, Orange County, the State of Florida and the country. The fatal crashes per 100,000 population is higher than the neighboring counties, state and national statistics. The injury crashes per 100,000 population is comparable to the state statistics and fewer than Duval and Orange Counties. The pedestrian crashes per 100,000 population is comparable to the Duval County and Orange County statistics and about ten percent higher than the statewide statistics. The bicycle crashes per 100,000 population is comparable to Orange County and higher than the other Counties and the state statistics.

Table 10 - Overview of Traffic Crash Statistics

| County/Category |  | Traffic Crash Statistics ${ }^{1}$ |  |  |  |  | Per 100,000 Population ${ }^{2}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2012 | 2013 | 2014 | 2015 | 2016 | 2012 | 2013 | 2014 | 2015 | 2016 |
| $\begin{aligned} & \frac{\pi}{n} \\ & \frac{3}{0} \\ & \hline \end{aligned}$ | Total | 6,565 | 8,047 | 8,385 | 8,857 | 8,906 | 1,321 | 1,613 | 1,664 | 1,735 | 1,721 |
|  | Fatal | 89 | 82 | 80 | 84 | 104 | 18 | 16 | 16 | 16 | 20 |
|  | Injury | 3,278 | 3,621 | 3,697 | 3,930 | 3,977 | 659 | 726 | 734 | 770 | 769 |
|  | Pedestrian | 222 | 265 | 244 | 258 | 272 | 45 | 53 | 48 | 51 | 53 |
|  | Bicycle | 194 | 219 | 195 | 202 | 184 | 39 | 44 | 39 | 40 | 36 |
| $\begin{aligned} & \frac{1}{0} \\ & \frac{00}{40} \\ & \frac{\pi}{4} \end{aligned}$ | Total | 843 | 1,063 | 1,202 | 1,377 | 1,174 | 868 | 1,086 | 1,213 | 1,359 | 1,139 |
|  | Fatal | 14 | 16 | 22 | 11 | 19 | 14 | 16 | 22 | 11 | 18 |
|  | Injury | 487 | 581 | 561 | 657 | 561 | 501 | 594 | 566 | 648 | 544 |
|  | Pedestrian | 30 | 31 | 23 | 34 | 31 | 31 | 32 | 23 | 34 | 30 |
|  | Bicycle | 27 | 35 | 30 | 34 | 24 | 28 | 36 | 30 | 34 | 23 |
| $\begin{aligned} & \bar{\pi} \\ & \substack{1 \\ 0} \end{aligned}$ | Total | 18,601 | 20,185 | 20,206 | 22,432 | 24,108 | 2,139 | 2,304 | 2,270 | 2,477 | 2,610 |
|  | Fatal | 115 | 125 | 113 | 124 | 146 | 13 | 14 | 13 | 14 | 16 |
|  | Injury | 8,049 | 9,049 | 9,057 | 9,453 | 9,666 | 925 | 1,033 | 1,018 | 1,044 | 1,047 |
|  | Pedestrian | 426 | 458 | 432 | 455 | 455 | 49 | 52 | 49 | 50 | 49 |
|  | Bicycle | 310 | 299 | 281 | 299 | 291 | 36 | 34 | 32 | 33 | 32 |
| $\begin{aligned} & \text { 인 } \\ & \text { 己 } \\ & \frac{1}{0} \end{aligned}$ | Total | 5,743 | 7,084 | 7,663 | 8,388 | 8,752 | 1,053 | 1,292 | 1,387 | 1,493 | 1,538 |
|  | Fatal | 49 | 71 | 61 | 77 | 92 | 9 | 13 | 11 | 14 | 16 |
|  | Injury | 2,781 | 3,402 | 3,711 | 4,058 | 4,278 | 510 | 620 | 672 | 722 | 752 |
|  | Pedestrian | 201 | 210 | 210 | 235 | 246 | 37 | 38 | 38 | 42 | 43 |
|  | Bicycle | 164 | 208 | 218 | 199 | 190 | 30 | 38 | 39 | 35 | 33 |
| $\begin{aligned} & \stackrel{n}{c} \\ & \stackrel{0}{0} \\ & \dot{~} \end{aligned}$ | Total | 2,401 | 2,733 | 2,929 | 3,346 | 3,470 | 1,225 | 1,356 | 1,412 | 1,567 | 1,575 |
|  | Fatal | 28 | 31 | 35 | 36 | 29 | 14 | 15 | 17 | 17 | 13 |
|  | Injury | 1,190 | 1,221 | 1,236 | 1,415 | 1,382 | 607 | 606 | 596 | 663 | 627 |
|  | Pedestrian | 39 | 57 | 58 | 62 | 62 | 20 | 28 | 28 | 29 | 28 |
|  | Bicycle | 47 | 62 | 50 | 63 | 66 | 24 | 31 | 24 | 29 | 30 |

benesch

| County/Category |  | Traffic Crash Statistics ${ }^{1}$ |  |  |  |  | Per 100,000 Population ${ }^{2}$ |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 2012 | 2013 | 2014 | 2015 | 2016 | 2012 | 2013 | 2014 | 2015 | 2016 |
| $\begin{aligned} & \text { 0 } \\ & \stackrel{0}{0} \\ & \text { 010 } \end{aligned}$ | Total | 21,485 | 23,816 | 26,439 | 28,176 | 29,131 | 1,827 | 1,980 | 2,153 | 2,250 | 2,275 |
|  | Fatal | 144 | 115 | 129 | 135 | 161 | 12 | 10 | 11 | 11 | 13 |
|  | Injury | 9,593 | 11,023 | 12,113 | 12,888 | 13,294 | 816 | 916 | 986 | 1,029 | 1,038 |
|  | Pedestrian | 571 | 636 | 707 | 655 | 638 | 49 | 53 | 58 | 52 | 50 |
|  | Bicycle | 462 | 500 | 488 | 502 | 480 | 39 | 42 | 40 | 40 | 37 |
|  | Total | 283,477 | 317,363 | 344,654 | 374,853 | 395,908 | 1,486 | 1,648 | 1,767 | 1,892 | 1,965 |
|  | Fatal | 2,258 | 2,223 | 2,341 | 2,701 | 2,935 | 12 | 12 | 12 | 14 | 15 |
|  | Injury | 130,358 | 140,248 | 149,564 | 159,962 | 165,986 | 683 | 728 | 767 | 807 | 824 |
|  | Pedestrian | 8,287 | 8,423 | 8,846 | 9,094 | 9,106 | 43 | 44 | 45 | 46 | 45 |
|  | Bicycle | 6,443 | 6,975 | 7,088 | 7,131 | 6,671 | 34 | 36 | 36 | 36 | 33 |
|  | Total | 5,615,000 | 5,687,000 | 6,064,000 | 6,296,000 | 7,277,000 | 1,737 | 1,773 | 1,904 | 1,991 | 2,318 |
|  | Fatal | 31,006 | 30,202 | 30,056 | 32,539 | 34,439 | 10 | 9 | 9 | 10 | 11 |
|  | Injury | 1,634,000 | 1,591,000 | 1,648,000 | 1,715,000 | 2,177,000 | 506 | 496 | 517 | 542 | 693 |

${ }^{1}$ Florida's Integrated Report Exchange System (FIRES), National Highway Traffic Safety Administration's (NHTSA), Fatality Analysis Report System (FARS)
${ }^{2}$ Bureau of Economic and Business Research, University of Florida, and the Florida Legislature's Office of Economic and Demographic Research.

### 2.4.1 Distraction-Related Crashes

Distracted driving is performing any activity that diverts attention from the driving task, such as talking on the phone, texting, web surfing, talking to passengers, eating, drinking, attending to the radio or navigation device, and any other action that detracts from driving safely. Distracted driving may result in speeds over the speed limits, driving too slow, failing to drive following a green signal, running a red signal, floating on a travel lane and failing to keep a safe following distance. These situations may result to rear end, sideswipe and angle type crashes.

According to the National Highway Traffic Safety Administration (NHTSA), texting is the most alarming distraction. Distracted driving claimed 3,450 lives nationally in 2016 alone while there were 391,000 distracted driving injuries in 2015 in motor vehicle crashes.

NHTSA is addressing distracted driving nationally by educating drivers about its dangers and partnering with State and local police agencies to enforce laws against distracted driving. Florida state laws prohibit texting while driving.

Distracted driving crashes in Volusia and Flagler Counties have been increasing annually during the five-year study period. The number of annual distracted driving crashes in Volusia and Flagler Counties are listed in Table 11. The year-to-year change in 2012 was determined with 2011 data from the R2CTPO 2017 Crash Analysis Report. The most significant trend is a 42 percent year-to-year increase in 2013 and a 25 percent year-to-year increase in 2015. During the 2012 to 2016 study period, distracted driving related crashes increased approximately 110 percent.

The annual statewide distracted driving crashes are also listed in Table 11. These crashes increased year-to-year 24 percent in 2013. Although there has been a 65 percent increase in distracted driving from 2012 to 2016, it has been trending downwards statewide in the last five years.

Table 11 - Distraction-Related Crashes (2011 - 2016)

| Year | $2011{ }^{1}$ | 2012 | 2013 | 2014 | 2015 | 2016 | Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Volusia County |  |  |  |  |  |  |  |
| TOTAL | 739 | 834 | 1173 | 1305 | 1593 | 1743 | 6648 |
| * Distraction Related Fatalities | 13 | 5 | 8 | 8 | 8 | 6 | 35 |
| * Distraction Related Impaired Driving Fatalities | 3 | 1 | 3 | 0 | 0 | 1 | 5 |
| Flagler County |  |  |  |  |  |  |  |
| TOTAL | 111 | 144 | 216 | 323 | 440 | 323 | 1446 |
| * Distraction Related Fatalities | 2 | 3 | 3 | 2 | 1 | 1 | 10 |
| * Distraction Related Impaired Driving Fatalities | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Volusia \& Flagler Counties |  |  |  |  |  |  |  |
| TOTAL | 850 | 978 | 1389 | 1628 | 2033 | 2066 | 8094 |
| * Distraction Related Fatalities | 15 | 8 | 11 | 10 | 9 | 7 | 45 |
| * Distraction Related Impaired Driving Fatalities | 3 | 1 | 3 | 1 | 0 | 2 | 7 |
| Year-to-Year Percent Change |  | 15\% | 42\% | 17\% | 25\% | 2\% |  |
| Florida |  |  |  |  |  |  |  |
| TOTAL | 40,712 | 53,270 | 65,806 | 72,835 | 82,818 | 88,122 | 362,851 |
| * Distraction Related Fatalities | 165 | 166 | 179 | 201 | 202 | 226 | 974 |
| * Distraction Related Impaired Driving Fatalities | 17 | 23 | 21 | 27 | 20 | 17 | 108 |
| Year-to-Year Percent Change |  | 31\% | 24\% | 11\% | 14\% | 6\% |  |

${ }^{1} 2011$ crash numbers were obtained from the R2CTPO 2017 Crash Analysis Report

## 3 STUDY METHODOLOGY

The selection of the study locations started with a review of the sites identified in the R2CTPO 2017 Crash Analysis Report. That crash data within the MPA was summarized for the period from 2011 through 2015 and identified the ten highest crash locations in the four categories:

- Volusia \& Flagler Counties Ten Highest Crash Intersection Locations Based on Crash Count
- Volusia \& Flagler Counties Ten Highest Crash Roadway Segments Based on Crash Count
- Volusia \& Flagler Counties Ten Highest Crash Intersections Based on Crash Severity
- Volusia \& Flagler Counties Ten Highest Crash Road Segments Based on Crash Severity

Starting with this report as a base, this study takes the next step of conducting a more detailed review of the crashes within the MPA. Crash data from Signal Four Analytics (S4A) were used to determine the crash history within the R2CTPO planning area using the most recent certified five years of crash records (2012 through 2016) and to determine the intersections and segments with the highest crash severity and highest crash frequency. SIS and SIS Connectors were excluded in the site selection of this project regardless of the crash frequency and severity. Locations with scheduled or planned improvements were also excluded from the site selection.

The preliminary list of study locations started with at least twenty-five sites in each crash category. The number of locations was reduced to ten sites for each category. The final selection of intersections and roadway segments was coordinated and reviewed with R2CTPO staff.

The site selection methodology for each category is described in the following sections. The final study intersections and segments are provided in Appendix D.

### 3.1 Intersection Crash Frequency

The intersections with the highest volume of crashes as recorded in S4A were identified and the top 15 intersections selected for further review, based on the number of crashes. S4A assign crashes that are within 250 feet of the junction to the intersection. Beyond 250 feet of the intersection, S4A attributes crashes to a segment. In consideration that the influence area of intersections often extends beyond 250 feet, the limits for each intersection were initially extended to the beginning of the furthest left turn lane or right turn lane for each intersection approach. Since the actual length of a queue at each intersection approach is unknown, crashes beyond 250 feet of the intersection were mapped and reviewed. The intersection influence area for each approach was extended beyond the longest auxiliary lane or further upstream if there are no intersections or major driveways. The crashes at each intersection approach beyond 250 feet and considered within the intersection influence area were added to the list of crashes at the intersection. The intersection list was re-sorted to identify the ten intersections with the highest number of crashes during the five-year study period. From this list, the
five intersections with the highest volume of crashes were selected for further study. These intersections are mapped in Figure 1.

### 3.2 Intersection Crash Severity

The intersections with the highest volume of crashes by severity as recorded in S4A were sorted and reviewed. For most of the intersections, there were several fatal and injury crashes that occurred at nearby commercial driveways. The crashes that were in the intersection area were included in the site review and considered an element of the intersection operational and influence area. The top 15 intersections were selected for further review based on the number of crashes by severity. The crash records were sorted and ranked in accordance to the methodology in the Highway Safety Manual (HSM) in consideration of fatal crash and severe injury crash frequency combinations. The HSM method ranked crash severity based on the Equivalent Property Damage Only (EPDO) Average Crash Frequency Method, which weights the frequency of crashes by severity to develop a score for each site. The weighing factors were calculated based on crash cost by severity relative to the cost of a PDO crash as defined in the HSM. The top 15 intersections were sorted in accordance to the HSM scoring methodology.

The five intersections selected for further study are mapped in Figure 2.

### 3.3 Segment Crash Frequency

The roadway segments with the highest crash frequency during the five-year study period were initially selected manually by crash density. All the crashes within the entire planning area were mapped and the roadway segments with the highest density of crashes were selected for further evaluation. The roadway segments were separated and characterized by facility type. Six-lane median divided roadways, four-lane median divided roadways, four-lane undivided roadways, and five-lane cross section with a center lane marked as two-way left turn lane. Short transition sections may be within some segments. Once the limits of each segment was determined, the number of crashes within the length of the study roadway were summarized. The roadway segments that experienced the highest volume of crashes per mile of roadway were ranked. The five segments with the highest number of crashes per mile or roadway were selected for further study. These segments are mapped in Figure 3.

### 3.4 Segment Crash Severity

The 100 segments in the planning area with the highest severity crashes, as recorded in S4A, were sorted and reviewed. S4A lists segments as short as 250 feet. In reviewing fatal crashes throughout the R2CTPO planning area, the locations were selected by crash density on a map and by length of roadway with continuous cross sections. Similar to identifying Intersections by Crash Severity, the list was sorted and ranked in accordance to the methodology in the HSM. The HSM method ranked crash severity based on the EPDO Average Crash Frequency Method. The weighing factors are calculated based on crash cost by severity relative to the cost of a PDO crash as defined in the HSM.

The segment length was not factored in the selection due to the smaller sample size in comparison to locations with the highest crash frequency. The fifteen roadway segments with the highest volume of crash severity were sorted in accordance to the HSM scoring methodology. The five segments with the highest crash severity were selected be further studied.

The selected crash locations were compared to the list in each of the four categories of the R2CTPO 2017 Crash Analysis Report. Slight variations in the selected locations were due to the application of the HSM methodology and in expanding the intersection influence area.

The five segments selected for further study are mapped in Figure 4.

## Intersections by High Crash Frequency (2012-2016)

1- US 1 (N. Yonge St) \& SR 40 (W. Granada Blvd)
2- SR 421 (Dunlaw ton Ave) \& SR 5A (S. Nova Rd)
3- SR 40 (W. Granada Blvd) \& William son Blvd
4- SR 483 (S. Clyde Morris Blvd) \& SR 421 (Dunlawton Ave)
5- SR 40/W Granada Blvd \& SR 5A/Nova Rd


Orri(1) Beach

(3)


Ponos inie

Figure 1 - Intersections by High Crash Frequency

## Intersections by High Crash Severity (2012-2016)

1- Washington St \& N Riverside Dr
2- SR 5A/S Nova Rd \& Fernery $\operatorname{Tr} /$ /Moreland Blvd
3- US 17/US 92/SR 15 (N Woodland Blvd) \& E Woodmont Rd
4- SR 483 (S Clyde Morris Blvd) \& Hancock Blvd/Verona St
5- US 1 (N State St) \& SR 100

(3)

Figure 2 - Intersections by High Crash Severity

## Segments by High Crash Frequency (2012-2016)

1- SR 421 (Taylor Rd/Dunlaw ton Ave) from Summer Trees Rd to Halifax Dr
2- SR 430 (Ma son Ave) from Alabam a St to Ballough Rd
3- Enterprise Road from US 17 (S Volusia Ave) to Florida Ave
4- Saxon Blvd from Veterens Memorial Pkwy to Falmouth Ave
5- US 17 (N/S Volusia Ave) from French Ave to Enterprise Rd


Figure 3 - Segments by High Crash Frequency

1- US 1 Betw een Gamble Ave and Airport Rd
2- US 1 Betw een Matanzas Woods Pkwy \& Old Kings Rd
3- Osteen Maytown Rd At Maytown Spur Rd
4- US 1 At Belle Terre Blvd
5- White View Pkwy betw een Wood Aspen Ln \& Rolling Sands Dr


Figure 4 - Segments by High Crash Severity

## 4 SITE REVIEWS

An assessment of the existing condition for each selected site included a review of the five-year raw data from S4A and a field observation. The raw data records in S4A included crashes at adjacent parking lots, nearby commercial driveways and other locations that were mislabeled and so were identified and excluded.

Crash data from S4A was summarized for each site to provide field inspectors/observers an awareness of the crash type, locations and possible crash contributing factors. The crash totals for the five-year period, crash severity, crash types and other statistical trends or patterns were identified at each study location. The crashes at each study intersection and segment were also mapped to identify geographic patterns. Crash summaries for each of the study location are included in Appendix E.

The field observation of each site included a review of the facility geometry, pavement markings, traffic control, traffic operations, pedestrians and bicycle facilities, determination of possible contributing factors, irregular movements or maneuvers, platooning, queuing and any unusual driver activities.

### 4.1 Intersections by Severity

### 4.1.1 Washington Street at North Riverside Drive

## LOCATION: New Smyrna Beach

There were 24 crashes during the five-year study period including 2 fatal crashes and 12 injury crashes. The other crashes were PDO. The crash types recorded at this intersection were Rear End (6), Side Swipe (1), Angle (1), Left Turn (1), Off Road (7) and Other (8). There were 12 (50\%) crashes between 8 PM and 5 AM . The roadways in this area likely service very low traffic volumes during the overnight period. There were 15 ( $83 \%$ ) crashes that involved vehicles traveling in the westbound direction.

This signalized intersection has North Riverside Drive running north/south parallel to the Indian River. Washington Street and North Causeway are the west and east legs of the intersection, respectively. The North Causeway Bridge is currently under construction. Traffic over the bridge is limited to a single eastbound lane and a single westbound lane shifted to the southern part of the bridge.

Old Fort Park occupies the entire city block at the southwest quadrant of the intersection. The east leg of the intersection (North Causeway) is a bridge with approximately 200 -foot span. The North Causeway centerline is approximately 45 degrees northeast of the Washington Street centerline alignment. West of the intersection, Washington Street is approximately 46 feet wide and narrows to about 34 feet wide. In the westbound direction, the distance between the signalized Barracuda Boulevard intersection and Riverside Drive is approximately 3,100 feet ( 0.58 miles). The distance to the next signalized intersection to the east is at N Peninsula Avenue at about 1.44 miles. Along North Causeway, the access points are spaced in a planned manner rather than outgrowth.


An aerial view of the Washington St at North Riverside Dr intersection.

### 4.1.2 SR 5 (S. Nova Road) at Fernery Trail / Moreland Boulevard

## LOCATION: Ormond Beach

There were 18 crashes during the five-year study period including 2 fatal crashes and 8 injury crashes. The other 8 crashes were PDO. Notable crash types recorded at this intersection were Side Swipe (2), Pedestrian (3), Off Road (4) and Other (4). There were four crashes on Thursday and Friday. There were $7(39 \%)$ crashes that occurred in 2013 which is more than double the average of 3 crashes per year for the other four years in the study period.

This is an unsignalized intersection with median openings for left turning vehicles on SR 5A (S Nova Road). SR 5A (South Nova Road) is a 6-lane grass median divided roadway running north/south at this location. Moreland Boulevard, the west leg of the intersection, is a 730-foot 2-lane roadway with a grass median. Fernery Trail, the eat leg of the intersection, is a cul-de-sac with 16 single-family residential properties. Both Moreland Boulevard and Fernery Trail approaches are restricted to right-in/right-out only to SR 5A (S Nova Road). The SR 5A (S Nova Road) approaches to the intersection has a 200-foot left turn lane storage. The intersection is not easily discernable to S Nova Road approaching traffic. Between Alabama Avenue and SR 40 ( 2.15 miles), all the unsignalized intersections and driveways are restricted to right-in/right-out only S Nova Road. The study intersection is within this segment of SR 5A (S Nova Road). There are sidewalks along both sides of SR 5A (S Nova Road). Typical along SR 5A (S Nova Road) are unmarked crosswalks at unsignalized intersection.


An aerial view of the SR 5A (S. Nova Rd) at Fernery Trail/Moreland Blvd intersection.

### 4.1.3 US 17/US 92/SR 15 (North Woodland Boulevard) at EW oodmont Road

## LOCATION: DeLand

There were 19 crashes during the five-year study period including 2 fatal, 7 injury and 10 PDO crashes. The crash types recorded at this intersection were Rear End - 6 (32), Left Turn - 3 (16\%), Pedestrian - 3 (16\%), Angle - 2 (10\%), Head On - 2 (10\%) and Other -3 (16\%). There were 9 ( $74 \%$ ) crashes that occurred in October, November and December. There were 14 (74\%) crashes that involved vehicles traveling on US 17/US 92/SR 15 (North Woodland Boulevard).


An aerial view of the US 17/US 92 (N Woodland Blvd) at E Woodmont Rd intersection.
The junction is an unsignalized intersection. US 17 is a 4-lane roadway with median openings at public roadways in the segment from US 92 (international Speedway Boulevard) to E Plymouth Avenue. The US 17 northbound and southbound approaches has left turn bays each with about 150 feet of storage. Mid-day speeds of up to 50 MPH along US 17 was determined by following northbound and southbound vehicles. Drivers were observed slowing down aggressively to shift lane into the left turn bay or to turn right into E Woodmont Road, the Sunoco Gas Station, Moe's Southwest Grill driveway, and Surety Bank.

At the Woodmont Road approach, the vegetation in front of the Sunoco Gas Station obstruct the driver sight line to any approaching pedestrians or bicyclist on the sidewalk. The vegetation in front of Moe's Southwest Grill also obstruct driver sight lines to the US 17 sidewalk at the southeast corner of the intersection and to northbound approaching vehicles. At Moe's Southwest Grill driveway to US 17, the vegetation at the restaurant's frontage obstructs the driver sight line to pedestrians and bicyclist on the sidewalk.

The sight line to opposing lanes of traffic for drivers on US 17 northbound left turn bay or southbound left turn bay are obstructed due to the geometry and width of roadway. In a two block frontage ( 2,170 feet) of US 17, north and south of the Woodmont Road intersection, there are 13 commercial driveways along the west side and 7 commercial driveways along the east side of the corridor. About 600 south of the intersection is the signalized Plymouth Avenue intersection. About 3,700 feet to the north of Woodmont Road is the signalized US 92 intersection. The study intersection is within a 4,300foot ( 0.80 mile) segment of US 17.

### 4.1.4 SR 483 (S Clyde Morris Boulevard) at Hancock Boulevard/Verona Street

## LOCATION: Daytona Beach

There were 16 crashes during the five-year study period including 2 fatal, 12 injury and 8 PDO crashes. Notable crash types recorded at this intersection were Left Turn - 3 (19\%), Rear End - 2 (13\%), Angle 2 (13\%), and Other - 3 (19\%). There were 5 (32\%) crashes from 11 AM to 1 PM and 4 ( $25 \%$ ) crashes from 4 PM to 5 PM. There were 7 ( $44 \%$ ) crashes that involved northbound vehicles and 6 ( $38 \%$ ) crashes that involved southbound vehicles.


An aerial view of the SR 483 (S Clyde Morris Blvd) at Hancock Blvd/Verona St intersection.
The SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard/Verona Street intersection is unsignalized. S Clyde Morris Boulevard is a four-lane undivided roadway with an 80-foot northbound left turn lane and a 170-foot southbound left turn lane at the intersection with Hancock Boulevard and Verona Street. Hancock Boulevard is the west leg of the intersection. Verona Street is the east leg of the intersection. S Clyde Morris Boulevard approaches are the north-south legs of the intersection. The
raised median divided Hancock Boulevard has two lanes, a left turn and a right turn, on the approach to SR 483 (S Clyde Morris Boulevard). Verona Street is a two-lane residential roadway.

Hancock Boulevard provides the rear access to the Shops at Beville Road that is home to a Publix grocery, Walgreens, and other shops. The sidewalk along the east side of S Clyde Morris Boulevard ends at the southeast quadrant of the intersection. There are no sidewalks along the west side of S Clyde Morris Boulevard and on the northeast quadrant of the intersection. Streetlights are mounted on the utility poles along the east side of Clyde Morris Boulevard.

The southbound right turn slip ramp is unmarked. Although a southbound left turn lane for Verona St and a southbound right turn lane are provided for Verona St and Hancock Boulevard, respectively, there are no advance signage to notify drivers of the Hancock Boulevard/Verona St intersection. The intersection blends into the background and not easily recognized.

### 4.1.5 US 1 (N State Street) at SR 100 - West Junction

## LOCATION: Bunnell

There were 11 crashes during the five-year study period including 2 fatal, 6 injury and 3 PDO crashes. Notable crash types recorded at this intersection were Left Turn - 2 (18\%), Rear End - 2 (18\%), Angle 3 (27\%) and Pedestrian -2 (18\%). There were 4 (36\%) crashes that occurred from 4 PM to 6 PM. There were 6 (55\%) crashes that involved northbound vehicles.


An aerial view of the US 1 (N State St) at SR 100 intersection.

This is a signalized intersection at the SR 100 West Junction in Bunnell. East Plane Street (also known as E Holden Avenue) intersects US 1 about sixty feet immediately south and within the influence area of the US 1 and SR 100 West signalized intersection. Although US 1 runs north-south in Flagler County, at this intersection US 1 runs northwest-southeast. The US 1 southbound left turn lane to E Plane Street provides a position that is not expected by drivers at a signalized intersection. The multiple commercial driveways at the junction creates unexpected maneuvers that are not controlled by the traffic signals. Several vehicular movements at this junction are in conflict.
a) The northbound left turn at US 1 and Plane Street vs. SR 100 eastbound left turn - US 1 northbound left turn drivers destined to Plane Street (Sunoco Gas Station or Marathon Gas Station) has limited sight lines to approaching traffic from eastbound SR 100, especially when the US 1 southbound left turn lane is occupied. The SR 100 eastbound approach to the intersection is geometrically facing in the southwest direction. This unexpected vehicular conflict point was observed during the field review.
b) Plane Street eastbound (left turn and through) vs. US 1 southbound through, US 1 northbound through, US 1 northbound left turn and SR 100 eastbound left turn - eastbound drivers on Plane Street turning left, right or crossing US 1 has limited sight lines to the eastbound SR 100 traffic stream that is controlled by a traffic signal. A vehicle queued on US 1 southbound left turn lane at Plane Street is an obstruction to an eastbound driver on Plane Street. Eastbound drivers on Plane Street were observed crossing US 1 during the PM peak period.
c) Plane Street westbound (left turn and through) vs. US 1 southbound through, US 1 southbound left turn, US 1 northbound through, US 1 northbound left turn and SR 100 eastbound left turn westbound drivers on Plane Street turning left or crossing US 1 has limited sight lines to southbound US traffic and to eastbound SR 100 traffic stream. Westbound drivers on Plane Street were observed crossing US 1 during the PM peak period.


### 4.2 Intersections by Frequency

The five intersections with the highest volume of crashes by frequency were selected based on the number of crashes recorded at the intersection and within the influence area of the intersection. S4A assign crashes to the intersection that are within 250 feet of the junction. Beyond 250 feet of the intersection, S4A attributes crashes to a segment. In consideration of the influence area of the intersection extending beyond 250 feet of the intersection, the limits for each intersection was initially extended to the beginning of furthest left turn lane or right turn lane for each intersection approach.

### 4.2.1 US 1 (North Yonge Street) at SR 40 (West Granada Boulevard)

## LOCATION: Ormond Beach

There were 193 crashes during the five-year study period including 73 injury and 120 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End - 83 (43\%), Left Turn - 24 (12\%), Side Swipe 17 (9\%), Angle - 7 (4\%) and Pedestrian - 6 (3\%). A peak of 41 (21\%) crashes occurred during the three-hour period from 12 PM to 3 PM. Northbound vehicles were involved in 50 (26\%) crashes.


An aerial view of the US 1 ( $N$ Yonge St) at SR 40 (W Granada Blvd) intersection.

The US 1 (North Yonge Street) and SR 40 (West Granada Boulevard) intersection in Ormond Beach is controlled by a traffic signal. US 1 (North Yonge Street) is a four-lane median divided roadway. The US 1 northbound approach to the intersection has a right turn lane with a 200-foot storage and two left turn lanes with about 370-foot storage each. The US 1 southbound approach has two left turn lanes with about 450 foot storage each. SR 40 (West Granada Boulevard) is a four-lane median divided roadway. The eastbound SR 40 approach has a left turn lane with about a 250 -foot storage. The westbound SR 40 approach has a left turn lane with about a 265 -foot storage. The SR 40 (West Granada Boulevard) approaches are operated with protected/permissive left turn signal control. The US 1 (North Yonge Street) left turn are operated with protected left turn signal control. Lane extension pavement markings are provided for the northbound left turn, southbound left turn, and westbound through movements.

The midday SR 40 westbound traffic queue build-up have been observed beyond the Washington Street intersection. The afternoon SR 40 eastbound traffic back of queue build-up have been observed up to the railroad crossing beyond the intersection with Perrott Drive. The SR 40 (West Granada Boulevard) eastbound left turn and westbound left turn queues have been observed extending to the through lanes. The pedestrian crosswalks are marked at each of the four approaches to the intersection. About 800 feet to the west is an at-grade railroad intersection with signal and gates.

### 4.2.2 SR 421 (Dunlawton Avenue) at SR 5A (South Nova Road)

## LOCATION: Port Orange

There were 187 crashes during the five-year study period including 55 injury and 132 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End - 80 (43\%), Side Swipe 20 (11\%), Left Turn - 12 (6\%), Angle - 13 (7\%) and Pedestrian - 4 (2\%). In reviewing the data, there were $100(53 \%)$ crashes on Thursday, Friday and Saturday. There were 84 (45\%) crashes between 12 PM to 5 PM.

The junction of SR 421 (Dunlawton Avenue) and SR 5A (South Nova Road) is an intersection of two major arterials and services one of the highest intersection traffic volumes in the Port Orange area. Commercial and retail businesses are at the four quadrants of the intersection. All four intersection approaches have dual left turn lanes with each lane storage capacity ranging from 320 feet to 470 feet. Observed midday queues on all approaches extend beyond the left turn tapers. The queue build up on the eastbound approach extend to Swallow Tail Drive and on the westbound approach extends past Jackson Street. The northbound queue extends about 600-feet and beyond the length of the left turn lane. Flexible delineators are posted at the beginning of the northbound left turn taper to obstruct drivers from traveling over the median to reach the inside left turn storage lane. The southbound queue extends about 300 feet.

Long platoons, estimated at 600 to 800 feet in length, is common along Dunlawton Avenue. The arriving northbound and the southbound platoons are mostly about 200 feet in length and the queue

build up with intermittent arrivals. Each approach is marked with a pedestrian crosswalk but there were no pedestrians observed during the field visit. Left turn lane extensions are marked for all approaches. The northbound left turn queue on the outside left turn lane extends beyond the taper and vehicles were observed encroaching over the mountable curb and grass median to enter the inside left turn lane.


An aerial view of the SR 421 (Dunlawton Ave) at SR 5A (S Nova Rd) intersection.
The eastbound Dunlawton Avenue approach to the intersection has three through lanes with two left turn lanes and an exclusive right turn lane at the intersection. The westbound approach has two through lanes that widens to three through lanes starting at Jackson Street about 570 feet from the intersection. A westbound left turn lane starts about 500 feet from the intersection and a second left turn lane is added about 300 feet from the intersection. The northbound Nova Road approach has two through lanes, two left turn lanes and a 100-foot exclusive right turn lane that starts from the signalized Nova Road intersection with Village Trail.

### 4.2.3 SR 40 (West Granada Boulevard) at Williamson Boulevard

## LOCATION: Ormond Beach

There were 185 crashes during the five-year study period including 49 injury and 136 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End - 79 (43\%), Side Swipe - 13 (7\%), Left Turn - 11 (6\%), Angle - 7 (4\%) and Pedestrian - $2(1 \%)$ crashes. There were $54(29 \%)$ crashes in the three-hour period from 12 PM to 3 PM.

The intersection of West Granada Boulevard and Williamson Boulevard is a signalized intersection with the north leg serving as the primary access to a Walmart. The intersection is approximately 700 feet east of the I-95 northbound ramps junction with West Granada Boulevard. The northern section of the junction is occupied by a Walmart Supercenter. Ormond Towne Square, a strip mall with a mix of a grocery store, retail stores, fast food restaurants and banks, occupies the southeast section. Two gas stations and two fast food restaurants occupy the southwest corner of the intersection.


Looking northbound at SR 40 (W Granada Blvd) from Williamson Ave.
The intersection of West Granada Boulevard and Williamson Boulevard is a signalized intersection with the north leg serving as the primary access to a Walmart. The intersection is approximately 700 feet east of the I-95 northbound ramps junction with West Granada Boulevard. The northern section of the junction is occupied by a Walmart Supercenter. Ormond Towne Square, a strip mall with a mix of a grocery store, retail stores, fast food restaurants and banks, occupies the southeast section. Two gas stations and two fast food restaurants occupy the southwest corner of the intersection.

Overhead signs are posted on the northbound approach to the intersection to minimize lane changes at the Granada Boulevard westbound approach to the I-95 northbound ramps. The northbound
approach has two through lanes, a 560-foot right turn lane that starts at the signalized Williamson Boulevard intersection with Ormond Towne Square driveway, and two left turn lanes. The eastbound approach has two through lanes, a 650-foot exclusive right turn lane that starts at the I-95 northbound ramps signalized intersection, and a 300-foot left turn lane. The westbound approach has two through lanes, a 370-foot exclusive right turn lane and two 300-foot left turn lanes. The southbound Walmart approach has one through lane, one exclusive right turn lane and two left turn lanes.

A constant flow of traffic at all four approaches to the intersection was observed during the day. In the northbound approach, the queue for the outside left turn lane (to l-95 northbound) extends beyond the left taper. Vehicles were observed driving over the mountable median curb to bypass the back of queue and enter the inside left turn lane (to l-95 southbound). Midday queues on the eastbound and westbound approaches extended about 400 to 500 feet from the stop line. The westbound approach to the intersection is on a curve to the right.

The next traffic signal to the east along West Granada Boulevard is about half a mile away. Westbound platoons approaching the intersection were followed at 50 to 60 MPH on W Granada Boulevard that is posted with a speed limit of 45 MPH . The eastbound and westbound approaches to the intersection requires multiple driver decisions in succession due to the traffic volumes, turning movements and the close spacing of the traffic signal controls.

### 4.2.4 SR 483 (South Clyde Morris Boulevard) at SR 421 (Dunlawton Avenue)

## LOCATION: Port Orange

There were 174 crashes during the five-year study period including 46 injury and 128 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End - 81 (47\%), Side Swipe 23 (13\%), Left Turn - 8 (5\%), Angle - 7 (4\%) and Pedestrian - 5 (3\%), Bicycle - 3 (2\%) crashes. In reviewing the data, there were 71 (41\%) crashes on Thursday and Friday.

The junction of SR 483 (South Clyde Morris Boulevard) and SR 421 (Dunlawton Avenue) is large signalized intersection about three quarters of a mile from the Dunlawton Avenue intersection with I95 northbound ramps. The northbound Clyde Morris Boulevard approach is a single lane that widens to two through lanes and two left turn lanes about 700 feet from the intersection. The southbound Clyde Morris Boulevard approach has two left turn lanes with 300 feet long and two through lanes with the outside lane reassigned to an exclusive right turn lane use at about 275 feet from the stop line. The southbound approach also has overhead lane use signs are mounted at about 275 feet from the stop line.

A Walmart Supercenter is located at the southeast quadrant and a Home Depot is at the northeast quadrant of the intersection with a gas station at the corner lot. A pharmacy, office buildings and retailers are located at the southwest corner of the intersection. Restaurants are at the northwest

quadrant of the intersection. The eastbound Dunlawton Avenue approach has three through lanes that widens with two left turn lanes that has about 630 feet of storage. The westbound Dunlawton Avenue approach has three through lanes that widens with a 325-foot right turn lane and one 240 foot left turn. There is a commercial driveway to a gas station on the westbound exclusive right turn lane about 100 feet downstream of the right turn taper. A constant flow of traffic passes through this intersection throughout the day.


An aerial view of the SR 483 (S Clyde Morris Blvd) and SR 421 (Dunlawton Ave) at SR 5A (S Nova Rd) intersection.

### 4.2.5 SR 40 (West Granada Boulevard) at SR 5 (South Nova Road)

## LOCATION: Ormond Beach

There were 172 crashes during the five-year study period including 48 injury and 124 PDO crashes. There were no fatal crashes recorded at this intersection. Notable crash types recorded at this intersection were Rear End - 101 (59\%), Side Swipe 20 (12\%), Off Road - 6 (3\%), Right Turn - 5 (3\%), Bicycle - 5 (3\%), Left Turn - 3 (2\%), Angle - 2 (1\%) and Pedestrian - 3 ( $2 \%$ ) crashes. There were 23 (13\%) crashes in the one-hour period from 2 PM to 3 PM. The crest vertical on the eastbound approach to the intersection is illustrated in the image on the following page.

The junction of SR 40 (West Granada Boulevard) at SR 5A (South Nova Road) is an intersection of two major arterials servicing high volumes of traffic in the Ormond Beach area. Commercial businesses, retailers, offices and a medical center surrounds this intersection. All four approaches have dual left turn lanes with each lane storage capacity ranging from 320 feet to 450 feet. The left turn lanes for all
approaches have lane extensions marked through the intersection. The eastbound and westbound Clyde Morris Boulevard approaches has two through lanes that widens with two left turn lanes. The Nova Road approaches have three through lanes that widens with two left turn lanes at the intersection. The Rivergate Village Shopping Center is located at the southwest quadrant. A pharmacy is at the northwest and southeast quadrants of the intersection. Two small restaurants are at the northeast corner of the intersection.

A constant flow of traffic passes through this intersection throughout the day. The eastbound W Grenada Road approach to N Nova Road has a vertical curve that obstruct the view to the intersection. The midday queue on the westbound approach extends up to 1,000 feet from the intersection. Platoons of vehicles traveling on W Grenada Road were followed at speeds in excess of the posted with 45 MPH speed limit.


Looking eastbound at the W Granada Blvd approach to SR 5A (N Nova Rd).

### 4.3 Segments by Frequency

The five roadway segments with the highest crash frequency during the five-year study period were selected among other segments by crash density. The roadway segments were separated and characterized by facility type. Six-lane median divided roadways, four-lane median divided roadways, four-lane undivided roadways, and five-lane cross section with a center lane marked as two-way left turn lane. Short transition sections may be within some segments

### 4.3.1 SR 421 (Taylor Road - Dunlawton Avenue)

## LOCATION: Port Orange

SR 421 (Taylor Road - Dunlawton Avenue) study corridor in Port Orange is about 4.33 miles in length stretching from Summer Trees Road, west of S Williamson Boulevard, to Halifax Drive. The following results are summaries of the crash data along the corridor during the study period:

- 2012 - 2016 Crash Totals: 1,558
- Crashes per mile average: 360
- Crashes per mile per year average: 72
- Fatal - 7, Injury - 459, PDO - 1,092
- Rear End - 690 (44\%), Other - 293 (19\%), Side Swipe - 163 (10\%), Left Turn - 99 (6\%), Angle - 76 (5\%), Pedestrian - 27 (2\%)
- 808 (52\%) of all crashes occurred between 12 Noon to 6 PM
- $13 \%$ of Rear End crashes on wet pavement
- $12 \%$ of all crashes on wet pavement

The Taylor Road - Dunlawton Avenue corridor is a multi-lane median divided arterial serving a significant volume of traffic throughout the day. The approximately half-mile segment west of I-95 is known as Taylor Road and the segment east of I-95 is known as Dunlawton Avenue. The Taylor Road segment and the 1.75 -mile segment east of S Nova Road are four lanes with auxiliary right turn and/or left turn lanes at the signalized intersections. The 2.15-mile segment from I-95 to S Nova Road is a sixlane section with left turn and right turn lanes at signal-controlled intersections. Left turn median openings are provided at select locations along the corridor. Observed traffic travels in long platoons extending up to about 800 feet. During the midday period, the back of the platoons are traveling at speeds in excess of the 45 MPH speed limit. At the S Nova Road intersection, an eastbound platoon arriving at a red signal indication converts to a queue that obstructs the westbound left turn movement at S Swallowtail Drive. There are four pairs of left turn median openings along the six-lane section. Left turn movements over three opposing lanes of traffic is challenging due to the driver sight line to the outside opposing lane being obstructed by vehicles in the middle and inside lanes. Left turn over a traffic stream traveling at 45 MPH or higher is also challenging.


An aerial view of the SR 421 (Dunlawton Ave) and SR 5A (S Nova Rd) corridor.

The segment from Summer Trees Road to Victoria Garden Boulevard requires full attention from drivers due to the high volumes of traffic, the entering and exiting traffic, lane maneuvering at signalized intersection approaches, and the traffic speeds. Williamson Boulevard, I-95, Yorktowne Boulevard and Clyde Morris Boulevard intersects the 1.7-mile segment of the Taylor Road - Dunlawton Avenue corridor. In addition to the major intersections, this segment of the corridor provides access of connection to large retail and commercial destinations, a high school (Spruce Creek) and two elementary schools (Horizon and Sweetwater).

At the Dunlawton Avenue and S Nova Road intersection, retailers, commercial properties, and restaurants that attract significant volumes of traffic especially during the midday period occupy the surrounding areas. Significant volumes of traffic from both approaches of Nova Road was observed entering Dunlawton Avenue. A constant volume of traffic travels through this intersection throughout the midday period.

In the four-lane section of Dunlawton Avenue, between Spruce Creek Road and US 1 (S Ridgewood Avenue) is an at grade railroad crossing next to Port Orange Elementary School.


SR 421 (Dunlawton Ave) at Lemon St and RR Crossing

### 4.3.2 SR 430 (Mason Avenue)

## LOCATION: Daytona Beach

SR 403 (Mason Avenue) study corridor in Daytona Beach is about 2.57 miles in length stretching from Alabama Street, one block west of N Clyde Morris Boulevard, to Ballough Road at the Halifax River. The following results are summaries of the crash data along the corridor during the study period:

- 2012 - 2016 Crash Totals: 875
- Crashes per mile average: 340
- Crashes per mile per year average: 68
- Fatal - 2, Injury - 307, PDO - 566
- Rear End - 329 (38\%), Other - 161 (18\%), Left Turn - 119 (14\%), Angle - 64 (7\%),

Side Swipe - 55 (6\%), Pedestrian - 10 (1\%), Off Road - 41 (5\%)

- 356 (41\%) of all crashes occurred between 12 Noon to 5 PM
- $14 \%$ of Rear End crashes occurred on wet pavement
- $13 \%$ of all crashes occurred on wet pavement

The Mason Avenue is an undivided four-lane roadway with left turn and/or right turn lanes at select intersections. A 400 -foot section west of $N$ Nova Road has a center two way left turn lane. There is an at-grade railroad crossing about 800 feet west of US 1 (N Ridgewood Avenue). This corridor passes through mostly residential neighborhoods and serves as the east west arterial in the area that connects with Williamson Boulevard to the west, Bill France Boulevard, N Clyde Morris Boulevard, N Nova Road, US 1 (N Ridgewood Avenue), and $N$ Beach Street to the east. The corridor has short city blocks, dense commercial and retail driveways to single use lots. A charter school (Richard Milburn Academy) is at the Masonova Commerce Park strip mall one block west of $N$ Nova Road.

Vehicles on Mason Avenue slowing down to turn left or right along with traffic entering the corridor from the side streets and driveways generates sudden stops. Drivers were observed slowing down on the inside and outside lanes looking for their destination. Aggressive passing and gap acceptance resulted with other drivers accelerating to pass the slowing or slowed vehicle.

### 4.3.3 Enterprise Road

## LOCATION: Orange City

The Enterprise Road study corridor in Orange City is about 1.16 miles in length stretching from US17/US92/SR600/SR15 (S Volusia Avenue) to Florida Avenue, one block south of Saxon Boulevard. The following results are summaries of the crash data along the corridor during the study period:

- 2012 - 2016 Crash Totals: 378
- Crashes per mile average: 326
- Crashes per mile per year average: 60
- Fatal - 2, Injury - 139, PDO-237
- Rear End - 137 (37\%), Left Turn - 48 (18\%), Angle - 30 (8\%), Side Swipe - 34 (9\%),
- Head On - 21 (6\%), Other - 60 (16\%)
- 165 (44\%) of all crashes occurred between 11 AM and 3 PM
- $12 \%$ of Rear End crashes occurred on wet pavement
- $11 \%$ of all crashes occurred on wet pavement

Enterprise Road is a four-lane undivided roadway serving large commercial sites, retail strip malls, office complexes, multi-family residential neighborhoods, and single-family residential neighborhoods. The study corridor is from the Saxon Boulevard intersection to US 17 (S Volusia Avenue). The southern section was extended to south to Florida Avenue to include the northbound approach to Saxon Boulevard. The segment from Saxon Boulevard to US 17 (S Volusia Avenue) is about one mile in length.

The southbound Enterprise Road approach to Saxon Boulevard widens with a 450-foot exclusive right turn lane and two 750 -foot long left turn lanes. The northbound Enterprise Road approach to Saxon Boulevard widens with a 400-foot exclusive right turn lane and a 190-foot exclusive left turn lane. A second northbound left turn lane, currently marked off with chevrons, may be re-striped and opened to traffic as needed. Left turn and right turn lanes are provided at the signalized intersection and at select unsignalized commercial driveways and side streets. The two-lane northbound approach to the US 17 (S Volusia Avenue) are assigned as an exclusive right turn to northbound US 17 and as an exclusive left turn lane to southbound US 17. Pavement markings for the exclusive lane assignment starting from about 575 feet upstream or ahead of the gore area where the lanes split. A traffic signal at the Bravo grocery driveway is about 400 feet from the gore area. Although overhead lane use signs are mounted immediately in front of the gore area, drivers are changing lanes in front of the gore delineators.

The road is posted with 45 MPH speed limit. Drivers were followed at speeds in excess of 45 MPH during the midday and afternoon period. Drivers slowing down without turn signals, sudden slowdowns and sudden lane changes were observed during the midday and afternoon period.

### 4.3.4 Saxon Boulevard

## LOCATION: Orange City and Deltona

The Saxon Boulevard study corridor in City of Deltona is about 1.97 miles in length stretching from Bloxham Avenue in Orange City, one block east of Enterprise Road, to Falmouth Avenue, one block east of N Normandy Boulevard in Deltona. The following results are summaries of the crash data along the corridor during the study period:

- 2012 - 2016 Crash Totals: 591
- Crashes per mile average: 300
- Crashes per mile per year average: 60
- Fatal - 1, Injury - 217, PDO - 373
- Rear End - 246 (42\%), Left Turn - 90 (15\%), Angle - 19 (3\%), Side Swipe - 53 (9\%)
- 294 (50\%) of all crashes occurred between 1 PM and 7 PM
- $15 \%$ of Rear End crashes occurred on wet pavement
- $13 \%$ of all crashes occurred on wet pavement

This segment of Saxon Boulevard stretches from Bloxham Avenue, just east of Enterprise Road, to Falmouth Avenue, just east of N Normandy Boulevard. The segment from I-4 to Falmouth Avenue is a four-lane section with concrete median at the l-4 interchange area and center two way left turn lane east of Finlay Drive. The segment west of I-4 is a six-lane section with raised island medians. There are
six intersection controlled by traffic signals along this two mile length of this segment. The intersections with Veterans Memorial Parkway, I-4 interchange, and N Normandy Boulevard are major intersections within the study corridor.

A constant flow of traffic in both directions of Saxon Boulevard was observed during the day. Closely spaced commercial driveways line the corridor except in the I-4 interchange area. There are several lots with a single use occupant, mostly chain restaurants, are along the corridor.

The main entrance to Florida Hospital Fish Memorial is just west of the Veterans Memorial Parkway intersection. A Walmart Supercenter and Home Depot are located at the northeast past of the Veterans Memorial Parkway intersection. The driveway to Lowe's Home Improvement and Hobby Lobby is across Bloxham Avenue. High volumes of traffic, mixed with closely spaced commercial driveways and large commercial destinations generate turning movements along the corridor. In addition to commuter traffic, the local traffic and lunchtime traffic, the travelers on I-4 are also attracted to the restaurants and services along the corridor. Shoulder mounted advance Signal Ahead warning signs with cross street placards are posted at select signalized intersections west of I-4. On the three lane westbound approach to Enterprise Road, the outside through lane becomes an exclusive right turn lane only and traps some drivers that performs sudden lane changes.

### 4.3.5 US 17 (North Volusia Avenue)

## LOCATION: Orange City

The US17/US92/SR600/SR15 (N Volusia Avenue) study corridor in Orange City is about 2.01 miles in length stretching from French Avenue to Enterprise Road. The following results are summaries of the crash data along the corridor during the study period:

- 2012 - 2016 Crash Totals: 524
- Crashes per mile: 261
- Crashes per mile per year: 52
- Fatal - 4, Injury - 210, PDO - 310
- Rear End - 232 (44\%), Left Turn - 53 (10\%), Angle - 21 (4\%), Head On - 38 (7\%),
- Side Swipe - 38 (7\%)
- 63 (12\%) of the crashes occurred on a one hour period between 3 PM and 4 PM
- 258 (49\%) of all crashes occurred between 1 PM and 7 PM

This highway segment of US17/US92/SR600/SR15 (North Volusia Avenue) in Orange City is mostly a five-lane cross section with a center two way left turn lane. The 2,000-foot segment north of Enterprise Road is a four-lane grass median divided roadway. The properties adjacent to the right of way are fully developed with commercial and retail businesses that are mostly on single use lots. The corridor has
high density of commercial driveways and services high volumes of traffic. A constant flow of traffic throughout the day travels through this highway. Within half a mile of this corridor is University High School, Manatee Cove ES, River Springs MS, and Freedom ES. There are marked school crossings with reduced 20 MPH speed limit zone at signalized intersections with University Avenue, Blue Springs Avenue, Ohio Avenue, and Rhode Island Avenue.

### 4.4 Segments by Severity

In reviewing crash records in S4A ranked by severity, it was recognized that there are segments as short as 250 feet. The five roadway segments with the highest volume of crashes by severity were selected based on the selection criteria and the HSM method of ranking crash severity based on the EPDO Average Crash Frequency Method.

### 4.4.1 US 1 at Airport Road

## LOCATION: Ormond Beach

The US 1 study corridor in Ormond Beach is about 0.10 miles in length stretching from Gamble Avenue through the section north of Airport Road. Although it may be argued that this site is an intersection area, S4A describes this highway section as a segment. The following results are summaries of the crash data along the US 1 segment during the study period:

- 2012 - 2016 Crash Totals: 20
- Fatal-2, Injury-13, PDO-5
- Rear End 15 (75\%), Left Turn - 3 (15\%), Angle - 1 (5\%), Right Turn - 1 (5\%)
- $4(20 \%)$ of the crashes occurred in the one hour period from 7 to 8 AM

This section of US 1 has experienced crashes that resulted in fatal and serious injuries. Although the crash database listed the location as a segment, the issues are at the signalized US 1 and Airport Road intersection and mostly with the northbound left turn movement. This is a T-intersection with Airport Road as the stem. The large open area between the grass median is about 85 feet long and the grass median is about 27 feet wide.

The southbound US 1 approach to the intersection has two through lanes, a 420-foot exclusive right turn lane, and a 100 -foot lane that does not have a receiving lane. The 100 -foot inside lane is striped as a through lane without a lane use arrow. It may be used for a U-turn maneuver. It is an odd feature at a site that has experienced significant crash severity. However, none of the crashes at this site may be attributed to this feature. An aerial of the intersection is illustrated in Table Ex13.

The programmed traffic signal clearance period for the northbound left turn protected phase, southbound through phase and northbound through phase is 7.5 seconds. The eastbound phase is programmed with a total clearance period of 8.0 seconds. All the clearance periods are longer than the

calculated yellow change and all red clearance intervals based on the clearance formula in the Florida Department of Transportation (FDOT) Traffic Engineering Manual. The traffic signal timing plans are in Appendix F. The vehicle detectors for the northbound left turn lane, eastbound left and eastbound right turn lanes are set at non-locking. Detectors set at non-locking does not retain the actuation if the vehicle travels past the detection field.


An aerial view of the US 1 at Airport Rd intersection.


Looking north on US 1 at Gamble Ave, toward Airport Rd.

### 4.4.2 US 1 North of Matanzas Woods Parkway

## LOCATION: Palm Coast

The US 1 study corridor in Palm Coast is about 2.63 miles in length stretching from Matanzas Woods Parkway to Old Kings Road. The following results are summaries of the crash data along the US 1 segment during the study period:

- 2012 - 2016 Crash Totals: 13
- Fatal - 2, Injury - 7, PDO - 4
- Rear End - 3 (23\%), Left Turn - 3 (23\%), Angle - 1 (8\%), Rollover - 2 (15\%), Off Road - 2 (15\%)
- 8 (62\%) of the crashes involved a vehicle in the southbound direction

The US 1 segment between Matanzas Woods Parkway and Old Kings Road is a four-lane grass median divided highway in a very rural undeveloped setting with grasslands, trees, and low vegetation. There are no developments or structures along both side of the corridor. The highway is posted with 65 MPH speed limit signs and traffic was followed consistently in excess of the speed limit in both direction. Very low volumes of traffic were observed along this segment.


A view of the US 1 southbound approach to Matanzas Woods Pkwy

### 4.4.3 Maytown Road

## LOCATION: Maytown

The Maytown Road study roadway segment is about 0.25 miles segment west of Maytown Spur Road. This roadway segment is alignment is a horizontal curve in a low volume rural roadway. The following results are summaries of the crash data along the Maytown Road segment during the study period:

- 2012 - 2016 Crash Totals: 12
- Fatal-2, Injury - 8, PDO - 2
- Roll Over - 5 (42\%), Other - 4 (33\%), Off Road - 2 (17\%), Animal - 1 (8\%)
- 4 (33\%) of the crashes occurred on the month of February
- 3 (25\%) of the crashes occurred on the month of October
- 6 (50\%) of the crashes occurred on a Saturday and Sunday

The Maytown Road segment west of the Maytown Spur Road is on a horizontal curve. The westbound approach to the curve is shown in the image below. The pavement is 22 feet wide with 11 -foot lanes with no shoulders. The curve is marked with chevrons and advance curve warning signs with 35 MPH advisory speed plaque in both approaches to the curve. There is over four miles of continuous uncontrolled roadway to the east of the curve and over twelve miles continuous uncontrolled roadway to the west of the curve. Drivers are traveling at speeds in excess of 50 MPH on the two approaches to the curve. Nearly all of the crashes at this horizontal curve involves motorcycles.


[^0]
### 4.4.4 US 1 South of Belle Terre Boulevard

## LOCATION: Palm Coast

The US 1 highway segment in Palm Coast is about 0.30 miles in length at the junction of Belle Terre Boulevard. The highway segment south of Belle Terre is alignment is a horizontal curve. The following results are summaries of the crash data along the Maytown Road segment during the study period:

- 2012 - 2016 Crash Totals: 7
- Fatal-2, Injury - 5, PDO - 0
- Off Road - 3 (43\%), Roll Over - 1 (14\%), Bicycle - 1 (14\%), Rear End - 1 (14\%), Other - 1 (14\%)
- 3 (43\%) of the crashes occurred on a Sunday
- 5 (71\%) of the crashes involved a vehicle in the southbound direction

The US 1 highway segment includes the signalized intersection with Belle Terre Boulevard. The US 1 northbound approach to Belle Terre Boulevard is shown in Table Ex17. US 1 is a 4-lane grass median divided highway with a 200-foot northbound left turn lane and 450-foot southbound left turn lane. US 1 has marked bike lanes in both directions of travel. The US 1 southbound left turn movement is controlled with a protected green signal and permissive flashing yellow arrow. The US 1 edge line does not have rumble strips. Most of the crashes occurred in both directions of US 1, between Belle Terre Pkwy and south of the curve about 2,000 feet south of Belle Terre Pkwy.


Looking north at the US 1 approach to Belle Terre Blvd.

### 4.4.5 Whiteview Parkway

## LOCATION: Palm Coast

The Whiteview Parkway segment in Palm Coast is about 0.53 miles in length at the junction of Rolling Sands Drive. The segment east of Rolling Sands Drive is a horizontal curve. The following results are summaries of the crash data along Whiteview Parkway segment during the study period:

- 2012 - 2016 Crash Totals: 8
- Fatal-2, Injury - 3, PDO - 3
- Left Turn - 5 (63\%), Angle - 2 (25\%), Off Road - 1 (13\%)
- $8(73 \%)$ of the crashes occurred on Tuesday, Wednesday and Thursday
- 7 (88\%) of the crashes involved a vehicle in the northbound direction (Rolling Sands Drive)

Whiteview Parkway is major collector for several residential neighborhoods. The Whiteview Parkway study roadway has three unsignalized offset T-intersections within a 350 segment. Each intersection has a median opening at Whiteview Parkway. Whiteview Parkway is an east-west 4-lane grass median divided roadway. The grass median is about 30 feet wide. Whiteview Parkway has two lanes eastbound, each 12 feet wide, and two lanes westbound, each 12 feet wide. Rolling Sands Drive is a two-lane road with stop sign control at the approach to the Whiteview Parkway T-intersection. Rolling Sands Drive pavement is 24 feet wide for both lanes of traffic. Whiteview Pkwy and Rolling Sands Drive do not have shoulders and do not have sidewalks.

A concrete Lehigh Woods neighborhood sign, positioned within the presumed right of way west of Rolling Sands Drive, is a sight line obstruction to stop controlled northbound drivers on Rolling Sands Drive. The sign is shown in Table Ex18. A number of eastbound right turning vehicles were observed during the field visit. The volume of traffic along Whiteview Parkway is well within the capacity of the roadway. Platoons of vehicles were observed traveling east and turning right into Rolling Sands Drive. A platoon of vehicles do obstruct the sight line of northbound drivers on Rolling Sands Drive.


Looking along the eastbound approach to Whiteview Pkwy toward Rolling Sands Dr.

The strategies for improving roadway safety have traditionally been grouped into the three categories of Engineering, Enforcement, and Education (referred to as the 3Es). Engineering refers to roadway geometry and infrastructure, traffic control, signage and pavement markings. Enforcement refers to policing and encouraging drivers to obey traffic laws and the rules of the road. Education refers to efforts to inform drivers and other road users (pedestrians and bicyclists) about traffic laws, the rules of the road and the consequences of unsafe behavior.

Different road types serve different functions and each of the corridor within the R2CTPO area have different features, such as traffic volume, geometry, traffic control, speed limits, access, adjacent land uses, and driver characteristics. Driver expectations also differ traveling from one corridor to another. Driving conditions change on the same roadway by time of day with different trip purposes. A single strategy may be ineffective to eliminate or reduce specific crash types and overall crashes. Combinations of strategies and improvements may be needed to achieve desired crash reduction levels.

Recommendations are based are based on recognized crash patterns, best management practices and on the Federal Highway Administration (FHWA) Proven Safety Countermeasures toolbox, which has a total of 20 treatments and strategies. The development of proposed mitigation plans for each intersection and roadway segment required a review of the five-year crash history, field observation of the traffic operations, review of the roadway features to identify possible crash contributing factors and observation of the drivers on the road. Some of the proposed strategies are similar to allow agency consideration and selection.

Specific countermeasures at each location are identified in the following sections. A summary of the improvement recommendations is provided in Tables 12 and 13.

Although the report focuses on low cost countermeasures, systemic improvements, such as the addition of accommodations for bicyclists and pedestrians, may also be considered to eliminate gaps in the multimodal network and enhance safety for all transportation users. As an example, two such locations include:

- Whiteview Parkway - continue the multi-use path on the south side of Whiteview Parkway from White Mill Drive to US-1.
- US-1 South of Belle Terre Boulevard - provide a multi-use path from Seminole Woods Boulevard to Belle Terre Boulevard (eastside of US-1). Such a facility on US-1 will provide a connection between two existing multi-use paths that serves large residential areas in Palm Coast.

Table 12 －Mitigation Measures（Intersections）

|  |  |  |  |  |  | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\begin{aligned} & \text { 坒 } \\ & \text { 茁 } \end{aligned}$ |  | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |
|  |  | $\times$ | $\times$ | $\times$ |  | $\times$ |  |  |  |  |
|  |  |  | $\times$ |  |  |  |  |  |  |  |
|  | $\times$ |  | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |  |  |
| 岩 |  |  |  |  |  |  |  |  |  |  |
|  | $\times$ | $\times$ |  |  |  | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |
|  |  |  |  | $\times$ | $\times$ |  |  | $\times$ |  |  |
|  | $\times$ |  |  |  |  | $\times$ | $\times$ |  |  |  |
|  | $\times$ |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & 2 \\ & \text { 은 } \\ & 0 \\ & \hline \end{aligned}$ |  |  |  |  | $\text { US } 1 \text { (state St) at SR } 100 \text { West }$ |  |  |  |  |  |
| 20 |  | M 3 SH | （1） 18 N | 113354 |  | 1JN | Оэуя | 치 八8 | Noiljas | 1 NI |

Table 13 －Mitigation Measures（Segments）

| 若害 |  |  |  |  | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\times$ |  |  |  | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ | $\times$ |
| \％ |  |  |  |  |  |  |  |  |  |  |
| 嫘 |  |  |  |  |  |  |  |  |  |  |
|  | $\times$ | $\times$ | $\times$ | $\times$ |  |  |  |  | $\times$ |  |
|  |  |  | $\times$ | $\times$ |  |  | $\times$ |  |  |  |
|  | $\times$ | $\times$ | $\times$ | $\times$ |  | $\times$ |  |  | $\times$ |  |
|  |  |  | $\times$ | $\times$ | $\times$ |  |  |  |  |  |
|  | $\times$ |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |
| $\begin{aligned} & \text { 己 } \\ & \frac{0}{2} \\ & \text { S } \end{aligned}$ |  |  |  |  |  |  |  |  |  |  |
| － |  |  |  |  |  |  |  |  |  |  |

### 5.1 Intersection Crashes by Severity

### 5.1.1 Washington Street and North Riverside Drive

## LOCATION: New Smyrna Beach

There were 24 crashes recorded at this intersection during the 5-year study period, which included two fatal crashes and 12 injury crashes. Approximately 83 percent of the 24 crashes were in the westbound direction and 12 crashes occurred between 8 PM and 5 AM during likely low volume periods. High speeds likely contribute to crashes in the westbound direction, especially dui ing the nighttime low volume periods. Notably, there was a pattern where westbound drivers travelled across the intersection and either crashed into parked vehicles or travelled into Old Fort Park.


SR 44 (Washington St) \& N Riverside Dr

One fatality occurred on March 8, 2014 at 12:07 AM and another occurred on October 24, 2016 at 12 AM. The March crash involved two westbound motorcycles that attempted to pass a leading westbound car by increasing their speed and traveling over the westbound left turn lane. Witnesses estimated their speeds between 70 and 80 MPH . Both motorcycle operators lost control of their vehicles at the intersection, crossed over the centerline into the eastbound lane, colliding with each other before one driver struck a utility pole and suffered fatal injuries and the other continued through Old Fort Park, flipped his motorcycle and suffered serious injuries. The October crash involved a westbound motorcycle that attempted to pass a car by traveling on the westbound left turn lane, lost control of the motorcycle as he crossed the intersection and struck a utility pole. The driver suffered fatal injuries.

Based on the crash history and observed conditions the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Provide speed calming measures on the westbound approach to the intersection. Reduce speeds on the westbound lane of the North Causeway section between Barracuda Boulevard and the North Causeway Bridge.
o Install speed limit sign with radar activated flasher or
o Install speed limit sign with radar activated speed warning sign
o Install centerline rumble strip
o Install raise median with non-mountable curbs:
- On North Causeway between the bridge and southwest driveway to funeral home
- On North Causeway between the northeast driveway to the funeral home and the southwest driveway to North Causeway Marine
- Set traffic signal to operate on Red Rest during the late evening and early morning hours. All approaches must have vehicle detection. A traffic signal operating on Red Rest provides a green indication to vehicles that occupy the detection field on the approach. The green indication will continue service based on traffic demand up to the programmed maximum green time for the approach. Upon completion of service to traffic demand, the indication to the approach will return to all red. Install advance warning signs "Be Prepared to Stop" (W3-4) each approach.
- Install an intersection ahead warning sign on the westbound approach, which has a skewed west leg.
- Install upstream No Passing Zone signs on the westbound approach
- Using pavement markings, modify the center two way left turn lane to exclusive left turn lanes at the east driveways of the funeral home and Anglers Club.
- Install traffic signal indication back plates with reflective sheeting border
- Install object marker signs on the utility pole at the southwest corner of the intersection and on the next utility pole to the west. The object marker signs directed to westbound drivers approaching the intersection.
- Modify the pavement markings of the center two way left turn lane, immediately east of the N Causeway bridge, to exclusive left turn lanes at the east driveways of the funeral home and Anglers Club.
- Install 100 feet of centerline rumble strips on the Washington Street approach.


### 5.1.2 SR 5 (S Nova Road) and Moreland Boulevard \& Fernery Trail

## LOCATION: Ormond Beach

There were 18 crashes recorded at this intersection during the 5-year study period, which included two fatal crashes and eight injury crashes. Approximately 40 percent of the 18 crashes were in the southbound direction. There were four crashes in the intersection area that involved eastbound vehicles colliding with or being struck by pedal bicyclists ${ }^{\text {' }}$ traveling northbound on the west sidewalk of SR 5A (S Nova Road).

The posted speed limit on SR 5A (S Nova Road) is 45 MPH. The intersection does not have a marked pedestrian crossing. The closest marked pedestrian


SR 5A (S Nova Rd) \& Fernery Tri/Moreland Blvd crossings are approximately 1,200 feet to the north at Village Drive and approximately 1,800 feet to the south at Division Avenue. There are streetlights along the west side of SR 5A (S Nova Road).

One fatality occurred on May 12, 2013 at 3:50 PM and another occurred on March 17, 2015 at 6:53 AM. The May crash involved a southbound motorcycle and a northbound left turning car. The car operator performed a northbound left turn in front of a southbound motorcycle on a clear and sunny day and the motorcycle collided with the car. The motorcycle passenger suffered fatal injuries. In the March crash, a pedestrian was crossing the northbound lanes of SR 5A (S Nova Road) at the intersection and was struck by a northbound car traveling on the inside lane. The light condition was dark with streetlights and the pedestrian was wearing dark colored pants and shirt. The driver of the northbound vehicle did not notice the pedestrian. Crash reconstruction estimated the vehicle speed at 47 MPH.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Install an intersection ahead warning sign on the northbound and southbound SR 5A (S Nova Road) approaches to the intersection with an advance street name plaque to notify approaching drivers of the intersection.
- Relocate or raise the Dunkin Donut and the Capital Plaza commercial signs to improve driver sight lines to the adjacent sidewalk at the driveway to Capital Plaza mall.
- Educate bicyclists and pedestrians in the rules of the road and expectations on the road. Utilize police enforcement for bicyclists that are traveling northbound on the west sidewalk of SR 5A (S

Nova Road). A northbound bicyclist on the west sidewalk was cited by police for traveling on the wrong side of the road while other bicyclist were not cited for the same action.

- Install a pedestrian crosswalk if warranted by a safety study.


### 5.1.3 US 17/US 92/SR 15 (N Woodland Boulevard) and E Woodmont Road

## LOCATION: DeLand

There were 16 crashes recorded at this intersection during the 5 -year study period. Another three records were incorrectly recorded to this site. There were two fatal crashes and seven injury crashes at this location. Approximately 32 percent of the crashes were rear end type collisions. Sixteen percent of the crashes involved pedestrians and another 16 percent were left turn crash types.

US 17/US 92/SR 15 (N Woodland Boulevard) is a fourlane median divided roadway with left turn lanes at the intersection. The pavement is approximately 74 feet in width at the intersection. A Sunoco gas
 station/APlus Food \& Beverage Store is at the northeast corner of the intersection and a Moe's Southwest Grill restaurant is at the southeast corner of the intersection.

Most notable of the crashes at this intersection are three pedestrian crashes, two of which resulted in fatalities. Other notable crashes include left turn and rear end type crashes. Left turn crashes were characterized by drivers performing northbound left turn and southbound left turns into opposing traffic and failing to yield. Crash reports described drivers performing late lane changes into the left turn bay and continuing a left turn maneuver in front of or into an opposing traffic stream.

Rear end type crashes were mostly in the northbound direction and caused by downstream congestion or other vehicles slowing down to turn into the Sunoco gas station driveway. Observed conditions noted some drivers aggressively slowing down to turn right into the station. Other following drivers did not seem to anticipate that the lead vehicles were slowing down, even though a turn signal was in use.

One fatality occurred on May 30, 2014 at 8:36 PM and another occurred on June 3, 2015 at 6:30 AM. The May crash involved a pedestrian who purchase beer from the Sunoco gas station and proceeded to consume the contents while crossing US 17/US 92/ SR 15 (N Woodland Boulevard). A southbound car struck the pedestrian who suffered fatal injuries. The intersection does not have a marked crosswalk. Light conditions was reported as dark and not lighted. It was raining and the pavement was wet. A utility pole at the north side of the Surety Bank north driveway is mounted with a street light. The next
closest street light is at the southwest corner of Washington Avenue, about 635 feet to the north, and at the southeast corner of Plymouth Avenue, about 710 feet to the south.

The June fatal crash also involved a pedestrian. A pedestrian was crossing the northbound lanes of US 17/US 92/ SR 15 (N Woodland Boulevard) at 6:30 AM and was struck by a car traveling in the northbound lanes. The pedestrian landed on the left lane of the northbound lanes and suffered fatal injuries. The intersection does not have a marked crosswalk. Light conditions were reported as daylight with clear conditions and dry pavement.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- With two fatal pedestrian crashes and pedestrian destinations at the intersection, the area supports the need for a marked crosswalk over US 17/US 92/ SR 15 (N Woodland Boulevard) at this site. A crosswalk study will be required to determine actual demands, conditions and the most strategic location for a crosswalk.
- Improve street lighting along US 17/US 92/ SR 15 (N
 Woodland Boulevard) to increase visibility to all road users (pedestrians, bicyclists, and vehicles).
- Trim vegetation in front of Moe's Southwest Grill restaurant to improve driver sight lines to the adjacent sidewalk. The vegetation obstructs the driver sight lines to the sidewalk from their driveway to US 17/US 92/ SR 15 (N Woodland Boulevard).
- Trim the vegetation in front of the Sunoco gas station to improve driver sight lines to the adjacent sidewalk. The
 vegetation obstructs the driver sight lines to the sidewalks from the Woodmont Road approach to US 17/US 92/ SR 15 (N Woodland Boulevard).
- Initiate an education program for drivers, bicyclist and pedestrians that includes the rules of the road, following distances, expectations along corridors with adjacent commercial and retail destinations.



### 5.1.4 SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard \& Verona Street

## LOCATION: Daytona Beach

There were 14 crashes recorded at this intersection area during the 5 -year study period and another two records incorrectly recorded to this site. There were two fatal crashes and six injury crashes at this location. Approximately 19 percent of the crashes were left turn type collisions. Angle and rear end type crashes each were 13 percent of the crash types.

One fatality occurred on February 16, 2015 at 6:38 AM and another occurred on May 1, 2016 at 4:49 PM. The February crash involved pedestrian who was walking a bicycle on the northbound SR 483 (S


SR 483 (Clyde Morris Blvd) \& Hancock Blvd/ Verona St Clyde Morris Boulevard) outside travel lane. The pedestrian was rolling the bicycle on the right side. A northbound car struck the pedestrian, who suffered fatal injuries. The light condition was described as dark and not lighted. The weather was clear and the pavement was dry. The May fatal crash involved a westbound left turning driver that ran a stop sign and was struck by a southbound vehicle. The westbound driver suffered fatal injuries. The crash occurred during daylight with clear weather and dry pavement.

Most notable of the crashes at this intersection are the right angle crashes with westbound left turning vehicles entering SR 483 (S Clyde Morris Boulevard) and colliding with a southbound or northbound traffic. Other crashes to note are two rear end collisions of eastbound left turning vehicles. The point of impact occurred in the middle of the intersection with the operator of the leading eastbound left turning vehicle performing a two stage left turn maneuver. The driver of the following vehicle failed to wait for the leading vehicle to clear the intersection before proceeding to perform a left turn maneuver and rear ending the lead vehicle.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Modify the intersection geometry to improve driver sight lines at Hancock Boulevard. Potential modifications include extending the Hancock Boulevard raised median closer to the SR 483 (S Clyde Morris Boulevard) travel lane, widening the Hancock Boulevard westbound lane to accommodate the northbound left turn radius, and extending the southwest curb to be closer to the southbound SR 483 travel lane. The southwest corner curb extension should taper back for the southbound left turn lane to the commercial driveway. These intersection modifications will allow eastbound Hancock Boulevard drivers to be closer to the southbound SR 483 (S Clyde

Morris Boulevard) travel lanes and provide better sight lines to northbound and southbound approaching traffic.

- Provide a marked crosswalk over SR 483 (S Clyde Morris Boulevard). The closest crosswalk over SR 483 (S Clyde Morris Boulevard) is about 850 feet to the south at the Beville Road signalized intersection. With pedestrian attractors at the intersection, the area supports the need for a marked crosswalk over US 17/US 92/ SR 15 (N Woodland Boulevard) at this site. A crosswalk study will be required to determine actual demands, conditions, features and the most strategic location.
- Initiate an educational program for drivers, bicyclist, and pedestrians that includes the rules of the road, driver responsibilities in a crash, liabilities in leaving a crash scene, identification of sufficient gaps in traffic, traffic operations and traffic conditions that all road users should anticipate on the road.


### 5.1.5 US 1 (N State Street) and SR 100 (Adjacent to E Plane Street) West Junction

## LOCATION: Bunnell

There were 11 crashes recorded at this intersection area during the 5 -year study period, including one fatal crash and six injury crashes at this location. Approximately 50 percent of the crashes were angle type collisions. One of the two pedestrian crashes involved a motorcycle. There was a second motorcycle crash at this location.

The fatal crash at this location occurred on July 10, 2016 at 9:54 AM. A pedestrian was wandering in the median, darted out to the southbound lanes of US 1 and was struck by a


US 1 (N State St) \& SR 100 southbound motorcycle. The pedestrian suffered fatal injuries.

Another fatal crash was incorrectly recorded to this site. The crash actually occurred about 2,300 feet to the south, at the US 1 (N State Street) and SR 100 (Moody Boulevard) East junction.

Based on the crash history and observed conditions, the following improvements and initiatives are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Eliminate the full median access at Plane Street (sometimes marked as Holden Avenue) by extending the mountable curb center median. The closure of the median opening will eliminate the unexpected conflict with turning movements at Plane Street.
- Install a mid-block crossing between Plane Street and Ridgewood Avenue. With two pedestrian crashes and pedestrian destinations at the intersection, the area supports the need for a marked crosswalk over US 1 ( N State Street) at this site. A crosswalk study will be required to determine actual demands, conditions, features and strategic location.
- Modify the median grass island north of the US 1 and Ridgewood intersection to accommodate a southbound left turn/U-turn lane.
- Initiate an education program for drivers, bicyclist and pedestrians that includes the rules of the road, to inform drivers and pedestrians about the rules of the road.


### 5.2 Intersection Crashes by Frequency

### 5.2.1 US 1 (North Yonge Street) at SR 40 (West Granada Boulevard)

## LOCATION: Ormond Beach

There were 193 crashes listed at this intersection during the 5 -year study period. A review of the crash records excluded 26 records that occurred at an adjacent parking lot or other locations. There were no fatal crashes. The intersection crash history consists of 51 percent rear end, 13 percent left turn, 14 percent sideswipe and 6 percent angle type crashes. Although there were varied causes of the rear end crashes, most were the result of following drivers starting to move forward before the vehicle in front started moving. The angle crashes were mostly due to drivers running red traffic signals, performing
 right turns on red, and colliding with bicycles at nearby commercial driveways.

The US 1 (North Yonge Street) at SR 40 (West Granada Boulevard) intersection is a junction of two primary arterials with traffic signal control. The northbound-southbound US 1 (North Yonge Street) approaches have two through lanes and two left turn lanes. The SR 40 (West Granada Boulevard) approaches have two through lanes and one left turn lane. Within 500 feet of the intersection are several commercial driveways and side streets. There are gas stations at three corners of the intersection and Pep Boys Auto Store/Shop at the southwest quadrant. These businesses attract high volumes of traffic during the course of the day and conflicting vehicle movements occur due to vehicles slowing down to turn right and outbound vehicles crossing over several lanes of traffic.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Increase police enforcement. Most of the angle crashes were due to drivers running red signal indications and performing a right turn on red without a sufficient gap in the oncoming traffic.
- Install traffic signal head back plates with retroreflective trim to increase driver recognition of traffic signal indications.
- For all four approaches, install back of queue detection with an Advance Traffic Signal Warning sign (W3-3) with Flashing Beacon assembly with communications to the traffic signal controller. The flashing beacons are activated when the approach has a red indication. The advance signage with flashing beacon assembly is intended to notify approaching drivers prepare to stop ahead and mitigate rear end crashes. The typical length of the queue for each approach must be determined for the queue detection equipment. The queue detection and warning signs/ beacons will provide notification to approaching drivers or the stop condition ahead.
- Modify the traffic signal timing plan to a protected left turn only phase for the SR 40 (W Granada Boulevard) approaches. The current traffic signal timing plans has permissive/ protected left turns for SR 40 (W Granada Boulevard). The elimination of the permissive left turn phase on the SR 40 (W Granada Boulevard) approaches is intended to mitigate the eastbound and westbound left turn type crashes. A traffic signal timing review will be required along the corridor to determine the appropriate splits, maximum green times and cycle lengths.
- Restrict Right Turn on Red. Drivers performing a right turn on red may fail to properly identify a sufficient gap in the oncoming traffic or recognize opposing left turn traffic.
- Prohibit U-Turns. Vehicles longer than a car (19 feet) require a longer turning radius than the available U-turn radius from the inside left turn lane. The width of the raised median island may be too narrow to accommodate the signs. There was a noticeable volume of crashes involving single vehicles performing a U-Turn and running over the median and striking the 'Keep Right' signs on the median.
- Initiate an education program that includes bicycle and pedestrian safety, Emergency Medical Services (EMS), distracted drivers, distracted by phone, driving under the influence of alcohol and controlled substance, conditions to expect of the road and the rules of the road. Several crashes involved drivers exiting a commercial driveway or performing a right turn on red and colliding with a pedestrian or bicyclists on the sidewalk or in a crosswalk.


### 5.2.2 SR 421 (Dunlawton Avenue) at SR 5 (Nova Road)

## LOCATION: Port Orange

There were 187 crashes listed at this intersection area during the 5-year study period including 34 records that occurred at an adjacent parking lot or other locations. A review of the crash records determined that there were 153 actual crashes at this intersection during the study period and no fatal crashes. The intersection crash history consists of 53 percent rear end, 14 percent angle, 14 percent sideswipe and 6 percent left turn type crashes. Although there were several reasons for rear end crashes, most were the result of following drivers starting to move forward before the vehicle in front


SR 421 (Dunlawton Ave) \& SR 5A (S. Nova Rd) started moving. The angle crashes were mostly due to drivers running red traffic signals, performing right turns on red, and collisions with bicycles at nearby commercial driveways.

The junction of SR 421 (Dunlawton Avenue) and SR 5A (S Nova Road) is a high volume intersection of two major arterials. There are commercial and retail businesses at the four quadrants of the intersection. All four approaches have dual left turn lanes with each lane storage capacity ranging from 320 feet to 470 feet. Observed midday queues on all approaches extend beyond the left turn tapers. The queue build up on the eastbound approach extends to Swallow Tail Drive and on the westbound approach extends past Jackson Street. The northbound queue extends about 600 feet, which is beyond the left turn taper. The southbound queue extends about 300 feet.

Long platoons extending up to 800 feet in length are common along SR 421 (Dunlawton Avenue). The arriving northbound and the southbound platoons are mostly about 200 feet in length and the queue builds up with intermittent arrivals.

Based on the crash history and observed conditions, the following improvements are recommended to mitigate or eliminate crashes and undesirable conditions at the intersection:

- For all four approaches, install back of queue detection with an Advance Traffic Signal Warning sign (W3-3) with Flashing Beacon assembly with communications to the traffic signal controller. The flashing beacons are activated when the approach has a red indication. The advance signage with flashing beacon assembly is intended to notify approaching drivers to prepare to stop ahead and to mitigate rear end crashes. The queue detection and warning signs/beacons will provide notification to approaching drivers or the stop condition ahead.
- Restrict Right Turn on Red for all approaches except eastbound SR-421, which has a channelized/free flow right. This is a very large intersection with limited sight distances for drivers attempting a right turn on red, due to the recessed stop lines and the three through lanes on SR 421 (Dunlawton Avenue). Drivers on both approaches of SR 5A (S Nova Road) attempting to perform a right turn on red must determine a gap in the oncoming traffic traveling on three through lanes and be cognizant of the opposing dual left turn traffic. Drivers performing a right turn on red are failing to properly identify a sufficient gap in the oncoming traffic or recognize opposing left turn traffic.
- Install blank out sign to restrict right turns during the peak periods of the day and anytime the opposing dual left turns have protected green arrow signal.
- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, driver responsibilities in a crash, liabilities in leaving a crash scene, identification of sufficient gaps in traffic, traffic signal operations, awareness of Emergency Medical Services (EMS) and what to do, distractions, alcohol and controlled substance DUI, and conditions to expect of the road.
- Educate motorists about Free Flow Right Turns. The eastbound SR 421 (Dunlawton Avenue) approach has a channelized, free-flow right turn lane with a receiving lane that continues for 600' before becoming an exclusive right turn only lane. There were several rear end crashes at this location because a leading driver stopped instead of continuing through the turn. Education or custom additional signing indicating that right lane does not stop may be helpful.
- Modify the southbound bike lane markings, south of the intersection, from skip white lines to solid white lines for a distance of about 90 feet to encourage eastbound right turn drivers to continue into the receiving lane without stopping.
- Increase police enforcement. Most of the angle crashes were due to drivers running red signal indications and performing a right turn on red without a sufficient gap in the oncoming traffic.


### 5.2.3 SR-40 (W Granada Boulevard) \& CR-4009 (Williamson Boulevard)

## LOCATION: Ormond Beach

There were 185 crashes listed at this intersection area during the 5 -year study period. A review of the crash records excluded 69 records that occurred at an adjacent parking lot or other locations, resulting in a total of 116 crashes occurred at this intersection. There were no fatal crashes. The intersection crash history consists of 67 percent rear end, 16 percent sideswipe and 9 percent angle type crashes. Twenty rear end crashes at the eastbound right turn lane were caused by following drivers not recognizing the yield control and not anticipating that the leading vehicle would stop. Most of the other rear end
 crashes were due to driver inattention.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- At the eastbound right turn lane, relocate the yield sign about 25 feet upstream to increase visibility to approaching eastbound drivers. Add a second yield sign on the island to increase visibility.
- At the northbound right turn lane, replace the pedestrian warning sign with a Stop for Pedestrian (sign. Add a second yield sign on the island upstream of the crosswalk.
- At the northbound right turn lane, relocate the pedestrian warning sign and yield sign further upstream to increase visibility to approaching drivers.
- Modify the design of the eastbound right turn channelized lane. The current geometry and traffic control is confusing. One option is to realign the approach to a more perpendicular alignment with the southbound through lanes receiving the traffic. The second is to modify the pavement marking with wide dotted white lane lines (MUTCD Figure 3B-11) for at least 220 feet from the gore area. The third is to modify the pavement marking with a solid wide white lane line or two white lines past the driveway to the gas station.
- Prohibit U-Turns on the eastbound approach to eliminate conflicts with southbound right turn on red.
- Install No Right Turn on Red at the southbound approach (Wal-Mart driveway) to eliminate conflicts with westbound through and eastbound U-turn traffic.
- Increase police enforcement. Angle type crashes are mostly caused by drivers running red signals. For several left turn type crashes, both drivers claimed conflicting green indications. The programmed clearance periods are nearly equal to the calculated clearance periods.
- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, awareness of Emergency Medical Services (EMS) and what to do, proper U-turns and conditions to expect of the road.


### 5.2.4 SR-421 (Dunlawton Ave) \& SR-483 (Clyde Morris Boulevard)

## LOCATION: Port Orange

There were 174 crashes listed at this intersection area during the 5 -year study period including 29 records that occurred at an adjacent parking lot or other locations. A review of the crash records determined that there were 145 actual crashes at this intersection and no fatal crashes. The intersection crash history consists of 59 percent rear end, 19 percent sideswipe, 6 percent off road and 6 percent right turn type crashes. The right turn type crashes were mostly right turn on red that collided with an opposite left turn vehicle. Several drivers caused sideswipe crash by performing a U-turn from


SR 483 (S. Clyde Morris Blvd) \& SR 421
(Dunlawton Ave) the outside left turn lane. The causes of rear end type crashes varied from sudden lane changes, side street vehicle entering the road and cutting off a vehicle, distracted driving and DUI.

There were six bike and pedestrian crashes. Some bike/peds were not in crosswalks or entered the crosswalk without appropriate pedestrian signal indications. A few bike/peds were struck at nearby commercial driveways.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Install No Right Turn on Red on SR 483 (Clyde Morris Boulevard). This large intersection has limited sight distance due to the recessed stop line behind the crosswalk and wide, threethrough lane approaches on SR 421 (Dunlawton Avenue).
- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, awareness of Emergency Medical Services (EMS) and what to do, which traffic stream to
observe while attempting a right turn on red, proper U-turns and conditions to expect of the road.
- Increase police enforcement. Drivers running red lights caused most of the angle type crashes. There were several crashes caused by DUI alcohol and/or controlled substance.


### 5.2.5 SR-40 (W Granada Boulevard) \& SR-5A (Nova Road)

## LOCATION: Ormond Beach

There were 172 crashes listed at this intersection area during the 5 -year study period. Of these, four records were incorrectly coded and actually occurred at other intersections. A review of the crash records determined that there were 168 actual crashes at this intersection and no fatal crashes. The intersection crash history consists of 66 percent rear end, 13 percent sideswipe, 6 percent angle and 5 percent off road type crashes.

Several adjacent land use and intersection improvements have been performed at this intersection recently or during the study period. The
 Burger King \& Texaco in the northwest quadrant have been replaced by a CVS (under construction in June 2016). Sometime between 2011 and 2014, 'Yield to Peds' blank out signs were mounted on all mast arms. It is assumed that the blank out signs are activated only with pedestrian actuation. The traffic signal timing plan does not mention the blank out signs.

There were seven bicycle and three pedestrian crashes. Two of the three pedestrian crashes occurred at a nearby commercial driveway. The one pedestrian crash (eastbound) involved an intoxicated pedestrian. Six of the seven bicycle crashes occurred at nearby commercial driveways. Some bike/peds were not in crosswalks or entered the crosswalk without appropriate pedestrian signal indications.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, awareness of Votran busses, which traffic stream to observe while attempting a right turn on red, proper U-turns and conditions to expect of the road.
- Install No Right Turn on Red on SR 5A (S Nova Road). This is a large intersection with limited sight distance on the SR 40 (W Granada Road) approaches due to the recessed stop lines behind
the crosswalk and the wide SR 5A (S Nova Road) approaches having three through lanes. The opposing left turn movements on W Granada Boulevard has two lanes.
- Increase police enforcement. Drivers running red signals caused most of the angle type crashes.


### 5.3 Segment Crashes by Severity

### 5.3.1 US 1 between Gamble Avenue and Airport Road

## LOCATION: Ormond Beach

This is a segment about 700 feet in length from Gamble Street through the Airport Road signalized intersection to about 350 feet north of Airport Road. The US 1 and Airport Road T-intersection is controlled by traffic signals. The northbound left turn green indication is programmed with protected only phase.

There were 20 crashes recorded at this intersection during the 5-year study period including one crash from another location. There were two fatal crashes and 13 injury crashes. Four crashes involved


US 1 between Gamble Ave and Airport Rd motorcycles. The two fatal crashes were left turn type and both involved a southbound motorcycle colliding with a northbound left turning vehicle. Approximately 65 percent of the crashes were rear end type collisions that were all in the northbound direction and 20 percent were right angle crashes. Nearly all the rear end crashes at this location involved a vehicle that was already stopped at the traffic signal. This condition differs from a following vehicle rear-ending a leading vehicle that is slowing down or moving in traffic. The closest traffic signal control along US 1 is at SR 5A (N Nova Road) that is 1.10 miles south of Airport Road. Inattentive and distracted driving are likely contributing factors to the rear end crashes at this location.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic, traffic signal operations, proper U-turns and conditions to expect of the road.
- Install traffic signal indication back plates with retroreflective border to enhance the traffic signals.
- Install a DMS board on northbound US 1, south of Airport Road, for the northbound approaching traffic. This board can be used to display dynamic messages such as prepare to stop, stop ahead and other traffic or weather related messages.
- Test install Signal Phase and Timing (SPaT), which is an emerging Connected Vehicle technology that may significantly mitigate the crashes at this location. SPaT broadcast real time traffic signal phase and timing information to vehicles within a design distance to a traffic signal. The traffic signal equipment will require either a Dedicated Short-Range Communication (DSRC) wireless transceiver or 3 G and 4 G cellular communications to broadcast the traffic signal status such as red signal - prepare to stop messages and warnings for pedestrians and bicyclists.
- Although not identified as a crash contributor, restripe the southbound approach to Airport Road to improve lane delineation and eliminate confusion. Currently, the southbound approach is striped with an added lane that does not have a receiving lane on the other side of the intersection. The added lane does not have a lane use arrow pavement marking or sign.


### 5.3.2 US 1 between Matanzas Woods Parkway and Old Dixie Highway

## LOCATION: Palm Coast

This 2.63-mile segment extends between Matanzas Woods Parkway and Old Kings Road. The corridor is a four-lane grass median divided highway in a very rural undeveloped setting with grasslands, trees, and low vegetation. There are no developments or structures on either side of the corridor. The highway is posted with 65 MPH speed limit signs although field review observed that traffic consistently travelled in excess of the speed limit in both directions. Very low volumes of traffic were observed along this segment.

There were 13 crashes listed at this intersection area during the 5year study period, including two fatal crashes. The crash history of this segment consists of 38 percent Roll Over and Run Off the Road, 23 percent angle, and 23 percent rear end type crashes. Four of the thirteen ( 31 percent) crashes involved a motorcycle. There were three crashes caused by drivers that ran the stop sign on Matanzas Woods Parkway.

One fatality occurred on March 13, 2013 at 7:38 AM and another occurred on October 30, 2016 at 2:41 AM. The March crash involved a northbound motorcycle and a westbound left turning
 vehicle on the Matanzas Woods Parkway approach to US 1 that ran a stop sign. It was daylight with
clear weather and dry pavement. The motorcycle operator suffered fatal injuries. The October crash occurred about 1.2 miles north of the Matanzas Woods Parkway intersection and involved a vehicle traveling southbound on US 1. The driver lost control of the vehicle, traveled over the median, rolled over and traveled over the northbound US 1 lanes and continued off the paved road. The driver suffered fatal injuries.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Install longitudinal rumble strip edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane.
- Replace the stop sign on the Matanzas Woods Parkway with an oversized 48-inch stop sign with higher retroreflectivity.
- Install rumble strips across the westbound travel lane of Matanzas Woods Parkway on the approach to US 1.
- Install a solar powered radar activated flashing beacon assembly to the stop ahead warning sign on the westbound Matanzas Woods Parkway approach to US 1.
- Install a solar powered radar activated vehicle speed sign with a speed limit sign on the northbound shoulder of US 1, north of Matanzas Woods Parkway and on the southbound shoulder of US 1, south of North Old Kings Road.
- Install "Junction, Old Kings Road, 1 Mile" guide signs on the US 1 northbound approach to Old Kings Road to notify drivers on both lanes of the intersection ahead.
- Install "Junction, Matanzas Woods Pkwy, 1 Mile" guide signs on the US 1 southbound approach to Old Kings Road to notify drivers on both lanes of the intersection ahead.


### 5.3.3 Maytown Road - 800 foot segment west of Maytown Spur Road

## LOCATION: Volusia County

This segment of Osteen Maytown Road, west of the Maytown Spur Road, is on a horizontal curve. The pavement is 22 feet wide with 11-foot lanes without shoulders. The curve is marked with chevrons and advance curve warning signs with 35 MPH advisory speed plaques in both approaches to the curve. There are over four miles of continuous uncontrolled roadway to the east of the curve and over twelve miles continuous uncontrolled roadway to the west of the curve. Drivers are traveling at


Osteen Maytown Rd at Maytown Spur Rd speeds in excess of 50 MPH on the approaches to the curve.

There were 12 crashes listed at this intersection area during the 5-year study period. There were two fatal crashes and both involved motorcycles. Eleven of the twelve crashes at this location were drivers losing control of their vehicles, rolling over and running off the road. The other crash involved a westbound car that struck a deer. Eight of the 12 crashes were motorcycle drivers that lost control of their vehicle.

One fatality occurred on November 30, 2014 at 10:42 AM and another occurred on June 23, 2015 at 11:50 AM. The November crash involved an eastbound motorcycle traveling lead with two other motorcycles. The driver of the lead motorcycle failed to negotiate the curve, lost control of the vehicle, drove of the paved road and overturned. The two motorcycles that were following also lost control while attempting to avoid the lead motorcycle and overturned. The driver of the lead motorcycle suffered fatal injuries. The June crash involved a single eastbound motorcycle that lost control of the vehicle at the curve, ran off the road and overturned. The driver suffered fatal injuries. Both fatal crashes occurred during daylight conditions, cloudy weather and dry pavement.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Apply high friction surface treatment through the curve for about 1,200 feet.
- Construct 10 ' to 12 shoulders on both sides of the curve to provide a recovery area for drivers starting to depart the travel lane.
- Install longitudinal rumble strip on the edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane. The rumble strip treatment should consider the high volume of motorcycles that travel on this road.
- Install a solar powered radar activated vehicle speed sign with a speed limit sign on the eastbound and westbound approaches to the curve that will activate when vehicular speeds exceeds the advisory speed for the curve.


### 5.3.4 US 1, South of Belle Terre Boulevard

## LOCATION: Palm Coast

This US 1 segment includes the signalized intersection with Belle Terre Boulevard. US 1 is a 4-lane grass median divided highway with a 200foot northbound left turn lane and 450-foot southbound left turn lane. US 1 has marked bike lanes in both directions of travel. The US 1 southbound left turn movement is controlled with a protected green signal and permissive flashing yellow arrow. The US 1 edge line does not have rumble strips. Most of the crashes occurred in the southbound direction of US 1.

There were seven crashes listed at this intersection area during the 5 -year study period.


US 1 at Belle Terre Blvd There were two fatal crashes. One involved a motorcycle and the other involved a bicyclist. Five of the seven crashes at this location were drivers losing control of their vehicles and running off the road. The other crash was a sideswipe type crash.

One fatality occurred on December 3, 2012 at 9:55 PM and another occurred on July 10, 2013 at 6:50 PM. The December crash involved a southbound motorcycle that lost control of the vehicle, ran off the road and struck a parked RV on private property. The July crash involved a northbound vehicle that departed the travel lane and rear ended a bicyclist traveling on the northbound bike lane.

Based on the crash history and observed conditions, the following are possible improvements and initiatives to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Apply high friction surface treatment through the curve for about 2,500 feet.
- Construct shoulders on both sides of the curve to provide drivers starting to depart the travel lane a recovery area.
- Install longitudinal rumble strip on the edge lines and centerlines to notify drivers that their vehicles are starting to depart the travel lane.
- Install a curve ahead warning sign on the approaches to the curve and chevrons on the curve to increase driver recognition of the curve.


### 5.3.5 Whiteview Parkway between Wood Aspen Lane and Rolling Sands Drive

## LOCATION: Palm Coast

There were eight crashes recorded at this location during the 5 -year study period. There were two fatal crashes and three injury crashes. Seven of the eight crashes at this location were right angle crashes involving a northbound vehicle on Rolling Sands Drive and an eastbound vehicle on Whiteview Parkway. The other crash involved vehicle on Whiteview Parkway traveling in an eastbound direction and lost control at the curve east of Rolling Sands Drive.

Approximately 88 percent of the crashes were in right angle collisions at the Whiteview Parkway and Rolling Sands Drive intersection. Notable of the crashes at the intersection are that northbound drivers entering Whiteview Parkway are failing to see oncoming eastbound traffic.
 Some drivers mentioned that the eastbound outside lane was occupied by a vehicle that was turning right and it obstructed their view of the eastbound outside lane. They did not wait for traffic to clear to ensure a sufficient gap in traffic on both eastbound lanes before they entered Whiteview Parkway.

One fatality occurred on February 8, 2014 at 3:25 AM and another occurred on August 1, 2012 at 10:09 PM. The February crash involved a single eastbound vehicle that traveled past Rolling Sands Drive and lost control of the vehicle at the curve, ran off the road and struck a tree. The driver suffered fatal injuries. The light condition was dark and not lighted. The weather condition was raining. The driver was found to be DUI. The August crash was an angle collision at the Whiteview Parkway and Rolling Sands Drive intersection. The northbound driver of Rolling Sands Drive ran the stop sign and collided with an eastbound motorcycle. The motorcycle driver suffered fatal injuries.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Modify the eastbound Whiteview Parkway outside approach lane to an exclusive right turn only lane. Construct an island to channelize the proposed Whiteview Parkway eastbound right turn lane to Rolling Sands Drive. Extend the Rolling Sands Drive right turn curb to the existing white skip line and taper back to the edge line. This intersection modification will allow drivers on the northbound Rolling Sands Drive approach better sight lines to oncoming westbound traffic. This concept is illustrated in the image below.


The channelization island with non-mountable curbs will provide protection to the northbound traffic that is required to stop. A capacity analysis will be required to determine if a single through lane will be capable of serving the eastbound traffic volume demands.

- Install a single-lane twin roundabout on Whiteview Parkway with connections to Wood Aspen Lane, Rolling Sands Drive and Woodbury Drive. The Rolling Sands Drive will be a right in right out access at the middle of the double roundabout design. The Whiteview Parkway two-lane approaches will be reduced to a single lane at the roundabout. A capacity and operational analysis should be conducted to determine feasibility. A double roundabout design will improve side street sight lines and cause drivers to slow down.
- Initiate an education program for drivers, bicyclist, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide occasional police enforcement to encourage northbound drivers to stop at the stop sign, yield to oncoming vehicles with sufficient gap in the eastbound traffic and to encourage Whiteview Parkway drivers to travel within the posted speed limit.


### 5.4 Segments by Frequency

### 5.4.1 SR 421 (Taylor Road/Dunlawton Avenue) - Summer Trees Road to Halifax Drive

## LOCATION: Port Orange

There were 1,558 crashes recorded along this 4.33mile segment during the 5 -year study period, which is an average of 72 crashes per mile per year. There were seven fatal crashes and 459 injury crashes. Two of the seven fatal crashes occurred at the Swallow Tail Drive intersection. Approximately 44 percent of the crashes were rear end, 10 percent were sideswipe, 6 percent were left turn, 5 percent were angle and 2 percent were pedestrian type collisions.

This corridor is a multi-lane median divided arterial serving a significant volume of traffic throughout the


SR 421 (Taylor Rd/Dunlawton Ave) from
Summer Trees Rd to Halifax Dr day.

The half-mile segment west of I-95 and the 1.75 -mile segment east of SR 5A (S Nova Road) is a fourlane section with auxiliary right turn and/or left turn lanes at the signalized intersections. The 2.15-mile segment from I-95 to SR 5A (S Nova Road) is a six-lane section with left turn and right turn lanes at signal-controlled intersections. Left turn median openings are provided at select locations along the corridor. Observed traffic travels in long platoons extending up to about 800 feet. During the midday period, the trailing end of the platoons are traveling at speeds in excess of the 45 MPH speed limit. At the SR 5A (S Nova Road) intersection, an eastbound platoon arriving at a red signal indication converts to a queue that obstructs the westbound left turn movement at S Swallowtail Drive.

There are four pairs of left turn median openings along the six-lane section. Executing left turn movements over three opposing lanes of traffic presents a challenge due to a limited driver sight line to the outside opposing lane (obstructed by vehicles in the middle and inside lanes). The speed of the mainline traffic stream, which is traveling at 45 MPH or higher, also makes left turns a challenge.

The segment from Summer Trees Road to Victoria Garden Boulevard requires full attention from drivers due to the high volumes of traffic, entering and exiting traffic, lane maneuvering at signalized intersection approaches, and traffic speeds. Williamson Boulevard, I-95, Yorktowne Boulevard and SR 483 (Clyde Morris Boulevard) intersect the 1.7-mile segment of the SR 421 (Taylor Road/Dunlawton Avenue) corridor. In addition to the major intersections, this segment of the corridor provides access to large retail and commercial destinations, Spruce Creek high school, and Horizon and Sweetwater elementary schools.

At the SR 421 (Dunlawton Avenue) and SR 5A (S Nova Road) intersection, retailers, commercial properties, and restaurants that attract significant volumes of traffic, especially during the midday period, occupy the surrounding areas. Significant volumes of traffic from both approaches of SR 5A (Nova Road) were observed entering SR 421 (Dunlawton Avenue). A constant volume of traffic travels through this intersection throughout the midday period.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide police enforcement between noon and 6 PM, which is when 52 percent of the crashes occurred. Distracted and inattention to the driving tasks are contributing factors to the crashes along this corridor. Rear end collisions while stopped at a red signal are likely due to driver distractions within the vehicle.
- Either install a solar powered radar activated vehicle speed sign with a speed limit sign at strategic locations along SR 421 (Taylor Road/Dunlawton Avenue) that will activate when vehicular speeds exceed the posted speed for the curve; or
- Install variable speed limit signs along strategic locations along the corridor to manage speeds and traffic flows especially on the segments between traffic signals.


### 5.4.2 SR 430 (Mason Avenue) - Alabama Street to Ballough Road

## LOCATION: Daytona Beach

There were 875 crashes recorded along this 2.5 -mile segment during the 5 -year study period, which is an average of 68 crashes per mile per year. There were two fatal crashes and 307 injury crashes. Approximately 38 percent of the crashes were rear end, 14 percent were left turn, 7 percent were angle, 6 percent were sideswipe and 1 percent were pedestrian type collisions. Fourteen percent of the rear end crashes occurred on wet pavement.

The complexity of the corridor includes a high volume of traffic, multi-lane roadway section, large


SR 421 (Taylor Rd/Dunlawton Ave) from
Summer Trees Rd to Halifax Dr
SR 421 (Taylor Rd/Dunlawton A
Summer Trees Rd to Halifax Dr signalized intersections with limited sight lines for right turn on red and permissive left turns, and high volume commercial driveways.

The study segment is an undivided four-lane section with left turn and/or right turn lanes at select intersections. A 400-foot section west of SR 5A (N Nova Road) has a center two way left turn lane. There is an at-grade railroad crossing about 800 feet west of US 1 (N Ridgewood Avenue). This corridor passes through mostly residential neighborhoods and serves as the east west arterial in the area that connects with Williamson Boulevard to the west, Bill France Boulevard, N Clyde Morris Boulevard, SR 5A (N Nova Road), US 1 (N Ridgewood Avenue), and Riverside Drive/N Beach Street to the east. The corridor has short city blocks, dense commercial and retail driveways to single use lots. A charter school (Richard Milburn Academy) is at the Masonova Commerce Park strip mall one block west of SR 5A (N Nova Road).

Sudden stops are caused by vehicles on SR 430 (Mason Avenue) slowing down to turn left or right as well as traffic entering the corridor from the side streets and driveways. Drivers were observed slowing down on the inside and outside lanes looking for their destination. Aggressive passing and gap acceptance resulted with other drivers accelerating to pass the slowing or slowed vehicle.

Field review observed irregular maneuvers and sudden U-turns and left turns into very short gaps. An example was an eastbound pick-up truck driver on SR 430 (Mason Avenue) who drove over the raised concrete median to access the Sunoco gas station.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Resurface the pavement to improve surface friction. Thirteen percent of all crashes occurred on wet pavement.
- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide police enforcement between noon and 5 PM, which is when 41 percent of the crashes occurred. Rear end collisions while stopped at a red signal are likely due to driver distractions within the vehicle. This may also serve to reduce irregular maneuvers and aggressive drivers.


### 5.4.3 Enterprise Road - US 17 (S Volusia Avenue) to Florida Avenue

## LOCATION: Orange City and DeBary

There were 326 crashes recorded along this 1.16-mile segment during the 5 -year study period, which is an average of 60 crashes per mile per year. There were two fatal crashes and 139 injury crashes. Approximately 37 percent of the crashes were rear end, 18 percent were left turn, 8 percent were angle, 9 percent were sideswipe and 6 percent were head-on type collisions. Twelve percent of the rear end crashes and 11 percent of all the crashes occurred on wet pavement.

The complexity of the corridor includes a high volume of traffic, multi-lane roadway section, and high volume commercial driveways.

Enterprise Road is a four-lane undivided roadway serving large commercial sites, retail strip malls, office complexes, multi-family residential neighborhoods, and single-family


Enterprise Rd from US 17-92 (S Volusia Ave) to Florida Ave residential neighborhoods. The study corridor is from the Saxon Boulevard intersection to US 17 (S Volusia Avenue). The southern section was extended to south to Florida Avenue to include the northbound approach to Saxon Boulevard. The segment from Saxon Boulevard to US 17 (S Volusia Avenue) is about one mile in length. There are four signalized intersections within this study corridor including US 17 (S Volusia Avenue) and Saxon Boulevard.

Field review observed varied vehicles speeds in excess of the posted 35 MPH speed limit.
Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road.
- Provide police enforcement between 11 AM and 3 PM, which is when 44 percent of the crashes occurred. Speed and traffic volumes are likely contributors to crashes along this corridor.


### 5.4.4 Saxon Boulevard - Bloxham Avenue to Falmouth Avenue

## LOCATION: Orange City and Deltona

There were 591 crashes recorded along this 1.97-mile segment during the 5 -year study period, which is an average of 60 crashes per mile per year. There was one fatal crash and 217 injury crashes. Approximately 42 percent of the crashes were rear end, 15 percent were left turn, 3 percent were angle and 9 percent were sideswipe type collisions. Fifteen percent of the rear end crashes and 13 percent of all crashes occurred on wet pavement.


Saxon Blvd, Bloxham Ave to Falmouth Ave

The complexity of the corridor includes a high volume of traffic, multi-lane roadway section, and closely spaced high volume commercial driveways, and large commercial destinations that generate turning movements.

This segment of Saxon Boulevard is two miles in length with major intersections at Veterans Memorial Parkway, I-4 interchange, and N Normandy Boulevard. A constant flow of traffic in both directions of Saxon Boulevard was observed during the day. Closely spaced commercial driveways line the corridor except in the l-4 interchange area. Lots with a single use lot occupant, mostly chain restaurants, are along the corridor. The main entrance to Florida Hospital Fish Memorial is just west of the Veterans Memorial Parkway intersection. A Walmart Supercenter and Home Depot are located at the northeast part of the Veterans Memorial Parkway intersection. The driveway to Lowe's Home Improvement and Hobby Lobby is across from Bloxham Avenue.

In addition to commuter traffic, local traffic and lunchtime traffic, the travelers on I-4 are also attracted to the restaurants and services along the corridor. Shoulder mounted advance Signal Ahead warning signs with cross street placards are posted at select signalized intersections west of I-4. On the three lane westbound approach to Enterprise Road, the outside through lane transitions to an exclusive right turn lane. This traps some drivers, who execute sudden lane changes to avoid an unwanted right turn maneuver.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Modify the westbound right turn lane white longitudinal skip line to wide white dots in following with the MUTCD for a through lane that become an exclusive right turn only lane at the westbound approach to Enterprise Road. Install warning sign to notify drivers that the
westbound outside lane approaching Enterprise Road will become right turn only lane to minimize entrapment, sideswipe and rear end crashes.
- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in traffic and conditions to expect on the road. Although the crash records did not indicate a pattern of distracted driving, the education program should address the inattention of drivers along this corridor.
- Provide police enforcement between 1 PM and 7 PM , which is when 50 percent of the crashes occurred.


### 5.4.5 US 17 (N Volusia Avenue) - French Avenue to Enterprise Road

## LOCATION: Orange City

There were 524 crashes recorded along this 2.01-mile segment during the 5 -year study period, which is an average of 52 crashes per mile per year. There were four fatal crashes and 210 injury crashes. Approximately 44 percent of the crashes were rear end, 10 percent were left turn, 4 percent were angle, 7 percent were sideswipe and 7 percent were head-on type collisions. Twelve percent of all the crashes occurred in a one hour period between 3 PM and 4 PM.

The complexity of the corridor includes a high density of commercial driveways and a constant flow of high traffic volumes.

This two-mile segment of US 17 (North Volusia Avenue) is predominantly a five-lane cross section with a center two way left turn lane. The 2,000-foot segment north of Enterprise Road is a four-lane grass median divided roadway. The properties adjacent to the right of way are fully developed with commercial and retail businesses that are mostly on single use lots.

Within half a mile of this corridor is University High School, Manatee Cove Elementary School, River Springs Middle School, and Freedom Elementary
 School. There are marked school crossings with reduced 20 MPH speed limit zone at signalized intersections with University Avenue, Blue Springs Avenue, Ohio Avenue, and Rhode Island Avenue.

Based on the crash history and observed conditions, possible improvements to mitigate or eliminate crashes and undesirable conditions at the intersection:

- Initiate an education program for drivers, bicyclists, and pedestrians that includes the rules of the road, bicycle and pedestrian safety, motorcycle safety, identification of sufficient gaps in
traffic and conditions to expect on the road. Although there were hardly any records of distracted driving, the education program should address the inattention of drivers along this corridor.
- Provide police enforcement between 1 PM and 7 PM, which is when 49 percent of the crashes occurred. The focus should be on the 4 PM to 5 PM hour due to the high number of crashes during that 60-minute period.


### 5.5 Benefit of Crash Mitigation Measures

The proposed improvements include strategies that are listed in the Federal Highway Administration (FHWA) Crash Modification Factors (CMF) Clearinghouse (http://www.cmfclearinghouse.org/). Measures listed in the CMF Clearinghouse are identified with crash reduction factors (CRF) that allow for a benefit cost assessment.

Other proposed improvements were included as probable mitigation measures to address undesirable conditions identified during the field visit and site review.

The FDOT Program Management/Estimates Historical Cost information was used to estimate costs of the proposed improvements. For strategies not listed in the FDOT Unit Costs List, costs were estimated using information from other projects or provided by suppliers.

The values of the benefits were based on the crash severities that may be eliminated or mitigated as described in the HSM for fatal, severe injury, moderate injury, minor injury and property damage only crashes. A summary list of the benefit - cost estimates of the proposed crash mitigation strategies is included in Appendix G. The list of CMFs used in the report is included in Appendix H. The FDOT list of Historical Unit List is included in Appendix I.

[^1]
## APPENDIX A

## BICYCLE CRASH MAPS




$\Gamma$


$\Gamma$


## APPENDIX B

## PEDESTRIAN CRASH MAPS







## APPENDIX C

## MOTORCYCLE CRASH MAPS

$\Gamma$






## APPENDIX D

## SELECTED STUDY LOCATIONS

| Intersections with Highest Crash Severity (2012-2016) |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| No. | Intersection | City | County | Crash Count | Crash Severity | HSM <br> Method | Fatal \& Inj Crashes | Fatal Crashes | Fatal \& Incapacitating Injury Crashes | Incapacitating Injury Crashes | Injury Crashes | PDO Crashes |
| 1 | Washington St \& N Riverside Dr | New Smyrna Bch | Volusia | 24 | 3.42 | 2,950 | 14 | 2 | 2 | 0 | 12 | 10 |
| 2 | SR 5A (S. Nova Rd) \& Fernery Trl/Moreland Blvd | Ormond Beach | Volusia | 18 | 3.56 | 2,942 | 10 | 2 | 3 | 1 | 8 | 8 |
| 3 | US 17/US 92/SR 15 (N Woodland Blvd) \& E Woodmont Rd | DeLand | Volusia | 19 | 3.26 | 2,923 | 9 | 2 | 3 | 1 | 7 | 10 |
| 4 | SR 483 (S Clyde Morris Blvd) \& Hancock Blvd/Verona St | Daytona Beach | Volusia | 16 | 3.50 | 2,901 | 8 | 2 | 3 | 1 | 6 | 8 |
| 5 | US 1 ( N State St) \& SR 100 | Bunnell | Flagler | 11 | 4.64 | 2,896 | 8 | 2 | 3 | 1 | 6 | 3 |


| Intersections with Highest Crash Counts (2012-2016) |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| No. | Intersection | City | County | Crash Count Intersection AOI | Crash Count | Crash Severity | Fatal Crashes | Fatal \& Incapacitating Injury Crashes | Injury Crashes | PDO <br> Crashes |
| 6 | US 1 (N. Yonge St) \& SR 40 (W. Granada Blvd) | Ormond Beach | Volusia | 193 | 167 | 2.24 | 0 | 1 | 69 | 98 |
| 7 | SR 421 (Dunlawton Ave) \& SR 5A (S. Nova Rd) | Port Orange | Volusia | 187 | 163 | 1.94 | 0 | 5 | 51 | 112 |
| 8 | SR 40 (W. Granada Blvd) \& Williamson Blvd | Ormond Beach | Volusia | 185 | 125 | 2.03 | 0 | 3 | 43 | 82 |
| 9 | SR 483 (S. Clyde Morris Blvd) \& SR 421 (Dunlawton Ave) | Port Orange | Volusia | 176 | 138 | 1.76 | 0 | 5 | 35 | 103 |
| 10 | SR 40/W Granada Blvd \& SR 5A/Nova Rd | Ormond Beach | Volusia | 172 | 147 | 1.90 | 0 | 5 | 44 | 103 |

Segments with Highest Crash Counts (2012-2016)

| No. | Corridor | City | From | To | Length <br> (Mi) | No. Crashes | Crash/Mi | Crash/Mi/Yr |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 11 | SR 421 (Taylor Rd/Dunlawton Ave) | Port Orange | Summer Trees Rd | Halifax Dr | 4.33 | 1558 | 360 | 72 |
| 12 | SR 430 (Mason Ave) | Daytona Beach | Alabama St | Ballough Rd | 2.57 | 875 | 340 | 68 |
| 13 | Enterprise Road | Orange City | US17/US92 (S. Volusia Ave) | Florida Ave | 1.16 | 378 | 326 | 65 |
| 14 | Saxon Blvd | Orange City/Deltona | Veterans Memorial Pkwy/Bloxham Ave | Falmouth Ave | 1.97 | 591 | 300 | 60 |
| 15 | US17/US92 (N/S Volusia Ave): 5-lane with TWLTL* | DeLand | French Ave | Enterprise Road | 2.01 | 524 | 261 | 52 |

*Two-way Left Turn Lane

| Segments with Highest Crash Severity (2012-2016) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Street | Intersecting Street(s) | City | County | Length (mi) | Crashes |  |  |  |  |  |  |  |  |
| No. |  |  |  |  |  | No. | Severity | HSM <br> Method | Fatal | Fatal \& Injury | Fatal \& Incapacitating Injury | Incapacitating Injury | Injury | PDO |
| 16 | US 1 | Between Gamble Ave and Airport Rd | Ormond Beach | Volusia | 0.05 | 20 | 4.05 | 3,348 | 2 | 15 | 7 | 5 | 13 | 5 |
| 17 | US 1 | Between Matanzas Woods Pkwy \& Old Kings Rd | Unincorporated | Flagler | 2.61 | 13 | 4.31 | 3,146 | 2 | 9 | 6 | 4 | 7 | 4 |
| 18 | Osteen Maytown Rd | At Maytown Spur Rd | Unincorporated | Volusia | 0.27 | 12 | 4.83 | 3,089 | 2 | 10 | 5 | 3 | 8 | 2 |
| 19 | US 1 | At Belle Terre Blvd | Unincorporated | Flagler | 0.53 | 7 | 6.29 | 2,872 | 2 | 7 | 3 | 1 | 5 | 0 |
| 20 | White View Pkwy | Between Wood Aspen Ln And Rolling Sands Dr | Palm Coast | Flagler | 0.03 | 8 | 4.88 | 2,834 | 2 | 5 | 3 | 1 | 3 | 3 |



## APPENDIX E

## CRASH SUMMARIES

## Crash Summaries for Intersections by Crash Frequency

US 1 (N. Yonge St) \& SR 40 (W. Granada Blvd)


|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec |  |  |  |  |  |  |  |
| Angle |  | 1 | 1 |  |  | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  |  |  |  |
| Bicycle |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |
| Head On |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |
| Left Turn | 1 | 1 | 5 | 1 |  | 2 | 2 | 3 | 3 | 4 | 2 |  |  |  |  |  |  |  |  |
| Off Road |  |  |  | 1 | 2 |  |  | 1 |  | 1 | 1 |  |  |  |  |  |  |  |  |
| Other | 5 | 2 | 1 | 2 | 2 | 3 | 2 | 2 | 2 | 4 | 2 | 3 |  |  |  |  |  |  |  |
| Pedestrian | 2 | 1 |  |  | 1 |  |  | 1 | 1 |  |  |  |  |  |  |  |  |  |  |
| Rear End | 6 | 6 | 7 | 7 | 4 | 8 | 9 | 9 | 9 | 4 | 7 | 7 |  |  |  |  |  |  |  |
| Right Turn |  | 1 |  |  |  |  | 1 |  |  |  | 1 | 1 |  |  |  |  |  |  |  |
| Rollover |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |
| Sideswipe | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 2 | 1 | 1 | 2 |  |  |  |  |  |  |  |
| Unknown | 1 | 3 |  |  | 1 | 1 |  | 1 |  |  | 3 | 2 |  |  |  |  |  |  |  |
| Grand Total | $\mathbf{1 6}$ | $\mathbf{1 7}$ | $\mathbf{1 5}$ | $\mathbf{1 2}$ | $\mathbf{1 2}$ | $\mathbf{1 7}$ | $\mathbf{1 6}$ | $\mathbf{2 1}$ | $\mathbf{1 9}$ | $\mathbf{1 6}$ | $\mathbf{1 7}$ | $\mathbf{1 5}$ |  |  |  |  |  |  |  |



|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 0 | 1 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Angle |  |  |  |  |  |  |  |  |  |  | 2 | 1 | 1 |  |  | 1 |  | 1 |  |  | 1 |  |
| Bicycle |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Head On |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Left Turn |  |  |  |  |  |  | 1 |  |  | 1 | 1 | 1 |  | 1 |  | 1 | 1 | 2 | 5 | 4 | 5 | 1 |
| Off Road |  |  | 1 |  |  |  |  |  |  |  | 1 |  |  |  | 1 |  | 1 |  | 1 | 1 |  |  |
| Other |  |  |  |  | 2 | 2 |  | 1 | 4 |  | 1 | 2 | 5 |  |  | 1 | 3 | 2 | 1 | 1 | 5 |  |
| Pedestrian |  |  |  |  |  |  |  |  | 1 |  |  | 1 | 2 |  |  |  | 2 |  |  |  |  |  |
| Rear End |  |  | 1 | 1 | 1 | 2 | 4 | 5 | 4 | 8 | 6 | 4 | 8 | 5 | 7 | 4 | 4 | 8 | 3 | 5 | 2 | 1 |
| Right Turn |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  | 2 |  |  |  | 1 |  |  |  |
| Rollover |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |
| Sideswipe |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 2 |  | 2 | 1 | 2 | 2 |  |  | 2 | 1 |  |  |
| Unknown | 9 |  |  | 1 |  |  |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  |  |
| Grand Total | 9 | 1 | 2 | 2 | 5 | 5 | 6 | 8 | 10 | 10 | 13 | 9 | 19 | 7 | 12 | 9 | 12 | 14 | 13 | 12 | 13 | 2 |


|  | Crash Severity |  |  |
| :---: | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Angle |  | 4 | 3 |
| Bicycle |  | 1 |  |
| Head On |  | 1 |  |
| Left Turn |  | 12 | 12 |
| Off Road |  | 2 | 4 |
| Other |  | 6 | 24 |
| Pedestrian |  | 6 |  |
| Rear End |  | 39 | 44 |
| Right Turn |  |  | 4 |
| Rollover |  | 2 |  |
| Sideswipe |  |  | 17 |
| Unknown |  |  | 12 |
| Grand Total | 0 | 73 | 120 |


| Crash Direction |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{E}$ | EW | $\mathbf{N}$ | NW | S | SE | SW | W | (blank) |  |  |  |
|  |  |  | 4 |  | 1 | 2 |  |  |  |  |  |
|  |  |  |  | 1 |  |  |  |  |  |  |  |
|  | 1 |  |  |  |  |  |  |  |  |  |  |
| 6 |  | 6 |  | 3 |  |  | 9 |  |  |  |  |
| 1 |  | 1 |  | 2 |  |  | 2 |  |  |  |  |
| 6 |  | 4 |  | 10 |  |  | 6 | 4 |  |  |  |
| 3 |  | 1 |  | 1 |  |  | 1 |  |  |  |  |
| 19 |  | 30 |  | 17 |  |  | 17 |  |  |  |  |
| 1 |  |  |  |  |  |  | 3 |  |  |  |  |
|  |  |  |  |  |  |  | 2 |  |  |  |  |
| 2 | 1 | 4 |  | 4 |  |  | 6 |  |  |  |  |
|  |  |  |  |  |  |  |  | 12 |  |  |  |
| $\mathbf{3 8}$ | $\mathbf{2}$ | $\mathbf{4 6}$ | $\mathbf{4}$ | $\mathbf{3 8}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{4 6}$ | $\mathbf{1 6}$ |  |  |  |



## SR 421 (Dunlawton Ave) \& SR 5A (S. Nova Rd)



## SR 40 (W. Granada Blvd) \& Williamson Blvd

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Crash Type |  |  | 3 | 3 | 1 | 7 |
| Angle |  |  | 1 | 1 |  | 2 |
| Head On | 1 | 1 | 2 | 1 | 1 | 11 |
| Left TTurn | 7 | 10 | 14 | 16 |  | 5 |
| Off Road | 1 | 1 |  |  | 51 |  |
| Other | 6 | 16 | 22 | 23 | 12 | 79 |
| Pedestrian |  | 2 | 1 |  | 1 | 4 |
| Rear End |  |  |  |  |  |  |
| Right Turn |  | 2 | 2 | 6 | 3 | 13 |
| Sideswipe |  |  |  |  | 2 | 1 |
| Unknown | 1 | 2 |  | 10 |  |  |
| Rollover | 1 | $\mathbf{3}$ |  |  |  | 1 |
| Grand Total | $\mathbf{2 1}$ | $\mathbf{3 5}$ | $\mathbf{4 5}$ | $\mathbf{6 1}$ | $\mathbf{2 3}$ | $\mathbf{1 8 5}$ |


|  | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec |
| Angle |  | 1 | 1 | 1 | 2 |  |  |  |  | 1 |  | 1 |
| Head On |  |  |  |  |  |  |  |  | 1 |  |  | 1 |
| Left Turn | 1 | 2 | 1 | 2 | 1 | 1 |  |  | 1 | 1 |  | 1 |
| Off Road | 2 |  | 1 |  |  |  |  |  |  |  |  | 2 |
| Other | 5 | 4 | 4 | 5 | 4 | 4 | 6 | 2 | 6 | 7 |  | 4 |
| Pedestrian |  | 1 |  | 1 |  |  |  |  |  |  |  |  |
| Rear End | 3 | 6 | 7 | 9 | 6 | 7 | 6 | 5 | 3 | 13 | 5 | 9 |
| Right Turn |  |  |  |  |  | 1 |  |  | 1 | 1 |  | 1 |
| Sideswipe | 3 |  | 1 |  |  | 1 | 2 | 1 | 2 | 1 |  | , |
| Unknown |  | 1 |  | 1 | 1 |  | 1 |  | 2 | 1 | 1 | 2 |
| Rollover |  |  |  |  | 1 |  |  |  |  |  |  |  |
| Grand Total | 14 | 15 | 15 | 19 | 15 | 14 | 15 | 8 | 16 | 25 | 6 | 23 |


|  | Day of Week |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thur | Fri | Sat |
| Angle | 2 |  | 1 |  | 1 | 2 | 1 |
| Head On |  |  | 1 | 1 |  |  |  |
| Left Turn | 1 |  | 1 |  | 5 |  | 4 |
| Off Road | 1 | 1 | 2 |  | 1 |  |  |
| Other | 7 | 5 | 11 | 7 | 3 | 7 | 11 |
| Pedestrian |  |  |  | 2 |  |  |  |
| Rear End | 9 | 12 | 16 | 13 | 8 | 11 | 10 |
| Right Turn |  | 2 | 1 | 1 |  |  |  |
| Sideswipe | 1 | 4 | 1 | 3 | 1 | 3 |  |
| Unknown | 2 | 1 |  | 1 | 5 |  | 1 |
| Rollover |  |  | 1 |  |  |  |  |
| Grand Total | 23 | 25 | 35 | 28 | 24 | 23 | 27 |


| Crash Type | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 0 | 2 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Angle |  |  |  |  | 1 |  |  | 1 |  |  |  |  | 1 |  |  | 1 |  | 1 | 1 | 1 |  |
| Head On |  |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  | 1 |  |  |  |  |  |
| Left Turn |  |  |  | 1 |  |  | 1 | 1 |  | 2 |  |  | 1 |  | 1 |  | 1 | 1 |  | 2 |  |
| Off Road | 1 | 1 |  |  |  |  |  | 1 |  |  |  |  |  | 1 |  |  |  |  | 1 |  |  |
| Other |  |  |  | 1 |  |  | 2 | 4 | 5 | 6 | 6 | 6 | 2 | 3 | 5 | 5 | 4 | 1 | 1 |  |  |
| Pedestrian |  |  |  |  |  |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  |  |  |
| Rear End | 1 | 1 | 1 |  | 2 | 3 | 4 | 5 | 1 | 10 | 5 | 11 | 4 | 10 | 7 | 6 | 4 | 1 |  | 2 | 1 |
| Right Turn |  |  |  |  |  | 1 |  |  |  | 1 |  |  |  |  |  |  |  | 1 | 1 |  |  |
| Sideswipe |  |  |  |  | 1 |  | 3 |  |  | 1 |  | 2 | 2 |  |  | 3 |  | 1 |  |  |  |
| Unknown | 5 |  |  |  |  |  |  |  |  |  |  | 2 |  |  | 1 |  |  | 1 |  | 1 |  |
| Rollover |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |
| Grand Total | 7 | 2 | 1 | 2 | 4 | 4 | 10 | 12 | 6 | 20 | 13 | 21 | 10 | 15 | 15 | 16 | 9 | 7 | 4 | 6 | 1 |



|  | Weather Condition |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain | (blank) |
|  |  |  |  |  |
| Angle | 7 |  |  |  |
| Head On | 1 |  | 1 |  |
| Left Turn | 8 | 3 |  |  |
| Off Road | 4 |  | 1 |  |
| Other | 40 | 10 | 1 |  |
| Pedestrian | 2 |  |  |  |
| Rear End | 61 | 12 | 6 |  |
| Right Turn | 3 | 1 |  |  |
| Sideswipe | 11 | 1 | 1 |  |
| Unknown | 4 |  |  | 6 |
| Rollover | 1 |  |  |  |
| Grand Total | $\mathbf{1 4 2}$ | $\mathbf{2 7}$ | $\mathbf{1 0}$ | $\mathbf{6}$ |





## SR 483 (S. Clyde Morris Blvd) \& SR 421 (Dunlawton Ave)



|  | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec |
| Angle |  |  |  | 1 | 1 | 1 | 3 |  |  | 1 |  |  |
| Left Turn |  |  | 1 |  | 1 |  |  | 3 |  | 1 | 1 | 1 |
| Off Road | 1 |  | 1 |  |  | 1 | 2 |  | 2 | 1 |  | 1 |
| Other | 4 | 1 | 2 | 3 |  | 2 | 4 | 1 | 4 | 2 | 1 | 2 |
| Pedestrian |  | 2 |  | 1 |  |  |  |  |  |  | 2 |  |
| Rear End | 5 | 5 | 8 | 12 | 4 | 4 | 7 | 12 | 8 | 3 | 8 | 5 |
| Right Turn | 1 |  |  |  |  | 1 | 1 | 1 |  | 1 |  | 1 |
| Sideswipe | 2 | 1 | 1 | 1 |  | 4 | 3 | 2 | 3 | 5 |  | 1 |
| Unknown |  | 3 |  | 1 | 2 | 1 |  |  |  |  | 1 |  |
| Bicycle | 1 |  |  |  |  |  |  |  | 1 |  |  | 1 |
| Grand Total | 14 | 12 | 13 | 19 | 8 | 14 | 20 | 19 | 18 | 14 | 13 | 12 |


|  | Day of Week |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thurs | Fri | Sat |
| Angle | 1 | 2 |  |  | 3 | 1 |  |
| Left Turn | 1 | 1 |  | 1 | 4 | 1 |  |
| Off Road | 2 |  | 2 | 1 | 1 | 2 | 1 |
| Other | 3 | 4 | 1 | 4 | 3 | 6 | 5 |
| Pedestrian | 1 |  | 1 |  | 1 | 1 | 1 |
| Rear End | 7 | 9 | 11 | 12 | 17 | 16 | 9 |
| Right Turn |  |  | 1 | 1 | 2 | 2 |  |
| Sideswipe | 1 | 4 | 2 | 5 | 6 | 3 | 2 |
| Unknown |  | 4 | 1 |  | 2 |  | 1 |
| Bicycle |  | 1 |  | 2 |  |  |  |
| Grand Total | $\mathbf{1 6}$ | $\mathbf{2 5}$ | $\mathbf{1 9}$ | $\mathbf{2 6}$ | $\mathbf{3 9}$ | $\mathbf{3 2}$ | $\mathbf{1 9}$ |


|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 0 | 1 | 2 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Angle |  |  |  |  |  |  | 1 | 2 |  |  |  |  |  |  |  | 1 |  | 2 |  |  | 1 |  |
| Left Turn |  |  |  |  |  |  | 1 |  | 2 |  |  |  | 1 | 1 |  | 2 | 1 |  |  |  |  |  |
| Off Road |  | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 2 |  |  |  |  |  |  | 1 | 1 |  | 1 |
| Other |  | 1 | 1 |  | 1 | 1 |  | 1 |  | 2 | 2 | 4 | 3 |  | 1 |  | 2 | 1 | 2 | 1 | 2 | 1 |
| Pedestrian |  |  |  |  |  |  |  |  | 1 |  |  |  | 1 |  | 2 |  |  |  |  |  |  | 1 |
| Rear End | 1 |  | 1 |  | 1 | 7 | 2 | 5 | 3 | 6 | 4 | 5 | 8 | 6 | 6 | 7 | 6 | 4 | 5 | 1 | 3 |  |
| Right Turn |  |  |  |  |  |  |  |  | 1 |  |  | 3 |  | 2 |  |  |  |  |  |  |  |  |
| Sideswipe |  |  |  |  | 1 | 1 |  | 1 |  |  | 2 |  | 1 | 2 | 5 | 2 | 3 | 3 | 1 |  |  | 1 |
| Unknown | 1 |  |  |  |  | 2 |  | 3 |  |  |  |  |  |  | 1 |  | 1 |  |  |  |  |  |
| Bicycle |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 | 1 |  | 1 |  |  |  |  |  |
| Grand Total | 2 | 2 | 3 | 1 | 3 | 11 | 4 | 12 | 7 | 8 | 9 | 14 | 14 | 12 | 16 | 12 | 14 | 10 | 9 | 3 | 6 | 4 |




| Light Condition |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Dark - <br> Lighted | Daylight | Dusk | Dark - <br> Not <br> Lighted | Dawn |
| 2 | 4 | 1 |  |  |
| 2 | 6 |  |  |  |
| 5 | 3 |  | 1 |  |
| 10 | 15 |  |  | 1 |
| 1 | 4 |  |  |  |
| 15 | 66 |  |  |  |
|  | 6 |  |  |  |
| 6 | 16 | 1 |  |  |
| 1 | 6 |  |  | 1 |
|  | 3 |  |  |  |
| $\mathbf{4 2}$ | $\mathbf{1 2 9}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{2}$ |

SR 40/W Granada Blvd \& SR 5A/Nova Rd

|  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Year |  |  |  |  |  |  |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Angle |  | 1 |  | 1 |  | 2 |
| Left Turn | 1 | 1 | 1 |  |  | 3 |
| Off Road |  |  | 2 | 1 | 3 | 6 |
| Other | 1 | 2 | 7 | 4 | 4 | 17 |
| Pedestrian | 8 | 28 | 20 | 1 | 1 | 3 |
| Rear End |  |  | 2 |  | 21 | 101 |
| Right Turn | 2 | 3 | 6 | 3 | 6 | 20 |
| Sideswipe | 5 | 3 |  |  | 1 | 9 |
| Unknown |  | 4 |  | 1 |  | 5 |
| Bicycle |  | 1 |  |  |  | 1 |
| Rollover | $\mathbf{1 7}$ | $\mathbf{4 3}$ | $\mathbf{3 8}$ | $\mathbf{3 5}$ | $\mathbf{3 9}$ | $\mathbf{1 7 2}$ |
| Grand Total |  |  |  |  |  |  |


|  | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec |
| Angle |  |  | 1 |  |  |  |  |  |  | 1 |  |  |
| Left Turn |  |  | 1 |  |  | 1 | 1 |  |  |  |  |  |
| Off Road | 1 | 1 |  | 1 |  |  | 1 |  | 1 | 1 |  |  |
| Other | 5 |  | 1 |  | 2 | 2 |  | 2 | 1 | 2 |  | 2 |
| Pedestrian |  |  |  |  | 1 | 1 | 1 |  |  |  |  |  |
| Rear End | 7 | 6 | 7 | 6 | 8 | 7 | 12 | 7 | 11 | 12 | 8 | 10 |
| Right Turn | 1 | 1 |  |  |  |  |  |  | 1 |  |  | 2 |
| Sideswipe | 4 | 1 |  | 2 |  | 3 | 2 | 4 | 1 |  | 2 | 1 |
| Unknown | 2 | 1 |  |  | 1 |  |  | 2 |  | 3 |  |  |
| Rollover |  |  |  |  |  |  |  |  | 1 |  |  |  |
| Bicycle |  |  | 1 |  |  | 1 |  | 1 |  | 1 | 1 |  |
| Grand Total | 20 | 10 | 11 | 9 | 12 | 15 | 17 | 16 | 16 | 20 | 11 | 15 |


|  | Day of Week |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thur | Fri | Sat |  |
| Angle | 1 |  |  | 2 |  |  |  |  |
| Left Turn |  | 1 |  |  | 1 |  |  |  |
| Off Road | 2 | 1 | 2 | 2 | 5 | 3 | 2 |  |
| Other |  |  |  | 1 | 2 |  |  |  |
| Pedestrian | 12 | 16 | 14 | 15 | 10 | 18 | 16 |  |
| Rear End |  | 1 | 1 |  |  | 2 | 1 |  |
| Right Turn | 1 | 2 | 3 | 7 | 1 | 3 | 3 |  |
| Sideswipe | 1 | 1 | 4 | 1 | 1 | 1 |  |  |
| Unknown |  |  |  | 1 |  |  |  |  |
| Rollover | 1 | 2 | 2 |  |  |  |  |  |
| Bicycle | $\mathbf{1 8}$ | $\mathbf{2 6}$ | $\mathbf{2 6}$ | $\mathbf{3 0}$ | $\mathbf{2 2}$ | $\mathbf{2 8}$ | $\mathbf{2 2}$ |  |
| Grand Total |  |  |  |  |  |  |  |  |


|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 0 | 4 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Angle |  |  |  |  |  |  |  | 1 |  |  | 1 |  |  |  |  |  |  |  |  |  |
| Left Turn | 1 |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  | 1 |  |  |  |
| Off Road | 2 |  |  |  |  | 1 |  |  |  | 1 | 1 |  |  |  |  |  |  |  |  | 1 |
| Other | 1 | 1 |  | 1 | 2 |  | 1 |  | 2 | 1 | 1 | 2 |  |  | 1 | 1 | 2 |  |  | 1 |
| Pedestrian |  |  |  |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  | 1 |  |  |
| Rear End | 2 |  |  | 4 | 1 | 3 | 11 | 8 | 5 | 7 | 11 | 7 | 12 | 6 | 7 | 4 | 5 | 6 | 2 |  |
| Right Turn |  |  |  |  |  | 1 |  | 1 |  |  |  |  |  |  | 2 |  |  |  |  |  |
| Sideswipe | 1 |  | 1 |  | 1 | 2 | 1 | 2 | 1 | 2 | 5 | 1 | 1 | 1 | 1 |  |  |  |  |  |
| Unknown | 4 |  |  |  |  |  |  |  |  |  |  |  |  | 1 | 3 |  |  |  |  | 1 |
| Rollover |  |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |
| Bicycle |  |  |  |  |  | 2 |  |  | 1 |  |  |  | 1 | 1 |  |  |  |  |  |  |
| Grand Total | 11 | 1 | 1 | 5 | 4 | 9 | 13 | 12 | 9 | 11 | 23 | 10 | 14 | 9 | 14 | 6 | 8 | 7 | 2 | 3 |


|  | Crash Severity |  |  | Crash Direction |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO | E | N | S | W | (blank) | NE | SE |
| Angle |  |  | 2 |  |  |  |  |  | 1 | 1 |
| Left Turn |  | 2 | 1 | 1 |  | 1 | 1 |  |  |  |
| Off Road |  | 1 | 5 | 1 | 2 | 1 | 1 | 1 |  |  |
| Other |  | 10 | 7 | 9 | 2 | 4 | 2 |  |  |  |
| Pedestrian |  | 2 | 1 | 2 |  |  | 1 |  |  |  |
| Rear End |  | 25 | 76 | 37 | 28 | 11 | 25 |  |  |  |
| Right Turn |  | 2 | 3 |  | 4 | 1 |  |  |  |  |
| Sideswipe |  | 1 | 19 | 4 | 6 | 6 | 4 |  |  |  |
| Unknown |  |  | 9 |  |  |  |  | 9 |  |  |
| Rollover |  |  | 1 | 1 |  |  |  |  |  |  |
| Bicycle |  | 5 |  | 3 |  |  | 2 |  |  |  |
| Grand Total | 0 | 48 | 124 | 58 | 42 | 24 | 36 | 10 | 1 | 1 |


|  | Weather |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain | (blank) | Other |
| Angle | 2 |  |  |  |  |
| Left Turn | 2 |  | 1 |  |  |
| Off Road | 4 | 1 |  |  | 1 |
| Other | 9 | 5 | 3 |  |  |
| Pedestrian | 1 | 2 |  |  |  |
| Rear End | 74 | 15 | 12 |  |  |
| Right Turn | 3 | 1 | 1 |  |  |
| Sideswipe | $\mathbf{1 4}$ | 3 | 3 |  |  |
| Unknown | 1 |  |  | 8 |  |
| Rollover | 1 |  |  |  |  |
| Bicycle | 4 | $\mathbf{1}$ |  |  |  |
| Grand Total | $\mathbf{1 1 5}$ | $\mathbf{2 8}$ | $\mathbf{2 0}$ | $\mathbf{8}$ | $\mathbf{1}$ |


| Surface Condition |  |  |  |
| :---: | :---: | :---: | :---: |
| Dry | Wet | (blank) | Unknown |
| 2 |  |  |  |
| 2 | 1 |  |  |
| 5 |  |  | 1 |
| 13 | 4 |  |  |
| 3 |  |  |  |
| 86 | 15 |  |  |
| 4 | 1 |  |  |
| 16 | 4 |  |  |
| 1 |  | 8 |  |
| 1 |  |  |  |
| 5 |  |  |  |
| $\mathbf{1 3 8}$ | $\mathbf{2 5}$ | $\mathbf{8}$ | $\mathbf{1}$ |


| Light Condition |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Dark <br> Lighted | Daylight | Dusk | (blank) | Unknown |
|  | 2 |  |  |  |
| 2 | 1 |  |  |  |
| 2 | 3 |  |  | 1 |
| 5 | 12 |  |  |  |
| 1 | 2 |  |  |  |
| 16 | 85 |  |  |  |
| 1 | 4 |  |  |  |
| 1 | 18 | 1 |  |  |
|  | 1 |  | 8 |  |
|  | 1 |  |  |  |
|  | 5 |  |  |  |
| $\mathbf{2 8}$ | $\mathbf{1 3 4}$ | $\mathbf{1}$ | $\mathbf{8}$ | $\mathbf{1}$ |

## Crash Summaries for Intersections by Crash Severity

Washington St \& N Riverside Dr

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Off Road |  | 2 | 2 |  | 3 | 7 |
| Angle |  |  |  |  | 1 | 1 |
| Left Turn |  |  | 1 |  |  | 1 |
| Rear End |  |  | 3 | 1 | 2 | 6 |
| Other | 1 |  | 3 | 2 | 2 | 8 |
| Sideswipe |  |  | 1 |  |  | 1 |
| Grand Total | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1 0}$ | $\mathbf{3}$ | $\mathbf{8}$ | $\mathbf{2 4}$ |


|  | Month |  |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | April | May | June | July | August | Sep | Oct |  |
| Off Road | 1 | 1 | 2 |  | 1 | 1 |  |  |  | 1 |  |
| Angle |  |  |  |  |  |  | 1 |  |  |  |  |
| Left Turn |  |  |  |  |  |  |  |  |  | 1 |  |
| Rear End |  |  | 1 | 1 | 1 | 1 |  |  | 1 | 1 |  |
| Other | 1 |  | 1 |  |  |  | 1 | 3 | 1 | 1 |  |
| Sideswipe |  |  |  |  | 1 |  |  |  |  |  |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{4}$ |  |


|  | Day of Week |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thur | Fri | Sat |  |
| Off Road | 1 |  | 1 | 1 | 1 |  | 3 |  |
| Angle |  | 1 |  |  |  |  |  |  |
| Left Turn |  | 1 |  |  |  |  |  |  |
| Rear End |  | 1 |  | 1 | 1 | 2 | 1 |  |
| Other | 1 | 1 |  |  |  | 1 | 5 |  |
| Sideswipe |  |  |  |  |  |  | 1 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{1 0}$ |  |


|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 12 AM | 1 AM | 2 AM | 4 AM | 6 AM | 7 AM | 9 AM | 12 PM | 1 PM | 3 PM | 5 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM | 11 PM |
| Off Road | 2 |  |  | 1 |  |  |  |  |  |  |  |  | 1 |  | 1 | 2 |  |
| Angle |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |
| Left Turn |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |  |  |  |
| Rear End |  |  |  |  | 1 |  |  | 1 |  | 1 | 2 | 1 |  |  |  |  |  |
| Other | 2 | 1 | 1 |  |  |  | 1 |  | 1 |  |  |  | 1 |  |  |  | 1 |
| Sideswipe |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 4 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 1 |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Off Road | 2 | 1 | 4 |
| Angle |  | 1 |  |
| Left Turn |  | 1 |  |
| Rear End |  | 4 | 2 |
| Other |  | 5 | 3 |
| Sideswipe |  |  | 1 |
| Grand Total | $\mathbf{2}$ | $\mathbf{1 2}$ | $\mathbf{1 0}$ |


|  | Weather |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain |
|  |  |  |  |
| Off Road | $\mathbf{7}$ |  |  |
| Angle | 1 |  |  |
| Left Turn | 1 |  |  |
| Rear End | 5 |  | 1 |
| Other | $\mathbf{7}$ | 1 |  |
| Sideswipe | 1 |  |  |
| Grand Total | $\mathbf{2 2}$ | $\mathbf{1}$ | $\mathbf{1}$ |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
| 7 |  |
| 1 |  |
| 1 |  |
| 4 | 2 |
| 7 | 1 |
| 1 |  |
| $\mathbf{2 1}$ | $\mathbf{3}$ |


| Light Condition |  |
| :---: | :---: |
| Daylight | Dark <br> Lighted |
| 1 | 6 |
| 1 |  |
|  | 1 |
| 6 |  |
| 1 | 7 |
| 1 |  |
| 10 | $\mathbf{1 4}$ |

SR 5A (S. Nova Rd) \& Fernery Trl/Moreland Blvd

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Off Road |  |  | 2 | 1 | 1 | 4 |
| Angle |  | 1 |  |  |  | 1 |
| Rear End |  |  |  |  | 1 | 1 |
| Unknown |  | 1 |  |  |  | 1 |
| Pedestrian |  | 1 |  | 2 |  | 3 |
| Other |  | 4 |  |  |  | 4 |
| Sideswipe |  |  | 1 | 1 |  | 2 |
| Bicycle | 1 |  |  |  |  | 1 |
| Head On |  |  |  |  | 1 | 1 |
| Grand Total | $\mathbf{1}$ | $\mathbf{7}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{3}$ | $\mathbf{1 8}$ |


|  | Month |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | March | April | May | June | Sep | Oct | Nov | Dec |  |
| Off Road | 1 | 1 |  |  |  | 1 |  |  | 1 |  |
| Angle |  |  |  |  |  |  |  | 1 |  |  |
| Rear End |  |  |  |  |  |  |  |  | 1 |  |
| Unknown |  |  |  |  | 1 |  |  |  |  |  |
| Pedestrian |  | 1 | 1 |  | 1 |  |  |  |  |  |
| Other |  |  |  | 2 |  |  | 1 | 1 |  |  |
| Sideswipe |  |  |  |  | 1 | 1 |  |  |  |  |
| Bicycle |  |  |  | 1 |  |  |  |  |  |  |
| Head On |  |  |  |  |  |  | 1 |  |  |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ |  |


|  | Day of Week |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thur | Fri | Sat |
| Off Road | 1 |  |  | 1 | 2 |  |  |
| Angle |  |  |  |  |  | 1 |  |
| Rear End |  |  |  |  |  |  | 1 |
| Unknown |  |  |  |  |  |  | 1 |
| Pedestrian |  |  | 1 |  |  | 2 |  |
| Other | 1 |  |  | 1 | 1 | 1 |  |
| Sideswipe |  | 1 |  |  |  |  | 1 |
| Bicycle |  |  |  |  | 1 |  |  |
| Head On |  |  |  | 1 |  |  |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{4}$ | $\mathbf{3}$ |


|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 6 AM | 7 AM | 8 AM | 9 AM | 11 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 5 PM | 6 PM | 7 PM | 10 PM |
| Off Road |  |  |  |  |  | 1 | 1 |  |  |  |  | 1 | 1 |  |
| Angle |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |
| Rear End |  |  |  |  |  |  |  |  |  |  | 1 |  |  |  |
| Unknown |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| Pedestrian | 1 | 1 |  |  |  |  |  |  |  |  |  |  |  | 1 |
| Other |  |  |  | 2 |  |  |  |  | 1 |  |  | 1 |  |  |
| Sideswipe |  |  |  | 1 | 1 |  |  |  |  |  |  |  |  |  |
| Bicycle |  |  |  |  |  |  |  |  |  | 1 |  |  |  |  |
| Head On |  |  | 1 |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 1 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Off Road |  | 1 | 3 |
| Angle |  |  | 1 |
| Rear End |  | 1 |  |
| Unknown |  | 1 |  |
| Pedestrian | 1 | 1 | 1 |
| Other | 1 | 2 | 1 |
| Sideswipe |  | 1 | 1 |
| Bicycle |  |  | 1 |
| Head On |  | 1 |  |
| Grand Total | 2 | 8 | 8 |


| Crash Direction |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| E | N | (blank) | S | SE | W | EW |  |
|  | 1 | 1 | 2 |  |  |  |  |
|  |  |  |  | 1 |  |  |  |
|  | 1 |  |  |  |  |  |  |
|  |  | 1 |  |  |  |  |  |
| 1 | 1 |  |  |  | 1 |  |  |
| 1 | 1 |  | 2 |  |  |  |  |
|  |  |  | 2 |  |  |  |  |
|  |  |  |  |  | 1 |  |  |
|  |  |  |  |  |  | 1 |  |
| 2 | 4 | 2 | 6 | 1 | 2 | 1 |  |


|  | Weather |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain |
| Off Road | 3 |  | 1 |
| Angle | 1 |  |  |
| Rear End | 1 |  |  |
| Unknown | 1 |  |  |
| Pedestrian | 3 |  |  |
| Other | 2 |  | 2 |
| Sideswipe | 1 | 1 |  |
| Bicycle | 1 |  |  |
| Head On | 1 |  |  |
| Grand Total | $\mathbf{1 4}$ | $\mathbf{1}$ | $\mathbf{3}$ |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
| 3 | 1 |
| 1 |  |
| 1 |  |
| 1 |  |
| 3 |  |
| 2 | 2 |
| 2 |  |
| 1 |  |
| 1 |  |
| 15 | 3 |


| Light Condition |  |  |
| :---: | :---: | :---: |
| Daylight | Dark <br> Lighted | Dawn |
| 2 | 2 |  |
| 1 |  |  |
| 1 |  |  |
|  | 1 |  |
| 1 | 2 |  |
| 3 |  | 1 |
| 2 |  |  |
| 1 |  |  |
| 1 |  |  |
| 12 | 5 | 1 |

US 17/US 92/SR 15 (N Woodland Blvd) \& E Woodmont Rd

|  |  |  |  |  |  | Year |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |  |  |  |  |
| Angle |  |  | 2 |  |  | 2 |  |  |  |  |
| Left Turn | 1 | 1 |  | 1 |  | 3 |  |  |  |  |
| Rear End |  | 2 | 2 | 1 | 1 | 6 |  |  |  |  |
| Pedestrian |  |  | 2 | 1 |  | 3 |  |  |  |  |
| Other | 1 |  | 1 |  | 1 | 3 |  |  |  |  |
| Head On |  | 1 |  | 1 |  | 2 |  |  |  |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{4}$ | $\mathbf{7}$ | $\mathbf{4}$ | $\mathbf{2}$ | $\mathbf{1 9}$ |  |  |  |  |


|  | Month |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | May | June | July | Oct | Nov | Dec |
| Angle |  |  |  |  | 1 |  |  | 1 |  |
| Left Turn |  |  |  |  |  | 1 | 1 |  | 1 |
| Rear End | 1 | 1 | 1 |  |  |  | 1 |  | 2 |
| Pedestrian |  |  |  | 2 | 1 |  |  |  |  |
| Other |  |  |  |  |  | 1 | 1 | 1 |  |
| Head On |  |  |  | 1 |  |  |  |  | 1 |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{4}$ |


|  | Day of Week |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thur | Fri | Sat |  |
| Angle | 1 |  |  | 1 |  |  |  |  |
| Left Turn |  |  |  |  | 1 | 1 | 1 |  |
| Rear End | 1 |  | 2 | 1 | 1 | 1 |  |  |
| Pedestrian |  |  | 1 | 1 |  | 1 |  |  |
| Other |  |  | 1 | 1 |  | 1 |  |  |
| Head On |  | 1 | 1 |  |  |  |  |  |
| Grand Total | 2 | 1 | 5 | 4 | 2 | 4 | 1 |  |


|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 12 AM | 2 AM | 6 AM | 7 AM | 8 AM | 10 AM | 12 PM | 1 PM | 2 PM | 3 PM | 4 PM | 7 PM | 8 PM |
| Angle |  | 1 |  |  |  |  | 1 |  |  |  |  |  |  |
| Left Turn |  |  |  |  | 1 |  |  |  |  |  | 1 | 1 |  |
| Rear End |  |  |  |  | 1 | 1 |  |  |  | 3 |  |  | 1 |
| Pedestrian | 1 |  | 1 |  |  |  |  |  |  |  |  |  | 1 |
| Other |  |  |  |  | 1 |  |  | 1 | 1 |  |  |  |  |
| Head On |  |  |  | 1 |  |  | 1 |  |  |  |  |  |  |
| Grand Total | 1 | 1 | 1 | 1 | 3 | 1 | 2 | 1 | 1 | 3 | 1 | 1 | 2 |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Angle |  | 1 | 1 |
| Left Turn |  | 2 | 1 |
| Rear End |  | 1 | 5 |
| Pedestrian | 2 | 1 |  |
| Other |  | 1 | 2 |
| Head On |  | 1 | 1 |
| Grand Total | $\mathbf{2}$ | $\mathbf{7}$ | $\mathbf{1 0}$ |


| Crash Direction |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{E}$ | $\mathbf{N}$ | (blank) | $\mathbf{S}$ | $\mathbf{W}$ | $\mathbf{N W}$ |
|  |  |  |  |  | 2 |
|  | 1 |  | 2 |  |  |
|  | 5 |  | 1 |  |  |
|  | 1 |  | 1 | 1 |  |
| 1 |  |  |  | 2 |  |
|  |  | 1 | 1 |  |  |
| $\mathbf{1}$ | $\mathbf{7}$ | $\mathbf{1}$ | $\mathbf{5}$ | $\mathbf{3}$ | $\mathbf{2}$ |


|  | Weather |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Other | Rain |
|  |  |  |  |  |
| Angle | 1 |  | 1 |  |
| Left Turn | 2 | 1 |  |  |
| Rear End | 5 |  | 1 |  |
| Pedestrian | 2 |  |  | 1 |
| Other | 2 |  | 1 |  |
| Head On | 2 |  |  |  |
| Grand Total | $\mathbf{1 4}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1}$ |


| Surface <br> Condition |  |  |
| :---: | :---: | :---: |
| Dry | Wet | Unknown |
| 1 |  | 1 |
| 2 | 1 |  |
| 5 |  | 1 |
| 2 | 1 |  |
| 2 |  | 1 |
| 2 |  |  |
| 14 | $\mathbf{2}$ | $\mathbf{3}$ |


| Light Condition |  |  |  |
| :---: | :---: | :---: | :---: |
| Daylight | Dark <br> Lighted | Dark <br> Not <br> Lighted | Unknown |
|  | 1 |  | 1 |
| 3 |  |  |  |
| 4 | 1 |  | 1 |
| 2 |  | 1 |  |
| 2 |  |  | 1 |
| 2 |  |  |  |
| 13 | 2 | 1 | 3 |

SR 483 (S Clyde Morris Blvd) \& Hancock Blvd/Verona

|  | Year |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Off Road | 1 |  |  |  | 1 |
| Angle | 1 |  | 1 |  | 2 |
| Left Turn | 1 |  | 1 | 1 | 3 |
| Rear End |  |  | 1 | 1 | 2 |
| Unknown |  |  |  | 1 | 1 |
| Pedestrian |  |  |  | 1 | 1 |
| Other | 1 |  | 2 |  | 3 |
| Sideswipe |  | 1 |  |  | 1 |
| Animal |  |  | 1 |  | 1 |
| Bicycle |  |  | 1 |  | 1 |
| Grand Total | $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{7}$ | $\mathbf{4}$ | $\mathbf{1 6}$ |


|  |  |  |  |  |  |  |  |  | Month |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Feb | March | May | June | July | Oct | Dec |  |  |
| Off Road |  |  |  | 1 |  |  |  |  |  |
| Angle |  |  |  |  |  | 2 |  |  |  |
| Left Turn |  |  | 1 | 1 | 1 |  |  |  |  |
| Rear End |  | 1 |  |  |  | 1 |  |  |  |
| Unknown |  |  |  | 1 |  |  |  |  |  |
| Pedestrian |  |  | 1 |  |  |  |  |  |  |
| Other | 2 |  |  |  | 1 |  |  |  |  |
| Sideswipe |  |  |  |  |  |  | 1 |  |  |
| Animal |  |  | 1 |  |  |  |  |  |  |
| Bicycle |  |  |  |  |  | 1 |  |  |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{4}$ | $\mathbf{1}$ |  |  |


|  | Day of Week |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Fri | Sat |  |
| Off Road | 1 |  |  |  |  |  |  |
| Angle |  | 1 |  | 1 |  |  |  |
| Left Turn | 1 | 1 | 1 |  |  |  |  |
| Rear End |  |  |  |  | 1 | 1 |  |
| Unknown |  |  | 1 |  |  |  |  |
| Pedestrian | 1 |  |  |  |  |  |  |
| Other | 1 | 1 |  |  | 1 |  |  |
| Sideswipe |  |  |  | 1 |  |  |  |
| Animal | 1 |  |  |  |  |  |  |
| Bicycle |  |  |  |  |  | 1 |  |
| Grand Total | $\mathbf{5}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ |  |


|  | Time of Day |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 3 AM | 6 AM | 7 AM | 9 AM | 11 AM | 12 PM | 2 PM | 4 PM | 6 PM |
| Off Road | 1 |  |  |  |  |  |  |  |  |
| Angle |  |  |  |  | 1 | 1 |  |  |  |
| Left Turn |  |  | 1 |  |  |  | 1 | 1 |  |
| Rear End |  |  |  |  |  | 1 |  | 1 |  |
| Unknown |  |  |  |  |  |  |  | 1 |  |
| Pedestrian |  |  |  |  |  |  |  |  | 1 |
| Other |  | 1 |  | 1 |  |  |  | 1 |  |
| Sideswipe |  |  |  |  | 1 |  |  |  |  |
| Animal |  |  |  |  | 1 |  |  |  |  |
| Bicycle |  |  |  | 1 |  |  |  |  |  |
| Grand Total | 1 | 1 | 1 | 2 | 3 | 2 | 1 | 4 | 1 |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Off Road |  | 1 |  |
| Angle |  | 1 | 1 |
| Left Turn | 1 | 2 |  |
| Rear End |  |  | 2 |
| Unknown |  |  | 1 |
| Pedestrian |  | 1 |  |
| Other | 1 |  | 2 |
| Sideswipe |  |  | 1 |
| Animal |  |  | 1 |
| Bicycle |  | 1 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{6}$ | $\mathbf{8}$ |


| Crash Direction |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{E}$ | $\mathbf{N}$ | (blank) | $\mathbf{S}$ | $\mathbf{S E}$ | $\mathbf{W}$ |
|  |  |  | 1 |  |  |
|  |  |  |  | 2 |  |
| 1 | 1 |  | 1 |  |  |
|  | 1 |  | 1 |  |  |
|  |  | 1 |  |  |  |
|  | 1 |  |  |  |  |
|  | 2 |  | 1 |  |  |
|  | 1 |  |  |  |  |
|  | 1 |  |  |  |  |
|  |  |  |  |  | 1 |
| $\mathbf{1}$ | $\mathbf{7}$ | $\mathbf{1}$ | $\mathbf{4}$ | $\mathbf{2}$ | $\mathbf{1}$ |


|  | Weather |  |
| :--- | :---: | :---: |
|  |  |  |
|  |  |  |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
| 1 |  |
| 2 |  |
| 2 | 1 |
| 1 | 1 |
| 1 |  |
| 1 |  |
| 3 |  |
| 1 |  |
| 1 |  |
| 1 |  |
| 14 | 2 |



US 1 (N State St) \& SR 100

|  | Year |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 6}$ | Total |
| Off Road | 1 |  |  |  | 1 |
| Angle |  | 2 | 1 |  | 3 |
| Left Turn |  | 1 |  | 1 | 2 |
| Rear End |  |  | 1 | 1 | 2 |
| Unknown | 1 |  |  |  | 1 |
| Pedestrian | 1 |  |  | 1 | 2 |
| Grand Total | $\mathbf{3}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{1 1}$ |


|  | Month |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | June | July | Sep | Nov | Dec |  |
| Off Road |  |  |  |  |  | 1 |  |  |
| Angle |  | 1 |  | 1 |  | 1 |  |  |
| Left Turn | 1 |  |  |  |  |  | 1 |  |
| Rear End |  | 1 | 1 |  |  |  |  |  |
| Unknown |  |  |  |  |  | 1 |  |  |
| Pedestrian |  |  |  | 1 | 1 |  |  |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1}$ |  |


|  | Day of Week |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Tue | Wed | Thur | Fri | Sat |  |
| Off Road |  |  |  | 1 |  |  |  |
| Angle |  | 1 | 1 | 1 |  |  |  |
| Left Turn |  | 1 | 1 |  |  |  |  |
| Rear End |  |  |  |  | 1 | 1 |  |
| Unknown |  | 1 |  |  |  |  |  |
| Pedestrian | 1 |  |  | 1 |  |  |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{1}$ |  |


|  | Time of Day |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{6}$ AM | $\mathbf{8}$ AM | 9 AM | $\mathbf{1 2 ~ P M}$ | $\mathbf{4 ~ P M}$ | $\mathbf{5}$ PM | $\mathbf{8}$ PM | 9 PM |
| Off Road |  |  | 1 |  |  |  |  |  |
| Angle |  |  |  | 1 | 1 |  |  | 1 |
| Left Turn |  | 1 |  |  |  | 1 |  |  |
| Rear End |  |  |  |  | 1 | 1 |  |  |
| Unknown | 1 |  |  |  |  |  |  |  |
| Pedestrian |  |  | 1 |  |  |  | 1 |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Off Road |  | 1 |  |
| Angle | 1 | 2 |  |
| Left Turn |  | 1 | 1 |
| Rear End |  | 1 | 1 |
| Unknown |  |  | 1 |
| Pedestrian | 1 | 1 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{6}$ | $\mathbf{3}$ |


| Crash Direction |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| E | N | NE | (blank) | NW | S |
| 1 |  |  |  |  |  |
|  |  | 2 |  | 1 |  |
| 1 | 1 |  |  |  |  |
|  | 2 |  |  |  |  |
|  |  |  | 1 |  |  |
|  |  |  |  |  | 2 |
| $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ |


|  | Weather |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Clear | Fog | Cloudy |
| Off Road | 1 |  |  |
| Angle | 2 |  | 1 |
| Left Turn | 1 | 1 |  |
| Rear End | 2 |  |  |
| Unknown | 1 |  |  |
| Pedestrian | 1 |  | 1 |
| Grand Total | $\mathbf{8}$ | $\mathbf{1}$ | $\mathbf{2}$ |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
| 1 |  |
| 2 | 1 |
| 2 |  |
| 2 |  |
| 1 |  |
| 2 |  |
| 10 | 1 |


| Light Condition |  |  |
| :---: | :---: | :---: |
| Daylight | Dark - <br> Lighted | Dawn |
| 1 |  |  |
| 2 | 1 |  |
| 2 |  |  |
| 2 |  |  |
|  |  | 1 |
| 1 | 1 |  |
| 8 | 2 | 1 |

# Crash Summaries for Segments by Crash Frequency 

| SR 421 ( |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Year |  |  |  |  | Total |
| Crash Type | 2012 | 2013 | 2014 | 2015 | 2016 |  |
| Angle | 8 | 14 | 14 | 13 | 11 | 60 |
| Left Turn | 7 | 17 | 18 | 24 | 16 | 82 |
| Off Road | 15 | 11 | 18 | 13 | 6 | 63 |
| Other | 31 | 26 | 39 | 35 | 31 | 162 |
| Pedestrian | 5 | 10 |  | 1 | 1 | 17 |
| Rear End | 98 | 128 | 128 | 136 | 127 | 617 |
| Right Turn | 3 | 5 | 7 | 8 | 7 | 30 |
| Sideswipe | 13 | 36 | 23 | 35 | 36 | 143 |
| Unknown | 7 | 4 | 8 | 12 | 5 | 36 |
| Bicycle | 2 | 4 |  | 4 | 1 | 11 |
| Head On | 1 | 4 |  | 5 | 5 | 15 |
| Animal | 1 | 1 |  |  |  | 2 |
| Rollover | 2 | 3 | 2 | 2 | 2 | 11 |
| Grand Total | 193 | 263 | 257 | 288 | 248 | 1249 |


| Crash Type | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Jan | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec |
| Angle | 5 | 4 | 1 | 6 | 4 | 5 | 10 | 3 | 2 | 7 | 5 | 8 |
| Head On | 1 |  | 2 | 2 | 1 | 2 | 2 |  | 2 |  | 1 | 2 |
| Left Turn | 4 | 5 | 8 | 6 | 8 | 10 | 4 | 7 | 6 | 6 | 11 | 7 |
| Off Road | 4 | 3 | 4 | 2 | 2 | 8 | 7 | 7 | 5 | 6 | 8 | 7 |
| Other | 12 | 10 | 18 | 21 | 9 | 12 | 16 | 15 | 11 | 12 | 10 | 16 |
| Pedestrian |  | 5 | 1 | 3 | 2 | 1 | 1 | 1 |  | 2 |  | 1 |
| Rear End | 44 | 46 | 54 | 71 | 45 | 57 | 66 | 51 | 38 | 47 | 44 | 54 |
| Right Turn | 1 | 5 | 5 | 1 | 2 | 5 | 2 | 4 |  | 2 | 1 | 2 |
| Sideswipe | 16 | 7 | 8 | 12 | 10 | 17 | 10 | 17 | 15 | 7 | 3 | 21 |
| Unknown | 5 | 1 | 1 | 5 | 4 | 2 | 2 | 3 | 3 | 2 | 4 | 4 |
| Rollover | 1 | 1 |  |  | 1 |  | 3 | 1 |  | 2 |  | 1 |
| Bicycle | 2 |  |  | 2 | 1 | 1 |  | 1 | 2 | 1 |  | 1 |
| Animal |  |  |  | 1 |  |  |  |  |  | 1 |  |  |
| Grand Total | 95 | 87 | 102 | 132 | 89 | 120 | 123 | 110 | 84 | 95 | 88 | 124 |


|  | Day of Week |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Sun | Mon | Tue | Wed | Thur | Fri | Sat |  |
| Crash Type | 6 | 8 | 10 | 8 | 10 | 9 | 9 |  |
| Angle | 1 | 3 | 1 | 2 | 2 | 2 | 4 |  |
| Head On | 13 | 6 | 6 | 13 | 21 | 14 | 9 |  |
| Left Turn | 14 | 5 | 9 | 12 | 6 | 6 | 11 |  |
| Off Road | 1 | 20 | 20 | 24 | 24 | 25 | 30 |  |
| Other | 3 |  | 2 | 3 | 5 | 3 |  |  |
| Pedestrian | 62 | 79 | 93 | 105 | 108 | 102 | 68 |  |
| Rear End |  | 4 | 7 | 2 | 8 | 6 | 3 |  |
| Right Turn | 9 | 20 | 22 | 21 | 24 | 27 | 20 |  |
| Sideswipe | 2 | 3 | 7 | 6 | 7 | 5 | 6 |  |
| Unknown | 2 | 2 | 1 | 1 | 1 | 5 |  |  |
| Rollover | 1 |  |  |  |  |  |  |  |
| Bicycle | 3 | 3 |  | 1 | 2 | 2 |  |  |
| Animal |  | 2 |  |  |  |  |  |  |
| Grand Total | $\mathbf{1 3 1}$ | $\mathbf{1 5 8}$ | $\mathbf{1 7 6}$ | $\mathbf{1 9 7}$ | $\mathbf{2 1 6}$ | $\mathbf{2 0 8}$ | $\mathbf{1 6 3}$ |  |


|  |  |  |  |  |  |  |  |  |  |  |  | Tim | of Day |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Angle | 1 | 1 |  |  | 1 |  | 1 | 2 | 4 | 4 | 2 | 3 | 5 | 4 | 4 | 6 | 3 | 3 | 4 | 5 |  | 2 | 5 |  |
| Head On |  |  |  |  |  |  | 1 |  | 2 |  |  |  | 1 |  | 1 | 2 |  | 1 | 1 | 1 | 2 | 1 |  | 2 |
| Left Turn | 2 |  | 1 |  |  | 1 | 2 |  | 3 | 4 | 6 | 2 | 3 | 4 | 10 | 7 | 6 | 6 | 7 | 5 | 3 | 5 | 3 | 2 |
| Off Road | 2 | 4 | 1 | 2 | 2 | 2 |  | 1 |  | 2 | 2 | 2 | 4 | 6 | 5 | 2 | 4 | 3 | 6 | 2 | 2 | 3 | 3 | 3 |
| Other | 2 | 2 |  | 2 |  | 1 | 5 | 4 | 3 | 8 | 8 | 13 | 15 | 12 | 15 | 6 | 13 | 4 | 13 | 11 | 3 | 9 | 9 | 4 |
| Pedestrian |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  | 2 | 1 | 4 | 1 |  | 3 |  | 2 |  | 3 |
| Rear End | 8 | 3 | 3 | 1 |  |  | 3 | 25 | 23 | 23 | 32 | 39 | 36 | 53 | 58 | 72 | 82 | 43 | 32 | 30 | 20 | 13 | 9 | 9 |
| Right Turn |  |  |  |  |  |  |  |  |  |  | 4 | 4 | 4 | 7 | 2 | 3 | 3 |  | 1 | 1 |  |  | 1 |  |
| Sideswipe | 2 |  |  |  |  |  | 1 | 2 | 8 | 5 | 7 | 6 | 16 | 12 | 11 | 19 | 15 | 10 | 7 | 5 | 5 | 5 | 4 | 3 |
| Unknown | 2 |  |  |  |  |  |  | 1 |  |  | 4 | 2 | 3 | 7 | 5 | 3 | 2 | 3 | 2 |  | 1 |  | 1 |  |
| Rollover | 1 |  |  |  |  |  |  | 1 | 2 |  |  | 1 | 1 | 2 |  |  | 1 |  |  |  |  | 2 |  |  |
| Bicycle |  |  |  |  |  |  |  | 1 | 1 | 1 |  |  | 2 | 1 | 1 | 1 | 1 |  | 1 |  |  |  | 1 |  |
| Animal |  |  |  |  |  |  |  | 1 |  | 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Grand Total | 20 | 11 | 5 | 5 | 3 | 4 | 13 | 38 | 46 | 48 | 65 | 72 | 90 | 108 | 114 | 122 | 134 | 74 | 74 | 63 | 36 | 42 | 36 | 26 |



| Crash Direction |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{E}$ | $\mathbf{N}$ | $\mathbf{N W}$ | $\mathbf{S}$ | $\mathbf{S W}$ | $\mathbf{W}$ | (blank) | NE | NS | SE | EW |  |  |  |  |  |  |  |
| 1 | 2 | 23 | 2 | 5 | 4 | 1 | 10 |  | 12 |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  | 1 | 1 |  | 3 |  | 5 |  |  |  |  |  |  |  |
| 26 | 19 |  | 13 |  | 21 | 2 | 1 |  |  |  |  |  |  |  |  |  |  |
| 25 | 3 |  | 5 |  | 21 | 9 |  |  |  |  |  |  |  |  |  |  |  |
| 52 | 24 | 1 | 12 |  | 47 | 26 |  |  |  |  |  |  |  |  |  |  |  |
| 5 | 2 |  | 1 |  | 5 | 4 |  |  |  |  |  |  |  |  |  |  |  |
| 252 | 44 | 1 | 44 |  | 240 | 26 | 1 | 1 | 1 |  |  |  |  |  |  |  |  |
| 5 | 7 |  | 7 |  | 10 | 1 |  |  |  |  |  |  |  |  |  |  |  |
| 43 | 12 | 1 | 8 |  | 70 | 5 | 1 | 1 |  | 2 |  |  |  |  |  |  |  |
| 1 |  | 1 | 1 |  | 2 | 31 |  |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  | 1 |  | 5 | 1 |  |  |  |  |  |  |  |  |  |  |  |
| 2 | 1 |  | 5 |  | 3 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| $\mathbf{4 2 1}$ | $\mathbf{1 1 6}$ | $\mathbf{2 7}$ | $\mathbf{9 9}$ | $\mathbf{5}$ | $\mathbf{4 3 6}$ | $\mathbf{1 0 7}$ | $\mathbf{1 3}$ | $\mathbf{5}$ | $\mathbf{1 3}$ | $\mathbf{7}$ |  |  |  |  |  |  |  |


|  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain | (blank) | Other | Fog |
|  |  |  |  |  |  |  |
| Angle | 50 | 4 | 6 |  |  |  |
| Head On | 12 | 2 | 1 |  |  |  |
| Left Turn | 68 | 8 | 6 |  |  |  |
| Off Road | 49 | 8 | 5 |  |  | 1 |
| Other | 126 | 18 | 18 |  |  |  |
| Pedestrian | 14 | 2 | 1 |  |  |  |
| Rear End | 472 | 85 | 57 |  | 2 | 1 |
| Right Turn | 22 | 5 | 3 |  |  |  |
| Sideswipe | 128 | 18 | 10 |  |  |  |
| Unknown | 28 | 5 | 1 | 2 |  |  |
| Rollover | 9 |  | 2 |  |  |  |
| Biccle | 8 | 2 | 1 |  |  |  |
| Animal | 2 |  |  |  |  |  |
| Grand Total | $\mathbf{9 7 5}$ | $\mathbf{1 5 7}$ | $\mathbf{1 1 1}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ |


| Surface Condition |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Dry | Wet | (blank) | Jnknowr | Other |
|  |  |  |  |  |
| 52 | 8 |  |  |  |
| 14 | 1 |  |  |  |
| 73 | 9 |  |  |  |
| 54 | 9 |  |  |  |
| 133 | 28 | 1 |  |  |
| 17 |  |  |  |  |
| 518 | 97 | 1 | 1 | 1 |
| 26 | 4 |  |  |  |
| 126 | 17 |  |  |  |
| 32 | 2 | 2 |  |  |
| 9 | 2 |  |  |  |
| 9 | 2 |  |  |  |
| 2 |  |  |  |  |
| $\mathbf{1 0 6 5}$ | $\mathbf{1 7 9}$ | $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{1}$ |



## SR 430 (Mason Ave) from Alabama St to Ballough Rd



Enterprise Rd from US 17 to Florida Ave

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Crash Type | 2 | 5 | 4 | 4 | 5 | 20 |
| Angle | 1 | 5 | 6 | 10 | 5 | 27 |
| Left Turn | 1 | 1 |  | 1 | 2 | 5 |
| Off Road | 3 | 2 | 7 | 1 | 5 | 18 |
| Other |  | 1 | 2 | 1 | 2 | 6 |
| Pedestrian | 10 | 16 | 23 | 27 | 38 | 114 |
| Rear End | 1 |  |  | 3 | 1 | 5 |
| Right Turn | 1 |  | 11 | 4 | 7 | 23 |
| Sideswipe | 2 |  | 3 | 2 | 2 | 9 |
| Unknown |  |  | 1 | 2 | 1 | 4 |
| Bicycle | 1 | 9 | 4 |  |  | 14 |
| Head On | $\mathbf{2 2}$ | $\mathbf{3 9}$ | $\mathbf{6 1}$ | $\mathbf{5 5}$ | $\mathbf{6 8}$ | $\mathbf{2 4 5}$ |
| Grand Total |  |  |  |  |  |  |


|  | Month |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | April | May | June | July | Aug | Sep | Oct | Nov | Dec |
| Angle | 2 | 1 |  | 2 | 3 | 2 | 1 | 3 |  | 1 | 1 | 4 |
| Head On | 2 |  |  |  | 1 | 1 |  |  |  |  | 5 | 5 |
| Left Turn | 2 | 3 | 4 | 1 | 3 | 1 | 1 | 3 | 3 | 2 | 2 | 2 |
| Off Road | 2 |  |  | 1 | 1 |  |  |  |  |  | 1 |  |
| Other | 2 | 4 | 1 | 3 | 1 |  | 1 | 1 |  | 2 |  | 3 |
| Pedestrian |  | 1 |  | 1 |  | 1 | 1 |  | 1 |  | 1 |  |
| Rear End | 9 | 15 | 10 | 10 | 7 | 13 | 9 | 9 | 9 | 6 | 9 | 8 |
| Right Turn | 1 | 1 |  |  | 1 |  |  |  |  | 2 |  |  |
| Sideswipe | 1 | 2 | 2 | 3 | 2 | 3 | 2 | 1 | 1 | 3 | 2 | 1 |
| Unknown |  |  | 1 |  | 1 | 1 | 1 | 2 |  |  |  | 3 |
| Bicycle |  |  |  |  | 1 |  | 1 |  | 1 |  | 1 |  |
| Grand Total | 21 | 27 | 18 | 21 | 21 | 22 | 17 | 19 | 15 | 16 | 22 | 26 |


|  | Day of Week |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Thur | Fri | Sat |  |
| Angle |  | 7 | 3 | 4 |  | 3 | 3 |  |
| Head On | 1 |  | 4 | 4 | 1 | 1 | 3 |  |
| Left Turn | 1 | 4 | 3 | 7 | 3 | 5 | 4 |  |
| Off Road |  |  |  | 2 | 1 | 1 | 1 |  |
| Other |  |  | 2 | 7 | 3 | 2 | 2 |  |
| Pedestrian | 2 | 21 | 21 | 2 | 1 | 1 |  |  |
| Rear End |  |  | 2 | 1 | 18 | 23 | 13 |  |
| Right Turn | 1 | 2 | 2 | 6 | 5 | 4 | 3 |  |
| Sideswipe |  | 1 | 1 |  | 3 | 3 | 1 |  |
| Unknown |  |  | 1 | 2 |  | 1 |  |  |
| Bicycle | $\mathbf{5}$ | $\mathbf{3 7}$ | $\mathbf{4 1}$ | $\mathbf{5 1}$ | $\mathbf{3 6}$ | $\mathbf{4 5}$ | $\mathbf{3 0}$ |  |
| Grand Total |  |  |  |  |  |  |  |  |


|  | Time of Day |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Row Labels | 0 | 1 | 2 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| Angle | 1 |  |  |  | 2 | 1 |  | 1 | 1 | 3 | 3 | 1 | 1 |  |  | 3 | 2 |  |  | 1 |  |
| Head On | 1 |  |  |  |  |  | 1 |  | 1 | 1 | 1 | 2 |  | 1 | 2 | 2 | 1 |  |  | 1 |  |
| Left Turn |  |  |  | 1 | 1 |  | 3 | 2 | 1 | 3 | 2 | 1 | 2 | 2 |  | 4 | 3 | 1 | 1 |  |  |
| Off Road | 1 |  | 1 |  | 1 |  |  |  |  |  |  |  |  |  | 1 |  | 1 |  |  |  |  |
| Other |  |  |  |  |  |  | 1 |  | 3 | 2 |  | 4 | 2 | 1 | 2 |  |  | 1 | 1 | 1 |  |
| Pedestrian |  |  |  |  |  |  |  |  |  | 2 |  | 1 |  | 1 | 1 | 1 |  |  |  |  |  |
| Rear End |  | 1 |  |  | 1 |  | 6 | 5 | 2 | 15 | 21 | 12 | 9 | 5 | 10 | 10 | 6 | 7 | 1 | 1 | 2 |
| Right Turn |  |  |  |  |  |  |  |  |  |  | 2 |  |  |  | 1 | 1 |  |  | 1 |  |  |
| Sideswipe |  |  |  |  | 1 |  | 1 | 1 | 2 | 2 | 5 | 2 | 3 | 2 | 1 | 2 |  |  |  | 1 |  |
| Unknown |  |  |  |  |  |  |  |  |  | 1 | 1 | 1 | 3 | 1 | 2 |  |  |  |  |  |  |
| Bicycle |  |  |  |  |  |  |  |  | 1 |  | 1 |  | 1 |  |  |  |  |  |  | 1 |  |
| Grand Total | 3 | 1 | 1 | 1 | 6 | 1 | 12 | 9 | 11 | 29 | 36 | 24 | 21 | 13 | 20 | 23 | 13 | 9 | 4 | 6 | 2 |



| Crash Direction |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{E}$ | $\mathbf{N}$ | $\mathbf{N W}$ | $\mathbf{S}$ | $\mathbf{S W}$ | $\mathbf{W}$ | (blank) | NE | NS | $\mathbf{S E}$ |  |  |  |
|  |  | 5 |  | 4 |  |  | 5 |  | 6 |  |  |  |
|  | 1 |  |  |  |  | 12 |  | 1 |  |  |  |  |
| 3 | 8 |  | 11 |  | 5 |  |  |  |  |  |  |  |
| 1 | 2 |  | 1 |  | 1 |  |  |  |  |  |  |  |
| 2 | 7 |  | 5 |  | 1 | 3 |  |  |  |  |  |  |
|  | 2 |  | 4 |  |  |  |  |  |  |  |  |  |
| 8 | 48 |  | 44 |  | 11 | 3 |  |  |  |  |  |  |
|  | 2 |  |  |  | 3 |  |  |  |  |  |  |  |
| 1 | 11 |  | 9 |  | 1 | 1 |  |  |  |  |  |  |
|  |  |  |  |  |  | 9 |  |  |  |  |  |  |
| 2 | 1 |  |  |  | 1 |  |  |  |  |  |  |  |
| $\mathbf{1 7}$ | $\mathbf{8 2}$ | $\mathbf{5}$ | $\mathbf{7 4}$ | $\mathbf{4}$ | $\mathbf{2 3}$ | $\mathbf{2 8}$ | $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{6}$ |  |  |  |


|  | Wether |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain | Other | Fog |
|  |  |  |  |  |  |
| Angle | 18 | 2 |  |  |  |
| Head On | 3 | 2 | 2 | 7 |  |
| Left Turn | 22 | 4 |  |  | 1 |
| Off Road | 4 |  |  |  | 1 |
| Other | 12 | 4 | 2 |  |  |
| Pedestrian | 4 |  | 2 |  |  |
| Rear End | 88 | 16 | 10 |  |  |
| Right Turn | 4 | 1 |  |  |  |
| Sideswipe | 18 | 4 | 1 |  |  |
| Unknown | 7 | 1 | 1 |  |  |
| Bicycle | 3 |  | 1 |  |  |
| Grand Total | $\mathbf{1 8 3}$ | $\mathbf{3 4}$ | $\mathbf{1 9}$ | $\mathbf{7}$ | $\mathbf{2}$ |


| Surface Condition |  |  |
| :---: | :---: | :---: |
| Dry | Wet | Unknown |
|  |  |  |
| 19 | 1 |  |
| 5 | 2 | 7 |
| 26 | 1 |  |
| 5 |  |  |
| 15 | 3 |  |
| 4 | 2 |  |
| 99 | 15 |  |
| 4 | 1 |  |
| 22 | 1 |  |
| 7 | 2 |  |
| 3 | 1 |  |
| 209 | 29 | $\mathbf{7}$ |


| Light Condition |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Dark Lighted | Daylight | Dusk | $\begin{array}{\|c\|} \text { Dark } \\ \text { Not } \\ \text { Lighted } \end{array}$ | Dawn | Unknown |
| 3 | 15 | 1 |  | 1 |  |
|  | 5 | 1 | 1 |  | 7 |
| 2 | 20 | 2 | 3 |  |  |
| 2 | 2 |  |  | 1 |  |
| 2 | 14 | 1 | 1 |  |  |
|  | 5 | 1 |  |  |  |
| 8 | 99 | 2 | 4 | 1 |  |
| 1 | 4 |  |  |  |  |
| 1 | 22 |  |  |  |  |
|  | 9 |  |  |  |  |
| 1 | 3 |  |  |  |  |
| 20 | 198 | 8 | 9 | 3 | 7 |




|  | Weather |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain | Other |  |
|  |  |  |  |  |  |
| Angle | 9 | 1 | 2 |  |  |
| Head On | 8 | 3 | 1 | 9 |  |
| Left Turn | 56 | 10 | 4 |  |  |
| Off Road | 6 | 1 | 1 |  |  |
| Other | 26 | 4 | 1 |  |  |
| Pedestrian | 3 | 1 |  |  |  |
| Rear End | 135 | 30 | 19 |  |  |
| Right Turn | 6 | 1 |  |  |  |
| Sideswipe | 30 | 9 | 4 |  |  |
| Unknown | 8 | 2 | 2 |  |  |
| Bicycle |  | 1 |  |  |  |
| Rollover | 4 | 1 | 1 |  |  |
| Grand Total | $\mathbf{2 9 1}$ | $\mathbf{6 4}$ | $\mathbf{3 5}$ | $\mathbf{9}$ |  |



| Light Condition |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Dark <br> Lighted | Daylight | Dusk | Dark <br> Not <br> Lighted | Dawn | Unknown | Dark <br> Unknown <br> Lighting | Other |
| 2 | 8 | 1 | 1 |  |  |  |  |
| 2 | 8 |  | 3 |  | 8 |  |  |
| 17 | 44 | 6 | 3 |  |  |  |  |
| 2 | 4 |  | 2 |  |  |  |  |
| 4 | 24 | 3 |  |  |  |  |  |
| 3 | 1 |  |  |  |  |  |  |
| 23 | 145 | 3 | 7 | 4 |  | 1 | 1 |
| 1 | 6 |  |  |  |  |  |  |
| 6 | 34 | 2 | 1 |  |  |  |  |
| 1 | 11 |  |  |  |  |  |  |
|  | 1 |  |  |  |  |  |  |
| $\mathbf{1}$ | 4 |  | 1 |  |  |  |  |
| $\mathbf{6 2}$ | $\mathbf{2 9 0}$ | $\mathbf{1 5}$ | $\mathbf{1 8}$ | $\mathbf{4}$ | $\mathbf{8}$ | $\mathbf{1}$ | $\mathbf{1}$ |

## US 17 from French Ave to Enterprise Rd



## Crash Summaries for Segments by Crash Severity

## 1. US-1 between Gamble Ave \& Airport Rd

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Angle |  | 1 |  |  |  | $\mathbf{1}$ |
| Rear End | 2 | 5 | 3 | 2 | 3 | $\mathbf{1 5}$ |
| Right Turn |  |  |  |  | 1 | $\mathbf{1}$ |
| Left Turn | 3 |  |  |  |  | $\mathbf{3}$ |
| Grand Total | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{4}$ | $\mathbf{2 0}$ |



|  | Month |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | March | May | June | Aug | Sep | Oct | Nov |
| Angle |  |  |  |  |  |  |  | 1 |  |
| Rear End | 2 | 1 | 4 | 1 | 2 | 2 | 2 |  | 1 |
| Right Turn |  |  |  |  | 1 |  |  |  |  |
| Left Turn |  |  | 2 |  |  |  |  | 1 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{1}$ |


|  | Day of Week |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Fri | Sat |
| Angle |  | 1 |  |  |  |  |
| Rear End | 2 | 6 | 2 | 1 | 2 | 2 |
| Right Turn |  | 1 |  |  |  |  |
| Left Turn |  |  |  |  | 2 | 1 |
| Grand Total | $\mathbf{2}$ | $\mathbf{8}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{4}$ | $\mathbf{3}$ |


|  | Time of Day |  |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{7}$ AM | 12 PM | 1 PM | 3 PM | 4 PM | 6 PM | 7 PM | 8 PM | 9 PM | 10 PM |
| Angle |  | 1 |  |  |  |  |  |  |  |  |
| Rear End | 3 | 1 | 2 | 1 | 2 | 1 | 1 | 2 | 1 | 1 |
| Right Turn |  | 1 |  |  |  |  |  |  |  |  |
| Left Turn | 1 |  |  |  |  |  |  |  | 1 | 1 |
| Grand Total | $\mathbf{4}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Angle |  | 1 |  |
| Rear End |  | 11 | 4 |
| Right Turn |  |  | 1 |
| Left Turn | 2 | 1 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{1 3}$ | $\mathbf{5}$ |


| Crash Direction |  |  |
| :---: | :---: | :---: |
| $\mathbf{N}$ | $\mathbf{W}$ | NW |
|  |  | 1 |
| 15 |  |  |
|  | 1 |  |
| 3 |  |  |
| 18 | $\mathbf{1}$ | $\mathbf{1}$ |


|  | Weather |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Fog, <br> Smog, <br> Smoke | Rain |
| Angle | 1 |  |  |  |
| Rear End | 10 | 3 | 1 | 1 |
| Right Turn | 1 |  |  |  |
| Left Turn | 1 | 1 |  | 1 |
| Grand Total | $\mathbf{1 3}$ | $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{2}$ |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
| 1 |  |
| 13 | 2 |
| 1 |  |
| 2 | 1 |
| 17 | 3 |


| Light Condition |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Dark <br> Not <br> Lighted | Daylight | Dark <br> Lighted | Dawn | Dark <br> Unknown <br> Lighting |
|  | 1 |  |  |  |
| 1 | 8 | 4 | 2 |  |
|  | 1 |  |  |  |
|  |  | 2 |  | 1 |
| 1 | 10 | 6 | 2 | 1 |

2. US-1 between Matanzas Woods Pkwy \& Old Dixie Hwy

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Angle |  | 1 |  |  |  | $\mathbf{1}$ |
| Rollover | 1 |  |  |  | 1 | $\mathbf{2}$ |
| Rear End |  | 1 |  | 1 | 1 | $\mathbf{3}$ |
| Other |  | 1 |  |  |  | $\mathbf{1}$ |
| Animal |  | 1 |  |  |  | $\mathbf{1}$ |
| Left Turn | 2 |  |  |  | 1 | $\mathbf{3}$ |
| Off Road |  | 1 | 1 |  |  | $\mathbf{2}$ |
| Grand Total | $\mathbf{3}$ | $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1 3}$ |


|  | Month |  |  |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | March | April | June | July | Aug | Sep | Oct | Nov | Dec |
| Angle | 1 |  |  |  |  |  |  |  |  |
| Rollover |  |  | 1 |  |  |  | 1 |  |  |
| Rear End |  |  | 1 |  | 1 | 1 |  |  |  |
| Other | 1 |  |  |  |  |  |  |  |  |
| Animal |  |  |  |  |  |  |  | 1 |  |
| Left Turn | 1 | 1 |  | 1 |  |  |  |  |  |
| Off Road |  |  |  |  |  |  |  | 1 | 1 |
| Grand Total | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ |



|  | Day of Week |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Wed | Thur | Fri | Sat |
| Angle |  | 1 |  |  |  |
| Rollover | 2 |  |  |  |  |
| Rear End |  |  | 1 | 1 | 1 |
| Other |  | 1 |  |  |  |
| Animal |  |  |  | 1 |  |
| Left Turn |  | 1 | 1 | 1 |  |
| Off Road |  |  |  | 1 | 1 |
| Grand Total | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{4}$ | $\mathbf{2}$ |


|  | Time of Day |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 12 AM | 2 AM | 5 AM | 7 AM | 9 AM | 2 PM | 5 PM | 6 PM | 7 PM | 9 PM |
| Angle |  |  |  | 1 |  |  |  |  |  |  |
| Rollover |  | 1 |  |  |  | 1 |  |  |  |  |
| Rear End |  |  |  | 1 |  |  |  |  | 1 | 1 |
| Other |  |  |  |  |  |  |  | 1 |  |  |
| Animal |  |  |  | 1 |  |  |  |  |  |  |
| Left Turn |  |  | 1 |  | 1 |  | 1 |  |  |  |
| Off Road | 2 |  |  |  |  |  |  |  |  |  |
| Grand Total | 2 | 1 | 1 | 3 | 1 | 1 | 1 | 1 | 1 | 1 |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Angle | 1 |  |  |
| Rollover | 1 | 1 |  |
| Rear End |  | 2 | 1 |
| Other |  | 1 |  |
| Animal |  |  | 1 |
| Left Turn |  | 3 |  |
| Off Road |  |  | 2 |
| Grand Total | $\mathbf{2}$ | $\mathbf{7}$ | $\mathbf{4}$ |


| Crash Direction |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| $\mathbf{N}$ | $\mathbf{S}$ | $\mathbf{W}$ | $\mathbf{N W}$ | $\mathbf{E}$ |
|  |  |  | 1 |  |
| 1 | 1 |  |  |  |
|  | 3 |  |  |  |
|  | 1 |  |  |  |
| 1 |  |  |  |  |
|  | 1 | 1 |  | 1 |
|  | 2 |  |  |  |
| $\mathbf{2}$ | $\mathbf{8}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ |


|  | Weather |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Clear | Cloudy | Rain |
|  |  |  |  |
| Angle | 1 |  |  |
| Rollover |  | 1 | 1 |
| Rear End | 2 | 1 |  |
| Other | 1 |  |  |
| Animal |  | 1 |  |
| Left Turn | 1 | 2 |  |
| Off Road | 2 |  |  |
| Grand Total | $\mathbf{7}$ | $\mathbf{5}$ | $\mathbf{1}$ |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
| 1 |  |
| 1 | 1 |
| 3 |  |
| 1 |  |
| 1 |  |
| 3 |  |
| 2 |  |
| 12 | 1 |


| Light condition |  |  |
| :---: | :---: | :---: |
| Dark <br> Not <br> Lighted | Daylight | Dawn |
|  | 1 |  |
| 1 | 1 |  |
| 1 | 2 |  |
|  |  | 1 |
|  | 1 |  |
| 1 | 2 |  |
| 2 |  |  |
| 5 | 7 | 1 |

## 3. Osteen Maytown Rd at Maytown Spur Rd

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Rollover | 1 | 1 | 2 | 1 |  | $\mathbf{5}$ |
| Other |  |  | 3 | 1 |  | $\mathbf{4}$ |
| Animal |  |  |  |  | 1 | $\mathbf{1}$ |
| Off Road |  |  |  | 1 | 1 | $\mathbf{2}$ |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{5}$ | $\mathbf{3}$ | $\mathbf{2}$ | $\mathbf{1 2}$ |


|  | Month |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Feb | May | June | July | Aug | Oct | Nov |
| Rollover | 1 | 1 | 1 |  |  | 1 | 1 |
| Other | 2 |  |  |  | 1 | 1 |  |
| Animal | 1 |  |  |  |  |  |  |
| Off Road |  |  |  | 1 |  | 1 |  |
| Grand Total | $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1}$ |

$\qquad$

|  | Day of Week |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Tue | Wed | Sat |  |
| Rollover | 2 | 1 | 1 |  | 1 |  |
| Other | 1 | 1 | 1 | 1 |  |  |
| Animal |  |  | 1 |  |  |  |
| Off Road | 1 |  |  |  | 1 |  |
| Grand Total | $\mathbf{4}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{2}$ |  |


|  | Time of Day |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 12 AM | 8 AM | 9 AM | 10 AM | 11 AM | 12 PM | 3 PM | 8 PM | 11 PM |
| Rollover | 1 |  |  | 1 | 2 |  |  | 1 |  |
| Other |  | 1 | 2 | 1 |  |  |  |  |  |
| Animal |  |  |  |  |  |  |  |  | 1 |
| Off Road |  |  |  |  |  | 1 | 1 |  |  |
| Grand Total | 1 | 1 | 2 | 2 | 2 | 1 | 1 | 1 | 1 |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Rollover | 2 | 3 |  |
| Other |  | 3 | 1 |
| Animal |  | 1 |  |
| Off Road |  | 1 | 1 |
| Grand Total | $\mathbf{2}$ | $\mathbf{8}$ | $\mathbf{2}$ |


| Crash Dir |  |
| :---: | :---: |
| $\mathbf{W}$ | $\mathbf{E}$ |
| 1 | 4 |
| 2 | 2 |
| 1 |  |
| 1 | 1 |
| $\mathbf{5}$ | 7 |


|  | Weather |  |
| :--- | :---: | :---: |
| Crash Type | Clear | Cloudy |
|  |  |  |
| Rollover | 3 | 2 |
| Other | 3 | 1 |
| Animal | 1 |  |
| Off Road | 2 |  |
| Grand Total | 9 | $\mathbf{3}$ |


| Surface <br> Condition |
| :---: |
| Dry |
| 5 |
| 4 |
| 1 |
| 2 |
| 12 |


| Light Condition |  |
| :---: | :---: |
| Dark <br> Not <br> Lighted | Daylight |
| 2 | 3 |
|  | 4 |
| 1 |  |
|  | 2 |
| 3 | 9 |

## 4. US-1 at Belle Terre Blvd

|  | Year |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 6}$ | Total |
| Rollover | 1 |  |  | $\mathbf{1}$ |
| Other | 1 |  |  | $\mathbf{1}$ |
| Off Road | 3 |  |  | $\mathbf{3}$ |
| Bicycle |  | 1 |  | $\mathbf{1}$ |
| Rear End |  |  | 1 | $\mathbf{1}$ |
| Grand Total | $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{7}$ |


|  | Month |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Feb | March | April | July | Oct | Dec |
| Rollover | 1 |  |  |  |  |  |
| Other |  |  |  |  |  | 1 |
| Off Road |  |  | 1 | 1 | 1 |  |
| Bicycle |  |  |  | 1 |  |  |
| Rear End |  | 1 |  |  |  |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ |


|  | Day of Week |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Crash Type | Sun | Mon | Wed | Thur |
| Rollover | 1 |  |  |  |
| Other |  | 1 |  |  |
| Off Road | 2 |  |  | 1 |
| Bicycle |  |  | 1 |  |
| Rear End |  |  |  | 1 |
| Grand Total | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ |


|  | Time of Day |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{1 2}$ AM | 7 AM | 9 AM | $\mathbf{1 2 ~ P M}$ | $\mathbf{6 ~ P M}$ | 9 PM |
| Rollover |  |  |  | 1 |  |  |
| Other |  |  |  |  |  | 1 |
| Off Road | 2 |  | 1 |  |  |  |
| Bicycle |  |  |  |  | 1 |  |
| Rear End |  | 1 |  |  |  |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Rollover |  | 1 |  |
| Other | 1 |  |  |
| Off Road |  | 3 |  |
| Bicycle | 1 |  |  |
| Rear End |  | 1 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{5}$ | $\mathbf{0}$ |


| Crash Direction |  |  |
| :---: | :---: | :---: |
| $\mathbf{E}$ | $\mathbf{S}$ | $\mathbf{N}$ |
|  | 1 |  |
|  | 1 |  |
| 1 | 2 |  |
|  |  | 1 |
|  | 1 |  |
| $\mathbf{1}$ | 5 | $\mathbf{1}$ |


|  | Weather |  |
| :--- | :---: | :---: |
| Crash Type | Clear | Cloudy |
| Rollover |  | 1 |
| Other | 1 |  |
| Off Road | 2 | 1 |
| Bicycle | 1 |  |
| Rear End | 1 |  |
| Grand Total | $\mathbf{5}$ | 2 |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
|  |  |
|  | 1 |
| 1 |  |
| 3 |  |
| 1 |  |
| 1 |  |
| 6 | 1 |


| Light Condition |  |  |
| :---: | :---: | :---: |
| Dark <br> Not <br> Lighted | Daylight | Dark <br> Lighted |
|  | 1 |  |
| 1 |  |  |
| 1 | 1 | 1 |
|  | 1 |  |
|  | 1 |  |
| 2 | 4 | 1 |

## 5. Whiteview Pkwy between Wood Aspen Ln And Rolling Sands Dr

|  | Year |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 3}$ | $\mathbf{2 0 1 4}$ | $\mathbf{2 0 1 5}$ | $\mathbf{2 0 1 6}$ | Total |
| Off Road |  |  | 1 |  |  | $\mathbf{1}$ |
| Angle |  |  |  |  | 2 | $\mathbf{2}$ |
| Left Turn | 1 | 1 | 1 | 2 |  | $\mathbf{5}$ |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{8}$ |


|  | Month |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | Jan | Feb | May | June | Aug | Nov |
| Off Road |  | 1 |  |  |  |  |
| Angle | 1 |  |  |  |  | 1 |
| Left Turn |  |  | 1 | 3 | 1 |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{1}$ |


|  | Day of Week |  |  |  |
| :--- | :---: | :---: | :---: | :---: |
| Crash Type | Tue | Wed | Fri | Sat |
| Off Road |  |  |  | 1 |
| Angle |  | 1 | 1 |  |
| Left Turn | 2 | 1 | 2 |  |
| Grand Total | $\mathbf{2}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{1}$ |


|  | Time of Day |  |  |  |  |  |  |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Crash Type | 3 AM | 8 AM | 2 PM | 3 PM | 4 PM | 10 PM |  |
| Off Road | 1 |  |  |  |  |  |  |
| Angle |  |  |  | 2 |  |  |  |
| Left Turn |  | 1 | 1 | 1 | 1 | 1 |  |
| Grand Total | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{3}$ | $\mathbf{1}$ | $\mathbf{1}$ |  |


|  | Crash Severity |  |  |
| :--- | :---: | :---: | :---: |
| Crash Type | Fatality | Injury | PDO |
| Off Road | 1 |  |  |
| Angle |  | 1 | 1 |
| Left Turn | 1 | 2 | 2 |
| Grand Total | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{3}$ |


| Crash Direction |  |  |
| :---: | :---: | :---: |
| $\mathbf{E}$ | $\mathbf{N}$ | $\mathbf{N E}$ |
| 1 |  |  |
|  |  | 2 |
|  | 5 |  |
| $\mathbf{1}$ | 5 | $\mathbf{2}$ |


|  | Weather |  |
| :--- | :---: | :---: |
| Crash Type | Clear | Rain |
|  |  |  |
| Off Road |  | 1 |
| Angle | 2 |  |
| Left Turn | 5 |  |
| Grand Total | $\mathbf{7}$ | $\mathbf{1}$ |


| Surface <br> Condition |  |
| :---: | :---: |
| Dry | Wet |
|  |  |
| 2 | 1 |
| 5 |  |
| 7 | 1 |


| Light Condition |  |  |
| :---: | :---: | :---: |
| Dark <br> Not <br> Lighted | Daylight | Dark <br> Lighted |
| 1 |  |  |
|  | 2 |  |
|  | 4 | 1 |
| 1 | 6 | 1 |

## APPENDIX F

## SIGNAL TIMING PLANS

| COUNTY |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| LOCATION: |  | Riverside Dr \& Washington St |  |  | ISOLATED: | DATE: 10/12/2015 |  |  |  |  |
|  |  | New Smyrna Beach |  |  |  |  |  |  |  |  |
| SIGNAL \#: |  | 140 |  |  | CO-ORD: | Design By: | J Stroz-FDOT D5 |  |  |  |
| System \#: |  | - |  |  |  |  |  |  |  |  |
| Controller Timing Chart |  |  |  |  |  |  |  |  |  |  |
| PHASE |  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |
| DIREC | TION | WBL | EB | SBL | NB | - | WB | - | SB |  |
| TURN | TYPE | PERM/PROT | - | PERM/PROT | - | - | - | " | - |  |
| MIN G | REEN | 5 | 12 | 5 | 7 |  | 12 |  | 7 |  |
| EXTEN | ISION | 3 | 3 | 3 | 3 |  | 3 |  | 3 |  |
| CLEAR | ANCE | 5.0 | 4.0 | 4.0 | 4.0 |  | 5.0 |  | 4.0 |  |
| ALL | RED | 2.0 | 2.0 | 2.0 | 2.0 |  | 2.0 |  | 2.5 |  |
| WA |  | - | 7 | - | 7 |  | - |  | - |  |
| FD |  | - | 17 | - | 23 |  | - |  | - |  |
| MAX |  | 25 | 30 | 25 | 25 |  | 30 |  | 25 |  |
| MAX | $\times 2$ | - | - | - | - |  | - |  | - |  |
| MAX |  | - | 60 | - | 40 |  | 60 |  | 40 |  |
| ADJ | JST | - | 10 | - | 10 |  | 10 |  | 10 |  |
| REC | ALL | - | MIN | - | - |  | MIN |  | - |  |
| DETEC | CTOR | NON-LOCK | LOCK | NON-LOCK | LOCK |  | LOCK |  | LOCK |  |
| FLA | SH | - | YELLOW | * | RED |  | YELLOW |  | RED |  |
| SE |  | - | 2 | - | 2 |  | 2 |  | 2 |  |
| CLE | AR | - | 2 | - | 2 |  | 2 |  | 2 |  |
| BASE DA |  | 1 | 2 | 3 |  | 5 | 6 | 7 |  |  |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  | Crosswalk | k Length |
| MON \#1 | PLAN | FREE |  |  |  |  |  |  |  |  |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  |  | 2 |
| TUES\#1 | PLAN | FREE |  |  |  |  |  |  |  | eet |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  |  | Feet |
| WED \#1 | PLAN | FREE |  |  |  |  |  |  |  |  |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  |  | P4 |
| THU \#1 | Pl_AN | FREE |  |  |  |  |  |  |  |  |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  |  | -eet |
| FRI \#1 | PLAN | FREE |  |  |  |  |  |  |  |  |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  |  | P6 |
| SAT \#2 | PLAN | FREE |  |  |  |  |  |  |  |  |
|  | TIME | 00:01-00:00 |  |  |  |  |  |  |  | - |
| SUN \#3 | Pl.AN | FREE |  |  |  |  |  |  | P8 |  |
| CONTROLLER TYPE |  |  | CONDITION OF OVERHEAD |  |  | Good | PROM NUMBER |  |  |  |
| 3000E |  |  | OVERHEAD STREET NAMES |  |  |  |  |  |  | - |
| PHASES: |  | $8 \Phi$ | ILLUMINATED STREET NAMES |  |  | NO | 8216A 3.6.8 |  | SIGNAL OWNER ${ }^{4}$ |  |
| CABINET TYPE |  | V | PRE-EMPTION |  |  | NO | IP ADDRESS |  | FDOT |  |
| CABINET DATE |  | 08/1993 | PRE-EMPTION TYPE |  |  | N/A | - |  | LED | YES |
| REMARKS: |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  | 12 | 3 | 4 |
| Blankout Sign on Phase 3 with P4 \& P4 Clear - No Right Turn on Red |  |  |  |  |  |  |  | 6 |  | 8 |



Switch IP.\#
Controller IP.\# $\qquad$

|  |  |
| :---: | :---: |
| LOCATION: | Riverside Dr \& Washington St |
| CITY: | New Smyma Beach |

SYSTEM ID:
CONTROLLER TIME CHART

| MVMNT | MIN | EXT | CLR | A.R. | WALK | FDW | MAX1 | MAX2 | MAX3 | ADJST | REC | DET | FL | SET | CLR | CO-ORD | NATION |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 5 | 3 | 5 | 2 | - | - | 25 | - | - | - | - | NL | - | - | - | PLAN | C1/S1 | C2/S1 | C3/S1 | C4/S1 | C5/S1 | C6/S1 |  |
| 2 | 12 | 3 | 4 | 2 | 7 | 17 | 30 | - | 60 | 10 | MIN | L | Y | 2 | 2 | CYCLE |  |  |  |  |  |  |  |
| 3 | 5 | 3 | 4 | 2 | - | - | 25 | - | - | - | - | NL | - | - | - | OFF 1 |  |  |  |  |  |  |  |
| 4 | 7 | 3 | 4 | 2 | 7 | 23 | 25 | - | 40 | 10 | - | L | R | 2 | 2 | OFF 2 |  |  |  |  |  |  |  |
| 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | OFF 3 |  |  |  |  |  |  |  |
| 6 | 12 | 3 | 5 | 2 | - | - | 30 | - | 60 | 10 | MIN | L | Y | 2 | 2 | OFF 4 |  |  |  |  |  |  |  |
| 7 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | OFF 5 |  |  |  |  |  |  |  |
| 8 | 7 | 3 | 4 | 2.5 | - | - | 25 | - | 40 | 10 | - | L | R | 2 | 2 | PERM | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% |





## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET



REMARKS:

Phase 1 Leads and Phase 5 Lags during Coordination Only


Max 2 used during Coordination Only

| LOCATION: | US $17 \&$ US 92 (ISB) |
| :---: | :---: |
| CITY: | DeLand |


| MVMNT |  | MIN | EXT | CLR | A.R. | WALK | FDW | MAX1 | Max2 | MAX3 | ADIST | REC | DET | FL | SET | CLR | CO-OR | DINATIO |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| EBL | 1 | 7 | 3 | 4 | 3 | - | - | 25 | 37 | - | - | - | NL | R | - | - | PLAN | C1/S1 | C2/S1 | C3/S1 | C4/S1 | C5/S1 | C6/S1 |  |  |
| WB | 2 | 16 | 4 | 5 | 2 | 9 | 28 | 30 | 46 | - | - | - | NL | Y | - | - | CYCle | 120 | 135 | 135 |  |  |  |  |  |
| SBL | 3 | 7 | 3 | 5 | 3.5 | - | - | 25 | 29 | - | - | - | NL | R | - | - | OFF 1 | 67 | 5 | 6 |  |  |  |  |  |
| NB | 4 | 17 | 3 | 5 | 2 | 11 | 32 | 30 | 52 | - | - | MIN | L | R | - | - | OFF 2 |  |  |  |  |  |  |  |  |
| WBL | 5 | 7 | 3 | 5 | 3 | - | - | 25 | 29 | - | - | - | NL | R | - | - | OFF 3 |  |  |  |  |  |  |  |  |
| EB | 6 | 16 | 4 | 4 | 2 | 9 | 28 | 30 | 46 | - | - | - | NL | Y | - | - | OFF 4 |  |  |  |  |  |  |  |  |
| NBL | 7 | 7 | 3 | 5 | 2.5 | - | - | 25 | 24 | - | $\cdots$ | - | NL | R | - | - | OFF 5 |  |  |  |  |  |  |  |  |
| SB | 8 | 17 | 3 | 5 | 2 | 11 | 32 | 30 | 52 | - | - | MIN | L | R | - | - | PERM | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% |

PHASE SPLITS (seconds)

| PHASE SPLITS (seconds) | CY/SP | C1/S1 | C2/S1 | C3/S1 | C4/S1 | C5/S1 | C6/S1 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PH 1 | 22 | 26 | 35 | - | - | - |  |  |
| PH 2 | 38 | 43 | 35 | - | - | - |  |  |
| PH 3 | 27 | 25 | 27 | - | - | - |  |  |
| PH 4 | 33 | 41 | 38 | - | - | - |  |  |
| PH 5 | 22 | 25 | 27 | - | - | - |  |  |
| PH 6 | 38 | 43 | 43 | - | - | - |  |  |
| PH 7 | 20 | 21 | 22 | - | - | - |  |  |
| PH 8 | 40 | 45 | 43 | - | - | - |  |  |



| BASE DAY |  |  |  |  |  |  | 6 | - 7 | - 8 | 9 | - 10 | - 11 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MON \#1 | time | 05:30-10:00 | 10:00-14:30 | 14:30-19:00 | 19:00-00:00 |  |  |  |  |  |  |  |  |
|  | PLAN | C10151 | C20151 | C30151 | Free |  |  |  |  |  |  |  |  |
| TUES\#1 | TIME | 05:30-10:00 | 10:00-14:30 | 14:30-19:00 | 19:00-00:00 |  |  |  |  |  |  |  |  |
|  | PLAN. | C10151 | C20151 | C301S1 | Free |  |  |  |  |  |  |  |  |
| WED \#1 | TIME | 05:30-10:00 | 10:00-14:30 | 14:30-19:00 | 19:00-00:00 |  |  |  |  |  |  |  |  |
|  | PLAN | C10151 | C20151 | C30151 | Free |  |  |  |  |  |  |  |  |
| THU\#1. | TIME | 05:30-10:00 | 10:00-14:30 | 14:30-19:00 | 19:00-00:00 |  |  |  |  |  |  |  |  |
|  | PLAN | C10151 | C20151 | C30151 | Free |  |  |  |  |  |  |  |  |
| FRI \#1 | time | 05:30-10:00 | 10:00-14:30 | 14:30-19:00 | 19:00-00:00 |  |  |  |  |  |  |  |  |
|  | PLAN | C10151 | C20151 | C30151 | Free |  |  |  |  |  |  |  |  |
| SAT\#2 | TIME | 08:00-18:00 | 18:00-00:00 |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | C2O151 | Free |  |  |  |  |  |  |  |  |  |  |
| SUN \#3 | TIME | 09:30-17:00 | 17:00-00:00 |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | C101S1 | Free |  |  |  |  |  |  |  |  |  |  |



Switch IP.
Controller IP.\# $\qquad$
Camera IP \#
Camera IP

SYSTEMID:
14

| MVMNT | MIN | EXT | CLR | A.R. | WALK | FDW | MaX1 | MAX2 | MAX3 | ADIST | REC | DET | FL | SET | CLR | CO-OR | INATIO |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 | 7 | 3 | 4.4 | 2.5 | - | - | 20 | - | - | - | - | NL | - | - | - | PLAN | C1/S1 | C2/S1 | C3/S1 | C4/S1 | C5/S1 | C6/S1 |  |  |
| 2 | 16 | 4 | 4.1 | 2 | 7 | 26 | 45 | - | - | - | MIN | L | Y | - | - | CYCLE | 130 | 130 | 140 |  |  |  |  |  |
| 3 | 7 | 3 | 4.8 | 2.5 | - | - | 20 | - | - | - | - | NL | - | - | - | OFF 1 | 0 | 12 | 137 |  |  |  |  |  |
| 4 | 11 | 4 | 4.8 | 2 | 7 | 24 | 45 | - | - | - | - | L | R | - | - | OFF 2 |  |  |  |  |  |  |  |  |
| 5 | 7 | 3 | 4.1 | 2.5 | - | - | 20 | - | - | - | - | NL | - | - | - | OFF 3 |  |  |  |  |  |  |  |  |
| 6 | 16 | 4 | 4.4 | 2 | 7 | 26 | 45 | - | - | - | MIN | L | Y | - | - | OFF 4 |  |  |  |  |  |  |  |  |
| 7 | 7 | 3 | 4.8 | 2.5 | - | - | 20 | - | - | - | - | NL | $\sim$ | - | - | OFF 5 |  |  |  |  |  |  |  |  |
| 8 | 11 | 4 | 4.8 | 2 | 7 | 24 | 45 | - | - | - | - | L | R | - | - | PERM | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% | 10\% |

PHASE SPLITS (seconds)
PHASE SPLITS (seconds)

| CY/SP | C1/S1 | C2/S1 | C3/S1 | C4/S1 | C5/S1 | C6/S1 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PH 1 | 18 | 18 | 20 | - | - | - |  |  |
| PH2 | 54 | 53 | 51 | - | - | - |  |  |
| PH3 | 18 | 20 | 20 | - | - | - |  |  |
| PH 4 | 40 | 39 | 49 | - | - | - |  |  |
| PH 5 | 25 | 27 | 25 | - | - | - |  |  |
| PH6 | 47 | 44 | 46 | - | - | - |  |  |
| PH 7 | 18 | 20 | 21 | - | - | - |  |  |
| PH 8 | 40 | 39 | 48 | - | - | - |  |  |





Controller Timing Chart
PHASE

## REMARKS:

$\qquad$


STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 30.240 | 11 |
| :--- | :--- | :--- | :--- | :--- |
| Sig ID | 204 | Controller | Econolite ASC/3-2100 | System ID |
| Maj. Street | SR 40 | 13 |  |  |
| Min. Street | US 1 | Orientation | E-W | SOP |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø ) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | E日 | NBL | SB |  |
| Speed Limit (mph) | 35 | 35 | 40 | 40 | 35 | 35 | 40 | 40 |  |
| Vehicle Traversed Width | 135 | 158 | 149 | 156 | 136 | 158 | 143 | 155 |  |
| Approach Grades | 0.7\% | -0.2\% | -0.1\% | -0.2\% | -0.2\% | 0.7\% | -0.2\% | -0.1\% |  |
| Ped-X (curb to curb) |  | 88 |  | 83 |  | 99 |  | 83 |  |
| Crossing Time |  | 26 |  | 24 |  | 29 |  | 24 |  |
| Ped-X (button to curb) |  | 20 |  | 17 |  | 76 |  | 17 |  |
| Ped-X (button to far curb) |  | 108 |  | 100 |  | 115 |  | 100 |  |
| Crossing Time (to far curb) |  | 36 |  | 34 |  | 39 |  | 34 |  |

Controller Timings (seconds)

| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | $N \mathrm{~B}$ | WBL | EB | NBL | SB |  |
| Turn Type | PermProt |  | Prot | - | Perm/Prot |  | Prot |  |  |
| Min Green | 5 | 17 | 5 | 12 | 5 | 17 | 5 | 12 |  |
| Ext | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |  |
| Yellow Change Interval | 4.0 | 4.0 | 4.4 | 4.4 | 4.0 | 4.0 | 4.4 | 4.4 |  |
| Red Clearance Interval | 3.3 | 2.5 | 3.6 | 2.0 | 3.3 | 2.5 | 3.5 | 2.0 |  |
| Max 1 | 25 | 45 | 25 | 30 | 25 | 45 | 25 | 30 |  |
| Max II | 28 | 80 | 25 | 39 | 25 | 80 | 22 | 40 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 26 |  | 24 |  | 29 |  | 24 |  |
| Min Splits | 13.0 | 40.0 | 13.0 | 38.0 | 13.0 | 43.0 | 13.0 | 38.0 |  |
| Detector Memory |  | ON |  |  |  | ON |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Max |  |  |  | Max |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | YES |  |  |  | YES |  |  |  |

Coordination Timings (seconds)

| Plan | Patterm | C-O-S | Splits |  |  |  |  |  |  |  | Cycle Length | Offset A |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AM | 1 | 111 | 23 | 71 | 28 | 38 | 29 | 65 | 20 | 46 | 160 | 9 |  |
| MIDDAY | 2 | 211 | 23 | 62 | 27 | 38 | 23 | 62 | 23 | 42 | 150 | 146 |  |
| PM | 3 | 311 | 31 | 62 | 26 | 41 | 28 | 65 | 21 | 46 | 160 | 141 |  |
| $N T$ | 4 | 411 | 19 | 45 | 23 | 23 | 19 | 45 | 21 | 25 | 110 | 73 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Notes

1 Offset referenced to end of first thrumovernent $2 \& 6$
2 Program Max II during coordination
Ring-1
Ring-2

| 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- |
| 5 | 6 | 7 | 8 |

3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section | 79230000 |  |
| :--- | :--- | :--- |
| Sig ID | 152 |  |
| Maj. Street | SR 421 (Dunlawton Ave) | Or |
| Min. Street | SR 5A (Nova Rd) | O |


| Mille Post | 2.362 | No |
| :--- | :--- | :--- |
| Controller | Econolite ASC/3 | Sy |
| Orientation | $\mathrm{E}-\mathrm{W}$ | SO |
| Orientation | $\mathrm{N}-\mathrm{S}$ |  |


| Node | 9 |
| :--- | :---: |
| System ID | 60 |
| SOP | 10 |
|  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase 『) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | E日 | NBL | SB |  |
| Speed Limit (mph) | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |  |
| Vehicle Traversed Width | 150 | 145 | 185 | 175 | 146 | 140 | 150 | 175 |  |
| Approach Grades | 0.0\% | 0.2\% | -0.5\% | -0.8\% | 0.2\% | 0.0\% | -0.8\% | -0.5\% |  |
| Ped-X (curb to curb) |  | 104 |  | 135 |  | 102 |  | 127 |  |
| Crossing Time |  | 30 |  | 39 |  | 30 |  | 37 |  |
| Ped-X (button to curb) |  | 14 |  | 12 |  | 8 |  | 10 |  |
| Ped.X (button to far curb) |  | 118 |  | 147 |  | 110 |  | 137 |  |
| Crossing Time (to far curb) |  | 40 |  | 49 |  | 37 |  | 48 |  |


| Controller Timlngs (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | $B$ | 7 | 8 | Notes |
| Directlon | EBL | WB | SBL | NE | WAL | $E B$ | NBL | SB |  |
| Turn Type | Prol |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 15 | 5 | 15 | 5 | 15 |  |
| Ext | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |  |
| Yellow | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |  |
| All Red | 3.7 | 3.7 | 4.1 | 2.0 | 3.6 | 3.7 | 3.7 | 2.0 |  |
| Max 1 | 25 | 50 | 25 | 40 | 25 | 50 | 25 | 40 |  |
| Mex II | 41 | 90 | 25 | 48 | 41 | 90 | 25 | 48 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Waik |  | 30 |  | 39 |  | 30 |  | 37 |  |
| Min Splits | 14.0 | 46.0 | 14.0 | 53.0 | 14.0 | 48.0 | 14.0 | 51.0 |  |
| Detactor Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | $\operatorname{Min}$ |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Fhase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattarn | c.0.3 | Splits |  |  |  |  |  |  |  | Cycle <br> Length | Offset | Seq |
| AM | 1 |  | 28 | 62 | 21 | 49 | 18 | 72 | 29 | 41 | 160 | 159 |  |
| MD | 2 |  | 27 | 55 | 22 | 66 | 24 | 58 | 27 | 51 | 180 | 149 |  |
| PM | 3 |  | 29 | 80 | 27 | 54 | 34 | 65 | 28 | 53 | 170 | 120 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notee:

1) Offet referanced to end of main strest green
2) Use Floal force-ofts
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 8$ for all patterns during coordination

Ring-1
Ring-2

## Pallerns 1\& 3

Ring-1
Ring-2


| Paltern2 |  |  |  |
| :--- | :--- | :--- | :--- |
| 2 | 1 | 3 | 4 |
| 5 | 6 | 7 | 8 |

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section: | $79230000 \& 79190000$ |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blyd |
| To: | Nova Rd (SR 5A) |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/O) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | Free |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 26.579 | Node | 5 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| SIg ID | 187 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| MaJ. Street | SR 40 | Orientatlon | E-W | SOP | Mod 10 |
| Min. Street | Williamson Blvd | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø ${ }^{\text {) }}$ | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notas |
| Diraction | EBL | WB | S日L | NB | WBL | E8 | NBL | 58 |  |
| Speed Limit (mph) | 45 | 45 | 25 | 40 | 45 | 45 | 40 | 25 |  |
| Vehicle Traversed Width | 131 | 144 | 113 | 135 | 136 | 150 | 157 | 146 |  |
| Approach Grades | 0.0\% | -0.3\% | -0.1\% | 0.4\% | -0.3\% | 0.0\% | 0.4\% | -0.1\% |  |
| Ped-X (curb to curb) |  | 108 |  | 107 |  | 74 |  | 87 |  |
| Crossing Time |  | 31 |  | 31 |  | 22 |  | 25 |  |
| Ped-X (button to curb) |  | 15 |  | 13 |  | 12 |  | 13 |  |
| Ped-X (button to far curb) |  | 121 |  | 120 |  | 86 |  | 100 |  |
| Crossing Time (to far curb) |  | 41 |  | 40 |  | 29 |  | 34 |  |

Controller Timings (seconds)

| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase あ) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | $N B$ | WBL | EB | NBL | SB |  |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 7 | 5 | 15 | 12 | 7 |  |
| Ext | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |  |
| Yellow Change Interval | 4.8 | 4.8 | 3.4 | 4.4 | 4.8 | 4.8 | 4.4 | 3.4 |  |
| Red Clearance Interval | 3.2 | 2.0 | 2.7 | 3.6 | 3.3 | 2.0 | 3.9 | 3.6 |  |
| Max I | 20 | 45 | 20 | 20 | 20 | 45 | 25 | 20 |  |
| Max II | 25 | 80 | 24 | 20 | 23 | 80 | 32 | 20 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 31 |  | 31 |  | 22 |  | 25 |  |
| Min Splits | 13.0 | 45.0 | 12.0 | 46.0 | 14.0 | 36.0 | 21.0 | 39.0 |  |
| Detector Memory |  | ON |  |  |  | ON |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | YES |  |  |  | YES |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | C-O-S | Splits |  |  |  |  |  |  |  | Cycle <br> Length | Offset A |  |
| AM | 1 | 111 | 22 | 52 | 21 | 45 | 18 | 56 | 27 | 39 | 140 | 128 |  |
| MIDDAY | 2 | 211 | 23 | 57 | 24 | 46 | 18 | 62 | 32 | 38 | 150 | 108 |  |
| PM | 3 | 311 | 25 | 60 | 20 | 55 | 18 | 67 | 36 | 39 | 160 | 108 |  |
| NT | 4 | 411 | 20 | 48 | 16 | 26 | 19 | 49 | 26 | 16 | 110 | 84 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Notes

1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination

| Ring-1 | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 | 8 | 7 |

3 Program fixed force-offs
4 Phases 8 leads and phase 7 lags pattems $1,2,3, \& 4$
5 PED recall on coord phases. Programmed to rest in walk

| Designed By: | AC | Section | 79230000 | Mile Post | 1.060 | Node | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Date: | 677/2017 | Sig ID | 191 | Controller | Econolite ASC/3 | System ID | 80 |
| Checked By: | AZ | Maj. Street | SR 421 (Dunlawton Ave) | Orlentation | E-W | SOP | 10 |
| Date: | 6/7/2017 | Min. Street | Clyde Morris Blvd (CR 483) | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase D) | 1 | 2 | 3 | 4 | 8 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | EB | NBL | SB |  |
| Speed Limit (mph) | 50 | 50 | 45 | 40 | 50 | 50 | 40 | 45 |  |
| Vehicle Traversed W/dth | 165 | 140 | 140 | 160 | 155 | 140 | 125 | 160 |  |
| Approach Grades | -0.2\% | -0.1\% | -1.3\% | -2.0\% | -0.7\% | -0.2\% | -2.0\% | -1.3\% |  |
| Ped-X (curb to curb) |  | 85 |  | 130 |  | 99 |  | 121 |  |
| Crossing Time |  | 28 |  | 38 |  | 29 |  | 35 |  |
| Ped-X (button to curb) |  | 16 |  | 16 |  | 16 |  | 15 |  |
| Ped-X (button to far curb) |  | 111 |  | 148 |  | 115 |  | 136 |  |
| Crossing Time (to far curb) |  | 37 |  | 49 |  | 38 |  | 46 |  |


| Controlier Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase 5 ) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | EB | NBL | SB | . |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 |  |
| Ext | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 |  |
| Yellow | 5.1 | 5.1 | 4.9 | 4.9 | 5.1 | 5.1 | 4.6 | 4.9 |  |
| All Red | 3.8 | 2.0 | 3.4 | 2.1 | 3.8 | 2.0 | 3.0 | 2.1 |  |
| Max I | 25 | 50 | 25 | 30 | 25 | 50 | 25 | 30 |  |
| Max II | 32 | 50 | 29 | 55 | 28 | 58 | 32 | 53 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 28 |  | 38 |  | 29 |  | 35 |  |
| Min Splits | 14.0 | 43.0 | 14.0 | 52.0 | 14.0 | 44.0 | 13.0 | 49.0 |  |
| Datector Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c.0.s | Splits |  |  |  |  |  |  |  | Cycle Length | Offset | Seq |
| AM | 1 |  | 35 | 50 | 23 | 52 | 25 | 60 | 28 | 47 | 160 | 68 |  |
| MD | 2 |  | 29 | 54 | 23 | 54 | 19 | 64 | 29 | 48 | 160 | 78 |  |
| PM | 3 |  | 29 | 72 | 29 | 40 | 22 | 79 | 29 | 40 | 170 | 128 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Notes:

1) Offset referenced to end of maln strest green
2) Use Floal force-cffs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all palterns during coordination

Ring-1
Ring-2


## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section: | $79230000 \& 70190000$ |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern ( $\mathrm{C} / \mathrm{S} / \mathrm{O}$ ) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | $\bullet$ | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | $\cdot$ | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusla County
FIN 237974-1-32-15




Notes
1 Offset referenced to end of first innumovement 4 \& \&
2 Program Max II during coordination
3 Program fixed force-offs
4 PED recall on coors phases. Programmed to rest in walk

## COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET

LOCATION: Taylor Rd.(CR 421) @ Summer Trees Rc
Port Orange

SIGNAL \#: 409

FREE:


DATE: $\qquad$

Design By:
M. Tobin

NETWORK \#: Port Orange Area Network \# 60

## Controller Timing Chart

| PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION | EBL | WB | SBL | NB | WBL | EB | NBL | SB |  |
| TURN TYPE | PROT | - | PROT | - | PROT | - | PROT | - |  |
| MIN GREEN | 7 | 15 | 6 | 10 | 7 | 15 | 6 | 10 |  |
| EXTENSION | 3 | 4 | 4 | 3 | 3 | 4 | 3 | 4 |  |
| YELLOW | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.0 | 4.0 |  |
| RED CLR | 2.0 | 2.0 | 2.5 | 2.5 | 2.0 | 2.0 | 2.5 | 2.5 |  |
| WALK |  | 7 |  | 7 |  | 7 |  | 7 |  |
| PED CLR |  | 26 |  | 26 |  | 26 |  | 26 |  |
| MAX 1 | 25 | 50 | 25 | 25 | 25 | 50 | 25 | 25 |  |
| MAX 2 |  |  |  |  |  |  |  |  |  |
| MAX 3 |  | - |  | - |  | - |  | - |  |
| DYM MAX |  | 90 | 30 |  |  | 90 |  | 40 |  |
| DYM STP |  | 10 | 5 |  |  | 10 |  | 5 |  |
| RECALL |  | MIN |  | - |  | MIN |  | - |  |
| DETECTOR | LOCK | LOCK | NON-LOCK | NON-LOCK | LOCK | LOCK | NON-LOCK | NON-LOCK |  |
| FLASH | RED | YELLOW | RED | RED | RED | YELLOW | RED | RED |  |


| COORDINATION TIMINGS |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PATTERN | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ |
| CYCLE | 160 | 160 | 170 | - | - | - | - | - |
| OFFSET | 157 | 147 | 39 | - | - | - | - | - |




| Deslgned By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section | 79230000 | N |
| :--- | :--- | :--- |
| Sig ID | 277 | C |
| Maj. Street | SR 421 (Taylor Rd) | $O$ |
| Min. Street | Williamson Blvd | O |


|  | Mile Post |
| :--- | :--- |
| Controller | 0.053 |
| Econolite ASC/3 |  |
|  | Orientation |
| Orientation | $\mathrm{N}-\mathrm{S}$ |


| Node | 1 |
| :--- | :---: |
| System ID | 60 |
| SOP | 10 |
|  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase ®) | 1 | 2 | 3 | 4 | 6 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | EB | NBL | SB |  |
| Speed Limit (mph) | 45 | 45 | 35 | 35 | 45 | 45 | 35 | 35 |  |
| Vehicle Traversed Width | 150 | 175 | 180 | 165 | 155 | 180 | 180 | 155 |  |
| Approach Grades | -0.5\% | -0.3\% | -0.5\% | -0.8\% | -0.3\% | -0.5\% | -0.6\% | -0.5\% |  |
| Ped-X (curb to curb) |  | 89 |  |  |  | 117 |  | 123 |  |
| Crossing Time |  | 20 |  |  |  | 34 |  | 36 |  |
| Ped-X (button to curb) |  | 10 |  |  |  | 14 |  | 12 |  |
| Ped-X (button to far curb) |  | 99 |  |  |  | 131 |  | 135 |  |
| Crossing Time (to far curb) |  | 33 |  |  |  | 44 |  | 45 |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| Movement \# (Controller Phasa Ø】) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EbL | WB | SEL | NB | Wel | E8 | NBL | 58 |  |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 8 | 10 |  |
| Ext | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |  |
| Yellow | 4.8 | 4.8 | 4.1 | 4.1 | 4.8 | 4.8 | 4.1 | 4.1 |  |
| All Red | 3.7 | 2.1 | 4.5 | 26 | 3.8 | 2.1 | 3.9 | 2.6 |  |
| Max I | 25 | 40 | 25 | 30 | 25 | 40 | 25 | 30 |  |
| Max II | 25 | 85 | 30 | 41 | 61 | 92 | 26 | 37 |  |
| Walk |  | 7 |  |  |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 26 |  |  |  | 34 |  | 36 |  |
| Min 8plita | 14.0 | 40.0 | 14.0 | 17.0 | 14.0 | 48.0 | 13.0 | 60.0 |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Swilch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  | . | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c-0-S | 8plits |  |  |  |  |  |  |  | Cycle Length | Offset | Seq |
| AM | 1 |  | 18 | 74 | 31 | 37 | 34 | 58 | 18 | 50 | 160 | 157 |  |
| MD | 2 |  | 18 | 74 | 40 | 28 | 32 | 60 | 18 | B0 | 160 | 147 |  |
| PM | 3 |  | 18 | 91 | 40 | 21 | 51 | 58 | 19 | 42 | 170 | 39 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes:

1) Offset referenced to end of main street green
2) Use Float force-offs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all paiterns during coordination

| All Patterns |  |  |  |
| :---: | :---: | :---: | :---: |
| 3 | 2 | 3 | 4 |
| 5 | 6 | 7 | 0 |

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern ( $\mathrm{C} / \mathrm{S} / \mathrm{O}$ ) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

Volusia County

| Designed By: | $A C$ |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | $A Z$ |
| Date: | $5 / 24 / 2017$ |


| Section | 79230000 | Mile Post | 0.179 | Nade | 2 |
| :--- | :--- | :--- | :--- | :--- | :---: |
| Sig ID | 211 | Controller | Econolite ASC/3 | System ID | 60 |
| Maj. Street | SR 421 (Dunlawton Ave) | Orientation | E-W | SOP | 14 |
| Min. Street | 1-95 SB Ramp | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction |  | W日 |  |  | WBL | EB |  | SB |  |
| Speed Limit (mph) |  | 45 |  |  | 45 | 45 |  | 30 |  |
| Vehicle Traversed Width |  | 130 |  |  | 140 | 90 |  | 130 |  |
| Approach Grades |  | -0.2\% |  |  | .0.2\% | -1.2\% |  | -0.8\% |  |
| Ped-X (curb to curb) |  | 48 |  |  |  |  |  |  |  |
| Crossing Time |  | 14 |  |  |  |  |  |  |  |
| Ped-X (button to curb) |  | 20 |  |  |  |  |  |  |  |
| Ped-X (button to far curb) |  | 66 |  |  |  |  |  |  |  |
| Crossing Time (to far curb) |  | 22 |  |  |  |  |  |  |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |


| Movement \# (Controller Phase ©) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction |  | WB |  |  | WBL | EB |  | SB |  |
| Turn Type |  |  |  |  | Prot |  |  |  |  |
| Min Graen |  | 15 |  |  | 5 | 15 |  | 10 |  |
| Ext |  | 4.0 |  |  | 3.0 | 4.0 |  | 4.0 |  |
| Yellow |  | 4.9 |  |  | 4.8 | 4.9 |  | 3.7 |  |
| All Red |  | 2.0 |  |  | 3.4 | 2.0 |  | 2.5 |  |
| MaxI |  | 60 |  |  | 20 | 60 |  | 40 |  |
| Max II |  |  |  |  |  |  |  |  |  |
| Walk |  | 7 |  |  |  |  |  |  |  |
| Flashing Don't Walk |  | 14 |  |  |  |  |  |  |  |
| Min Splits |  | 28.0 |  |  | 14.0 | 22.0 |  | 17.0 |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c.0.s | Splits |  |  |  |  |  |  |  | Cycle | Offset | Seq |
| AM | 1 |  | - | 123 | - | - | 41 | 82 | - | 37 | 160 | 17 |  |
| MD | 2 |  | - | 123 | - | - | 41 | 82 | - | 37 | 160 | 16 |  |
| PM | 3 |  | - | 120 | - | - | 40 | 80 | - | 50 | 170 | 52 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Noles:

1) Offet referenced to end of main street green
2) Use Float force-offs
3) Use Inhibil Max termination during coordination
4) Ped recall on phases $2 \& 8$ for all patterns during coordination


## Time of Dav Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | $A Z$ |
| Date: | $5 / 24 / 2017$ |


| Section: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

## ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/O) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 180 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | * | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

Volusia County

| Deslgned By: | AC |
| ---: | :---: | :--- | :--- | :--- | :--- | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked Ey: | AZ |
| Date: | $5 / 24 / 2017$ |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Conitroller Phase ©) | 1 | 2 | 3 | 4 | 8 | 6 | 7 | 8 | Notes |
| Diraction | EGL | WB |  | NB |  | EB |  |  |  |
| Speed Limit (mph) | 45 | 45 |  | 30 |  | 45 |  |  |  |
| Vahlele Traversed Width | 140 | 150 |  | 145 |  | 145 |  |  |  |
| Approach Grades | 0.8\% | -0.8\% |  | 0.2\% |  | 0.8\% |  |  |  |
| Ped-X (curb to curb) |  | 45 |  |  |  |  |  |  |  |
| Crossing Time |  | 13 |  |  |  |  |  |  |  |
| Ped-X (button to curb) |  | 15 |  |  |  |  |  |  |  |
| Ped-X (button to lar curb) |  | 60 |  |  |  |  |  |  |  |
| Crossing Time (to far curb) |  | 20 |  |  |  |  |  |  |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |


| Movement \# (Controller Phase (0) | 1 | 2 | 3 | 4 | 6 | 6 | 7 | 8 | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | EBL | WB |  | NB |  | EB |  |  |  |
| Turn Type | Prot |  |  |  |  |  |  |  |  |
| Min Green | 7 | 15 |  | 10 |  | 15 |  |  |  |
| Ext | 3.0 | 4.0 |  | 3.0 |  | 4.0 |  |  |  |
| Yellow | 4.8 | 4.8 |  | 3.7 |  | 4.8 |  |  |  |
| All Red | 3.4 | 3.4 |  | 2.8 |  | 3.4 |  |  |  |
| Max I | 20 | 60 |  | 20 |  | 60 |  |  |  |
| Max II |  |  |  |  |  |  |  |  |  |
| Walk |  | 7 |  |  |  |  |  |  |  |
| Flashing Don't Walk |  | 13 |  |  |  |  |  |  |  |
| Min Splits | 16.0 | 29.0 |  | 17.0 |  | 24.0 |  |  |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Swltch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c-0.s | Splits |  |  |  |  |  |  |  | Cycle Length | Offset | Seq |
| AM | 1 |  | 55 | 73 | - | 32 | - | 128 | - | - | 160 | 22 |  |
| MD | 2 |  | 33 | 95 | - | 32 | - | 128 | - | - | 160 | 6 |  |
| PM | 3 |  | 37 | 99 | - | 34 | - | 136 | - | - | 170 | 55 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes:

1) Offset relerenced to end of main strest graen
2) Use Float force-offs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all patterns during coordination

Pattern-1
Ring-1
Ring-2


21

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |$\quad$| Section: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blyd |
| To: | Nova Rd (SR 5A) |

## ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/O) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

[^2]| Designed By: | AC |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | 6/5/2017 |
| Checked By: | AZ |
| Date: | $6 / 5 / 2017$ |$\quad$| Section | 79230000 | Mile Post | 0.413 | Node |
| :--- | :--- | :--- | :--- | :--- |
| Sig ID | 192 | Controller | Econolite ASC/3 | System ID |
|  | Maj. Street | SR 421 (Dunlawton Ave) | Orientation | E-W |
| Min. Street | Taylor Branch Rd | Orientation | N-S | SOP |


| Pedestrlans |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase 』) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction |  | WB |  | NB | WBL | Es |  |  |  |
| Speed Limit (mph) |  | 50 |  | 30 | 50 | 45 |  |  |  |
| Vehicle Traversed Width |  | 110 |  | 115 | 105 | 135 |  |  |  |
| Approach Grades |  | -0.4\% |  | 0.7\% | -0.4\% | -0.9\% |  |  |  |
| Ped-X (curb to carb) |  |  |  | 114 |  | 63 |  |  |  |
| Crossing Time |  |  |  | 33 |  | 18 |  |  |  |
| Ped-X (button to curb) |  |  |  | 9 |  | 15 |  |  |  |
| Ped-X (button to far curb) |  |  |  | 123 |  | 78 |  |  |  |
| Crossing Time (to far curb) |  |  |  | 41 |  | 26 |  |  |  |

Controller Timings (seconds)

| Movemant \# (Controller Phase Ø ) | 1 | 2 | 3 | 4 | 6 | 6 | 7 | 8 | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction |  | WB |  | NB | WBL | EB |  |  |  |
| Turn Type |  |  |  |  | Prot |  |  |  |  |
| Min Green |  | 17 |  | 5 | 10 | 17 |  |  |  |
| Ext |  | 4.0 |  | 30 | 3.0 | 4.0 |  |  |  |
| Yellow |  | 5.2 |  | 3.7 | 5.2 | 5.2 |  |  |  |
| All Red |  | 2.0 |  | 2.1 | 2.5 | 2.0 |  |  |  |
| HaxI |  | 50 |  | 35 | 25 | 50 |  |  |  |
| Max II |  | 123 |  | 50 | 27 | 82 |  |  |  |
| Walk |  |  |  | 7 |  | 7 |  |  |  |
| Flashing Don't Waik |  |  |  | 33 |  | 18 |  |  |  |
| Min Splits |  | 25.0 |  | 46.0 | 18.0 | 33.0 |  |  |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det Cross Swltch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | M ${ }^{\text {n }}$ |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c-0.S | Splits |  |  |  |  |  |  |  | Cycle Length | Offset | Seq |
| AM | 1 |  | - | 130 | - | 30 | 22 | 108 | - | $\bullet$ | 160 | 29 |  |
| MD | 2 |  | - | 130 | - | 30 | 25 | 105 | - | - | 160 | 19 |  |
| PM | 3 |  | - | 145 | - | 25 | 30 | 115 | - | - | 170 | 82 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes:

1) Offsat referenced to end of main street green
2) Use Floal force-offs
3) Use Inhiblt Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all pattarns during coordination

|  | All Patterns |  |  |
| :--- | :--- | :--- | :--- |
| Ring-1 |  | 2 | 4 |
| Ring-2 | 5 | 6 |  |

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |$\quad$| Section: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/0) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

| Designed By: | AC |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $6 / 5 / 2017$ |
| Checked By: | AZ |
| Date: | $6 / 5 / 2017$ |$\quad$| Section | 79230000 | Mile Post | 0.726 | 5 |
| :--- | :--- | :--- | :--- | :--- |
| Sig ID | 361 | Controtler | Econolite ASC/3 | System ID |
| Maj. Street | SR 421 (Dunlawton Ave) | Ortentation | E-W | 60 |
| Min. Street | Yorktowne Blvd | Orientation | N-S | SOP |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase ©) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | NBL | SB | WBL | ES | SBL | NB |  |
| Speed Limit (mph) | 50 | 50 | 40 | 35 | 50 | 50 | 35 | 40 |  |
| Vehicle Traversed Width | 150 | 125 | 145 | 150 | 140 | 140 | 130 | 150 |  |
| Approach Grades | -0.5\% | -0.9\% | -2.1\% | -0.4\% | -0.9\% | . $0.5 \%$ | -0.4\% | -2.1\% |  |
| Ped-X (curb to curb) |  | 76 |  | 130 |  | 107 |  | 122 |  |
| Crossing Time |  | 22 |  | 38 |  | 31 |  | 35 |  |
| Ped-X (button to curb) |  | 16 |  | 13 |  | 12 |  | 22 |  |
| Ped-X (button to far curb) |  | 92 |  | 143 |  | 119 |  | 144 |  |
| Crossing Time (to far curb) |  | 31 |  | 48 |  | 40 |  | 48 |  |


| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase © ) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | NBL | SB | WBL | E8 | SBL | NB |  |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 6 | 5 | 15 | 5 | 6 |  |
| Ext | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |  |
| Yellow | 5.2 | 5.2 | 4.6 | 4.1 | 5.2 | 5.2 | 4.6 | 4.6 |  |
| All Red | 3.7 | 3.4 | 3.5 | 2.5 | 3.4 | 2.0 | 3.5 | 2.0 |  |
| MaxI | 25 | 70 | 25 | 25 | 25 | 70 | 25 | 25 |  |
| Max II | 26 | 69 | 37 | 46 | 26 | 72 | 32 | 63 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 22 |  | 38 |  | 31 |  | 35 |  |
| Min Splits | 14.0 | 38.0 | 14.0 | 52.0 | 14.0 | 46.0 | 14.0 | 49.0 |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Dat. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c-0.s | Splits |  |  |  |  |  |  |  | Cycle Length | Offset | 8eq |
| AM | 1 |  | 18 | 89 | 42 | 30 | 22 | 66 | 35 | 37 | 160 | 67 |  |
| MD | 2 |  | 24 | 68 | 32 | 36 | 27 | 65 | 30 | 38 | 160 | 53 |  |
| PM | 3 |  | 24 | 71 | 30 | 45 | 22 | 73 | 23 | 52 | 170 | 111 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes:

1) Offsat referenced to end of main streat green
2) Use Floal force-offs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all patterns during coordination
5) Max recall on phase 5 for all patlerns during coordination

|  | All Patterns |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
| Ring-1 | 1 | 2 | 4 | 3 |
| Ring-2 | 6 | 5 | 8 | 7 |

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/O) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | free | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

| Designed By: | $A C$ |
| ---: | :---: |
| Date: | $6 / 7 / 2017$ |
| Checked By: | $A Z$ |
| Date: | $6 / 7 / 2017$ |


| Section | 79230000 | Mile Post | 1.060 | Node | 6 |
| :--- | :--- | :--- | :--- | :--- | :---: |
| Sig ID | 191 | Controller | Econolite ASC/3 | System ID | 60 |
| Maj. Street | SR 421 (Dunlawton Ave) | Orientation | E-W | SOP | 10 |
| Min. Street | Clyde Morris Bivd (CR 483) | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase 『] | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | EB | NBL | SB |  |
| Speed LImit (mph) | 50 | 50 | 45 | 40 | 50 | 50 | 40 | 45 |  |
| Vehicle Traversed Width | 155 | 140 | 140 | 160 | 155 | 140 | 125 | 160 |  |
| Approach Grades | -0.2\% | -0.1\% | -1.3\% | -2.0\% | -0.1\% | -0,2\% | -2.0\% | -1.3\% |  |
| Ped-X (curb to curb) |  | 95 |  | 130 |  | 99 |  | 121 |  |
| Crossing Time |  | 28 |  | 38 |  | 28 |  | 35 |  |
| Ped-X (button to curb) |  | 16 |  | 18 |  | 15 |  | 15 |  |
| Ped-X (button to far curb) |  | 111 |  | 146 |  | 115 |  | 136 |  |
| Crassing Tme (to far curb) |  | 37 |  | 49 |  | 38 |  | 48 |  |

Controller Timings (seconds)

| Movement \# (Controller Phase (8) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | EBL | WB | SBL | NB | WBL | E日 | NBL | SB |  |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 |  |
| Ext | 4.0 | 4.0 | 3.0 | 4.0 | 4.0 | 4.0 | 3.0 | 4.0 |  |
| Yellow | 5.1 | 5.1 | 4.9 | 4.8 | 5.1 | 5.1 | 4.8 | 4.9 |  |
| All Red | 3.8 | 2.0 | 3.4 | 2.1 | 3.8 | 2.0 | 3.0 | 2.1 |  |
| Max 1 | 25 | 50 | 25 | 30 | 25 | 50 | 25 | 30 |  |
| Max II | 32 | 50 | 29 | 55 | 28 | 58 | 32 | 53 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashlng Don't Walk |  | 28 |  | 38 |  | 29 |  | 35 |  |
| Min Splits | 14.0 | 43.0 | 14.0 | 52.0 | 14.0 | 44.0 | 13.0 | 49.0 |  |
| Detactor Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordinaton Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | C.O.S | Splits |  |  |  |  |  |  |  | Cycle Length | Offeet | Seq |
| AM | 1 |  | 35 | 50 | 23 | 52 | 25 | 60 | 28 | 47 | 160 | 68 |  |
| MD | 2 |  | 29 | 54 | 23 | 54 | 19 | 64 | 29 | 48 | 180 | 78 |  |
| PM | 3 |  | 29 | 72 | 29 | 40 | 22 | 79 | 29 | 40 | 170 | 126 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Notes:

1) Offset referenced to end of main street green
2) Use Floal force-offs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all patterns during coordination

|  | All Pallerns |  |  |  |
| :--- | :--- | :--- | :--- | :--- |
| Ring-1 | 1 | 2 | 3 | 4 |
| Ring-2 | 5 | 6 | 7 | 8 |

Time of Day Plan


ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/O) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Salurday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00. | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

Volusia County

| Designsd By: | AC |
| ---: | :---: |
| Date: | $6 / 5 / 2017$ |
| Checked By: | AZ |
| Date: | $6 / 5 / 2017$ |


| Section | 79230000 |  |
| :--- | :--- | :--- |
| Sig ID | 251 | C |
| Maj. Street | SR 421 (Dunlawton Ave) | O |
| Min. Street | City Center Pkwy/ Victoria <br> Gardens Bivd |  |


|  | Mile Post |
| :--- | :--- |
|  | 1.464 |
| Controller | Econolite ASC/3 |
|  | Orientation |
|  | $\mathrm{E}-\mathrm{W}$ |
|  | Orientation |


|  | Node |
| :--- | :--- |
| System ID | 7 |
| SOP | 60 |
|  | 10 |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase © ) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | $E B$ | NBL | \$8 |  |
| Speed Limit (mph) | 50 | 50 | 30 | 30 | 50 | 50 | 30 | 30 |  |
| Vehicle Traversed Width | 180 | 115 | 145 | 165 | 150 | 115 | 160 | 165 |  |
| Approach Grades | -0.5\% | 0.1\% | -2.3\% | -0.3\% | 0.1\% | -0.5\% | -0.3\% | -2.3\% |  |
| Ped-X (curb to curb) |  | 75 |  | 116 |  | 58 |  | 115 |  |
| Crossing Time |  | 22 |  | 34 |  | 17 |  | 33 |  |
| Pad-X (button to curb) |  | 20 |  | 14 |  | 13 |  | 18 |  |
| Ped-X (button to far curb) |  | 95 |  | 130 |  | 71 |  | 133 |  |
| Crossing Time (to far curb) |  | 32 |  | 44 |  | 24 |  | 45 |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |


| Movement \# (Controller Phase ©) | 1 | 2 | 3 | 4 | 5 | 8 | 7 | 8 | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | EGL | WB | SBL | NB | WBL | EB | NBL | S8 |  |
| Turn Type | Prot |  | Prol |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 |  |
| Ext | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |  |
| Yellow | 6.2 | 5.1 | 3.8 | 3.8 | 6.1 | 5.2 | 3.7 | 38 |  |
| All Red | 3.9 | 2.0 | 3.5 | 3.2 | 3.7 | 3.9 | 3.9 | 3.2 |  |
| MaxI | 25 | 50 | 25 | 25 | 25 | 50 | 25 | 25 |  |
| Max II | 23 | 77 | 16 | 20 | 25 | 77 | 18 | 20 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 22 |  | 34 |  | 17 |  | 33 |  |
| Min Splits | 15.0 | 37.0 | 13.0 | 48.0 | 14.0 | 34.0 | 13.0 | 47.0 |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Swltch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c-0-8 | Splits |  |  |  |  |  |  |  | Cyclo Length | Offset | Seq |
| AM | 1 |  | 23 | 68 | 20 | 49 | 25 | 66 | 20 | 49 | 160 | 68 |  |
| MD | 2 |  | 18 | 73 | 20 | 49 | 18 | 73 | 18 | 51 | 160 | 73 |  |
| PM | 3 |  | 20 | 77 | 24 | 49 | 20 | 77 | 21 | 52 | 170 | 40 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Notes:

1) Offeet referanced to end of main street green
2) Use Floal force-offs

Ring-1
Ring-2

| All Pallerns |  |  |  |
| :---: | :---: | :---: | :---: |
| 2 | 1 | 3 | 4 |
| 5 | 6 | 7 | 8 |

3) Use Max II during coordination
4) Ped recall on phases 28,6 for all patterns during coordination
5) Max recall on phase 1 for all patterns during coordination

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Section: | $79230000 \& 79190000$ |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern ( $\mathrm{C} / \mathrm{S} / \mathrm{O}$ ) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | Free | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 180 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 180 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

| Section | 79230000 | Mile Post | 1.874 | Node | 8 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Sig ID | 245 | Controller | Econolite ASC/3 | System ID | 60 |
| Maj. Street | SR 421 (Dunlawton Ave) | Orientation | E-W | SOP | 10 Special |
| Min. Street | Village Trail/Swallowtail Or. | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase D) | 1 | 2 | 3 | 4 | 6 | $\theta$ | 7 | 8 | Notes |
| Direction | EBL | W8 |  | NB | WBL | EB | NBL | SB |  |
| Speed LImit (mph) | 50 | 50 |  | 30 | 50 | 50 | 30 | 25 |  |
| Vehicle Traversed Width | 135 | 140 |  | 175 | 165 | 105 | 165 | 175 |  |
| Approach Orades | -1.5\% | 0.4\% |  | -0.2\% | 0.4\% | -1.5\% | -0.2\% | -0.1\% |  |
| Ped-X (curb to curb) |  | 87 |  | 113 |  | 76 |  |  |  |
| Crossing Time |  | 25 |  | 33 |  | 22 |  |  |  |
| Ped-X (button to curb) |  | 16 |  | 12 |  | 18 |  |  |  |
| Ped. X (button to far curb) |  | 103 |  | 125 |  | 94 |  |  |  |
| Crossing Time (to far curb) |  | 35 |  | 42 |  | 32 |  |  |  |


| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controler Phase ©) | 1 | 2 | 3 | 4 | 6 | 0 | 7 | 8 | Notes |
| Direction | EBL | We |  | NB | WBL | EB | NBL | SB |  |
| Turn Type | Prot |  |  |  | Prot |  | ProtPem |  |  |
| Min Green | 5 | 15 |  | 10 | 5 | 15 | 5 | 10 |  |
| Ext | 3.0 | 4.0 |  | 4.0 | 3.0 | 4.0 | 3.0 | 4.0 |  |
| Yellow | 5.3 | 5.3 |  | 3.7 | 5.1 | 5.3 | 3.7 | 3.7 |  |
| All Red | 3.3 | 2.0 |  | 4.4 | 4.1 | 2.0 | 4.1 | 4.4 |  |
| Max I | 25 | 50 |  | 25 | 25 | 50 | 20 | 25 |  |
| Max If |  |  |  |  |  |  |  |  |  |
| Walk |  | 7 |  | 7 |  | 7 |  |  |  |
| Flashing Don't Walk |  | 25 |  | 33 |  | 22 |  |  |  |
| Min Splits | 14.0 | 40.0 |  | 49.0 | 15.0 | 37.0 | 13.0 | 19.0 |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | C-0-S | Splits |  |  |  |  |  |  |  | Cycle Length | Offset | 8eq |
| AM | 1 |  | 24 | 77 | - | 59 | 24 | 77 | 33 | 26 | 160 | 6 |  |
| MD | 2 |  | 20 | 86 | - | 52 | 20 | 88 | 31 | 21 | 160 | 6 |  |
| PM | 3 |  | 22 | 99 | - | 49 | 19 | 102 | 27 | 22 | 170 | 142 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes:

1) Offset referenced to end of main street green
2) Use Float force-offs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all patterns durng coordination

Ring-1
Ring-2

| All Patterns |  |  |  |
| :---: | :---: | :---: | :---: |
| 1 | 2 |  | 4 |
| 5 | 6 | 7 | 6 |

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |$\quad$| Section: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

ALL SEASON PLAN

| Day | Plan | Time |  | Pattern ( $\mathrm{C} / \mathrm{S} / \mathrm{O}$ ) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

STATE OF FLORIDA
Signal Retiming - Volusla County

| Designed By: | AC |  |  |  |  |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 24 / 2017$ |  |  |  |  |
| Checked By: | AZ |  |  |  |  |
| Section | 79230000 | Mile Post | 2.362 | Node | 9 |
| Dig ID | 152 | Controler | Econolite ASC/3 | System ID | 60 |
|  | $5 / 24 / 2017$ |  |  |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase (1) | 1 | 2 | 3 | 4 | 8 | 6 | 7 | 8 | Notes |
| Direction | EBL | W8 | SBL | NB | WBL | Eb | NBL | SB |  |
| Speed LImit (mph) | 45 | 45 | 45 | 45 | 45 | 45 | 45 | 45 |  |
| Vehicie Traversed Width | 150 | 145 | 165 | 175 | 146 | 140 | 150 | 175 |  |
| Approach Grades | 0.0\% | 0.2\% | -0.5\% | -0.8\% | 0.2\% | 0.0\% | -0.8\% | -0.5\% |  |
| Ped-X (curb to curb) |  | 104 |  | 135 |  | 102 |  | 127 |  |
| Crossing Time |  | 30 |  | 39 |  | 30 |  | 37 |  |
| Ped-X (button to curb) |  | 14 |  | 12 |  | 8 |  | 10 |  |
| Ped-X (button to far curb) |  | 118 |  | 147 |  | 110 |  | 137 |  |
| Crossling Tirme (to far curb) |  | 40 |  | 49 |  | 37 |  | 48 |  |


| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WEL | EB | NBL | SB |  |


| Direction | EBL | WB | SBL | NB | WEL | EB | NBL | SB |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 15 | 5 | 15 | 5 | 15 |  |
| Ext | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |  |
| Yellow | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 | 4.8 |  |
| All Red | 3.7 | 3.7 | 4.1 | 2.0. | 3.6 | 3.7 | 3.7 | 2.0 |  |
| Max 1 | 25 | 50 | 25 | 40 | 25 | 50 | 25 | 40 |  |
| Max II | 41 | 80 | 25 | 48 | 41 | 80 | 25 | 46 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 30 |  | 39 |  | 30 |  | 37 |  |
| Min Splits | 14.0 | 46.0 | 14.0 | 53.0 | 14.0 | 46.0 | 14.0 | 51.0 |  |
| Detector Memory |  |  |  |  |  |  |  |  |  |
| Det. Crose Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | Yes |  |  |  | Yes |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | c-0.3 | Splits |  |  |  |  |  |  |  | Cycle Length | Offset | Seq |
| AM | 1 |  | 28 | 62 | 21 | 49 | 18 | 72 | 29 | 41 | 160 | 159 |  |
| MD | 2 |  | 27 | 65 | 22 | 56 | 24 | 68 | 27 | 51 | 160 | 149 |  |
| PM | 3 |  | 29 | 60 | 27 | 54 | 34 | 55 | 28 | 63 | 170 | 120 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes:

1) Ofiset referenced to end of main street green
2) Usa Float force-offs
3) Use Inhibit Max termination during coordination
4) Ped recall on phases $2 \& 6$ for all palterns during coordination
Ring-2

|  | Patterns 1\&.3 |  |  |
| :---: | :---: | :---: | :---: |
| 1 | 2 | 3 | 4 |
| 5 | 6 | 7 | 6 |

## Time of Day Plan

| Designed By: | AC |
| ---: | :---: |
| Date: | $5 / 24 / 2017$ |
| Checked By: | AZ |
| Date: | $5 / 24 / 2017$ |


| Sectlon: | 79230000 \& 79190000 |
| ---: | :--- |
| Corridor: | SR 421 |
| From: | Williamson Blvd |
| To: | Nova Rd (SR 5A) |

## ALL SEASON PLAN

| Day | Plan | Time |  | Pattern (C/S/O) | Cycle Length |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Monday Thru Friday | FREE | 0:00 | 6:00 | - | FREE |
|  | AM | 6:00 | 9:30 | 1 | 160 |
|  | MIDDAY | 9:30 | 14:00 | 2 | 160 |
|  | PM | 14:00 | 18:30 | 3 | 170 |
|  | MIDDAY | 18:30 | 19:30 | 2 | 160 |
|  | FREE | 19:30 | 0:00 | - | FREE |
| Saturday | FREE | 0:00 | 9:00 | - | FREE |
|  | MIDDAY | 9:00 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |
| Sunday | FREE | 0:00 | 8:30 | - | FREE |
|  | MIDDAY | 8:30 | 21:00 | 2 | 160 |
|  | FREE | 21:00 | 0:00 | - | FREE |

Use this Time of Day for Nova Road and Village Trail

COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET


NETWORK \#: Port Orange Area Network \# 60
Controller Timing Chart

| PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION | EBL | WB | SBL | NB | WBL | EB | NBL | SB |  |
| TURN TYPE | PROT | - | PERM/PROT | - | PROT | - | PERM/PROT | - |  |
| MIN GREEN | 5 | 15 | 5 | 10 | 5 | 15 | 5 | 10 |  |
| WALK |  | 7 |  | 7 |  | 7 |  | 7 |  |
| PED CLR |  | 26 |  | 25 |  | 31 |  | 29 |  |
| YELLOW | 5.0 | 5.0 | 4.0 | 4.5 | 5.0 | 5.0 | 4.5 | 4.0 |  |
| RED CLR | 3.5 | 2.0 | 2.0 | 2.0 | 3.5 | 2.0 | 2.5 | 2.0 |  |
| EXTENSION | 4 | 4 | 3 | 4 | 4 | 4 | 3 | 4 |  |
| MAX 1 | 25 | 50 | 25 | 35 | 25 | 50 | 25 | 35 |  |
| MAX 2 |  |  |  |  |  |  |  |  |  |
| MAX 3 |  | - |  | - |  | - |  | - |  |
| DYM MAX |  | 90 |  |  |  | 90 |  |  |  |
| DYM STP |  | 10 |  |  |  | 10 |  |  |  |
| RECALL |  | MIN |  | - |  | MIN |  | - |  |
| DETECTOR | NON-LOCK | LOCK | NON-LOCK | NON-LOCK | NON-LOCK | LOCK | NON-LOCK | NON-LOCK |  |
| FLASH | RED | YELLOW | RED | RED | RED | YELLOW | RED | RED |  |


| COORDINATION TIMINGS |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PATTERN | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ |
| CYCLE |  |  |  | - | - | - | - | - |
| OFFSET |  |  |  | - | - | - | - | - |




NETWORK \#: Port Orange Area Network \# 60

## Controller Timing Chart

| PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION | SBL | NB | WBL | EB | NBL | SB | EBL | WB |  |
| TURN TYPE | PROT | - | PROT | - | PROT | - | PROT | - |  |
| MIN GREEN | 5 | 11 | 5 | 10 | 5 | 11 | 5 | 10 |  |
| WALK |  | 7 |  | 7 |  | 7 |  | 7 |  |
| PED CLR |  | 35 |  | 35 |  | 35 |  | 35 |  |
| YELLOW | 4.5 | 4.5 | 4.0 | 4.0 | 4.5 | 4.5 | 4.0 | 4.0 |  |
| RED CLR | 4.0 | 2.0 | 3.5 | 2.5 | 4.0 | 2.0 | 3.5 | 2.5 |  |
| EXTENSION | 3 | 4 | 3 | 4 | 3 | 4 | 3 | 4 |  |
| MAX 1 | 25 | 45 | 25 | 45 | 25 | 45 | 25 | 45 |  |
| MAX 2 | 30 | 80 | 25 | 50 | 30 | 80 | 25 | 50 |  |
| MAX 3 |  | - |  | - |  | - |  | - |  |
| DYM MAX |  | 60 |  | 60 |  | 60 |  | 60 |  |
| DYM STP |  | 10 |  | 10 |  | 10 |  | 10 |  |
| RECALL |  | MIN |  | - |  | MIN |  | - |  |
| DETECTOR | NON-LOCK | LOCK | NON-LOCK | NON-LOCK | NON-LOCK | LOCK | NON-LOCK | NON-LOCK |  |
| FLASH | RED | YELLOW | RED | RED | RED | YELLOW | RED | RED |  |


| COORDINATION TIMINGS |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PATTERN | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ |  |
| CYCLE | 160 | 160 | 180 | - | - | - | - | - |  |
| OFFSET | $\mathbf{0}$ | 0 | 0 | - | - | - | - | - |  |






|  |  | STATE OF FLORIDA <br> DEPARTMENT OF TRANSPORTATION <br> Continuing Services Contract for Traffic Operations <br> Volusia County 2017 <br> FM: 237988-1-32-11 |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| US 17/92 at Blue Springs Avenue (170) |  |  |  |  | Prepared By: | FDA | Date: | 11/1/2017 |
| North-South Roadway | US 17/92 |  |  | East-West Roadway |  | Blue Springs Avenue |  |  |
| PHASE TIMES |  |  |  |  |  |  |  |  |
| PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DIRECTION | NBL. | SB | EBL | WB |  | NB |  | EB |
| LEFT TURN | Prot/Perm | Perm | Prot/Perm | Perm |  | Perm |  | Perm |
| MIN GRN | 5 | 15 | 5 | 10 |  | 15 |  | 10 |
| GAP EXT | 3.0 | 4.0 | 4.0 | 4.0 |  | 4.0 |  | 4.0 |
| YEL CLR | 4.8 | 4.8 | 3.7 | 3.7 |  | 4.8 |  | 3.7 |
| RED CLR | 2.0 | 2.0 | 2.0 | 2.0 |  | 2.0 |  | 2.0 |
| MAX1 | 20 | 50 | 20 | 30 |  | 50 |  | 30 |
| MAX 2 |  |  |  |  |  |  |  |  |
| DYM MAX |  | 90 |  |  |  | 90 |  |  |
| DYM STEP |  | 10 |  |  |  | 10 |  |  |
| WALK |  | 7 |  | 7 |  | 7 |  | 7 |
| PED CLR |  | 15 |  | 22 |  | 11 |  | 22 |
| RECALL |  | MIN |  |  |  | MIN |  |  |
| DETECTOR | NON-LOCK | LOCK | NON-LOCK | NON-LOCK |  | LOCK |  | NON-LOCK |
| FLASH |  | YELLOW |  | RED |  | YELLOW |  | RED |
| SET |  |  |  |  |  |  |  |  |
| CLIEAR |  |  |  |  |  |  |  |  |
|  | TIME BASE COORDINATION |  |  |  | COORDINATION PATTERN TABLES |  |  |  |
|  | Plan | Start | End | Pattern | Cycle Length | Offset | 1 Coord Phase | Sequence |
|  | Existing | 0:00 | 6:00 | 11 | Free |  |  |  |
|  | AM | 6:00 | 9:00 | 1 | 150 | 40 | 2,6 | 1 |
|  | Midday | 9:00 | 13:30 | 2 | 130 | 74 | 2,6 | 1 |
|  | PM | 13:30 | 18:30 | 3 | 150 | 108 | 2,6 | 1 |
|  | Evening | 18:30 | 20:00 | 2 | 130 | 74 | 2,6 | 1 |
|  | Existing | 20:00 | 0:00 | 11 | Free |  |  |  |
|  | TIME BASE COORDINATION |  |  |  |  | ORDINATIO | PATTERN TABL |  |
|  | Plan | Start | End | Pattern | Cycle Length | Offset | Coord Phase | Sequence |
|  | Existing | 0:00 | 9:30 | 11 |  |  | ree |  |
|  | Midday | 9:30 | 20:00 | 2 | 130 | 74 | 2,6 | 1 |
|  | Existing | 20:00 | 0:00 | 11 |  |  | ree |  |
|  | TIME BASE COORDINATION |  |  |  | COORDINATION PATTERN TABLES |  |  |  |
|  | Plan | Start | End | Pattern | Cycle Length | Offset | Coord Phase | Sequence |
|  | Existing | 0:00 | 10:00 | 11 |  |  | ree |  |
|  | Midday | 10:00 | 19:00 | 2 | 130 | 74 | 2,6 | 1 |
|  | Existing | 19:00 | 0:00 | 11 |  |  | ree |  |
| COORDINATION SPLIT TABLES |  |  |  |  |  |  |  |  |
| Pattern 1 |  |  |  |  |  |  |  |  |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Time (sec) | 25 | 80 | 20 | 25 |  | 105 |  | 45 |
| Recall |  |  |  |  |  |  |  |  |
| Pattern 2 |  |  |  |  |  |  |  |  |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Time (sec) | 20 | 65 | 20 | 25 |  | 85 |  | 45 |
| Recall |  |  |  |  |  |  |  |  |
| Pattern 3 |  |  |  |  |  |  |  |  |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Time (sec) | 20 | 85 | 20 | 25 |  | 105 |  | 45 |
| Recall |  |  |  |  |  |  |  |  |
| CONTROLLER TYPE |  | CONDITION OF OVERHEAD |  |  | PROM NUMBER |  | SIGNAL OWNER |  |
|  |  |  |  |  |  |  |  |  |
| PHASES: |  | ILLUMINATED STREET NAMES |  |  |  |  |  |  |
| CABINET TYPE |  | PRE-EMPTION |  |  | IP ADDRESS |  | LED |  |
| CABINET DATE |  | PRE-EMPTIONTYPE |  |  |  |  |  |  |
| NOTES |  |  |  |  |  |  |  |  |
| 1. Offset Reference: Yellow <br> 2. Force-off: Fixed <br> 1 <br> 1 <br> 2 <br> 3 |  |  |  |  |  |  |  |  |
| 3. Maximum 5elect: Inhibit Max <br> 4. Use Ped Time: No <br> 5. Omit phase $\mathbf{1}$ when phase $\mathbf{2}$ is active |  |  |  |  |  | 6 | 8 |  |


|  |  | STATE OF FLORIDA <br> DEPARTMENT OF TRANSPORTATION <br> Continuing Services Contract for Traffic Operations Volusia County 2017 <br> FM: 237988-1-32-11 |  |  |  |  | Volusia <br> FLOR | County <br> A |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| US 17/92 at Graves Avenue (111) |  |  |  |  | Prepared By: | FDA | Date: | 11/1/2017 |
| North-South Roadway | US 17/92 |  |  | East-West Roadway Graves Avenue |  |  |  |  |
| PHASE TIMES |  |  |  |  |  |  |  |  |
| PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DIRECTION |  | SB |  | WB | SBL | NB |  | EB |
| LEFT TURN |  | Perm |  | Prot | Prot/Perm | Perm |  | Prot |
| MIN GRN |  | 15 |  | 10 | 5 | 15 |  | 10 |
| GAP EXT |  | 4.0 |  | 3.0 | 3.0 | 4.0 |  | 3.0 |
| YELCLR |  | 4.5 |  | 3.8 | 4.4 | 4.5 |  | 3.4 |
| RED CLR |  | 2.8 |  | 2.1 | 2.8 | 2.8 |  | 2.3 |
| MAX 1 |  | 50 |  | 30 | 20 | 50 |  | 20 |
| MAX 2 |  |  |  |  |  |  |  |  |
| DYM MAX |  | 90 |  |  |  | 90 |  |  |
| DYM STEP |  | 10 |  |  |  | 10 |  |  |
| WALK |  | 7 |  | 7 |  | 7 |  | 7 |
| PED CLR |  | 35 |  | 24 |  | 27 |  | 22 |
| RECALL |  | MIN |  |  |  | MIN |  |  |
| DETECTOR |  | LOCK |  | NON-LOCK | NON-LOCK | LOCK |  | NON-LOCK |
| FLASH |  | YELLOW |  | RED | RED | YELLOW |  | RED |
| SET |  |  |  |  |  |  |  |  |
| CLEAR |  |  |  |  |  |  |  |  |
|  | TIME BASE COORDINATION |  |  |  | COORDINATION PATTERN TABLES |  |  |  |
|  | Plan | Start | End | Pattern | Cycle Length | Offset | Coord Phase | Sequence |
|  | Existing | 0:00 | 6:00 | 11 | Free |  |  |  |
|  | AM | 6:00 | 9:00 | 1 | 150 | 24 | 2,6 | 1 |
|  | Midday | 9:00 | 13:30 | 2 | 130 | 12 | 2, 6 | 1 |
|  | PM | 13:30 | 18:30 | 3 | 150 | 117 | 2,6 | 1 |
|  | Evening | 18:30 | 20:00 | 2 | 130 | 12 | 2, 6 | 1 |
|  | Existing | 20:00 | 0:00 | 11 | Free |  |  |  |
|  | TIME BASE COORDINATION |  |  |  |  | OORDINATIO | PATTERN TABL |  |
|  | Plan | Start | End | Pattern | Cycle Length | Offset | Coord Phase | Sequence |
|  | Existing | 0:00 | 9:30 | 11 |  |  | ree |  |
|  | Midday | 9:30 | 20:00 | 2 | 130 | 12 | 2,6 | 1 |
|  | Existing | 20:00 | 0:00 | 11 |  |  | ree |  |
|  | TIME BASE COORDINATION |  |  |  | COORDINATION PATTERN TABLES |  |  |  |
|  | Plan | Start | End | Pattern | Cycle Length | Offset | Coord Phase | Sequence |
|  | Existing | 0:00 | 10:00 | 11 |  |  | ree |  |
|  | Midday | 10:00 | 19:00 | 2 | 130 | 12 | 2.6 | 1 |
|  | Existing | 19:00 | 0:00 | 11 |  |  | ree |  |
| COORDINATION SPLIT TABLES |  |  |  |  |  |  |  |  |
| Pattern 1 |  |  |  |  |  |  |  |  |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Time (sec) |  | 95 |  | 30 | 20 | 75 |  | 25 |
| Recall |  |  |  |  |  |  |  |  |
| Pattern 2 |  |  |  |  |  |  |  |  |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Time (sec) |  | 85 |  | 25 | 20 | 65 |  | 20 |
| Recall |  |  |  |  |  |  |  |  |
| Pattern 3 |  |  |  |  |  |  |  |  |
| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| Time (sec) |  | 100 |  | 30 | 20 | 80 |  | 20 |
| Recall |  |  |  |  |  |  |  |  |
| CONTROLLER TYPE |  | CONDITION OF OVERHEAD |  |  | PROMNUMBER |  | SIGNAL OWNER |  |
|  |  |  |  | , |  |  |  |  |
| PHASES: |  | ILLUMINATED STREET NAMES |  |  |  |  |  |  |
| CABINET TYPE |  | PRE-EMPTION |  |  | IP ADDRESS |  | LED |  |
| CABINET DATE |  | PRE-EMPTION TYPE |  |  |  |  |  |  |
| 1. Offset Reference: Yellow NOTES |  |  |  |  |  |  |  |  |
| 1. Offset Reference: Yellow <br> 2. Force-off: Fixed |  |  |  |  |  |  |  |  |
| 3. Maximum Select: Inhibit Max <br> 4. Use Ped Time: No <br> 5. Omit phase 5 when phase 6 is active |  |  |  |  | 5 | 6 |  |  |






| COORDINATION TIMINGS |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PATTERN | 1 | 2 | 3 | 4 | 5 | 6 | $\mathbf{7}$ | $\mathbf{8}$ |  |
| CYCLE | 155 | 135 | 145 | 155 | 130 | - | - | - |  |
| OFFSET | 0 | 0 | 0 | 0 | 0 | - | - | - |  |






| COORDINATION TIMINGS |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PATTERN | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ |  |
| CYCLE | 155 | 135 | 145 | 155 | 130 | - | - | - |  |
| OFFSET | 3 | 130 | 137 | 150 | 7 | - | - | - |  |


| PHASE | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| PATTERN 1 | $\mathbf{2 5}$ | 80 | 25 | 25 | 25 | 80 | 25 | 25 |  |
| PATTERN 2 | 25 | 60 | 25 | 25 | 25 | 60 | 25 | 25 |  |
| PATTERN 3 | 31 | 54 | 30 | 30 | 31 | 54 | 30 | 30 |  |
| PATTERN 4 | 30 | 66 | 25 | 34 | 30 | 66 | 25 | 34 |  |
| PATTERN 5 | 26 | 54 | 25 | 25 | 26 | 54 | 25 | 25 |  |
| PATTERN 6 | - | - | - | - | - | - | - | - |  |
| PATTERN 7 | - | - | - | - | - | - | - | - |  |
| REMARKS: |  |  |  |  |  |  |  |  |  |









TIME OF DAY SCHEDULE









COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET
LOCATION: Saxon Blvd \& Veterans Memorial Pkwy
Orange City

337

| FREE: | X |
| :---: | :---: |
| CO-ORD: | $\square$ |

DATE:
1/30/2017

Design By:
M. Tobin

NETWORK \#: Orange City Area Network \# 70

## Controller Timing Chart





| LOCATION: | Saxon | FREE: |  | DATE: | 7/18/2017 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Deltona |  |  |  |  |  |
| SIGNAL \#: | 321 | CO-ORD: | X | Design By: | M. Tobin | FLORIDA |

NETWORK \#: 14 Corridor Area Network \# 90

## Controller Timing Chart



COORDINATION TIMINGS

| PATTERN | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CYCLE | 135 | 140 |  | - | - | - | - | - |  |
| OFFSET | 55 | 77 |  | - | - | - | - | - |  |




| COUNTY OF VOLUSIA TRAFFIC SIGNAL TIMING SHEET |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| LOCATION: | SR 40 \& Breakaway Trails | ISOLATED: |  | DATE: | 6/19/2012 |
|  | Ormond Beach |  | X |  |  |
| SIGNAL \#: | 376 | CO-ORD: |  | Design By: | M. Rodriguez |
| System \#: | $\underline{-}$ |  |  |  |  |

Controller Timing Chart
PHASE

## REMARKS:

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusla County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 25.565 | 1 |  |
| :--- | :--- | :--- | :--- | :--- | :--- |
| SIg ID | 257 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| Maj. Street | SR 40 | Orientatlon | E-W | SOP | 9 |
| Min. Street | Tymber Creek Rd. | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Dlrection | EBL | WB | SB | NB | WBL | EB |  |  |  |
| Speed Limit (mph) | 50 | 50 | 45 | 30 | 50 | 50 |  |  |  |
| Vehicle Traversed Width | 192 | 155 | 171 | 178 | 168 | 143 |  |  |  |
| Approach Grades | 0.0\% | 0.1\% | 0.1\% | -0.4\% | 0.1\% | 0.0\% |  |  |  |
| Ped-X (curb to curb) |  | 110 | 136 | 135 |  | 98 |  |  |  |
| Crossing Time |  | 32 | 39 | 39 |  | 28 |  |  |  |
| Ped-X (button to curb) |  | 15 | 18 | 19 |  | 14 |  |  |  |
| Ped-X (button to far curb) |  | 125 | 154 | 154 |  | 112 |  |  |  |
| Crossing Time (to far curb) |  | 42 | 52 | 52 |  | 38 |  |  |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | $E B L$ | WB | SB | NB | WBL | EB |  |  |  |
| Turn Type | Prot |  | Split Lead | Split Lag | Prot |  |  |  |  |
| Min Green | 5 | 16 | 6 | 6 | 5 | 16 |  |  |  |
| Ext | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |  |  |  |
| Yellow Change Interval | 5.1 | 5.1 | 4.8 | 3.7 | 5.1 | 5.1 |  |  |  |
| Red Clearance Interval | 4.8 | 2.0 | 4.2 | 4.4 | 4.2 | 2.0 |  |  |  |
| Max I | 25 | 50 | 30 | 20 | 25 | 50 |  |  |  |
| Max II | 20 | 80 | 45 | 20 | 30 | 80 |  |  |  |
| Walk |  | 7 | 7 | 7 |  | 7 |  |  |  |
| Flashing Don't Walk |  | 32 | 39 | 39 |  | 28 |  |  |  |
| Min Splits | 15.0 | 47.0 | 55.0 | 55.0 | 15.0 | 43.0 |  |  |  |
| Detector Memory |  | ON |  |  |  | ON |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | YES |  |  |  | YES |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattem | C-O-S | Splits |  |  |  |  |  |  |  | Cycle Length | Offset A |  |
| AM | 1 | 111 | 18 | 56 | 46 | 20 | 23 | 51 | - | - | 140 | 67 |  |
| MIDDAY | 2 | 211 | 18 | 67 | 45 | 20 | 24 | 61 | - | - | 150 | 55 |  |
| PM | 3 | 311 | 18 | 68 | 55 | 19 | 30 | 56 | - | - | 160 | 56 |  |
| NT | 4 | 411 | 18 | 49 | 23 | 20 | 20 | 47 | - | - | 110 | 28 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes
1 Offset referenced to end of first thrumovement 2 \& 6
2 Phases 4 leads and phase 3 lags patterns $1,2,3, \& 4$
3 Program Max II during coordination
4 Program fixed force-offs
5 PED recall on coord phases. Programmed to rest in walk

| Ring-1 | 1 | 2 | 4 | 3 |
| :--- | :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 |  |  |

STATE OF FLORIDA
OEPARTMENT OF TRANSPORTATION • DIBTRIGT FIVE
SR 40 Signal Relining
Volusla County
FIN 237974-4-32-16

| Designed By: | AcC |
| ---: | :---: |
| Date: | 5/12/2015 |
| Checked By: | R.A.A |
| Date: | 5/12/2015 |


| Section | 79100 | Mill Post | 26.091 | Node | 2 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| SIg ID | 346 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| Maj. Street | SR 40 | Orientation | EN | SOP | 7 |
| Min. Street | Booth Rd. | Orientation | NS |  |  |



Notes
1 Offset referenced to and of first thrumovemeni 2 \& a
2 Program Max II during coordination

Ring-1
Ring -2


3 Program fixed force offs
4 PED recall on cord phases. Programmed to rest In walk


STATE OF FLORIDA

## DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE

SR 40 Signal Retiming
Volusla County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 26.357 | Node | 3 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Sig ID | 263 | Controller | Econolite ASC/3-2100 | System ID | 2 |
| Maj. Street | SR 40 | Orlentation | E-W | SOP |  |
| Min. Street | 1 1-95 SB Ramp | Orientation | N-S | 14 |  |



Notes
1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max If during coordination
3 Program fixed force-otfs
4 Phase 5 lags in patterns 1,2 and 3
5 Min recall on phase 5 for patterns 1,2 and 3
6 PED recall on coord phases. Programmed to rest in walk

Ring-1
Ring-2 $\qquad$

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 26.416 | Node | 4 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| SIg ID | 262 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| Maj. Street | SR 40 | Orientation | E-W | SOP |  |
| Min. Street | I-95 NB Ramp | Orientation | N-S | 15 |  |



Notes
1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination


3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Slgnal Retiming
Volusia County
FIN 237974-1-32-15

| Designed By: | A.C | Section | 79100 | Mile Post | 26.579 | Node | 5 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Date: | 5/12/2015 | Sig ID | 187 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| Checked By: | R.A.A | Maj. Street | SR 40 | Orientation | E-W | SOP | Mod 10 |
| Date: | 5/12/2015 | Min. Street | Williamson Blvd | Orientation | $\mathrm{N}-\mathrm{S}$ |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | EB | NBL | SB |  |
| Speod Limit (mph) | 45 | 45 | 25 | 40 | 45 | 45 | 40 | 25 |  |
| Vehicle Traversed Width | 131 | 144 | 113 | 135 | 136 | 150 | 157 | 146 |  |
| Approach Grades | 0.0\% | -0.3\% | -0.1\% | 0.4\% | -0.3\% | 0.0\% | 0.4\% | -0.1\% |  |
| Ped-X (curb to curb) |  | 106 |  | 107 |  | 74 |  | 87 |  |
| Crossing Time |  | 31 |  | 31 |  | 22 |  | 25 |  |
| Ped-X (button to curb) |  | 15 |  | 13 |  | 12 |  | 13 |  |
| Ped-X (button to far curb) |  | 121 |  | 120 |  | 86 |  | 100 |  |
| Crossing Time (to far curb) |  | 41 |  | 40 |  | 29 |  | 34 |  |

Controller Timings (seconds)

| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Direction | EBL | WB | SBL | NB | WBL | $E B$ | NBL | SB |  |
| Turn Type | Prot |  | Prot |  | Prot |  | Prot |  |  |
| Min Green | 5 | 15 | 5 | 7 | 5 | 15 | 12 | 7 |  |
| Ext | 3.0 | 4.0 | 3.0 | 3.0 | 3.0 | 4.0 | 3.0 | 3.0 |  |
| Yellow Change Interval | 4.8 | 4.8 | 3.4 | 4.4 | 4.8 | 4.8 | 4.4 | 3.4 |  |
| Red Clearance Interval | 3.2 | 2.0 | 2.7 | 3.6 | 3.3 | 2.0 | 3.9 | 3.6 |  |
| Max I | 20 | 45 | 20 | 20 | 20 | 45 | 25 | 20 |  |
| Max II | 25 | 80 | 24 | 20 | 23 | 80 | 32 | 20 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 31 |  | 31 |  | 22 |  | 25 |  |
| Min Splits | 13.0 | 45.0 | 12.0 | 46.0 | 14.0 | 36.0 | 21.0 | 39.0 |  |
| Detector Memory |  | ON |  |  |  | ON |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | YES |  |  |  | YES |  |  |  |


| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | Pattern | C-O-S | Splits |  |  |  |  |  |  |  | Cycle <br> Length | $\begin{array}{\|c} \hline \text { Offset } \\ \hline \end{array}$ |  |
| AM | 1 | 111 | 22 | 52 | 21 | 45 | 18 | 56 | 27 | 39 | 140 | 128 |  |
| MIDDAY | 2 | 211 | 23 | 57 | 24 | 46 | 18 | 62 | 32 | 38 | 150 | 108 |  |
| PM | 3 | 311 | 25 | 60 | 20 | 55 | 18 | 67 | 36 | 39 | 160 | 108 |  |
| NT | 4 | 411 | 20 | 48 | 16 | 26 | 19 | 49 | 26 | 16 | 110 | 84 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes
1 Offset referenced to end of first thrumovement 2 \& 6
2 Program Max II during coordination
3 Program fixed force-offs
4 Phases 8 leads and phase 7 lags patterns $\uparrow, 2,3, \& 4$
5 PED recall on coord phases. Programmed to rest in walk

| Ring-1 | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 | 8 | 7 |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FiN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 27.069 | Node | 6 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Sig ID | 364 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| Maj. Street | SR 40 | Orientation | E-W | SOP | 7 |
| Min. Street | Seminole Dr | Orlentation | N-S |  |  |



## Notes

1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination

| Ring-1 | 1 | 2 | 4 |
| :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 | 8 |

3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 27.937 | Node |
| :--- | :--- | :--- | :--- | :--- |
| Sig ID | 239 | Controller | Econolite ASC/3-2100 | System ID |
| Maj. Street | SR 40 | Orientation | E-W | SOP |
| Min. Street | Clyde Moris Blvd | Orientatlon | N-S | 9 |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB |  | NB | WEL | EB |  | SB |  |
| Speed LImit (mph) | 45 | 45 |  | 35 | 45 | 45 |  | 25 |  |
| Vehicle Traversed Width | 127 | 91 |  | 127 | 106 | 111 |  | 140 |  |
| Approach Grades | -0.4\% | -0.3\% |  | -3.0\% | -0.3\% | -0.4\% |  | -0.1\% |  |
| Ped-X (curb to curb) |  | 77 |  | 114 |  | 84 |  | 112 |  |
| Crossing Time |  | 22 |  | 33 |  | 24 |  | 32 |  |
| Ped-X (button to curb) |  | 18 |  | 13 |  | 14 |  | 12 |  |
| Ped-X (button to far curb) |  | 95 |  | 127 |  | 98 |  | 124 |  |
| Crossing Time (to far curb) |  | 32 |  | 43 |  | 33 |  | 42 |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB |  | NB | WBL | $E B$ |  | SB |  |
| Turn Type | Prot |  |  | Spilt | Prot |  |  | Split |  |
| Min Green | 5 | 15 |  | 10 | 5 | 15 |  | 10 |  |
| Ext | 3.0 | 4.0 |  | 4.0 | 3.0 | 4.0 |  | 3.0 |  |
| Yellow Change Interval | 4.8 | 4.8 |  | 4.3 | 4.8 | 4.8 |  | 3.4 |  |
| Red Clearance Interval | 3.0 | 2.0 |  | 3.0 | 2.5 | 2.0 |  | 3.4 |  |
| Max I | 20 | 70 |  | 30 | 20 | 70 |  | 30 |  |
| Max II | 20 | 70 |  | 32 | 26 | 70 |  | 18 |  |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 22 |  | 33 |  | 24 |  | 32 |  |
| Min Splits | 13.0 | 36.0 |  | 48.0 | 13.0 | 38.0 |  | 46.0 |  |
| Detector Memory | ON | ON |  |  | ON | ON |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | YES |  |  |  | YES |  |  |  |

Coordination Timings (seconds)

| Plan | Pattem | C-O.S | Splits |  |  |  |  |  |  |  | Cycle <br> Length | $\begin{array}{\|c\|} \hline \text { Offset } \\ \text { A } \\ \hline \end{array}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AM | 1 | 111 | 18 | 54 | - | 48 | 24 | 48 | - | 20 | 140 | 131 |  |
| MIDDAY | 2 | 211 | 18 | 64 | - | 48 | 19 | 63 | - | 20 | 150 | 40 |  |
| PM | 3 | 311 | 18 | 74 | - | 48 | 25 | 67 | - | 20 | 160 | 33 |  |
| $N T$ | 4 | 411 | 17 | 49 | - | 24 | 18 | 48 | - | 20 | 110 | 84 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes
1 Offset referenced to end of first thrumovement 2 \& 6
2 Program Max II during coordination
Ring-1

3 Program fixed force-offs
4 Phases 8 leads and phase 4 lags patterns 1, 2, 3, \& 4
5 PED recall on coord phases. Programmed to rest in walk

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Vofusla County
FIN 237974-1-32-15

| Designed By: | A.C | Section | 79100 | Mite Post | 28.264 | Node | 8 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Date: | 5/12/2015 | Sig ID | 207 | Controller | Econolite ASC/3-2100 | System ID | 17 |
| Checked By: | R.A.A | Maj. Street | SR 40 | Orientation | E-W | SOP | 7 |
| Date: | 5/12/2015 | Min. Street | Maln Tr/ Old Tomoka Rd | Orientation | N-S |  |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø] |  |  | 1 | 2 | 3 | 4 | B | 6 | 7 | 8 |  | otes |
| Direction |  |  | EBL | WB |  | NB | WBL | $E B$ |  | S8 |  |  |
| Speed Limit (mph) |  |  | 45 | 45 |  | 25 | 45 | 45 |  | 25 |  |  |
| Vehicle Traversed Width |  |  | 106 | 71 |  | 117 | 94 | 72 |  | 118 |  |  |
| Approach Grades |  |  | -0.2\% | 0.0\% |  | -3.2\% | 0.0\% | -0.2\% |  | -1.8\% |  |  |
| Ped-X (curb to curb) |  |  |  | 44 |  | 102 |  | 45 |  | 104 |  |  |
| Crossing Time |  |  |  | 13 |  | 30 |  | 13 |  | 30 |  |  |
| Ped-X (button to curb) |  |  |  | 20 |  | 14 |  | 20 |  | 14 |  |  |
| Ped-X (button to far curb) |  |  |  | 64 |  | 116 |  | 65 |  | 118 |  |  |
| Crossing Time (to far curb) |  |  |  | 22 |  | 39 |  | 22 |  | 40 |  |  |
| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |
| Mavement \# (Controlfer Phase $\emptyset$ ) |  |  | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 6 |  | otes |
| Diraction |  |  | EBL | WB |  | NB | WBL | EB |  | SB |  |  |
| Turn Type |  |  | Prot |  |  |  | Prot |  |  |  |  |  |
| Min Green |  |  | 5 | 15 |  | 10 | 5 | 15 |  | 10 |  |  |
| Ext |  |  | 3.0 | 4.0 |  | 3.0 | 3.0 | 4.0 |  | 3.0 |  |  |
| Yellow Change Interval |  |  | 4.8 | 4.8 |  | 3.5 | 4.8 | 4.8 |  | 3.4 |  |  |
| Red Clearance Interval |  |  | 2.6 | 2.0 |  | 2.8 | 2.2 | 2.0 |  | 2.8 |  |  |
| Max I |  |  | 20 | 60 |  | 3340 | 20 | 60 |  | 3040 |  |  |
| Max II |  |  | 30 | 80 |  | 2645 | 20 | 80 |  | 2945 |  |  |
| Walk |  |  |  | 7 |  | 7 |  | 7 |  | 7 | Allemate | alk and |
| Flashing Don't Walk |  |  |  | 13 |  | 30 |  | 13 |  | 30 | In notes | elow for |
| Min Splits |  |  | 13.0 | 27.0 |  | 44.0 | 12.0 | 27.0 |  | 44.0 | periods (T) | ing Plan |
| Detector Memory |  |  |  | ON |  |  |  | ON |  |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |  |  |  |
| Recall |  |  |  | Min |  |  |  | M ${ }^{\text {n }}$ |  |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |  |  |  |
| Coord Phase |  |  |  | YES |  |  |  | YES |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| Coordination Timings (seconds) |  |  |  |  |  |  |  |  |  |  |  |  |
| Plan | Pattern | C-0.s | Splits |  |  |  |  |  |  |  | Cycle <br> Length | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Offiset } \\ \text { A } \end{array} \\ \hline \end{array}$ |
| AM | 1 | 111 | 23 | 62 | - | 55 | 18 | 67 | - | 55 | 140 | 127 |
| MIDDAY | 2 | 211 | 27 | 79 | - | 44 | 18 | 88 | - | 44 | 150 | 65 |
| PM | 3 | 322 | 37 | 79 | - | 44 | 18 | 98 | - | 44 | 180 | 48 |
| NT | 4 | 411 | 21 | 66 | - | 23 | 17 | 70 | - | 23 | 110 | 48 |
| Timing Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |
| Walk |  |  |  | 8 |  | 18 |  | 8 |  | 18 |  |  |
| Flashing Don't Walk |  |  |  | 17 |  | 32 |  | 17 |  | 32 |  |  |
| Max II |  |  | 30 | 80 |  | 20 | 20 | 80 |  | 20 |  |  |

Notes
1 Offset refarenced to end of first thrumovement $2 \& \theta$
2 Program Max II during coordination
Ring-1

3 Program fixed force-offs
4 Intersection runs FREE Max II \& TP2 from 7:30 to 0:30 and 14:00 to 15:00 on weekdays
5 PEO recall on coord phases. Programmed to rest in walk

STATE OF FLORIDA

## DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE

SR 40 Slgnal Retlming
Volusla County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 28.992 | Node |
| :--- | :--- | :--- | :--- | :--- |
| Sig ID | 203 | Controller | Econolite ASC/3-2100 | System ID |
| MaJ. Street | SR 40 | Orientation | E-W | SOP |
| Min. Street | Nova Rd. | Orlentation | N-S | 10 |



## Notes

1 Offset referenced to end of first thrumovement 4 \& 8
2 Program Max II during coordination
3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

| Ring-1 | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 | 7 | 8 |

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusla County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79100 | Mile Post | 29.880 | Node | 10 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Slg ID | 233 | Controller | Econolite ASC/3-2100 | System ID | 13 |
| Maj. Street | SR 40 | Orlentation | E-W | SOP |  |
| Min. Street | Orchard St | Orientation | N-S | 10 Modified |  |


| Pedestrians |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | WB | SBL | NB | WBL | E日 |  | SB |  |
| Speed Limit (mph) | 35 | 35 | 25 | 25 | 35 | 35 |  | 25 |  |
| Vehicle Traversed Width | 78 | 66 | 99 | 93 | 79 | 72 |  | 108 |  |
| Approach Grades | -0.2\% | 0.0\% | 0.0\% | -1.0\% | 0.0\% | -0.2\% |  | 0.0\% |  |
| Ped-X (curb to curb) |  | 66 |  | 78 |  | 57 |  | 91 |  |
| Crossing Time |  | 19 |  | 23 |  | 17 |  | 26 |  |
| Ped-X (button to curb) |  | 12 |  | 15 |  | 12 |  | 12 |  |
| Ped-X (button to far curb) |  | 78 |  | 93 |  | 69 |  | 103 |  |
| Crossing Time (to far curb) |  | 26 |  | 31 |  | 23 |  | 35 |  |

Controller Timings (seconds)

| Controller Timings (seconds) |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Movement \# (Controller Phase Ø) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | Notes |
| Direction | EBL | w日 | SBL | $N B$ | WBL | $E B$ |  | SB |  |
| Turn Type | Prot |  | PermProt |  | Prot |  |  |  |  |
| Min Green | 5 | 11 | 5 | 6 | 5 | 11 |  | 6 |  |
| Ext | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 | 4.0 |  | 4.0 |  |
| Yellow Change Interval | 4.0 | 4.0 | 3.4 | 3.4 | 4.0 | 4.0 |  | 3.4 |  |
| Red Clearance Interval | 2.0 | 2.0 | 2.3 | 2.5 | 2.0 | 2.0 |  | 2.5 |  |
| Max 1 | 20 | 45 | 20 | 30 | 20 | 45 |  | 30 |  |
| Max II | 20 | 80 | 20 | 20 | 20 | 80 |  | 20 |  |
| Wask |  | 7 |  | 7 |  | 7 |  | 7 |  |
| Flashing Don't Walk |  | 19 |  | 23 |  | 17 |  | 26 |  |
| Min Splits | 11.0 | 32.0 | 11.0 | 36.0 | 11.0 | 30.0 |  | 39.0 |  |
| Detector Memory |  | ON |  |  |  | ON |  |  |  |
| Det. Cross Switch. |  |  |  |  |  |  |  |  |  |
| Recall |  | Min |  |  |  | Min |  |  |  |
| CNA |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | YES |  |  |  | YES |  |  |  |

Coordination Timings (seconds)

| Plan | Pattem | C-O-S | Spllts |  |  |  |  |  |  |  | Cycle Length | Offset A |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| AM | 1 | 111 | 22 | 80 | 20 | 38 | 18 | 84 | - | 58 | 160 | 93 |  |
| MIDDAY | 2 | 211 | 24 | 70 | 20 | 36 | 18 | 76 | - | 56 | 150 | 59 |  |
| PM | 3 | 311 | 25 | 76 | 23 | 36 | 18 | 83 | - | 59 | 160 | 39 |  |
| NT | 4 | 411 | 20 | 52 | 18 | 20 | 19 | 53 | - | 38 | 110 | 8 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Notes
1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination
3 Program fixed force-ofts
4 PED recall on coord phases. Programmed to rest in walk

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FIN 237974-1-32-1

| Designed By: | A.C |
| ---: | :---: |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |


| Section | 79100 | Mile Post | 30.240 | Node | 11 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| Sig ID | 204 | Controller | Econolite ASC/3-2100 | System ID | 13 |
| MaJ. Street | SR 40 | Orientation | E-W | SOP | 10 |
| Min. Street | US 1 | Orientation | N-S |  |  |



## Notes

1 Offiset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination

| Ring-1 | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 | 7 | 8 |

3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 Signal Retiming
Volusia County
FIN 237974-1-32-15

| Designed By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Sig ID | 205 | Mlle Post | 0.223 | Node | 12 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| MaJ. Street | SR 40 | Controller | Econolite ASC/3-2100 | System ID | 13 |
| Min. Street | Ridgewood Ave | Orientation | N-S | SOP |  |



Notes
1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination
3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

Ring-1
Ring-2

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT FIVE
SR 40 SIgnal Retiming
Volusia County
FIN 237974-1-32-15

| Deslgned By: | A.C |
| ---: | :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Date: | $5 / 12 / 2015$ |
| Checked By: | R.A.A |
| Date: | $5 / 12 / 2015$ |$\quad$| Section | 79150 | Mile Post | 0.430 | Node | 13 |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| Sig ID | 183 | Controller | Econolite ASC/3-2100 | System ID | 13 |
| Maj. Street | SR 40 | Orientatlon | E-W | SOP | 10 Modified |
| Min. Street | Beach St | Orientation | N-S |  |  |



Notes
1 Offset referenced to end of first thrumovement $2 \& 6$
2 Program Max II during coordination
3 Program fixed force-offs
4 PED recall on coord phases. Programmed to rest in walk

| Ring-1 | 1 | 2 | 3 | 4 |
| :--- | :--- | :--- | :--- | :--- |
| Ring-2 | 5 | 6 |  | 8 |


| LOCATION: | US 1 \& Airport Rd | ISOLATED: |  | DATE: _ 4/15/2016 | M. Tobin |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | Ormond Beach |  | X |  |  |
| SIGNAL \#: | 314 | CO-ORD: |  | Design By: |  |
| System \#: | - |  |  |  |  |

## Controller Timing Chart

| PHASE |  | 1 | 2 | 3 |  |  | 4 |  | 5 | 6 | 7 |  | 8 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| DIRECTION |  | NBL | SB | , |  |  | EB |  | 5 | NB | , |  | , |  |
| TURN TYPE |  | PROT | - |  |  |  | - |  | + | - | + |  | - |  |
| MIN GREEN |  | 5 | 16 |  |  |  | 7 |  |  | 16 |  |  |  |  |
| EXTENSION |  | 3 | 4 |  |  |  | 3 |  |  | 4 |  |  |  |  |
| CLEARANCE |  | 5.5 | 5.5 |  |  |  | 5.0 |  |  | 5.5 |  |  |  |  |
| ALL RED |  | 2.0 | 2.0 |  |  |  | 3.0 |  |  | 2.0 |  |  |  |  |
| WALK |  | - | - |  |  |  | - | C, |  | - |  |  |  |  |
| FDW |  | - | - |  |  |  | - |  | + | - |  |  |  |  |
| MAX 1 |  | 25 | 40 |  |  |  | 25 |  |  | 40 |  |  |  |  |
| MAX 2 |  | - | - |  |  |  | - |  |  | - |  |  |  |  |
| MAX 3 |  | 50 | 90 |  |  |  | - |  |  | 90 |  | - |  |  |
| ADJUST |  | 10 | 10 |  |  |  | - |  |  | 10 |  |  |  |  |
| RECALL |  | - | MIN |  |  |  | - |  |  | MIN |  |  |  |  |
| DETECTOR |  | NON-LOCK | LOCK |  |  | NON | -LOCK |  |  | LOCK |  |  |  |  |
| FLASH |  | - | YELLOW |  |  |  | RED |  |  | YELLOW |  |  |  |  |
| SET |  | 2 | 2 |  |  |  | - |  |  | 2 |  |  |  |  |
| CLEAR |  | 2 | 2 |  |  |  | - |  |  | 2 |  |  |  |  |
| BASE DAY |  | 1 | 2 |  | 3 |  |  |  |  | 6 |  | Crosswalk Length |  |  |
| MON \#1 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | P2 |  |  |
| TUES\#1 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | - |  |  |
| WED \#1 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | P4 |  |  |
| THU \#1 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | - |  |  |
| FRI \#1 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | P6 |  |  |
| SAT \#2 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | - |  |  |
| SUN \#3 | TIME | 00:01-00:00 |  |  |  |  |  |  |  |  |  |  |  |  |
|  | PLAN | FREE |  |  |  |  |  |  |  |  |  | P8 |  |  |
| CONTROLLER TYPE |  |  | CONDITION OF OVERHEAD |  |  |  |  | OK |  | PROM NUMBER |  |  |  |  |
| 1880 EL |  |  | OVERHEAD STREET NAMES |  |  |  |  | NO |  |  |  | - |  |  |
| PHASES: |  | 8Ф | ILLUMINATED STREET NAMES |  |  |  |  | YES |  | 92R07 |  | SIGNAL OWNER ${ }^{4}$ |  |  |
| CABINET TYPE |  | V | PRE-EMPTION |  |  |  |  | YES |  | IP ADDRESS |  | FDOT |  |  |
| CABINET DATE |  | 06/1994 | PRE-EMPTION TYPE |  |  |  |  | GPS |  | - |  | LED | YES |  |

## REMARKS:

Page 1 of 7
unknown County
Signal Timing Sheet
6/13/2018
$0: 1606$ - MASON \& CENTER ( Standard File )
Phase [1.1.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{( W T})$ | $\mathbf{3}$ <br> $\mathbf{N T})$ | $\mathbf{4}$ <br> $\mathbf{( S T )}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |  |  |
| Walk |  | 7 | 7 | 7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 11 | 14 | 16 |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green |  | 20 | 6 | 6 |  |  |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext |  | 6 | 3.5 | 3.5 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 |  | 45 | 25 | 35 |  |  |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 |  | 45 | 25 | 35 |  |  |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 3.5 | 4 | 3.4 | 3.4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr |  | 2.6 | 3.3 | 3.5 |  |  |  |  |  |  |  |  |  |  |  |  |

Phase Option [1.1.2]

|  | 1 | $\begin{gathered} 2 \\ (\mathbf{W T}) \end{gathered}$ | $\begin{gathered} 3 \\ (\mathrm{NT}) \end{gathered}$ | $\begin{gathered} 4 \\ (S T) \end{gathered}$ | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable |  | ON | ON | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Recall |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 1-16 [5.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase | 2 | 2 | 2 | 2 | 4 | 3 | 7 | 8 | 9 | 10 |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 17-32 [5.1]

|  | $\mathbf{1 7}$ | $\mathbf{1 8}$ | $\mathbf{1 9}$ | $\mathbf{2 0}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 3}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ | $\mathbf{2 8}$ | $\mathbf{2 9}$ | $\mathbf{3 0}$ | $\mathbf{3 1}$ | $\mathbf{3 2}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Detector, Vehicle Parameters 33-48 [5.1] |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 49-64 [5.1]

|  | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1606$ - MASON \& CENTER ( Standard File )

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cycle Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Offset Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Split Number |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ph Time Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Splits [2.7.1]

| Split Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Split Table $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

## $0: 1606$ - MASON \& CENTER ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
| Dwell Cyc Ped1 |  |  |  |  |  |  |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |

Preemption Times+[3.4]/Overlaps +[3.5]/Options +[3.6]

| Preempt | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON | ON | ON |
| Type | EMERG | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track |  |  |  |  |  |  |
| Volt Mon Flash |  |  |  |  |  |  |
| Coord in Preempt |  |  |  |  |  |  |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Exten Dwell |  |  |  |  |  |  |
| Pattern |  |  |  |  |  |  |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 |  |  |  |  |  |  |
| Track Over 2 |  |  |  |  |  |  |
| Track Over 3 |  |  |  |  |  |  |
| Track Over 4 |  |  |  |  |  |  |
| Track Over 5 |  |  |  |  |  |  |
| Track Over 6 |  |  |  |  |  |  |
| Track Over 7 |  |  |  |  |  |  |
| Track Over 8 |  |  |  |  |  |  |
| Track Over 9 |  |  |  |  |  |  |
| Track Over 10 |  |  |  |  |  |  |
| Track Over 11 |  |  |  |  |  |  |
| Track Over 12 |  |  |  |  |  |  |
| DwellCyc Over 1 |  |  |  |  |  |  |
| DwellCyc Over 2 |  |  |  |  |  |  |
| DwellCyc Over 3 |  |  |  |  |  |  |
| DwellCyc Over 4 |  |  |  |  |  |  |
| DwellCyc Over 5 |  |  |  |  |  |  |
| DwellCyc Over 6 |  |  |  |  |  |  |
| DwellCyc Over 7 |  |  |  |  |  |  |
| DwellCyc Over 8 |  |  |  |  |  |  |
| DwellCyc Over 9 |  |  |  |  |  |  |
| DwellCyc Over 10 |  |  |  |  |  |  |
| DwellCyc Over 11 |  |  |  |  |  |  |
| DwellCyc Over 12 |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Yellow |  |  |  |  |  |  |
| Red |  |  |  |  |  |  |
| Return Max |  |  |  |  |  |  |

Overlap Program Parameters [1.5.2.1]

| Overlap | Included Phases |  |  |  |  |  |  |  | Modifer Phases |  |  |  |  |  |  |  | Type | Green | Yellow | Red |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Overlap 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 6 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |

Page 5 of 7
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1606$－MASON \＆CENTER（Standard File ）
Alternate Phase Program 1，Interval Times［1．1．6．1］

|  | $\sum_{x}^{2}$ | $\begin{aligned} & \overrightarrow{0} \\ & \stackrel{2}{2} \\ & \frac{2}{2} \\ & \end{aligned}$ | $\frac{9}{2}$ |  | 录 | 苟 | $\frac{6}{6}$ | $\begin{aligned} & \bar{\pi} \\ & \stackrel{2}{2} \\ & \stackrel{2}{2} \\ & \end{aligned}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 3，Interval Times［1．1．6．1］

|  | $\underset{\text { 曾 }}{2}$ |  | $\begin{aligned} & \text { Q } \\ & \stackrel{\rightharpoonup}{0} \\ & =1 \\ & =1 \end{aligned}$ |  | 资 | 药 | 曾 | $$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 2，Interval Times［1．1．6．1］


Alternate Phase Program 4，Interval Times［1．1．6．1］

| 雲 | $\underset{x_{x}^{2}}{z}$ |  |  |  | 3 | 丞 | 台 | 苋 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Alternate Phase Program 5，Interval Times［1．1．6．1］

| 获 | $\sum_{\underline{e v}}^{x}$ | 를 <br> 2 <br> 2 <br>  | Qi er |  | $\underset{\sim}{3}$ | $\frac{3}{2}$ | 暑 |  |  | Wِّ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

TB Coor，Day Plan［4．4］

| Day Plan Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$\qquad$
unknown County
Special System Timing Sheet
6/13/2018
$0: 1606$ - MASON \& CENTER ( Standard File )

Coordination, Splits [2.7.1]

| Split Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 9 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 10 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 11 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 15 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 16 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time           <br> Mode NON NON NON NON NON NON NON NON NON NON <br> NON NON NON NON NON NON      <br> Coord Phase           <br>            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018

Page 1 of 8
unknown County
Signal Timing Sheet
6/13/2018
$0: 1605$ - MASON \& DERBYSHIRE ( Standard File )
Phase [1.1.1]

|  | $\mathbf{1}$ <br> $\mathbf{( E L )}$ | $\mathbf{2}$ <br> $\mathbf{( W T )}$ | $\mathbf{3}$ <br> $\mathbf{( N T})$ | $\mathbf{4}$ <br> $\mathbf{( S T )}$ | $\mathbf{5}$ | $\mathbf{6}$ <br> $(\mathbf{E T})$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 11 |  | 16 |  | 10 |  |  |  |  |  |  |  |  |  |  |
| Min Green | 6 | 15 | 8 | 8 |  | 15 |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Passage | 3 | 6 | 3 | 3 |  | 6 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 15 | 52 | 20 | 20 |  | 52 |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 15 | 52 | 20 | 20 |  | 52 |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow | 4.1 | 4 | 3.4 | 3.7 |  | 4.1 |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red | 3 | 2 | 2.9 | 2.6 |  | 2 |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |

Phase Option [1.1.2]

|  | $\begin{gathered} 1 \\ (E L) \end{gathered}$ | $\begin{gathered} 2 \\ (\mathbf{W T}) \end{gathered}$ | $\begin{gathered} 3 \\ (\mathrm{NT}) \end{gathered}$ | $\begin{gathered} 4 \\ (S T) \end{gathered}$ | 5 | $\begin{gathered} 6 \\ (E T) \end{gathered}$ | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON |  | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Entry |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non Act1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non Act2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call | ON | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  |  |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 1-16 [5.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 17-32 [5.1]

|  | $\mathbf{1 7}$ | $\mathbf{1 8}$ | $\mathbf{1 9}$ | $\mathbf{2 0}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 3}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ | $\mathbf{2 8}$ | $\mathbf{2 9}$ | $\mathbf{3 0}$ | $\mathbf{3 1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 33-48 [5.1]

| Call Phase | $\mathbf{3 3}$ | $\mathbf{3 4}$ | $\mathbf{3 5}$ | $\mathbf{3 6}$ | $\mathbf{3 7}$ | $\mathbf{3 8}$ | $\mathbf{3 9}$ | $\mathbf{4 0}$ | $\mathbf{4 1}$ | $\mathbf{4 2}$ | $\mathbf{4 3}$ | $\mathbf{4 4}$ | $\mathbf{4 5}$ | $\mathbf{4 6}$ | $\mathbf{4 7}$ | $\mathbf{4 8}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 49-64 [5.1]

|  | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 56 | 57 | 58 | 59 | 60 | 61 | 62 | 63 | 64 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:
$0: 1605-$ MASON \& DERBYSHIRE ( Standard File )

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 6 | 9 | 15 | 18 | 19 |  |  |  |  |  |  |  |  |  |  |
| Minute |  | 30 | 30 | 30 |  | 30 |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 3 | 4 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cycle Time |  | 110 | 110 | 150 |  |  |  |  |  |  |  |  |  |  |  |  |
| Offset Time |  | 39 | 109 | 83 |  |  |  |  |  |  |  |  |  |  |  |  |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ph Time Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Splits [2.7.1]

| Split Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 18 | 45 | 18 | 29 |  | 63 |  | 47 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 18 | 48 | 18 | 26 |  | 66 |  | 44 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 18 | 81 | 18 | 33 |  | 99 |  | 51 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

## $0: 1605-$ MASON \& DERBYSHIRE ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Flash | ON | ON | ON | ON | ON | ON |
| Override Higher | ON | ON | ON | ON | ON | ON |
| Flash Dwell | ON | ON | ON | ON | ON | ON |
| Link |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track R1 |  |  |  |  |  |  |
| Track R2 |  |  |  |  |  |  |
| Track R3 |  |  |  |  |  |  |
| Track R4 |  |  |  |  |  |  |
| Dwell P1 |  |  |  |  |  |  |
| Dwell P2 |  |  |  |  |  |  |
| Dwell P3 |  |  |  |  |  |  |
| Dwell P4 |  |  |  |  |  |  |
| Dwell P5 |  |  |  |  |  |  |
| Dwell P6 |  |  |  |  |  |  |
| Dwell P7 |  |  |  |  |  |  |
| Dwell P8 |  |  |  |  |  |  |
| Dwell P9 |  |  |  |  |  |  |
| Dwell P10 |  |  |  |  |  |  |
| Dwell P11 |  |  |  |  |  |  |
| Dwell P12 |  |  |  |  |  |  |
| Dwell Ped1 |  |  |  |  |  |  |
| Dwell Ped2 |  |  |  |  |  |  |
| Dwell Ped3 |  |  |  |  |  |  |
| Dwell Ped4 |  |  |  |  |  |  |
| Dwell Ped5 |  |  |  |  |  |  |
| Dwell Ped6 |  |  |  |  |  |  |
| Dwell Ped7 |  |  |  |  |  |  |
| Dwell Ped8 |  |  |  |  |  |  |
| Exit R1 |  |  |  |  |  |  |
| Exit R2 |  |  |  |  |  |  |
| Exit R3 |  |  |  |  |  |  |
| Exit R4 |  |  |  |  |  |  |

Preemption Times+[3.4]/Overlaps+[3.5]/Options+[3.6]

| Preempt | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON | ON | ON |
| Type | EMERG | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track |  |  |  |  |  |  |
| Volt Mon Flash |  |  |  |  |  |  |
| Coord in Preempt |  |  |  |  |  |  |
| Max2 |  |  |  |  |  |  |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell |  |  |  |  |  |  |
| Pattern |  |  |  |  |  |  |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 |  |  |  |  |  |  |
| Track Over 2 |  |  |  |  |  |  |
| Track Over 3 |  |  |  |  |  |  |
| Track Over 4 |  |  |  |  |  |  |
| Track Over 5 |  |  |  |  |  |  |
| Track Over 6 |  |  |  |  |  |  |
| Track Over 7 |  |  |  |  |  |  |
| Track Over 8 |  |  |  |  |  |  |
| Track Over 9 |  |  |  |  |  |  |
| Track Over 10 |  |  |  |  |  |  |
| Track Over 11 |  |  |  |  |  |  |
| Track Over 12 |  |  |  |  |  |  |
| Dwell Over 1 |  |  |  |  |  |  |
| Dwell Over 2 |  |  |  |  |  |  |
| Dwell Over 3 |  |  |  |  |  |  |
| Dwell Over 4 |  |  |  |  |  |  |
| Dwell Over 5 |  |  |  |  |  |  |
| Dwell Over 6 |  |  |  |  |  |  |
| Dwell Over 7 |  |  |  |  |  |  |
| Dwell Over 8 |  |  |  |  |  |  |
| Dwell Over 9 |  |  |  |  |  |  |
| Dwell Over 10 |  |  |  |  |  |  |
| Dwell Over 11 |  |  |  |  |  |  |
| Dwell Over 12 |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Yellow |  |  |  |  |  |  |
| Red |  |  |  |  |  |  |
| Return Min/Max |  |  |  |  |  |  |
| Delay Inh |  |  |  |  |  |  |
| Exit Time |  |  |  |  |  |  |
| All Red B4 |  |  |  |  |  |  |

Overlap Program Parameters [1.5.2.1]


Page 6 of 8
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ Av... 6/13/2018

|  | $\sum_{\sum_{X}^{2}}^{2}$ |  |  |  | 䓒 | 㞼 | $\frac{6}{0}$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 3，Interval Times［1．1．6．1］

|  |  | $$ | $$ |  | 资 | 菝 | 會 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 2，Interval Times［1．1．6．1］


Alternate Phase Program 4，Interval Times［1．1．6．1］

| $\begin{aligned} & \stackrel{\rightharpoonup}{\ddot{W}} \\ & \stackrel{\rightharpoonup}{\theta} \end{aligned}$ | $\sum_{2}^{x}$ |  |  |  | $\stackrel{3}{x}$ | 菝 | 曾 | $$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 5，Interval Times［1．1．6．1］

| $\begin{aligned} & \mathbb{Z} \\ & \overrightarrow{0} \\ & \text { On } \end{aligned}$ | $\sum_{\underset{X}{N}}^{2}$ | $\begin{aligned} & 0 \\ & 8 \\ & \Omega \\ & \Omega \\ & \end{aligned}$ | Q | $\begin{aligned} & 0 \\ & \text { O } \\ & \text { O} \\ & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | 褵 | 苍 | $\frac{\widehat{e}}{=}$ | $\begin{aligned} & \overline{0} \\ & \text { Q } \\ & \hat{0} \\ & =0 \end{aligned}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

TB Coor，Day Plan［4．4］

| Day Plan Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$0: 1605$ - MASON \& DERBYSHIRE (Standard File )
Coordination, Splits [2.7.1]

| Split Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



| Split Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 15 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 16 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord-Ph |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:
unknown County
0 : 1602 - Mason \& No. Beach ( Standard File )
Phase [1.1.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 21 |  | 33 |  | 22 |  | 25 |  |  |  |  |  |  |  |  |
| Min Green | 8 | 10 | 8 | 15 | 8 | 10 | 8 | 15 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 4 | 6 | 4 | 6 | 4 | 6 | 4 | 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 70 | 30 | 40 | 30 | 70 | 30 | 40 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 70 | 30 | 40 | 30 | 70 | 30 | 40 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.7 | 4.7 | 3.7 | 3.7 | 4.7 | 4.7 | 3.7 | 3.7 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.7 | 2 | 3.6 | 3.6 | 2.7 | 2 | 3.6 | 3.6 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |

Phase Option [1.1.2]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 1-16 [5.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 17-32 [5.1]

|  | $\mathbf{1 7}$ | $\mathbf{1 8}$ | $\mathbf{1 9}$ | $\mathbf{2 0}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 3}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ | $\mathbf{2 8}$ | $\mathbf{2 9}$ | $\mathbf{3 0}$ | $\mathbf{3 1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 33-48 [5.1]

|  | $\mathbf{3 3}$ | $\mathbf{3 4}$ | $\mathbf{3 5}$ | $\mathbf{3 6}$ | $\mathbf{3 7}$ | $\mathbf{3 8}$ | $\mathbf{3 9}$ | $\mathbf{4 0}$ | $\mathbf{4 1}$ | $\mathbf{4 2}$ | $\mathbf{4 3}$ | $\mathbf{4 4}$ | $\mathbf{4 5}$ | $\mathbf{4 6}$ | $\mathbf{4 7}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 49-64 [5.1]

|  | $\mathbf{4 9}$ | $\mathbf{5 0}$ | $\mathbf{5 1}$ | $\mathbf{5 2}$ | $\mathbf{5 3}$ | $\mathbf{5 4}$ | $\mathbf{5 5}$ | $\mathbf{5 6}$ | $\mathbf{5 7}$ | $\mathbf{5 8}$ | $\mathbf{5 9}$ | $\mathbf{6 0}$ | $\mathbf{6 1}$ | $\mathbf{6 2}$ | $\mathbf{6 3}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1602$ - Mason \& No. Beach ( Standard File )

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 6 | 14 | 18 | 21 |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  | 30 | 30 | 30 |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 4 | 2 | 100 |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 8 | 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  | 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cycle Time |  | 150 | 140 | 150 |  |  |  |  |  |  |  |  |  |  |  |  |
| Offset Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Split Number | 1 | 2 | 3 | 4 | 11 |  | 7 | 11 |  | 11 | 12 | 10 | 27 | 27 | 27 | 26 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ph Time Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Splits $[2.7 .1]$

| Split Table $\mathbf{1}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 22 | 42 | 20 | 36 | 22 | 42 | 20 | 36 |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| OMT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{2}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 25 | 50 | 26 | 49 | 25 | 50 | 26 | 49 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 25 | 60 | 16 | 39 | 25 | 60 | 16 | 39 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 4 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 25 | 70 | 16 | 39 | 25 | 70 | 16 | 39 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 20 | 49 | 16 | 55 | 20 | 49 | 16 | 55 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 32 | 58 | 22 | 48 | 32 | 58 | 22 | 48 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

## 0 : 1602 - Mason \& No. Beach ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
| Dwell Cyc Ped1 |  |  |  |  |  |  |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |

Preemption Times+[3.4]/Overlaps +[3.5]/Options +[3.6]

| Preempt | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON | ON | ON |
| Type | EMERG | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track |  |  |  |  |  |  |
| Volt Mon Flash |  |  |  |  |  |  |
| Coord in Preempt |  |  |  |  |  |  |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell |  |  |  |  |  |  |
| Pattern |  |  |  |  |  |  |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 |  |  |  |  |  |  |
| Track Over 2 |  |  |  |  |  |  |
| Track Over 3 |  |  |  |  |  |  |
| Track Over 4 |  |  |  |  |  |  |
| Track Over 5 |  |  |  |  |  |  |
| Track Over 6 |  |  |  |  |  |  |
| Track Over 7 |  |  |  |  |  |  |
| Track Over 8 |  |  |  |  |  |  |
| Track Over 9 |  |  |  |  |  |  |
| Track Over 10 |  |  |  |  |  |  |
| Track Over 11 |  |  |  |  |  |  |
| Track Over 12 |  |  |  |  |  |  |
| DwellCyc Over 1 |  |  |  |  |  |  |
| DwellCyc Over 2 |  |  |  |  |  |  |
| DwellCyc Over 3 |  |  |  |  |  |  |
| DwellCyc Over 4 |  |  |  |  |  |  |
| DwellCyc Over 5 |  |  |  |  |  |  |
| DwellCyc Over 6 |  |  |  |  |  |  |
| DwellCyc Over 7 |  |  |  |  |  |  |
| DwellCyc Over 8 |  |  |  |  |  |  |
| DwellCyc Over 9 |  |  |  |  |  |  |
| DwellCyc Over 10 |  |  |  |  |  |  |
| DwellCyc Over 11 |  |  |  |  |  |  |
| DwellCyc Over 12 |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Yellow |  |  |  |  |  |  |
| Red |  |  |  |  |  |  |
| Return Max |  |  |  |  |  |  |

Overlap Program Parameters [1.5.2.1]


Page 5 of 7
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1602$－Mason \＆No．Beach（Standard File ）
Alternate Phase Program 1，Interval Times［1．1．6．1］

|  | 曾 |  | N |  | 药 | 范 | e |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 3，Interval Times［1．1．6．1］

|  |  |  | $\begin{aligned} & \text { Q } \\ & \stackrel{\rightharpoonup}{0} \\ & =1 \\ & =1 \end{aligned}$ |  | 药 | 范 | 曾 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 2，Interval Times［1．1．6．1］


Alternate Phase Program 4，Interval Times［1．1．6．1］

| 蔽 | $\frac{\Sigma}{2}$ | $\stackrel{\rightharpoonup}{0}$ <br> $\stackrel{2}{2}$ <br> $\frac{2}{2}$ <br> 1 | Q |  | 荮 | 药 |  | 䂞 |  | 碳 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Alternate Phase Program 5，Interval Times［1．1．6．1］

|  | $\underset{\text { 关 }}{\Sigma}$ | $\begin{aligned} & \text { ت0 } \\ & 0 . \end{aligned}$ |  |  | 药 | 药 | e |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

TB Coor，Day Plan［4．4］

| Day Plan Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$\qquad$

## 0 : 1602 - Mason \& No. Beach ( Standard File )

Coordination, Splits [2.7.1]

| Split Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 32 | 48 | 25 | 55 | 32 | 48 | 25 | 55 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | MAX | NON | MXP | NON | MAX | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{8}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 24 | 147 | 24 | 49 | 37 | 134 | 24 | 49 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 9 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 20 60 15 27 16 64 17 25   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 10 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 36 54 36 54 36 54 36 54   |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 11 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 22 | 51 | 22 | 85 | 22 | 51 | 22 | 85 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | MAX | NON | MXP | NON | MAX | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 12 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 22 | 102 | 22 | 34 | 22 | 102 | 22 | 34 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 25 | 92 | 24 | 59 | 25 | 92 | 24 | 59 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | MAX | NON | MXP | NON | MAX | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 14 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 26 | 48 | 26 | 100 | 26 | 48 | 26 | 100 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 15 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 16 36 18 130 16 36 18 130  <br>           <br> Mode NON MXP NON NON NON NON NON NON OMT <br> OMT OMT OMT OMT OMT OMT OMT    <br> Coord Phase  ON        <br>           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 16 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 17 62 17 104 17 62 17 104    |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | OMT | OMT | OMT | OMT | OMT | OMT | OMT | OMT |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
unknown County
Signal Timing Sheet
6/13/2018
$0: 1665$ - NOVA \& MASON ( Standard File )
Phase [1.1.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{( N L )}$ | $\mathbf{( S T )}$ | $\mathbf{( E L )}$ | $\mathbf{( \mathbf { W T } )}$ | $\mathbf{( S L )}$ | $(\mathbf{N T})$ | $(\mathbf{W L})$ | $(\mathbf{E T})$ |  |  |  |  |  |  |  |  |
| Walk |  | 7 |  | 8 |  | 7 |  | 7 |  |  |  |  |  |  |  |
| Ped Clearance |  | 21 |  | 29 |  | 25 |  | 32 |  |  |  |  |  |  |  |
| Min Green | 7 | 15 | 7 | 10 | 7 | 15 | 7 | 10 |  |  |  |  |  |  |  |
| Gap Ext | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 |  |  |  |  |  |  |  |
| Max1 | 25 | 45 | 25 | 45 | 25 | 45 | 25 | 45 |  |  |  |  |  |  |  |
| Max2 | 50 | 45 | 50 | 45 | 50 | 45 | 50 | 45 |  |  |  |  |  |  |  |
| Yellow Clr | 4.8 | 4.8 | 4.1 | 4 | 4.8 | 4.8 | 4 | 4.1 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Red Clr | 2.7 | 2 | 2.8 | 2.3 | 2.6 | 2 | 2.7 | 2.2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 |

Phase Option [1.1.2]

|  | $\begin{gathered} 1 \\ (\mathrm{NL}) \end{gathered}$ | $\begin{gathered} 2 \\ (\mathbf{S T}) \end{gathered}$ | $\begin{gathered} 3 \\ (E L) \end{gathered}$ | $\begin{gathered} 4 \\ (W T) \end{gathered}$ | $\begin{gathered} \mathbf{5} \\ (\mathrm{SL}) \end{gathered}$ | $\begin{gathered} 6 \\ (\mathrm{NT}) \end{gathered}$ | $\begin{gathered} 7 \\ (W L) \end{gathered}$ | $\begin{gathered} 8 \\ (\mathrm{ET}) \end{gathered}$ | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 1-16 [5.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  | 2 | 6 | 11 | 12 | 13 | 14 | 15 | 16 |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 17-32 [5.1]

|  | $\mathbf{1 7}$ | $\mathbf{1 8}$ | $\mathbf{1 9}$ | $\mathbf{2 0}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 3}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ | $\mathbf{2 8}$ | $\mathbf{2 9}$ | $\mathbf{3 0}$ | $\mathbf{3 1}$ | $\mathbf{3 2}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase | 1 | 6 | 3 | 8 | 5 | 2 | 7 | 4 |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Detector, Vehicle Parameters 33-48 [5.1] |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 49-64 [5.1]

|  | $\mathbf{4 9}$ | $\mathbf{5 0}$ | $\mathbf{5 1}$ | $\mathbf{5 2}$ | $\mathbf{5 3}$ | $\mathbf{5 4}$ | $\mathbf{5 5}$ | $\mathbf{5 6}$ | $\mathbf{5 7}$ | $\mathbf{5 8}$ | $\mathbf{5 9}$ | $\mathbf{6 0}$ | $\mathbf{6 1}$ | $\mathbf{6 2}$ | $\mathbf{6 3}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1665$ - NOVA \& MASON ( Standard File )
TB Coor, Day Plan [4.4]

| Day Plan Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 6 | 9 | 14 | 18 | 20 |  |  |  |  |  |  |  |  |  |  |
| Minute |  | 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 3 | 4 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 9 | 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cycle Time | 120 | 140 | 150 | 150 |  |  | 160 |  |  | 180 |  |  |  |  |  |  |
| Offset Time | 19 | 41 | 5 | 25 |  |  | 110 |  |  | 10 |  |  |  |  |  |  |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ph Time Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Splits [2.7.1]

| Split Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 20 | 38 | 25 | 37 | 20 | 38 | 25 | 37 |  |  |  |  |  |  |  |  |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 16 | 59 | 19 | 46 | 21 | 54 | 19 | 46 |  |  |  |  |  |  |  |  |
| Mode | NON | MAX | NON | NON | NON | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |


| Split Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 21 53 31 45 28 46 23 53  <br>           <br> Mode NON MAX NON NON NON MAX NON NON NON <br> NON NON NON NON NON NON NON    <br> Coord Phase      ON    <br>           |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 19 | 56 | 31 | 44 | 24 | 51 | 22 | 53 |  |  |  |  |  |  |  |  |
| Mode | NON | MAX | NON | NON | NON | MAX | MAX | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

## $0: 1665$ - NOVA \& MASON ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
| Dwell Cyc Ped1 |  |  |  |  |  |  |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |

Preemption Times+[3.4]/Overlaps +[3.5]/Options +[3.6]

| Preempt | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON | ON | ON | ON | ON |
| Type | EMERG | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track |  |  |  |  |  |  |
| Volt Mon Flash |  |  |  |  |  |  |
| Coord in Preempt |  |  |  |  |  |  |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell |  |  |  |  |  |  |
| Pattern |  |  |  |  |  |  |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 |  |  |  |  |  |  |
| Track Over 2 |  |  |  |  |  |  |
| Track Over 3 |  |  |  |  |  |  |
| Track Over 4 |  |  |  |  |  |  |
| Track Over 5 |  |  |  |  |  |  |
| Track Over 6 |  |  |  |  |  |  |
| Track Over 7 |  |  |  |  |  |  |
| Track Over 8 |  |  |  |  |  |  |
| Track Over 9 |  |  |  |  |  |  |
| Track Over 10 |  |  |  |  |  |  |
| Track Over 11 |  |  |  |  |  |  |
| Track Over 12 |  |  |  |  |  |  |
| DwellCyc Over 1 |  |  |  |  |  |  |
| DwellCyc Over 2 |  |  |  |  |  |  |
| DwellCyc Over 3 |  |  |  |  |  |  |
| DwellCyc Over 4 |  |  |  |  |  |  |
| DwellCyc Over 5 |  |  |  |  |  |  |
| DwellCyc Over 6 |  |  |  |  |  |  |
| DwellCyc Over 7 |  |  |  |  |  |  |
| DwellCyc Over 8 |  |  |  |  |  |  |
| DwellCyc Over 9 |  |  |  |  |  |  |
| DwellCyc Over 10 |  |  |  |  |  |  |
| DwellCyc Over 11 |  |  |  |  |  |  |
| DwellCyc Over 12 |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Yellow |  |  |  |  |  |  |
| Red |  |  |  |  |  |  |
| Return Max |  |  |  |  |  |  |

Overlap Program Parameters [1.5.2.1]


Page 5 of 7
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018

## $0: 1665$－NOVA \＆MASON（ Standard File ）

|  | $\sum_{\underset{X}{2}}^{2}$ | $\begin{aligned} & \ddot{0} \\ & \stackrel{B}{2} \\ & 2 \\ & \underset{\sim}{2} \end{aligned}$ | Q |  | 苞 | 苾 | $\frac{6}{6}$ | $\begin{aligned} & \bar{\pi} \\ & \stackrel{2}{2} \\ & \stackrel{2}{2} \\ & \end{aligned}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 3，Interval Times［1．1．6．1］

|  | $\underset{\text { 曾 }}{2}$ |  | $\begin{aligned} & \text { Q } \\ & \stackrel{\rightharpoonup}{0} \\ & =1 \\ & =1 \end{aligned}$ |  | 资 | 药 | 曾 | $$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 2，Interval Times［1．1．6．1］


Alternate Phase Program 4，Interval Times［1．1．6．1］

| 雲 | $\underset{x_{x}^{2}}{z}$ |  |  |  | 3 | 丞 | 台 | 苋 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Alternate Phase Program 5，Interval Times［1．1．6．1］

|  | $\underset{\text { 关 }}{\Sigma}$ |  | Re |  | ③ | 苋 |  |  | $\begin{aligned} & \bar{\pi} \\ & \stackrel{\omega}{2} \\ & \stackrel{2}{2} \\ & \stackrel{\leftrightarrow}{4} \end{aligned}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

TB Coor，Day Plan［4．4］

| Day Plan Table $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | 6 | 7 | 8 | 9 | 11 | 13 | 14 | 17 | 18 | 21 |  |  |  |  |  |  |
| Minute | 30 | 15 | 30 | 30 | 30 | 15 | 30 | 30 |  | 30 |  |  |  |  |  |  |
| Action | 100 | 7 | 4 | 100 | 4 | 100 | 7 | 4 | 100 |  |  |  |  |  |  |  |


| Day Plan Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour | 8 | 9 | 15 | 18 | 21 | 23 |  |  |  |  |  |  |  |  |  |  |
| Minute |  | 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 1 | 4 | 7 | 4 | 1 | 100 |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$\qquad$
unknown County
Special System Timing Sheet
6/13/2018
$0: 1665-$ NOVA \& MASON ( Standard File )
Coordination, Splits [2.7.1]

| Split Table 7 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 25 | 60 | 25 | 50 | 25 | 60 | 25 | 50 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 25 | 45 | 30 | 60 | 25 | 45 | 30 | 60 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 9 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 10 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 22 71 27 60 22 71 27 60  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 11 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time           <br> Mode NON MXP NON NON NON MXP NON NON NON NON <br> NON NON NON NON NON NON      <br> Coord Phase  ON         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{1 4}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 15 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 16 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time            <br> Mode NON MXP NON NON NON MXP NON NON NON NON NON <br> NON NON NON NON NON        <br> Coord Phase  ON          <br>             |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018

Page 1 of 7
unknown County
Signal Timing Sheet
6/13/2018
$0: 1603$ - MASON \& VINE ( Standard File )
Phase [1.1.1]

|  | 1 | $\begin{gathered} 2 \\ (\mathbf{W T}) \end{gathered}$ | 3 | $\begin{gathered} 4 \\ (S T) \end{gathered}$ | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 17 |  | 15 |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green |  | 15 |  | 8 |  |  |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext |  | 4 |  | 4 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 |  | 80 |  | 16 |  |  |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 |  | 80 |  | 16 |  |  |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr |  | 4.1 |  | 3.4 |  |  |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr |  | 2 |  | 2.1 |  |  |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |

Phase Option [1.1.2]

|  | 1 | $\begin{gathered} 2 \\ (\mathbf{W T}) \end{gathered}$ | 3 | $\begin{gathered} 4 \\ (\mathrm{ST}) \end{gathered}$ | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable |  | ON |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  |  |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 1-16 [5.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase | 2 | 2 | 4 | 4 | 2 | 2 |  |  |  | 4 |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  | 5 |  |  |  |  |  |  | 5 |  |  |  |  |  |  |

Detector, Vehicle Parameters 17-32 [5.1]

|  | $\mathbf{1 7}$ | $\mathbf{1 8}$ | $\mathbf{1 9}$ | $\mathbf{2 0}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 3}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ | $\mathbf{2 8}$ | $\mathbf{2 9}$ | $\mathbf{3 0}$ | $\mathbf{3 1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


|  | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 49-64 [5.1]

| Call Phase | $\mathbf{4 9}$ | $\mathbf{5 0}$ | $\mathbf{5 1}$ | $\mathbf{5 2}$ | $\mathbf{5 3}$ | $\mathbf{5 4}$ | $\mathbf{5 5}$ | $\mathbf{5 6}$ | $\mathbf{5 7}$ | $\mathbf{5 8}$ | $\mathbf{5 9}$ | $\mathbf{6 0}$ | $\mathbf{6 1}$ | $\mathbf{6 2}$ | $\mathbf{6 3}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{6 4}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Approved By: Tracy

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1603$ - MASON \& VINE ( Standard File )

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 6 | 9 | 15 | 18 | 19 |  |  |  |  |  |  |  |  |  |  |
| Minute |  | 30 | 30 | 30 |  | 30 |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 3 | 4 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cycle Time |  | 110 | 110 | 75 |  |  |  |  |  |  |  |  |  |  |  |  |
| Offset Time |  | 59 | 16 | 70 |  |  |  |  |  |  |  |  |  |  |  |  |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ph Time Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Splits [2.7.1]

| Split Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 2 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  | 88 |  | 22 |  | 88 |  | 22 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time  90  20  90  20 <br>          <br> Mode NON MXP NON NON NON NON NON NON <br> Coord Phase  NON NON NON NON NON NON NON <br> NON         |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  | 55 |  | 20 |  | 55 |  | 20 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

## $0: 1603$ - MASON \& VINE ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
| Dwell Cyc Ped1 |  |  |  |  |  |  |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |

Preemption Times+[3.4]/Overlaps+[3.5]/Options +[3.6]

| Preempt | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable |  |  |  |  |  |  |
| Type | EMERG | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track |  |  |  |  |  |  |
| Volt Mon Flash |  |  |  |  |  |  |
| Coord in Preempt |  |  |  |  |  |  |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell |  |  |  |  |  |  |
| Pattern |  |  |  |  |  |  |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 |  |  |  |  |  |  |
| Track Over 2 |  |  |  |  |  |  |
| Track Over 3 |  |  |  |  |  |  |
| Track Over 4 |  |  |  |  |  |  |
| Track Over 5 |  |  |  |  |  |  |
| Track Over 6 |  |  |  |  |  |  |
| Track Over 7 |  |  |  |  |  |  |
| Track Over 8 |  |  |  |  |  |  |
| Track Over 9 |  |  |  |  |  |  |
| Track Over 10 |  |  |  |  |  |  |
| Track Over 11 |  |  |  |  |  |  |
| Track Over 12 |  |  |  |  |  |  |
| DwellCyc Over 1 |  |  |  |  |  |  |
| DwellCyc Over 2 |  |  |  |  |  |  |
| DwellCyc Over 3 |  |  |  |  |  |  |
| DwellCyc Over 4 |  |  |  |  |  |  |
| DwellCyc Over 5 |  |  |  |  |  |  |
| DwellCyc Over 6 |  |  |  |  |  |  |
| DwellCyc Over 7 |  |  |  |  |  |  |
| DwellCyc Over 8 |  |  |  |  |  |  |
| DwellCyc Over 9 |  |  |  |  |  |  |
| DwellCyc Over 10 |  |  |  |  |  |  |
| DwellCyc Over 11 |  |  |  |  |  |  |
| DwellCyc Over 12 |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Yellow |  |  |  |  |  |  |
| Red |  |  |  |  |  |  |
| Return Max |  |  |  |  |  |  |

Overlap Program Parameters [1.5.2.1]

| Overlap | Included Phases |  |  |  |  |  |  |  | Modifer Phases |  |  |  |  |  |  |  | Type | Green | Yellow | Red |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Overlap 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 6 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |

Page 5 of 7
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1603$－MASON \＆VINE（ Standard File ）
Alternate Phase Program 1，Interval Times［1．1．6．1］

|  | $\underset{\sum_{X}^{2}}{2}$ | $\because 8$ 2 $\stackrel{3}{2}$ $\stackrel{2}{2}$ | Ci | $\%$ 0 0 0 0 | 录 | 㞼 | $\frac{\stackrel{\rightharpoonup}{6}}{6}$ | $\begin{aligned} & \overrightarrow{0} \\ & \hat{2} \\ & \hat{\alpha} \\ & \hat{\sim 2} \end{aligned}$ |  | $\begin{aligned} & \underline{\underline{E}} \\ & \hat{X} \\ & \hat{O} \\ & \underset{\sim}{2} \end{aligned}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 3，Interval Times［1．1．6．1］

| 硔 | $\sum_{2}^{2}$ |  | $\stackrel{9}{2}$ |  | 药 | 药 | 台 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 2，Interval Times［1．1．6．1］


Alternate Phase Program 4，Interval Times［1．1．6．1］

| 雲 | $\underset{x_{x}^{2}}{z}$ |  |  |  | 3 | 丞 | 台 | 苋 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Alternate Phase Program 5，Interval Times［1．1．6．1］

|  | $\underset{\text { 关 }}{\Sigma}$ | $\begin{aligned} & \text { ت0 } \\ & 0 . \end{aligned}$ |  |  | 药 | 药 | e |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

TB Coor，Day Plan［4．4］

| Day Plan Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$\qquad$
unknown County
Special System Timing Sheet
6/13/2018
$0: 1603$ - MASON \& VINE ( Standard File )

Coordination, Splits [2.7.1]

| Split Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{1 0}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time         <br>          <br> Mode NON NON NON NON NON NON NON NON <br> NON NON NON NON NON NON NON NON  <br> Coord Phase         <br>          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 11 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 15 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 16 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time           <br> Mode NON NON NON NON NON NON NON NON NON NON <br> NON NON NON NON NON NON      <br> Coord Phase           <br>            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

Page 1 of 7
unknown County
Signal Timing Sheet
6/13/2018
$0: 1604$ - MASON \& WHITE ( Standard File )
Phase [1.1.1]

|  | 1 | $\begin{gathered} 2 \\ (\mathbf{W T}) \end{gathered}$ | 3 | $\begin{gathered} 4 \\ (\mathrm{ST}) \end{gathered}$ | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 16 |  | 19 |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green | 9 | 15 |  | 8 |  |  |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 5 |  | 5 |  | 9 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 26 | 35 |  | 37 |  |  |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 26 | 35 |  | 37 |  |  |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4 | 4.2 |  | 3.8 |  |  |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.1 | 2 |  | 2 |  |  |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |

Phase Option [1.1.2]

|  | 1 | $\begin{gathered} 2 \\ \text { (WT) } \end{gathered}$ | 3 | $\begin{gathered} 4 \\ (S T) \end{gathered}$ | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable | ON | ON |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 1-16 [5.1]

|  | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase | 1 | 2 | 2 | 2 | 2 | 4 | 4 | 4 | 4 |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 17-32 [5.1]

|  | $\mathbf{1 7}$ | $\mathbf{1 8}$ | $\mathbf{1 9}$ | $\mathbf{2 0}$ | $\mathbf{2 1}$ | $\mathbf{2 2}$ | $\mathbf{2 3}$ | $\mathbf{2 4}$ | $\mathbf{2 5}$ | $\mathbf{2 6}$ | $\mathbf{2 7}$ | $\mathbf{2 8}$ | $\mathbf{2 9}$ | $\mathbf{3 0}$ | $\mathbf{3 1}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Detector, Vehicle Parameters 33-48 [5.1] |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 |
| Call Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Detector, Vehicle Parameters 49-64 [5.1]

| Call Phase | $\mathbf{4 9}$ | $\mathbf{5 0}$ | $\mathbf{5 1}$ | $\mathbf{5 2}$ | $\mathbf{5 3}$ | $\mathbf{5 4}$ | $\mathbf{5 5}$ | $\mathbf{5 6}$ | $\mathbf{5 7}$ | $\mathbf{5 8}$ | $\mathbf{5 9}$ | $\mathbf{6 0}$ | $\mathbf{6 1}$ | $\mathbf{6 2}$ | $\mathbf{6 3}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{6 4}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Switch Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Delay Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018
$0: 1604$ - MASON \& WHITE ( Standard File )

TB Coor, Day Plan [4.4]

| Day Plan Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 6 | 9 | 15 | 18 | 19 |  |  |  |  |  |  |  |  |  |  |
| Minute |  | 30 | 30 | 30 |  | 30 |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 2 | 3 | 4 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  | 10 | 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action | 100 | 3 | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Pattern 1-16 [2.1]/Coordination, Alt Tables+[2.6]

| Pattern | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cycle Time |  | 110 | 110 | 150 |  |  |  |  |  |  |  |  |  |  |  |  |
| Offset Time |  | 50 | 3 | 88 |  |  |  |  |  |  |  |  |  |  |  |  |
| Split Number | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| Seq Number | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Ph Opt Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ph Time Alt |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Coordination, Splits [2.7.1]

| Split Table 1 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 2 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 18 | 68 |  | 24 |  | 86 |  | 24 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 3 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time 18 60  32  78  32 <br> Mode NON MXP NON NON NON MXP NON NON <br> NON   NON NON NON  NON NON <br> NON NON        <br> Coord Phase  ON       <br>          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{4}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time | 18 | 96 |  | 36 |  | 114 |  | 36 |  |  |  |  |  |  |  |  |
| Mode | NON | MXP | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{5}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{6}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date:

## $0: 1604$ - MASON \& WHITE ( Standard File )

Preemption Times[3.1]/Phases[3.2]/Options[3.3]

| Channel | 1 | 2 | 3 | 4 | 5 | 6 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
| Dwell Cyc Ped1 |  |  |  |  |  |  |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |

Preemption Times+[3.4]/Overlaps+[3.5]/Options +[3.6]

| Preempt | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Enable |  |  |  |  |  |  |
| Type | EMERG | EMERG | EMERG | EMERG | EMERG | EMERG |
| Skip Track |  |  |  |  |  |  |
| Volt Mon Flash |  |  |  |  |  |  |
| Coord in Preempt |  |  |  |  |  |  |
| Return Max/Min | MAX | MAX | MAX | MAX | MAX | MAX |
| Extend Dwell |  |  |  |  |  |  |
| Pattern |  |  |  |  |  |  |
| Output Mode | TS2 | TS2 | TS2 | TS2 | TS2 | TS2 |
| Track Over 1 |  |  |  |  |  |  |
| Track Over 2 |  |  |  |  |  |  |
| Track Over 3 |  |  |  |  |  |  |
| Track Over 4 |  |  |  |  |  |  |
| Track Over 5 |  |  |  |  |  |  |
| Track Over 6 |  |  |  |  |  |  |
| Track Over 7 |  |  |  |  |  |  |
| Track Over 8 |  |  |  |  |  |  |
| Track Over 9 |  |  |  |  |  |  |
| Track Over 10 |  |  |  |  |  |  |
| Track Over 11 |  |  |  |  |  |  |
| Track Over 12 |  |  |  |  |  |  |
| DwellCyc Over 1 |  |  |  |  |  |  |
| DwellCyc Over 2 |  |  |  |  |  |  |
| DwellCyc Over 3 |  |  |  |  |  |  |
| DwellCyc Over 4 |  |  |  |  |  |  |
| DwellCyc Over 5 |  |  |  |  |  |  |
| DwellCyc Over 6 |  |  |  |  |  |  |
| DwellCyc Over 7 |  |  |  |  |  |  |
| DwellCyc Over 8 |  |  |  |  |  |  |
| DwellCyc Over 9 |  |  |  |  |  |  |
| DwellCyc Over 10 |  |  |  |  |  |  |
| DwellCyc Over 11 |  |  |  |  |  |  |
| DwellCyc Over 12 |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Yellow |  |  |  |  |  |  |
| Red |  |  |  |  |  |  |
| Return Max |  |  |  |  |  |  |

Overlap Program Parameters [1.5.2.1]

| Overlap | Included Phases |  |  |  |  |  |  |  | Modifer Phases |  |  |  |  |  |  |  | Type | Green | Yellow | Red |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Overlap 1 | 1 | 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 4 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 5 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 6 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 7 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |
| Overlap 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | NORMAL |  | 3.5 | 1.5 |

Page 5 of 7
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018

0：1604－MASON \＆WHITE（ Standard File ）
Alternate Phase Program 1，Interval Times［1．1．6．1］

| 获 |  |  | $\begin{aligned} & \text { Q } \\ & \stackrel{\rightharpoonup}{0} \\ & =1 \\ & =1 \end{aligned}$ |  | 药 | 药 | 曾 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 3，Interval Times［1．1．6．1］

|  |  |  | $\begin{aligned} & \text { Q } \\ & \stackrel{\rightharpoonup}{0} \\ & =1 \\ & =1 \end{aligned}$ |  | 药 | 范 | 曾 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1 |  |  |  |  |  |  |  |  |  |  |
| 2 |  |  |  |  |  |  |  |  |  |  |
| 3 |  |  |  |  |  |  |  |  |  |  |
| 4 |  |  |  |  |  |  |  |  |  |  |
| 5 |  |  |  |  |  |  |  |  |  |  |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 7 |  |  |  |  |  |  |  |  |  |  |
| 8 |  |  |  |  |  |  |  |  |  |  |

Alternate Phase Program 2，Interval Times［1．1．6．1］


Alternate Phase Program 4，Interval Times［1．1．6．1］

| 蔽 | $\frac{\Sigma}{2}$ | $\stackrel{\rightharpoonup}{0}$ <br> $\stackrel{2}{2}$ <br> $\frac{2}{2}$ <br> 1 | Q |  | 荮 | 药 |  | 䂞 |  | 碳 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Alternate Phase Program 5，Interval Times［1．1．6．1］

|  | $\frac{2}{2}$ |  |  |  | 药 | 药 | 曾 | $\begin{aligned} & \bar{\pi} \\ & \stackrel{\pi}{2} \\ & \frac{0}{\mathbb{B}} \end{aligned}$ | 客 | 菊 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

TB Coor，Day Plan［4．4］

| Day Plan Table 4 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minyute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 5 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Day Plan Table 6 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Hour |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Minute |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Action |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

$\qquad$
unknown County
Special System Timing Sheet
6/13/2018
$0: 1604$ - MASON \& WHITE ( Standard File )

Coordination, Splits [2.7.1]

| Split Table 7 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 8 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 9 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table $\mathbf{1 0}$ | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time         <br>          <br> Mode NON NON NON NON NON NON NON NON <br> NON NON NON NON NON NON NON NON  <br> Coord Phase         <br>          |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 11 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 12 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 13 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 14 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 15 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Mode | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON | NON |
| Coord Phase |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


| Split Table 16 | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ | $\mathbf{7}$ | $\mathbf{8}$ | $\mathbf{9}$ | $\mathbf{1 0}$ | $\mathbf{1 1}$ | $\mathbf{1 2}$ | $\mathbf{1 3}$ | $\mathbf{1 4}$ | $\mathbf{1 5}$ | $\mathbf{1 6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Time           <br> Mode NON NON NON NON NON NON NON NON NON NON <br> NON NON NON NON NON NON      <br> Coord Phase           <br>            |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Date: $\qquad$
ftp://ftp.codb.us/Pub/PublicWorks/Traffic\ Engineering/Signals/Benesch/Mason\ \%2... 6/13/2018

Station : 1291 - US $1 \&$ MAGNOLIA ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 12 |  | 22 |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green | 8 | 10 |  | 10 |  |  |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 3 |  | 4 | 3 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 20 | 60 |  | 35 |  |  |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 20 | 60 |  | 35 |  |  |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4 | 4 |  | 3.7 | 4 |  |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2 | 2 |  | 2 | 1.5 |  |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1291 －US 1 \＆MAGNOLIA ETHERNET（ Standard File ）

## Coordination

| $\begin{aligned} & \frac{7}{3} \\ & \hline 1 \end{aligned}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | \％ | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ | $\stackrel{\text { ¢ }}{\substack{* \\ \sim}}$ | 雨 | 告 |  |  | 首 | $\stackrel{\text { D }}{\text { D }}$ | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \infty \\ & \underset{y}{\infty} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \infty \\ & \frac{\infty}{E} \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ | $\underset{\infty}{\infty}$ | $$ |  | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ |  | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 雨 | 管 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 |  | 2 | 2 | 150 | 45 | 2 | 1 | 8 | 22 | 60 | 20 | 92 |  | 38 |  | 112 |  | 38 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 130 | 116 | 3 | 1 | 8 | 22 | 60 | 25 | 65 |  | 40 |  | 90 |  | 40 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 130 | 4 | 1 | 8 | 22 | 60 | 18 | 85 |  | 47 |  | 103 |  | 47 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 130 | 116 | 3 | 1 | 8 | 22 | 60 | 25 | 65 |  | 40 |  | 90 |  | 40 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 3 | 3 | 130 | 116 | 3 | 1 | 8 | 22 | 60 | 25 | 65 |  | 40 |  | 90 |  | 40 |  |  |  |  |  |  |  |  |
| 11 |  | 4 | 4 | 150 | 130 | 4 | 1 | 8 | 22 | 60 | 18 | 85 |  | 47 |  | 103 |  | 47 |  |  |  |  |  |  |  |  |
| 17 |  | 3 | 3 | 130 | 116 | 3 | 1 | 8 | 22 | 60 | 25 | 65 |  | 40 |  | 90 |  | 40 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 |  | 3 | 3 | 130 | 116 | 3 | 1 | 8 | 22 | 60 | 25 | 65 |  | 40 |  | 90 |  | 40 |  |  |  |  |  |  |  |  |
| 21 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1291 －US $1 \&$ MAGNOLIA ETHERNET（ Standard File ）

| $\stackrel{\pi}{9}$ | $\begin{aligned} & \text { 3 } \\ & \text { an } \end{aligned}$ | 号 | 哭 | $\frac{2}{\frac{2}{6}}$ | $\xrightarrow[\text { ¢ }]{\substack{\text { ® }}}$ | $\frac{\pi}{E}$ | ¢ ¢ 0 0 0 | W | ¢ | － |  | 亳 |  | $\stackrel{\substack{\mathbb{C} \\ \underset{\sim}{E} \\ \hline \\ \hline}}{ }$ |  | $\stackrel{\substack{\text { a } \\=\\ a}}{2}$ |  | $\underset{\infty}{\infty}$ | 年 | $\stackrel{\text { 号 }}{\text { E }}$ | 党 | 亳 | 旁 | 亭 | 号 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathrm{M}$ | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 01 | 12 | 3 | 34 | 5 | 6 | 7 | 8 | 9 | ｜ 1 | 2 | 3 | 4 | 516 | 71 | 8 | 90 | 1 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 3 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 2 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1292 - US 1 \& US 92 ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 28 |  | 28 |  | 28 |  | 28 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 | 7 | 10 | 7 | 10 | 7 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 20 | 60 | 20 | 45 | 20 | 60 | 20 | 45 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 20 | 60 | 20 | 45 | 20 | 60 | 20 | 45 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.1 | 4.1 | 4 | 4 | 4.1 | 4.1 | 4 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.5 | 2.4 | 2.6 | 2.8 | 2.4 | 2.4 | 2.5 | 2.8 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  | ON |  | ON |  | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1292－US $1 \&$ US 92 ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{9}$ | $\begin{aligned} & \text { 道 } \\ & \text { है } \end{aligned}$ | 号 | 年 | $\begin{aligned} & \hat{2} \\ & \frac{1}{6} \end{aligned}$ | $\stackrel{\text { O}}{\stackrel{\sim}{*}}$ | 年 | ¢ \％ है | 皆 |  | 首 | 号 | $\stackrel{\text { 券 }}{N}$ | 㐌 | $\underset{\underset{1}{2}}{\substack{2 \\ \hline}}$ |  |  | $\begin{aligned} & \infty \\ & \stackrel{\infty}{E} \\ & \hline \end{aligned}$ |  | 若 | 年 | 号 | $\stackrel{\text { E }}{\substack{\text { E } \\ \text { N }}}$ | 婁 | 年 | 雨 | 亭 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 |  | 2 | 2 | 140 | 82 | 2 | 1 | 10 | 22 | 40 | 25 | 60 | 17 | 38 | 17 | 68 | 17 | 38 |  |  |  |  |  |  |  |  |
| 14 | 30 | 4 | 4 | 140 | 103 | 4 | 1 | 10 | 22 | 40 | 24 | 58 | 17 | 41 | 19 | 63 | 18 | 40 |  |  |  |  |  |  |  |  |
| 18 | 30 | 2 | 2 | 140 | 82 | 2 | 1 | 10 | 22 | 40 | 25 | 60 | 17 | 38 | 17 | 68 | 17 | 38 |  |  |  |  |  |  |  |  |
| 21 | 30 | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day | lan |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 8 | 30 | 2 | 2 | 140 | 82 | 2 | 1 | 10 | 22 | 40 | 25 | 60 | 17 | 38 | 17 | 68 | 17 | 38 |  |  |  |  |  |  |  |  |
| 21 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day | lan |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 |  | 2 | 2 | 140 | 82 | 2 | 1 | 10 | 22 | 40 | 25 | 60 | 17 | 38 | 17 | 68 | 17 | 38 |  |  |  |  |  |  |  |  |
| 21 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1292 －US $1 \&$ US 92 ETHERNET（ Standard File ）

| $\stackrel{\text { T }}{\text { ¢ }}$ | 哑 | 号 | 需 | － | $\stackrel{\text { O }}{\substack{\text { ¢ } \\ \sim}}$ | 皆 |  | 皆 | ¢ | 或 | $\stackrel{\text { c }}{\text { 雨 }}$ | $\stackrel{N}{\underline{E}}$ | $\stackrel{\infty}{\text { Din }}$ |  | $\begin{aligned} & \text { 告 } \\ & \stackrel{E}{!} \end{aligned}$ | 告 | 䨞 | $\underset{\infty}{\substack{\infty \\ \hline \\ \hline}}$ | 旁 | $\begin{aligned} & \text { 步 } \\ & \underline{E} \\ & 0 \end{aligned}$ | S <br> E <br> $=$ | $\begin{aligned} & \text { 导 } \\ & \stackrel{y}{N} \end{aligned}$ | \％ | E E $\pm$ | 啿 | 乐 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathrm{M}$ | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 12 | 3 | 34 | 5 | 6 | 7 | 8 | 9 | 1 | 2 | 3 | 4 | 516 | 7 | 8 | 90 | 1 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 2 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 3 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1452 - ISB \& M.L.KING ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 18 |  | 21 |  | 13 |  | 21 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  | 7 | 7 | 10 |  | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 |  | 3 | 3 | 4 |  | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 20 | 60 |  | 30 | 20 | 60 |  | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 20 | 60 |  | 30 | 20 | 60 |  | 30 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.4 | 4.4 |  | 3.7 | 4.4 | 4.4 |  | 3.7 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2 | 2 |  | 2 | 2 | 2 |  | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  | ON | ON | ON |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1452 －ISB \＆M．L．KING ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{9}$ | $\begin{aligned} & \text { 道 } \\ & \text { है } \end{aligned}$ | 号 | 年 | $\frac{\hat{e}}{0}$ | $\stackrel{\text { O}}{\stackrel{\sim}{*}}$ | 雨 | 先 | 皆 | $\underset{8}{6}$ | 首 | 号 | $\stackrel{\text { 券 }}{N}$ | 㐌 | $\underset{\underset{1}{2}}{\substack{2 \\ \hline}}$ |  | $\stackrel{\text { N }}{\underline{E}}$ | $\stackrel{\infty}{E}$ |  | 若 | 皆 | 号 |  | 婁 | 年 | 雨 | 亭 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 106 | 2 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 | 18 | 88 |  | 34 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 120 | 30 | 3 | 1 | 12 | 22 | 60 | 18 | 68 |  | 34 | 18 | 68 |  | 34 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 140 | 116 | 4 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 | 18 | 88 |  | 34 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 120 | 30 | 3 | 1 | 12 | 22 | 60 | 18 | 68 |  | 34 | 18 | 68 |  | 34 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day | an |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 45 | 1 | 1 | 120 | 30 | 1 | 1 | 12 | 22 | 60 | 20 | 70 |  | 30 | 20 | 70 |  | 30 |  |  |  |  |  |  |  |  |
| 7 | 30 | 4 | 4 | 140 | 116 | 4 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 | 18 | 88 |  | 34 |  |  |  |  |  |  |  |  |
| 8 | 30 | 1 | 1 | 120 | 30 | 1 | 1 | 12 | 22 | 60 | 20 | 70 |  | 30 | 20 | 70 |  | 30 |  |  |  |  |  |  |  |  |
| 16 | 30 | 4 | 4 | 140 | 116 | 4 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 | 18 | 88 |  | 34 |  |  |  |  |  |  |  |  |
| 17 | 45 | 1 | 1 | 120 | 30 | 1 | 1 | 12 | 22 | 60 | 20 | 70 |  | 30 | 20 | 70 |  | 30 |  |  |  |  |  |  |  |  |
| 18 | 30 | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day | an |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1452 －ISB \＆M．L．KING ETHERNET（ Standard File ）

| $\stackrel{\text { 鳥 }}{\substack{1}}$ | 知 | 号 | 䜨 | － | ¢ | 容 | 发 |  | 毼 | 迷 | 亳 | 亳 | ¢ | 管 | $\stackrel{\underset{N}{E}}{\substack{E \\ U N}}$ | 惷 | 永 | $\underset{\substack { \text { c } \\ \begin{subarray}{c}{\text { c } \\ \infty{ \text { c } \\ \begin{subarray} { c } { \text { c } \\ \infty } }\end{subarray}}{ }$ |  | 年 | 管 | 毞 | 需 | 号 | 年 | 管 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day |  |  |  |  |  |  |  |  |  |  | as |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1453 - ISB \& LINCOLN ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 22 |  | 21 |  | 11 |  | 21 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  | 7 |  | 10 |  | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 |  | 3 |  | 4 |  | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 25 | 60 |  | 30 |  | 60 |  | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 25 | 60 |  | 30 |  | 60 |  | 30 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.4 | 4.4 |  | 3.4 | 4 | 4.4 |  | 3.4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2 | 2 |  | 2 |  | 2 |  | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1453－ISB \＆LINCOLN ETHERNET（ Standard File ）

## Coordination

|  | 管 | 刽 | 華 | $\frac{\hat{2}}{0}$ | $\stackrel{\substack{\text { ¢ } \\ \stackrel{\sim}{*} \\ \hline}}{ }$ | 雨 | ¢ ¢ ¢ | 皆 | $\stackrel{5}{80}$ | 岸 | 亳 | $\begin{aligned} & \infty \\ & \underset{N}{\infty} \\ & \hline \end{aligned}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { 合 } \\ & 0 \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ | $\underset{\infty}{\infty}$ | ¢ | $\begin{aligned} & \hline ⿻ 上 丨 \\ & \underline{E} \\ & 0 \end{aligned}$ | $\begin{aligned} & \hline \underline{E} \\ & \underline{E} \\ & = \end{aligned}$ | $\begin{aligned} & \text { N } \\ & \stackrel{y}{E} \\ & \underset{N}{2} \end{aligned}$ | $$ | 粊 | 毞 | 告 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 110 | 2 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 |  | 106 |  | 34 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 120 | 39 | 3 | 1 | 12 | 22 | 60 | 18 | 68 |  | 34 |  | 86 |  | 34 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 140 | 137 | 4 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 |  | 106 |  | 34 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 120 | 39 | 3 | 1 | 12 | 22 | 60 | 18 | 68 |  | 34 |  | 86 |  | 34 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 45 | 1 | 1 | 120 | 77 | 1 | 1 | 12 | 22 | 60 | 20 | 60 |  | 40 | 20 | 60 |  | 40 |  |  |  |  |  |  |  |  |
| 7 | 30 | 4 | 4 | 140 | 137 | 4 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 |  | 106 |  | 34 |  |  |  |  |  |  |  |  |
| 8 | 30 | 1 | 1 | 120 | 77 | 1 | 1 | 12 | 22 | 60 | 20 | 60 |  | 40 | 20 | 60 |  | 40 |  |  |  |  |  |  |  |  |
| 16 | 30 | 4 | 4 | 140 | 137 | 4 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 |  | 106 |  | 34 |  |  |  |  |  |  |  |  |
| 17 | 45 | 1 | 1 | 120 | 77 | 1 | 1 | 12 | 22 | 60 | 20 | 60 |  | 40 | 20 | 60 |  | 40 |  |  |  |  |  |  |  |  |
| 18 | 30 | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1453－ISB \＆LINCOLN ETHERNET（Standard File）

| $\stackrel{\text { 줄 }}{\underset{7}{7}}$ | $\begin{aligned} & 3 \\ & \\ & \text { B } \end{aligned}$ | $\begin{aligned} & \frac{1}{2} \\ & \frac{3}{\theta} \end{aligned}$ | $\square$ $\stackrel{0}{2}$ $\stackrel{0}{3}$ | $\frac{2}{\frac{2}{2}}$ | $\begin{aligned} & \stackrel{\ominus}{*} \\ & \underset{\sim}{3} \end{aligned}$ | 雨 | $\begin{aligned} & \text { 串 } \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\frac{\pi}{2}$ | ${ }_{6}^{5}$ | $\begin{aligned} & \text { E } \\ & \text { en } \\ & \hline \end{aligned}$ | $\underset{\sim}{\underset{E}{2}}$ | $\underset{\sim}{\infty}$ |  | 管 |  | 管 | $\underset{\sim}{\underset{\sim}{C}}$ |  | 而 | $\begin{aligned} & \text { N } \\ & =0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \text { N } \\ & = \\ & = \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 券 } \\ & \underset{N}{=} \end{aligned}$ |  | $\begin{aligned} & \frac{C}{D} \\ & \underset{A}{E} \\ & A \end{aligned}$ |  | 年 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 45 | 2 | 2 | 140 | 110 | 2 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 |  | 106 |  | 34 |  |  |  |  |  |  |  |  |
| 7 | 30 | 7 | 7 | 160 | 80 | 6 | 1 | 12 | 22 | 60 | 20 | 105 |  | 35 |  | 125 |  | 35 |  |  |  |  |  |  |  |  |
| 7 | 45 | 14 | 14 | 180 | 28 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 8 |  | 18 | 18 | 180 | 167 | 12 | 1 | 12 | 22 | 60 | 36 | 108 |  | 36 | 36 | 108 |  | 36 |  |  |  |  |  |  |  |  |
| 8 | 20 | 11 | 11 | 180 | 157 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 9 |  | 2 | 2 | 140 | 110 | 2 | 1 | 12 | 22 | 60 | 18 | 88 |  | 34 |  | 106 |  | 34 |  |  |  |  |  |  |  |  |
| 10 |  | 5 | 5 | 180 | 125 | 10 | 1 | 12 | 22 | 60 | 36 | 108 |  | 36 | 36 | 108 |  | 36 |  |  |  |  |  |  |  |  |
| 10 | 45 | 11 | 11 | 180 | 157 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 11 | 50 | 15 | 15 | 180 | 56 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 13 |  | 11 | 11 | 180 | 157 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 14 | 45 | 15 | 15 | 180 | 56 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 17 | 15 | 19 | 19 | 200 | 71 | 14 | 1 | 12 | 22 | 60 | 27 | 136 |  | 37 |  | 163 |  | 37 |  |  |  |  |  |  |  |  |
| 17 | 45 | 11 | 11 | 180 | 157 | 11 | 1 | 12 | 22 | 60 | 22 | 136 |  | 22 | 22 | 136 |  | 22 |  |  |  |  |  |  |  |  |
| 18 | 45 | 5 | 5 | 180 | 125 | 10 | 1 | 12 | 22 | 60 | 36 | 108 |  | 36 | 36 | 108 |  | 36 |  |  |  |  |  |  |  |  |
| 21 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1466-ISB \& ADAMS ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 13 |  | 20 |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green |  | 10 | 7 | 7 |  |  |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext |  | 4 | 3 | 3 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 |  | 70 | 20 | 20 |  |  |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 |  | 70 | 20 | 20 |  |  |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr |  | 4.4 | 3.7 | 3.7 |  |  |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr |  | 2.6 | 2.9 | 2.9 |  |  |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable |  | ON | ON | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  |  |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

## Station ： 1466 －ISB \＆ADAMS ETHERNET（ Standard File ）

## Coordination

| $\stackrel{7}{9}$ | 录 | $\begin{aligned} & \text { a } \\ & 0.0 \\ & 0.3 \end{aligned}$ |  | $\begin{aligned} & \hat{0} \\ & \frac{0}{0} \end{aligned}$ | $\begin{aligned} & \stackrel{\underset{7}{0}}{\stackrel{\rightharpoonup}{0}} \end{aligned}$ | $\underset{\sim}{E}$ | $\begin{aligned} & \text { س } \\ & \text { た } \\ & \text { R } \end{aligned}$ | $\begin{aligned} & \text { n } \\ & \frac{0}{2} \\ & \hline \end{aligned}$ | $\underset{d=}{9}$ |  | $\stackrel{\infty}{E}$ | $\stackrel{N}{\underline{E}}$ | $\stackrel{\substack{⿻ 上 丨}}{\stackrel{\rightharpoonup}{\omega}}$ | $\begin{aligned} & \infty \\ & \stackrel{n}{E} \\ & \hline \end{aligned}$ | $\begin{aligned} & \mathbb{N} \\ & \stackrel{N}{E} \\ & u \end{aligned}$ | $\stackrel{N}{E}$ | $\underset{\sim}{0}$ | $\underset{\infty}{\underline{E}}$ | $\stackrel{\frac{\pi}{2}}{E_{6}^{2}}$ | $\begin{aligned} & 0 \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \text { 我 } \\ & \underline{E} \\ & \hline \end{aligned}$ | $$ | $\begin{aligned} & \hline \underline{N} \\ & \underline{E} \\ & \underline{\omega} \\ & \hline \end{aligned}$ | $\begin{aligned} & \hline \mathbb{N} \\ & \underline{E} \\ & \hline \end{aligned}$ |  | 年 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |

Day Plan 1
Easy

|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 6 | 30 | 2 | 2 | 140 | 98 | 2 | 1 | 12 | 22 | 60 |  | 86 | 20 | 34 |  | 86 |  | 54 |  |
| 9 |  | 3 | 3 | 120 | 36 | 3 | 1 | 12 | 22 | 60 |  | 66 | 20 | 34 |  | 66 |  | 54 |  |
| 14 |  | 4 | 4 | 140 | 4 | 4 | 1 | 12 | 22 | 60 |  | 86 | 20 | 34 |  | 86 |  | 54 |  |
| 18 |  | 3 | 3 | 120 | 36 | 3 | 1 | 12 | 22 | 60 |  | 66 | 20 | 34 |  | 66 |  | 54 |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |



Day Plan 3
Easy

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1466－ISB \＆ADAMS ETHERNET（ Standard File ）

| $\stackrel{\text { 鳥 }}{\substack{\text { ¢ }}}$ | 知 | 号 |  | － | $\stackrel{\text { O}}{\stackrel{\sim}{*}}$ | 乐 | 串 | $\stackrel{20}{2}$ | ¢ | 皆 | 号 | $\underset{\sim}{\mathbb{N}}$ | $\stackrel{\infty}{\infty}$ | $\stackrel{\substack{\mathbb{D} \\=\\ A \\ \hline}}{ }$ | $\stackrel{\substack{\mathbb{N} \\ \underset{=}{=}}}{\substack{n}}$ | $\stackrel{\substack{c \\ E \\ a \\ \hline}}{ }$ | $$ | $\stackrel{\infty}{\infty}$ | 第 | $\stackrel{\sim}{2}$ | 皆 | 皆 | 皆 | 号 | 号 | 钲 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | lan |  |  |  |  |  |  |  |  |  | Cas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J | F | M | M | A | M | J | J | A | S | O | N | D | S | ｜M｜ | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 |  |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1467 - ISB \& NOVA ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 30 |  | 25 |  | 32 |  | 32 |  |  |  |  |  |  |  |  |
| Min Green | 8 | 15 | 8 | 10 | 8 | 15 | 8 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 35 | 90 | 25 | 60 | 35 | 90 | 30 | 60 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 35 | 90 | 25 | 60 | 35 | 90 | 30 | 60 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.4 | 4.4 | 4.8 | 4.8 | 4.4 | 4.4 | 4.8 | 4.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.8 | 2 | 3.1 | 2 | 2.7 | 2 | 3.6 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  | 120 |  | 65 |  | 120 | 40 | 65 |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  | 10 |  |  |  | 10 | 5 |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1467－ISB \＆NOVA ETHERNET（ Standard File ）

## Coordination

|  | $\begin{aligned} & \text { 3 } \\ & \text { 를 } \\ & \end{aligned}$ | 旁 | － | $\stackrel{2}{\frac{1}{0}}$ | $\stackrel{\stackrel{\sim}{*}}{\stackrel{\sim}{*}}$ | 年 |  | 皆 | ${ }_{6}^{50}$ | 兰 | $\stackrel{\text { cos }}{\text { D }}$ | 婁 | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \text { 告 } \\ & \hline \end{aligned}$ | $\begin{aligned} & \infty \\ & \stackrel{\infty}{6} \\ & \vdots \end{aligned}$ |  | $\underset{\sim}{\infty}$ | $\underset{\infty}{\infty}$ |  | $\stackrel{\text { d }}{\substack{\text { E } \\ 0}}$ | $$ | 要 | 导 | 年 | 啿 | 旁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 38 | 2 | 9 | 12 | 22 | 60 | 21 | 45 | 20 | 54 | 18 | 48 | 28 | 46 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 9 | 3 | 9 | 12 | 22 | 60 | 23 | 53 | 23 | 51 | 20 | 56 | 28 | 46 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 28 | 4 | 9 | 12 | 22 | 60 | 28 | 51 | 23 | 48 | 23 | 56 | 25 | 46 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 9 | 3 | 9 | 12 | 22 | 60 | 23 | 53 | 23 | 51 | 20 | 56 | 28 | 46 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 9 | 3 | 9 | 12 | 22 | 60 | 23 | 53 | 23 | 51 | 20 | 56 | 28 | 46 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 10 |  | 3 | 3 | 150 | 9 | 3 | 9 | 12 | 22 | 60 | 23 | 53 | 23 | 51 | 20 | 56 | 28 | 46 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1467 －ISB \＆NOVA ETHERNET（ Standard File ）

| $\underset{\substack{\mathbf{y}}}{\substack{4 \\ \hline}}$ | $\begin{aligned} & \text { 3 } \\ & \text { 景 } \end{aligned}$ | 雩 | \％ | $\frac{2}{\frac{2}{2}}$ | O <br> $\stackrel{\sim}{*}$ <br>  | 氧 | C 0 0 0 | 第 | 5 | 皆 | 亳 | $\underset{\sim}{\underset{N}{\underset{N}{N}}}$ | $\stackrel{\underset{\sim}{E}}{\underset{\omega}{E}}$ |  |  |  | 皆 |  | 年 | 需 | 亳 | 号 | 咅 | 亳 | 先 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day |  |  |  |  |  |  |  |  |  |  | Ea |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathrm{M}$ | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 01 | 12 | 3 | 34 | 5 | 6 | 7 | 8 | 9 | ｜ 1 | 2 | 3 | 4 | 516 | 71 | 8 | 90 | 1 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 3 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 11 | 1 | 1 | 11 | 1 | 2 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1468-ISB \& SENECA ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 16 |  | 31 |  | 23 |  | 31 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  | 7 | 7 | 10 |  | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 |  | 3 | 3 | 4 |  | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 25 | 75 |  | 25 | 25 | 75 |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 25 | 75 |  | 25 | 25 | 75 |  | 25 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.9 | 4.9 |  | 3.8 | 4.9 | 4.9 |  | 3.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.4 | 2 |  | 3.1 | 2.7 | 2 |  | 2.3 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  | ON | ON | ON |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1468－ISB \＆SENECA ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{2}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | 年 | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ | $\stackrel{\text { ¢ }}{\stackrel{\sim}{*}}$ | 钲 | 年 |  |  | 首 | $\stackrel{\text { D }}{\text { D }}$ | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{i}{\infty} \\ & i \end{aligned}$ | $\begin{aligned} & \infty \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ | $\underset{\infty}{\infty}$ | $$ | $\begin{aligned} & \hline ⿻ 上 丨 \\ & \underline{E} \\ & 0 \end{aligned}$ | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ | $\begin{aligned} & \text { N } \\ & \stackrel{y}{E} \\ & \underset{N}{2} \end{aligned}$ | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 皆 | 亳 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 63 | 2 | 1 | 12 | 22 | 60 | 18 | 79 |  | 43 | 18 | 79 |  | 43 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 22 | 3 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 22 | 3 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 46 | 1 | 1 | 12 | 22 | 60 | 20 | 61 |  | 39 | 20 | 61 |  | 39 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 114 | 7 | 1 | 12 | 22 | 60 | 24 | 96 |  | 40 | 24 | 96 |  | 40 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 114 | 7 | 1 | 12 | 22 | 60 | 24 | 96 |  | 40 | 24 | 96 |  | 40 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 114 | 7 | 1 | 12 | 22 | 60 | 24 | 96 |  | 40 | 24 | 96 |  | 40 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 18 | 89 |  | 43 | 18 | 89 |  | 43 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 46 | 1 | 1 | 12 | 22 | 60 | 20 | 61 |  | 39 | 20 | 61 |  | 39 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1468－ISB \＆SENECA ETHERNET（Standard File）

| $\stackrel{\pi}{9}$ | $\begin{aligned} & \text { 3 } \\ & \text { an } \end{aligned}$ | 号 | 哭 | $\frac{2}{\frac{2}{6}}$ | $\xrightarrow[\text { ¢ }]{\substack{\text { ® }}}$ | $\frac{\pi}{E}$ | ¢ ¢ 0 0 0 | W | ¢ | － |  | 亳 |  | $\stackrel{\substack{\mathbb{C} \\ \underset{\sim}{E} \\ \hline \\ \hline}}{ }$ |  | $\stackrel{\substack{\text { a } \\=\\ a}}{2}$ |  | $\underset{\infty}{\infty}$ | 年 | $\stackrel{\text { 号 }}{\text { E }}$ | 党 | 亳 | 旁 | 亭 | 号 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1469 - ISB \& WHITE ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 22 |  | 33 |  | 18 |  | 33 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  | 7 | 7 | 10 |  | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 |  | 3 | 3 | 4 |  | 3 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 20 | 60 |  | 30 | 20 | 60 |  | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 20 | 60 |  | 30 | 20 | 60 |  | 30 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.9 | 4.9 |  | 3.8 | 4.9 | 4.9 |  | 3.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.3 | 2 |  | 2.7 | 2.1 | 2 |  | 2.7 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  | ON | ON | ON |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call | ON | ON |  |  | ON | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1469－ISB \＆WHITE ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{9}$ | $$ | $\begin{aligned} & \text { a } \\ & 0 . \\ & 0.0 \end{aligned}$ | － | $\begin{aligned} & \hat{2} \\ & \frac{1}{6} \end{aligned}$ |  | 年 | 会 |  | 5 | 首 | 兰 | $\stackrel{\infty}{E}$ | 需 | $\begin{aligned} & \infty \\ & \underset{y}{\infty} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \infty \\ & \stackrel{y}{E} \\ & \hline \end{aligned}$ | $\begin{aligned} & \underset{\sim}{2} \\ & \underset{\sim}{2} \end{aligned}$ |  | $$ | $\begin{aligned} & \hline \mathbb{N} \\ & \underline{E} \\ & 0 \end{aligned}$ | 霏 |  | 啿 | C | cic | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 58 | 2 | 1 | 12 | 22 | 60 | 25 | 70 |  | 45 | 18 | 77 |  | 45 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 27 | 3 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 38 | 4 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 27 | 3 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 38 | 1 | 1 | 12 | 22 | 60 | 20 | 62 |  | 38 | 20 | 62 |  | 38 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 38 | 4 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 104 | 8 | 1 | 12 | 22 | 60 | 36 | 76 |  | 48 | 26 | 86 |  | 48 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 38 | 4 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 104 | 8 | 1 | 12 | 22 | 60 | 36 | 76 |  | 48 | 26 | 86 |  | 48 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 38 | 4 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 104 | 8 | 1 | 12 | 22 | 60 | 36 | 76 |  | 48 | 26 | 86 |  | 48 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 38 | 4 | 1 | 12 | 22 | 60 | 18 | 87 |  | 45 | 18 | 87 |  | 45 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 38 | 1 | 1 | 12 | 22 | 60 | 20 | 62 |  | 38 | 20 | 62 |  | 38 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1469－ISB \＆WHITE ETHERNET（ Standard File ）

| $\stackrel{\text { 鳥 }}{\substack{\text { ¢ }}}$ | 知 | 号 |  | － | $\stackrel{\text { O}}{\stackrel{\sim}{*}}$ | 乐 | 串 | $\stackrel{20}{2}$ | ¢ | 皆 | 号 | $\underset{\sim}{\mathbb{N}}$ | $\stackrel{\infty}{\infty}$ | $\stackrel{\substack{\mathbb{D} \\=\\ A \\ \hline}}{ }$ | $\stackrel{\substack{\mathbb{N} \\ \underset{=}{=}}}{\substack{n}}$ | $\stackrel{\substack{c \\ E \\ a \\ \hline}}{ }$ | $$ | $\stackrel{\infty}{\infty}$ | 第 | $\stackrel{\sim}{2}$ | 皆 | 皆 | 皆 | 号 | 号 | 钲 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | lan |  |  |  |  |  |  |  |  |  | Cas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1470 - ISB \& CLYDE ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 25 |  | 33 |  | 25 |  | 33 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 15 | 7 | 10 | 7 | 15 | 7 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 50 | 30 | 45 | 30 | 50 | 30 | 45 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 50 | 30 | 45 | 30 | 50 | 30 | 45 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4.8 | 4.8 | 4.4 | 4.4 | 4.8 | 4.8 | 4.4 | 4.4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 3.3 | 2.2 | 3.2 | 2 | 3.2 | 2.2 | 3.2 | 2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  | ON |  | ON |  | ON | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1470－ISB \＆CLYDE ETHERNET（ Standard File ）

## Coordination

|  | $\begin{aligned} & 3 \\ & \frac{3}{E} \\ & \frac{1}{E} \end{aligned}$ | $\begin{aligned} & \text { a } \\ & \stackrel{\rightharpoonup}{3} \\ & \hline 0 \end{aligned}$ |  | $\begin{aligned} & \hat{2} \\ & \frac{2}{0} \end{aligned}$ | $\begin{aligned} & \text { O} \\ & \underset{\sim}{0} \end{aligned}$ | $\frac{\mathbb{E}}{E}$ |  | $\begin{aligned} & \frac{\pi}{2} \\ & \frac{2}{2} \end{aligned}$ | $\stackrel{5}{6}$ |  | $\stackrel{\infty}{E}$ |  | $\stackrel{N}{\text { E }}$ | $\begin{aligned} & \text { 告 } \\ & \stackrel{y}{5} \end{aligned}$ |  | $\begin{aligned} & \text { 若 } \\ & \text { an } \end{aligned}$ | $\begin{aligned} & \infty \\ & \underline{E} \\ & \underset{y y}{*} \end{aligned}$ | $\underset{\infty}{\infty}$ | $\begin{aligned} & \frac{\infty}{E} \\ & \underset{6}{6} \end{aligned}$ |  | $\begin{aligned} & \text { E } \\ & \underline{E} \\ & = \end{aligned}$ | $\begin{aligned} & \text { N } \\ & \stackrel{y y}{=} \\ & \underset{N}{2} \end{aligned}$ | $$ | $\begin{aligned} & \text { N } \\ & \underline{E} \\ & + \end{aligned}$ |  | 旁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 103 | 2 | 1 | 12 | 22 | 60 | 20 | 54 | 20 | 46 | 20 | 54 | 20 | 46 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 72 | 3 | 1 | 12 | 22 | 60 | 20 | 64 | 22 | 44 | 24 | 60 | 26 | 40 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 72 | 3 | 1 | 12 | 22 | 60 | 20 | 64 | 22 | 44 | 24 | 60 | 26 | 40 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 17 | 1 | ， | 12 | 22 | 60 | 20 | 39 | 18 | 43 | 20 | 39 | 18 | 43 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 7 | 45 | 10 | 10 | 180 | 16 | 10 | 1 | 12 | 22 | 60 | 36 | 67 | 36 | 41 | 36 | 67 | 36 | 41 |  |  |  |  |  |  |  |  |
| 8 | 30 | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 11 | 45 | 10 | 10 | 180 | 16 | 10 | 1 | 12 | 22 | 60 | 36 | 67 | 36 | 41 | 36 | 67 | 36 | 41 |  |  |  |  |  |  |  |  |
| 13 | 15 | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 16 | 15 | 10 | 10 | 180 | 16 | 10 | 1 | 12 | 22 | 60 | 36 | 67 | 36 | 41 | 36 | 67 | 36 | 41 |  |  |  |  |  |  |  |  |
| 18 |  | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 20 |  | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 21 |  | 1 | 1 | 120 | 17 | 1 | 1 | 12 | 22 | 60 | 20 | 39 | 18 | 43 | 20 | 39 | 18 | 43 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 17 | 1 | 1 | 12 | 22 | 60 | 20 | 39 | 18 | 43 | 20 | 39 | 18 | 43 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 75 | 7 | 1 | 12 | 22 | 60 | 30 | 52 | 30 | 48 | 30 | 52 | 30 | 48 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 81 | 4 | 1 | 12 | 22 | 60 | 22 | 60 | 22 | 46 | 22 | 60 | 22 | 46 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 17 | 1 | 1 | 12 | 22 | 60 | 20 | 39 | 18 | 43 | 20 | 39 | 18 | 43 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1470－ISB \＆CLYDE ETHERNET（ Standard File ）

| $\underset{\substack{\mathbf{y}}}{\substack{4 \\ \hline}}$ | $\begin{aligned} & \text { 3 } \\ & \text { 景 } \end{aligned}$ | 雩 | \％ | $\frac{2}{\frac{2}{2}}$ | O <br> $\stackrel{\sim}{*}$ <br>  | 氧 | C 0 0 0 | 第 | 5 | 皆 | 亳 | $\underset{\sim}{\underset{N}{\underset{N}{N}}}$ | $\stackrel{\underset{\sim}{E}}{\underset{\omega}{E}}$ |  |  |  | 皆 |  | 年 | 需 | 亳 | 号 | 咅 | 亳 | 先 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day |  |  |  |  |  |  |  |  |  |  | Ea |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1471 - ISB \& HAGEN ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 14 |  | 43 |  | 29 |  | 43 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  | 7 | 7 | 10 |  | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 |  | 3 | 3 | 4 |  | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 60 |  | 35 | 30 | 60 |  | 35 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 60 |  | 35 | 30 | 60 |  | 35 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.1 | 5.1 |  | 3.8 | 5.1 | 5.1 |  | 3.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.6 | 2 |  | 3.2 | 2.2 | 2 |  | 3.2 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  | ON | ON | ON |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1471 －ISB \＆HAGEN ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{9}$ | $$ | $\begin{aligned} & \text { a } \\ & 0 . \\ & 0.0 \end{aligned}$ | － | $\begin{aligned} & \hat{2} \\ & \frac{1}{6} \end{aligned}$ |  | 年 | 会 |  | 5 | 首 | 兰 | $\stackrel{\infty}{E}$ | 需 | $\begin{aligned} & \infty \\ & \underset{y}{\infty} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \infty \\ & \stackrel{y}{E} \\ & \hline \end{aligned}$ | $\begin{aligned} & \underset{\sim}{2} \\ & \underset{\sim}{2} \end{aligned}$ |  | $$ | $\begin{aligned} & \hline \mathbb{N} \\ & \underline{E} \\ & 0 \end{aligned}$ | 霏 |  | 啿 | C | 皆 | 武 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 126 | 2 | 1 | 12 | 22 | 60 | 18 | 67 |  | 55 | 18 | 67 |  | 55 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 96 | 3 | 1 | 12 | 22 | 60 | 18 | 77 |  | 55 | 18 | 77 |  | 55 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 106 | 4 | 1 | 12 | 22 | 60 | 18 | 75 |  | 57 | 18 | 75 |  | 57 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 96 | 3 | 1 | 12 | 22 | 60 | 18 | 77 |  | 55 | 18 | 77 |  | 55 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 85 | 1 | 1 | 12 | 22 | 60 | 20 | 52 |  | 48 | 20 | 52 |  | 48 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 106 | 4 | 1 | 12 | 22 | 60 | 18 | 75 |  | 57 | 18 | 75 |  | 57 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 6 | 7 | 1 | 12 | 22 | 60 | 32 | 80 |  | 48 | 32 | 80 |  | 48 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 106 | 4 | 1 | 12 | 22 | 60 | 18 | 75 |  | 57 | 18 | 75 |  | 57 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 6 | 7 | 1 | 12 | 22 | 60 | 32 | 80 |  | 48 | 32 | 80 |  | 48 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 106 | 4 | 1 | 12 | 22 | 60 | 18 | 75 |  | 57 | 18 | 75 |  | 57 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 6 | 7 | 1 | 12 | 22 | 60 | 32 | 80 |  | 48 | 32 | 80 |  | 48 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 106 | 4 | 1 | 12 | 22 | 60 | 18 | 75 |  | 57 | 18 | 75 |  | 57 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 85 | 1 | 1 | 12 | 22 | 60 | 20 | 52 |  | 48 | 20 | 52 |  | 48 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1471－ISB \＆HAGEN ETHERNET（ Standard File ）

| $\stackrel{\text { ¢ }}{\substack{\text { g }}}$ | 急 | 容 | 式 | $\frac{2}{\frac{2}{2}}$ | ¢ | 乐 | L 0 0 0 | $\xrightarrow{\frac{2}{6}}$ | ¢ | 芝 | $\stackrel{\infty}{\mathbb{C}}$ | $\underset{\sim}{\underset{N}{\underset{N}{N}}}$ |  | $\underset{\sim}{\infty}$ |  | 年 | $\underset{\sim}{\underset{\sim}{c}}$ | $\underset{\infty}{\underset{\infty}{\infty}}$ | 氷 | $\stackrel{\text { cos }}{\text { D }}$ | 党 | 皆 | 皆 | 知 | 号 | 年 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | an |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1472 - ISB \& MIDWAY ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 32 |  | 45 |  | 33 |  | 45 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 | 7 | 7 | 7 | 10 | 7 | 8 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 50 | 25 | 35 | 30 | 50 | 25 | 35 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 50 | 25 | 35 | 30 | 50 | 25 | 35 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.2 | 5.2 | 3.5 | 4 | 5.2 | 5.2 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 3.4 | 2 | 4 | 2.5 | 3.1 | 2 | 3.2 | 4 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  | 90 |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  | 15 |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1472－ISB \＆MIDWAY ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{2}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | 年 | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ | $\stackrel{\text { ¢ }}{\stackrel{\sim}{*}}$ | 钲 | 年 |  |  | 首 | $\stackrel{\text { D }}{\text { D }}$ | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \frac{\infty}{2} \\ & =5 \end{aligned}$ |  | $\begin{aligned} & \infty \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\underset{\sim}{\infty}$ | $\underset{\infty}{\infty}$ | $$ | $\begin{aligned} & \hline ⿻ 上 丨 \\ & \underline{E} \\ & 0 \end{aligned}$ | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ |  | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 皆 | 管 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 50 | 2 | 1 | 12 | 22 | 60 | 19 | 49 | 18 | 54 | 19 | 49 | 18 | 54 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 19 | 3 | 1 | 12 | 22 | 60 | 20 | 51 | 22 | 57 | 20 | 51 | 22 | 57 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 31 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 22 | 51 | 20 | 57 | 22 | 51 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 19 | 3 | 1 | 12 | 22 | 60 | 20 | 51 | 22 | 57 | 20 | 51 | 22 | 57 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 68 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 19 | 48 | 19 | 34 | 19 | 48 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 31 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 22 | 51 | 20 | 57 | 22 | 51 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 144 | 7 | 1 | 12 | 22 | 60 | 30 | 48 | 32 | 50 | 30 | 48 | 32 | 50 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 31 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 22 | 51 | 20 | 57 | 22 | 51 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 144 | 7 | 1 | 12 | 22 | 60 | 30 | 48 | 32 | 50 | 30 | 48 | 32 | 50 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 31 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 22 | 51 | 20 | 57 | 22 | 51 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 144 | 7 | 1 | 12 | 22 | 60 | 30 | 48 | 32 | 50 | 30 | 48 | 32 | 50 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 31 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 22 | 51 | 20 | 57 | 22 | 51 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 68 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 19 | 48 | 19 | 34 | 19 | 48 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1472－ISB \＆MIDWAY ETHERNET（Standard File）

| $\stackrel{\text { 鳥 }}{\substack{\text { ¢ }}}$ | 知 | 号 | 范 | － | ¢ | 容 |  |  | ¢ | － | 要 | 知 | 殅 | 筲 | 褈 | 亳 | 号 |  | 氷 |  | 皆 | 亳 | 皆 | 亳 | 亳 | 年 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | an |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1473 - ISB \& BILL FRANCE ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 26 |  | 40 |  | 29 |  | 44 |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 | 7 | 7 | 7 | 10 | 7 | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 50 | 20 | 30 | 25 | 50 | 25 | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 50 | 20 | 30 | 25 | 50 | 25 | 30 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.1 | 5.1 | 4 | 3.4 | 5.1 | 5.1 | 3.4 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 3.4 | 2.1 | 3.7 | 4 | 3.1 | 2.1 | 3.5 | 2.6 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1473 －ISB \＆BILL FRANCE ETHERNET（ Standard File ）

## Coordination

|  | $\begin{aligned} & \text { 首 } \\ & \\ & \hline \end{aligned}$ | cr | 等 | $\frac{\hat{e}}{0}$ | $\begin{gathered} \underset{\sim}{0} \\ \stackrel{\sim}{0} \end{gathered}$ | $\stackrel{\text { E }}{\underline{E}}$ |  | 皆 | $\stackrel{5}{6}$ | 比 | $\stackrel{\text { cos }}{\text { E }}$ | $\stackrel{\substack{\text { E } \\ \underset{N}{2} \\ \hline}}{ }$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ |  |  | $\begin{aligned} & \infty \\ & 0 \\ & 0 \end{aligned}$ | $\stackrel{\text { 霏 }}{ }$ | $\underset{\infty}{\infty}$ |  | $\begin{aligned} & \overline{0} \\ & =0 \\ & 0 \end{aligned}$ | 霏 | $\underset{N}{\underline{E}}$ | $$ | 亭 | 管 | 亳 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 49 | 2 | 1 | 12 | 22 | 60 | 23 | 46 | 18 | 53 | 20 | 49 | 18 | 53 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 33 | 3 | 1 | 12 | 22 | 60 | 20 | 54 | 24 | 52 | 20 | 54 | 20 | 56 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 16 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 23 | 50 | 20 | 57 | 20 | 53 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 33 | 3 | 1 | 12 | 22 | 60 | 20 | 54 | 24 | 52 | 20 | 54 | 20 | 56 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 66 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 19 | 48 | 19 | 34 | 19 | 48 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 16 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 23 | 50 | 20 | 57 | 20 | 53 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 140 | 8 | 1 | 12 | 22 | 60 | 40 | 52 | 22 | 46 | 52 | 40 | 22 | 46 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 16 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 23 | 50 | 20 | 57 | 20 | 53 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 140 | 8 | 1 | 12 | 22 | 60 | 40 | 52 | 22 | 46 | 52 | 40 | 22 | 46 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 16 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 23 | 50 | 20 | 57 | 20 | 53 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 140 | 8 | 1 | 12 | 22 | 60 | 40 | 52 | 22 | 46 | 52 | 40 | 22 | 46 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 16 | 4 | 1 | 12 | 22 | 60 | 20 | 57 | 23 | 50 | 20 | 57 | 20 | 53 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 66 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 19 | 48 | 19 | 34 | 19 | 48 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1473－ISB \＆BILL FRANCE ETHERNET（ Standard File ）

| $\stackrel{\pi}{9}$ | $\begin{aligned} & \text { 3 } \\ & \text { an } \end{aligned}$ | 号 | 哭 | $\frac{2}{\frac{2}{6}}$ | $\xrightarrow[\text { ¢ }]{\substack{\text { ® }}}$ | $\frac{\pi}{E}$ | ¢ ¢ 0 0 0 | W | ¢ | － |  | 亳 |  | $\stackrel{\substack{\mathbb{C} \\ \underset{\sim}{E} \\ \hline \\ \hline}}{ }$ |  | $\stackrel{\substack{\text { a } \\=\\ a}}{2}$ |  | $\underset{\infty}{\infty}$ | 年 | $\stackrel{\text { 号 }}{\text { E }}$ | 党 | 亳 | 旁 | 亭 | 号 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1474 - ISB \& NASCAR ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 36 |  | 40 |  | 31 |  |  |  |  |  |  |  |  |  |  |
| Min Green | 7 | 17 | 7 | 12 | 7 | 17 | 7 | 12 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 | 3 | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 25 | 60 | 20 | 30 | 25 | 60 | 20 | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 25 | 60 | 20 | 30 | 25 | 60 | 20 | 30 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.1 | 5.1 | 3.4 | 3.4 | 5.1 | 5.1 | 3.4 | 3.4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 3 | 2 | 3.2 | 3.7 | 2.7 | 2 | 3.2 | 3.7 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1474 －ISB \＆NASCAR（ Standard File ）

## Coordination

| $\frac{\pi}{2}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | 年 | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ | $\stackrel{\stackrel{\sim}{*}}{\stackrel{\rightharpoonup}{*}}$ | 芜 | 冎 | 皆 |  | 易 | $\stackrel{\text { D }}{\text { D }}$ | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \frac{\infty}{2} \\ & =5 \end{aligned}$ |  | $\begin{aligned} & \infty \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\underset{\sim}{\infty}$ | $\underset{\infty}{\infty}$ | $$ | $\begin{aligned} & \hline ⿻ 上 丨 \\ & \underline{E} \\ & 0 \end{aligned}$ | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ |  | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 皆 | 亳 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 50 | 2 | 1 | 12 | 22 | 60 | 20 | 54 | 17 | 49 | 20 | 54 | 17 | 49 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 32 | 3 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 15 | 4 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 32 | 3 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 80 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 19 | 48 | 19 | 34 | 19 | 48 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 15 | 4 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 2 | 8 | 1 | 12 | 22 | 60 | 42 | 46 | 22 | 50 | 42 | 46 | 22 | 50 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 15 | 4 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 2 | 8 | 1 | 12 | 22 | 60 | 42 | 46 | 22 | 50 | 42 | 46 | 22 | 50 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 15 | 4 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 2 | 8 | 1 | 12 | 22 | 60 | 42 | 46 | 22 | 50 | 42 | 46 | 22 | 50 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 15 | 4 | 1 | 12 | 22 | 60 | 20 | 64 | 17 | 49 | 20 | 64 | 17 | 49 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 80 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 19 | 48 | 19 | 34 | 19 | 48 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1474－ISB \＆NASCAR（ Standard File ）

| $\underset{\substack{\mathbf{y}}}{\substack{4 \\ \hline}}$ | $\begin{aligned} & \text { 3 } \\ & \text { 景 } \end{aligned}$ | 雩 | \％ | $\frac{2}{\frac{2}{2}}$ | O <br> $\stackrel{\sim}{*}$ <br>  | 氧 | C 0 0 0 | 第 | 5 | 皆 | 亳 | $\underset{\sim}{\underset{N}{\underset{N}{N}}}$ | $\stackrel{\underset{\sim}{E}}{\underset{\omega}{E}}$ |  |  |  | 皆 |  | 年 | 需 | 亳 | 号 | 咅 | 亳 | 先 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day |  |  |  |  |  |  |  |  |  |  | Ea |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1475 - ISB \& BEST BUY ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  |  |  | 10 |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 4 | 4 |  |  |  | 3 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 15 | 80 |  |  |  | 80 |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 15 | 80 |  |  |  | 80 |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.2 | 5.2 |  |  |  |  |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.7 | 2 |  |  |  |  |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1475 －ISB \＆BEST BUY ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{9}$ | $$ | $\begin{aligned} & \text { a } \\ & 0 . \\ & 0.0 \end{aligned}$ | － | $\frac{\hat{e}}{0}$ | $\stackrel{\stackrel{O}{*}}{\stackrel{\rightharpoonup}{*}}$ | 年 | 会 |  | 5 | 首 | 兰 | 亳 | ¢ | $\begin{aligned} & \infty \\ & \underset{y}{\infty} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \infty \\ & \frac{\infty}{E} \end{aligned}$ | $\begin{aligned} & \underset{\sim}{2} \\ & \underset{\sim}{2} \end{aligned}$ |  |  | $\begin{aligned} & \hline \mathbb{N} \\ & \underline{E} \\ & 0 \end{aligned}$ | $\stackrel{\text { con }}{\text { E }}$ |  | 啿 | C | 皆 | 武 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 64 | 2 | 1 | 12 | 22 | 60 | 20 | 120 |  |  |  | 140 |  |  |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 77 | 3 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 60 | 4 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 77 | 3 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 91 | 1 | 1 | 12 | 22 | 60 | 30 | 90 |  |  |  | 120 |  |  |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 60 | 4 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 14 | 7 | 1 | 12 | 22 | 60 | 40 | 120 |  |  |  | 160 |  |  |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 60 | 4 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 14 | 7 | 1 | 12 | 22 | 60 | 40 | 120 |  |  |  | 160 |  |  |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 60 | 4 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 14 | 7 | 1 | 12 | 22 | 60 | 40 | 120 |  |  |  | 160 |  |  |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 60 | 4 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 91 | 1 | 1 | 12 | 22 | 60 | 30 | 90 |  |  |  | 120 |  |  |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1475 －ISB \＆BEST BUY ETHERNET（ Standard File ）

| $\stackrel{\pi}{9}$ | $\begin{aligned} & \text { 3 } \\ & \text { an } \end{aligned}$ | 号 | 哭 | $\frac{2}{\frac{2}{6}}$ | $\xrightarrow[\text { ¢ }]{\substack{\text { ® }}}$ | $\frac{\pi}{E}$ | ¢ ¢ 0 0 0 | W | ¢ | － |  | 亳 |  | $\stackrel{\substack{\mathbb{C} \\ \underset{\sim}{E} \\ \hline \\ \hline}}{ }$ |  | $\stackrel{\substack{\text { a } \\=\\ a}}{2}$ |  | $\underset{\infty}{\infty}$ | 年 | $\stackrel{\text { 号 }}{\text { E }}$ | 党 | 亳 | 旁 | 亭 | 号 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1476 - ISB \& FENTRESS ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 | 7 |  |  | 7 |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 27 | 42 |  |  | 16 |  |  |  |  |  |  |  |  |  |  |
| Min Green | 7 | 20 | 7 | 7 | 7 | 20 |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 25 | 60 | 20 | 20 | 25 | 60 |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 25 | 60 | 20 | 20 | 25 | 60 |  |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.1 | 5.1 | 4 | 3.4 | 5.1 | 5.1 |  | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 3.2 | 2 | 3 | 3.7 | 2.6 | 2 |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  |  |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1476－ISB \＆FENTRESS ETHERNET（ Standard File ）

## Coordination

|  | $\begin{aligned} & \text { 3 } \\ & \text { 莫 } \\ & 0 \end{aligned}$ |  | 年 | $\stackrel{\hat{2}}{\frac{1}{0}}$ | $\begin{aligned} & \stackrel{\underset{0}{*}}{\stackrel{\rightharpoonup}{\circ}} \end{aligned}$ | 年 | 先 | 皆 |  | 䁾 | 旁 | $\stackrel{N}{E}$ | $\stackrel{N}{\text { En }}$ |  | $\stackrel{\infty}{\stackrel{N}{E}}$ |  | $\underset{\sim}{\infty}$ | $\underset{\infty}{\stackrel{\infty}{E}}$ | $$ | $\begin{aligned} & \underline{N} \\ & =0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \underline{E} \\ & \stackrel{E}{E} \\ & = \end{aligned}$ |  | $$ | 年 | 啿 | 旁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 129 | 2 | 1 | 12 | 22 | 60 | 20 | 46 | 54 | 20 | 18 | 48 |  | 74 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 107 | 3 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 111 | 4 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 107 | 3 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 43 | 1 | 1 | 12 | 22 | 60 | 20 | 35 | 45 | 20 | 20 | 35 |  | 65 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 111 | 4 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 110 | 7 | 1 | 12 | 22 | 60 | 31 | 63 | 44 | 22 | 31 | 63 |  | 66 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 111 | 4 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 110 | 7 | 1 | 12 | 22 | 60 | 31 | 63 | 44 | 22 | 31 | 63 |  | 66 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 111 | 4 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 110 | 7 | 1 | 12 | 22 | 60 | 31 | 63 | 44 | 22 | 31 | 63 |  | 66 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 111 | 4 | 1 | 12 | 22 | 60 | 20 | 56 | 54 | 20 | 18 | 58 |  | 74 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 43 | 1 | 1 | 12 | 22 | 60 | 20 | 35 | 45 | 20 | 20 | 35 |  | 65 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1476－ISB \＆FENTRESS ETHERNET（Standard File ）

| $\stackrel{\text { ¢ }}{\substack{\text { g }}}$ | 急 | 容 | 式 | $\frac{2}{\frac{2}{2}}$ | ¢ | 乐 | L 0 0 0 | $\xrightarrow{\frac{2}{6}}$ | ¢ | 芝 | $\stackrel{\infty}{\mathbb{C}}$ | $\underset{\sim}{\underset{N}{\underset{N}{N}}}$ |  | $\underset{\sim}{\infty}$ |  | 年 | $\underset{\sim}{\underset{\sim}{c}}$ | $\underset{\infty}{\underset{\infty}{\infty}}$ | 氷 | $\stackrel{\text { cos }}{\text { D }}$ | 党 | 皆 | 皆 | 知 | 号 | 年 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | an |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1478-ISB \& WILLIAMSON ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 32 |  | 41 |  | 32 |  | 41 |  |  |  |  |  |  |  |  |
| Min Green | 10 | 10 | 8 | 10 | 8 | 10 | 8 | 10 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 1.5 | 1 | 2 | 3.5 | 1.5 | 1 | 3 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 35 | 40 | 35 | 40 | 35 | 40 | 35 | 40 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 35 | 40 | 35 | 40 | 35 | 40 | 35 | 40 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.1 | 5.1 | 4.8 | 4.8 | 5.1 | 5.1 | 4.8 | 4.8 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 4.6 | 2.3 | 4.6 | 2.3 | 4.6 | 2.3 | 4.6 | 2.3 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  | 90 |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  | 25 |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1478－ISB \＆WILLIAMSON ETHERNET（ Standard File ）

## Coordination

|  | $$ | $\begin{aligned} & \text { a } \\ & 0 . \\ & 0.0 \end{aligned}$ | － | $\begin{aligned} & \hat{2} \\ & \frac{1}{6} \end{aligned}$ |  | 年 | 会 |  | 5 | 首 | 兰 | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \infty \\ & \underset{y}{\infty} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \infty \\ & \stackrel{y}{E} \\ & \hline \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ |  | $$ | $\begin{aligned} & \hline \mathbb{N} \\ & \underline{E} \\ & 0 \end{aligned}$ | 霏 |  | 啿 | 年 | 皆 | 武 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 108 | 2 | 1 | 12 | 22 | 60 | 28 | 45 | 18 | 49 | 20 | 53 | 18 | 49 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 88 | 3 | 1 | 12 | 22 | 60 | 25 | 55 | 18 | 52 | 25 | 55 | 18 | 52 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 83 | 4 | 1 | 12 | 22 | 60 | 36 | 45 | 22 | 47 | 23 | 58 | 22 | 47 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 88 | 3 | 1 | 12 | 22 | 60 | 25 | 55 | 18 | 52 | 25 | 55 | 18 | 52 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 22 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 20 | 47 | 19 | 34 | 20 | 47 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 83 | 4 | 1 | 12 | 22 | 60 | 36 | 45 | 22 | 47 | 23 | 58 | 22 | 47 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 60 | 8 | 1 | 12 | 22 | 60 | 36 | 53 | 41 | 30 | 26 | 63 | 41 | 30 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 83 | 4 | 1 | 12 | 22 | 60 | 36 | 45 | 22 | 47 | 23 | 58 | 22 | 47 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 60 | 8 | 1 | 12 | 22 | 60 | 36 | 53 | 41 | 30 | 26 | 63 | 41 | 30 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 83 | 4 | 1 | 12 | 22 | 60 | 36 | 45 | 22 | 47 | 23 | 58 | 22 | 47 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 60 | 8 | 1 | 12 | 22 | 60 | 36 | 53 | 41 | 30 | 26 | 63 | 41 | 30 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 83 | 4 | 1 | 12 | 22 | 60 | 36 | 45 | 22 | 47 | 23 | 58 | 22 | 47 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 22 | 1 | 1 | 12 | 22 | 60 | 19 | 34 | 20 | 47 | 19 | 34 | 20 | 47 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1478－ISB \＆WILLIAMSON ETHERNET（ Standard File ）

| $\stackrel{\pi}{9}$ | $\begin{aligned} & \text { 3 } \\ & \text { an } \end{aligned}$ | 号 | 哭 | $\frac{2}{\frac{2}{6}}$ | $\xrightarrow[\text { ¢ }]{\substack{\text { ® }}}$ | $\frac{\pi}{E}$ | ¢ ¢ 0 0 0 | W | ¢ | － |  | 亳 |  | $\stackrel{\substack{\mathbb{C} \\ \underset{\sim}{E} \\ \hline \\ \hline}}{ }$ |  | $\stackrel{\substack{\text { a } \\=\\ a}}{2}$ |  | $\underset{\infty}{\infty}$ | 年 | $\stackrel{\text { 号 }}{\text { E }}$ | 党 | 亳 | 旁 | 亭 | 号 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1479 - ISB \& THAMES ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  |  |  |  |  | 7 |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 23 |  |  |  | 23 |  |  |  |  |  |  |  |  |  |  |
| Min Green |  | 10 |  | 5 | 7 | 10 |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext |  | 4 |  | 3 | 3 | 4 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 |  | 150 |  | 30 | 20 | 150 |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 |  | 150 |  | 30 | 20 | 150 | 75 |  | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr |  | 5.1 |  | 4.7 | 5.1 | 5.1 |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr |  | 2 |  | 2 | 3.7 | 2 |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable |  | ON |  | ON | ON | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ： 1479 －ISB \＆THAMES ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{9}$ | $$ | $\begin{aligned} & \text { a } \\ & 0 . \\ & 0.0 \end{aligned}$ | － | $\begin{aligned} & \hat{2} \\ & \frac{1}{6} \end{aligned}$ |  | 年 | 会 |  | 5 | 首 | $\frac{\infty}{\infty}$ | $\underset{N}{\infty}$ | ¢ | $\begin{aligned} & \infty \\ & \underset{y}{\infty} \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \infty \\ & \frac{\infty}{E} \end{aligned}$ | $\begin{aligned} & \underset{\sim}{2} \\ & \underset{\sim}{2} \end{aligned}$ | $\underset{\infty}{\infty}$ |  | $\begin{aligned} & \hline \mathbb{N} \\ & \underline{E} \\ & 0 \end{aligned}$ | $\stackrel{\text { con }}{\text { E }}$ |  | 啿 | 年 | 皆 | 武 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 78 | 2 | 1 | 12 | 22 | 60 |  | 120 |  | 20 | 20 | 100 |  | 20 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 97 | 3 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 120 | 4 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 97 | 3 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 14 | 1 | 1 | 12 | 22 | 60 |  | 90 |  | 30 | 25 | 65 |  | 30 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 120 | 4 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 72 | 7 | 1 | 12 | 22 | 60 |  | 138 |  | 22 | 34 | 104 |  | 22 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 120 | 4 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 72 | 7 | 1 | 12 | 22 | 60 |  | 138 |  | 22 | 34 | 104 |  | 22 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 120 | 4 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 72 | 7 | 1 | 12 | 22 | 60 |  | 138 |  | 22 | 34 | 104 |  | 22 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 120 | 4 | 1 | 12 | 22 | 60 |  | 130 |  | 20 | 20 | 110 |  | 20 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 14 | 1 | 1 | 12 | 22 | 60 |  | 90 |  | 30 | 25 | 65 |  | 30 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1479 －ISB \＆THAMES ETHERNET（ Standard File ）

| $\stackrel{\pi}{9}$ | $\begin{aligned} & \text { 3 } \\ & \text { an } \end{aligned}$ | 号 | 哭 | $\frac{2}{\frac{2}{6}}$ | $\xrightarrow[\text { ¢ }]{\substack{\text { ® }}}$ | $\frac{\pi}{E}$ | ¢ ¢ 0 0 0 | W | ¢ | － |  | 亳 |  | $\stackrel{\substack{\mathbb{C} \\ \underset{\sim}{E} \\ \hline \\ \hline}}{ }$ |  | $\stackrel{\substack{\text { a } \\=\\ a}}{2}$ |  | $\underset{\infty}{\infty}$ | 年 | $\stackrel{\text { 号 }}{\text { E }}$ | 党 | 亳 | 旁 | 亭 | 号 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 4 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1480 - ISB \& INDIGO ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 29 |  | 42 |  | 20 |  |  |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 | 7 | 7 | 7 | 10 |  | 7 | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 |  | 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 60 | 20 | 30 | 30 | 60 |  | 30 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 60 | 20 | 30 | 30 | 60 |  | 30 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.2 | 5.2 | 3.4 | 3.4 | 5.2 | 5.2 | 3.4 | 3.4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.8 | 2 | 3.3 | 4.1 | 3 | 2 | 3.7 | 3.9 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  | ON |  | ON |  | ON |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input |  | ON | ON | ON | ON | ON |
| Override Auto Flash |  | ON | ON | ON | ON | ON |
| Override Higher Preempt |  | ON | ON | ON | ON | ON |
| Flash in Dwell |  | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented
$\square$
Traffic Engineer

Station ： 1480 －ISB \＆INDIGO ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{2}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | 年 | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ |  | 雨 | 冎 | 皆 |  | 首 | $\stackrel{\text { D }}{\text { D }}$ | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \frac{\infty}{2} \\ & =5 \end{aligned}$ |  | $\begin{aligned} & \infty \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\underset{\sim}{\infty}$ | $\underset{\infty}{\infty}$ | $$ | $\begin{aligned} & \hline ⿻ 上 丨 \\ & \underline{E} \\ & 0 \end{aligned}$ | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ |  | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 皆 | 亳 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 65 | 2 | 1 | 12 | 22 | 60 | 27 | 54 | 17 | 42 | 27 | 54 |  | 59 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 92 | 3 | 1 | 12 | 22 | 60 | 29 | 51 | 25 | 45 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 103 | 4 | 1 | 12 | 22 | 60 | 29 | 51 | 21 | 49 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 92 | 3 | 1 | 12 | 22 | 60 | 29 | 51 | 25 | 45 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 76 | 1 | 1 | 12 | 22 | 60 | 19 | 37 | 18 | 46 | 19 | 37 |  | 64 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 103 | 4 | 1 | 12 | 22 | 60 | 29 | 51 | 21 | 49 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 85 | 7 | 1 | 12 | 22 | 60 | 38 | 51 | 35 | 36 | 28 | 61 | 30 | 41 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 103 | 4 | 1 | 12 | 22 | 60 | 29 | 51 | 21 | 49 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 85 | 7 | 1 | 12 | 22 | 60 | 38 | 51 | 35 | 36 | 28 | 61 | 30 | 41 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 103 | 4 | 1 | 12 | 22 | 60 | 29 | 51 | 21 | 49 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 85 | 7 | 1 | 12 | 22 | 60 | 38 | 51 | 35 | 36 | 28 | 61 | 30 | 41 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 103 | 4 | 1 | 12 | 22 | 60 | 29 | 51 | 21 | 49 | 20 | 60 |  | 70 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 76 | 1 | 1 | 12 | 22 | 60 | 19 | 37 | 18 | 46 | 19 | 37 |  | 64 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1480－ISB \＆INDIGO ETHERNET（ Standard File ）

| $\underset{\substack{\mathbf{y}}}{\substack{4 \\ \hline}}$ | $\begin{aligned} & \text { 3 } \\ & \text { 景 } \end{aligned}$ | 雩 | \％ | $\frac{2}{\frac{2}{2}}$ | O <br> $\stackrel{\sim}{*}$ <br>  | 氧 | C 0 0 0 | 第 | 5 | 皆 | 亳 | $\underset{\sim}{\underset{N}{\underset{N}{N}}}$ | $\stackrel{\underset{\sim}{E}}{\underset{\omega}{E}}$ |  |  |  | 皆 |  | 年 | 需 | 亳 | 号 | 咅 | 亳 | 先 | 婁 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day |  |  |  |  |  |  |  |  |  |  | Ea |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J |  | F | M | A | M｜ | J | J | A | S | O |  | N D | D S | $\mathbf{S} \mid \mathbf{M}$ | T T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 1 | 1 | 23 | 4 | 5 | 6 | 78 | 9 | 0 | 1 | 2 | 3 | 45 | 56 | 7 | 8 | 9 | 0 11 |  |
| 1 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 2 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 3 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 4 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 5 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 6 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 7 | 1 |  | 11 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 | 1 | － | 1 | 11 | 11 | 11 | 1 | 1 | 1 | 11 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1481 - ISB \& I-95 RAMP ETHERNET ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Green | 7 | 10 |  |  |  |  |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 30 | 70 |  |  |  |  |  |  | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 30 | 70 |  |  |  |  |  | 150 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 4 | 5.1 | 3 | 4 | 3 | 4 | 3 | 4 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2 | 2 |  |  |  |  |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit | 100 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step | 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  |  |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1481－ISB \＆I－95 RAMP ETHERNET（ Standard File ）

## Coordination

| $\frac{\pi}{2}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | 年 | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ | $\stackrel{\stackrel{\sim}{*}}{\stackrel{\rightharpoonup}{*}}$ | 芜 | 冎 |  |  | 首 | $\stackrel{\text { D }}{\text { D }}$ | $\begin{aligned} & \infty \\ & \underset{N}{E} \\ & \hline \end{aligned}$ | 钲 | $\begin{aligned} & \frac{\infty}{2} \\ & =5 \end{aligned}$ |  | $\begin{aligned} & \text { C } \\ & =0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ | $\underset{\infty}{\infty}$ | $$ |  | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ |  | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 雨 | 管 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 73 | 2 | 1 | 12 | 22 | 60 | 30 | 110 |  |  |  | 140 |  |  |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 46 | 3 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 20 | 130 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 46 | 3 | 1 | 12 | 22 | 60 | 30 | 120 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 80 | 1 | 1 | 12 | 22 | 60 | 30 | 90 |  |  |  | 120 |  |  |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 20 | 130 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 30 | 7 | 1 | 12 | 22 | 60 | 32 | 128 |  |  |  | 160 |  |  |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 20 | 130 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 30 | 7 | 1 | 12 | 22 | 60 | 32 | 128 |  |  |  | 160 |  |  |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 20 | 130 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 30 | 7 | 1 | 12 | 22 | 60 | 32 | 128 |  |  |  | 160 |  |  |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 40 | 4 | 1 | 12 | 22 | 60 | 20 | 130 |  |  |  | 150 |  |  |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 80 | 1 | 1 | 12 | 22 | 60 | 30 | 90 |  |  |  | 120 |  |  |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ： 1481 －ISB \＆I－95 RAMP ETHERNET（ Standard File ）

| $\stackrel{\text { 鳥 }}{\substack{\text { ¢ }}}$ | 知 | 号 |  | － | $\stackrel{\text { O}}{\stackrel{\sim}{*}}$ | 乐 | 串 | $\stackrel{20}{2}$ | ¢ | 皆 | 号 | $\underset{\sim}{\mathbb{N}}$ | $\stackrel{\infty}{\infty}$ | $\stackrel{\substack{\mathbb{D} \\=\\ A \\ \hline}}{ }$ | $\stackrel{\substack{\mathbb{N} \\ \underset{=}{=}}}{\substack{n}}$ | $\stackrel{\substack{c \\ E \\ a \\ \hline}}{ }$ | $$ | $\stackrel{\infty}{\infty}$ | 第 | $\stackrel{\sim}{2}$ | 皆 | 皆 | 皆 | 号 | 号 | 钲 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | lan |  |  |  |  |  |  |  |  |  | Cas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J | F | M | M | A | M | J | J | A | S | O | N | D | S | ｜M｜ | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 |  |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

Station : 1477 - ISB \& TURN ONE ATC ( Standard File )

| Phase | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Walk |  | 7 |  | 7 |  | 7 |  |  |  |  |  |  |  |  |  |  |
| Ped Clearance |  | 21 |  | 41 |  | 21 |  |  |  |  |  |  |  |  |  |  |
| Min Green | 7 | 20 | 7 | 7 | 7 | 20 |  |  | 5 | 5 | 5 | 5 | 5 | 5 | 5 | 5 |
| Gap Ext | 3 | 4 | 3 | 3 | 3 | 4 |  | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| Max1 | 25 | 45 | 15 | 25 | 25 | 45 | 25 | 35 | 25 | 25 | 25 | 25 | 25 | 25 | 25 | 25 |
| Max2 | 25 | 45 | 15 | 25 | 25 | 45 | 25 | 35 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 |
| Yellow Clr | 5.1 | 5.1 | 3.6 | 3.4 | 5.1 | 5.1 |  |  | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 | 3.5 |
| Red Clr | 2.2 | 2.2 | 4 | 4 | 2.6 | 2.2 |  |  | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 | 1.5 |
| Red Revert |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Max Initial |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Cars Before Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Time To Reduce |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduce By |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Min Gap |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Limit |  |  |  | 100 |  |  |  |  |  |  |  |  |  |  |  |  |
| Dynamic Max Step |  |  |  | 15 |  |  |  |  |  |  |  |  |  |  |  |  |
| Enable | ON | ON | ON | ON | ON | ON |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Entry |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |  |  |
| Auto Flash Exit |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 1 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Non-Actuated 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Lock Call |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Min Recall |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Max Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ped Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Soft Recall |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Dual Entry |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sim Gap Enable |  | ON |  |  |  | ON |  |  | ON | ON | ON | ON | ON | ON | ON | ON |
| Guar Passage |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Rest In Walk |  | ON |  |  |  | ON |  |  |  |  |  |  |  |  |  |  |
| Cond Service |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Add Init Calc |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Concurrent Ps | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 |  |  |  |  |  |  |  |  |

## Preemption

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ | $\mathbf{5}$ | $\mathbf{6}$ |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Lock Input | ON | ON | ON | ON | ON | ON |
| Override Auto Flash | ON | ON | ON | ON | ON | ON |
| Override Higher Preempt | ON | ON | ON | ON | ON | ON |
| Flash in Dwell | ON | ON | ON | ON | ON | ON |
| Link to Preempt |  |  |  |  |  |  |
| Delay |  |  |  |  |  |  |
| Min Duration |  |  |  |  |  |  |
| Min Green |  |  |  |  |  |  |
| Min Walk |  |  |  |  |  |  |
| Ped Clear |  |  |  |  |  |  |
| Track Green |  |  |  |  |  |  |
| Min Dwell |  |  |  |  |  |  |
| Max Presence |  |  |  |  |  |  |
| Track Veh 1 |  |  |  |  |  |  |
| Track Veh 2 |  |  |  |  |  |  |
| Track Veh 3 |  |  |  |  |  |  |
| Track Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 1 |  |  |  |  |  |  |
| Dwell Cyc Veh 2 |  |  |  |  |  |  |
| Dwell Cyc Veh 3 |  |  |  |  |  |  |
| Dwell Cyc Veh 4 |  |  |  |  |  |  |
| Dwell Cyc Veh 5 |  |  |  |  |  |  |
| Dwell Cyc Veh 6 |  |  |  |  |  |  |
| Dwell Cyc Veh 7 |  |  |  |  |  |  |
| Dwell Cyc Veh 8 |  |  |  |  |  |  |
| Dwell Cyc Veh 9 |  |  |  |  |  |  |
| Dwell Cyc Veh 10 |  |  |  |  |  |  |
| Dwell Cyc Veh 11 |  |  |  |  |  |  |
| Dwell Cyc Veh 12 |  |  |  |  |  |  |
|  |  |  |  |  |  |  |

Preempt LP

| Channel | $\mathbf{1}$ | $\mathbf{2}$ | $\mathbf{3}$ | $\mathbf{4}$ |
| :---: | :---: | :---: | :---: | :---: |
| Min |  |  |  |  |
| Max |  |  |  |  |
| Enable |  |  |  |  |
| Lock Mode | MAX | MAX | MAX | MAX |
| Coord in Preempt |  |  |  |  |
| No Skip |  |  |  |  |
| Priority P1 |  |  |  |  |
| Priority P2 |  |  |  |  |
| Priority P3 |  |  |  |  |
| Priority P4 |  |  |  |  |
| Lock |  |  |  |  |
|  |  |  |  |  |


| Dwell Cyc Ped1 |  |  |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- | :--- | :--- |
| Dwell Cyc Ped2 |  |  |  |  |  |  |
| Dwell Cyc Ped3 |  |  |  |  |  |  |
| Dwell Cyc Ped4 |  |  |  |  |  |  |
| Dwell Cyc Ped5 |  |  |  |  |  |  |
| Dwell Cyc Ped6 |  |  |  |  |  |  |
| Dwell vPed7 |  |  |  |  |  |  |
| Dwell Cyc Ped8 |  |  |  |  |  |  |
| Exit 1 |  |  |  |  |  |  |
| Exit 2 |  |  |  |  |  |  |
| Exit 3 |  |  |  |  |  |  |
| Exit 4 |  |  |  |  |  |  |


| Headway |  |  |  |  |
| :---: | :--- | :--- | :--- | :--- |
| Group Lock |  |  |  |  |
| Queue Jump |  |  |  |  |
| Free Mode |  |  |  |  |
| Alt Table |  |  |  |  |

Prepared By
Date Implemented

| Reviewed By |
| :---: |
|  |


| Traffic Engineer |
| :---: |
|  |

Station ：1477－ISB \＆TURN ONE ATC（ Standard File ）

## Coordination

| $\frac{\pi}{2}$ | $\begin{aligned} & \text { 3 } \\ & \text { 首 } \\ & \hline \end{aligned}$ | 旁 | 年 | $\begin{aligned} & \hat{0} \\ & \frac{1}{0} \end{aligned}$ | $\stackrel{\text { ¢ }}{\substack{* \\ \sim}}$ | 钲 | 年 |  |  | 首 | $\stackrel{\text { D }}{\text { D }}$ | $\stackrel{\infty}{E}$ | $\stackrel{\infty}{\stackrel{\infty}{E}}$ | $\begin{aligned} & \frac{\infty}{2} \\ & =5 \end{aligned}$ |  | $\begin{aligned} & \infty \\ & 0 \\ & 0 \\ & 0 \end{aligned}$ | $\begin{aligned} & \infty \\ & \underset{\sim}{2} \\ & \hline \end{aligned}$ | $\underset{\infty}{\infty}$ | $$ | $\begin{aligned} & \hline ⿻ 上 丨 \\ & \underline{E} \\ & 0 \end{aligned}$ | $\begin{aligned} & \stackrel{\pi}{E} \\ & \stackrel{\rightharpoonup}{E} \end{aligned}$ |  | 告 | $\begin{aligned} & \text { E } \\ & =1 \\ & \hline \end{aligned}$ | 皆 | 管 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day Plan 1 |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 30 | 2 | 2 | 140 | 110 | 2 | 1 | 12 | 22 | 60 | 18 | 50 | 19 | 53 | 18 | 50 |  | 72 |  |  |  |  |  |  |  |  |
| 9 |  | 3 | 3 | 150 | 89 | 3 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 14 |  | 4 | 4 | 150 | 98 | 4 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 18 |  | 3 | 3 | 150 | 89 | 3 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 20 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 2 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  | Easy |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Day Plan 3 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 6 | 15 | 1 | 1 | 120 | 29 | 1 | 1 | 12 | 22 | 60 | 15 | 55 | 18 | 32 | 15 | 55 |  | 50 |  |  |  |  |  |  |  |  |
| 6 | 45 | 4 | 4 | 150 | 98 | 4 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 7 | 15 | 7 | 7 | 160 | 91 | 7 | 1 | 12 | 22 | 60 | 24 | 83 | 18 | 35 | 24 | 83 |  | 53 |  |  |  |  |  |  |  |  |
| 8 | 30 | 4 | 4 | 150 | 98 | 4 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 11 | 45 | 7 | 7 | 160 | 91 | 7 | 1 | 12 | 22 | 60 | 24 | 83 | 18 | 35 | 24 | 83 |  | 53 |  |  |  |  |  |  |  |  |
| 13 | 15 | 4 | 4 | 150 | 98 | 4 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 16 | 15 | 7 | 7 | 160 | 91 | 7 | 1 | 12 | 22 | 60 | 24 | 83 | 18 | 35 | 24 | 83 |  | 53 |  |  |  |  |  |  |  |  |
| 18 |  | 4 | 4 | 150 | 98 | 4 | 1 | 12 | 22 | 60 | 18 | 59 | 20 | 53 | 18 | 59 |  | 73 |  |  |  |  |  |  |  |  |
| 20 |  | 1 | 1 | 120 | 29 | 1 | 1 | 12 | 22 | 60 | 15 | 55 | 18 | 32 | 15 | 55 |  | 50 |  |  |  |  |  |  |  |  |
| 22 |  | 100 | 254 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

Station ：1477－ISB \＆TURN ONE ATC（ Standard File ）

| $\xrightarrow{\text { 萵 }}$ | 亳 | 号 | 象 | $\frac{2}{\frac{2}{2}}$ | ¢ | 䓇 | 发 | － | 5 | 艺 | 总 | $\underset{\sim}{\text { co }}$ | 年 | 圱 |  | 旁 | 皆 | $\underset{\substack { \text { co } \\ \begin{subarray}{c}{\text { c }{ \text { co } \\ \begin{subarray} { c } { \text { c } } }\end{subarray}}{ }$ | 年 | 皆 | 亳 | 亳 | 尝 | 亳 | 知 | 年 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Day | an |  |  |  |  |  |  |  |  |  | Eas |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |

## Scheduler

|  | Month |  |  |  |  |  |  |  |  |  |  |  |  | Day of Week |  |  |  |  |  |  | Day of Month |  |  |  |  |  |  |  |  | 1 |  |  |  |  |  |  |  |  |  | 2 |  |  |  |  |  |  |  |  |  | 3 |  | Day Plan |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Plan | J | F | M | M | A | M | J | J | A | S | O | N | D | S | ｜M｜ | T | W | T | F | S | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 |  |
| 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 2 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  | 1 |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 3 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  | 1 |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 4 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  | 1 |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  | 1 |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 6 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  | 1 |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 7 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |  |  |  |  |  |  | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 8 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 9 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 10 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 11 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 12 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 13 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 14 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 15 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 16 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 17 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 18 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 19 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 20 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 21 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 22 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 23 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 24 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 25 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 26 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 27 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 28 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 29 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 30 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 31 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |
| 32 |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 1 |

## User Comments：

## APPENDIX G

## BENEFIT OF CRASH MITIGATION MEASURES

| Washington Street and North Riverside |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Est. Cost | Benefit | B/C | CMFID | CMF Value | Eff Cra |
| SIGNS | \$15,000 | \$76,608 | 5 | 6885 | 0.05 | 14 |
| SIGNS | \$15,000 | \$76,608 | 5 | 6885 | 0.05 | 14 |
| RUMble Strip | \$909 | \$2,639,340 | 2903 | 6852 | 0.258 | 2 |
| median | \$6,650 | \$2,557,500 | 385 | 1014 | 0.25 | 2 |
| median | \$18,525 | \$2,557,500 | 138 | 1014 | 0.25 | 2 |
| SIGNALS | \$3,000 | --- | --- | n/a | n/a | 14 |
| SIGNALS | \$2,400 | \$199,180 | 83 | 1446 | 0.13 | 14 |
| SIGNS | \$370 | \$536,254 | 1449 | 1684 | 0.35 | 14 |
| SIGNS | \$370 | \$567,990 | 1535 | 1684 | 0.35 | 14 |
| SIGNS | \$740 | \$760,700 | 1028 | 1828 | 0.29 | 4 |
| PAVEMENT MARKINGS | \$397 | --- | --- | n/a | n/a | 2 |
| RUMBLE STRIP | \$2,085 | \$2,831 | 1 | 98 | 0.06 | 8 |
| SR 5 ( (S Nova Road) and Moreland Boulevard \& Fernery Trail |  |  |  |  |  |  |
| SIGHT OBSTRUCTION | \$8,000 | \$3,648 | 0 | 307 | 0.48 | 2 |
| education |  | --- | --- | n/a |  | 18 |
| CROSSWALK | \$4,632 | \$4,092,000 | 883 | 4123 | 0.4 | 2 |
| US 17/US 92/ SR 15 (N Woodland Boulevard) and E Woodmont Road |  |  |  |  |  |  |
| CROSSWALK | \$4,692 | \$4,092,000 | 872 | 4123 | 0.4 | 2 |
| LIGHTING | \$24,300 | \$5,319,600 | 219 | 8321 | 0.52 | 2 |
| SIGHT OBSTRUCTION | \$1,000 | \$3,648 |  | 307 | 0.48 | 1 |
| SIGHT OBSTRUCTION | \$1,000 | \$3,648 | 4 | 307 | 0.48 | 1 |
| education | TBD | --- | --- | n/a |  | 19 |
| SR 483 (S Clyde Morris Boulevard) and Hancock Boulevard \& Verona Street |  |  |  |  |  |  |
| CROSSWALK | \$4,632 | \$0 | 0 | 4123 | 0.4 | 0 |
| EDUCATIon |  | --- | --- | n/a |  | 13 |
| MEDIAN | \$2,632 | \$18,056 | 7 | 307 | 0.48 | 6 |
| CURBING | \$5,000 | \$18,056 | 4 | 307 | 0.48 | 6 |
| US 1 (N State Street) and SR 100 (Adjacent to E Plane Street) West Junction |  |  |  |  |  |  |
| MEDIAN | \$21,463 | \$34,711 | 2 | 1014 | 0.25 | 4 |
| ADD LT-UT LANE | \$16,000 | \$48,595 | 3 | 264 | 0.35 | 4 |
| CROSSWALK | \$12,552 | \$1,945,858 | 155 | 9124 | 0.36 |  |
| EDUCATION | TBD | --- | --- | n/a |  |  |


| Tot Crass |
| :---: |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
| 24 |
|  |
| 18 |
| 18 |
| 18 |
|  |
| 19 |
| 19 |
| 19 |
| 19 |
| 19 |
| 19 |
|  |
| 13 |
| 13 |
| 13 |
| 13 |

Install speed limit sign with radar activated flasher
Install speed limit sign with radar activated speed warning sign
Install centerlineprofile thermoplastic - rumble strip ( 800 feet)
Install raised median on North Causeway between the bridge and southwest driveway to funeral home ( 50 feet)
Install median on North Causeway between the northeast driveway to the funeral home and the southwest driveway to North Causeway Marine ( 50 ' +150 ) Set traffic signal to operate on Red Rest during the late evening and early morning hours. All approaches must have vehicle detection. Install traffic signal indication back plates with reflective sheeting border
Install an intersection ahead warning sign on the westbound approach, which has a skewed west leg.
nstall upstream No Passing Zone signs on the westbound approach
Modify center two way left turn lane to exclusive left turn lanes by pave,

Relocate or raise Dunkin Donut and Capital Plaza commercial signs to improve sight lines.
Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
Install a pedestrian crosswalk if warranted by a safety study

A marked crosswalk over US 17/US 92/ SR 15 ( N Woodland Boulevard) at Woodmont Rd. A crosswalk study will be required Improve street lighting along US $17 /$ US 92 / SR 15 ( N Woodland Boulevard) to increase visibility.
Trim vegetation in front of Moe's Southwest Grill restaurant to improve driver sight lines to the adjacent sidewalk.
Trim vegetation in front of the Sunoco gas station to improve driver sight lines to the adjacent sidewalk.
Educate bicyclists and pedestrians in the rules of the road and expectations on the road.

13 Provide a marked crosswalk over SR 483 (S Clyde Morris Boulevard). A crosswalk study will be required
Education program for drivers, bicyclist, and pedestrians with content and medium to be determined
Extend Hancock Blvd median to SR 483 (S Clyde Morris Blvd), widen Hancock Blvd WB lane for NB LT radius and extend SW curb closer to SB SR 483 Extend Hancock Blvd median to SR 483 ( S Clyde Morris Bivd), widen Hancock Blva WB lane for NB LT radius and extend SW curb cl
The southwest corner curb extension should taper back for the southbound left turn lane to the commercial driveway. 100 curb.

11 Close median access at Plane Street (sometimes marked as Holden Avenue).
11 Element of Median Closure. Add SBLT bay for LT and U-turn at SB approach to US 1 and Ridgewood intersection. Install a mid-block crossing between Plane Street and Ridgewood Avenue. A crosswalk study will be required. Education program for drivers, bicyclist, and pedestrians with content and medium to be determined
intersection crashes by frequency
ENFORCEMENT ---

|  |  | -- |
| :--- | :---: | ---: |
| ENFORCEMENT | $\$ 4,200$ | $\$ 5,825$ |
| SIGNAL | $\$ 2,000$ | $\$ 7,149$ |
| SIGNAL/TS | $\$ 20$ |  |
| SIGNAL | $\$ 1,000$ | $\$ 385$ |
| SIGNLL | $\$ 1,480$ | $\$ 896$ |
| SIGN | $\$ 1,480$ | $\$ 385$ |
| EDUCATION | TBD | $\ldots$ |


| SR 421 (Dunlawton Avenue) at SR 5 A (Nova Road) |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| SIGNALS/ITS | \$20,000 | \$8,093 | \$7,303,425 | 76 | 0.16 |
| SIGNALS | \$1,110 | \$1,012 | 1 | 5194 | 0.02 |
| signals | \$1,110 | \$1,012 | 1 | 5194 | 0.02 |
| education | TBD | --- | --- | n/a | -- |
| pavement markings | \$270 | --- | --- | n/a | --- |
| ENFORCEMENT | TBD | --- | --- | n/a |  |

[^3]0.13
0.16
0.16
0.06
0.06
0.02
0.06

167 Increase police enforcement for angle crashes due to running red lights and performing RTOR without a sufficient gap.
167 Install traffic signal head back plates with reflective trim.
Install back of queue detection with connected Advance Queue Ahead signs.
Modify the traffic signal timing plan to a protected left turn only phase for the SR 40 (W Granada Boulevard) approaches. Restrict Right Turn on Red
Install No U-turn signs and protected LT
Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
Education program for drivers, bicyclist, and pedestrians with content and medium to be determined.
163 Modify the SB bike lane markings, south of the intersection, from skip white lines to solid white lines for a distance of about 90 feet
163 Increase police enforcement for angle crashes due to running red lights and performing RTOR without a sufficient gap.

| SR-40 (W Granada Boulevard) \& CR-4009 (Williamson Boulevard) |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SIGNS | \$740 | \$3,462 | 5 | 5194 | 0.1 | 20 |
| SIGNS | \$740 | \$760 | 1 | 5194 | 0.1 | 2 |
| SIGNS | \$370 | \$760 | 2 | 5194 | 0.1 | 2 |
| pavement markings | \$830 | \$3,011 | 4 | n/a | 0.1 | 8 |
| Pavement markings | \$994 | \$3,011 | 3 | n/a | 0.1 | 8 |
| signals | \$370 | \$5,472 | 15 | 393 | 0.72 | 2 |
| SIGNALS | \$2,480 | \$7,524 | 3 | 335 | 0.99 | 2 |
| ENFORCEMENT | TBD | --- | --- | n/a | --- | --- |
| EDUCATION | tBD | --- | --- | n/a | --- | --- |
| SR-421 (Dunlawton Ave) \& CR-483 (Clyde Morris Boulevard) |  |  |  |  |  |  |
| SIGHT OBSTRUCTION | \$1,740 | \$7,524 | 4 | 335 | 0.99 | 4 |
| education | TBD | --- | --- | n/a | --- | --- |
| enforcement | tBD | --- | --- | n/a | --- | --- |
| SR-40 (W Granada Boulevard) \& SR-5A (Nova Road) |  |  |  |  |  |  |
| SIGNALS | \$1,740 | \$7,524 | 4 | 335 | 0.99 | 4 |
| EDUCATION | TBD | --- | --- | n/a | --- | --- |
| ENFORCEMENT | tBD | --- | --- | n/a | --- | --- |

185 At EB right turn lane, relocate the yield sign about 25 feet upstream to increase visibility to approaching eastbound drivers. Add a second yield sign on the island.
At NB right turn lane, replace the pedestrian warning sign with a Stop for Pedestrian sign. Add a second yield sign on the island upstream of the crosswalk.
At $N B$ right turn lane, relocate the pedestrian warning sign and yield sign further upstream to increase visibility to approaching drivers.
Modify the pavement marking with a solid wide white lane line or two white lines past the driveway to the gas tation
Prohibit - -Turns on the eastbound approach to eliminate conflicts with southbound right turn on red.
Install No Right Turn on Red at the southbound approach (Wal-Mart driveway) to eliminate conflicts with WB through and eastbound U-turn traffic.
Increase police enforcement for angle crashes due to running red lights and performing RTOR without a sufficient gap.
Initiate an education program for drivers, bicyclist, and pedestrians.

Install No Right Turn on Red on SR 483 (Clyde Morris Boulevard)
Initiate an education program for drivers, bicyclists, and pedestrians.
Increase police enforcement for running red lights, DUI and controlled substrance.

Install No Right Turn on Red on SR 5 A (S Nova Road).
Initiate an education program for drivers, bicyclist, and pedestrians.
Increase police enforcement. Drivers running red signals caused most of the angle type crashes

## SEGMENT CRASHES BY SEVERITY

A

| Education | TBD | --- | --- | n/a | --- | 20 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| SIGNALS | \$2,400 | \$199,180 | 83 | 1446 | 0.13 | 14 |
| ITS | \$20,000 | \$12,537 | 1 | 76 | 0.16 | 14 |
| SIGNALS/ITS | \$7,000 | --- | --- | n/a | --- | 15 |
| Pavement markings | \$999 | --- | --- | n/a | --- | 0 |
| US 1 between Matanzas Woods Parkway and Old Dixie Highway |  |  |  |  |  |  |
| RUMBLE STRIP | \$6,968 | \$311,615 | 45 | 98 | 0.06 | 4 |
| SIGNS | \$677 | \$552,420 | 815 | 6053 | 0.054 | 1 |
| RUMBLE STRIP | \$3,688 | \$311,615 | 84 | 98 | 0.06 | 4 |
| SIGNS | \$9,972 | \$818,400 | 82 | 3340 | 0.08 | 1 |
| SIGNS | \$19,944 | \$210,000 | 11 | 3340 | 0.08 | 1 |
| SIGNS | \$8,772 | \$616,417 | 70 | 1684 | 0.35 | 6 |
| SIGNS | \$8,772 | \$616,417 | 70 | 1684 | 0.35 | 6 |
| Maytown Road-800 foot segment west of Maytown Spur Road |  |  |  |  |  |  |
| PAVEMENT | \$57,778 | \$473,999 | 8 | 194 | 0.24 | 11 |
| pavement | \$245,274 | \$1,718,247 | 7 | 4126 | 0.87 | 11 |
| RUMBLE STRIP | \$1,116 | \$118,500 | 106 | 98 | 0.06 | 11 |
| SIGNS | \$19,944 | \$158,000 | 8 | 3340 | 0.08 | 11 |
| US 1, South of Belle Terre Boulevard |  |  |  |  |  |  |
| pavement | \$192,593 | \$1,239,318 | 6 | 194 | 0.24 | 2 |
| PAVEment | \$515,632 | \$8,900,100 | 17 | 4126 | 0.87 | 2 |
| RUMBLE STRIPS | \$5,360 | \$613,800 | 115 | 98 | 0.06 | 2 |
| SIGNS | \$8,140 | \$3,580,500 | 440 | 1684 | 0.35 | 2 |
| Whiteview Parkway between Wood Aspen Lane and Rolling Sands Drive |  |  |  |  |  |  |
| CHANNELIZE | \$3,838 | \$519,929 | 135 | n/a | 0.2 | 7 |
| roundabout | \$600,000 | \$1,885,888 | 3 | 206 | 0.72 | 8 |
| EdUCATIon | TBD | --- | --- | n/a | --- | 8 |
| ENforcement | TBD | --- | --- | n/a | --- | 8 |

## SEGMENTS BY FREQUENCY

## SR 421 (Taylor Road/Dunlawton Avenue) - Summer Trees Road to Halifax Drive

| SIGNS | $\$ 79,776$ | $\$ 158,000$ | 2 | 3340 |
| :--- | :--- | :--- | :--- | :--- | :--- |
| SIGNS | $\$ 79776$ | $\$ 158,00$ | 2 | 3340 |


| SIGNS | $\$ 9,776$ | $\$ 158,000$ | - | 3340 |
| :--- | :---: | :---: | :---: | :---: |
| EDUCATION | TBD | --- | -- | $n / a$ |
| ENFORCEMENT | TBD | -- | -- | $n / a$ |


| 0.08 | 1558 | 1558 | Install a solar powered radar activated vehicle speed sign with a speed limit sign at strategic locations along SR 421 (Taylor Rd/Dunlawton Av). |
| :--- | :--- | :--- | :--- |
| 0.08 | 1558 | 1558 | Install variable speed limit signs along strategic locations along the corridor to manage speeds and traffic flows. |
| $\ldots--$ | 1558 | 1558 | Eduction program for drivers, bicyclist, and pedestrians with content and medium to be determined. |
| Police enforcement between noon and 6 PM, which is when 52 percent of the crashes occurred. |  |  |  |

## APPENDIX H

## CRASH MITIGATION FACTORS

CRASH MODIFICATION FACTORS CLEARINGHOUSE

| ID | CMF | VALUE | CRASH TYPE | DESCRIPTION |
| :---: | :---: | :---: | :---: | :--- |
| 22 | 0.78 | 22 | All | Provide a raised median |
| 24 | 0.88 | 12 | All | Provide a raised median |
| 71 | 0.7 | 30 | All | Advance static curve warning signs |
| 76 | 0.84 | 16 | Rear End | Install changeable "Queue Ahead" warning signs |
| 79 | 0.59 | 41 | All | Individual changeable speed warning signs |
| 89 | 0.82 | 18 | All | Add lane lines on multilaneroadway segments |
| 98 | 0.94 | 6 | ROR | Install RPM \& transverse rumble strips on approach to horizontal curve |
| 176 | 0.61 | 39 | veh/ped | Install raised median with unmarked crosswalk (uncontrolled) |
| 194 | 0.76 | 24 | All | Increase pavement friction |
| 206 | 0.28 | 72 | All | Conversion of a stop controlled intersection into single-lane roundabout |
| 215 | 0.56 | 44 | All | Convert unsignalized intersection to roundabout - signal |
| 221 | 0.54 | 46 | All | Convert unsignalized intersection to roundabout - stop control |
| 264 | 0.65 | 35 | All | Provide a left turn lane on one major road approach |
| 307 | 0.53 | 48 | All | Increase triangle sight distance |
| 335 | 0.01 | 99 | All | Change from permitted to protected on minor approach |
| 393 | 0.28 | 72 | All | Prohibit left-turns \& u-turns with No Left Turn \& No U-turn signs |
| 1014 | 0.75 | 25 | All | Install raised median |
| 1093 | 0.66 | 34 | Run off Road | Install delineators (general) |
| 1446 | 0.87 | 13 | All | Install signal backplates only |
| 1447 | 0.5 | 50 | Angle | Install signal backplates only |
| 1684 | 0.65 | 35 | Angle | Install advance warning signs (positive guidance) |
| 1786 | 0.63 | 37 | All | All |
| 1828 | 0.71 | 29 | All | All |
| 2449 | 0.984 | 1.6 | 8 | All ped |

## APPENDIX I

## FDOT HISTORICAL UNIT COSTS

CESPOO5 06/25/2018-07.00.01
Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 01021 To: 9999999

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

## Item

| 0102 | 1 | 232 |
| ---: | ---: | ---: |
| 0102 | 2 | 1 |
| 0102 | 2 | 2 |
| 0102 | 2 | 3 |


| Weighted Average | Total Amount |
| :---: | :---: |
| \$584.51 | \$46,426,314.12 |
| \$180,243.73 | \$10,273,892.40 |
| \$104,986.43 | \$3,779,511.52 |
| \$177,857.91 | \$3,201,442.34 |
| \$52,246.49 | \$731,450.79 |
| \$72,373.61 | \$651,362.47 |
| \$99,833.52 | \$698,834.65 |
| \$37,590.45 | \$150,361.79 |
| \$42,500.00 | \$85,000.00 |
| \$40,000.00 | \$40,000.00 |
| \$31.21 | \$397,773.89 |
| \$49.88 | \$3,318,293.48 |
| \$. 28 | \$1,247,431.71 |
| \$46.42 | \$35,374.93 |
| \$. 65 | \$28,594.30 |
| \$8.82 | \$1,111,006.28 |
| \$27.10 | \$1,883,441.36 |
| \$18.29 | \$3,562,995.96 |
| \$3.70 | \$576,584.10 |
| \$8.26 | \$721,656.07 |
| \$9.14 | \$1,468,200.32 |
| \$42.00 | \$24,696.00 |
| \$. 13 | \$1,936,046.83 |
| \$. 26 | \$147,788.16 |
| \$3.22 | \$659,321.47 |
| \$16.40 | \$300,497.03 |
| \$6.08 | \$534,928.62 |
| \$3.34 | \$1,530,703.55 |
| \$1,125.10 | \$906,828.25 |
| \$2.02 | \$118,917.40 |
| \$2.02 | \$73,103.80 |
| \$12.56 | \$2,738,863.01 |
| \$12.81 | \$1,218,687.88 |
| \$10.37 | \$935,734.22 |
| \$40.00 | \$10,400.00 |
| \$4.90 | \$192,437.52 |
| \$4.92 | \$188,082.76 |
| \$33.29 | \$180,473.56 |
| \$1.91 | \$446,837.97 |
| \$1.73 | \$53 |


| Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: |
| 79,428.000 | DA | N | MAINTENANCE OF TRAFFIC |
| 57.000 | LS | N | SPECIAL DETOUR 1 |
| 36.000 | LS | N | SPECIAL DETOUR 2 |
| 18.000 | LS | N | SPECIAL DETOUR 3 |
| 14.000 | LS | N | SPECIAL DETOUR 4 |
| 9.000 | LS | N | SPECIAL DETOUR 5 |
| 7.000 | LS | N | SPECIAL DETOUR 6 |
| 4.000 | LS | N | SPECIAL DETOUR 7 |
| 2.000 | LS | N | SPECIAL DETOUR 8 |
| 1.000 | LS | N | SPECIAL DETOUR 9 |
| 12,743.100 | CY | N | COMMERCIAL MATL FOR TEMP DRIVEWAY MAINT |
| 66,531.000 | HR | N | TRAFFIC CONTROL OFFICER |
| 4,418,141.000 | ED | N | WORK ZONE SIGN |
| 762.000 | EA | N | BUSINESS SIGN |
| 44,234.000 | ED | N | BARRIER MOUNTED WORK ZONE SIGN |
| 125,929.000 | LF | N | TEMPORARY BARRIER, F\&I, CONCRETE |
| 69,487.000 | LF | N | TEMPORARY BARRIER, F\&I,LOW PROFILE, CONC |
| 194,842.000 | LF | N | TEMPORARY BARRIER, F\&I, TYPE K |
| 155,944.000 | LF | N | TEMPORARY BARRIER, REL, CONCRETE |
| 87,361.000 | LF | N | TEMPORARY BARRIER, REL, LOW PROFILE CONC |
| 160,693.000 | LF | N | TEMPORARY BARRIER, REL, TYPE K |
| 588.000 | LF | N | TEMPORARY GUARDRAIL |
| 14,478,941.000 | ED | N | CHANNEL DEVICE-TYPS I,II, DI, VP, DRUM, LC |
| 561,029.000 | ED | N | CHANNELIZING DEVICE, TYPE III, 6' |
| 204,442.000 | LF | N | CHANNELIZING DEVICE- PED LCD |
| 18,319.000 | LF | N | TEMPORARY SEPARATOR, F\&I REMOVE |
| 87,970.000 | ED | N | ARROW BOARD /ADVANCE WARNING ARROW PANEL |
| 458,350.000 | EA | N | TEMPORARY RETROREFLECTIVE PAVT MARKER |
| 806.000 | LO | N | TEMPORARY CRASH CUSHION, RED OPT |
| 58,870.000 | LF | N | TEMP GLARE SCREEN,F\&I,WALL MAT-CONC |
| 36,190.000 | LF | N | GLARE SCREEN, TEMP, REL, WALL MAT-CONC |
| 218,101.000 | ED | N | PORTABLE CHANGEABLE MESSAGE SIGN,TEMP |
| 95,172.000 | ED | N | TEMPORARY SIGNALIZATION AND MAINT, INTER |
| 90,207.000 | ED | N | TEMP TRAFFIC DETECTION \& MAINTEN, INTER |
| 260.000 | ED | N | TEMP TRAFF SIGNAL- 2LN, 2WAY |
| 39,309.000 | ED | N | PORTABLE REGULATORY,SIGN |
| 38,211.000 | ED | N | RADAR SPEED DISPLAY UNIT |
| 5,421.000 | DA | N | TEMPORARY RAISED RUMBLE STRIPS |
| 234,093.000 | LF | N | PAVT MARKING REMOVABLE TAPE, WH BLK, SKIP |
| 308,617.000 | LF | N | PAVT MARKING REMOVABLE TAPE, WH BLK, SOLID |

CESPOO5 06/25/2018-07.00.01
Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 To: 999999

## From: 01021 TO: 9999999

| Item |  | No. of Conts |
| :---: | :---: | :---: |
| 0102911 | 3 | 8 |
| 0102912 | 1 | 4 |
| 0102912 | 2 | 31 |
| 01031 | 19 | 1 |
| 01041 |  | 34 |
| 01046 |  | 2 |
| 01047 |  | 1 |
| 01049 |  | 2 |
| 010410 | 3 | 149 |
| 010411 |  | 63 |
| 010412 |  | 32 |
| 010415 |  | 54 |
| 010418 |  | 164 |
| 010419 |  | 5 |
| 01071 |  | 169 |
| 01072 |  | 165 |
| 01081 |  | 85 |
| 01082 |  | 52 |
| 01083 |  | 9 |
| 01101 | 1 | 178 |
| 01102 | 2 | 31 |
| 01102 | 3 | 1 |
| 01103 |  | 25 |
| 01104 | 10 | 131 |
| 01106 |  | 1 |
| 01107 | 1 | 51 |
| 01108 | 2 | 1 |
| 011071 | 1 | 1 |
| 011082 |  | 2 |
| 011086 |  | 35 |
| 01201 |  | 118 |
| 01202 | 2 | 60 |
| 01203 |  | 1 |
| 01204 |  | 29 |
| 01205 |  | 3 |
| 01206 |  | 94 |
| 012011 |  | 1 |
| 012071 |  | 35 |
| 012074 |  | 3 |
| 01251 |  | 3 |

CESPOO5 06/25/2018-07.00.01
Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 01021 To: 9999999
Item

| 0141 |  |  | 4 | \$939.35 |
| :---: | :---: | :---: | :---: | :---: |
| 0141 | 71 | 1 | 1 | \$2,108.90 |
| 0141 | 72 | 1 | 1 | \$3,533.19 |
| 0144 | 1 | 1 | 1 | \$71.00 |
| 0144 | 71 | 1 | 1 | \$2,200.00 |
| 0144 | 72 |  | 1 | \$220.00 |
| 0144 | 74 | 1 | 1 | \$4,410.00 |
| 0145 | 1 |  | 2 | \$7.27 |
| 0145 | 2 |  | 11 | \$5.97 |
| 0145 | 71 |  | 1 | \$6.48 |
| 0160 | 4 |  | 117 | \$4.26 |
| 0162 | 1 | 11 | 66 | \$. 52 |
| 0162 | 1 | 12 | 10 | \$3.74 |
| 0173 |  |  | 1 | \$11.00 |
| 0173 | 77 | 1 | 1 | \$138.00 |
| 0173 | 79 | 4 | 1 | \$911.01 |
| 0180 | 72 |  | 1 | \$21.00 |
| 0210 | 1 | 8 | 2 | \$1.97 |
| 0210 | 1 | 9 | 4 | \$2.93 |
| 0210 |  |  | 2 | \$44.21 |
| 0285 |  |  | 60 | \$12.12 |
| 02857 | 02 |  | 6 | \$18.51 |
| 02857 | 03 |  | 8 | \$10.79 |
| 0285 |  |  | 12 | \$12.01 |
| 02857 |  |  | 3 | \$25.40 |
| 02857 |  |  | 34 | \$14.20 |
| 0285 |  |  | 8 | \$27.52 |
| 02857 |  |  | 2 | \$38.16 |
| 02857 |  |  | 72 | \$14.81 |
| 0285 |  |  | 13 | \$15.31 |
| 0285 |  |  | 12 | \$18.94 |
| 02857 |  |  | 4 | \$42.41 |
| 0285 |  |  | 4 | \$53.83 |
| 0285 |  |  | 1 | \$56.45 |
| 0285 |  |  | 17 | \$54.94 |
| 0286 |  |  | 24 | \$24.15 |
| 0286 |  |  | 12 | \$188.62 |
| 0315 | 1 | 3 | 1 | \$37.15 |
| 0327 | 70 | 1 | 53 | \$2.36 |
| 0327 | 70 | 2 | 7 | \$1.92 |

Florida Department of Transportation

## Item Average Unit Cost

From 2017/06/01 to 2018/05/31
$\square 1$

$$
\begin{array}{lc}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { to 2018/05/31 }
\end{array}
$$

# Contract Type: CC STATEWIDE <br> isplaying: VALID ITEMS WITH HITS <br> From: 01021 To: 9999999 

| Item |  |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0327 | 70 | 3 | 4 | \$5.85 | \$361,702.40 | 61,821.000 | SY | N |
| 0327 | 70 | 4 | 43 | \$2.26 | \$3,835,105.90 | 1,700,108.000 | SY | N |
| 0327 | 70 | 5 | 29 | \$2.68 | \$2,751,180.41 | 1,026,897.000 | SY | N |
| 0327 | 70 | 6 | 96 | \$2.47 | \$5,837,555.12 | 2,359,985.000 | SY | N |
| 0327 | 70 | 7 | 15 | \$4.68 | \$2,468,880.43 | 527,072.000 | SY | N |
| 0327 | 70 | 8 | 17 | \$2.13 | \$2,208,480.57 | 1,037,400.000 | SY | N |
| 0327 | 70 | 9 | 1 | \$11.26 | \$1,630,695.72 | 144,822.000 | SY | N |
| 0327 | 70 | 10 | 1 | \$3.00 | \$81,432.00 | 27,144.000 | SY | N |
| 0327 | 70 | 11 | 21 | \$3.09 | \$3,705,541.22 | 1,200,446.000 | SY | N |
| 0327 | 70 | 12 | 12 | \$1.78 | \$543,379.64 | 304,713.000 | SY | N |
| 0327 | 70 | 13 | 5 | \$3.83 | \$145,364.57 | 38,001.000 | SY | N |
| 0327 | 70 | 15 | 14 | \$2.55 | \$2,851,761.32 | 1,116,854.000 | SY | N |
| 0327 | 70 | 16 | 6 | \$1.58 | \$140,292.35 | 88,846.000 | SY | N |
| 0327 | 70 | 17 | 8 | \$2.78 | \$1,903,364.51 | 684,310.000 | SY | N |
| 0327 | 70 | 18 | 3 | \$3.83 | \$668,288. 34 | 174,375.000 | SY | N |
| 0327 | 70 | 19 | 22 | \$2.37 | \$925,662.25 | 390,565.000 | SY | N |
| 0327 | 70 | 20 | 7 | \$2.16 | \$622,112.85 | 287,921.000 | SY | N |
| 0327 | 70 | 22 | 3 | \$5.62 | \$42,524.69 | 7,573.000 | SY | N |
| 0327 | 70 | 23 | 2 | \$5.16 | \$58,527.56 | 11,342.000 | SY | N |
| 0327 | 70 | 26 | 2 | \$3.64 | \$2,063,058.30 | 566,652.000 | SY | N |
| 0327 | 70 | 27 | 1 | \$17.03 | \$377,980.85 | 22,195.000 | SY | N |
| 0327 | 70 | 28 | 1 | \$6.32 | \$22,309.60 | 3,530.000 | SY | N |
| 0327 | 70 | 29 | 1 | \$11.22 | \$9,256.50 | 825.000 | SY | N |
| 0327 | 70 | 32 | 1 | \$8.00 | \$7,128.00 | 891.000 | SY | N |
| 0327 | 70 | 33 | 1 | \$6.50 | \$215,312.50 | 33,125.000 | SY | N |
| 0327 | 70 | 34 | 1 | \$7.00 | \$10,325.00 | 1,475.000 | SY | N |
| 0327 | 70 | 35 | 1 | \$9.00 | \$6,120.00 | 680.000 | SY | N |
| 0327 | 70 | 36 | 1 | \$20.73 | \$102,468.39 | 4,943.000 | SY | N |
| 0327 | 70 | 38 | 2 | \$17.30 | \$655,928.26 | 37,906.000 | SY | N |
| 0327 | 70 | 42 | 1 | \$17.03 | \$205,058.23 | 12,041.000 | SY | N |
| 0327 | 70 | 45 | 1 | \$38.86 | \$1,151,810.40 | 29,640.000 | SY | N |
| 0334 | 1 | 11 | 11 | \$114.15 | \$967,686.28 | 8,477.600 | TN | N |
| 0334 | 1 | 12 | 28 | \$96.32 | \$19,191,352.43 | 199,248.100 | TN | N |
| 0334 | 1 | 13 | 69 | \$88.77 | \$30,681,848.10 | 345,616.600 | TN | N |
| 0334 | 1 | 14 | 14 | \$92.21 | \$26,327,975.90 | 285,516.300 | TN | N |
| 0334 | 1 | 52 | 25 | \$92.28 | \$11,749,943.97 | 127,328.300 | TN | N |
| 0334 | 1 | 53 | 45 | \$94.87 | \$29,589,184.83 | 311,881.700 | TN | N |
| 0334 | 1 | 54 | 24 | \$98.30 | \$52,470,553.69 | 533,774.900 | TN | N |
| 0334 | 1 | 57 | 1 | \$95.00 | \$1,100,651.00 | 11,585.800 | TN | N |
| 0334 | 1 | 58 | 3 | \$110.31 | \$6,399,660.71 | 58,014.200 | TN | N |

## Description

MILLING EXIST ASPH PAVT,4 1/2" AVG DEPTH MILLING EXIST ASPH PAVT, 3" AVG DEPTH MILLING EXIST ASPH PAVT, 2" AVG DEPTH MILLING EXIST ASPH PAVT, 1 1/2" AVG DEPTH MILLING EXIST ASPH PAVT, 4" AVG DEPTH MILLING EXIST ASPH PAVT,2 1/2" AVG DEPTH MILLING EXIST ASPH PAVT,5 1/4" AVG DEPTH MILLING EXIST ASPH PAVT, 5" AVG DEPTH MILLING EXIST ASPH PAVT,2 1/4" AVG DEPTH MILLING EXIST ASPH PAVT,1 1/4" AVG DEPTH MILLING EXIST ASPH PAVT,1 3/4" AVG DEPTH MILLING EXIST ASPH PAVT,2 3/4" AVG DEPTH MILLING EXIST ASPH PAVT, 1/2" AVG DEPTH MILLING EXIST ASPH PAVT,3 1/4" AVG DEPTH MILLING EXIST ASPH PAVT,5 1/2" AVG DEPTH MILLING EXIST ASPH PAVT, 3/4" AVG DEPTH MILLING EXIST ASPH PAVT, 3 3/4" AVG DEPTH MILLING EXIST ASPH PAVT,4 1/4" AVG DEPT MILLING EXIST ASPH PAVT, 6" AVG DEPTH MILLING EXIST ASPH PAVT, 4 3/4" AVG DEPTH MILLING EXIST ASPH PAVT,5 3/4" AVG DEPTH MILLING EXIST ASPH PAVT,6 3/4" AVG DEPTH MILLING EXIST ASPH PAVT,6 1/4" AVG DEPTH MILLING EXIST ASPH PAVT, 8 1/2" AVG DEPTH MILLING EXIST ASPH PAVT, 7 3/4" AVG DEPTH MILLING EXIST ASPH PAVT,8" AVG DEPTH MILLING EXIST ASPH PAVT,8 1/4" AVG DEPTH MILLING EXIST ASPH PAVT,9 1/4" AVG DEPTH MILLING EXIST ASPH PAVT, 8 3/4" AVG DEPTH MILLING EXIST ASPH PAVT, 7 1/4" AVG DEPT MILLING EXIST ASPH PAVT, 12.75" AVG DEPT SUPERPAVE ASPHALTIC CONC, TRAFFIC A SUPERPAVE ASPHALTIC CONC, TRAFFIC B SUPERPAVE ASPHALTIC CONC, TRAFFIC C SUPERPAVE ASPHALTIC CONC, TRAFFIC D SUPERPAVE ASPH CONC, TRAF B, PG76-22 SUPERPAVE ASPH CONC, TRAF C, PG76-22 SUPERPAVE ASPH CONC, TRAF D, PG76-22 SUPERPAVE ASPH CONC, TRAF C, HIGH POLYME SUPERPAVE ASPH CONC, TRAF D, HIGH POLYM

| Item |  |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0337 | 7 | 25 | 36 | \$128.83 | \$35,816,048.36 | 278,003.800 | TN | N | ASPH CONC FC,INC BIT, FC-5, PG76-22 |
| 0337 | 7 | 26 | 4 | \$134.80 | \$3,159,318.85 | 23,437.800 | TN | N | ASPH CONC FC,FC-5,FC-5, HIGH POLYMER |
| 0337 | 7 | 80 | 14 | \$98.47 | \$8,013,000.77 | 81,375.100 | TN | N | ASPH CONC FC,TRAFFIC B,FC-9.5,PG 76-22 |
| 0337 | 7 | 81 | 19 | \$103.11 | \$4,794,515.77 | 46,500.200 | TN | N | ASPH CONC FC, TRAFFIC B,FC-12.5,PG 76-22 |
| 0337 | 7 | 82 | 38 | \$139.36 | \$6,338, 052.45 | 45,479.200 | TN | N | ASPH CONC FC,TRAFFIC C, FC-9.5,PG 76-22 |
| 0337 | 7 | 83 | 63 | \$107.60 | \$27,598,164.12 | 256,490.100 | TN | N | ASPH CONC FC, TRAFFIC C,FC-12.5,PG 76-22 |
| 0337 | 7 | 85 | 11 | \$105.33 | \$3,701,350.98 | 35,140.400 | TN | N | ASPH CONC FC, TRAFFIC D,FC-12.5,PG 76-22 |
| 0337 | 7 | 90 | 1 | \$106.62 | \$1,166,955.90 | 10,945.000 | TN | N | ASPH CONC FC, TRAFFIC B,FC-9.5, HIGH POLYM |
| 0337 | 7 | 93 | 4 | \$135.04 | \$3,489,739.15 | 25,842.200 | TN | N | ASPH CONC FC, TRAF C,FC-12.5,HIGH POLYMER |
| 0337 | 7 | 94 | 2 | \$125.27 | \$427,272.67 | 3,410.800 | TN | N | ASPH CONC FC, TRAF D,FC-12.5,HIGH POLYMER |
| 0339 | 1 |  | 92 | \$167.06 | \$4,305,483.02 | 25,772.200 | TN | N | MISCELLANEOUS ASPHALT PAVEMENT |
| 0350 | 3 | 1 | 2 | \$110.34 | \$5,406.58 | 49.000 | SY | N | PLAIN CEMENT CONC PAVT, 6" |
| 0350 | 3 | 5 | 2 | \$105.24 | \$125,336.88 | 1,191.000 | SY | N | PLAIN CEMENT CONC PAVT, 8" |
| 0350 | 3 | 7 | 2 | \$89.74 | \$144,123.00 | 1,606.000 | SY | N | PLAIN CEMENT CONC PAVT, 9" |
| 0350 | 3 | 9 | 2 | \$70.07 | \$341,436.55 | 4,873.000 | SY | N | PLAIN CEMENT CONC PAVT, 10" |
| 0350 | 3 | 10 | 2 | \$88.11 | \$635,691.38 | 7,215.000 | SY | N | PLAIN CEMENT CONC PAVT, 10.5" |
| 0350 | 3 | 12 | 1 | \$93.57 | \$1,396,906.53 | 14,929.000 | SY | N | PLAIN CEMENT CONC PAVT, 11.5" |
| 0350 | 3 | 13 | 2 | \$100.68 | \$109,941.72 | 1,092.000 | SY | N | PLAIN CEMENT CONC PAVT, 12" |
| 0350 | 3 | 14 | 1 | \$90.00 | \$1,363,950.00 | 15,155.000 | SY | N | PLAIN CEMENT CONC PAVT, 12.5" |
| 0350 | 3 | 15 | 1 | \$72.19 | \$3,651,586.77 | 50,583.000 | SY | N | PLAIN CEMENT CONC PAVT, 13" |
| 0350 | 4 | 1 | 1 | \$83.00 | \$22,410.00 | 270.000 | SY | N | REINFORCED CEMENT CONC PVMT,6" |
| 0350 | 4 | 5 | 1 | \$125.33 | \$21,556.76 | 172.000 | SY | N | REINFORCED CEMENT CONC PVMT,8" |
| 0350 | 4 | 13 | 1 | \$120.00 | \$26,760.00 | 223.000 | SY | N | REINFORCED CEMENT CONC PVMT,12" |
| 0350 | 5 |  | 4 | \$2.56 | \$332,682.04 | 129,788.000 | LF | N | CLEANING \& SEALING JOINTS - CONC PVMT |
| 0350 | 6 |  | 1 | \$20.00 | \$1,660.00 | 83.000 | LF | N | CLEANING \& SEALING CRACKS - CONC PVMT |
| 0350 | 30 | 13 | 3 | \$68.41 | \$180,940.00 | 2,645.000 | SY | N | CONC PAVEMENT FOR ROUNDABOUT APRON, 12" |
| 0352 | 70 |  | 8 | \$5.89 | \$581,923.90 | 98,747.000 | SY | N | GRINDING CONCRETE PAVT |
| 0353 | 70 |  | 1 | \$1,087.62 | \$283,216.25 | 260.400 | CY | N | CONC PAVT SLAB REPLACEMENT |
| 0370 | 1 |  | 1 | \$212.50 | \$67,150.00 | 316.000 | LF | N | BRIDGE APPR EXP JOINT FOR CONC PVMT |
| 0400 | 0 | 11 | 31 | \$452.71 | \$6,153,241.38 | 13,592.100 | CY | N | CONC CLASS NS, GRAVITY WALL |
| 0400 | 0 | 13 | 3 | \$1,995.56 | \$44,900.00 | 22.500 | CY | N | CONC CLASS NS, STEPS |
| 0400 | 1 | 2 | 28 | \$1,159.63 | \$549,074.21 | 473.490 | CY | N | CONC CLASS I, ENDWALLS |
| 0400 | 1 | 11 | 1 | \$963.31 | \$15,412.96 | 16.000 | CY | N | CONC CLASS I, RETAINING WALLS |
| 0400 | 2 | 1 | 4 | \$644.75 | \$739,334.07 | 1,146.700 | CY | N | CONC CLASS II, CULVERTS |
| 0400 | 2 | 2 | 2 | \$1,464.32 | \$83,612.50 | 57.100 | CY | N | CONC CLASS II, ENDWALLS |
| 0400 | 2 | 4 | 14 | \$581.36 | \$9,829,297.11 | 16,907.500 | CY | N | CONC CLASS II, BRIDGE SUPERSTRUCTURE |
| 0400 | 2 | 5 | 4 | \$871.42 | \$389,962.50 | 447.500 | CY | N | CONC CLASS II, BRIDGE SUBSTRUCTURE |
| 0400 | 2 | 8 | 1 | \$450.00 | \$70,425.00 | 156.500 | CY | N | CONC CLASS II, BULKHEAD |
| 0400 | 2 | 10 | 22 | \$399.45 | \$2,263,184.91 | 5,665.700 | CY | N | CONC CLASS II, APPROACH SLABS |
| 0400 | 2 | 11 | 3 | \$564.10 | \$53,420.00 | 94.700 | CY | N | CONC CLASS II, RETAINING WALLS |


| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 04002 | 25 | 1 | \$600.00 | \$225,300.00 | 375.500 | CY | N |
| 04002 | 41 | 2 | \$787.93 | \$334,792.50 | 424.900 | CY | N |
| 04002 | 47 | 2 | \$836.77 | \$211,368.00 | 252.600 | CY | N |
| 04003 | 1 | 1 | \$1,429.62 | \$69,336.57 | 48.500 | CY | N |
| 04003 | 20 | 2 | \$429.09 | \$134,477.08 | 313.400 | CY | N |
| 0400 4 | 1 | 9 | \$1,163.54 | \$1,791,270.14 | 1,539.500 | CY | N |
| 0400 4 | 4 | 6 | \$1,512.50 | \$3,918,127.60 | 2,590.500 | CY | N |
| 0400 4 | 5 | 22 | \$961.21 | \$5,290,607.10 | 5,504.100 | CY | N |
| 0400 4 | 8 | 7 | \$894.13 | \$2,235,044.30 | 2,499.700 | CY | N |
| 04004 | 11 | 4 | \$695.51 | \$603,705.00 | 868.000 | CY | N |
| 04004 | 25 | 5 | \$676.81 | \$5,096,702.66 | 7,530.500 | CY | N |
| 04004 | 47 | 2 | \$781.75 | \$378,680.94 | 484.400 | CY | N |
| 04007 |  | 14 | \$15.10 | \$168,257.12 | 11,140.000 | SY | N |
| 04009 |  | 15 | \$9.74 | \$559,177.50 | 57,390.000 | SY | N |
| 040020 |  | 1 | \$49.07 | \$10,795.40 | 220.000 | SY | N |
| 040032 |  | 1 | \$8,500.00 | \$210,800.00 | 24.800 | CY | N |
| 0400128 |  | 2 | \$29.75 | \$77,740.00 | 2,613.000 | LF | N |
| 0400140 | 1 | 1 | \$2,700.00 | \$54,000.00 | 20.000 | EA | N |
| 0400142 | 3 | 1 | \$35.00 | \$91,980.00 | 2,628.000 | SF | N |
| 0400143 |  | 3 | \$1.57 | \$56,430.50 | 35,906.000 | SF | N |
| 0400145 |  | 1 | \$5.75 | \$28,203.75 | 4,905.000 | SF | N |
| 0400147 |  | 14 | \$804.35 | \$450,757.41 | 560.400 | CF | N |
| 0400148 |  | 3 | \$907.23 | \$31,118.04 | 34.300 | CF | N |
| 0400153 |  | 2 | \$464.15 | \$118,265.00 | 254.800 | CF | N |
| 040170 |  | 4 | \$228.93 | \$2,035,442.00 | 8,891.000 | CF | N |
| 040170 | 1 | 2 | \$83.96 | \$21,830.00 | 260.000 | CF | N |
| 040170 | 2 | 1 | \$220.00 | \$99,022.00 | 450.100 | CF | N |
| 040170 | 3 | 8 | \$468.14 | \$717,147.34 | 1,531.900 | CF | N |
| 040170 | 4 | 4 | \$1,063.44 | \$58,489.00 | 55.000 | CF | N |
| 040170 | 5 | 1 | \$262.00 | \$61,570.00 | 235.000 | CF | N |
| 04031 | 7 | 1 | \$70.00 | \$46,200.00 | 660.000 | SY | N |
| 04032 | 7 | 1 | \$300.00 | \$3,000.00 | 10.000 | CF | N |
| 04045 | 11 | 1 | \$750.00 | \$77,250.00 | 103.000 | SY | N |
| 04047 |  | 1 | \$50.00 | \$11,500.00 | 230.000 | LF | N |
| 040570 | 1 | 1 | \$1,000.00 | \$42,000.00 | 42.000 | CF | N |
| 0411 1 |  | 10 | \$72.60 | \$11,616.09 | 160.000 | GA | N |
| 04112 |  | 11 | \$37.88 | \$145,264.47 | 3,835.000 | LF | N |
| 0413149 |  | 1 | \$500.00 | \$1,000.00 | 2.000 | GA | N |
| 0413151 |  | 2 | \$30.33 | \$180,086.00 | 5,937.000 | GA | N |
| 0413154 |  | 3 | \$. 61 | \$361,429.00 | 594,877.000 | SF | N |

Description
CONC CLASS II, MASS, BRIDGE SUBSTRUCTURE CONC CLASS II, PRECAST DECK OVERLAY CONC CLASS II, CIP TOP W/ SR ADMIX CONC CLASS III, CULVERTS CONC CLASS III, SEAL CONC CLASS IV, CULVERTS CONC CLASS IV, SUPERSTRUCTURE CONC CLASS IV, SUBSTRUCTURE CONC CLASS IV, BULKHEAD CONC CLASS IV, RETAINING WALLS CONC CLASS IV, MASS, SUBSTRUCTURE CONC CLASS IV, CIP TOP W/SR ADMIX BRIDGE DECK GROOVING, LESS THAN 8.5" BRIDGE DECK GROOV \&PLANING, DECK 8.5" GR GRINDING BRIDGE DECK- REHABILITATION CONCRETE FOR JOINT REPAIR
GRTNING PRCST DECK PNL, NON-SHRINK GRTN NEOPRENE PAD REPLACEMENT, BENT/PIER CATHODIC PROTECTION SYSTEM, ZINC ALUM SP CLEAN \& COAT CONCRETE SURF, CLASS 5 CLEANING CONC SURFACE
COMPOSITE NEOPRENE PADS
PLAIN NEOPRENE BEARING PADS
NON SHRINK GROUT, F\&I, MISCELLANEOUS- RE RESTORE SPALLED AREAS, GUNITE
RESTORE SPALLED AREAS, EPOXY
RESTORE SPALL AREA,LATX MOD MTR,STY-BUT RESTORE SPALL AREA, LATX MOD MTR, ACRYLC RESTORE SPALLED AREAS, PORTLND CEM GROUT RESTORE SPALL AREAS, CONTRACTORS OPTION EPOXY CONC OVERLAY- CONC BR 43927315201 RESTORE SPALLED AR CONC BRI 43927315201 PRECAST DECK PANEL, NONPRES, 8"
CLOSURE JOINT FOR PRECAST DECK PANEL LATEX MOD PORTLAND CEMENT CONC, TYPE I EPOXY MATERIAL- STRUCTURES REHAB CRACKS INJECT \& SEAL- STRUCTURES REHAB PENETRANT SEALER
METHACRYLATE MONOMER
CLEAN \& SEAL CONC- PENETR OR METHACR
CESPO05 06/25/2018-07.00.01
Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 1 To: 9999999

## From: 01021 To: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0415 | 11 | 15 | \$.86 | \$496,449.44 | 574,500.000 | LB | N | REINF STEEL- ROADWAY |
| 0415 | 13 | 9 | \$.98 | \$110,240.78 | 112,852.000 | LB | N | REINF STEEL- RETAINING WALL |
| 0415 | 14 | 26 | \$. 90 | \$4,514,981.90 | 5,014,805.000 | LB | N | REINF STEEL- SUPERSTRUCTURE |
| 0415 | 15 | 24 | \$. 84 | \$2,158,141.61 | 2,557,099.000 | LB | N | REINF STEEL- SUBSTRUCTURE |
| 0415 | 16 | 8 | \$1.67 | \$6,165.50 | 3,702.000 | LB | N | REINF STEEL- MISCELLANEOUS |
| 0415 | 18 | 8 | \$1.02 | \$148,087.41 | 145,579.000 | LB | N | REINF STEEL- BULKHEAD |
| 0415 | 19 | 20 | \$. 84 | \$869,342.20 | 1,030,330.000 | LB | N | REINF STEEL- APPROACH SLABS |
| 0415 | 24 | 1 | \$3.16 | \$269,070.84 | 85,149.000 | LB | N | STAINLESS REINFORCING STEEL, SUPR |
| 0415 | 25 | 1 | \$3.15 | \$76,261.50 | 24,210.000 | LB | N | STAINLESS REINFORCING STEEL, SUB |
| 0415 | 29 | 1 | \$2.96 | \$134,499.44 | 45,439.000 | LB | N | STAINLESS REINFORCING STEEL, APPR SLAB |
| 0425 | 1201 | 7 | \$5,544.22 | \$155,238.07 | 28.000 | EA | N | INLETS, CURB, TYPE 9, <10' |
| 0425 | 1203 | 3 | \$9,590.13 | \$57,540.78 | 6.000 | EA | N | INLETS, CURB, TYPE 9, J BOT, <10' |
| 0425 | 1205 | 2 | \$2,996.03 | \$5,992.06 | 2.000 | EA | N | INLETS, CURB, TYPE 9, PARTIAL |
| 0425 | 1211 | 3 | \$7,345.71 | \$51,420.00 | 7.000 | EA | N | INLETS, CURB, TYPE 10, <10' |
| 0425 | 1311 | 10 | \$4,128.91 | \$1,123,063.17 | 272.000 | EA | N | INLETS, CURB, TYPE P-1, <10' |
| 0425 | 1312 | 3 | \$6,493.18 | \$45,452.28 | 7.000 | EA | N | INLETS, CURB TYPE P-1, >10' |
| 0425 | 1315 | 3 | \$6,316.30 | \$88,428.16 | 14.000 | EA | N | INLETS, CURB TYPE P-1, PARTIAL |
| 0425 | 1321 | 9 | \$4,996.82 | \$374,761.36 | 75.000 | EA | N | INLETS, CURB, TYPE P-2, <10' |
| 0425 | 1322 | 1 | \$25,000.00 | \$75,000.00 | 3.000 | EA | N | INLETS, CURB, TYPE P-2, >10' |
| 0425 | 1325 | 3 | \$4,115.80 | \$20,579.00 | 5.000 | EA | N | INLETS, CURB, TYPE P-2, PARTIAL |
| 0425 | 1331 | 12 | \$6,125.87 | \$245,034.81 | 40.000 | EA | N | INLETS, CURB, TYPE P-3, <10' |
| 0425 | 1332 | 2 | \$13,071.21 | \$26,142.41 | 2.000 | EA | N | INLETS, CURB, TYPE P-3, >10' |
| 0425 | 1335 | 4 | \$4,662.50 | \$18,650.00 | 4.000 | EA | N | INLETS, CURB, TYPE P-3, PARTIAL |
| 0425 | 1341 | 12 | \$6,405.03 | \$179,340.76 | 28.000 | EA | N | INLETS, CURB, TYPE P-4, <10' |
| 0425 | 1345 | 6 | \$4,328.86 | \$103,892.56 | 24.000 | EA | N | INLETS, CURB, TYPE P-4, PARTIAL |
| 0425 | 1351 | 46 | \$5,174.92 | \$1,091,907.84 | 211.000 | EA | N | INLETS, CURB, TYPE P-5, <10' |
| 0425 | 1352 | 4 | \$10,591.67 | \$63,550.00 | 6.000 | EA | N | INLETS, CURB, TYPE P-5, >10' |
| 0425 | 1355 | 16 | \$4,436.93 | \$177,477.07 | 40.000 | EA | N | INLETS, CURB, TYPE P-5, PARTIAL |
| 0425 | 1359 | 2 | \$3,687.63 | \$59,002.10 | 16.000 | EA | N | INLETS, CURB, TYPE P-5, MODIFY |
| 0425 | 1361 | 34 | \$5,260.59 | \$841,693.85 | 160.000 | EA | N | INLETS, CURB, TYPE P-6, <10' |
| 0425 | 1362 | 1 | \$6,000.00 | \$6,000.00 | 1.000 | EA | N | INLETS, CURB, TYPE P-6, >10' |
| 0425 | 1365 | 8 | \$4,353.71 | \$217,685.52 | 50.000 | EA | N | INLETS, CURB, TYPE P-6, PARTIAL |
| 0425 | 1369 | 1 | \$3,349.76 | \$3,349.76 | 1.000 | EA | N | INLETS, CURB, TYPE P-6, MODIFY |
| 0425 | 1411 | 5 | \$6,116.36 | \$556,588.83 | 91.000 | EA | N | INLETS, CURB TYPE J-1, <10' |
| 0425 | 1412 | 4 | \$6,777.05 | \$284,636.12 | 42.000 | EA | N | INLETS, CURB, TYPE J-1, >10' |
| 0425 | 1421 | 5 | \$6,629.01 | \$178,983.32 | 27.000 | EA | N | INLETS, CURB, TYPE J-2, <10' |
| 0425 | 1422 | 4 | \$6,974.06 | \$41,844.36 | 6.000 | EA | N | INLETS, CURB, TYPE J-2, >10' |
| 0425 | 1425 | 2 | \$4,990.00 | \$9,980.00 | 2.000 | EA | N | INLETS, CURB, TYPE J-2, PARTIAL |
| 0425 | 1431 | 3 | \$9,975.00 | \$99,750.00 | 10.000 | EA | N | INLETS, CURB, TYPE J-3, <10' |
| 0425 | 1441 | 3 | \$11,109.50 | \$44,438.00 | 4.000 | EA | N | INLETS, CURB, TYPE J-4, <10' | <br> \title{

Contract Type: CC STATEWIDE <br> \title{
Contract Type: CC STATEWIDE <br> From: 01021 To: 9999999
}

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0425 | 1451 | 14 | \$8,804.84 | \$246,535.62 | 28.000 | EA | N | INLETS, CURB, TYPE J-5, <10' |
| 0425 | 1452 | 3 | \$14,575.35 | \$58,301.38 | 4.000 | EA | N | INLETS, CURB, TYPE J-5, >10' |
| 0425 | 1455 | 2 | \$5,202.21 | \$15,606.62 | 3.000 | EA | N | INLETS, CURB, TYPE J-5, PARTIAL |
| 0425 | 1459 | 2 | \$10,255.56 | \$92,300.00 | 9.000 | EA | N | INLETS, CURB, TYPE J-5, MODIFY |
| 0425 | 1461 | 7 | \$10,253.36 | \$133,293.67 | 13.000 | EA | N | INLETS, CURB, TYPE J-6, <10' |
| 0425 | 1462 | 1 | \$15,000.00 | \$15,000.00 | 1.000 | EA | N | INLETS, CURB, TYPE J-6, >10' |
| 0425 | 1469 | 1 | \$10,300.00 | \$41,200.00 | 4.000 | EA | N | INLETS, CURB, TYPE J-6, MODIFY |
| 0425 | 1471 | 6 | \$4,089.40 | \$106,324.42 | 26.000 | EA | N | INLETS, CURB, TYPE 7, <10' |
| 0425 | 1473 | 1 | \$7,125.00 | \$7,125.00 | 1.000 | EA | N | INLETS, CURB, TYPE 7, J BOT , <10' |
| 0425 | 1481 | 1 | \$5,670.59 | \$22,682.36 | 4.000 | EA | N | INLETS, CURB, TYPE 8, <10' |
| 0425 | 1501 | 3 | \$3,323.62 | \$39,883.38 | 12.000 | EA | N | INLETS, DT BOT, TYPE A, <10' |
| 0425 | 1503 | 1 | \$3,975.00 | \$15,900.00 | 4.000 | EA | N | INLETS, DT BOT, TYPE A, J BOT, <10' |
| 0425 | 1505 | 1 | \$2,965.52 | \$14,827.60 | 5.000 | EA | N | INLETS, DT BOT, TYPE A, PARTIAL |
| 0425 | 1511 | 5 | \$4,015.47 | \$602,321.12 | 150.000 | EA | N | INLETS, DT BOT, TYPE B, <10' |
| 0425 | 1512 | 1 | \$6,000.00 | \$12,000.00 | 2.000 | EA | N | INLETS, DT BOT, TYPE B, >10' |
| 0425 | 1513 | 3 | \$7,365.00 | \$73,650.00 | 10.000 | EA | N | INLETS, DT BOT, TYPE B, J BOT, <10' |
| 0425 | 1514 | 1 | \$10,000.00 | \$20,000.00 | 2.000 | EA | N | INLETS, DT BOT, TYPE B, J BOT, >10' |
| 0425 | 1515 | 2 | \$2,644.79 | \$55,540.69 | 21.000 | EA | N | INLETS, DT BOT, TYPE B, PARTIAL |
| 0425 | 1521 | 38 | \$3,225.39 | \$461,230.46 | 143.000 | EA | N | INLETS, DT BOT, TYPE C, <10' |
| 0425 | 1523 | 5 | \$6,028.15 | \$120,563.01 | 20.000 | EA | N | INLETS, DT BOT, TYPE C, J Bot, <10' |
| 0425 | 1525 | 6 | \$3,530. 22 | \$31,771.94 | 9.000 | EA | N | INLETS, DT BOT, TYPE C, PARTIAL |
| 0425 | 1529 | 8 | \$4,585.23 | \$64,193.29 | 14.000 | EA | N | INLETS, DT BOT, TYPE C, MODIFY |
| 0425 | 1531 | 3 | \$3,365.05 | \$10,095.16 | 3.000 | EA | N | INLETS, DT BOT, TYPE C MOD- BACK, <10' |
| 0425 | 1533 | 1 | \$8,000.00 | \$8,000.00 | 1.000 | EA | N | INLETS, DT BOT, TYPE C, MOD, J BOT, <10' |
| 0425 | 1541 | 27 | \$3,643.45 | \$921,791.71 | 253.000 | EA | N | INLETS, DT BOT, TYPE D, <10' |
| 0425 | 1542 | 1 | \$8,734.64 | \$43,673.20 | 5.000 | EA | N | INLETS, DT BOT, TYPE D, >10' |
| 0425 | 1543 | 3 | \$4,119.82 | \$57,677.43 | 14.000 | EA | N | INLETS, DT BOT, TYPE D, J BOT, <10' |
| 0425 | 1544 | 2 | \$6,232.93 | \$12,465.85 | 2.000 | EA | N | INLETS, DT BOT, TYPE D, J BOT, >10' |
| 0425 | 1545 | 3 | \$3,915.60 | \$15,662.40 | 4.000 | EA | N | INLETS, DT BOT, TYPE D, PARTIAL |
| 0425 | 1549 | 8 | \$4,961.20 | \$158,758.33 | 32.000 | EA | N | INLETS, DT BOT, TYPE D, MODIFY |
| 0425 | 1551 | 19 | \$3,671.24 | \$517,644.78 | 141.000 | EA | N | INLETS, DT BOT, TYPE E, <10' |
| 0425 | 1552 | 2 | \$4,765.80 | \$23,829.00 | 5.000 | EA | N | INLETS, DT BOT, TYPE E, >10' |
| 0425 | 1553 | 2 | \$5,115.37 | \$219,961.00 | 43.000 | EA | N | INLETS, DT BOT, TYPE E, J BOT, <10' |
| 0425 | 1554 | 1 | \$8,739.00 | \$113,607.00 | 13.000 | EA | N | INLETS, DT BOT, TYPE E, J BOT, >10' |
| 0425 | 1555 | 1 | \$6,250.00 | \$6,250.00 | 1.000 | EA | N | INLETS, DT BOT, TYPE E, PARTIAL |
| 0425 | 1559 | 2 | \$5,543.76 | \$44,350.11 | 8.000 | EA | N | INLETS, DT BOT, TYPE E, MODIFY |
| 0425 | 1561 | 8 | \$3,775.82 | \$83,068.00 | 22.000 | EA | N | INLETS, DT BOT, TYPE F, <10' |
| 0425 | 1563 | 1 | \$7,200.00 | \$7,200.00 | 1.000 | EA | N | INLETS, DT BOT, TYPE F, J Bot, <10' |
| 0425 | 1565 | 3 | \$4,232.57 | \$29,628.00 | 7.000 | EA | N | INLETS, DT BOT, TYPE F, PARTIAL |
| 0425 | 1569 | 1 | \$9,755.00 | \$78,040.00 | 8.000 | EA | N | INLETS, DT BOT, TYPE F,MODIFY | <br> <br> From: 01021 TO: 9999999} <br> \title{

Contract Type: CC STATEWIDE
} <br> \title{
Contract Type: CC STATEWIDE
}

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0425 | 1571 | 2 | \$10,500.00 | \$21,000.00 | 2.000 | EA | N | INLETS, DT BOT, TYPE G, <10' |
| 0425 | 1581 | 5 | \$5,476.00 | \$38,332.00 | 7.000 | EA | N | INLETS, DT BOT, TYPE H, <10' |
| 0425 | 1583 | 1 | \$8,850.00 | \$8,850.00 | 1.000 | EA | N | INLETS, DT BOT, TYPE H, J BOTTOM <10' |
| 0425 | 1584 | 1 | \$20,804.55 | \$20,804.55 | 1.000 | EA | N | INLETS, DT BOT, TYPE H, J BOTTOM >10' |
| 0425 | 1589 | 4 | \$9,230.41 | \$36,921.62 | 4.000 | EA | N | INLETS, DT BOT, TYPE H, MODIFY |
| 0425 | 1611 | 1 | \$32,000.00 | \$32,000.00 | 1.000 | EA | N | INLETS, DT BOT, TYPE K, <10' |
| 0425 | 1701 | 13 | \$3,253.88 | \$953,385.69 | 293.000 | EA | N | INLETS, GUTTER, TYPE S, <10' |
| 0425 | 1702 | 3 | \$4,521.43 | \$49,735.72 | 11.000 | EA | N | INLETS, GUTTER, TYPE S, >10' |
| 0425 | 1703 | 3 | \$6,146. 60 | \$61,466.00 | 10.000 | EA | N | INLETS, GUTTER, TYPE S, J BOT<10' |
| 0425 | 1704 | 2 | \$6,865.00 | \$13,730.00 | 2.000 | EA | N | INLETS, GUTTER, TYPE S, J BOT, >10' |
| 0425 | 1705 | 4 | \$3,460.41 | \$58,827.00 | 17.000 | EA | N | INLETS, GUTTER, TYPE S, PARTIAL |
| 0425 | 1711 | 6 | \$5,049.59 | \$55,545.47 | 11.000 | EA | N | INLETS, GUTTER, TYPE V, <10' |
| 0425 | 1713 | 1 | \$13,500.00 | \$13,500.00 | 1.000 | EA | N | INLETS, GUTTER, TYPE V, J BOT, <10' |
| 0425 | 1715 | 5 | \$5,332.88 | \$26,664.42 | 5.000 | EA | N | INLETS, GUTTER, TYPE V, PARTIAL |
| 0425 | 1801 | 3 | \$4,502.21 | \$18,008.84 | 4.000 | EA | N | INLETS, MED BARRIER, TYPE 1, <10' |
| 0425 | 1803 | 1 | \$7,500.00 | \$22,500.00 | 3.000 | EA | N | INLETS, MED BARRIER, TYPE 1, J Bot, <10' |
| 0425 | 1811 | 1 | \$7,200.00 | \$14,400.00 | 2.000 | EA | N | INLETS, MED BARRIER, TYPE 2, <10' |
| 0425 | 1841 | 1 | \$9,400.00 | \$9,400.00 | 1.000 | EA | N | INLETS, MED BARRIER, TYPE 3, <10' |
| 0425 | 1881 | 4 | \$4,919.60 | \$68,874.44 | 14.000 | EA | N | INLETS, BARRIER WALL, RIG, C\&G, <10' |
| 0425 | 1882 | 1 | \$6,034.00 | \$6,034.00 | 1.000 | EA | N | INLETS, BARRIER WALL, RIG, C\&G, >10' |
| 0425 | 1883 | 1 | \$12,200.00 | \$12,200.00 | 1.000 | EA | N | INLETS , BARRIER WALL , RIG, C\&G, J Bot<10' |
| 0425 | 1891 | 9 | \$4,347.58 | \$386,934.96 | 89.000 | EA | N | INLETS, BARRIER WALL, <10' |
| 0425 | 1892 | 3 | \$5,965.25 | \$23,861.00 | 4.000 | EA | N | INLETS, BARRIER WALL, >10' |
| 0425 | 1893 | 2 | \$5,471.71 | \$38,302.00 | 7.000 | EA | N | INLETS, BARRIER WALL, J BOT, <10' |
| 0425 | 1894 | 1 | \$18,068.00 | \$54,204.00 | 3.000 | EA | N | INLETS, BARRIER WALL, J BOT, >10' |
| 0425 | 1910 | 25 | \$4,001.62 | \$440,178.44 | 110.000 | EA | N | INLETS, CLOSED FLUME |
| 0425 | 241 | 27 | \$4,429.82 | \$518,289.40 | 117.000 | EA | N | MANHOLES, P-7, <10' |
| 0425 | 242 | 5 | \$6,461.74 | \$148,620.09 | 23.000 | EA | N | MANHOLES, P-7, >10' |
| 0425 | 243 | 17 | \$3,492.47 | \$178,115.86 | 51.000 | EA | N | MANHOLES, P-7, PARTIAL |
| 0425 | 261 | 33 | \$3,475.41 | \$503,933.76 | 145.000 | EA | N | MANHOLES, P-8, <10' |
| 0425 | 262 | 4 | \$3,507.67 | \$45,599.76 | 13.000 | EA | N | MANHOLES, P-8, >10' |
| 0425 | 263 | 21 | \$3,193.05 | \$185,196.99 | 58.000 | EA | N | MANHOLES, P-8, PARTIAL |
| 0425 | 271 | 15 | \$7,120.74 | \$206,501.48 | 29.000 | EA | N | MANHOLES, J-7, <10' |
| 0425 | 272 | 3 | \$9,747.95 | \$68,235.65 | 7.000 | EA | N | MANHOLES, J-7, >10' |
| 0425 |  | 5 | \$4,245.20 | \$59,432.84 | 14.000 | EA | N | MANHOLES, J-7, PARTIAL |
| 0425 | 291 | 21 | \$6,816.46 | \$572,582.75 | 84.000 | EA | N | MANHOLES, J-8, <10' |
| 0425 | 292 | 10 | \$8,060.88 | \$394,983.28 | 49.000 | EA | N | MANHOLES, J-8, >10' |
| 0425 | 293 | 4 | \$5,113.33 | \$30,680.00 | 6.000 | EA | N | MANHOLES, J-8, PARTIAL |
| 0425 | 341 | 2 | \$4,010.99 | \$8,021.97 | 2.000 | EA | N | JUNCTION BOX, DRAINAGE, $\mathrm{P}-7,<10{ }^{\prime}$ |
| 0425 | 343 | 1 | \$6,320.00 | \$6,320.00 | 1.000 | EA | N | JUNCTION BOX, DRAINAGE, P-7, PARTIAL |

# CESPO05 06/25/2018-07.00.01 <br> <br> Contract Type: CC STATEWIDE <br> <br> Contract Type: CC STATEWIDE <br> <br> isplaying: VALID ITEMS WITH HITS <br> <br> isplaying: VALID ITEMS WITH HITS <br> From: 01021 TO: 9999999 

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31


| Weighted <br> Average | Total Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: |
| \$1,992.09 | \$55,778.39 | 28.000 | EA | N |
| \$947.91 | \$556,425.73 | 587.000 | EA | N |
| \$1,264.33 | \$537,338.16 | 425.000 | EA | N |
| \$587.16 | \$454,458.39 | 774.000 | EA | N |
| \$445.74 | \$12,034.90 | 27.000 | EA | N |
| \$2,828.91 | \$118,814.10 | 42.000 | EA | N |
| \$467.50 | \$18,700.00 | 40.000 | EA | N |
| \$1,176.79 | \$2,353.58 | 2.000 | EA | N |
| \$1,677.92 | \$120,810.00 | 72.000 | EA | N |
| \$437.69 | \$16,194.53 | 37.000 | LF | N |
| \$8.02 | \$89,151.72 | 11,117.000 | LF | N |
| \$10.30 | \$78,008.35 | 7,576.000 | LF | N |
| \$25.97 | \$38,664.72 | 1,489.000 | LF | N |
| \$12.76 | \$6,177.12 | 484.000 | LF | N |
| \$30.60 | \$12,270.60 | 401.000 | LF | N |
| \$95.00 | \$278,635.00 | 2,933.000 | LF | N |
| \$90.00 | \$49,860.00 | 554.000 | LF | N |
| \$135.00 | \$10,665.00 | 79.000 | LF | N |
| \$110.00 | \$2,750.00 | 25.000 | LF | N |
| \$61.73 | \$72,785.21 | 1,179.000 | LF | N |
| \$65.63 | \$484,968.70 | 7,389.000 | LF | N |
| \$85.03 | \$259,608.80 | 3,053.000 | LF | N |
| \$81.76 | \$32,049.92 | 392.000 | LF | N |
| \$125.97 | \$16,250.00 | 129.000 | LF | N |
| \$93.91 | \$9,579.00 | 102.000 | LF | N |
| \$84.86 | \$333,258.44 | 3,927.000 | LF | N |
| \$100.88 | \$111,069.02 | 1,101.000 | LF | N |
| \$125.51 | \$79,576.00 | 634.000 | LF | N |
| \$150.00 | \$14,700.00 | 98.000 | LF | N |
| \$439.78 | \$32,103.94 | 73.000 | LF | N |
| \$72.16 | \$25,112.20 | 348.000 | LF | N |
| \$150.11 | \$188,387.40 | 1,255.000 | LF | N |
| \$68.54 | \$7,717,831.15 | 112,608.000 | LF | N |
| \$72.78 | \$5,518,320.78 | 75,823.000 | LF | N |
| \$98.36 | \$3,541,239.35 | 36,003.000 | LF | N |
| \$121.85 | \$3,770,723.47 | 30,945.000 | LF | N |
| \$156.21 | \$2,030,262.04 | 12,997.000 | LF | N |
| \$155.79 | \$1,851,072.21 | 11,882.000 | LF | N |
| \$194.00 | \$1,111,789.42 | 5,731.000 | LF | N |
| \$280.25 | \$377,217.69 | 1,346.000 | LF | N |

## Description

INLETS, ADJUST
MANHOLE, ADJUST
MANHOLE, ADJUST, UTILITIES
VALVE BOXES, ADJUST
MANHOLE COVER- REPLACE
MODIFY EXISTING DRAINAGE STRUCTURE
MANHOLES \& INLETS CLEANING \& SEAL, <10'
INLET CAP, PRECAST
REPLACE GRATE
INLET SP DRAINAGE GRATE, 43649115201
DESILTING PIPE, 0 - 24 "
DESILTING PIPE, 25 - 36"
DESILTING PIPE, 37-48"
DESILTING PIPE, 49 - 60"
OUTFALL BARNACLE REMOVAL, 25 - 36" PIPE CULV OPT MATL, ROUND, 18", GD PIPE CULV OPT MATL, ROUND, 24 ", GD PIPE CULV OPT MATL, ROUND, 36", GD PIPE CULV, OPT MATL, ROUND,12"SD PIPE CULV, OPT MATL, ROUND, $15^{\circ}$ SD PIPE CULV, OPT MATL, ROUND,18"SD PIPE CULV, OPT MATL, ROUND,24"SD PIPE CULV, OPT MATL, ROUND,30"SD PIPE CULV, OPT MATL, ROUND, $36{ }^{\circ}$ SD PIPE CULV, OPT MATL, OTHER, 15 "SD PIPE CULV, OPT MATL, OTHER, 18"SD PIPE CULV, OPT MATL, OTHER, 24 "SD PIPE CULV, OPT MATL, OTHER, 30 "SD PIPE CULV, OPT MATL, OTHER, 36 "SD PIPE CULV, OPT MATL, OTHER, 48"SD PIPE CULV, OPT MATL, ROUND, 12"S/CD PIPE CULV, OPT MATL, ROUND, 15 "S/CD PIPE CULV, OPT MATL, ROUND, 18 "S/CD PIPE CULV, OPT MATL, ROUND, 24 "S/CD PIPE CULV, OPT MATL, ROUND, 30"S/CD PIPE CULV, OPT MATL, ROUND, 36"S/CD PIPE CULV, OPT MATL, ROUND, 42 S/CD PIPE CULV, OPT MATL, ROUND, 48"S/CD PIPE CULV, OPT MATL, ROUND, 54"S/CD PIPE CULV, OPT MATL, ROUND, 60"S/CD

$$
\begin{array}{rr}
\text { CESPO05 06/25/2018-07.00.01 } & \\
\text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS <br> From: 01021 To: 9999999

Item
No. of
Conts

0430175166 0430175172 0430175215 0430175218 0430175224 0430175230 0430175236 0430175242 0430175248 0430175254 0430175260 0430185118 0430185124 0430185130 0430185136 0430185142 0430185148 043020023 043020029 0430602123 0430602129 0430610025 0430610029 0430610125 0430610225 0430610325 0430611023 0430611029 0430611125 0430611129 0430611133 0430611225 0430611229 0430611233 0430611325 0430612025 0430612029 043061203 0430613025 0430613029

Weighted Average
$\$ 289.93$
\$330.00
$\$ 125.99$
$\$ 91.71$
$\$ 96.22$
\$114.46
\$195.69
$\$ 262.42$
\$200.00
\$226.96
$\$ 260.00$
$\$ 414.77$
$\$ 701.54$
$\$ 819.18$
$\$ 1,229.00$
$\$ 850.00$
$\$ 1,234.00$
\$1,800.00
\$2,638.78 $\$ 1,400.00$ $\$ 8,100.00$ $\$ 2,347.75$ \$3,079.84 $\$ 2,700.00$ \$3,438.18 $\$ 6,355.00$ \$2,800.00 $\$ 2,290.00$ \$1,641.65 \$1,820.00 \$3,340.00 \$1,527.41 $\$ 1,700.00$ \$1,820.00 \$1,862.40 \$2,533.12 $\$ 3,820.00$ $\$ 4,740.00$ \$2,940.00 \$3, 820.00

| Total |
| ---: |
| Amount |
| $\$ 473,463.40$ |
| $\$ 197,010.00$ |
| $\$ 44,475.85$ |
| $\$ 1,901,982.39$ |
| $\$ 570,384.68$ |
| $\$ 218,845.58$ |
| $\$ 291,778.87$ |
| $\$ 342,462.69$ |
| $\$ 21,200.00$ |
| $\$ 45,845.92$ |
| $\$ 47,840.00$ |
| $\$ 96,227.04$ |
| $\$ 515,630.98$ |
| $\$ 542,300.00$ |
| $\$ 92,175.00$ |
| $\$ 106,250.00$ |
| $\$ 212,248.00$ |
| $\$ 3,600.00$ |
| $\$ 5,277.56$ |
| $\$ 1,400.00$ |
| $\$ 8,100.00$ |
| $\$ 37,564.00$ |
| $\$ 6,159.68$ |
| $\$ 5,400.00$ |
| $\$ 17,190.88$ |
| $\$ 25,420.00$ |
| $\$ 2,800.00$ |
| $\$ 2,290.00$ |
| $\$ 55,816.21$ |
| $\$ 30,940.00$ |
| $\$ 6,680.00$ |
| $\$ 41,240.00$ |
| $\$ 17,000.00$ |
| $\$ 3,640.00$ |
| $\$ 54,009.68$ |
| $\$ 17,731.86$ |
| $\$ 15,280.00$ |
| $\$ 4,740.00$ |
| $\$ 3,820.00$ |


| Total <br> Quantity |
| ---: |
| $1,633.000$ |
| 597.000 |
| 353.000 |
| $20,739.000$ |
| $5,928.000$ |
| $1,912.000$ |
| $1,491.000$ |
| $1,305.000$ |
| 106.000 |
| 202.000 |
| 184.000 |
| 232.000 |
| 735.000 |
| 662.000 |
| 75.000 |
| 125.000 |
| 172.000 |
| 2.000 |
| 2.000 |
| 1.000 |
| 1.000 |
| 16.000 |
| 2.000 |
| 2.000 |
| 5.000 |
| 4.000 |
| 1.000 |
| 1.000 |
| 34.000 |
| 17.000 |
| 2.000 |
| 27.000 |
| 10.000 |
| 2.000 |
| 29.000 |
| 7.000 |
| 4.000 |
| 1.000 |
| 4.000 |
| 1.000 |

Unit
Meas

Obs?
N
N
N
N

Description

PIPE CULV, OPT MATL, ROUND, 66"S/CD PIPE CULV, OPT MATL, ROUND, 72"S/CD PIPE CULV, OPT MATL, OTHER, 15 "S/CD PIPE CULV, OPT MATL, OTHER, 18"S/CD PIPE CULV, OPT MATL, OTHER, 24 "S/CD PIPE CULV, OPT MATL, OTHER, 30"S/CD PIPE CULV, OPT MATL, OTHER, 36 "S/CD PIPE CULV, OPT MATL, OTHER, 42 "S/CD PIPE CULV, OPT MATL, OTHER, 48"S/CD PIPE CULV, OPT MATL, OTHER, 54 "S/CD PIPE CULV, OPT MATL, OTHER, 60 "S/CD PIPE CULV, OPT MATL, ROUND, JACK\&BORE,18" PIPE CULV, OPT MATL, ROUND, JACK\&BORE,24" PIPE CULV,OPT MATL, ROUND, JACK\&BORE,30" PIPE CULV,OPT MATL, ROUND, JACK\&BORE,36" PIPE CULV, OPT MATL, ROUND, JACK\&BORE,42" PIPE CULV, OPT MATL, ROUND, JACK\&BORE, 48" FLARED END SECTION, CONCRETE, 15" FLARED END SECTION, CONCRETE, $24 "$ U-ENDWALL,W \GRATE,STD 260,1:4 SLP,15" U-ENDWALL, W \GRATE,STD 260,1:4 SLP,24" U-ENDWALL,STD 261,1:6 SLP, 18"
U-ENDWALL,STD 261,1:6 SLP, 24" U-ENDWALL, STD 261,1:4 SLP, 18" U-ENDWALL,STD 261,1:3 SLP, 18" U-ENDWALL,STD 261,1:2 SLP, 18" U-ENDWALL,STD 261,BAFFLES,1:6 SLP, 15" U-ENDWALL, STD 261,BAFFLES,1:6 SLP, 24" U-ENDWALL, BAFFLES,STD 261,1:4 SLP, 18" U-ENDWALL, BAFFLES,STD 261,1:4 SLP, $24 "$ U-ENDWALL /BAFFLES,STD 261, 1:4 SLP,30" U-ENDWALL, BAFFLES, STD 261,1:3 SLP,18" U-ENDWALL, BAFFLES, STD 261,1:3 SLP, 24 " U-ENDWALL,STD 261, BAFFLES, 1:3 SLP, $30 "$ U-ENDWALL, BAFFLES, STD 261,1:2 SLP,18" U-ENDWALL, GRATE, STD 261,1:6 SLP,18" U-ENDWALL, GRATE, STD 261,1:6 SLP,24" U-ENDWALL, GRATE, STD 261,1:6 SLP, $30 "$ U-ENDWALL,BAF\& GRATE,STD 261,1:6 SLP,18" U-ENDWALL,BAF\& GRATE,STD 261,1:6 SLP,24"

$$
\begin{array}{rr}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS

From: 01021 TO: 9999999

| Item | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0430830 | 16 | \$395.64 | \$170,798.30 | 431.700 | CY | N | PIPE FILLING AND PLUGGING |
| 043088002 | 1 | \$23,000.00 | \$23,000.00 | 1.000 | EA | N | FLAP GATES, 25-36" |
| 043088003 | 1 | \$45,000.00 | \$90,000.00 | 2.000 | EA | N | FLAP GATES, 37-48" |
| 0430950 | 6 | \$102.55 | \$415,999.93 | 4,056.400 | CY | N | DESILTING CONCRETE BOX CULVERT |
| 04309632 | 1 | \$360.00 | \$1,080.00 | 3.000 | LF | N | PVC PIPE FOR BACK OF SIDEWALK, NON STAND |
| 0430982121 | 2 | \$2,088.84 | \$8,355.36 | 4.000 | EA | N | MITERED END SECT, OPTIONAL RD, 12" CD |
| 0430982123 | 2 | \$1,412.00 | \$2,824.00 | 2.000 | EA | N | MITERED END SECT, OPTIONAL RD, 15" CD |
| 0430982125 | 29 | \$1,371.79 | \$219,485.98 | 160.000 | EA | N | MITERED END SECT, OPTIONAL RD, 18" CD |
| 0430982129 | 19 | \$1,540.09 | \$132,447.71 | 86.000 | EA | N | MITERED END SECT, OPTIONAL RD, $24{ }^{\prime \prime} \mathrm{CD}$ |
| 0430982133 | 10 | \$2,175.98 | \$56,575.37 | 26.000 | EA | N | MITERED END SECT, OPTIONAL RD, 30" CD |
| 0430982138 | 8 | \$3,262.83 | \$55,468.10 | 17.000 | EA | N | MITERED END SECT, OPTIONAL RD, 36" CD |
| 0430982140 | 4 | \$3,905.00 | \$35,145.00 | 9.000 | EA | N | MITERED END SECT, OPTIONAL RD, 42" CD |
| 0430982141 | 3 | \$9,215.71 | \$64,510.00 | 7.000 | EA | N | MITERED END SECT, OPTIONAL RD, 48" CD |
| 0430982142 | 3 | \$5,086.97 | \$40,695.73 | 8.000 | EA | N | MITERED END SECT, OPTIONAL RD, 54" CD |
| 0430982143 | 1 | \$5,856.00 | \$5,856.00 | 1.000 | EA | N | MITERED END SECT, OPTIONAL RD, 60" CD |
| 0430982144 | 2 | \$8,411.61 | \$25,234.84 | 3.000 | EA | N | MITERED END SECT, OPTIONAL RD, 66" CD |
| 0430982623 | 2 | \$1,385.56 | \$8,313.36 | 6.000 | EA | N | MITERED END SECT, OPT - OTHER, 15" CD |
| 0430982625 | 11 | \$1,468.58 | \$127,766.54 | 87.000 | EA | N | MITERED END SECT, OPT - OTHER, 18" CD |
| 0430982629 | 7 | \$1,750.56 | \$57,768.35 | 33.000 | EA | N | MITERED END SECT, OPT - OTHER, 24" CD |
| 0430982633 | 4 | \$1,510.48 | \$12,083.86 | 8.000 | EA | N | MITERED END SECT, OPT - OTHER, 30" CD |
| 0430982638 | 1 | \$3,134.85 | \$6,269.70 | 2.000 | EA | N | MITERED END SECT, OPT - OTHER, 36" CD |
| 0430982640 | 2 | \$3,875.96 | \$7,751.92 | 2.000 | EA | N | MITERED END SECT, OPT - OTHER, 42" CD |
| 0430984123 | 5 | \$989.45 | \$13,852.23 | 14.000 | EA | N | MITERED END SECT, OPTIONAL RD, 15" SD |
| 0430984125 | 33 | \$1,199.46 | \$309,459.77 | 258.000 | EA | N | MITERED END SECT, OPTIONAL RD, 18" SD |
| 0430984129 | 18 | \$1,495.03 | \$127,077.95 | 85.000 | EA | N | MITERED END SECT, OPTIONAL RD, $24 "$ SD |
| 0430984133 | 5 | \$3,981.79 | \$63,708.56 | 16.000 | EA | N | MITERED END SECT, OPTIONAL RD, 30" SD |
| 0430984138 | 3 | \$3,364.67 | \$20,188.00 | 6.000 | EA | N | MITERED END SECT, OPTIONAL RD, 36" SD |
| 0430984141 | 1 | \$7,125.00 | \$7,125.00 | 1.000 | EA | N | MITERED END SECT, OPTIONAL RD, 48" SD |
| 0430984623 | 2 | \$1,000.00 | \$6,000.00 | 6.000 | EA | N | MITERED END SECT, OPTIONAL, OTHER,15" SD |
| 0430984625 | 19 | \$1,449.14 | \$213,022.92 | 147.000 | EA | N | MITERED END SECT, OPT / OTHER, 18" SD |
| 0430984629 | 10 | \$1,758.51 | \$56,272.40 | 32.000 | EA | N | MITERED END SECT, OPT / OTHER, $24{ }^{\prime \prime}$ SD |
| 0430984633 | 3 | \$4,149.30 | \$70,538.16 | 17.000 | EA | N | MITER END SECT, OPT/ELLIP/ARCH, 30" SD |
| 0430984638 | 2 | \$5,400.00 | \$32,400.00 | 6.000 | EA | N | MITER END SECT, OPT/ELLIP/ARCH, 36" SD |
| 0430984641 | 1 | \$7,312.95 | \$14,625.90 | 2.000 | EA | N | MITER END SECT, OPT/ELLIP/ARCH, 48" SD |
| 0430991 | 4 | \$981.84 | \$50,073.69 | 51.000 | EA | N | MITERED END SECT, REPLACE SLAB |
| 0431 1 1 | 8 | \$161.82 | \$2,147,084.27 | 13,268.000 | LF | N | PIPE LINER, OPTIONAL MATERIAL, 0-24" |
| 0431 1 2 | 7 | \$254.75 | \$1,948,036.22 | 7,647.000 | LF | N | PIPE LINER, OPTIONAL MATERIAL, 25-36" |
| 0431 1 3 | 5 | \$395.57 | \$545,100.00 | 1,378.000 | LF | N | PIPE LINER, OPTIONAL MATERIAL, 37-48" |
| 043231 | 1 | \$3,100.00 | \$3,100.00 | 1.000 | EA | N | CHEM GROUT REPAIR, PIPE,NON-TEST, 15" |
| 043234 | 1 | \$1,100.00 | \$1,100.00 | 1.000 | EA | N | CHEM GROUT REPAIR, PIPE, NON-TEST, $24{ }^{\prime \prime}$ |


| Item |  |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0432 | 3 | 5 | 1 | \$3,650.00 | \$3,650.00 | 1.000 | EA | N | CHEM GROUT REPAIR, PIPE,NON-TEST, 30" |
| 0432 | 3 | 6 | 1 | \$1,750.00 | \$1,750.00 | 1.000 | EA | N | CHEM GROUT REPAIR, PIPE,NON-TEST, 36" |
| 0433 | 1 |  | 2 | \$1,739.13 | \$40,000.00 | 23.000 | EA | N | CHEM GROUT REPAIR, MANHOLE / INLET |
| 0436 | 1 | 1 | 14 | \$238.69 | \$273,298.84 | 1,145.000 | LF | N | TRENCH DRAIN, STANDARD |
| 0440 | 1 | 10 | 2 | \$15.87 | \$14,280.00 | 900.000 | LF | N | UNDERDRAIN, TYPE I |
| 0440 | 1 | 20 | 2 | \$31.82 | \$98,122.40 | 3,084.000 | LF | N | UNDERDRAIN, TYPE II |
| 0440 | 1 | 30 | 1 | \$76.75 | \$84,194.75 | 1,097.000 | LF | N | UNDERDRAIN, TYPE III |
| 0440 | 70 |  | 2 | \$2,089.20 | \$56,408.50 | 27.000 | EA | N | UNDERDRAIN INSPECTION BOX |
| 0440 | 73 | 1 | 1 | \$11.00 | \$1,386.00 | 126.000 | LF | N | UNDERDRAIN OUTLET PIPE, 4" |
| 0440 | 73 | 2 | 4 | \$35.51 | \$35,190.46 | 991.000 | LF | N | UNDERDRAIN OUTLET PIPE, 6" |
| 0442 | 70 |  | 1 | \$1.30 | \$60,658.00 | 46,660.000 | LF | N | VERTICAL DRAINAGE WICKS |
| 0443 | 70 | 3 | 2 | \$159.29 | \$111,500.00 | 700.000 | LF | N | FRENCH DRAIN, 18" |
| 0443 | 70 | 4 | 6 | \$187.35 | \$666,972.46 | 3,560.000 | LF | N | FRENCH DRAIN, 24" |
| 0443 | 72 | 13 | 1 | \$38.50 | \$4,774.00 | 124.000 | SY | N | FRENCH DRAIN- AGGREGATE W/O PIPE, 3-3.9' |
| 0446 | 1 | 1 | 5 | \$24.33 | \$1,848,377.20 | 75,970.000 | LF | N | EDGEDRAIN DRAINCRETE, STANDARD |
| 0446 | 71 | 1 | 5 | \$28.14 | \$264,178.29 | 9,389.000 | LF | N | EDGEDRAIN OUTLET PIPE, 4" |
| 0450 | 1 | 1 | 2 | \$203.33 | \$268,600.84 | 1,321.000 | LF | N | PREST BEAMS, TYPE II |
| 0450 |  | 201 | 1 | \$234.48 | \$160,384.32 | 684.000 | LF | N | PREST BEAMS, TYPE II, MODIFIED |
| 0450 | 2 | 36 | 6 | \$314.60 | \$2,067,888.35 | 6,573.000 | LF | N | PREST BEAMS: FLORIDA-I BEAM 36" |
| 0450 | 2 | 45 | 3 | \$224.62 | \$1,676,250.00 | 7,462.500 | LF | N | PREST BEAMS: FLORIDA-I BEAM 45" |
| 0450 | 2 | 54 | 3 | \$308.67 | \$1,975,779.06 | 6,401.000 | LF | N | PREST BEAMS: FLORIDA-I BEAM 54" |
| 0450 | 2 | 63 | 1 | \$310.00 | \$1,474,360.00 | 4,756.000 | LF | N | PREST BEAMS: FLORIDA-I BEAM 63" |
| 0450 | 2 | 72 | 2 | \$380.18 | \$1,358,392.88 | 3,573.000 | LF | N | PREST BEAMS: FLORIDA-I BEAM 72" |
| 0450 | 2 | 78 | 2 | \$269.73 | \$4,711,108.00 | 17,466.000 | LF | N | PREST BEAMS: FLORIDA-I BEAM 78" |
| 0450 | 2 | 84 | 1 | \$360.00 | \$6,260,400.00 | 17,390.000 | LF | N | PREST BEAMS: FLORIDA-I BEAM 84" |
| 0450 | 3 | 11 | 1 | \$142.00 | \$89,460.00 | 630.000 | LF | N | PRESTRESSED SLAB UNITS,48" X 12" |
| 0450 | 3 | 21 | 1 | \$175.00 | \$385,875.00 | 2,205.000 | LF | N | PRESTRESSED SLAB UNITS,60" X 12" |
| 0450 | 6 | 25 | 1 | \$220.00 | \$126,280.00 | 574.000 | LF | N | PRESTRESSED SLAB BEAMS,60" X 15" |
| 0450 | 8 | 12 | 1 | \$270.00 | \$174,690.00 | 647.000 | LF | N | PREST BEAM: FL SLAB BEAM, 12" D,52-54" W |
| 0450 | 8 | 13 | 1 | \$236.00 | \$231,280.00 | 980.000 | LF | N | PREST BEAM: FL SLAB BEAM, 12" D,55-57" W |
| 0450 | 8 | 21 | 1 | \$237.99 | \$103,763.64 | 436.000 | LF | N | PREST BEAM: FL SLAB BEAM, 15" D,48-51" W |
| 0450 | 8 | 22 | 1 | \$238.45 | \$231,058.05 | 969.000 | LF | N | PREST BEAM: FL SLAB BEAM, 15" D,52-54" W |
| 0450 | 8 | 23 | 2 | \$268.62 | \$440,271.68 | 1,639.000 | LF | N | PREST BEAM: FL SLAB BEAM, 15" D,55-57" W |
| 0450 | 8 | 33 | 1 | \$280.00 | \$129,920.00 | 464.000 | LF | N | PREST BEAM: FL SLAB BEAM, 18" D,55-57" W |
| 0450 | 82 |  | 1 | \$938.00 | \$120,064.00 | 128.000 | LF | N | BEAM REPAIR |
| 0450 | 83 | 1 | 1 | \$800.00 | \$16,800.00 | 21.000 | EA | N | BEAM REPAIR, STRAND SPLICES |
| 0451 | 70 |  | 2 | \$4,534.24 | \$330,999.78 | 73.000 | EA | N | PREST SOIL ANCHORS |
| 0451 | 70 | 1 | 1 | \$3,000.00 | \$24,000.00 | 8.000 | EA | N | PREST SOIL ANCHOR, PERFORMANCE TEST |
| 0451 | 70 | 2 | 1 | \$2,000.00 | \$16,000.00 | 8.000 | EA | N | PREST SOIL ANCHOR, CREEP TEST |
| 0455 | 34 | 2 | 1 | \$60.00 | \$824,760.00 | 13,746.000 | LF | N | PRESTRESSED CONCRETE PILING, 14" SQ. |

CESPOO5 06/25/2018-07.00.01
Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 To: 999999

## From: 01021 TO: 9999999



| Weighted <br> Average |
| ---: |
| $\$ 111.77$ |
| $\$ 103.97$ |
| $\$ 103.00$ |
| $\$ 94.30$ |
| $\$ 124.00$ |
| $\$ 123.41$ |
| $\$ 675.00$ |
| $\$ 1,450.00$ |
| $\$ 900.00$ |
| $\$ 600.00$ |
| $\$ 50.00$ |
| $\$ 25.58$ |
| $\$ 36.74$ |
| $\$ 36.00$ |
| $\$ 200.00$ |
| $\$ 248.46$ |
| $\$ 217.34$ |
| $\$ 226.03$ |
| $\$ 167.84$ |
| $\$ 600.00$ |
| $\$ 547.42$ |
| $\$ 850.00$ |
| $\$ 1$ |

\$630,845.32 \$9,377, 339.47 \$445,372.00 $\$ 770,441.00$ \$166,284.00
\$1,796,843.00
$\$ 29,700.00$
$\$ 108,750.00$
$\$ 145,800.00$
$\$ 9,600.00$
$\$ 8,100.00$
\$1,758,536.53
$\$ 2,142,020.19$
1,636,380.00
\$12,500.00
\$337,906.35
\$3,089,091.15
$\$ 254,283.30$
$\$ 530,882.00$
$\$ 96,000.00$
$\$ 862,185.00$
\$23,800.00
\$512,693.00
$\$ 290,017.54$
$\$ 256,654.87$
\$1,154,350.16 \$73,950.00
\$296,364.90
$\$ 35,536.96$
\$146,428.00
\$304,296.00 \$11,000.00 $\$ 87,652.00$ \$860,598.92 \$91,526.11
477.35
$2,744,996.70$
$\$ 11,440.00$
\$349,425.00
\$903,932. 24

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

| Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: |
| 5,644.000 | LF | N | PRESTRESSED CONCRETE PILING, 18" SQ |
| 90,189.000 | LF | N | PRESTRESSED CONCRETE PILING, 24" SQ |
| 4,324.000 | LF | N | STEEL PILING, HP $14 \times 73$ |
| 8,170.000 | LF | N | STEEL PILING, HP 14 X 89 |
| 1,341.000 | LF | N | STEEL PILING, HP 14 X 102 |
| 14,560.000 | LF | N | STEEL PILING, 24" DIA. PIPE |
| 44.000 | EA | N | WRAP PILE CLUSTERS |
| 75.000 | EA | N | CATHODIC PROT, F\&I,PIER, OTHER MATERIAL |
| 162.000 | LF | N | DRILLED SHAFT, 48" DIA |
| 16.000 | EA | N | PILE POINT PROTECTION, 24" ROUND |
| 162.000 | LF | N | UNCLASSIFIED SHAFT EXCAVATION, 48" DIA |
| 68,755.000 | SF | N | SHEET PILING STEEL, TEMPORARY-CRITICAL |
| 58,301.000 | SF | N | SHEET PILING STEEL, F\&I PERMANENT |
| 45,455.000 | SF | N | STEEL SHEET PIL, PRESS-IN, 43307515201 |
| 5.000 | EA | N | CROSSHOLE SONIC LOGGING |
| 1,360.000 | LF | N | TEST PILES-PREST CONCRETE,18" SQ |
| 14,213.000 | LF | N | TEST PILES-PREST CONCRETE,24" SQ |
| 1,125.000 | LF | N | TEST PILES - STEEL, HP $14 \times 89$ |
| 3,163.000 | LF | N | TEST PILES - STEEL, 24" DIA PIPE |
| 160.000 | LF | N | STD INTEGRAL PILE JKT, NON-STR, UP TO 16 |
| 1,575.000 | LF | N | STD INTEGRAL PILE JKT, NON-STR, 16 to 30 |
| 28.000 | LF | N | STD INTEGRAL PILE JKT, STR, 16 to 30 |
| 302.000 | LF | N | CATH PROT INTE PILE JA, STR, 16.1-30 |
| 6,076.000 | LF | N | BRIDGE DECK EXPANSION JNT, NEW, POURED |
| 798.000 | LF | N | BRIDGE DECK EXPANSION JNT,NEW, STRIP SEAL |
| 20,886.000 | LF | N | BRIDGE DECK EXPANSION JNT, REHAB, POURED |
| 174.000 | LF | N | BRIDGE DECK EXPANSION JNT, REHAB, STRIP |
| 645.400 | CF | N | POLYMER NOSING FOR BRIDGE DECK EXPANSION |
| 6,742.000 | SY | N | PILES, POLYETHYLENE SHEETING |
| 4,624.000 | LB | N | STRUCT STEEL- REHAB, CARBON |
| 9,816.000 | LB | N | STRUCT STEEL-REHAB, BASCULE LEAVES |
| 220.000 | LB | N | STRUCT STEEL REHAB-BOLT, NUT, WASH \& PLT |
| 10,140.000 | LB | N | STRUCT STEEL - REHAB, MISC. |
| 33,802.000 | LB | N | STRUCT STEEL, CARBON |
| 340,897.000 | LB | N | STRUCT STEEL, LOW ALLOY |
| 67,997.000 | LB | N | STRUCT STEEL, MISCELLANEOUS |
| 1,365,670.000 | LB | N | STRUCT STEEL - NEW/WIDENING, WEATHERING |
| 286.000 | LB | N | LADDERS \& PLATFORMS, REHAB |
| 1,553.000 | SF | N | PREFABRICATED STEEL PED BRIDGE |
| 6,974.000 | LF | N | METAL TRAF RAILING, THRIE BEAM RETROFIT |



## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 To: 9999999

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0460 | 81 | 1 | \$100.00 | \$60,000.00 | 600.000 | EA | N |
| 0460 | 94 | 1 | \$150.00 | \$11,250.00 | 75.000 | LF | N |
| 0460 | 95 | 1 | \$150.00 | \$24,000.00 | 160.000 | LB | N |
| 0460 | 982 | 2 | \$199.43 | \$36,496.56 | 183.000 | EA | N |
| 04601 |  | 1 | \$250.00 | \$156,000.00 | 624.000 | EA | N |
| 04611 | 1319 | 1 | \$14,000.00 | \$14,000.00 | 1.000 | EA | N |
| 04611 | 1412 | 1 | \$6,000.00 | \$24,000.00 | 4.000 | EA | N |
| 04611 | 1419 | 1 | \$16,600.00 | \$49,800.00 | 3.000 | EA | N |
| 0462 | 222 | 1 | \$84.20 | \$76,116.80 | 904.000 | LB | N |
| 0465 | 2505 | 1 | \$22,000.00 | \$44,000.00 | 2.000 | AS | N |
| 0465 | 2508 | 1 | \$16,000.00 | \$16,000.00 | 1.000 | LS | N |
| 0465 | 317 | 1 | \$150.00 | \$68,400.00 | 456.000 | EA | N |
| 0465 | 350 | 1 | \$11,000.00 | \$22,000.00 | 2.000 | EA | N |
| 0465 | 396 | 1 | \$1,500.00 | \$12,000.00 | 8.000 | EA | N |
| 0465 | 20 | 1 | \$323.52 | \$54,998.40 | 170.000 | DA | N |
| 0465 | 21 | 1 | \$250.00 | \$42,500.00 | 170.000 | DA | N |
| 0465 | 713 | 2 | \$26,000.00 | \$52,000.00 | 2.000 | LS | N |
| 0470 | 1 | 7 | \$10,203.04 | \$781,552.59 | 76.600 | MB | N |
| 0471 | 11 | 1 | \$25,000.00 | \$455,000.00 | 18.200 | MB | N |
| 0471 | 12 | 1 | \$10,000.00 | \$82,000.00 | 8.200 | MB | N |
| 0471 | 33 | 1 | \$1,466,446.19 | \$1,466,446.19 | 1.000 | LS | N |
| 0506 | 2 | 4 | \$238.74 | \$412,534.48 | 1,728.000 | LF | N |
| 0506 | 3 | 2 | \$5,560.00 | \$27,800.00 | 5.000 | EA | N |
| 0507 | 70 | 2 | \$794.24 | \$26,210.00 | 33.000 | SF | N |
| 0508 | 4 | 3 | \$92,500.00 | \$277,500.00 | 3.000 | LS | N |
| 0508 | 721 | 1 | \$75,000.00 | \$75,000.00 | 1.000 | AS | N |
| 0508 | $72 \quad 4$ | 1 | \$600.00 | \$600.00 | 1.000 | AS | N |
| 0508 | 731 | 1 | \$1,416.66 | \$254,998.80 | 180.000 | LF | N |
| 0508 | $73 \quad 4$ | 1 | \$11.11 | \$1,999.80 | 180.000 | LF | N |
| 0508 | 775 | 1 | \$40,000.00 | \$40,000.00 | 1.000 | EA | N |
| 0508 | 781 | 1 | \$65,000.00 | \$65,000.00 | 1.000 | LS | N |
| 0510 | 1 | 4 | \$73,219.36 | \$292,877.44 | 4.000 | LS | N |
| 0510 | 14 | 1 | \$2,161.48 | \$25,937.76 | 12.000 | EA | N |
| 0515 | 11 | 12 | \$63.24 | \$392,524.61 | 6,207.000 | LF | N |
| 0515 | 12 | 33 | \$32.20 | \$652,863.95 | 20,277.000 | LF | N |
| 0515 | 142 | 1 | \$220.52 | \$2,205.20 | 10.000 | LF | N |
| 0515 | 2111 | 5 | \$114.37 | \$839,843.54 | 7,343.000 | LF | N |
| 0515 | 2211 | 4 | \$99.78 | \$75,535.00 | 757.000 | LF | N |
| 0515 | 2213 | 1 | \$145.00 | \$28,130.00 | 194.000 | LF | N |
| 0515 | 2231 | 1 | \$76.79 | \$86,542. 33 | 1,127.000 | LF | N |

Description

RIVETS - HIGH STRENGTH BOLTS, REPLACE STRUCTURAL STEEL REPAIR- WELDS
STRUCTURAL STEEL REPAIR
PIPE HANGER, STAINLESS
ANCHOR BOLT REPLACEMENT
MULTIROT BRNG ASM FX, F\&I,>=2001KIPS MULTIROT BRNG ASM EX, F\&I, 251- 500KIPS MULTIROT BRNG ASM EXP, F\&I,>=2001KIPS POST TENSIONING TENDONS, SUPSTR BAR FLEX MOV BRDG MACH \& CAST-REHAB,REC, ADJ/MOD, MOV BRDG MACH \& CAST-REHAB,REC, ADJ/MOD, MOVABLE BRIDGE COUNTERWEIGHT, F\&I,BAL BL MOVABLE BRIDGE COUNTERWEIGHT, ADJ MOVABLE BRIDGE COUNTERWEIGHT, CLN,POCKET MOVABLE BRIDGE- PREV MAINT \& ROUT REPAIR MOVABLE BRIDGE OPERATOR
MOVABLE BRIDGE FUNCTIONAL CHECKOUT, PH C TREATED TIMBER, STRUCTURAL
FENDER SYS,PLASTIC MARINE LUMBER,REINF FENDER SYS,PLASTIC MARINE LUMBER, NR POLYMERIC FENDER SYSTEM, 201-400 KIP-FT BRIDGE DRAINAGE PIPE
BRIDGE DRAINS
ALUMINUM SIDEWALK FLOOR
MOVABLE BRIDGE ELECTRICAL EQUIP, REHAB MOVABLE BRIDGE EMERGENCY GENERATOR ,F\&I MOVABLE BRIDGE EMERGENCY GENERATOR , REM SUBMARINE CABLE ASSEMBLY, F \& I SUBMARINE CABLE ASSEMBLY, REMOVE MOVABLE BRIDGE-REHAB,PROG LOGIC MOVABLE BRIDGE-REHAB,LIMIT SWITCH,F\&I NAVIGATION LIGHTS- FIXED BRIDGE, SYSTEM NAVIGATION LIGHTS- FIXED BRIDGE, REPAIR/ PIPE HANDRAIL - GUIDERAIL, STEEL PIPE HANDRAIL - GUIDERAIL, ALUMINUM PIPE HANDRAIL - GUIDERAIL, RELOCAT, ALUM PED/BICYCLE RAILING,NS, 42" TYPE 1 PED/BICYCLE RAILING,STL, 42" TYPE 1 PED/BICYCLE RAILING,STL, 42" TYPE 3 PED/BICYCLE RAILING, STEEL,48" TYPE 1

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0515 | 2311 | 13 | \$77.67 | \$417,414.14 | 5,374.000 | LF | N | PED/BICYCLE RAILING, ALUM, 42" TYPE 1 |
| 0515 | 2312 | 1 | \$110.00 | \$16,720.00 | 152.000 | LF | N | PED/BICYCLE RAILING,ALUM, 42" TYPE 2 |
| 0515 | 41 | 7 | \$50.27 | \$1,144,513.90 | 22,766.000 | LF | N | BULLET RAIL, SINGLE RAIL |
| 0515 | 42 | 9 | \$38.39 | \$530,963.49 | 13,832.000 | LF | N | BULLET RAIL, DOUBLE RAIL |
| 0519 | 78 | 7 | \$793.97 | \$74,633.40 | 94.000 | EA | N | BOLLARDS |
| 0520 | 17 | 50 | \$15.44 | \$3,925,503.14 | 254,297.000 | LF | N | CONCRETE CURB \& GUTTER, TYPE E |
| 0520 | 110 | 125 | \$20.22 | \$7,075,330.00 | 349,942.000 | LF | N | CONCRETE CURB \& GUTTER, TYPE F |
| 0520 | 111 | 2 | \$17.07 | \$2,783.00 | 163.000 | LF | N | CONCRETE CURB \& GUTTER, VAR HT TYPE F |
| 0520 | 112 | 4 | \$20.37 | \$7,598.00 | 373.000 | LF | N | CONCRETE CURB \& GUTTER, TYPE F W/SP GUtT |
| 0520 | 21 | 5 | \$27.58 | \$17,346.85 | 629.000 | LF | N | CONCRETE CURB, TYPE A |
| 0520 | 22 | 16 | \$34.75 | \$327,489.02 | 9,425.000 | LF | N | CONCRETE CURB, TYPE B |
| 0520 | 24 | 51 | \$28.07 | \$424,759.26 | 15,130.000 | LF | N | CONCRETE CURB, TYPE D |
| 0520 | 28 | 7 | \$25.77 | \$126,099.91 | 4,893.000 | LF | N | CONCRETE CURB, TYPE RA |
| 0520 | 3 | 13 | \$29.37 | \$66,849.69 | 2,276.000 | LF | N | VALLEY GUTTER- CONCRETE |
| 0520 | 511 | 17 | \$41.27 | \$636,991.80 | 15,433.000 | LF | N | TRAF SEP CONC-TYPE I, 4' WIDE |
| 0520 | 512 | 6 | \$50.80 | \$89,161.79 | 1,755.000 | LF | N | TRAF SEP CONC-TYPE I, 6' WIDE |
| 0520 | 516 | 3 | \$58.30 | \$329,671.00 | 5,655.000 | LF | N | TRAF SEP CONC-TYPE I, 8.5' WIDE |
| 0520 | 521 | 2 | \$48.37 | \$12,866.00 | 266.000 | LF | N | TRAF SEP CONC - TYPE II, 4' WIDE |
| 0520 | 522 | 1 | \$77.47 | \$16,733.52 | 216.000 | LF | N | TRAF SEP CONC - TYPE II, 6' WIDE |
| 0520 | 526 | 1 | \$47.00 | \$13,019.00 | 277.000 | LF | N | TRAF SEP CONC-TYPE II, 8.5' WIDE |
| 0520 | 541 | 15 | \$50.07 | \$308,977.74 | 6,171.000 | LF | N | TRAF SEP CONC-TYPE IV, 4' WIDE |
| 0520 | 542 | 3 | \$42.29 | \$39,368.16 | 931.000 | LF | N | TRAF SEP CONC-TYPE IV, 6' WIDE |
| 0520 | 546 | 2 | \$45.09 | \$40,937.80 | 908.000 | LF | N | TRAF SEP CONC-TYPE IV,8.5' WIDE |
| 0520 | 551 | 1 | \$51.12 | \$71,721.36 | 1,403.000 | LF | N | TRAF SEP CONC, TYPE V, 4' WIDE |
| 0520 | 6 | 23 | \$19.25 | \$1,285,163.97 | 66,775.000 | LF | N | SHOULDER GUTTER- CONCRETE |
| 0520 | 72 | 1 | \$53.91 | \$16,388.64 | 304.000 | LF | N | GRANITE CURB, RESET |
| 0520 | 70 | 35 | \$80.09 | \$641,803.80 | 8,014.000 | SY | N | CONCRETE TRAFFIC SEPARATOR, SP- VAR WIDT |
| 0521 | 1 | 8 | \$129.57 | \$1,040,671.09 | 8,032.000 | LF | N | MEDIAN CONC BARRIER WALL |
| 0521 | 11 | 1 | \$66.50 | \$26,666.50 | 401.000 | LF | N | MEDIAN BARRIER WALL CONC, PRECAST |
| 0521 | 51 | 20 | \$99.90 | \$2,884,797.68 | 28,878.000 | LF | N | CONC TRAF RAIL- BRG, 32" F-SHAPE |
| 0521 | 52 | 1 | \$100.00 | \$104,400.00 | 1,044.000 | LF | N | CONC TRAF RAIL- BRG, 42" F-SHAPE |
| 0521 | 54 | 2 | \$80.00 | \$37,200.00 | 465.000 | LF | N | CONC TRAF RAIL- BRG, 32" VERT FACE |
| 0521 | 56 | 1 | \$245.00 | \$624,260.00 | 2,548.000 | LF | N | CONC TRAF RAIL- BRG, CORRAL W/CURB |
| 0521 | 57 | 2 | \$239.15 | \$772,944.00 | 3,232.000 | LF | N | CONC TRAF RAIL, BRG, CORRAL W/O CURB |
| 0521 | 58 | 1 | \$90.00 | \$276,660.00 | 3,074.000 | LF | N | CONC TRAF RAIL- BRG, RETRO-VERT FACE |
| 0521 |  | 3 | \$121.88 | \$204,030.00 | 1,674.000 | LF | N | CONC TRAF RAIL- BRIDGE, 36" SING SLOPE |
| 0521 | 530 | 1 | \$257.75 | \$270,637.50 | 1,050.000 | LF | N | CONC TRAF RAIL-BRG, 54" F 22966435201 |
| 0521 | 611 | 5 | \$62.98 | \$577,430.84 | 9,168.000 | LF | N | CONC PARAPET, PED/BIKE, 27" |
| 0521 | 631 | 4 | \$178.49 | \$514,942.00 | 2,885.000 | LF | N | CONC PARAPET, RETAINING WALL SYS, 27" |
| 0521 | 81 | 7 | \$155.55 | \$5,192,287.22 | 33,381.000 | LF | N | CONC TRAF RAIL BAR, JCT SLAB, 32"F SHAPE |


| Item |  |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0521 | 8 | 2 | 2 | \$240.69 | \$344,902.00 | 1,433.000 | LF | N | CONC TRAF RAIL BAR, JCT SLAB, 42"F SHAPE |
| 0521 | 8 | 3 | 1 | \$278.57 | \$103,906.61 | 373.000 | LF | N | CONC TRAF RAIL BAR, JCT SLAB, 32"V SHP |
| 0521 | 8 | 4 | 1 | \$166.00 | \$346,608.00 | 2,088.000 | LF | N | CONC TRAF RAIL BAR, JCT SLAB, 42"V SHP |
| 0521 | 8 | 5 | 1 | \$343.00 | \$288,806.00 | 842.000 | LF | N | CONC TRAF RAIL BAR,JCT SLAB, CORRAL CURB |
| 0521 | 8 | 6 | 1 | \$329.82 | \$217,680.00 | 660.000 | LF | N | CONC TRAFF RAIL BARR, W/JUNCT SLAB, CORR |
| 0521 | 8 | 22 | 1 | \$318.00 | \$920,610.00 | 2,895.000 | LF | N | CONC TRAF RL BAR, JCT SLAB, 42"F SH 229664 |
| 0521 | 72 | 3 | 9 | \$215.42 | \$1,130,327.56 | 5,247.000 | LF | N | SHLDR CONC BARRIER, RIGID-SHLDR |
| 0521 | 72 | 4 | 2 | \$247.02 | \$296,671.64 | 1,201.000 | LF | N | SHLDR CONC BARRIER, RIGID RETAIN |
| 0521 | 72 | 5 | 8 | \$212.13 | \$523,755.10 | 2,469.000 | LF | N | SHLDR CONC BARRIER WALL,RIGID C\&C |
| 0521 |  | 10 | 2 | \$195.24 | \$167,713.00 | 859.000 | LF | N | SHLDR CONC BARRIER WALL, RIGID SHLDR 42" |
| 0521 | 72 | 11 | 6 | \$566.45 | \$881,392.24 | 1,556.000 | LF | N | SHLDR CONC BARRIER WALL, RIGID SHLDR 54" |
| 0522 | 1 |  | 126 | \$37.59 | \$9,944,735.17 | 264,583.000 | SY | N | CONCRETE SIDEWALK AND DRIVEWAYS, 4" |
| 0522 | 2 |  | 129 | \$56.44 | \$5,447,779.30 | 96,520.000 | SY | N | CONCRETE SIDEWALK AND DRIVEWAYS, 6" |
| 0522 | 3 |  | 3 | \$57.66 | \$9,110.00 | 158.000 | SY | N | BUS BOARDING PAD- CONCRETE |
| 0522 | 4 |  | 9 | \$106.74 | \$46,004.97 | 431.000 | SY | N | BUS SHELTER PAD- CONCRETE |
| 0523 | 1 |  | 6 | \$103.86 | \$646,707.50 | 6,227.000 | SY | N | PATTERNED PAVEMENT, VEHICULAR AREAS |
| 0523 | 1 | 3 | 11 | \$46.63 | \$464,737.84 | 9,967.000 | SY | N | PATTERNED PAVEMENT, VEHIC AREAS- BIKE LA |
| 0523 | 2 |  | 3 | \$41.15 | \$202,867.48 | 4,930.000 | SY | N | PATTERNED PAVEMENT, NON-VEHICULAR AREAS |
| 0524 | 1 | 1 | 16 | \$47.01 | \$1,083,337.94 | 23,043.000 | SY | N | CONCRETE DITCH PAVT, NR, 3" |
| 0524 | 1 | 2 | 24 | \$61.39 | \$726,151.79 | 11,828.000 | SY | N | CONCRETE DITCH PAVT, NR, 4" |
| 0524 | 1 | 4 | 5 | \$55.01 | \$431,646.86 | 7,847.000 | SY | N | CONCRETE DITCH PAVT, NR, 6" |
| 0524 |  |  | 1 | \$115.87 | \$6,836.33 | 59.000 | SY | N | CONC DITCH PAVT, 3", REINFORCED |
| 0524 |  |  | 8 | \$89.05 | \$334,125.15 | 3,752.000 | SY | N | CONC DITCH PAVT, 4", REINFORCED |
| 0524 |  | 49 | 1 | \$925.00 | \$7,400.00 | 8.000 | SY | N | CONC DITCH PAVT, 6", REINFORCED |
| 0524 | 2 | 2 | 14 | \$71.15 | \$897,515.12 | 12,615.000 | SY | N | CONC SLOPE PAVT, NR, 4" |
| 0526 | 1 | 1 | 4 | \$79.15 | \$86,664.52 | 1,095.000 | SY | N | PAVERS, ARCHITECTURAL, ROADWAY |
| 0526 | 1 | 2 | 7 | \$112.75 | \$204,762.75 | 1,816.000 | SY | N | PAVERS, ARCHITECTURAL, SIDEWALK |
| 0526 | 11 | 00 | 1 | \$350.00 | \$42,700.00 | 122.000 | SY | N | PAVERS, ARCHITECTURAL, CONC BASE 4361611 |
| 0527 | 2 |  | 131 | \$27.06 | \$1,515,517.30 | 56,011.000 | SF | N | DETECTABLE WARNINGS |
| 0530 | 1 |  | 15 | \$578.39 | \$833,638.73 | 1,441.300 | CY | N | RIPRAP, SAND-CEMENT |
| 0530 | 3 | 3 | 25 | \$95.74 | \$3,762,709.13 | 39,300.000 | TN | N | RIPRAP- RUBBLE, BANK AND SHORE |
| 0530 | 3 | 4 | 31 | \$101.18 | \$901,986.54 | 8,914.800 | TN | N | RIPRAP, RUBBLE, F\&I, DITCH LINING |
| 0530 | 3 | 8 | 2 | \$141.33 | \$2,120.00 | 15.000 | CY | N | RIPRAP- RUBBLE, REM EXIST \& REINSTALL |
| 0530 | 4 | 6 | 1 | \$518.34 | \$14,513.52 | 28.000 | SY | N | ARTICULATING CONC BLOCK REVET SYS, 6" |
| 0530 | 4 | 9 | 1 | \$250.00 | \$55,750.00 | 223.000 | SY | N | ARTICULATING CONC BLOCK REVET SYS, 9" |
| 0530 | 5 | 1 | 2 | \$95.94 | \$1,317,737.50 | 13,735.000 | SY | N | GABION, <1' |
| 0530 | 51 | 01 | 1 | \$370.00 | \$162,430.00 | 439.000 | CY | N | GABION BASKET, 42292945201 |
| 0530 | 74 |  | 29 | \$98.95 | \$1,986,995.61 | 20,080.600 | TN | N | BEDDING STONE |
| 0534 | 721 |  | 3 | \$32.31 | \$2,699,606.50 | 83,555.000 | SF | N | SOUND/NOISE BARRIER-INC FOUNDATION, PERM |
| 0534 | 73 |  | 1 | \$28.00 | \$9,856.00 | 352.000 | SF | N | PERIMETER WALL |

CESPOO5 06/25/2018-07.00.01
Contract Type: CC STATEWIDE
Displaying: VALID ITEMS WITH HITS
From: 0102 To: 999999

## From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0536 | 10 | 8 | \$21.88 | \$37,281.95 | 1,704.000 | LF | N |
| 0536 | 11 | 66 | \$17.57 | \$3,998,247.33 | 227,532.000 | LF | N |
| 0536 | 13 | 13 | \$22.31 | \$1,359,022.55 | 60,912.000 | LF | N |
| 0536 |  | 7 | \$79.34 | \$682,064.16 | 8,597.000 | LF | N |
| 0536 | 51 | 6 | \$6.65 | \$294,410.81 | 44,242.000 | LF | N |
| 0536 | 52 | 2 | \$10.52 | \$138,895.60 | 13,201.000 | LF | N |
| 0536 | 6 | 19 | \$14.35 | \$505,313.77 | 35,203.000 | LF | N |
| 0536 | 71 | 1 | \$111.58 | \$22,762.32 | 204.000 | EA | N |
| 0536 | $7 \quad 2$ | 10 | \$223.32 | \$56,724.11 | 254.000 | EA | N |
| 0536 | 73 | 17 | \$276.76 | \$136,445.08 | 493.000 | EA | N |
| 0536 | 811 | 24 | \$2,631.79 | \$297,392.51 | 113.000 | EA | N |
| 0536 | 812 | 3 | \$1,968.41 | \$15,747.30 | 8.000 | EA | N |
| 0536 | 813 | 22 | \$2,344.39 | \$419,645.05 | 179.000 | EA | N |
| 0536 | 73 | 72 | \$2.60 | \$295,731.80 | 113,725.000 | LF | N |
| 0536 | 8522 | 51 | \$2,326.35 | \$600,197.24 | 258.000 | EA | N |
| 0536 | 8524 | 32 | \$2,853.04 | \$299,569.31 | 105.000 | EA | N |
| 0536 | 8525 | 43 | \$866.04 | \$203,519.75 | 235.000 | EA | N |
| 0536 | 8526 | 14 | \$2,481.68 | \$44,670.18 | 18.000 | EA | N |
| 0536 | 8527 | 5 | \$4,135.28 | \$41,352.83 | 10.000 | EA | N |
| 0536 | 8528 | 1 | \$1,143.80 | \$8,006.60 | 7.000 | EA | N |
| 0538 | 1 | 12 | \$7.31 | \$522,641.10 | 71,506.000 | LF | N |
| 0542 | 70 | 4 | \$82.20 | \$4,685.60 | 57.000 | EA | N |
| 0544 | 751 | 14 | \$19,757.51 | \$928,602.96 | 47.000 | EA | N |
| 0546 | 71 | 4 | \$1,255.15 | \$25,103.08 | 20.000 | PS | N |
| 0546 | 7252 | 4 | \$2,164.49 | \$18,056.19 | 8.342 | GM | N |
| 0546 | 7253 | 11 | \$1,348.83 | \$228,793.73 | 169.624 | GM | N |
| 0546 | 7255 | 15 | \$887.20 | \$ $370,768.39$ | 417.908 | GM | N |
| 0546 | 7257 | 1 | \$1,289.21 | \$5,729.25 | 4.444 | GM | N |
| 0548 | 12 | 11 | \$24.26 | \$25,736,716.16 | 1,060,910.000 | SF | N |
| 0548 | 13 | 2 | \$13.98 | \$321,196.80 | 22,976.000 | SF | N |
| 0550 | 10110 | 5 | \$9.32 | \$92,793.70 | 9,961.000 | LF | N |
| 0550 | 10120 | 3 | \$13.97 | \$67,687.56 | 4,845.000 | LF | N |
| 0550 | 10140 | 1 | \$18.27 | \$71,874.18 | 3,934.000 | LF | N |
| 0550 | 10149 | 1 | \$17.38 | \$49,480.86 | 2,847.000 | LF | N |
| 0550 | 10210 | 5 | \$14.58 | \$54,907.00 | 3,767.000 | LF | N |
| 0550 | 10212 | 2 | \$22.60 | \$2,260.00 | 100.000 | LF | N |
| 0550 | 10218 | 2 | \$24.74 | \$31,566.50 | 1,276.000 | LF | N |
| 0550 | 10220 | 14 | \$13.44 | \$442,041.12 | 32,881.000 | LF | N |
| 0550 | 10221 | 4 | \$21.51 | \$130,289.50 | 6,056.000 | LF | N |
| 0550 | 10222 | 7 | \$15.44 | \$1,537,209.08 | 99,547.000 | LF | N |

Description

## Florida Department of Transportation <br> Item Average Unit Cost

From 2017/06/01 to 2018/05/31

From: 01021 TO: 9999999

# CESPO05 06/25/2018-07.00.01 <br> <br> Contract Type: CC STATEWID <br> <br> Contract Type: CC STATEWID <br> <br> isplaying: VALID ITEMS WITH HITS <br> <br> isplaying: VALID ITEMS WITH HITS <br> <br> From: 01021 TO: 9999999 

 <br> <br> From: 01021 TO: 9999999}

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

| Item |  |  |
| :--- | :--- | :--- |
| 0550 | 10228 |  |
| 0550 | 10238 |  |
| 0550 | 10250 |  |
| 0550 | 10256 |  |
| 0550 | 10325 |  |
| 0550 | 10344 |  |
| 0550 | 10353 |  |
| 0550 | 10363 |  |
| 0550 | 10420 |  |
| 0550 | 10620 |  |
| 0550 | 60112 |  |
| 0550 | 60124 |  |
| 0550 | 60125 |  |
| 0550 | 60211 |  |
| 0550 | 60212 |  |
| 0550 | 60213 |  |
| 0550 | 60222 |  |
| 0550 | 60223 |  |
| 0550 | 60224 |  |
| 0550 | 60225 |  |
| 0550 | 60226 |  |
| 0550 | 60234 |  |
| 0550 | 60235 |  |
| 0550 | 60237 |  |
| 0550 | 60400 |  |
| 0550 | 60623 |  |
| 0561 | 1 |  |
| 0561 | 2 |  |
| 0563 | 4 | 1 |
| 0570 | 1 | 1 |
| 0570 | 1 | 2 |
| 0571 | 1 | 11 |
| 0571 | 1 | 12 |
| 0571 | 1 | 13 |
| 0580 | 1 | 1 |
| 0580 | 1 | 2 |
| 0580 | 2 | 1 |
| 0580 | 2 | 2 |
| 0580 | 2 | 4 |
| 0580 | 2 | 5 |


| No. of Conts | Weighted Average | Total <br> Amount |
| :---: | :---: | :---: |
| 3 | \$17.67 | \$16,024.80 |
| 1 | \$16.00 | \$3,296.00 |
| 2 | \$23.78 | \$65,520.80 |
| 2 | \$70.83 | \$7,282,929.49 |
| 1 | \$89.03 | \$47,185.90 |
| 3 | \$126.45 | \$174,624.00 |
| 2 | \$243.85 | \$89,980.00 |
| 1 | \$525.00 | \$281,400.00 |
| 2 | \$30.95 | \$6,129.00 |
| 2 | \$53.63 | \$5,470.00 |
| 1 | \$2,649.37 | \$2,649.37 |
| 1 | \$650.00 | \$3,250.00 |
| 2 | \$1,533.33 | \$4,600.00 |
| 5 | \$1,240.67 | \$60,792.96 |
| 5 | \$1,568.35 | \$48,618.97 |
| 1 | \$2,700.00 | \$2,700.00 |
| 1 | \$2,400.00 | \$7,200.00 |
| 1 | \$2,114.47 | \$4,228.94 |
| 2 | \$2,755.17 | \$79,900.00 |
| 3 | \$2,604.16 | \$13,020.80 |
| 1 | \$4,000.00 | \$4,000.00 |
| 3 | \$2,953.87 | \$11,815.46 |
| 2 | \$2,250.00 | \$4,500.00 |
| 1 | \$3,949.00 | \$3,949.00 |
| 2 | \$2,303.87 | \$6,911. 60 |
| 1 | \$1,500.00 | \$1,500.00 |
| 9 | \$1,362.26 | \$15,435,929.54 |
| 4 | \$71.94 | \$1,177,554.00 |
| 3 | \$. 47 | \$229,417.89 |
| 32 | \$. 84 | \$1,880,476.34 |
| 183 | \$2.30 | \$15,987,544.55 |
| 5 | \$4.52 | \$90,137.44 |
| 2 | \$6.57 | \$159,132.00 |
| 4 | \$8.61 | \$253,224.89 |
| 6 | \$64,204.75 | \$385,228.50 |
| 14 | \$34,621.31 | \$553,940.96 |
| 2 | \$1,009.09 | \$22,200.00 |
| 5 | \$6,430.91 | \$353,700.00 |
| 1 | \$1,500.00 | \$12,000.00 |
| 3 | \$2,507.69 | 0 |


|  |  |  |  |
| :---: | :---: | :---: | :---: |
| Quantity | Meas | Obs? | Description |
| 907.000 | LF | N | FENCING, TYPE B, 5.1-6.0, RESET EXISTING |
| 206.000 | LF | N | FENCING, TYPE B, 6.1-7.0, RESET EXISTING |
| 2,755.000 | LF | N | FENCING, TYPE B, 8.1-10.0', STANDARD FEA |
| 102,823.000 | LF | N | FENCING, TYPE B, 8-10.0', VIN BARB |
| 530.000 | LF | N | FENCING, TYPE R, 5.1-6.0', VERTICAL |
| 1,381.000 | LF | N | FENCING, TYPE R, 7.1-8.0, W/PART ENCLOS |
| 369.000 | LF | N | FENCING, TYPE R, 8.1-10', W/FULL ENCLOS |
| 536.000 | LF | N | FENCING, TYPE R, GR TH10', W/FULL ENCLOS |
| 198.000 | LF | N | FENCING, WOOD, 5.1-6.0' |
| 102.000 | LF | N | FENCING, VINYL, 5.1-6.0' |
| 1.000 | EA | N | FENCE GATE, TYP A, SGL, 6.1-12' OPENING |
| 5.000 | EA | N | FENCE GATE, TYP A, DBL, 18.1-20.' OPENING |
| 3.000 | EA | N | FENCE GATE, TYP A, DBL, 20.1-24.' OPENING |
| 49.000 | EA | N | FENCE GATE, TYP B,SGL, 0-6.0' OPENING |
| 31.000 | EA | N | FENCE GATE, TYP B,SGL,6.1-12.0' OPENING |
| 1.000 | EA | N | FENCE GATE, TYP B, SGL, 12.1-18.0' OPENING |
| 3.000 | EA | N | FENCE GATE, TYP B, DBL, 6.1-12.0' OPENING |
| 2.000 | EA | N | FENCE GATE, TYP B, DBL, 12.1-18.0' OPENING |
| 29.000 | EA | N | FENCE GATE, TYP B, DBL, 18.1-20.0' OPENING |
| 5.000 | EA | N | FENCE GATE, TYP B, DBL, 20.1-24' OPENING |
| 1.000 | EA | N | FENCE GATE, TYP B, DBL, 24-30' OPENING |
| 4.000 | EA | N | FENCE GATE, TYP B,SLIDE/CANT,18.1-20'OPEN |
| 2.000 | EA | N | FENCE GATE, TYP B,SLIDE/CANT, 20.1-24'OPEN |
| 1.000 | EA | N | FENCE GATE, TYP B,SLI CANT, > THAN 30' |
| 3.000 | EA | N | FENCE GATE, RESET EXISTING |
| 1.000 | EA | N | FENCE GATE, VIN, DOUBLE, 12.1-18.9' OPEN |
| 11,331.100 | TN | N | COATING EXISTING STRUCTURAL STEEL |
| 16,368.000 | SF | N | COATING EXISTING STRUCTURAL STEEL |
| 491,793.000 | SF | N | ANTI-GRAFFITI COATING, NON-SACRIFICIAL |
| 2,251,489.000 | SY | N | PERFORMANCE TURF |
| 6,937,946.000 | SY | N | PERFORMANCE TURF, SOD |
| 19,928.000 | SY | N | PLASTIC EROSION MAT, TRM, TYPE 1 |
| 24,209.000 | SY | N | PLASTIC EROSION MAT, TRM, TYPE 2 |
| 29,420.000 | SY | N | PLASTIC EROSION MAT, TRM, TYPE 3 |
| 6.000 | LS | N | LANDSCAPE COMPLETE- SMALL PLANTS |
| 16.000 | LS | N | LANDSCAPE COMPLETE- LARGE PLANTS |
| 22.000 | EA | N | LANDSCAPE- RELOCATE TREE, PALMS <14' |
| 55.000 | EA | N | LANDSCAPE- RELOCATE TREE, PALMS >14' |
| 8.000 | EA | N | LANDSCAPE- RELOCATE TREE, TREES <5" |
| 13.000 | EA | N | LANDSCAPE- RELOCATE TREE, TREES >5" |

# CESPO05 06/25/2018-07.00.01 <br> <br> Contract Type: CC STATEWIDE <br> <br> Contract Type: CC STATEWIDE <br> <br> isplaying: VALID ITEMS WITH HITS <br> <br> isplaying: VALID ITEMS WITH HITS <br> From: 01021 TO: 9999999 

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0580 | 27 | 1 | \$500.00 | \$5,500.00 | 11.000 | EA | N |
| 0580 | 28 | 3 | \$628.39 | \$58,440.00 | 93.000 | EA | N |
| 0590 | 1 | 1 | \$7,500.00 | \$7,500.00 | 1.000 | EA | N |
| 0590 | 70 | 4 | \$32,055.00 | \$128,220.00 | 4.000 | LS | N |
| 0590 | $70 \quad 1$ | 5 | \$12,074.00 | \$60,370.00 | 5.000 | LS | N |
| 0591 | 134 | 1 | \$12.80 | \$14,835.20 | 1,159.000 | LF | N |
| 0591 | 155 | 1 | \$12.80 | \$17,894.40 | 1,398.000 | LF | N |
| 0591 | 159 | 1 | \$7.83 | \$10,946.34 | 1,398.000 | LF | N |
| 0591 | 160 | 1 | \$7.83 | \$9,074.97 | 1,159.000 | LF | N |
| 0630 | 211 | 113 | \$6.68 | \$6,450,576.62 | 965,214.000 | LF | N |
| 0630 | 212 | 126 | \$19.79 | \$8,718,210.87 | 440,627.000 | LF | N |
| 0630 | 214 | 32 | \$20.86 | \$235,268.99 | 11,281.000 | LF | N |
| 0630 | 215 | 13 | \$21.51 | \$2,230,564.83 | 103,706.000 | LF | N |
| 0630 | 224 | 1 | \$40.55 | \$4,866.00 | 120.000 | LF | N |
| 0632 | 71 | 71 | \$5,147.15 | \$802,954.69 | 156.000 | PI | N |
| 0632 | 72 | 35 | \$4.23 | \$178,560.33 | 42,221.000 | LF | N |
| 0632 | 74 | 1 | \$850.00 | \$850.00 | 1.000 | PI | N |
| 0632 | 76 | 41 | \$718.31 | \$56,746.59 | 79.000 | PI | N |
| 0632 | 77 | 1 | \$1.00 | \$450.00 | 450.000 | LF | N |
| 0633 | 1111 | 2 | \$2.62 | \$18,622.40 | 7,114.000 | LF | N |
| 0633 | 1112 | 1 | \$2.76 | \$90,547.32 | 32,807.000 | LF | N |
| 0633 | 1121 | 24 | \$2.44 | \$286,571.17 | 117,473.000 | LF | N |
| 0633 | 1122 | 13 | \$2.68 | \$356,481.88 | 133,005.000 | LF | N |
| 0633 | 1123 | 11 | \$2.50 | \$649,719.30 | 260,247.000 | LF | N |
| 0633 | 1124 | 2 | \$3.90 | \$392,165.00 | 100,453.000 | LF | N |
| 0633 | 1320 | 1 | \$3.68 | \$5,060.00 | 1,375.000 | LF | N |
| 0633 | 1410 | 1 | \$5.95 | \$4,004.35 | 673.000 | LF | N |
| 0633 | 1420 | 6 | \$6.22 | \$27,805.80 | 4,468.000 | LF | N |
| 0633 | 1620 | 13 | \$. 62 | \$52,830.60 | 85,776.000 | LF | N |
| 0633 | 231 | 24 | \$40.28 | \$272,462.42 | 6,764.000 | EA | N |
| 0633 | 232 | 20 | \$75.64 | \$172,694.61 | 2,283.000 | EA | N |
| 0633 |  | 22 | \$672.70 | \$249,571.84 | 371.000 | EA | N |
| 0633 | 312 | 22 | \$41.26 | \$22,733.66 | 551.000 | EA | N |
| 0633 | 313 | 8 | \$59.46 | \$47,510.86 | 799.000 | EA | N |
| 0633 | 314 | 16 | \$169.97 | \$23,796.31 | 140.000 | EA | N |
| 0633 | 315 | 16 | \$1,762.23 | \$650,263.57 | 369.000 | EA | N |
| 0633 | 316 | 19 | \$1,686.10 | \$212,448.48 | 126.000 | EA | N |
| 0633 | 317 | 7 | \$139.65 | \$12,149.96 | 87.000 | EA | N |
| 0633 | 334 | 1 | \$79.33 | \$317.32 | 4.000 | EA | N |
| 0633 | 345 | 1 | \$661.50 | \$661.50 | 1.000 | EA | N |

## Description

LANDSCAPE- RELOCATE TREE, PALMS <14' SAB LANDSCAPE- RELOCATE TREE, PALMS >14' SAB LANDSCAPE IRRIGATION SYSTEM
IRRIGATION SYSTEM
IRRIGATION SYSTEM REPAIRS
IRRIGATION SLEEVE, 6" DIAM,22966445201
IRRIGATION SLEEVE, 6" DIAM, 22966435201
IRRIGATION SLEEVE, 2" DIAM, 22966435201 IRRIGATION SLEEVE, 2" DIAM, 22966445201 CONDUIT, F\& I, OPEN TRENCH CONDUIT, F\& I, DIRECTIONAL BORE CONDUIT, $F \& I$, ABOVEGROUND CONDUIT, $F \& I$, BRIDGE MOUNT CONDUIT, F\&I, JACK \& BORE 43472215201 SIGNAL CABLE- NEW OR RECO, FUR \& INSTALL SIGNAL CABLE, REPAIR/REPL-FUR \& INSTALL SIGNAL CABLE, ADJUST
SIGNAL CABLE, REMOVE- INTERSECTION
SIGNAL CABLE, REMOVE- OUTSIDE OF INTERSE FIBER OPTIC CABLE, F\&I, OVH,2-12
FIBER OPTIC CABLE, F\&I, OVH,13-48
FIBER OPTIC CABLE, F\&I, UG,2-12
FIBER OPTIC CABLE, F\&I, UG,13-48
FIBER OPTIC CABLE, F\&I, UG,49-96
FIBER OPTIC CABLE, F\&I, UG,97-144
FIBER OPTIC CABLE, INSTALL, UG
FIBER OPTIC CABLE, REL, OV
FIBER OPTIC CABLE, REL, UG
FIBER OPTIC CABLE, REM, UG
FIBER OPTIC CONNECTION, INSTALL, SPLICE
FIBER OPTIC CONNECTION, INSTALL, TERM
FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE FIBER OPTIC CONN HDWR, SPLICE TRAY
FIBER OPTIC CONN HDWR, PRETERM CONNECT A FIBER OPTIC CONN HDWR, BUFFER TUBE FAN O FIBER OPTIC CONN HDWR, PRETERM PATCH PAN FIBER OPTIC CONN HDWR, PATCH PANEL- FIE FIBER OPTIC CONN HDWR, CONNECTOR PANEL FIBER OPTIC CONNECTION HARDWARE, INS BT FIBER OPTIC CONN HDWR, REL, PATCH PANEL

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0633 | 351 | 5 | \$770.00 | \$11,550.00 | 15.000 | EA | N |
| 0633 | 352 | 3 | \$55.03 | \$990.56 | 18.000 | EA | N |
| 0633 | 353 | 1 | \$1,418.47 | \$9,929.29 | 7.000 | EA | N |
| 0633 | 356 | 2 | \$1,814.44 | \$5,443.33 | 3.000 | EA | N |
| 0633 | 41 | 3 | \$6.68 | \$5,408.50 | 810.000 | LF | N |
| 0633 | 44 | 1 | \$10.00 | \$100.00 | 10.000 | LF | N |
| 0633 | 46 | 5 | \$. 37 | \$2,359.55 | 6,400.000 | LF | N |
| 0633 | 81 | 13 | \$4.12 | \$35,466.70 | 8,604.000 | LF | N |
| 0633 | 86 | 1 | \$. 62 | \$93.00 | 150.000 | LF | N |
| 0634 | 4152 | 2 | \$2,491.67 | \$7,475.00 | 3.000 | PI | N |
| 0634 | 4153 | 9 | \$4,670.11 | \$98,072.33 | 21.000 | PI | N |
| 0634 | 4600 | 6 | \$599.18 | \$4,793.42 | 8.000 | PI | N |
| 0634 | 4700 | 1 | \$1,150.00 | \$1,150.00 | 1.000 | PI | N |
| 0634 | 51 | 2 | \$50.66 | \$4,761.76 | 94.000 | LF | N |
| 0635 | 211 | 134 | \$601.06 | \$5,808,684.09 | 9,664.000 | EA | N |
| 0635 | 212 | 42 | \$1,281.77 | \$1,149,750.43 | 897.000 | EA | N |
| 0635 | 213 | 21 | \$3,089.05 | \$735,194.27 | 238.000 | EA | N |
| 0635 | 230 | 2 | \$595.16 | \$1,190.32 | 2.000 | EA | N |
| 0635 | 311 | 9 | \$284.04 | \$72,999.01 | 257.000 | EA | N |
| 0635 | 312 | 10 | \$666.99 | \$134,065.00 | 201.000 | EA | N |
| 0639 | 1111 | 3 | \$9,132.43 | \$146,118.83 | 16.000 | AS | N |
| 0639 | 1112 | 18 | \$1,991.41 | \$221,046.60 | 111.000 | AS | N |
| 0639 | 1113 | 1 | \$1,250.00 | \$1,250.00 | 1.000 | AS | N |
| 0639 | 1121 | 10 | \$4,814.52 | \$81,846.92 | 17.000 | AS | N |
| 0639 | 1122 | 45 | \$2,365.29 | \$390,273.33 | 165.000 | AS | N |
| 0639 | 1123 | 8 | \$1,833.09 | \$31,162.61 | 17.000 | AS | N |
| 0639 | 1410 | 2 | \$1,244.60 | \$3,733.80 | 3.000 | AS | N |
| 0639 | 1420 | 1 | \$2,794.85 | \$2,794.85 | 1.000 | AS | N |
| 0639 | 1610 | 9 | \$495.34 | \$6,439.46 | 13.000 | AS | N |
| 0639 | 1620 | 9 | \$1,321.74 | \$18,504.40 | 14.000 | AS | N |
| 0639 | 21 | 56 | \$6.19 | \$5,326,235.35 | 860,858.000 | LF | N |
| 0639 | 24 | 1 | \$1.41 | \$705.00 | 500.000 | LF | N |
| 0639 | 26 | 17 | \$. 73 | \$22,221.64 | 30,444.000 | LF | N |
| 0639 | 311 | 24 | \$805.90 | \$300,599.54 | 373.000 | EA | N |
| 0639 | 312 | 3 | \$2,205.32 | \$24,258.54 | 11.000 | EA | N |
| 0639 | 360 | 9 | \$243.82 | \$3,901.13 | 16.000 | EA | N |
| 0639 | 61 | 14 | \$1,054.89 | \$356,552.26 | 338.000 | EA | N |
| 0639 | 62 | 2 | \$2,739.49 | \$8,218.48 | 3.000 | EA | N |
| 0641 | 211 | 11 | \$1,449.46 | \$39,135.41 | 27.000 | EA | N |
| 0641 | 212 | 50 | \$1,428.06 | \$435,558.13 | 305.000 | EA | N |

Description
FIBER OPTIC CONN HDWR, SPLICE ENCLOSURE FIBER OPTIC CONN HDWR, ADJ, SPL TRAY FIBER OPTIC CONNECTION HARDWARE, ADJ/MOD FIBER OPTIC CONN HDWR, ADJ, PATCH PANEL SIGNALS COMMUNIC- TWISTED PAIR CABLE SIGNALS COMMUNIC- TWISTED PAIR C, RELOCA SIGNALS COMMUNIC- TWISTED PAIR C, REMOVE MULTI-CONDUCTOR COMMUNICATION CABLE, F\&I MULTI-CONDUCTOR COMMUNICATION CABLE, REM SPAN WIRE ASSEMBLY, F\&I, TWO PT, DIAG SPAN WIRE ASSEM, F\&I, TWO PT, BOX/DROP B SPAN WIRE ASSEMBLY, REMOVE- POLES REMAIN SPAN WIRE ASSEMBLY, RE-TENSION CABLE - M FIBERGLASS INSULATOR, FURNISH \& INSTALL PULL \& SPLICE BOX, F\&I, 13" x $24^{\prime \prime}$ PULL \& SPLICE BOX, F\&I, $24^{\prime \prime}$ X $36^{\prime \prime}$ PULL \& SPLICE BOX, F\&I, 30" X 60" OR $36^{\prime \prime}$ PULL \& SPLICE BOX, INSTALL
JUNCTION BOX, FURNISH \& INSTALL, AERIAL JUNCTION BOX, FURNISH \& INSTALL, MOUNTED ELECTRICAL POWER SRV,F\&I,OH,M,FURNISHED ELECTRICAL POWER SRV,F\&I,OH,M,PUR BY CON ELECTRICAL POWER SRV,F\&I, OH, M NOT REQ ELECTRICAL POWER SRV,F\&I, UG,FUR BY POWE ELECTRICAL POWER SRV,F\&I, UG,PUR CONT ELECTRICAL POWER SRV,F\&I, UG,PUR,NOT REQ ELECTRICAL POWER SRV,REL OHD, ELECTRICAL POWER SRV,REL UND ELECTRICAL POWER SRV,REM OHD ELECTRICAL POWER SRV,REM UND ELECTRICAL SERVICE WIRE, F\& ELECTRICAL SERVICE WIRE, RELOCATE ELECTRICAL SERVICE WIRE, REMOVE ELEC SERV DISCON, F\&I, POLE MNT ELEC SERV DISCON, F\&I, CABINET ELEC SERV DISCON, REMOVE ELECTRICAL POWER SERVICE- TRANSF, F\&I ELECTRICAL POWER SERVICE- TRANSF, REPLAC PREST CNC POLE,F\&I,TYP P-II, PEDESTAL PREST CNC POLE,F\&I,TYP P-II SRV POLE

$$
\begin{array}{lc}
\text { CESP005 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0641 | 213 | 5 | \$8,120.42 | \$138,047.20 | 17.000 | EA | N | PREST CNC POLE, F\&I, TYP P-III |
| 0641 | 214 | 3 | \$10,288.69 | \$82,309.50 | 8.000 | EA | N | PREST CNC POLE, F\&I, TYP P-IV |
| 0641 | 215 | 1 | \$9,200.00 | \$18,400.00 | 2.000 | EA | N | PREST CNC POLE, F\&I, TYP P-V |
| 0641 | 216 | 1 | \$11,720.00 | \$46,880.00 | 4.000 | EA | N | PREST CNC POLE, F\&I, TYP P-VI |
| 0641 | 217 | 1 | \$6,176.54 | \$148,236.96 | 24.000 | EA | N | PREST CNC POLE, F\&I, TYP P-VII |
| 0641 | 218 | 5 | \$9,998.51 | \$399,940.36 | 40.000 | EA | N | PREST CNC POLE,F\&I, TYP P-VIII |
| 0641 | 219 | 1 | \$8,200.00 | \$57,400.00 | 7.000 | EA | N | PREST CNC POLE,F\&I, CUSTOM DESIGN |
| 0641 | 260 | 22 | \$605.14 | \$58,698.54 | 97.000 | EA | N | PREST CNC POLE, REMOVE |
| 0641 | 270 | 12 | \$1,875.93 | \$90,044.82 | 48.000 | EA | N | PREST CNC POLE, REMOVE SHALLOW |
| 0641 | 280 | 8 | \$3,429.07 | \$150,879.06 | 44.000 | EA | N | PREST CNC POLE, REMOVE COMPLETE |
| 0641 | 3163 | 4 | \$14,774.96 | \$339,823.97 | 23.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/LOW |
| 0641 | 3169 | 3 | \$14,532.17 | \$2,005,439.46 | 138.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/LOW |
| 0641 | 3175 | 4 | \$17,022.42 | \$646,852.08 | 38.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/LOW |
| 0641 | 3180 | 1 | \$14,953.36 | \$14,953.36 | 1.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/LOW |
| 0641 | 3186 | 2 | \$22,474.33 | \$134,846.00 | 6.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/LOW |
| 0641 | 3263 | 4 | \$13,425.71 | \$214,811.37 | 16.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/O LOW |
| 0641 | 3269 | 1 | \$13,000.00 | \$39,000.00 | 3.000 | EA | N | CONCRETE CCTV POLE, FUR \& INS W/O LOW |
| 0646 | 111 | 84 | \$1,283.28 | \$1,197,301.34 | 933.000 | EA | N | ALUMINUM SIGNALS POLE, PEDESTAL |
| 0646 | 112 | 26 | \$980.36 | \$126,466.82 | 129.000 | EA | N | ALUMINUM SIGNALS POLE, PED DETECT POST |
| 0646 | 140 | 7 | \$919.07 | \$11,028.86 | 12.000 | EA | N | ALUMINUM SIGNALS POLE, RELOCATE |
| 0646 | 160 | 63 | \$225.47 | \$69,220.42 | 307.000 | EA | N | ALUMINUM SIGNALS POLE, REMOVE |
| 0646 | 2115 | 1 | \$1,564.38 | \$1,564.38 | 1.000 | EA | N | ALUMINUM POLE- INDEX 17900, F\&I, 15' |
| 0646 | 2120 | 1 | \$1,900.00 | \$1,900.00 | 1.000 | EA | N | ALUMINUM POLE- INDEX 17900, F\&I, $20{ }^{\prime}$ |
| 0646 | 2600 | 2 | \$413.96 | \$827.92 | 2.000 | EA | N | ALUMINUM POLE- INDEX 17900, REMOVE |
| 0649 | 117 | 1 | \$7,000.00 | \$7,000.00 | 1.000 | EA | N | STEEL STRAIN POLE, F\&I, TYPE PS- X |
| 0649 | 163 | 1 | \$900.00 | \$900.00 | 1.000 | EA | N | STEEL STRAIN POLE, REMOVE, SHALLOW, BOLT |
| 0649 | 165 | 1 | \$5,800.00 | \$17,400.00 | 3.000 | EA | N | STEEL STRAIN POLE, REMOVE, DEEP, BOLT |
| 0649 | 1102 | 1 | \$42,300.00 | \$169,200.00 | 4.000 | EA | N | STEEL STRAIN POLE, F\&I, CUST 43088615201 |
| 0649 | 2150 | 2 | \$20,585.98 | \$349,961.65 | 17.000 | EA | N | STEEL CCTV POLE, F\&I W/ LOW, 50' |
| 0649 | 111 | 1 | \$198,113.00 | \$198,113.00 | 1.000 | EA | N | STEEL MONOTUBE ASSY, F\&I, 150' 434339-1 |
| 0649 | 21 1 | 3 | \$22,048.20 | \$66,144.60 | 3.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 30' |
| 0649 | 213 | 11 | \$30,256.85 | \$695,907.51 | 23.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 40' |
| 0649 | 216 | 19 | \$34,178.90 | \$1,162,082.70 | 34.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 50' |
| 0649 | 217 | 1 | \$40,000.00 | \$40,000.00 | 1.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 50'- 30' |
| 0649 | 2110 | 21 | \$38,728.42 | \$1,626,593.66 | 42.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 60' |
| 0649 | 2112 | 1 | \$37,000.00 | \$74,000.00 | 2.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 60'- 40' |
| 0649 | 2113 | 4 | \$56,100.50 | \$224,401.99 | 4.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 60'- 50' |
| 0649 | 2114 | 1 | \$71,469.90 | \$71,469.90 | 1.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 60'- 60' |
| 0649 | 2115 | 13 | \$49,661.18 | \$794,578.83 | 16.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, $70{ }^{\prime}$ |
| 0649 | 2118 | 2 | \$60,706.50 | \$121,413.00 | 2.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 70'- 50' |

$$
\begin{array}{rr}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0649 | 2119 | 3 | \$63,966.76 | \$191,900.29 | 3.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 70-60 |
| 0649 | 2120 | 1 | \$47,902.55 | \$47,902.55 | 1.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 70-70 |
| 0649 | 2121 | 14 | \$47,504.74 | \$1,187,618.43 | 25.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 78' |
| 0649 | 2122 | 1 | \$60,559.29 | \$60,559.29 | 1.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 78'-30' |
| 0649 | 2124 | 1 | \$49,989.03 | \$49,989.03 | 1.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 78'-50' |
| 0649 | 2127 | 1 | \$75,921.15 | \$151,842.30 | 2.000 | EA | N | STEEL MAST ARM ASSEMBLY, F\&I, 78-78 |
| 0649 | 21101 | 1 | \$60,000.00 | \$60,000.00 | 1.000 | EA | N | STEEL MAST ARM, TROMB 5543472215201 |
| 0649 | 21102 | 1 | \$46,247.82 | \$46,247.82 | 1.000 | EA | N | STEEL MAST ARM, 69' S, 229664-3 |
| 0649 | 21103 | 1 | \$45,220.09 | \$45,220.09 | 1.000 | EA | N | STEEL MAST ARM, 65' S, 229664-3 |
| 0649 |  | 20 | \$2,810.09 | \$188,276.25 | 67.000 | EA | N | STEEL MAST ARM ASSEMBLY, REMOVE |
| 0649 | 265 | 6 | \$7,211.92 | \$86,543.00 | 12.000 | EA | N | STEEL MAST ARM ASSEMBLY, REMOVE |
| 0650 | 111 | 2 | \$655.00 | \$5,240.00 | 8.000 | AS | N | VEH TRAFFIC SIGNAL, F\&I ALUMINUM, 1 S 1 W |
| 0650 | 113 | 2 | \$702. 20 | \$4,213.18 | 6.000 | AS | N | VEH TRAF SIGNAL, F\&I ALUMINUM, $2 \mathrm{~S} 1-2 \mathrm{~W}$ |
| 0650 | 114 | 53 | \$996.74 | \$859,193.68 | 862.000 | AS | N | VEH TRAF SIGNAL, F\&I ALUMINUM, 3 S 1 W |
| 0650 | 115 | 2 | \$1,908.25 | \$7,633.00 | 4.000 | AS | N | VEH TRAF SIGNAL, F\&I ALUMINUM, $3 \mathrm{~S} 2-4 \mathrm{~W}$ |
| 0650 | 116 | 23 | \$1,259.54 | \$102,022.38 | 81.000 | AS | N | VEH TRAF SIGNAL, F\&I ALUMINUM, 4 S 1 W |
| 0650 | 118 | 18 | \$1,275.98 | \$53,591.31 | 42.000 | AS | N | VEH TRA SIGNAL,F\&I ALUMINUM, 5 S STR 1 W |
| 0650 | 119 | 13 | \$1,429.70 | \$95,790.20 | 67.000 | AS | N | VEH TRAF SIGNAL, F\&I ALUMINUM, 5 S CL 1 W |
| 0650 | 124 | 2 | \$991.16 | \$16,849.64 | 17.000 | AS | N | VEH TRAF SIGNAL, F\&I POLY W/AL, 3 S |
| 0650 | 126 | 2 | \$1,413.03 | \$8,478. 20 | 6.000 | AS | N | VEH TRAF SIGNAL,F\&I POLY W/AL, 4 S |
| 0650 | 134 | 2 | \$1,050.73 | \$14,710.28 | 14.000 | AS | N | VEH TRAF SIGNAL, F\& P POLYCARBONA, 3 S 1 W |
| 0650 | 136 | 1 | \$1,340.00 | \$2,680.00 | 2.000 | AS | N | VEH TRAF SIGNAL, F\&I POLYCARBON, 4 S 1 W |
| 0650 | 138 | 2 | \$1,376.67 | \$4,130.00 | 3.000 | AS | N | VEH TRAF SIGNAL, F\&I POLYCARB, 5 SEC, 1W |
| 0650 | 139 | 1 | \$1,633.91 | \$1,633.91 | 1.000 | AS | N | VEH TRAF SIGNAL, F\&I, POLY, 5 SEC, 1 W |
| 0650 | 144 | 3 | \$3,000.00 | \$39,000.00 | 13.000 | AS | N | VEH TRAF SIGNAL, F\&I PROGRAM, 3 S 1 W |
| 0650 | 146 | 1 | \$4,764.96 | \$4,764.96 | 1.000 | AS | N | VEH TRAF SIGNAL, F\&I PROGRAMMAB, 4S, 1 W |
| 0650 | 148 | 1 | \$5,666.42 | \$5,666.42 | 1.000 | AS | N | VEH TRAF SIGNAL, F\&I, 5S, 1 W PROG |
| 0650 | 160 | 14 | \$71.27 | \$10,903.97 | 153.000 | AS | N | VEH TRAF SIGNAL, REMOVE- POLES TO REMAIN |
| 0650 | 170 | 7 | \$568.09 | \$18,178.92 | 32.000 | AS | N | VEHICULAR TRAFFIC SIGNAL, RELOCATE |
| 0650 | 2101 | 1 | \$267.25 | \$1,069.00 | 4.000 | EA | N | VEHIC SIGNAL AUX, REP/RETROFIT- F\&I, BAC |
| 0650 | 2102 | 7 | \$333.65 | \$23,355.33 | 70.000 | EA | N | VEHIC SIGNAL AUX, REP/RETROFIT- F\&I, BAC |
| 0653 | 111 | 86 | \$676.54 | \$689,396.29 | 1,019.000 | AS | N | PEDESTRIAN SIGNAL, F\&I LED COUNT, 1 WAY |
| 0653 | 112 | 52 | \$1,185.36 | \$254,851.91 | 215.000 | AS | N | PEDESTRIAN SIGNAL, F\&I LED COUNT, 2 WAYS |
| 0653 | 140 | 4 | \$361.41 | \$3,252.70 | 9.000 | AS | N | PEDESTRIAN SIGNAL, RELOCATE |
| 0653 | 160 | 49 | \$67.49 | \$33,812.26 | 501.000 | AS | N | PEDESTRIAN SIGNAL, REMOVE |
| 0654 | 221 | 5 | \$7,173.22 | \$215,196.68 | 30.000 | AS | N | RECT RAPID FLASH BEACON, F\&I SOL, 1 SIGN |
| 0654 | 222 | 4 | \$8,513.48 | \$153,242.72 | 18.000 | AS | N | RECT RAPID FLASH BCN, F\&I SOL, BB SIGN |
| 0654 | 310 | 3 | \$1,148.16 | \$55,111.52 | 48.000 | AS | N | PEDESTRIAN HYBRID BEACON, F\&I, COMP |
| 0660 | 1101 | 2 | \$180.00 | \$3,060.05 | 17.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 1 |
| 0660 | 1102 | 2 | \$302.30 | \$1,813.80 | 6.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 2 |

$$
\begin{array}{rr}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0660 | 1103 | 1 | \$188.00 | \$564.00 | 3.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 3 |
| 0660 | 1106 | 1 | \$327.09 | \$327.09 | 1.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 6 |
| 0660 | 1109 | 18 | \$184.91 | \$36,057.68 | 195.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 9 |
| 0660 | 1110 | 17 | \$283.20 | \$48,994.21 | 173.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 10 |
| 0660 | 1111 | 1 | \$280.00 | \$2,240.00 | 8.000 | EA | N | LOOP DETECTOR INDUCTIVE, F\&I, TYPE 11 |
| 0660 | 1600 | 5 | \$27.81 | \$1,084.40 | 39.000 | EA | N | LOOP DETECTOR INDUCTIVE, REMOVE |
| 0660 | 2101 | 25 | \$781.41 | \$245,361.75 | 314.000 | AS | N | LOOP ASSEMBLY- F\&I, TYPE A |
| 0660 | 2102 | 36 | \$807.68 | \$431,301.94 | 534.000 | AS | N | LOOP ASSEMBLY, F\&I, TYPE B |
| 0660 | 2103 | 2 | \$678.50 | \$44,781.28 | 66.000 | AS | N | LOOP ASSEMBLY, F\&I, TYPE C |
| 0660 | 2106 | 46 | \$848.79 | \$808,899.18 | 953.000 | AS | N | LOOP ASSEMBLY, F\&I, TYPE F |
| 0660 | 311 | 14 | \$792.65 | \$218,771.57 | 276.000 | EA | N | VEHICLE DETECTION SYSTEM- MICRO,F\&I, CAB |
| 0660 | 312 | 14 | \$5,473.80 | \$1,614,771.01 | 295.000 | EA | N | VEHICLE DETECTION SYSTEM- MICRO,F\&I, ABO |
| 0660 | 360 | 3 | \$543.11 | \$4,887.96 | 9.000 | EA | N | VEHICLE DETECTION SYSTEM- MICRO, REM, SYST |
| 0660 | 411 | 31 | \$5,509.30 | \$804,357.87 | 146.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, CABINET |
| 0660 | 412 | 33 | \$4,374.69 | \$1,041,176.99 | 238.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G |
| 0660 | 441 | 3 | \$453.66 | \$4,536.64 | 10.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, CABINET |
| 0660 | 442 | 2 | \$849.00 | \$6,792.00 | 8.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G |
| 0660 | 451 | 3 | \$3,445.20 | \$17,226.00 | 5.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, CABINET |
| 0660 | 452 | 1 | \$913.00 | \$1,826.00 | 2.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, ABOVE G |
| 0660 | 460 | 2 | \$338.89 | \$3,050.00 | 9.000 | EA | N | VEHICLE DETECTION SYSTEM- VIDEO, REMOVE |
| 0660 | 560 | 1 | \$501.37 | \$501.37 | 1.000 | EA | N | VEHICLE DETECTION SYSTEM- W MAG, REMOVE |
| 0660 | 6121 | 6 | \$1,816.96 | \$103,566.70 | 57.000 | EA | N | VEHICLE DETECTION SYSTEM- AVI B,F\&I, CAB |
| 0660 | 6122 | 6 | \$6,344.88 | \$368,002.75 | 58.000 | EA | N | VEHICLE DETECTION SYSTEM- AVI B,F\&I, ABO |
| 0660 | 6421 | 3 | \$641.67 | \$1,925.00 | 3.000 | EA | N | VEHICLE DETECTION SYSTEM- AVI B, REL |
| 0660 | 6422 | 3 | \$1,052.80 | \$3,158.40 | 3.000 | EA | N | VEHICLE DETECTION SYSTEM- AVI B, REL |
| 0660 | 6600 | 1 | \$643.00 | \$1,286.00 | 2.000 | EA | N | VEHICLE DETECTION SYSTEM- AVI REMOVE |
| 0663 | 1111 | 3 | \$4,450.72 | \$22,253.62 | 5.000 | EA | N | SIGNAL PRIO \& PREEMP, F\&I, OPT, CAB E |
| 0663 | 1112 | 4 | \$2,014.51 | \$72,522.42 | 36.000 | EA | N | SIGNAL PRIO \& PREEMP, F\&I, OPT, DETEC |
| 0663 | 1121 | 2 | \$7,270.00 | \$21,810.00 | 3.000 | EA | N | SIGNAL PRIO \& PREEMP, F\&I, GPS, REPLACE |
| 0663 | 1122 | 1 | \$6,000.00 | \$6,000.00 | 1.000 | EA | N | SIGNAL PRIO \& PREEMP, F\&I, GPS, DETE |
| 0663 | 1400 | 2 | \$1,350.31 | \$6,751.56 | 5.000 | EA | N | SIGNAL PRIO \& PREEMP, RELOCATE |
| 0665 | 111 | 78 | \$238.33 | \$297,198.67 | 1,247.000 | EA | N | PEDESTRIAN DETECTOR, F\&I, STANDARD |
| 0665 | 112 | 11 | \$1,323.59 | \$236,922.58 | 179.000 | EA | N | PEDESTRIAN DETECTOR, F\&I, ACCESSIBLE |
| 0665 | 140 | 4 | \$254.48 | \$1,526.88 | 6.000 | EA | N | PEDESTRIAN DETECTOR, RELOCATE |
| 0665 | 150 | 1 | \$97.90 | \$97.90 | 1.000 | EA | N | PEDESTRIAN DETECTOR, ADJUST/MODIFY |
| 0665 | 160 | 47 | \$40.91 | \$22,786.77 | 557.000 | EA | N | PEDESTRIAN DETECTOR, REMOVE |
| 0670 | 5110 | 17 | \$26,691.32 | \$1,201,109.50 | 45.000 | AS | N | TRAF CNTL ASSEM, F\&I, NEMA |
| 0670 | 5111 | 10 | \$31,699.37 | \$570,588.66 | 18.000 | AS | N | TRAF CNTL ASSEM, F\&I, NEMA, 1 PREEMPT |
| 0670 | 5112 | 6 | \$30,791.13 | \$400,284.65 | 13.000 | AS | N | TRAF CNTL ASSEM, F\&I, NEMA, 2 PREEMPT |
| 0670 | 5120 | 14 | \$26,547.20 | \$610,585.61 | 23.000 | AS | N | TRAF CNTL ASSEM, F\&I, 170 |

# CESPO05 06/25/2018-07.00.01 <br> <br> Contract Type: CC STATEWIDE <br> <br> Contract Type: CC STATEWIDE <br> <br> isplaying: VALID ITEMS WITH HITS 

 <br> <br> isplaying: VALID ITEMS WITH HITS}

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0670 | 5121 | 1 | \$28,344.50 | \$28,344.50 | 1.000 | AS | N | TRAF CNTL ASSEM, F\&I, 170,1PREEM PLAN |
| 0670 | 5141 | 1 | \$26,200.00 | \$26,200.00 | 1.000 | AS | N | TRAF CNTL ASSEM, F\&I, 2070, 1 PREEMPT |
| 0670 | 5151 | 3 | \$24,857.14 | \$174,000.00 | 7.000 | AS | N | TRAF CNTL ASSEM, F\&I, ATC, 1 PREEMPT |
| 0670 | 5400 | 60 | \$1,836.75 | \$301,226.32 | 164.000 | AS | N | TRAF CNTL ASSEM, MODIFY |
| 0670 | 5500 | 2 | \$3,455.00 | \$6,910.00 | 2.000 | AS | N | TRAF CNTL ASSEM, RELOCATE |
| 0670 | 5600 | 43 | \$763.50 | \$67,187.76 | 88.000 | AS | N | TRAF CNTL ASSEM, REMOVE |
| 0671 | 211 | 1 | \$3,629.92 | \$3,629.92 | 1.000 | EA | N | TRAFFIC CONTROLLER, F\&I, NEMA |
| 0671 | 240 | 2 | \$690.25 | \$2,761.00 | 4.000 | EA | N | TRAFFIC CONTROLLER, MODIFY |
| 0671 | 250 | 1 | \$1,855.00 | \$1,855.00 | 1.000 | EA | N | TRAFFIC CONTROLLER, RELOCATE |
| 0671 | 260 | 1 | \$501.37 | \$501.37 | 1.000 | EA | N | TRAFFIC CONTROLLER, REMOVE |
| 0676 | 1112 | 1 | \$2,448.27 | \$58,758.48 | 24.000 | EA | N | TRAFFIC SIGNAL CONTR CAB, F\&I, NEMA S 2 |
| 0676 | 1113 | 1 | \$5,811.00 | \$75,543.00 | 13.000 | EA | N | TRAF CAB, NEMA Ty3, $24{ }^{\prime \prime} \mathrm{W} x$ 40" H x 15" D |
| 0676 | 1116 | 1 | \$20,413.00 | \$20,413.00 | 1.000 | EA | N | TRAFFIC SIGNAL CONTR CAB, F\&I, NEMA S 1 |
| 0676 | 1131 | 1 | \$3,250.00 | \$6,500.00 | 2.000 | EA | N | TRAFFIC SIGNAL CONT CAB, F\&I W/O CONTROL |
| 0676 | 1500 | 1 | \$830.00 | \$2,490.00 | 3.000 | EA | N | TRAFFIC SIGNAL CONTR CAB, ADJUST/MODIFY |
| 0676 | 1600 | 2 | \$602.50 | \$1,205.00 | 2.000 | EA | N | TRAFFIC SIGNAL CONTR CAB, REMOVE |
| 0676 | 2111 | 1 | \$9,000.00 | \$27,000.00 | 3.000 | EA | N | ITS CABINET- F\&I, POLE, 336 |
| 0676 | 2112 | 1 | \$9,000.00 | \$45,000.00 | 5.000 | EA | N | ITS CABINET- F\&I, POLE, 336S |
| 0676 | 2121 | 2 | \$4,886.36 | \$53,750.00 | 11.000 | EA | N | ITS CABINET- F\&I, POLE, 336 |
| 0676 | 2122 | 8 | \$5,991.73 | \$1,485,950.02 | 248.000 | EA | N | ITS CABINET- F\&I, POLE, 336S |
| 0676 | 2131 | 1 | \$8,500.00 | \$8,500.00 | 1.000 | EA | N | ITS CABINET- F\&I, BASE, 336 |
| 0676 | 2143 | 5 | \$9,990.47 | \$189,818.92 | 19.000 | EA | N | ITS CABINET- F\&I, BASE, 334 |
| 0676 | 2144 | 2 | \$11,402.17 | \$68,413.00 | 6.000 | EA | N | ITS CABINET- F\&I, BASE, 340 |
| 0676 | 2500 | 2 | \$1,403.33 | \$4,210.00 | 3.000 | EA | N | ITS CABINET- ADJUST/MODIFY |
| 0676 | 2600 | 5 | \$1,003.13 | \$13,040.64 | 13.000 | EA | N | ITS CABINET- REMOVE |
| 0676 | 310 | 6 | \$1,096.40 | \$59,205.35 | 54.000 | EA | N | SMALL EQUIPMENT ENCLOSURE, F\&I,>10X13X11 |
| 0678 | 1102 | 1 | \$1,986.43 | \$1,986.43 | 1.000 | EA | N | CNTRL ACCESS-REP EX, F\&I, TYPE 6 CONF MON |
| 0678 | 1104 | 1 | \$78.00 | \$156.00 | 2.000 | EA | N | CNTRL ACCESS, F\&I, LOAD SWITCH |
| 0680 | 1112 | 2 | \$49,743.33 | \$149,230.00 | 3.000 | EA | N | SYS CONTROL EQP, F\&I,ADAPTIVE SIGNA- NEM |
| 0680 | 1113 | 1 | \$15,400.00 | \$30,800.00 | 2.000 | EA | N | SYS CONTROL EQP, F\&I,ADAPTIVE SIGNA- NEM |
| 0680 | 1122 | 1 | \$42,253.00 | \$42,253.00 | 1.000 | EA | N | SYS CONTROL EQP, F\&I,ADAPTIVE SIGNA- 170 |
| 0680 | 1123 | 1 | \$3,942.64 | \$15,770.56 | 4.000 | EA | N | SYS CONTROL EQP, F\&I,ADAPTIVE SIGNA- 170 |
| 0682 | 1113 | 9 | \$5,752.96 | \$465,989.96 | 81.000 | EA | N | ITS CCTV CAMERA, F\&I, DOME ENCL-PRESS |
| 0682 | 1132 | 1 | \$7,150.00 | \$7,150.00 | 1.000 | EA | N | ITS CCTV CAMERA, F\&I, DOME, IP STD DEF |
| 0682 | 1133 | 8 | \$7,071.04 | \$141,420.86 | 20.000 | EA | N | ITS CCTV CAMERA, F\&I, DOME ENCL-NP. |
| 0682 | 1143 | 1 | \$3,538.14 | \$594,407.52 | 168.000 | EA | N | ITS CCTV CAMERA F\&I, EXT NON-PRESS, HD |
| 0682 | 1400 | 4 | \$1,583.50 | \$6,334.00 | 4.000 | EA | N | ITS CCTV CAMERA, RELOCATE |
| 0682 | 1600 | 6 | \$718.25 | \$13,646.71 | 19.000 | EA | N | ITS CCTV CAMERA, REMOVE \& DISPOSAL |
| 0684 | 11 | 28 | \$2,549.84 | \$1,012,287.95 | 397.000 | EA | N | MANAGED FIELD ETHERNET SWITCH, F\&I |
| 0684 | 14 | 4 | \$539.86 | \$2,159.44 | 4.000 | EA | N | MANAGED FIELD ETHERNET SWITCH, RELOCATE |

$$
\begin{array}{rr}
\text { CESPO05 } 06 / 25 / 2018-07.00 .01 & \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 To: 9999999

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0684 | 16 | 1 | \$258.62 | \$258.62 | 1.000 | EA | N | MANAGED FIELD ETHERNET SWITCH, REMOVE |
| 0684 | 21 | 10 | \$461.28 | \$108,862.22 | 236.000 | EA | N | DEVICE SERVER, F\&I |
| 0684 |  | 2 | \$2,235.96 | \$11,179.79 | 5.000 | EA | N | DIGITAL VIDEO ENC W SO, F\&I HARD ENCODER |
| 0684 |  | 1 | \$155.00 | \$310.00 | 2.000 | EA | N | DIGITAL VIDEO ENC W SO, REL HARD ENCODER |
| 0684 | 51 | 5 | \$540.47 | \$44,318.28 | 82.000 | EA | N | MEDIA CONVERTER, FURNISH \& INSTALL |
| 0684 | 54 | 1 | \$254.22 | \$508.44 | 2.000 | EA | N | MEDIA CONVERTER, RELOCATE |
| 0684 | 611 | 3 | \$3,764.95 | \$79,064.00 | 21.000 | EA | N | WIRELESS COMMUNICATION DEVICE, F\&I, ETHE |
| 0684 | 612 | 1 | \$3,100.00 | \$12,400.00 | 4.000 | EA | N | WIRELESS COMMUNICATION DEVICE, F\&I, ETHE |
| 0684 | 660 | 1 | \$258.62 | \$1,034.48 | 4.000 | EA | N | WIRELESS COMMUNICATION DEVICE, REMOVE |
| 0685 | 111 | 17 | \$3,864.05 | \$316,852.16 | 82.000 | EA | N | UPS POWER SUPPLY, F\&I, LINE INTERACTIVE |
| 0685 | 112 | 3 | \$4,988.18 | \$109,740.00 | 22.000 | EA | N | UPS, F\&I, ONLINE DOUBLE CONVERSION |
| 0685 | 113 | 12 | \$7,351.66 | \$198,494.92 | 27.000 | EA | N | UPS, F\&I, ONLINE DOUBLE CONVERSION |
| 0685 |  | 2 | \$520.68 | \$1,041.37 | 2.000 | EA | N | UPS, REMOVE- POLE/CABINET REMAINS |
| 0687 |  | 1 | \$2,194.00 | \$2,194.00 | 1.000 | EA | N | HIGHWAY ADVISORY RADIO, REMOVE |
| 0695 | 11 | 33 | \$1,324.79 | \$374,914.21 | 283.000 | EA | N | TMS VEH SNSR-NON-WEIGHT, F\&I, |
| 0695 | 311 | 1 | \$4,000.00 | \$32,000.00 | 8.000 | AS | N | TMS VEH SPEED/CLASS UNIT, F\&I, |
| 0695 | 51 | 2 | \$4,627.05 | \$78,659.86 | 17.000 | EA | N | TMS VEH SOLAR POWER UNIT, F\&I, |
| 0695 | 612 | 35 | \$1,259.06 | \$367,646.56 | 292.000 | EA | N | TMS IND LOOP ASSEMBLY |
| 0695 | 7131 | 4 | \$3,832.40 | \$19,162.00 | 5.000 | EA | N | TMS CABINET, F\&I , TYP 3 BASE MOUNT |
| 0695 | 7132 | 10 | \$3,861.94 | \$81,100.82 | 21.000 | EA | N | TMS CABINET, F\&I , TYP 3 PEDESTAL |
| 0695 | 7141 | 8 | \$4,376.48 | \$52,517.71 | 12.000 | EA | N | TMS CABINET, F\&I , TYP 4 BASE |
| 0695 | 7143 | 1 | \$3,008.96 | \$3,008.96 | 1.000 | EA | N | TMS CABINET, F\&I , TYP 4 POLE |
| 0695 | 7162 | 4 | \$5,828.41 | \$34,970.48 | 6.000 | EA | N | TMS CABINET, F\&I , TYP 3, PEDESTAL |
| 0695 | 7600 | 11 | \$388.60 | \$6,217.57 | 16.000 | EA | N | TMS CABINET, REMOVE |
| 0695 | 811 | 1 | \$2,758.03 | \$2,758.03 | 1.000 | EA | N | TMS VEH SYSTEM COMMUNICATIONS MODE, F\&I, |
| 0700 | 111 | 155 | \$362.68 | \$1,995,847.74 | 5,503.000 | AS | N | SINGLE POST SIGN, F\&I GM, <12 SF |
| 0700 | 112 | 108 | \$1,225.16 | \$1,908,805.12 | 1,558.000 | AS | N | SINGLE POST SIGN, F\&I GM, 12-20 SF |
| 0700 | 113 | 60 | \$1,528.58 | \$564,045.63 | 369.000 | AS | N | SINGLE POST SIGN, F\&I GM, 21-30 SF |
| 0700 | 114 | 11 | \$2,116.75 | \$86,786.78 | 41.000 | AS | N | SINGLE POST SIGN, F\&I GM, 31+ SF |
| 0700 | 121 | 5 | \$1,410.15 | \$45,124.78 | 32.000 | AS | N | SINGLE POST SIGN, F\&I BARR MT, LT 12 SF |
| 0700 | 122 | 2 | \$2,619.20 | \$26,192.00 | 10.000 | AS | N | SINGLE POST SIGN, F\&I BARR MT, 12-20 SF |
| 0700 | 131 | 9 | \$1,861.26 | \$72,589.10 | 39.000 | AS | N | SINGLE POST SIGN, F\&I BRG MNT, <12 SF |
| 0700 | 132 | 2 | \$1,875.00 | \$7,500.00 | 4.000 | AS | N | SINGLE POST SIGN, F\&I BRG MNT, 12-20 SF |
| 0700 | 133 | 1 | \$1,893.85 | \$3,787.70 | 2.000 | AS | N | SINGLE POST SIGN, F\&I BRG MNT, 21-30 SF |
| 0700 | 140 | 2 | \$110.00 | \$770.00 | 7.000 | AS | N | SINGLE POST SIGN, INSTALL |
| 0700 | 150 | 102 | \$247.32 | \$157,050.98 | 635.000 | AS | N | SINGLE POST SIGN, RELOCATE |
| 0700 | 160 | 153 | \$34.75 | \$162,861.99 | 4,687.000 | AS | N | SINGLE POST SIGN, REMOVE |
| 0700 | 174 | 2 | \$1,966.67 | \$5,900.00 | 3.000 | AS | N | SINGLE POST SIGN, F\&I CUSTOM, 31+ SF |
| 0700 |  | 1 | \$170.00 | \$170.00 | 1.000 | AS | N | SINGLE POST SIGN, REPAIR |
| 0700 | 187 | 1 | \$225.00 | \$450.00 | 2.000 | AS | N | SINGLE POST SIGN, REPAIR- REP POST, EXIS |

# CESPO05 06/25/2018-07.00.01 <br> <br> Contract Type: CC STATEWIDE <br> <br> Contract Type: CC STATEWIDE <br> <br> Displaying: VALID ITEMS WITH HITS 

 <br> <br> Displaying: VALID ITEMS WITH HITS}

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0700 | 211 | 2 | \$1,650.00 | \$3,300.00 | 2.000 | AS | N | MULTI- POS | SIGN, F\& GM, <12 SF |
| 0700 | 212 | 12 | \$3,235.15 | \$97,054.46 | 30.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 12-20 SF |
| 0700 | 213 | 19 | \$4,389.90 | \$223,885.04 | 51.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 21-30 SF |
| 0700 | 214 | 35 | \$4,649.02 | \$794,982.98 | 171.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 31-50 SF |
| 0700 | 215 | 27 | \$6,268. 63 | \$695,818.04 | 111.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 51-100 SF |
| 0700 | 216 | 10 | \$8,945.16 | \$554,599.69 | 62.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 101-200 SF |
| 0700 | 217 | 6 | \$13,442.06 | \$752,755.34 | 56.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 201-300 SF |
| 0700 | 218 | 5 | \$17,368.11 | \$277,889.76 | 16.000 | AS | N | MULTI- POS | SIGN, F\&I GM, 301-400 SF |
| 0700 | 250 | 17 | \$2,718.05 | \$76,105.48 | 28.000 | AS | N | MULTI- POS | SIGN, RELOCATE |
| 0700 | 260 | 49 | \$644.20 | \$249,305.14 | 387.000 | AS | N | MULTI- POS | SIGN, REMOVE |
| 0700 | 3101 | 44 | \$221.23 | \$79,199.63 | 358.000 | EA | N | SIGN PANEL | F\&I GM, UP TO 12 SF |
| 0700 | 3102 | 5 | \$677.42 | \$28,451.61 | 42.000 | EA | N | SIGN PANEL | F\&I GM, 12-20 SF |
| 0700 | 3103 | 2 | \$1,246.39 | \$8,724.72 | 7.000 | EA | N | SIGN PANEL, | F\&I GM, 21-30 SF |
| 0700 | 3104 | 2 | \$1,533.33 | \$4,600.00 | 3.000 | EA | N | SIGN PANEL, | F\&I GM, 31-50 SF |
| 0700 | 3201 | 44 | \$560.09 | \$115,378.18 | 206.000 | EA | N | SIGN PANEL, | F\&I OM, UP TO 12 SF |
| 0700 | 3202 | 9 | \$1,142.81 | \$90,281.64 | 79.000 | EA | N | SIGN PANEL | F\&I OM, 12-20 SF |
| 0700 | 3203 | 8 | \$913.30 | \$66,670.61 | 73.000 | EA | N | SIGN PANEL, | F\&I OM, 21-30 SF |
| 0700 | 3204 | 7 | \$1,955.32 | \$35,195.76 | 18.000 | EA | N | SIGN PANEL | F\&I OM, 31-50 SF |
| 0700 | 3205 | 12 | \$2,888.31 | \$132,862.22 | 46.000 | EA | N | SIGN PANEL, | F\&I OM, 51-100 SF |
| 0700 | 3206 | 14 | \$4,386.16 | \$407,912.46 | 93.000 | EA | N | SIGN PANEL | F\&I OM, 101-200 SF |
| 0700 | 3207 | 13 | \$6,418.26 | \$519,879.19 | 81.000 | EA | N | SIGN PANEL | F\&I OM, 201-300 SF |
| 0700 | 3208 | 5 | \$8,825.41 | \$114,730.27 | 13.000 | EA | N | SIGN PANEL | F\&I OM, 301-400 SF |
| 0700 | 3209 | 1 | \$8,685.55 | \$26,056.65 | 3.000 | EA | N | SIGN PANEL | F\&I OM, 401-500 SF |
| 0700 | 3210 | 1 | \$11,045.09 | \$66,270.54 | 6.000 | EA | N | SIGN PANEL | F\&I OM, 501-600 SF |
| 0700 | 3401 | 2 | \$147.66 | \$442.99 | 3.000 | EA | N | SIGN PANEL | INSTALL, UP TO 12 SF |
| 0700 | 3501 | 25 | \$120.57 | \$34,242.97 | 284.000 | EA | N | SIGN PANEL | RELOCATE, UP TO 12 SF |
| 0700 | 3502 | 5 | \$314.13 | \$2,827.18 | 9.000 | EA | N | SIGN PANEL | RELOCATE, 12-20 SF |
| 0700 | 3506 | 1 | \$1,115.29 | \$1,115.29 | 1.000 | EA | N | SIGN PANEL, | RELOCATE, 101-200 SF |
| 0700 | 3601 | 65 | \$58.07 | \$24,564.94 | 423.000 | EA | N | SIGN PANEL, | REMOVE, UP TO 12 SF |
| 0700 | 3602 | 8 | \$343.81 | \$13,408.58 | 39.000 | EA | N | SIGN PANEL, | REMOVE, 12-20 SF |
| 0700 | 3603 | 6 | \$438.35 | \$28,492.76 | 65.000 | EA | N | SIGN PANEL, | REMOVE, 21-30 SF |
| 0700 | 3604 | 7 | \$256.21 | \$2,818.34 | 11.000 | EA | N | SIGN PANEL, | REMOVE, 31-50 SF |
| 0700 | 3605 | 2 | \$521.53 | \$1,043.05 | 2.000 | EA | N | SIGN PANEL, | REMOVE, 51-100 SF |
| 0700 | 3606 | 6 | \$384.96 | \$25,022.45 | 65.000 | EA | N | SIGN PANEL, | REMOVE, 101-200 SF |
| 0700 | 3607 | 2 | \$647.64 | \$1,295.28 | 2.000 | EA | N | SIGN PANEL, | REMOVE, 201-300 SF |
| 0700 | 3608 | 1 | \$568.44 | \$6,252.84 | 11.000 | EA | N | SIGN PANEL, | REMOVE, 301-400 SF |
| 0700 | 3624 | 1 | \$600.00 | \$2,400.00 | 4.000 | EA | N | SIGN PANEL, | REMOVE, UP TO 50 SF WITH LIG |
| 0700 | 3625 | 6 | \$684.84 | \$16,436.25 | 24.000 | EA | N | SIGN PANEL, | REMOVE, 51-100 SF W LIGHTING |
| 0700 | 3626 | 7 | \$1,070.48 | \$63,158.34 | 59.000 | EA | N | SIGN PANEL, | REMOVE, 101-200 SF W LIGHT |
| 0700 | 3627 | 8 | \$1,228.21 | \$58,954.28 | 48.000 | EA | N | SIGN PANEL | REMOVE, 201-300 SF W LIGHT |

$$
\begin{array}{lc}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 To: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0700 | 3628 | 2 | \$1,096.29 | \$6,577.72 | 6.000 | EA | N | SIGN PANEL, REMOVE, 301-400 SF W LIGHt |
| 0700 | 4112 | 5 | \$47,421.55 | \$474,215.53 | 10.000 | EA | N | OH STATIC SIGN STR, F\&I, C 21-30 FT |
| 0700 | 4113 | 4 | \$57,770.71 | \$808,790.00 | 14.000 | EA | N | OH STATIC SIGN STR, F\&I, C 31-40 FT |
| 0700 | 4114 | 10 | \$72,082.19 | \$1,369,561.70 | 19.000 | EA | N | OH STATIC SIGN STR, F\&I, C 41-50 FT |
| 0700 | 4125 | 4 | \$116,586.65 | \$466,346.59 | 4.000 | EA | N | OH STATIC SIGN STR, F\&I, S 51-100 FT |
| 0700 | 4126 | 5 | \$168,929.51 | \$1,858,224.56 | 11.000 | EA | N | OH STATIC SIGN STR, F\&I, S 101-150 FT |
| 0700 | 4127 | 2 | \$241, 817.95 | \$483,635.90 | 2.000 | EA | N | OH STATIC SIGN STR, F\&I, S 151-200 FT |
| 0700 | 4140 | 2 | \$10,967.23 | \$54,836.16 | 5.000 | EA | N | OH STATIC SIGN STR, F\&I, O BR MOUNT |
| 0700 | 4610 | 8 | \$4,584.79 | \$123,789.37 | 27.000 | EA | N | OH STATIC SIGN STR, REMOVE, CANT |
| 0700 | 4620 | 4 | \$8,799.17 | \$96,790.90 | 11.000 | EA | N | OH STATIC SIGN STR, REMOVE, SPAN |
| 0700 | 4633 | 1 | \$5,200.00 | \$5,200.00 | 1.000 | EA | N | OH STATIC SIGN STR, REMOVE MONOTUBE |
| 0700 | 4635 | 1 | \$9,000.00 | \$18,000.00 | 2.000 | EA | N | OH STATIC SIGN STR, REMOVE MONOTUBE |
| 0700 | 4640 | 5 | \$1,280.67 | \$15,368.00 | 12.000 | EA | N | OH STATIC SIGN STR, REMOVE, BRIDGE MOUNT |
| 0700 | 521 | 24 | \$2,879.25 | \$262,011.37 | 91.000 | EA | N | INTERNAL ILLUM SIGN, F\&I OM, UP TO 12 SF |
| 0700 | 522 | 36 | \$3,568.62 | \$927,842.35 | 260.000 | EA | N | INTERNAL ILLUM SIGN, F\&I OM, 12-18 SF |
| 0700 | 550 | 9 | \$1,360.13 | \$21,762.05 | 16.000 | EA | N | INTERNAL ILLUM SIGN, RELOCATE |
| 0700 | 560 | 5 | \$174.75 | \$5,941.50 | 34.000 | EA | N | INTERNAL ILLUM SIGN, REMOVE |
| 0700 | 660 | 1 | \$4,281.00 | \$4,281.00 | 1.000 | AS | N | HIGHLIGHTED SIGN, REMOVE |
| 0700 | 7132 | 1 | \$34,767.15 | \$451,972.95 | 13.000 | EA | N | EMBED DYNAMIC MESS SIGN, F\&I, FULL, 12-20 |
| 0700 | 7500 | 1 | \$1,643.71 | \$3,287.42 | 2.000 | EA | N | EMBED DYNAMIC MESS SIGN, RELOCATE |
| 0700 | 8134 | 2 | \$15,759.42 | \$835,249.20 | 53.000 | EA | N | FRONT ACC DYN MESS SIGN, F\&I, FULL, 31-50 |
| 0700 | 8135 | 3 | \$74,275.12 | \$668,476.12 | 9.000 | EA | N | FRONT ACC DYN MESS SIGN, F\&I, FUL, 51-100 |
| 0700 | 8136 | 3 | \$85,015.93 | \$1,785,334.43 | 21.000 | EA | N | FRONT ACC DYN MESS SIGN, F\&I, FULL, 101- |
| 0700 | 8600 | 1 | \$425.00 | \$15,300.00 | 36.000 | EA | N | FRONT ACC DYN MESS SIGN, REMOVE |
| 0700 | 9137 | 7 | \$89,886.09 | \$3,595,443.78 | 40.000 | EA | N | WALK-IN DYN MESS SIGN,F\&I, FULL, 201- |
| 0700 | 9600 | 3 | \$3,234.89 | \$12,939.55 | 4.000 | EA | N | WALK-IN DYN MESS SIGN, REMOVE |
| 0700 | 10115 | 2 | \$62,618.51 | \$876,659.10 | 14.000 | EA | N | DMS SUPPORT STRUCTURE, SPAN, 51-100 FT |
| 0700 | 10116 | 1 | \$117,000.00 | \$117,000.00 | 1.000 | EA | N | DMS SUPPORT STRUCTURE, SPAN, 101-150 FT |
| 0700 | 10122 | 2 | \$43,933.17 | \$263,599.00 | 6.000 | EA | N | DMS SUPPORT STRUCTURE, CANT, 21-30 FT |
| 0700 | 10123 | 4 | \$71,671.47 | \$645,043.25 | 9.000 | EA | N | DMS SUPPORT STRUCTURE, CANT, 31-40 FT |
| 0700 | 10124 | 7 | \$64,931.08 | \$2,337,519.01 | 36.000 | EA | N | DMS SUPPORT STRUCTURE, CANT, 41-50 FT |
| 0700 | 10140 | 1 | \$8,578.00 | \$8,578.00 | 1.000 | EA | N | DMS SUPPORT STRUCTURE, F\&I MULTI POST |
| 0700 | 10600 | 3 | \$1,594.31 | \$63,772.57 | 40.000 | EA | N | DMS SUPPORT STRUCTURE, REMOVE |
| 0700 | 11262 | 1 | \$9,971.81 | \$19,943.62 | 2.000 | EA | N | ELEC DIS SIGN- F\&I GM- SOLAR, SPEED FLAS |
| 0700 | 11321 | 1 | \$5,013.00 | \$5,013.00 | 1.000 | AS | N | ELECT DISP SIGN, F\&I OM- AC, EL REG UP |
| 0700 | 11391 | 6 | \$6,754.39 | \$418,771.91 | 62.000 | AS | N | ELECT DISP SIGN, F\&I OM- AC, BLANK OUT |
| 0700 | 11700 | 1 | \$178.00 | \$178.00 | 1.000 | AS | N | ELECT DISP SIGN, REMOVE- OVERHEAD MOUNT |
| 0700 | 1212 | 4 | \$5,544.26 | \$116,429.56 | 21.000 | AS | N | SIGN BEACON, F\&I GM- AC, TWO BEACONS |
| 0700 | 1221 | 2 | \$5,889.73 | \$17,669.20 | 3.000 | AS | N | SIGN BEACON, F\&I GM- SOLAR, ONE BEACON |
| 0700 | 1222 | 3 | \$6,463.41 | \$19,390.24 | 3.000 | AS | N | SIGN BEACON, F\&I GM- SOLAR, TWO BEACONS |

$$
\begin{array}{rr}
\text { CESPO05 } 06 / 25 / 2018-07.00 .01 & \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 To: 9999999

| Item |  | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0700 | 1232 | 1 | \$1,700.00 | \$3,400.00 | 2.000 | AS | N | SIGN BEACON, F\&I OM, TWO BEACONS |
| 0700 | 1250 | 2 | \$1,243.23 | \$4,972.91 | 4.000 | AS | N | SIGN BEACON, RELOCATE BEACON- SIGN TO RE |
| 0700 | 1260 | 1 | \$617.99 | \$2,471.96 | 4.000 | AS | N | SIGN BEACON, REMOVE BEACON- SIGN TO REMA |
| 0700 | 1310 | 1 | \$85.00 | \$680.00 | 8.000 | EA | N | RETROREFLECTIVE SIGN STRIP- RR BLADES |
| 0700 | 1312 | 14 | \$95.65 | \$8,991.18 | 94.000 | EA | N | RETROREFLECTIVE SIGN STRIP-F\&I, 2' |
| 0700 | 1315 | 10 | \$98.18 | \$6,283.79 | 64.000 | EA | N | RETROREFLECTIVE SIGN STRIP-F\&I, 5' |
| 0701 | 17101 | 2 | \$6,081.91 | \$54,311.47 | 8.930 | GM | N | PROFILED THERMOPLAST, STD, WHITE,SOLID,6" |
| 0701 | 17201 | 1 | \$5,956. 31 | \$15,093.29 | 2.534 | GM | N | PROFILED THERMOPLAST, STD, YELLO,SOLID,6" |
| 0701 | 17221 | 1 | \$2,165.93 | \$6,175.07 | 2.851 | GM | N | PROFILED THERMOPLAST, STD, YELLO,SKIP,6" |
| 0701 | 18101 | 8 | \$5,204.87 | \$477,599.15 | 91.760 | GM | N | PROFILED THER,STANDARD- ASPHALT, WH SO 6 |
| 0701 | 18201 | 8 | \$5,545.90 | \$133,789.39 | 24.124 | GM | N | PROFILED THER,STANDARD- ASPHALT, YE SO 6 |
| 0701 | 18221 | 2 | \$2,513.17 | \$16,986.49 | 6.759 | GM | N | PROFILED THERMOPLAST, STD, YELLO,SKIP,6" |
| 0705 | 101 | 52 | \$184.10 | \$84,872.12 | 461.000 | EA | N | OBJECT MARKER, TYPE 1 |
| 0705 | 102 | 13 | \$133.27 | \$112,609.80 | 845.000 | EA | N | OBJECT MARKER, TYPE 2 |
| 0705 | 103 | 11 | \$175.56 | \$13,342.82 | 76.000 | EA | N | OBJECT MARKER, TYPE 3 |
| 0705 | 104 | 6 | \$261.47 | \$13,857.80 | 53.000 | EA | N | OBJECT MARKER, TYPE 4 |
| 0705 | 111 | 49 | \$292.97 | \$675,882.45 | 2,307.000 | EA | N | DELINEATOR, FLEXIBLE TUBULAR |
| 0705 |  | 14 | \$68.03 | \$56,668.10 | 833.000 | EA | N | DELINEATOR, NON-FLEXIBLE |
| 0705 | 113 | 28 | \$147.47 | \$54,418.19 | 369.000 | EA | N | DELINEATOR, FLEX HIGH VISABILITY MED |
| 0705 | 114 | 3 | \$104.28 | \$18,145.50 | 174.000 | EA | N | DELINEATOR, FLEX HIGH PERFORMANCE 48" |
| 0706 | 3 | 13 | \$3.49 | \$84,826.09 | 24,335.000 | EA | N | RETRO-REFLECTIVE/RAISED PAVEMENT MARKERS |
| 0710 | 11101 | 132 | \$947.83 | \$1,554,719.78 | 1,640.298 | GM | N | PAINTED PAVT MARK, STD, WHITE,SOLID,6" |
| 0710 | 11102 | 66 | \$1,385.34 | \$60,446.74 | 43.633 | GM | N | PAINTED PAVT MARK, STD, WHITE,SOLID, ${ }^{\prime \prime}$ |
| 0710 | 11103 | 11 | \$2,191.23 | \$50,124.38 | 22.875 | GM | N | PAINTED PAVT MARK, STD, WHITE, SOLID, 12" |
| 0710 | 11123 | 78 | \$. 67 | \$177,532.52 | 263,608.000 | LF | N | PAINTED PAVT MARK,STD,WHITE, SOLID, 12" |
| 0710 | 11124 | 65 | \$1.01 | \$71,305.33 | 70,737.000 | LF | N | PAINTED PAVT MARK,STD,WHITE,SOLID, 18" |
| 0710 | 11125 | 116 | \$1.39 | \$165,819.90 | 118,940.000 | LF | N | PAINTED PAVT MARK,STD, WHITE,SOLID, 24 " |
| 0710 | 11131 | 95 | \$415.26 | \$465,387.79 | 1,120.722 | GM | N | PAINTED PAVT MARK, STD, WHITE,SKIP, 6" |
| 0710 | 11133 | 9 | \$778.37 | \$1,540.40 | 1.979 | GM | N | PAINTED PVMT MARK, STD, WHITE, SKIP, 12" |
| 0710 | 11141 | 79 | \$554.77 | \$33,004.66 | 59.492 | GM | N | PAINTED PAVT MARK,STD, WH,DOT GUIDE, 6" |
| 0710 | 11160 | 78 | \$45.33 | \$82,280.92 | 1,815.000 | EA | N | PAINTED PAVT MARK,STD, WHITE, MESSAGE |
| 0710 | 11170 | 104 | \$27.54 | \$280,386.10 | 10,181.000 | EA | N | PAINTED PAVT MARK, STD, WHITE, ARROWS |
| 0710 | 11180 | 14 | \$2.12 | \$1,489.75 | 704.000 | LF | N | PAINTED PAVT MARK, STD, WHITE, YIELD LINE |
| 0710 | 11190 | 17 | \$2.83 | \$2,794.62 | 989.000 | SF | N | PAINTED PAVT MARK, STD, WHITE, ISLA NOSE |
| 0710 | 11201 | 132 | \$990.58 | \$1,221,593.91 | 1,233.207 | GM | N | PAINTED PAVT MARK, STD, YELLOW, SOLID, 6" |
| 0710 | 11202 | 18 | \$1,355.90 | \$16,837.58 | 12.418 | GM | N | PAINTED PAVT MARK, STD, YELLOW, SOLID, ${ }^{\prime \prime}$ |
| 0710 | 11223 | 1 | \$2.00 | \$74.00 | 37.000 | LF | N | PAINTED PAVT MARK, STD, YELLOW, SOLID, 12" |
| 0710 | 11224 | 61 | \$. 99 | \$72,342.81 | 72,823.000 | LF | N | PAINTED PAVT MARK,STD, YELLOW, SOLID,18" |
| 0710 | 11231 | 30 | \$433.60 | \$56,151.26 | 129.501 | GM | N | PAINTED PAVT MARK,STD, YELLOW, SKIP,6" |
| 0710 | 11241 | 51 | \$693.07 | \$32,188.43 | 46.443 | GM | N | PAINTED PAVT MARK, STD, YELLOW, DOT,6" |

# CESPO05 06/25/2018-07.00.01 <br> <br> Contract Type: CC STATEWID <br> <br> Contract Type: CC STATEWID <br> <br> isplaying: VALID ITEMS WITH HITS <br> <br> isplaying: VALID ITEMS WITH HITS <br> <br> From: 01021 TO: 9999999 

 <br> <br> From: 01021 TO: 9999999}

Florida Department of Transportation
Item Average Unit Cost
From 2017/06/01 to 2018/05/31

| Item | No. of Conts |
| :---: | :---: |
| 071011290 | 5 |
| 071011331 |  |
| 071011341 |  |
| 071011421 |  |
| 071090 | 160 |
| 071111102 |  |
| 071111103 | 1 |
| 071111123 | 10 |
| 071111124 | 11 |
| 071111125 | 149 |
| 071111141 | 108 |
| 071111143 |  |
| 071111160 | 103 |
| 071111170 | 131 |
| 071111180 |  |
| 071111224 | 106 |
| 071111241 |  |
| 071111421 |  |
| 071112101 |  |
| 071112122 |  |
| 071112123 |  |
| 071112124 |  |
| 071112125 |  |
| 071112131 |  |
| 071112141 |  |
| 071112160 |  |
| 071112170 |  |
| 071112201 |  |
| 071112224 |  |
| 071112241 |  |
| 071114123 | 4 |
| 071114125 | 107 |
| 071114141 |  |
| 071114160 | 8 |
| 071114170 | 7 |
| 071114341 |  |
| 071114560 |  |
| 071114570 |  |
| 071114660 |  |
| 071115101 |  |

$$
\begin{array}{rr}
\text { CESPOO5 06/25/2018-07.00.01 } & \\
\text { Florida Department of Transportation } \\
\text { Item Average Unit Cost }
\end{array}
$$

From 2017/06/01 to 2018/05/31

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS <br> From: 01021 TO: 9999999

| Item | No. of Conts | Weighted <br> Average |
| :---: | :---: | :---: |
| 071115102 | 19 | \$6,291.40 |
| 071115131 | 38 | \$1,510.27 |
| 071115133 | 5 | \$2,661.80 |
| 071115201 | 39 | \$4,237.06 |
| 071115202 | 10 | \$6,446.36 |
| 071115231 | 2 | \$1,779.62 |
| 071116101 | 142 | \$4,059.54 |
| 071116102 | 89 | \$5,665.92 |
| 071116131 | 90 | \$1,337.04 |
| 071116133 | 18 | \$3,403.83 |
| 071116201 | 140 | \$3,968.91 |
| 071116202 | 29 | \$7,250.16 |
| 071116231 | 47 | \$1,492.18 |
| 071117 | 31 | \$7.04 |
| 0713103101 | 51 | \$24,641.15 |
| 0713103102 | 1 | \$28,000.00 |
| 0713103103 | 3 | \$39,811.60 |
| 0713103131 | 36 | \$7,600.53 |
| 0713103133 | 1 | \$10,284.03 |
| 0713103201 | 49 | \$24,446.62 |
| 0713103231 | 6 | \$11,181.43 |
| 0713103331 | 28 | \$7,491.26 |
| 0713107 | 7 | \$1.89 |
| 0715111 | 10 | \$. 83 |
| 0715112 | 66 | \$1.22 |
| 0715113 | 29 | \$1.78 |
| 0715114 | 3 | \$2.75 |
| 0715115 | 7 | \$4.63 |
| 0715116 | 1 | \$9.42 |
| 0715140 | 1 | \$22.00 |
| 0715160 | 36 | \$. 52 |
| 0715411 | 10 | \$4,728.13 |
| 0715412 | 10 | \$6,075.60 |
| 0715413 | 26 | \$4,902.99 |
| 0715414 | 14 | \$5,013.26 |
| 0715415 | 2 | \$6,556.90 |
| 0715421 | 4 | \$6,282.07 |
| 0715422 | 3 | \$8,276.56 |
| 0715423 | 5 | \$9,298.32 |
| 0715424 | 5 | \$10,904.68 |


| Total <br> Amount | Total Quantity | Unit Meas | Obs? |
| :---: | :---: | :---: | :---: |
| \$113,748.49 | 18.080 | GM | N |
| \$650,974.27 | 431.032 | GM | N |
| \$5,541.86 | 2.082 | GM | N |
| \$1,526,742.54 | 360.331 | GM | N |
| \$78,400.63 | 12.162 | GM | N |
| \$186.86 | . 105 | GM | N |
| \$1,708,268.61 | 420.803 | GM | N |
| \$141,189.15 | 24.919 | GM | N |
| \$274,064.54 | 204.979 | GM | N |
| \$3,264.27 | . 959 | GM | N |
| \$1,224,955.47 | 308.638 | GM | N |
| \$38,592.62 | 5.323 | GM | N |
| \$112,834.54 | 75.617 | GM | N |
| \$376,024.03 | 53,442.000 | SF | N |
| \$725,731.01 | 29.452 | GM | N |
| \$3,276.00 | . 117 | GM | N |
| \$3,742.29 | . 094 | GM | N |
| \$216,911.65 | 28.539 | GM | N |
| \$689.03 | . 067 | GM | N |
| \$532,594.04 | 21.786 | GM | N |
| \$9,135.23 | . 817 | GM | N |
| \$195,888.84 | 26.149 | GM | N |
| \$78,505.26 | 41,531.000 | SF | N |
| \$67,946.16 | 82,155.000 | LF | N |
| \$1,977,462.60 | 1,618,277.000 | LF | N |
| \$2,079,324.33 | 1,171,202.000 | LF | N |
| \$101,140.00 | 36,835.000 | LF | N |
| \$85,702.74 | 18,493.000 | LF | N |
| \$942.00 | 100.000 | LF | N |
| \$1,320.00 | 60.000 | LF | N |
| \$209,727.69 | 401,301.000 | LF | N |
| \$865,248.16 | 183.000 | EA | N |
| \$492,123.68 | 81.000 | EA | N |
| \$2,515,231.80 | 513.000 | EA | N |
| \$3,198,460.67 | 638.000 | EA | N |
| \$163,922.58 | 25.000 | EA | N |
| \$370,642.00 | 59.000 | EA | N |
| \$124,148.43 | 15.000 | EA | N |
| \$204,562.94 | 22.000 | EA | N |
| \$174,474.88 | 16.000 | EA | N |

## Description

THERMOPLASTIC, STD-OP, WHITE, SOLID, 8" THERMOPLASTIC, STD-OP, WHITE, SKIP, 6" THERMOPLASTIC, STD-OP, WHITE, SKIP, 12" THERMOPLASTIC, STD-OP, YELLOW, SOLID, 6" THERMOPLASTIC, STD-OP, YELLOW, SOLID, 8" THERMOPLASTIC, STD-OP, YELLOW, SKIP, 6" THERMOPLASTIC, STD-OTH, WHITE, SOLID, 6" THERMOPLASTIC, STD-OTH, WHITE, SOLID, 8" THERMOPLASTIC, STD-OTH, WHITE, SKIP, 6" THERMOPLASTIC, STD-OTH, WHITE, SKIP, 12 THERMOPLASTIC, STD-OTH,YELLOW, SOLID, 6" THERMOPLASTIC, STD-OT, YELLOW, SOLID, 8" THERMOPLASTIC, STD-OTH, YELLOW, SKIP, 6" THERMOPLASTIC, REMOVE
PERMANENT TAPE, WHITE,SOLID,6" CONC BR PERM TAPE, WHITE, $S, 8 "$ EXIT CONC PAVMT PERMANENT TAPE, WHITE,SOLID,12" CONC BR PERMANENT TAPE, WHITE,SKIP/D,6" FOR CONC PERM TAPE, WHITE, SK, 12" 3'-9 CON PVMT PERMANENT TAPE, YELLOW,SOLID,6" CONC BR PERMANENT TAPE, YELLOW,SKIP/,6" FOR CONC PERMANENT TAPE, BLACK,SKIP/D,6" FOR CONC PREFORMED/PERMANENT TAPE, REMOVE LIGHTING CONDUCTORS,F\&I,INSUL, NO. 10 OR< LIGHTING CONDUCTORS, F\&I, INSUL,NO.8-6 LIGHTING CONDUCTORS, F\&I, INSUL, NO.4-2 LIGHTING CONDUCTORS, F\&I, INSUL, NO.1-0 LIGHTING CONDUCTORS, F\&I,NO.1/0-3/0 LIGHTING CONDUCTORS, F\&I,NO.4/0 OR LAR LIGHTING CONDUCTORS, RELOCATE EXISTING C LIGHTING CONDUCTORS,R\&D, CONT OWNS LIGHT POLE COMPLETE, F\&I- STD, 30' LIGHT POLE COMPLETE, F\&I- STD, 35' LIGHT POLE COMPLETE, F\&I- STD, 40' LIGHT POLE COMPLETE, F\&I- STD, 45' LIGHT POLE COMPLETE, F\&I-STD, 50' LIGHT POLE COMPLETE, F\&I- STD P, SP, $30^{\prime}$ LIGHT POLE COMPLETE, F\&I- STD P, SP, 35 LIGHT POLE COMPLETE, F\&I- STD P, SP, 40 LIGHT POLE COMPLETE, F\&I- STD P, SP, 45'

$$
\begin{array}{lc}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS

From: 01021 To: 9999999

| Item | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0715431 | 1 | \$1,648.64 | \$16,486.40 | 10.000 | EA | N |
| 0715432 | 4 | \$5,639.14 | \$56,391.40 | 10.000 | EA | N |
| 0715441 | 2 | \$8,021.12 | \$72,190.10 | 9.000 | EA | N |
| 0715442 | 4 | \$7,909.58 | \$118,643.72 | 15.000 | EA | N |
| 0715460 | 8 | \$3,822.92 | \$129,979.22 | 34.000 | EA | N |
| 0715470 | 24 | \$468.54 | \$150,870.84 | 322.000 | EA | N |
| 0715471 | 3 | \$362.09 | \$2,172.53 | 6.000 | EA | N |
| 0715521 | 3 | \$1,531.41 | \$16,845.55 | 11.000 | EA | N |
| 0715531 | 5 | \$1,743.48 | \$71,482.85 | 41.000 | EA | N |
| 0715 5 32 | 6 | \$2,317.72 | \$67,213.96 | 29.000 | EA | N |
| 0715551 | 5 | \$365.09 | \$4,016.00 | 11.000 | EA | N |
| 0715711 | 34 | \$10,465.98 | \$1,496,635.69 | 143.000 | EA | N |
| 0715721 | 2 | \$1,377.50 | \$2,755.00 | 2.000 | EA | N |
| 0715741 | 8 | \$1,114.93 | \$28,988.30 | 26.000 | EA | N |
| 071511125 | 12 | \$1,141.05 | \$253,313.96 | 222.000 | EA | N |
| 071511211 | 24 | \$1,326.19 | \$615,353.66 | 464.000 | EA | N |
| 071511213 | 4 | \$1,583.00 | \$139,303.63 | 88.000 | EA | N |
| 071511216 | 1 | \$2,500.00 | \$10,000.00 | 4.000 | EA | N |
| 071511500 | 12 | \$96.20 | \$28,956.05 | 301.000 | EA | N |
| 071511600 | 1 | \$1,086.03 | \$15,204.42 | 14.000 | EA | N |
| 07151911 | 1 | \$45,403.43 | \$998,875.46 | 22.000 | EA | N |
| 07151912 | 1 | \$56,893.00 | \$1,251,646.00 | 22.000 | EA | N |
| 07151913 | 3 | \$51,914.05 | \$2,388,046.41 | 46.000 | EA | N |
| 07151951 | 1 | \$6,500.00 | \$6,500.00 | 1.000 | EA | N |
| 07151960 | 1 | \$5,500.00 | \$27,500.00 | 5.000 | EA | N |
| 0715212 | 2 | \$1,292.31 | \$33,600.00 | 26.000 | EA | N |
| 071550 | 1 | \$90,000.00 | \$90,000.00 | 1.000 | LS | N |
| 07155001 | 51 | \$483. 20 | \$1,446,223.85 | 2,993.000 | EA | N |
| 07155002 | 8 | \$454.35 | \$72,696.52 | 160.000 | EA | N |
| 07155003 | 6 | \$439.95 | \$15,398.11 | 35.000 | EA | N |
| 0715511115 | 1 | \$4,195.00 | \$209,750.00 | 50.000 | EA | N |
| 0715511125 | 2 | \$8,660.20 | \$43,300.98 | 5.000 | EA | N |
| 0715511130 | 3 | \$10,294.88 | \$473,564.36 | 46.000 | EA | N |
| 0715511135 | 1 | \$5,440.00 | \$16,320.00 | 3.000 | EA | N |
| 0715511315 | 1 | \$7,751.00 | \$147,269.00 | 19.000 | EA | N |
| 0715511320 | 1 | \$10,255.00 | \$20,510.00 | 2.000 | EA | N |
| 0715511335 | 1 | \$13,000.00 | \$91,000.00 | 7.000 | EA | N |
| 0715512130 | 1 | \$12,400.00 | \$37,200.00 | 3.000 | EA | N |
| 0715512140 | 1 | \$6,633.09 | \$6,633.09 | 1.000 | EA | N |
| 0715512145 | 1 | \$8,279.56 | \$74,516.04 | 9.000 | EA | N |

## Description

LIGHT POLE COMPLETE, F\&I- UTI 17515, $30^{\prime}$ LIGHT POLE COMPLETE, F\&I- UTI 17515, 35 LIGHT POLE COMPLETE, F\&I- UTI SP, 30' LIGHT POLE COMPLETE, F\&I- SP, 35' LIGHT POLE COMPLETE, RELOCATE LIGHT POLE COMPLETE, REMOVE POLE/FOUND LIGHT POLE COMPLETE, REMOVE POLE LUMINAIRE \& BRACKET ARM, REPLACE L \&ARM LUMINAIRE \& BRACKET ARM, F\&I NEW LUMINAIRE \& BRACKET ARM, F\&I NEW LUMINAIRE \& BRACKET ARM, REMOVE L \&ARM LOAD CENTER, F\&I, SECONDARY VOLTAGE LOAD CENTER, REWORK, SECONDARY VOLTAGE LOAD CENTER, REMOVE, SECONDARY VOLTAGE LUMINAIRE,F\&I,UNDER DECK, WALL MOUNT LUMINAIRE ,F\&I-REP EXIST, RDWY, COBRA H LUMINAIRE ,F\&I-REP EXIST, RDWY, POLE T LUMINAIRE ,F\&I-REP ON POLE EXIST , RDWY LUMINAIRE, REMOVE
LUMINAIRE, REPAIR \& REINSTALL
HIGH MAST LIGHT POLE, F\&I, 80
HIGH MAST LIGHT POLE, F\&I, 100
HIGH MAST LIGHT POLE, F\&I, 120'
HIGH MAST LIGHT POLE, REPLACE HPS LIGHT HIGH MAST LIGHT POLE, REM POLE \& FOUND LIGHTING REPAIRS AND RETROFITS, LED RETR LIGHTING, INSIDE BOX GIRDER
POLE CABLE DIST SYS, CONVENTIONAL
POLE CABLE DISTRIBUTION SYS, HIGH MAST POLE CABLE DISTRIBUTION SYS, WALL MOUNT LIGHT POLE C SP D,F\&I,SGL ARM SM, AL,15 LIGHT POLE SP DES,F\&I,SGL ARM SM, AL, 25' LI/PL COMP- SP,F\&I, SGLARM-SD MT-AL, $30^{\prime}$ LIGHT POLE COMP,F\&I,SGL ARM SM, AL, $35^{\prime}$ LIGHT POLE COMP,F\&I,SGL ARM SM,CONC,15 LIGHT POLE COMP- SP,F\&I,SGL SM, CON,20' LIGHT POLE COMP,F\&I,SGL ARM SM, CONC, 35' LIGHT POLE COMP, F\&I, DBL ARM SM, AL, 30 LIGHT POLE COMP, F\&I, DBL ARM SM, AL, 40 LIGHT POLE COMP, F\&I, DBL ARM SM, AL, 45'

$$
\begin{array}{rr}
\text { CESPO05 } 06 / 25 / 2018-07.00 .01 & \\
\text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS

From: 01021 TO: 9999999

| Item | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 0715512150 | 1 | \$8,636.63 | \$69,093.04 | 8.000 | EA | N | LIGHT POLE COMP, F\&I, DBL ARM SM, AL, $50{ }^{\prime}$ |
| 0715512155 | 1 | \$9,317.75 | \$74,542.00 | 8.000 | EA | N | LIGHT POLE COMP, F\&I, DBL ARM SM, AL,55' |
| 0715512160 | 1 | \$10,396.13 | \$41,584.52 | 4.000 | EA | N | LIGHT POLE COMP, F\&I, DBL ARM SM, AL, 60' |
| 0715515145 | 1 | \$10,876.83 | \$32,630.49 | 3.000 | EA | N | LI/PL COMP,F\&I, SGLARM BR MNT, ALUM, 45' |
| 0715516115 | 1 | \$6,342.00 | \$25,368.00 | 4.000 | EA | N | LIGHT POLE COMP, F\&I, POLE TOP MNT, AL, 15' |
| 0715516125 | 1 | \$9,739.90 | \$9,739.90 | 1.000 | EA | N | LIGHT POLE COMP, F\&I, POLE TOP MNT-AL, 25' |
| 0715516135 | 1 | \$20,614.82 | \$721,518.70 | 35.000 | EA | N | LIGHT POLE COMP, F\&I, POLE TOP MNT-AL, 35' |
| 0715516145 | 1 | \$5,700.00 | \$22,800.00 | 4.000 | EA | N | LIGHT POLE COMP, F\&I, POLE TOP MNT, AL, 45' |
| 0715516210 | 1 | \$5,367.62 | \$10,735.24 | 2.000 | EA | N | LIGHT POLE COMP, F\&I,POLE TOP MNT-GS,10' |
| 0715518150 | 1 | \$8,400.00 | \$33,600.00 | 4.000 | EA | N | LIGHTPOLE COMP,F\&I,POLE, DA, TP MNT-AL, $50{ }^{\prime}$ |
| 0715540000 | 1 | \$1,400.00 | \$2,800.00 | 2.000 | EA | N | LIGHT POLE COMP-SPECIAL, RELOCATE |
| 0735741 | 3 | \$1,313,055.67 | \$3,939,167.00 | 3.000 | LS | N | TOLL PLAZA, LOCATION 1 |
| 0735742 | 3 | \$1,296,389.00 | \$3,889,167.00 | 3.000 | LS | N | TOLL PLAZA, LOCATION 2 |
| 0735743 | 1 | \$735,000.00 | \$735,000.00 | 1.000 | LS | N | TOLL PLAZA, LOCATION 3 |
| 073574 4 | 1 | \$800,000.00 | \$800,000.00 | 1.000 | LS | N | TOLL PLAZA, LOCATION |
| 0735745 | 1 | \$230,000.00 | \$230,000.00 | 1.000 | LS | N | TOLL PLAZA, LOCATION 5 |
| 0750117 | 1 | \$318.87 | \$124,997.04 | 392.000 | SF | N | ARCH, BUILDING, NEW, STORAGE/MECHANICAL |
| 0750119 | 2 | \$351.77 | \$540,315.60 | 1,536.000 | SF | N | ARCH, BUILDING, NEW, OTHER BUILDING |
| 0750151 | 1 | \$116.34 | \$599,965.38 | 5,157.000 | SF | N | ARCHITECT, BUILDING, REHAB, REST AREA |
| 0750160 | 1 | \$151.51 | \$29,998.98 | 198.000 | SF | N | ARCH, BUILDING, REMOVE |
| 07515 | 1 | \$400,000.00 | \$400,000.00 | 1.000 | LS | N | ARCHITECTURAL-WATER, SANITARY SEWER/SEW |
| 07516 | 2 | \$300,365.00 | \$600,730.00 | 2.000 | LS | N | ARCHITECTURAL- HVAC |
| 07517 | 2 | \$15.53 | \$476,631.92 | 30,698.000 | SF | N | ARCHITECTURAL- ROOF REPAIRS |
| 07513513 | 1 | \$53,038.70 | \$53,038.70 | 1.000 | EA | N | ARCHITECTURAL, BUS SHELTER, F\&I, 101-150 |
| 07513542 | 1 | \$2,300.00 | \$2,300.00 | 1.000 | EA | N | ARCHITECTURAL, BUS SHELTER, REL, 50-100 |
| 07513543 | 1 | \$16,500.00 | \$33,000.00 | 2.000 | EA | N | ARCHITECTURAL, BUS SHELTER, REL, 101-150 |
| 07513612 | 1 | \$541.20 | \$2,164.80 | 4.000 | EA | N | BICYCLE RACK, FURNISH \& INSTALL, 2-6 BI |
| 07513613 | 1 | \$1,446.40 | \$2,892.80 | 2.000 | EA | N | BICYCLE RACK, FURNISH \& INSTALL, 7-10 BI |
| 075137 | 1 | \$993.30 | \$3,973. 20 | 4.000 | EA | N | TRASH RECEPTACLE |
| 07513814 | 1 | \$2,195.86 | \$4,391.72 | 2.000 | EA | N | BENCH, F\&I, STEEL |
| 0751421 | 1 | \$390.00 | \$9,360.00 | 24.000 | EA | N | BIRD HOUSE |
| 0751601 | 1 | \$17.42 | \$65,115.96 | 3,738.000 | SY | N | TRAIL ROAD, NO 57 STONE, 6" MIN, 220495-8 |
| 077076100 | 1 | \$54,983.04 | \$54,983.04 | 1.000 | EA | N | WEIGH IN MOTION SYS, PIE SENS PAIR |
| 077076101 | 1 | \$6,109.23 | \$18,327.69 | 3.000 | EA | N | WEIGH IN MOTION SYS, LOOP |
| 077078 | 1 | \$36,868.24 | \$73,736.48 | 2.000 | EA | N | STATIC / WEIGH-IN-MOTION SCALE SYSTEM |
| 090454013 | 2 | \$14.93 | \$511,387.50 | 34,255.000 | LF | N | HI TENSION CABLE BAR SYS-LENGTH OF NEED |
| 090454014 | 2 | \$2,808.19 | \$50,547.40 | 18.000 | EA | N | HI TENSION CABLE BAR SYS- END TERMINAL |
| 090454015 | 2 | \$2,291. 69 | \$165,002.00 | 72.000 | CY | N | HI TENSION CABLE BAR SYS, END TERM- DRIL |
| 090454016 | 1 | \$21.02 | \$408,839.00 | 19,450.000 | LF | N | HI TENSION CABLE BAR SYS, CONC MOW STRIP |
| 09061738 | 2 | \$13.33 | \$138,110.00 | 10,360.000 | LB | N | TWO COMPONENT POLYURETHANE INJECTION |

$$
\begin{array}{rr}
\text { CESPO05 } 06 / 25 / 2018-07.00 .01 & \text { Florida Department of Transportation } \\
& \text { Item Average Unit Cost } \\
\text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS

From: 01021 To: 9999999

| Item | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 09081041 | 1 | \$11,417.61 | \$11,417.61 | 1.000 | LS | N | CONTRACTOR'S SEDIMENT AND EROSION CONT |
| 09083332 | 1 | \$65.00 | \$44,135.00 | 679.000 | SY | N | HIGH FRICTION SURFACE COURSE, 428807-1 |
| 09143376 | 1 | \$184.00 | \$50,066.40 | 272.100 | TN | N | ASPH CONC FC, FUEL RESISTANT PG 88-22 |
| 0914550 | 1 | \$115.00 | \$17,365.00 | 151.000 | LF | N | FENCING- PED BAR P3- 4' ROPE FENCE |
| 091455011 | 1 | \$100.00 | \$7,200.00 | 72.000 | LF | N | FENCING- PED BARR, F\&I 4', 43345515201 |
| 091455012 | 1 | \$200.00 | \$123,400.00 | 617.000 | LF | N | FENCING- PED BARR, F\&I 8', 43345515201 |
| 091455013 | 1 | \$235.00 | \$165,675.00 | 705.000 | LF | N | FENCING- PED BARR, F\&I, 43787315201 |
| 0916438 3 | 1 | \$24,680.00 | \$24,680.00 | 1.000 | EA | N | 2ND GENERATION BAFFLE BOX, 415250-1 |
| 09165303 | 1 | \$68.67 | \$35,227.71 | 513.000 | SY | N | REVETMENT SYS- FABRIC FORM CONC 4193452 |
| 09165304 | 1 | \$57.00 | \$282,606.00 | 4,958.000 | SY | N | REVETMENT SYS- FABRIC FORM CONC 4330751 |
| 09167072 | 1 | \$40.75 | \$14,914.50 | 366.000 | EA | N | INTERN ILLUM RAISED PAV MARK 22966435201 |
| 09175321 | 1 | \$210.00 | \$160,020.00 | 762.000 | CY | N | BIOSORPTION ACTI MED- FIL ST 43611815201 |
| 099916 | 26 | \$7,884.62 | \$205,000.00 | 26.000 | LS | N | PARTNERING, DO NOT BID |
| 0999201 | 14 | \$3,300.00 | \$1,032,900.00 | 313.000 | DA | N | DISPUTES REVIEW BD, MEETING- DO NOT BID |
| 0999202 | 14 | \$5,411.76 | \$184,000.00 | 34.000 | EA | N | DISPUTES REVIEW BD, HEARING- DO NOT BID |
| 099925 | 223 | \$35,210.46 | \$12,605,344.59 | 358.000 | LS | N | INITIAL CONTINGENCY AMOUNT, DO NOT BID |
| 10005 | 6 | \$252,231.64 | \$2,270,084.78 | 9.000 | LS | N | UTILITY WORK- JPA/UTILITY AGREEME, SEWER |
| 10006 | 7 | \$666,337.10 | \$5,997,033.87 | 9.000 | LS | N | UTILITY WORK- JPA/UTILITY AGREEME, WATER |
| 10007 | 6 | \$300,389.70 | \$2,102,727.93 | 7.000 | LS | N | UTILITY WORK- JPA/UTILITY AGREEME, POWER |
| 105015003 | 1 | \$106.73 | \$8,218.21 | 77.000 | LF | N | UTILITY PIPE, ADJUST/MOD,5-7.9" |
| 105016001 | 1 | \$10.50 | \$136.50 | 13.000 | LF | N | UTILITY PIPE,REMOVE- DISPOSE, 0-1.9" |
| 105016002 | 3 | \$15.64 | \$14,792.00 | 946.000 | LF | N | UTILITY PIPE,REMOVE- DISPOSE,2-4.9" |
| 105016003 | 5 | \$6.30 | \$56,524.75 | 8,969.000 | LF | N | UTILITY PIPE,REMOVE \& DISPOSE,5-7.9" |
| 105016004 | 6 | \$16.01 | \$492,962.35 | 30,789.000 | LF | N | UTILITY PIPE,REMOVE \& DISPOSE,8-19.9" |
| 105016005 | 1 | \$25.00 | \$557,350.00 | 22,294.000 | LF | N | UTILITY PIPE,REMOVE \& DISPOSE, 20-49.9" |
| 105018002 | 1 | \$20.00 | \$1,100.00 | 55.000 | LF | N | UTILITY PIPE,PLUG \& OUT OF SERV,2-4.9" |
| 105018004 | 2 | \$24.14 | \$91,785.00 | 3,802.000 | LF | N | UTILITY PIPE,PLUG \& OUT OF SERV,8-19.9" |
| 105018005 | 1 | \$40.00 | \$131,000.00 | 3,275.000 | LF | N | UTILITY PIPE,PLUG \& OUT OF SERV, 20-49.9" |
| 105031202 | 2 | \$56.15 | \$2,414.60 | 43.000 | LF | N | UTILITY PIPE- PVC, F\&I 2" |
| 105031203 | 1 | \$47.58 | \$4,758.00 | 100.000 | LF | N | UTILITY PIPE- PVC, F\&I 3" |
| 105031204 | 2 | \$59.24 | \$5,272.29 | 89.000 | LF | N | UTILITY PIPE- PVC, F\&I 4" |
| 105031206 | 4 | \$23.52 | \$183,675.30 | 7,808.000 | LF | N | UTILITY PIPE- PVC, F\&I 6" |
| 105031208 | 3 | \$33.74 | \$148,188.46 | 4,392.000 | LF | N | UTILITY PIPE- PVC, F\&I 8" |
| 105031210 | 1 | \$58.00 | \$2,088.00 | 36.000 | LF | N | UTILITY PIPE- PVC, F\&I 10" |
| 105031212 | 2 | \$45.05 | \$518,942.00 | 11,518.000 | LF | N | UTILITY PIPE- PVC, F\&I 12" |
| 105031216 | 1 | \$88.00 | \$118,800.00 | 1,350.000 | LF | N | UTILITY PIPE- PVC, F\&I 16" |
| 105031220 | 1 | \$99.00 | \$637,758.00 | 6,442.000 | LF | N | UTILITY PIPE- PVC, F\&I 20" |
| 105031224 | 1 | \$113.00 | \$1,730,143.00 | 15,311.000 | LF | N | UTILITY PIPE- PVC, F\&I 24" |
| 105031230 | 1 | \$181.00 | \$688,162.00 | 3,802.000 | LF | N | UTILITY PIPE- PVC, F\&I 30" |
| 105041201 | 2 | \$63.32 | \$10,258.00 | 162.000 | LF | N | UTILITY PIPE- PE, F\&I, WATER/SEW, 1" |

$$
\begin{array}{lc}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS <br> From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1050 | 41202 | 1 | \$145.00 | \$14,790.00 | 102.000 | LF | N |
| 1050 | 42202 | 1 | \$47.69 | \$8,107.30 | 170.000 | LF | N |
| 1050 | 42206 | 1 | \$26.49 | \$46,754.85 | 1,765.000 | LF | N |
| 1050 | 42208 | 1 | \$35.00 | \$24,885.00 | 711.000 | LF | N |
| 1050 | 42210 | 1 | \$83.00 | \$10,956.00 | 132.000 | LF | N |
| 1050 | 42212 | 1 | \$85.00 | \$72,845.00 | 857.000 | LF | N |
| 1050 | 42216 | 1 | \$116.00 | \$38,280.00 | 330.000 | LF | N |
| 1050 | 42224 | 2 | \$382.27 | \$292,052.00 | 764.000 | LF | N |
| 1050 | 42230 | 2 | \$720.54 | \$331,450.00 | 460.000 | LF | N |
| 1050 | 42236 | 1 | \$279.00 | \$27,342.00 | 98.000 | LF | N |
| 1050 | 51206 | 3 | \$51.37 | \$19,007.00 | 370.000 | LF | N |
| 1050 | 51208 | 2 | \$155.13 | \$8,376.80 | 54.000 | LF | N |
| 1050 | 51212 | 2 | \$98.47 | \$144,358.80 | 1,466.000 | LF | N |
| 1050 | 51218 | 1 | \$321.11 | \$64,222.00 | 200.000 | LF | N |
| 1050 | 61120 | 2 | \$224.58 | \$270,397.00 | 1,204.000 | LF | N |
| 1050 | 61130 | 2 | \$265.30 | \$495,321.80 | 1,867.000 | LF | N |
| 1050 | 61136 | 1 | \$414.00 | \$141,588.00 | 342.000 | LF | N |
| 1050 | 61142 | 1 | \$650.00 | \$231,400.00 | 356.000 | LF | N |
| 1055 | 11224 | 1 | \$3,323.10 | \$3,323.10 | 1.000 | EA | N |
| 1055 | 11254 | 1 | \$850.00 | \$4,250.00 | 5.000 | EA | N |
| 1055 | 11414 | 1 | \$1,200.00 | \$90,000.00 | 75.000 | EA | N |
| 1055 | 11424 | 1 | \$1,500.00 | \$19,500.00 | 13.000 | EA | N |
| 1055 | 11434 | 1 | \$950.00 | \$10,450.00 | 11.000 | EA | N |
| 1055 | 11494 | 1 | \$2,500.00 | \$27,500.00 | 11.000 | EA | N |
| 1055 | 11595 | 1 | \$1,326.00 | \$1,326.00 | 1.000 | EA | N |
| 1055 | 16 | 1 | \$316.00 | \$632.00 | 2.000 | EA | N |
| 1055 | 31108 | 1 | \$739.00 | \$63,554.00 | 86.000 | EA | N |
| 1055 | 31110 | 1 | \$1,012.00 | \$2,024.00 | 2.000 | EA | N |
| 1055 | 31112 | 1 | \$928.00 | \$115,072.00 | 124.000 | EA | N |
| 1055 | 31116 | 1 | \$1,454.00 | \$45,074.00 | 31.000 | EA | N |
| 1055 | 31120 | 1 | \$2,170.00 | \$164,920.00 | 76.000 | EA | N |
| 1055 | 31124 | 1 | \$3,716.00 | \$434,772.00 | 117.000 | EA | N |
| 1055 | 31130 | 1 | \$6,344.00 | \$266,448.00 | 42.000 | EA | N |
| 1055 | 31208 | 1 | \$739.00 | \$2,217.00 | 3.000 | EA | N |
| 1055 | 31212 | 1 | \$1,098.00 | \$18,666.00 | 17.000 | EA | N |
| 1055 | 31220 | 1 | \$4,474.00 | \$17,896.00 | 4.000 | EA | N |
| 1055 | 31224 | 1 | \$4,704.00 | \$51,744.00 | 11.000 | EA | N |
| 1055 | 31230 | 1 | \$7,200.00 | \$21,600.00 | 3.000 | EA | N |
| 1055 | 31308 | 1 | \$758.00 | \$4,548.00 | 6.000 | EA | N |
| 1055 | 31310 | 1 | \$753.00 | \$1,506.00 | 2.000 | EA | N |

## Description

UTILITY PIPE- PE, F\&I, WATER/SEW, 2" UTILITY PIPE- HDPE, F\&I, WATER/SEW, $2^{\prime \prime}$ UTILITY PIPE- HDPE, F\&I, WATER/SEW, 6" UTILITY PIPE- HDPE, F\&I, WATER/SEW, 8" UTILITY PIPE- HDPE, F\&I, WATER/SEW, 10" UTILITY PIPE- HDPE, F\&I, WATER/SEW, 12" UTILITY PIPE- HDPE, F\&I, WATER/SEW, 16" UTILITY PIPE- HDPE, F\&I, WATER/SEW, $24^{\prime \prime}$ UTILITY PIPE- HDPE, F\&I, WATER/SEW, 30" UTILITY PIPE- HDPE, F\&I, WATER/SEW, 36" UTILITY PIPE- DI/CI, F\&I, WATER/SEWER, 6 UTILITY PIPE- DI/CI, F\&I, WATER/SEWER, 8 UTILITY PIPE- DI/CI, F\&I, WATER/SEWER,12 UTILITY PIPE- DI/CI, F\&I, WATER/SEWER,18 UTILITY PIPE- STEEL, F\&I, CASING, 20" UTILITY PIPE- STEEL, F\&I, CASING, 30" UTILITY PIPE- STEEL, F\&I, CASING, 36" UTILITY PIPE- STEEL, F\&I, CASING, 42" UTILITY FITTING, F\&I,PVC,TEE,8.0-19.9" UTILITY FITTNG, F\&I,PVC,CAP/PLG,8-19.9" UTILITY FITTING,F\&I,DI/CI,ELBOW, 8-19.9" UTILITY FITTNG, F\&I, DI/CI, TEE, 8-19.9" UTILITY FITTNG,F\&I,DI/CI,REDUCER,8-19.9 UTILITY FITTINGS,F\&I,DI/CI,SPEC, 8-19.9" UTILITY FITTINGS,F\&I,STEEL,SPEC, 20-49.9" UTILITY FITTINGS, REMOVE \& DISPOSAL UTILITY FITTINGS FOR PVC PIPE, ELBOW, 8 UTILITY FITTINGS FOR PVC PIPE, ELBOW,10" UTILITY FITTINGS FOR PVC PIPE, ELBOW, 12" UTILITY FITTINGS FOR PVC PIPE, ELBOW,16" UTILITY FITTINGS FOR PVC PIPE, ELBOW, 20 UTILITY FITTINGS FOR PVC PIPE, ELBOW,24" UTILITY FITTINGS FOR PVC PIPE, ELBOW, $30{ }^{\prime \prime}$ UTILITY FITTINGS FOR PVC PIPE, TEE, 8" UTILITY FITTINGS FOR PVC PIPE, TEE, 12" UTILITY FITTINGS FOR PVC PIPE, TEE, 20" UTILITY FITTINGS FOR PVC PIPE, TEE, 24" UTILITY FITTINGS FOR PVC PIPE, TEE, 30" UTILITY FITTINGS FOR PVC PIPE, REDU, 8" UTILITY FITTINGS FOR PVC PIPE, REDU, 10

$$
\begin{array}{rc}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
\text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWID <br> Displaying: VALID ITEMS WITH HITS

From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted <br> Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1055 | 31312 | 1 | \$1,029.00 | \$1,029.00 | 1.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, REDU, 12" |
| 1055 | 31320 | 1 | \$1,690.00 | \$1,690.00 | 1.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, REDU, 20" |
| 1055 | 31324 | 1 | \$3,215.00 | \$3,215.00 | 1.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, REDU, 24" |
| 1055 | 31330 | 1 | \$5,494.00 | \$10,988.00 | 2.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, REDU, 30" |
| 1055 | 31336 | 1 | \$6,238.00 | \$12,476.00 | 2.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, REDU, 36" |
| 1055 | 31508 | 1 | \$477.00 | \$1,908.00 | 4.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, CAP, 8" |
| 1055 | 31512 | 1 | \$710.00 | \$4,970.00 | 7.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, CAP, 12" |
| 1055 | 31516 | 1 | \$1,220.00 | \$2,440.00 | 2.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, CAP, 16" |
| 1055 | 31520 | 1 | \$1,583.00 | \$4,749.00 | 3.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, CAP, 20" |
| 1055 | 31524 | 1 | \$3,042.00 | \$6,084.00 | 2.000 | EA | N | UTILITY FITTINGS FOR PVC PIPE, CAP, 24" |
| 1055 | 51108 | 3 | \$612.38 | \$7,348.56 | 12.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I ELBOW, 8" |
| 1055 | 51112 | 3 | \$1,077.03 | \$84,008.10 | 78.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I ELBOW, 12" |
| 1055 | 51118 | 1 | \$3,281.80 | \$65,636.00 | 20.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I ELBOW, 18" |
| 1055 | 51208 | 1 | \$780.00 | \$1,560.00 | 2.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I TEE, 8" |
| 1055 | 51212 | 2 | \$1,336.67 | \$4,010.00 | 3.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I TEE, 12" |
| 1055 | 51408 | 1 | \$410.00 | \$820.00 | 2.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I UNION, 8" |
| 1055 | 51412 | 2 | \$1,090.61 | \$14,177.97 | 13.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I UNION, 12" |
| 1055 | 51508 | 1 | \$1,200.00 | \$1,200.00 | 1.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I CAP/PL, 8" |
| 1055 | 51512 | 2 | \$1,084.95 | \$4,339.78 | 4.000 | EA | N | UTILITY FITTINGS, DI/CI F\&I CAP/PL, 12" |
| 1055 | 61542 | 1 | \$5,320.00 | \$10,640.00 | 2.000 | EA | N | UTILITY FITTINGS, STEEL PI, F\&I CAP, 42" |
| 1060 | 11211 | 2 | \$5,087.19 | \$10,174.37 | 2.000 | EA | N | UTIL STRCT, BLW GRN, F\&I, WTR/SWR, 0-80,0-6' |
| 1060 | 11212 | 2 | \$5,820.83 | \$34,925.00 | 6.000 | EA | N | UTIL STRCT, BLW GRN, F\&I, WTR/SWR, 0-80, 6-12 |
| 1060 | 15 | 13 | \$675.13 | \$64,812.50 | 96.000 | EA | N | UTILITY STR, BELOW GROUND,A/M |
| 1060 | 16 | 3 | \$3,453.30 | \$86,332.54 | 25.000 | EA | N | UTILITY STR, BLW GRN, R\&D, CONT OWNS |
| 1060 | 25 | 1 | \$4,000.00 | \$24,000.00 | 6.000 | EA | N | UTILITY STR,ABVOE GRD, ADJ \& MOD |
| 1060 | 311 | 1 | \$756.00 | \$3,024.00 | 4.000 | EA | N | UTILITY STRUCTURE, F\&I- REP EXIST RIM |
| 1060 | 312 | 1 | \$551.00 | \$2,204.00 | 4.000 | EA | N | UTILITY STRUCTURE, F\&I- REP EXIST COVER |
| 1080 | 21102 | 1 | \$2,750.00 | \$22,000.00 | 8.000 | EA | N | UTILITY FIXTURE, VALVE/MET BOX, F\&I 2" |
| 1080 | 21106 | 2 | \$536.90 | \$79,460.46 | 148.000 | EA | N | UTILITY FIXTURE, VALVE/METER BOX, F\&I 6" |
| 1080 | 21500 | 1 | \$429.16 | \$27,895.40 | 65.000 | EA | N | UTILITY FIXTURE, VALVE/METER BOX, ADJUST |
| 1080 | 21600 | 1 | \$635.00 | \$5,080.00 | 8.000 | EA | N | UTILITY FIXTURE, VALVE/METER BOX, REMOVE |
| 1080 | 22102 | 1 | \$2,050.00 | \$2,050.00 | 1.000 | EA | N | UTILITY FIXTURE- BACKFLOW ADDEM, F\&I, 2" |
| 1080 | 22600 | 1 | \$635.00 | \$635.00 | 1.000 | EA | N | UTILITY FIXTURE- BACKFLOW ASSY REMOVE |
| 1080 | 23102 | 1 | \$1,130.00 | \$11,300.00 | 10.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 2" |
| 1080 | 23104 | 1 | \$1,638.00 | \$9,828.00 | 6.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 4" |
| 1080 | 23106 | 2 | \$4,355.75 | \$17,423.00 | 4.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 6" |
| 1080 | 23108 | 1 | \$3,385.00 | \$27,080.00 | 8.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 8" |
| 1080 | 23110 | 1 | \$5,136.00 | \$5,136.00 | 1.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 10" |
| 1080 | 23112 | 3 | \$5,302.82 | \$180,295.88 | 34.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 12" |
| 1080 | 23116 | 1 | \$6,952.00 | \$13,904.00 | 2.000 | EA | N | UTILITY FIXTURE- TAPPING SAD/SL, F\&I 16" |

$$
\begin{array}{lc}
\text { CESPO05 06/25/2018-07.00.01 } & \\
& \text { Florida Department of Transportation } \\
\text { Item Average Unit Cost } \\
& \text { From } 2017 / 06 / 01 \text { to } 2018 / 05 / 31
\end{array}
$$

## Contract Type: CC STATEWIDE <br> Displaying: VALID ITEMS WITH HITS <br> From: 01021 TO: 9999999

| Item |  | No. of Conts | Weighted Average |
| :---: | :---: | :---: | :---: |
| 1080 | 23120 | 1 | \$7,681.00 |
| 1080 | 23124 | 2 | \$8,827.33 |
| 1080 | 23130 | 1 | \$17,788.00 |
| 1080 | 24104 | 2 | \$1,234.29 |
| 1080 | 24106 | 6 | \$1,216.12 |
| 1080 | 24108 | 3 | \$2,075.11 |
| 1080 | 24110 | 1 | \$2,637.00 |
| 1080 | 24112 | 2 | \$3,232.44 |
| 1080 | 24116 | 1 | \$5,975.00 |
| 1080 | 24120 | 1 | \$12,638.00 |
| 1080 | 24124 | 1 | \$18,074.00 |
| 1080 | 24130 | 1 | \$28,600.00 |
| 1080 | 24500 | 12 | \$373.78 |
| 1080 | 24600 | 1 | \$635.00 |
| 1080 | 25102 | 1 | \$1,237.00 |
| 1080 | 26108 | 1 | \$3,770.00 |
| 1080 | 26112 | 1 | \$5,087.00 |
| 1080 | 26116 | 1 | \$5,374.00 |
| 1080 | 26120 | 1 | \$5,229.00 |
| 1080 | 26124 | 1 | \$5,798.00 |
| 1080 | 26130 | 1 | \$7,515.00 |
| 1080 | 26400 | 1 | \$4,138.20 |
| 1080 | 26600 | 1 | \$2,104.00 |
| 1080 | 27104 | 1 | \$1,814.00 |
| 1080 | 27106 | 4 | \$6,319.83 |
| 1080 | 27108 | 3 | \$3,531.26 |
| 1080 | 27110 | 2 | \$10,509.50 |
| 1080 | 27112 | 4 | \$8,667.06 |
| 1080 | 27116 | 1 | \$5,612.00 |
| 1080 | 27118 | 1 | \$15,626.43 |
| 1080 | 27120 | 1 | \$5,816.00 |
| 1080 | 27124 | 1 | \$5,550.00 |
| 1080 | 27130 | 1 | \$7,690.00 |
| 1080 | 29104 | 1 | \$308.00 |
| 1080 | 29106 | 2 | \$102.21 |
| 1080 | 29108 | 1 | \$341.00 |
| 1080 | 29110 | 1 | \$456.00 |
| 1080 | 29112 | 1 | \$491.00 |
| 1080 | 29116 | 2 | \$696.09 |
| 1080 | 120 | 2 | \$1,180.3 |

## Florida Department of Transportation

## Item Average Unit Cost

## From 2017/06/01 to 2018/05/31

## Contract Type: CC STATEWIDE

Displaying: VALID ITEMS WITH HITS
From: 01021 TO: 9999999

| Item | No. of Conts | Weighted Average | Total <br> Amount | Total Quantity | Unit <br> Meas | Obs? | Description |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 108029124 | 1 | \$1,306.00 | \$107,092.00 | 82.000 | EA | N | UTILITY FIXTURE, MECH JT RESTR, F\&I 24" |
| 108029130 | 1 | \$2,556.00 | \$166,140.00 | 65.000 | EA | N | UTILITY FIXTURE, MECH JT RESTR, F\&I 30" |
| 108032112 | 1 | \$681.61 | \$4,089.66 | 6.000 | EA | N | UTILITY FIXTURE- SAMPLE POINT, F\&I 12" |
| 108033104 | 1 | \$1,749.00 | \$3,498.00 | 2.000 | EA | N | UTILITY FIXTURE, PLUG VALVE, F\&I 4" |
| 108033106 | 1 | \$3,010.00 | \$3,010.00 | 1.000 | EA | N | UTILITY FIXTURE, PLUG VALVE, F\&I 6" |
| 108033108 | 1 | \$3,657.00 | \$14,628.00 | 4.000 | EA | N | UTILITY FIXTURE, PLUG VALVE, F\&I 8" |
| 108033110 | 1 | \$5,154.00 | \$5,154.00 | 1.000 | EA | N | UTILITY FIXTURE, PLUG VALVE, F\&I 10" |
| 108033112 | 1 | \$17,485.00 | \$17,485.00 | 1.000 | EA | N | UTILITY FIXTURE, PLUG VALVE, F\&I 12" |
| 108033124 | 1 | \$31,933.00 | \$351,263.00 | 11.000 | EA | N | UTILITY FIXTURE, PLUG VALVE, F\&I 24" |
| 164411305 | 1 | \$3,428.81 | \$3,428.81 | 1.000 | EA | N | FIRE HYDRANT, F\&I, STD, 2 HOSE, 1PUMP, 2" |
| 164411308 | 2 | \$3,999.10 | \$123,972.00 | 31.000 | EA | N | FIRE HYDRANT, F\&I, STD, 2 HOSE, 1PUMP,6" |
| 164411608 | 2 | \$4,396.67 | \$52,760.00 | 12.000 | EA | N | FIRE HYD, STD, F\&I, 3WY, 2 HOSE, 1P, 6" |
| 164413608 | 1 | \$4,255.00 | \$21,275.00 | 5.000 | EA | N | FIRE HYDRANT, F\&I, TRAF, 2 HOSE, 1PUMP, 6" |
| 1644800 | 4 | \$3,464.13 | \$27,713.00 | 8.000 | EA | N | FIRE HYDRANT, RELOCATE |
| 1644900 | 3 | \$664.23 | \$15,941.60 | 24.000 | EA | N | FIRE HYDRANT, REMOVE |

## APPENDIX J ACRONYMS

## ACRONYMS

| EPDO | Equivalent Property Damage Only |
| :--- | :--- |
| FHWA | Federal Highway Administration |
| HSM | Highway Safety Manual |
| MPA | Metropolitan Planning Area |
| NHTSA | National Highway Traffic Safety Administration |
| PDO | Property Damage Only |
| RTOR | Right Turn on Red |
| R2CTPO | River to Sea Transportation Planning Organization |
| S4A | Signal Four Analytics |
| SIS | Strategic Intermodal System |


[^0]:    A view of the Maytown Rd westbound approach to Maytown Spur Rd.

[^1]:    i Within this report, "bicycle" and "bicyclist" refer to pedal cycle and pedal cyclists, respectively.

[^2]:    Use this Time of Day for Nova Road and Village Trail

[^3]:    167
    167
    85
    167

