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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:

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 12th 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 Cit 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.

Pedestrian Facilities

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

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Figure 2: Modal Priorities

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:

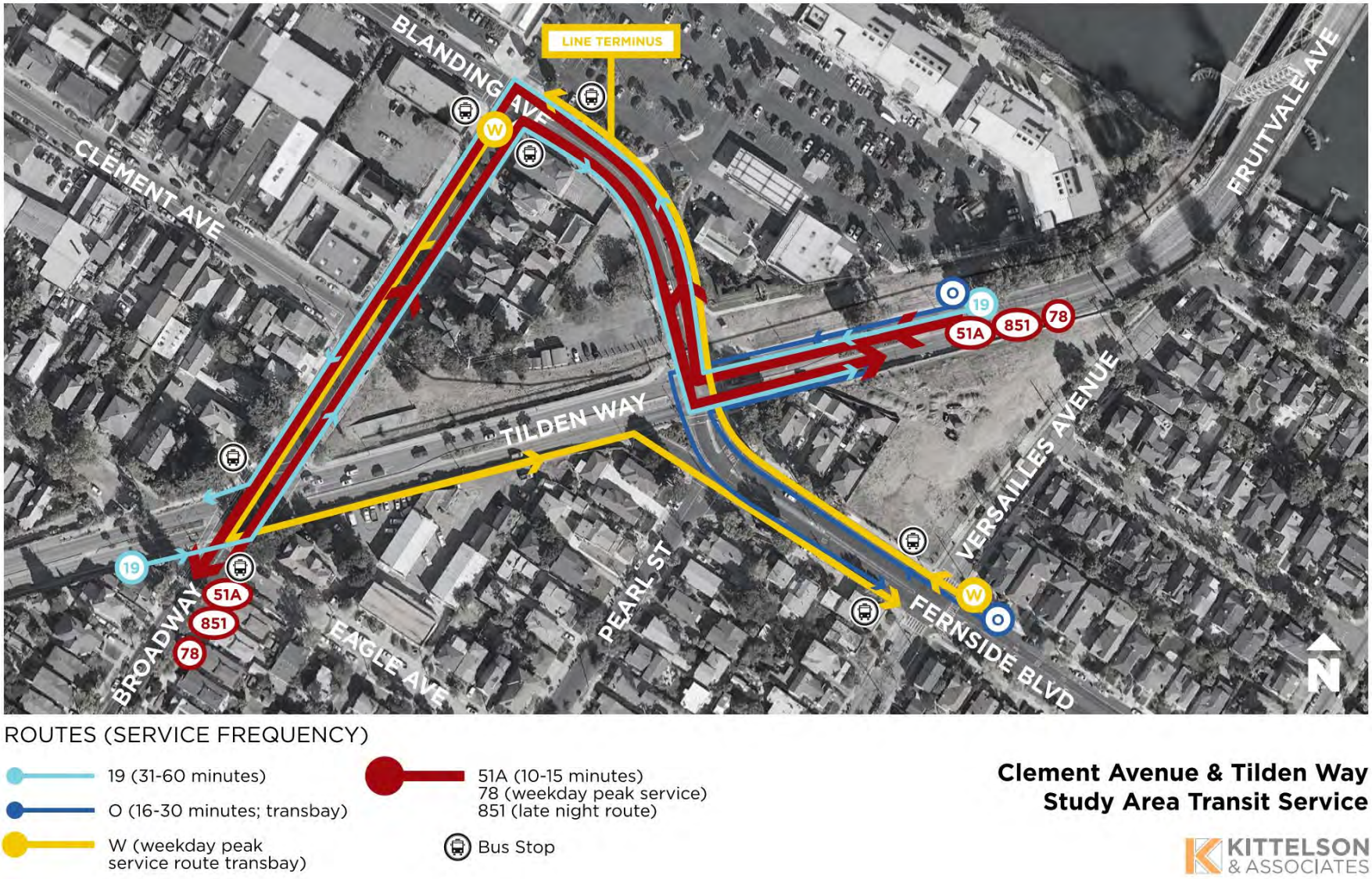
- Blanding Avenue & Broadway: Lines 19, 78, 851, 51A & W, northbound and southbound
- Broadway & Tilden Way: Lines 19, 78, 851 & 51A, southbound
- Broadway & Eagle Avenue: Lines 78, 851 & 51A, northbound
- Fernside Blvd & Versailles Avenue: Lines 663, O & W, westbound and eastbound

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 (service provided only 12AM – 5AM)	1 hour (service provided only 12AM – 5AM)
Line O	30 minutes	30 minutes
Line W	20-50 minutes (service provided during AM and PM peak periods)	No service

Figure 3: Transit



Miller-Sweeney Bridge Operations

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[1], 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

[1] https://pwainsp.acgov.org/pwa/about/maintenance/bridges/bridge_millersweeney.htm

Safety

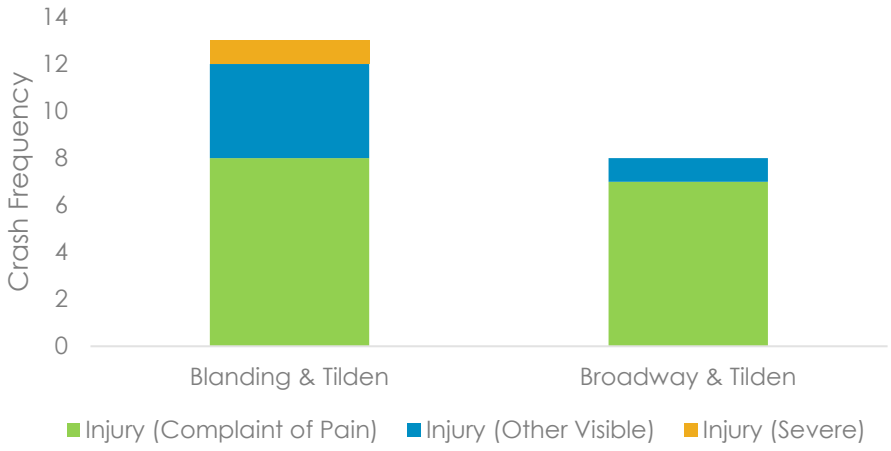
Per the Alameda Vision Zero Action Plan (2021), multiple segments within the study area are on the Alameda's High Injury Network (HIN) with Tier 1 having the greatest frequency and severity of crashes:

- 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 [2]



[2] Source: Transportation Injury Mapping System, *https://tims.berkeley.edu/help/SWITRS.php*

Figure 6: Reported Injury Crashes by Collision Type by Severity, 2011-2020 [2]

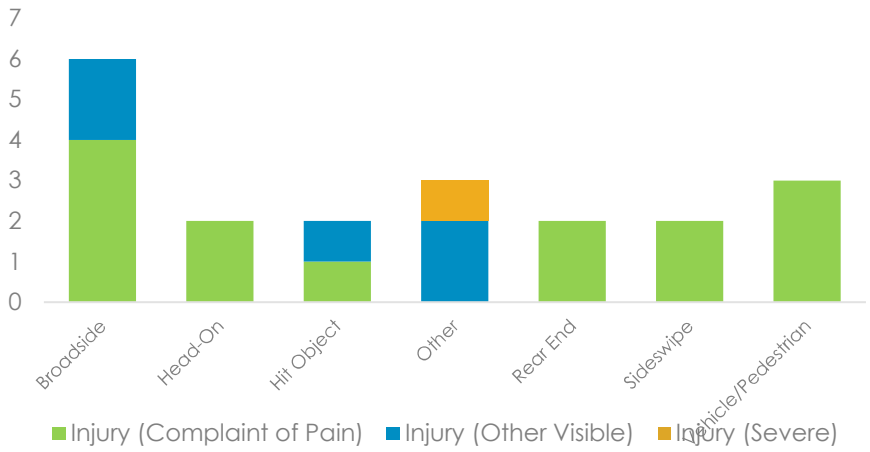


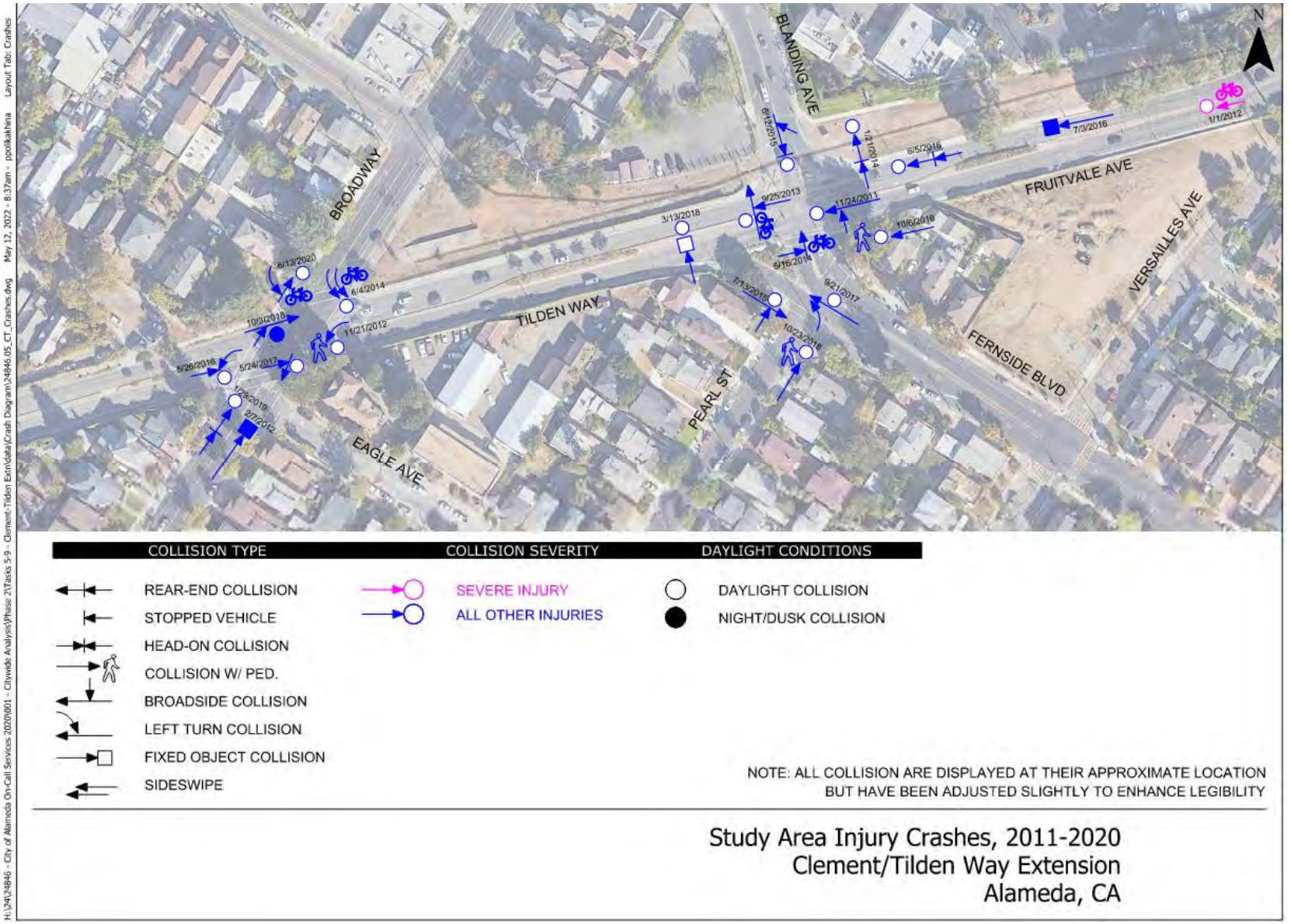
Table 2:Reported Injury Crashes at Blanding/Broadway & Blanding/Tilden/Fernside Intersections, 2011-2020[2]

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



Speed

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: 50th & 85th percentile speeds are 28 mph
- Westbound direction: 50th percentile speed is 28mph, 85th 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: 50th percentile speed is 27mph, 85th percentile speed is 33mph
- Westbound direction: 50th percentile speed is 28mph, 85th 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 Bidirectional Vehicle Volumes	Percent Change, Compared to 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

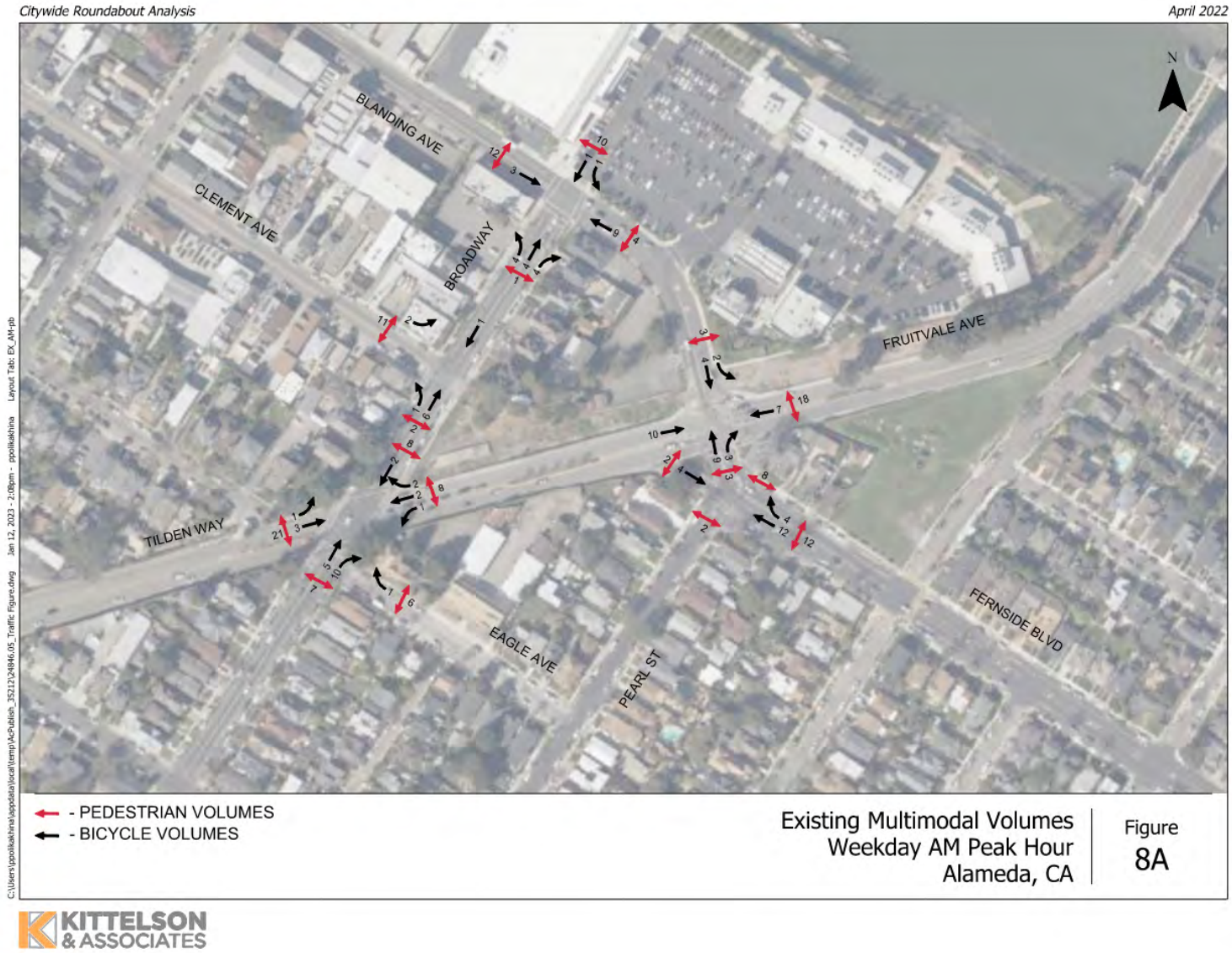
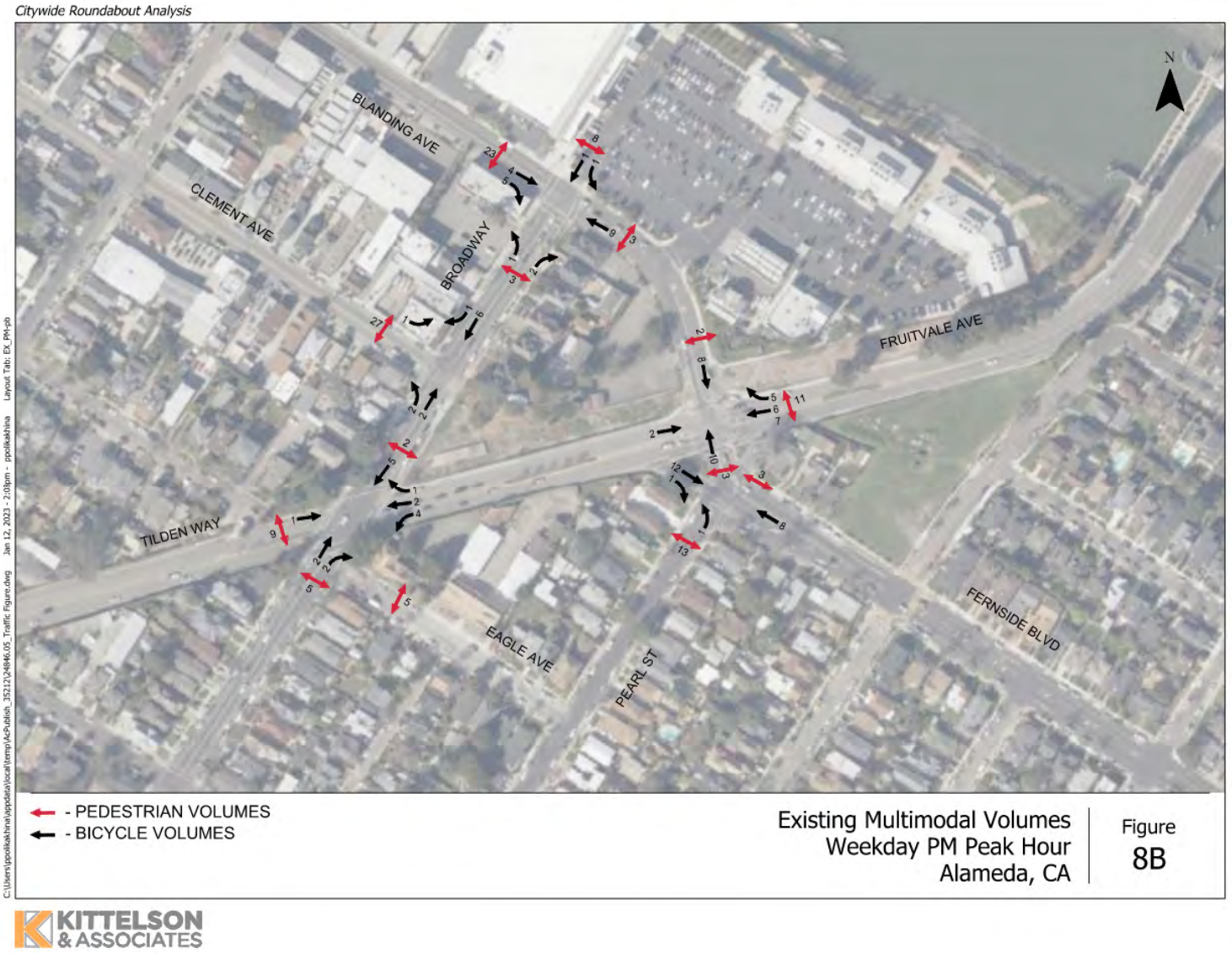


Figure 8B: Bicycle and Pedestrian Weekday PM Peak Hour Volumes



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 6th *Edition Highway Capacity Manual* (HCM 6th 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, 95th 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) 95th 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	**290**	**No**
		EBL	550	170	Yes
		EBR	550	150	Yes
		WBL	150	**300**	**No**
		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	**No**
		SBL	440	430	Yes
		SBR	110	<25	Yes
		EBL	100	35	Yes
		EBR	360	115	Yes
		WBL	100	**225**	**No**
		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

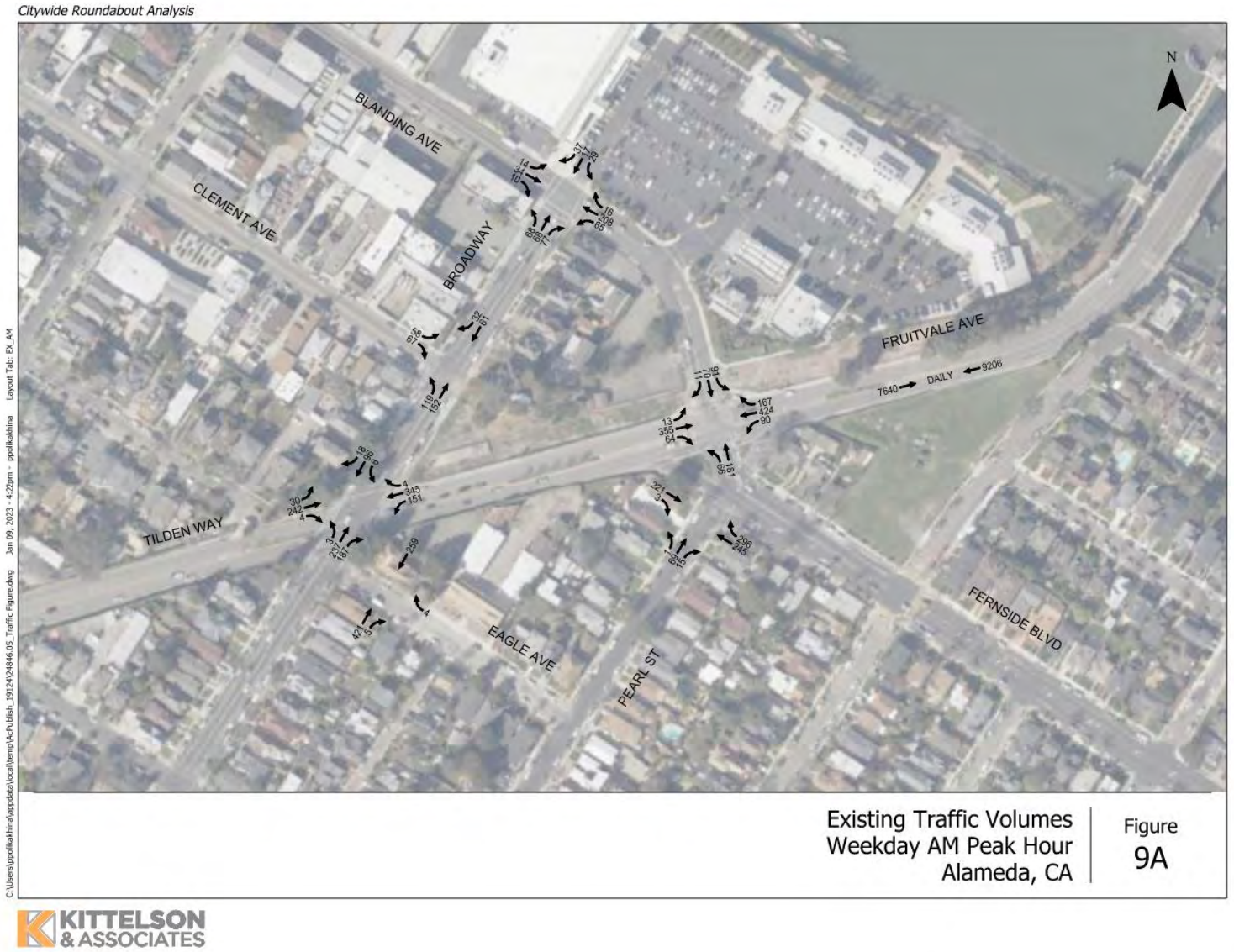


Figure 9B: Existing Traffic Volumes and Operations

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_K	NUMBER_I	PARTY_COI	Violation	HIT_AND_F	Collison 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/Pedestri	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/Pedestri	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/Pedestri	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

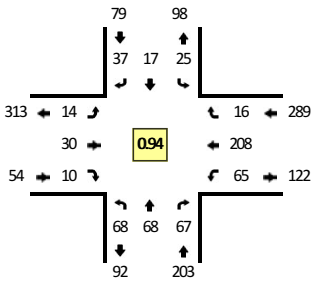
Type of peak hour being reported: Intersection Peak

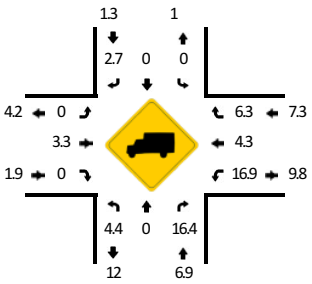
Method for determining peak hour: Total Entering Volume

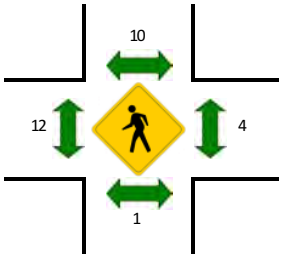
LOCATION: Broadway -- Blanding Ave
CITY/STATE: Alameda, CA

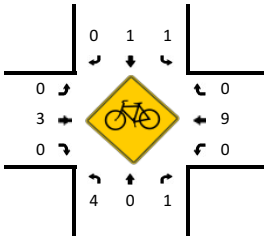
QC JOB #: 15746101
DATE: Thu, Mar 24 2022

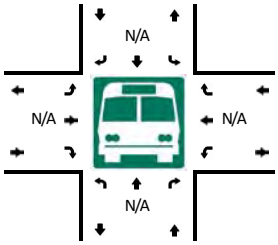
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:40 AM -- 8:55 AM

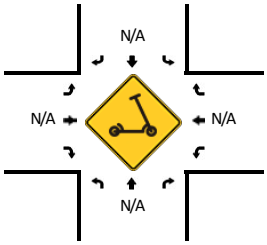












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Blanding Ave (Eastbound)				Blanding Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	2	2	2	0	1	3	3	0	0	1	1	0	4	5	2	0	26	
7:05 AM	2	0	3	0	1	0	2	0	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

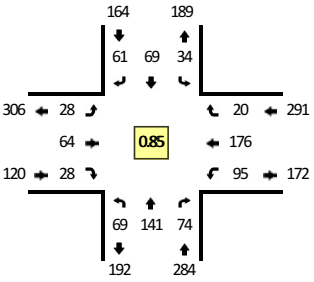
Type of peak hour being reported: Intersection Peak

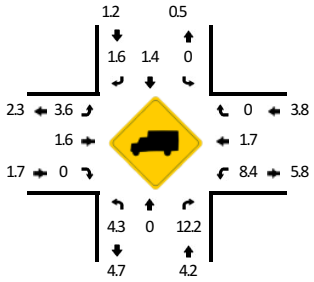
Method for determining peak hour: Total Entering Volume

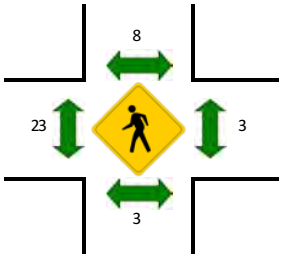
LOCATION: Broadway -- Blanding Ave
CITY/STATE: Alameda, CA

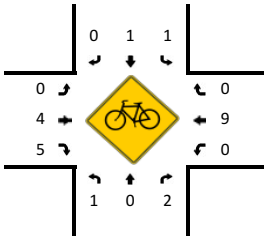
QC JOB #: 15746102
DATE: Thu, Mar 24 2022

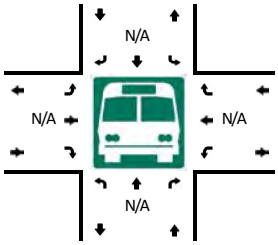
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:20 PM -- 4:35 PM

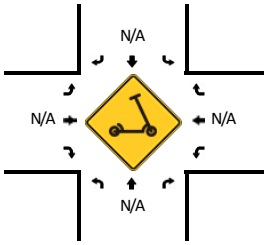












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Blanding Ave (Eastbound)				Blanding Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	15	6	0	4	3	3	0	1	6	1	0	9	11	5	0	71	
4:05 PM	7	9	6	0	0	2	4	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

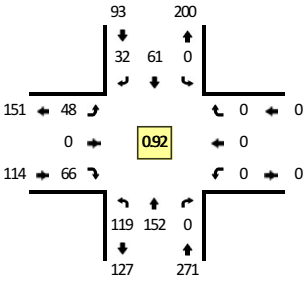
Type of peak hour being reported: Intersection Peak

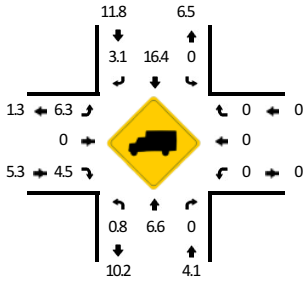
Method for determining peak hour: Total Entering Volume

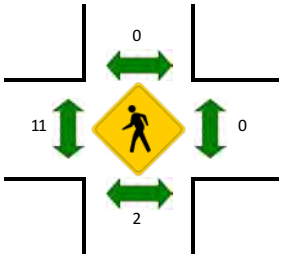
LOCATION: Broadway -- Clement Ave
CITY/STATE: Alameda, CA

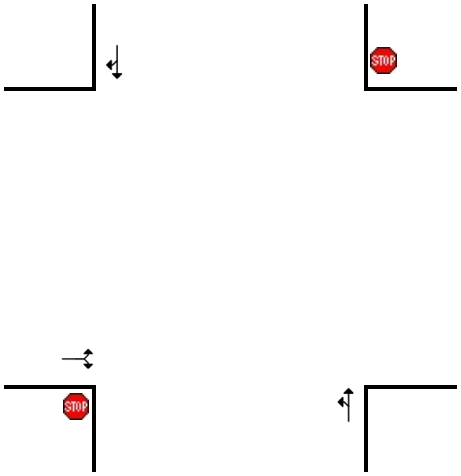
QC JOB #: 15746112
DATE: Thu, Mar 24 2022

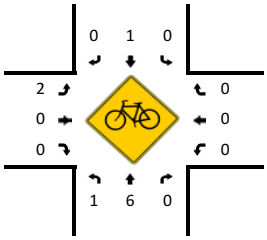
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

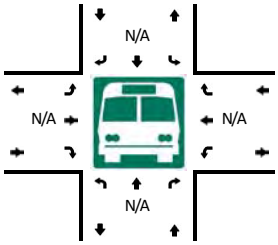


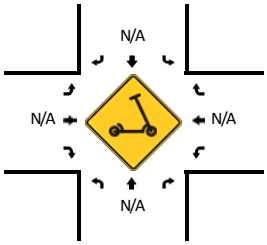












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Clement Ave (Eastbound)				Clement Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	4	0	0	0	3	5	0	1	0	1	0	0	0	0	0	21	
7:05 AM	4	3	0	1	0	0	1	0	4	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	4	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
Scooters																	

Comments:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

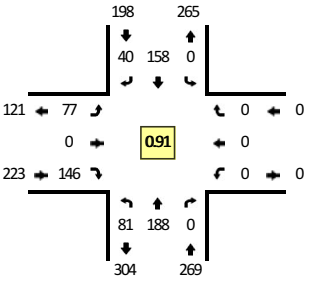
Type of peak hour being reported: Intersection Peak

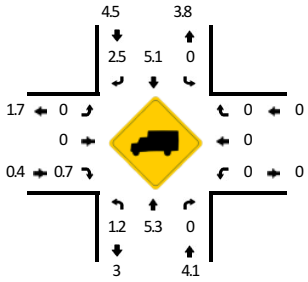
Method for determining peak hour: Total Entering Volume

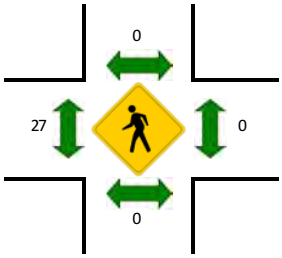
LOCATION: Broadway -- Clement Ave
CITY/STATE: Alameda, CA

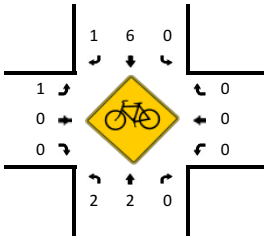
QC JOB #: 15746113
DATE: Thu, Mar 24 2022

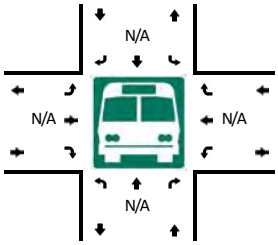
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

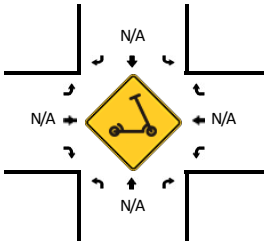












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Clement Ave (Eastbound)				Clement Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	10	23	0	1	0	12	1	0	6	0	8	0	0	0	0	0	61	
4:05 PM	6	16	0	0	0	11	5	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	685
5:00 PM	10	10	0	0	0	18	2	0	6	0	11	0	0	0	0	0	57	681
5:05 PM	5	12	0	0	0	9	3	0	7	0	16	0	0	0	0	0	52	677
5:10 PM	10	15	0	0	0	10	1	0	3	0	15	0	0	0	0	0	54	679
5:15 PM	9	14	0	0	0	11	5	0	4	0	10	0	0	0	0	0	53	684
5:20 PM	5	18	0	0	0	14	4	0	5	0	13	0	0	0	0	0	59	690
5:25 PM	3	19	0	0	0	12	1	0	4	0	12	0	0	0	0	0	51	672
5:30 PM	7	13	0	0	0	11	2	0	4	0	7	0	0	0	0	0	44	644
5:35 PM	8	15	0	0	0	7	0	0	7	0	6	0	0	0	0	0	43	639
5:40 PM	8	14	0	0	0	10	5	0	7	0	7	0	0	0	0	0	51	646
5:45 PM	7	10	0	1	0	15	5	0	10	0	9	0	0	0	0	0	57	651
5:50 PM	7	8	0	0	0	7	4	0	7	0	7	0	0	0	0	0	40	628
5:55 PM	15	13	0	0	0	9	3	0	1	0	13	0	0	0	0	0	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	8	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

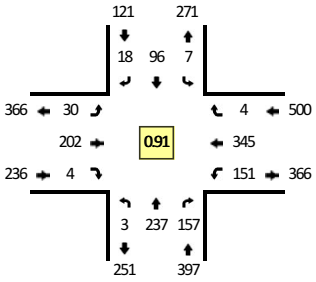
Type of peak hour being reported: Intersection Peak

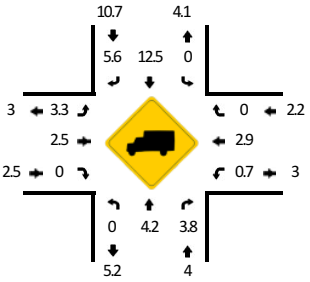
Method for determining peak hour: Total Entering Volume

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

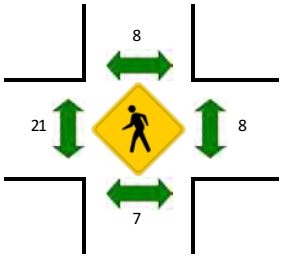
QC JOB #: 15746103
DATE: Thu, Mar 24 2022

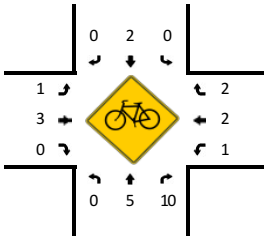
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

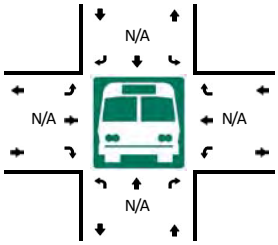


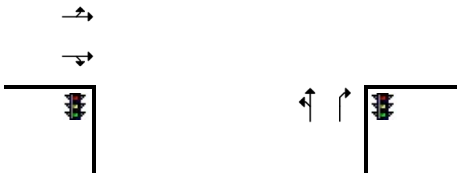


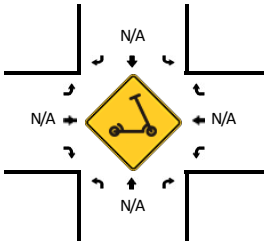
Quality Counts
DATA THAT DRIVES COMMUNITIES











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	4	0		0	8	0		0	12	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

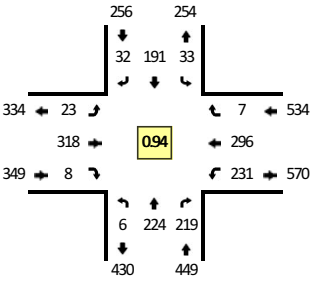
Type of peak hour being reported: Intersection Peak

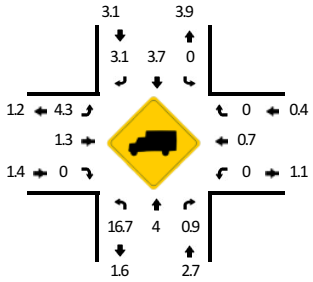
Method for determining peak hour: Total Entering Volume

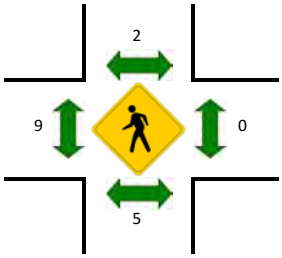
LOCATION: Broadway -- Tilden Way
CITY/STATE: Alameda, CA

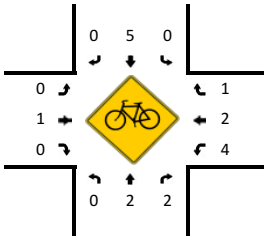
QC JOB #: 15746104
DATE: Thu, Mar 24 2022

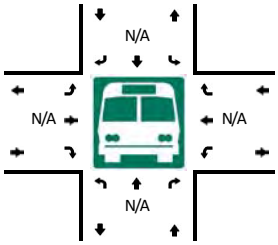
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

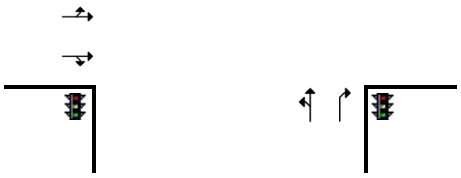


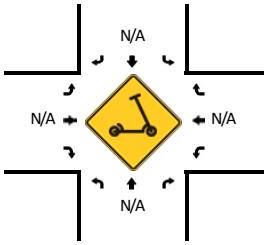












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Tilden Way (Eastbound)				Tilden Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	26	15	0	1	14	7	0	5	13	0	0	15	20	0	0	117	
4:05 PM	0	15	18	0	5	12	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	12	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

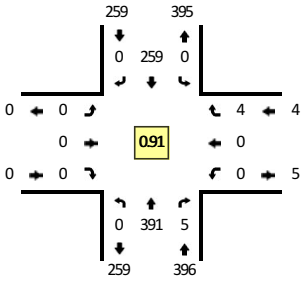
Type of peak hour being reported: Intersection Peak

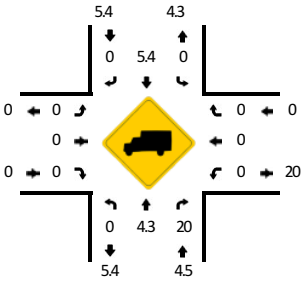
Method for determining peak hour: Total Entering Volume

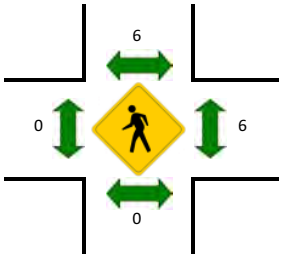
LOCATION: Broadway -- Eagle Ave
CITY/STATE: Alameda, CA

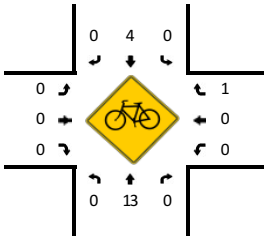
QC JOB #: 15746105
DATE: Thu, Mar 24 2022

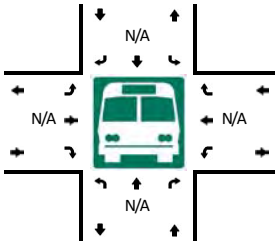
Peak-Hour: 8:00 AM -- 9:00 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

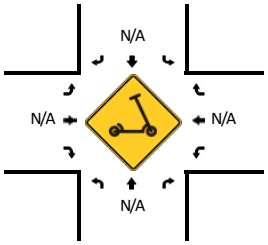












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Eagle Ave (Eastbound)				Eagle Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	15	0	0	0	6	0	0	0	0	0	0	0	0	0	0	21	
7:05 AM	0	18	0	0	0	4	0	0	0	0	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	4	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

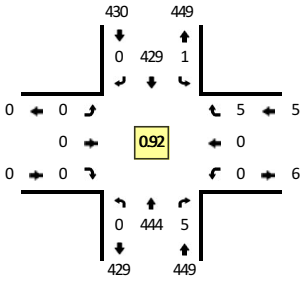
Type of peak hour being reported: Intersection Peak

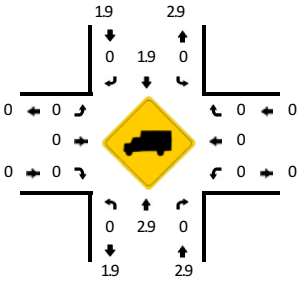
Method for determining peak hour: Total Entering Volume

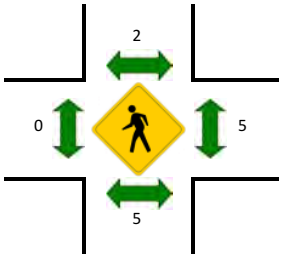
LOCATION: Broadway -- Eagle Ave
CITY/STATE: Alameda, CA

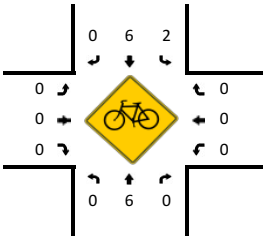
QC JOB #: 15746106
DATE: Thu, Mar 24 2022

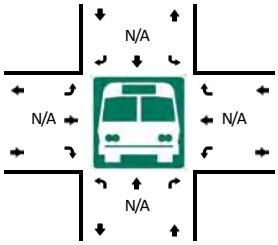
Peak-Hour: 4:55 PM -- 5:55 PM
Peak 15-Min: 5:35 PM -- 5:50 PM

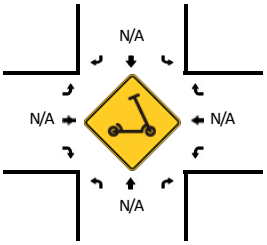












5-Min Count Period Beginning At	Broadway (Northbound)				Broadway (Southbound)				Eagle Ave (Eastbound)				Eagle Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	42	0	0	0	29	0	0	0	0	0	0	0	0	1	0	72	
4:05 PM	0	33	0	0	0	27	0	0	0	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	8	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:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

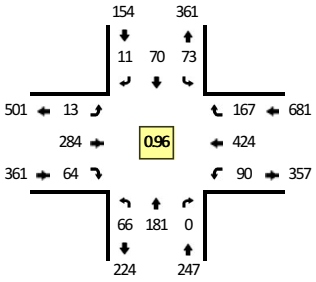
Type of peak hour being reported: Intersection Peak

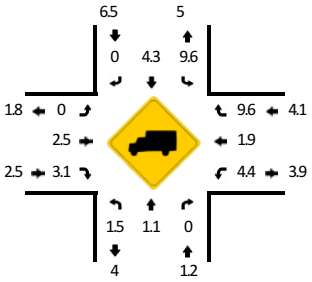
Method for determining peak hour: Total Entering Volume

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

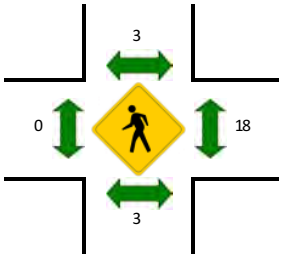
QC JOB #: 15746107
DATE: Thu, Mar 24 2022

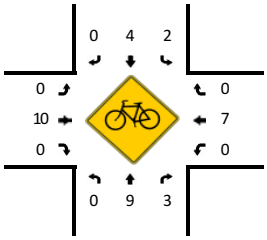
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

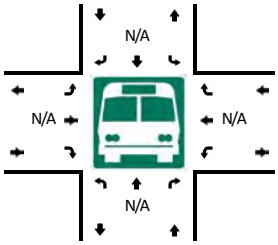


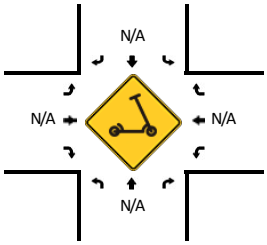


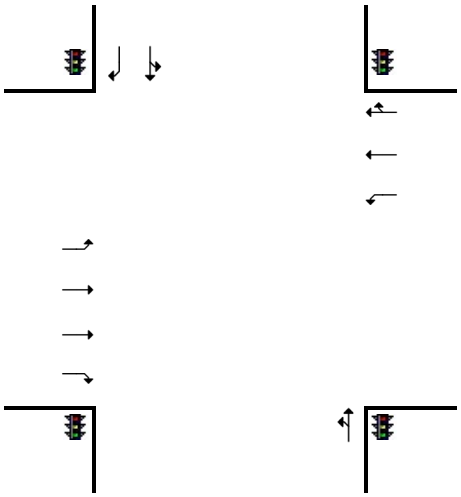
Quality Counts
DATA THAT DRIVES COMMUNITIES











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		12	4	0		0	4	0		4	0	12		36
Buses																	
Pedestrians		0				8				0				16			24
Bicycles	0	16	4		0	0	0		0	20	0		0	0	0		40
Scooters																	

Comments:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

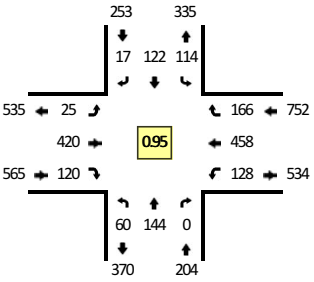
Type of peak hour being reported: Intersection Peak

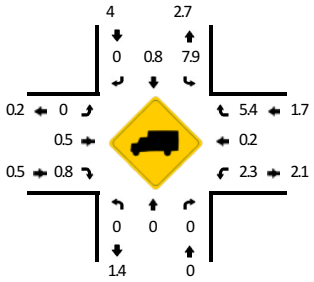
Method for determining peak hour: Total Entering Volume

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

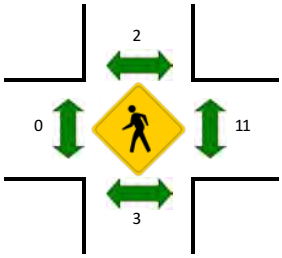
QC JOB #: 15746108
DATE: Thu, Mar 24 2022

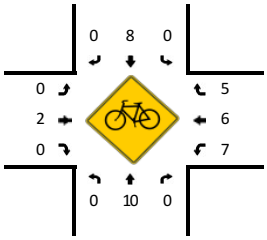
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:15 PM -- 5:30 PM

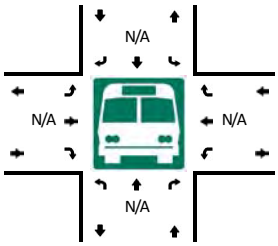


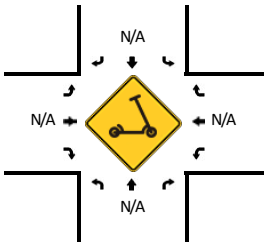


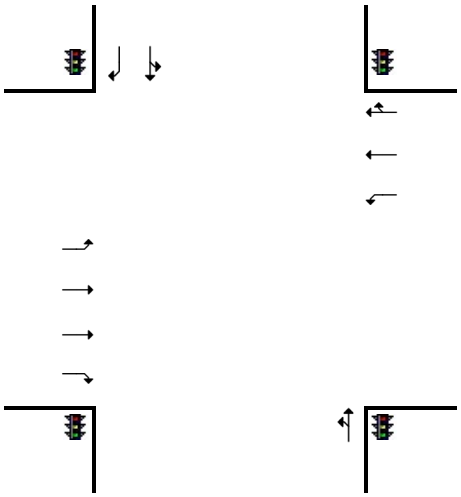
Quality Counts
DATA THAT DRIVES COMMUNITIES











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		16	0	0		0	4	0		0	0	8		28
Buses																	
Pedestrians		8				0				0				12			20
Bicycles	0	12	0		0	20	0		0	8	0		8	8	8		64
Scooters																	

Comments:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

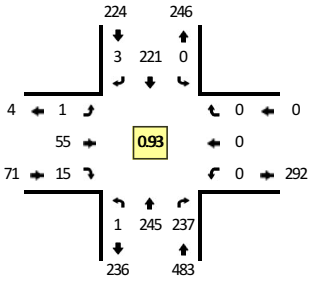
Type of peak hour being reported: Intersection Peak

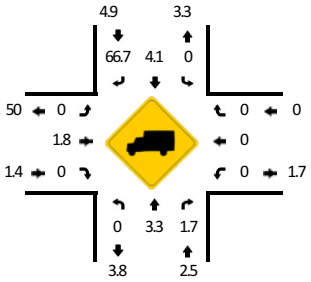
Method for determining peak hour: Total Entering Volume

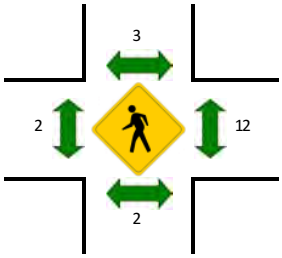
LOCATION: Fernside Blvd -- Pearl St
CITY/STATE: Alameda, CA

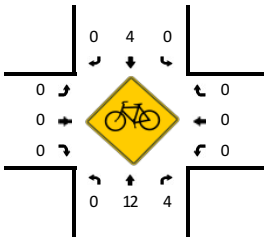
QC JOB #: 15746109
DATE: Thu, Mar 24 2022

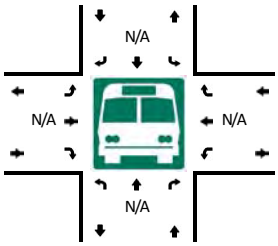
Peak-Hour: 7:55 AM -- 8:55 AM
Peak 15-Min: 7:55 AM -- 8:10 AM

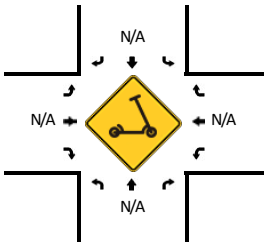












5-Min Count Period Beginning At	Fernside Blvd (Northbound)				Fernside Blvd (Southbound)				Pearl St (Eastbound)				Pearl St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	7	7	0	0	18	0	0	0	0	0	0	0	0	0	0	32	
7:05 AM	0	7	6	0	0	11	1	0	0	2	0	0	0	0	0	0	27	
7:10 AM	0	9	6	0	0	9	0	0	0	3	1	0	0	0	0	0	28	
7:15 AM	0	5	13	0	0	6	0	0	1	4	1	0	0	0	0	0	30	
7:20 AM	0	9	5	0	0	7	0	0	0	5	0	0	0	0	0	0	26	
7:25 AM	0	8	14	0	0	16	1	0	0	2	0	0	0	0	0	0	41	
7:30 AM	0	11	15	0	0	17	0	0	0	2	0	0	0	0	0	0	45	
7:35 AM	0	14	10	0	0	10	0	0	0	5	0	0	0	0	0	0	39	
7:40 AM	0	9	13	0	0	14	0	0	0	7	1	0	0	0	0	0	44	
7:45 AM	0	8	22	0	0	14	0	0	0	3	0	0	0	0	0	0	47	
7:50 AM	0	19	19	0	0	15	0	0	0	5	2	0	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	8	0		0	0	0		0	0	0		20
Buses																	
Pedestrians		0				0				0				12			12
Bicycles	0	20	4		0	0	0		0	0	0		0	0	0		24
Scooters																	

Comments:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

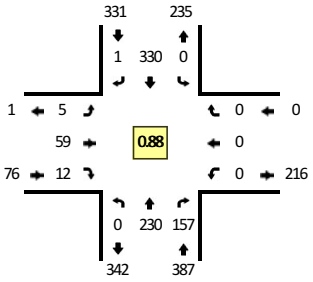
Type of peak hour being reported: Intersection Peak

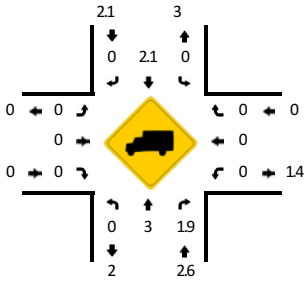
Method for determining peak hour: Total Entering Volume

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

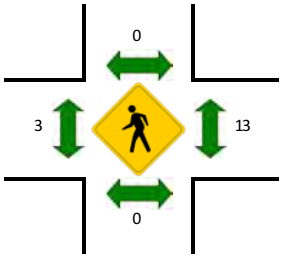
QC JOB #: 15746110
DATE: Thu, Mar 24 2022

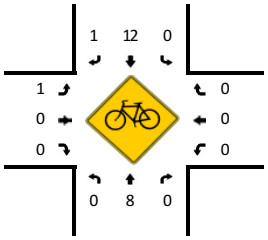
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

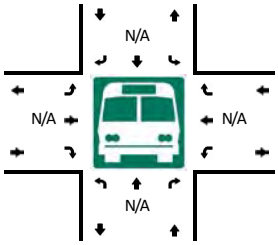


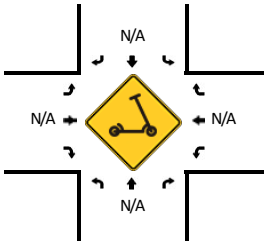


Quality Counts
DATA THAT DRIVES COMMUNITIES









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	12	0		0	0	0		0	0	0		40
Buses																	
Pedestrians		0				0				4				4			8
Bicycles	0	4	0		0	12	0		0	0	0		0	0	0		16
Scooters																	

Comments:

Report generated on 4/1/2022 4:02 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Appendix C: Signal Timing Sheets

TRAFFIC SIGNAL CONTROLLER SUMMARY

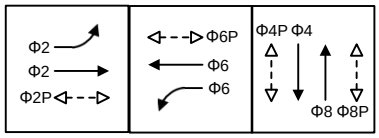
Intersection Number	Intersection Name	Address (PG&E)
019	Broadway & Tilden Way	1815 Broadway

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

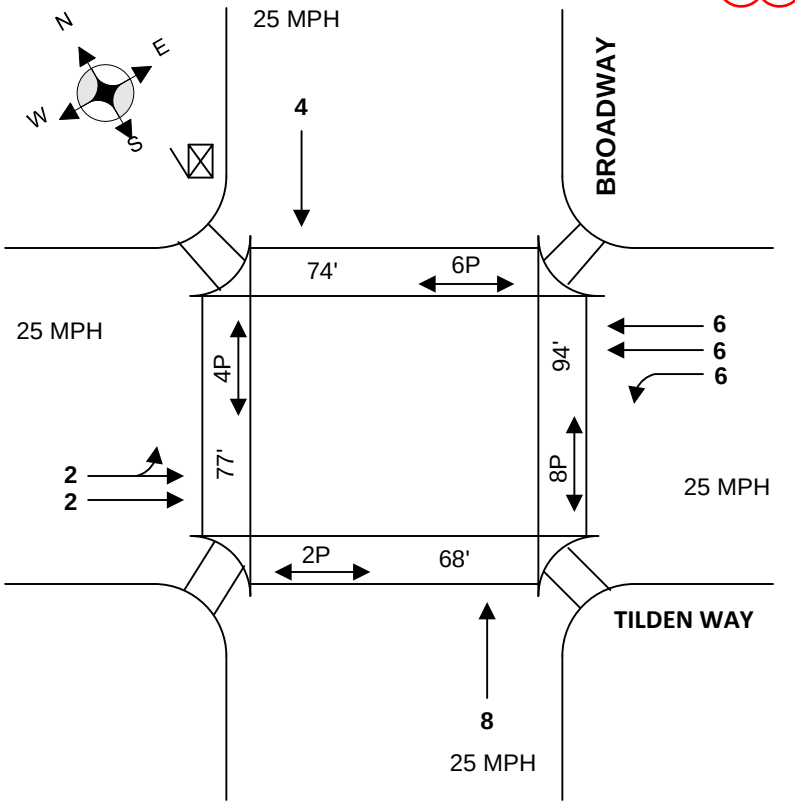
Hardware		
Controller & Firmware		Cobalt, 32.66.10
Cabinet Type		P44, TS2 Type 1
Battery Backup	☑	ZincBlue BBS (2-batteries)
Accessible/Audible Ped	☐	
EVP	☐	
Railroad Preempt	☐	
Photo Enforcement	☐	

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

FILENAME: 3_Broadway & Tilden Wy.vsd

```
****************************************
*   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	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
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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

```
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
```

timing parameters

TIMING PLAN [1] PHASE DATA

Annotation		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
		not used	EB	not used	SB	not used	WB	not used	NB	not used							
	PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Intial	MIN GRN	0	11	0	9	0	11	0	9	5	5	5	5	5	5	5	5
not used	BK MGRN	0	11	0	11	0	11	0	11	0	0	0	0	0	0	0	0
	CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	DLY GRN	0	4	0	4	0	4	0	4	0	0	0	0	0	0	0	0
Walk Time	WALK	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
not used	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
Flash Dont Walk	PED CLR	0	17	0	18	0	18	0	23	0	16	0	16	0	16	0	16
not used	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
Vehicle Extension	VEH EXT	0.0	1.5	0.0	2.8	0.0	1.5	0.0	2.8	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
not used	VH EXT2	0.0	2.2	0.0	3.5	0.0	2.2	0.0	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Green Time used to develop max split	MAX1	0	44	0	34	0	38	0	34	35	35	35	35	35	35	35	35
not used	MAX2	0	34	0	34	0	44	0	34	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 Time	YELLOW	0.0	3.6	0.0	4.1	0.0	3.6	0.0	4.1	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
All-Red Time	RED CLR	0.0	1.2	0.0	1.0	0.0	1.2	0.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
not used	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	0.0	2.0	0.0	2.0	0.0	2.0	0.0	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	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

TIMING PLAN [2] PHASE DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	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 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     *
*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
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     *
*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 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
OVERIDE 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 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
OVERIDE 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 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
OVERIDE 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 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
OVERIDE 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 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
OVERIDE 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
OVERIDE 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]
```

```
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  . . . . . . . . . . . . . . . .
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
```

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/ 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     *
*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]

DET	PH	[ADDITIONAL PHASE CALLS] 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	. . . . .	S-STANDARD
45	0	. . . . .	S-STANDARD
46	0	. . . . .	S-STANDARD
47	0	. . . . .	S-STANDARD
48	0	. . . . .	S-STANDARD
49	0	. . . . .	S-STANDARD
50	0	. . . . .	S-STANDARD
51	0	. . . . .	S-STANDARD
52	0	. . . . .	S-STANDARD

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

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

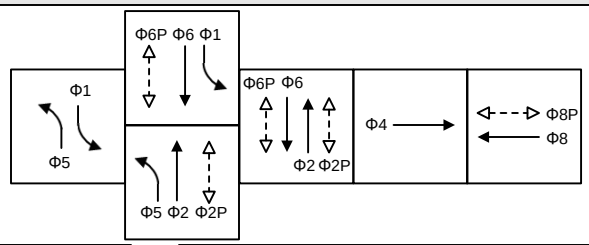
Intersection Number	Intersection Name	Address (PG&E)
020	Fernside Boulevard & Tilden Way	2700 Fernside Blvd

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

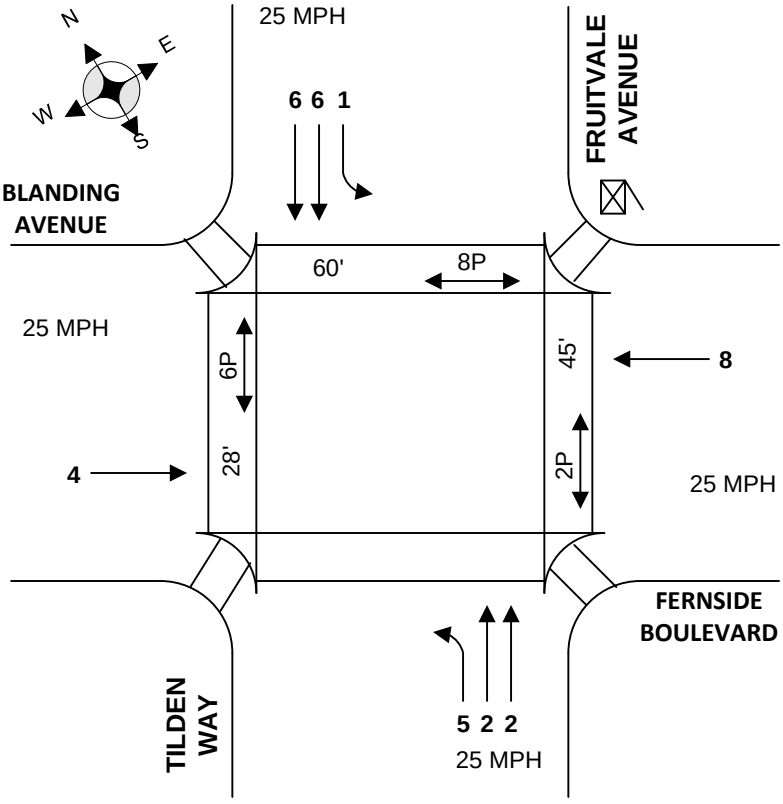
Hardware		
Controller & Firmware		Cobalt, 32.67.20
Cabinet Type		P44, TS2 Type 1
Battery Backup	☑	ZincBlue BBS (2-batteries)
Accessible/Audible Ped	☐	
EVP	☐	
Railroad Preempt	☐	
Photo Enforcement	☐	

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

Phase Diagram



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

FILENAME: 4_Fernside Bl & Blanding Av & Tilden Wy.vsd

```
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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 /OVLP	TYPE	DIMMING R	Y	G	D	---FLASH--- 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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*                                      *
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*                                      *
*                                      *
*                                      *
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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
```

timing parameters

WBL EBT not used SB EBL WBT not used NB not used

Min Intial
Walk Time
Flash Dont Walk
Vehicle Extension
Max Green Time used to develop max split
Yellow Time
All-Red Time
Min Gap

```
TIMING PLA
  PHASE      1    2    3    4    5    6    7    8    9   10   11   12   13   14   15   16
MIN GRN      7    6    0    7    7    5    0    7    5    5    5    5    5    5    5    5
BK MGRN      9   11    0   11    9   11    0   11    0    0    0    0    0    0    0    0
CS MGRN      5    0    0    0    5    0    0    0    0    0    0    0    0    0    0    0
DLY GRN      0    5    0    0    0    5    0    5    0    0    0    0    0    0    0    0
WALK         0    8    0    0    0    8    0    8    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    0    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    2.5  3.8  0.0  3.0  3.0  3.8  0.0  3.0  5.0  5.0  5.0  5.0  5.0  5.0  5.0  5.0
VE EXT2    2.5  4.1  0.0  3.9  2.9  4.1  0.0  3.9  0.0  0.0  0.0  0.0  0.0  0.0  0.0  0.0
MAX1        25   46    0   19   10   46    0   23   35   35   35   35   35   35   35   35
MAX2        19   36    0   23   21   36    0   21   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  3.6  0.0  3.6  3.0  3.6  0.0  3.6  3.0  3.0  3.0  3.0  3.0  3.0  3.0  3.0
RED CLR    1.0  1.0  0.0  1.0  1.0  1.0  0.0  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
```

```
TIMING PLAN [  2] PHASE DATA
  PHASE      1    2    3    4    5    6    7    8    9   10   11   12   13   14   15   16
MIN GRN      5    5    5    5    5    5    5    5    5    5    5    5    5    5    5    5
BK MGRN      0    0    0    0    0    0    0    0    0    0    0    0    0    0    0    0
```

CS MGRN	0	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	0
WALK	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0
WALK2	0	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	0
PED CLR	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0
PD CLR2	0	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	0
PED CO	0	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	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	0.0
MAX1	35	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	40
MAX3	0	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	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	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	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	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	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	2.0
ACT B4	0	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	0.0
MAX INT	0	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	0
CARS WT	0	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	0.0
TTREDUC	0	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	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

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
```

Time of Day Splits Start Here

```
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 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
OVERIDE 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 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
OVERIDE 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 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
OVERIDE 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 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
OVERIDE 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 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
OVERIDE 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
OVERIDE 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
```

```
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]
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  . . . . . .
```

```
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
```

```
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		
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CONFIGURATION	100-1049-001	L3000,17
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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]

DET	PH	[ADDITIONAL PHASE CALLS 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	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	S-STANDARD
45	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	S-STANDARD
46	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	S-STANDARD
47	0	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	S-STANDARD

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 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
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```
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
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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
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```
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    . . . . . . . . . . . . . . . .
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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
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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
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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
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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. 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

```
****************************************
*   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
```


```
****************************************
*   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

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O/S		
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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

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

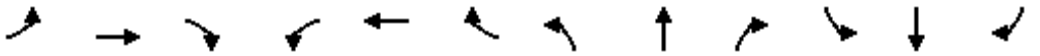
Intersection	
Int Delay, s/veh	6.4

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	0	-	0
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	-	-



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.

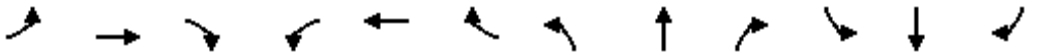
Intersection	
Int Delay, s/veh	0.1

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	NBR	WBLn1	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	-



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	-	-