U.S. 92

Multimodal Mobility and Safety Assessment Background Analysis Report

October 2019



Multimodal Mobility and Safety Assessment Background Analysis Report

U.S. 92 From U.S. 1 to Halifax Avenue

Section Number: 79080000; 79080001 Mile Post: 0.000 – 0.230; 0.000 – 0.770 City of Daytona Beach, FL

Prepared for:



Florida Department of Transportation – District Five 719 S Woodland Blvd DeLand, FL 32720

> Prepared by: Kittelson & Associates, Inc. 225 East Robinson Street, Suite 355 Orlando, FL 32801

> > October 2019

The Florida Department of Transportation (FDOT) is investing in improving multimodal safety and access along its facilities. To this end, through an effort that developed a Multimodal Demand Score for each roadway, FDOT has identified corridors that have high existing multimodal demand and multimodal infrastructure gaps to begin to identify investments needed along these corridors. In addition to this effort, FDOT also identified the top multimodal corridors that serve high concentrations of transit-dependent populations (zero-car households) and/or households in poverty. The corridors which do not require a corridor planning study are being advanced to Multimodal Mobility and Safety Assessments (MMSA). U.S. 92 from U.S. 1 to Halifax Avenue, is one of the top multimodal corridors identified for an MMSA.

An MMSA is a streamlined approach to identifying investments that would enhance multimodal mobility and safety along a corridor. An MMSA is an efficient and effective way to identify corridor issues and a range of short-, mid-, and long-term improvements for the corridor that are supported by partner agencies.

CORRIDOR OVERVIEW

The study corridor, U.S. 92/International Speedway Boulevard from U.S. 1 to Halifax Avenue, is roughly one mile in length as seen in **Figure 1**. The entire corridor is within the City of Daytona Beach limits. The study corridor is a four-lane principal arterial. Most of the corridor is part of a bridge extending over the Halifax River, encompassing two bridge decks (bridge structure ID of 790187 for the westbound deck and 790188 for the eastbound deck).







Figure 1: Corridor Map MMSA for US 92, from US 1 to Halifax Avenue

CONTEXT

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Roadway Characteristics

- The study corridor is a four-lane roadway, with a center two-way left-turn lane on the portions of the study corridor not part of the bridge. Once the roadway is elevated as part of the bridge decks, there is a concrete barrier which splits opposing traffic.
 - Signalized intersections in the study area include the following locations:
 - o U.S. 92 & U.S. 1
 - o U.S. 92 & Palmetto Avenue
 - o U.S. 92 & Beach Street
 - o U.S. 92 & Halifax Avenue
- The posted speed limit of U.S. 92 is 30 mph through the corridor except the bridge section. The posted speed limit for the bridge section is 40 mph, as shown in **Figure 2**.
- There are no marked bike lanes present on the corridor.
- There is a 7-ft to 8-ft paved shoulder starting at the bridge after South Street, extending for the remaining length of the corridor
- Sidewalks are present on both sides of U.S. 92 throughout the study area.
- On-street parking is present on both sides of U.S. 92 from Palmetto Ave to Beach Street.
- Overhead street lighting is present throughout the study corridor.

Annual Average Daily Traffic

The historical AADTs of the corridor can be found in the table below. The corridor generally serves 20,000 to 25,000 AADT.



Station 790337: on U.S. 92, 0.474 miles west of S.R. A1A Station 795105: on U.S. 92, 0.05 miles east of U.S. 1







Figure 2: Posted Speed and AADT

MMSA for US 92, from US 1 to Halifax Avenue

Access Management Classification

This segment is categorized as Access Class Three and Seven, resulting in the FDOT access management standards identified in the following table. The corridor is Access Class Seven from U.S. 1 to Beach Drive, and it is Access Class Three for the remainder of the corridor, from Beach Drive to Halifax Avenue.

Median Type	Conne Spacin	ection g (feet)	Median C Spacing	Median Opening Spacing (feet)			
	>45 mph	≤45 mph	Directional	Full	(feet)		
Restrictive with Service Roads	1320	660	1320	2640	2640		
Restrictive	660	440	1320	2640	2640		
Non-Restrictive	660	440			2640		
Restrictive	440	245	660	2640 > 1320 ≤	45 mph 45 mph		
Non-Restrictive	440	245			1320		
Both Median Types	12	25	330	660	1320		
: "Restrictive" physically pre "Non-Restrictive" allow tur Speeds shown in this table ection Spacing Near Inter nnections and median oper owing spacing (measured f • 440 feet ≤ 45 mph • 660 feet > 45 mph	event vehicle ins across at a e are posted in change Ram hings located from the ramp	crossing. any point. speeds. ips: within 1,32i ofurthest frc	D feet of intercha m the interchan	ange ramps re ge):	quire the		
nnections owing spa • 440 • 660 • 1,32	and median oper acing (measured f feet ≤ 45 mph feet > 45 mph 0 feet on Access	and median openings located ucing (measured from the ramp feet ≤ 45 mph feet > 45 mph 0 feet on Access Class 2 Facil	and median openings located within 1,320 acing (measured from the ramp furthest fro feet ≤ 45 mph feet > 45 mph 0 feet on Access Class 2 Facilities > 45 m	and median openings located within 1,320 feet of intercha icing (measured from the ramp furthest from the interchan feet ≤ 45 mph feet > 45 mph 0 feet on Access Class 2 Facilities > 45 mph	and median openings located within 1,320 feet of interchange ramps reacing (measured from the ramp furthest from the interchange): feet ≤ 45 mph feet > 45 mph 0 feet on Access Class 2 Facilities > 45 mph		

Table 201.3.2 Rule 14-97 - Arterial Access Classifications & Standards



Transit

The study corridor's public transportation system is operated by Votran and displayed in **Figure 3.** Five routes serve the study corridor:

- Route 1-Gray-purple operates in both directions of the corridor from the Votran Transfer Plaza to South Peninsula Drive. This route serves the area between the Votran Transfer Plaza and Halifax Drive.
 - Daytime service is provided on Monday-Saturday from 5:40 a.m. to 7:10 p.m. with a headway of 60 minutes. There are no stops along the corridor.
 - Nighttime and Sunday buses do not run along the corridor.
- Route 17A/B-Black serves the corridor along the bridge providing connections to S.R. A1A, Dunlawton Avenue, and the Votran Transfer Plaza.
 - o 17A Weekday service begins at 6 a.m. and ends at 6:30 p.m. with 60-minute headways
 - o 17A Saturday service begins at 7 a.m. and ends at 6:30 p.m. with 60-minute headways
 - o 17B Weekday service begins at 7 a.m. and ends at 6:30 p.m. with 60-minute headways
 - o 17B Saturday service begins at 6:30 a.m. and ends at 6 p.m. with 60-minute headways
- Route 18-Turqoise runs in both directions on select parts of the corridor and acts as a feeder line for Route 17. This route operates in a loop between the Votran Transfer Plaza and the Intermodal Transfer Facility.
 - Service is provided on weekdays and Saturday from 7 a.m. to 6:30 p.m. with headways of 60 to 70 minutes. There are no stops along the corridor.
- Route 19-Light Purple serves the area between the Votran Transfer Plaza and Nova Road.
 - Service is provided on weekdays and Saturday from 6 a.m. to 6:40 p.m. with a headway of 60 minutes. There are no stops along the corridor.
- Route 8-Gray runs along the study corridor between North Beach Street and Halifax Avenue. It serves the area between the Votran Transfer Plaza and Bellair Plaza.
 - Service is provided on weekdays from 6:30 a.m. to 10 p.m. with headways of 60 minutes.
 - The closest stop to the study corridor is the Votran Transfer Plaza (on the west side of the Halifax River) and the Intermodal Transit Facility (on the east side of the Halifax River).
 - Saturday service begins at 7:30 a.m. and runs until 6:21 p.m. with headways of 60 minutes.







Figure 3: Transit MMSA for US 92, from US 1 to Halifax Avenue

Land Use and Zoning

The existing land use near U.S. 92 is shown in **Figure 4**. The U.S. 92 study corridor has existing commercial uses on either end of the bridge, with surrounding residential on the eastern end. Similar land use patterns are expected in the future, focusing on commercial and retail uses. Areas surrounding the western portion of the corridor also include recreation and institutional uses, including City Island Park. Details of the land use and zoning district throughout the study corridor and the designations are included below.

U.S. 92 \$	Segment	Future L	Zoning District		
From	То	On the North	On the South	On the North	On the South
U.S. 1	Palmetto Avenue	Re Commercia	RDD-3 PD-RD	RDD-3 RDD-2	
Palmetto Avenue	Beach Street	Commercia	RDD-1 RDD-2		
Beach Street	City Island Park	Parks and	Recreation	PD-	G
		Halifax Rive	er		
End of eastern bridge deck	Halifax Avenue	Re Commercia	PD-G	BR-1	

Future Land Use	Density/Intensity	Notes
Commercial Mixed-Use	Floor Area Ratio not to exceed 3 Maximum of 40 dwelling units per acre	 Mixed use development is encouraged based on the availability of a density bonus Determined to have area served by transit service Also emphasized in the Downtown/Ballough Road Development Plan
Retail	Floor Area Ratio not to exceed 3 Maximum of 40 dwelling units per acre	 To be for mostly retail establishments but can contain other facilities such as "amusements" and tourist related shopping Similar building standards as Commercial Mixed-Use designation

Zoning District	Designation								
	Description	Front Setbacks	Maximum Height						
PD-G	Planned Development- General	Determined in PD Plan/Agreement ¹	Determined in PD Plan/Agreement						
PD-RD	Planned Development- Redevelopment	Determined in PD Plan/Agreement	Determined in PD Plan/Agreement						
RDD-3	Redevelopment Downtown - Commercial	N/A	N/A						
RDD-2	Redevelopment Downtown - Central Business District	10 ft	150 ft						
BR-1	Business Retail	25 feet	N/A						



¹ Section 4.8.B.1 PD Plan of Land Development Code





Figure 4: Existing Land Use MMSA for US 92, from US 1 to Halifax Avenue

Context Classification

The Context Classification system broadly identifies the various built environments existing in Florida, as illustrated in the figure below. Detailed information could be found in FDOT's Context Classification Handbook².



The context classification for the study corridor is provided in **Figure 5**. The study corridor has the context classification of C4-Urban General, which is used to define a corridor of mixed-uses with small blocks and a developed roadway network. This network usually connects local neighborhoods immediate along the corridor. The context classification of C4-Urban General will result in the following specifications provided in the Florida Design Manual for this corridor.

FDM - Design Control	C4-Urban General
Allowable Design Speed Range (mph)	30-45
Minimum Travel & Auxiliary Lane Width	25-35 mph: 10 ft 40-45 mph: 11 ft ≥ 50 mph: 12 ft
Two-Way Left Turn Lane	25-35 mph: 11 ft 40 mph: 12 ft
On-Street Parking	On-street parking is permitted based on Context Classification and posted speed of 35 MPH
Median Width	25-35 mph: 15.5 ft 40-45 mph: 22 ft
Sidewalk Width	6 ft

A detailed review was conducted by FDOT D5, and the forms are included in the Appendix.

² <u>https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-</u> context-classificationpdf?sfvrsn=12be90da 2







Figure 5: Context Classification

MMSA for US 92, from US 1 to Halifax Avenue

Bicycle and Pedestrian Generators/Attractors

The bicycle and pedestrian generators and attractors are displayed in **Figure 6**. A primary adjacent point of interest is City Island Park, housing recreational areas, a baseball stadium, and the Volusia County Courthouse Annex. Two pedestrian access bridges to City Island Park are located on the west end of the Halifax River Bridge, near the intersection of U.S. 92 and Beach Street. There is also a park located along the Halifax River on the western bank. The beach is located east of the study corridor, leading to east-west pedestrian and bicyclist travel between downtown and the beach along U.S. 92. Other nearby attractors include the Votran Transfer Plaza, Pure in Heart Christian Academy, and multiple churches.

Completed or Planned Investments

The planned projects by FDOT or local agencies along the corridor are shown in **Figure 7**.

- Volusia County Pedestrian Lighting Bundle B (FPID: 439881-2) is going to be conducted on 18 intersections on U.S. 92 in Volusia County, from Palmetto Avenue to South of Longwood Drive. All proposed new fixtures at each intersection shall be LED and all existing fixtures at each intersection shall be converted to LED. The main goal is to improve pedestrian safety at specific signalized intersections by installing streetlighting that offer better visibility. No other intersection improvements are expected.
- U.S. 92 and S.R. A1A Roundabout (FPID: 437942-1) denotes an improvement made from the Halifax River Bridge to S.R. A1A on U.S. 92. The work includes a roundabout at the intersection of these two roadways and anticipated improvements on all approaches. Preliminary Engineering is ongoing, scheduled through 2021, and construction is programmed for 2023.³
- R2CTPO adheres to a 2040 Long Range Transportation Plan. This plan calls for improved pedestrian safety measures along U.S. 92 through future project programming. This programming is not denoted in the plan.⁴

If your office has completed, or are in the process of completing, additional studies/projects within the corridor, contact Paul Schoelzel with FDOT D5 Modal Development – Paul.Schoelzel@dot.state.fl.us (386) 943-5246.

⁴ <u>https://www.r2ctpo.org/wp-content/uploads/R2CTPO-2040-LRTP-Documentation-Adopted-1-27-16-</u> Amended-1-23-2019.pdf



³ https://www.r2ctpo.org/wp-content/uploads/ADOPTED-FY-2019-20-FY-2023-24-TIP-6-26-19.pdf





Figure 6: Bike/Ped Generators and Attractors

MMSA for US 92, from US 1 to Halifax Avenue





Figure 7: Planned Projects

MMSA for US 92, from US 1 to Halifax Avenue

HISTORIC CRASH ANALYSIS

Five (5) years of available pedestrian and bicyclist crash data, 2012 to 2016, were utilized for the U.S. 92 crash analysis. Crash data was obtained from two sources: 1) the FDOT Crash Analysis Reporting (CAR) database and 2) the Signal Four Analytics database, maintained by the University of Florida. Those crashes are mapped in **Figure 8**.

Severity

A total of 14 pedestrian or bicyclist involved vehicular crashes were reported over the five-year study period. There was one fatal crash, which occurred at night with a northbound pedestrian crossing U.S. 92 at U.S. 1 on the east leg crosswalk. The pedestrian was stuck by a vehicle that was westbound on U.S. 92 and traveled through the intersection on a green light. Two crashes were a Property Damage Only (PDO) crash and 11 of the crashes were injury crashes, with two reporting an incapacitating injury, five reporting non-incapacitating injuries, and four reporting possible injuries. Six of the crashes were pedestrian crashes and eight of the crashes were bicyclist crashes.

Time

The reported crashes are displayed by different measures of time (year, month, day, and hour) as follows. Overall, the number of crashes has fluctuated from zero to seven crashes in a given year. Over the same five-year time period, the Average Annual Daily Traffic (AADT) decreased from 2012 to 2013, before increasing from 2013 to 2016. The highest volumes in the period were observed in 2016, with an average AADT of 22,900 vehicles per day across the two AADT sections of the study corridor. The month of May had the highest reported crashes, three crashes. Friday (four crashes) was the highest crash day of the week, and weekday crashes (12 crashes) were more prevalent than weekend crashes (2 crashes). Crashes were observed throughout the day, with no peaks related to morning or evening peak vehicle hours. There were four crashes between 10 a.m. and 2 p.m., three crashes between 3 p.m. and 4 p.m., and three crashes between 6 p.m. and 10 p.m.











Environmental Factors

Five crashes were reported in non-daylight conditions and two crashes occurred during wet roadway conditions. One of the crashes was reported to have involved suspected alcohol or drug use.

Demographics

One of the crashes was a hit-and-run crash, with no further information available about the driver. One of the crashes involved a driver over the age of 65, and two of the crashes involved drivers between the ages of 54 and 65. Seven out of the 10 known involved drivers had addresses listed within the areas surrounding the project site.

None of the non-motorist users involved in the crashes were under the age of 18, and one was over the age of 65. Three non-motorist users had a listed address outside of the vicinity of the project site.

Location and Direction

All of the crashes on the study corridor occurred to the west of the bridge. All of the crashes occurred within the influence area of a signalized intersection. Ten of the crashes occurred at the intersection of U.S. 1 and U.S. 92, including the one fatal crash. The intersections of U.S. 92 & Palmetto Avenue and U.S. 92 & Beach Street each had two recorded crashes.

Six of the crashes occurred in a marked crosswalk. Two of these crashes occurred when the non-motorist user entered the crosswalk against the indication of the pedestrian signal and two crashes occurred with a vehicle attempting to make a right-on-red movement. Two pedestrian mid-block crossing crashes occurred within the influence area of a signalized intersection, but not within the marked crosswalks.







Figure 8: Ped & Bike Crashes MMSA for US 92, from US 1 to Halifax Avenue

APPENDIX

- Context Classification
- Signal Phasing and Timing



CONTEXT CLASSIFICATION REQUEST FORM

- To: Jean Parlow, Context Classification Manager Planning and Environmental Management Office 719 S. Woodland Blvd, DeLand, FL 32720 386-943-5470 / jean.parlow@dot.state.fl.us
- From: Sigal Carmenate, Transportation Analyst Kittelson & Associates, Inc.
 225 East Robinson Street, Suite 355 Orlando, FL 32801 407-373-1154 /scarmenate@kittelson.com
- RE: MMSA Context Classification Request

Required:			
City/Town: Daytona	Beach	County:	Volusia
Road Name: US 92	State Roa	d Number:	600
Section Number: 7908	30000/79080001		
Begin Mile Point: 0/0		End Mile Poi	int: 0.230/0.770
FM Number: Pendir	Ig		
Date Sent:4/26/	'19	Date Needeo	d:5/27/19
LOCATION MAP MUST Optional:	BE INCLUDED WITH R	EQUEST	
Suggested Classification	of Applicant: <u>C4</u>		
List necessary description	on, comments, and conce	erns:	
			•••

FDOT Use Only

Provisional Context Class Determination: C4	Begin Mile Point: 0.000	End Mile Point: 0.230
Provisional Context Class Determination: C4	_Begin Mile Point: 0.000	End Mile Point: 0.770
Summary of Provisional Determination:		

US 92/International Speedway Boulevard is C4 Urban General because of the existing land use of mostly commercial properties with a well-connected roadway network. Buildings have medium setbacks and the area is Daytona Beach's urbanized area near city hall and other civic centers. The bridge portion of the corridor follows the classification of the approaches and can be classified as C4 too. Future land uses indicate a greater mix of uses in this area.

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Jean Parlow Context Classification Manager

09/09/19 Date

Please allow 10 working days to process a standard review request. In the case of multiple roadway segments, please submit a separate form for each roadway.

CONTEXT CLASSIFICATION MATRIX

Table 1 Context Classification Matrix presents a framework to determine the context classifications along state roadways. This Context Classification Matrix outlines (1) distinguishing characteristics, (2) primary measures, and (3) secondary measures.

The distinguishing characteristics give a broad description of the land use types and street patterns found within each context classification. The primary and secondary measures provide more detailed assessments of the existing or future conditions along the roadway. These measures can be evaluated through a combination of a field visit, internet-based

aerial and street view imagery, map analysis, and Appendix A illustrates the eight FDOT context review of existing or future land use or existing classifications through case studies. These case zoning information. The Context Classification Matrix studies present examples of real-world values for the presents the primary and secondary measures primary and secondary measures that determine a thresholds for the eight context classifications. roadway's context classification.

TABLE 1 C	ONTEXT CLASSIFICATION MATRIX	(2) Primary Measures								(3) Secondary Measures			
						Location of	Roadway Cor	nnectivity		Allowed	Allowed		
		Land Use	Building Height	Building Placement	Fronting Uses	Off-street Parking	Intersection Density	Block Perimeters	Block Length	Residential Density	Office/ Retail Density	Population Density	Employment Density
Context Classification	(1) Distinguishing Characteristics	Description	Floor Levels	Description	Yes/No	Description	Intersections/ Square Mile	Feet	Feet	Dwelling Units/ Acre	Floor-Area Ratio (FAR)	Persons/Acre	Jobs/Acre
C1-Natural	Lands preserved in a natural or wilderness condition, including lands unsuitable for settlement due to natural conditions.	Conservation Land, Open Space, or Park	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
C2-Rural	Sparsely settled lands; may include agricultural land, grassland, woodland, and wetlands.	Agricultural or Single-Family Residential	1 to 2	Detached buildings with no consistent pattern of setbacks	No	N/A	<20	N/A	N/A	<1	N/A	<2	N/A
C2T-Rural Town	Small concentrations of developed areas immediately surrounded by rural and natural areas; includes many historic towns.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Industrial	1 to 2	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	>0.25	N/A	>2
C3R-Suburban Residential	Mostly residential uses within large blocks and a disconnected or sparse roadway network.	Single-Family or Multi-Family Residential	1 to 2, with some 3	Detached buildings with medium (20' to 75') front setbacks	No	Mostly in front; occasionally in rear or side	<100	N/A	N/A	1 to 8	N/A	N/A	N/A
C3C-Suburban Commercial	Mostly non-residential uses with large building footprints and large parking lots within large blocks and a disconnected or sparse roadway network.	Retail, Office, Multi- Family Residential, Institutional, or Industrial	1 (retail uses) and 1 to 4 (office uses)	Detached buildings with large (>75') setbacks on all sides	No	Mostly in front; occasionally in rear or side	<100	>3,000	>660	N/A	<0.75	N/A	N/A
C4-Urban General	Mix of uses set within small blocks with a well-connected roadway network. May extend long distances. The roadway network usually connects to residential neighborhoods immediately along the corridor or behind the uses fronting the roadway.	Single-Family or Multi-Family Residential, Institutional, Neighborhood Scale Retail, or Office	1 to 3, with some taller buildings	Both detached and attached buildings with no setbacks or up to medium (<75') front setbacks	Yes	Mostly on side or rear; occasionally in front	>100	<3,000	<500	>4	N/A	>5	>5
C5-Urban Center	Mix of uses set within small blocks with a well-connected roadway network. Typically concentrated around a few blocks and identified as part of a civic or economic center of a community, town, or city.	Retail, Office, Single-Family or Multi-Family Residential, Institutional, or Light Industrial	1 to 5, with some taller buildings	Both detached and attached buildings with no or shallow (<20') front setbacks	Yes	Mostly on side or rear; occasionally in front, or in shared off-site parking facilitie	>100 s	<2,500	<500	>8	>0.75	>10	>20
C6-Urban Core	Areas with the highest densities and building heights, and within FDOT classified Large Urbanized Areas (population >1,000,000). Many are regional centers and destinations. Buildings have mixed uses, are built up to the roadway, and are within a well-connected roadway network.	Retail, Office, Institutional, or Multi-Family Residential	>4, with some shorter buildings	Mostly attached buildings with no or minimal (<10') front setbacks	Yes	Side or rear; often in shared off-site garage parking	>100	<2,500	<660	>16	>2	>20	>45
More information on n following sources, with	neasures with undefined thresholds (N/As) are included in Append h modifications made based on Florida case studies:	dix B. The thresholds pr	resented in Table 1	are based on the	2) <u>2012 Flo</u> 3) <u>2009 Si</u>	nrida TOD Guidebo nartCode Version	<u>ook</u> , Florida Depa <u>9.2.</u> , Duany, And	artment of Transp res, Sandy Sorlie	portation; en, and William Wri	ght; and			

1) 2008 Smart Transportation Guidebook: Planning and Designing Highways and Streets that Support Sustainable and Livable Communities, New Jersey Department of Transportation and Pennsylvania Department of Transportation;

4) 2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers and Congress for the New Urbanism.

(Road Sect. #79080001) End Milepost: 0.770 N Halifax Road

MAIN ST

N PENNSULA DR

(Road Sect. #79080001) Begin Milepost: 0.000 (Road Sect. #79080000) Milepost: 0.230 **Bridge Start**

0.5 Miles

(Road Sect. #79080000) Begin Milepost: 0.000 US 1/SR 5/S Ridgewood Ave

Ø

Legend Context C4 City Limits **Existing Land Use** Conservation Rural Commercial Governmental Industrial Institutional Miscellaneous Residential



US 92/SR 600 (Volusia County)

ORANGEISILVER BEACH

Current Context Classification o Date: 9/4/2019

MADISONAVE

FAIRVIENAVE

GEMOOD

DR WARY MGLEODBETHUNE

NTL SPEEDWAY BLVD

0

N BEACH ST

BAYST

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0.25

Timing Sheet

10/9/2019 11:20:44 AM

Station: 1292 - US 1 & US 92 ETHERNET (Standard File)

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	Ped	Cleara	ice		0)	28	0	28	0	28	0	28	0	0	0	0)	0	0	0	0
	M	in Gree	1		7		10	7	10	7	10	7	10	5	5	5	5		5	5	5	5
		May 1			20		5	20	3	3	60	3	3	25	25	25	2	-	25	25	25	25
		Max2			20		60	20	45	20	60	20	45	50	50	50	51		50	50	50	50
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	Re	ed Reve	t		0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Ad	ded Init	al		0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
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	Time	To Rec	uce		0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
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	Dynar	nic Max	Step		0		0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
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	Non	Actuate	d 1																			
	Non	Actuate	d 2																			
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	M	in Recal	1				ON		ON		ON								-			
	M	ax Reca	1																			
11	Pe	d Recal																				
	Sc	ft Recal	1							-												
	Di	al Entr	/				ON		ON		ON		ON			_	-					
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	Ade	Init Ca	le																			
					~ 1																	
Altern	ate Pl	hase	rogra	am I,	Cal	is ar		irectio	n [1.1.6	0.3]		Alterr	hate Pr	ase P	rogran	n 2, Ca	lis and	Redi	rectio	on [1.1.	6.3]	
Entry	Call	Phase	es F	rom	To F	rom	To F	rom To	From	To Ass	igned	Entry	Call	Phase	e Fr	om To	From	ToF	rom T	From	ToA	ssigne
	010				-	-				-	PI	Luciy	Can	I nase.	, II	om ro	riom	10 11	UII I	U I I UII	10	Ph
1	0 0	0	0	0	0	0	0	0 0	0	0	0	1	0 0	0	0	0 0	0	0	0 0	0 (0	0
2	0 0	0	0	0	0	0	0	0 0	0	0	0	2	0 0	0	0	0 0	0	0	0 0	0 (0	0
3	0 0	0	0	0	0	0	0	0 0	0	0	0	3	0 0	0	0	0 0	0	0	0 0	0 0	0	0
4	0 0	0	0	0	0	0	0	0 0	0	0	0	4	0 0	0	0	0 0	0	0	0 0	0 0	0	0
5	0 0	0	0	0	0	0	0	0 0	0	0	0		0 0	0	0		0	0	0 0		0	0
6	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	0	0		0	0	0 0		0	0
7	0 0	0	0	0	0	0	0	0 0	0	0	0	8	0 0	0	0		0	0	0 0		0	0
8	0 0	0	0	0	0	0	0	0 0	0	0	0	0	0 0	10	01	0 1 0		01	0 1 0			U
Altern	ate P	hase	roara	am 1.	Inte	erval	l Time	s [1.1.6	5.11			Alterr	nate Ph	ase P	rogran	n 2. Int	erval	Times	[1.1.6	5.11		
		Ped	Min	T					Red	Assian	Bike				- <u>j</u>							
Phase	Walk	Clear	Green	Pass	age	Max	1 Max	2 Yellov	Clear	Ph	Clear	Phase	Walk	Ped	Min	Passage	Max1	Max2	Yello	w Red	Assign	Bike
1	0	0	0	0		0	0	0	0	0	0.0		0	Clear	Green	0	0	0	0	Clear	Ph	Clea
2	0	0	0	0		0	0	0	0	0			0	0	0	0	0	0	0	0	0	
3	0	0	0	0		0	0	0	0	0		2	0	0	0	0	0	0	0	0	0	
1	0	0	0			0		0		0		- 3	0	0	0	0	0	0	0	0	0	
	0	0	0			0		0		0		5	0	0	0	0	0	0	0	0	0	
3	0	0	0	0		0	0	0	0	0		6	0	0	0	0	0	0	0	0	0	
6	0	0	0	0		0	0	0	0	0		7	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	-	0	0	0	0	0		8	0	0	0	0	0	0	0	0	0	
8	0	0	0	0		0		0	0	0		-					_	_				
	Pre	pared I	8y					Date	Impleme	nted				Revie	wed By		1		- 1	Fraffic Er	ngineer	
																		_				
	100																-	<u> </u>				
City o	ofDa	vtona	Beac	h							Timino	Sheet							10/9/3	0191	1.20.4	4 AN
Suy C	or Da	, 10114	Deat								mining	Sheet							01912	.0191	1.20.4	TAN
Statio	on • 1	292 -	US I	& I	SO	2 F1	THEP	NET (Stande	ard Fil	e)											
Juan	1	-14-	051	u u		- 11	11LIN		Stanua	au i ii	.,											

Unit	Parameters	[1 2 1]	
Orne	i uluineters	[1.2.1]	

	StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo
J								0.00								12	

OFF 3 OFF OFF OFF ON STD8 OFF 4PH OFF 1 OFF OFF

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1292					1.			

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)										
System Down(P-B)			P			· · · · · · · · · · · · · · · · · · ·				
PC/Print(P-2)					1					

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	 Modi	fer 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	V March Instant March Instant The			NORMAL		3.5	1.5
Overlap 8	a kanad kanad kanad kanad ka			NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap		Con	flicting F	hases		1		Con	flictin	g Ove	rlaps			Co	onflict	ing Pe	ds		
Overlap 1					1		i = 1		1	12	1.625			 1		1	A	2	
Overlap 2							1000	1	1.1	1						1			
Overlap 3												-							
Overlap 4													1						
Overlap 5	O 11.											-	1						
Overlap 6																		1	
Overlap 7																			
Overlap 8		1				 	12		-						1 1				

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Station: 1292 - US 1 & US 92 ETHERNET (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	1	2	3	1	4	5		6	7		8	9		10	11		12	13		14	15		16
Call Phase)	0	0)	0	0		0	0		0	0	- 1 h	0	0		0	0		0	0		0
Switch Phase	()	0	0)	0	0		0	0)	0	0		0	0		0	0		0	0		0
Delay Time	(0	0		0	0	S	0	0		0	0		0	0		0	0		0	0		0
hannels/SDLC	, Ass	ign to	Pha	ses [1	.3.1]																			
and the second s	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7		1		
Туре	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
Alt Hz																								
Dimming Green				1																				
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

IVIIVIU-L	o-Contr	oner Ch	annerw	тар						A	· · · · · · · · · · · · ·				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1			
2		1		1							1	1			
3	1								1	1					8
4	1		1						1	1			A CONTRACTOR OF THE OWNER OWNE		
5				1									-		
6		1		1											
7			1												
8	1		1	a had a second as a second	and a second sec				AND INCOMENTS IN CALIFORNIA						
9									3						
10							1								
11			Contraction of the owner owne				,								
12															
13		1													
14	1			1											
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/	Fac	_						Detect	or							MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON			A	1.1			ON	1				1.1.1		4	ON	
Peer to Peer					1								1					

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

Timing Sheet

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5

ON ON

ON

ON

ON

ON ON

ON

ON ON

Mode

Source

Pattern Event Enabled

OFF

ON

ON

6

ON

ON

ON

ON

Station: 1292 - US 1 & US 92 ETHERNET (Standard File)

 Alarms, Enable Events [1.6.1]
 Alarms, Enable Alarms [1.6.4]

 Event#
 Event Enable

 Alarm#
 Alarm Enable

 ٦Г

Preemption Times[3.1]/Phases[3.2]/Options[3.3] Channel 1 2 3 4

Litenti	Erent Enable	. that min	Triar in Linabic	Chann		4
1	ON	1	ON	Lock Inp	ut ON	ON
2	ON	2	ON	Override Auto	Flash ON	ON
3	ON	3	ON	Override Higher	Preempt ON	ON
4	ON	4	ON	Flash in Dy	well ON	ON
5	ON	5	ON	Link to Pree	empt	
6	ON	6	ON	Delay		
7	ON	7	ON	Min Durat	ion	
8	ON	8	ON	Min Gree	n	-
9		9		Min Wal	k l	-
10		10		Dad Clas	<u></u>	
11	ON	11	ON	Treak Crea	1	
12	ON	12	ON	Track Ore	en l	
12	ON	12	ON	Min Dwe	11	
10	ON	13	ON	Max Prese	nce	
14	ON	14	ON	Track Veh	11	
15	ON	15	<u> </u>	Track Veh	12	
16	UN	16	ON	Track Veh	13	
1/	ON	17	ON	Track Veh	14	
18	ON	18	ON	Dwell Cyc V	'eh 1	
19	ON	19	ON	Dwell Cyc V	'eh 2	
20	ON	20	ON	Dwell Cyc V	'eh 3	
21		21		Dwell Cvc V	/eh 4	
22	ON	22	ON	Dwell Cyc V	Jeh 5	
23	ON	23	ON	Dwell Cyc V	lah 6	
24	ON	24	ON	Dwell Cyc V		
25	ON	25	ON	Dwell Cyc v		
26	ON	25	ON	Dwell Cyc v	en 8	
20	UN	20	UN	Dwell Cyc V	eh 9	
27		21		Dwell Cyc V	eh 10	_
28		28	ON	Dwell Cyc V	eh 11	
29	ON	29	ON	Dwell Cyc V	eh 12	
30	ON	30	ON	Dwell Cyc F	edl	
31	ON	31	ON	Dwell Cyc F	ed2	
32		32		Dwell Cyc F	'ed3	
33		33	4.15	Dwell Cyc F	ed4	
34		34		Dwell Cyc F	Peds	
35		35	ON	Dwell Cyc F	Ped6	
36		36	ON	Dwell vPa	47	
37	ON	37	ON	Dwell vre	1/	
38	ON	28	ON	Dwell Cyc P	eds	
30	UN	20	UN	Exit I		
33		37		Exit 2		
40		40		Exit 3		-
41		41		Exit 4		
42		42				
43		43				
44		44		Alarms, Param	eters [1.4.1]	
45		45		Auto Flach Der		
46		46		Auto Flash Par	ameter	
47	ON	47		Yellow	Red	
48		48		35	15	
49		49				
50		50				
51		51		Alarme Daram	otors [1 6 7]	
52		57		Alanns, Palann	eters [1.0.7]	-
52		52		Preempt Ev	ent Enabled	P
35		33		0	N	
54		54				
55		55				
56		56				
57		57				
58		58				
59	ON	59	ON			
60		60				
61		61				
62		62				
63		61				
64		64				
04		04				

Alarms, Phases/Ove	rlaps [1.4.2]
Auto Elach	1

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases						2		2				
Overlaps												
							A	A				and some of the second data and a second data and

Timing Sheet

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Station :	1292 - U	JS1	& US 92	ETHERNET	(Standard I	File)

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Туре	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			THE REAL PROPERTY AND ADDRESS OF			
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					and the second se	and the state of t
DwellCyc Over 2				And the second s		
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					and the second second	and the second se
Return Max						

Preemption Times+[3 4]/Overlaps+[3 5]/Ontions+[3 6]

Coordination, Modes, + [2.1] Modes

Modes+

Operational	Correct SHRT/LNG	Maximum MAX INH	Force-Off	Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec	Coord Easy Float	Yield Value	Coord NTCIP Yield	Closed Loop	
	Shiel/Live	MAALIM		RESERVED	TIMED	TIMED	NO RECYCLE	ON	OFF	ON	OFF	OFF	0	Sign +	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	140	120	140	180		160	180	0	180	180	180	180	180	180	180
Offset Time		97	13	103	102			102		102						
Split Number	1	2	3	5	11		7	11	1	11	12	10	27	11	27	26
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn															

Coordination, Pattern 17-32 [2.1]

a or annacion, i			-1													
Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	180	180	200	200	200	200	200	200	200	200	200	200	200	200		
Offset Time				71	61	61										
Split Number	26	26	29	29	14	13	30	28	29	29	29	30	14	29		
Seq Number	1	1	1		1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn															

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Station: 1292 - US 1 & US 92 ETHERNET (Standard File)

Coordination, S	splits [2.	/.1]	-	1-6-1-				_			-		12.2.1			
Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	42	20	36	22	42	20	36								
Mode	MAX	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		I ON	1				1			1			l			
	-	-									-			1. 1. S. S.	_	
Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mada	25 NOV	56 MVD	1/	42 NON	1/	64	17	42	OUT	OUT	OUT	OUT	OUT	OUT	OUT	OUT
Coord Phase	NON	ON	NON	NON	NON	MAP	NON	NON	UMI	OMI	OMI	UMI	UMI	UMI	OMI	ОМ
coordinase			1		1							L			<u> </u>	
Sulit Table 2			1 2	1 1	1 .			0	1 0	1 10	1 11	1.12	12		1 15	
Time	17	48	16	30	15	50	15	40	9	10	11	12	15	14	15	10
Mode	NON	MXP	MAX	MAX	NON	MXP	MAX	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON							- Chill	0	0	- CIII	0.11	0.11	0.11	0
Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	58	17	41	19	63	18	40								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	49	16	55	20	49	16	55					1.28.10			
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON	1													
Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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				I						l	L	L	I	I
2								-				_	_			
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	NON	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coold Phase		I ON	1							L		L				
C 12 T 11 0										10						
Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mada	Z4	03 MVD	25 NON	48	Z4	03	25	48	OUT	OVIT	OUT	OUT	ONT	OUT	OUT	OUT
Coord Phase	NON	ON	NON	MAA	INOIN	MAP	NON	MAA	OMI	UMI	OMI	OMI	OMI	OMI	OMI	UMI
coordinase	1	1 0.1	Accusation	L					1							L
Split Table 0		1 2	2	1	5	6	7	0	0	10	11	10	12	11	15	16
Time	20	60	15	27	16	61	17	25	,	10	11	12	15	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON		mon			1.011		0	0.111	- OMI	UMI	OIIII	OMI	0.111	0.11
		A				L	1		Linconternior		A	and the second second	and the second second			
Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36	54	36	54	36	54	36	54	-	10		12	10		10	10
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		Lun and						
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	102	22	34	22	102	22	34					1.1.1.1.1			
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON	1	in the second second								-			1	and the second

Coordination, Splits [2.7.1]

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City of Dayton	a Beach	i					Timing	Sheet					10)/9/2019	9 11:20	:44 AM
Station: 1292	- US 1	& US 9	2 ETHI	ERNET	(Stand	lard File	e)									
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	01/7	01/7		01/7	01/7	01/7		01/17
Coord Phase	NON	ON	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	48	26	100	26	48	26	100								
Mode Coord Phase	NON	NON	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coold Thuse		OIT	1	L			1		1	1						
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	36	18	130	16	36	18	130								
Mode Coord Phase	NON	MXP	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Thase						I										
Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	62	17	104	17	62	17	104								
Mode Coord Phase	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Thase		1 01					1									
Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	32	17	134	17	32	17	134		10					10	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		<u>ON</u>	1	L				1								-
Split Table 18		2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	16	44	25	95	16	44	25	95	-	10		12	15		10	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		<u>UN</u>														
Split Table 19		2	1 3	4	5	6	7	8	0	10	11	12	12	14	15	16
Time	36	54	36	54	36	54	36	54	,	10		12	15	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
Split Table 20		1	1 2		5		7	0		10	11	12	12	14	17	
Time	28	114	28	30	28	0	28	30	9	10	n	12	15	14	15	16
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON					1									
C PUT IL AL																
Split Table 21	1 24	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
			-		1.1.1.1			_		in the second			-			
Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MXP	NON	MXP	NON 24	30 MXP	NON	MXP	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
				· · · · · · ·												
Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MXP	NON	171 NON	NON	MXP	NON	1/I NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON							0.111	- O.HT	OMI	0.111	0.111	0.111	0.111	0.11
					1.11.11.1			-								
Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MXP	NON	1/I NON	19 NON	31 MXP	19 NON	1/1 NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON									0	0	0	0.111	0.11	0.11
Split Table 25	1	2	3	- 4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						1.011		1,011	11011	1.011	non	non	non	non	non	non
Contraction of the																
Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22 NON	102 MYP	22 NON	34 NON	22 NON	102 MVP	22 NON	34 NOV	NON	NON	NON	NON	NON	NON	NON	NOV
Coord Phase	non	ON	non	11011	HON	MAF	NON	NON	HON	NON	NON	NON	NON	NON	NON	NUN
	and the standard and		and a second													•
Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	34	58 MVD	30 NON	58	34	58	30	58	NON	NON	NON	NOV	NON	NON	NON	NON
Coord Phase	1 NOIN	ON	NON	MAA	HOIN	MAP	NON	SIAA	NON	NON	NON	NON	NON	NON	NUN	NON
and the second	A					-			0			a:		2		

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	58	25	92	25	58	25	92	1 The second	L. Harris						
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														1
													1.000			
Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	50	25	100	25	50	25	100								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	66	18	90	26	66	18	90		1.5.5						
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
					A											
Solit Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	42	24	150	24	42	24	150	1000				1 3 3			
Mode	NON	MXP	NON	NON	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON	1.011	1.011												
Coord Thate						An annual services		and the second se		A						
Solit Table 32	1	2	3	4	1 5	6	7	8	9	10	11	12	13	14	15	16
Time	24	92	24	100	24	92	24	100					1			1.1.00
Mode	24	12	NON	100	NON	NOVD	NON	MAN	NON	NON	NON	NON	NON	NON	NON	NON
LYICUC	NON	I MXP	NON	NUN	NUN	MXP	NON	MAA	NUN	NUN	NUN	NON	NUN	INO.N	non	1.01.

Timing Sheet

10/9/2019 11:20:44 AM

Station: 1292 - US 1 & US 92 ETHERNET (Standard File)

TB Coor, Advanced Scheduler [4.3]

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City of Daytona I	Beach						Timing	Sheet					10	/9/2019	9 11:20	:44 AN
Station: 1292 - U	JSI&	US 92	ETHE	RNET	(Stand	lard File	e)			T. Star	1					
Day Plan Table /	1	2	5	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
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Acuon			L			I				1	1					
Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour						-				10		12	10	17	15	10
Minute						1										
Action																
Day Plan Table 9 Hour	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minute																
Action																
Day Plan Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action										L						
Dav Plan Table 11		2	3	4	5	6	7	0	0	10	11	12	12		15	16
Hour	-	-	-	-	3	0	,	0	,	10	- 11	12	15	14	15	10
Minute																
Action																
			and a local designments													
Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour							X									10
Minute																
Action																

Timing Sheet

10/9/2019 11:20:44 AM

Station: 1292 - US 1 & US 92 ETHERNET (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1	1			0	0						
2	2				0	0					-	
3	3	_			0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0	1					
13	13				0	0						
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0	1					
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						_
26	26				0	0						
27	27				0	0		A CONTRACTOR OF THE OWNER				
28	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
34	34				0	0				and the state of t		
35	35				0	0						
36	36				0	0						
37	37				0	0						
38	38				0	0						
39	39				0	0						
40	40				0	0						
41	41				0	0						
42	42				0	0						
43	23				0	0						
44	44				0	0		and the second				
45	45				0	0						
46	46				0	0						
47	47				0	0						
48	48				0	0						
49	49				0	0						
50	50				0	0						
51	51				0	0						
52	52				0	0						
53	53				0	0	1					
54	54				0	0			-			
55	55				0	0						
56	56				0	0						
57	57				0	0						
58	58				0	0	1					
59	59				0	0		1				
60	60				0	0						
61	61				0	0		1				
62	62				0	0						
63	63				0	0	1					
64	64				0	0						
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100	254				0	0						
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Timing Sheet

10/9/2019 11:27:55 AM

Station: 1448 - ISB & BEACH ETHERNEN (Standard File)

Phase [1.1.1]

Phase	2 [1.1.1	-]		-	-		_	-					-			-	-	-	-	-	
				(F	1 EL)	2 (WT) (S	3 L)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
		Walk			0	7		0	7	0	7	0	7	0	0	0	0	0	0	0	0
	Ped	Clearance		-	0	24	-	0	30	0	24	0	22	0	0	0	0	0	0	0	0
	M	in Green			7	15		7	10	7	15	7	10	5	5	5	5	5	5	5	5
		Max 1			20	60		0	30	20	60	20	30	25	25	25	25	25	25	25	25
-		Max2			20	60	2	0	30	20	60	20	30	50	50	50	50	50	50	50	50
	Ye	ellow Clr		-	4	5	3	.7	3.7	5	4	3.7	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
	I	Red Clr		2	2.9	2.9	2	.5	2.5	2.9	2.9	2.5	2.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
	Re	ed Revert			0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Add	led Initial		-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	M	ax Initial			0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Care B	elore Reduce		-	0	0	-		0	0	0	0	0	0	0	0	0	0	0	0	0
	Time	To Reduce			0	0	-		0	0	0	0	0	0	0	0	0	0	0	0	0
	Re	duce By		-	0	0		2	0	0	0	0	0	0	0	0	0	0	0	0	0
	N	fin Gap			0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0
1	Dynam	ic Max Limit		1	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0
-	Dynan	nic Max Step			0	0)	0	0	0	0	0	0	0	0	0	0	0	0	0
	Auto	Flash Entry		-			-		ON				ON							-	
	Auto	Flash Exit				ON					ON										_
	Non-	Actuated 1																-			
	Res	t In Walk				ON	-				ON										
L	nes	e in Walk		1		0.1					1 011	h			Lauran						
Phase	e Optic	on [1.1.2]	5.00								Section			in the second		1.4.1.1	A		in the second		
				Œ	1	2 (WT	IS	3	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
1	-	Enable	-	C	DN	ON	0	N	ON	ON	ON	ON	ON							-	-
	L	ock Call				ON	-				ON									-	
	Mi	n Recall				ON					ON						1				
-	Ma	x Recall								1											
	Pe	d Recall		-			-										-		_	-	
	So	ftRecall				ON			OV		OV		ON							-	
	Sim	al Entry				ON			ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
	Gua	T Passage				UN					UN			UN	UN	UN	UN	UN	UN	UN	UN
	Con	d Service		-			-	-												-	
	Add	I Init Calc					-														
Alterr	nate Ph	nase Prog	ram 1	, Ca	alls a	nd Re	dire	ctio	n (1.1.	6.3]		Alterr	hate Ph	ase Pr	ogram	2, Calls	s and R	edirec	tion [1.	1.6.3]	
-	- 2.4		-	-	100			-	Salar	_ Ass	igned	(fair of the second se	-	_		1 1		-		-	1
Entry	Call	Phases	From	10	Fron	n Io	From	10	From	10	Ph	Entry	Call	Phases	From	n To F	rom To	o From	To Fre	m To	Assigned
1	0 0	00	0	0	0	0	0	0	0	0	0	-			0 0		0 0	0			Pn
2	0 0	0 0	0	0	0	0	0	0	0	0	0	2		0	0 0	0	0 0	0			0
3	0 0	0 0	0	0	0	0	0	0	0	0	0	3	0 0	0	0 0	0	0 0	0	0 0		0
4	0 0	0 0	0	0	0	0	0	0	0	0	0	4	0 0	0	0 0	0	0 0	0	0 (0 0	0
5	0 0	0 0	0	0	0	0	0	0	0	0	0	5	0 0	0	0 0	0	0 0	0	0 () 0	0
6	0 0	0 0		0	0	0	0	0	0	0	0	6	0 0	0	0 0	0	0 0	0	0 () 0	0
7	0 0		0	0	0	0	0		0	0	0	7	0 0	0	0 0	0	0 0	0	0 () 0	0
0	0 0	0 0		0	0	0	0	0	0	0	0	8	0 0	0	0 0	0	0 0	0	0 0	0 0	0
<u> </u>	010	1010	101	U	10	10	0	10	1 0 1	0	0										
Alterr	nate Ph	hase Proc	ram 1	, Int	terva	I Tim	es [1	.1.6	.1]			Alterr	nate Ph	ase Pr	ogram	2, Inter	rval Tin	nes [1.	1.6.1]		
		Ped Mi	n	-	1	T	T		Red	Accian	Bike							-			
Phase	Walk	Cloor Cro	Pas	sage	e Max	d Ma	x2Ye	llow	Class	Dh	Class	Phase	Walk	Ped	Min pe	accore)	Jav1 M	Tax2 Ve	How Re	d Ass	gn Bike
	0	clear Gre	en	0	-	-	-	0	Clear	FIL	Clear	. mase	, , and	Clear	Green	issuge .	and in	unz III	Cle	ar P	1 Clear
1	0	0 0		0	0			0	0	0		1	0	0	0	0	0	0	0 0	0	
2	0	0 0		0	0	- 0		0	0	0		2	0	0	0	0	0	0	0 0	0	
3	0	0 0	-	0	0	0		0	0	0		3	0	0	0	0	0	0	0 0		
4	0	0 0		0	0	0		0	0	0		5	0	0	0	0	0	0			
5	0	0 0	-	0	0			0	0	0		6	0	0	0	0	0	0	0 0		
6	0	0 0	-	0	0	C		0	0	0		7	0	0	0	0	0	0	0 0	0	
7	0	0 0		0	0	C	_	0	0	0		8	0	0	0	0	0	0	0 0	0	
8	0	0 0		0	0	0		0	0	0										and the second second second	
	Pre	pared By						Date	Impleme	ented		1		Review	red By	-		-	Traffic	Enginee	r
																		1		0	
																				_	
Ter.	Sec.	12.2 60																6.8	Sec.	a la la	See See
City	ofDay	ytona Bea	ach							5	Timing	Sheet						10/	9/2019	11:27	:55 AM
Stati	ion : 1	448 - ISH	3 & B	EA	CHI	ETH	ERN	EN	(Stan	dard Fi	ile)										
Unit F	Parame	eters [1.2.	.1]																		

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OFF 3 OFF OFF OFF ON STD8 OFF 4PH OFF 1 OFF OFF

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1448				1				

Port Parameters [6.2]

L

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)	C	1.000								
System Down(P-B)	X				1					
PC/Print(P-2)		(1					

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifer Phases	Туре	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 Conflict Parameters+ [1.5.2.2]

Overlap	Cor	flicting Ph	ases	-		7	Con	flictin	g Ove	rlaps	 1		C	onflict	ing Pe	ds	100
Overlap 1	Local Second			1	1000												0
Overlap 2																	
Overlap 3																	
Overlap 4					1												
Overlap 5																	
Overlap 6				_													
Overlap 7																	
Overlap 8																	

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	2	2	4	4	5	6	6	7	8	8	3	0	2	6
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	L	2	3	3	4	5		6	7	11	8	9		10	11		12	13		14	15		16
Call Phase	()	0	0		0	0		0	0		0	0	· · · ·	0	0		0	0		0	0	1.1	0
Switch Phase	()	0	0		0	0		0	0		0	0	5 . A .	0	0		0	0		0	0		0
Delay Time	()	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0
hannels/SDL0	C, Ass	ign to	Pha	ses []	1.3.1]												1							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	2.
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
				Contraction in the local division in the loc	and a local division of a local				the second second second		******													

		and the second second second		and the second second second	and the second se											-			-					
Туре	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	VEH	VEH	VEH	VEH							
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK											
Alt Hz																				-				
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5]

MMU-to-Contro	oller Channel	l Map

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

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1		1									1	1		1	
2		1		1				and the second second second			1	1			
3	1								1	1					
4	1		1				1		1	1					
5				1									·		
6		1		1								-			
7			1	and the second sec				Contraction of the second							
8	1		1		PORT IN SOLUTION			Careful and the second states							
9								Contraction of the second second							
10															
11							-								
12				5											
13		1			•										
14	1														
15			,												

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/	Fac		Detector							MMU	Diag						
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON	-	1			1		ON	-			1.000	0.00		1	ON	
Peer to Peer														-	-			

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4								

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Station: 1448 - ISB & BEACH ETHERNEN (Standard File)

Alarms, Enable Events [1.6.1]

Alarms, Enable Alarms [1.6.4]

Event#	Event Enable	Alarm#	Alarm Enable
I	ON	1	ON
2	ON	2	ON
3	ON	3	ON
4	ON	4	ON
5	ON	5	ON
6	ON	6	ON
7	ON	7	ON
8	ON	8	ON
9		9	
10		10	
11	ON	11	ON
12	ON	12	ON
12	ON	12	ON
14	ON	13	ON
14	ON	14	ON
15	ON	15	<u>ON</u>
10	UN	10	UN
17	<u> </u>	17	ON
18	ON	18	ON
19	ON	19	ON
20	ON	20	ON
21		21	
22	ON	22	ON
23	ON	23	ON
24	ON	24	ON
25	ON	25	ON
26	ON	26	ON
27		27	
28		28	ON
29	ON	29	ON
30	ON	30	ON
31	ON	31	ON
22	UII	22	ON
32		32	
35		35	
34		34	
35		35	ON
36		36	ON
37	ON	37	ON
38	ON	38	ON
39		39	
40		40	
41		41	
42		42	
43		43	
44		44	
45		45	The second of some the second s
46		46	
47	ON	47	
48		48	
49		10	
50		47	
51		50	
52		51	
52		52	
33		53	
54		54	
55		55	
56		56	
57		57	
58		58	
59	ON	59	ON
60		60	
61		61	
62		62	
63		63	
64		64	

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						1
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						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	OFF

Alarms, Phases/Overlaps [1.4.2]

Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases	2	6										
Overlaps												

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Station :	1448 -	ISB &	: BEACH	ETHERNEN ((Standard File)

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Туре	EMERG	EMERG	EMERG	EMERG	EMERG	EMERC
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						- the second
Track Over 10						*******
Track Over 11						
Track Over 12						
DwellCyc Over 1						
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4						
DwellCyc Over 5					and the second se	
DwellCyc Over 6		a section of the sect				
DwellCyc Over 7						
DwellCyc Over 8						
DwellCyc Over 9						
DwellCyc Over 10						********
DwellCyc Over 11						
DwellCyc Over 12				and the second		
Ped Clear						
Yellow						
Red						
Return Max					the second second	

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

Coordination, Modes,+ [2.1] Modes

Modes+

						Lanua		Stop			Latch	Coord	V:.14	Coord	Closed	
Operational	Correct SHRT/LNG	Maximum MAX INH	Force-Off FLOAT	Mode	Leave Before	After	Recycle	In Walk	External	Reset	Sec Foff	Easy Float	Value	Yield Sign	Loop Active	
				RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	140	120	140	180		160	180	Su -	180	180	180	180	180	180	180
Offset Time	24	20	85	62	34		48	34		34	157	16	28	28	56	134
Split Number	1	2	3	4	10		6	10		10	11	10	11	11	11	12
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn															

Coordination, Pattern 17-32 [2.1]

coordination, r	aucinit	1 52 [2.	-1	A		the second second										
Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	180	180	200	200	200	200	200	200	200	200	200	200	200	200		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
Offset Time	135	167	71		164	164	163	3	126	82	84	84	104	73		_
Split Number	12	12	14	14	14	13	16	16	15	15	15	17	17	17		
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	l = 1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Timing Sheet

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Station: 1448 - ISB & BEACH ETHERNEN (Standard File)

Split Table 1 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Tesc 20 40	Coordination, S	plits 2.1	.1]					1			_						
Time 20 40 20 40 20 40 0NT	Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode NON NON <td>Time</td> <td>20</td> <td>40</td> <td>20</td> <td>40</td> <td>20</td> <td>40</td> <td>20</td> <td>40</td> <td>01/7</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td>	Time	20	40	20	40	20	40	20	40	01/7	OUT	OUT	OUT	OUT	OUT	OUT	OUT
Coord Plase D N I <thi< th=""> I I <t< td=""><td>Mode</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>NON</td><td>MXP</td><td>NON</td><td>MIN</td><td>OMT</td><td>OMI</td><td>OMI</td><td>OMT</td><td>OMI</td><td>OMI</td><td>OMI</td><td>UMI</td></t<></thi<>	Mode	NON	MXP	NON	NON	NON	MXP	NON	MIN	OMT	OMI	OMI	OMT	OMI	OMI	OMI	UMI
Split Table 2 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 50 20 41 20 20 41 60 70 80 20 40 70	Coord Phase	-	ON														
Table 2 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Moke NON						and the second					1.1.1	2					
Time 20 50 20 50 20 50 OMT	Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mede NON MXP NON NON MXP NON NON DAIL DAIL <thdail< th=""> <thdail< th=""> <thdail< th=""></thdail<></thdail<></thdail<>	Time	20	50	20	50	20	50	20	50				01/7	01.07	ONT	OUT	OUT
Core Phase ON	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMI	OMT	OMT	OMI	OMI	OMI
Split Table 3 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 39 20 41 20 39 20 41 0x1 0x11 0x11 <td>Coord Phase</td> <td>1</td> <td>ON</td> <td></td>	Coord Phase	1	ON														
Time 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 30 20 41 20 39 20 41 20 30 20 41 20 30 20 41 20 30 20 41 20 30 20 41 20 30 20 41 20 30 20 41 20 30 11 12 13 14 15 16 Time 22 55 21 42 23 21 42 21 41 041 <t< td=""><td></td><td></td><td>_</td><td></td><td></td><td>_</td><td></td><td></td><td>6</td><td></td><td></td><td></td><td></td><td>-</td><td></td><td></td><td></td></t<>			_			_			6					-			
Time 20 39 20 41 20 39 20 41 0XIT 0XIT <	Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode NON MAP NON NON NON OAT OAT <td>Time</td> <td>20</td> <td>39</td> <td>20</td> <td>41</td> <td>20</td> <td>39</td> <td>20</td> <td>41</td> <td></td> <td></td> <td></td> <td>() (m)</td> <td>01.07</td> <td>01/7</td> <td>01/7</td> <td>OUT</td>	Time	20	39	20	41	20	39	20	41				() (m)	01.07	01/7	01/7	OUT
Coord Pase O.N O.N <tho.n< th=""> O.N <tho.n< th=""> <tho.n< td=""><td>Mode</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>OMT</td><td>OMI</td><td>OMI</td><td>OMI</td><td>ОМІ</td><td>OMI</td><td>OMI</td><td>OMI</td></tho.n<></tho.n<></tho.n<>	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMI	OMI	OMI	ОМІ	OMI	OMI	OMI
Split Table 4 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 22 55 21 42 22 55 21 42 - 1 1 - - - - - - - - - - - - - - - - - - - <t< td=""><td>Coord Phase</td><td></td><td>ON</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Coord Phase		ON														
Split Table 4 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 22 52 21 42				_											-		
Time 22 55 21 42 21 42 1 1 1 1 1 0	Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode NON MXP NON MXP NON NON NON NON NON OMT OMT <td>Time</td> <td>22</td> <td>55</td> <td>21</td> <td>42</td> <td>22</td> <td>55</td> <td>21</td> <td>42</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>01/17</td> <td>OUT</td>	Time	22	55	21	42	22	55	21	42							01/17	OUT
Cood Phase O.N I <t< td=""><td>Mode</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>OMT</td><td>OMT</td><td>OMI</td><td>OMT</td><td>OMI</td><td>OMI</td><td>OMI</td><td>OMI</td></t<>	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMI	OMT	OMI	OMI	OMI	OMI
Split Table 5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Mode NON NXP NON NNN NON NNN NON NNT OMT OM	Coord Phase		ON													1	
Split Table 5 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 100 16 60 20 100 16 60 20 161 15 39 20 161 15 39 20 161 15 39 20 161 15 39 20 161 16 20 20 20 20 25 50 25 50 25 50 25 50 25 50 25 50 25 50 25 50 25 50 25 50 25		(
Time 20 100 16 60 20 100 16 60 0MT	Split Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode NON MXP NON NON NON NON NON OMI OMI <td>Time</td> <td>20</td> <td>100</td> <td>16</td> <td>60</td> <td>20</td> <td>100</td> <td>16</td> <td>60</td> <td>01.07</td> <td>0107</td> <td>01/7</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td>	Time	20	100	16	60	20	100	16	60	01.07	0107	01/7	OUT	OUT	OUT	OUT	OUT
Coord raise ON MON MNN NNN NNN NNN NNN OMT OMT <td>Mode</td> <td>NON</td> <td>MXP</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>MXP</td> <td>NON</td> <td>NON</td> <td>OMI</td> <td>OMI</td> <td>ОМІ</td> <td>OMI</td> <td>UMI</td> <td>UMI</td> <td>UMI</td> <td>0.MI</td>	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMI	OMI	ОМІ	OMI	UMI	UMI	UMI	0.MI
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Split Table 6 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 61 129 15 39 29 161 15 39 -		-															
Time 61 129 15 39 29 161 15 39 OM OMT	Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode NON MXP NON NON NON NON NON OMI OMI <td>Time</td> <td>61</td> <td>129</td> <td>15</td> <td>39</td> <td>29</td> <td>161</td> <td>15</td> <td>39</td> <td></td> <td>01.00</td> <td></td> <td>01/7</td> <td>01/7</td> <td>OUT</td> <td>OUT</td> <td>OUT</td>	Time	61	129	15	39	29	161	15	39		01.00		01/7	01/7	OUT	OUT	OUT
Coord Phase ON Mode ON MAY NON NON NON NON NON NON NON NON NON OMT OM	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMI	OMI	OMI	OMI	ОМІ	OMI	OMI	OMI
Split Table 7 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 25 60 25 50 25 60 25 50 0 <t< td=""><td>Coord Phase</td><td>1</td><td>I ON</td><td></td><td></td><td>1</td><td>1</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Coord Phase	1	I ON			1	1										
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Time 25 60 25 50 26 60 25 50 0 <t< td=""><td>Split Table 7</td><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td><td>9</td><td>10</td><td>11</td><td>12</td><td>13</td><td>14</td><td>15</td><td>16</td></t<>	Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode NON NON NON NON MAP NON NON OMI OMI <td>Time</td> <td>25</td> <td>60</td> <td>25</td> <td>50</td> <td>25</td> <td>60</td> <td>25</td> <td>50</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td> <td>OUT</td>	Time	25	60	25	50	25	60	25	50	OUT	OUT	OUT	OUT	OUT	OUT	OUT	OUT
Coord Phase ON NON NON <th< td=""><td>Mode</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>OMI</td><td>ОМІ</td><td>OMI</td><td>OMI</td><td>OMI</td><td>OMI</td><td>OMI</td><td>OMI</td></th<>	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMI	ОМІ	OMI	OMI	OMI	OMI	OMI	OMI
Split Table 8 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time NON NO	Coord Phase	1	I ON					1							Lummunau		L
Split Table 8 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time -																	
Time NON NON <td>Split Table 8</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>13</td> <td>14</td> <td>15</td> <td>10</td>	Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	10
Mode NON NON <td>Time</td> <td>MON</td> <td>WOW</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NOV</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>NON</td>	Time	MON	WOW	NON	NON	NON	NON	NON	NON	NON	NON	NON	NOV	NON	NON	NON	NON
Coord Phase 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time NON Coord Phase ON ON ONT ONT <t< td=""><td>Mode</td><td>NON</td><td>NON</td><td>NON</td><td>NUN</td><td>NON</td><td>NUN</td><td>NON</td><td>NUN</td><td>NON</td><td>NON</td><td>NON</td><td>NON</td><td>NON</td><td>NON</td><td>NON</td><td>NON</td></t<>	Mode	NON	NON	NON	NUN	NON	NUN	NON	NUN	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 9 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time -	Coord Phase						I			1			L		L	L	J
Split Table 9 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time -	and a set of										10		1.12	12	1.14	10	
Imme NON NON <td>Split Table 9</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>1</td> <td>8</td> <td>9</td> <td>10</td> <td>11</td> <td>12</td> <td>15</td> <td>14</td> <td>15</td> <td>10</td>	Split Table 9	1	2	3	4	5	6	1	8	9	10	11	12	15	14	15	10
Jude NON NON <td>Mada</td> <td>NON</td>	Mada	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 10 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 26 76 28 50 26 76 28 50 - <	Coord Phase	non	NON	non	11011	non	non	non	non	mon	- non	non		non			
Split Table 10 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 26 76 28 50 26 76 28 50 - <	Coold I hase	- Louise						A					Lannon		Longinger		
Spit Table 10 1 2 3 4 5 6 7 6 9 10 11 12 13 14 13 10 Time 26 76 28 50 26 76 28 50 - <t< td=""><td>G</td><td></td><td>1</td><td>1 2</td><td></td><td></td><td></td><td></td><td>0</td><td>0</td><td>10</td><td>1 11</td><td>1.12</td><td>12</td><td>14</td><td>15</td><td>16</td></t<>	G		1	1 2					0	0	10	1 11	1.12	12	14	15	16
Inne 20 70 23 30 20 70 23 30 OMT	Spir Table 10	1	2	3	4	3	76	28	50	,	10	11	12	15	14	15	10
Mode NON MON NON NON NON NON NON NON NON Ont Ont <td>Mada</td> <td>NON</td> <td>10 MVP</td> <td>NON</td> <td>NON</td> <td>NON</td> <td>MYP</td> <td>NON</td> <td>NON</td> <td>OMT</td> <td>OMT</td> <td>OMT</td> <td>OMT</td> <td>OMT</td> <td>OMT</td> <td>OMT</td> <td>OMT</td>	Mada	NON	10 MVP	NON	NON	NON	MYP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Split Table 11 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 107 17 36 20 107 17 36	Coord Phase	non	ON	HON	HON	HOIT	MILLI	11011		0	0		0111				
Image: Split Table 11 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 107 17 36 20 107 17 36	Coold Thirds	il		1							4	1				American	
Spit Table 11 1 2 3 4 5 0 7 6 9 10 11 12 13 14 15 10 Time 20 107 17 36 20 107 17 36 -	Calle Table 11		1.2	1 2	1	-	(1 7	0	0	10	1 11	12	13	14	15	16
Inne 20 10/ 1/ 30 20 10/ 1/ 30 0// 1// 30 0// 1// 30 0// 1// 30 0// 1// 30 0// 1// 30 0// 1// 30 0// <	Split Table 11	1 20	107	3	4	20	0	17	26	y	10	m	12	15	14	15	10
Auge Auge <th< td=""><td>Mode</td><td>NON</td><td>MYP</td><td>NON</td><td>NON</td><td>NON</td><td>MXP</td><td>NON</td><td>NON</td><td>OMT</td><td>OMT</td><td>OMT</td><td>OMT</td><td>OMT</td><td>OMT</td><td>OMT</td><td>OMT</td></th<>	Mode	NON	MYP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Split Table 12 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 96 20 44 20 96 20 44 4 4 4 4 5 6 7 8 9 10 11 12 13 14 15 16 Mode NON MXP NON MXP NON NON OMT	Coord Phase	INOIN	ON	non	11011	HON	- mun		1,0,1		0	0					
Split Table 12 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 Time 20 96 20 44 20 96 20 44 <	Coord made		1		-												
Spin radie 12 1 2 3 4 5 0 7 0 7 10 11 12 14 15 10 Time 20 96 20 44 20 96 20 44 1 1 1 13 10 10 10 14 15 10<	Calls Table 12	1	1 2	1 2	1	5	6	7	8	0	10	1 11	1 12	13	14	15	16
Mode NON MXP NON MXP NON MXP NON MXP NON NON OMT OMT <td>Time</td> <td>20</td> <td>06</td> <td>20</td> <td>4</td> <td>20</td> <td>96</td> <td>20</td> <td>44</td> <td>,</td> <td>10</td> <td></td> <td>1.0</td> <td>15</td> <td>17</td> <td>10</td> <td></td>	Time	20	06	20	4	20	96	20	44	,	10		1.0	15	17	10	
Coord Phase ON	Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
	Coord Phase		ON	1													

Coordination, Splits [2.7.1]

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City of Dayton Station: 1448	a Beach - ISB &	BEAC	Н ЕТН	ERNEN	V (Stan	dard Fi	Гiming le)	Sheet					10	/9/2019	0 11:27:	55 AM
Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29 NON	90 MXP	28 NON	53 NON	29 NON	90 MXP	28 NON	53 NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON		1.911		· · · · · · · · · · · · · · · · · · ·							-			
																il
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19 NON	122 MXP	18 NON	41 MAX	19 NON	122 MXP	18 NON	41 MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase	NON	ON	NON	MAA	NON	MAT	NON	SIAA	OMI	OMI	OMI	0.MI	Unit	0.11	<u>O.m</u>	0.11
									A	L			h			
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	81	32	61	26	81	32	61								
Mode Coord Phase	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord mase		011														
Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	26	115	29	30	26	115	29	30	-	10		12	10		10	
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
6-14 T 11 17					-		-	0	0	10		10	12		12	16
Split Table 17	26	81	32	4	26	6 81	32	61	9	10	11	12	13	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20 NON	97 MXP	17 NON	46 NON	20 NON	97 MXP	17 NON	46 NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase	NOIN	ON	non	non	HOIT	MUN	non	non	- O.MI	UMI	UMI	UMI	Unit	0	OIII	0
Constant of the constant of the party																
Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	50	49	61	20	50	49	61						1		
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase	-	UN														
C-RAT-LL 20			2	1	6	6	7	0	0	10	11	12	12	14	15	16
Time	27	90	22	4	27	90	22	41	,	10		12	15	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
						_	_			_						
Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON NON	MXP	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														
Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	110 MVD	20 NON	50	20 NON	110 NON	20 NON	50 NON	OMT	OVIT	OVIT	OMT	OWT	OMT	OMT	OMT
Coord Phase	NON	ON	NON	NUN	NON	NON	NON	NON	OMI	UMI	OMI	OMI	0.911	OMI	OMI	OMI
									description of the second second	An of the owner owner owner owner	dence subjectively					
Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	164	20	36	20	164	20	36		<u></u>		0115		0115	0107	010
Mode Coord Phase	NON	MXP ON	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMF
Coord mase	-				I	I				L				I		
Split Table 24		2	2	4	5	6	7	8	0	10	11	12	13	14	15	16
Time	24	122	24	70	24	122	24	70	,	10	11	14	15	14	10	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON					l		I							
							-									
Split Table 25	1	2	3	4	5	6	7	8	9	10	п	12	13	14	15	16
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
					_						-		_			
Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1.01	1.011	1.014	1.011												
Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time									North	North	Morr	NOT	Norr	North	Nor	Vov
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1	1	1	1	1	1	1	1	1		1	1.	1	N	1	1 1

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time			1.000	and the state					1	1.1.4						
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase													Chest In			
														223.4		
Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		1 internal	in a literal				In the second	1								
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
	-															
Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time		12 10		here and			12.00	Service L		a sum s	-					
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																
Split Table 31	F 1	2	1 3	4	5	6	7	8	9	10	1 11	12	13	14	15	16
Time	1	-				-		-	-						G	1.
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	non	non	1.011				1.011									
Coold Thase		1	1	-	Lannan											
		-				and the second										1 16
Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time			S. A.	1 August												Nor
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Timing Sheet

10/9/2019 11:27:55 AM

Station: 1448 - ISB & BEACH ETHERNEN (Standard File)

TB Coor, Advanced Scheduler [4.3]

	hr				-			_	-	-	-	_	In		- 6	XX/-	- 1-	_	-	Б		- 6	11			-	_	_	-	1		-	-	-	_			-	_	h	-	_	-	-	-	_	-	-	-	-	b	-	1	
Die	M	ont	n		11	T	T		Ic	To	IN	ID	D	ay	10	we	ek	Tr	Ic	μ	ay	10	M	on	rh 7		-	0	10	1	1.	12	15	1	1.0	17	17	10	To	<u></u>	11		1	1		-	(7	0	0	3	L1	Davi	Dlan
Plan	J	F	M	A	M	J	J	A	S	10	I.	L D	S	N		- 11	1	F	S	1	2	-	5 .	4	5	0	1	8	9	10	1	2	3	4	13	0	1/	8	19	10	1	1	-	3	4	5	0	1	8	9	10	1	Day	Plan
2	1	1	1	1	1	1	1	+	+	+	++	+	1	-	-	-	-	-	-	+		+		++	1		1	1	H	1	+	+	++	++		+	++	+	++		H	+			1	1	1	1	1	1	H	++		1
2	1	1	+	1	1	1	+	1	+	+	+	+	-		+	-	-	-			1	-		++		+	+	1	+		+	+		++	+		+	+	+	+†	+ i				1	1	1	1	1	1	1	+		1
4	1	1	1	1	1	1	1	i	1	+	ti	1	-	-	ť	1	-		-	H	1		-	++	1	1	1	1	+	H		1 i	+†	+	+ i	ti	ti	ti	1	ti	ti	t		+	1	1	1	1	1	1	11	ti	-	1
5	1	i	1	1	1	1	i	i	ti	ti	ti	ti	-	-	+	+	tī	-		ti	i	+	it	it	i	i	i	1	h	ti	1 i	ti	ti	ti	ti	ti	ti	ti	ti	ti	ti	ti		it	i	1	1	1	i	1	ti	ti		1
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Page 10 of 11

City of Daytona I	Beach						Timing	Sheet					10)/9/2019	9 11:27	:55 AN
Station : 1448 - 1	SB & I	BEACH	I ETH	ERNEN	N (Star	dard Fi	le)									
Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																
Den Blan Table 9		1.2	1 2	-	-			0	0	10		12	1.12	1.11	15	16
Day Plan Table 8	1	2	3	4	5	0	1	8	9	10	11	12	13	14	15	10
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Day Plan Table 11	[1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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eressine purchasilities and ender															1	
Day Plan Table 17	1	1 2	13	4	5	6	7	8	0	10	11	12	13	14	15	16
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Minuta																
Antian																
Action																

Timing Sheet

10/9/2019 11:27:55 AM

Station: 1448 - ISB & BEACH ETHERNEN (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1				0	0						
2	2				0	0						
4	4				0	0						
5	5				0	0						
6	6				0	0						
7	7	1			0	0						
8	8				0	0						
9	10				0	0						
10	10				0	0						
12	12				0	0						
13	13				0	0	-					
14	14				0	0						
15	15				0	0						
16	16				0	0						
17	17				0	0						
10	19				0	0						
20	20				0	0						
21	21				0	0						
22	22				0	0						
23	23				0	0						
24	24				0	0						
25	25				0	0						
20	20				0	0						
27	28				0	0						
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
34	34				0	0						
35	35				0	0						
37	37				0	0						
38	38	*****			0	0						
39	39				0	0						
40	40				0	0						
41	41				0	0						
42	42				0	0						
43	23				0	0						
44	44				0	0						
46	46	*****			0	0						
47	47				0	0						
48	48				0	0						
49	49				0	0						
50	50				0	0						
51	51				0	0						
52	52				0	0						
54	54				0	0						
55	55				0	0						
56	56				0	0						
57	57				0	0						
58	58				0	0						
59	59				0	0						
60	60				0	0						
61	61				0	0						
63	63				0	0						
64	64				0	0						
99	99				0	0						
100	254				0	0						

Timing Sheet

10/9/2019 11:29:06 AM

Station: 1701 - ISB & HALIFAX ETHERNET (Standard File)

Phase [1.1.1]

					(E	1 EL)	2 (WT) 3		4	5	6 (ET)	7	8 (ST)	9	10	11	12	13	1	4	15	16
	Per	Walk	nce			0	7			0	0	7	0	7	0	0	0	0	0)	0	0
	N	fin Gree	n		-	8	15	0		0	0	15	0	8	5	5	5	5	5	-	5	5	5
		Gap Ex				3	3	0		0	0	3	0	3	1	1	1	1	1	1		1	1
		Max 1			1	25	70	0		0	0	70	0	15	25	25	25	25	25	2	5	25	25
	v	Max 2	lr		3	7	37	0	-	0	0	70	0	15	50	50	50	50	50	5	0	50	50
	-	Red Clr				2	2	0		0	0	2	0	2	1.5	1.5	1.5	1.5	1.5	3.	5	3.5	5.5
	R	ed Reve	rt			0	0	0		0	0	0	0	0	0	0	0	0	0	1)	0	0
	Ad	ded Init	ial			0	0	0		0	0	0	0	0	0	0	0	0	0	0)	0	0
	M	lax Initi	al		-	0	0	0		0	0	0	0	0	0	0	0	0	0	0)	0	0
	Time I	Before F	educe		-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0		0	0
	Cars E	To Re	tuce		-	0	0			0	0	0	0	0	0	0	0	0	0			0	0
	R	educe B	v			0	0	0		0	0	0	0	0	0	0	0	0	0	0		0	0
	N	Min Gap				0	0	0		0	0	0	0	0	0	0	0	0	0	0)	0	0
	Dynan	nic Max	Limit			0	0	0		0	0	0	0	0	0	0	0	0	0	0)	0	0
	Dynar	nic May	Step		1	0	0	0		0	0	0	0	0	0	0	0	0	0	C)	0	0
	Auto	Flash E	ntry		-	-	ON		-			011		ON					-				
	Auto	Actuat	exit		-		ON	-				ON											
	Non	-Actuat	ed 2		-				-										-				
	Re	st In Wa	lk		1														1				
nase	opti	on [1.	1.2]		1											1	tanin perunan						
					Œ		2 (WT	3		4	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	4	15	16
		Enable			0	N	ON		-	-		ON		ON	-	-	-		-	-	-	-	-
	L	ock Cal	1				ON					ON			ON	ON	ON	ON	ON	0	N	ON	ON
	М	in Reca	1				ON					ON											
	M	ax Reca	11		-				_														
	Pe	ed Reca	1						-														
	D	ual Entr	u v				ON					ON						-					
	Sim	Gap En	able				ON		-			ON			ON	ON	ON	ON	ON	0	N	ON	0
	Gua	ar Passa	ge												011	0.1	0.1	0.1	- OII			0.1	
	Cor	nd Servi	ce											-									
	Add	d Init Ca	alc					1			L												
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itry	Call	Phas	00	2.5.10			1.2		201	1000	Ass	ianed								cuon		.51	
-	-	200	es .	From	То	Fron	n To	From	То	From	To Ass	igned Ph	Entry	Call	Phases	Fron	n To F	rom To	Fron	n To	From	To A	ssign Ph
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1 2 3 4 5 6 7 8 tern	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0	n To 0 0 0 0 0 0 0 0 0 0 0 0 0 1 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0 0 0 0 0 0 0 0 0 1.6.	From 0 0 0 0 0 0 0 0 0 1 1	To Ass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	igned Ph 0 0 0 0 0 0 0 0 0 0	Entry 1 2 3 4 5 6 7 8 Altern	Call 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Phases 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To F 0 0 0 0 0 0 0 0 0 2, Inter	From Tc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 From 0 0 0 0 0 0 0 0 0 0 0 0 0	n To I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0	To A 0 0 0 0 0 0 0 0 0 0 0 0	ssign Ph 0 0 0 0 0 0 0 0 0
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1 2 3 4 5 6 7 8 tern nase 1 2	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 1 Pas	To 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Fron 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0 0 0 0 0 0 0 0 0 0 1.6. Ilow 0 0	From 0 0 0 0 0 0 0 0 1 1 Red Clear 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ass 0	igned Ph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Entry 1 2 3 4 5 6 7 8 Alterr Phase 1 2	Call 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Phases 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To F 0 0 0 0 0 0 0 0 2, Inter ssage M 0 0	Trom Trom 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 val Tin fax1 M 0 0	From 0	n To I 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ssign Ph 0 0 0 0 0 0 0 0 0 0 0 0 0
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1 2 3 4 5 6 7 8 8 1 1 2 3 4 4 5 5 6 7	0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C	0 0 0 0	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0 0 0 0 0 0 0 1.6. 10w 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To Ass 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	igned Ph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Entry 1 2 3 4 5 6 7 8 Altern Phase 1 2 3 4 5 6 7 8	Call 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Phases 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Trom Tc 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 val Tin 1ax1 M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To A 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ssign Ph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
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1 2 3 4 5 6 7 8 term 1 2 3 4 4 5 6 7 8	0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C 0 C	0 0 0 0	0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Fron 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	To 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ass 0 0	igned Ph 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Entry 1 2 3 4 5 6 7 8 Alterr Phase 1 2 3 4 5 6 7 8	Call 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Phases 0 <td>From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>n To F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2, Inter ssage N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>rom Tc 0 0</td> <td>b From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>n To I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>From 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td>To A 0 0</td> <td>ssign Ph 0 0 0 0 0 0 0 0 0 0 0 0 0</td>	From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To F 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2, Inter ssage N 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	rom Tc 0 0	b From 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	n To I 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	From 0 0 0 0 0 0 0 0 0 0 0 0 0	To A 0 0	ssign Ph 0 0 0 0 0 0 0 0 0 0 0 0 0

StartUp Flash	Auto Ped Clear	Red Revert	Local Flash Start	Allow < 3 sec Yel	Allow Skip Yel	MCE Timeout	Enable Run	Start Red Time	Phase Mode	Startup Calls	Diamond Mode	Stop Time Over Preempt	Free Ring Sequence	Clearance Decide	Min Ped Clear Time	RingAlgo	
				26						1.1.1.1	1	1	Automatica and		10.00000000		

OFF 3 OFF OFF OFF ON STD8 OFF 4PH OFF 1 OFF OFF

Comm, General Comm Parameters [6.1]

Station ID	Master Station ID	Fallback time	Allow Pencil	Port	System-Up	Sys-Down	PC/Print	Aux 232
1701						1		

Port Parameters [6.2]

Comm	Mode	Baud	MsgTime	Duplex	Enable	DialTime	Modem	ModemTime	Tel#1	Tel#2
System Up(P-A)	· · · · · · · · · · · · · · · · · · ·	1	L				1.00			
System Down(P-B)						1. The second		2		
PC/Print(P-2)	1.1.1	F								

Overlap General Parameters [1.5.1]

Conflict Lock	Lock Inhibit	Program Card	Use Parent	Canadian Fast Flash
OFF	OFF	OFF	ALWAYS	

Overlap Program Parameters [1.5.2.1]

Overlap	Included Phases	Modifer Phases	Туре	Green	Yellow	Red
Overlap 1			NORMAL	1	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 Conflict Parameters+ [1.5.2.2]

Overlap	Conflicti	ng Phases	Co	onflicting Overlaps	Conflicting Peds
Overlap 1					
Overlap 2					
Overlap 3					
Overlap 4					
Overlap 5					
Overlap 6					
Overlap 7					
Overlap 8					

Detector, Vehicle Parameters 1-16 [5.1]

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Call Phase	1	2	0	0	0	6	0	8	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	15	0	0	0	0	0	0	15	0	0	0	0	0	0	0	0

Detector, Vehicle Parameters 17-32 [5.1]

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switch Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Timing Sheet

10/9/2019 11:29:06 AM

Station: 1701 - ISB & HALIFAX ETHERNET (Standard File)

Detector Alternate Program 1, Vehicle Parameters [5.5.1]

C	1		2	3	3	4	5		6	7		8	9		10	11		12	13	100	14	15	;	16
Call Phase	()	0	0		0	0	See 1	0	0		0	0		0	0	5.53	0	0		0	0		0
Switch Phase	()	0	0		0	0		0	0		0	0		0	0		0	0		0	0		0
Delay Time	()	0	C)	0	0		0	0		0	0		0	0		0	0		0	0		0
Channels/SDLC	, Assi	ign to	Pha	ses []	1.3.1]																			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
PH/OLP #	1	2	3	4	5	6	7	8	1	2	3	4	2	4	6	8	1	3	5	7				
Туре	VEH	VEH	VEH	VEH	VEH	VEH	VEH	VEH	OLP	OLP	OLP	OLP	PED	PED	PED	PED	PED	PED	PED	PED	VEH	VEH	VEH	VEH
Flash	RED	YEL	RED	RED	RED	YEL	RED	RED	RED	RED	RED	RED	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK	DRK
AltHz																								
Dimming Green																								
Dimming Yellow																								
Dimming Red																								
Dimming Cyc	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+	+

Channel/SDLC, Parameters [1.3.3]

TOD Dim Enable	Extra Maps Enable	D Connector Enable	Single BIU Map	IO Mode	Preempt or Ext Output
OFF	DEFAULT				

Channel/SDLC, MMU Map [1.3.5] MMU-to-Controller Channel Map

111110-0	o-Conti	unti Ci	ianner iv	Tap											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Channel/SDLC, Permissive [1.3.4]

Channel	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1	-	1		17.00			2				1	1	1		
2		1		1							1			*****	
3								1. ()							
4															
5													-		
6		1		1											
7						Contrast Contrast Contrast				and the second se					
8	1			and the state of the state of the spectrum of		and the second se			A Designed and the second s						
9															
10															
11							1								
12						'									
13		1													
14															
15															

Channel/SDLC, Permissive [1.3.7]

SDLC Device	Term/	Fac							Detect	or							MMU	Diag
BIU#	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8		
Dev Present	ON	ON	1000						ON		Sec				1.00	6	ON	
Peer to Peer																		

Ring Sequence [1.2.4]

Ring	P1	P2	P3	P4	P5	P6	P7	P8
Ring 1	1	2	3	4				
Ring 2	5	6	7	8				
Ring 3								
Ring 4	2.1							1

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Station: 1701 - ISB & HALIFAX ETHERNET (Standard File)

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			1			
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	5					
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						

Alarms, Parameters [1.4.1]

Auto Flash Parameter

Yellow	Red	Mode	Source
35	15		

Alarms, Parameters [1.6.7]

Preempt Event Enabled	Pattern Event Enabled
ON	OFF

Alarms, Phases/Overlaps [1.4.2]

	aps [at the	1										
Auto Flash	1	2	3	4	5	6	7	8	9	10	11	12
Phases	6	2			1							
Overlaps												

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Station: 1701 - ISB & HALIFAX ETHERNET (Standard File)

Preempt	1	2	3	4	5	6
Enable	ON	ON	ON	ON	ON	ON
Туре	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				A CONTRACTOR OF CO		
Track Over 11					P	
Track Over 12						
DwellCyc Over 1	Contraction of the second s	***************************************				
DwellCyc Over 2						
DwellCyc Over 3						
DwellCyc Over 4				1		
DwellCyc Over 5						
DwellCyc Over 6				and the second se		
DwellCyc Over 7						
DwellCyc Over 8				*******		
DwellCyc Over 9						
DwellCyc Over 10		***************************************				
DwellCyc Over 11						
DwellCyc Over 12						******
Ped Clear						
Yellow						
Red		and the second se			and the second	
Return Max						

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

Coordination, Modes,+ [2.1] Modes

-

Operational	Correct SHRT/LNG	Maximum MAX INH	Force-Off FLOAT	Mode	Leave Before	Leave After	Recycle	Stop In Walk	External	Auto Reset	Latch Sec Foff	Coord Easy Float	Yield Value	Coord NTCIP Yield Sign	Closed Loop Active	
				RESERVED	TIMED	TIMED	NO_RECYCLE	ON	OFF	ON	OFF	OFF	0	+	OFF	OFF

Coordination, Pattern 1-16 [2.1]

Pattern	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Cycle Time	120	130	140	140	Service of		160	160	Carlos A	180					12.00	200
Offset Time	4	83	12	73			150	150		9						
Split Number	1	2	3	4			7	8		10						30
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	beggm	beggm	beggrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

coordination,	account	1 25 [2.	-1													
Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time	1	-		240	200	200		240					1	200	200	
Offset Time			17	210	66	184		84								
Split Number				31	20	20		23						27	28	
Seq Number	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, S	Splits [2.	7.1]					0.525	1.1								
Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	61		34		86		34					-		1	
Mode	NON	MAX	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase			1			ON	1			1	1		1			
Calle Table 2					1		-			_			1.171	1.2.2.1		
Split Table 2	27	67	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MAX	NON	NON	NON	94 MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NOV
Coord Phase			non	non	HON	ON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
														1	1	
Split Table 3	1	2	3	4	1 5	6	7	8	0	10	1 11	1.12	12	1.14	17	1 16
Time	32	70	-	38		102	,	38	,	10	- 11	12	15	14	15	10
Mode	NON	MAX	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														non
Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	70		50		90		50							1	
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON		1		1				1					L	1
Split Table 5		1.0					-			-	_					
Time	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase					1.011	1.011			non	HON	- HOI	NON	NON	NON	NON	NON
														Announcement of the		
Split Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	-		1222	D. Or .						10		1	15	14	15	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	-			1	1				1							
Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	110		30		130		30								
Mode Cread Phone	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	_	T ON	1													
S-14 T-11.0									-				1. S. S.		-	
Spiit Table 8	1 22	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MYP	NON	NON	NON	100	NON	60	NON	NON	NON	MONT	Mart			
Coord Phase	non	ON	non	HON	NON	MAT	NON	MAA	NON	NON	NON	NON	NON	NON	NON	NON
			Arrest and a second													
Split Table 9	1	2	3	4	5	6	7	8	0	10	11	12	12	14	17	16
Time	27	128		25		155	,	25	-	10	11	12	15	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														
	-				-											
Split Table 10	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	128		25		155		25								
Mode Coord Phase	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Thase	1	UN														
Split Table 11		1	2		-		-	0		10						
Time	14	106	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	1	ON		1.011	1,011	MAI	HON	HON	NON	NON	NON	NON	NON	NON	NUN	NON
Split Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time										10			15	14	15	10
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	-			L									1			

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City of Daytona	Beach						Timing	Sheet					10	0/9/2019	9 11:29	:06 AM
Station: 1701 -	ISB &	HALI	FAX E	THERN	ET (St	andard	File)									
Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NOV	NON	NON	NON	NON
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NUN	NON	NON	NON	NON	NON	NON
Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time											1.					
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 15	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NOV	NOV	NON	NOV
Coord Phase	non			- NON	NOA	NON	Non	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 16	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NOV	NON	NON	NON		
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	Vor	Nort	Mart	North	Mari							
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
a contante de																
Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Mode	NON	MXP	NON	NON	NON	MXP	NON	30 NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON													non	
Split Table 21	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	non	non	HOIT	non	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36 NON	154	NON	50	NON	190	NON	50	NON	NON	Non	MONT				
Coord Phase	NON	ON	NON	NON	NON	МХР	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	186	Nor	34	Novi	206	1 martin	34							-	
Coord Phase	NON	ON ON	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36	140		64		176		64								
Mode Coord Phase	NON	MXP ON	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 25	1 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time						-			-		**		10		10	10
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 26	1 1	2	3	4 1	5	6	7	8	9	10	11	12	13	14 1	15	16
Time		1.000						0		10	11	14	15	14	15	10
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Split Table 27	1	2 1	2	4	5 1	6	7 1	0	0	10	11	10	12	14 1	1.7	1/
Time	1	4	3	4	5	0	1	ð	y	10	п	12	13	14	15	16
Mode Coord Phase	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	50	100	30		Contraction of the local sectors of the local secto	132		48	1							1
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON												1.011	1.011	1
Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	50	50	140			100	1000	140							10	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														Inon
					-	(or in or in the local data									1	1
Split Table 30	1	2	3	4	5	6	7	8	9	1 10	111	1 12	13	14	1 15	16
Time	50	102	48			152		48	-	10		1.0	15	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON								Indi	1			1.0.1	HOI	non
															1	1
Split Table 31	1	2	3	4	5	6	7	8	0	1 10	11	12	12	14	15	16
Time	60	144	36			204	,	36	,	10	- 11	14	15	14	15	10
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NOV
Coord Phase		ON		1.011			mon	non	non	non	non	non	NON	NON	NON	NON
													L			
C. P. T. 11. 22													1.1.1.1	2000		1.00
Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	60	147	33			207	-	33	in a second		. Standy			(hand)		1
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase	-	ON					1									

+

Timing Sheet

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Station: 1701 - ISB & HALIFAX ETHERNET (Standard File)

TB Coor, Advanced Scheduler [4.3]

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Plan	J	F	M	A	IM	IJ	IJ	T	NI:	ST	0	N	D	S	M	Т	w	T	F	S	1	2	3	4	15	16	7	18	9	1 c		11	2	3	4	5	6	7	8	19	- To	Ti		7	3	4	5	6	7	8	9	01	1	Day Plan
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Page 10 of 11

City of Daytona	Beach						Timing	Sheet					10	0/9/201	9 11:29	:06 AN
Station: 1701 -	ISB & F	ALIF	AXEI	HERN	IET (S	tandard	File)								- 1	1.5
Day Flan Table /	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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Minute																
Action																
Day Plan Table 10 Hour Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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Timing Sheet

10/9/2019 11:29:06 AM

Station: 1701 - ISB & HALIFAX ETHERNET (Standard File)

TB Coor, Action Table [4.5]

Action	Pattern	Aux 1	Aux 2	Aux 3	Special 1	Special 2	Special 3	Special 4	Special 5	Special 6	Special 7	Special 8
1	1			-	0	0						
2	2	-			0	0						
3	3				0	0						
4	4	-			0	0						
5	5				0	0						
6	6				0	0						
7	7				0	0						
8	8				0	0						
9	9				0	0						
10	10				0	0						
11	11				0	0						
12	12				0	0						
13	13				0	0						
14	14				0	0						
16	15				0	0						
17	17				0	0						
18	18				0	0						
19	19				0	0						
20	20				0	0						
21	21				0	0						
22	22			******	0	0	**********		******			
23	23				0	0						
24	24				0	0						
25	25		1	-	0	0						
26	26				0	0						
27	27				0	0						
28	28				0	0				1770-00-00-00-00-00-00-00-00-00-00-00-00-		
29	29				0	0						
30	30				0	0						
31	31				0	0						
32	32				0	0						
33	33				0	0						
35	34				0	0		******				
36	36				0	0						
37	37				0	0						
38	38				0	0						
39	39				0	0						
40	40				0	0		*****				
41	41				0	0					and the second se	
42	42				0	0						
43	23				0	0					and the second se	
44	44				0	0						
45	45				0	0						
46	46	1			0	0						
47	47				0	0						
48	48				0	0						
49	49				0	0						
50	50				0	0						
52	52				0	0						
52	52				0	0						
54	54				0	0						
55	55				0	0						
56	56				0	0						
57	57				0	0						
58	58				0	0						
59	59				0	0						
60	60				0	0						
61	61				0	0						
62	62				0	0						
63	63	1			0	0						
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100	254				0	0						