

# Technical Memorandum

January 12, 2023

Project# 24846.01

To: Gail Payne,  
Senior Transportation Coordinator

City of Alameda, CA

From: Kittelson & Associates, Inc.

RE: Clement/Tilden Way Extension Existing Conditions Memo

## INTRODUCTION

Kittelson & Associates Inc. (Kittelson) is supporting the City of Alameda with the Clement Avenue Extension and Tilden Way project (project). This memorandum (memo) provides an existing conditions summary, including a traffic operations analysis. This memo describes bicycle, transit, and truck routes; and provides existing vehicular operations and a crash summary. Additionally, this memo identifies a project description and defines project intended outcomes. The project outcomes describe the priorities for concept development and selection of a preferred alternative. The memo is organized as follows:

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## PROJECT BACKGROUND

### Land Use Context and Development

The Clement Avenue/Tilden Way extension project is located in the northeast part of the main island, between Broadway and the Miller-Sweeney Bridge that connects the City of Alameda and City of Oakland across the estuary. The majority of the study area is zoned Low-Density & Medium-Density Residential, with some portions zoned as Neighborhood & Community Mixed-Use.

This project is located within the Northern Waterfront Priority Development Area (PDA) and within the Metropolitan Transportation Commission's Transit Priority Area in Alameda. It provides a crucial regional connection since it is at a primary gateway with Oakland, I-880 and Fruitvale BART just beyond the project boundary linking one of the lowest income areas of the east bay with the City of Alameda, which allows for improved access to services and jobs. The Northern Waterfront PDA has a future place type designation of "Transit Neighborhood" with 291 net acres. The City of Alameda envisions this area being redeveloped as a series of mixed use, waterfront and transit-oriented neighborhoods that will provide a mix of jobs and transit-oriented housing types.

The roadways within the study area have the following functional classification as defined in the City's 2022 Mobility Element:

- Tilden Way, Miller-Sweeney Bridge to Broadway: Gateway Street
- Clement Avenue: Neighborhood Connector Street
- Broadway, Fernside Boulevard, Clement Avenue, and Tilden Way south of Broadway: Neighborhood Connector Street
- Blanding Avenue: Business Commercial Street
- Fernside Boulevard: Major Collector
- Pearl Street, Eagle Avenue & Versailles Avenue: Local Roadway

Tilden Way serves as an important connection for the City of Alameda, as it provides multimodal access to the City of Oakland and the rest of the Bay Area. The City of Alameda recently purchased the vacant parcel northwest of Tilden Way from Union Pacific so as to extend Clement Avenue and the Cross Alameda Trail to the Miller-Sweeney Bridge. Alameda County has agreed to restripe the Miller-Sweeney Bridge to narrow the four motor vehicle travel lanes to reduce speeding and to provide bike lanes. The City of Oakland is constructing an improved Fruitvale Avenue between the Miller-Sweeney Bridge and East 12<sup>th</sup> Street, which will widen sidewalks, provide sidewalk-level protected bike lanes, connect to the SF Bay Trail and install landscaping and lighting. In 2020, the US Army Corps of Engineers submitted a funding request for a feasibility study to properly dispose of the bridge since this bridge is a safety hazard and is likely to collapse from a seismic event.

### Plans and Policies

The City of Alameda adopted General Plan 2040 in November of 2021. As a part of the Mobility Element of this plan, the city lists a number of policies that are implemented for improving roadway safety within the city. These policies include:

- **Vision Zero** (ME-5): Strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all

- **Vulnerable Users** (ME-6): Policy that aims to provide safe and convenient access for vulnerable users (including children, seniors, people with disabilities, and people walking and bicycling) designing, redesigning or resurfacing streets.
- **Safe Streets** (ME-7): Policy to reduce collisions between road users resulting in severe injuries and fatalities on Alameda streets by reducing automobile speeds. The city uses the following actions to increase street safety:
  - **Roundabouts.** Increase the use of roundabouts at intersections to improve the safety and lower maintenance costs compared to traffic signals.
  - **Intersection Safety.** To improve safety at a stop controlled or signalized intersections, consider a roundabout design or eliminating right turns on red and adding pedestrian scrambles to existing signals.
  - **Roundabouts and Traffic Circles.** When considering modification to an intersection, prioritize roundabouts and traffic circles for consideration recognizing that land acquisition needs, operational considerations, or other engineering factors or constraints may result in other intersection solutions on a case-by-case basis.

## PROJECT INTENDED OUTCOMES

The Clement Avenue Extension/Tilden Way project uses the abandoned railroad right-of-way along the eastern terminus of Clement Avenue and Tilden Way to extend the Cross Alameda Trail between Broadway and the Miller-Sweeney Bridge. The project also prioritizes improving the truck and bus routes in this area. The project connects directly to the City's Clement Avenue Complete Street project, and to the City of Oakland's planned and funded Fruitvale Avenue improvements. In 2017, the Alameda County Transportation Commission awarded a grant to the City of Alameda for \$8.4 million to implement this project. This project is funded by Measure BB, Alameda County's transportation sales tax.

Intended project outcomes have been developed based on review of the City's Mobility Element, existing conditions, and input received.

Project intended outcomes have been identified as follows:

- Improve and prioritize safety for all road users. Promote safety by prioritizing the City's Vision Zero goals, reducing the fatal and serious injury crashes to zero within the study area
- Provide mobility for all modes (including AC Transit buses and trucks to fill gap in truck network).
- Improve bicycle and pedestrian access to/from the Cross Alameda Trail and the Miller-Sweeney Bridge.
- Reduce the speeds and change the posted speed limit from the current 35 miles per hour to 25 mph through roadway design changes.
- Comply with City plans & policies including the Mobility Element, Vision Zero Plan, and Active Transportation Plan.
- Provide flood reduction and landscaping opportunities after environmental clean-up of soil.
- Reduce greenhouse gas emissions.

## STUDY AREA COMMUNITY CONCERNS

### Prior Comments

The City analyzed comments received from community members prior to the project initiation in 2022, which are primarily from SeeClickFix and the Active Transportation Plan outreach effort.

The City started collecting web-based feedback in 2021 using SeeClickFix software.

All of the eight received comments were with regard to pedestrian and bicycle safety. Two bicycling safety and pedestrian safety comments reported near-misses. Two comments reported unsafe crossings across Broadway at Tilden Way and three reported unsafe crossings across Tilden Way.

The City's Active Transportation Plan, approved in 2022, included community engagement via an online interactive map that allowed respondents to select a location and leave a comment. The connection to the Miller-Sweeney Bridge along Tilden Way, and the Tilden Way / Blanding Avenue / Fernside Street intersection received comments including the following:

- Some commenters shared stories of near-misses with drivers while biking or walking (selecting "I was nearly hit by a vehicle here" as a multiple choice response) and noted the gap in bike lanes in the project area between Fruitvale Avenue in Oakland and Broadway in Alameda.
- Some commenters selected an "I don't like to walk here" multiple choice response and noted high speeds, lack of foliage, conflicts with drivers connecting to and from Pearl Street and Fernside Boulevard.
- Commenters noted that the area provides a key connection to and from Fruitvale BART and the Nob Hill Shopping Center and that they would like to walk or bike through the area if they felt safer doing so.
- Many comments noted that drivers frequently speed.

### Input Collected During Project Development

The project team has collected input from community members throughout the project development process, including the following venues:

- Community survey
- Public (online) workshops on May 18, 2022, and October 11, 2022
- Open house at the library on May 19, 2022, and October 12, 2022
- Three project stakeholder team meetings and correspondence with Alameda County, the Bay Trail, BCDC, Bike Walk Alameda, the BART Bicycle Advisory Task Force, City of Oakland, the Commission on Persons with Disabilities, Unity Council in Oakland, and adjacent commercial property owners and managers.

Comments received included the following themes:



## Concerns

- **Traffic safety:** The overwhelming majority of community members expressed concerns regarding existing traffic safety on or around Tilden Way, Broadway, Fernside Boulevard, and along Blanding Avenue. Comments received emphasize that walking along these roads is an unpleasant experience, citing the circuitous walking paths and a feeling of collision risk.
- **Bicyclist comfort:** Comments indicate that people recognize the importance of the area as a biking connection but do not feel safe riding in the area. In the draft ATP comments, a number of respondents reported near misses.
- **Driver behavior:** A number of comments expressed concern regarding unsafe driver behavior as well as drivers speeding and running red lights or stop signs. There were several comments supporting education related to roundabouts or increased traffic enforcement.
- **Miller-Sweeney Bridge:** Community members and stakeholders have expressed concern over vehicle queueing and the Tilden / Blanding / Fernside intersection being blocked when the bridge goes up.
- **Evacuation needs:** Community members and stakeholders have emphasized the need to evacuate Alameda in the event of an emergency. Tilden Way provides access to one of five ways to exit Alameda (along with the Posey Tube, Park Street Bridge, High Street Bridge, and the Bay Farm Island Bridge).
- **Clement Avenue project impacts:** Community members in the area have expressed concern about the potential for increased through traffic and speeding on Clement Avenue as well as increased truck traffic if Clement Avenue were to be extended to Tilden Way.

## Desires

- **Reduced speeds:** One of the highest priority desires is for traffic calming to reduce speeding and to lower the speed limit on Tilden Way to 25 miles per hour.
- **Increased connectivity:** ATP commenters, workshop participants, and open house attendees expressed a desire for improved quality connections outside of a car, especially to/from BART in Oakland.
- **Lighting and community space:** Survey respondents identified a desire for more nighttime lighting. Survey respondents and workshop participants expressed that the area would benefit from more opportunities for community art and greenspace.
- **Clement extension:** A number of open house participants expressed a desire to use a potential Clement Avenue extension to support uses other than a vehicle and truck route extension—including a park or community space, or exclusively a biking and walking extension.
- **Separation between people walking and biking:** Community members emphasized the benefit of separating walking and biking paths where possible (preferring separated bike lanes and sidewalks over a shared-use path option).
- **Bus stop improvements:** Workshop participants and community members have shared a desire to improve the quality of the bus stops and waiting areas in the project area.

## EXISTING CONDITIONS

This section summarizes existing conditions of the project site vicinity. Figure 1 summarizes the existing configuration of the study intersections, as well as bicycle and pedestrian facilities, transit, and truck routes. Figure 8 and Figure 9 in a later section present existing multi-modal traffic volumes.

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## Pedestrian Facilities

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The project study area includes sidewalks on most roadway segments, though not continuously.

- **Tilden Way:** Includes curb-tight sidewalks (six to eight feet wide) on both sides, which narrows on the north side approaching the Miller-Sweeney Bridge. Approaching the bridge on the south side, a fence separates the sidewalk from the roadway. Sidewalks end approximately 200 feet west of Broadway.
- **Blanding Avenue:** Between Broadway and Tilden Way, Blanding Avenue includes a six- to eight-foot-wide curb-tight sidewalk on the north side of the road. On the south side, a similar-width sidewalk ends as the roadway approaches Tilden Way.
- **Fernside Boulevard:** Includes six-foot-wide sidewalk on both sides.
- **Clement Avenue:** Includes six-foot-wide sidewalk on both sides.
- **Broadway:** Includes four- to six-foot-wide sidewalk on both sides.
- **Pearl Street:** Includes six-foot-wide sidewalk on both sides.
- **Eagle Avenue:** Includes four- to six-foot-wide sidewalk on both sides.
- **Miller-Sweeney Bridge:** Includes six-foot-wide sidewalk on both sides.

The Tilden / Blanding / Fernside intersection includes marked crosswalks across the north, east, and south legs of the intersection but no crossing of the west leg of the intersection. The marked crossings include channelized right-turn lanes and accompanying islands for every right turn. Figure 2 presents a map of existing facilities and routes by mode.

Figure 1: Existing Conditions Aerial



Clement Avenue & Tilden Way





Figure 2: Modal Priorities



MODES

- |                                                                                                                |                                                                                                                |
|----------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------|
|  Bus Route                  |  Bus Stop                   |
|  Truck Route                |  Proposed Truck Route       |
|  Existing Bike Lane or Path |  Proposed Bike Lane or Path |

**Clement Avenue & Tilden Way  
Existing Routes/Facilities by Mode**



## Bicycle Facilities

The study area includes some existing bike lanes with more roadway segments planned to include bike lanes:

- **Tilden Way:** None
- **Blanding Avenue:** A five-foot-wide unprotected bike lane exists west of Broadway.
- **Fernside Boulevard:** Westbound includes a five-foot-wide unprotected bike lane. Eastbound includes a five-foot-wide unprotected bike lane, which begins east of Versailles Avenue.
- **Clement Avenue:** No existing facilities. Proposed Cross Alameda Trail, which is expected to start construction in early 2023 and will extend the two-way separated bikeway on the north side of the street from Willow Street to Broadway.
- **Broadway:** Westbound and eastbound include a five-foot-wide unprotected bike within the study area.
- **Pearl Street:** None
- **Eagle Avenue:** None
- **Miller-Sweeney Bridge:** Includes six-foot-wide sidewalk on both sides

## Transit Services

AC transit serves the study area with seven routes: lines 19, 51A, 78, 663, 851, W, and O. Figure 3 provides a map of routes serving the study and corresponding transit stops. Within the study area, the following bus stops are present:

- Blanding Avenue & Broadway: Lines 19, 78, 851, 51A & W, northbound and southbound
- Broadway & Tilden Way: Lines 19, 78, 851 & 51A, southbound
- Broadway & Eagle Avenue: Lines 78, 851 & 51A, northbound
- Fernside Blvd & Versailles Avenue: Lines 663, O & W, westbound and eastbound

Table 1 presents the frequencies for these transit lines.

**Table 1: Transit Frequency Summary**

| Route    | Weekday                                                           | Weekend                                      |
|----------|-------------------------------------------------------------------|----------------------------------------------|
| Line 19  | 1 hour                                                            | 1 hour                                       |
| Line 51A | 10-20 minutes                                                     | 15-20 minutes                                |
| Line 78  | 30 minutes (service provided during AM and PM peak periods)       | No service                                   |
| Line 851 | 1 hour<br>(service provided only 12AM – 5AM)                      | 1 hour<br>(service provided only 12AM – 5AM) |
| Line O   | 30 minutes                                                        | 30 minutes                                   |
| Line W   | 20-50 minutes<br>(service provided during AM and PM peak periods) | No service                                   |



Figure 3: Transit



ROUTES (SERVICE FREQUENCY)

- 19 (31-60 minutes)
- O (16-30 minutes; transbay)
- W (weekday peak service route transbay)
- 51A (10-15 minutes)  
78 (weekday peak service)  
851 (late night route)
- Bus Stop

Clement Avenue & Tilden Way  
Study Area Transit Service





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## Miller-Sweeney Bridge Operations

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The Miller-Sweeney Bridge is located to the north of the project site and connects the City of Alameda and the City of Oakland as a drawbridge. Its proximity to the study intersections impacts the traffic operations of the study area. A traffic signal for the bridge to stop traffic for bridge operations is approximately 750 feet north of the Tilden / Blanding / Fernside intersection.

Based on correspondence with and data provided by the County of Alameda, the bridge was opened an average of 36 times per month in 2021 and 32 times per month through August in 2022. The peak month in 2021 and 2022 was June 2021, with 66 bridge openings.

When the bridge is opened, a typical opening takes between 5 to 10 minutes, which may vary based on the speed, type, and number of vessels being served. According to the Alameda's County Public Works Agency<sup>1</sup>, the bridge is not opened during the AM and PM Peak hours 8AM-9AM – 4:30PM-6:30PM. Therefore, bridge operations are not expected to affect the study area traffic operations during the AM and PM peak hours.

The existing traffic signal at Tilden / Blanding / Fernside is not coordinated with the bridge operations. It cycles as usual when the bridge is up. When the bridge is raised, vehicle traffic headed into Oakland queues along Tilden Way, sometimes extending back to the Tilden / Blanding / Fernside intersection (see Figure 4). Similarly, drivers seeking to turn onto Tilden Way may block drivers trying to continue through along Blanding / Fernside.

**Figure 4: Vehicle Traffic at Tilden / Blanding / Fernside**



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<sup>1</sup> [https://pwainsp.acgov.org/pwa/about/maintenance/bridges/bridge\\_millersweeney.htm](https://pwainsp.acgov.org/pwa/about/maintenance/bridges/bridge_millersweeney.htm)



## Safety

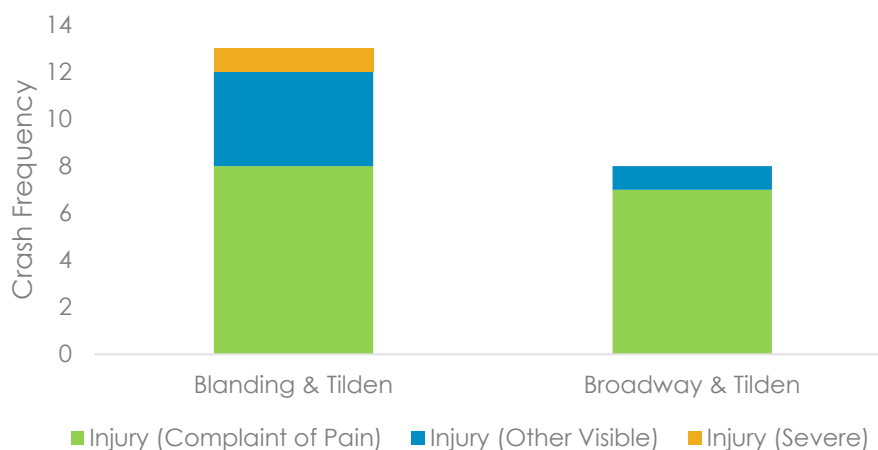
Per the Alameda Vision Zero Action Plan (2021), multiple segments within the study area are on the Alameda's High Injury Network (HIN) with Tier 1 having the greatest frequency and severity of crashes:

- Blanding Avenue (Tier 3)
- Fernside Boulevard, east of Moreland Drive (Tier 3)
- Clement Avenue (Tier 3)
- Park Street, which is adjacent to and impacted by the study area (Tier 1)
- Tilden / Blanding / Fernside intersection (High Crash Intersection)

Ten years of crash history (representing calendar years 2011 – 2020) at the study intersections by severity are presented in Figure 5. There were thirteen reported injury crashes at the Tilden / Blanding / Fernside intersection and eight at the Broadway / Tilden intersection. Crash types by severity within the study area are presented in Figure 6: broadside crashes are the most frequently occurring crash types.

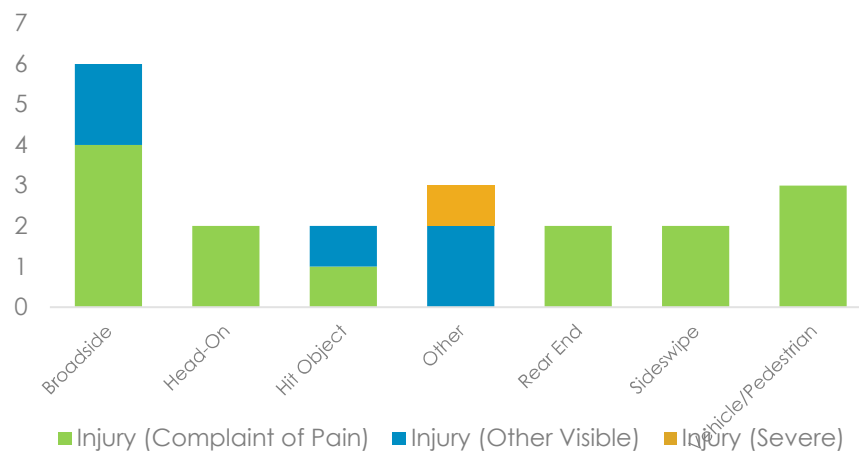
Modal distribution is presented in Table 2. The full list of injury crashes is attached as Appendix A.

**Figure 5: Reported Injury Crashes by Intersection by Severity, 2011-2020 <sup>2</sup>**



<sup>2</sup> Source: Transportation Injury Mapping System, <https://tims.berkeley.edu/help/SWITRS.php>

**Figure 6: Reported Injury Crashes by Collision Type by Severity, 2011-2020 <sup>2</sup>**



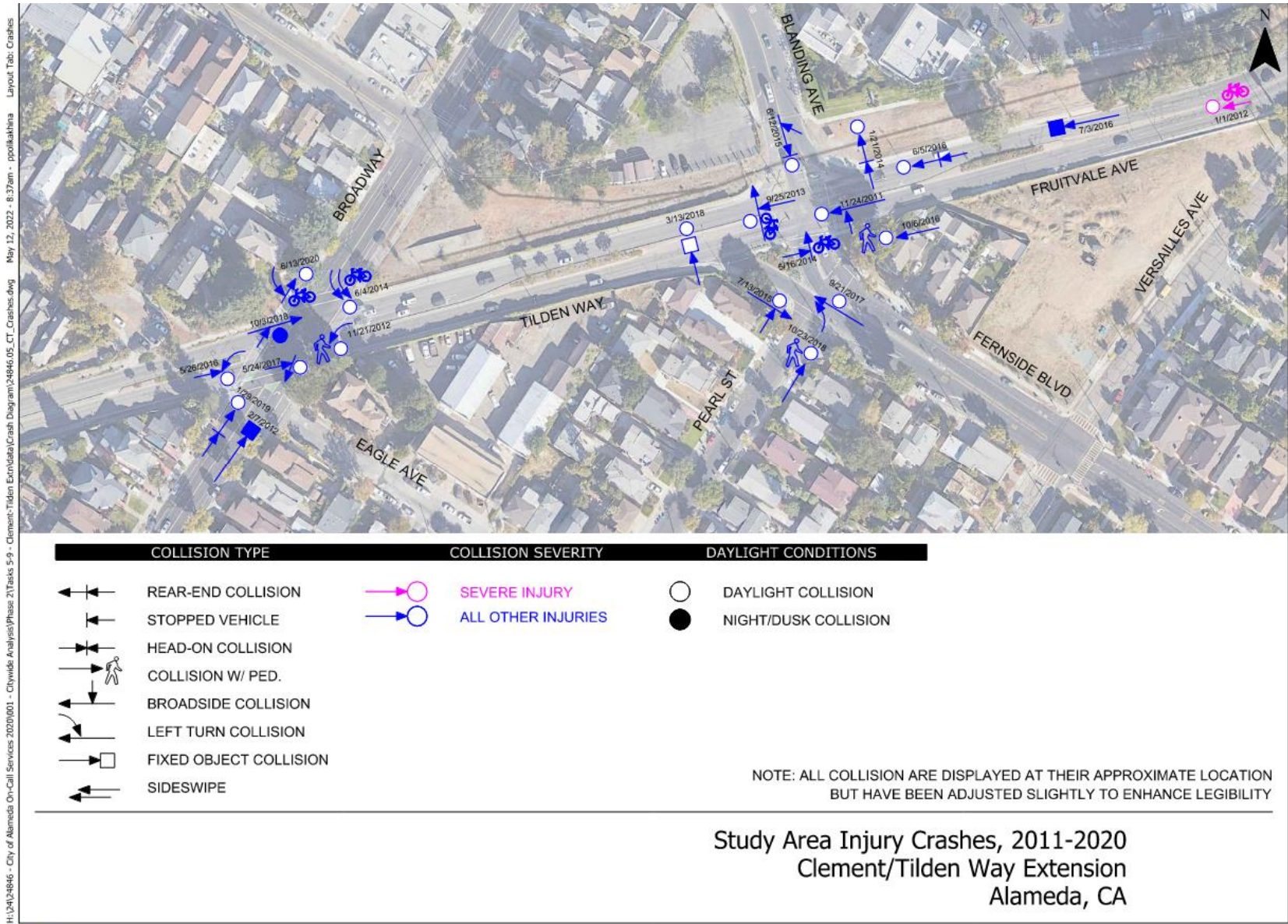
**Table 2: Reported Injury Crashes at Blanding/Broadway & Blanding/Tilden/Fernside Intersections, 2011-2020<sup>2</sup>**

| Mode           | Complain of Pain | Other Visible | Severe | Total |                |
|----------------|------------------|---------------|--------|-------|----------------|
|                |                  |               |        | Count | Share of Total |
| Motor Vehicles | 11               | 2             | 0      | 13    | 62%            |
| Bicyclists     | 1                | 3             | 1      | 5     | 24%            |
| Pedestrians    | 3                | 0             | 0      | 3     | 14%            |
| Total          | 15               | 5             | 1      | 21    | 100%           |

As shown above, out of the total of 21 injury crashes, five and three were pedestrian and bicycle crashes, respectively, which represents a total of 38%.

Figure 7 below presents a map of injury crashes, which occurred within the study area in 2011-2020. It shows that the majority (18) of the injury crashes occurred in the daylight. Two of the three crashes that occurred in the dark were fixed-object crashes. The one severe crash that occurred within the study intersections, occurred 590 feet to the north of the Blanding/Tilden/Fernside intersection, when a bicyclist was heading in the southbound direction. It did not involve a vehicle. Two more bicycle crashes involved a vehicle taking a left turn. One pedestrian crash also involved a left turning motorist.

Figure 7: Study Area Crashes





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## Speed

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Current speed limits within the study area roadways are as follows:

- Tilden Way: 35 mph
- Clement Avenue/ Fernside Boulevard, Blanding Avenue, Eagle Avenue, Pearl Street, Versailles Avenue: 25mph

The City of Alameda provided Kittelson with speed study completed along Fernside Boulevard, between High Street and Tilden Way for one week in February of 2018. The following were the findings of this study:

- Eastbound direction: 50<sup>th</sup> & 85<sup>th</sup> percentile speeds are 28 mph
- Westbound direction: 50<sup>th</sup> percentile speed is 28mph, 85<sup>th</sup> percentile speed is 32mph

Additionally, Kittelson collected portable automatic traffic (ATR) counts along with speed data, on Tilden Way just south of Miller-Sweeney Bridge, in March of 2022. The following were the findings of this data collection:

- Eastbound direction: 50<sup>th</sup> percentile speed is 27mph, 85<sup>th</sup> percentile speed is 33mph
- Westbound direction: 50<sup>th</sup> percentile speed is 28mph, 85<sup>th</sup> percentile speed is 32mph

## Existing Traffic Operations Analysis

### TRAFFIC AND MULTIMODAL VOLUMES

Vehicular, bicycle, and pedestrian AM Peak and PM Peak turning movement counts were collected on March 24, 2022, at the following intersections:

- Broadway/Blanding Avenue
- Broadway/Tilden Way
- Broadway/Eagle Avenue
- Fernside Boulevard/Blanding Avenue/Tilden Way
- Fernside Boulevard/Pearl Street
- Broadway/Clement Avenue

Portable Automatic Traffic Recorder (ATR) 24-hour counts were collected on March 24, 2022, and again in December 2022 on Tilden Way, south of the Miller-Sweeney Bridge. Kittelson obtained historic counts from 2012, 2015, and 2017 at multiple locations within the study area. The historic counts showed that the volumes within the study area had decreased along with the onset of the COVID-19 pandemic. Therefore, Kittelson made the following adjustments to the obtained 2022 counts:

- AM Peak Hour: Increased traffic volumes exiting Alameda via Tilden Way by approximately 25%
- PM Peak Hour: Increased traffic volumes exiting and entering Alameda via Tilden Way by approximately 25%

The additional trips were distributed throughout the network based on the exiting turning movement count distribution. Pedestrian and bicycle volumes were not adjusted. The existing conditions volumes used in this existing conditions analysis therefore represent an adjusted return to pre-pandemic levels. However, a comparison over time of the 24-hour counts taken along Tilden Way (Table 3) indicates that, nearly three years after the initial onset of the COVID-19 pandemic, traffic levels, daily traffic volumes continue to be lower than observed 2017 count levels. Therefore, the adjusted existing conditions represent a conservative representation of existing traffic volumes.

**Table 3: Fruitvale Avenue Traffic Volumes over Time**

| Collection Date | All-Day<br>Bidirectional<br>Vehicle Volumes | Percent Change,<br>Compared to<br>2017 |
|-----------------|---------------------------------------------|----------------------------------------|
| 3/2017          | 23,825                                      | -                                      |
| 3/2022          | 16,846                                      | -29%                                   |
| 12/2022         | 15,350                                      | -36%                                   |

Figure 8 presents existing bicycle and pedestrian volumes—the bicyclist volumes are shown by approach and movement while the pedestrian volumes are shown by intersection leg crossing. Figure 9 in the section below presents existing vehicular volumes used for analysis. During the AM and PM peak hours, the number

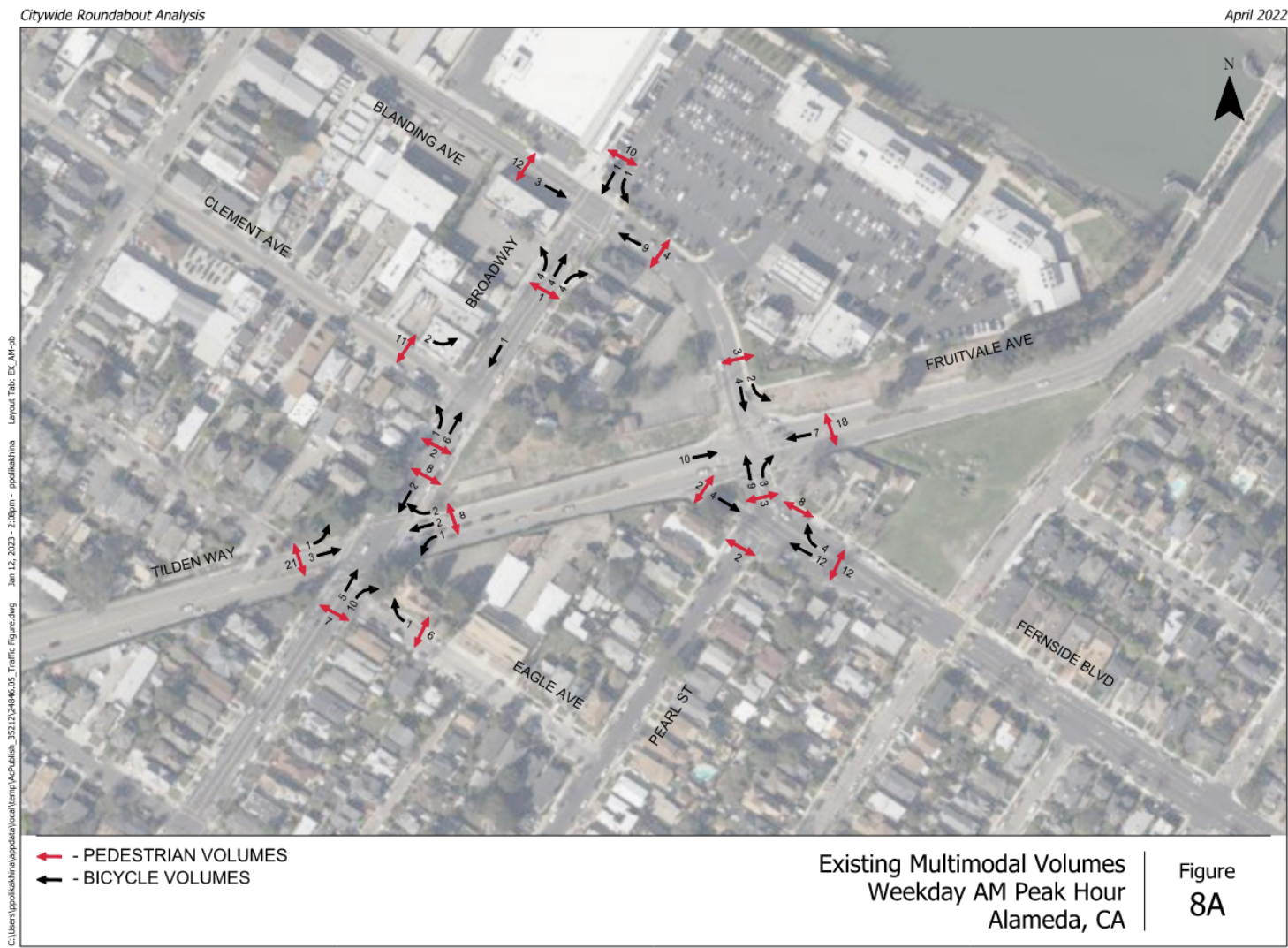
of observed bicyclists and pedestrians in the area was very similar, ranging between 128 and 139 total pedestrians and bicyclists observed. During the AM Peak period, pedestrians and bicyclists represent about 5% of the vehicular traffic, and during the PM Peak period they represent about 4%. Appendix B presents traffic counts sheets.

Cardinal directions for the study intersections were assumed as follows:

- Broadway: north/south
- Blanding Avenue at intersection with Broadway: east/west
- Cement Avenue: east/west
- Tilden Way at intersection with Blanding Avenue: east/west
- Eagle Avenue: east/west
- Blanding Avenue/ Fernside Boulevard at intersection with Tilden Way: north/south
- Tilden Way: east/west
- Pearl Street: east/west



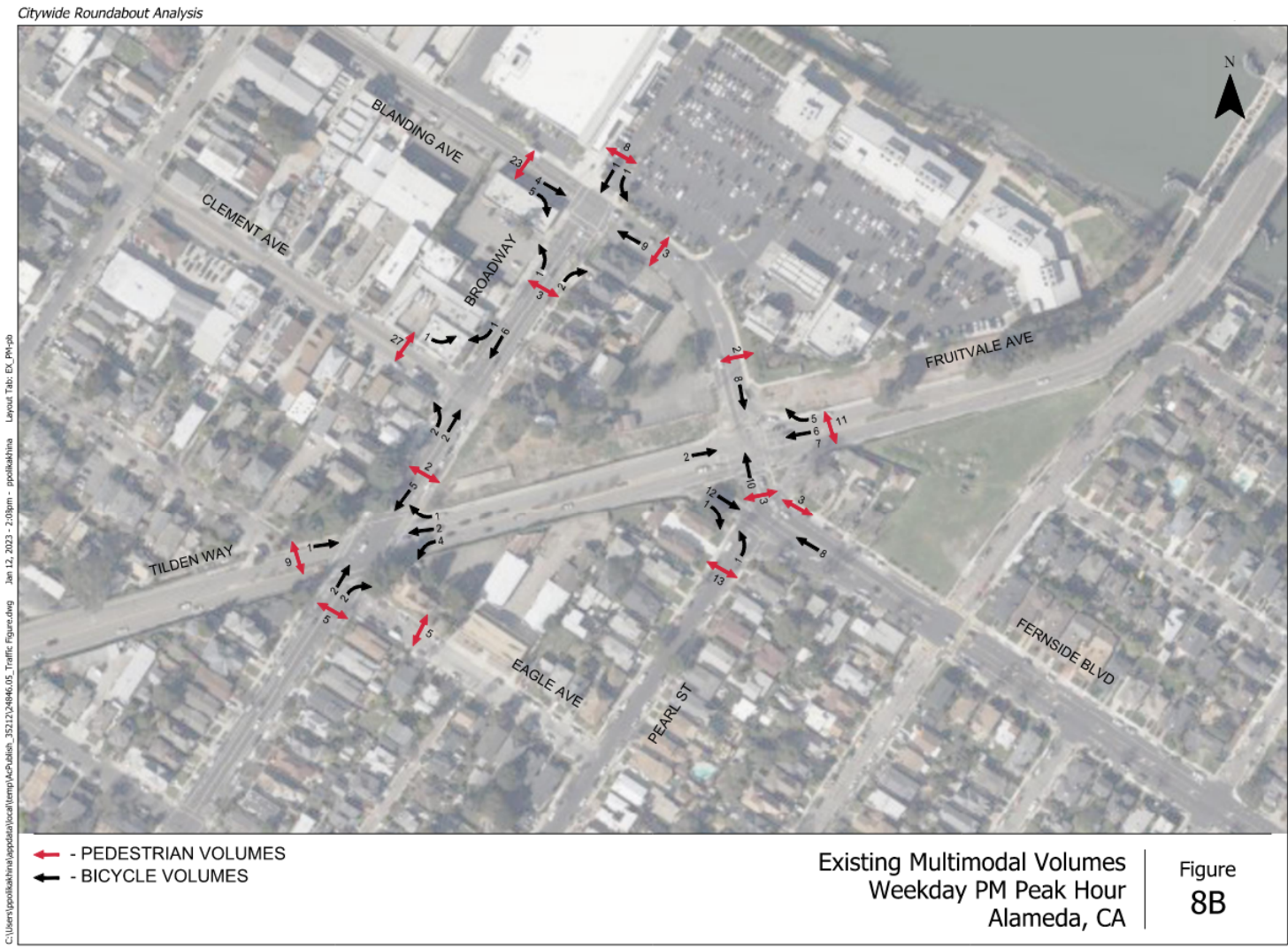
Figure 8A: Bicycle and Pedestrian Weekday AM Peak Hour Volumes



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Figure 8B: Bicycle and Pedestrian Weekday PM Peak Hour Volumes



## MOTOR VEHICLE ANALYSIS

The existing conditions analysis identifies current operational characteristics of the study intersections. All operations analyses described in this report were performed in accordance with the procedures stated in the *6<sup>th</sup> Edition Highway Capacity Manual* (HCM 6<sup>th</sup> Edition) using Synchro 11 software. Detailed analysis output worksheets are in Appendix D.

Peak 15-minute flow rates were used in the evaluation of all intersection levels of service to provide analyses based on a reasonable worst-case scenario. For this reason, the analyses reflect conditions that are only likely to occur for 15 minutes out of each average peak hour. Additionally, individual peaks of each intersection were used for the analysis instead of a system peak to reflect the worst case scenarios.

Signal timings for the study area signalized intersections were provided by the City of Alameda. Signal timing sheets are included in Appendix C. The Broadway/Tilden Way intersection operates with a 130 second cycle length, permitted northbound and southbound left turns on Broadway, and split phasing on the Tilden Way approaches. The Fernside Boulevard/Blanding Avenue/Tilden Way intersection operates with a 130 second cycle length, split phasing on the Fernside Boulevard and Blanding Avenue approaches and protected left turns on the Tilden Way approaches.

Motor vehicle operations analysis is presented for the weekday PM peak period since it was identified as the critical (i.e., higher-volume) time period for the study area.

Table 4 provides a summary of weekday PM peak hour traffic operations of the study intersections. Figure 9A presents existing vehicular AM peak hour traffic volumes, and figure 9B presents existing vehicular AM peak hour traffic volumes and operations. Overall, the project study intersections show an excess of capacity even with the conservatively adjusted traffic volumes analyzed.

**Table 4: Existing Traffic Conditions (with Adjusted Traffic Volumes)**

| Study Intersection |                                               | Traffic Control | Weekday PM Peak Hour |
|--------------------|-----------------------------------------------|-----------------|----------------------|
|                    |                                               |                 | Delay (s)            |
| 1                  | Broadway/Blanding Avenue                      | AWSC            | 20.6                 |
| 2                  | Broadway/Clement Avenue                       | TWSC            | 16.4                 |
| 3                  | Broadway/Tilden Way                           | Signalized      | 34.6                 |
| 4                  | Broadway/Eagle Avenue                         | TWSC            | 11.7                 |
| 5                  | Fernside Boulevard/Blanding Avenue/Tilden Way | Signalized      | 38.9                 |
| 6                  | Fernside Boulevard/Pearl Street               | TWSC            | 16.4                 |

AWSC = All-Way-Stop-Control

LOS = Intersection level-of-service (signalized and AWSC) / Critical approach level-of-service (TWSC)

As shown in Table 4, all study intersections operate with 40 seconds of average delay or less under existing conditions during the weekday PM peak hour. For the two-way stop controlled intersections, the reported delay is for the "worst" approach, so the average travel delay incurred (accounting for major street movements which have no control delay) would be much lower than reported.

Additionally, 95<sup>th</sup> percentile queues at study intersections were assessed during the weekday PM peak hour under the same existing conditions with volume adjustments. Findings of key study intersection movements are summarized in Table 5.

Vehicle queues are contained within the available storage for all movements during the weekday peak hours with the exception of the following locations:

- Broadway/Tilden Way intersection:
  - Southbound left turn (on Broadway) during the PM Peak hour
  - Westbound left turn (on Tilden Way) during the AM and PM Peak hours
- Fernside Boulevard/Blanding Avenue/Tilden Way intersection:
  - Northbound left turn (on Fernside Boulevard) during the AM Peak hour
  - Westbound left turn (on Tilden Way) during the AM and PM Peak hours



**Table 5: Summary of Existing Traffic Conditions (with Adjusted Traffic Volumes) 95<sup>th</sup> Percentile Queues**

| Intersection |                                               | Movement | Available Queue Storage (feet) | Existing 95th Percentile Queue (feet) | Queue Storage Adequate for 95th percentile queue? |
|--------------|-----------------------------------------------|----------|--------------------------------|---------------------------------------|---------------------------------------------------|
|              |                                               |          |                                | Weekday PM Peak Hour                  |                                                   |
| 1            | Broadway/Blanding Avenue                      | NB       | 300                            | 95                                    | Yes                                               |
|              |                                               | SB       | 200                            | 40                                    | Yes                                               |
|              |                                               | EB       | 500                            | 30                                    | Yes                                               |
|              |                                               | WB       | 350                            | 125                                   | Yes                                               |
| 2            | Broadway/Clement Avenue                       | NBL      | 190                            | <25                                   | Yes                                               |
|              |                                               | EBL/R    | 550                            | 60                                    | Yes                                               |
| 3            | Broadway/Tilden Way                           | NBL      | 400                            | 235                                   | Yes                                               |
|              |                                               | NBR      | 175                            | 170                                   | Yes                                               |
|              |                                               | SBL      | 200                            | <b>290</b>                            | <b>No</b>                                         |
|              |                                               | EBL      | 550                            | 170                                   | Yes                                               |
|              |                                               | EBR      | 550                            | 150                                   | Yes                                               |
|              |                                               | WBL      | 150                            | <b>300</b>                            | <b>No</b>                                         |
|              |                                               | WBT      | 475                            | 195                                   | Yes                                               |
|              |                                               | WBR      | 475                            | 205                                   | Yes                                               |
| 4            | Broadway/Eagle Avenue                         | WBR      | 420                            | <25                                   | Yes                                               |
| 5            | Fernside Boulevard/Blanding Avenue/Tilden Way | NBL      | 300                            | 270                                   | <b>No</b>                                         |
|              |                                               | SBL      | 440                            | 430                                   | Yes                                               |
|              |                                               | SBR      | 110                            | <25                                   | Yes                                               |
|              |                                               | EBL      | 100                            | 35                                    | Yes                                               |
|              |                                               | EBR      | 360                            | 115                                   | Yes                                               |
|              |                                               | WBL      | 100                            | <b>225</b>                            | <b>No</b>                                         |
|              |                                               | WBT      | 700                            | 240                                   | Yes                                               |
| 6            | Fernside Boulevard/Peal Street                | NBL      | 45                             | <25                                   | Yes                                               |
|              |                                               | EBR      | 65                             | <25                                   | Yes                                               |

EB = eastbound, WB = westbound, NB = northbound, SB = southbound, L = left-turn, R = right-turn  
Queues rounded up to the nearest vehicle length, assumed to be 25 feet

Figure 9A: Existing Traffic Volumes and Operations

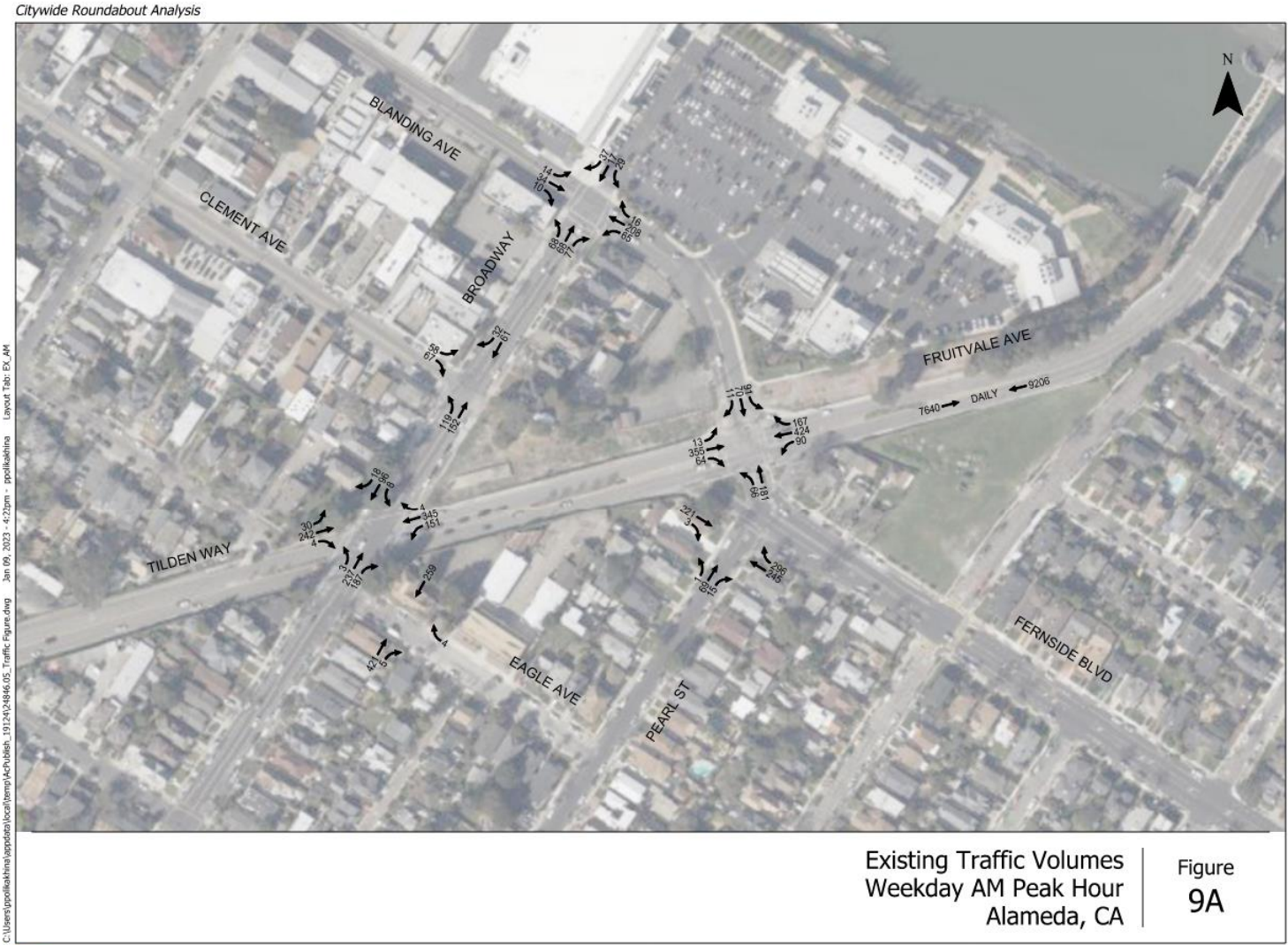


Figure 9B: Existing Traffic Volumes and Operations



## BICYCLE AND PEDESTRIAN QUALITATIVE ANALYSIS

The walking and biking facilities and environment and community feedback about conditions have already been described. This section includes a summary of qualitative walking and biking conditions that the project will address, in line with the City's Mobility Plan goals and actions.

- **Reduce vehicle speeds.** Tilden Way is one of the only streets in the City with 35 mph posted speeds. Higher vehicle speeds increase roadway risk for all road users and increase the severity of crashes, especially for people walking or biking. Reduced speeds on Tilden Way, at conflict points, and throughout the study area would improve safety for all roadway users.
- **Incomplete walking or biking connections.** Sidewalk gaps, channelized turn lanes with refuge islands, and incomplete bicycle facilities are obstacles to walking and biking to and through the project area.
  - Fill sidewalk gap along Blanding between Broadway and Tilden Way.
  - Close channelized right-turn lanes at Tilden Way / Blanding Avenue / Fernside Street and at Broadway / Tilden that require simultaneous driver decisions (yielding to pedestrians and judging gaps in oncoming traffic)
  - Provide safe crossings with appropriate sight distance and with low vehicle speeds, traffic control, and/or vertical deflection to promote driver yielding compliance.
- **Bicyclist-vehicle conflicts and facility gaps.** People biking in the study area are made to share the lane with vehicle traffic (when bike lanes end) or are presented with vehicle conflicts. As a result, biking connections in the study area are not comfortable. Field visits have confirmed that sidewalk riding is common.
  - Provide separated biking connection to/from the Miller-Sweeney Bridge and the Cross Alameda Trail on Clement Avenue.
  - Within the study area, provide bike lanes or paths as designated in the ATP:
    - Both directions on Blanding Avenue between Tilden Way and Broadway
    - Along Tilden Way from Miller-Sweeney Bridge to the project area extents (past Broadway)
    - Westbound on Fernside Boulevard between Tilden Way and Versailles Avenue
  - Manage turning movements at intersections, either controlling speeds or restricting redundant movements to reduce conflict potential.

Intersection alternatives and concept designs were weighted against these qualitative conditions and corresponding intended project outcomes as part of the alternatives development process.



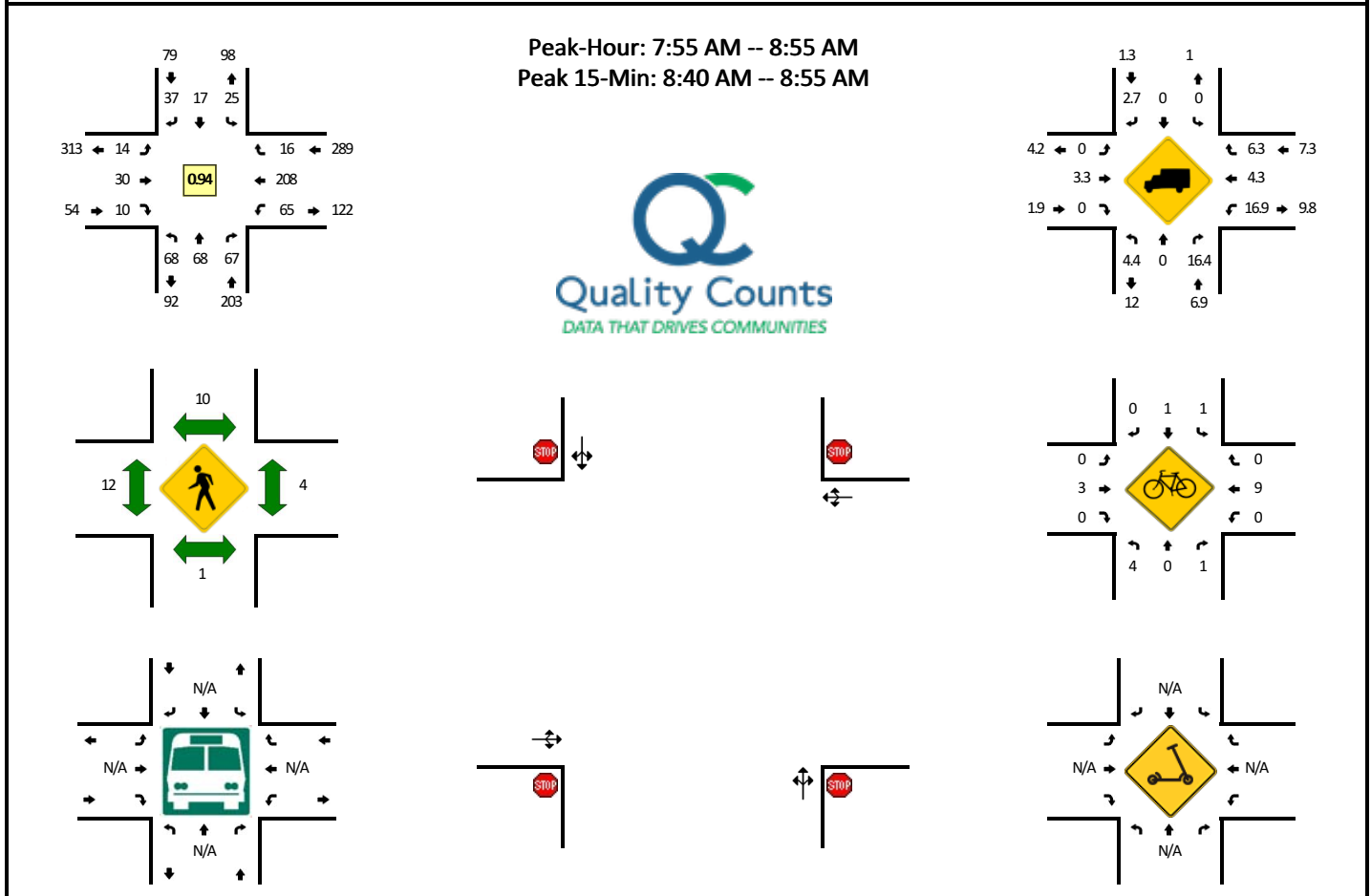
## Appendix A: List of Injury Collisions

| CASE_ID | Intersection      | Category | Bike or Ped Crash | Party 1             | Party 1 Mov | Party 1 Dir | Party 2             | Party 2 Mov | Party 2 Dir | Direction | Distance | Collision          | Severity                   | Light               | ACCIDENT_ | COLLISION_ DATE | COLLISION_ TIME | DAY_OF_ | W.PRIMARY_ RD  | SECONDARY_ RD | DISTANCE | DIRECTION | INTERSECTI | WEATHER_ 1 | Weather_ d | NUMBER_ # | NUMBER_ I | PARTY_ COI | Violation                                                   | HIT_ AND_ F | Collision Type     |
|---------|-------------------|----------|-------------------|---------------------|-------------|-------------|---------------------|-------------|-------------|-----------|----------|--------------------|----------------------------|---------------------|-----------|-----------------|-----------------|---------|----------------|---------------|----------|-----------|------------|------------|------------|-----------|-----------|------------|-------------------------------------------------------------|-------------|--------------------|
| 5416638 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | South       | Driver      | Proceeding Straight | West        |             | 0         | 0        | Broadside          | Injury (Complaint of Pain) | Daylight            | 2011      | 11/24/2011      | 1155            |         | 4 BLANDING AV  | TILDEN WY     | 0        | 0         | Y          | B          | Cloudy     | 0         | 1         | 2          | Traffic Signals and Signs                                   | N           | Broadside          |
| 5484163 | Blanding & Tilden | Bike     | Bicyclist         | Proceeding Straight | South       | #N/A        | #N/A                | #N/A        |             | N         | 590      | Other              | Injury (Severe)            | Daylight            | 2012      | 1/1/2012        | 1558            |         | 7 TILDEN WY    | N FERNSIDE BL | 590      | N         | N          | A          | Clear      | 0         | 1         | 1          | Other Than Driver (or Pedestrian)                           | N           | Other              |
| 5458596 | Broadway & Tilden | Veh      | Driver            | Proceeding Straight | North       | #N/A        | #N/A                | #N/A        |             | S         | 48       | Hit Object         | Injury (Complaint of Pain) | Dark - Street Light | 2012      | 2/7/2012        | 410             |         | 2 BROADWAY     | TILDEN WY     | 48       | S         | N          | C          | Raining    | 0         | 1         | 1          | Improper Turning                                            | N           | Hit Object         |
| 5908256 | Broadway & Tilden | Ped      | Driver            | Making Left Turn    | East        | Pedestrian  | Not Stated          | North       |             | E         | 11       | Vehicle/Pedestrian | Injury (Complaint of Pain) | Daylight            | 2012      | 11/21/2012      | 1213            |         | 3 TILDEN WY    | BROADWAY      | 11       | E         | N          | A          | Clear      | 0         | 1         | 2          | Pedestrian Right of Way                                     | N           | Vehicle/Pedestrian |
| 8466883 | Blanding & Tilden | Veh      | Driver            | Making Left Turn    | North       | Driver      | Proceeding Straight | West        |             | 0         | 0        | Head-On            | Injury (Complaint of Pain) | Daylight            | 2017      | 9/21/2017       | 831             |         | 4 FERNSIDE BL  | PEARL ST      | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Automobile Right of Way                                     | N           | Head-On            |
| 6219289 | Blanding & Tilden | Bike     | Bicyclist         | Proceeding Straight | West        | Driver      | Proceeding Straight | South       |             | 0         | 0        | Broadside          | Injury (Other Visible)     | Daylight            | 2013      | 9/25/2013       | 1736            |         | 3 TILDEN WY    | BLANDING AV   | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Traffic Signals and Signs                                   | N           | Broadside          |
| 6377799 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | West        | Driver      | Stopped             | West        |             | N         | 42       | Rear End           | Injury (Complaint of Pain) | Daylight            | 2014      | 1/21/2014       | 1210            |         | 2 TILDEN WY    | BLANDING AV   | 42       | N         | N          | A          | Clear      | 0         | 1         | 2          | Unsafe Speed                                                | N           | Rear End           |
| 6515990 | Blanding & Tilden | Bike     | Driver            | Proceeding Straight | North       | Bicyclist   | Proceeding Straight | West        |             | 0         | 0        | Other              | Injury (Other Visible)     | Daylight            | 2014      | 5/16/2014       | 1451            |         | 5 TILDEN WY    | BLANDING AV   | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Traffic Signals and Signs                                   | M           | Other              |
| 6538330 | Broadway & Tilden | Bike     | Driver            | Making Left Turn    | South       | Bicyclist   | Making Left Turn    | South       |             | 0         | 0        | Sideswipe          | Injury (Complaint of Pain) | Daylight            | 2014      | 6/4/2014        | 2029            |         | 3 BROADWAY     | TILDEN WY     | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Improper Passing                                            | N           | Sideswipe          |
| 6958996 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | West        | Driver      | Stopped             | East        |             | 0         | 0        | Broadside          | Injury (Complaint of Pain) | Daylight            | 2015      | 6/12/2015       | 1234            |         | 5 TILDEN WY    | BLANDING AV   | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Traffic Signals and Signs                                   | N           | Broadside          |
| 8050395 | Broadway & Tilden | Veh      | Driver            | Making Left Turn    | West        | Driver      | Proceeding Straight | East        |             | 0         | 0        | Head-On            | Injury (Complaint of Pain) | Daylight            | 2016      | 5/26/2016       | 1644            |         | 4 TILDEN WY    | BROADWAY      | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Traffic Signals and Signs                                   | N           | Head-On            |
| 8066805 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | South       | Driver      | Stopped             | South       |             | N         | 33       | Rear End           | Injury (Complaint of Pain) | Daylight            | 2016      | 6/5/2016        | 1456            |         | 7 TILDEN WY    | BLANDING AV   | 33       | N         | N          | A          | Clear      | 0         | 1         | 2          | Unsafe Speed                                                | M           | Rear End           |
| 8077082 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | South       | #N/A        | #N/A                | #N/A        |             | N         | 280      | Hit Object         | Injury (Other Visible)     | Dark - Street Light | 2016      | 7/3/2016        | 2115            |         | 7 TILDEN WY    | BLANDING AV   | 280      | N         | N          | A          | Clear      | 0         | 1         | 1          | Improper Turning                                            | N           | Hit Object         |
| 8142277 | Blanding & Tilden | Ped      | Driver            | Making Left Turn    | South       | Pedestrian  | Not Stated          | North       |             | 0         | 0        | Vehicle/Pedestrian | Injury (Complaint of Pain) | Daylight            | 2016      | 10/6/2016       | 1159            |         | 4 TILDEN WY    | BROADWAY      | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Pedestrian Right of Way                                     | N           | Vehicle/Pedestrian |
| 7002072 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | North       | Driver      | Proceeding Straight | East        |             | 0         | 0        | Broadside          | Injury (Complaint of Pain) | Daylight            | 2015      | 7/13/2015       | 754             |         | 1 FERNSIDE BL  | PEARL ST      | 0        | 0         | Y          | B          | Cloudy     | 0         | 1         | 2          | Automobile Right of Way                                     | N           | Broadside          |
| 8381724 | Broadway & Tilden | Veh      | Driver            | Proceeding Straight | West        | Driver      | Proceeding Straight | South       |             | 0         | 0        | Broadside          | Injury (Complaint of Pain) | Daylight            | 2017      | 5/24/2017       | 831             |         | 3 TILDEN WY    | BROADWAY      | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Traffic Signals and Signs                                   | N           | Broadside          |
| 8591087 | Blanding & Tilden | Veh      | Driver            | Proceeding Straight | West        | #N/A        | #N/A                | #N/A        |             | S         | 143      | Other              | Injury (Other Visible)     | Daylight            | 2018      | 3/13/2018       | 1803            |         | 2 TILDEN WY    | BLANDING AV   | 143      | S         | N          | C          | Raining    | 0         | 1         | 1          | Unsafe Speed                                                | N           | Other              |
| 8720810 | Broadway & Tilden | Veh      | Driver            | Entering Traffic    | East        | Driver      | Proceeding Straight | North       |             | 0         | 0        | Sideswipe          | Injury (Complaint of Pain) | Dusk                | 2018      | 10/3/2018       | 1930            |         | 3 BROADWAY     | TILDEN WY     | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Driving or Bicycling Under the Influence of Alcohol or Drug | N           | Sideswipe          |
| 8759708 | Blanding & Tilden | Ped      | Driver            | Proceeding Straight | North       | Pedestrian  | Proceeding Straight | Not Stated  |             | 0         | 0        | Vehicle/Pedestrian | Injury (Complaint of Pain) | Daylight            | 2018      | 10/23/2018      | 907             |         | 2 FRUITVALE AV | PEARL ST      | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Pedestrian Right of Way                                     | N           | Vehicle/Pedestrian |
| 9112629 | Broadway & Tilden | Bike     | Driver            | Making Left Turn    | South       | Bicyclist   | Proceeding Straight | North       |             | 0         | 0        | Broadside          | Injury (Other Visible)     | Daylight            | 2020      | 6/13/2020       | 1526            |         | 6 TILDEN WY    | BROADWAY      | 0        | 0         | Y          | A          | Clear      | 0         | 1         | 2          | Automobile Right of Way                                     | N           | Broadside          |
| 8784233 | Broadway & Tilden | Veh      | Driver            | Proceeding Straight | North       | Driver      | Stopped             | North       |             | S         | 108      | Rear End           | Injury (Complaint of Pain) | Daylight            | 2019      | 1/29/2019       | 1817            |         | 2 BROADWAY     | EAGLE AV      | 108      | S         | N          | A          | Clear      | 0         | 1         | 2          | Unsafe Speed                                                | N           | Rear End           |

## Appendix B: Multimodal Traffic Counts

**LOCATION:** Broadway -- Blanding Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746101  
**DATE:** Thu, Mar 24 2022



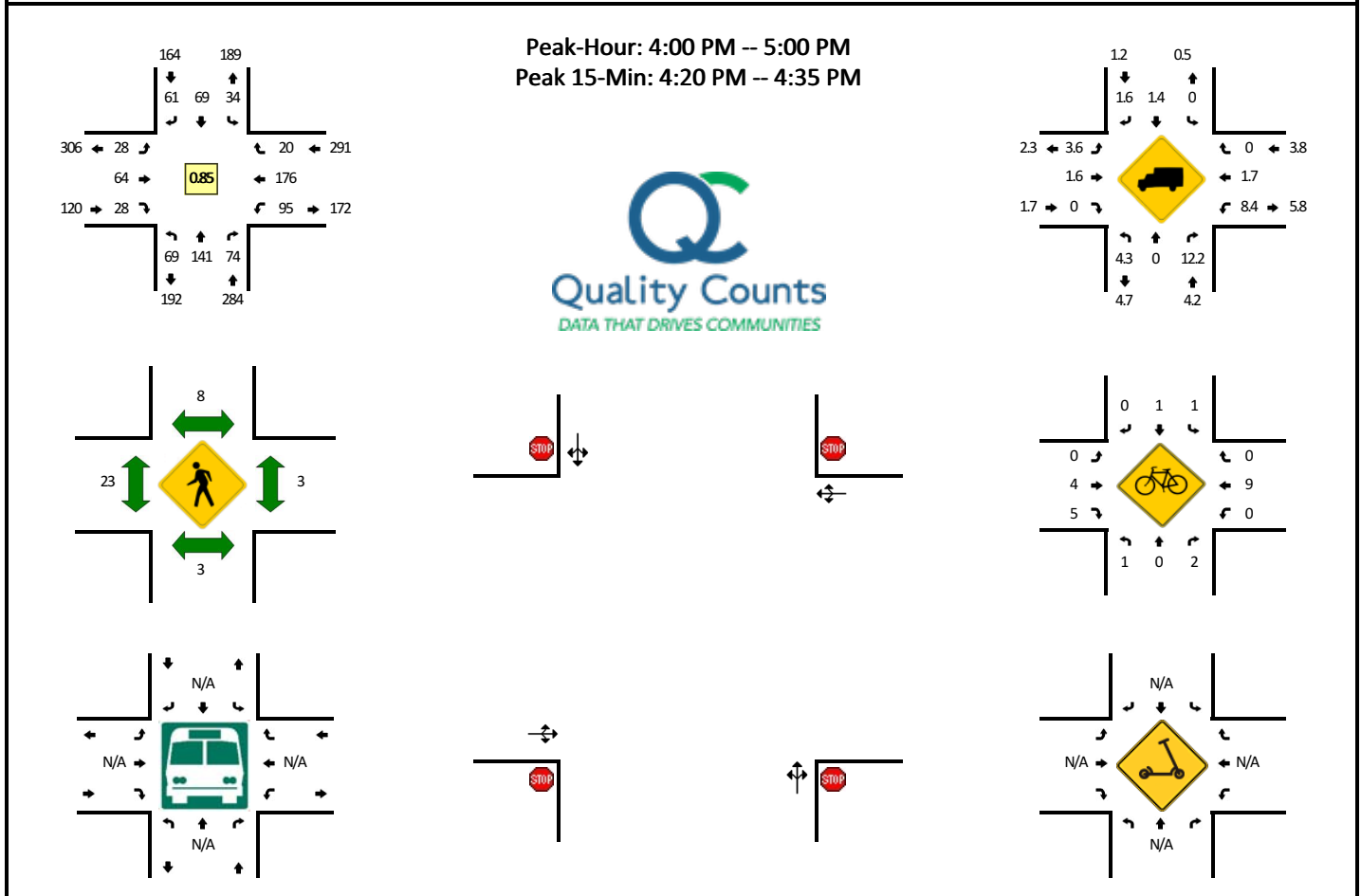
| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Blanding Ave (Eastbound) |      |       |   | Blanding Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                     | Thru | Right | U | Left                     | Thru | Right | U |       |               |
| 7:00 AM                         | 2                     | 2    | 2     | 0 | 1                     | 3    | 3     | 0 | 0                        | 1    | 1     | 0 | 4                        | 5    | 2     | 0 | 26    |               |
| 7:05 AM                         | 2                     | 0    | 3     | 0 | 1                     | 0    | 2     | 0 | 2                        | 0    | 0     | 0 | 1                        | 6    | 1     | 0 | 18    |               |
| 7:10 AM                         | 4                     | 5    | 2     | 0 | 1                     | 1    | 3     | 0 | 0                        | 0    | 0     | 0 | 3                        | 6    | 1     | 0 | 26    |               |
| 7:15 AM                         | 4                     | 3    | 3     | 0 | 0                     | 1    | 0     | 0 | 1                        | 0    | 0     | 0 | 2                        | 11   | 0     | 0 | 25    |               |
| 7:20 AM                         | 4                     | 3    | 1     | 0 | 0                     | 1    | 3     | 0 | 0                        | 1    | 0     | 0 | 3                        | 9    | 2     | 0 | 27    |               |
| 7:25 AM                         | 0                     | 2    | 1     | 0 | 0                     | 1    | 1     | 0 | 0                        | 2    | 2     | 0 | 3                        | 6    | 2     | 0 | 20    |               |
| 7:30 AM                         | 2                     | 4    | 6     | 0 | 1                     | 0    | 3     | 0 | 1                        | 1    | 0     | 0 | 5                        | 11   | 2     | 0 | 36    |               |
| 7:35 AM                         | 8                     | 2    | 5     | 0 | 0                     | 2    | 1     | 0 | 0                        | 1    | 0     | 0 | 4                        | 12   | 1     | 0 | 36    |               |
| 7:40 AM                         | 4                     | 4    | 4     | 0 | 1                     | 3    | 0     | 0 | 1                        | 3    | 1     | 0 | 7                        | 16   | 0     | 0 | 44    |               |
| 7:45 AM                         | 6                     | 6    | 8     | 0 | 0                     | 2    | 1     | 0 | 2                        | 2    | 0     | 0 | 3                        | 13   | 2     | 0 | 45    |               |
| 7:50 AM                         | 3                     | 5    | 3     | 0 | 1                     | 2    | 2     | 0 | 0                        | 3    | 0     | 0 | 6                        | 12   | 3     | 0 | 40    |               |
| 7:55 AM                         | 4                     | 9    | 4     | 0 | 2                     | 0    | 1     | 0 | 2                        | 2    | 0     | 0 | 7                        | 23   | 3     | 0 | 57    | 400           |
| 8:00 AM                         | 5                     | 2    | 5     | 0 | 0                     | 2    | 3     | 0 | 1                        | 5    | 0     | 0 | 6                        | 22   | 2     | 0 | 53    | 427           |
| 8:05 AM                         | 2                     | 4    | 8     | 0 | 2                     | 3    | 2     | 0 | 1                        | 2    | 0     | 0 | 7                        | 16   | 0     | 0 | 47    | 456           |
| 8:10 AM                         | 6                     | 4    | 5     | 0 | 2                     | 2    | 2     | 0 | 1                        | 2    | 2     | 0 | 5                        | 17   | 0     | 0 | 48    | 478           |
| 8:15 AM                         | 5                     | 2    | 3     | 0 | 3                     | 2    | 6     | 0 | 4                        | 4    | 3     | 0 | 8                        | 17   | 1     | 0 | 58    | 511           |
| 8:20 AM                         | 10                    | 2    | 2     | 0 | 0                     | 2    | 4     | 0 | 1                        | 1    | 1     | 0 | 3                        | 11   | 1     | 0 | 38    | 522           |
| 8:25 AM                         | 8                     | 15   | 4     | 0 | 3                     | 0    | 1     | 0 | 0                        | 0    | 0     | 0 | 5                        | 19   | 3     | 0 | 58    | 560           |
| 8:30 AM                         | 7                     | 6    | 3     | 0 | 1                     | 2    | 3     | 0 | 2                        | 6    | 0     | 0 | 4                        | 12   | 0     | 0 | 46    | 570           |
| 8:35 AM                         | 4                     | 6    | 12    | 0 | 3                     | 0    | 2     | 0 | 1                        | 1    | 0     | 0 | 3                        | 19   | 2     | 0 | 53    | 587           |
| 8:40 AM                         | 6                     | 5    | 11    | 0 | 1                     | 1    | 5     | 0 | 1                        | 1    | 0     | 0 | 3                        | 14   | 1     | 0 | 49    | 592           |
| 8:45 AM                         | 5                     | 5    | 3     | 0 | 5                     | 0    | 3     | 0 | 0                        | 3    | 2     | 0 | 7                        | 15   | 0     | 0 | 48    | 595           |
| 8:50 AM                         | 6                     | 8    | 7     | 0 | 3                     | 3    | 5     | 0 | 0                        | 3    | 2     | 0 | 7                        | 23   | 3     | 0 | 70    | 625           |
| 8:55 AM                         | 8                     | 5    | 3     | 0 | 3                     | 3    | 4     | 0 | 1                        | 0    | 2     | 0 | 7                        | 14   | 2     | 0 | 52    | 620           |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound                |      |       |   | Westbound                |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                     | Thru | Right | U | Left                     | Thru | Right | U |       |               |
| All Vehicles                    | 68                    | 72   | 84    | 0 | 36                    | 16   | 52    | 0 | 4                        | 28   | 16    | 0 | 68                       | 208  | 16    | 0 | 668   |               |
| Heavy Trucks                    | 4                     | 0    | 12    |   | 0                     | 0    | 0     |   | 0                        | 0    | 0     |   | 16                       | 12   | 4     |   | 48    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                          |      |       |   |                          |      |       |   |       |               |
| Pedestrians                     |                       | 0    |       |   |                       | 4    |       |   |                          | 0    |       |   |                          | 4    |       |   | 8     |               |
| Bicycles                        | 4                     | 0    | 4     |   | 0                     | 0    | 0     |   | 0                        | 0    | 0     |   | 0                        | 0    | 0     |   | 8     |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                          |      |       |   |                          |      |       |   |       |               |

Comments:



**LOCATION:** Broadway -- Blanding Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746102  
**DATE:** Thu, Mar 24 2022

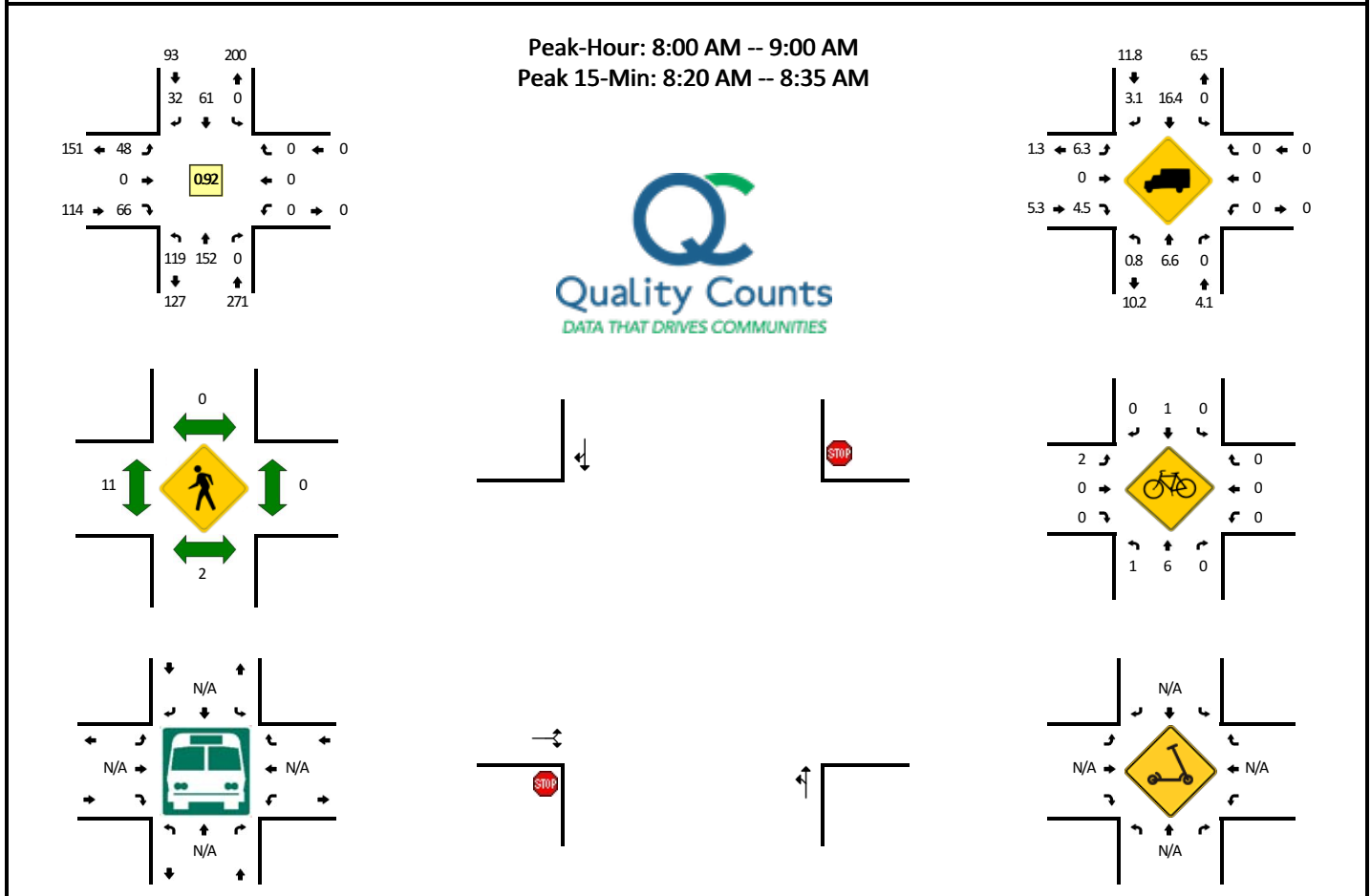


| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Blanding Ave (Eastbound) |      |       |   | Blanding Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|--------------------------|------|-------|---|--------------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                     | Thru | Right | U | Left                     | Thru | Right | U |       |               |
| 4:00 PM                         | 7                     | 15   | 6     | 0 | 4                     | 3    | 3     | 0 | 1                        | 6    | 1     | 0 | 9                        | 11   | 5     | 0 | 71    |               |
| 4:05 PM                         | 7                     | 9    | 6     | 0 | 0                     | 2    | 4     | 0 | 4                        | 2    | 2     | 0 | 11                       | 16   | 1     | 0 | 64    |               |
| 4:10 PM                         | 3                     | 8    | 6     | 0 | 4                     | 5    | 5     | 0 | 0                        | 3    | 3     | 0 | 6                        | 17   | 1     | 0 | 61    |               |
| 4:15 PM                         | 5                     | 17   | 5     | 0 | 5                     | 4    | 3     | 0 | 5                        | 7    | 1     | 0 | 6                        | 11   | 0     | 0 | 69    |               |
| 4:20 PM                         | 6                     | 12   | 9     | 0 | 3                     | 7    | 4     | 0 | 2                        | 10   | 2     | 0 | 8                        | 13   | 2     | 0 | 78    |               |
| 4:25 PM                         | 11                    | 13   | 4     | 0 | 3                     | 7    | 7     | 0 | 7                        | 8    | 6     | 0 | 7                        | 12   | 4     | 0 | 89    |               |
| 4:30 PM                         | 11                    | 16   | 6     | 0 | 0                     | 8    | 6     | 0 | 1                        | 4    | 6     | 0 | 10                       | 17   | 1     | 0 | 86    |               |
| 4:35 PM                         | 4                     | 9    | 7     | 0 | 3                     | 7    | 7     | 0 | 1                        | 5    | 0     | 0 | 9                        | 19   | 0     | 0 | 71    |               |
| 4:40 PM                         | 2                     | 9    | 1     | 0 | 5                     | 6    | 10    | 0 | 3                        | 5    | 0     | 0 | 3                        | 14   | 0     | 0 | 58    |               |
| 4:45 PM                         | 4                     | 11   | 7     | 0 | 3                     | 5    | 3     | 0 | 2                        | 3    | 1     | 0 | 5                        | 16   | 5     | 0 | 65    |               |
| 4:50 PM                         | 7                     | 12   | 9     | 0 | 2                     | 7    | 4     | 0 | 1                        | 6    | 1     | 0 | 7                        | 19   | 1     | 0 | 76    |               |
| 4:55 PM                         | 2                     | 10   | 8     | 0 | 2                     | 8    | 5     | 0 | 1                        | 5    | 5     | 0 | 14                       | 11   | 0     | 0 | 71    | 859           |
| 5:00 PM                         | 4                     | 10   | 5     | 0 | 3                     | 11   | 6     | 0 | 2                        | 6    | 2     | 0 | 6                        | 16   | 0     | 0 | 71    | 859           |
| 5:05 PM                         | 10                    | 5    | 5     | 0 | 3                     | 3    | 3     | 0 | 3                        | 11   | 1     | 0 | 5                        | 14   | 1     | 0 | 64    | 859           |
| 5:10 PM                         | 4                     | 11   | 3     | 0 | 0                     | 6    | 5     | 0 | 5                        | 9    | 1     | 0 | 5                        | 10   | 1     | 0 | 60    | 858           |
| 5:15 PM                         | 5                     | 6    | 3     | 0 | 7                     | 5    | 3     | 0 | 1                        | 6    | 0     | 0 | 8                        | 14   | 0     | 0 | 58    | 847           |
| 5:20 PM                         | 5                     | 13   | 5     | 0 | 7                     | 6    | 3     | 0 | 1                        | 6    | 2     | 0 | 8                        | 15   | 3     | 0 | 74    | 843           |
| 5:25 PM                         | 6                     | 8    | 4     | 0 | 3                     | 6    | 5     | 0 | 2                        | 6    | 4     | 0 | 4                        | 13   | 0     | 0 | 61    | 815           |
| 5:30 PM                         | 9                     | 9    | 5     | 0 | 1                     | 4    | 8     | 0 | 4                        | 5    | 4     | 0 | 4                        | 15   | 1     | 0 | 69    | 798           |
| 5:35 PM                         | 2                     | 7    | 8     | 0 | 1                     | 4    | 6     | 0 | 3                        | 3    | 1     | 0 | 2                        | 16   | 3     | 0 | 56    | 783           |
| 5:40 PM                         | 12                    | 5    | 9     | 0 | 3                     | 6    | 4     | 0 | 5                        | 3    | 2     | 0 | 9                        | 15   | 1     | 0 | 74    | 799           |
| 5:45 PM                         | 3                     | 13   | 5     | 0 | 3                     | 6    | 2     | 0 | 0                        | 5    | 2     | 0 | 10                       | 16   | 2     | 0 | 67    | 801           |
| 5:50 PM                         | 4                     | 3    | 4     | 0 | 4                     | 5    | 4     | 0 | 4                        | 7    | 0     | 0 | 6                        | 13   | 1     | 0 | 55    | 780           |
| 5:55 PM                         | 6                     | 5    | 1     | 0 | 4                     | 2    | 4     | 0 | 3                        | 1    | 2     | 0 | 7                        | 11   | 0     | 0 | 46    | 755           |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound                |      |       |   | Westbound                |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                     | Thru | Right | U | Left                     | Thru | Right | U |       |               |
| All Vehicles                    | 112                   | 164  | 76    | 0 | 24                    | 88   | 68    | 0 | 40                       | 88   | 56    | 0 | 100                      | 168  | 28    | 0 | 1012  |               |
| Heavy Trucks                    | 4                     | 0    | 12    |   | 0                     | 0    | 0     |   | 4                        | 0    | 0     |   | 0                        | 4    | 0     |   | 24    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                          |      |       |   |                          |      |       |   |       |               |
| Pedestrians                     |                       | 0    |       |   |                       | 12   |       |   |                          | 32   |       |   |                          | 4    |       |   | 48    |               |
| Bicycles                        | 0                     | 0    | 0     |   | 0                     | 4    | 0     |   | 0                        | 8    | 16    |   | 0                        | 4    | 0     |   | 32    |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                          |      |       |   |                          |      |       |   |       |               |

Comments:

**LOCATION:** Broadway -- Clement Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746112  
**DATE:** Thu, Mar 24 2022

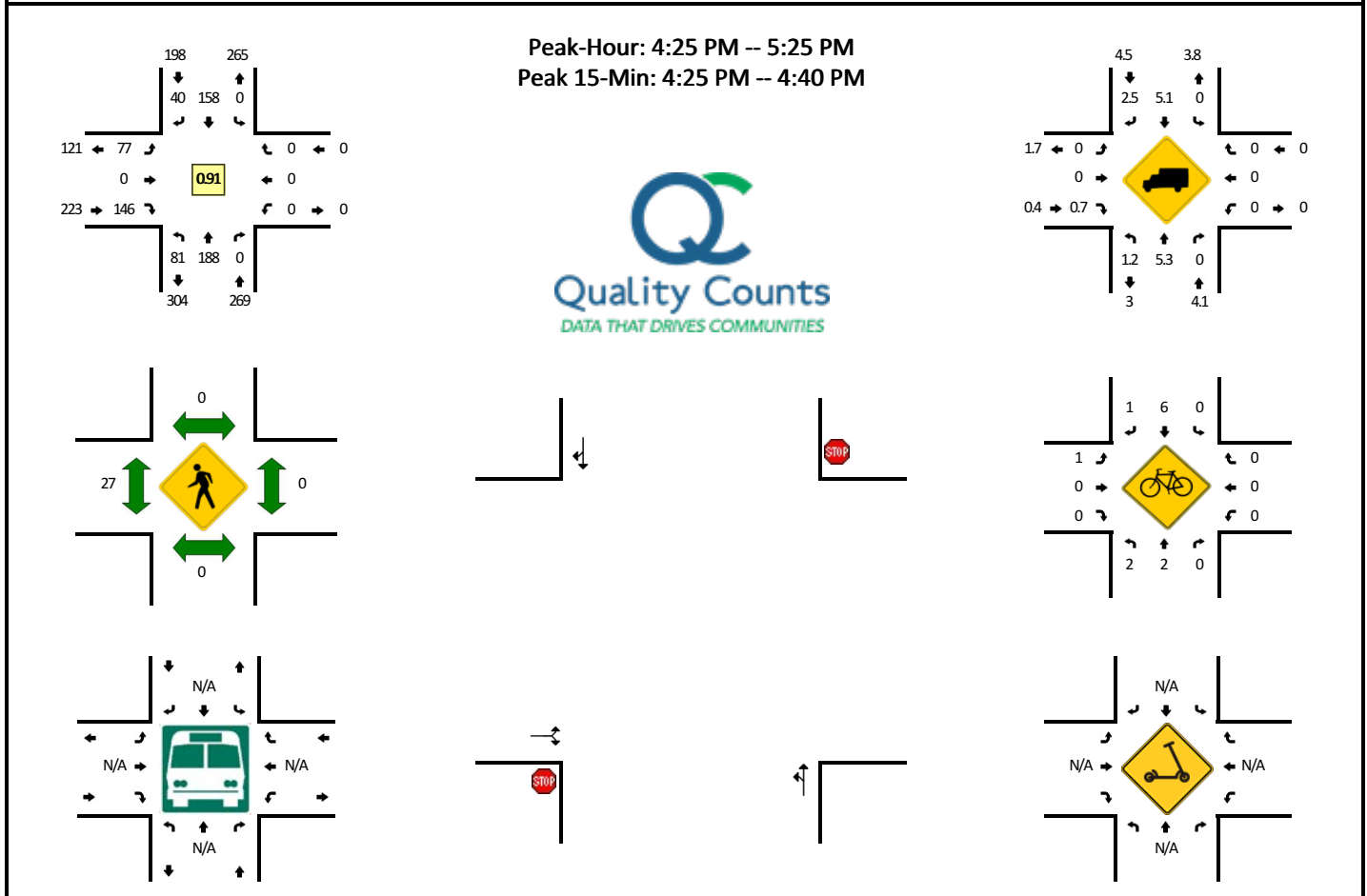


| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Clement Ave (Eastbound) |      |       |   | Clement Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| 7:00 AM                         | 7                     | 4    | 0     | 0 | 0                     | 3    | 5     | 0 | 1                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 21    |               |
| 7:05 AM                         | 4                     | 3    | 0     | 1 | 0                     | 0    | 1     | 0 | 4                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 13    |               |
| 7:10 AM                         | 9                     | 8    | 0     | 0 | 0                     | 2    | 3     | 0 | 2                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 28    |               |
| 7:15 AM                         | 7                     | 9    | 0     | 0 | 0                     | 2    | 1     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 22    |               |
| 7:20 AM                         | 8                     | 7    | 0     | 0 | 0                     | 1    | 3     | 0 | 2                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 23    |               |
| 7:25 AM                         | 11                    | 2    | 0     | 0 | 0                     | 4    | 2     | 0 | 1                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 22    |               |
| 7:30 AM                         | 6                     | 8    | 0     | 0 | 0                     | 4    | 1     | 0 | 6                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 26    |               |
| 7:35 AM                         | 10                    | 10   | 0     | 0 | 0                     | 4    | 2     | 0 | 3                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 30    |               |
| 7:40 AM                         | 6                     | 8    | 0     | 0 | 0                     | 6    | 4     | 0 | 7                       | 0    | 5     | 0 | 0                       | 0    | 0     | 0 | 36    |               |
| 7:45 AM                         | 9                     | 15   | 0     | 0 | 0                     | 3    | 2     | 0 | 4                       | 0    | 5     | 0 | 0                       | 0    | 0     | 0 | 38    |               |
| 7:50 AM                         | 11                    | 4    | 0     | 0 | 0                     | 3    | 5     | 0 | 4                       | 0    | 6     | 0 | 0                       | 0    | 0     | 0 | 33    |               |
| 7:55 AM                         | 6                     | 15   | 0     | 0 | 0                     | 4    | 3     | 0 | 3                       | 0    | 2     | 0 | 0                       | 0    | 0     | 0 | 33    | 325           |
| 8:00 AM                         | 8                     | 10   | 0     | 0 | 0                     | 4    | 4     | 0 | 4                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 34    | 338           |
| 8:05 AM                         | 11                    | 8    | 0     | 0 | 0                     | 6    | 4     | 0 | 6                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 39    | 364           |
| 8:10 AM                         | 4                     | 9    | 0     | 0 | 0                     | 6    | 4     | 0 | 5                       | 0    | 10    | 0 | 0                       | 0    | 0     | 0 | 38    | 374           |
| 8:15 AM                         | 8                     | 11   | 0     | 0 | 0                     | 9    | 2     | 0 | 0                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 33    | 385           |
| 8:20 AM                         | 10                    | 14   | 0     | 0 | 0                     | 3    | 2     | 0 | 1                       | 0    | 9     | 0 | 0                       | 0    | 0     | 0 | 39    | 401           |
| 8:25 AM                         | 16                    | 16   | 0     | 0 | 0                     | 2    | 3     | 0 | 8                       | 0    | 1     | 0 | 0                       | 0    | 0     | 0 | 46    | 425           |
| 8:30 AM                         | 16                    | 16   | 0     | 0 | 0                     | 6    | 1     | 0 | 3                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 45    | 444           |
| 8:35 AM                         | 8                     | 15   | 0     | 0 | 0                     | 2    | 1     | 0 | 7                       | 0    | 3     | 0 | 0                       | 0    | 0     | 0 | 36    | 450           |
| 8:40 AM                         | 12                    | 14   | 0     | 0 | 0                     | 4    | 0     | 0 | 6                       | 0    | 4     | 0 | 0                       | 0    | 0     | 0 | 40    | 454           |
| 8:45 AM                         | 11                    | 11   | 0     | 0 | 0                     | 4    | 4     | 0 | 3                       | 0    | 6     | 0 | 0                       | 0    | 0     | 0 | 39    | 455           |
| 8:50 AM                         | 9                     | 14   | 0     | 0 | 0                     | 7    | 3     | 0 | 5                       | 0    | 13    | 0 | 0                       | 0    | 0     | 0 | 51    | 473           |
| 8:55 AM                         | 6                     | 14   | 0     | 0 | 0                     | 8    | 4     | 0 | 0                       | 0    | 6     | 0 | 0                       | 0    | 0     | 0 | 38    | 478           |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound               |      |       |   | Westbound               |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| All Vehicles                    | 168                   | 184  | 0     | 0 | 0                     | 44   | 24    | 0 | 48                      | 0    | 52    | 0 | 0                       | 0    | 0     | 0 | 520   |               |
| Heavy Trucks                    | 0                     | 8    | 0     | 0 | 0                     | 4    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 12    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                         |      |       |   |                         |      |       |   |       |               |
| Pedestrians                     |                       | 4    |       |   |                       | 0    |       |   |                         | 16   |       |   |                         | 0    |       |   | 20    |               |
| Bicycles                        | 4                     | 12   | 0     |   | 0                     | 4    | 0     |   | 4                       | 0    | 0     |   | 0                       | 0    | 0     |   | 24    |               |
| Scoters                         |                       |      |       |   |                       |      |       |   |                         |      |       |   |                         |      |       |   |       |               |

Comments:

**LOCATION:** Broadway -- Clement Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746113  
**DATE:** Thu, Mar 24 2022

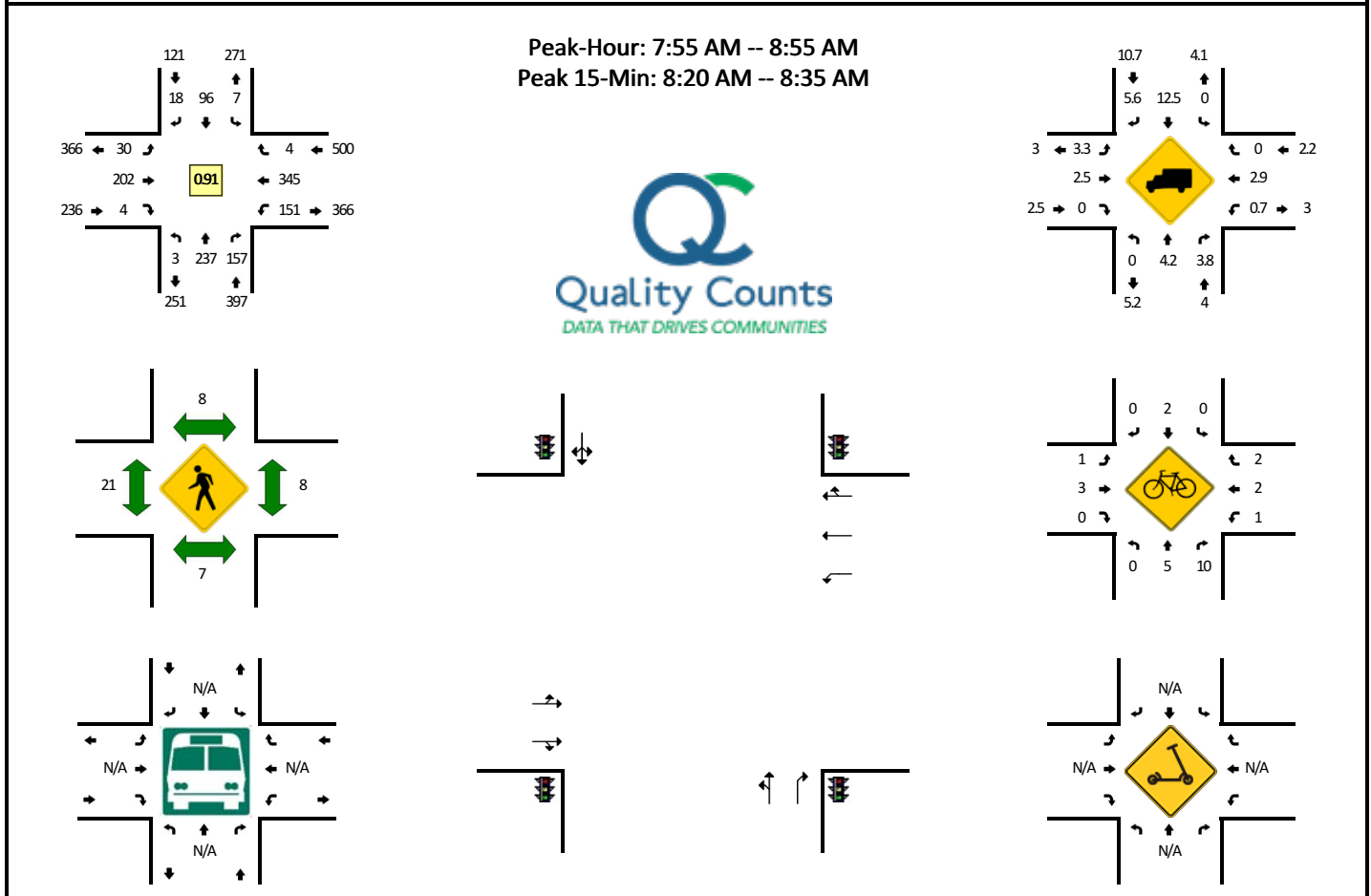


| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Clement Ave (Eastbound) |      |       |   | Clement Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|-------------------------|------|-------|---|-------------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| 4:00 PM                         | 10                    | 23   | 0     | 1 | 0                     | 12   | 1     | 0 | 6                       | 0    | 8     | 0 | 0                       | 0    | 0     | 0 | 61    |               |
| 4:05 PM                         | 6                     | 16   | 0     | 0 | 0                     | 11   | 5     | 0 | 7                       | 0    | 11    | 0 | 0                       | 0    | 0     | 0 | 56    |               |
| 4:10 PM                         | 7                     | 10   | 0     | 1 | 0                     | 12   | 2     | 0 | 8                       | 0    | 12    | 0 | 0                       | 0    | 0     | 0 | 52    |               |
| 4:15 PM                         | 4                     | 18   | 0     | 0 | 0                     | 9    | 3     | 0 | 6                       | 0    | 8     | 0 | 0                       | 0    | 0     | 0 | 48    |               |
| 4:20 PM                         | 4                     | 15   | 0     | 0 | 0                     | 12   | 4     | 0 | 12                      | 0    | 6     | 0 | 0                       | 0    | 0     | 0 | 53    |               |
| 4:25 PM                         | 10                    | 27   | 0     | 0 | 0                     | 15   | 3     | 0 | 5                       | 0    | 9     | 0 | 0                       | 0    | 0     | 0 | 69    |               |
| 4:30 PM                         | 3                     | 24   | 0     | 0 | 0                     | 17   | 8     | 0 | 10                      | 0    | 10    | 0 | 0                       | 0    | 0     | 0 | 72    |               |
| 4:35 PM                         | 4                     | 9    | 0     | 0 | 0                     | 14   | 1     | 0 | 7                       | 0    | 13    | 0 | 0                       | 0    | 0     | 0 | 48    |               |
| 4:40 PM                         | 4                     | 8    | 0     | 0 | 0                     | 9    | 2     | 0 | 7                       | 0    | 14    | 0 | 0                       | 0    | 0     | 0 | 44    |               |
| 4:45 PM                         | 5                     | 15   | 0     | 0 | 0                     | 10   | 2     | 0 | 7                       | 0    | 13    | 0 | 0                       | 0    | 0     | 0 | 52    |               |
| 4:50 PM                         | 7                     | 17   | 0     | 0 | 0                     | 12   | 3     | 0 | 12                      | 0    | 12    | 0 | 0                       | 0    | 0     | 0 | 63    |               |
| 4:55 PM                         | 9                     | 19   | 0     | 0 | 0                     | 19   | 6     | 0 | 4                       | 0    | 10    | 0 | 0                       | 0    | 0     | 0 | 67    |               |
| 5:00 PM                         | 10                    | 10   | 0     | 0 | 0                     | 18   | 2     | 0 | 6                       | 0    | 11    | 0 | 0                       | 0    | 0     | 0 | 57    | 685           |
| 5:05 PM                         | 5                     | 12   | 0     | 0 | 0                     | 9    | 3     | 0 | 7                       | 0    | 16    | 0 | 0                       | 0    | 0     | 0 | 52    | 681           |
| 5:10 PM                         | 10                    | 15   | 0     | 0 | 0                     | 10   | 1     | 0 | 3                       | 0    | 15    | 0 | 0                       | 0    | 0     | 0 | 54    | 677           |
| 5:15 PM                         | 9                     | 14   | 0     | 0 | 0                     | 11   | 5     | 0 | 4                       | 0    | 10    | 0 | 0                       | 0    | 0     | 0 | 53    | 679           |
| 5:20 PM                         | 5                     | 18   | 0     | 0 | 0                     | 14   | 4     | 0 | 5                       | 0    | 13    | 0 | 0                       | 0    | 0     | 0 | 59    | 684           |
| 5:25 PM                         | 3                     | 19   | 0     | 0 | 0                     | 12   | 1     | 0 | 4                       | 0    | 12    | 0 | 0                       | 0    | 0     | 0 | 51    | 690           |
| 5:30 PM                         | 7                     | 13   | 0     | 0 | 0                     | 11   | 2     | 0 | 4                       | 0    | 7     | 0 | 0                       | 0    | 0     | 0 | 44    | 672           |
| 5:35 PM                         | 8                     | 15   | 0     | 0 | 0                     | 7    | 0     | 0 | 7                       | 0    | 6     | 0 | 0                       | 0    | 0     | 0 | 43    | 644           |
| 5:40 PM                         | 8                     | 14   | 0     | 0 | 0                     | 10   | 5     | 0 | 7                       | 0    | 7     | 0 | 0                       | 0    | 0     | 0 | 43    | 639           |
| 5:45 PM                         | 7                     | 10   | 0     | 1 | 0                     | 15   | 5     | 0 | 10                      | 0    | 9     | 0 | 0                       | 0    | 0     | 0 | 51    | 646           |
| 5:50 PM                         | 7                     | 8    | 0     | 0 | 0                     | 7    | 4     | 0 | 7                       | 0    | 7     | 0 | 0                       | 0    | 0     | 0 | 57    | 651           |
| 5:55 PM                         | 15                    | 13   | 0     | 0 | 0                     | 9    | 3     | 0 | 1                       | 0    | 13    | 0 | 0                       | 0    | 0     | 0 | 40    | 628           |
|                                 |                       |      |       |   |                       |      |       |   |                         |      |       |   |                         |      |       |   | 54    | 615           |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound               |      |       |   | Westbound               |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                    | Thru | Right | U | Left                    | Thru | Right | U |       |               |
| All Vehicles                    | 68                    | 240  | 0     | 0 | 0                     | 184  | 48    | 0 | 88                      | 0    | 128   | 0 | 0                       | 0    | 0     | 0 | 756   |               |
| Heavy Trucks                    | 0                     | 8    | 0     | 0 | 0                     | 8    | 0     | 0 | 0                       | 0    | 0     | 0 | 0                       | 0    | 0     | 0 | 16    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                         |      |       |   |                         |      |       |   |       |               |
| Pedestrians                     |                       | 0    |       |   |                       | 0    |       |   |                         | 32   |       |   |                         | 0    |       |   | 32    |               |
| Bicycles                        | 4                     | 4    | 0     |   | 0                     | 16   | 0     |   | 0                       | 0    | 0     |   | 0                       | 0    | 0     |   | 24    |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                         |      |       |   |                         |      |       |   |       |               |

**Comments:**

**LOCATION:** Broadway -- Tilden Way  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746103  
**DATE:** Thu, Mar 24 2022



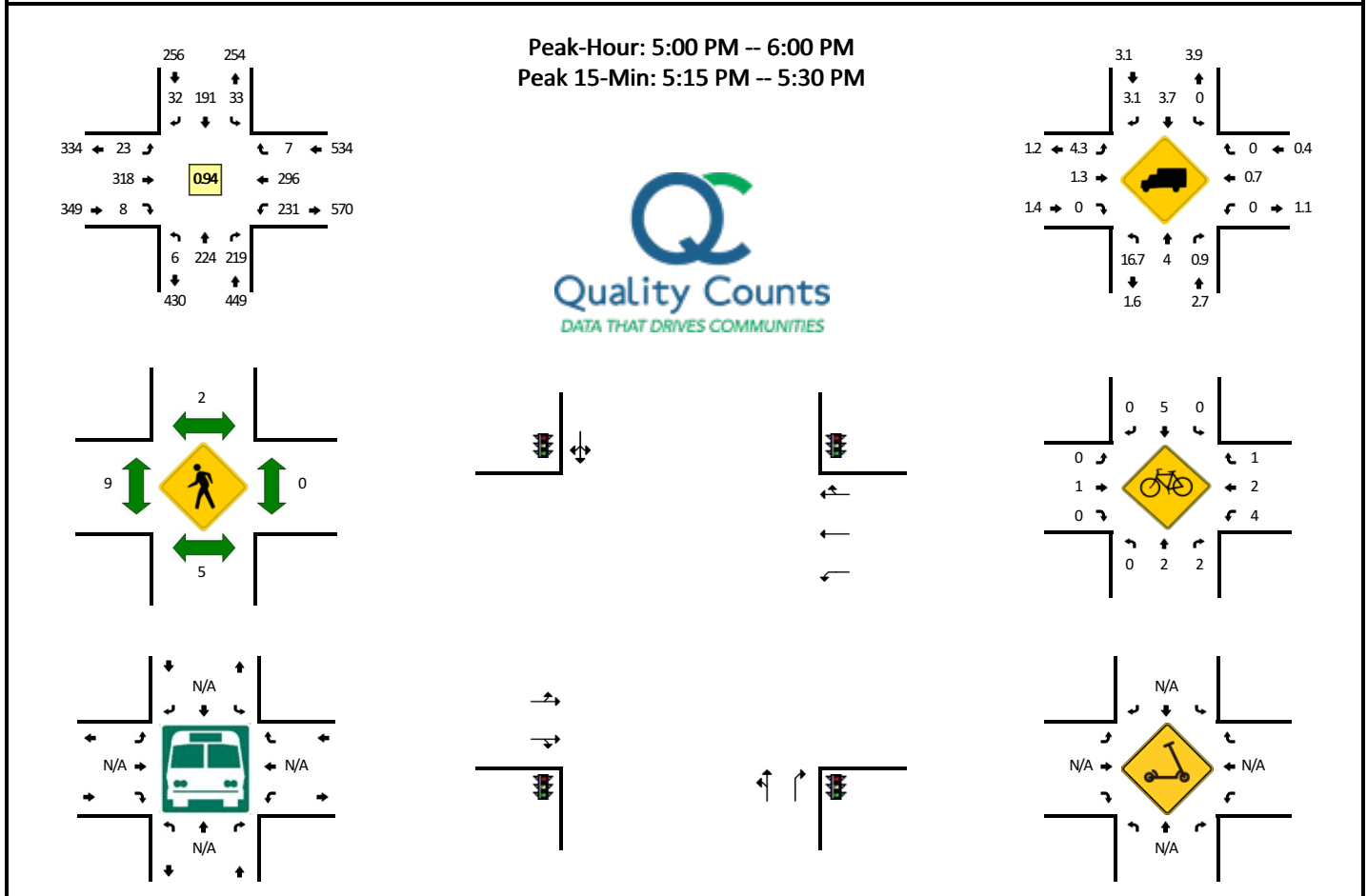
| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Tilden Way (Eastbound) |      |       |   | Tilden Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|------------------------|------|-------|---|------------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| 7:00 AM                         | 0                     | 10   | 5     | 0 | 1                     | 1    | 1     | 0 | 0                      | 9    | 0     | 0 | 5                      | 10   | 0     | 0 | 42    |               |
| 7:05 AM                         | 1                     | 8    | 9     | 0 | 1                     | 1    | 0     | 0 | 1                      | 6    | 0     | 0 | 3                      | 11   | 0     | 0 | 41    |               |
| 7:10 AM                         | 0                     | 18   | 4     | 0 | 0                     | 5    | 1     | 0 | 0                      | 5    | 0     | 0 | 4                      | 12   | 0     | 0 | 49    |               |
| 7:15 AM                         | 0                     | 13   | 5     | 0 | 1                     | 4    | 0     | 0 | 1                      | 9    | 0     | 0 | 8                      | 7    | 2     | 0 | 50    |               |
| 7:20 AM                         | 0                     | 11   | 7     | 0 | 0                     | 2    | 0     | 0 | 1                      | 6    | 0     | 0 | 2                      | 6    | 0     | 0 | 35    |               |
| 7:25 AM                         | 0                     | 12   | 5     | 0 | 0                     | 5    | 1     | 0 | 1                      | 8    | 0     | 0 | 4                      | 8    | 0     | 0 | 44    |               |
| 7:30 AM                         | 0                     | 15   | 7     | 0 | 0                     | 5    | 1     | 0 | 0                      | 6    | 0     | 0 | 10                     | 10   | 0     | 0 | 54    |               |
| 7:35 AM                         | 0                     | 18   | 16    | 0 | 0                     | 2    | 2     | 0 | 1                      | 12   | 0     | 0 | 10                     | 21   | 0     | 0 | 82    |               |
| 7:40 AM                         | 0                     | 13   | 9     | 0 | 1                     | 10   | 1     | 0 | 1                      | 10   | 0     | 0 | 13                     | 37   | 0     | 0 | 95    |               |
| 7:45 AM                         | 0                     | 19   | 13    | 0 | 1                     | 6    | 1     | 0 | 5                      | 16   | 0     | 0 | 10                     | 15   | 0     | 0 | 86    |               |
| 7:50 AM                         | 0                     | 14   | 13    | 0 | 0                     | 5    | 1     | 0 | 2                      | 10   | 0     | 0 | 13                     | 44   | 0     | 0 | 102   |               |
| 7:55 AM                         | 1                     | 19   | 10    | 0 | 0                     | 8    | 0     | 0 | 2                      | 16   | 0     | 0 | 7                      | 38   | 0     | 0 | 101   | 781           |
| 8:00 AM                         | 0                     | 16   | 13    | 0 | 1                     | 7    | 2     | 0 | 1                      | 13   | 1     | 0 | 15                     | 29   | 0     | 0 | 98    | 837           |
| 8:05 AM                         | 0                     | 16   | 12    | 0 | 0                     | 10   | 1     | 0 | 3                      | 14   | 0     | 0 | 11                     | 37   | 0     | 0 | 104   | 900           |
| 8:10 AM                         | 0                     | 15   | 7     | 0 | 0                     | 9    | 1     | 0 | 0                      | 17   | 0     | 0 | 13                     | 23   | 0     | 0 | 85    | 936           |
| 8:15 AM                         | 0                     | 16   | 16    | 0 | 0                     | 13   | 5     | 0 | 1                      | 22   | 0     | 0 | 14                     | 19   | 0     | 0 | 106   | 992           |
| 8:20 AM                         | 0                     | 22   | 17    | 0 | 2                     | 7    | 2     | 0 | 3                      | 21   | 0     | 0 | 15                     | 35   | 1     | 0 | 125   | 1082          |
| 8:25 AM                         | 0                     | 24   | 15    | 0 | 1                     | 3    | 1     | 0 | 4                      | 20   | 0     | 0 | 12                     | 29   | 1     | 0 | 110   | 1148          |
| 8:30 AM                         | 1                     | 29   | 17    | 0 | 0                     | 8    | 1     | 0 | 4                      | 15   | 0     | 0 | 10                     | 23   | 1     | 0 | 109   | 1203          |
| 8:35 AM                         | 0                     | 16   | 14    | 0 | 0                     | 5    | 0     | 0 | 4                      | 19   | 3     | 0 | 12                     | 26   | 1     | 0 | 100   | 1221          |
| 8:40 AM                         | 0                     | 25   | 13    | 0 | 0                     | 7    | 1     | 0 | 1                      | 12   | 0     | 0 | 12                     | 28   | 0     | 0 | 99    | 1225          |
| 8:45 AM                         | 1                     | 17   | 13    | 0 | 1                     | 7    | 2     | 0 | 5                      | 19   | 0     | 0 | 11                     | 24   | 0     | 0 | 100   | 1239          |
| 8:50 AM                         | 0                     | 22   | 10    | 0 | 2                     | 12   | 2     | 0 | 2                      | 14   | 0     | 0 | 19                     | 34   | 0     | 0 | 117   | 1254          |
| 8:55 AM                         | 0                     | 19   | 9     | 0 | 3                     | 12   | 3     | 0 | 1                      | 13   | 0     | 0 | 11                     | 25   | 0     | 0 | 96    | 1249          |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound              |      |       |   | Westbound              |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| All Vehicles                    | 4                     | 300  | 196   | 0 | 12                    | 72   | 16    | 0 | 44                     | 224  | 0     | 0 | 148                    | 348  | 12    | 0 | 1376  |               |
| Heavy Trucks                    | 0                     | 8    | 0     | 0 | 0                     | 4    | 0     | 0 | 0                      | 8    | 0     | 0 | 0                      | 12   | 0     | 0 | 32    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                        |      |       |   |                        |      |       |   |       |               |
| Pedestrians                     |                       | 8    |       |   |                       | 12   |       |   |                        | 28   |       |   |                        | 16   |       |   | 64    |               |
| Bicycles                        | 0                     | 16   | 12    |   | 0                     | 0    | 0     |   | 0                      | 0    | 0     |   | 4                      | 4    | 8     |   | 44    |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                        |      |       |   |                        |      |       |   |       |               |

Comments:



**LOCATION:** Broadway -- Tilden Way  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746104  
**DATE:** Thu, Mar 24 2022

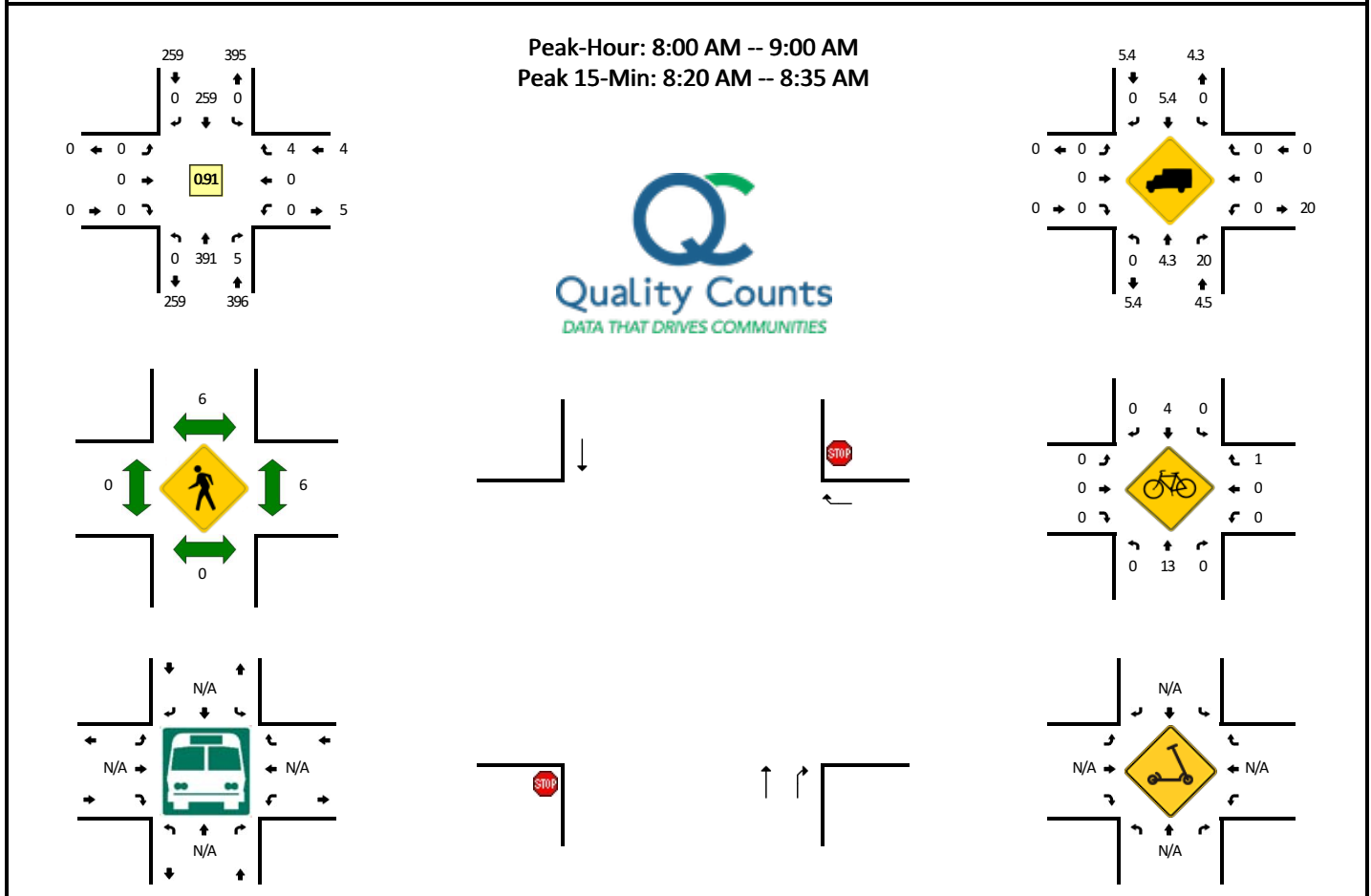


| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Tilden Way (Eastbound) |      |       |   | Tilden Way (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|------------------------|------|-------|---|------------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| 4:00 PM                         | 1                     | 26   | 15    | 0 | 1                     | 14   | 7     | 0 | 5                      | 13   | 0     | 0 | 15                     | 20   | 0     | 0 | 117   |               |
| 4:05 PM                         | 0                     | 15   | 18    | 0 | 5                     | 12   | 4     | 0 | 6                      | 36   | 0     | 0 | 15                     | 29   | 1     | 0 | 141   |               |
| 4:10 PM                         | 0                     | 11   | 15    | 0 | 3                     | 18   | 3     | 0 | 6                      | 27   | 0     | 0 | 23                     | 26   | 0     | 0 | 132   |               |
| 4:15 PM                         | 1                     | 19   | 18    | 0 | 2                     | 13   | 4     | 0 | 4                      | 21   | 0     | 0 | 16                     | 21   | 0     | 0 | 119   |               |
| 4:20 PM                         | 0                     | 16   | 14    | 0 | 1                     | 8    | 6     | 0 | 3                      | 29   | 0     | 0 | 25                     | 39   | 0     | 0 | 141   |               |
| 4:25 PM                         | 0                     | 30   | 13    | 0 | 4                     | 18   | 5     | 0 | 6                      | 23   | 0     | 0 | 27                     | 22   | 0     | 0 | 148   |               |
| 4:30 PM                         | 3                     | 18   | 17    | 0 | 1                     | 18   | 9     | 0 | 7                      | 25   | 1     | 0 | 12                     | 25   | 2     | 0 | 138   |               |
| 4:35 PM                         | 0                     | 11   | 15    | 0 | 1                     | 19   | 4     | 0 | 2                      | 19   | 0     | 0 | 10                     | 30   | 0     | 0 | 111   |               |
| 4:40 PM                         | 1                     | 10   | 11    | 0 | 3                     | 21   | 2     | 0 | 3                      | 31   | 0     | 0 | 16                     | 20   | 1     | 0 | 119   |               |
| 4:45 PM                         | 1                     | 17   | 14    | 0 | 3                     | 17   | 2     | 0 | 1                      | 21   | 1     | 0 | 11                     | 20   | 0     | 0 | 108   |               |
| 4:50 PM                         | 0                     | 20   | 11    | 0 | 1                     | 18   | 5     | 0 | 4                      | 20   | 1     | 0 | 13                     | 13   | 0     | 0 | 106   |               |
| 4:55 PM                         | 0                     | 21   | 14    | 0 | 0                     | 24   | 5     | 0 | 9                      | 17   | 0     | 0 | 13                     | 18   | 0     | 0 | 121   | 1501          |
| 5:00 PM                         | 0                     | 17   | 13    | 0 | 2                     | 23   | 4     | 0 | 2                      | 27   | 0     | 0 | 12                     | 31   | 1     | 0 | 132   | 1516          |
| 5:05 PM                         | 0                     | 14   | 20    | 0 | 2                     | 13   | 3     | 0 | 1                      | 22   | 0     | 0 | 30                     | 22   | 0     | 0 | 127   | 1502          |
| 5:10 PM                         | 1                     | 27   | 13    | 0 | 2                     | 26   | 3     | 0 | 2                      | 21   | 0     | 0 | 8                      | 25   | 0     | 0 | 128   | 1498          |
| 5:15 PM                         | 0                     | 19   | 23    | 0 | 5                     | 11   | 5     | 0 | 1                      | 29   | 1     | 0 | 13                     | 30   | 0     | 0 | 137   | 1516          |
| 5:20 PM                         | 0                     | 20   | 22    | 0 | 5                     | 14   | 2     | 0 | 2                      | 31   | 1     | 0 | 18                     | 31   | 1     | 0 | 147   | 1522          |
| 5:25 PM                         | 2                     | 18   | 16    | 0 | 1                     | 22   | 3     | 0 | 3                      | 34   | 0     | 0 | 16                     | 21   | 1     | 0 | 137   | 1511          |
| 5:30 PM                         | 1                     | 19   | 16    | 0 | 4                     | 13   | 1     | 0 | 1                      | 27   | 2     | 0 | 14                     | 24   | 0     | 0 | 122   | 1495          |
| 5:35 PM                         | 1                     | 23   | 21    | 0 | 3                     | 10   | 3     | 0 | 1                      | 24   | 1     | 0 | 30                     | 23   | 0     | 0 | 140   | 1524          |
| 5:40 PM                         | 0                     | 21   | 22    | 0 | 2                     | 12   | 2     | 0 | 1                      | 16   | 1     | 0 | 28                     | 26   | 0     | 0 | 131   | 1536          |
| 5:45 PM                         | 0                     | 12   | 15    | 0 | 3                     | 21   | 2     | 0 | 3                      | 42   | 1     | 0 | 14                     | 19   | 1     | 0 | 133   | 1561          |
| 5:50 PM                         | 0                     | 16   | 18    | 0 | 2                     | 8    | 3     | 0 | 1                      | 21   | 0     | 0 | 28                     | 20   | 1     | 0 | 118   | 1573          |
| 5:55 PM                         | 1                     | 18   | 20    | 0 | 2                     | 18   | 1     | 0 | 5                      | 24   | 1     | 0 | 20                     | 24   | 2     | 0 | 136   | 1588          |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound              |      |       |   | Westbound              |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                   | Thru | Right | U | Left                   | Thru | Right | U |       |               |
| All Vehicles                    | 8                     | 228  | 244   | 0 | 44                    | 188  | 40    | 0 | 24                     | 376  | 8     | 0 | 188                    | 328  | 8     | 0 | 1684  |               |
| Heavy Trucks                    | 0                     | 16   | 0     | 0 | 0                     | 12   | 0     | 0 | 0                      | 0    | 0     | 0 | 0                      | 0    | 0     | 0 | 28    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                        |      |       |   |                        |      |       |   |       |               |
| Pedestrians                     |                       | 8    |       |   |                       | 4    |       |   |                        | 16   |       |   |                        | 0    |       |   | 28    |               |
| Bicycles                        | 0                     | 4    | 4     |   | 0                     | 8    | 0     |   | 0                      | 4    | 0     |   | 0                      | 0    | 4     |   | 24    |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                        |      |       |   |                        |      |       |   |       |               |

Comments:

**LOCATION:** Broadway -- Eagle Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746105  
**DATE:** Thu, Mar 24 2022

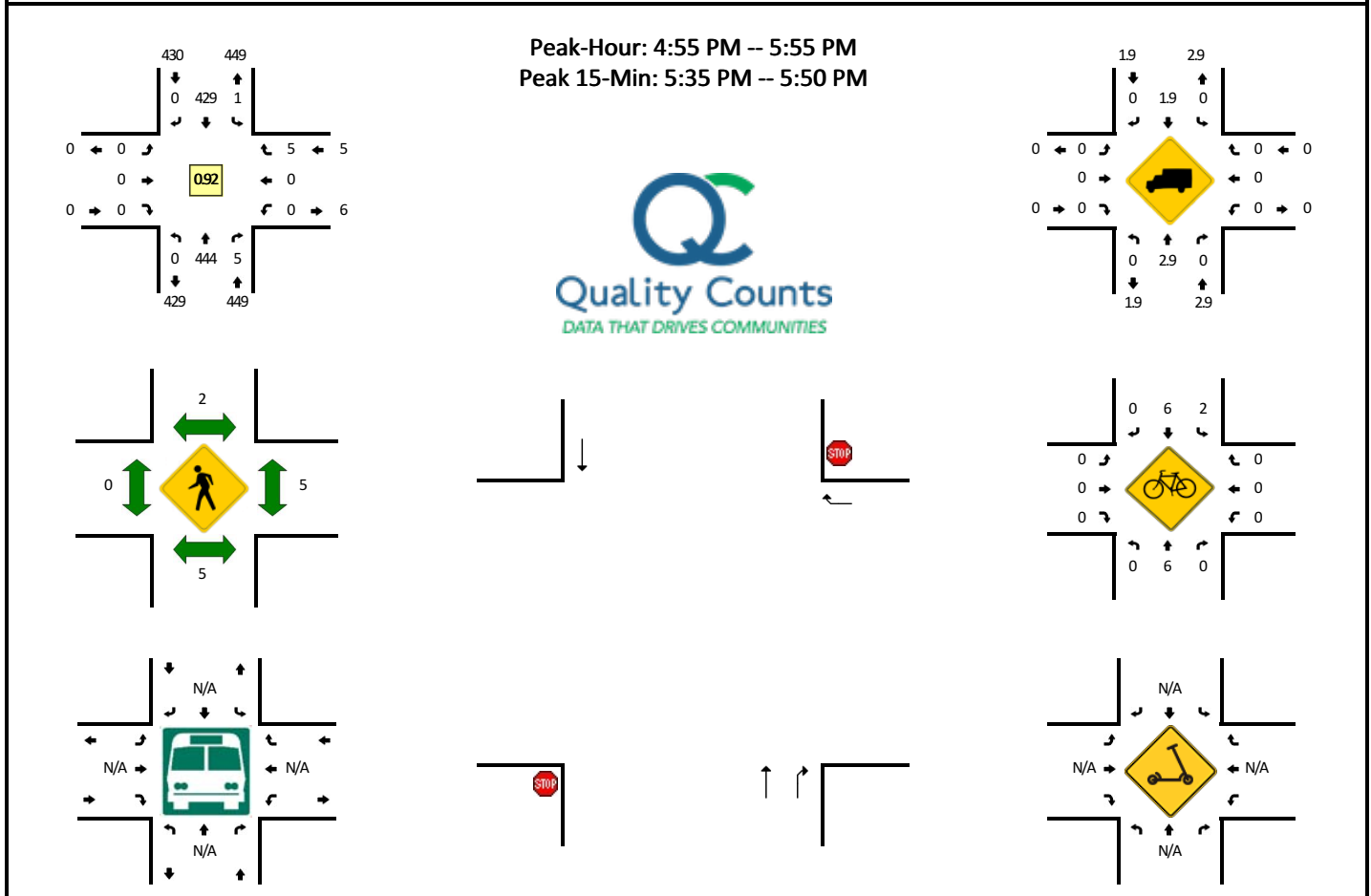


| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Eagle Ave (Eastbound) |      |       |   | Eagle Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| 7:00 AM                         | 0                     | 15   | 0     | 0 | 0                     | 6    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 21    |               |
| 7:05 AM                         | 0                     | 18   | 0     | 0 | 0                     | 4    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 22    |               |
| 7:10 AM                         | 0                     | 22   | 0     | 0 | 0                     | 9    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 31    |               |
| 7:15 AM                         | 0                     | 18   | 0     | 0 | 0                     | 12   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 30    |               |
| 7:20 AM                         | 0                     | 18   | 1     | 0 | 0                     | 4    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 23    |               |
| 7:25 AM                         | 0                     | 17   | 0     | 0 | 0                     | 10   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 27    |               |
| 7:30 AM                         | 0                     | 22   | 0     | 0 | 0                     | 15   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 37    |               |
| 7:35 AM                         | 0                     | 33   | 0     | 0 | 0                     | 11   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 44    |               |
| 7:40 AM                         | 0                     | 22   | 0     | 0 | 0                     | 25   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 47    |               |
| 7:45 AM                         | 0                     | 32   | 0     | 0 | 0                     | 15   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 48    |               |
| 7:50 AM                         | 0                     | 26   | 1     | 0 | 0                     | 19   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 46    |               |
| 7:55 AM                         | 0                     | 30   | 0     | 0 | 0                     | 17   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 47    | 423           |
| 8:00 AM                         | 0                     | 29   | 1     | 0 | 0                     | 23   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 53    | 455           |
| 8:05 AM                         | 0                     | 28   | 0     | 0 | 0                     | 21   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 49    | 482           |
| 8:10 AM                         | 0                     | 22   | 1     | 0 | 0                     | 21   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 44    | 495           |
| 8:15 AM                         | 0                     | 32   | 0     | 0 | 0                     | 28   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 60    | 525           |
| 8:20 AM                         | 0                     | 38   | 0     | 0 | 0                     | 22   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 61    | 563           |
| 8:25 AM                         | 0                     | 40   | 1     | 0 | 0                     | 15   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 56    | 592           |
| 8:30 AM                         | 0                     | 46   | 0     | 0 | 0                     | 18   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 64    | 619           |
| 8:35 AM                         | 0                     | 31   | 0     | 0 | 0                     | 20   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 51    | 626           |
| 8:40 AM                         | 0                     | 36   | 0     | 0 | 0                     | 19   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 2     | 0 | 57    | 636           |
| 8:45 AM                         | 0                     | 30   | 0     | 0 | 0                     | 18   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 48    | 636           |
| 8:50 AM                         | 0                     | 31   | 0     | 0 | 0                     | 31   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 63    | 653           |
| 8:55 AM                         | 0                     | 28   | 2     | 0 | 0                     | 23   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 53    | 659           |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound             |      |       |   | Westbound             |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| All Vehicles                    | 0                     | 496  | 4     | 0 | 0                     | 220  | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 4     | 0 | 724   |               |
| Heavy Trucks                    | 0                     | 8    | 0     | 0 | 0                     | 4    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 12    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                       |      |       |   |                       |      |       |   |       |               |
| Pedestrians                     |                       | 0    |       |   |                       | 8    |       |   |                       | 0    |       |   |                       | 12   |       |   | 20    |               |
| Bicycles                        | 0                     | 28   | 0     |   | 0                     | 8    | 0     |   | 0                     | 0    | 0     |   | 0                     | 0    | 0     |   | 36    |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                       |      |       |   |                       |      |       |   |       |               |

Comments:

**LOCATION:** Broadway -- Eagle Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746106  
**DATE:** Thu, Mar 24 2022

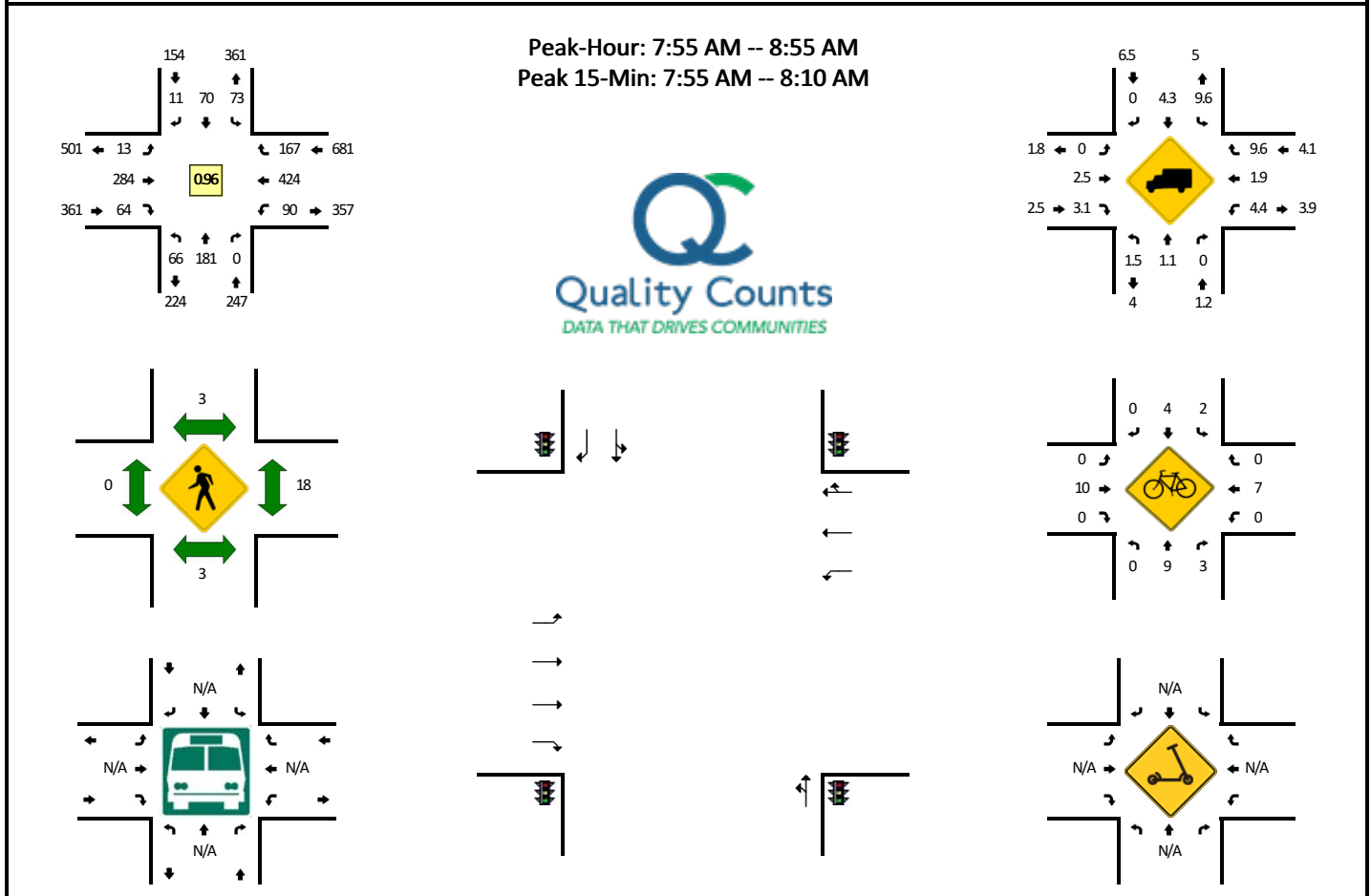


| 5-Min Count Period Beginning At | Broadway (Northbound) |      |       |   | Broadway (Southbound) |      |       |   | Eagle Ave (Eastbound) |      |       |   | Eagle Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-----------------------|------|-------|---|-------|---------------|
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| 4:00 PM                         | 0                     | 42   | 0     | 0 | 0                     | 29   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 72    |               |
| 4:05 PM                         | 0                     | 33   | 0     | 0 | 0                     | 27   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 60    |               |
| 4:10 PM                         | 0                     | 27   | 0     | 0 | 0                     | 38   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 65    |               |
| 4:15 PM                         | 0                     | 37   | 0     | 0 | 0                     | 31   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 68    |               |
| 4:20 PM                         | 0                     | 29   | 1     | 0 | 0                     | 31   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 61    |               |
| 4:25 PM                         | 0                     | 45   | 1     | 0 | 0                     | 47   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 93    |               |
| 4:30 PM                         | 0                     | 39   | 0     | 0 | 0                     | 31   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 70    |               |
| 4:35 PM                         | 0                     | 28   | 0     | 0 | 0                     | 26   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 54    |               |
| 4:40 PM                         | 0                     | 22   | 0     | 0 | 0                     | 38   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 60    |               |
| 4:45 PM                         | 0                     | 31   | 0     | 0 | 0                     | 26   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 58    |               |
| 4:50 PM                         | 0                     | 30   | 0     | 0 | 0                     | 34   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 64    |               |
| 4:55 PM                         | 0                     | 35   | 1     | 0 | 0                     | 38   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 2     | 0 | 76    | 801           |
| 5:00 PM                         | 0                     | 30   | 0     | 0 | 0                     | 34   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 64    | 793           |
| 5:05 PM                         | 0                     | 34   | 2     | 0 | 0                     | 43   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 79    | 812           |
| 5:10 PM                         | 0                     | 39   | 0     | 0 | 0                     | 35   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 75    | 822           |
| 5:15 PM                         | 0                     | 44   | 1     | 0 | 0                     | 25   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 70    | 824           |
| 5:20 PM                         | 0                     | 42   | 0     | 0 | 1                     | 29   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 72    | 835           |
| 5:25 PM                         | 0                     | 36   | 0     | 0 | 0                     | 41   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 77    | 819           |
| 5:30 PM                         | 0                     | 35   | 0     | 0 | 0                     | 27   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 62    | 811           |
| 5:35 PM                         | 0                     | 46   | 0     | 0 | 0                     | 43   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 90    | 847           |
| 5:40 PM                         | 0                     | 42   | 0     | 0 | 0                     | 41   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 84    | 871           |
| 5:45 PM                         | 0                     | 27   | 1     | 0 | 0                     | 37   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 65    | 878           |
| 5:50 PM                         | 0                     | 34   | 0     | 0 | 0                     | 36   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 70    | 884           |
| 5:55 PM                         | 0                     | 38   | 0     | 0 | 0                     | 37   | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 1     | 0 | 76    | 884           |
| Peak 15-Min Flowrates           | Northbound            |      |       |   | Southbound            |      |       |   | Eastbound             |      |       |   | Westbound             |      |       |   | Total |               |
|                                 | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U | Left                  | Thru | Right | U |       |               |
| All Vehicles                    | 0                     | 460  | 4     | 0 | 0                     | 484  | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 8     | 0 | 956   |               |
| Heavy Trucks                    | 0                     | 8    | 0     | 0 | 0                     | 8    | 0     | 0 | 0                     | 0    | 0     | 0 | 0                     | 0    | 0     | 0 | 16    |               |
| Buses                           |                       |      |       |   |                       |      |       |   |                       |      |       |   |                       |      |       |   |       |               |
| Pedestrians                     |                       | 4    |       |   |                       | 4    |       |   |                       | 0    |       |   |                       | 4    |       |   | 12    |               |
| Bicycles                        | 0                     | 4    | 0     |   | 0                     | 8    | 0     |   | 0                     | 0    | 0     |   | 0                     | 0    | 0     |   | 12    |               |
| Scooters                        |                       |      |       |   |                       |      |       |   |                       |      |       |   |                       |      |       |   |       |               |

Comments:

**LOCATION:** Fernside Blvd/Blanding Ave -- Tilden Way/Fruitvale Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746107  
**DATE:** Thu, Mar 24 2022



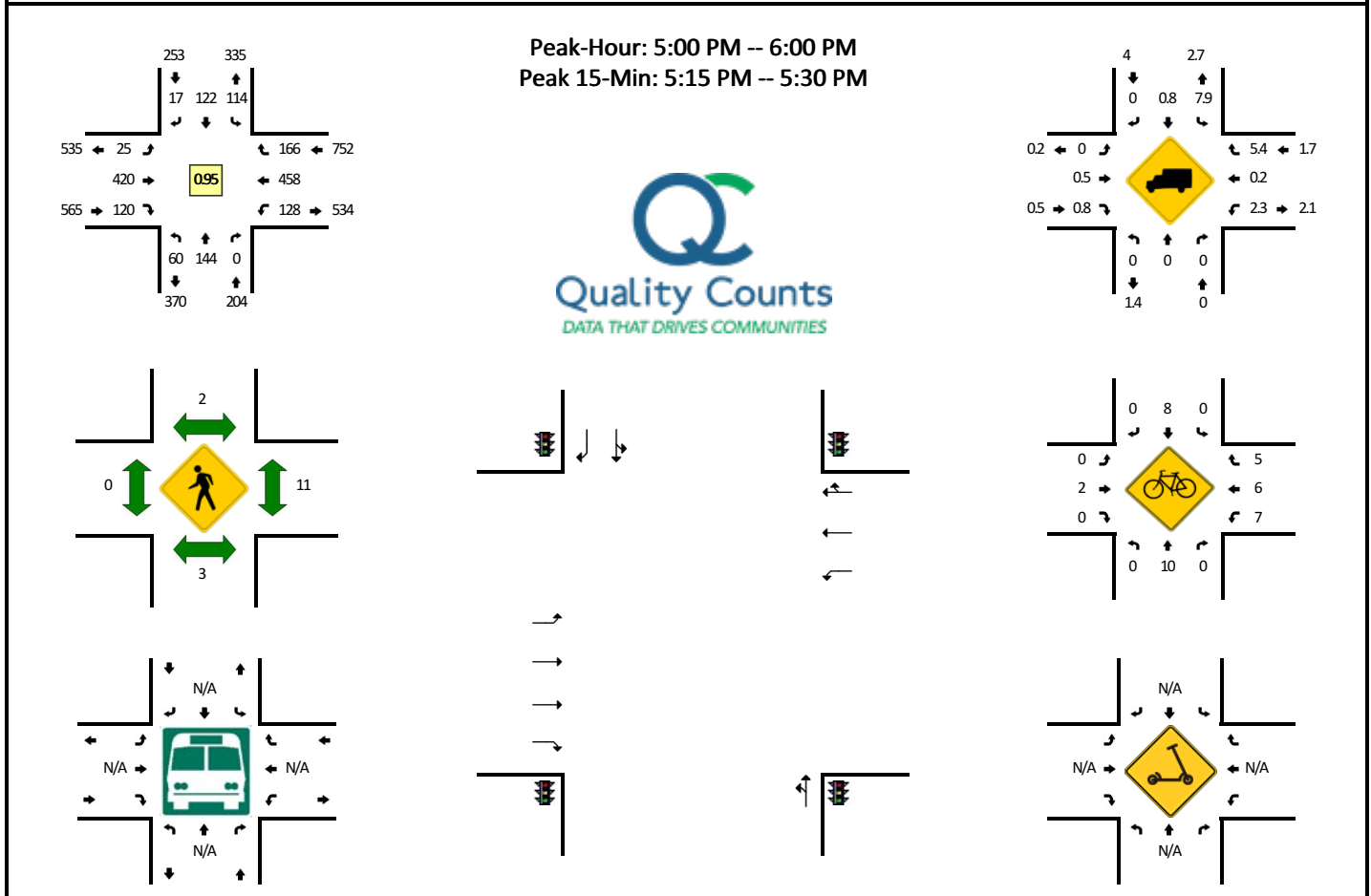
| 5-Min Count Period Beginning At | Fernside Blvd/Blanding Ave (Northbound) |      |       |   | Fernside Blvd/Blanding Ave (Southbound) |      |       |   | Tilden Way/Fruitvale Ave (Eastbound) |      |       |   | Tilden Way/Fruitvale Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------------------------|------|-------|---|-----------------------------------------|------|-------|---|--------------------------------------|------|-------|---|--------------------------------------|------|-------|---|-------|---------------|
|                                 | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U | Left                                 | Thru | Right | U | Left                                 | Thru | Right | U |       |               |
| 7:00 AM                         | 3                                       | 3    | 0     | 0 | 2                                       | 5    | 0     | 0 | 0                                    | 12   | 4     | 0 | 9                                    | 10   | 6     | 0 | 54    |               |
| 7:05 AM                         | 2                                       | 6    | 0     | 0 | 5                                       | 2    | 0     | 0 | 0                                    | 9    | 6     | 0 | 5                                    | 12   | 7     | 0 | 54    |               |
| 7:10 AM                         | 3                                       | 6    | 0     | 0 | 1                                       | 1    | 0     | 0 | 0                                    | 7    | 2     | 0 | 5                                    | 14   | 8     | 0 | 47    |               |
| 7:15 AM                         | 0                                       | 5    | 0     | 0 | 3                                       | 0    | 1     | 0 | 0                                    | 13   | 3     | 0 | 3                                    | 13   | 5     | 0 | 46    |               |
| 7:20 AM                         | 1                                       | 9    | 0     | 0 | 1                                       | 2    | 0     | 0 | 0                                    | 13   | 0     | 0 | 5                                    | 9    | 13    | 0 | 53    |               |
| 7:25 AM                         | 1                                       | 6    | 0     | 0 | 7                                       | 6    | 0     | 0 | 0                                    | 8    | 4     | 0 | 8                                    | 15   | 11    | 0 | 66    |               |
| 7:30 AM                         | 2                                       | 10   | 0     | 0 | 5                                       | 5    | 1     | 0 | 0                                    | 11   | 1     | 0 | 10                                   | 20   | 9     | 0 | 74    |               |
| 7:35 AM                         | 1                                       | 13   | 0     | 0 | 5                                       | 2    | 1     | 0 | 0                                    | 15   | 5     | 0 | 3                                    | 28   | 9     | 0 | 82    |               |
| 7:40 AM                         | 2                                       | 6    | 0     | 0 | 3                                       | 4    | 0     | 0 | 0                                    | 22   | 4     | 0 | 6                                    | 50   | 14    | 0 | 111   |               |
| 7:45 AM                         | 1                                       | 6    | 0     | 0 | 6                                       | 3    | 1     | 0 | 0                                    | 24   | 2     | 0 | 9                                    | 23   | 11    | 0 | 86    |               |
| 7:50 AM                         | 3                                       | 16   | 0     | 0 | 4                                       | 1    | 0     | 0 | 0                                    | 24   | 5     | 0 | 9                                    | 50   | 17    | 0 | 129   |               |
| 7:55 AM                         | 10                                      | 19   | 0     | 0 | 5                                       | 8    | 0     | 0 | 1                                    | 20   | 0     | 0 | 11                                   | 44   | 14    | 0 | 132   | 934           |
| 8:00 AM                         | 4                                       | 16   | 0     | 0 | 9                                       | 10   | 1     | 0 | 1                                    | 25   | 6     | 0 | 9                                    | 26   | 18    | 0 | 125   | 1005          |
| 8:05 AM                         | 8                                       | 15   | 0     | 0 | 5                                       | 4    | 0     | 0 | 1                                    | 11   | 5     | 0 | 9                                    | 46   | 16    | 0 | 120   | 1071          |
| 8:10 AM                         | 7                                       | 18   | 0     | 0 | 4                                       | 4    | 3     | 0 | 1                                    | 21   | 5     | 0 | 11                                   | 27   | 13    | 0 | 114   | 1138          |
| 8:15 AM                         | 5                                       | 8    | 0     | 0 | 11                                      | 7    | 1     | 0 | 1                                    | 37   | 3     | 0 | 9                                    | 26   | 8     | 0 | 116   | 1208          |
| 8:20 AM                         | 4                                       | 10   | 0     | 0 | 5                                       | 5    | 1     | 0 | 1                                    | 30   | 10    | 0 | 3                                    | 48   | 15    | 0 | 132   | 1287          |
| 8:25 AM                         | 8                                       | 21   | 0     | 0 | 4                                       | 4    | 1     | 0 | 0                                    | 29   | 9     | 0 | 6                                    | 28   | 14    | 0 | 124   | 1345          |
| 8:30 AM                         | 3                                       | 9    | 0     | 0 | 3                                       | 4    | 1     | 0 | 1                                    | 22   | 4     | 0 | 6                                    | 36   | 13    | 0 | 102   | 1373          |
| 8:35 AM                         | 6                                       | 19   | 0     | 0 | 6                                       | 8    | 0     | 0 | 1                                    | 30   | 4     | 0 | 12                                   | 42   | 12    | 0 | 140   | 1431          |
| 8:40 AM                         | 2                                       | 13   | 0     | 0 | 7                                       | 2    | 2     | 0 | 2                                    | 18   | 4     | 0 | 3                                    | 23   | 9     | 0 | 85    | 1405          |
| 8:45 AM                         | 4                                       | 9    | 0     | 0 | 5                                       | 7    | 1     | 0 | 1                                    | 24   | 6     | 0 | 4                                    | 40   | 14    | 0 | 115   | 1434          |
| 8:50 AM                         | 5                                       | 24   | 0     | 0 | 9                                       | 7    | 0     | 0 | 2                                    | 17   | 8     | 0 | 7                                    | 38   | 21    | 0 | 138   | 1443          |
| 8:55 AM                         | 7                                       | 13   | 0     | 0 | 7                                       | 10   | 0     | 0 | 1                                    | 19   | 10    | 0 | 8                                    | 27   | 15    | 0 | 117   | 1428          |
| Peak 15-Min Flowrates           | Northbound                              |      |       |   | Southbound                              |      |       |   | Eastbound                            |      |       |   | Westbound                            |      |       |   | Total |               |
|                                 | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U | Left                                 | Thru | Right | U | Left                                 | Thru | Right | U |       |               |
| All Vehicles                    | 88                                      | 200  | 0     | 0 | 76                                      | 88   | 4     | 0 | 12                                   | 224  | 44    | 0 | 116                                  | 464  | 192   | 0 | 1508  |               |
| Heavy Trucks                    | 0                                       | 0    | 0     | 0 | 12                                      | 4    | 0     | 0 | 0                                    | 4    | 0     | 0 | 4                                    | 0    | 12    | 0 | 36    |               |
| Buses                           |                                         |      |       |   |                                         |      |       |   |                                      |      |       |   |                                      |      |       |   |       |               |
| Pedestrians                     |                                         | 0    |       |   |                                         | 8    |       |   |                                      | 0    |       |   |                                      | 16   |       |   | 24    |               |
| Bicycles                        | 0                                       | 16   | 4     |   | 0                                       | 0    | 0     |   | 0                                    | 20   | 0     |   | 0                                    | 0    | 0     |   | 40    |               |
| Scooters                        |                                         |      |       |   |                                         |      |       |   |                                      |      |       |   |                                      |      |       |   |       |               |

Comments:



**LOCATION:** Fernside Blvd/Blanding Ave -- Tilden Way/Fruitvale Ave  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746108  
**DATE:** Thu, Mar 24 2022

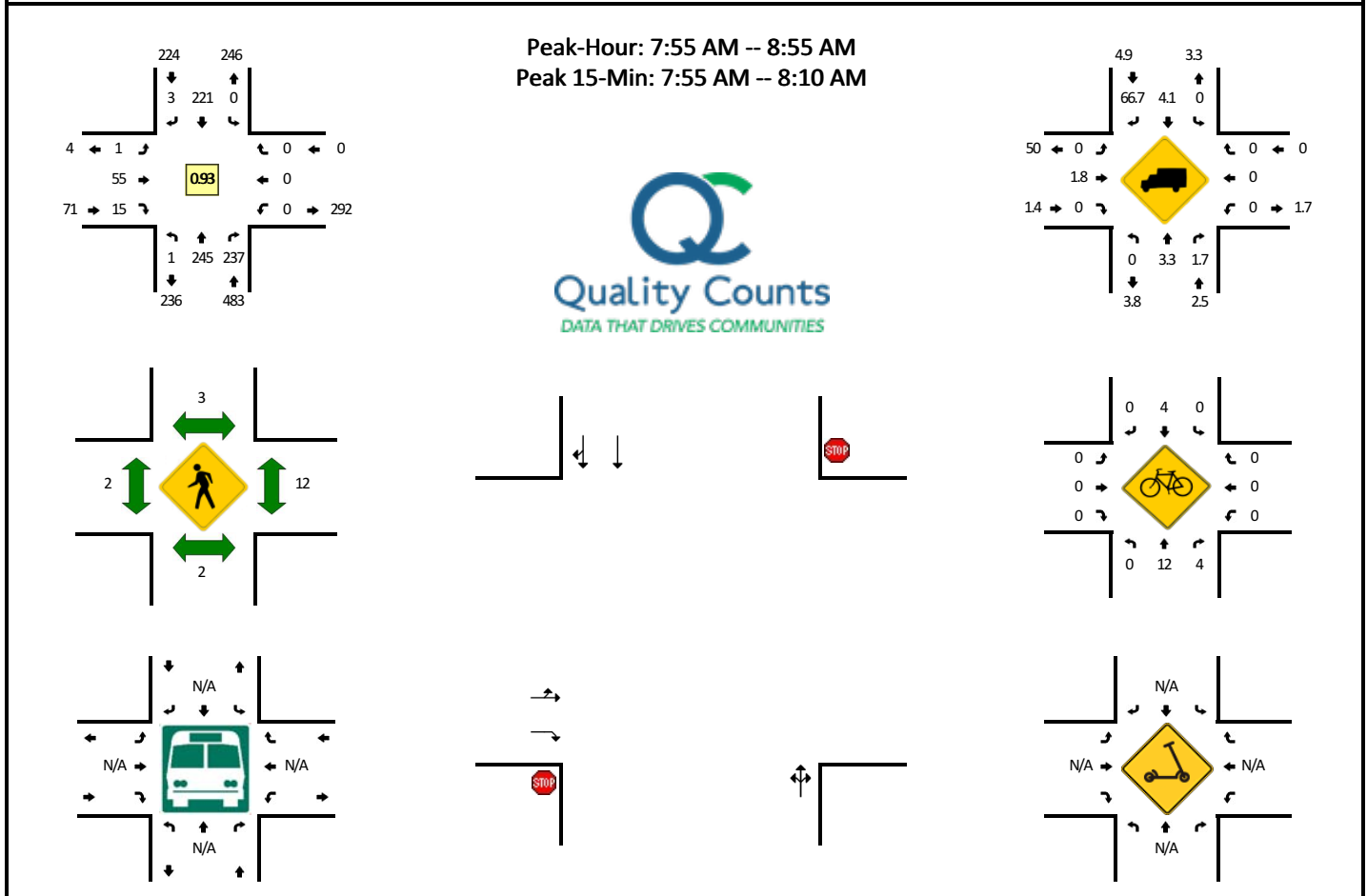


| 5-Min Count Period Beginning At | Fernside Blvd/Blanding Ave (Northbound) |      |       |   | Fernside Blvd/Blanding Ave (Southbound) |      |       |   | Tilden Way/Fruitvale Ave (Eastbound) |      |       |   | Tilden Way/Fruitvale Ave (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|-----------------------------------------|------|-------|---|-----------------------------------------|------|-------|---|--------------------------------------|------|-------|---|--------------------------------------|------|-------|---|-------|---------------|
|                                 | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U | Left                                 | Thru | Right | U | Left                                 | Thru | Right | U |       |               |
| 4:00 PM                         | 7                                       | 18   | 0     | 0 | 8                                       | 15   | 0     | 0 | 0                                    | 24   | 4     | 0 | 9                                    | 27   | 14    | 0 | 126   |               |
| 4:05 PM                         | 5                                       | 13   | 0     | 0 | 3                                       | 11   | 2     | 0 | 1                                    | 48   | 11    | 0 | 15                                   | 45   | 19    | 0 | 173   |               |
| 4:10 PM                         | 5                                       | 19   | 0     | 0 | 12                                      | 7    | 1     | 0 | 0                                    | 27   | 10    | 0 | 7                                    | 38   | 14    | 0 | 140   |               |
| 4:15 PM                         | 5                                       | 7    | 0     | 0 | 7                                       | 12   | 1     | 0 | 1                                    | 32   | 7     | 0 | 8                                    | 34   | 10    | 0 | 124   |               |
| 4:20 PM                         | 3                                       | 16   | 0     | 0 | 9                                       | 6    | 1     | 0 | 3                                    | 42   | 10    | 0 | 10                                   | 58   | 12    | 0 | 170   |               |
| 4:25 PM                         | 9                                       | 10   | 1     | 0 | 12                                      | 10   | 1     | 0 | 1                                    | 30   | 3     | 0 | 6                                    | 46   | 18    | 0 | 147   |               |
| 4:30 PM                         | 7                                       | 18   | 0     | 0 | 8                                       | 9    | 0     | 0 | 0                                    | 40   | 2     | 0 | 12                                   | 25   | 16    | 0 | 137   |               |
| 4:35 PM                         | 10                                      | 6    | 0     | 0 | 10                                      | 9    | 1     | 0 | 0                                    | 32   | 12    | 0 | 8                                    | 32   | 13    | 0 | 133   |               |
| 4:40 PM                         | 6                                       | 9    | 0     | 0 | 3                                       | 7    | 0     | 1 | 3                                    | 30   | 9     | 0 | 13                                   | 26   | 12    | 0 | 119   |               |
| 4:45 PM                         | 5                                       | 17   | 0     | 0 | 12                                      | 12   | 0     | 0 | 1                                    | 27   | 11    | 0 | 9                                    | 25   | 20    | 0 | 139   |               |
| 4:50 PM                         | 1                                       | 18   | 0     | 0 | 8                                       | 14   | 2     | 0 | 3                                    | 22   | 5     | 0 | 17                                   | 19   | 6     | 0 | 115   |               |
| 4:55 PM                         | 6                                       | 13   | 0     | 0 | 13                                      | 6    | 0     | 0 | 0                                    | 27   | 2     | 0 | 11                                   | 27   | 17    | 0 | 122   | 1645          |
| 5:00 PM                         | 10                                      | 5    | 0     | 0 | 8                                       | 14   | 0     | 0 | 2                                    | 28   | 11    | 0 | 10                                   | 33   | 11    | 0 | 132   | 1651          |
| 5:05 PM                         | 2                                       | 10   | 0     | 0 | 3                                       | 14   | 1     | 0 | 2                                    | 38   | 6     | 0 | 14                                   | 47   | 14    | 0 | 151   | 1629          |
| 5:10 PM                         | 5                                       | 13   | 0     | 0 | 12                                      | 14   | 1     | 0 | 2                                    | 23   | 10    | 0 | 7                                    | 26   | 12    | 0 | 125   | 1614          |
| 5:15 PM                         | 9                                       | 10   | 0     | 0 | 10                                      | 5    | 2     | 0 | 2                                    | 32   | 8     | 0 | 12                                   | 41   | 18    | 0 | 149   | 1639          |
| 5:20 PM                         | 5                                       | 11   | 0     | 0 | 5                                       | 8    | 2     | 0 | 1                                    | 58   | 12    | 0 | 13                                   | 43   | 17    | 0 | 175   | 1644          |
| 5:25 PM                         | 3                                       | 17   | 0     | 0 | 12                                      | 11   | 1     | 0 | 2                                    | 31   | 14    | 0 | 6                                    | 30   | 16    | 0 | 143   | 1640          |
| 5:30 PM                         | 5                                       | 17   | 0     | 0 | 11                                      | 11   | 2     | 0 | 2                                    | 32   | 7     | 0 | 7                                    | 37   | 13    | 0 | 144   | 1647          |
| 5:35 PM                         | 6                                       | 16   | 0     | 0 | 11                                      | 8    | 2     | 0 | 2                                    | 39   | 12    | 0 | 7                                    | 37   | 11    | 0 | 151   | 1665          |
| 5:40 PM                         | 3                                       | 15   | 0     | 0 | 13                                      | 5    | 3     | 0 | 2                                    | 38   | 8     | 0 | 12                                   | 46   | 11    | 0 | 156   | 1702          |
| 5:45 PM                         | 3                                       | 16   | 0     | 0 | 12                                      | 9    | 0     | 0 | 2                                    | 35   | 14    | 0 | 12                                   | 36   | 18    | 0 | 157   | 1720          |
| 5:50 PM                         | 3                                       | 5    | 0     | 0 | 12                                      | 14   | 3     | 0 | 3                                    | 34   | 8     | 0 | 15                                   | 40   | 12    | 0 | 149   | 1754          |
| 5:55 PM                         | 6                                       | 9    | 0     | 0 | 5                                       | 9    | 0     | 0 | 3                                    | 32   | 10    | 0 | 13                                   | 42   | 13    | 0 | 142   | 1774          |
| Peak 15-Min Flowrates           | Northbound                              |      |       |   | Southbound                              |      |       |   | Eastbound                            |      |       |   | Westbound                            |      |       |   | Total |               |
|                                 | Left                                    | Thru | Right | U | Left                                    | Thru | Right | U | Left                                 | Thru | Right | U | Left                                 | Thru | Right | U |       |               |
| All Vehicles                    | 68                                      | 152  | 0     | 0 | 108                                     | 96   | 20    | 0 | 20                                   | 484  | 136   | 0 | 124                                  | 456  | 204   | 0 | 1868  |               |
| Heavy Trucks                    | 0                                       | 0    | 0     | 0 | 16                                      | 0    | 0     | 0 | 0                                    | 4    | 0     | 0 | 0                                    | 0    | 8     | 0 | 28    |               |
| Buses                           |                                         |      |       |   |                                         |      |       |   |                                      |      |       |   |                                      |      |       |   |       |               |
| Pedestrians                     |                                         | 8    |       |   |                                         | 0    |       |   |                                      | 0    |       |   |                                      | 12   |       |   | 20    |               |
| Bicycles                        | 0                                       | 12   | 0     |   | 0                                       | 20   | 0     |   | 0                                    | 8    | 0     |   | 8                                    | 8    | 8     |   | 64    |               |
| Scooters                        |                                         |      |       |   |                                         |      |       |   |                                      |      |       |   |                                      |      |       |   |       |               |

Comments:

**LOCATION:** Fernside Blvd -- Pearl St  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746109  
**DATE:** Thu, Mar 24 2022

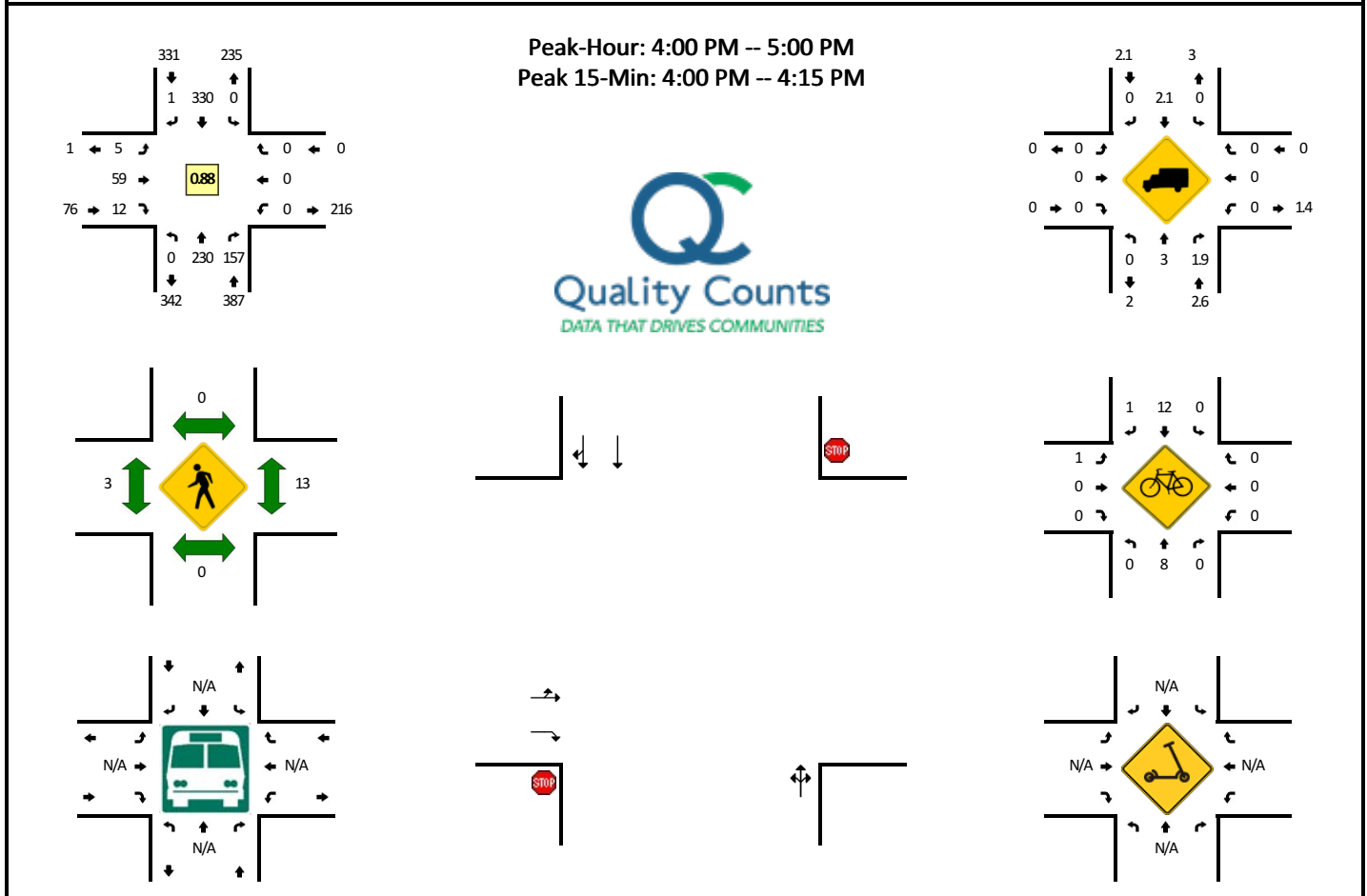


| 5-Min Count Period Beginning At | Fernside Blvd (Northbound) |      |       |   | Fernside Blvd (Southbound) |      |       |   | Pearl St (Eastbound) |      |       |   | Pearl St (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                       | Thru | Right | U | Left                       | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 7:00 AM                         | 0                          | 7    | 7     | 0 | 0                          | 18   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 32    |               |
| 7:05 AM                         | 0                          | 7    | 6     | 0 | 0                          | 11   | 1     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 27    |               |
| 7:10 AM                         | 0                          | 9    | 6     | 0 | 0                          | 9    | 0     | 0 | 0                    | 0    | 3     | 1 | 0                    | 0    | 0     | 0 | 28    |               |
| 7:15 AM                         | 0                          | 5    | 13    | 0 | 0                          | 6    | 0     | 0 | 0                    | 1    | 4     | 1 | 0                    | 0    | 0     | 0 | 30    |               |
| 7:20 AM                         | 0                          | 9    | 5     | 0 | 0                          | 7    | 0     | 0 | 0                    | 0    | 5     | 0 | 0                    | 0    | 0     | 0 | 26    |               |
| 7:25 AM                         | 0                          | 8    | 14    | 0 | 0                          | 16   | 1     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 41    |               |
| 7:30 AM                         | 0                          | 11   | 15    | 0 | 0                          | 17   | 0     | 0 | 0                    | 0    | 2     | 0 | 0                    | 0    | 0     | 0 | 45    |               |
| 7:35 AM                         | 0                          | 14   | 10    | 0 | 0                          | 10   | 0     | 0 | 0                    | 0    | 5     | 0 | 0                    | 0    | 0     | 0 | 39    |               |
| 7:40 AM                         | 0                          | 9    | 13    | 0 | 0                          | 14   | 0     | 0 | 0                    | 0    | 7     | 1 | 0                    | 0    | 0     | 0 | 44    |               |
| 7:45 AM                         | 0                          | 8    | 22    | 0 | 0                          | 14   | 0     | 0 | 0                    | 0    | 3     | 0 | 0                    | 0    | 0     | 0 | 47    |               |
| 7:50 AM                         | 0                          | 19   | 19    | 0 | 0                          | 15   | 0     | 0 | 0                    | 0    | 5     | 2 | 0                    | 0    | 0     | 0 | 60    |               |
| 7:55 AM                         | 0                          | 27   | 21    | 0 | 0                          | 19   | 0     | 0 | 1                    | 2    | 1     | 0 | 0                    | 0    | 0     | 0 | 71    | 490           |
| 8:00 AM                         | 0                          | 19   | 24    | 0 | 0                          | 24   | 0     | 0 | 0                    | 5    | 1     | 0 | 0                    | 0    | 0     | 0 | 73    | 531           |
| 8:05 AM                         | 0                          | 24   | 17    | 0 | 0                          | 19   | 0     | 0 | 0                    | 4    | 1     | 0 | 0                    | 0    | 0     | 0 | 65    | 569           |
| 8:10 AM                         | 0                          | 23   | 20    | 0 | 0                          | 20   | 0     | 0 | 0                    | 3    | 4     | 0 | 0                    | 0    | 0     | 0 | 70    | 611           |
| 8:15 AM                         | 1                          | 14   | 21    | 0 | 0                          | 19   | 0     | 0 | 0                    | 6    | 2     | 0 | 0                    | 0    | 0     | 0 | 63    | 644           |
| 8:20 AM                         | 0                          | 13   | 23    | 0 | 0                          | 17   | 0     | 0 | 0                    | 7    | 1     | 0 | 0                    | 0    | 0     | 0 | 61    | 679           |
| 8:25 AM                         | 0                          | 30   | 19    | 0 | 0                          | 19   | 1     | 0 | 0                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 73    | 711           |
| 8:30 AM                         | 0                          | 13   | 15    | 0 | 0                          | 14   | 0     | 0 | 0                    | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 47    | 713           |
| 8:35 AM                         | 0                          | 25   | 17    | 0 | 0                          | 26   | 0     | 0 | 0                    | 2    | 2     | 0 | 0                    | 0    | 0     | 0 | 72    | 746           |
| 8:40 AM                         | 0                          | 13   | 24    | 0 | 0                          | 8    | 1     | 0 | 0                    | 6    | 1     | 0 | 0                    | 0    | 0     | 0 | 53    | 755           |
| 8:45 AM                         | 0                          | 15   | 19    | 0 | 0                          | 14   | 1     | 0 | 0                    | 5    | 2     | 0 | 0                    | 0    | 0     | 0 | 56    | 764           |
| 8:50 AM                         | 0                          | 29   | 17    | 0 | 0                          | 22   | 0     | 0 | 0                    | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 74    | 778           |
| 8:55 AM                         | 0                          | 18   | 6     | 0 | 0                          | 25   | 3     | 0 | 0                    | 4    | 1     | 0 | 0                    | 0    | 0     | 0 | 57    | 764           |
| Peak 15-Min Flowrates           | Northbound                 |      |       |   | Southbound                 |      |       |   | Eastbound            |      |       |   | Westbound            |      |       |   | Total |               |
|                                 | Left                       | Thru | Right | U | Left                       | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| All Vehicles                    | 0                          | 280  | 248   | 0 | 0                          | 248  | 0     | 0 | 4                    | 44   | 12    | 0 | 0                    | 0    | 0     | 0 | 836   |               |
| Heavy Trucks                    | 0                          | 8    | 4     | 0 | 0                          | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 20    |               |
| Buses                           |                            |      |       |   |                            |      |       |   |                      |      |       |   |                      |      |       |   |       |               |
| Pedestrians                     | 0                          | 0    | 0     | 0 | 0                          | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 12                   | 0    | 0     | 0 | 12    |               |
| Bicycles                        | 0                          | 20   | 4     | 0 | 0                          | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 24    |               |
| Scooters                        |                            |      |       |   |                            |      |       |   |                      |      |       |   |                      |      |       |   |       |               |

**Comments:**

**LOCATION:** Fernside Blvd -- Pearl St  
**CITY/STATE:** Alameda, CA

**QC JOB #:** 15746110  
**DATE:** Thu, Mar 24 2022



| 5-Min Count Period Beginning At | Fernside Blvd (Northbound) |      |       |   | Fernside Blvd (Southbound) |      |       |   | Pearl St (Eastbound) |      |       |   | Pearl St (Westbound) |      |       |   | Total | Hourly Totals |
|---------------------------------|----------------------------|------|-------|---|----------------------------|------|-------|---|----------------------|------|-------|---|----------------------|------|-------|---|-------|---------------|
|                                 | Left                       | Thru | Right | U | Left                       | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| 4:00 PM                         | 0                          | 25   | 20    | 0 | 0                          | 28   | 0     | 0 | 0                    | 7    | 1     | 0 | 0                    | 0    | 0     | 0 | 81    |               |
| 4:05 PM                         | 0                          | 20   | 19    | 0 | 0                          | 36   | 0     | 0 | 0                    | 4    | 1     | 0 | 0                    | 0    | 0     | 0 | 80    |               |
| 4:10 PM                         | 0                          | 22   | 15    | 0 | 0                          | 24   | 0     | 0 | 0                    | 2    | 1     | 0 | 0                    | 0    | 0     | 0 | 64    |               |
| 4:15 PM                         | 0                          | 12   | 8     | 0 | 0                          | 29   | 0     | 0 | 1                    | 2    | 2     | 0 | 0                    | 0    | 0     | 0 | 54    |               |
| 4:20 PM                         | 0                          | 18   | 19    | 0 | 0                          | 27   | 0     | 0 | 1                    | 10   | 1     | 0 | 0                    | 0    | 0     | 0 | 76    |               |
| 4:25 PM                         | 0                          | 19   | 10    | 0 | 0                          | 19   | 0     | 0 | 1                    | 3    | 2     | 0 | 0                    | 0    | 0     | 0 | 54    |               |
| 4:30 PM                         | 0                          | 25   | 9     | 0 | 0                          | 24   | 0     | 0 | 0                    | 3    | 2     | 0 | 0                    | 0    | 0     | 0 | 63    |               |
| 4:35 PM                         | 0                          | 17   | 16    | 0 | 0                          | 27   | 0     | 0 | 0                    | 5    | 0     | 0 | 0                    | 0    | 0     | 0 | 65    |               |
| 4:40 PM                         | 0                          | 15   | 10    | 0 | 0                          | 30   | 1     | 0 | 0                    | 2    | 1     | 0 | 0                    | 0    | 0     | 0 | 59    |               |
| 4:45 PM                         | 0                          | 20   | 9     | 0 | 0                          | 32   | 0     | 0 | 1                    | 7    | 1     | 0 | 0                    | 0    | 0     | 0 | 70    |               |
| 4:50 PM                         | 0                          | 19   | 10    | 0 | 0                          | 34   | 0     | 0 | 0                    | 6    | 0     | 0 | 0                    | 0    | 0     | 0 | 69    |               |
| 4:55 PM                         | 0                          | 18   | 12    | 0 | 0                          | 20   | 0     | 0 | 1                    | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 59    | 794           |
| 5:00 PM                         | 1                          | 14   | 11    | 0 | 0                          | 35   | 0     | 0 | 1                    | 4    | 1     | 0 | 0                    | 0    | 0     | 0 | 67    | 780           |
| 5:05 PM                         | 1                          | 13   | 5     | 0 | 0                          | 32   | 0     | 0 | 0                    | 4    | 3     | 0 | 0                    | 0    | 0     | 0 | 58    | 758           |
| 5:10 PM                         | 1                          | 17   | 7     | 0 | 0                          | 32   | 0     | 0 | 1                    | 5    | 2     | 0 | 0                    | 0    | 0     | 0 | 65    | 759           |
| 5:15 PM                         | 0                          | 18   | 7     | 0 | 0                          | 28   | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 57    | 762           |
| 5:20 PM                         | 1                          | 16   | 7     | 0 | 0                          | 30   | 1     | 0 | 0                    | 3    | 3     | 0 | 0                    | 0    | 0     | 0 | 61    | 747           |
| 5:25 PM                         | 0                          | 18   | 14    | 0 | 0                          | 33   | 0     | 0 | 1                    | 4    | 1     | 0 | 0                    | 0    | 0     | 0 | 71    | 764           |
| 5:30 PM                         | 0                          | 21   | 10    | 0 | 0                          | 24   | 0     | 0 | 1                    | 4    | 0     | 0 | 0                    | 0    | 0     | 0 | 60    | 761           |
| 5:35 PM                         | 0                          | 23   | 11    | 0 | 0                          | 27   | 1     | 0 | 0                    | 3    | 0     | 0 | 0                    | 0    | 0     | 0 | 65    | 761           |
| 5:40 PM                         | 0                          | 19   | 11    | 0 | 0                          | 24   | 0     | 0 | 0                    | 8    | 0     | 0 | 0                    | 0    | 0     | 0 | 62    | 764           |
| 5:45 PM                         | 0                          | 17   | 11    | 0 | 0                          | 35   | 1     | 0 | 0                    | 4    | 2     | 0 | 0                    | 0    | 0     | 0 | 70    | 764           |
| 5:50 PM                         | 0                          | 10   | 5     | 0 | 0                          | 35   | 0     | 0 | 0                    | 1    | 0     | 0 | 0                    | 0    | 0     | 0 | 51    | 746           |
| 5:55 PM                         | 0                          | 15   | 8     | 0 | 0                          | 33   | 0     | 0 | 0                    | 3    | 1     | 0 | 0                    | 0    | 0     | 0 | 60    | 747           |
| Peak 15-Min Flowrates           | Northbound                 |      |       |   | Southbound                 |      |       |   | Eastbound            |      |       |   | Westbound            |      |       |   | Total |               |
|                                 | Left                       | Thru | Right | U | Left                       | Thru | Right | U | Left                 | Thru | Right | U | Left                 | Thru | Right | U |       |               |
| All Vehicles                    | 0                          | 268  | 216   | 0 | 0                          | 352  | 0     | 0 | 0                    | 52   | 12    | 0 | 0                    | 0    | 0     | 0 | 900   |               |
| Heavy Trucks                    | 0                          | 16   | 12    | 0 | 0                          | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 40    |               |
| Buses                           | 0                          | 0    | 0     | 0 | 0                          | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     |               |
| Pedestrians                     | 0                          | 0    | 0     | 0 | 0                          | 0    | 0     | 0 | 0                    | 4    | 0     | 0 | 0                    | 4    | 0     | 0 | 8     |               |
| Bicycles                        | 0                          | 4    | 0     | 0 | 0                          | 12   | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 16    |               |
| Scooters                        | 0                          | 0    | 0     | 0 | 0                          | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0                    | 0    | 0     | 0 | 0     |               |

**Comments:**

## Appendix C: Signal Timing Sheets



# TRAFFIC SIGNAL CONTROLLER SUMMARY

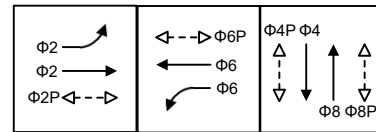
| Intersection Number | Intersection Name     | Address (PG&E) |
|---------------------|-----------------------|----------------|
| 019                 | Broadway & Tilden Way | 1815 Broadway  |

| Communications              |             |
|-----------------------------|-------------|
| Protocol                    | n/a         |
| Interconnect Media          | n/a         |
| Comm. Type                  | n/a         |
| Comm. Port                  | n/a         |
| IP Address                  | 10.70.10.51 |
| 1 <sup>st</sup> Device & IP | n/a         |
| 2 <sup>nd</sup> Device & IP | n/a         |

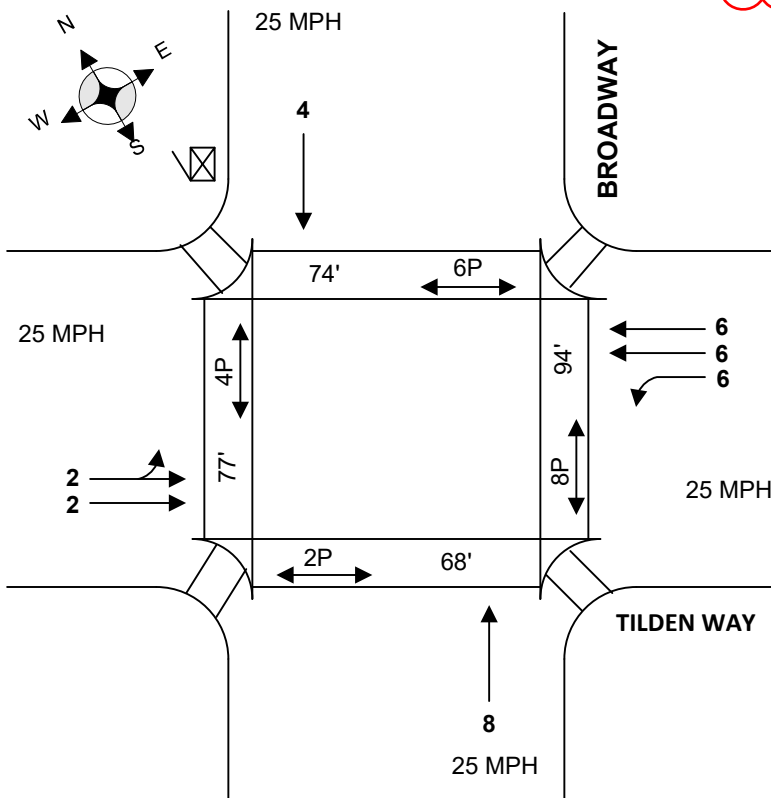
| Hardware               |                                                                |
|------------------------|----------------------------------------------------------------|
| Controller & Firmware  | Cobalt, 32.66.10                                               |
| Cabinet Type           | P44, TS2 Type 1                                                |
| Battery Backup         | <input checked="" type="checkbox"/> ZincBlue BBS (2-batteries) |
| Accessible/Audible Ped | <input type="checkbox"/>                                       |
| EVP                    | <input type="checkbox"/>                                       |
| Railroad Preempt       | <input type="checkbox"/>                                       |
| Photo Enforcement      | <input type="checkbox"/>                                       |

| Detection            |                     |
|----------------------|---------------------|
| Loops (specify phs.) | n/a                 |
| System Loops         | n/a                 |
| Video Detection      | Econolite Autoscope |
| Vid Detection Phases | 2, 4, 6, 8          |

## Phase Diagram



## Intersection Schematic Layout



## Notes

modelling this intersection NB and SB permissive movements and split phasing for EB and WB

| Revisions |               |
|-----------|---------------|
| Updated   | July 21, 2021 |
| By        | M. Wages      |



```

*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                     *
*           COBALT-1000               *
*   Copyright (C)  2012-2015          *
*                                     *
*   Solutions that Move the World     *
*Broadway ,   Tildon                 *
* CITY....   0  INTERSECTION..      0 *
*                                     *
* SOFTWARE..... 12.64.00            *
*                                     *
*                                     *
*                                     *
* CONFIG.....ACS-L3000              *
*****

```

#### SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

ring barrier sequence  
found here

```

CONTROLLER SEQUENCE [ 1]
SEQUENCE COMMANDS . HW ALT SEQ ENA.YES
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B B B - B B B - B - - - - - - B
R1-| 2| 6| . 4| 9|11|10 .| . . . . .|
R2-| .| .| . 8| .| .|12 .| . . . . .|
R3-| .| .| . .| .| .| .| . . . . .|
R4-| .| .| . .| .| .| .| . . . . .|

```

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

SCREEN IS NOT AVAILABLE IN BARRIER MODE

ENABLE BACKUP PREVENT

| TMG\BKUP | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 7        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 8        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 9        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 10       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 11       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 12       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 13       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 14       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 15       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 16       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

SIMULTANEOUS GAP PHASES

| GAP\PH | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4      | . | . | . | . | . | . | X | . | . | . | . | . | . | . | . | . |
| 5      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 7      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 8      | . | . | X | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 9      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 10     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 11     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 12     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 13     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 14     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 15     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 16     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

DISABLE. . . . .

\*\*\*\*\*  
\*THIS CONTROLLER IS NOT CONFIGURED\*  
\*                    FOR DIAMOND                    \*  
\*\*\*\*\*

\*\*\*\*\*  
\*THIS CONTROLLER IS NOT CONFIGURED\*  
\*                    FOR DIAMOND                    \*  
\*\*\*\*\*

\*\*\*\*\*

\*THIS CONTROLLER IS NOT CONFIGURED\*  
 \* FOR DIAMOND \*

PHASES IN USE / EXCLUSIVE PED

|               |       |   |   |   |   |   |   |   |   |
|---------------|-------|---|---|---|---|---|---|---|---|
|               | PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| IN USE.....   |       | . | X | . | X | . | X | . | X |
| EXCLUSIVE PED |       | . | . | . | . | . | . | . | . |

|               |       |   |    |    |    |    |    |    |    |
|---------------|-------|---|----|----|----|----|----|----|----|
|               | PHASE | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| IN USE.....   |       | . | .  | .  | .  | .  | .  | .  | .  |
| EXCLUSIVE PED |       | . | .  | .  | .  | .  | .  | .  | .  |

LD SWITCH ASSIGN

|    | PHASE |      | DIMMING ---FLASH--- |   |   |   |     |     |     |
|----|-------|------|---------------------|---|---|---|-----|-----|-----|
|    | /OVLP | TYPE | R                   | Y | G | D | PWR | AUT | TGR |
| 1  | 0     | .    | .                   | . | . | + | A   | R   | .   |
| 2  | 2     | V    | .                   | . | . | + | A   | R   | X   |
| 3  | 0     | .    | .                   | . | . | + | A   | R   | .   |
| 4  | 4     | V    | .                   | . | . | + | A   | R   | X   |
| 5  | 0     | .    | .                   | . | . | - | A   | R   | .   |
| 6  | 6     | V    | .                   | . | . | - | A   | R   | X   |
| 7  | 0     | .    | .                   | . | . | - | A   | R   | .   |
| 8  | 8     | V    | .                   | . | . | - | A   | R   | X   |
| 9  | 2     | P    | .                   | . | . | + | A   | .   | .   |
| 10 | 4     | P    | .                   | . | . | + | A   | .   | .   |
| 11 | 6     | P    | .                   | . | . | - | A   | .   | .   |
| 12 | 8     | P    | .                   | . | . | - | A   | .   | .   |
| 13 | 0     | O    | .                   | . | . | + | A   | R   | .   |
| 14 | 0     | O    | .                   | . | . | - | A   | R   | X   |
| 15 | 0     | O    | .                   | . | . | + | A   | R   | .   |
| 16 | 0     | O    | .                   | . | . | - | A   | R   | X   |

SDLC PORT 1 CONFIG

|                 |     |   |   |   |   |   |   |   |   |
|-----------------|-----|---|---|---|---|---|---|---|---|
|                 | BIU | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| TERM & FACILITY |     | X | X | . | . | . | . | . | . |
| DETECTOR RACK   |     | . | X | . | . | . | . | . | . |

---MMU ALWAYS ENABLED FOR TS2 TYPE 1---  
 ENABLE MMU EXTENDED STATUS..... YES  
 ENABLE SDLC STOP TIME..... NO  
 ENABLE 3 CRITICAL RFES LOCKUP..... NO  
 MMU TO CU SDLC EXTERNAL START... ENABLED

# CAUTION

CHANGES TO MMU PROGRAMMING SCREEN MAY  
 RESULT IN IMMEDIATE CABINET FLASH

PRESS [ENTER] TO CONTINUE

COLOR CHECK ENABLE  
 ENABLE COLOR CHECK...

ETHERNET                   MAC 00:00:00:00:00:00  
CONTROLLER IP..... 10. 70. 10. 51  
SUBNET MASK..... 255.255.255. 0  
DEFAULT GATEWAY IP..... 10. 70. 10. 1  
SERVER IP ..... 10. 70. 10. 1  
LINK SPEED/DUPLEX..... 10/HALF  
DROP-OUT TIME..... 300  
ENET-2 IP (READ-ONLY).....172.30.30.30

COMM PORT 2  
ENABLE..... NO PROTOCOL.           NTCIP  
BIT RATE..... 9600 ADDRESS..... 0  
D/P/S..... 8/N/1 GROUP ADDRESS.    0  
DUPLEX..... HALF DROP-OUT TIME.    10  
FLOW CONTROL... NO SINGLE FLAGGED.. YES

NOT INSTALLED           COMM MODULE-        AUTO

CONTROLLER DOES NOT SUPPORT THIS PORT

NOT INSTALLED           COMM MODULE-        AUTO

CONTROLLER DOES NOT SUPPORT THIS PORT

NTCIP  
BACKUP TIME..... 0  
ETHERNET UDP PORT..... 501  
ETHERNET PRIORITY..... 1

ECPIP  
CONTROLLER ADDRESS..... 0  
EXPANDED SYSTEM DETECTOR ADDRESS..... 0

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

WIRELESS CONFIGURATION

WIRELESS CHANNEL NUMBER 1

WIRELESS ACCESS CODE 327423274

#### PEER TO PEER SETUP

LOCAL PORT..... 503

| PEER | PORT | IP ADDRESS | TIMEOUT |
|------|------|------------|---------|
| 1    | 503  | 0. 0. 0. 0 | 1       |
| 2    | 503  | 0. 0. 0. 0 | 1       |
| 3    | 503  | 0. 0. 0. 0 | 1       |
| 4    | 503  | 0. 0. 0. 0 | 1       |
| 5    | 503  | 0. 0. 0. 0 | 1       |
| 6    | 503  | 0. 0. 0. 0 | 1       |
| 7    | 503  | 0. 0. 0. 0 | 1       |
| 8    | 503  | 0. 0. 0. 0 | 1       |
| 9    | 503  | 0. 0. 0. 0 | 1       |
| 10   | 503  | 0. 0. 0. 0 | 1       |
| 11   | 503  | 0. 0. 0. 0 | 1       |
| 12   | 503  | 0. 0. 0. 0 | 1       |
| 13   | 503  | 0. 0. 0. 0 | 1       |
| 14   | 503  | 0. 0. 0. 0 | 1       |
| 15   | 503  | 0. 0. 0. 0 | 1       |

#### EVENT LOGGING

RFES (MMU/TF).. YES 3 RFES >24 H.... YES  
MMU FL FAULTS.. YES LOCAL FLASH..... YES  
RFES (DET/TEST) YES DETECTOR ERRORS. YES  
COORD ERRORS... NO CTR DOWNLOAD.... NO  
PREEMPT..... NO TSP..... NO  
POWER ON/OFF... YES LOW BATTERY..... YES  
ACCESS..... YES DATA CHANGE..... YES  
ONLINE/OFFLINE. YES  
ALARM 1..... YES ALARM 2..... YES  
ALARM 3..... NO ALARM 4..... NO  
ALARM 5..... NO ALARM 6..... NO  
ALARM 7..... NO ALARM 8..... NO  
ALARM 9..... NO ALARM 10..... NO  
ALARM 11..... NO ALARM 12..... NO  
ALARM 13..... NO ALARM 14..... NO  
ALARM 15..... NO ALARM 16..... NO

#### ADMINISTRATION

ENABLE CU/CABINET INTERLOCK CRC.... NO  
CU/CABINET INTERLOCK CRC VALUE..... 0000  
CU/CABINET INTERLOCK HW VALUE..... 0000

REQUEST DOWNLOAD CONTROLLER DATA... NO  
CONTROLLER DATABASE CRC ..... D8B7  
AUTOMATIC BACKUP TO DATAKEY/SD CARD. YES

DISPLAY OPTIONS COBALT-1000

KEY CLICK ENABLE..... YES

SWITCH TO GRAPHICS MODE..... YES



LED MODE..... AUTO

MAIN STATUS DISPLAY MODE.....ADVANCED

TRANS MODE POP-UP DISABLE..... NO

SECURITY ACCESS -SELECT NAME-

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

```
*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                       *
*           COBALT-1000                 *
*   Copyright (C)  2012-2015            *
*                                       *
*   Solutions that Move the World       *
*Broadway ,   Tildon                   *
* CITY....   0  INTERSECTION..   0    *
*                                       *
* SOFTWARE..... 12.64.00              *
*                                       *
*                                       *
*                                       *
* CONFIG.....ACS-L3000                *
*****
```

SOFTWARE MODULES

| NAME | PART NUMBER | VERSION |
|------|-------------|---------|
|------|-------------|---------|

EB U-BOOT

|                 |              |          |
|-----------------|--------------|----------|
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

[illegible]

|         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| WLK MAX | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CLR | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  |
| PD CLR2 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PC MAX  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CO  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| VEH EXT | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| VH EXT2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MAX1    | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  |
| MAX2    | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| MAX3    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM MAX | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM STP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| YELLOW  | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| RED CLR | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| RED MAX | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| RED RVT | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| ACT B4  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| SEC/ACT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MAX INT | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| TIME B4 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CARS WT | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDUC | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTREDUC | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| MIN GAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TMG VEH OVLP...[A] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[B] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[C] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[D] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[E] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[F] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[G] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[H] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[I] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[J] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[K] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[L] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[M] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[N] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[O] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[P] TYPE:OTHER/ECONOLITE

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

NO Overlaps for this intersection

| GUARANTEED MINIMUM TIME DATA |     |     |     |     |     |     |     |     |  |
|------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|--|
| PHASE                        | A01 | B02 | C03 | D04 | E05 | F06 | G07 | H08 |  |
| MIN GRN                      | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |  |
| WALK                         | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |  |
| PED CLR                      | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |  |
| YELLOW                       | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |  |
| RED CLR                      | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |  |
| OVL GRN                      | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |  |
| PHASE                        | I09 | J10 | K11 | L12 | M13 | N14 | O15 | P16 |  |

|         |     |     |     |     |     |     |     |     |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|
| MIN GRN | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |
| WALK    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CLR | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| YELLOW  | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| RED CLR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OVL GRN | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |

#### START/FLASH DATA

```

-----START UP-----
      1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PHASE  . . . R . . . R . . . . . . .
      A B C D E F G H I J K L M N O P
OVERLAP . . . . . . . . . . . . . .
FLASH>MON.YES FL TIME.. 10 ALL RED... 4
PWR START SEQ.. 1 MUTCD-> NO
-----AUTOMATIC FLASH-----
      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
ENTRY   . . . . . . . . . . . . . .
EXIT    . . . . . . . . . . . . . .
OVERLAP A B C D E F G H I J K L M N O P
EXIT    . . . . . . . . . . . . . .
FLASH>MON. NO EXIT FL. W MIN FLASH. 8
MINIMUM RECALL. NO CYCLE THRU PHASE. NO

```

#### CONTROLLER OPTIONS

|                                     |                                        |
|-------------------------------------|----------------------------------------|
| PED CLEAR PROTECT . UNIT RED REVERT | 2.0                                    |
| MUTCD 3 SECONDS DONT WALK           | NO                                     |
| PHASE                               | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |
| FLASHING GRN PH.                    | . . . . . . . . . . . . . . . .        |
| GUAR PASSAGE....                    | . X . . . X . . . . . . . . . .        |
| NON-ACT I.....                      | . . . . . . . . . . . . . . . .        |
| NON-ACT II.....                     | . . . . . . . . . . . . . . . .        |
| DUAL ENTRY.....                     | . . . X . . . X . . . . . . . . . .    |
| COND SERVICE....                    | . . . . . . . . . . . . . . . .        |
| COND RESERVICE..                    | . . . . . . . . . . . . . . . .        |
| PED RESERVICE...                    | . . . . . . . . . . . . . . . .        |
| REST IN WALK....                    | . . . . . . . . . . . . . . . .        |
| FLASHING WALK...                    | . . . . . . . . . . . . . . . .        |
| PED CLR>YELLOW..                    | . . . . . . . . . . . . . . . .        |
| PED CLR>RED.....                    | . . . . . . . . . . . . . . . .        |
| IGRN + VEH EXT..                    | . . . . . . . . . . . . . . . .        |

#### PRE-TIMED MODE

```

ENABLE PRE-TIMED MODE..... NO
FREE INPUT DISABLES PRE-TIMED..... NO
      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PRETIMED . . . . . . . . . . . . . .

```

#### PHASE RECALL OPTIONS

```

TIMING PLAN NUMBER [ 1]
      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
LOCK DET . . . X . . . X . . . . . . .
VE RCALL . . . . . . . . . . . . . .
PD RCALL . . . . . . . . . . . . . .
MX RCALL . . . . . . . . . . . . . .

```

Phase 4 and 8 are  
Dual Entry

```

SF RCALL . . . X . . . X . . . . .
NO REST  . . . . .
AI CALC  . . . . .

```

# PHASE RECALL OPTIONS

TIMING PLAN NUMBER [ 2]

```

      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
LOCK DET X X X X X X X X X X X X X X X
VE RCALL . . . . .
PD RCALL . . . . .
MX RCALL . . . . .
SF RCALL . . . . .
NO REST  . . . . .
AI CALC  . . . . .

```

```

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*                                       *
*           COBALT-1000                 *
*   Copyright (C)  2012-2015            *
*                                       *
*   Solutions that Move the World       *
*Broadway ,   Tildon                   *
*   CITY....   0  INTERSECTION..      0 *
*                                       *
*   SOFTWARE..... 12.64.00            *
*                                       *
*                                       *
*   CONFIG.....ACS-L3000              *
*****

```

## SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

## COORD OPTIONS



MANUAL PATTERN. AUTO ECPI COORD..... YES  
 SYSTEM SOURCE.. TBC SYSTEM FORMAT.. STD  
 SPLITS IN....SECONDS OFFSET IN...SECONDS  
 TRANSITION.. SMOOTH MAX SELECT.. MAXINH  
 DWELL/ADD TIME.. 0 ENABLE MAN SYNC. NO  
 DLY COORD WK-LZ. NO FORCE OFF... FLOAT  
 OFFSET REF.... LEAD CAL USE PED TM. YES  
 PED RECALL..... NO PED RESERVE.... NO  
 LOCAL ZERO OVRD. NO FO ADD INI GRN. NO  
 RE-SYNC COUNT... 0 MULTISYNC..... NO

## Time of Day Splits Start Here

COORDINATOR PATTERN [ 1]  
 USE SPLIT PATTERN. 1 SPLIT SUM ..... 0s  
 TS2 (PAT-OFF).. 0-1  
 CYCLE..... 0s STD (COS).....111  
 OFFSET VAL..... 0s DWELL/ADD TIME. 0  
 ACTUATED COORD... NO TIMING PLAN.... 0  
 ACT WALK REST.... NO SEQUENCE..... 0  
 PHASE RESRVCE.... NO ACTION PLAN.... 0  
 MAX SELECT..... NONE FORCE OFF.... NONE  
 SPLIT PREFERENCE PHASES  
 PHASE[s] 1 2 3 4 5 6 7 8  
 SPT[ 1] 0 0 0 0 0 0 0 0  
 PREF 1... 0 0 0 0 0 0 0 0  
 PREF 2... 0 0 0 0 0 0 0 0  
 SPLT EXT...0s. 0s 0s 0s  
 VEH PERM. 0s 0s 0s DISP  
 RING DISP - 0s 0s 0s (RING 2-4)  
 PHASE[s] 9 10 11 12 13 14 15 16  
 SPT[ 1] 0 0 0 0 0 0 0 0  
 PREF 1... 0 0 0 0 0 0 0 0  
 PREF 2... 0 0 0 0 0 0 0 0  
  
 SPLIT DEMAND PTRN. 0 0 XART PTRN. 0  
 PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
 COORD... . . . . . . . . . . . . . . . .  
 VE RCALL . . . . . . . . . . . . . . . .  
 PD RCALL . . . . . . . . . . . . . . . .  
 MX RCALL . . . . . . . . . . . . . . . .  
 OMIT.... . . . . . . . . X X X X X X X X  
 SF OUT.. . . . . . . . . (1-8)

COORDINATOR PATTERN [ 2]  
 USE SPLIT PATTERN. 2 SPLIT SUM ..... 0s  
 TS2 (PAT-OFF).. 0-2  
 CYCLE..... 0s STD (COS).....121  
 OFFSET VAL..... 0s DWELL/ADD TIME. 0  
 ACTUATED COORD... NO TIMING PLAN.... 0  
 ACT WALK REST.... NO SEQUENCE..... 0  
 PHASE RESRVCE.... NO ACTION PLAN.... 0  
 MAX SELECT..... NONE FORCE OFF.... NONE  
 SPLIT PREFERENCE PHASES  
 PHASE[s] 1 2 3 4 5 6 7 8  
 SPT[ 2] 0 0 0 0 0 0 0 0  
 PREF 1... 0 0 0 0 0 0 0 0  
 PREF 2... 0 0 0 0 0 0 0 0  
 SPLT EXT...0s. 0s 0s 0s  
 VEH PERM. 0s 0s 0s DISP

```

RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 2] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

```

```

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

```

```

COORDINATOR PATTERN [ 3]
USE SPLIT PATTERN. 3 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 0-3
CYCLE..... 0s STD (COS).....131
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 3] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s. 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 3] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

```

```

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

```

```

COORDINATOR PATTERN [ 4]
USE SPLIT PATTERN. 4 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 1-1
CYCLE..... 0s STD (COS).....141
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 4] 0 0 0 0 0 0 0 0

```

```

PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 4] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

```

```

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

```

```

COORDINATOR PATTERN [ 5]
USE SPLIT PATTERN. 5 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 1-2
CYCLE..... 0s STD (COS).....151
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 5] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 5] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

```

```

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

```

```

COORDINATOR PATTERN [ 6]
USE SPLIT PATTERN. 6 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 1-3
CYCLE..... 0s STD (COS).....112
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0

```

```

MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s]  1  2  3  4  5  6  7  8
SPT[  6]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0
SPLT EXT...0s. 0s 0s 0s
VEH PERM.   0s 0s 0s DISP
RING DISP  -  0s 0s 0s (RING 2-4)
  PHASE[s]  9 10 11 12 13 14 15 16
SPT[  6]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0

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

```

```

COORDINATOR PATTERN [  7]
USE SPLIT PATTERN.  7 SPLIT SUM ..... 0s
TS2 (PAT-OFF)..  2-1
CYCLE..... 0s STD (COS).....122
OFFSET VAL..... 0s DWELL/ADD TIME.  0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s]  1  2  3  4  5  6  7  8
SPT[  7]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0
SPLT EXT...0s. 0s 0s 0s
VEH PERM.   0s 0s 0s DISP
RING DISP  -  0s 0s 0s (RING 2-4)
  PHASE[s]  9 10 11 12 13 14 15 16
SPT[  7]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0

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

```

```

COORDINATOR PATTERN [  8]
USE SPLIT PATTERN.  8 SPLIT SUM ..... 0s
TS2 (PAT-OFF)..  2-2
CYCLE..... 0s STD (COS).....132

```

```

OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 8] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLIT EXT...0s. 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 8] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

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

```

```

SPLIT PATTERN [ 1]
SPLIT SUM ..... 0s
  PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0

  PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

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

```

```

SPLIT PATTERN [ 2]
SPLIT SUM ..... 0s
  PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0

  PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

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

```

```

SPLIT PATTERN [ 3]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0

  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0

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

```

```

SPLIT PATTERN [ 4]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0

  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0

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

```

```

SPLIT PATTERN [ 5]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0

  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0

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

```

```

SPLIT PATTERN [ 6]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0

  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0

PHASE... 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
COORD... . . . . . . . . . . . . . .

```



```

VE RCALL . . . . .
PD RCALL . . . . .
MX RCALL . . . . .
OMIT..... . . . . X X X X X X X X

```

```

SPLIT PATTERN [ 7]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0

```

```

  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0

```

```

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

```

```

SPLIT PATTERN [ 8]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0

```

```

  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0

```

```

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

```

# AUTO PERM MINIMUM GREEN (SECONDS)

```

  PHASE  1  2  3  4  5  6  7  8
MIN GRN. 0  0  0  0  0  0  0  0

```

```

  PHASE  9 10 11 12 13 14 15 16
MIN GRN. 0  0  0  0  0  0  0  0

```

```

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

```

```

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*                                     *
*           COBALT-1000                *
*   Copyright (C)  2012-2015           *
*                                     *
*   Solutions that Move the World      *
*Broadway ,   Tildon                   *
* CITY....   0  INTERSECTION..   0    *
*                                     *
* SOFTWARE..... 12.64.00              *
*                                     *
*                                     *
*                                     *
* CONFIG.....ACS-L3000                *
*****

```

# SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO

```

```

TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR RED|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTN% 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTN% 0 0 0 0 0 0 0 0

```

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTN% 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16

```

PR RTN% 0 0 0 0 0 0 0 0

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

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO  
DET LOCK.. X|DELAY.. 0|INHIBIT... 0  
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO  
TERM OLP. NO|PC>YEL NO|TERM PH NO  
PED DARK.. NO|TC RESRV NO|DWELL FL OFF  
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF  
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD  
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO  
--TIMING-----WALK|PED CL|MN GR| YEL| RED  
ENTRANCE TM. 0| 255| 5| 4.0| 1.0  
-----MIN GR|EXT GR|MX GR| YEL| RED  
TRACK CLEAR 0| 0| 0| 4.0| 1.0  
-----MIN DL|PMTEXT|MX TM| YEL| RED  
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0  
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO  
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF  
INH EXT TIME....0.0 PED PR RETURN...OFF  
PRIORITY RETURN.OFF QUEUE DELAY.... OFF  
COND DELAY.....OFF  
PHASES 1 2 3 4 5 6 7 8  
PR RTN% 0 0 0 0 0 0 0 0  
PHASES 9 10 11 12 13 14 15 16  
PR RTN% 0 0 0 0 0 0 0 0

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

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTN% 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTN% 0 0 0 0 0 0 0 0

```

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY.... OFF
COND DELAY.....OFF

```

|         |   |    |    |    |    |    |    |    |
|---------|---|----|----|----|----|----|----|----|
| PHASES  | 1 | 2  | 3  | 4  | 5  | 6  | 7  | 8  |
| PR RTN% | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
| PHASES  | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| PR RTN% | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTN% 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTN% 0 0 0 0 0 0 0 0

```

```

ENABLE PREEMPT FILTERING & TSP/SCP
FILTERED SOLID PULSING
INPUT 1 ...BYPASSED.. ...BYPASSED..
      2 ...BYPASSED.. ...BYPASSED..
      3 ..PREEMPT 3. ..PREEMPT 7.
      4 ..PREEMPT 4. ..PREEMPT 8.
      5 ..PREEMPT 5. ..PREEMPT 9.
      6 ..PREEMPT 6. ..PREEMPT 10.
      7 ...BYPASSED.. ...BYPASSED..
      8 ...BYPASSED.. ...BYPASSED..
      9 ...BYPASSED.. ...BYPASSED..

```

10 ...BYPASSED.. ...BYPASSED..

```
*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                     *
*           COBALT-1000               *
*   Copyright (C)  2012-2015          *
*                                     *
*   Solutions that Move the World     *
*Broadway ,   Tildon                 *
* CITY....   0  INTERSECTION..      0 *
*                                     *
* SOFTWARE..... 12.64.00            *
*                                     *
*                                     *
*                                     *
* CONFIG.....ACS-L3000              *
*****
```

#### SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

#### CLOCK/CALENDAR DATA

00/00/0000      WED      00:00:00  
ENA ACTION PLAN. 0  
SYNC REF TIME.00:00 SYNC REF.. REF TIME  
TIME FROM GMT...+00 DAY LIGHT SAVE.USDLS  
TIME RESET INPUT SET TIME..... 03:30:00

#### ACTION PLAN...[ 1]

PATTERN.....AUTO SYS OVERRIDE.... NO  
TIMING PLAN..... 0 SEQUENCE..... 0  
VEH DETECTOR PLAN. 0 DET LOG.....NONE  
FLASH..... -- RED REST..... NO  
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0  
DIMMING ENABLE.. NO PRIORITY RETURN. NO



```

PED PR RETURN.... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
  PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL . . . . .
WALK 2 . . . . .
VEX 2 . . . . .
VEH RCL . . . . .
MAX RCL . . . . .
MAX 2 . . . . .
  PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
MAX 3 . . . . .
CS INH . . . . .
OMIT . . . . .
SPC FCT . . . . . (1-8)
AUX FCT . . . (1-3)
      1 2 3 4 5 6 7 8 9 0 1 2 3 4 5
LP 1-15 . . . . .
LP 16-30 . . . . .
LP 31-45 . . . . .
LP 46-60 . . . . .
LP 61-75 . . . . .
LP 76-90 . . . . .
LP91-100 . . . . .
      1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

```

```

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

```

```

ACTION PLAN...[ 3]

```



LP 76-90 . . . . .  
 LP91-100 . . . . .  
           1 2 3 4 5 6 7 8 9 0 1 2 3 4 5

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

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

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

[illegible]

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

|               |                         |
|---------------|-------------------------|
| DAY PLAN [ 1] | DAY PLAN IN EFFECT [ 0] |
| EVENT         | ACTION PLAN START TIME  |
| 1             | 0 00:00                 |
| 2             | 0 00:00                 |
| 3             | 0 00:00                 |
| 4             | 0 00:00                 |
| 5             | 0 00:00                 |
| 6             | 0 00:00                 |
| 7             | 0 00:00                 |
| 8             | 0 00:00                 |
| 9             | 0 00:00                 |
| 10            | 0 00:00                 |
| 11            | 0 00:00                 |
| 12            | 0 00:00                 |
| 13            | 0 00:00                 |
| 14            | 0 00:00                 |
| 15            | 0 00:00                 |
| 16            | 0 00:00                 |
| 17            | 0 00:00                 |
| 18            | 0 00:00                 |
| 19            | 0 00:00                 |
| 20            | 0 00:00                 |
| 21            | 0 00:00                 |
| 22            | 0 00:00                 |
| 23            | 0 00:00                 |
| 24            | 0 00:00                 |
| 25            | 0 00:00                 |
| 26            | 0 00:00                 |
| 27            | 0 00:00                 |
| 28            | 0 00:00                 |
| 29            | 0 00:00                 |
| 30            | 0 00:00                 |
| 31            | 0 00:00                 |
| 32            | 0 00:00                 |
| 33            | 0 00:00                 |
| 34            | 0 00:00                 |
| 35            | 0 00:00                 |
| 36            | 0 00:00                 |
| 37            | 0 00:00                 |
| 38            | 0 00:00                 |
| 39            | 0 00:00                 |

|    |   |       |
|----|---|-------|
| 40 | 0 | 00:00 |
| 41 | 0 | 00:00 |
| 42 | 0 | 00:00 |
| 43 | 0 | 00:00 |
| 44 | 0 | 00:00 |
| 45 | 0 | 00:00 |
| 46 | 0 | 00:00 |
| 47 | 0 | 00:00 |
| 48 | 0 | 00:00 |
| 49 | 0 | 00:00 |
| 50 | 0 | 00:00 |

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

|    |   |       |
|----|---|-------|
| 46 | 0 | 00:00 |
| 47 | 0 | 00:00 |
| 48 | 0 | 00:00 |
| 49 | 0 | 00:00 |
| 50 | 0 | 00:00 |

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



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

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

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

| EXCEPTION DAY PROGRAM |                 |             |             |              |             |
|-----------------------|-----------------|-------------|-------------|--------------|-------------|
| EXCEPTION DAY         | FLOAT/<br>FIXED | MON/<br>MON | DOW/<br>DOM | WOM/<br>YEAR | DAY<br>PLAN |
| 1                     | FLOAT           | 0           | 0           | 0            | 0           |
| 2                     | FLOAT           | 0           | 0           | 0            | 0           |
| 3                     | FLOAT           | 0           | 0           | 0            | 0           |
| 4                     | FLOAT           | 0           | 0           | 0            | 0           |
| 5                     | FLOAT           | 0           | 0           | 0            | 0           |
| 6                     | FLOAT           | 0           | 0           | 0            | 0           |
| 7                     | FLOAT           | 0           | 0           | 0            | 0           |
| 8                     | FLOAT           | 0           | 0           | 0            | 0           |
| 9                     | FLOAT           | 0           | 0           | 0            | 0           |

|    |       |   |   |   |   |
|----|-------|---|---|---|---|
| 10 | FLOAT | 0 | 0 | 0 | 0 |
| 11 | FLOAT | 0 | 0 | 0 | 0 |
| 12 | FLOAT | 0 | 0 | 0 | 0 |
| 13 | FLOAT | 0 | 0 | 0 | 0 |
| 14 | FLOAT | 0 | 0 | 0 | 0 |
| 15 | FLOAT | 0 | 0 | 0 | 0 |
| 16 | FLOAT | 0 | 0 | 0 | 0 |
| 17 | FLOAT | 0 | 0 | 0 | 0 |
| 18 | FLOAT | 0 | 0 | 0 | 0 |
| 19 | FLOAT | 0 | 0 | 0 | 0 |
| 20 | FLOAT | 0 | 0 | 0 | 0 |
| 21 | FLOAT | 0 | 0 | 0 | 0 |
| 22 | FLOAT | 0 | 0 | 0 | 0 |
| 23 | FLOAT | 0 | 0 | 0 | 0 |
| 24 | FLOAT | 0 | 0 | 0 | 0 |
| 25 | FLOAT | 0 | 0 | 0 | 0 |
| 26 | FLOAT | 0 | 0 | 0 | 0 |
| 27 | FLOAT | 0 | 0 | 0 | 0 |
| 28 | FLOAT | 0 | 0 | 0 | 0 |
| 29 | FLOAT | 0 | 0 | 0 | 0 |
| 30 | FLOAT | 0 | 0 | 0 | 0 |
| 31 | FLOAT | 0 | 0 | 0 | 0 |
| 32 | FLOAT | 0 | 0 | 0 | 0 |
| 33 | FLOAT | 0 | 0 | 0 | 0 |
| 34 | FLOAT | 0 | 0 | 0 | 0 |
| 35 | FLOAT | 0 | 0 | 0 | 0 |
| 36 | FLOAT | 0 | 0 | 0 | 0 |
| 37 | FLOAT | 0 | 0 | 0 | 0 |
| 38 | FLOAT | 0 | 0 | 0 | 0 |
| 39 | FLOAT | 0 | 0 | 0 | 0 |
| 40 | FLOAT | 0 | 0 | 0 | 0 |
| 41 | FLOAT | 0 | 0 | 0 | 0 |
| 42 | FLOAT | 0 | 0 | 0 | 0 |
| 43 | FLOAT | 0 | 0 | 0 | 0 |
| 44 | FLOAT | 0 | 0 | 0 | 0 |
| 45 | FLOAT | 0 | 0 | 0 | 0 |
| 46 | FLOAT | 0 | 0 | 0 | 0 |
| 47 | FLOAT | 0 | 0 | 0 | 0 |
| 48 | FLOAT | 0 | 0 | 0 | 0 |
| 49 | FLOAT | 0 | 0 | 0 | 0 |
| 50 | FLOAT | 0 | 0 | 0 | 0 |
| 51 | FLOAT | 0 | 0 | 0 | 0 |
| 52 | FLOAT | 0 | 0 | 0 | 0 |
| 53 | FLOAT | 0 | 0 | 0 | 0 |
| 54 | FLOAT | 0 | 0 | 0 | 0 |
| 55 | FLOAT | 0 | 0 | 0 | 0 |
| 56 | FLOAT | 0 | 0 | 0 | 0 |
| 57 | FLOAT | 0 | 0 | 0 | 0 |
| 58 | FLOAT | 0 | 0 | 0 | 0 |
| 59 | FLOAT | 0 | 0 | 0 | 0 |
| 60 | FLOAT | 0 | 0 | 0 | 0 |
| 61 | FLOAT | 0 | 0 | 0 | 0 |
| 62 | FLOAT | 0 | 0 | 0 | 0 |
| 63 | FLOAT | 0 | 0 | 0 | 0 |
| 64 | FLOAT | 0 | 0 | 0 | 0 |
| 65 | FLOAT | 0 | 0 | 0 | 0 |
| 66 | FLOAT | 0 | 0 | 0 | 0 |
| 67 | FLOAT | 0 | 0 | 0 | 0 |
| 68 | FLOAT | 0 | 0 | 0 | 0 |
| 69 | FLOAT | 0 | 0 | 0 | 0 |

|    |       |   |   |   |   |
|----|-------|---|---|---|---|
| 70 | FLOAT | 0 | 0 | 0 | 0 |
| 71 | FLOAT | 0 | 0 | 0 | 0 |
| 72 | FLOAT | 0 | 0 | 0 | 0 |
| 73 | FLOAT | 0 | 0 | 0 | 0 |
| 74 | FLOAT | 0 | 0 | 0 | 0 |
| 75 | FLOAT | 0 | 0 | 0 | 0 |
| 76 | FLOAT | 0 | 0 | 0 | 0 |
| 77 | FLOAT | 0 | 0 | 0 | 0 |
| 78 | FLOAT | 0 | 0 | 0 | 0 |
| 79 | FLOAT | 0 | 0 | 0 | 0 |
| 80 | FLOAT | 0 | 0 | 0 | 0 |
| 81 | FLOAT | 0 | 0 | 0 | 0 |
| 82 | FLOAT | 0 | 0 | 0 | 0 |
| 83 | FLOAT | 0 | 0 | 0 | 0 |
| 84 | FLOAT | 0 | 0 | 0 | 0 |
| 85 | FLOAT | 0 | 0 | 0 | 0 |
| 86 | FLOAT | 0 | 0 | 0 | 0 |
| 87 | FLOAT | 0 | 0 | 0 | 0 |
| 88 | FLOAT | 0 | 0 | 0 | 0 |
| 89 | FLOAT | 0 | 0 | 0 | 0 |
| 90 | FLOAT | 0 | 0 | 0 | 0 |

```

*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                       *
*               COBALT-1000             *
*   Copyright (C)  2012-2015            *
*                                       *
*   Solutions that Move the World       *
*Broadway ,   Tildon                    *
* CITY....   0  INTERSECTION..         0 *
*                                       *
* SOFTWARE..... 12.64.00               *
*                                       *
*                                       *
* CONFIG.....ACS-L3000                 *
*****

```

#### SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

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

```

53 0 . . . . . S-STANDARD
54 0 . . . . . S-STANDARD
55 0 . . . . . S-STANDARD
56 0 . . . . . S-STANDARD
57 0 . . . . . S-STANDARD
58 0 . . . . . S-STANDARD
59 0 . . . . . S-STANDARD
60 0 . . . . . S-STANDARD
61 0 . . . . . S-STANDARD
62 0 . . . . . S-STANDARD
63 0 . . . . . S-STANDARD
64 0 . . . . . S-STANDARD

```

```

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

```

```

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

```

```

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

```

```

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

```

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

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

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

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

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

VEH DETECTOR [10]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
10 2     . . . . .

EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

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

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

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

VEH DETECTOR [14] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
14 6 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [15] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
15 8 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [16]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
16 8    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [17]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
17 1    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [18]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
18 2    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [19]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
19 3    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [20]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
20 4    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [21]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6



21 5 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [22] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
22 6 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [23] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
23 7 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [24] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
24 8 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [25] VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
25 2 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [26] VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
26 2 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [27]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
27 4    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [28]    VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
28 4    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [29]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
29 6    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [30]    VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
30 6    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [31]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
31 8    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [32]    VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG.....    NO

DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
32 8 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [33] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
33 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [34] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
34 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [35] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
35 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [36] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
36 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [37] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
37 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .

PMT QUEUE DELAY- NO

VEH DETECTOR [38]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
38 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [39]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
39 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [40]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
40 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [41]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
41 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [42]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
42 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [43]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD

TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
43 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [44] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
44 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [45] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
45 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [46] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
46 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [47] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
47 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [48] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
48 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0

LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [49]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
49 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [50]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
50 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [51]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
51 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [52]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
52 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [53]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
53 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [54]    VEH DET PLAN [ 1]

TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
54 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [55] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
55 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [56] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
56 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [57] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
57 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [58] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
58 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [59] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
59 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0

USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [60]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
60 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [61]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
61 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [62]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
62 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [63]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
63 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [64]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
64 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO



PED DET PHASE ASSIGNMENT MODE: NTCIP

|          |   |   |   |   |   |   |   |   |
|----------|---|---|---|---|---|---|---|---|
| PHASE    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DETECTOR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

|          |   |    |    |    |    |    |    |    |
|----------|---|----|----|----|----|----|----|----|
| PHASE    | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DETECTOR | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

LOG - SPEED DETECTOR SETUP

|                  |   |           |    |      |         |      |    |    |
|------------------|---|-----------|----|------|---------|------|----|----|
| NTCIP LOG.       | 0 | ECPI LOG. | 0  | TBAP | LENGTH. | INCH |    |    |
| SPEED DET        | 1 | 2         | 3  | 4    | 5       | 6    | 7  | 8  |
| LOCAL DET.....   | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ONE/TWO DET..... | 1 | 1         | 1  | 1    | 1       | 1    | 1  | 1  |
| VEH LENGTH.....  | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| TRAP LENGTH..... | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ENABLE LOG.....  | . | .         | .  | .    | .       | .    | .  | .  |
| SPEED DET        | 9 | 10        | 11 | 12   | 13      | 14   | 15 | 16 |
| LOCAL DET.....   | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ONE/TWO DET..... | 1 | 1         | 1  | 1    | 1       | 1    | 1  | 1  |
| VEH LENGTH.....  | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| TRAP LENGTH..... | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ENABLE LOG.....  | . | .         | .  | .    | .       | .    | .  | .  |

VEH DET DIAG

| VEH DIAG PLAN NUMBER[ 1] | FAILED                            |
|--------------------------|-----------------------------------|
| DET                      | COUNT ACT PRES  X'S TIME CL DELAY |
| 1                        | 0 0 0 1 255 0                     |
| 2                        | 0 0 0 1 255 0                     |
| 3                        | 0 0 0 1 255 0                     |
| 4                        | 0 0 0 1 255 0                     |
| 5                        | 0 0 0 1 255 0                     |
| 6                        | 0 0 0 1 255 0                     |
| 7                        | 0 0 0 1 255 0                     |
| 8                        | 0 0 0 1 255 0                     |
| 9                        | 0 0 0 1 255 0                     |
| 10                       | 0 0 0 1 255 0                     |
| 11                       | 0 0 0 1 255 0                     |
| 12                       | 0 0 0 1 255 0                     |
| 13                       | 0 0 0 1 255 0                     |
| 14                       | 0 0 0 1 255 0                     |
| 15                       | 0 0 0 1 255 0                     |
| 16                       | 0 0 0 1 255 0                     |
| 17                       | 0 0 0 1 255 0                     |
| 18                       | 0 0 0 1 255 0                     |
| 19                       | 0 0 0 1 255 0                     |
| 20                       | 0 0 0 1 255 0                     |
| 21                       | 0 0 0 1 255 0                     |
| 22                       | 0 0 0 1 255 0                     |
| 23                       | 0 0 0 1 255 0                     |
| 24                       | 0 0 0 1 255 0                     |
| 25                       | 0 0 0 1 255 0                     |
| 26                       | 0 0 0 1 255 0                     |
| 27                       | 0 0 0 1 255 0                     |
| 28                       | 0 0 0 1 255 0                     |
| 29                       | 0 0 0 1 255 0                     |
| 30                       | 0 0 0 1 255 0                     |
| 31                       | 0 0 0 1 255 0                     |

|    |   |   |   |   |     |   |
|----|---|---|---|---|-----|---|
| 32 | 0 | 0 | 0 | 1 | 255 | 0 |
| 33 | 0 | 0 | 0 | 1 | 255 | 0 |
| 34 | 0 | 0 | 0 | 1 | 255 | 0 |
| 35 | 0 | 0 | 0 | 1 | 255 | 0 |
| 36 | 0 | 0 | 0 | 1 | 255 | 0 |
| 37 | 0 | 0 | 0 | 1 | 255 | 0 |
| 38 | 0 | 0 | 0 | 1 | 255 | 0 |
| 39 | 0 | 0 | 0 | 1 | 255 | 0 |
| 40 | 0 | 0 | 0 | 1 | 255 | 0 |
| 41 | 0 | 0 | 0 | 1 | 255 | 0 |
| 42 | 0 | 0 | 0 | 1 | 255 | 0 |
| 43 | 0 | 0 | 0 | 1 | 255 | 0 |
| 44 | 0 | 0 | 0 | 1 | 255 | 0 |
| 45 | 0 | 0 | 0 | 1 | 255 | 0 |
| 46 | 0 | 0 | 0 | 1 | 255 | 0 |
| 47 | 0 | 0 | 0 | 1 | 255 | 0 |
| 48 | 0 | 0 | 0 | 1 | 255 | 0 |
| 49 | 0 | 0 | 0 | 1 | 255 | 0 |
| 50 | 0 | 0 | 0 | 1 | 255 | 0 |
| 51 | 0 | 0 | 0 | 1 | 255 | 0 |
| 52 | 0 | 0 | 0 | 1 | 255 | 0 |
| 53 | 0 | 0 | 0 | 1 | 255 | 0 |
| 54 | 0 | 0 | 0 | 1 | 255 | 0 |
| 55 | 0 | 0 | 0 | 1 | 255 | 0 |
| 56 | 0 | 0 | 0 | 1 | 255 | 0 |
| 57 | 0 | 0 | 0 | 1 | 255 | 0 |
| 58 | 0 | 0 | 0 | 1 | 255 | 0 |
| 59 | 0 | 0 | 0 | 1 | 255 | 0 |
| 60 | 0 | 0 | 0 | 1 | 255 | 0 |
| 61 | 0 | 0 | 0 | 1 | 255 | 0 |
| 62 | 0 | 0 | 0 | 1 | 255 | 0 |
| 63 | 0 | 0 | 0 | 1 | 255 | 0 |
| 64 | 0 | 0 | 0 | 1 | 255 | 0 |

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

\*\*\*\*\*  
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 \*

```

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*
*      Solutions that Move the World          *
*Broadway ,    Tildon                        *
*  CITY....    0  INTERSECTION..            0 *
*
*  SOFTWARE..... 12.64.00                  *
*
*
*
*  CONFIG.....ACS-L3000                    *
*****

```

# SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

```

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*
*
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| EB U-BOOT |             |         |

O/S  
APPLICATION 100-1082-264 12.64.00  
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BGC RESOURCE 140-1033-2xx  
PIO CONTROLLER 140-1021-2xx  
PS CONTROLLER 140-1022-2xx  
AGC U-BOOT  
AGC O/S  
AGC APPLICATION  
TELEMETRY N/A N/A

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

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

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

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

p501-ASC/3-CONFIGURATOR-12.64.00 COBALT-1000 - , DB Version: 19, Old DB  
Version: 19



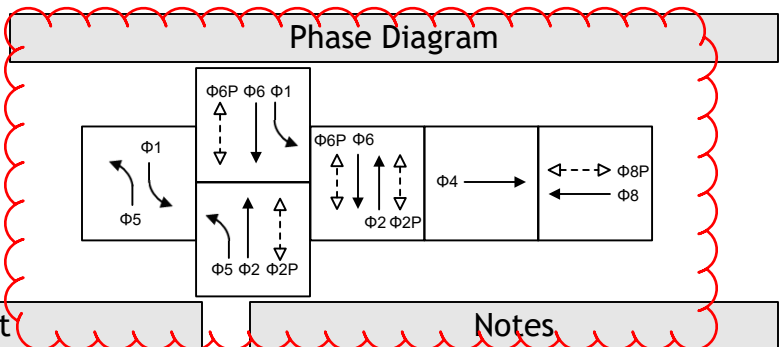
# TRAFFIC SIGNAL CONTROLLER SUMMARY

| Intersection Number | Intersection Name               | Address (PG&E)     |
|---------------------|---------------------------------|--------------------|
| 020                 | Fernside Boulevard & Tilden Way | 2700 Fernside Blvd |

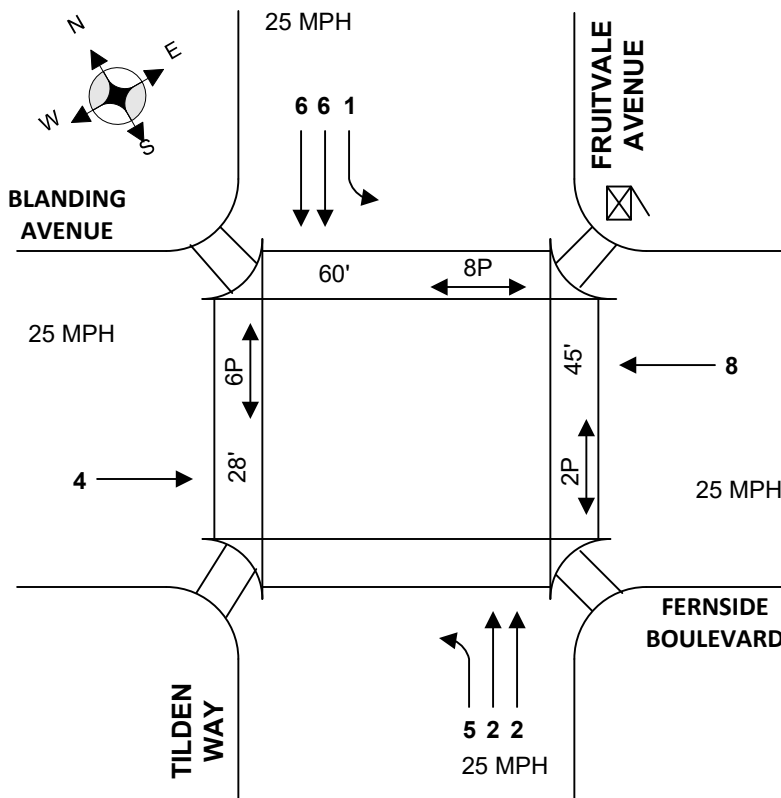
| Communications              |             |
|-----------------------------|-------------|
| Protocol                    | n/a         |
| Interconnect Media          | n/a         |
| Comm. Type                  | n/a         |
| Comm. Port                  | n/a         |
| IP Address                  | 10.70.10.51 |
| 1 <sup>st</sup> Device & IP | n/a         |
| 2 <sup>nd</sup> Device & IP | n/a         |

| Hardware               |                                                                |
|------------------------|----------------------------------------------------------------|
| Controller & Firmware  | Cobalt, 32.67.20                                               |
| Cabinet Type           | P44, TS2 Type 1                                                |
| Battery Backup         | <input checked="" type="checkbox"/> ZincBlue BBS (2-batteries) |
| Accessible/Audible Ped | <input type="checkbox"/>                                       |
| EVP                    | <input type="checkbox"/>                                       |
| Railroad Preempt       | <input type="checkbox"/>                                       |
| Photo Enforcement      | <input type="checkbox"/>                                       |

| Detection            |                     |
|----------------------|---------------------|
| Loops (specify phs.) | n/a                 |
| System Loops         | n/a                 |
| Video Detection      | Econolite Autoscope |
| Vid Detection Phases | 1, 2, 4, 5, 6, 8    |



| Intersection Schematic Layout | Notes |
|-------------------------------|-------|
|-------------------------------|-------|



modelling this intersection as protected EBL and WBL, permissive EBT and WBT, and split phasing for NB and SB. Will confirm in field

| Revisions |               |
|-----------|---------------|
| Updated   | July 21, 2021 |
| By        | M. Wages      |

```

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*city of alameda                     *
* CITY....  0  INTERSECTION..  0    *
*                                     *
* SOFTWARE..... 12.64.00            *
*                                     *
*                                     *
*                                     *
* CONFIG.....ACS-L3000              *
*****

```

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| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

ring barrier sequence  
found here

```

CONTROLLER SEQUENCE [ 1]
SEQUENCE COMMANDS . HW ALT SEQ ENA.YES
01 02 03 04 05 06 07 08 09 10 11 12 13 14 15 16
BC-B - B B B - B - B - - - - - B
R1-| 1 2| .| .| 9 .|13 14| . . . . . . .|
R2-| 5 6| 4| 8|11 12|15 16| . . . . . . .|
R3-| . .| .| .| . .| . .| . . . . . . .|
R4-| . .| .| .| . .| . .| . . . . . . .|

```

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

SCREEN IS NOT AVAILABLE IN BARRIER MODE

# ENABLE BACKUP PREVENT

| TMG\BKUP | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
|----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 7        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 8        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 9        | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 10       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 11       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 12       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 13       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 14       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 15       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 16       | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

# SIMULTANEOUS GAP PHASES

| GAP\PH | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 2      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 3      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 4      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 5      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 6      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 7      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 8      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 9      | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 10     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 11     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 12     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 13     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 14     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 15     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| 16     | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |

DISABLE. . . . .

\*\*\*\*\*  
 \*THIS CONTROLLER IS NOT CONFIGURED\*  
 \*                    FOR DIAMOND                    \*  
 \*\*\*\*\*

\*\*\*\*\*  
 \*THIS CONTROLLER IS NOT CONFIGURED\*  
 \*                    FOR DIAMOND                    \*  
 \*\*\*\*\*

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



\*                    FOR DIAMOND                    \*

\*\*\*\*\*

PHASES IN USE / EXCLUSIVE PED

|               |       |   |   |   |   |   |   |   |   |
|---------------|-------|---|---|---|---|---|---|---|---|
|               | PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| IN USE.....   |       | X | X | . | X | X | X | . | X |
| EXCLUSIVE PED |       | . | . | . | . | . | . | . | . |

|               |       |   |    |    |    |    |    |    |    |
|---------------|-------|---|----|----|----|----|----|----|----|
|               | PHASE | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| IN USE.....   |       | . | .  | .  | .  | .  | .  | .  | .  |
| EXCLUSIVE PED |       | . | .  | .  | .  | .  | .  | .  | .  |

LD SWITCH ASSIGN

|    | PHASE |      | DIMMING |   |   | ---FLASH--- |     |     |     |
|----|-------|------|---------|---|---|-------------|-----|-----|-----|
|    | /OVLP | TYPE | R       | Y | G | D           | PWR | AUT | TGR |
| 1  | 1     | V    | .       | . | . | +           | A   | R   | .   |
| 2  | 2     | V    | .       | . | . | +           | A   | R   | X   |
| 3  | 0     | .    | .       | . | . | +           | A   | R   | .   |
| 4  | 4     | V    | .       | . | . | +           | A   | R   | X   |
| 5  | 5     | V    | .       | . | . | -           | A   | R   | .   |
| 6  | 6     | V    | .       | . | . | -           | A   | R   | X   |
| 7  | 0     | .    | .       | . | . | -           | A   | R   | .   |
| 8  | 8     | V    | .       | . | . | -           | A   | R   | X   |
| 9  | 2     | P    | .       | . | . | +           | A   | .   | .   |
| 10 | 4     | .    | .       | . | . | +           | A   | .   | .   |
| 11 | 6     | P    | .       | . | . | -           | A   | .   | .   |
| 12 | 8     | P    | .       | . | . | -           | A   | .   | .   |
| 13 | 1     | O    | .       | . | . | +           | A   | R   | .   |
| 14 | 2     | O    | .       | . | . | -           | A   | R   | X   |
| 15 | 3     | O    | .       | . | . | +           | A   | R   | .   |
| 16 | 4     | O    | .       | . | . | -           | A   | R   | X   |

SDLC PORT 1 CONFIG

|                 |     |   |   |   |   |   |   |   |   |
|-----------------|-----|---|---|---|---|---|---|---|---|
|                 | BIU | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| TERM & FACILITY |     | X | X | . | . | . | . | . | . |
| DETECTOR RACK   |     | . | X | X | . | . | . | . | . |

---MMU ALWAYS ENABLED FOR TS2 TYPE 1----

ENABLE MMU EXTENDED STATUS..... NO

ENABLE SDLC STOP TIME..... YES

ENABLE 3 CRITICAL RFES LOCKUP..... YES

MMU TO CU SDLC EXTERNAL START... ENABLED

### CAUTION

CHANGES TO MMU PROGRAMMING SCREEN MAY  
RESULT IN IMMEDIATE CABINET FLASH

PRESS [ENTER] TO CONTINUE

COLOR CHECK ENABLE

ENABLE COLOR CHECK..X

|        |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MMU/LS | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
| RED    | X | X | . | X | X | X | . | X | X | . | X | X | . | . | . | . |
| YELLOW | X | X | . | X | X | X | . | X | . | . | . | . | . | . | . | . |
| GREEN  | X | X | . | X | X | X | . | X | X | . | X | X | . | . | . | . |

```

ETHERNET          MAC 00:00:00:00:00:00
CONTROLLER IP..... 10. 70. 10. 51
SUBNET MASK..... 255.255.255. 0
DEFAULT GATEWAY IP..... 10. 70. 10. 1
SERVER IP ..... 10. 70. 10. 1
LINK SPEED/DUPLEX..... 10/HALF
DROP-OUT TIME..... 300
ENET-2 IP (READ-ONLY).....172.30.30.30

```

```

COMM PORT 2
ENABLE..... NO PROTOCOL.      NTCIP
BIT RATE..... 9600 ADDRESS..... 0
D/P/S..... 8/N/1 GROUP ADDRESS. 0
DUPLEX..... HALF DROP-OUT TIME. 10
FLOW CONTROL... NO SINGLE FLAGGED.. YES

```

```

NOT INSTALLED      COMM MODULE-      AUTO

```

CONTROLLER DOES NOT SUPPORT THIS PORT

```

NOT INSTALLED      COMM MODULE-      AUTO

```

CONTROLLER DOES NOT SUPPORT THIS PORT

```

NTCIP
BACKUP TIME..... 0
ETHERNET UDP PORT..... 501
ETHERNET PRIORITY..... 1

```

```

ECPIP
CONTROLLER ADDRESS..... 0
EXPANDED SYSTEM DETECTOR ADDRESS..... 0

```

```

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

```

## WIRELESS CONFIGURATION

WIRELESS CHANNEL NUMBER 1

WIRELESS ACCESS CODE 327423274

### PEER TO PEER SETUP

LOCAL PORT..... 503

| PEER | PORT | IP ADDRESS | TIMEOUT |
|------|------|------------|---------|
| 1    | 503  | 0. 0. 0. 0 | 1       |
| 2    | 503  | 0. 0. 0. 0 | 1       |
| 3    | 503  | 0. 0. 0. 0 | 1       |
| 4    | 503  | 0. 0. 0. 0 | 1       |
| 5    | 503  | 0. 0. 0. 0 | 1       |
| 6    | 503  | 0. 0. 0. 0 | 1       |
| 7    | 503  | 0. 0. 0. 0 | 1       |
| 8    | 503  | 0. 0. 0. 0 | 1       |
| 9    | 503  | 0. 0. 0. 0 | 1       |
| 10   | 503  | 0. 0. 0. 0 | 1       |
| 11   | 503  | 0. 0. 0. 0 | 1       |
| 12   | 503  | 0. 0. 0. 0 | 1       |
| 13   | 503  | 0. 0. 0. 0 | 1       |
| 14   | 503  | 0. 0. 0. 0 | 1       |
| 15   | 503  | 0. 0. 0. 0 | 1       |

### EVENT LOGGING

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

### ADMINISTRATION

ENABLE CU/CABINET INTERLOCK CRC.... NO  
CU/CABINET INTERLOCK CRC VALUE..... 0000  
CU/CABINET INTERLOCK HW VALUE..... 0000

REQUEST DOWNLOAD CONTROLLER DATA... NO  
CONTROLLER DATABASE CRC ..... 4EC7  
AUTOMATIC BACKUP TO DATAKEY/SD CARD. YES

DISPLAY OPTIONS COBALT-1000

KEY CLICK ENABLE..... YES  
SWITCH TO GRAPHICS MODE..... YES  
LED MODE..... AUTO  
MAIN STATUS DISPLAY MODE.....ADVANCED  
TRANS MODE POP-UP DISABLE..... NO

SECURITY ACCESS -SELECT NAME-

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

```
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*           COBALT-1000                *
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*                                     *
*   Solutions that Move the World       *
*city of alameda                       *
* CITY....  0  INTERSECTION..  0      *
*                                     *
* SOFTWARE..... 12.64.00              *
*                                     *
*                                     *
*                                     *
* CONFIG.....ACS-L3000                 *
*****
```



|         |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| CS MGRN | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DLY GRN | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| WALK    | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  | 0   | 10  |
| WALK2   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| WLK MAX | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CLR | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  | 0   | 16  |
| PD CLR2 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PC MAX  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CO  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| VEH EXT | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 | 5.0 |
| VH EXT2 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MAX1    | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  | 35  |
| MAX2    | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  | 40  |
| MAX3    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM MAX | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| DYM STP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| YELLOW  | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| RED CLR | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 | 1.0 |
| RED MAX | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| RED RVT | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 | 2.0 |
| ACT B4  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| SEC/ACT | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| MAX INT | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| TIME B4 | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| CARS WT | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| STPTDUC | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| TTREDUC | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| MIN GAP | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |

TMG VEH OVLP...[A] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[B] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[C] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[D] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[E] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[F] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[G] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[H] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[I] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[J] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[K] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[L] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[M] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[N] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[O] TYPE:OTHER/ECONOLITE

TMG VEH OVLP...[P] TYPE:OTHER/ECONOLITE

VEH/PED OVERLAPS

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

NO Overlaps for this intersection

GUARANTEED MINIMUM TIME DATA

| PHASE   | A01 | B02 | C03 | D04 | E05 | F06 | G07 | H08 |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|
| MIN GRN | 5   | 5   | 0   | 5   | 5   | 5   | 0   | 5   |
| WALK    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CLR | 7   | 7   | 0   | 7   | 7   | 7   | 0   | 7   |

|         |     |     |     |     |     |     |     |     |
|---------|-----|-----|-----|-----|-----|-----|-----|-----|
| YELLOW  | 3.0 | 3.0 | 0.0 | 3.0 | 3.0 | 3.0 | 0.0 | 3.0 |
| RED CLR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OVL GRN | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PHASE   | I09 | J10 | K11 | L12 | M13 | N14 | O15 | P16 |
| MIN GRN | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |
| WALK    | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |
| PED CLR | 7   | 7   | 7   | 7   | 7   | 7   | 7   | 7   |
| YELLOW  | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 |
| RED CLR | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| OVL GRN | 5   | 5   | 5   | 5   | 5   | 5   | 5   | 5   |

# START/FLASH DATA

```

-----START UP-----
      1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PHASE   R . . . R . . . . . . . . .
      A B C D E F G H I J K L M N O P
OVERLAP . . . . . . . . . . . . . .
FLASH>MON.YES FL TIME.. 10 ALL RED... 4
PWR START SEQ.. 1 MUTCD-> NO
-----AUTOMATIC FLASH-----
      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
ENTRY    X . . . X . . . . . . . . .
EXIT     X . . . X . . . . . . . . .
OVERLAP  A B C D E F G H I J K L M N O P
EXIT     . . . . . . . . . . . . . .
FLASH>MON. NO EXIT FL. W MIN FLASH. 8
MINIMUM RECALL. NO CYCLE THRU PHASE. NO

```

# CONTROLLER OPTIONS

|                                     |                                        |
|-------------------------------------|----------------------------------------|
| PED CLEAR PROTECT . UNIT RED REVERT | 2.0                                    |
| MUTCD 3 SECONDS DONT WALK           | NO                                     |
| PHASE                               | 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 |
| FLASHING GRN PH.                    | . . . . . . . . . . . . . . . .        |
| GUAR PASSAGE....                    | . . . . . . . . . . . . . . . .        |
| NON-ACT I.....                      | . . . . . . . . . . . . . . . .        |
| NON-ACT II.....                     | . X . . . . . X . . . . . . . . .      |
| DUAL ENTRY.....                     | X . . . . X . . . . . . . . .          |
| COND SERVICE....                    | . . . . . . . . . . . . . . . .        |
| COND RESERVICE..                    | . . . . . . . . . . . . . . . .        |
| PED RESERVICE...                    | . . . . . . . . . . . . . . . .        |
| REST IN WALK....                    | . . . . . . . . . . . . . . . .        |
| FLASHING WALK...                    | . . . . . . . . . . . . . . . .        |
| PED CLR>YELLOW..                    | . . . . . . . . . . . . . . . .        |
| PED CLR>RED.....                    | . . . . . . . . . . . . . . . .        |
| IGRN + VEH EXT..                    | . . . . . . . . . . . . . . . .        |

# PRE-TIMED MODE

```

ENABLE PRE-TIMED MODE..... NO
FREE INPUT DISABLES PRE-TIMED..... NO
      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PRETIMED . . . . . . . . . . . . . .

```

# PHASE RECALL OPTIONS

```

TIMING PLAN NUMBER [ 1]
      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6

```

Phase 1 and 5 are  
Dual Entry



```

LOCK DET . X . . . X . . . . .
VE RCALL . . . . .
PD RCALL . . . . .
MX RCALL . . . . .
SF RCALL . X . . . X . . . . .
NO REST . . . . .
AI CALC . . . . .

```

# PHASE RECALL OPTIONS

TIMING PLAN NUMBER [ 2]

```

      PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
LOCK DET X X X X X X X X X X X X X X X X
VE RCALL . . . . .
PD RCALL . . . . .
MX RCALL . . . . .
SF RCALL . . . . .
NO REST . . . . .
AI CALC . . . . .

```

```

*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                       *
*           COBALT-1000                 *
*   Copyright (C)  2012-2015             *
*                                       *
*   Solutions that Move the World       *
*city of alameda                        *
*   CITY....  0  INTERSECTION..  0      *
*                                       *
*   SOFTWARE..... 12.64.00             *
*                                       *
*                                       *
*   CONFIG.....ACS-L3000               *
*****

```

## SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

COORD OPTIONS  
 MANUAL PATTERN. AUTO ECPI COORD..... YES  
 SYSTEM SOURCE.. TBC SYSTEM FORMAT.. STD  
 SPLITS IN.....SECONDS OFFSET IN...SECONDS  
 TRANSITION.. SMOOTH MAX SELECT.. MAXINH  
 DWELL/ADD TIME.. 0 ENABLE MAN SYNC. NO  
 DLY COORD WK-LZ. NO FORCE OFF... FLOAT  
 OFFSET REF.... LEAD CAL USE PED TM. YES  
 PED RECALL..... NO PED RESERVE.... NO  
 LOCAL ZERO OVRD. NO FO ADD INI GRN. NO  
 RE-SYNC COUNT... 0 MULTISYNC..... NO

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

Time of Day Splits  
 Start Here

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

COORDINATOR PATTERN [ 2]  
 USE SPLIT PATTERN. 2 SPLIT SUM ..... 0s  
 TS2 (PAT-OFF).. 0-2  
 CYCLE..... 0s STD (COS).....121  
 OFFSET VAL..... 0s DWELL/ADD TIME. 0  
 ACTUATED COORD... NO TIMING PLAN.... 0  
 ACT WALK REST.... NO SEQUENCE..... 0  
 PHASE RESRVCE.... NO ACTION PLAN.... 0  
 MAX SELECT..... NONE FORCE OFF.... NONE  
 SPLIT PREFERENCE PHASES  
 PHASE[s] 1 2 3 4 5 6 7 8

```

SPT[ 2] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 2] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

```

```

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

```

```

COORDINATOR PATTERN [ 3]
USE SPLIT PATTERN. 3 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 0-3
CYCLE..... 0s STD (COS).....131
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 3] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 3] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

```

```

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

```

```

COORDINATOR PATTERN [ 4]
USE SPLIT PATTERN. 4 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 1-1
CYCLE..... 0s STD (COS).....141
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0

```

```

PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s]  1  2  3  4  5  6  7  8
SPT[  4]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0
SPLT EXT...0s. 0s 0s 0s
VEH PERM.   0s 0s 0s DISP
RING DISP   -  0s 0s 0s (RING 2-4)
  PHASE[s]  9 10 11 12 13 14 15 16
SPT[  4]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0

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

```

```

COORDINATOR PATTERN [  5]
USE SPLIT PATTERN.  5 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 1-2
CYCLE..... 0s STD (COS).....151
OFFSET VAL..... 0s DWELL/ADD TIME.  0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s]  1  2  3  4  5  6  7  8
SPT[  5]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0
SPLT EXT...0s. 0s 0s 0s
VEH PERM.   0s 0s 0s DISP
RING DISP   -  0s 0s 0s (RING 2-4)
  PHASE[s]  9 10 11 12 13 14 15 16
SPT[  5]    0  0  0  0  0  0  0  0
PREF 1...   0  0  0  0  0  0  0  0
PREF 2...   0  0  0  0  0  0  0  0

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

```

```

COORDINATOR PATTERN [  6]
USE SPLIT PATTERN.  6 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 1-3

```

```

CYCLE..... 0s STD (COS).....112
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 6] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s. 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 6] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

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

```

```

COORDINATOR PATTERN [ 7]
USE SPLIT PATTERN. 7 SPLIT SUM ..... 0s
TS2 (PAT-OFF)... 2-1
CYCLE..... 0s STD (COS).....122
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 7] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s. 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 7] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

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

```

```

COORDINATOR PATTERN [ 8]
USE SPLIT PATTERN. 8 SPLIT SUM ..... 0s
TS2 (PAT-OFF).. 2-2
CYCLE..... 0s STD (COS).....132
OFFSET VAL..... 0s DWELL/ADD TIME. 0
ACTUATED COORD... NO TIMING PLAN.... 0
ACT WALK REST.... NO SEQUENCE..... 0
PHASE RESRVCE.... NO ACTION PLAN.... 0
MAX SELECT..... NONE FORCE OFF.... NONE
SPLIT PREFERENCE PHASES
  PHASE[s] 1 2 3 4 5 6 7 8
SPT[ 8] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0
SPLT EXT...0s. 0s 0s 0s
VEH PERM. 0s 0s 0s DISP
RING DISP - 0s 0s 0s (RING 2-4)
  PHASE[s] 9 10 11 12 13 14 15 16
SPT[ 8] 0 0 0 0 0 0 0 0
PREF 1... 0 0 0 0 0 0 0 0
PREF 2... 0 0 0 0 0 0 0 0

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

```

```

SPLIT PATTERN [ 1]
SPLIT SUM ..... 0s
  PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0

  PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

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

```

```

SPLIT PATTERN [ 2]
SPLIT SUM ..... 0s
  PHASE[s] 1 2 3 4 5 6 7 8
SPLIT 0 0 0 0 0 0 0 0

  PHASE[s] 9 10 11 12 13 14 15 16
SPLIT 0 0 0 0 0 0 0 0

PHASE.. 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6

```

```
COORD... . . . . .
VE RCALL . . . . .
PD RCALL . . . . .
MX RCALL . . . . .
OMIT..... . . . . X X X X X X X X
```

```
SPLIT PATTERN [ 3]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0
```

```
  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0
```

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

```
SPLIT PATTERN [ 4]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0
```

```
  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0
```

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

```
SPLIT PATTERN [ 5]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0
```

```
  PHASE[s]  9 10 11 12 13 14 15 16
SPLIT      0  0  0  0  0  0  0  0
```

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

```
SPLIT PATTERN [ 6]
SPLIT SUM ..... 0s
  PHASE[s]  1  2  3  4  5  6  7  8
SPLIT      0  0  0  0  0  0  0  0
```

|          |   |    |    |    |    |    |    |    |
|----------|---|----|----|----|----|----|----|----|
| PHASE[s] | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| SPLIT    | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

|           |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE..   | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
| COORD...  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| VE RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| PD RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| MX RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| OMIT..... | . | . | . | . | . | . | . | . | X | X | X | X | X | X | X | X |

|                 |    |   |   |   |   |   |   |   |
|-----------------|----|---|---|---|---|---|---|---|
| SPLIT PATTERN [ | 7] |   |   |   |   |   |   |   |
| SPLIT SUM ..... | 0s |   |   |   |   |   |   |   |
| PHASE[s]        | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| SPLIT           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|          |   |    |    |    |    |    |    |    |
|----------|---|----|----|----|----|----|----|----|
| PHASE[s] | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| SPLIT    | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

|           |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE..   | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
| COORD...  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| VE RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| PD RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| MX RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| OMIT..... | . | . | . | . | . | . | . | . | X | X | X | X | X | X | X | X |

|                 |    |   |   |   |   |   |   |   |
|-----------------|----|---|---|---|---|---|---|---|
| SPLIT PATTERN [ | 8] |   |   |   |   |   |   |   |
| SPLIT SUM ..... | 0s |   |   |   |   |   |   |   |
| PHASE[s]        | 1  | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| SPLIT           | 0  | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|          |   |    |    |    |    |    |    |    |
|----------|---|----|----|----|----|----|----|----|
| PHASE[s] | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| SPLIT    | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

|           |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| PHASE..   | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
| COORD...  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| VE RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| PD RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| MX RCALL  | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . | . |
| OMIT..... | . | . | . | . | . | . | . | . | X | X | X | X | X | X | X | X |

# AUTO PERM MINIMUM GREEN (SECONDS)

|          |   |   |   |   |   |   |   |   |
|----------|---|---|---|---|---|---|---|---|
| PHASE    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| MIN GRN. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

|          |   |    |    |    |    |    |    |    |
|----------|---|----|----|----|----|----|----|----|
| PHASE    | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| MIN GRN. | 0 | 0  | 0  | 0  | 0  | 0  | 0  | 0  |

|               |                                 |
|---------------|---------------------------------|
| SPLIT DEMAND  |                                 |
| PHASES        | 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6 |
| DEMAND 1      | . . . . .                       |
| DEMAND 2      | . . . . .                       |
| DEMAND        | 1 2                             |
| DETECTOR..... | 0 0                             |



CALL TIME (SEC).. 0 0  
CYCLE COUNT..... 0 0

```
*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                     *
*           COBALT-1000               *
*   Copyright (C)  2012-2015          *
*                                     *
*   Solutions that Move the World     *
*city of alameda                     *
* CITY.... 0 INTERSECTION.. 0       *
*                                     *
* SOFTWARE..... 12.64.00            *
*                                     *
*                                     *
*                                     *
* CONFIG.....ACS-L3000              *
*****
```

#### SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

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

SP FUNC . . . . .

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO  
DET LOCK.. X|DELAY.. 0|INHIBIT... 0  
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO  
TERM OLP. NO|PC>YEL NO|TERM PH NO  
PED DARK.. NO|TC RESRV NO|DWELL FL OFF  
LINK PMT....0|X FLCOLR RED|EXIT OPT. OFF  
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD  
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO  
--TIMING-----WALK|PED CL|MN GR| YEL| RED  
ENTRANCE TM. 0| 255| 5| 4.0| 1.0  
-----MIN GR|EXT GR|MX GR| YEL| RED  
TRACK CLEAR 0| 0| 0| 4.0| 1.0  
-----MIN DL|PMTEXT|MX TM| YEL| RED  
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0  
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO  
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF  
INH EXT TIME....0.0 PED PR RETURN...OFF  
PRIORITY RETURN.OFF QUEUE DELAY.... OFF  
COND DELAY.....OFF  
PHASES 1 2 3 4 5 6 7 8  
PR RTN% 0 0 0 0 0 0 0 0  
PHASES 9 10 11 12 13 14 15 16  
PR RTN% 0 0 0 0 0 0 0 0

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

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO  
DET LOCK.. X|DELAY.. 0|INHIBIT... 0  
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO  
TERM OLP. NO|PC>YEL NO|TERM PH NO  
PED DARK.. NO|TC RESRV NO|DWELL FL OFF  
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF  
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD  
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO  
--TIMING-----WALK|PED CL|MN GR| YEL| RED  
ENTRANCE TM. 0| 255| 5| 4.0| 1.0  
-----MIN GR|EXT GR|MX GR| YEL| RED  
TRACK CLEAR 0| 0| 0| 4.0| 1.0  
-----MIN DL|PMTEXT|MX TM| YEL| RED  
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0  
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO  
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF  
INH EXT TIME....0.0 PED PR RETURN...OFF

```

PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES      1    2    3    4    5    6    7    8
PR RTN%     0    0    0    0    0    0    0    0
PHASES      9   10   11   12   13   14   15   16
PR RTN%     0    0    0    0    0    0    0    0

```

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES      1    2    3    4    5    6    7    8
PR RTN%     0    0    0    0    0    0    0    0
PHASES      9   10   11   12   13   14   15   16
PR RTN%     0    0    0    0    0    0    0    0

```

```

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

```

```

CYC OLP . . . . .
EXIT PH . . . . .
EXIT CAL . . . . .
SP FUNC . . . . .

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON PMT ACT DWELL... NO
OTHER - PRI PMT.OFF NON-PRI PMT.....OFF
INH EXT TIME....0.0 PED PR RETURN...OFF
PRIORITY RETURN.OFF QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES 1 2 3 4 5 6 7 8
PR RTN% 0 0 0 0 0 0 0 0
PHASES 9 10 11 12 13 14 15 16
PR RTN% 0 0 0 0 0 0 0 0

```

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0

```

```

PMT ACTIVE OUT.. ON   PMT ACT DWELL... NO
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES      1    2    3    4    5    6    7    8
PR RTN%     0    0    0    0    0    0    0    0
PHASES      9   10   11   12   13   14   15   16
PR RTN%     0    0    0    0    0    0    0    0

```

```

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

```

```

ENABLE... NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK.. X|DELAY.. 0|INHIBIT... 0
OVERRIDE FL. X|DURATION 0|CLR>GRN... NO
TERM OLP. NO|PC>YEL NO|TERM PH NO
PED DARK.. NO|TC RESRV NO|DWELL FL OFF
LINK PMT....0|X FLCOLR GRN|EXIT OPT. OFF
X TMG PLN...0|RE-SERV.. 0|FLT TYPE.HARD
FREE DUR PMT|R1 NO|R2 NO|R3 NO|R4 NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM. 0| 255| 5| 4.0| 1.0
-----MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR 0| 0| 0| 4.0| 1.0
-----MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT 0| 0.0| 0| 4.0| 1.0
PMT ACTIVE OUT.. ON   PMT ACT DWELL... NO
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY.....OFF
PHASES      1    2    3    4    5    6    7    8
PR RTN%     0    0    0    0    0    0    0    0
PHASES      9   10   11   12   13   14   15   16
PR RTN%     0    0    0    0    0    0    0    0

```

```

ENABLE PREEMPT FILTERING & TSP/SCP
FILTERED      SOLID      PULSING
INPUT  1 ...BYPASSED.. ...BYPASSED..
        2 ...BYPASSED.. ...BYPASSED..
        3 ..PREEMPT  3. ..PREEMPT  7.
        4 ..PREEMPT  4. ..PREEMPT  8.

```

```

5 ..PREEMPT 5. ..PREEMPT 9.
6 ..PREEMPT 6. ..PREEMPT 10.
7 ...BYPASSED.. ...BYPASSED..
8 ...BYPASSED.. ...BYPASSED..
9 ...BYPASSED.. ...BYPASSED..
10 ...BYPASSED.. ...BYPASSED..

```

```

*****
* ECONOLITE CONTROL PRODUCTS, INC. *
* *
* COBALT-1000 *
* Copyright (C) 2012-2015 *
* *
* Solutions that Move the World *
*city of alameda *
* CITY.... 0 INTERSECTION.. 0 *
* *
* SOFTWARE..... 12.64.00 *
* *
* *
* *
* CONFIG.....ACS-L3000 *
*****

```

#### SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

#### CLOCK/CALENDAR DATA

```

00/00/0000 WED 00:00:00
ENA ACTION PLAN. 0
SYNC REF TIME.00:00 SYNC REF.. REF TIME
TIME FROM GMT...+00 DAY LIGHT SAVE.USDLS
TIME RESET INPUT SET TIME..... 03:30:00

```

```

ACTION PLAN...[ 1]
PATTERN.....AUTO SYS OVERRIDE.... NO

```

|      | PHASE  | 1 | 2 | 3 | 4     | 5 | 6 | 7 | 8 | 9     | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
|------|--------|---|---|---|-------|---|---|---|---|-------|---|---|---|---|---|---|---|
| PED  | RCL    | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| WALK | 2      | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| VEX  | 2      | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| VEH  | RCL    | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| MAX  | RCL    | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| MAX  | 2      | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
|      | PHASE  | 1 | 2 | 3 | 4     | 5 | 6 | 7 | 8 | 9     | 0 | 1 | 2 | 3 | 4 | 5 | 6 |
| MAX  | 3      | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| CS   | INH    | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| OMIT |        | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| SPC  | FCT    | . | . | . | .     | . | . | . | . | (1-8) |   |   |   |   |   |   |   |
| AUX  | FCT    | . | . | . | (1-3) |   |   |   |   |       |   |   |   |   |   |   |   |
|      |        | 1 | 2 | 3 | 4     | 5 | 6 | 7 | 8 | 9     | 0 | 1 | 2 | 3 | 4 | 5 |   |
| LP   | 1-15   | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| LP   | 16-30  | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| LP   | 31-45  | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| LP   | 46-60  | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| LP   | 61-75  | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| LP   | 76-90  | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
| LP   | 91-100 | . | . | . | .     | . | . | . | . | .     | . | . | . | . | . | . | . |
|      |        | 1 | 2 | 3 | 4     | 5 | 6 | 7 | 8 | 9     | 0 | 1 | 2 | 3 | 4 | 5 |   |

[illegible]

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

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

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



```

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

```

```

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

```

```

ACTION PLAN...[ 6]
PATTERN.....AUTO SYS OVERRIDE.... NO
TIMING PLAN..... 0 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
  PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL . . . . .
WALK 2 . . . . .
VEX 2 . . . . .
VEH RCL . . . . .
MAX RCL . . . . .
MAX 2 . . . . .
  PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6

```

```

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

```

```

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

```

```

ACTION PLAN...[ 8]
PATTERN.....AUTO SYS OVERRIDE.... NO
TIMING PLAN..... 0 SEQUENCE..... 0
VEH DETECTOR PLAN. 0 DET LOG.....NONE
FLASH..... -- RED REST..... NO
VEH DET DIAG PLN.. 0 PED DET DIAG PLN..0
DIMMING ENABLE.. NO PRIORITY RETURN. NO
PED PR RETURN.... NO QUEUE DELAY..... NO
PMT COND DELAY... NO
    PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
PED RCL      . . . . .

```

| DAY PLAN [ 1] |             | DAY PLAN IN EFFECT [ 0] |            |
|---------------|-------------|-------------------------|------------|
| EVENT         | ACTION PLAN |                         | START TIME |
| 1             | 0           |                         | 00:00      |
| 2             | 0           |                         | 00:00      |
| 3             | 0           |                         | 00:00      |
| 4             | 0           |                         | 00:00      |
| 5             | 0           |                         | 00:00      |
| 6             | 0           |                         | 00:00      |
| 7             | 0           |                         | 00:00      |
| 8             | 0           |                         | 00:00      |
| 9             | 0           |                         | 00:00      |
| 10            | 0           |                         | 00:00      |
| 11            | 0           |                         | 00:00      |
| 12            | 0           |                         | 00:00      |
| 13            | 0           |                         | 00:00      |
| 14            | 0           |                         | 00:00      |
| 15            | 0           |                         | 00:00      |
| 16            | 0           |                         | 00:00      |
| 17            | 0           |                         | 00:00      |
| 18            | 0           |                         | 00:00      |
| 19            | 0           |                         | 00:00      |
| 20            | 0           |                         | 00:00      |
| 21            | 0           |                         | 00:00      |
| 22            | 0           |                         | 00:00      |
| 23            | 0           |                         | 00:00      |
| 24            | 0           |                         | 00:00      |
| 25            | 0           |                         | 00:00      |
| 26            | 0           |                         | 00:00      |
| 27            | 0           |                         | 00:00      |
| 28            | 0           |                         | 00:00      |
| 29            | 0           |                         | 00:00      |
| 30            | 0           |                         | 00:00      |
| 31            | 0           |                         | 00:00      |
| 32            | 0           |                         | 00:00      |
| 33            | 0           |                         | 00:00      |
| 34            | 0           |                         | 00:00      |

not time of day  
coordinated no  
action plan during  
any set time

|    |   |       |
|----|---|-------|
| 35 | 0 | 00:00 |
| 36 | 0 | 00:00 |
| 37 | 0 | 00:00 |
| 38 | 0 | 00:00 |
| 39 | 0 | 00:00 |
| 40 | 0 | 00:00 |
| 41 | 0 | 00:00 |
| 42 | 0 | 00:00 |
| 43 | 0 | 00:00 |
| 44 | 0 | 00:00 |
| 45 | 0 | 00:00 |
| 46 | 0 | 00:00 |
| 47 | 0 | 00:00 |
| 48 | 0 | 00:00 |
| 49 | 0 | 00:00 |
| 50 | 0 | 00:00 |

| DAY PLAN [ 2] DAY PLAN IN EFFECT [ 0] |             |            |
|---------------------------------------|-------------|------------|
| EVENT                                 | ACTION PLAN | START TIME |
| 1                                     | 0           | 00:00      |
| 2                                     | 0           | 00:00      |
| 3                                     | 0           | 00:00      |
| 4                                     | 0           | 00:00      |
| 5                                     | 0           | 00:00      |
| 6                                     | 0           | 00:00      |
| 7                                     | 0           | 00:00      |
| 8                                     | 0           | 00:00      |
| 9                                     | 0           | 00:00      |
| 10                                    | 0           | 00:00      |
| 11                                    | 0           | 00:00      |
| 12                                    | 0           | 00:00      |
| 13                                    | 0           | 00:00      |
| 14                                    | 0           | 00:00      |
| 15                                    | 0           | 00:00      |
| 16                                    | 0           | 00:00      |
| 17                                    | 0           | 00:00      |
| 18                                    | 0           | 00:00      |
| 19                                    | 0           | 00:00      |
| 20                                    | 0           | 00:00      |
| 21                                    | 0           | 00:00      |
| 22                                    | 0           | 00:00      |
| 23                                    | 0           | 00:00      |
| 24                                    | 0           | 00:00      |
| 25                                    | 0           | 00:00      |
| 26                                    | 0           | 00:00      |
| 27                                    | 0           | 00:00      |
| 28                                    | 0           | 00:00      |
| 29                                    | 0           | 00:00      |
| 30                                    | 0           | 00:00      |
| 31                                    | 0           | 00:00      |
| 32                                    | 0           | 00:00      |
| 33                                    | 0           | 00:00      |
| 34                                    | 0           | 00:00      |
| 35                                    | 0           | 00:00      |
| 36                                    | 0           | 00:00      |
| 37                                    | 0           | 00:00      |
| 38                                    | 0           | 00:00      |
| 39                                    | 0           | 00:00      |
| 40                                    | 0           | 00:00      |

|    |   |       |
|----|---|-------|
| 41 | 0 | 00:00 |
| 42 | 0 | 00:00 |
| 43 | 0 | 00:00 |
| 44 | 0 | 00:00 |
| 45 | 0 | 00:00 |
| 46 | 0 | 00:00 |
| 47 | 0 | 00:00 |
| 48 | 0 | 00:00 |
| 49 | 0 | 00:00 |
| 50 | 0 | 00:00 |

DAY PLAN [ 3] DAY PLAN IN EFFECT [ 0]

| EVENT | ACTION PLAN | START TIME |
|-------|-------------|------------|
|-------|-------------|------------|

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

|    |   |       |
|----|---|-------|
| 47 | 0 | 00:00 |
| 48 | 0 | 00:00 |
| 49 | 0 | 00:00 |
| 50 | 0 | 00:00 |

SCHEDULE NUMBER [ 1]

DAY PLAN NO ..... 0 CLEAR ALL FIELDS.. .

SELECT ALL MONTHS.. . DOW.. . DOM.. .

MONTH J F M A M J J A S O N D

. . . . .

DAY (DOW): SUN MON TUE WED THU FRI SAT

. . . . .

DAY(DOM):1 2 3 4 5 6 7 8 9 10 11

. . . . .

12 13 14 15 16 17 18 19 20 21 22

. . . . .

23 24 25 26 27 28 29 30 31

. . . . .

SCHEDULE NUMBER [ 2]

DAY PLAN NO ..... 0 CLEAR ALL FIELDS.. .

SELECT ALL MONTHS.. . DOW.. . DOM.. .

MONTH J F M A M J J A S O N D

. . . . .

DAY (DOW): SUN MON TUE WED THU FRI SAT

. . . . .

DAY(DOM):1 2 3 4 5 6 7 8 9 10 11

. . . . .

12 13 14 15 16 17 18 19 20 21 22

. . . . .

23 24 25 26 27 28 29 30 31

. . . . .

SCHEDULE NUMBER [ 3]

DAY PLAN NO ..... 0 CLEAR ALL FIELDS.. .

SELECT ALL MONTHS.. . DOW.. . DOM.. .

MONTH J F M A M J J A S O N D

. . . . .

DAY (DOW): SUN MON TUE WED THU FRI SAT

. . . . .

DAY(DOM):1 2 3 4 5 6 7 8 9 10 11

. . . . .

12 13 14 15 16 17 18 19 20 21 22

. . . . .

23 24 25 26 27 28 29 30 31

. . . . .

EXCEPTION DAY PROGRAM

| EXCEPTION DAY | FLOAT/FIXED | MON/MON | DOW/DOM | WOM/YEAR | DAY PLAN |
|---------------|-------------|---------|---------|----------|----------|
| 1             | FLOAT       | 0       | 0       | 0        | 0        |
| 2             | FLOAT       | 0       | 0       | 0        | 0        |
| 3             | FLOAT       | 0       | 0       | 0        | 0        |
| 4             | FLOAT       | 0       | 0       | 0        | 0        |

|    |       |   |   |   |   |
|----|-------|---|---|---|---|
| 5  | FLOAT | 0 | 0 | 0 | 0 |
| 6  | FLOAT | 0 | 0 | 0 | 0 |
| 7  | FLOAT | 0 | 0 | 0 | 0 |
| 8  | FLOAT | 0 | 0 | 0 | 0 |
| 9  | FLOAT | 0 | 0 | 0 | 0 |
| 10 | FLOAT | 0 | 0 | 0 | 0 |
| 11 | FLOAT | 0 | 0 | 0 | 0 |
| 12 | FLOAT | 0 | 0 | 0 | 0 |
| 13 | FLOAT | 0 | 0 | 0 | 0 |
| 14 | FLOAT | 0 | 0 | 0 | 0 |
| 15 | FLOAT | 0 | 0 | 0 | 0 |
| 16 | FLOAT | 0 | 0 | 0 | 0 |
| 17 | FLOAT | 0 | 0 | 0 | 0 |
| 18 | FLOAT | 0 | 0 | 0 | 0 |
| 19 | FLOAT | 0 | 0 | 0 | 0 |
| 20 | FLOAT | 0 | 0 | 0 | 0 |
| 21 | FLOAT | 0 | 0 | 0 | 0 |
| 22 | FLOAT | 0 | 0 | 0 | 0 |
| 23 | FLOAT | 0 | 0 | 0 | 0 |
| 24 | FLOAT | 0 | 0 | 0 | 0 |
| 25 | FLOAT | 0 | 0 | 0 | 0 |
| 26 | FLOAT | 0 | 0 | 0 | 0 |
| 27 | FLOAT | 0 | 0 | 0 | 0 |
| 28 | FLOAT | 0 | 0 | 0 | 0 |
| 29 | FLOAT | 0 | 0 | 0 | 0 |
| 30 | FLOAT | 0 | 0 | 0 | 0 |
| 31 | FLOAT | 0 | 0 | 0 | 0 |
| 32 | FLOAT | 0 | 0 | 0 | 0 |
| 33 | FLOAT | 0 | 0 | 0 | 0 |
| 34 | FLOAT | 0 | 0 | 0 | 0 |
| 35 | FLOAT | 0 | 0 | 0 | 0 |
| 36 | FLOAT | 0 | 0 | 0 | 0 |
| 37 | FLOAT | 0 | 0 | 0 | 0 |
| 38 | FLOAT | 0 | 0 | 0 | 0 |
| 39 | FLOAT | 0 | 0 | 0 | 0 |
| 40 | FLOAT | 0 | 0 | 0 | 0 |
| 41 | FLOAT | 0 | 0 | 0 | 0 |
| 42 | FLOAT | 0 | 0 | 0 | 0 |
| 43 | FLOAT | 0 | 0 | 0 | 0 |
| 44 | FLOAT | 0 | 0 | 0 | 0 |
| 45 | FLOAT | 0 | 0 | 0 | 0 |
| 46 | FLOAT | 0 | 0 | 0 | 0 |
| 47 | FLOAT | 0 | 0 | 0 | 0 |
| 48 | FLOAT | 0 | 0 | 0 | 0 |
| 49 | FLOAT | 0 | 0 | 0 | 0 |
| 50 | FLOAT | 0 | 0 | 0 | 0 |
| 51 | FLOAT | 0 | 0 | 0 | 0 |
| 52 | FLOAT | 0 | 0 | 0 | 0 |
| 53 | FLOAT | 0 | 0 | 0 | 0 |
| 54 | FLOAT | 0 | 0 | 0 | 0 |
| 55 | FLOAT | 0 | 0 | 0 | 0 |
| 56 | FLOAT | 0 | 0 | 0 | 0 |
| 57 | FLOAT | 0 | 0 | 0 | 0 |
| 58 | FLOAT | 0 | 0 | 0 | 0 |
| 59 | FLOAT | 0 | 0 | 0 | 0 |
| 60 | FLOAT | 0 | 0 | 0 | 0 |
| 61 | FLOAT | 0 | 0 | 0 | 0 |
| 62 | FLOAT | 0 | 0 | 0 | 0 |
| 63 | FLOAT | 0 | 0 | 0 | 0 |
| 64 | FLOAT | 0 | 0 | 0 | 0 |

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

```

*****
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                     *
*           COBALT-1000               *
*   Copyright (C)  2012-2015          *
*                                     *
*   Solutions that Move the World     *
*city of alameda                     *
*   CITY....  0  INTERSECTION..      0 *
*                                     *
*   SOFTWARE..... 12.64.00          *
*                                     *
*                                     *
*   CONFIG.....ACS-L3000            *
*****

```

#### SOFTWARE MODULES

| NAME           | PART NUMBER  | VERSION  |
|----------------|--------------|----------|
| EB U-BOOT      |              |          |
| O/S            |              |          |
| APPLICATION    | 100-1082-264 | 12.64.00 |
| CONFIGURATION  | 100-1049-001 | L3000,17 |
| EB CONTROLLER  |              |          |
| BGC CONTROLLER | 140-1020-2xx |          |
| BGC RESOURCE   | 140-1033-2xx |          |
| PIO CONTROLLER | 140-1021-2xx |          |
| PS CONTROLLER  | 140-1022-2xx |          |



|     |     |
|-----|-----|
| N/A | N/A |
|-----|-----|

| VEH | DET | PH | ASSIGN | VEH | DET | PLAN | [ 1]                       |   |   |   |   |   |   |   |   |   |   |                         |
|-----|-----|----|--------|-----|-----|------|----------------------------|---|---|---|---|---|---|---|---|---|---|-------------------------|
|     |     |    |        |     |     |      | [ ADDITIONAL PHASE CALLS ] |   |   |   |   |   |   |   |   |   |   |                         |
| DET | PH  | 1  | 2      | 3   | 4   | 5    | 6                          | 7 | 8 | 9 | 0 | 1 | 2 | 3 | 4 | 5 | 6 | T-TYPE                  |
| 1   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 2   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 3   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 4   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 5   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 6   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 7   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 8   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 9   | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 10  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 11  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 12  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 13  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 14  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 15  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 16  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 17  | 1   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | N-NTCIP                 |
| 18  | 2   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | N-NTCIP                 |
| 19  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 20  | 4   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 21  | 5   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | N-NTCIP                 |
| 22  | 6   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | N-NTCIP                 |
| 23  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 24  | 8   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | N-NTCIP                 |
| 25  | 1   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 26  | 2   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 27  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 28  | 4   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | G-GREEN EXTENSION/DELAY |
| 29  | 4   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | G-GREEN EXTENSION/DELAY |
| 30  | 6   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | N-NTCIP                 |
| 31  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 32  | 8   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | G-GREEN EXTENSION/DELAY |
| 33  | 1   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | B-BIKE                  |
| 34  | 2   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | B-BIKE                  |
| 35  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 36  | 4   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | B-BIKE                  |
| 37  | 5   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | B-BIKE                  |
| 38  | 6   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | B-BIKE                  |
| 39  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 40  | 8   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | B-BIKE                  |
| 41  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 42  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 43  | 0   | .  | .      | .   | .   | .    | .                          | . | . | . | . | . | . | . | . | . | . | S-STANDARD              |
| 44  | 0   | .  | .      | .   | .   | .    |                            |   |   |   |   |   |   |   |   |   |   |                         |

```

48 0 . . . . . S-STANDARD
49 0 . . . . . S-STANDARD
50 0 . . . . . S-STANDARD
51 0 . . . . . S-STANDARD
52 0 . . . . . S-STANDARD
53 0 . . . . . S-STANDARD
54 0 . . . . . S-STANDARD
55 0 . . . . . S-STANDARD
56 0 . . . . . S-STANDARD
57 0 . . . . . S-STANDARD
58 0 . . . . . S-STANDARD
59 0 . . . . . S-STANDARD
60 0 . . . . . S-STANDARD
61 0 . . . . . S-STANDARD
62 0 . . . . . S-STANDARD
63 0 . . . . . S-STANDARD
64 0 . . . . . S-STANDARD

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```

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

```

```

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

```

```

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

```

```

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

```

USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

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

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

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

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

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

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

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

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

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

VEH DETECTOR [14]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
14 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME...     0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [15]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
15 0     . . . . .

EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [16] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
16 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [17] VEH DET PLAN [ 1]  
TYPE: N-NTCIP  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
17 1 . . . . .  
EXTEND TIME... 3.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [18] VEH DET PLAN [ 1]  
TYPE: N-NTCIP  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
18 2 . . . . .  
EXTEND TIME... 1.8 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [19] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
19 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [20] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
20 4 . . . . .  
EXTEND TIME... 1.6 DELAY TIME... 0.0  
USE ADDED INITIAL X CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [21]     VEH DET PLAN [ 1]  
TYPE: N-NTCIP  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
21 5     . . . . .  
EXTEND TIME... 0.0 DELAY TIME...     0.6  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [22]     VEH DET PLAN [ 1]  
TYPE: N-NTCIP  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
22 6     . . . . .  
EXTEND TIME... 0.0 DELAY TIME...     0.0  
USE ADDED INITIAL X CROSS SWITCH PH.. 0  
LOCK IN..... RED NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [23]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
23 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME...     0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [24]     VEH DET PLAN [ 1]  
TYPE: N-NTCIP  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
24 8     . . . . .  
EXTEND TIME... 0.0 DELAY TIME...     0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [25]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
25 1     . . . . .  
EXTEND TIME... 0.0 DELAY TIME...     0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [26]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....     NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6

26 2 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [27] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
27 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [28] VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
28 4 . . . . .  
EXTEND TIME... 2.5 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [29] VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
29 4 . . . . .  
EXTEND TIME... 1.2 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [30] VEH DET PLAN [ 1]  
TYPE: N-NTCIP  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
30 6 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [31] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
31 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [32]    VEH DET PLAN [ 1]  
TYPE: G-GREEN EXTENSION/DELAY  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
32 8    . . . . .  
EXTEND TIME... 4.5 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [33]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
33 1    . . . . .  
EXTEND TIME... 1.5 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... YELLOW NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [34]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
34 2    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... YELLOW NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [35]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
35 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [36]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
36 4    . . . . .  
EXTEND TIME... 1.5 DELAY TIME...    0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... YELLOW NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [37]    VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG.....    NO



DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
37 5 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... YELLOW NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [38] VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
38 6 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... YELLOW NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [39] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
39 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [40] VEH DET PLAN [ 1]  
TYPE: B-BIKE  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
40 8 . . . . .  
EXTEND TIME... 1.5 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... YELLOW NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [41] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
41 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [42] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
42 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .

PMT QUEUE DELAY- NO

VEH DETECTOR [43]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
43 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [44]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
44 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [45]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
45 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [46]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
46 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [47]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
47 0     . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [48]     VEH DET PLAN [ 1]  
TYPE: S-STANDARD

TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
48 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [49] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
49 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [50] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
50 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [51] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
51 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [52] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
52 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [53] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
53 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0

LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [54]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
54 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [55]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
55 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [56]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
56 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [57]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
57 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [58]    VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
58 0    . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [59]    VEH DET PLAN [ 1]

TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
59 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [60] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
60 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [61] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
61 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [62] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
62 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [63] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
63 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0  
USE ADDED INITIAL . CROSS SWITCH PH.. 0  
LOCK IN..... NONE NTCIP VOL . OR OCC .  
PMT QUEUE DELAY- NO

VEH DETECTOR [64] VEH DET PLAN [ 1]  
TYPE: S-STANDARD  
TS2 DETECTOR..... X ECPI LOG..... NO  
DET PH - 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6  
64 0 . . . . .  
EXTEND TIME... 0.0 DELAY TIME... 0.0

USE ADDED INITIAL . CROSS SWITCH PH.. 0  
 LOCK IN..... NONE NTCIP VOL . OR OCC .  
 PMT QUEUE DELAY- NO

PED DET PHASE ASSIGNMENT MODE: NTCIP

|          |   |   |   |   |   |   |   |   |
|----------|---|---|---|---|---|---|---|---|
| PHASE    | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| DETECTOR | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |

|          |   |    |    |    |    |    |    |    |
|----------|---|----|----|----|----|----|----|----|
| PHASE    | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| DETECTOR | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |

LOG - SPEED DETECTOR SETUP

|                  |   |           |    |      |         |      |    |    |
|------------------|---|-----------|----|------|---------|------|----|----|
| NTCIP LOG.       | 0 | ECPI LOG. | 0  | TBAP | LENGTH. | INCH |    |    |
| SPEED DET        | 1 | 2         | 3  | 4    | 5       | 6    | 7  | 8  |
| LOCAL DET.....   | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ONE/TWO DET..... | 1 | 1         | 1  | 1    | 1       | 1    | 1  | 1  |
| VEH LENGTH.....  | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| TRAP LENGTH..... | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ENABLE LOG.....  | . | .         | .  | .    | .       | .    | .  | .  |
| SPEED DET        | 9 | 10        | 11 | 12   | 13      | 14   | 15 | 16 |
| LOCAL DET.....   | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ONE/TWO DET..... | 1 | 1         | 1  | 1    | 1       | 1    | 1  | 1  |
| VEH LENGTH.....  | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| TRAP LENGTH..... | 0 | 0         | 0  | 0    | 0       | 0    | 0  | 0  |
| ENABLE LOG.....  | . | .         | .  | .    | .       | .    | .  | .  |

VEH DET DIAG

| VEH DIAG | PLAN  | NUMBER | [ 1] |  | FAILED |      |    |       |
|----------|-------|--------|------|--|--------|------|----|-------|
| DET      | COUNT | ACT    | PRES |  | X'S    | TIME | CL | DELAY |
| 1        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 2        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 3        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 4        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 5        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 6        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 7        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 8        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 9        | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 10       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 11       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 12       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 13       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 14       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 15       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 16       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 17       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 18       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 19       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 20       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 21       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 22       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 23       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 24       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 25       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |
| 26       | 0     | 0      | 0    |  | 1      | 255  | 0  |       |

|    |   |   |   |   |     |   |
|----|---|---|---|---|-----|---|
| 27 | 0 | 0 | 0 | 1 | 255 | 0 |
| 28 | 0 | 0 | 0 | 1 | 255 | 0 |
| 29 | 0 | 0 | 0 | 1 | 255 | 0 |
| 30 | 0 | 0 | 0 | 1 | 255 | 0 |
| 31 | 0 | 0 | 0 | 1 | 255 | 0 |
| 32 | 0 | 0 | 0 | 1 | 255 | 0 |
| 33 | 0 | 0 | 0 | 1 | 255 | 0 |
| 34 | 0 | 0 | 0 | 1 | 255 | 0 |
| 35 | 0 | 0 | 0 | 1 | 255 | 0 |
| 36 | 0 | 0 | 0 | 1 | 255 | 0 |
| 37 | 0 | 0 | 0 | 1 | 255 | 0 |
| 38 | 0 | 0 | 0 | 1 | 255 | 0 |
| 39 | 0 | 0 | 0 | 1 | 255 | 0 |
| 40 | 0 | 0 | 0 | 1 | 255 | 0 |
| 41 | 0 | 0 | 0 | 1 | 255 | 0 |
| 42 | 0 | 0 | 0 | 1 | 255 | 0 |
| 43 | 0 | 0 | 0 | 1 | 255 | 0 |
| 44 | 0 | 0 | 0 | 1 | 255 | 0 |
| 45 | 0 | 0 | 0 | 1 | 255 | 0 |
| 46 | 0 | 0 | 0 | 1 | 255 | 0 |
| 47 | 0 | 0 | 0 | 1 | 255 | 0 |
| 48 | 0 | 0 | 0 | 1 | 255 | 0 |
| 49 | 0 | 0 | 0 | 1 | 255 | 0 |
| 50 | 0 | 0 | 0 | 1 | 255 | 0 |
| 51 | 0 | 0 | 0 | 1 | 255 | 0 |
| 52 | 0 | 0 | 0 | 1 | 255 | 0 |
| 53 | 0 | 0 | 0 | 1 | 255 | 0 |
| 54 | 0 | 0 | 0 | 1 | 255 | 0 |
| 55 | 0 | 0 | 0 | 1 | 255 | 0 |
| 56 | 0 | 0 | 0 | 1 | 255 | 0 |
| 57 | 0 | 0 | 0 | 1 | 255 | 0 |
| 58 | 0 | 0 | 0 | 1 | 255 | 0 |
| 59 | 0 | 0 | 0 | 1 | 255 | 0 |
| 60 | 0 | 0 | 0 | 1 | 255 | 0 |
| 61 | 0 | 0 | 0 | 1 | 255 | 0 |
| 62 | 0 | 0 | 0 | 1 | 255 | 0 |
| 63 | 0 | 0 | 0 | 1 | 255 | 0 |
| 64 | 0 | 0 | 0 | 1 | 255 | 0 |

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

```

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*                                       *
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*                                       *
*   Solutions that Move the World       *
*city of alameda                       *
*   CITY....  0  INTERSECTION..  0    *
*                                       *
*   SOFTWARE..... 12.64.00            *
*                                       *
*                                       *
*   CONFIG.....ACS-L3000              *
*****

```

#### SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

```

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*city of alameda                       *
*   CITY....  0  INTERSECTION..  0    *
*                                       *
*   SOFTWARE..... 12.64.00            *
*                                       *
*                                       *
*   CONFIG.....ACS-L3000              *
*****

```



\*\*\*\*\*

SOFTWARE MODULES

| NAME            | PART NUMBER  | VERSION  |
|-----------------|--------------|----------|
| EB U-BOOT       |              |          |
| O/S             |              |          |
| APPLICATION     | 100-1082-264 | 12.64.00 |
| CONFIGURATION   | 100-1049-001 | L3000,17 |
| EB CONTROLLER   |              |          |
| BGC CONTROLLER  | 140-1020-2xx |          |
| BGC RESOURCE    | 140-1033-2xx |          |
| PIO CONTROLLER  | 140-1021-2xx |          |
| PS CONTROLLER   | 140-1022-2xx |          |
| AGC U-BOOT      |              |          |
| AGC O/S         |              |          |
| AGC APPLICATION |              |          |
| TELEMETRY       | N/A          | N/A      |

| TSP/SCP PLAN      | 1                     | 2  | 3  | 4  | 5  | 6  |
|-------------------|-----------------------|----|----|----|----|----|
| TSP/SCP PLAN      | NO                    | NO | NO | NO | NO | NO |
| SIGNAL TYPE       | S                     | S  | S  | S  | S  | S  |
| DET LOCK          | .                     | .  | .  | .  | .  | .  |
| DELAY TIME        | 0                     | 0  | 0  | 0  | 0  | 0  |
| MAX PRESENCE      | 0                     | 0  | 0  | 0  | 0  | 0  |
| PMT ENA RESERVICE | .                     | .  | .  | .  | .  | .  |
| NO DELAY IN TSP   | .                     | .  | .  | .  | .  | .  |
| ACT SF INHIBIT    | 0                     | 0  | 0  | 0  | 0  | 0  |
| RESERVICE CYCLS   | 0                     | 0  | 0  | 0  | 0  | 0  |
| BUS HEADING       | NB                    | SB | EB | WB |    |    |
| MODE.....TSP      | FREE DEFAULT PTN. 120 |    |    |    |    |    |
| HEADWAY ALLOWANCE | 0%                    |    |    |    |    |    |

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

| TSP/SCP SPLIT PATTERN [ 1]            |     |     |     |     |     |     |     |     |     |
|---------------------------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| IN EFFECT TMG PLAN [1] O SPL DM [0] O |     |     |     |     |     |     |     |     |     |
| PHASE                                 | 1   | 2   | 3   | 4   | 5   | 6   | 7   | 8   |     |
| MAX RDTN                              | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| MIN GRN                               | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

| PHASE | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
|-------|---|----|----|----|----|----|----|----|
|-------|---|----|----|----|----|----|----|----|

|     |      |     |     |     |     |     |     |     |     |
|-----|------|-----|-----|-----|-----|-----|-----|-----|-----|
| MAX | RDTN | 255 | 255 | 255 | 255 | 255 | 255 | 255 | 255 |
| MIN | GRN  | 0   | 0   | 0   | 0   | 0   | 0   | 0   | 0   |

p501-ASC/3-CONFIGURATOR-12.64.00 COBALT-1000 - , DB Version: 19, Old DB  
Version: 19

## Appendix D Traffic Operations Analysis Worksheets

| Intersection              |      |
|---------------------------|------|
| Intersection Delay, s/veh | 16.8 |
| Intersection LOS          | C    |

| Movement            | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h  | 28   | 75   | 28   | 109  | 201  | 23   | 69   | 141  | 86   | 40   | 69   | 61   |
| Future Vol, veh/h   | 28   | 75   | 28   | 109  | 201  | 23   | 69   | 141  | 86   | 40   | 69   | 61   |
| Peak Hour Factor    | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 | 0.85 |
| Heavy Vehicles, %   | 4    | 2    | 0    | 8    | 2    | 0    | 4    | 0    | 12   | 0    | 1    | 2    |
| Mvmt Flow           | 33   | 88   | 33   | 128  | 236  | 27   | 81   | 166  | 101  | 47   | 81   | 72   |
| Number of Lanes     | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    | 0    | 1    | 0    |

| Approach                   | EB | WB   | NB   | SB   |
|----------------------------|----|------|------|------|
| Opposing Approach          | WB | EB   | SB   | NB   |
| Opposing Lanes             | 1  | 1    | 1    | 1    |
| Conflicting Approach Left  | SB | NB   | EB   | WB   |
| Conflicting Lanes Left     | 1  | 1    | 1    | 1    |
| Conflicting Approach Right | NB | SB   | WB   | EB   |
| Conflicting Lanes Right    | 1  | 1    | 1    | 1    |
| HCM Control Delay          | 12 | 20.6 | 17.1 | 12.6 |
| HCM LOS                    | B  | C    | C    | B    |

| Lane                   | NBLn1 | EBLn1 | WBLn1 | SBLn1 |
|------------------------|-------|-------|-------|-------|
| Vol Left, %            | 23%   | 21%   | 33%   | 24%   |
| Vol Thru, %            | 48%   | 57%   | 60%   | 41%   |
| Vol Right, %           | 29%   | 21%   | 7%    | 36%   |
| Sign Control           | Stop  | Stop  | Stop  | Stop  |
| Traffic Vol by Lane    | 296   | 131   | 333   | 170   |
| LT Vol                 | 69    | 28    | 109   | 40    |
| Through Vol            | 141   | 75    | 201   | 69    |
| RT Vol                 | 86    | 28    | 23    | 61    |
| Lane Flow Rate         | 348   | 154   | 392   | 200   |
| Geometry Grp           | 1     | 1     | 1     | 1     |
| Degree of Util (X)     | 0.581 | 0.276 | 0.668 | 0.346 |
| Departure Headway (Hd) | 6.004 | 6.456 | 6.136 | 6.219 |
| Convergence, Y/N       | Yes   | Yes   | Yes   | Yes   |
| Cap                    | 599   | 555   | 592   | 576   |
| Service Time           | 4.054 | 4.515 | 4.136 | 4.277 |
| HCM Lane V/C Ratio     | 0.581 | 0.277 | 0.662 | 0.347 |
| HCM Control Delay      | 17.1  | 12    | 20.6  | 12.6  |
| HCM Lane LOS           | C     | B     | C     | B     |
| HCM 95th-tile Q        | 3.7   | 1.1   | 5     | 1.5   |

| Intersection             |                                                                                   |      |      |                                                                                   |                                                                                   |      |
|--------------------------|-----------------------------------------------------------------------------------|------|------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------|
| Int Delay, s/veh         | 6.4                                                                               |      |      |                                                                                   |                                                                                   |      |
| Movement                 | EBL                                                                               | EBR  | NBL  | NBT                                                                               | SBT                                                                               | SBR  |
| Lane Configurations      |  |      |      |  |  |      |
| Traffic Vol, veh/h       | 89                                                                                | 152  | 83   | 188                                                                               | 158                                                                               | 54   |
| Future Vol, veh/h        | 89                                                                                | 152  | 83   | 188                                                                               | 158                                                                               | 54   |
| Conflicting Peds, #/hr   | 0                                                                                 | 0    | 27   | 0                                                                                 | 0                                                                                 | 27   |
| Sign Control             | Stop                                                                              | Stop | Free | Free                                                                              | Free                                                                              | Free |
| RT Channelized           | -                                                                                 | None | -    | None                                                                              | -                                                                                 | None |
| Storage Length           | 0                                                                                 | -    | -    | -                                                                                 | -                                                                                 | -    |
| Veh in Median Storage, # | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Grade, %                 | 0                                                                                 | -    | -    | 0                                                                                 | 0                                                                                 | -    |
| Peak Hour Factor         | 91                                                                                | 91   | 91   | 91                                                                                | 91                                                                                | 91   |
| Heavy Vehicles, %        | 0                                                                                 | 1    | 1    | 5                                                                                 | 5                                                                                 | 2    |
| Mvmt Flow                | 98                                                                                | 167  | 91   | 207                                                                               | 174                                                                               | 59   |

| Major/Minor          | Minor2 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 620    | 231    | 260    |
| Stage 1              | 231    | -      | -      |
| Stage 2              | 389    | -      | -      |
| Critical Hdwy        | 6.4    | 6.21   | 4.11   |
| Critical Hdwy Stg 1  | 5.4    | -      | -      |
| Critical Hdwy Stg 2  | 5.4    | -      | -      |
| Follow-up Hdwy       | 3.5    | 3.309  | 2.209  |
| Pot Cap-1 Maneuver   | 455    | 811    | 1310   |
| Stage 1              | 812    | -      | -      |
| Stage 2              | 689    | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | 397    | 790    | 1276   |
| Mov Cap-2 Maneuver   | 397    | -      | -      |
| Stage 1              | 727    | -      | -      |
| Stage 2              | 671    | -      | -      |

| Approach             | EB   | NB  | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 16.4 | 2.5 | 0  |
| HCM LOS              | C    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1276  | -   | 579   | -   | -   |
| HCM Lane V/C Ratio    | 0.071 | -   | 0.457 | -   | -   |
| HCM Control Delay (s) | 8     | 0   | 16.4  | -   | -   |
| HCM Lane LOS          | A     | A   | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | 2.4   | -   | -   |

# HCM 6th Signalized Intersection Summary

## 3: Broadway & Tilden Way

2022\_w. Covid\_PM

09/21/2022

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |                                                                                   |  |                                                                                   |  |  |                                                                                   |                                                                                    |  |  |                                                                                     |  |                                                                                     |
| Traffic Volume (veh/h)       | 23                                                                                | 377                                                                               | 8                                                                                 | 280                                                                               | 360                                                                               | 9                                                                                 | 6                                                                                  | 224                                                                                 | 259                                                                                 | 39                                                                                  | 191                                                                                 | 32                                                                                  |
| Future Volume (veh/h)        | 23                                                                                | 377                                                                               | 8                                                                                 | 280                                                                               | 360                                                                               | 9                                                                                 | 6                                                                                  | 224                                                                                 | 259                                                                                 | 39                                                                                  | 191                                                                                 | 32                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                  | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 0.96                                                                              | 1.00                                                                               |                                                                                     | 0.98                                                                                | 1.00                                                                                |                                                                                     | 0.97                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                 |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1841                                                                              | 1885                                                                              | 1900                                                                              | 1900                                                                              | 1885                                                                              | 1900                                                                              | 1648                                                                               | 1841                                                                                | 1885                                                                                | 1900                                                                                | 1841                                                                                | 1856                                                                                |
| Adj Flow Rate, veh/h         | 24                                                                                | 401                                                                               | 0                                                                                 | 298                                                                               | 383                                                                               | 10                                                                                | 6                                                                                  | 238                                                                                 | 170                                                                                 | 41                                                                                  | 203                                                                                 | 34                                                                                  |
| Peak Hour Factor             | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                              | 0.94                                                                               | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                | 0.94                                                                                |
| Percent Heavy Veh, %         | 4                                                                                 | 1                                                                                 | 0                                                                                 | 0                                                                                 | 1                                                                                 | 0                                                                                 | 17                                                                                 | 4                                                                                   | 1                                                                                   | 0                                                                                   | 4                                                                                   | 3                                                                                   |
| Cap, veh/h                   | 84                                                                                | 1466                                                                              |                                                                                   | 353                                                                               | 695                                                                               | 18                                                                                | 39                                                                                 | 439                                                                                 | 375                                                                                 | 69                                                                                  | 260                                                                                 | 40                                                                                  |
| Arrive On Green              | 0.42                                                                              | 0.42                                                                              | 0.00                                                                              | 0.20                                                                              | 0.20                                                                              | 0.20                                                                              | 0.24                                                                               | 0.24                                                                                | 0.24                                                                                | 0.24                                                                                | 0.24                                                                                | 0.24                                                                                |
| Sat Flow, veh/h              | 198                                                                               | 3563                                                                              | 0                                                                                 | 1810                                                                              | 3562                                                                              | 93                                                                                | 14                                                                                 | 1822                                                                                | 1558                                                                                | 121                                                                                 | 1079                                                                                | 167                                                                                 |
| Grp Volume(v), veh/h         | 228                                                                               | 197                                                                               | 0                                                                                 | 298                                                                               | 192                                                                               | 201                                                                               | 244                                                                                | 0                                                                                   | 170                                                                                 | 278                                                                                 | 0                                                                                   | 0                                                                                   |
| Grp Sat Flow(s),veh/h/ln     | 1875                                                                              | 1791                                                                              | 0                                                                                 | 1810                                                                              | 1791                                                                              | 1864                                                                              | 1836                                                                               | 0                                                                                   | 1558                                                                                | 1367                                                                                | 0                                                                                   | 0                                                                                   |
| Q Serve(g_s), s              | 8.3                                                                               | 7.4                                                                               | 0.0                                                                               | 16.5                                                                              | 10.1                                                                              | 10.1                                                                              | 0.0                                                                                | 0.0                                                                                 | 9.7                                                                                 | 8.9                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Cycle Q Clear(g_c), s        | 8.3                                                                               | 7.4                                                                               | 0.0                                                                               | 16.5                                                                              | 10.1                                                                              | 10.1                                                                              | 12.1                                                                               | 0.0                                                                                 | 9.7                                                                                 | 21.0                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Prop In Lane                 | 0.11                                                                              |                                                                                   | 0.00                                                                              | 1.00                                                                              |                                                                                   | 0.05                                                                              | 0.02                                                                               |                                                                                     | 1.00                                                                                | 0.15                                                                                |                                                                                     | 0.12                                                                                |
| Lane Grp Cap(c), veh/h       | 793                                                                               | 757                                                                               |                                                                                   | 353                                                                               | 349                                                                               | 364                                                                               | 478                                                                                | 0                                                                                   | 375                                                                                 | 369                                                                                 | 0                                                                                   | 0                                                                                   |
| V/C Ratio(X)                 | 0.29                                                                              | 0.26                                                                              |                                                                                   | 0.84                                                                              | 0.55                                                                              | 0.55                                                                              | 0.51                                                                               | 0.00                                                                                | 0.45                                                                                | 0.75                                                                                | 0.00                                                                                | 0.00                                                                                |
| Avail Cap(c_a), veh/h        | 793                                                                               | 757                                                                               |                                                                                   | 661                                                                               | 654                                                                               | 681                                                                               | 633                                                                                | 0                                                                                   | 509                                                                                 | 505                                                                                 | 0                                                                                   | 0                                                                                   |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 0.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                               | 0.00                                                                                | 1.00                                                                                | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                |
| Uniform Delay (d), s/veh     | 19.7                                                                              | 19.5                                                                              | 0.0                                                                               | 40.4                                                                              | 37.8                                                                              | 37.8                                                                              | 34.6                                                                               | 0.0                                                                                 | 33.7                                                                                | 37.7                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Incr Delay (d2), s/veh       | 0.9                                                                               | 0.8                                                                               | 0.0                                                                               | 2.1                                                                               | 0.5                                                                               | 0.5                                                                               | 0.8                                                                                | 0.0                                                                                 | 0.8                                                                                 | 4.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 6.7                                                                               | 5.7                                                                               | 0.0                                                                               | 11.9                                                                              | 7.8                                                                               | 8.1                                                                               | 9.4                                                                                | 0.0                                                                                 | 6.8                                                                                 | 11.6                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                    |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 20.6                                                                              | 20.3                                                                              | 0.0                                                                               | 42.5                                                                              | 38.3                                                                              | 38.3                                                                              | 35.3                                                                               | 0.0                                                                                 | 34.4                                                                                | 41.7                                                                                | 0.0                                                                                 | 0.0                                                                                 |
| LnGrp LOS                    | C                                                                                 | C                                                                                 |                                                                                   | D                                                                                 | D                                                                                 | D                                                                                 | D                                                                                  | A                                                                                   | C                                                                                   | D                                                                                   | A                                                                                   | A                                                                                   |
| Approach Vol, veh/h          | 425                                                                               |                                                                                   | A                                                                                 | 691                                                                               |                                                                                   |                                                                                   | 414                                                                                |                                                                                     |                                                                                     | 278                                                                                 |                                                                                     |                                                                                     |
| Approach Delay, s/veh        | 20.5                                                                              |                                                                                   |                                                                                   | 40.1                                                                              |                                                                                   |                                                                                   | 35.0                                                                               |                                                                                     |                                                                                     | 41.7                                                                                |                                                                                     |                                                                                     |
| Approach LOS                 | C                                                                                 |                                                                                   |                                                                                   | D                                                                                 |                                                                                   |                                                                                   | C                                                                                  |                                                                                     |                                                                                     | D                                                                                   |                                                                                     |                                                                                     |
| Timer - Assigned Phs         | 2                                                                                 |                                                                                   |                                                                                   | 4                                                                                 |                                                                                   |                                                                                   | 6                                                                                  |                                                                                     |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 48.8                                                                              |                                                                                   |                                                                                   | 30.2                                                                              |                                                                                   |                                                                                   | 25.1                                                                               |                                                                                     |                                                                                     | 30.2                                                                                |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | * 4.8                                                                             |                                                                                   |                                                                                   | 5.1                                                                               |                                                                                   |                                                                                   | 4.8                                                                                |                                                                                     |                                                                                     | 5.1                                                                                 |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | * 44                                                                              |                                                                                   |                                                                                   | 34.0                                                                              |                                                                                   |                                                                                   | 38.0                                                                               |                                                                                     |                                                                                     | 34.0                                                                                |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 10.3                                                                              |                                                                                   |                                                                                   | 23.0                                                                              |                                                                                   |                                                                                   | 18.5                                                                               |                                                                                     |                                                                                     | 14.1                                                                                |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 1.1                                                                               |                                                                                   |                                                                                   | 1.2                                                                               |                                                                                   |                                                                                   | 1.2                                                                                |                                                                                     |                                                                                     | 1.9                                                                                 |                                                                                     |                                                                                     |

### Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 34.6 |
| HCM 6th LOS        | C    |

### Notes

\* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

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

| Intersection             |        |                                                                                   |                                                                                   |        |      |                                                                                   |
|--------------------------|--------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|--------|------|-----------------------------------------------------------------------------------|
| Int Delay, s/veh         | 0.1    |                                                                                   |                                                                                   |        |      |                                                                                   |
| Movement                 | WBL    | WBR                                                                               | NBT                                                                               | NBR    | SBL  | SBT                                                                               |
| Lane Configurations      |        |  |  |        |      |  |
| Traffic Vol, veh/h       | 0      | 5                                                                                 | 484                                                                               | 5      | 1    | 478                                                                               |
| Future Vol, veh/h        | 0      | 5                                                                                 | 484                                                                               | 5      | 1    | 478                                                                               |
| Conflicting Peds, #/hr   | 5      | 2                                                                                 | 0                                                                                 | 5      | 5    | 0                                                                                 |
| Sign Control             | Stop   | Stop                                                                              | Free                                                                              | Free   | Free | Free                                                                              |
| RT Channelized           | -      | None                                                                              | -                                                                                 | None   | -    | None                                                                              |
| Storage Length           | -      | 0                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Veh in Median Storage, # | 0      | -                                                                                 | 0                                                                                 | -      | -    | 0                                                                                 |
| Grade, %                 | 0      | -                                                                                 | 0                                                                                 | -      | -    | 0                                                                                 |
| Peak Hour Factor         | 92     | 92                                                                                | 92                                                                                | 92     | 92   | 92                                                                                |
| Heavy Vehicles, %        | 0      | 0                                                                                 | 3                                                                                 | 0      | 0    | 2                                                                                 |
| Mvmt Flow                | 0      | 5                                                                                 | 526                                                                               | 5      | 1    | 520                                                                               |
| Major/Minor              | Minor1 | Major1                                                                            |                                                                                   | Major2 |      |                                                                                   |
| Conflicting Flow All     | -      | 536                                                                               | 0                                                                                 | 0      | 536  | 0                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy            | -      | 6.2                                                                               | -                                                                                 | -      | 4.1  | -                                                                                 |
| Critical Hdwy Stg 1      | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Critical Hdwy Stg 2      | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Follow-up Hdwy           | -      | 3.3                                                                               | -                                                                                 | -      | 2.2  | -                                                                                 |
| Pot Cap-1 Maneuver       | 0      | 549                                                                               | -                                                                                 | -      | 1042 | -                                                                                 |
| Stage 1                  | 0      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                  | 0      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Platoon blocked, %       | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Mov Cap-1 Maneuver       | -      | 545                                                                               | -                                                                                 | -      | 1037 | -                                                                                 |
| Mov Cap-2 Maneuver       | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Stage 1                  | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Stage 2                  | -      | -                                                                                 | -                                                                                 | -      | -    | -                                                                                 |
| Approach                 | WB     | NB                                                                                |                                                                                   | SB     |      |                                                                                   |
| HCM Control Delay, s     | 11.7   | 0                                                                                 |                                                                                   | 0      |      |                                                                                   |
| HCM LOS                  | B      |                                                                                   |                                                                                   |        |      |                                                                                   |
| Minor Lane/Major Mvmt    | NBT    | NBRWBLn1                                                                          |                                                                                   | SBL    | SBT  |                                                                                   |
| Capacity (veh/h)         | -      | 545                                                                               |                                                                                   | 1037   | -    |                                                                                   |
| HCM Lane V/C Ratio       | -      | 0.01                                                                              |                                                                                   | 0.001  | -    |                                                                                   |
| HCM Control Delay (s)    | -      | 11.7                                                                              |                                                                                   | 8.5    | -    |                                                                                   |
| HCM Lane LOS             | -      | B                                                                                 |                                                                                   | A      | -    |                                                                                   |
| HCM 95th %tile Q(veh)    | -      | 0                                                                                 |                                                                                   | 0      | -    |                                                                                   |

# HCM 6th Signalized Intersection Summary

2022\_w. Covid\_PM

## 5: Fernside Boulevard/Blanding Avenue & Tilden Way/Fruitvale Avenue

09/21/2022

|                              |  |  |  |  |  |  |  |  |  |  |  |  |
|------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
| Movement                     | EBL                                                                               | EBT                                                                               | EBR                                                                               | WBL                                                                               | WBT                                                                               | WBR                                                                               | NBL                                                                                 | NBT                                                                                 | NBR                                                                                 | SBL                                                                                 | SBT                                                                                 | SBR                                                                                 |
| Lane Configurations          |  |  |  |  |  |  |                                                                                     |  |                                                                                     |                                                                                     |  |  |
| Traffic Volume (veh/h)       | 25                                                                                | 525                                                                               | 120                                                                               | 159                                                                               | 573                                                                               | 208                                                                               | 60                                                                                  | 144                                                                                 | 0                                                                                   | 143                                                                                 | 122                                                                                 | 17                                                                                  |
| Future Volume (veh/h)        | 25                                                                                | 525                                                                               | 120                                                                               | 159                                                                               | 573                                                                               | 208                                                                               | 60                                                                                  | 144                                                                                 | 0                                                                                   | 143                                                                                 | 122                                                                                 | 17                                                                                  |
| Initial Q (Qb), veh          | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   | 0                                                                                   |
| Ped-Bike Adj(A_pbT)          | 1.00                                                                              |                                                                                   | 0.98                                                                              | 1.00                                                                              |                                                                                   | 0.97                                                                              | 1.00                                                                                |                                                                                     | 1.00                                                                                | 1.00                                                                                |                                                                                     | 0.96                                                                                |
| Parking Bus, Adj             | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Work Zone On Approach        |                                                                                   | No                                                                                |                                                                                   |                                                                                   | No                                                                                |                                                                                   |                                                                                     | No                                                                                  |                                                                                     |                                                                                     | No                                                                                  |                                                                                     |
| Adj Sat Flow, veh/h/ln       | 1900                                                                              | 1900                                                                              | 1885                                                                              | 1870                                                                              | 1900                                                                              | 1826                                                                              | 1900                                                                                | 1900                                                                                | 0                                                                                   | 1781                                                                                | 1885                                                                                | 1900                                                                                |
| Adj Flow Rate, veh/h         | 26                                                                                | 553                                                                               | 126                                                                               | 167                                                                               | 603                                                                               | 219                                                                               | 63                                                                                  | 152                                                                                 | 0                                                                                   | 151                                                                                 | 128                                                                                 | 18                                                                                  |
| Peak Hour Factor             | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                              | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                | 0.95                                                                                |
| Percent Heavy Veh, %         | 0                                                                                 | 0                                                                                 | 1                                                                                 | 2                                                                                 | 0                                                                                 | 5                                                                                 | 0                                                                                   | 0                                                                                   | 0                                                                                   | 8                                                                                   | 1                                                                                   | 0                                                                                   |
| Cap, veh/h                   | 106                                                                               | 1396                                                                              | 608                                                                               | 197                                                                               | 1583                                                                              | 659                                                                               | 106                                                                                 | 256                                                                                 | 0                                                                                   | 159                                                                                 | 134                                                                                 | 246                                                                                 |
| Arrive On Green              | 0.06                                                                              | 0.39                                                                              | 0.39                                                                              | 0.11                                                                              | 0.44                                                                              | 0.44                                                                              | 0.19                                                                                | 0.19                                                                                | 0.00                                                                                | 0.16                                                                                | 0.16                                                                                | 0.16                                                                                |
| Sat Flow, veh/h              | 1810                                                                              | 3610                                                                              | 1573                                                                              | 1781                                                                              | 3610                                                                              | 1503                                                                              | 549                                                                                 | 1324                                                                                | 0                                                                                   | 993                                                                                 | 842                                                                                 | 1541                                                                                |
| Grp Volume(v), veh/h         | 26                                                                                | 553                                                                               | 126                                                                               | 167                                                                               | 603                                                                               | 219                                                                               | 215                                                                                 | 0                                                                                   | 0                                                                                   | 279                                                                                 | 0                                                                                   | 18                                                                                  |
| Grp Sat Flow(s),veh/h/ln     | 1810                                                                              | 1805                                                                              | 1573                                                                              | 1781                                                                              | 1805                                                                              | 1503                                                                              | 1873                                                                                | 0                                                                                   | 0                                                                                   | 1836                                                                                | 0                                                                                   | 1541                                                                                |
| Q Serve(g_s), s              | 1.6                                                                               | 13.2                                                                              | 6.4                                                                               | 10.9                                                                              | 13.4                                                                              | 11.4                                                                              | 12.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 17.9                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Cycle Q Clear(g_c), s        | 1.6                                                                               | 13.2                                                                              | 6.4                                                                               | 10.9                                                                              | 13.4                                                                              | 11.4                                                                              | 12.5                                                                                | 0.0                                                                                 | 0.0                                                                                 | 17.9                                                                                | 0.0                                                                                 | 1.2                                                                                 |
| Prop In Lane                 | 1.00                                                                              |                                                                                   | 1.00                                                                              | 1.00                                                                              |                                                                                   | 1.00                                                                              | 0.29                                                                                |                                                                                     | 0.00                                                                                | 0.54                                                                                |                                                                                     | 1.00                                                                                |
| Lane Grp Cap(c), veh/h       | 106                                                                               | 1396                                                                              | 608                                                                               | 197                                                                               | 1583                                                                              | 659                                                                               | 362                                                                                 | 0                                                                                   | 0                                                                                   | 293                                                                                 | 0                                                                                   | 246                                                                                 |
| V/C Ratio(X)                 | 0.24                                                                              | 0.40                                                                              | 0.21                                                                              | 0.85                                                                              | 0.38                                                                              | 0.33                                                                              | 0.59                                                                                | 0.00                                                                                | 0.00                                                                                | 0.95                                                                                | 0.00                                                                                | 0.07                                                                                |
| Avail Cap(c_a), veh/h        | 152                                                                               | 1396                                                                              | 608                                                                               | 374                                                                               | 1583                                                                              | 659                                                                               | 362                                                                                 | 0                                                                                   | 0                                                                                   | 293                                                                                 | 0                                                                                   | 246                                                                                 |
| HCM Platoon Ratio            | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                | 1.00                                                                                |
| Upstream Filter(I)           | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                              | 1.00                                                                                | 0.00                                                                                | 0.00                                                                                | 1.00                                                                                | 0.00                                                                                | 1.00                                                                                |
| Uniform Delay (d), s/veh     | 53.5                                                                              | 26.4                                                                              | 24.3                                                                              | 51.9                                                                              | 22.5                                                                              | 21.9                                                                              | 43.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 49.5                                                                                | 0.0                                                                                 | 42.5                                                                                |
| Incr Delay (d2), s/veh       | 1.2                                                                               | 0.8                                                                               | 0.8                                                                               | 7.3                                                                               | 0.7                                                                               | 1.4                                                                               | 7.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 41.6                                                                                | 0.0                                                                                 | 0.6                                                                                 |
| Initial Q Delay(d3),s/veh    | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                               | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 | 0.0                                                                                 |
| %ile BackOfQ(95%),veh/ln     | 1.4                                                                               | 9.7                                                                               | 4.5                                                                               | 9.0                                                                               | 9.7                                                                               | 7.6                                                                               | 10.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 17.2                                                                                | 0.0                                                                                 | 0.9                                                                                 |
| Unsig. Movement Delay, s/veh |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| LnGrp Delay(d),s/veh         | 54.6                                                                              | 27.3                                                                              | 25.1                                                                              | 59.2                                                                              | 23.2                                                                              | 23.3                                                                              | 50.7                                                                                | 0.0                                                                                 | 0.0                                                                                 | 91.1                                                                                | 0.0                                                                                 | 43.1                                                                                |
| LnGrp LOS                    | D                                                                                 | C                                                                                 | C                                                                                 | E                                                                                 | C                                                                                 | C                                                                                 | D                                                                                   | A                                                                                   | A                                                                                   | F                                                                                   | A                                                                                   | D                                                                                   |
| Approach Vol, veh/h          |                                                                                   | 705                                                                               |                                                                                   |                                                                                   | 989                                                                               |                                                                                   |                                                                                     | 215                                                                                 |                                                                                     |                                                                                     | 297                                                                                 |                                                                                     |
| Approach Delay, s/veh        |                                                                                   | 27.9                                                                              |                                                                                   |                                                                                   | 29.3                                                                              |                                                                                   |                                                                                     | 50.7                                                                                |                                                                                     |                                                                                     | 88.2                                                                                |                                                                                     |
| Approach LOS                 |                                                                                   | C                                                                                 |                                                                                   |                                                                                   | C                                                                                 |                                                                                   |                                                                                     | D                                                                                   |                                                                                     |                                                                                     | F                                                                                   |                                                                                     |
| Timer - Assigned Phs         | 1                                                                                 | 2                                                                                 |                                                                                   | 4                                                                                 | 5                                                                                 | 6                                                                                 |                                                                                     | 8                                                                                   |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Phs Duration (G+Y+Rc), s     | 17.2                                                                              | 50.6                                                                              |                                                                                   | 23.6                                                                              | 11.0                                                                              | 56.8                                                                              |                                                                                     | 27.6                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Change Period (Y+Rc), s      | 4.0                                                                               | 4.6                                                                               |                                                                                   | 4.6                                                                               | 4.0                                                                               | 4.6                                                                               |                                                                                     | 4.6                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Green Setting (Gmax), s  | 25.0                                                                              | 46.0                                                                              |                                                                                   | 19.0                                                                              | 10.0                                                                              | 46.0                                                                              |                                                                                     | 23.0                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Max Q Clear Time (g_c+I1), s | 12.9                                                                              | 15.2                                                                              |                                                                                   | 19.9                                                                              | 3.6                                                                               | 15.4                                                                              |                                                                                     | 14.5                                                                                |                                                                                     |                                                                                     |                                                                                     |                                                                                     |
| Green Ext Time (p_c), s      | 0.2                                                                               | 5.9                                                                               |                                                                                   | 0.0                                                                               | 0.0                                                                               | 7.1                                                                               |                                                                                     | 0.7                                                                                 |                                                                                     |                                                                                     |                                                                                     |                                                                                     |

### Intersection Summary

HCM 6th Ctrl Delay 38.9

HCM 6th LOS D

### Notes

User approved pedestrian interval to be less than phase max green.



| Intersection             |      |      |       |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.6  |      |       |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↰    | ↱     |      |      |      |      | ↑    | ↱    |      | ↰↱   |      |
| Traffic Vol, veh/h       | 5    | 74   | 12    | 0    | 0    | 0    | 0    | 230  | 196  | 0    | 361  | 1    |
| Future Vol, veh/h        | 5    | 74   | 12    | 0    | 0    | 0    | 0    | 230  | 196  | 0    | 361  | 1    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 3    | 0    | 13   | 13   | 0    | 3    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | Stop | -    | -    | None |
| Storage Length           | -    | -    | 60    | -    | -    | -    | -    | -    | 100  | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 88   | 88   | 88    | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   | 88   |
| Heavy Vehicles, %        | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 3    | 2    | 0    | 2    | 0    |
| Mvmt Flow                | 6    | 84   | 14    | 0    | 0    | 0    | 0    | 261  | 223  | 0    | 410  | 1    |

| Major/Minor          | Minor2 |     |     | Major1 |   |   | Major2 |   |   |
|----------------------|--------|-----|-----|--------|---|---|--------|---|---|
| Conflicting Flow All | 675    | 688 | 209 | -      | 0 | 0 | -      | - | 0 |
| Stage 1              | 414    | 414 | -   | -      | - | - | -      | - | - |
| Stage 2              | 261    | 274 | -   | -      | - | - | -      | - | - |
| Critical Hdwy        | 6.6    | 6.5 | 6.9 | -      | - | - | -      | - | - |
| Critical Hdwy Stg 1  | 5.8    | 5.5 | -   | -      | - | - | -      | - | - |
| Critical Hdwy Stg 2  | 5.4    | 5.5 | -   | -      | - | - | -      | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3 | -      | - | - | -      | - | - |
| Pot Cap-1 Maneuver   | 407    | 372 | 803 | 0      | - | - | 0      | - | - |
| Stage 1              | 641    | 597 | -   | 0      | - | - | 0      | - | - |
| Stage 2              | 787    | 687 | -   | 0      | - | - | 0      | - | - |
| Platoon blocked, %   |        |     |     | -      | - | - | -      | - | - |
| Mov Cap-1 Maneuver   | 405    | 0   | 801 | -      | - | - | -      | - | - |
| Mov Cap-2 Maneuver   | 405    | 0   | -   | -      | - | - | -      | - | - |
| Stage 1              | 639    | 0   | -   | -      | - | - | -      | - | - |
| Stage 2              | 785    | 0   | -   | -      | - | - | -      | - | - |

| Approach             | EB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 15.5 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-----|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | -   | -   | 405   | 801   | -   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.222 | 0.017 | -   | -   |
| HCM Control Delay (s) | -   | -   | 16.4  | 9.6   | -   | -   |
| HCM Lane LOS          | -   | -   | C     | A     | -   | -   |
| HCM 95th %tile Q(veh) | -   | -   | 0.8   | 0.1   | -   | -   |