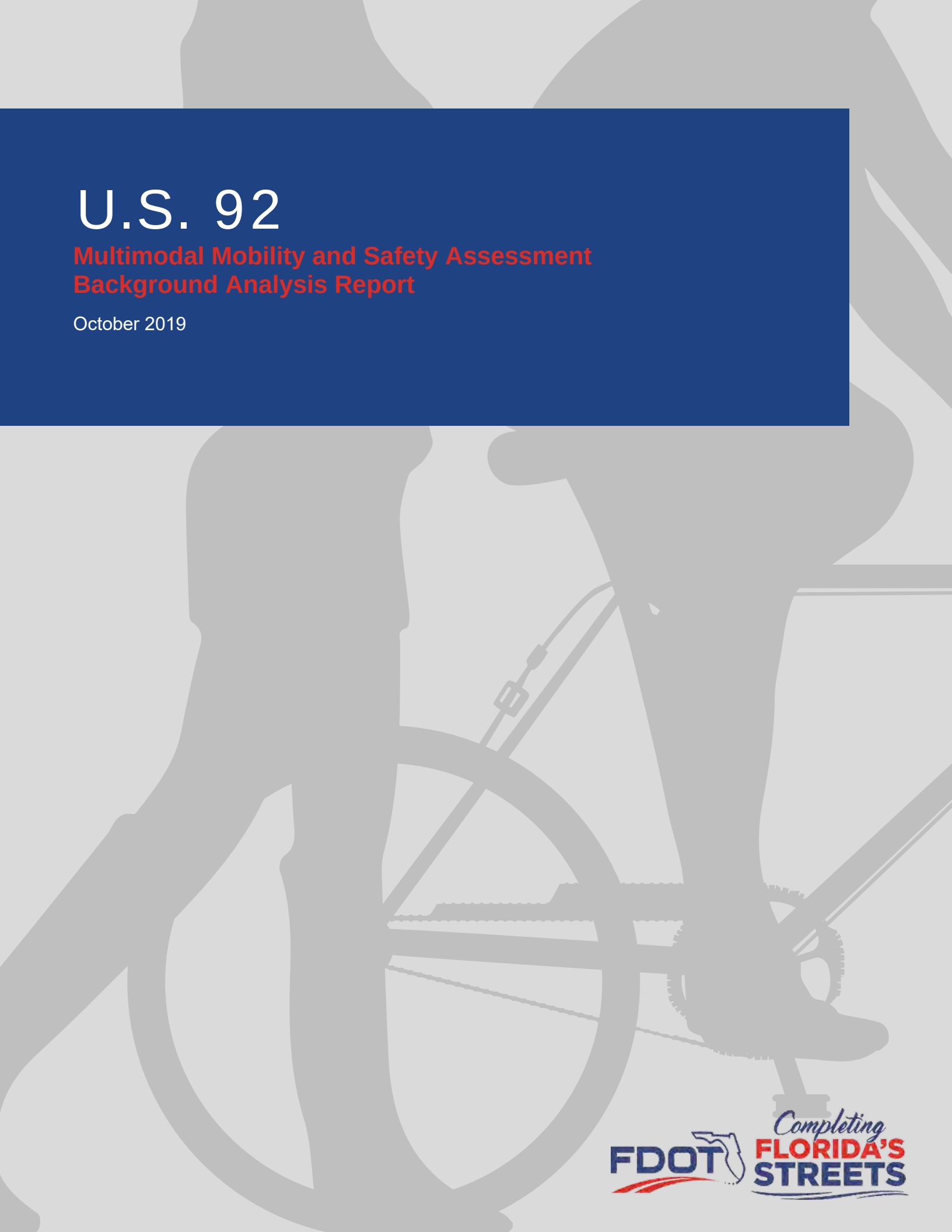
U.S. 92

Multimodal Mobility and Safety Assessment
Background Analysis Report

October 2019



FDOT Completing FLORIDA'S STREETS

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).

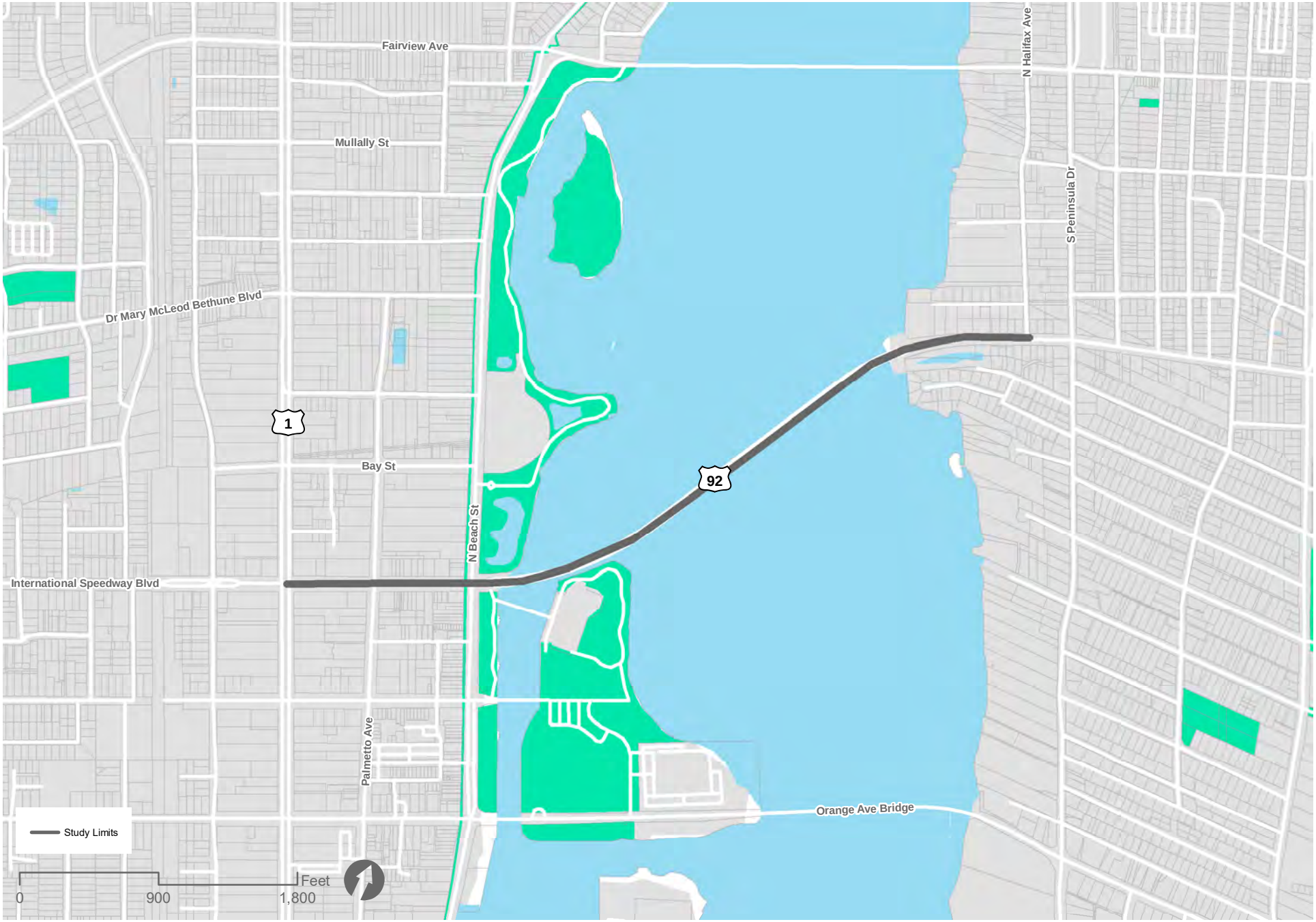


Figure 1: Corridor Map

MMSA for US 92, from US 1 to Halifax Avenue

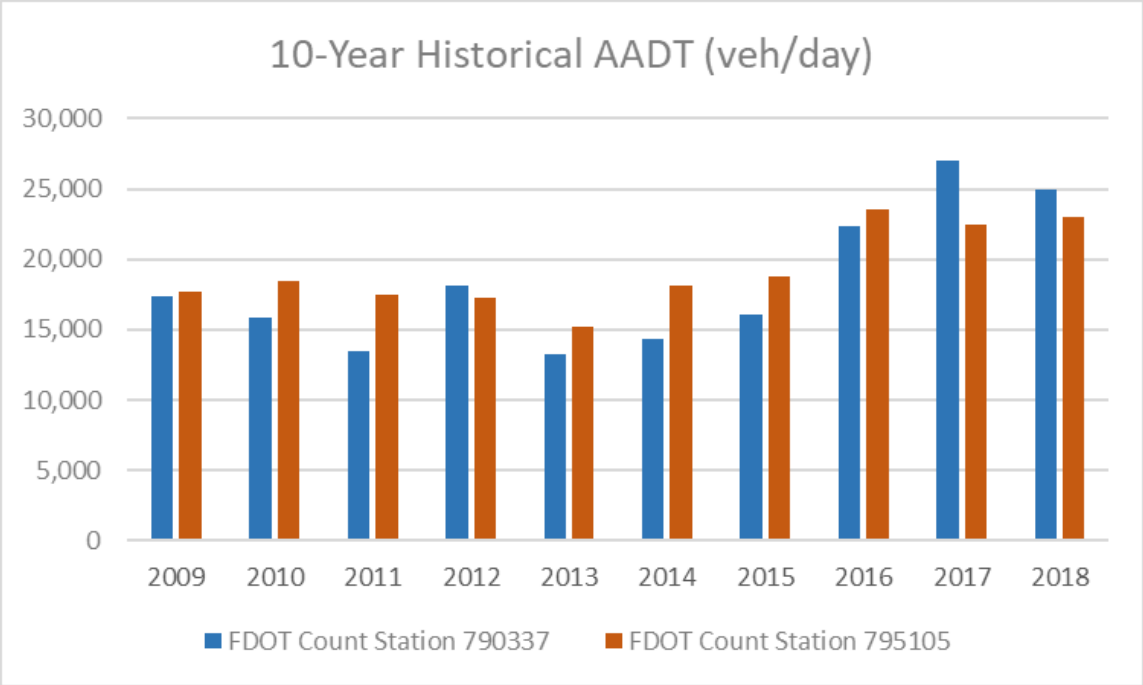
CONTEXT

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:
    - U.S. 92 & U.S. 1
    - U.S. 92 & Palmetto Avenue
    - U.S. 92 & Beach Street
    - 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.

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

Access Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		>45 mph	≤45 mph	Directional	Full	
2	Restrictive with Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
5	Restrictive	440	245	660	2640 >45 mph 1320 ≤ 45 mph	
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

Notes:

1. "Restrictive" physically prevent vehicle crossing.
2. "Non-Restrictive" allow turns across at any point.
3. Speeds shown in this table are posted speeds.

Connection Spacing Near Interchange Ramps:

Connections and median openings located within 1,320 feet of interchange ramps require the following spacing (measured from the ramp furthest from the interchange):

- 440 feet ≤ 45 mph
- 660 feet > 45 mph
- 1,320 feet on Access Class 2 Facilities > 45 mph

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.
    - 17A Weekday service begins at 6 a.m. and ends at 6:30 p.m. with 60-minute headways
    - 17A Saturday service begins at 7 a.m. and ends at 6:30 p.m. with 60-minute headways
    - 17B Weekday service begins at 7 a.m. and ends at 6:30 p.m. with 60-minute headways
    - 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.

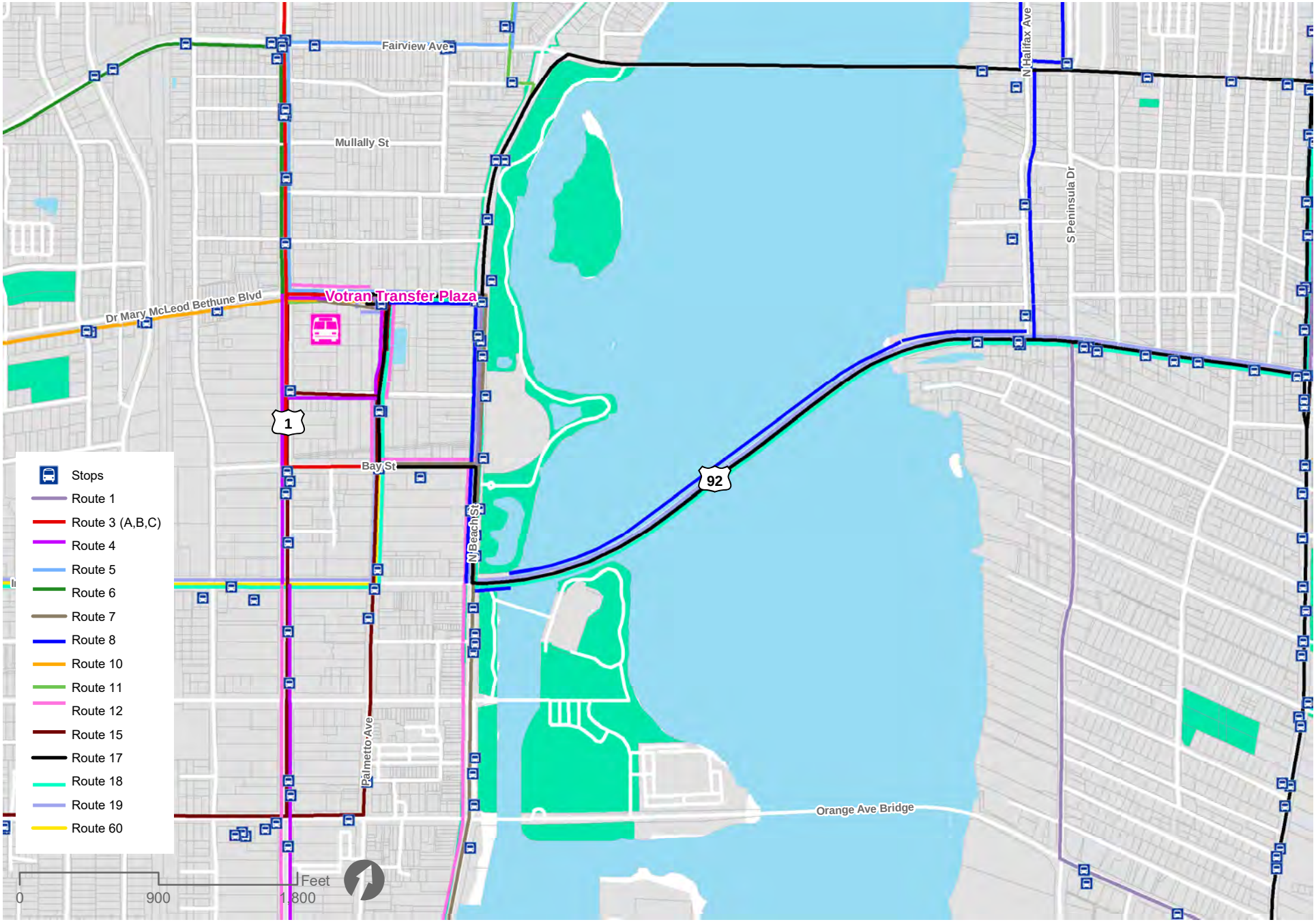


Figure 3: Transit

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 Land Use		Zoning District	
From	To	On the North	On the South	On the North	On the South
U.S. 1	Palmetto Avenue	Retail Commercial Mixed Use		RDD-3 PD-RD	RDD-3 RDD-2
Palmetto Avenue	Beach Street	Commercial Mixed Use		RDD-1 RDD-2	
Beach Street	City Island Park	Parks and Recreation		PD-G	
Halifax River					
End of eastern bridge deck	Halifax Avenue	Retail Commercial Mixed Use		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

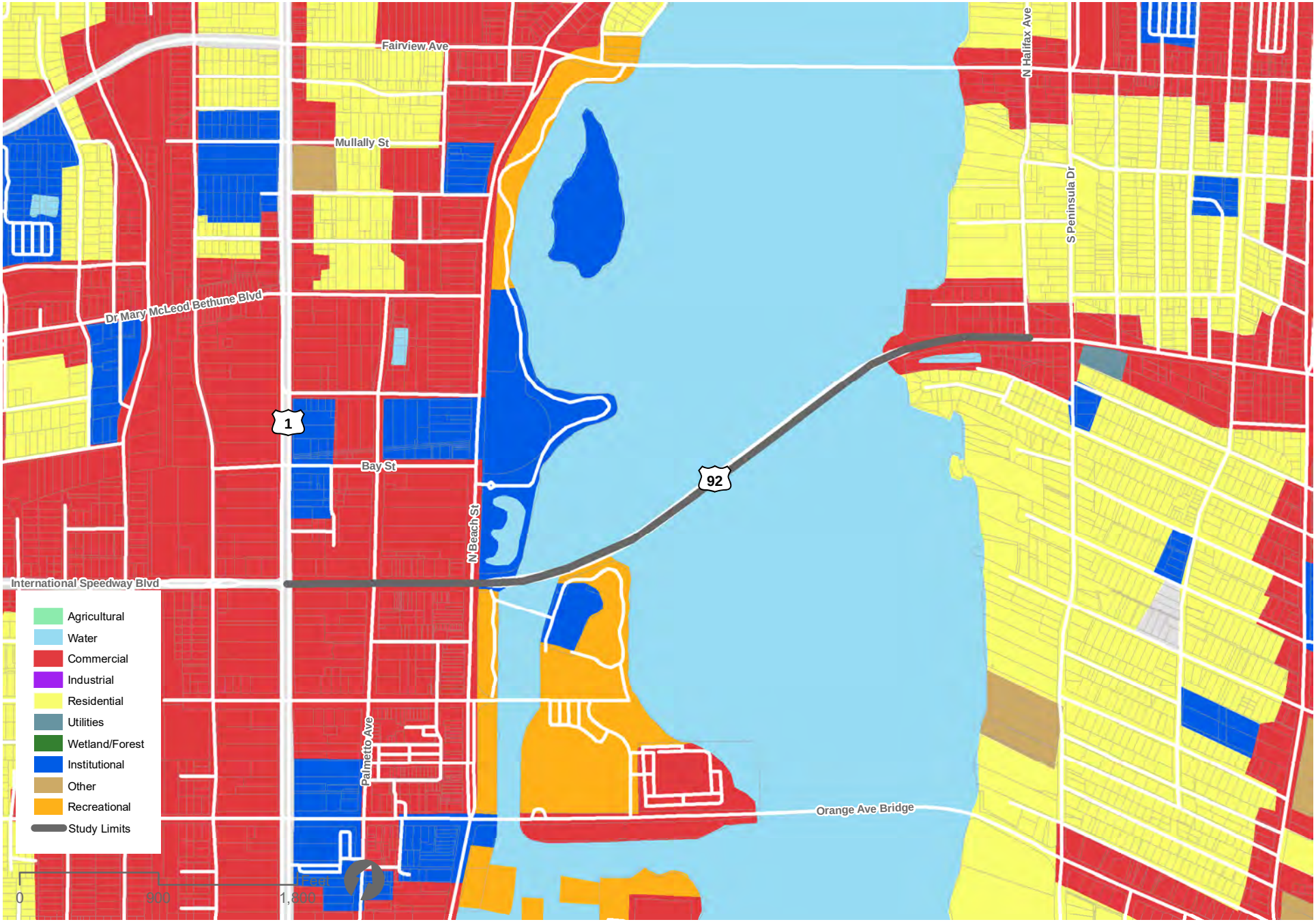


Figure 4: Existing Land Use

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 Handbook[2].

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] https://fdotwww.blob.core.windows.net/sitefinity/docs/default-source/roadway/completestreets/files/fdot-context-classificationpdf?sfvrsn=12be90da_2

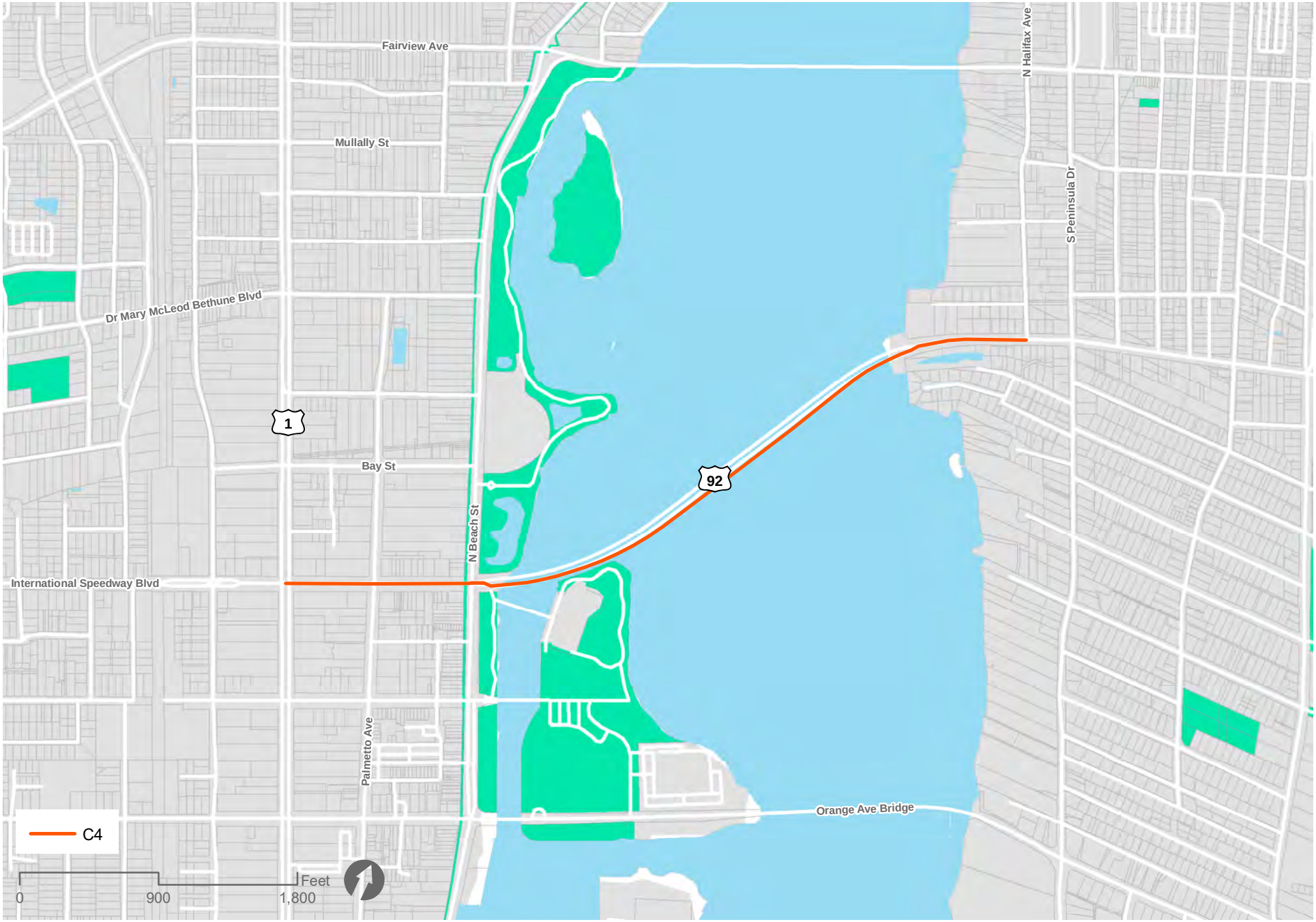


Figure 5: Context Classification

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.

[3] https://www.r2ctpo.org/wp-content/uploads/ADOPTED-FY-2019-20-FY-2023-24-TIP-6-26-19.pdf
[4] https://www.r2ctpo.org/wp-content/uploads/R2CTPO-2040-LRTP-Documentation-Adopted-1-27-16-Amended-1-23-2019.pdf

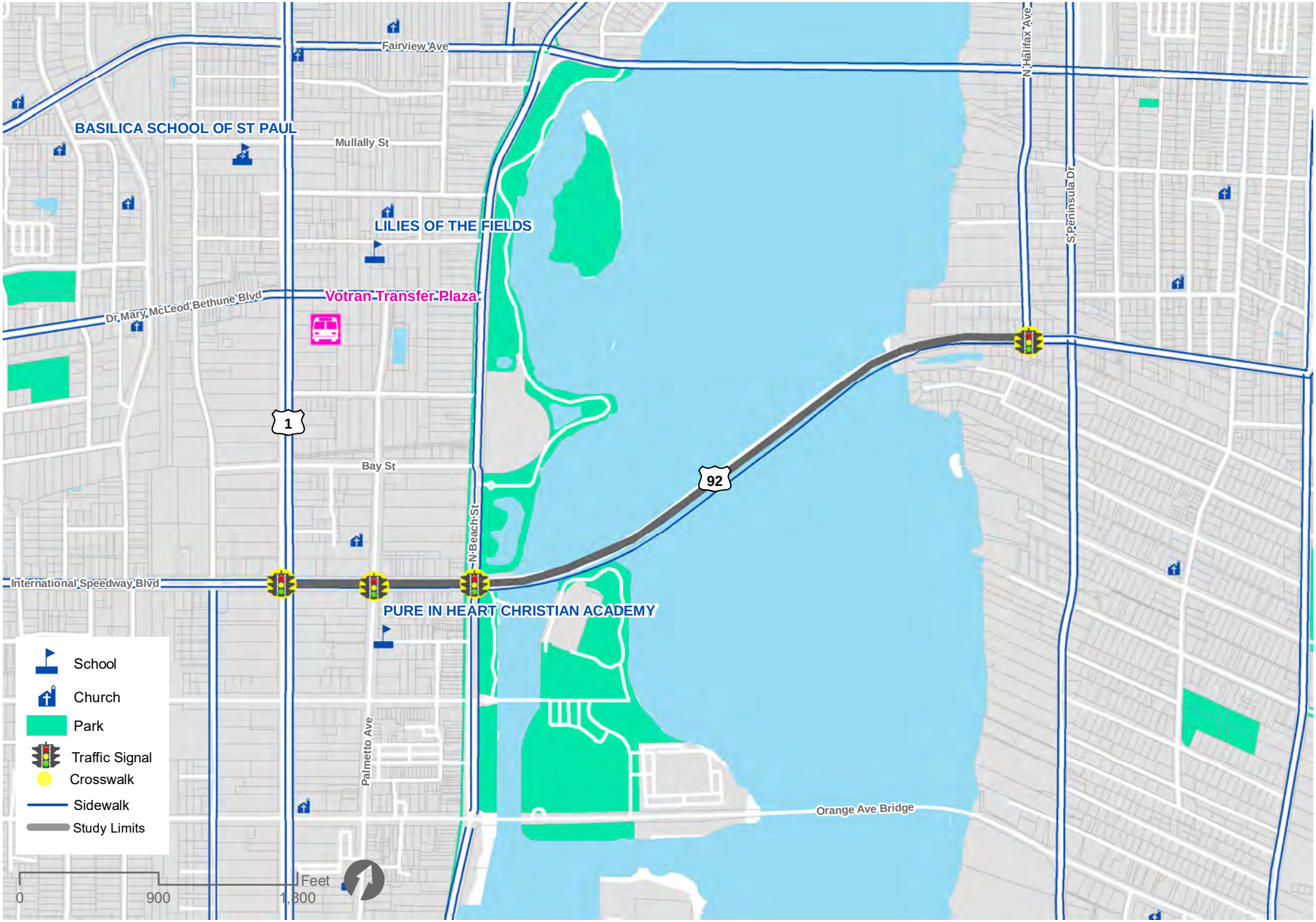


Figure 6: Bike/Ped Generators and Attractors

MMSA for US 92, from US 1 to Halifax Avenue

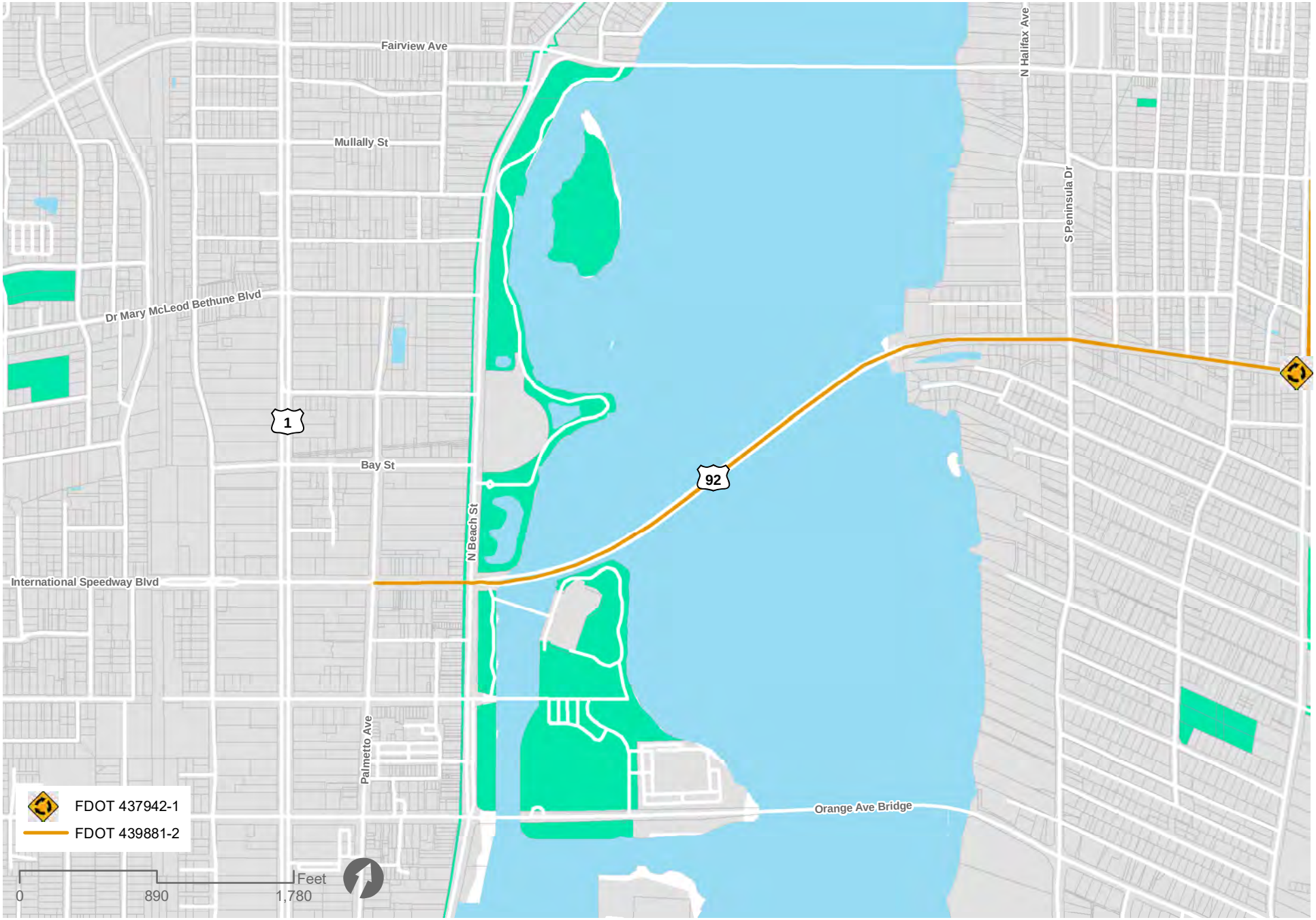


Figure 7: Planned Projects

MMSA for US 92, from US 1 to Halifax Avenue

HISTORIC CRASH ANALYSIS

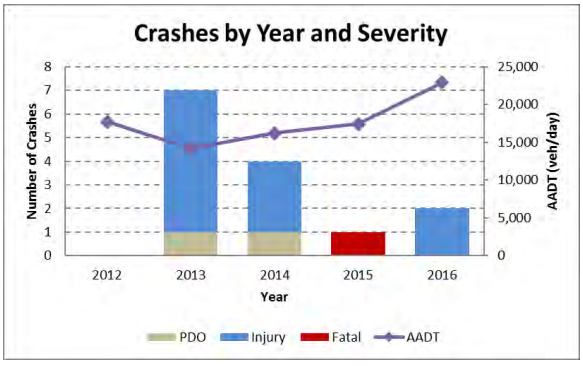
Five (5) years of available pedestrian and bicyclist crash data, 2012 to 2016, were utilized for the U.S. 92 crash analysis. Crash data was obtained from two sources: 1) the FDOT Crash Analysis Reporting (CAR) database and 2) the Signal Four Analytics database, maintained by the University of Florida.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

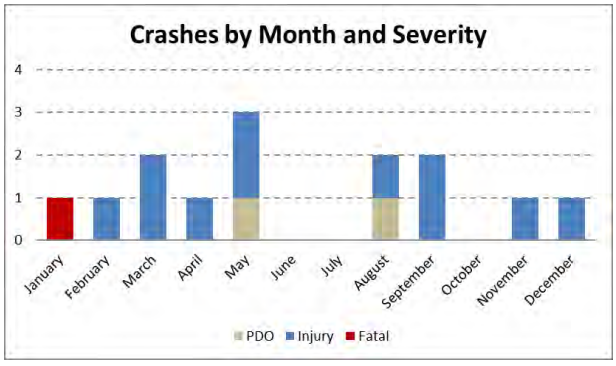
Severity

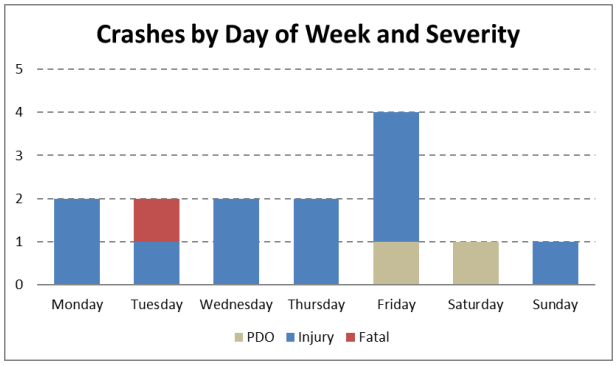
A total of 14 pedestrian or bicyclist involved vehicular crashes were reported over the five-year study period. There was one fatal crash, which occurred at night with a northbound pedestrian crossing U.S. 92 at U.S. 1 on the east leg crosswalk. The pedestrian was stuck by a vehicle that was westbound 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.

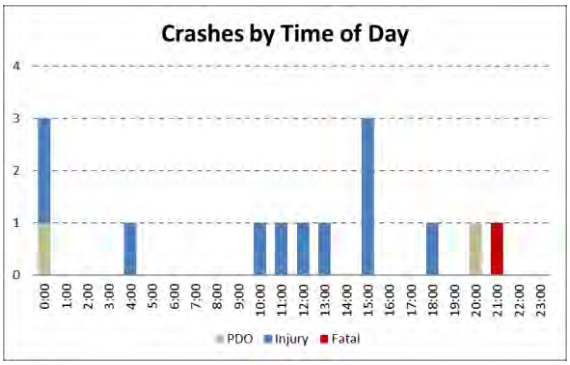
Time

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.

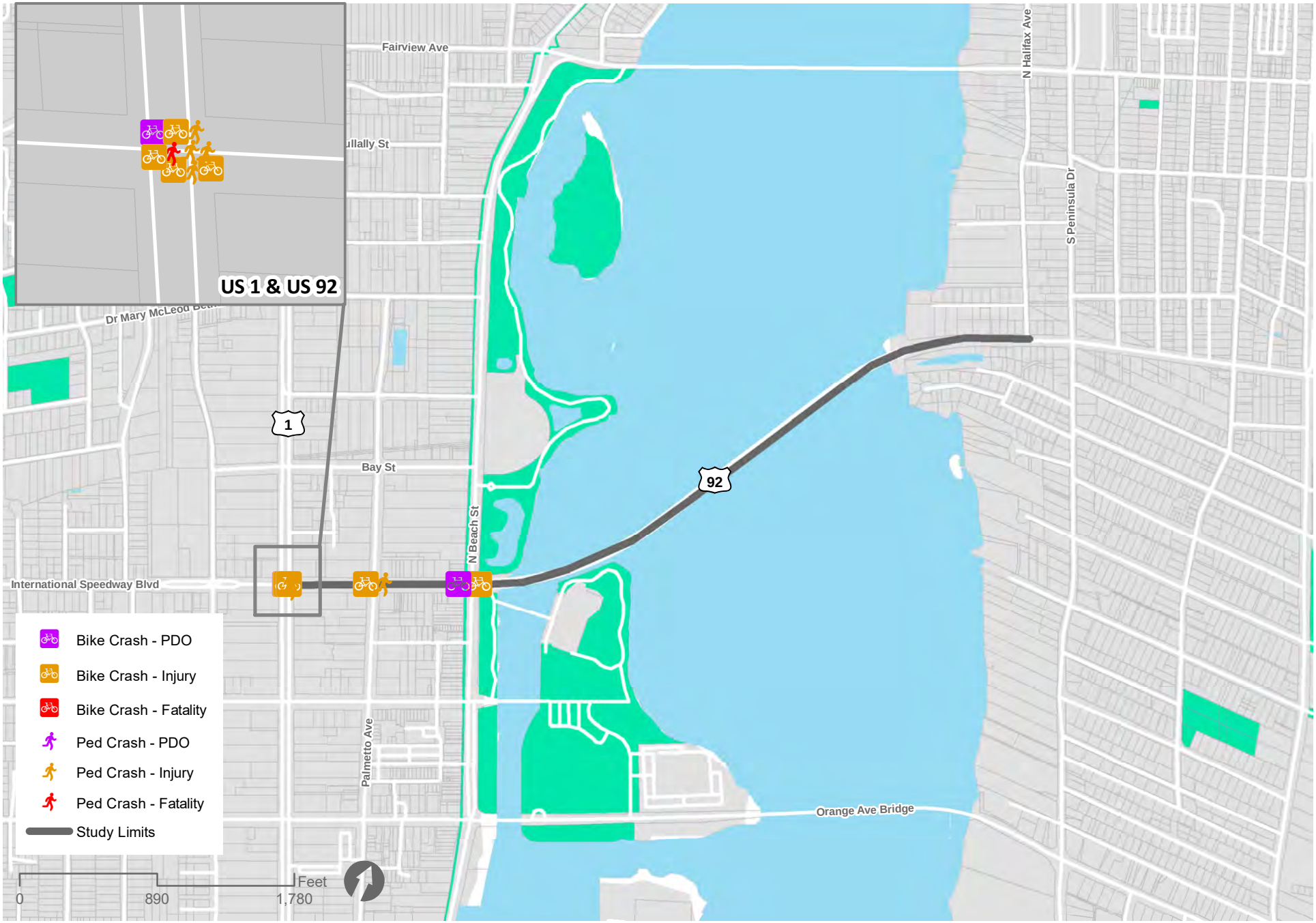


Figure 8: Ped & Bike Crashes

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 Road Number: 600

Section Number: 79080000/79080001

Begin Mile Point: 0/0 End Mile Point: 0.230/0.770

FM Number: Pending

Date Sent: 4/26/19 Date Needed: 5/27/19

LOCATION MAP MUST BE INCLUDED WITH REQUEST

Optional:

Suggested Classification of Applicant: C4

List necessary description, comments, and concerns:

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.

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.

FDOT Context Classification

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 review of existing or future land use or existing zoning information. The Context Classification Matrix presents the primary and secondary measures thresholds for the eight context classifications.

Appendix A illustrates the eight FDOT context classifications through case studies. These case studies present examples of real-world values for the primary and secondary measures that determine a roadway's context classification.

TABLE 1 CONTEXT CLASSIFICATION MATRIX

		(2) Primary Measures							(3) Secondary Measures			
							Roadway Connectivity					
		Land Use	Building Height	Building Placement	Fronting Uses	Location of Off-street Parking	Intersection Density	Block Perimeters	Block Length	Allowed Residential Density	Allowed 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 facilities	>100	<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 measures with undefined thresholds (N/As) are included in Appendix B. The thresholds presented in Table 1 are based on the following sources, with modifications made based on Florida case studies:

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;
2) *2012 Florida TOD Guidebook*, Florida Department of Transportation;
3) *2009 SmartCode Version 9.2.*, Duany, Andres, Sandy Sorlien, and William Wright; and
4) *2010 Designing Walkable Urban Thoroughfares: A Context Sensitive Approach*, Institute of Transportation Engineers and Congress for the New Urbanism.

US 92/SR 600 (Volusia County)

Current Context Classification

0 0.25 0.5 Miles

Date: 9/4/2019

FDOT

City of Daytona Beach | Timing Sheet | 10/9/2019 11:20:44 AM

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

Phase [1.1.1]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	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	28	0	28	0	28	0	28	0	0	0	0	0	0	0	0
Min Green	7	10	7	10	7	10	7	10	5	5	5	5	5	5	5	5
Gap Ext	3	3	3	3	3	3	3	3	1	1	1	1	1	1	1	1
Max1	20	60	20	45	20	60	40	45	25	25	25	25	25	25	25	25
Max2	20	60	20	45	20	60	20	45	50	50	50	50	50	50	50	50
Yellow Clr	4.1	4.1	4	4	4.1	4.1	4	4	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2.5	2.4	2.6	2.8	2.4	2.4	2.5	2.8	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	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	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	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																
Non-Actuated 2																
Rest In Walk		ON				ON										

Phase Option [1.1.2]

	1 (NL)	2 (ST)	3 (EL)	4 (WT)	5 (SL)	6 (NT)	7 (WL)	8 (ET)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call		ON		ON		ON		ON	ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON		ON		ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
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
3	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
6	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	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
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
3	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
6	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	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	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	
4	0	0	0	0	0	0	0	0	0	
5	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	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	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	
4	0	0	0	0	0	0	0	0	0	
5	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	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

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Unit Parameters [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

	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								

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)										
PC/Print(P-2)										

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								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting 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	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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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	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	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

Channels/SDLC, Assign to Phases [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				
Type	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																								
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

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					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
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							ON								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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Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

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

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												
Overlaps												

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FIXED

Modes+

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	140	120	140	180		160	180		180	180	180	180	180	180	180
Offset Time		97	13	103	102			102		102						
Split Number	1	2	3	5	11		7	11		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	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

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	1
Offset	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

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Coordination, Splits [2.7.1]

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		ON														

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	56	17	42	17	64	17	42								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	17	48	16	39	15	50	15	40								
Mode	NON	MXP	MAX	MAX	NON	MXP	MAX	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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

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														

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
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	63	25	48	24	63	25	48								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	60	15	27	16	64	17	25								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 10	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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	51	22	85	22	51	22	85								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 12	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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	25	92	24	59	25	92	24	59								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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	NON	NON	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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	NON	MXP	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
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	16	44	25	95	16	44	25	95								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 19	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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	28	114	28	30	28	114	28	30								
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
Time	24	36	24	156	24	36	24	156								
Mode	NON	MXP	NON	NON	NON	MXP	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	24	36	24	156	24	36	24	156								
Mode	NON	MXP	NON	MXP	NON	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
Time	19	31	19	171	19	31	19	171								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	31	19	171	19	31	19	171								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	34	58	30	58	34	58	30	58								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split 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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	92	24	100	24	92	24	100								
Mode	NON	MXP	NON	NON	NON	MXP	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

TB Coor, Advanced Scheduler [4.3]

	Month												Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1			1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1	1				1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1	1	1	1	1	1					1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
7	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
8																																																	1
9																																																		1
10																																																		1
11																																																		1
12																																																		1
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27																																																		1
28																																																		1
29																																																		1
30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	14	18	21											
Minute			30	30	30											
Action	100	2	4	2	100											

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		8	21													
Minute		30														
Action	100	2	100													

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		10	21													
Minute																
Action	100	2	100													

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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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				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						
15	15				0	0						
16	16				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				0	0						
26	26				0	0						
27	27				0	0						
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						
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						
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						
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				0	0						
64	64				0	0						
99	99				0	0						
100	254				0	0						

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

Phase [1.1.1]

	1 (EL)	2 (WT)	3 (SL)	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
Min Green	7	15	7	10	7	15	7	10	5	5	5	5	5	5	5	5
Gap Ext	4	4	3	4	3	4	3	4	1	1	1	1	1	1	1	1
Max1	20	60	20	30	20	60	20	30	25	25	25	25	25	25	25	25
Max2	20	60	20	30	20	60	20	30	50	50	50	50	50	50	50	50
Yellow 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
Red Clr	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
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	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	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	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																
Non-Actuated 2																
Rest In Walk		ON				ON										

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3 (SL)	4 (NT)	5 (WL)	6 (ET)	7 (NL)	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON	ON	ON	ON	ON	ON	ON								
Lock Call		ON				ON										
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON		ON		ON		ON								
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
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
3	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
6	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	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
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
3	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
6	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	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	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	
4	0	0	0	0	0	0	0	0	0	
5	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	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	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	
4	0	0	0	0	0	0	0	0	0	
5	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	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

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

Unit Parameters [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

	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								

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)										
PC/Print(P-2)										

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								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting 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	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	2	3	4	5	6	7	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	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

Channels/SDLC, Assign to Phases [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				
Type	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																								
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

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					
4	1		1						1	1					
5				1											
6		1		1											
7			1												
8	1		1												
9															
10															
11															
12															
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							ON								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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Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

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

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

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	140	120	140	180		160	180		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	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

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	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	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, Splits [2.7.1]

Split Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	40	20	40	20	40	20	40								
Mode	NON	MXP	NON	NON	NON	MXP	NON	MIN	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	22	55	21	42	22	55	21	42								
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	100	16	60	20	100	16	60								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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

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

Split Table 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								
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	20	107	17	36	20	107	17	36								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	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	20	96	20	44	20	96	20	44								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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Split Table 13	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	29	90	28	53	29	90	28	53								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 14	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	19	122	18	41	19	122	18	41								
Mode	NON	MXP	NON	MAX	NON	MXP	NON	MAX	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 17	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	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	97	17	46	20	97	17	46								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	90	22	41	27	90	22	41								
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
Time	24	126	30	60	24	126	19	71								
Mode	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	20	50	20	110	20	50								
Mode	NON	MXP	NON	NON	NON	NON	NON	NON	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
Time	20	164	20	36	20	164	20	36								
Mode	NON	MXP	NON	NON	NON	NON	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 24	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	24	122	24	70	24	122	24	70								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	OMT	OMT	OMT	OMT	OMT	OMT	OMT	OMT
Coord Phase		ON														

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 30	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 32	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week						Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1	1			1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1	1	1	1	1	1				1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1	1	1	1	1	1					1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8																																																1
9																																																1
10																																																1
11																																																1
12																																																1
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27																																																1
28																																																1
29																																																1
30																																																1
31																																																1
32																																																1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		6	9	14	18	20										
Minute		30														
Action	100	2	3	4	3	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	7	8	16	17	18										
Minute	45	30	30	30	45	30										
Action	1	4	1	4	1	100										

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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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						
15	15				0	0						
16	16				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				0	0						
26	26				0	0						
27	27				0	0						
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						
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						
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						
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				0	0						
64	64				0	0						
99	99				0	0						
100	254				0	0						

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Phase [1.1.1]

	1 (EL)	2 (WT)	3	4	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Walk	0	7	0	0	0	7	0	7	0	0	0	0	0	0	0	0
Ped Clearance	0	10	0	0	0	10	0	18	0	0	0	0	0	0	0	0
Min Green	8	15	0	0	0	15	0	8	5	5	5	5	5	5	5	5
Gap Ext	3	3	0	0	0	3	0	3	1	1	1	1	1	1	1	1
Max1	25	70	0	0	0	70	0	15	25	25	25	25	25	25	25	25
Max2	25	70	0	0	0	70	0	15	50	50	50	50	50	50	50	50
Yellow Clr	3.7	3.7	0	0	0	3.7	0	3.7	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Red Clr	2	2	0	0	0	2	0	2	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
Red Revert	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	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	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Auto Flash Entry								ON								
Auto Flash Exit		ON				ON										
Non-Actuated 1																
Non-Actuated 2																
Rest In Walk																

Phase Option [1.1.2]

	1 (EL)	2 (WT)	3	4	5	6 (ET)	7	8 (ST)	9	10	11	12	13	14	15	16
Enable	ON	ON				ON		ON								
Lock Call		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Min Recall		ON				ON										
Max Recall																
Ped Recall																
Soft Recall																
Dual Entry		ON				ON										
Sim Gap Enable		ON				ON			ON	ON	ON	ON	ON	ON	ON	ON
Guar Passage																
Cond Service																
Add Init Calc																

Alternate Phase Program 1, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
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
3	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
6	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	0	0	0

Alternate Phase Program 2, Calls and Redirection [1.1.6.3]

Entry	Call Phases				From	To	From	To	From	To	From	To	Assigned Ph
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
3	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
6	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	0	0	0

Alternate Phase Program 1, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	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	
4	0	0	0	0	0	0	0	0	0	
5	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	
8	0	0	0	0	0	0	0	0	0	

Alternate Phase Program 2, Interval Times [1.1.6.1]

Phase	Walk	Ped Clear	Min Green	Passage	Max1	Max2	Yellow	Red Clear	Assign Ph	Bike Clear
1	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	
4	0	0	0	0	0	0	0	0	0	
5	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	
8	0	0	0	0	0	0	0	0	0	

Prepared By	Date Implemented	Reviewed By	Traffic Engineer

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Unit Parameters [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

	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								

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)										
PC/Print(P-2)										

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								Type	Green	Yellow	Red
Overlap 1																	NORMAL		3.5	1.5
Overlap 2																	NORMAL		3.5	1.5
Overlap 3																	NORMAL		3.5	1.5
Overlap 4																	NORMAL		3.5	1.5
Overlap 5																	NORMAL		3.5	1.5
Overlap 6																	NORMAL		3.5	1.5
Overlap 7																	NORMAL		3.5	1.5
Overlap 8																	NORMAL		3.5	1.5

Overlap Conflict Parameters+ [1.5.2.2]

Overlap	Conflicting Phases								Conflicting 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

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Detector Alternate Program 1, Vehicle Parameters [5.5.1]

	1	2	3	4	5	6	7	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	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

Channels/SDLC, Assign to Phases [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				
Type	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																								
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

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				
2		1		1							1				
3															
4															
5															
6		1		1											
7															
8	1														
9															
10															
11															
12															
13		1													
14															
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							ON								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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Alarms, Enable Events [1.6.1]

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

Alarms, Enable Alarms [1.6.4]

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

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

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

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	6	2										
Overlaps												

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

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

Coordination, Modes,+ [2.1]

Modes

Operational	Correct	Maximum	Force-Off
	SHRT/LNG	MAX INH	FLOAT

Modes+

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			160	160		180						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	beggrn	beggrn	beggrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn	endgrn

Coordination, Pattern 17-32 [2.1]

Pattern	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Cycle Time				240	200	200		240						200	200	
Offset Time				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, Splits [2.7.1]

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								
Mode	NON	MAX	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	67		36		94		36								
Mode	NON	MAX	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase						ON										

Split Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	32	70		38		102		38								
Mode	NON	MAX	NON	NON	NON	MIN	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

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

Split Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	110		30		130		30								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	23	77		60		100		60								
Mode	NON	MXP	NON	NON	NON	MXP	NON	MAX	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 9	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	27	128		25		155		25								
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	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	14	106		60		120		60								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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

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

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

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

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

Split Table 17	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 18	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 19	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 20	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	150		30		170		30								
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
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 22	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	36	154		50		190		50								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 23	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	20	186		34		206		34								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 25	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 26	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 27	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time																
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase																

Split Table 28	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	50	100	30			132		48								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 29	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	50	50	140			100		140								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	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	50	102	48			152		48								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

Split Table 31	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time	60	144	36			204		36								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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								
Mode	NON	MXP	NON	NON	NON	MXP	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Coord Phase		ON														

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TB Coor, Advanced Scheduler [4.3]

	Month											Day of Week							Day of Month									1									2									3		
Plan	J	F	M	A	M	J	J	A	S	O	N	D	S	M	T	W	T	F	S	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	7	8	9	0	1	Day Plan
1	1	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	3
2	1	1	1	1	1	1	1	1	1	1	1	1		1						1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1	1	1	1	1	1			1					1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1	1	1	1	1	1				1				1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1	1	1	1	1	1					1			1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1	1	1	1	1	1						1		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1	1	1	1	1	1							1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	2
8																																																	1
9																																																		1
10																																																		1
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30																																																		1
31																																																		1
32																																																		1

TB Coor, Day Plan [4.4]

Day Plan Table 1	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		7	10	14	20	21										
Minute						30										
Action	100	1	2	3	2	100										

Day Plan Table 2	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		11	19	21												
Minute		30	30	30												
Action	100	7	4	100												

Day Plan Table 3	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour		12	19	21												
Minute			30	30												
Action	100	7	4	100												

Day Plan Table 4	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 5	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 6	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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Day Plan Table 7	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 8	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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

Day Plan Table 11	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

Day Plan Table 12	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour																
Minute																
Action																

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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						
15	15				0	0						
16	16				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				0	0						
26	26				0	0						
27	27				0	0						
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						
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						
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						
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				0	0						
64	64				0	0						
99	99				0	0						
100	254				0	0						