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# Transportation Impact Study

# PROPOSED RESIDENTIAL DEVELOPMENT

Coscorp Joshua Creek OAKVILLE, ONTARIO

July 2022 Project No: NT-22-128 DRAFT

#### 520 Industrial Parkway South, Suite 201 Aurora ON L4G 6W8

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NextEng Consulting Group Inc.

July 4, 2022

**Attention: Tom Baskerville** 

Coscorp Inc. 6625 Kitimat Road, Unit 58 Mississauga, ON L5N 6J1

Re: Transportation Impact Study

Proposed Residential Development - Draft Plan of Subdivision

Part of Lot 10 Concession 1, Town of Oakville

Our Project No. NT-22-128

Nextrans Consulting Engineers (a Division of NextEng Consulting Group Inc.) is pleased to present the enclosed Transportation Impact Study for the above noted site in support of a proposed draft plan of subdivision for a proposed residential development.

The proposed residential development is located south of Burnhamthorpe Road E, north of Dundas Street East between Eighth Line and Ninth Line in the North Oakville East Secondary Plan, in the Town of Oakville. The subject site is currently vacant. The proposed residential development consists of a total 181 residential dwelling units, with 129 single-detached and 52 street townhouse units. The proposed development access is provided via internal public streets connecting to Mattamy Joshua Creek Phase 3, and eventually to Burnhamthorpe Road E via future proposed draft plan of subdivisions to the north. Under the interim conditions where the proposed draft plans of subdivision to the north are not completed, the anticipated traffic from the proposed development will be routing primarily to and from Dundas Street via John McKay Boulevard, Meadowridge Drive and William Cutmore Boulevard, as well as Eighth Line via Wheat Boom Drive. The proposed development will also protect for future Street C and Street A extensions to the west and north, respectively.

The transportation impact study is prepared in accordance with the Town of Oakville and the Region of Halton Transportation Impact Study guidelines, and consistent with background transportation studies conducted in the area. Nextrans acknowledged that some of the information from this Study has utilized and referenced from the GHD Traffic Impact Study dated April, 2022 prepared on behalf of Mattamy Joshua Creek Phase 3 proposed plan of subdivision with permission from GHD and Mattamy. This is to ensure consistency. The Study concludes that the proposed development can adequately be accommodated by the existing and future transportation network, future transit services for the area, as well as the recommended measures identified in this report.

We trust the enclosed sufficiently addresses your needs. Should you have any questions, please do not hesitate to contact the undersigned.

Yours truly,

**Nextrans Consulting Engineers** 

A Division of NextEng Consulting Group Inc.

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**Report Submission Record** 

Identification	Date	Description of issued and/or revision
Draft Report	July 4, 2022	For Project Team Review

# **EXECUTIVE SUMMARY**

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Coscorp Inc. (the 'Client') to undertake a Transportation Impact Study in support of a proposed draft plan of subdivision for a proposed residential development. The proposed residential development is located south of Burnhamthorpe Road E, north of Dundas Street East between Eighth Line and Ninth Line in the North Oakville East Secondary Plan, in the Town of Oakville.

The transportation impact study is prepared in accordance with the Town of Oakville and the Region of Halton Transportation Impact Study guidelines, and consistent with background transportation studies conducted in the area.

Nextrans acknowledged that some of the information from this Study has utilized and referenced from the GHD Traffic Impact Study dated April, 2022 prepared on behalf of Mattamy Joshua Creek Phase 3 proposed plan of subdivision with permission from GHD and Mattamy. This is to ensure consistency.

#### **Proposed Development**

The subject site is currently vacant. The proposed residential development consists of a total 181 residential dwelling units, with 129 single-detached and 52 street townhouse units.

# **Proposed Development Access**

The proposed development access is provided via internal public streets connecting to Mattamy Joshua Creek Phase 3 proposed draft plan of subdivision, and eventually to Burnhamthorpe Road E via future proposed draft plan of subdivisions to the north.

Under the interim conditions where the proposed draft plans of subdivision to the north are not completed, the anticipated traffic from the proposed development will be routing primarily to and from Dundas Street via John McKay Boulevard, Meadowridge Drive and William Cutmore Boulevard, as well as Eighth Line via Wheat Boom Drive.

The proposed development will also protect for future Street C and Street A extensions to the west and north, respectively.

#### **Capacity Analysis**

The proposed development is expected to generate:

- 115 total two-way trips (31 inbound and 84 outbound) and 153 total two-way trips (94 inbound and 59 outbound) during the morning and afternoon peak hours, respectively;
- 21 total two-way non-auto trips (6 inbound and 15 outbound) and 28 total two-way non-auto trips (17 inbound and 11 outbound) during the morning and afternoon peak hours, respectively; and
- 94 total two-way auto trips (25 inbound and 69 outbound) and 125 total two-way auto trips (77 inbound and 48 outbound) during the morning and afternoon peak hours, respectively

#### **Auto Mode Assessment**

Based on the intersection capacity analysis, under the existing conditions, all intersections considered in the analysis are expected to operate at acceptable levels of service, with the exception of the westbound through movement at Dundas Street E/Ninth Line during the afternoon peak hour. This is due to the heavy through movement, however, it is a typical condition at the major arterial in the Region and in the Town of Oakville. This critical movement will be addressed through the completion of William Halton Parkway and Burnhamthorpe Road E in the future.

Based on the intersection capacity analysis, under the future background and future total traffic conditions, the analysis the analysis indicates that the intersections considered are expected to operate at acceptable levels of service. However, there is a number of critical movements. This can be explained with the following:

- The Secondary Plan Area fine grid road network is not completed at this time and under this horizon year
- Once the complete road network identified in the Secondary Plan Area is completed, it is expected that the traffic will not be concentrating at the critical movements
- Especially with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway
- It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area
- The intersection of Dundas Street E/Ninth Line is expected to operate near or at capacity. This is due to the heavy through traffic volumes in this direction coming from Highway 403 and Mississauga. However, this type of movement is typical at any major arterial intersections in the Great Toronto Area and in the Region of Halton. It is Nextrans' opinion that the east-west capacity will be addressed as part of the future improvements on Burnhamthorpe Road E and completion of William Halton Parkway

However, It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area. In addition, with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway.

Based on this assessment and provision, it is Nextrans' opinion that no improvements should be implement under this horizon year for the intersections located along Dundas Street E. Nextrans recommends that the Region and the Town monitor these intersections in the future and make appropriate signal timing adjustments in the interim conditions. A monitoring program is also required in the future once all the road network is completed to ensure that signal timing and lane configurations are appropriate for the area.

It should be noted that the proposed development has negligible or no impacts on the existing and future intersections along Dundas Street E. The internal intersections are also expected to have minimum traffic volumes and delay or queue.

#### Active Transportation Mode Assessment

#### Walking

Under the existing conditions, sidewalks are available on the established sides of the street such as Dundas Street E, Eighth Line, Postridge Drive, Trafalgar Road, Prince Michael Drive, Meadowridge Drive and Ninth Line. This sidewalk network is complete and appropriate for the existing communities; however, the future communities will need similar complete sidewalk network.

It is Nextrans' understanding that sidewalks will be provided on both sides of all internal streets within the North Oakville Secondary Plan to facilitate pedestrians. Therefore, in the future, a complete sidewalk network will be provided and constructed by the proposed developments in the area. For an illustration of the big picture in the Joshua's Meadows Community, **Figure 16** of this Study illustrates the Town of Oakville Proposed Pedestrian Network Phasing (*excerpt from the Town of Oakville 2017 ATMP, Map 8*). On this basis, sidewalks will be provided on all of the proposed internal roads within the subject development, as per the Town of Oakville requirements and standards.

#### Cycling

Currently, there are dedicated cycling routes along Ninth Line south of Dundas Street E. There are also multi-use trails along Dundas Street E in the vicinity of the study area. It is Nextrans' understanding that a complete active transportation network (sidewalk and cycling facilities) will be constructed as part of the North Oakville Secondary Plan communities in the future.

Similar to the walking network, it is Nextrans' understanding that cycling facilities will be constructed in phases, as per the Town's proposed cycling network phasing and priority projects. For an illustration of the big picture in the Joshua's Meadows Community, **Figure 17** of this Study illustrates the Town of Oakville Proposed Cycling Network Phasing and Priority Projects (*excerpt from the Town of Oakville 2017 ATMP, Map 9*), with **Figure 18** of this Study illustrating the North Oakville Trails Plan (Updated as of 2019). On this basis, the proposed development will support the Town's initiative with regards to the cycling facility, where appropriate

#### **Transit Mode Assessment**

The area is current serviced by two existing Oakville Transit Bus Routes 1 Trafalgar, 24 South Common and 20 Northridge.

As indicated, the proposed development is expected to generate 21 total two-way non-auto trips (6 inbound and 15 outbound) and 28 total two-way non-auto trips (17 inbound and 11 outbound) during the morning and afternoon peak hours, respectively. It is Nextrans' opinion that the proposed development transit ridership can be easily accommodated by the existing transit service, as well as the future proposed transit service in the area without additional improvements beyond what already been planned for the area.

Based on Nextrans' review of the future proposed transit network to the Joshua's Meadows Community, there will be:

- Primary transit routes running along Burnhamthorpe Road E, Postridge Drive, Meadowridge Drive and Eighth
  Line
- Secondary transit routes running along Prince Michael Drive, Wheat Boom Drive, and new east-west collector road south of Burnhamthorpe Road E; and
- Inter-regional transit route along Highway 407

As the proposed development will be located close to the future primary roue on Burnhamthorpe Road E, and secondary routes on the future east-west road and Prince Michael Drive, it is Nextrans' opinion that the proposed development will have good transit service in the future.

#### **Transportation Demand Management Measures and Incentives**

The Report identifies and recommends appropriate Transportation Demand Management measures and incentives to support active transportation and transit, to meet the objectives and requirements of the Town and the Region. These potential measures are included in Section 8 of this Study.

#### **Study Conclusions and Recommendations**

Based on the findings of this Study, the following recommendations are provided:

- The Town approves the proposed draft plan of subdivision:
- The proposed development building sidewalks along both sides of the internal subdivision streets;
- The proposed development implements the TDM measures and incentives identified in this report to support
  active transportation and transit and to reduce the numbers of single-occupant-vehicle trips to and from the
  proposed development;
- Minimize pavement and lane width where possible to facilitate pedestrian/cyclist crossing; and
- No additional physical improvements for the area at this time to accommodate the proposed development, under the future background and future total conditions.

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# 1.0 INTRODUCTION

Nextrans Consulting Engineers (A Division of NextEng Consulting Group Inc.) was retained by Coscorp Inc. (the 'Client') to undertake a Transportation Impact Study in support of a proposed draft plan of subdivision for a proposed residential development. The proposed residential development is located south of Burnhamthorpe Road E, north of Dundas Street East between Eighth Line and Ninth Line in the North Oakville East Secondary Plan, in the Town of Oakville. The location of the proposed development is illustrated in **Figure 1**.

The transportation impact study is prepared in accordance with the Town of Oakville and the Region of Halton Transportation Impact Study guidelines, and consistent with background transportation studies conducted in the area.

Nextrans acknowledged that some of the information from this Study, especially the traffic turning movement counts, have utilized and referenced from the GHD Traffic Impact Study dated April, 2022 that was prepared on behalf of Mattamy Joshua Creek Phase 3 proposed draft plan of subdivision with permission from GHD and Mattamy. This is to ensure consistency.

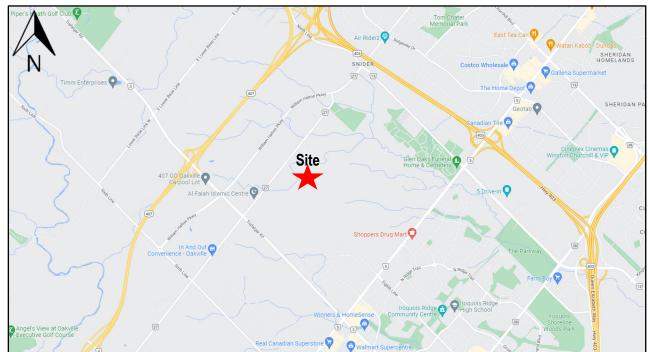


Figure 1 – Proposed Development Location

Source: Google Map

The subject site is currently vacant. The proposed residential development consists of a total 181 residential dwelling units, with 129 single-detached and 52 street townhouse units.

The proposed development access is provided via internal public streets connecting to Mattamy Joshua Creek Phase 3 proposed draft plan of subdivision, and eventually to Burnhamthorpe Road E via future proposed draft plan of subdivisions to the north. The proposed development will protect for future Street C and Street A extensions to the west and north, respectively.

Under the interim conditions where the proposed draft plans of subdivision to the north are not completed, the anticipated traffic from the proposed development will be routing primarily to and from Dundas Street via John McKay Boulevard, Meadowridge Drive and William Cutmore Boulevard, as well as Eighth Line via Wheat Boom Drive. The proposed development will also protect for future Street C and Street A extensions to the west and north, respectively.



**Figure 2** illustrates the proposed development site plan.

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Figure 2 - Proposed Draft Plan of Subdivision

# 2.0 EXISTING CONDITION ASSESSMENT

# 2.1. Existing Road Network

As indicated, the proposed residential development is located south of Burnhamthorpe Road E, north of Dundas Street East between Eighth Line and Ninth Line in the North Oakville East Secondary Plan, in the Town of Oakville. The description of the existing road network in the study area is summarizes in **Table 1** below.

Number of Posted/Assumed **Road Name** Jurisdiction **Road Type** Sidewalk/Cycling Lanes Speed Major Arterial **Dundas Street E** Halton Region 5 70 km/h Sidewalk on south side only 4 south of Sidewalk on both sides of Town of **Dundas St** the street south of Eighth Line 50 km/h Collector Road Oakville and 2 north of Dundas/north side is under **Dundas St** construction Wheat Boom Town of Sidewalk on both sides of 2 50 km/h Collector Road Oakville Drive the street/under construction Town of Meadowridge Sidewalk on both sides of 2 50 km/h Minor Collector Drive Oakville the street William Cutmore Town of 2 50 km/h Minor Collector Under construction Boulevard Oakville No sidewalk north of Dundas Street, sidewalk on 60 km/h Ninth Line Halton Region Major Arterial the east side south of 4 Dundas Street and bicycle lanes Prince Michael Town of 2 50 km/h Major Collector Under construction Drive Oakville

Table 1 – Summary of the Existing Road Network in the Study Area



Figure 3 illustrates the existing lane configurations and traffic control devices for the intersections considered in the analysis.

#### 2.2. Existing and Previously Proposed Active Transportation Network and Assessment

Nextrans has reviewed the existing active transportation network in the area based on site visit and review of the Town of Oakville 2017 Active Transportation Master Plan (ATMP). As the North Oakville Secondary Plan Area is under construction, the inclusion of the ATMP maps is appropriate at this time.

**Figures 4** and **5** illustrate the existing and previously proposed active transportation network in the study area, based on the excerpt from the Town of Oakville 2017 ATMP.

#### Walking

Under the existing conditions, sidewalks are available on the established sides of the street such as Dundas Street E, Eighth Line, Postridge Drive, Trafalgar Road, Prince Michael Drive, Meadowridge Drive and Ninth Line.

As other streets are currently under construction, sidewalks will be available once these streets are completed as part of the proposed developments in the North Oakville Secondary Plan.

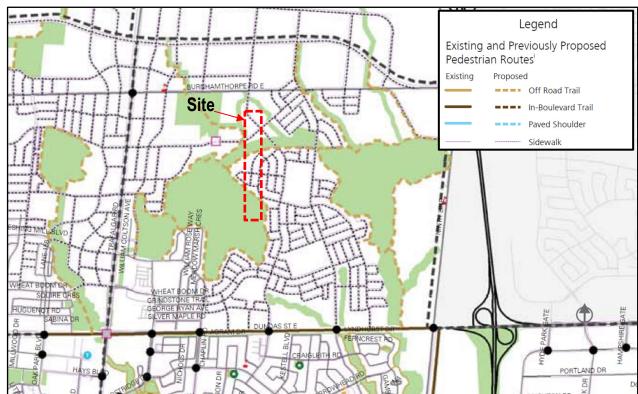


Figure 4 – Existing and Previously Proposed Pedestrian Conditions

### Cycling

Currently, there are dedicated cycling routes along Ninth Line south of Dundas Street E. There are also multi-use trails along Dundas Street E in the vicinity of the study area. It is Nextrans' understanding that a complete active transportation network (sidewalk and cycling facilities) will be constructed as part of the North Oakville Secondary Plan communities in the future.



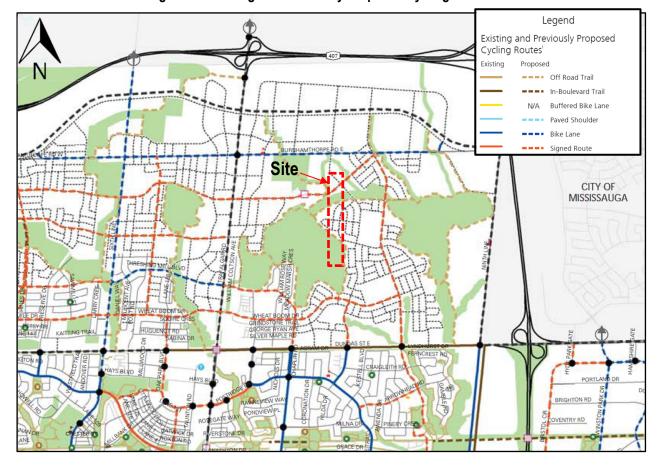


Figure 5 – Existing and Previously Proposed Cycling Conditions

# 2.3. Existing Oakville Transit System

The area is current serviced by two existing Oakville Transit Bus Routes 1 Trafalgar, 24 South Common and 20 Northridge. **Figure 6** illustrates the existing Oakville Transit System.

Below are the bus route descriptions based on the information provided on the Oakville Transit Website (<a href="https://www.oakvilletransit.ca/schedules-and-maps.html">https://www.oakvilletransit.ca/schedules-and-maps.html</a>):

- Route 1 Trafalgar The Trafalgar Route travels generally in the north-south direction from Oakville GO Train
  Station to Highway 407 GO Oakville Carpool Lot. This service runs early in the morning until after midnight
  during the weekday. The service frequency is approximately 60-minute all day.
- Route 20 Northridge The Northridge route travels north south and east-west from Oakville GO Train Station
  to Walmart Supercentre located south-west of the Trafalgar Road/Dundas Street E intersection. This service
  runs 7 days a week from the early morning until 11 pm. The service frequency is approximately 30-minute during
  the weekday peak periods and approximately 60-minute during the weekend.
- Route 24 South Common The South Common route travels north south and east-west from Oakville GO Train Station to South Common Centre in the City of Mississauga located near Erin Mills Parkway and Burnhamthorpe Road W. This service runs 7 days a week from the early morning until midnight. The service frequency is approximately 15-minute during the weekday peak periods and approximately 30-minute during the weekend.



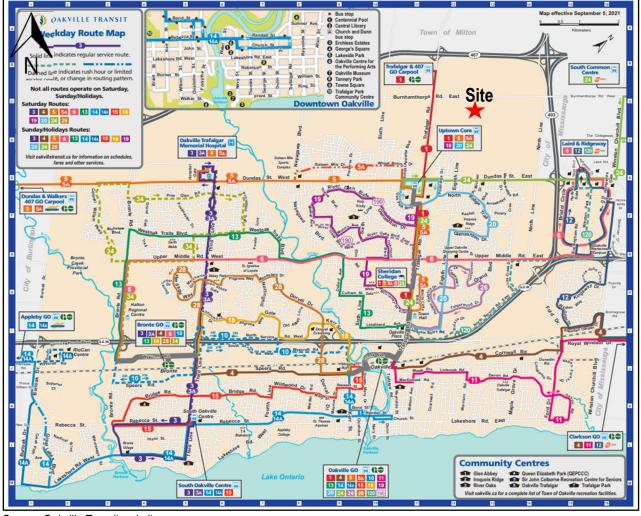


Figure 6 - Existing Oakville Transit Network

Source: Oakville Transit website

# 2.3. Existing Area Context

Nextrans has conducted a comprehensive review of the area. The proposed development is located within the approved North Oakville East Secondary Plan, Joshua's Meadows residential community bounded by Dundas Street E to the south, Burnhamthorpe Road E to the north, Trafalgar Road to the west and Ninth Line to the east, in the Town of Oakville.

This area will be built into a vibrant community with complete network of sidewalk and cycling facilities, along with future Oakville Transit service extension to the area. **Figure 7** illustrates the North Oakville East Secondary Plan Community Organization (OPA No. 272, February 2008).



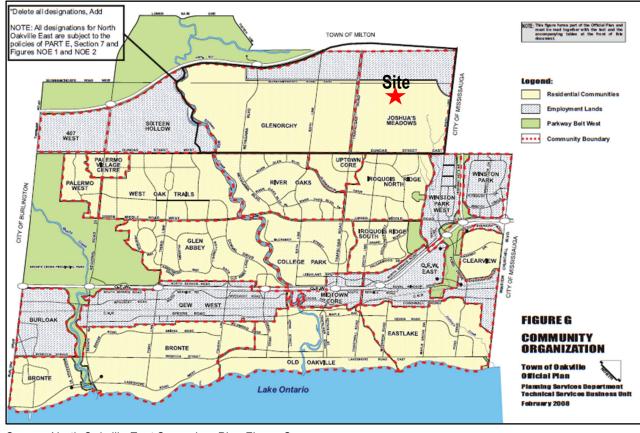


Figure 7 - North Oakville East Secondary Plan

Source: North Oakville East Secondary Plan Figure G

# 2.4. Existing Traffic Volumes

Nextrans has reviewed all of the background traffic impact studies prepared in the general area. Recently, GHD has prepared a Traffic Impact Study dated April, 2022 in support of Mattamy Joshua Creek Phase 3 proposed residential development located immediately to the east of the subject site. In review of this Study and discussion with GHD, Nextrans concurred that it is not appropriate to conduct new traffic counts at this time due to the on-going pandemic, especially with new variant and monkeypox disease.

For these reasons, Nextrans has obtained permission from GHD and Mattamy to use the existing traffic counts in 2019 (pre-pandemic) that were utilized in the GHD Study for consistency. Accordingly, these traffic volumes have been projected to 2022 conditions using 2% growth per annum. Similar numbers of intersections are also considered in this Study. On this basis, the Turning movement counts are summarized in **Appendix A**. The existing volumes are illustrated in **Figure 8**.

# 2.5. Existing Condition Assessment

The existing volumes in **Figure 8** were analyzed using Synchro Version 11 software. The methodology of the software follows the procedures described and outlined in the Highway Capacity Manual, HCM 2000, published by the Transportation Research Board. It should be noted that the printouts for unsignalized intersections are based on HCM outputs and the results for signalized intersections are based on Synchro so that queues and more detailed information can be provided. The results are provided in **Appendix B** and summarized in **Table 2**.

# 2.6. Finding Summary

Based on the intersection capacity analysis, under the existing traffic conditions, all intersections considered in the



analysis are operating at acceptable levels of service, with the exception of the westbound through movement at the Ninth Line/Dundas Street E. This is due to the heavy through traffic volumes in this direction coming from Highway 403 and Mississauga. However, this type of movement is typical at any major arterial intersections in the Great Toronto Area and in the Region of Halton. It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area.

Table 2 – 2022 Existing Levels of Service

		Week	day AM Peak	Hour	Week	day PM Peak	Hour	Available
Intersection	Movement	LOS (v/c)	Delay (s)	95 <sup>th</sup>	LOS (v/c)	Delay (s)	95 <sup>th</sup>	Storage
		, ,		Queue (m)	` '		Queue (m)	Length (m)
	Overall	B (0.66)	18	2	B (0.71)	11	0	445
	EB – L	A (0.03)	5	3	A (0.05)	6	2	~115
	EB – T	B (0.66)	15	180	B (0.45)	15	104	~300
	EB – R	A (0.11)	4	13	A (0.19)	2	12	~75
D 1 01 151	WB – L	B (0.31)	12	14	B (0.51)	16	40	~155
Dundas Street E/	WB – T	B (0.34)	16	103	A (0.71)	6	100	~585
Eighth Line	WB – R	A (0.02)	3	4	A (0.06)	2	2	~85
(signalized)	NB – L	E (0.65)	61	61	E (0.66)	60	64	~45
	NB – T	D (0.06)	41	11	D (0.09)	41	15	~255
	NB – R	B (0.41)	16	28	A (0.30)	9	16	~30
	SB – L	D (0.38)	49	38	D (0.13)	42	17	~45
	SB – T	D (0.18)	44	25	D (0.04)	40	9	~310
	SB – R	A (0.08)	0	0	A (0.03)	0	0	~25
	Overall	A (0.63)	5		B (0.69)	14	_	_
Dundas Street E/	EB – T	A (0.63)	3	22	A (0.44)	8	35	~585
Prince Michael Drive/	EB – R	A (0.10)	0	0	A (0.15)	1	2	~75
John McKay Blvd	WB – L	C (0.31)	29	22	B (0.59)	12	47	~125
(unsignalized)	WB – T	A (0.29)	2	16	B (0.69)	16	233	~570
(unoignalizou)	NB – L	E (0.48)	59	47	E (0.62)	62	62	~65
	NB – R	B (0.56)	16	25	B (0.48)	10	20	~30
	Overall	A (0.76)	9		A (0.69)	5		
	EB – T	A (0.74)	6	39	A (0.42)	8	39	~570
Dundas Street E/	EB – R	A (0.05)	1	1	A (0.07)	2	3	~80
Meadowridge Drive	WB – L	D (0.44)	45	27	B (0.54)	16	20	~140
(signalized)	WB – T	A (0.32)	4	26	A (0.69)	1	1	~330
	NB – L	D (0.20)	47	23	E (0.25)	58	23	~40
	NB – R	D (0.76)	37	62	B (0.52)	15	21	~100
	Overall	B (0.68)	10		A (0.82)	9		
	EB – L	A (0.08)	6	4	D (0.53)	40	31	~100
Dundas Street E/	EB – T	B (0.68)	11	211	A (0.37)	3	45	~335
William Cutmore Blvd	WB – T	A (0.31)	2	19	B (0.82)	10	34	~500
(signalized)	WB – R	A (0.04)	1	0	A (0.12)	0	0	~85
	SB – L	E (0.65)	70	55	E (0.56)	67	44	~45
	SB – R	B (0.30)	14	14	B (0.27)	16	13	~30
	Overall	C (0.95)	30		E (1.20)	73		
	EB – L	B (0.51)	11	43	D (0.69)	42	49	~225
	EB – T	C (0.90)	29	285	D (0.59)	41	145	~500
	EB – R	A (0.41)	9	34	B (0.26)	17	40	~85
	WB – L	C (0.52)	29	37	C (0.61)	26	32	~230
Dundas Street E/	WB – T	C (0.40)	22	79	F (1.20)	128	352	~255
Ninth Line	WB – R	A (0.15)	4	12	A (0.19)	9	21	~85
(signalized)	NB – L	F (0.95)	87	68	D (0.83)	47	111	~160
	NB – T	D (0.45)	46	53	D (0.66)	41	111	~485
	NB – R	A (0.36)	9	19	D (0.94)	54	181	~130
	SB – L	D (0.58)	40	56	C (0.42)	27	30	~130
	SB – T	D (0.73)	54	89	C (0.28)	34	46	~810
	SB – R	A (0.25)	9	15	B (0.35)	14	35	~55
Eighth Line/	EB – L	A (0.00)	0	0	A (0.00)	0	0	~30
Threshing Mill Blvd/	EB – R	A (0.03)	9	1	A (0.02)	9	0	~30
Wheat Boom Drive	NB – TL	A (0.01)	1	0	A (0.02)	1	0	~300
(unsignalized)	SB – TR	A (0.12)	0	0	A (0.04)	0	0	~300



# 2.7. Potential Mitigation Measures

Based on the finding summary noted above, it is Nextrans' opinion that no improvements to the existing road network at this time given that there are future overall network improvements in the area.

#### 3.0 TRANSPORTATION PLANNING CONTEXT IN THE AREA

# 3.1. Existing Land Use Context and Amenities

As indicated, the proposed development is located within the approved North Oakville East Secondary Plan, Joshua's Meadows residential community bounded by Dundas Street E to the south, Burnhamthorpe Road E to the north, Trafalgar Road to the west and Ninth Line to the east, in the Town of Oakville. This area will be built into a vibrant community with complete network of sidewalk and cycling facilities, along with future Oakville Transit service extension to the area.

As the proposed residential development consists of a total 181 residential dwelling units, with 129 single-detached and 52 street townhouse units, the proposed development is compatible and consistent with other proposed background developments in the immediate area within the Joshua's Meadows community.

# 3.2. Transportation Planning Context

As the community is building through different phases, the road network, active transportation network and transit network will also be built at different phases. This is a typical process through-out the Greater Toronto and Hamilton Area.

However, once completed, the area will have a complete fine grid transportation network consists of transit, active transportation and road network. **Figure 9** illustrates the proposed North Oakville East Secondary Plan Area transportation network.

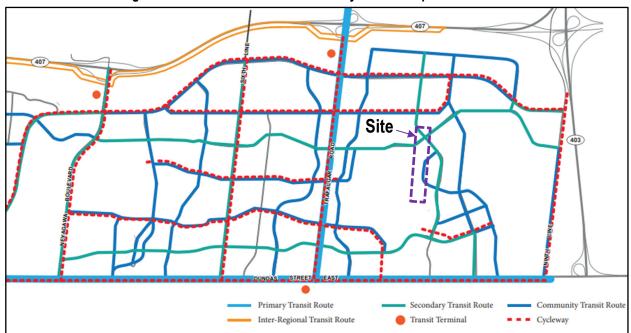


Figure 9 – North Oakville East Secondary Plan Transportation Network

Source: The New Communities of Oakville Brochure (Prepared by the Town of Oakville)



#### 4.0 FUTURE BACKGROUND CONDITIONS

# 4.1. Analysis Horizon

For the purposes of this assessment, it is assumed that the proposed development will be completed by 2024. A five-year horizon (2022 to 2027) has been carried out for the study analysis. This provision is consistent with the Town of Oakville and Halton Region's Traffic Impact Study Guidelines. This is also consistent with other background transportation studies conducted in the area.

# 4.2. Future Background Corridor Growth

Based on the Town of Oakville and Halton Region's requirements, a 2% per annum compounded growth rate will be applied to the 2019 traffic volumes to estimate the 2022 and 2027 projected traffic volumes. This is equivalent to 16% total growth from 2019 to 2027.

# 4.3. Background Development Applications

Based on Nextrans' review of the proposed active development applications in the area, using the Town's development application website for Ward 7 (<a href="https://www.oakville.ca/business/planning-applications-ward-7.html">https://www.oakville.ca/business/planning-applications-ward-7.html</a>), as well as other background traffic impact studies such as GHD TIS dated April 2022 for the Mattamy Joshua Creek Phase 3, the following background developments have been identified and will be included in the analysis:

- Mattamy Joshua Creek Phase 3 proposed residential development with 306 townhouse units and 709 singledetached homes – GHD TIS dated April, 2022
- ARGO Land Development in the Joshua Creek Residential Subdivision in North Oakville proposed residential development with 103 single-detached homes, 90 townhouse units and 12 mid-rise units - CGH Transportation Inc. TIS dated December, 2019 and Addendum dated November, 2021
- Dunoak and Bressa Draft Plans Proposed Residential Developments GHD TIS dated July, 2020
- Proposed Redoak/Capoak Residential Development GHD TIS dated November, 2021
- 1005 Dundas Street East and 3033 Eighth Line Paradigm Transportation Solutions Limited.

**Figure 10** illustrates the active background developments in the study area.



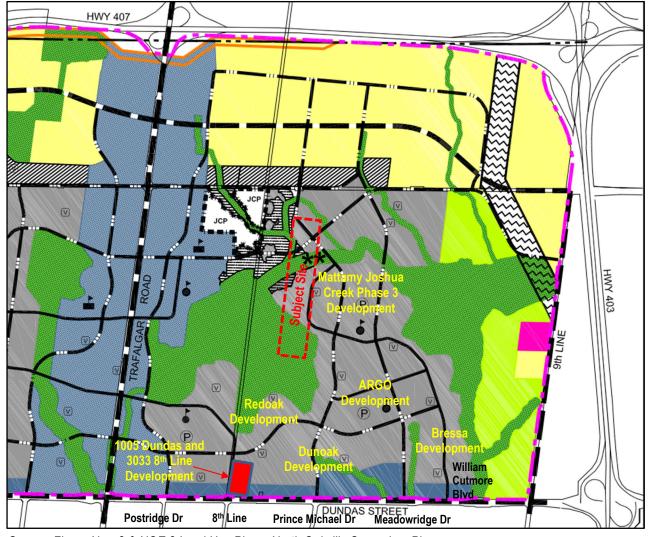


Figure 10 – Active Background Development General Locations

Source: Figure Now 2 & NOE 2 Land Use Plan – North Oakville Secondary Plan

**Table 3** summarizes the proposed background development trip generation estimates based on these background development traffic impact studies, with **Figures 11** and **12** illustrating background development traffic volumes. The detailed TIS traffic volume information is included in **Appendix C**.

Table 3 – Active Background Development Site Traffic Generation

Proposed Active Background Developments in the Study Area	Morn	ing Peak	Hour	Afternoon Peak Hour		
Proposed Active Background Developments in the Study Area	ln	Out	Total	In	Out	Total
Mattamy Joshua Creek Phase 3 – Residential Subdivision	143	389	532	429	265	694
ARGO Land Development – Joshua Creek Residential Subdivision	140	453	593	494	290	784
Dunoak Residential Developments	137	431	568	418	264	682
Redoak/Capoak Residential Development	114	355	469	362	220	582
1005 Dundas Street East and 1033 Eighth Line	19	58	77	60	40	100

# 4.4. Future Background Condition Assessment

The estimated 2027 future background traffic volumes are illustrated in **Figure 13** (future background traffic growth traffic volumes + background development traffic volumes) and were analyzed using Synchro Version 11 software. The detailed calculations are provided in **Appendix D** and summarized in **Table 4**.



Table 4 – 2027 Future Background Levels of Service

Intersection	Movement	Week	day AM Peal	( Hour	Week	day PM Peak	Hour	Available Storage			
		LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)	LOS (v/c)	Delay (s)	95 <sup>th</sup> Queue (m)	Length (m)			
	Overall	C (0.82)	23	_	C (1.00)	27					
	EB – L	A (0.17)	7	7	C (0.43)	22	23	~115			
	EB – T	C (0.82)	24	292	C (0.75)	27	165	~300			
	EB – R WB – L	A (0.14)	6	18 28	A (0.24)	4 40	17 49	~75 ~155			
Dundas Street E/	WB – L WB – T	B (0.48) B (0.55)	17 16	20 144	D (0.60) C (1.00)	27	313	~585			
Eighth Line	WB – R	A (0.04)	3	5	A (0.15)	9	8	~85			
(signalized)	NB – L	E (0.74)	65	67	E (0.68)	59	69	~45			
(orginalized)	NB – T	D (0.10)	39	17	D (0.24)	42	33	~255			
	NB – R	B (0.44)	19	34	B (0.39)	18	30	~30			
	SB – L	E (0.66)	58	68	D (0.31)	45	31	~45			
	SB – T	D (0.28)	43	39	D (0.11)	39	18	~310			
	SB – R	A (0.11)	4	5	A (0.07)	0	0	~25			
	Overall	D (1.21)	35		D (1.11)	46					
	EB – L	B (0.41)	14	7	E (0.92)	64	82	~120			
	EB-T	C (0.99)	34	337	A (0.62)	9	39	~585			
Dunder Chart El	EB – R	A (0.14)	2 32	1	A (0.18)	1	1 50	~75			
Dundas Street E/ Prince Michael Drive/	WB – L WB – T	C (0.35) A (0.50)	32 7	20 47	D (0.96) E (1.11)	48 69	52 360	~125 ~570			
John McKay Blvd	WB – R	A (0.30) A (0.09)	0	0	A (0.29)	2	9	~85			
(unsignalized)	NB – L	E (0.63)	66	54	F (0.87)	88	94	~65			
(arroighanzou)	NB – TR	D (0.73)	44	55	B (0.33)	13	18	~225			
	SB – L	F (1.21)	156	178	E (0.84)	74	105	~15			
	SB – T	C (0.02)	30	8	D (0.02)	39	7	~195			
	SB - R	C (0.37)	27	50	A (0.27)	8	16	~15			
	Overall	B (0.95)	19	0	D (1.03)	42	45	00			
	EB – L EB – T	A (0.15)	6 11	2 63	E (0.76)	60	45	~80			
	EB – R	B (0.95) A (0.08)	0	0	B (0.53) A (0.14)	16 2	174 8	~570 ~80			
	WB – L	C (0.49)	31	21	C (0.89)	29	25	~140			
Dundas Street E/	WB – T	A (0.41)	3	6	E (1.03)	57	318	~335			
Meadowridge Drive	WB – R	A (0.03)	0	0	A (0.11)	5	6	~70			
(signalized)	NB – L	D (0.26)	51	28	D (0.24)	53	24	~25			
	NB – T	A (0.00)	0	0	A (0.00)	0	0	~215			
	NB – R	F (0.87)	93	105	C (0.53)	26	37	~25			
	SB – L	F (0.95)	150	102	F (0.76)	82	60	~15			
	SB – T	A (0.00)	0	0	A (0.00)	0	0	~175			
	SB – R Overall	B (0.30) C (0.92)	15 <b>21</b>	18	B (0.28) E (1.13)	12 <b>58</b>	13	~15			
	EB – L	A (0.19)	7	4	D (0.74)	39	49	~100			
Dundas Street E/	EB – T	C (0.92)	25	341	B (0.51)	15	162	~335			
William Cutmore Blvd	WB – T	A (0.41)	3	22	F (1.13)	81	35	~500			
(signalized)	WB – R	A (0.05)	0	0	A (0.18)	0	0	~85			
	SB – L	E (0.82)	80	89	E (0.70)	72	60	~45			
	SB – R	C (0.39)	22	26	F (0.33)	112	17	~30			
	Overall	F (1.25)	85	E4	F (1.67)	161	60	.005			
	EB – L EB – T	C (0.63) F (1.25)	25 144	51 448	E (0.78)	63 18	60 76	~225 ~500			
	EB – I	B (0.58)	17	66	B (0.83) A (0.36)	3	76	~85			
	WB – L	C (0.57)	32	42	E (0.85)	63	68	~230			
Dundas Street E/	WB – T	C (0.59)	29	110	F (1.67)	332	538	~255			
Ninth Line	WB – R	A (0.18)	4	13	B (0.22)	10	24	~85			
(signalized)	NB – L	F (1.24)	173	108	F (1.16)	127	239	~160			
	NB – T	D (0.46)	44	57	D (0.70)	42	125	~485			
	NB – R	B (0.38)	12	26	E (1.03)	76	224	~130			
	SB – L	D (0.63)	41 52	59 06	C (0.49)	29	32	~130			
	SB – T SB – R	D (0.75) A (0.26)	52 8	96 15	C (0.30) B (0.39)	33 18	50 48	~810 ~55			
	2D - K	Λ (U.∠U)	U	Iΰ	D (0.99)	10	40	00			



Eighth Line/ Threshing Mill Blvd/ Wheat Boom Drive	EB – L	A (0.00)	0	0	A (0.00)	0	0	~30
	EB – TR	B (0.17)	12	5	D (0.63)	26	34	~30
	WB – LTR	C (0.63)	22	35	D (0.63)	30	33	~100
	NB – LTR	A (0.01)	1	0	A (0.02)	1	1	~300
(unsignalized)	SB – LTR	A (0.01)	1	0	A (0.04)	3	1	~300

# 4.5. Finding Summary

Based on the intersection capacity analysis, under the future background traffic conditions, the analysis the analysis indicates that the intersections considered are expected to operate at acceptable levels of service. However, there is a number of critical movements. This can be explained with the following:

- The Secondary Plan Area fine grid road network is not completed at this time and under this horizon year
- Once the complete road network identified in the Secondary Plan Area is completed, it is expected that the traffic will not be concentrating at the critical movements
- Especially with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway
- It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area
- The intersection of Dundas Street E/Ninth Line is expected to operate near or at capacity. This is due to the
  heavy through traffic volumes in this direction coming from Highway 403 and Mississauga. However, this type
  of movement is typical at any major arterial intersections in the Great Toronto Area and in the Region of Halton.
  It is Nextrans' opinion that the east-west capacity will be addressed as part of the future improvements on
  Burnhamthorpe Road E and completion of William Halton Parkway

# 4.6. Potential Mitigation Measures

As indicated above, the reasons for the critical movements outlined in the analysis are due to the uncompleted fine grid network identified in the Secondary Plan. In addition, currently Dundas Street E carries the majority of the east-west traffic. However, It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area.

In addition, with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway.

Based on this assessment and provision, it is Nextrans' opinion that no improvements should be implement under this horizon year for the intersections located along Dundas Street E.

Nextrans recommends that the Region and the Town monitor these intersections in the future and make appropriate signal timing adjustments in the interim conditions. A monitoring program is also required in the future once all the road network is completed to ensure that signal timing and lane configurations are appropriate for the area.

#### 5.0 SITE TRAFFIC

#### 5.1. Proposed Development

The subject site is currently vacant. The proposed residential development consists of a total 181 residential dwelling units, with 129 single-detached and 52 street townhouse units.



For the purposes of this assessment and consistent with other background traffic impact studies prepared for other developments in the area, the *Trip Generation Manual*, 11<sup>th</sup> Edition published by the Institute of Transportation Engineers (ITE) and 2016 TTS information will be utilized in this Study.

# 5.2. Non-auto Modal Split

As the majority of the area north of Dundas Street E is still under construction, the 2016 Transportation Tomorrow Survey data for existing traffic zones north of Dundas Street will not representative. For these reasons, the traffic zones located south of Dundas Street E will be selected for analysis as these are stable communities. **Table 5** summarizes the travel mode split information based on the review of the 2016 Transportation Tomorrow Survey data for Traffic Zones 4033 and 4035. The 2016 TTS data extraction is included in **Appendix E**.

Trips Made by Traffic Zones Time **Auto Passenger Auto Driver Transit** Cycle Walk AM Peak Period (6:00Am - 9:00AM) 17% 68% 7% 0% 8% PM Peak Period (4:00PM - 7:00PM) 74% 17% 8% 0% 1%

Table 5 – Modal Split based on 2016 TTS Data for Traffic Zones

Based on the information above, the non-auto mode of transportation (transit + walking + carpooling) accounts for near 32% during the morning peak period and 26% during the afternoon peak period. Although this is a great trend, however, the auto driver mode is still very high, which is not sustainable and does not meet the sustainable objective of the Town Official Plan policies and directions. In addition, there is none or very little bicycle trips, despite there are existing cycling facilities.

Nextrans' review of the background traffic impact studies and understands that the Regional staff would support 18% non-auto modal split for the area, including 10% transit, 5% active transportation and 3% transportation demand management. For the purposes of this assessment and to be consistent with other studies, a target non-auto modal split of 18% will be applied to the proposed development.

# 5.3. Sit Trip Generation

The ITE Trip Generation Manual 11<sup>th</sup> Edition Land Use Codes (LUC) 201 "Single-Family Detached Housing General Urban/Suburban" and LUC 215 "Single-Family Attached Housing General Urban/Suburban" fitted curve equations have been utilized for the proposed development. The site trip generation is summarized in **Table 6**.

		•	. , ,						
ITE Land Use	Magnitude	Parameters	Mor	ning Peak I	Hour	After	Afternoon Peak Hour		
TTE Land USE	(units)	Parameters	ln	Out	Total	In	Out	Total	
Single-Family		Trip Rates							
Detached Housing	129	AM - Ln(T) = 0.91*Ln(X) + 0.12	0.19	0.54	0.73	0.62	0.36	0.98	
LUC 210 General	129	PM - Ln(T) = 0.94Ln(X) + 0.27							
Urban/Suburban		Sub-Total Trips	24	70	94	79	47	126	
Single-Family		Trip Rates							
Attached Housing	52	AM - T = 0.52*(X) - 5.70	0.12	0.28	0.40	0.3	0.22	0.52	
LUC 215 General	52	PM - T = 0.60*(X) - 3.93							
Urban/Suburban		Sub-Total Trips	7	14	21	15	12	27	
Total Trip	os		31	84	115	94	59	153	
Non-Auto T	rips	18% Non-Auto	6	15	21	17	11	28	
New Auto 7		25	69	94	77	48	125		

Table 6 – Site Traffic Trip Generation Based on ITE Trip Rates (11th Edition)

Based on the analysis noted above, the proposed development is expected to generate:



- 115 total two-way trips (31 inbound and 84 outbound) and 153 total two-way trips (94 inbound and 59 outbound) during the morning and afternoon peak hours, respectively;
- 21 total two-way non-auto trips (6 inbound and 15 outbound) and 28 total two-way non-auto trips (17 inbound and 11 outbound) during the morning and afternoon peak hours, respectively; and
- 94 total two-way auto trips (25 inbound and 69 outbound) and 125 total two-way auto trips (77 inbound and 48 outbound) during the morning and afternoon peak hours, respectively

The analysis indicates that the proposed development is expected to generates very little auto trips, significantly less than all of the active background developments in the area.

# 5.4. Site Trip Distribution Based on Existing Site

The 2016 Transportation Tomorrow Survey (TTS) data was reviewed for Traffic Zones 4033 and 4035 in order to estimate the general trip distribution for the proposed development. **Table 7** summarizes the planning district/traffic zones distribution based on the 2016 TTS data, with **Table 8** summarizing the site trip assignment based on the 2016 TTS data and the existing traffic turning movement counts in the area.

Table 7 – General Trip Distribution for the Proposed Development

Oakville	Mississauga	Burlington	Milton/ Halton Hills	Toronto	Brampton	York Region	Hamilton	Niagara Region	Total
57%	18%	3%	5%	6%	2%	3%	5%	1%	100%

Table 8 – Site Trip Assignment for the Proposed Development

General Direction (To/From)	AM Peak Hour – Trip Percentage	PM Peak Hour – Trip Percentage			
East	20%	20%			
West	30%	30%			
North	25%	25%			
South	25%	25%			
Total	100%	100%			

As indicated, the proposed development access is provided via internal public streets connecting to Mattamy Joshua Creek Phase 3 proposed draft plan of subdivision, and eventually to Burnhamthorpe Road E via future proposed draft plan of subdivisions to the north. Under the interim conditions where the proposed draft plans of subdivision to the north are not completed, the anticipated traffic from the proposed development will be routing primarily to and from Dundas Street via John McKay Boulevard, Meadowridge Drive and William Cutmore Boulevard, as well as Eighth Line via Wheat Boom Drive. The proposed development will also protect for future Street C and Street A extensions to the west and north, respectively.

**Figure 14** illustrates the proposed development generated traffic volumes for the residential component. It should be noted that the auto site trip distribution and assignment have been taken into consideration the 2016 TTS information above, existing turning restrictions and available road network in the study area.

# 6.0 FUTURE TOTAL TRAFFIC CONDITIONS

#### 6.1. Future Total Traffic Assessment for Auto Mode

The estimated future total traffic volumes (future background traffic volumes + site generated traffic volumes) are illustrated in **Figure 15**, and were analyzed using Synchro Version 11 software. The detailed calculations are provided in **Appendix F** and summarized in **Table 9**.



Table 9 – 2027 Future Total Levels of Service

		Week	day AM Peak		Week	day PM Peak	Hour	Available
Intersection	Movement	LOS (v/c)	Delay (s)	95 <sup>th</sup>	LOS (v/c)	Delay (s)	95 <sup>th</sup>	Storage
	Overall	C (0.83)	23	Queue (m)	C (1.01)	28	Queue (m)	Length (m)
	EB – L	A (0.18)	7	8	C (1.01)	24	27	~115
	EB – T	C (0.83)	24	294	C (0.75)	27	167	~300
	EB – R	A (0.14)	6	18	A (0.24)	4	17	~75
	WB – L	B (0.48)	17	28	D (0.60)	40	49	~155
Dundas Street E/	WB – T	B (0.56)	16	145	C (1.01)	29	315	~585
Eighth Line	WB – R	A (0.04)	3	5	A (0.15)	9	8	~85
(signalized)	NB – L	E (0.74)	65	67	E (0.68)	59	69	~45
	NB – T NB – R	D (0.11) B (0.44)	39 19	18 34	D (0.25) B (0.39)	43 18	34 30	~255 ~30
	SB – L	E (0.66)	58	68	D (0.33)	45	31	~45
	SB – T	D (0.29)	43	40	D (0.12)	40	19	~310
	SB – R	A (0.11)	4	5	A (0.07)	0	0	~25
	Overall	D (1.26)	37		D (1.12)	47		
	EB – L	B (0.43)	15	7	E (0.97)	73	89	~120
	EB – T	C (0.99)	34	337	A (0.62)	9	39	~585
Donada a Otra at El	EB – R	A (0.14)	2	1	A (0.18)	1	1	~75
Dundas Street E/ Prince Michael Drive/	WB – L WB – T	C (0.35)	31 7	20 47	D (0.97)	50 71	51 354	~125 ~570
John McKay Blvd	WB – T	A (0.50) A (0.10)	0	0	E (1.12) A (0.31)	2	9	~570 ~85
(unsignalized)	NB – L	E (0.63)	66	54	F (0.87)	88	94	~65
(4.10.9.14.1204)	NB – TR	D (0.73)	45	55	B (0.33)	13	18	~225
	SB – L	F (1.26)	174	187	E (0.87)	77	113	~15
	SB – T	C (0.02)	30	8	D (0.02)	39	7	~195
	SB - R	C (0.41)	29	56	A (0.29)	8	17	~15
	Overall	B (1.02)	19	0	D (1.04)	<b>45</b>	45	00
	EB – L EB – T	A (0.15) A (0.95)	6 10	2 64	E (0.77)	61 16	45 171	~80 ~570
	EB – R	A (0.93) A (0.08)	0	0	B (0.53) A (0.14)	2	7	~80
	WB – L	C (0.49)	31	21	C (0.92)	31	25	~140
Dundas Street E/	WB – T	A (0.43)	3	6	E (1.04)	62	317	~335
Meadowridge Drive	WB – R	A (0.00)	0	0	A (0.13)	5	6	~70
(signalized)	NB – L	D (0.26)	51	28	D (0.24)	52	24	~25
	NB – T	A (0.00)	0	0	A (0.00)	0	0	~215
	NB – R	F (0.87)	96 450	105	C (0.52)	25	37	~25
	SB – L SB – T	F (1.02) A (0.00)	152 0	112 0	F (0.80) A (0.00)	85 0	68 0	~15 ~175
	SB – R	B (0.30)	15	18	B (0.28)	12	13	~15
	Overall	C (0.93)	21		E (1.14)	61		
	EB – L	A (0.19)	7	4	D (0.74)	38	48	~100
Dundas Street E/	EB – T	C (0.93)	26	343	B (0.51)	15	163	~335
William Cutmore Blvd	WB – T	A (0.41)	3	22	F (1.14)	86	35	~500
(signalized)	WB – R	A (0.05)	0	0	A (0.18)	0	0 60	~85
	SB – L SB – R	E (0.82) C (0.40)	80 23	89 27	E (0.70) F (0.33)	72 112	17	~45 ~30
	Overall	F (1.26)	88	LI	F (1.69)	164	1,	
	EB – L	C (0.63)	25	51	E (0.78)	62	60	~225
	EB – T	F (1.26)	149	454	B (0.84)	18	78	~500
	EB – R	B (0.58)	17	64	A (0.36)	3	7	~85
	WB – L	C (0.57)	32	42	E (0.85)	63	68	~230
Dundon Chroat El	WB – T	C (0.59)	29 4	111	F (1.69)	339	545	~255
Dundas Street E/ Ninth Line	WB – R NB – L	A (0.18) F (1.24)	4 173	13 108	B (0.22) F (1.16)	10 127	24 239	~85 ~160
(signalized)	NB – L NB – T	D (0.46)	44	57	D (0.70)	42	125	~485
(orginalizad)	NB – R	B (0.38)	12	26	E (1.03)	77	224	~130
	SB – L	D (0.63)	41	59	C (0.49)	29	32	~130
	SB – T	D (0.75)	52	96	C (0.30)	33	50	~810
	SB – R	A (0.26)	8	15	B (0.39)	18	48	~55



Eighth Line/	EB – L	A (0.00)	0	0	A (0.00)	0	0	~30
	EB – TR	B (0.19)	13	6	D (0.69)	30	41	~30
Threshing Mill Blvd/ Wheat Boom Drive (unsignalized)	WB – LTR	C (0.67)	24	41	E (0.70)	36	41	~100
	NB – LTR	A (0.01)	1	0	A (0.02)	1	1	~300
	SB – LTR	A (0.01)	1	0	A (0.04)	3	1	~300
John McKay Blvd/	EB – LTR	A (0.09)	7	0	A (0.08)	0	0	~100
Street D	WB – LTR	A (0.02)	7	0	A (0.02)	7	0	~100
	NB – LTR	A (0.08)	8	0	A (0.10)	8	0	~100
(unsignalized)	SB – LTR	A (0.02)	7	0	A (0.05)	7	0	~100

# 6.2. Finding Summary

Based on the intersection capacity analysis, under the future total traffic conditions, the analysis the analysis indicates that the intersections considered are expected to operate at acceptable levels of service. However, there is a number of critical movements. This can be explained with the following:

- The Secondary Plan Area fine grid road network is not completed at this time and under this horizon year
- Once the complete road network identified in the Secondary Plan Area is completed, it is expected that the traffic will not be concentrating at the critical movements
- Especially with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway
- It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area
- The intersection of Dundas Street E/Ninth Line is expected to operate near or at capacity. This is due to the heavy through traffic volumes in this direction coming from Highway 403 and Mississauga. However, this type of movement is typical at any major arterial intersections in the Great Toronto Area and in the Region of Halton. It is Nextrans' opinion that the east-west capacity will be addressed as part of the future improvements on Burnhamthorpe Road E and completion of William Halton Parkway
- It should be noted that the proposed development has negligible or no impacts on the existing and future intersections along Dundas Street E. The internal intersections are also expected to have minimum traffic volumes and delay or queue.

# **6.3.** Potential Mitigation Measures

As indicated above, the reasons for the critical movements outlined in the analysis are due to the uncompleted fine grid network identified in the Secondary Plan. In addition, currently Dundas Street E carries the majority of the east-west traffic. However, It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area.

In addition, with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway.

Based on this assessment and provision, it is Nextrans' opinion that no improvements should be implement under this horizon year for the intersections located along Dundas Street E.

Nextrans recommends that the Region and the Town monitor these intersections in the future and make appropriate signal timing adjustments in the interim conditions. A monitoring program is also required in the future once all the road network is completed to ensure that signal timing and lane configurations are appropriate for the area.



It should be noted that the proposed development has negligible or no impacts on the existing and future intersections along Dundas Street E. The internal intersections are also expected to have minimum traffic volumes and delay or queue.

#### 6.4. Active Transportation Mode Assessment

# **Walking**

Under the existing conditions, sidewalks are available on the established sides of the street such as Dundas Street E, Eighth Line, Postridge Drive, Trafalgar Road, Prince Michael Drive, Meadowridge Drive and Ninth Line. This sidewalk network is complete and appropriate for the existing communities; however, the future communities will need similar complete sidewalk network.

It is Nextrans' understanding that sidewalks will be provided on both sides of all internal streets within the North Oakville Secondary Plan to facilitate pedestrians. Therefore, in the future, a complete sidewalk network will be provided and constructed by the proposed developments in the area. For an illustration of the big picture in the Joshua's Meadows Community, **Figure 16** illustrates the Town of Oakville Proposed Pedestrian Network Phasing (*excerpt from the Town of Oakville 2017 ATMP, Map 8*).

On this basis, sidewalks will be provided on all of the proposed internal roads within the subject development, as per the Town of Oakville requirements and standards.

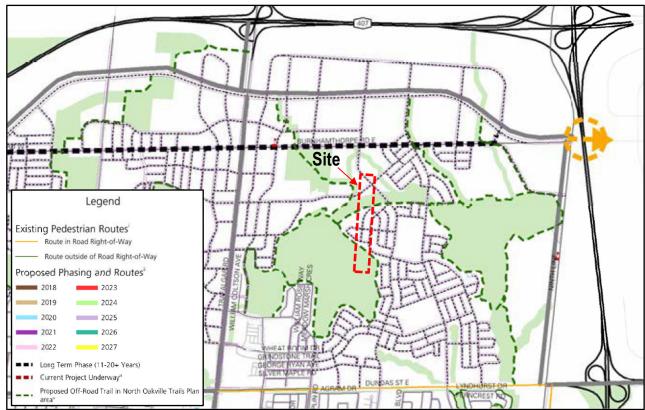


Figure 16 – Town of Oakville Proposed Pedestrian Network Phasing

# **Cycling**

Currently, there are dedicated cycling routes along Ninth Line south of Dundas Street E. There are also multi-use trails along Dundas Street E in the vicinity of the study area. It is Nextrans' understanding that a complete active transportation network (sidewalk and cycling facilities) will be constructed as part of the North Oakville Secondary Plan communities in the future.



Similar to the walking network, it is Nextrans' understanding that cycling facilities will be constructed in phases, as per the Town's proposed cycling network phasing and priority projects. For an illustration of the big picture in the Joshua's Meadows Community, **Figure 17** illustrates the Town of Oakville Proposed Cycling Network Phasing and Priority Projects (excerpt from the Town of Oakville 2017 ATMP, Map 9), with **Figure 18** illustrating the North Oakville Trails Plan (Updated as of 2019).

On this basis, the proposed development will support the Town's initiative with regards to the cycling facility, where appropriate.

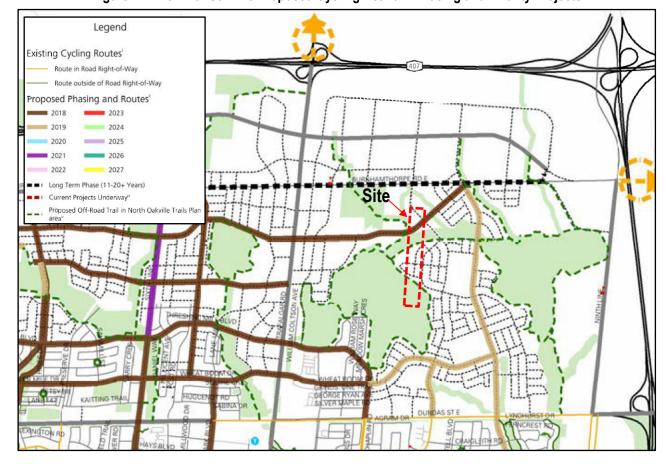


Figure 17 - Town of Oakville Proposed Cycling Network Phasing and Priority Projects



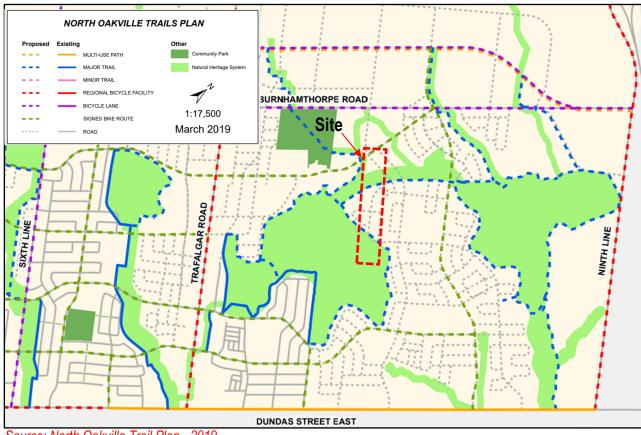


Figure 18 - North Oakville Trails Plan

Source: North Oakville Trail Plan - 2019

#### 6.5. **Transit Mode Assessment**

The area is current serviced by two existing Oakville Transit Bus Routes 1 Trafalgar, 24 South Common and 20 Northridge.

As indicated, the proposed development is expected to generate 21 total two-way non-auto trips (6 inbound and 15 outbound) and 28 total two-way non-auto trips (17 inbound and 11 outbound) during the morning and afternoon peak hours, respectively. It is Nextrans' opinion that the proposed development transit ridership can be easily accommodated by the existing transit service, as well as the future proposed transit service in the area without additional improvements beyond what already been planned for the area.

Based on Nextrans' review of the future proposed transit network to the Joshua's Meadows Community, there will be:

- Primary transit routes running along Burnhamthorpe Road E, Postridge Drive, Meadowridge Drive and Eighth
- Secondary transit routes running along Prince Michael Drive, Wheat Boom Drive, and new east-west collector road south of Burnhamthorpe Road E; and
- Inter-regional transit route along Highway 407

As the proposed development will be located close to the future primary roue on Burnhamthorpe Road E, and secondary routes on the future east-west road and Prince Michael Drive, it is Nextrans' opinion that the proposed development will have good transit service in the future.

**Figure 19** illustrates the contemplated North Oakville East Secondary Plan future transit network.



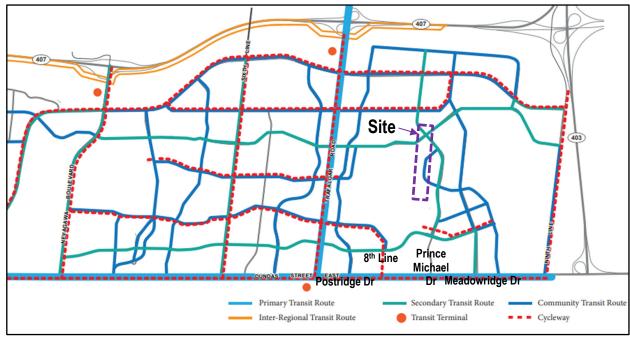


Figure 19 - North Oakville East Secondary Plan Future Transit Network

Source: The New Communities of Oakville Brochure (Prepared by the Town of Oakville)

#### 7.0 DRAFT PLAN OF SUBDIVISION REVIEW

# 7.1. Solid Waste Management

Given the context of the proposed development, solid waste including organic, recycling and garbage will be picked up on the curbside, similar to the existing developments located to the south.

As the proposed development will provide all public roads within the proposed draft plan of subdivision, these public roads will be designed and constructed to the Town of Oakville standards and requirements. On this basis, vehicle turning movement templates are not required at this stage. However, if necessary, Nextrans can provide this information at the Town's discretion.

#### 7.2. Internal Intersection Traffic Control and Lane Configurations

As indicated above, all streets located within the proposed draft plan of subdivision will be public roads and will be constructed to the Town's standards. Given the internal traffic volumes are estimated to be low, only basic lane configurations are required at the intersection. For example, all internal intersections will have shared left/through/right with no dedicated turning lanes.

With the exception of the Street A/Street C intersection, all intersections will have stop signs on the minor approach. Nextrans suggested that the Street A/Street C intersection be equipped with all-way stop given the nature of the two main streets. All-way stops will help facilitate pedestrian crossing this intersection.

**Figure 20** illustrates the proposed traffic control and lane configurations for the internal intersections.



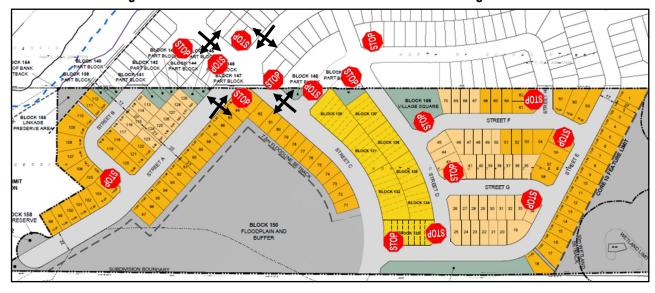


Figure 20 – Internal Intersection Traffic Control and Lane Configurations

# 7.3. Traffic Calming

Nextrans recommends that the Town of Oakville consider a narrower lane width and pavement width to discourage speeding and minimize pedestrian/cycling crossing distance at intersections and midblock.

# 7.4. On-Street Parking Assessment

On-street parking is typically required for visitor parking. A typical on-street parking space (parallel parking) is approximately 1.8 m in width and 6 m in length. **Figure 21** illustrates the potential on-street vehicle parking spaces for the proposed draft plan of subdivision.

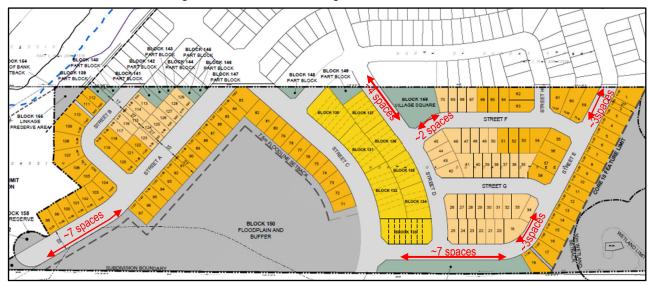


Figure 21 - On-Street Parking for the Internal Streets



#### 8.0 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) is a co-ordinated series of actions aimed at maximizing the people moving capability of the transportation system. Intended to reduce single-occupant auto use, potential TDM measures include: TDM supportive land use, bicycle and pedestrian programs and facilities, public transit improvements, preferential treatments for buses and ridesharing, where appropriate.

Given that the proposed development and the surrounding developments in the area are mostly low-rise, there are limited opportunities to implement aggressive TDM measures. However, some general TDM measures can still be implemented to support sustainable transportation and encourage residents to use other modes of transportation.

As the gas price is record high, along with increasing inflation, it is Nextrans' opinion that residents will automatically working from home, carpool or taking transit to curb the costs of living. It is the responsibility of the Region and the Town to provide options for residents, such as providing public transit and active transportation facilities.

The following TDM incentives are recommended for the proposed residential development, based on Nextrans' review of the development area context:

- Support the Region and the Town on their active and public transit initiatives;
- Provide sidewalks on both sides of the internal roadways;
- Reduce pavement width and lane width where possible to support lower speed and minimize pedestrian and cyclist crossing distance at intersections and midblock;
- Provide information package for new residents in a form of a letter. The information package letter will include links to Oakville Transit schedules, GO Transit schedules, community amenity maps and cycling maps. The Information Package can be distributed at the sale office in form of a letter.

#### 9.0 CONCLUSIONS / FINDINGS

#### 9.1. Study Conclusions

The findings and conclusions of the analysis are as follows:

- The proposed development is expected to generate:
  - 115 total two-way trips (31 inbound and 84 outbound) and 153 total two-way trips (94 inbound and 59 outbound) during the morning and afternoon peak hours, respectively;
  - 21 total two-way non-auto trips (6 inbound and 15 outbound) and 28 total two-way non-auto trips (17 inbound and 11 outbound) during the morning and afternoon peak hours, respectively; and
  - 94 total two-way auto trips (25 inbound and 69 outbound) and 125 total two-way auto trips (77 inbound and 48 outbound) during the morning and afternoon peak hours, respectively
- Based on the intersection capacity analysis, under the existing conditions, all intersections considered in the
  analysis are expected to operate at acceptable levels of service, with the exception of the westbound through
  movement at Dundas Street E/Ninth Line during the afternoon peak hour. This is due to the heavy through
  movement, however, it is a typical condition at the major arterial in the Region and in the Town of Oakville. This
  critical movement will be addressed through the completion of William Halton Parkway and Burnhamthorpe
  Road E in the future.



- Based on the intersection capacity analysis, under the future background and future total traffic conditions, the
  analysis the analysis indicates that the intersections considered are expected to operate at acceptable levels of
  service. However, there is a number of critical movements. This can be explained with the following:
  - The Secondary Plan Area fine grid road network is not completed at this time and under this horizon year
  - Once the complete road network identified in the Secondary Plan Area is completed, it is expected that the traffic will not be concentrating at the critical movements
  - Especially with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway
  - It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area
  - The intersection of Dundas Street E/Ninth Line is expected to operate near or at capacity. This is due to the heavy through traffic volumes in this direction coming from Highway 403 and Mississauga. However, this type of movement is typical at any major arterial intersections in the Great Toronto Area and in the Region of Halton. It is Nextrans' opinion that the east-west capacity will be addressed as part of the future improvements on Burnhamthorpe Road E and completion of William Halton Parkway

However, It is expected that with the future improvements on Burnhamthorpe Road E, the North Oakville Secondary Plan subdivision east-west road south of Burnhamthorpe Road E, as well as the completion of William Halton Parkway, it will provide much needed east-west capacity for the area. In addition, with the completion of the north-south collector roads such as Meadowridge Drive and John McKay Blvd, the traffic from the proposed draft plans of subdivision can use Burnhamthorpe Road E and William Halton Parkway.

Based on this assessment and provision, it is Nextrans' opinion that no improvements should be implement under this horizon year for the intersections located along Dundas Street E. Nextrans recommends that the Region and the Town monitor these intersections in the future and make appropriate signal timing adjustments in the interim conditions. A monitoring program is also required in the future once all the road network is completed to ensure that signal timing and lane configurations are appropriate for the area.

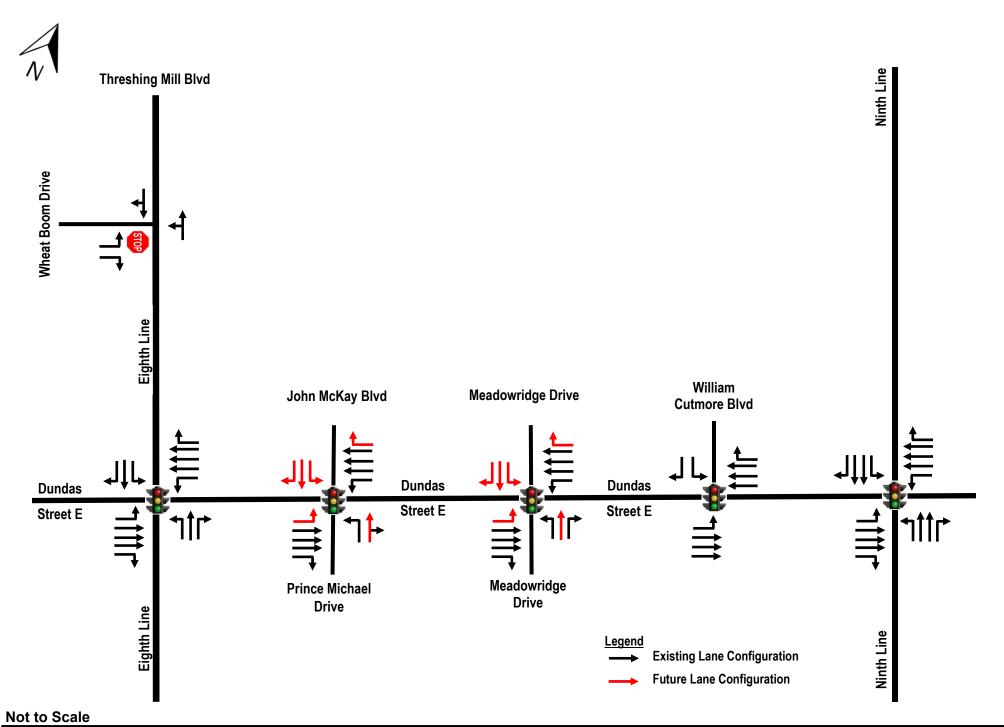
- It should be noted that the proposed development has negligible or no impacts on the existing and future intersections along Dundas Street E. The internal intersections are also expected to have minimum traffic volumes and delay or queue.
- The area is current serviced by two existing Oakville Transit Bus Routes 1 Trafalgar, 24 South Common and 20 Northridge. The proposed development is expected to generate 21 total two-way non-auto trips (6 inbound and 15 outbound) and 28 total two-way non-auto trips (17 inbound and 11 outbound) during the morning and afternoon peak hours, respectively. It is Nextrans' opinion that the proposed development transit ridership can be easily accommodated by the existing transit service, as well as the future proposed transit service in the area without additional improvements beyond what already been planned for the area.
- The area will also have a complete network of active transportation facility in the future as identified in the North
  Oakville Secondary Plan. It is Nextrans' opinion that no improvements are required beyond the identified plans.
  It is recommended that all the proposed developments in the Secondary Plan work with the Town and the Region
  to support and implement these initiatives.



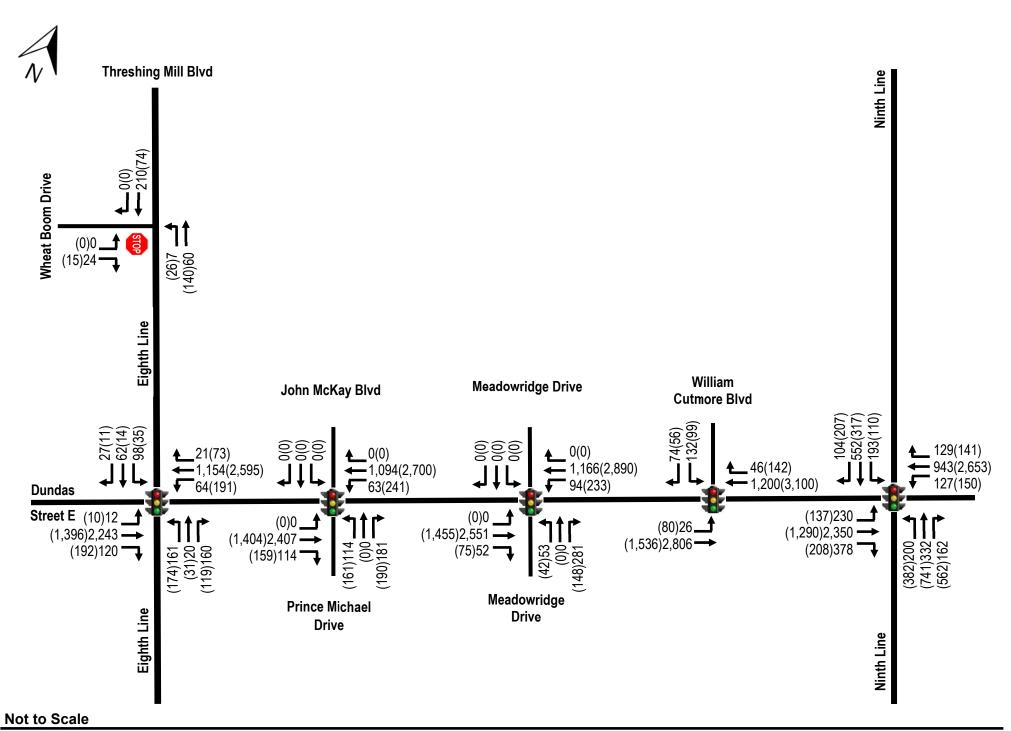
# 9.2. Study Recommendations

Based on the findings of this Study, the following recommendations are provided:

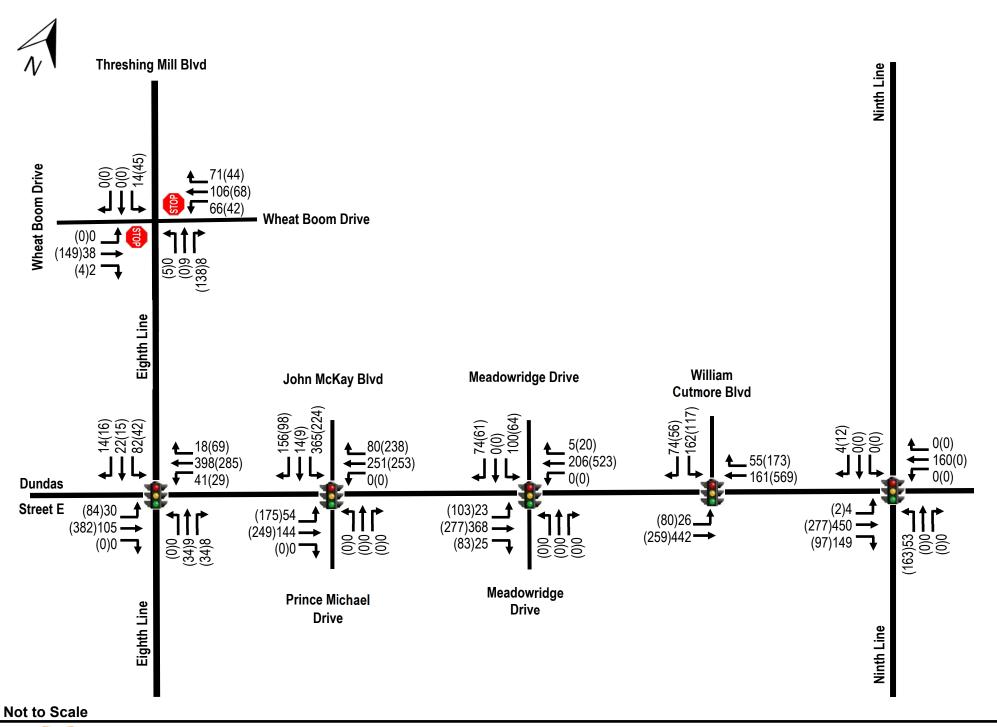
- The Town approves the proposed draft plan of subdivision;
- The proposed development building sidewalks along both sides of the internal subdivision streets;
- The proposed development implements the TDM measures and incentives identified in this report to support
  active transportation and transit and to reduce the numbers of single-occupant-vehicle trips to and from the
  proposed development;
- Minimize pavement and lane width where possible to facilitate pedestrian/cyclist crossing; and
- No additional physical improvements for the area at this time to accommodate the proposed development, under the future background and future total conditions.



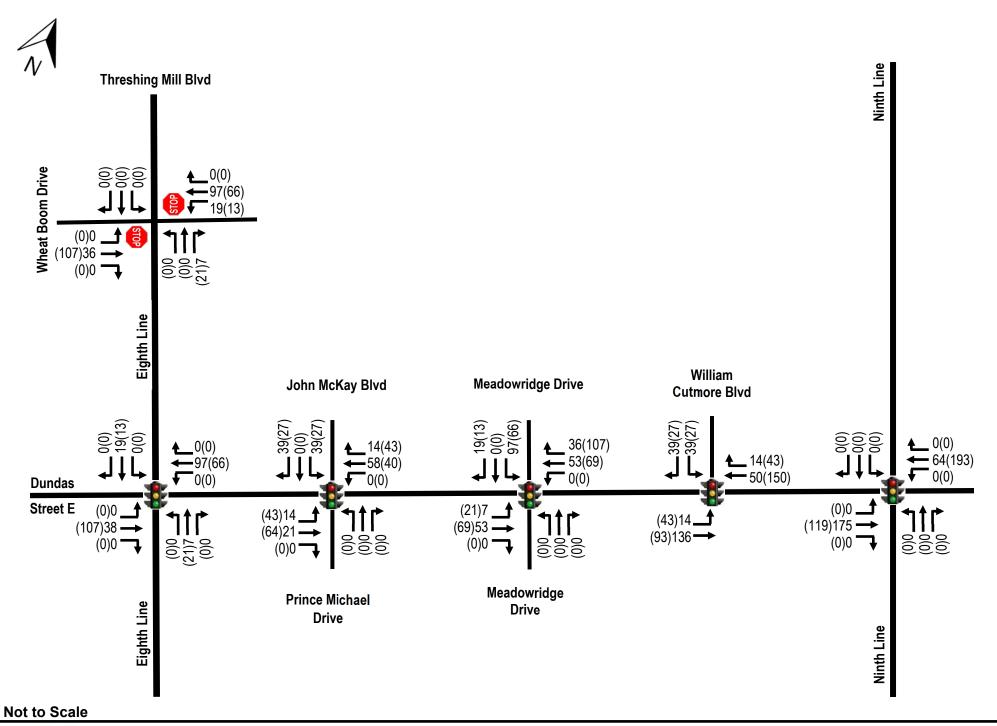




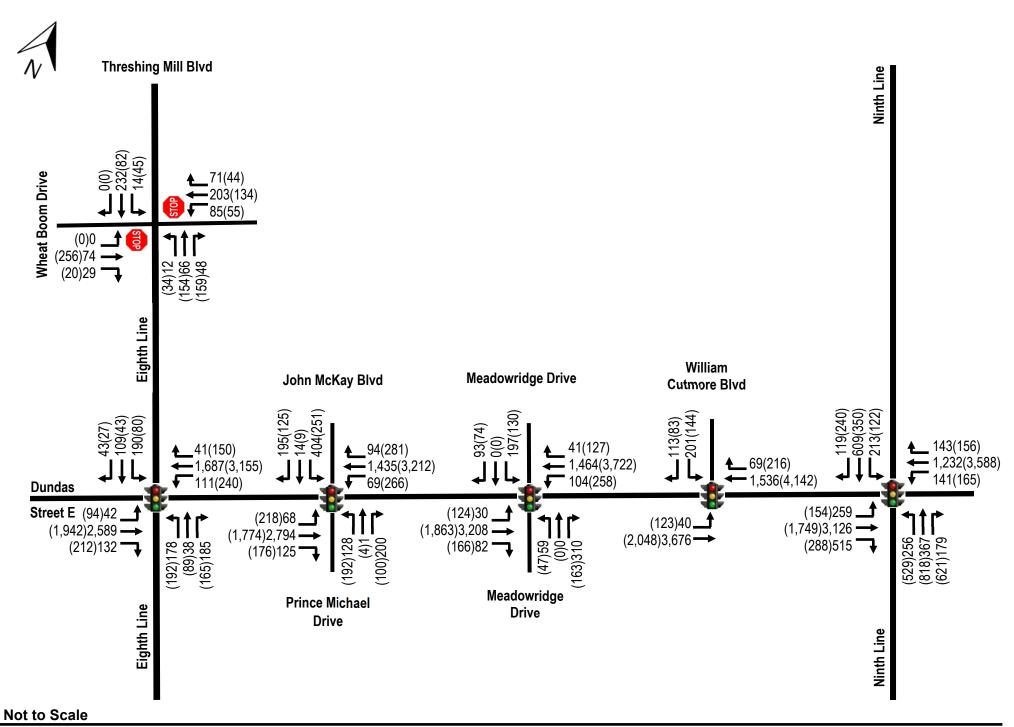




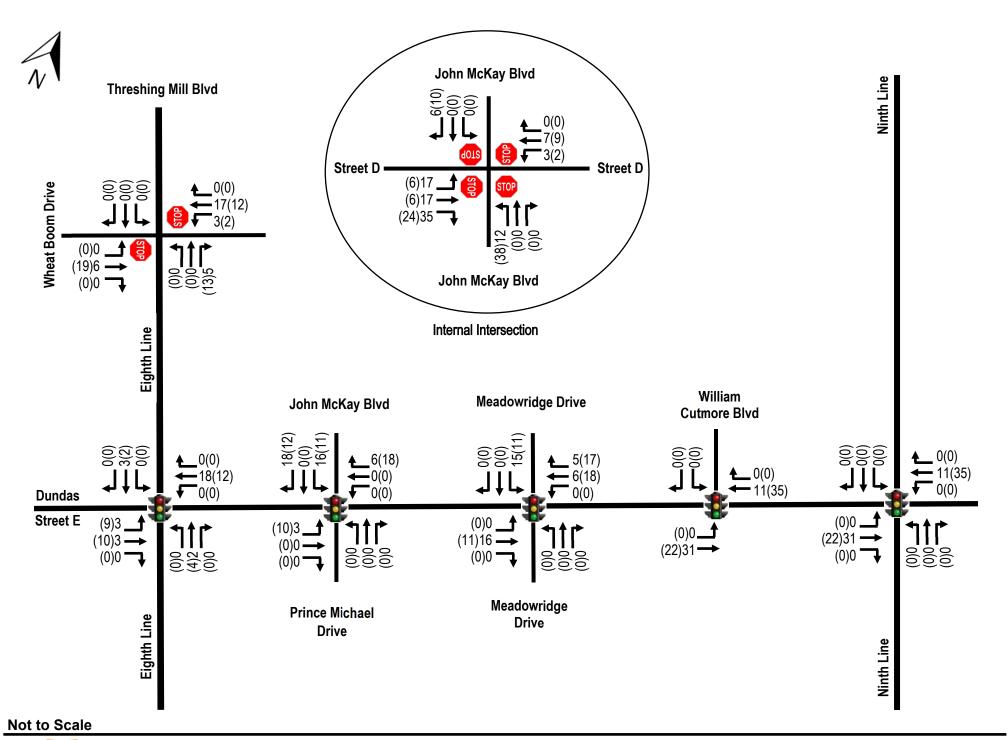




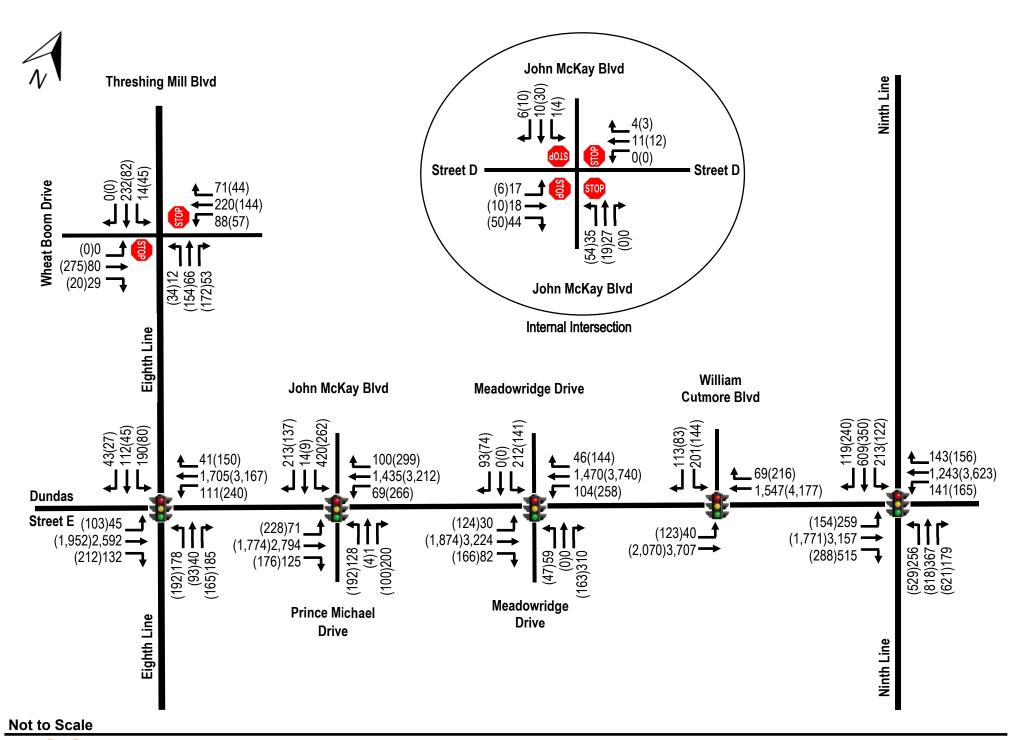














# **Appendix A**Existing Traffic Data and Signal Timing Plans

#### Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 From: 7:00:00 To: 9:00:00 To: 8:45:00 Weather conditions: Municipality: Oakville Site #: 1902900001 Intersection: Dundas St E & Ninth Line Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E North Leg Total: 1452 Heavys 0 0 0 Heavys 0 East Leg Total: 3571 2 2 0 North Entering: 800 Trucks 0 Trucks 5 East Entering: 1102 North Peds: 0 Cars 98 518 182 798 Cars 647 East Peds: 0 $\mathbb{X}$ Peds Cross: ⋈ Totals 98 520 182 Totals 652 Peds Cross: Ninth Line Trucks Heavys Totals Heavys Trucks Cars Totals Cars 95 1036 1131 122 0 122 786 860 74 0 118 0 120 Dundas St E 1026 Heavys Trucks Cars Totals Dundas St E 217 0 0 217 25 2109 2134 312 313 Trucks Heavys Totals 0 1 Cars 2439 30 26 2638 0 2469 Ninth Line $\mathbb{X}$ Peds Cross: Peds Cross: $\bowtie$ Cars 948 Cars 152 308 148 608 0 West Peds: Trucks 5 Trucks 21 5 31 South Peds: 0 5 Heavys 0 0 0 West Entering: 2664 Heavys 0 South Entering: 639 West Leg Total: 3795 Totals 173 South Leg Total: 1592 Totals 953 153 **Comments**

#### Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 16:00:00 **From:** 16:45:00 To: 18:00:00 To: 17:45:00 Municipality: Oakville Weather conditions: Site #: 1902900001 Intersection: Dundas St E & Ninth Line Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E North Leg Total: 1558 Heavys 0 0 0 Heavys 0 East Leg Total: 4476 4 Trucks 0 2 2 North Entering: 598 Trucks 6 East Entering: 2687 East Peds: North Peds: O Cars 195 297 102 594 Cars 954 0 $\mathbb{X}$ Peds Cross: Peds Cross: ⋈ Totals 195 299 104 Totals 960 Ninth Line Trucks Heavys Totals Heavys Trucks Cars Totals Cars 25 2896 2921 133 0 133 2393 2413 20 0 138 0 141 Dundas St E 2664 23 Heavys Trucks Cars Totals Dundas St E 0 0 129 129 35 1120 1155 4 159 163 Trucks Heavys Totals 0 Cars 39 1408 1726 63 0 1789 Ninth Line $\mathbb{X}$ Peds Cross: Cars 594 Peds Cross: $\bowtie$ Cars 308 692 504 1504 West Peds: 0 Trucks 9 Trucks 5 26 37 South Peds: 0 6 0 South Entering: 1541 West Entering: 1447 Heavys 0 Heavys 0 0 West Leg Total: 4368 Totals 313 South Leg Total: 2144 Totals 603 530 **Comments**

## **Total Count Diagram**

Municipality: Oakville

**Site #:** 1902900001

Intersection: Dundas St E & Ninth Line

TFR File #: 1

Peds Cross:

Count date: 19-Feb-19

#### Weather conditions:

Person(s) who counted:

#### \*\* Signalized Intersection \*\*

 North Leg Total:
 5571
 Heavys 0 0 0

 North Entering:
 2631
 Trucks 1 9 5

 North Peds:
 1
 Cars 548 1505 563

Totals 549 1514 568

Major Road: Dundas St E runs W/E

Trucks 24

Cars 2916

Totals 2940

Heavys 0

Heavys Trucks Cars Totals
0 262 7476 7738

⋈



Dundas St E

 Heavys Trucks
 Cars
 Totals

 0
 1
 610
 611

 0
 145
 6276
 6421

 0
 20
 830
 850

 0
 166
 7716





0

15

2616

Ninth Line



Trucks Heavys Totals Cars 440 2 0 442 6020 6225 205 0 463 10 0 473 6923 217

Dundas St E

Ninth Line

3051

Cars Trucks Heavys Totals 8016 208 0 8224

Peds Cross: 

West Peds: 0

West Entering: 7882

West Leg Total: 15620

 Cars
 2798

 Trucks
 39

 Heavys
 0

 Totals
 2837

 Cars
 908
 1866
 1177
 3951

 Trucks
 56
 21
 58
 135

 Heavys
 0
 0
 0

 Totals
 964
 1887
 1235

Peds Cross: 
South Peds: 1
South Entering: 4086
South Leg Total: 6923

#### **Comments**

## Ontario Traffic Inc. Traffic Count Summary

Intersection:	Dundas	St E &	Ninth Lir	ie	Count E	Date: 19-Feb-19	9	Munic	cipality: Oa	kville			
	Nortl	n Appro	ach Tot	als					South	n Appro	ach Tot	als	
			rucks, & H			North/South			Include	es Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi		Left	Thru	Right	Grand Total	Total Peds
	Left 0 194 177 0 82 115	Thru 0 414 510 0 283 307	Right 0 43 107 0 207 192			Approaches 0 1193 1413 0	7:00 8:00 9:00 16:00 17:00	ng 0:00 0:00 0:00 0:00 0:00	Left 0 136 188 0 305 335	Thru 0 268 289 0 654 676	Right 0 138 142 0 451 504		
Totals:	568 East	1514 : <b>Approa</b> es Cars. T	549 ach Tota	2631 als eavys	1	6717			964 West	1887 : <b>Appro</b> a	1235 ach Totarucks, & H	4086 als eavys	1
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hou Endi	ır na	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00 9:00:00 16:00:00 17:00:00 18:00:00	0 94 103 0 134 142	0 718 817 0 2350 2340	0 86 106 0 111 139	0 898 1026 0 2595 2621	0 0 0 0 0 0	0 3452 3527 0 3998	7:00 8:00 9:00 16:00 17:00 18:00	0:00 0:00 0:00 0:00 0:00	0 181 204 0 99 127	0 2131 2007 0 1147 1136	0 242 290 0 157 161	0 2554 2501 0 1403 1424	0 0 0 0 0
Totals:	473	6225	442	7140	0 /aluaa f	15022	• • • • • • • • • • • • • • • • • • •	- M	611	6421	850	7882	0
Hours En Crossing		7:00 0	8:00 744	9:00 875	16:00 0	or Traffic Cr	17	<b>g M</b> 7:00 041	18:00 2609	18:00 1126	18:00 2609		

		Passeng	jer Cars -	North Ap	oproach			Tru	cks - Nort	h Appro	ach			Hea	avys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ht	Le	ft	Thr	·u	Rig	ght	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	39	39	77	77	5	5	0	0	1	1	0	0	0	0	0	0	0	0	1	1
7:30:00	85	46	162	85	18	13	0	0	1	0	1	1	0	0	0	0	0	0	1	C
7:45:00	146	61	279	117	25	7	0	0	2	1	1	0	0	0	0	0	0	0	1	0
8:00:00	194	48	412	133	42	17	0	0	2	0	1	0	0	0	0	0	0	0	1	0
8:15:00	240	46	544	132	64	22	0	0	2	0		0		0		0	0	0	1	C
8:30:00	277	37	672	128	95	31	0	0		2		0		0		0	0	0	1	0
8:45:00	328	51	797	125	123	28	0	0		0		0		0		0	0	0	1	0
9:00:00	370	42	918	121	149	26	1	1	6	2	1	0	0	0	0	0	0	0	1	0
9:02:05	370	0	918	0	149	0	1	0		0	1	0		0		0	0	0	1	C
16:00:00	370	0	918	0	149	0	1	0		0	1	0	1	0		0	0	0	1	0
16:15:00	396	26	988	70	204	55	1	0		1	1	0		0		0	0	0	1	0
16:30:00	414	18	1051	63	264	60	1	0		0	1	0	0	0	0	0	0	0	1	0
16:45:00	437	23	1130	79	316	52	2	1	7	0	1	0		0		0	0	0	1	0
17:00:00	451	14	1200	70	356	40	2	0		0		0		0			0	0	1	C
17:15:00	486	35	1290	90	402	46	2	0		1	1	0		0		0	0	0	1	0
17:30:00	511	25	1352	62	456	54	3	1	9	1	1	0		0		0	0	0	1	C
17:45:00	539	28	1427	75	511	55	4	1	9	0		0		0		0	0	0	1	C
18:00:00	563	24	1505	78	548	37	5	1	9	0	1	0		0		0	0	0	1	C
18:15:00	563	0	1505	0	548	0	5	0		0	1	0		0			0	0	1	0
18:16:59	563	0	1505	0	548	0	5	0	9	0	1	0	0	0	0	0	0	0	1	0

		Passen	ger Cars -	East Ap	proach			Tro	ıcks - Eas	t Approa	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	11	11	122	122	8	8	0	0	15	15	0	0	0	0	0	0	0	0	0	C
7:30:00	20	9	284	162	27	19	0	0	36	21		0	0	0	0	0	0	0	0	C
7:45:00	52	32	422	138	49	22	0	0		19	0	0	0	0	0	0	0	0	0	
8:00:00	94	42	642	220	86	37	0	0		21	0	0	0	0	0	0	0	0	0	
8:15:00	123	29	782	140	113	27	2	2		17		0	0	0	0	0	0	0	0	C
8:30:00	150	27	985	203	152	39	2	0		25		0		0		0	0	0	0	(
8:45:00	170	20	1208	223	171	19	2	0		11	0	0		0	0	0	0	0	0	(
9:00:00	193	23	1388	180	191	20	4	2	147	18	1	1	0	0	0	0	0	0	0	C
9:02:05	193	0	1388	0	191	0	4	0		0		0		0		0	0	0	0	C
16:00:00	193	0	1388	0	191	0	4	0		0		0	0	0	0	0	0	0	0	C
16:15:00	219	26	1937	549	224	33	5	1	166	19		0		0		0	0	0	0	C
16:30:00	247	28	2544	607	250	26	7	2		13		0	0	0	0	0	0	0	0	C
16:45:00	284	37	3056	512	274	24	7	0		5		1		0		0	0	0	0	C
17:00:00	323	39	3699	643	301	27	8	1	186	2		0		0		0	0	0	0	C
17:15:00	355	32	4273	574	331	30	9	1	189	3		0	0	0	0	0	0	0	0	C
17:30:00	391	36	4860	587	366	35	9	0		8		0		0		0	0	0	0	C
17:45:00	422	31	5449	589	407	41	10	1	204	7		0		0		0	0	0	0	C
18:00:00	463	41	6020	571	440	33	10	0		1	2	0		0		0	0	0	0	C
18:15:00	463	0	6020	0	440	0	10	0		0		0		0		0	0	0	0	C
18:16:59	463	0	6020	0	440	0	10	0	205	0	2	0	0	0	0	0	0	0	0	C

		Passeng	er Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	ıvys - Soı	ıth Appro	ach		Pedes	trians
Interval	Le	ft	Thr	u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	26	26	50	50	18	18	2	2	0	0	1	1	0	0	0	0	0	0	0	C
7:30:00	55	29	104	54	55	37	11	9	1	1	1	0	0	0	0	0	0	0	0	C
7:45:00	89	34	187	83	96	41	17	6	1	0	5	4	. 0	0	0	0	0	0	0	0
8:00:00	113	24	266	79	132	36	23	6		1	6	1	0	0	0	0	0	0	0	0
8:15:00	148	35	349	83	159	27	30	7	2	0		0		0			0	0	0	0
8:30:00	193	45	444	95	199	40	34	4	-	2		0		0				0	0	0
8:45:00	241	48	495	51	244	45	38	4		2		4		0	0			0	0	0
9:00:00	282	41	547	52	267	23	42	4	10	4		3	0	0	0	0	0	0	0	0
9:02:05	282	0	547	0	267	0	42	0		0		0		0				0	0	0
16:00:00	282	0	547	0	267	0	42	0		0		0		0	0			0	0	0
16:15:00	369	87	696	149	356	89	43	1	12	2		4		0				0	1	1
16:30:00	442	73	852	156	458	102	45	2		2		5		0				0	1	0
16:45:00	516	74	1036	184	563	105	49	4		0		4		0				0	1	C
17:00:00	580	64	1196	160	699	136	49	0		1	32	6		0				0	1	C
17:15:00	661	81	1373	177	803	104	52	3		0		7		0				0	1	C
17:30:00	743	82	1563	190	923	120	53	1	17	2		3		0				0	1	C
17:45:00	824	81	1728	165	1067	144	54	1	20	3		10		0				0	1	C
18:00:00	908	84	1866	138	1177	110	56	2		1	58	6		0				0	1	0
18:15:00	908	0	1866	0	1177	0	56	0		0		0		0				0	1	0
18:16:59	908	0	1866	0	1177	0	56	0	21	0	58	0	0	0	0	0	0	0	1	0

		Passeng	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - Wes	st Appro	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ht	Le	ft	The	ru	Rig	ht	Le	ft	Thi	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	22	22	439	439	42	42	0	0	6	6		0	0	0	0	0	0	0	0	0
7:30:00	59	37	1026	587	96	54	1	1	13	7	2	2	0	0	0	0	0	0	0	C
7:45:00	126	67	1526	500	157	61	1	0	19	6	5	3	0	0	0	0	0	0	0	
8:00:00	180	180 54 2108 235 55 2588			237	80	1	0		4	-	0	0	0	0	0	0	0	0	0
8:15:00		235 55 2588 4 299 64 3127 5			312	75	1	0		8		0		0	0	0	0	0	0	
8:30:00		299 64 3127 53			393	81	1	0		3		0		0	0	0	0	0	0	0
8:45:00		343 44 3635 508			469	76	1	0		10		1		0	0	0	0	0	0	C
9:00:00		384 41 4084 449			524	55	1	0		10		2		0	0	0	0	0	0	C
9:02:05					524	0	1	0		0		0		0	0	0	0	0	0	C
16:00:00		384 0 4084 384 0 4084			524	0	1	0		0		0		0	0	0	0	0	0	0
16:15:00	407	23	4342	258	552	28	1	0		23		3		0	0	0	0	0	0	0
16:30:00	433	26	4605	263	590	38	1	0		16		1	_	0	0	0	0	0	0	0
16:45:00	459	26	4877	272	631	41	1	0		12		2		0	0	0	0	0	0	0
17:00:00	483	24	5171	294	675	44	1	0		9		0		0	0	0	0	0	0	0
17:15:00	518	35	5463	292	714	39	1	0		11	1	2		0	0	0	0	0	0	0
17:30:00	558	40	5737	274	753	39	1	0	_	9		0		0	0	0	0	0	0	0
17:45:00	588	30	5997	260	790	37	1	0		6		2		0	0	0	0	0	0	0
18:00:00	610	22	6276	279	830	40	1_	0		5		2		0	0	0	0	0	0	0
18:15:00	610	0	6276	0	830	0	<u> </u>	0		0		0		0	0	0	0	0	0	0
18:16:59	610	U	6276	0	830	U	1	0	145	0	20	U	0	U	U	U	U	U	U	0

#### Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 **From:** 7:00:00 To: 9:00:00 To: 8:45:00 Municipality: Oakville Weather conditions: Site #: 1902900002 Intersection: Dundas St E & Meadowridge Dr Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E East Leg Total: 3762 East Entering: 1118 East Peds: 0 $\mathbb{X}$ Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 97 982 1079 1029 933 0 88 0 89 Dundas St E 1021 Heavys Trucks Cars Totals Dundas St E 28 2351 2379 48 Trucks Heavys Totals 0 1 49 Cars 0 29 2399 2616 2644 Meadowridge Dr $\mathbb{X}$ Peds Cross: 314 Peds Cross: $\bowtie$ Cars 136 Cars 49 265 0 West Peds: Trucks 2 Trucks 1 0 1 South Peds: 0 Heavys 0 Heavys 0 0 0 South Entering: 315 West Entering: 2428 West Leg Total: 3507 Totals 138 Totals 50 265 South Leg Total: 453 **Comments**

#### Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 17:00:00 **From:** 16:00:00 To: 18:00:00 To: 18:00:00 Municipality: Oakville Weather conditions: Site #: 1902900002 Intersection: Dundas St E & Meadowridge Dr Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E East Leg Total: 4325 East Entering: 2891 East Peds: 0 $\mathbb{X}$ Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 22 2689 2711 2671 2649 0 220 0 220 Dundas St E 2869 Heavys Trucks Cars Totals Dundas St E 37 1258 1295 0 71 71 Trucks Heavys Totals 0 Cars 1397 0 1329 1434 Meadowridge Dr $\mathbb{X}$ Peds Cross: Peds Cross: $\bowtie$ Cars 291 Cars 40 139 179 0 0 West Peds: Trucks 0 Trucks 0 0 South Peds: 0 0 0 South Entering: 179 West Entering: 1366 Heavys 0 Heavys 0 West Leg Total: 4077 Totals 291 Totals 40 139 South Leg Total: 470 **Comments**

## **Total Count Diagram**

Municipality: Oakville

1902900002

Site #:

Intersection: Dundas St E & Meadowridge Dr

TFR File #:

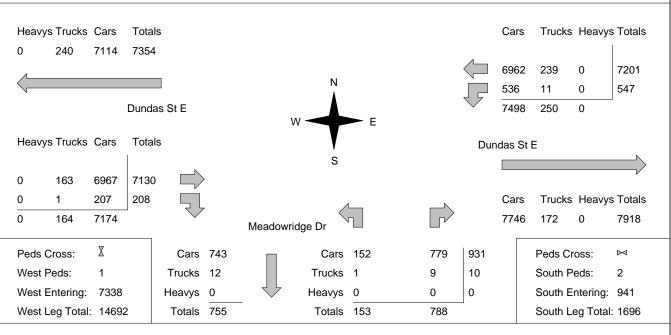
Count date: 19-Feb-19 Weather conditions:

Person(s) who counted:

\*\* Signalized Intersection \*\*

Major Road: Dundas St E runs W/E

East Leg Total: 15666 East Entering: 7748 East Peds: 1  $\mathbb{X}$ Peds Cross:



#### **Comments**

## Ontario Traffic Inc. Traffic Count Summary

Intersection: [	Dundas	St E &	Meadow	ridge Dr	Count [	Date: 19-Feb-19	9	Munic	cipality: Oa	kville			
	North	n Appro	ach Tot	als					South	n Appro	ach Tot	als	
l	Include	es Cars, T	rucks, & H	-	<b>-</b>	North/South		-	Include	es Cars, T	rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi	ır ng	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0			0	0	0	0	0
8:00:00	0	0	0	0	0	245			18	0	227	245	0
9:00:00	0	0	0	0	0	345			58	0	287	345	0
16:00:00	0	0	0	0	0		16:00		0	0	125	173	0 2 0
17:00:00	0	0	0	0	0		17:00		37	0	135	172	2
18:00:00	O	0	0	0	0	179	18:00	):00	40	0	139	179	O
Totals:	0 <b>East</b>	0 : <b>Appro</b> a	0 ach Tota	0 als eavvs	0	941			153 West	0 Appro	788 ach Totarucks, & H	941 <b>als</b> eavvs	2
Hour				Grand	Total	East/West Total	Hou	ır				Grand	Total
7:00:00	Left 0	Thru 0	Right 0	Total 0	Peds 0	Approaches 0	7:00	_	Left 0	Thru 0	Right 0	Total 0	Peds 0
8:00:00	43	841	0	884	1	3207	8:00		0	2304	19	2323	1
9:00:00	91	1059	Ö	1150	Ö	3463	9:00		ő	2261	52	2313	Ö
16:00:00	0	0	0	0	Ö		16:00		0	0	0	0	Ö
17:00:00	193	2630	0	2823	0	4159			0	1270	66	1336	0 0
18:00:00	220	2671	0	2891	0	4257	18:00	0:00	0	1295	71	1366	0
Totals:	547	7201	0	7748	1	15086			0	7130	208	7338	1
						or Traffic Cr		_	-				
Hours En Crossing		7:00 0	8:00 20	9:00 58	16:00 0		17	7:00 37	17:00 37	18:00 40	18:00 40		

		Passen	ger Cars -	North A	oproach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Let	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0			0	0	0	0				0		0				0	0	0
8:00:00	0	0		0	0	0	0	0				0		0				0	0	0
8:15:00	0	0		0	0	0	0	0				0		0				0	0	0
8:30:00	0	0		0	0	0	0	0				0		0				0	0	0
8:45:00	0	0	0	0	0	0	0	0				0		0				0	0	0
9:00:00	0	0			0	0	0	0			+	0		0				0	0	0
9:02:19	0	0			0	0	0	0				0		0				0	0	0
16:00:00	0	0	0		0	0	0	0				0	1	0				0	0	0
16:15:00	0	0		0	0	0	0	0				0		0				0	0	0
16:30:00	0	0		0	0	0	0	0				0		0				0	0	0
16:45:00 17:00:00	0	0			0	0	0	0				0		0				0	0	0
17:00:00	0	0			0	0	0	0				0		0				0	0	0
17:30:00	0	0			0	0	0	0				0		0				0	0	0
17:45:00	0	0		0	0	0	0	0				0		0				0	0	0
18:00:00	0	0		0	0	0	0	0				0		0				0	0	0
18:15:00	0	0			0	0	0	0			1	0		0				0	0	0
18:15:36	0	0			0	0	0	0				0		0				0	0	0

		Passen	ger Cars -	East Ap	proach			Tro	ucks - Eas	t Approa	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
7:15:00	13	13	143	143	0	0	1	1	16	16	0	0	0	0	0	0	0	0	0	(
7:30:00	18	5	345	202	0	0	3	2	44	28	0	0	0	0	0	0	0	0	0	(
7:45:00	24	6	525	180	0	0	4	1	70	26	0	0	0	0	0	0	0	0	1	1
8:00:00	39	15	747	222	0	0	4	0	94	24	0	0	0	0	0	0	0	0	1	(
8:15:00	56	17	954	207	0	0	4	0	118	24	0	0	0	0	0	0	0	0	1	(
8:30:00	89	33 1192 238 0		0	5	1	150	32		0	0	0	0	0	0	0	1	(		
8:45:00	112	23	1458	266	0	0	5	0	166	16		0	0	0	0	0	0	0	1	(
9:00:00	129	17	1714	256	0	0	5	0	186	20	0	0	0	0	0	0	0	0	1	(
9:02:19	129	0	1714	0	0	0	5	0	186	0	0	0	0	0	0	0	0	0	1	(
16:00:00	129	0	1714	0	0	0	5	0	186	0	0	0	0	0	0	0	0	0	1	(
16:15:00	194	65	2338	624	0	0	5	0	194	8	0	0	0	0	0	0	0	0	1	(
16:30:00	228	34	3015	677	0	0	11	6	204	10	0	0	0	0	0	0	0	0	1	(
16:45:00	272	44	3653	638	0	0	11	0	213	9	0	0	0	0	0	0	0	0	1	(
17:00:00	316	44	4313	660	0	0	11	0	217	4	0	0	0	0	0	0	0	0	1	(
17:15:00	374	58	4987	674	0	0	11	0	222	5	0	0	0	0	0	0	0	0	1	(
17:30:00	415	41	5636	649	0	0	11	0	229	7	0	0	0	0	0	0	0	0	1	(
17:45:00	468	53	6320	684	0	0	11	0	235	6	0	0	0	0	0	0	0	0	1	(
18:00:00	536	68	6962	642	0	0	11	0	239	4	0	0	0	0	0	0	0	0	1	(
18:15:00	536	0	6962	0	0	0	11	0	239	0	0	0	0	0	0	0	0	0	1	(
18:15:36	536	0	6962	0	0	0	11	0	239	0	0	0	0	0	0	0	0	0	1	(

		Passenç	ger Cars -	South A	pproach			Tru	icks - Sou	ıth Appro	ach			Hea	ıvys - Sou	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	jht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	6	6	0		44	44	0	0				0		0		0	0	0	0	0
7:30:00	7	1	0		100	56	0	0				1		0		0	0	0		0
7:45:00	11	4	0		166	66	0	0				0		0		0	0	0		0
8:00:00	18	7	0		226	60	0	0			-	0		0		0	0	0	0	0
8:15:00	35	17	0		281	55	0	0				0		0		0	0	0	0	0
8:30:00	48	13			360	79	0	0				0		0		0	0	0		0
8:45:00	60	12			431	71	1	1			+	0		0		0	0	0		0
9:00:00	75 75	15			513	82	1 1	0				0		0		0	0	0	0	0
9:02:19	75 75	0			513	0	1 1	0				0		0		0	0	0	0	0
16:00:00 16:15:00	84	9	0	-	513 541	0 28	1	0						0		0	0	0	0	0
16:30:00	94	10	0		569	28	1	0				2		0		0	0	0	2	- 0
16:45:00	100	6		-	605	36	1	0				3		0		0	0	0		2
17:00:00	112	12			640	35	1	0				0		0		0	0	0	2	0
17:15:00	117	5	0		672	32	1	0				0		0		0	0	0	2	0
17:30:00	127	10			708	36	<u>.</u> 1	0	1			0		0		0	0	0		
17:45:00	136	9			747	39	1	0			-	0		0		0	0	0	2	
18:00:00	152	16			779	32	1	0	1			0		0		0	0	0	2	0
18:15:00	152	0		0	779	0	1	0			1	0	0	0	0	0	0	0	2	
18:15:36	152	0	0	0	779	0	1	0	0	0	9	0	0	0		0	0	0		

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	501	501	2	2	0	0	5	5	0	0	0	0	0	0	0	0	1	1
7:30:00	0	0	1097	596	6	4	0	0	15	10	0	0	0	0	0	0	0	0	1	C
7:45:00	0	0	1675	578	9	3	0	0		9	0	0	0	0	0	0	0	0	1	0
8:00:00	0	0	2277	602	18	9	0	0		3	1	1		0		0	0	0	1	0
8:15:00	0	0	2912	635	26	8	0	0		8	1	0		0		0	0	0	1	C
8:30:00	0	0		582	43	17	0	0		7	1	0		0		0	0	0	1	0
8:45:00	0	0	4026	532	57	14	0	0		10	1	0		0		0	0	0	1	0
9:00:00	0	0		473	70	13	0	0		14	1	0		0		0	0	0	1	C
9:02:19	0	0	4499	0	70	0	0	0		0		0		0		0	0	0	1	0
16:00:00	0	0	4499	0	70	0	0	0		0	1	0		0	0	0	0	0	1	0
16:15:00	0	0	4781	282	90	20	0	0		24	1	0		0		0	0	0	1	0
16:30:00	0	0	5084	303	103	13	0	0		14	1	0		0		0	0	0	1	0
16:45:00	0	0	5389	305	115	12	0	0		10	1	0		0		0	0	0	1	0
17:00:00	0	0	5709	320	136	21	0	0		12	1	0		0		0	0	0	1	0
17:15:00	0	0	6054	345	146	10	0	0	1	10		0		0		0	0	0	1	0
17:30:00	0	0	6368	314	164	18	0	0		12	1	0		0	_	0	0	0	1	0
17:45:00	0	0	6649	281	183	19 24	0	0		9		0		0		0	0	0	1	0
18:00:00 18:15:00	0	0	6967 6967	318	207 207	0	0	0		6		0		0		0	0	0	1	0
18:15:36	0	0	6967	0	207	0	0	0		0		0		0		0	0	0	1	0
16.15.36	U	U	0907	U	207	U	U	U	103	U		0	0	U	U	U	U	U	I	

#### Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:30:00 **From:** 7:00:00 To: 9:00:00 To: 8:30:00 Municipality: Oakville Weather conditions: Site #: 1902900003 Intersection: Dundas St E & Prince Michael Dr Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E East Leg Total: 3435 East Entering: 1020 East Peds: 2 $\mathbb{X}$ Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 108 960 1068 854 107 0 961 59 59 Dundas St E 913 107 Heavys Trucks Cars Totals Dundas St E 28 2216 2244 4 103 107 Trucks Heavys Totals 0 Cars 2386 0 2319 2415 Prince Michael Dr $\mathbb{X}$ Peds Cross: Peds Cross: $\bowtie$ Cars 162 Cars 106 170 276 2 2 West Peds: Trucks 4 Trucks 1 1 South Peds: 1 West Entering: 2351 0 South Entering: 278 Heavys 0 Heavys 0 West Leg Total: 3419 Totals 107 South Leg Total: 444 Totals 166 **Comments**

#### Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak From:** 16:00:00 **From:** 16:45:00 To: 17:45:00 18:00:00 To: Municipality: Oakville Weather conditions: Site #: 1902900003 Intersection: Dundas St E & Prince Michael Dr Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E East Leg Total: 4051 East Entering: 2719 East Peds: 0 $\mathbb{X}$ Peds Cross: Trucks Heavys Totals Heavys Trucks Cars Totals Cars 21 2623 2644 2492 2471 0 226 227 Dundas St E 2697 Heavys Trucks Cars Totals Dundas St E 40 1207 1247 147 3 150 Trucks Heavys Totals 0 Cars 1292 1354 0 1332 Prince Michael Dr $\mathbb{X}$ Peds Cross: 237 Peds Cross: $\bowtie$ Cars 373 Cars 152 85 0 West Peds: 0 Trucks 4 Trucks 0 0 South Peds: 5 Heavys 0 0 0 South Entering: 237 West Entering: 1397 Heavys 0 West Leg Total: 4041 Totals 377 Totals 152 South Leg Total: 614 **Comments**

## **Total Count Diagram**

Municipality: Oakville

**Site #:** 1902900003

Intersection: Dundas St E & Prince Michael Dr

TFR File #: 1

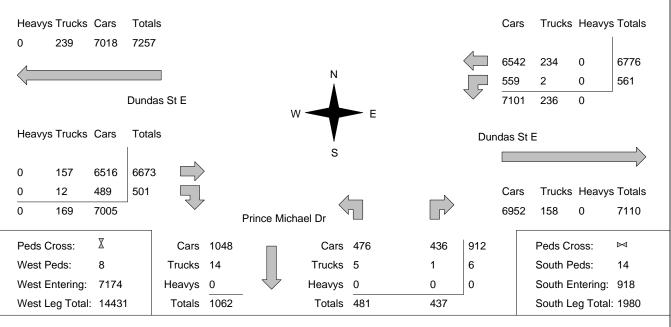
Count date: 19-Feb-19

Weather conditions:

Person(s) who counted:

\*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E

East Leg Total: 14447
East Entering: 7337
East Peds: 3
Peds Cross: X



#### **Comments**

## Ontario Traffic Inc. Traffic Count Summary

Intersection:	Dundas	St E &	Prince M	lichael Dr	Count [	Date: 19-Feb-19	9	Munic	cipality: Oa	kville			
	Nortl	n Appro	ach Tot	als					South	n Appro	ach Tot	als	
	Include	es Cars, T	rucks, & H	eavys		North/South					rucks, & H		
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi	ır ng	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00 9:00:00 16:00:00 17:00:00 18:00:00	Left 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Thru 0 0 0 0 0 0	Right 0 0 0 0 0 0 0 0 0 0 0 0	Total  0 0 0 0 0 0 0		Approaches 0 215 249 0	7:00 8:00 9:00 16:00 17:00	ng 0:00 0:00 0:00 0:00 0:00	Left 0 69 108 0 156 148	Thru 0 0 0 0 0 0	Right  0 146 141 0 73 77		
Totals:			0 ach Tota		0	918			481 West	0 Appro-	437 ach Tota rucks, & H	918 als	14
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	East/West Total Approaches	Hou	ur	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00 9:00:00 16:00:00 17:00:00 18:00:00	0 46 67 0 211 237	0 820 1041 0 2444 2471	0 0 0 0 0	0 866 1108 0 2655 2708	0 0 2 0 1 0	0 3106 3328 0 3989	Endi 7:00 8:00 9:00 16:00 17:00 18:00	0:00 0:00 0:00 0:00 0:00	0 0 0 0 0 0	0 2168 2074 0 1200 1231	0 72 146 0 134 149	0 2240 2220 0 1334 1380	0 1 2 0 3 2
Totals:	561	6776	0	7337	3	14511			0	6673	501	7174	8
			Calc	ulated Va	alues f	or Traffic Cr	ossin	g Ma	ajor Stre	eet			
Hours En Crossing		0:00 0	0:00 0	7:00 0	8:00 70			9:00 112	16:00 0	17:00 160	18:00 150		

		Passen	ger Cars -	North A	oproach			Tru	ıcks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45:00	0	0			0	0	0	0				0		0			0	0	0	0
8:00:00	0	0		0	0	0	0	0				0		0		0	0	0	0	0
8:15:00	0	0		0	0	0	0	0				0		0			0	0	0	0
8:30:00	0	0		0	0	0	0	0				0		0			0	0	0	0
8:45:00	0	0		0	0	0	0	0				0		0		0	0	0	0	0
9:00:00 9:00:38	0	0			0	0	0	0				0		0			0	0	0	0
16:00:00	0	0			0	0	0	0				0		0			0	0	0	0
16:15:00	0	0		0	0	0	0	0				0		0			0	0	0	0
16:30:00	0	0		-	0	0	0	0				0		0			0	0	0	0
16:45:00	0	0	1	0	0	0	0	0				0		0		0	0	0	0	0
17:00:00	0	0	0	0	0	0	0	0				0		0			0	0	0	0
17:15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45:00	0	0		0	0	0	0	0				0		0			0	0	0	0
18:00:00	0	0		0	0	0	0	0			1	0		0			0	0	0	0
18:15:00	0	0	1		0	0	0	0				0		0			0	0	0	0
18:16:06	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

		Passen	ger Cars -	East Ap	proach			Tro	ucks - Eas	t Approa	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thi	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	7	7	150	150	0	0	0	0	16	16	0	0	0	0	0	0	0	0	0	C
7:30:00	19	12	322	172	0	0	0	0	42	26	0	0	0	0	0	0	0	0	0	C
7:45:00	32	13	511	189	0	0	0	0		27	0	0	0	0	0	0	0	0	0	
8:00:00	46	14	725	214	0	0	0	0	95	26		0	0	0	0	0	0	0	0	
8:15:00	54	8	939	214	0	0	0	0		21	0	0		0		0	0	0	0	(
8:30:00	78	24	1176	237	0	0	0	0		33		0		0		0	0	0	2	2
8:45:00	97	19	1423	247	0	0	0	0		16		0		0		0	0	0	2	C
9:00:00	113	16	1677	254	0	0	0	0	184	19	0	0	0	0	0	0	0	0	2	(
9:00:38	113	0	1677	0	0	0	0	0		0		0		0		0	0	0	2	(
16:00:00	113	0	1677	0	0	0	0	0		0	0	0		0	0	0	0	0	2	
16:15:00	166	53	2253	576	0	0	0	0		6	0	0		0		0	0	0	3	
16:30:00	207	41	2871	618	0	0	0	0		11	0	0		0		0	0	0	3	(
16:45:00	269	62	3475	604	0	0	1	1	209	8	0	0		0		0	0	0	3	
17:00:00	323	54	4092	617	0	0	1	0		4	0	0		0		0	0	0	3	
17:15:00	375	52	4699	607	0	0	1	0		5	0	0		0		0	0	0	3	
17:30:00	434	59	5306	607	0	0	1	0		7	0	0		0		0	0	0	3	(
17:45:00	495	61	5946	640	0	0	2	1	230	5	0	0		0		0	0	0	3	
18:00:00	559	64	6542	596	0	0	2	0		4	0	0		0		0	0	0	3	(
18:15:00	559	0	6542	0	0	0	2	0		0		0		0		0	0	0	3	
18:16:06	559	0	6542	0	0	0	2	0	234	0	0	0	0	0	0	0	0	0	3	

		Passeng	ger Cars -	South A	pproach			Tru	cks - Sou	th Appro	oach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	8	8	0	0	28	28	0	0	0	0	0	0	0	0	0	0	0	0	3	3
7:30:00	21	13	0	0	59	31	0	0	0	0	0	0	0	0	0	0	0	0	3	0
7:45:00	47	26	0	0	107	48	0	0	0	0	0			0	0	0	0	0	3	
8:00:00	68	21	0	0	146	39	1	1	0	0		0		0		0	0	0	3	0
8:15:00	90	22	0	0	185	39	1	0		0		1		0			0	0	4	1
8:30:00	127	37	0	0	229	44	1	0		0		0		0			0	0	4	0
8:45:00	149	22	0	0	257	28	1	0		0		0		0		0	0	0	4	0
9:00:00	176	27	0	0	286	29	1	0				0		0			0	0	4	0
9:00:38	176	0		0	286	0	1	0		0		0		0			0	0	4	0
16:00:00	176	0	0	0	286	0	1	0		0		0		0			0	0	4	0
16:15:00	214	38		0	302	16	3	2		0		0		0			0	0	6	2
16:30:00	258	44	0	0	320	18	3	0		0		0		0		0	0	0	8	2
16:45:00	292	34	0	0	335	15	3	0		0		0		0		0	0	0	9	1
17:00:00 17:15:00	330	38 36	0	0	359 378	24 19	3	0		0		0		0			0	0	12 12	3
17:15:00	366 411	45	0	0	378	19	3	0		0		0		0		0	0	0	13	0
17:30:00	411	33	0	0	420	24	3	0		0		0		0			0	0	14	
18:00:00	476	32		0	436	16	5	2		0	-	0		0		0	0	0	14	0
18:15:00	476	0		0	436	0	5	0		0		0		0			0	0	14	0
18:16:06	476	0			436	0	5	0				0		0			0	0	14	0
10.10.00	470		0	U	430	- 0	<u>J</u>	U	0						U	U		U	14	

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Let	ft	Thi	ru	Rig	ht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	0	0	489	489	12	12	0	0	6	6	1	1	0	0	0	0	0	0	0	C
7:30:00	0	0	1036	547	28	16	0	0	14	8	1	0	0	0	0	0	0	0	1	1
7:45:00	0	0	1579	543	52	24	0	0		10	1	0	0	0	0	0	0	0	1	
8:00:00	0	0	2141	562	71	19	0	0		3	1	0	0	0	0	0	0	0	1	
8:15:00	0	0	2713	572	104	33	0	0		9	3	2		0		0	0	0	2	
8:30:00	0	0	3252	539	131	27	0	0		6		2		0		0	0	0	3	
8:45:00	0	0	3741	489	176	45	0	0		10		0		0	0	0	0	0	3	
9:00:00	0	0	4176	435	212	36	0	0		14	6	1	0	0	0	0	0	0	3	
9:00:38	0	0	4176	0	212	0	0	0		0		0		0		0	0	0	3	
16:00:00	0	0	4176	0	212	0	0	0		0	6	0		0	0	0	0	0	3	
16:15:00	0	0	4441	265	245	33	0	0		25	8	2		0		0	0	0	5	2
16:30:00	0	0	4722	281	275	30	0	0		11	9	1		0		0	0	0	6	1
16:45:00	0	0	4995	273	305	30	0	0		9	9	0		0		0	0	0	6	
17:00:00	0	0	5317	322	343	38	0	0		14	9	0		0			0	0	6	
17:15:00	0	0	5633	316	377	34	0	0		8	9	0		0		0	0	0	6	
17:30:00	0	0	5923	290	411	34	0	0		10		1		0		0	0	0	6	(
17:45:00	0	0	6202	279	452	41	0	0		8	12	2		0			0	0	6	
18:00:00	0	0	6516	314	489	37	0	0		6		0		0		0	0	0	8	2
18:15:00	0	0		0	489	0	0	0		0		0		0			0	0	8	
18:16:06	0	0	6516	0	489	0	0	0	157	0	12	0	0	0	0	0	0	0	8	

#### Ontario Traffic Inc. **Morning Peak Diagram Specified Period One Hour Peak** From: 7:45:00 From: 7:00:00 To: 9:00:00 To: 8:45:00 Municipality: Oakville Weather conditions: Site #: 1902900004 Intersection: Dundas St E & Eighth Line Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E North Leg Total: 225 Heavys 0 0 0 Heavys 0 East Leg Total: 3429 Trucks 0 0 North Entering: 175 Trucks 2 East Entering: 1097 East Peds: North Peds: Cars 25 57 92 174 Cars 48 1 $\mathbb{X}$ Totals 25 Totals 50 Peds Cross: Peds Cross: ⋈ 58 92 Eighth Line Trucks Heavys Totals Heavys Trucks Cars Totals Cars 95 1099 1194 20 0 0 20 922 1017 95 0 60 0 60 Dundas St E 1002 Heavys Trucks Cars Totals Dundas St E 0 1 10 11 29 2060 2089 110 Trucks Heavys Totals 0 3 113 Cars 2300 32 33 2180 0 2332 Eighth Line $\mathbb{X}$ Peds Cross: Peds Cross: $\bowtie$ Cars 227 Cars 152 148 318 0 4 West Peds: Trucks 4 Trucks 0 3 South Peds: 1 1 0 0 West Entering: 2213 Heavys 0 Heavys 0 South Entering: 322 West Leg Total: 3407 Totals 152 South Leg Total: 553 Totals 231 151 **Comments**

#### Ontario Traffic Inc. **Afternoon Peak Diagram Specified Period One Hour Peak** From: 16:00:00 **From:** 16:45:00 To: 18:00:00 To: 17:45:00 Municipality: Oakville Weather conditions: Site #: 1902900004 Intersection: Dundas St E & Eighth Line Person(s) who counted: TFR File #: Count date: 19-Feb-19 \*\* Signalized Intersection \*\* Major Road: Dundas St E runs W/E North Leg Total: 163 Heavys 0 0 0 Heavys 0 East Leg Total: 4027 0 Trucks 0 0 North Entering: 56 Trucks 1 East Entering: 2642 North Peds: 0 Cars 10 13 33 56 Cars 106 East Peds: 2 $\mathbb{X}$ Peds Cross: ⋈ Totals 10 13 33 Totals 107 Peds Cross: Eighth Line Heavys Trucks Cars Trucks Heavys Totals Totals Cars 20 2547 2567 69 0 69 2374 2393 19 0 180 0 180 Dundas St E 2623 Heavys Trucks Cars Totals Dundas St E 0 0 9 9 42 1198 1240 178 181 Trucks Heavys Totals 0 3 Cars 1343 45 1385 42 0 1385 Eighth Line $\mathbb{X}$ Peds Cross: Peds Cross: $\bowtie$ Cars 371 Cars 163 112 303 West Peds: 1 Trucks 3 Trucks 1 0 2 South Peds: 0 1 Heavys 0 0 West Entering: 1430 Heavys 0 0 South Entering: 305 West Leg Total: 3997 Totals 164 112 South Leg Total: 679 Totals 374 **Comments**

## **Total Count Diagram**

Municipality: Oakville

**Site #:** 1902900004

Intersection: Dundas St E & Eighth Line

TFR File #: 1

Count date: 19-Feb-19

#### Weather conditions:

Person(s) who counted:

#### \*\* Signalized Intersection \*\*

 North Leg Total: 702
 Heavys 0 0 0 0

 North Entering: 397
 Trucks 2 1 0 3

 North Peds: 0 Cars 68 103 223 394

Peds Cross: ⋈ Totals 70 104 223

Dundas St E

Major Road: Dundas St E runs W/E

Trucks 8

Cars 297

Totals 305

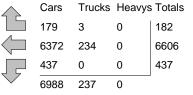
Heavys 0

Heavys Trucks Cars Totals
0 241 7003 7244





Eighth Line



Dundas St E

Heavys Trucks Cars Totals
0 3 38 41
0 161 6296 6457
0 11 530 541
0 175 6864





Cars	Trucks	Heavys	Totals
6987	167	0	7154

Peds Cross: 

West Peds: 4

West Entering: 7039

West Leg Total: 14283

 Cars
 1070

 Trucks
 12

 Heavys
 0

 Totals
 1082

 Cars
 563
 80
 468
 1111

 Trucks
 5
 2
 6
 13

 Heavys
 0
 0
 0
 0

 Totals
 568
 82
 474

Peds Cross: 
South Peds: 4

South Entering: 1124

South Leg Total: 2206

#### **Comments**

## Ontario Traffic Inc. Traffic Count Summary

Intersection:	Dundas	St E &	Eighth Li	ne	Count E	<sup>oate:</sup> 19-Feb-19	9	Munic	cipality: Oa	kville			
	North	1 Appro	ach Tot	als					South	Appro	ach Tot	als	
	Include	es Cars, T	rucks, & H	eavys		North/South			Include	s Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi	ır ng	Left	Thru	Right	Grand Total	Total Peds
7:00:00 8:00:00	0 71	0 27	0 28	0 126	0	0 345	7:00 8:00	00:0	0 83	0 6	0 130	0 219	0
9:00:00	86	47	17	150	Ö	472	9:00	00:0	164	20	138	322	1
16:00:00	0	0	0	0	0	0			152	0	0	0	0 2 0
17:00:00 18:00:00	24 42	19 11	11 14	54 67	0		17:00 18:00		153 168	24 32	95 111	272 311	2
10.00.00	12	:				0,0	10.00	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		02			
Totals:	223 <b>Eas</b> t	104 Approa	70 ach Tota	397	0	1521			568 <b>Wes</b> t	82 Approx	474 ach Tota	1124 als	4
	Include	es Cars, T	rucks, & H	eavys		East/West			Include	s Cars, T	rucks, & H	eavys	
Hour Ending	Left	Thru	Right	Grand Total	Total Peds	Total Approaches	Hou Endi	ır ng	Left	Thru	Right	Grand Total	Total Peds
7:00:00	0	0	0	0	0	0	7:00		0	0	0	0	0
8:00:00 9:00:00	30 66	840 1029	16 26	886 1121	1 1	2991 3251	8:00 9:00		4 15	2013 2003	88 112	2105 2130	1 0
16:00:00	0	0	0	0	Ö	0	16:00	00:0	0	0	0	0	0
17:00:00	172	2388	70	2630	1	4022			12	1220	160	1392	1
18:00:00	169	2349	70	2588	3	4000	18:00	0:00	10	1221	181	1412	2
Totals:	437	6606				14264 or Traffic Cro		_	-		541	7039	4
Hours En		7:00	8:00	9:00	16:00			7:00	17:00	18:00	18:00		
Crossing	Values:	0	183	298	0		;	203	203	247	247		

		Passeng	jer Cars -	North Ap	oproach			Tru	cks - Nor	th Appro	ach			Hea	ıvys - Nor	th Appro	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ıht	Le	ft	Th	ru	Rig	ght	Le	ft	Th	ru	Rig	ht	North	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15:00	13	13	2	2	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30:00	24	11	4	2	9	8	0	0	0	0	1	1	0	0	0	0	0	0	0	0
7:45:00	47	23	15	11	16	7	0	0	0	0	1	0	0	0	0	0	0	0	0	0
8:00:00	71	24	27	12	27	11	0	0		0	1	0		0		0	0	0	0	0
8:15:00	95	24	52	25	33	6	0	0		0		0		0			0	0	0	0
8:30:00	119	24	65	13	37	4	0	0		1	1	0		0			0	0	0	0
8:45:00	139	20	72	7	41	4	0	0		0		0		0		0	0	0	0	0
9:00:00	157	18	73	1	44	3	0	0		0		0		0			0	0	0	0
9:01:01	157	0	73	0	44	0	0	0		0		0		0			0	0	0	0
16:00:00	157	0	73	0	44	0	0	0		0		0		0			0	0	0	0
16:15:00	160	3	77	4	50	6	0	0		0		0		0			0	0	0	0
16:30:00	166	6	82	5	51	1	0	0		0		0		0			0	0	0	0
16:45:00	174	8	89	7	55	4	0	0		0		0		0		0	0	0	0	0
17:00:00	181	7	92	3	55	0	0	0		0		0		0			0	0	0	0
17:15:00	187	6	96	4	56	1	0	0		0		0		0		0	0	0	0	0
17:30:00	200	13	98	2	60	4	0	0		0		0		0			0	0	0	0
17:45:00	207	7	102	4	65	5	0	0		0		0		0			0	0	0	0
18:00:00 18:15:00	223 223	16 0	103 103	1 0	68 68	3	0	0		0				0		0	0	0	0	0
18:16:41	223	0	103	0	68	0	0	0		0				0			0	0	0	0
16.16.41	223	U	103	U	00	U	U	0	I I	U		U	0	U	U	U	U	U	U	U

		Passen	ger Cars -	East Ap	proach			Tro	ıcks - Eas	t Approa	ach			He	avys - Eas	st Approa	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	East (	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	7	7	152	152	4	4	0	0	14	14	0	0	0	0	0	0	0	0	1	1
7:30:00	11	4	319	167	8	4	0	0	42	28	0	0	0	0	0	0	0	0	1	C
7:45:00	17	6	525	206	13	5	0	0		24	0	0	0	0	0	0	0	0	1	C
8:00:00	30	13	748	223	16	3	0	0	92	26	0	0	0	0	0	0	0	0	1	C
8:15:00	46	16	951	203	20	4	0	0	114	22	0	0	0	0	0	0	0	0	1	C
8:30:00	63	17	1189	238	27	7	0	0	144	30		0		0		0		0	2	
8:45:00	77	14	1447	258	33	6	0	0		17	0	0		0		0		0	2	C
9:00:00	96	19	1688	241	41	8	0	0	181	20		1	0	0	0	0	0	0	2	C
9:01:01	96	0	1688	0	41	0	0	0		0		0		0		0		0	2	C
16:00:00	96	0	1688	0	41	0	0	0		0	1	0		0	0	0		0	2	C
16:15:00	135	39	2230	542	57	16	0	0		8	2	1	0	0		0		0	3	
16:30:00	178	43	2846	616	76	19	0	0		13	2	0		0		0		0	3	C
16:45:00	222	44	3440	594	92	16	0	0		7	3	1	0	0		0		0	3	C
17:00:00	268	46	4044	604	109	17	0	0		4	3	0		0		0		0	3	C
17:15:00	313	45	4613	569	129	20	0	0		5	3	0	_	0		0		0	4	1
17:30:00	352	39	5229	616	144	15	0	0		4	3	0		0		0		0	4	C
17:45:00	402	50	5814	585	161	17	0	0		6	3	0		0		0		0	5	1
18:00:00	437	35	6372	558	179	18	0	0		6		0		0		0		0	6	1
18:15:00	437	0	6372	0	179	0	0	0		0		0		0		0		0	6	
18:16:41	437	0	6372	0	179	0	0	0	234	0	3	0	0	0	0	0	0	0	6	C

		Passeng	er Cars -	South A	pproach			Tru	cks - Sou	th Appro	ach			Hea	ıvys - Sou	ıth Appro	ach		Pedes	trians
Interval	Le	ft	Thr	·u	Rig	ıht	Le	ft	Th	ru	Rig	jht	Le	ft	Th	ru	Rig	ht	South	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	C
7:15:00	18	18	0	0	18	18	0	0	0	0	0	0	0	0	0	0	0	0	1	1
7:30:00	40	22	3	3	50	32	1	1	0	0	0	0	0	0	0	0	0	0	1	C
7:45:00	60	20	4	1	88	38	1	0	0	0	0	0	0	0	0	0	0	0	1	0
8:00:00	82	22	6	2	129	41	1	0	0	0	-	1		0		0	0	0	1	0
8:15:00	120	38	11	5	171	42	1	0		1	3	2		0			0	0	1	0
8:30:00	169	49	19	8	210	39	1	0		0		0		0			0	0	2	
8:45:00	212	43	22	3	236	26	1	0		0		0		0		0	0	0	2	
9:00:00	246	34	25	3	264	28	1	0		0		1		0			0	0	2	
9:01:01	246	0	25	0	264	0	1	0		0		0		0			0	0	2	
16:00:00	246	0	25	0	264	0	1	0		0	4	0		0			0	0	2	
16:15:00	287	41	35	10	283	19	2	1	1	0		1		0			0	0	3	
16:30:00	329	42	38	3	298	15	4	2		0		1		0		0	0	0	3	0
16:45:00	363	34	42	4	329	31	4	0		0		0		0		0	0	0	4	1
17:00:00	396	33	49	7	357	28	4	0		0		0		0			0	0	4	0
17:15:00	437	41	56	7	387	30	4	0		0		0		0		0	0	0	4	0
17:30:00	486	49	64	8	405	18	5	1	1	0		0		0			0	0	4	0
17:45:00	526	40	70	6	441	36 27	5	0		1	6	0		0			0	0	4	0
18:00:00 18:15:00	563 563	37	80 80	10 0	468 468	0	5 5	0		0		0		0		0	0	0	4	0
18:16:41	563	0	80	0	468	0	5	0		0		0		0			0	0	4	
16.16.41	303	U	60	U	400	U	<u> </u>	0		U	0	U	0	U	U	U	U	U	4	

		Passen	ger Cars -	West Ap	proach			Tru	ıcks - Wes	st Appro	ach			Hea	avys - We	st Appro	ach		Pedes	trians
Interval	Le	ft	Thi	·u	Rig	ht	Le	ft	Th	ru	Rig	ht	Le	ft	Th	ru	Rig	ht	West	Cross
Time	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr	Cum	Incr
7:00:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
7:15:00	1	1	453	453	16	16	1	1	6	6	2	2	0	0	0	0	0	0	1	1
7:30:00	1	0	968	515	36	20	1	0	14	8	5	3	0	0	0	0	0	0	1	C
7:45:00	2	1	1458	490	52	16	1	0		10	5	0	0	0	0	0	0	0	1	
8:00:00	2	0	1986	528	82	30	2	1	27	3		1	0	0	0	0	0	0	1	
8:15:00	4	2	2502	516	114	32	2	0		8	6	0		0		0	0	0	1	
8:30:00	5	1	3054	552	138	24	2	0		9	7	1	0	0		0	0	0	1	
8:45:00	12	7	3518	464	162	24	2	0		9	8	1	0	0	0	0	0	0	1	
9:00:00	17	5	3949	431	192	30	2	0		14	8	0	0	0	0	0	0	0	1	(
9:01:01	17	0	3949	0	192	0	2	0		0		0		0		0	0	0	1	(
16:00:00	17	0	3949	0	192	0	2	0		0	8	0		0	0	0	0	0	1	
16:15:00	19	2	4209	260	226	34	3	1		25	8	0		0		0	0	0	1	
16:30:00	23	4	4506	297	271	45	3	0		12		0		0		0	0	0	1	
16:45:00	25	2	4787	281	308	37	3	0		9	8	0		0		0	0	0	2	
17:00:00	28	3	5109	322	350	42	3	0		14	10	2		0			0	0	2	
17:15:00	31	3	5420	311	389	39	3	0	1	7	10	0		0		0	0	0	3	
17:30:00	32	1	5719	299	441	52	3	0		11	10	0		0		0	0	0	3	
17:45:00	34	2	5985	266	486	45	3	0		10		1	0	0		0	0	0	3	
18:00:00	38	4	6296	311	530	44	3	0		6		0		0		0	0	0	4	1
18:15:00	38	0	6296	0	530	0	3	0		0		0		0			0	0	4	
18:16:41	38	0	6296	0	530	0	3	0	161	0	11	0	0	0	0	0	0	0	4	

# 18. APPENDIX D: PROGRAM REFERENCE CARD

## ASC/3 PROGRAM REFERENCE CARD

CONTROLLER NUMBER ENTERED BY: DATE 03 / 27 / 17 BOOT: MAIN: HELP: DATA BASE	INTERSECTIONDun	PROGRAM das Street & Eighth Line	REFERENCE CARD	
	CONTROLLER NUMBER	ENTERED	BY:	_ DATE 0 <u>3 /</u> 2 <u>7 /</u> 1 <u>7</u> _
	BOOT:	MAIN:	_ HELP:	DATA BASE
5	5 2	4		
			8	

#### **CONFIGURATION SUBMENU**

#### 1-1-1. PHASE RING ASSIGNMENT

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

#### 1-1-2. PHASE COMPATIBILITY

	· <u> </u>		17 11							-						
PH AS E	1	2	3	4	5	6	7	00	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

#### 1-2. PHASES IN USE / EXCLUSIVE PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PHASES IN USE																
EXCLUSIVE PED																

#### 1-1-4. BACKUP PREVENT PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Ť	2	)	7	3	0	,	0	,	10	11	12	13	17	13	10
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

#### 1-1-5 SIMULTANEOUS GAP

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

#### 1-1-3. PHASE RING SEQUENCE

CONTROLLER 1	SEQUENCE 1							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 2	<u> </u>		<u> </u>	<u> </u>			
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 3	<u> </u>		<u> </u>				
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 4		<u> </u>	<u> </u>	•	- U	<u> </u>	
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 5			•	•			
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 6							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 7							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 8							
RING 1								
RING 2								
RING 3								
RING 4					_			

#### 1-1-3. PHASE RING SEQUENCE (CONT)

CONTROLLER 1	SEQUE							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 10						
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 11				•	•	
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 12						
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 13						
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 14						
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 15						
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUE	NCE 16						
RING 1								
RING 2								
RING 3								
RING 4								

#### 1-3. PHASE TO LOAD SWITCH (MMU) 1-4-2. MMU PROGRAM **ASSIGNMENT**

LOAD	PHASE		DIMM	IING			AUTO F	'LASH
SWITC H	/ OVERLA P	TYP E	RE D	YELLO W	GREE N	PHAS E	COLO R	TOGE - THER
1								
2								
3								
4								
5								
6								
7								
8								
9								
10								
11								
12								
13								
14								
15								
16								

#### 1-4-1. SDLC OPTIONS

	BIU N	JMBER									
TERM & FACIL	1	2	3	4	5	6	7	8			
ENABLE											
PEER-PEER EN											
DETECTOR RACK	1	2	3	4	5	6	7	8			
ENABLE											
PEER-PEER EN											
MMU ENABLE											
MMU STOP TIME											
DIAGNOSTIC ENABLE (TEST FIXTURE)											
CONTROLLER PE	ER TO	PEER E	NABLE								
DISABLE 3 CRI	TICAL	RFEs	LOCKU	?							

			IVIC		-	,, ,,									_
PHASE	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
1															
2															
3															
4														1	
5													<u>I</u>		
												]			
6															
7										]					
8															
9															
10															
11															
12															
13															
14															
15			-												

#### 1-4-3. COLOR CHECK DISABLE

DISABLE ALL CO	LOR							
MMU CHANNEL	1	2	3	4	5	6	7	8
GREEN / WALK								
YELLOW / PC								
RED / DW								
MMU CHANNEL	9	10	11	12	13	14	15	16
GREEN / WALK								
YELLOW / PC								
RED / DW								

#### 1-5-1 GLOBAL PORT PARAMETERS

NTCIP BACKUP TIME (SECONDS)	
PORT 2 PRIORITY	
PORT 3A PRIORITY	
PORT 3B PRIORITY	
ETHERNET PRIORITY	

#### 1-5-1 PORT 2 (TERMINAL)

1-3-1 FORT 2 (TERIVIIINAL)	
PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	
OMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
TELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

#### 1-5-3 PORT 3A (TELEMETRY)

PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	
COMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
ELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

#### 1-7-1 ADMINISTRATION

SUPERVISOR ACCESS CODE	
ENABLE CRC CHECK OF DATA BASE	
CRC OF PROGRAM DATA BASE	
REQUEST DOWNLOAD OF PROGRAMMED DATA	

#### 1-7-2 DISPLAY OPTIONS

KEY CLICK ENABLE	
BACKLIGHT ENABLE	

#### 1-5-4. PORT 3B (TELEMETRY)

PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	
COMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
TELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

#### 1-5-5 ETHERNET PORT CONFIGURATION

IP ADDRESS			
ADDRESS MASK			
FTP SERVER			
ADDRESS			
DEFAULT GATEWAY			
ADDRESS			

#### 1-6-1 ENABLE EVENT LOGS

1-6-1 ENABLE EVENT LOGS	
CRITICAL RFE'S (MMU/TE)	
3 CRITICAL RFE ERRORS IN 24 HOURS	
NON-CRITICAL RFE'S (DET/TEST)	
DETECTOR ERRORS	
COORDINATION ERRORS	
MMU FLASH FAULTS	
LOCAL FLASH FAULTS	
PREEMPT	
POWER ON/OFF	
LOW BATTERY	
ACCESS	
DATA CHANGE	
CONTROLLER DOWNLOAD	
ALARM 1	
ALARM 2	
ALARM 3	
ALARM 4	
ALARM 5	
ALARM 6	
ALARM 7	
ALARM 8	
ALARM 9	
ALARM 10	
ALARM 11	
ALARM 12	
ALARM 13	
ALARM 14	
ALARM 15	
ALARM 16	

4.0	4 14	مرير	· ст	ΛТΓ		JT O		יסם								
1-8	-1 L		_						_					<b></b>		
	1	2	3	4	5	6	7	8	9	10	<u> </u>					
LP 1-											-					
10					1											
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LP 31-40	1				1						···					
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#### CONTROLLER SUBMENU

#### 2-1. CONTROLLER TIMING DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN	7	20	7	10	7	20	7	10								
BICYCLE MINIMUM GREEN																
CONDITIONAL SERVICE MINIMUM GREEN																
DELAYED GREEN																
WALK		7		7		7		7								
WALK 2																
WALK MAX																
PEDESTRIAN CLEARANCE		24		32		24		32								
PEDESTRIAN CLEARANCE 2																
PEDESTRIAN CLEARANCE MAX																
PEDESTRIAN CARRY OVER																
VEHICLE EXTENSION	3.5	5.5	3.5	3.5	3.5	5.5	3.5	3.5								
VEHICLE EXTENSION 2																
MAX1	15	46		25	15	46		25								
MAX2	20	60		30	20	60		30								
MAX3																
DYNAMIC MAX																
DYNAMIC MAX STEP																
YELLOW CHANGE	3.0	4.2		3.3	3.0	4.2		3.3								
RED CLRANCE	1.0	2.5		3.7	1.0	2.5		3.7								
RED MAX																
RED REVERT																
ACTUATIONS BEFORE GAP REDUCTION																
SECONDS PER ACTIONS ADDED TO INITIAL																
MAXIMUM ADDED INITIAL GREEN																
TIME BEFORE GAP REDUCTION																
CARS WAITING BEFORE GAP REDUCTION																
STEP TO REDUCE																
TIME TO REDUCE TO MINIMUM																
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#### 2-2 VEHICLE OVERLAP

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OVERLAP																		VERLAP	1	2	3	4	5	6	7	8	(				1	1	1	1	1
N PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1	1 5	1 6	P P	HASES										(	)	1	2	3	4	5	6
INCLUDED															Ť			NCLUDED											T						
PROTECT ED																		ROTECT																	
MODIFIER																		ODIFIER																	
PEDESTRI AN																		EDESTRI N																	
PROTECT																	Р	ROTECT																	
NOT OVERLAP																		IOT VERLAP																	
TRAILING GREEN					RAILI						TR RE	AILII D	NG					RAILING REEN					AILII							TRA REC	AILIN O	١G			
DUAGES			_		_		_	_		1	1	1	1	1	1	1	Р	HASES	1	2	3	4	5	6	7	8	Ś				1	1	1	1	1
PHASES TRAILING	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	Т	RAILING									+	(	)	1	2	3	4	5	6
LEADING																		EADING																	
ADVANCE GREEN																		DVANCE REEN																	
PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1	Р	HASES	1	2	3	4	5	6	7	8	ç	) 1			1 2	1 3	1 4	1 5	1 6
FLASH GREEN			J	7	5	J	,	J	3	J		_	J	7	J	J		LASH											_		-	J	7	J	$\dashv$
	1	1							-											-															—

#### 2-3 PEDESTRIAN OVERLAP

PEDESTRIAN	VO V	ERL	AP	CON	SIS	rs o	F PH	IASE	S							
PEDESTRI AN OVERLAP	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

#### 2-4 GUARANTEED MINIMUM TIMES

		_	_													
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN																
WALK																
PEDESTRIAN CLEARANCE																
YELLOW CHANGE																
RED CLEARANCE																
OVERLAP	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р
MINIMUM GREEN																

#### 2-5 START / FLASH DATA

POWER S	TAR	Т														
	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
PHASE																
OVERL AP																
POWER S	TAR	T RE	D						FL	ASH	TIM	E				
REMOTE (AUTOMATIC) FLASH																
															1	
ENTRY																
EXIT																
OVERL AP	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
EXIT																
EXIT REMOTE FLASH MINIMUM AUTOMATIC FLASH																
MINIMUM	REC	ALL							CY	'CLE	THE	ROU	GH F	PHAS	ES	

#### 2-6-1 CONTROLLER OPTIONS

	<b>2-</b> 0	<u>- 1</u>	C	)IN	יחו	<u>UL</u>		.n	Oi	_	OI.	<b>V</b> 3				
PEDESTRIAN C	LEA	RAN	CE	PRO	TEC	Т										
UNIT RED REVE	ERT															
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
GUARANTEE D PASSAGE																
NON-ACT I																
NON ACT II																
DUAL ENTRY																
PED RESERVICE																
REST IN WALK																
FLASHING WALK																
PED CLEAR > YELLOW																
PED CLEAR > ALL RED																
INIT GREEN + VEHICLE EXIT																

#### 2-7 ACTUATED / PRE-TIMED MODE PHASES

ENABLE	PRE-	TIME	D O	PER	ATIC	N										
FREE INPUT DISABLED PRE-TIMED																
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
PRE - TIMED																

#### **COORDINATOR SUBMENU**

#### **3-1 COORDINATOR OPTIONS**

MANUAL PATTERN	Auto		
INTERCONNECT SOURCE	TBC	INTERCONNECT FORMAT	
TRANSITION	Smooth	ECPI COORDINATION	Yes
OFFSET REFERENCE	Lead	DWELL / ADD TIME	
DELAY COORD WALK TO LOCAL ZERO	No	FORCE OFF	Float
FORCE OFF ADDED INITIAL GREEN	No	USE PED TIME FOR SMOOTH TRANSITION	No
PEDESTRIAN RECALL	No	PEDESTRIAN RESERVICE	Yes
ENABLE MANUAL SYNC INPUT		LOCAL ZERO OVERRIDE	No
RE-SYNC COUNT	No	MAX SELECT	MaxInh
MULTISYNC	No		

#### **3-2 COORDINATOR PATTERN**

COORDINA	ATO	R P	٩TT	ERN	1	1															
CYCLE LEN		Η				13	-	S	PLI	ГРΑ	ΛTT	ERI	N								
OFFSET V	ÅLU	E				23		S	EQI	JEN	CE										
SPLITS IN						Pe	r	0	FFS	SET	S IN	١								Pe	er
CROSSING	à AR	TEF	RY																		
PATTERN																					
VEHICLE P	ERN	MIS:	SIVE	Ξ 1				٧	EHI	CLE	PE	RN	1188	SIVE	2	LEN	<b>IG</b> T	ГН			
LENGTH																					
VEHICLE P	ERN	MIS:	SIVE	2				Α	CTI	ON	PLA	١N								1	
DISPLACE		ΙT																		- !	
ACTUATED	)					Υe	20	Т	IMIN	IG F	PLA	N									
COORDINA						-	,5														
ACTUATED	RE	ST	IN V	VAL	.K			Ρ	HAS	SE F	RES	ER	VIC	E							
												1		2			3			4	
RING SPLI	ΤE>	(TEI	NSI	NC	(SE	CO	ND:	S)													
SPLIT DEM	IANI	) PA	۱T۲	ERN	1																
RING DISP	LAC	ЕМ	ENT	-																	
	1	2	3	4	5				8	9	1		1			1			1		
											0		1			3			5		
PREFER																					
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																					
	1	2	З	4	5				8												
SPECIAL																					
FUNCTI																					
ON																					

COORDINATOR PATTERN	2													
CYCLE LENGTH	120	S	PLI	ΓPA	TT	ERN								
(SECONDS)		+_												
OFFSET VALUE	37	_	EQI	_	_								_	
SPLITS IN	Per	С	)FFS	SETS	S IN								Pe	r
CROSSING ARTERY														
PATTERN	<u> </u>	٠,	·=· ··	<u> </u>			00"	<del></del>		107				
VEHICLE PERMISSIVE 1 LENGTH		۱ <sup>۷</sup>	EHI	CLE	: PE	RMI	SSI	/E 2	LEN	NG	Н			
VEHICLE PERMISSIVE 2	1	Δ	CTI	ON	РΙΔ	N								
DISPLACEMENT		1"	.011	OIV		114							2	
ACTUATED	Yes	Т	IMI	IG F	PLA	N								
COORDINATION	res													
ACTUATED REST IN WALK		Р	HAS	SE F	RES	ERV	ICE							
						1	- 2	2		3			4	
RING SPLIT EXTENSION (SE	CON	OS)												
SPLIT DEMAND PATTERN														
RING DISPLACEMENT														
1 2 3 4 5	;		8	9	1		1		1			1		
					0		1		3			5		
PREFER														
ENCE 1														
PHASES														
PREFER														
ENCE 2														
PHASES														

COORDINATOR PATTERN	7	3															
CYCLE LENGTH		130	n Ì	S	PLI	ГРΑ	ΛTΤ	ERI	V								
(SECONDS)			`														
OFFSET VALUE		1				JEN	_										
SPLITS IN		Pe	er	0	FFS	ET:	al S	<u> </u>								Pe	er
CROSSING ARTERY																	
PATTERN																	
VEHICLE PERMISSIVE 1				V	EHI	CLE	PE	RM	IISS	SIVE	2	LEN	NGT	Ή			
LENGTH VEHICLE PERMISSIVE 2				•	OT I	ON	DI /	NI									
DISPLACEMENT				A		JIN	PLF	NIN.								3	
ACTUATED				т	MIN	IG F	ΠΔ	NI									
COORDINATION		Υe	es		IVIII	va i	LA	1 4									
ACTUATED REST IN WAL	K			Р	HAS	SE F	RES	FR	VIC	F							
								1		2			3			4	
RING SPLIT EXTENSION	(SE	CON	NDS	S)													
SPLIT DEMAND PATTERN	١.			- /													
RING DISPLACEMENT																	
1 2 3 4	5				8	9	1		1			1			1		
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PREFER																	
ENCE 1																	
PHASES																	
PREFER																	
ENCE 2																	
PHASES																	

#### 3-2 COORDINATOR PATTERN (CONTINUED) COORDINATOR PATTERN COORDINATOR PATTERN CYCLE LENGTH SPLIT PATTERN SPLIT PATTERN CYCLE LENGTH 100 (SECONDS) (SECONDS) OFFSET VALUE SPLITS IN 44 OFFSET VALUE SEQUENCE OFFSETS IN Per Per SPLITS IN OFFSETS IN CROSSING ARTERY **CROSSING ARTERY PATTERN PATTERN** VEHICLE PERMISSIVE 1 VEHICLE PERMISSIVE 2 LENGTH VEHICLE PERMISSIVE 1 VEHICLE PERMISSIVE 2 LENGTH LENGTH LENGTH VEHICLE PERMISSIVE 2 ACTION PLAN **VEHICLE PERMISSIVE 2** ACTION PLAN 4 DISPLACEMENT DISPLACEMENT TIMING PLAN ACTUATED ACTUATED TIMING PLAN Yes COORDINATION COORDINATION ACTUATED REST IN WALK ACTUATED REST IN WALK PHASE RESERVICE PHASE RESERVICE

3

RING SPLIT EXTENSION (SECONDS)	SPLIT EXTENSION (SECONDS)	
SPLIT DEMAND PATTERN SPLIT	DEMAND PATTERN	_
		_
RING DISPLACEMENT RING D	DISPLACEMENT	_
1 2 3 4 5 8 9 1 1 1 1 1 5	1 2 3 4 5 8 9 1 1	Ī
PREFER ENCE 1 PHASES PHASE	1	Ī
PREFER ENCE 2 PHASES PHASE	ER 2	

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COORDINA	ATO	RΡ	ATT	ERN	1																
CYCLE LE		Ή						S	PLI	T PA	۱T۲	ERI	N								
(SECONDS																					
OFFSET V	ALU	E						_		JEN	_										
SPLITS IN								0	FFS	SET	S IN	l									
CROSSING	AF	RTE	RΥ																		
PATTERN								L													
VEHICLE F	'ERI	MIS	SIVE	= 1				V	ΕHI	CLE	: PE	:RN	1ISS	SIVE	- 2	LEN	NG I	Н			
VEHICLE P	EDI	MIC	211/1	- 0				_	CTI	ON	DI /	I N I									
DISPLACE			SIVE	- 2				l <sup>A</sup>	UII	ON	PL/	AIN									
ACTUATED		N I						т	INAIN	NG F	οι Λ	NI									
COORDINA	_	M						Ι'	IIVIII	va i	LA	IV									
ACTUATED			IN V	VAI	K			Р	HA!	SE F	RES	FR	VIC	F							
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RING DISP	LAC	ЕМ	ENT	Ī																	
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PREFER																					
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PHASES																					
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ENCE 2																					
PHASES		1	l	l	ĺ		1	ı	ı	l			ĺ			ĺ			ĺ		

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COORDINA	OTA	RP	ATT	ERN	١																
CYCLE LEN	NGT	Ή					1	S	PLI	ΓPA	۱TT	ERI	N								
(SECONDS																					
OFFSET VA	٩LU	<u>E</u>						_		JEN											
SPLITS IN								0	FFS	SET	S IN	l									
CROSSING	AF	TEF	RY																		
PATTERN VEHICLE P	EDI	MO	O I) /F					1/	- I II	01.5	DE	DN	1100	11 / [	- 0		107				
LENGTH	EKI	VIIS	SIVE	= 1				V	EHI	CLE	PE	:KIV	1155	SIVE	= 2	LEN	NG I	Н			
VEHICLE P DISPLACEI			SIVE	2				A	CTI	ON	PLA	۸N									
ACTUATED								TI	IMIN	NG F	PLA	N									
COORDINA	ATIC	N																			
ACTUATED	RE	ST	IN V	VAL	K			Р	HAS	SE F	RES	ER'	VIC	E							
												1		2			3			4	
RING SPLI	TE)	(TEI	NSI	NC	SEC	100	NDS	S)													
SPLIT DEM	IANI	D P	٩TT	ERN	l																
RING DISP	LAC	EM	ENT	-																	
	1	2	3	4	5				8	9	1		1			1 3			1 5		
PREFER						7															
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																					

Per Per 5

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3

#### 3-2 COORDINATOR PATTERN (CONTINUED)

COCREDIATOR PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT	3-2 CO	OF	(U	IN	ΑI	OK	Ρ/	4 I		KI	I (C	OI.	<b>N</b> I II	NU	EL	"																					
SECONDS   SEQUENCE   SPLITS IN	COORDINA	ATO	R PA	۱T۲	ERN	٧														COORDINA	ATO	R PA	ATT	ERN	1												
OFFSET VALUE	CYCLE LEI	NGT	Н					SF	PLIT	PA	ΓΤER	N							ĪĪ	CYCLE LEN	NGT	Н				T	SPI	_IT F	PAT	TERI	N						Ξ
SPLITS IN	(SECONDS	3)																		(SECONDS	5)						_										
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	OFFSET V	ÁLU	E					SE	ΞQL	JENO	Œ									OFFSET VA	ÁLU	E					SE	QUE	NC	E							
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	SPLITS IN							OI	FFS	ETS	IN									SPLITS IN							OF	FSE	TS I	IN							_
VEHICLE PERMISSIVE 1	CROSSING	3 AR	TEF	łΥ																CROSSING	i AR	TEF	łΥ														
LENGTH	PATTERN																			PATTERN																	
VEHICLE PERMISSIVE 2   DISPLACEMENT	VEHICLE F	PERM	MISS	SIVE	<u> </u>			VE	EHIC	CLE	PERN	1ISS	SIVE 2	2 LE	NGT	ТН				VEHICLE P	ERN	MISS	SIVE	1			VEI	HICL	ΕP	PERM	1ISS	IVE :	2 LE	NGT	Н		_
DISPLACEMENT	LENGTH																			LENGTH																	
ACTUATED   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   ACTION PLAN   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED RE	VEHICLE F	PERM	MISS	SIVE	2			A	CTIC	ON F	LAN									VEHICLE P	ERN	MISS	SIVE	2			AC <sup>-</sup>	1017	N PL	AN							_
COORDINATION	DISPLACE	MEN	ΙT																	DISPLACE	MEN	ΙT															
ACTUATED REST IN WALK PHASE RESERVICE   1   2   3   4	ACTUATED	)						TI	MIN	IG P	_AN									ACTUATED	)						TIM	IING	i PL	AN							
1   2   3   4   4   5   1   2   3   4   5   1   1   1   1   1   1   1   1   1																																					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST	ACTUATE	D RE	ST	IN V	VAL	.K		Pł	HAS	SE R	ESER	VIC	E							ACTUATED	RE	ST I	IN V	۷AL	K		PH	ASE	RE	SER'	VIC	<u> </u>					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST																																					
SPLIT DEMAND PATTERN											1		2		3			4												1		2		3		4	
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	RING SPLI	ΤE	(TEN	VSIC	NC	(SECC	DND	S)												RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)										
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	SPLIT DEM	/ANI	) PA	TTI	ERN	1		-												SPLIT DEM	IANI	) PA	TTE	ERN													_
1 2 3 4 5																			l It											1				1			_
1 2 3 4 5	RING DISP	LAC	ЕМЕ	ENT	Ī												t			RING DISP	LAC	ЕМЕ	ENT											1			_
PREFER   NOTE		1	2	3	4	5			8	9	1	1		1			1				1	2	3	4	5			8 9	9 .	1	1		1			1	_
ENGE 1											0	1		3	3		5												(	0	1		3	3		5	
PHASES	PREFER																			PREFER																	
COORDINATOR PATTERN																																					
COORDINATOR PATTERN																																					
PHASES																																					
COORDINATOR PATTERN   CYCLE LENGTH (SECONDS)   SPLIT PATTERN   SPLIT PATTERN   SECONDS)   CYCLE LENGTH (SECONDS)   SPLITS IN   OFFSET VALUE   SEQUENCE   SPLITS IN   OFFSETS																																					
CYCLE LENGTH	PHASES																		L	PHASES																	_
CYCLE LENGTH																																					
CYCLE LENGTH	COORDINA	ATO	R PA	۱T۲	ERN	١		Ī											Ī	COORDINA	ATO	R PA	ATT	ERN	1												
SECONDS   SEQUENCE   SEQUENCE   SEQUENCE   SEQUENCE   SPLITS IN   OFFSET'S IN   OFFS								SE	דו וכ	PA.	TTFR	N							ī lī							Ť	SPI	IT F	ΡΑΤ	TERI	N						-
SEQUENCE			• •					J 0.		. , .		•										• •					O		,		•						
SPLITS IN			F					SE	=OI	IFNO	`F											F					SE	OLIE	NC	F							-
CROSSING ARTERY		, <u>, , , , , , , , , , , , , , , , , , </u>	_																╽┟		·LO	_															-
PATTERN		3 AR	TFF	RΥ				<u> </u>		,											AR	TFF	RΥ				<u> </u>	-									-
VEHICLE PERMISSIVE 1		<i>a</i> / (( )																			. ,																
LENGTH		PERM	/IISS	SIVE	- 1			VE	=HI(	CLF	PERM	/IISS	SIVE	2 I F	NGT	ТН					FRI	AIS.	SIVE	1			VFI	HICI	FΡ	PERM	/IISS	IVF :	2 I F	NGT	Н		-
VEHICLE PERMISSIVE 2   DISPLACEMENT					- '			l ''					2			• •			$\  \ $		_,,,,					]			'	v		1			• •		
DISPLACEMENT		PERM	MISS	SIVE	2			ΑC	CTIC	ON F	LAN								l It		ERM	MISS	SIVE	2		1	AC	101	N PL	AN							-
ACTUATED COORDINATION   TIMING PLAN   PHASE RESERVICE   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED REST IN					-			``											$\parallel \parallel$				-	•		J			_								
COORDINATION								ΤI	MIN	IG P	_AN															1	TIM	IING	PL.	AN							_
No.			N					1											$\parallel \parallel$			N				J		-	_								
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2 PREFER ENCE 2	ACTUATE	) RE	ST	IN V	VAL	.K		Pŀ	HAS	E R	SER	VIC	E						[	ACTUATED	RE	ST	IN W	۷AL	K		PH	ASE	RE	SER'	VIC	Ē_					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2 PREFER ENCE 2																			l E																		
SPLIT DEMAND PATTERN  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2											1		2		3			4	[											1		2		3		4	
SPLIT DEMAND PATTERN  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2	RING SPLI	ΤE	(TEN	VSIC	NC	(SECC	DND	S)											[	RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)										
RING DISPLACEMENT  I 2 3 4 5 8 9 1 1 3 5								-			1								l It	SPLIT DEM	IAN[	) PA	TTE	ERN						1				1			_
PREFER ENCE 1 PHASES PREFER ENCE 2 PREFER EN																			l It											1				1			_
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#### 3-2 COORDINATOR PATTERN (CONTINUED)

3-2 COORDINATOR P	ATTERN (CONTINUED)								
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VALUE	SEQUENCE		OFFSET VALUE	SEQUENCE	=				+
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I					
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
	1 2 3	4			1	2		3	4
RING SPLIT EXTENSION (SECOND		+-	RING SPLIT EXTENSION (SECO	NDS)	+ '			0	+-
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN	1100)					
RING DISPLACEMENT		<u> </u>	RING DISPLACEMENT					1 1	
1 2 3 4 5			1 2 3 4 5	8 9 1			1 3		1 5
PREFER			PREFER						
ENCE 1 PHASES			ENCE 1 PHASES						
PREFER ENCE 2 PHASES			PREFER ENCE 2 PHASES						
	=	<u> </u>				· ·			·
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VÁLUE	SEQUENCE		OFFSET VALUE	SEQUENCE					
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I	N				
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
<u> </u>	1 2 3	4		1	1	2	1	3	4
RING SPLIT EXTENSION (SECONI		+	RING SPLIT EXTENSION (SECO	NDS)	† ·	_		-	+ -
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN						
RING DISPLACEMENT			RING DISPLACEMENT		The state of the s				
1 2 3 4 5	8 9 1 1 1 1 5		1 2 3 4 5	8 9 1			1 3		1 5
PREFER		$\neg \vdash \parallel$	PREFER	<del>                                     </del>			Ĺ		
ENCE 1 PHASES			ENCE 1 PHASES						
PREFER ENCE 2			PREFER ENCE 2						
PHASES	<u> </u>	1	PHASES						

COORDINA	OTA	R P	ATT	ERN	7																
CYCLE LE	NGT	Ή						S	PLI	ΓPA	۱TT	ERI	V								_
(SECONDS	3)																				
OFFSET V	ALU	E						S	EQI	JEN	CE										
SPLITS IN								0	FFS	SET	S IN	<u> </u>									
CROSSING	AR	TEF	RY																		
PATTERN																					
VEHICLE F	PERM	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RM	IISS	SIVE	2	LEN	IGT	Н			
LENGTH		410	211 /5					L.	0.71	<u> </u>	D. 4										_
VEHICLE P			SIVE	- 2				A	CII	ON	PLA	M									
ACTUATED		N I						_	11/11/	NG F	) I A	NI									_
COORDINA	-	IAC						l '	IIVIII	NG F	LA	IN									
ACTUATED			INI V	VAI	K			Р	HAS	SE F	RES	FR	VIC	F							
7101071122	, , , ,			*,				Ė	,				• 10	_							
								_				1		2			3			4	_
RING SPLI	TEX	(TFI	VISIO	NC	SE	COI	ND:	S)				Ė		-			Ŭ			Ė	
SPLIT DEM					`	00.	10	<u> </u>													
OI EII DEN	.,	<del>, , ,</del>			<u> </u>																
RING DISP	1 ^ _	1	ENIT	-																	
HING DISF	LAC	,LIVI 2	_	_	E				0	9	-		-1	_		4			-	_	_
	l '	_	3	4	5				8	9	1		1			1			5		
PREFER								-			U		-			J			J		_
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																			l		

COORDINAT	OR	PAT	TER	N												
CYCLE LENG	HTE	(SE	CON	DS)			SF	LIT	PAT	TER	N					
OFFSET VAL	.UE						SE	QUE	ENC	E						
SPLITS IN							OF	FSE	TS I	N						
CROSSING A	ARTE	ERY	PAT	TER	N											
VEHICLE PE	RMI	SSIV	E 1					HIC		ERN	/IISS	IVE:	2			
LENGTH								NGT								
VEHICLE PE DISPLACEMI		SSIV	E 2				AC	OIT	N PL	.AN						
ACTUATED (	000	RDI	TAV	ION			TII	MINO	PL.	AN						
ACTUATED F	RES	ΤIN	WAL	K			PH	IASE	RE	SER	VICE					
										1		2		3	4	
RING SPLIT	EXT	ENS	ION	(SE	CON	DS)										
SPLIT DEMA	ND F	PAT	ΓERI	V												
RING DISPLA	ACE	MEN	Т													
	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1
										0	1	2	3	4	5	6
PREFERE NCE 1 PHASES																
PREFERE NCE 2 PHASES																

#### **3-3 SPLIT PATTERN**

SPLIT PATTER	RN N	IUME	BER		1											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)		х				Х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	9		54	1	0		3	7	9	)	5	4	0		37	7
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	NUM NI		BER		2											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	0	5	0	0		4	0	10	0	50	)	0		40	)
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		3											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)		х		2		Х										
PHASE	1		2	2			4		5		6		7		8	
SPLIT VALUE	1	2	5	2 51			37		9		5	4	0		37	
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER		4											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	11		42	2 42			4	7	1′	1	42	2	0		47	,
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
COORDINA TED PHASE(S)				2												
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE MODE																
NIODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

### 3-3 SPLIT PATTERN (CONTINUED)

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE	_				<u>.</u>											
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

#### **3-3 SPLIT PATTERN (CONTINUED**

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

#### 3-4 AUTO PERMISSIVE MINIMUM GREEN TIME

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

#### **3-5 SPLIT DEMAND**

PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
DEMAN D 1																
DEMAN D 2																
DEMAND			1		2											
DETECTOR	7															
CALL TIME																
(SECONDS																
CYCLE CO	UNT															

#### PREEMPTOR SUBMENU

#### 4-1 PREEMPTOR

4-1 PNE				•			1									
PREEMPTOR N	UMBI	ΞR			1											
ACTIVE								N-LO								
PREEMPTION C								ERLO								
DELAY TIME (S								IIBIT 1								
EXTEND INPUT	_							X PRE			_			)		
DURATION TIM	E (SE	CON	DS)					ACK C			E RE	SER	/ICE			
PED DARK	4011		DDIO	DITY	_			SERV			005				_	
AUTOMATIC FL				RIIY	_			D CLE					0147		_	
TERMINATE OV	EKL	1P5 F	ASAP				_	) CLE		HKU	JGH		OW	_	_	
RING	0055	LADT	1011				1		2			3		_	4	
FREE DURING	PKEE	MPI	ION	_					+					_		
							PEI			DEE.	.	\/FI			D==	
			_	VV	ALK		CLI	EAR	G	REEN	V	YEL	LOW	_	RED	
ENTERING MIN									4							
TRACK CLEARA									1							
MIN DWELL – C	YCLE	GRI	EN/E	XIT	YELL	OW /I	_									
DWELL FLASH	,				$oldsymbol{\perp}$		FLA	SH E	XIT C	OLO	R					
PHASE	١.		_	١.			l _		_	1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE DWELL																+
PHASE																
DWELL																+
PEDESTRIAN																
CYCLING																+
PHASE																
CYCLING																
PEDESTRIAN																
EXIT																
PHASE							<u> </u>									
EXIT																
SPECIAL SPECIAL																_
FUNCTION																
PREEMPTION T		)\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	ΙΝΙΔΤ	ION	┰	_	FYI	T TIM	ING I	ΙΔΝ					╁	_i
LINKED PREEM			/11 N/A	IOIN	+		LAI	1 11111	ina i	LAN					-	
PREEMPTOR A			ТРІІТ	S												
PREEMPTOR A				<u> </u>			PRI	EEMP	TOR	ACTI	VF O	UT IN	DWF	-11		
OTHER PRIORI				3	$^{-1}$			N-PRI								
OUT																
OVERLAR		-		_	_	Ţ			1	Ι.	.,				$\overline{}$	Ţ
TDAOK C: 5:5	A	В	С	D	E	F	G	Н	╄	J	K	L	М	N	0	Р
TRACK CLEAR																1
OVERLAP	_	+	_	-	-	+	_	-	-			+		1	-	+
DWELL OVERLAP																1
CYCLING	-	+	-	+	+	+	+	-	+			1		+	+	+
OVERLAP																1
V 1 L 1 LL/11								_	_				4	1	_	

PREEMPTOR N	JMBE	R			2											
ACTIVE							ION	N-LO	CK IN	PUT						
PREEMPTION O	VER	RIDE					INT	ERLC	CK E	NABI	E					
DELAY TIME (SE	CON	IDS)					INH	IBIT 1	ГІМЕ	(SEC	OND:	S)				
EXTEND INPUT			S)				MAX	X PRE	SEN	CE T	ME (	SECC	NDS	)		
DURATION TIME	(SE	CON	OS)				TRA	CK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERV	ICE T	IME						
AUTOMATIC FLA	ASH I	HAS F	RIO	RITY					AR G							
TERMINATE OV	ERLA	PS A	SAP				PE	CLE	AR T	HRO	JGH	YELL	OW			
RING							1		2			3			4	
FREE DURING F	REE	MPTI	ON						+					<del>-  </del>		
			_				PE	_	+					$\dashv$		
				w	ALK			AR	G	REEN	J	YFI	LOW		RED	
ENTERING MINI	NAL INA	TIME		Ť	, (L)		OLL	./ \	Ť		•			$\dashv$	-1122	
				—					╅					_		
TRACK CLEARA									╄							
MIN DWELL - C	YCLE	GRE	EN/E	:XIT Y	ELL(	)W/R	_									
DWELL FLASH					┸		FLA	SH E	XIT C	OLO	R				$oldsymbol{\perp}$	
PHASE										1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE																
DWELL																
PHASE																
DWELL																
PEDESTRIAN														<u> </u>		
CYCLING																
PHASE														<u> </u>		
CYCLING																
PEDESTRIAN														<u> </u>		
EXIT																
PHASE								L						<u> </u>		<u> </u>
EXIT								l	l			1	l	1		1
CALLS								<b>—</b>		<u> </u>		<u> </u>		$\vdash$	-	<u> </u>
SPECIAL																
FUNCTION				L		<u> </u>				<u> </u>				Щ.	Ц	<u> </u>
PREEMPTION To			INAT	ION	_		EXI	T TIM	IING F	PLAN						
LINKED PREEMI	_															
PREEMPTOR AC				S												
PREEMPTOR AC												UT IN				
OTHER PRIORIT	Y PF	≀EEM	PTO	7			NOI	1-PRI	ORIT	Y PR	EEM	PTOR	OUT			
OUT					_		<u> </u>							_		
OVERLAR	A	В	С	D	E	F	G	Н		J	K	L	М	N	0	Р
TRACK CLEAR																
OVERLAP				$\perp$									<u>L</u>	L		<u>L</u>
DWELL																
OVERLAP		╧				$\perp$	$\perp$				$\perp$	$\perp$			$\perp$	
0) (0) 1110		T														
CYCLING OVERLAP																

#### 4-2 LOW PRIORITY PREEMPTOR SELECTION

FILTERED INPUT	SOLID	PULSING
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

4-1 PNE				1 (	_		114	JLI	"							
PREEMPTOR N	IUMB	ER			3											
ACTIVE							NO	N-LOC	KIN	PUT						
PREEMPTION (	OVER	RIDE	:				INT	ERLO	CK E	NABL	E					
DELAY TIME (S								IBIT T								
EXTEND INPUT	(SEC	ONE	OS)				MA	X PRE	SEN	CE TI	ME (S	SECC	)NDS	)		
DURATION TIM	E (SE	CON	IDS)				TRA	ACK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERVI	CE T	IME						
AUTOMATIC FL	ASH I	HAS	PRIO	RITY			REI	CLE	AR G	OES	GRE	EN				
TERMINATE O	/ERL/	APS /	ASAP				PC	THRO	UGH	YELL	LOW					
RING							1		2			3			4	
FREE DURING	PREE	MPT	ION													
							PE	)								
				W	/ALK		CLE	AR	GI	REEN		YEL	LOW		RED	
ENTERING MIN	IMUM	I TIM	E													_
TRACK CLEAR				Ь					T					$\dashv$		
MIN DWELL - C				YIT	YFII	OW/ /	RED		╁		-			+		
DWELL FLASH		. uni	LLIN/ [	-/11	LLLL	OVV /		SH E	VIT O		,					
			1				FLA	OU E	VII C	_		,	,	-	ᆛ	T -
PHASE	1	2	3	4	5	6	7	0	9	1 0	1	1 2	1	1	1 5	1
TDACK	_		J	4	5	6		8	Э	U	-		J	4	1 2	6
TRACK																
CLEAR PHASE																
DWELL			1												-	┿
PHASE																
DWELL			1												+	╁
PEDESTRIAN																
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#### **TIME BASE SUBMENU**

#### 5-1 CLOCK/CALENDAR DATA

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## 5-2 SCHEDULE

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DETECTO	r Nu	MBER	}													
ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
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EXTEND T	IME							PA	SSAG	E DE	ΓECT	OR OF	PTION			
DELAY TIN	ЛE							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE LII	QUEUE LIMIT							NT	CIP O	CCUP	ANC	/ LOG	i			
FAIL TIME								NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL/	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LOC	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
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ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
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FAIL TIME								NT	CIP V	OLUM	E LO	G				
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YELLOW I	OCK							RE	D LOC	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
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VEHICLE I	PLAN	NUM	BER													
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QUEUE LII	MIT							NT	CIP O	CCUF	PANCY	/ LOG	i			
FAIL TIME								NT	CIP V	OLUM	IE LO	G				
FAIL CALL	DEL	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
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# 6-2 VEHICLE DETECTOR SETUP

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ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
SWITCH P	HASE							CA	LL DE	TECT	OR O	OITG	V			
EXTEND T	IME							PA	SSAG	E DE	TECT(	OR OF	PTION			
DELAY TIM	ИΕ							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE LI	MIT							NT	CIP O	CCUF	ANC	/ LOG	ì			
FAIL TIME								NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL/	٩Y						EC	PI LO	G						
YELLOW L	OCK							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
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VEHICLE DETECTO																
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SWITCH	PHAS	E						CA	LL DE	TECT	OR O	PTION	١			
EXTEND	TIME							PA	SSAG	E DE	TECT(	OR OF	NOIT			
DELAY T	IME							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE L	IMIT							NT	CIP O	CCUF	ANCY	′LOG				
FAIL TIME	E							NT	CIP V	OLUM	E LO	à				
FAIL CAL	L DEL	.AY						EC	PI LO	G .						
YELLOW	LOCK	(						RE	D LOC	K						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
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VEHICLE								ADDED INITIAL OPTION CALL DETECTOR OPTION PASSAGE DETECTOR OPTION QUEUE DETECTOR OPTION NTCIP OCCUPANCY LOG						VEHICLE F	PLAN	NUM	BER			I		1													
DETECTO ASSIGNE SWITCH EXTEND DELAY TO QUEUE L FAIL TIME	DR NU D PHAS PHAS TIME IME IMIT	JMBEF ASE E						CA PA QU NT	LL DE SSAG IEUE I CIP O CIP V	TECT SE DE DETEC CCUP OLUM	OR O	PTIO OR O OPT Y LOC	PTIOI ION	N			VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME	R NUI PHASE TIME ME MIT	MBER ASE						PA QL NT	SSA JEUE CIP (	GE GE DE OCO VOI	DET ETEC CUP LUM	L OPT OR O TECTO CTOR PANCY	PTIO OR O OPT / LO(	)N )PTIC TION				
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DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW	DR NUPHAS TIME IME IMIT E L DEL	IMBER ASE E		4	5	6	7	CA PA QU NT NT EC	LL DE SSAG IEUE I CIP O CIP V	ETECT SE DE DETEC OCCUP OLUM G	OR OF CONTROL OF CONTR	PTIO OR O OPT Y LOG G	PTIOI ION	T .	1 1 5	1 6	DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL	PHASE TIME ME MIT	MBER ASE		4	5	6	7	PA QL NT NT EC	SSA JEUE CIP ( CIP (	GE GE DE OCC VOI OG	DETECTION OF THE PROPERTY OF T	TECTO CTOR PANCY	PTIO OR O OPT / LOO G	ON PTION G			1 5	1 6
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED	DR NU D PHAS PHAS TIME IMIT E L DEL LOCK	JMBEF ASE E	3	4	5	6	7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE	PHASE TIME ME MIT DEL/	MBER ASE E	<b>1</b>	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIAL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME IME IMIT L DEL LOCK	JMBEF ASE E .AY 	3 BER	4	5	6	7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL TAIL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME ME IMIT E L DEL LOCK 1 PLAN DR NU	AY  AY  I NUM  I	3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSAG JEUE I CIP O CIP V PI LO D LOO 9	TECT SE DE DETEC OCCUP OLUM G CK	TOR OF TECTO	PTIO OR O OPT 7 LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE	PLANDR NU	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT EC RE 8	LL DE SSAG IEUE I CIP O CIP V PI LO D LOO 9	ETECT SE DE TECT DETECT CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTIO OR O OPT 7 LOO G	PTIOI ION	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PLAN R NUI PLAN R NUI	NUME NUME NUME	3 3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSA JEUE CIP ( CIP ) PI LC	DETI GE DE OCC VOI OG DCK	ECT DETEC CUF LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT Y LOO G	PPTIC FION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH	DR NU DPHAS TIME IMIT L DEL LOCK PLAN DR NU DPHAS	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT ECC RE 8	LL DE SSAG SSAG SEUE I CIP O CIP V PI LO D LOC	TECT E DE TECT DETEC CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTIO OR O OPT Y LOG G	PTIOI ION 3	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P	R NUI PLAN PLAN R NUI PLAN HASE	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	CA PA QL NT NT ECC RE 8	SSA JEUE CIP ( CIP ( CIP ) PI LO D LO D LO D LO D LO D LO D LO D LO D	DETI GE DE DE OCC VOI OG DCK	ECT DETECTOR OF THE PROPERTY O	TOR OF TECTION OF THE LOCAL CONTROL OF THE LOCAL CO	PTIO OR O OPT / LOO G	DN DPTIC TION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIME FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND	DR NU DPHAS PHAS TIME ME IMIT L DEL LOCK PLAN PHAS PHAS TIME TIME TIME TIME TIME TIME TIME TIME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT EC RE 8	LL DE SSAG SSAG SSAG SSAG SSAG SSAG SSAG SSA	TECT E DE TECT CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTION PTIO	PTIOI ION 3	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD AD CAPA	SSA JEUE CIP ( CIP ) CIP LO CI	DETI GE DE OCC VOI OG DCK	ECT DETEC CUP LUM ( 1 0	TOR OR OF TECTION TO THE LOOPT OR OF TECTION TO TECTION	PTIO OR O OPT / LOO G	DN DPTIC TION G	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI	DR NU DPHAS PHAS TIME IMIT L DEL LOCK 1 PLAN DR NU PHAS TIME ME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PA AD AD QU NT NT EC RE 8	LL DE SSAG DEDE I LL DE SSAG DEUE I	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF THE LOPE OF THE LOP	PTION PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME HASE	NUMER NUMER NSE	3 3 BER	4	5	6	7	PAD ADD CAPAGE OF THE PAGE OF	SSA JEUE CIP ( CIP ) CIP LC D LC D DED JLL D SSA JEUE	DETI GE DE OCO VOL OG DCK	ECT DETEC CUF LUM ( 1 0	TOR OF TECTOR OF	PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LL FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L	DR NU DPH, PHAS TIME IMIT L DEL LOCK PLAN DR NU PHAS TIME IMIT IMIT IMIT IMIT IMIT IMIT IMIT	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PAA AD CAA PAA QU NT	LL DE SSAG	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE  CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII	R NUI PHASE IME MIT DELA OCK 1 PLAN R NUI PHASE IME MIT HASE IME MIT	NUMER NUMER NSE	3 3 BER	4	5	6	7	PAD ADD ADD ADD ADD ADD ADD ADD ADD ADD	SSA JEUE CIP ( C) C)))))))))))))))))))))))))))))))))	DETI GE DE DE OCC VOL OG DCK	ECT DETEC CUF LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPH, PHAS TIME IMIT L DEL LOCK TRINE PLAN DR NU PHAS TIME IMIT IMIT IMIT IMIT IMIT IMIT IMIT	AY  AY  I NUM  INUM  3 BER	4	5	6	7	PAD ADD CAMPANT NT STATE OF THE	LL DE SSAG	ETECT EE DE TECT CCUF OLUM G CK 1 0  NITIA ETECT EE DE TECT CCUF OLUM OLUM ETECT EE DE TECT CCUF OLUM	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI D PHASE IME MIT DELA OCK 1 1 PLAN R NUI D PHASE IME ME ME MIT  PLAN R NUI D PHASE IME ME MIT	NUMBER NUMBER SE	3 3 BER	4	5	6	7	PAD ADD CAR PAD PAD ADD CAR PAD PAD ADD CAR PAD ADD CAR PAD PAD ADD CAR PAD PAD PAD PAD PAD PAD PAD PAD PAD PAD	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG OCK DETI GE OCC VOI	CUP LUM ( 1 0	TOR OF TECTOR OF	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE I FAIL TIM FAIL CAL FAIL TIM FAIL CAL FAIL TIM FAIL CAL	DR NU DPHAS TIME IME IMIT L DEL LOCK 1 PHAS TIME IMIT L DEL LOCK IMIT LOCK I	JMBEF ASE E AY I NUM I NUMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG EUE I CIP O CIP V PI LO D LO D LO D LO D LO D LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T QUEUE LII FAIL TIME FAIL CALL	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DDED  DDED  DLLL D  SSA  DEUE	DETI GE DE OCC VOI OCC OCC OCC VOI OCC OCC OCC OCC OCC OCC OCC O	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPHAS TIME IME IMIT L DEL LOCK 1 PHAS TIME IMIT L DEL LOCK IMIT LOCK I	JMBEF ASE E AY I NUM I NUMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG DCK	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NC	1		

#### **6-3 PHASE DETECTOR OPTIONS**

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	1									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLA	N NU	MBE	R	2									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	UN I	MBE	7	3									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	4									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

# 6-4 PEDESTRIAN AND SYSTEM DETECTOR OPTIONS

	PHASE I	PEDESTRI	AN DETEC	CTOR				
	1	2	3	4	5	6	7	8
PED DET INPUT								
	9	10	11	12	13	14	15	16
PED DET INPUT								
	LOCALS	SYSTEM D	ETECTOR	l				
	1	2	3	4	5	6	7	8
VEH DET INPUT								
	9	10	11	12	13	14	15	16
VEH DET INPUT								

# 6-5 LOG - SPEED DETECTOR SET UP

								_
NTCIP LOG PERIO	)D							
ECPI LOG PERIOD	)							
LENGTH UNIT								
SPEED DETECTOR	1	2	3	4	5	6	7	8
LOCAL DETECTOR ONE / TWO DET								
VEH LENGTH								
TRAP LENGTH								
ENABLE LOG								
SPEED DETECTOR	9	10	11	12	13	14	15	16
LOCAL DETECTOR								
ONE / TWO DET								
VEH LENGTH								
TRAP LENGTH								
ENABLE LOG								

#### 6-6 VEHICLE DETECTOR DIAGNOSTICS

	E DIAGN				_		INOS			
VEHICL	E DIAGN	05116 PI	LAN NUW	DER	1	, II.				
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
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3						35				
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7						39				
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9						41				
11						42 43				
12						44				
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27						59				
28						60				
29						61				
30						62				
31						63 64				
32						64				

VEHIC	E DIAGN	OSTIC PI	LAN NUM	BER	2					
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26						58				
27						59				
28						60				
29			_			61	,		_	
30						62				
31						63				
32						64				

# 6-6 VEHICLE DETECTOR DIAGNOSTICS (CONTINUED)

	E DIAGN		LAN NUM	BER	3					
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11						43	1			
12						44				
13						45				
14						46				
15						47	1			
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27						59				
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30						62	1			
31						63				
32		l				64				

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5     37       6     38       7     38       8     39       40     40       10     41       11     42       43	
5     37       6     38       7     38       8     39       40     40       41     41       41     42       43     43	
6     38       7     39       8     40       9     41       10     42       43	
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25 57	
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28 60	-
29 61	
30 62	+
31 63	+
31 63 64 64	

# **6-7 PEDESTRIAN DETECTOR DIAGNOSTICS**

							<u>airo</u>		
PED DIA	GNOSTIC	PLAN NU	JMBER	1	PED D NUMB	IAGNOST ER	TC PLAN		2
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
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15					15				
16					16				

PED DIA	AGNOSTIC	C PLAN NU	JMBER	3	PED D NUMB	IAGNOST ER	TC PLAN		4
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
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14					14				
15					15				
16					16				

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# 18. APPENDIX D: PROGRAM REFERENCE CARD

# ASC/3 PROGRAM REFERENCE CAR

INTERSECTIONDunc	PROGRAM las Street & Meadowridge	REFERENCE CARD Drive	
CONTROLLER NUMBER	ENTERED	BY:	DATE <u>03 / 27 /</u> <u>17</u>
BOOT:	MAIN:	HELP:	DATA BASE
2			
		1 1	

# **CONFIGURATION SUBMENU**

#### 1-1-1. PHASE RING ASSIGNMENT

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

#### 1-1-2. PHASE COMPATIBILITY

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# 1-2. PHASES IN USE / EXCLUSIVE PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PHASES IN USE																
EXCLUSIVE PED																

#### 1-1-4. BACKUP PREVENT PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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#### 1-1-5 SIMULTANEOUS GAP

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#### 1-1-3. PHASE RING SEQUENCE

CONTROLLER 1	SEQUENCE 1							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 2	<u> </u>		<u> </u>	<u> </u>			
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CONTROLLER 1	SEQUENCE 5			•	•			
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RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 7							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 8							
RING 1								
RING 2								
RING 3								
RING 4					_			

# 1-1-3. PHASE RING SEQUENCE (CONT)

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RING 2										
RING 3										
RING 4										
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CONTROLLER 1	SEQUE	NCE 16								
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RING 3										
RING 4										

#### 1-3. PHASE TO LOAD SWITCH (MMU) 1-4-2. MMU PROGRAM **ASSIGNMENT**

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# 1-4-1. SDLC OPTIONS

	BIU N	U NUMBER											
TERM & FACIL	1	2	3	4	5	6	7	8					
ENABLE													
PEER-PEER EN													
DETECTOR RACK	1	2	3	4	5	6	7	8					
ENABLE													
PEER-PEER EN													
MMU ENABLE													
MMU STOP TIME													
DIAGNOSTIC EN	IABLE (	TEST F	IXTURE)	)									
CONTROLLER PE	ER TO	PEER E	NABLE										
DISABLE 3 CRITICAL RFES LOCKUP													

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# 1-4-3. COLOR CHECK DISABLE

DISABLE ALL CO	LOR							
MMU CHANNEL	1	2	3	4	5	6	7	8
GREEN / WALK								
YELLOW / PC								
RED / DW								
MMU CHANNEL	9	10	11	12	13	14	15	16
GREEN / WALK								
YELLOW / PC								
RED / DW								

#### 1-5-1 GLOBAL PORT PARAMETERS

NTCIP BACKUP TIME (SECONDS)	
PORT 2 PRIORITY	
PORT 3A PRIORITY	
PORT 3B PRIORITY	
ETHERNET PRIORITY	

#### 1-5-1 PORT 2 (TERMINAL)

1-3-1 FORT 2 (TERMINAL)		
PROTOCOL		
ENABLE	•	
DATA RATE (BPS)		
DATA, PARITY, STOP		
MODEM SETUP STRING		
USER STRING		
OMM. PORT ADDRESS		
SYSTEM DETECTOR 9 - 16 ADDRESS	•	
TELEMETRY RESPONSE DELAY		
DUPLEX HALF - FULL		
AB3418 / NTCIP GROUP ADDRESS	•	
AB3418 / NTCIP SINGLE FLAG ENABLE	•	
NTCIP PROTOCOL	•	
RTS TO CTS DELAY		
RTS TURN OFF DELAY		
DROP OUT TIME (in seconds)		
EARLY RTS		

### 1-5-3 PORT 3A (TELEMETRY)

PROTOCOL					
ENABLE					
DATA RATE (BPS)					
DATA, PARITY, STOP					
MODEM SETUP STRING					
USER STRING					
COMM. PORT ADDRESS					
SYSTEM DETECTOR 9 - 16 ADDRESS					
ELEMETRY RESPONSE DELAY					
DUPLEX HALF - FULL					
AB3418 / NTCIP GROUP ADDRESS					
AB3418 / NTCIP SINGLE FLAG ENABLE					
NTCIP PROTOCOL					
RTS TO CTS DELAY					
RTS TURN OFF DELAY					
DROP OUT TIME (in seconds)					
EARLY RTS					

# 1-7-1 ADMINISTRATION

SUPERVISOR ACCESS CODE								
ENABLE CRC CHECK OF DATA BASE								
CRC OF PROGRAM DATA BASE								
REQUEST DOWNLOAD OF PROGRAMMED DATA								

#### 1-7-2 DISPLAY OPTIONS

KEY CLICK	ENABLE	
BACKLIGHT	ENABLE	

#### 1-5-4. PORT 3B (TELEMETRY)

PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	•
COMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
TELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

# 1-5-5 ETHERNET PORT CONFIGURATION

IP ADDRESS			
ADDRESS MASK			
FTP SERVER			
ADDRESS			
DEFAULT GATEWAY			
ADDRESS			

#### 1-6-1 ENABLE EVENT LOGS

1-0-1 ENABLE EVENT LOGS	
CRITICAL RFE'S (MMU/TE)	
3 CRITICAL RFE ERRORS IN 24 HOURS	
NON-CRITICAL RFE'S (DET/TEST)	
DETECTOR ERRORS	
COORDINATION ERRORS	
MMU FLASH FAULTS	
LOCAL FLASH FAULTS	
PREEMPT	
POWER ON/OFF	
LOW BATTERY	
ACCESS	
DATA CHANGE	
CONTROLLER DOWNLOAD	
ALARM 1	
ALARM 2	
ALARM 3	
ALARM 4	
ALARM 5	
ALARM 6	
ALARM 7	
ALARM 8	
ALARM 9	
ALARM 10	
ALARM 11	
ALARM 12	
ALARM 13	
ALARM 14	
ALARM 15	
ALARM 16	

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ELSE  LOGIC  IF  THEN  ELSE					LOGI IF THEN	C GA	LOGIC PROCESSOR (	CONTIN	UEC	D)
LOGIC THEN	GATE NUMBER  GATE NUMBER				LOGI IF THEN ELSE	C GA	LOGIC PROCESSOR (	CONTIN	UEC	D)
ELSE  LOGIC  IF  THEN  ELSE					LOGI IF THEN ELSE	C GA	LOGIC PROCESSOR (		UEC	D)

THEN		
ELSE		

LOGIC	GATE NUMBER		
IF			
THEN			
ELSE			

# CONTROLLER SUBMENU

# 2-1. CONTROLLER TIMING DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN	7	20	7	10	7	20	7	10								
BICYCLE MINIMUM GREEN																
CONDITIONAL SERVICE MINIMUM GREEN																
DELAYED GREEN																
WALK		7		7		7		7								
WALK 2																
WALK MAX																
PEDESTRIAN CLEARANCE		23		30		23		30								
PEDESTRIAN CLEARANCE 2																
PEDESTRIAN CLEARANCE MAX																
PEDESTRIAN CARRY OVER																
VEHICLE EXTENSION	3.5	5.5	3.5	3.5	3.5	5.5	3.5	3.5								
VEHICLE EXTENSION 2																
MAX1	20	55		30		55		30								
MAX2	20	60		30		60		30								
MAX3																
DYNAMIC MAX																
DYNAMIC MAX STEP																
YELLOW CHANGE	3.0	4.2		3.3		4.2		3.3								
RED CLRANCE	1.0	2.5		3.6		2.5		3.6								
RED MAX																
RED REVERT																
ACTUATIONS BEFORE GAP REDUCTION																
SECONDS PER ACTIONS ADDED TO INITIAL																
MAXIMUM ADDED INITIAL GREEN																
TIME BEFORE GAP REDUCTION																
CARS WAITING BEFORE GAP REDUCTION																
STEP TO REDUCE																
TIME TO REDUCE TO MINIMUM																
MININIMUM GAP																

# 2-2 VEHICLE OVERLAP

OVERLAP A PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1	OVERLAP C PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
INCLUDED	Ċ	_	Ŭ	·	Ŭ	Ŭ	•	Ŭ		Ŭ	·	_	Ū	•	Ü		INCLUDED	Ė	_	Ū	•	Ŭ	•	,	Ŭ			•	_			Ŭ	
PROTECT ED																	PROTECT ED																
MODIFIER																	MODIFIER																
PEDESTRI AN PROTECT																	PEDESTRI AN PROTECT																
NOT OVERLAP																	NOT OVERLAP																
TRAILING GREEN					AILI						TR RE	AILII D	NG				TRAILING GREEN					AILIN LLO						TR RE	AILII D	NG			
PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1	PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
TRAILING																	TRAILING LEADING																
LEADING ADVANCE									<u> </u>								ADVANCE	1						<u> </u>			<u> </u>					1	
GREEN																	GREEN																
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1 3	1 4	1 5	1 6	PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1 3	1 4	1 5	1 6
FLASH GREEN																	FLASH GREEN																
OVERLAP B PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1 3	1 4	1 5	1 6	OVERLAP D PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
INCLUDED		۷	J	7	J	U	,	-	3	U	_	۷	3	7	J	0	INCLUDED																
PROTECT ED																	PROTECT ED																
MODIFIER																	MODIFIER																
PEDESTRI AN PROTECT																	PEDESTRI AN PROTECT																
NOT OVERLAP																	NOT OVERLAP																
TRAILING GREEN					AILI						TR RE	AILI	NG				TRAILING GREEN					AILIN LLO						TR RE	AILII D	NG			
PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1	PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1 3	1 4	1 5	1 6
TRAILING																	TRAILING LEADING	-															$-\parallel$
LEADING ADVANCE									<u> </u>								ADVANCE	1						<u> </u>			<u> </u>						
GREEN									ı	4	4	4	4	1	4	- 1	GREEN	<u> </u>									1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1 3	1 4	1 5	1 6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
FLASH GREEN																	GREEN																

# 2-2 VEHICLE OVERLAP (CONTINUED)

																								_									
OVERLAP											_		_		_	ا ر	OVERLAP												_	_			
E PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1 3	1 4	1 5	1 6	G PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
INCLUDED	_		3	4	3	U	-	0	9	U			J	4	3	0	INCLUDED	<u>'</u>		3	4	J	0	-	0	9	U			J	4	3	U
PROTECT																	PROTECT																
ED																	ED																
MODIFIER																	MODIFIER																
																		<u> </u>															
PEDESTRI AN																	PEDESTRI AN																
PROTECT																	PROTECT																
NOT																	NOT																
OVERLAP																	OVERLAP																
TRAILING					RAILI							AILI	NG				TRAILING					AILI							AILII	NG			
GREEN				ΥĿ	LLO	VV		1		_	RE					4	GREEN				ΥĿ	LLO	VV					RE				<u> </u>	_
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1 3	1 4	1 5	1 6	PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1 3	1 4	1 5	1 6
TRAILING	-			7	J	0		0	3	U	-		J	-	J		TRAILING	<u> </u>		3	-	J			-	3	0	_		J	-	3	0
LEADING																	LEADING																
ADVANCE					•			•	•								ADVANCE															•	
GREEN																	GREEN																
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																	GREEN																
				<u> </u>					<u> </u>																							-	
				1	1			1	1							<del></del> 1			1														
OVERLAP F										1	1	1	1	1	1	1	OVERLAP H										1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	Ö	i	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	i	2	3	4	5	6
INCLUDED																	INCLUDED																
PROTECT																	PROTECT																
ED																	ED																
MODIFIER																	MODIFIER																
PEDESTRI																	PEDESTRI																
AN																	AN																
PROTECT																	PROTECT																
NOT OVERLAP																	NOT OVERLAP																
TRAILING				TR	RAILI	NG		<u> </u>			TR	AILI	VG			=	TRAILING				TR	AILII	NG					TR	AILII	VG			
GREEN					LLO						RE		•				GREEN					LLO						RE		•			
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRAILING																	TRAILING																
LEADING			<u> </u>		<u> </u>			<u> </u>	<u> </u>								LEADING																
ADVANCE GREEN																	ADVANCE GREEN																
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
FLASH																	FLASH	1															
GREEN																- 11	GREEN																

# 2-2 VEHICLE OVERLAP (CONTINUED)

Tr.																																	
OVERLAP															,		OVERLAP													_		_	
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1 4	1 5	1 6	K PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1	1 4	1 5	1 6
INCLUDED	<u> </u>		U	7	J	U	,	U	J	0			U	7	0		INCLUDED	† ·		U	7	J	Ü		0	J				Ü	7	0	U
PROTECT																	PROTECT																
ED																	ED																
MODIFIER																	MODIFIER																
PEDESTRI																	PEDESTRI																
AN																	AN																
PROTECT																	PROTECT																
NOT OVERLAP																	NOT OVERLAP																
TRAILING	<u> </u>			TF	RAILI	NG		<u> </u>			TR	AILI	NG				TRAILING				TR	AILII	NG	<u> </u>	<u> </u>		TR	AILIN	IG R	ED			
GREEN					LLO						RE	D					GREEN					LLO'											
PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1	PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
TRAILING	<u>'</u>		-	7		U	'	0	-	0	-		5	7	5	- 0	TRAILING	<u> </u>		3	7		0	<u> </u>	-	3	U			-	7	J	
LEADING																	LEADING																
ADVANCE GREEN																<del></del> -	ADVANCE GREEN																
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																	GREEN																
<u>li</u>	•																<u> </u>																
OVERLAP	1		1	1	1			1	1								OVERLAP	T T						1	1								
J										1	1	1	1	1	1	1	L										1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
INCLUDED																	INCLUDED																
PROTECT ED																	PROTECT ED																
MODIFIER																	MODIFIER																
PEDESTRI																	PEDESTRI																
AN																	AN																
PROTECT NOT																	PROTECT NOT																
OVERLAP																	OVERLAP																
TRAILING					RAILI							AILI	NG				TRAILING					AILI							AILII	NG			
GREEN	ı —		<u>_</u>	YE	LLO	W		ı —	<u> </u>		RE	_	_	_			GREEN	<del></del>	<u>                                       </u>		YE	LLO'	W	ı —	ı —		-	RE	_	-		, ,	_
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1	1 4	1 5	1 6	PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1	1 4	1 5	1 6
TRAILING	<u> </u>	_	٦	_	٦	,	,	٦	۲	-		-	3	т	5		TRAILING	† †	_		т		,	L'	٦	J		<u> </u>		,	r	<u> </u>	
LEADING																	LEADING																
ADVANCE GREEN																	ADVANCE GREEN																
DUAGEG					_		_			1	1	1	1	1	1	1	DUAGEC					_	_				1	1	1	1	1	1	1
PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																$\  \cdot \ $	GREEN																
	•		•																					•									

# 2-2 VEHICLE OVERLAP (CONTINUED)

[-																	_																		
OVERLAP M PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1	C	OVERLAP O HASES	1	2	3	4	5	6	7	8	٩	9 (			1 2	1 3	1	1 5	1
INCLUDED			Ü			Ü	,			Ū	•	_				U		NCLUDED	•	_	Ü		,				Ť	+	+	•	_		7		Ť
PROTECT																		ROTECT																	
ED																	<b> -</b>	D										-		-					
MODIFIER																		ODIFIER												_					
PEDESTRI AN PROTECT																	Α	EDESTRI N ROTECT																	
NOT OVERLAP																		IOT OVERLAP																	
TRAILING					RAILI						1	AILI	NG				Т	RAILING				ı	AILI	-		<u> </u>	Ì				AILIN	NG			
GREEN				YE	LLO	W		1			RE						G	REEN	1			YE	LLO	W		1				REL	_	. 1		. 1	_
PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1 4	1 5	1 6	P	HASES	1	2	3	4	5	6	7	8	ç	9 0			1	1 3	1 4	1 5	1 6
TRAILING																	Т	RAILING																	
LEADING																		EADING																	
ADVANCE GREEN					ı				1									DVANCE GREEN								1			, 1	<u>,                                    </u>					<del></del>
PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1 4	1 5	1	Р	HASES	1	2	3	4	5	6	7	8	٥				1	1 3	1 4	1 5	1 6
FLASH GREEN																		LASH GREEN																	
OVERLAP																		VERLAP	1	2	3	4	5	6	7	8	(				1	1	1	1	1
N PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1	1 5	1 6	P P	HASES										(	)	1	2	3	4	5	6
INCLUDED															Ť			NCLUDED											T						
PROTECT ED																		ROTECT																	
MODIFIER																		ODIFIER																	
PEDESTRI AN																		EDESTRI N																	
PROTECT																	Р	ROTECT																	
NOT OVERLAP																		IOT VERLAP																	
TRAILING GREEN					RAILI						TR RE	AILII D	NG					RAILING REEN					AILII							TRA REC	AILIN O	١G			
DUAGES			_		_		_	_		1	1	1	1	1	1	1	Р	HASES	1	2	3	4	5	6	7	8	Ś				1	1	1	1	1
PHASES TRAILING	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	Т	RAILING									+	(	)	1	2	3	4	5	6
LEADING																		EADING																	
ADVANCE GREEN																		DVANCE REEN																	
PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1	Р	HASES	1	2	3	4	5	6	7	8	ç	) 1			1 2	1 3	1 4	1 5	1 6
FLASH GREEN			J	7		J	,	J	3	J		_	J	7	J	J		LASH											_		-	J	7	J	$\dashv$
	1	1							-											-															—

# 2-3 PEDESTRIAN OVERLAP

PEDESTRIAN	VO V	ERL	ΑP	CON	SIS	rs o	F PH	IASE	S							
PEDESTRI AN OVERLAP	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

#### 2-4 GUARANTEED MINIMUM TIMES

		_	_											_		
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN																
WALK																
PEDESTRIAN CLEARANCE																
YELLOW CHANGE																
RED CLEARANCE																
OVERLAP	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р
MINIMUM GREEN																

### 2-5 START / FLASH DATA

POWER S	TAR	Т														
	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
PHASE																
OVERL AP																
POWER S	E (AUTOMATIC) FLASH															
REMOTE	TE (AUTOMATIC) FLASH															
	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1 4	1 5	1
ENTRY																
EXIT																
OVERL AP	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
EXIT																
EXIT REM	IOTE	FLA	ASH							NIMI ASH		UTC	CAMC	ΓIC		
MINIMUM	REC	ALL							CY	'CLE	THE	ROU	GH F	PHAS	ES	

#### 2-6-1 CONTROLLER OPTIONS

	<b>2-</b> 0	<u>- 1</u>	C	)IN	יחו	<u>UL</u>		.n	Oi	_	OI.	<b>V</b> 3				
PEDESTRIAN C	LEA	RAN	CE	PRO	TEC	Т										
UNIT RED REVE	ERT															
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
GUARANTEE D PASSAGE																
NON-ACT I																
NON ACT II																
DUAL ENTRY																
PED RESERVICE																
REST IN WALK																
FLASHING WALK																
PED CLEAR > YELLOW																
PED CLEAR > ALL RED																
INIT GREEN + VEHICLE EXIT																

### 2-7 ACTUATED / PRE-TIMED MODE PHASES

ENABLE	PRE-	TIME	D O	PER	ATIC	N										
FREE INF	FREE INPUT DISABLED PRE-TIMED															
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
PRE - TIMED																

# **COORDINATOR SUBMENU**

# **3-1 COORDINATOR OPTIONS**

MANUAL PATTERN	Auto		
INTERCONNECT SOURCE	TBC	INTERCONNECT FORMAT	
TRANSITION	Smooth	ECPI COORDINATION	Yes
OFFSET REFERENCE	Lead	DWELL / ADD TIME	
DELAY COORD WALK TO LOCAL ZERO	No	FORCE OFF	Float
FORCE OFF ADDED INITIAL GREEN	No	USE PED TIME FOR SMOOTH TRANSITION	No
PEDESTRIAN RECALL	No	PEDESTRIAN RESERVICE	Yes
ENABLE MANUAL SYNC INPUT		LOCAL ZERO OVERRIDE	No
RE-SYNC COUNT	No	MAX SELECT	MaxInh
MULTISYNC	No		

# **3-2 COORDINATOR PATTERN**

COORDINA	ΛTO	R P	٩TT	ERI	7	1															
CYCLE LEN		Ή				13	0	S	PLI	ГРΑ	ΛTT	ERI	V								
OFFSET V	ÁLU	Е				70		S	EQl	JEN	CE										
SPLITS IN						Pe	r	0	FFS	SET	S IN	١								Pe	er
CROSSING	AR	TEF	RΥ																		
PATTERN																					
VEHICLE P	ERI	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RN	IISS	SIVE	2	LEN	<b>IG</b> T	Н			
LENGTH																					
VEHICLE P			SIVE	2				Α	CTI	ON	PLA	١N								1	
DISPLACE		1T																			
ACTUATED						Υe	es	Т	IMIN	IG F	PLA	N									
COORDINA								_						_							
ACTUATED	RE	:ST	IN V	VAL	.K			Р	HAS	SE F	RES	ER	VIC	<u>E</u>							
												1		2			3			4	
RING SPLI					`	CO	ND:	S)													
SPLIT DEN	IANI	) PA	TT	ERN	1																
RING DISP	LAC	EM	ENT	Ī																	
	1	2	3	4	5				8	9	1		1			1			1		
											0		1			3			5		
PREFER																					
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																					
	1	2	3	4	5				8												
SPECIAL																					
FUNCTI																					
ON																					

COORDINAT	TOF	R PA	٩TT	ERN	1	2															
CYCLE LENG (SECONDS)		Н				12	0	S	PLI	ГРΑ	ΛTT	ERI	N								
OFFSET VA	LUE					7		S	EQl	JEN	CE										
SPLITS IN						Pe	r	0	FFS	SET	AI S	I								Pe	r
CROSSING A PATTERN	AR	TEF	RΥ																		
VEHICLE PE LENGTH	R۱	/ISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RM	IISS	SIVE	2	LEN	IGT	Н			
VEHICLE PE DISPLACEM			SIVE	2				Α	CTI	NC	PLA	۱N								2	
ACTUATED COORDINAT	TIO	N				Ye	es	Т	IMIN	IG F	PLA	N									
ACTUATED	RE	ST	IN۷	VAL	K			Ρ	HAS	SE F	RES	ER'	VIC	Е							
												1		2			3			4	
RING SPLIT	EX	TEN	NSI	) NC	SE	CO	ND	S)													
SPLIT DEMA	ANE	) P <i>F</i>	\TTI	ERN	l																
RING DISPL	AC	ЕΜ	ENT	•																	
	1	2	3	4	5				8	9	1		1			1			1 5		
PREFER ENCE 1 PHASES PREFER																					
ENCE 2 PHASES																					

COORDINATOR	R PA	ATT	ERN	1	3															
CYCLE LENGTH	1				13	0	S	PLI	ΓP	ΛTΤ	ERI	N								
(SECONDS)						•														
OFFSET VALUE					75	5	S	ΕQI	JEN	CE										
SPLITS IN					Ρ	er	0	FFS	SET	S IN	1								Pe	er
CROSSING ART	ΓER	łΥ																		
PATTERN																				
VEHICLE PERM	IISS	SIVE	1				٧	EHI	CLE	PE	RN	1188	SIVE	<b>E</b> 2	LEN	۱G۱	Ή			
LENGTH																				
VEHICLE PERM	IISS	SIVE	2				Α	CTI	ON	PL/	١N								3	
DISPLACEMENT	Τ																			
ACTUATED					_	es	T	IMIN	NG F	PLA	N									
COORDINATION	١				1	es														
ACTUATED RES	ST I	IN۷	۷AL	Κ			Ρ	HAS	SE F	RES	ER	VIC	Е							
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# 3-2 COORDINATOR PATTERN (CONTINUED) COORDINATOR PATTERN 4 CYCLE LENGTH (SECONDS) COORDINATOR PATTERN 4 CYCLE LENGTH 100 SPLIT PATTERN

COORDINA	OT/	R P	٩TT	ERN	١	4															
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CROSSING	à AR	RTEF	RΥ																		
PATTERN																					
VEHICLE P	ERI	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RN	1188	SIVE	Ξ2	LEN	١G٦	ГН			
LENGTH																					
VEHICLE P			SIVE	2				Α	CTI	ON	PLA	١N								4	
DISPLACE		١T																			
ACTUATED						Υє		Т	IMI	NG F	PLA	N									
COORDINA						16	:5														
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### 3-2 COORDINATOR PATTERN (CONTINUED)

COCREDIATOR PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT	3-2 CO	OF	(U	IN	ΑI	OR	Ρ/	4 I		KI	I (C	OI.	<b>N</b> I II	NU	EL	"																					
SECONDS   SEQUENCE   SPLITS IN	COORDINA	ATO	R PA	۱T۲	ERN	٧														COORDINA	ATO	R PA	ATT	ERN	1												
OFFSET VALUE	CYCLE LEI	NGT	Н					SF	PLIT	PA	ΓΤER	N							ĪĪ	CYCLE LEN	NGT	Н				T	SPI	_IT F	PAT	TERI	N						Ξ
SPLITS IN	(SECONDS	3)																		(SECONDS	5)						_										
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	OFFSET V	ÁLU	E					SE	ΞQL	JENO	Œ									OFFSET VA	ÁLU	E					SE	QUE	NC	E							
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	SPLITS IN							OI	FFS	ETS	IN									SPLITS IN							OF	FSE	TS I	IN							_
VEHICLE PERMISSIVE 1	CROSSING	3 AR	TEF	łΥ																CROSSING	i AR	TEF	łΥ														
LENGTH	PATTERN																			PATTERN																	
VEHICLE PERMISSIVE 2   DISPLACEMENT	VEHICLE F	PERM	MISS	SIVE	<u> </u>			VE	EHIC	CLE	PERN	1ISS	SIVE 2	2 LE	NGT	ТН				VEHICLE P	ERN	MISS	SIVE	1			VEI	HICL	ΕP	PERM	1ISS	IVE :	2 LE	NGT	Н		_
DISPLACEMENT	LENGTH																			LENGTH																	
ACTUATED   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   ACTION PLAN   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED RE	VEHICLE F	PERM	MISS	SIVE	<b>2</b>			A	CTIC	ON F	LAN									VEHICLE P	ERN	MISS	SIVE	2			AC	1017	N PL	AN							_
COORDINATION	DISPLACE	MEN	ΙT																	DISPLACE	MEN	ΙT															
ACTUATED REST IN WALK PHASE RESERVICE   1   2   3   4	ACTUATED	)						TI	MIN	IG P	_AN									ACTUATED	)						TIM	IING	i PL	AN							
1   2   3   4   4   5   1   2   3   4   5   1   1   1   1   1   1   1   1   1																																					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST	ACTUATE	D RE	ST	IN V	VAL	.K		Pł	HAS	SE R	ESER	VIC	E							ACTUATED	RE	ST I	IN V	۷AL	K		PH	ASE	RE	SER'	VIC	<u> </u>					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST																																					
SPLIT DEMAND PATTERN											1		2		3			4												1		2		3		4	
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	RING SPLI	ΤE	(TEN	VSIC	NC	(SECC	DND	S)												RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)										
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	SPLIT DEM	/ANI	) PA	TTI	ERN	1		-												SPLIT DEM	IANI	) PA	TTE	ERN													_
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PHASES	PREFER																			PREFER																	
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COORDINATOR PATTERN   CYCLE LENGTH (SECONDS)   SPLIT PATTERN   SPLIT PATTERN   SECONDS)   CYCLE LENGTH (SECONDS)   SPLITS IN   OFFSET VALUE   SEQUENCE   SPLITS IN   OFFSETS																																					
CYCLE LENGTH	PHASES																		L	PHASES																	_
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CYCLE LENGTH	COORDINA	ATO	R PA	۱T۲	ERN	١		Ī											Ī	COORDINA	ATO	R PA	ATT	ERN	1												
SECONDS   SEQUENCE   SEQUENCE   SEQUENCE   SEQUENCE   SPLITS IN   OFFSET'S IN   OFFS								SE	דו וכ	PA.	TTFR	N							ī lī							Ť	SPI	IT F	ΡΑΤ	TERI	N						-
SEQUENCE			• •					J 0.		. , .		•										• •					O		,		•						
SPLITS IN			F					SE	=OI	IFNO	`F											F					SE	OLIE	NC	F							-
CROSSING ARTERY		, <u>, , , , , , , , , , , , , , , , , , </u>	_																╽┟		·LO	_															-
PATTERN		3 AR	TEE	RΥ				<u> </u>		,											AR	TFF	RΥ				<u> </u>	-									-
VEHICLE PERMISSIVE 1		<i>a</i> / (( )																			. ,																
LENGTH		PERM	AIS.	SIVE	- 1			VE	=HI(	CLF	PERI	/IISS	SIVE	2 I F	NGT	ТН					FRI	AIS.	SIVE	1			VFI	HICI	FΡ	PERM	/IISS	IVF :	2 I F	NGT	Н		-
VEHICLE PERMISSIVE 2   DISPLACEMENT					- '			l ''					2			• •			$\  \ $		_,,,,					]			'	v		1			• •		
DISPLACEMENT		PERM	MISS	SIVE	2			ΑC	CTIC	ON F	LAN								l It		ERM	MISS	SIVE	2		1	AC	101	N PL	AN							-
ACTUATED COORDINATION   TIMING PLAN   PHASE RESERVICE   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED REST IN					-			``											$\parallel \parallel$				-	•		J			_								
COORDINATION								ΤI	MIN	IG P	_AN															1	TIM	IING	PL.	AN							_
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RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  PRING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  PRING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2	ACTUATE	) RE	ST	IN V	VAL	.K		Pŀ	HAS	E R	SER	VIC	E												K		PH	ASE	RE	SER'	VIC	Ē_					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  PRING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  PRING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2																			l E																		
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SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2	RING SPLI	ΤE	(TEN	NSI(	NC	(SECC	DND	S)											[	RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)										
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# 3-2 COORDINATOR PATTERN (CONTINUED)

3-2 COORDINATOR P	ATTERN (CONTINUED)								
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VALUE	SEQUENCE		OFFSET VALUE	SEQUENCE	=				+
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I					
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
	1 2 3	4			1	2		3	4
RING SPLIT EXTENSION (SECOND		+-	RING SPLIT EXTENSION (SECO	NDS)	+ '			0	+-
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN	1100)					
RING DISPLACEMENT		<u> </u>	RING DISPLACEMENT					1 1	
1 2 3 4 5			1 2 3 4 5	8 9 1			1 3		1 5
PREFER			PREFER						
ENCE 1 PHASES			ENCE 1 PHASES						
PREFER ENCE 2 PHASES			PREFER ENCE 2 PHASES						
	=	<u> </u>				· ·			·
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VÁLUE	SEQUENCE		OFFSET VALUE	SEQUENCE					
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I	N				
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
<u> </u>	1 2 3	4		1	1	2	1	3	4
RING SPLIT EXTENSION (SECONI		+	RING SPLIT EXTENSION (SECO	NDS)	† ·	_		-	+ -
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN						
RING DISPLACEMENT			RING DISPLACEMENT		The state of the s				
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PREFER		$\neg \vdash \parallel$	PREFER	<del>                                     </del>			Ĺ		
ENCE 1 PHASES			ENCE 1 PHASES						
PREFER ENCE 2			PREFER ENCE 2						
PHASES	<u> </u>	1	PHASES						

COORDINA	OTA	R P	ATT	ERN	7																
CYCLE LE	NGT	Ή						S	PLI	ΓPA	۱TT	ERI	V								_
(SECONDS	3)																				
OFFSET V	ALU	E						S	EQI	JEN	ICE										
SPLITS IN								0	FFS	SET	S IN	<u> </u>									
CROSSING	AR	TEF	RY																		
PATTERN																					
VEHICLE F	PERM	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RM	IISS	SIVE	2	LEN	IGT	Н			
LENGTH		410	211 /5					L.	0.71	<u> </u>	D. 4										_
VEHICLE P			SIVE	- 2				A	CII	ON	PLA	M									
ACTUATED		N I						_	11/11/	NG F	) I A	NI									_
COORDINA	-	IAC						l '	IIVIII	NG F	LA	IN									
ACTUATED			INI V	VAI	K			Р	HAS	SE F	RES	FR	VIC	F							
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RING SPLI	TEX	(TFI	VISIO	NC	SE	COI	ND:	S)				Ė		-			Ŭ			Ė	
SPLIT DEM					`	00.	10	<u> </u>													
OI EII DEN	.,	<del>, , ,</del>			<u> </u>																
RING DISP	1 ^ _	1	ENIT	-																	
HING DISF	LAC	,LIVI 2	_	_	E				0	9	-		-1	_		4			-	_	_
	l '	_	3	4	5				8	9	1		1			1			5		
PREFER								-			U		-			J			J		_
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																			l		

COORDINAT	OR	PAT	TER	N												
CYCLE LENG	HTE	(SE	CON	DS)			SF	LIT	PAT	TER	N					
OFFSET VAL	.UE						SE	QUE	ENC	E						
SPLITS IN							OF	FSE	TS I	N						
CROSSING A	ARTE	ERY	PAT	TER	N											
VEHICLE PE	RMI	SSIV	E 1					HIC		ERN	/IISS	IVE:	2			
LENGTH								NGT								
VEHICLE PE DISPLACEMI		SSIV	E 2				AC	OIT	N PL	.AN						
ACTUATED (	000	RDI	TAV	ION			TII	MINO	PL.	AN						
ACTUATED F	RES	ΤIN	WAL	K			PH	IASE	RE	SER	VICE					
	TED COORDINATION TIMING PLAN TED REST IN WALK PHASE RESERVICE  1 2 3															
										1		2		3	4	
RING SPLIT	EXT	ENS	ION	(SE	CON	DS)										
SPLIT DEMA	ND F	PAT	ΓERI	V												
RING DISPLA	ACE	MEN														
	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1
										0	1	2	3	4	5	6
PREFERE NCE 1 PHASES																
PREFERE NCE 2 PHASES																

#### **3-3 SPLIT PATTERN**

SPLIT PATTER	RN N	UME	BER		1											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)		х				Х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	1	54	1	0		3	5	0	)	6	5	0		3	5
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		2											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	0	5	2	0		38	3	0		62	<u>.</u>	0		38	3
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		3											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	6	4	9	0		35		0		6	5	0		35	;
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER		4											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	11		44	2 44			4	-5	0		5	5	0		45	5
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

# 3-3 SPLIT PATTERN (CONTINUED)

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE	_				<u>.</u>											
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2	2			4		5		6		7		8	
SPLIT VALUE				2												
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE				10												
MODE																

# **3-3 SPLIT PATTERN (CONTINUED**

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2	2			4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE				10												
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)				2												
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

# 3-4 AUTO PERMISSIVE MINIMUM GREEN TIME

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

# **3-5 SPLIT DEMAND**

PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
DEMAN D 1																
DEMAN D 2																
DEMAND			1		2											
DETECTOR	7															
CALL TIME																
(SECONDS																
CYCLE CO	UNT															

# PREEMPTOR SUBMENU

# 4-1 PREEMPTOR

4-1 PNE				•			1									
PREEMPTOR N	UMBI	ΞR			1											
ACTIVE								N-LO								
PREEMPTION C								ERLO								
DELAY TIME (S								IIBIT 1								
EXTEND INPUT	_							X PRE			_			)		
DURATION TIM	E (SE	CON	DS)					ACK C			E RE	SER	/ICE			
PED DARK	4011		DDIO	DITY	_			SERV			005				_	
AUTOMATIC FL				RIIY	_			D CLE					0147		_	
TERMINATE OV	EKL	1P5 F	ASAP				_	) CLE		HKU	JGH		OW	_	_	
RING	0055	LADT	1011				1		2			3		_	4	
FREE DURING	PKEE	MPI	ION	_					+					_		
							PEI			DEE.	.	\/FI			D==	
			_	VV	ALK		CLI	EAR	G	REEN	V	YEL	LOW	_	RED	
ENTERING MIN									4							
TRACK CLEARA									1							
MIN DWELL – C	YCLE	GRI	EN/E	XIT	YELL	OW /I	_									
DWELL FLASH	,				$oldsymbol{\perp}$		FLA	SH E	XIT C	OLO	R					
PHASE	١.		_	١.			l _		_	1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE DWELL																+
PHASE																
DWELL																+
PEDESTRIAN																
CYCLING																+
PHASE																
CYCLING																
PEDESTRIAN																
EXIT																
PHASE							<u> </u>									
EXIT																
SPECIAL SPECIAL																+
FUNCTION																
PREEMPTION T		)OBL	ΙΝΙΔΤ	ION	┰	_	FYI	T TIM	ING I	ΙΔΝ					╁	_1
LINKED PREEM			/11N/A	IOIN	+		LAI	1 11111	ina i	LAN					-	
PREEMPTOR A			ТРІІТ	S												
PREEMPTOR A				<u> </u>			PRI	EEMP	TOR	ACTI	VF O	UT IN	DWF	-11		
OTHER PRIORI				3	$^{-1}$			N-PRI								
OUT																
OVERLAR		-		_	_	Ţ			1	Ι.	.,				$\overline{}$	Ţ
TDAOK C: 5:5	A	В	С	D	E	F	G	Н	╄	J	K	L	М	N	0	Р
TRACK CLEAR																1
OVERLAP	_	+	_	-	-	+	_	-	-			+		1	-	+
DWELL OVERLAP																1
CYCLING	-	+	-	+	+	+	+	-	+			1		+	+	+
OVERLAP																1
V 1 L 1 LL/11								_	_					1	_	

PREEMPTOR N	JMBE	R			2											
ACTIVE							ION	N-LO	CK IN	PUT						
PREEMPTION O	VER	RIDE					INT	ERLC	CK E	NABI	E					
DELAY TIME (SE	CON	IDS)					INH	IBIT 1	ГІМЕ	(SEC	OND:	S)				
EXTEND INPUT			S)				MAX	X PRE	SEN	CE T	ME (	SECC	NDS	)		
DURATION TIME	(SE	CON	OS)				TRA	CK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERV	ICE T	IME						
AUTOMATIC FLA	ASH I	HAS F	RIO	RITY					AR C							
TERMINATE OV	ERLA	PS A	SAP				PE	CLE	AR T	HRO	JGH	YELL	OW			
RING							1		2			3			4	
FREE DURING F	REE	MPTI	ON						+					<del>-  </del>		
			_				PE	_	+					$\dashv$		
				w	ALK			AR	G	REEN	J	YFI	LOW		RED	
ENTERING MINI	NAL INA	TIME		Ť	, (L)		OLL	./ \	Ť		•			$\dashv$		
				—					╅					_		
TRACK CLEARA									╄							
MIN DWELL - C	YCLE	GRE	EN/E	:XIT Y	ELL(	)W/R	_									
DWELL FLASH					┸		FLA	SH E	XIT C	OLO	R				$oldsymbol{\perp}$	
PHASE										1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE																
DWELL																
PHASE																
DWELL																
PEDESTRIAN														<u> </u>		
CYCLING																
PHASE														<u> </u>		
CYCLING																
PEDESTRIAN														<u> </u>		
EXIT																
PHASE								L						<u> </u>		<u> </u>
EXIT								l	l			1	l	1		1
CALLS								<b>—</b>		<u> </u>		<u> </u>		$\vdash$	-	<u> </u>
SPECIAL																
FUNCTION				L		<u> </u>				<u> </u>				Щ.	Ц	<u> </u>
PREEMPTION To			INAT	ION	_		EXI	T TIM	IING F	PLAN						
LINKED PREEMI	_															
PREEMPTOR AC				S												
PREEMPTOR AC												UT IN				
OTHER PRIORIT	Y PF	≀EEM	PTO	7			NOI	1-PRI	ORIT	Y PR	EEM	PTOR	OUT			
OUT					_		<u> </u>							_		
OVERLAR	A	В	С	D	E	F	G	Н		J	K	L	М	N	0	Р
TRACK CLEAR																
OVERLAP				$\perp$									<u>L</u>	L		<u>L</u>
DWELL																
OVERLAP		╧				Ш	$\perp$					$\perp$			$\perp$	
0) (0) 1110		T														
CYCLING OVERLAP																

# 4-2 LOW PRIORITY PREEMPTOR SELECTION

FILTERED INPUT	SOLID	PULSING
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

# 4-1 PREEMPTOR (CONTINUED)

4-1 PNE				1 (	_		114	JLI	"							
PREEMPTOR N	IUMB	ER			3											
ACTIVE							NO	N-LOC	KIN	PUT						
PREEMPTION (	OVER	RIDE	:				INT	ERLO	CK E	NABL	E					
DELAY TIME (S								IBIT T								
EXTEND INPUT	(SEC	ONE	OS)				MA	X PRE	SEN	CE TI	ME (S	SECC	)NDS	)		
DURATION TIM	E (SE	CON	IDS)				TRA	ACK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERVI	CE T	IME						
AUTOMATIC FL	ASH I	HAS	PRIO	RITY			REI	CLE	AR G	OES	GRE	EN				
TERMINATE O	/ERL/	APS /	ASAP				PC	THRO	UGH	YELL	LOW					
RING							1		2			3			4	
FREE DURING	PREE	MPT	ION													
							PE	)								
				W	/ALK		CLE	AR	GI	REEN		YEL	LOW		RED	
ENTERING MIN	IMUM	I TIM	E													_
TRACK CLEAR				Ь					T					$\dashv$		
MIN DWELL - C				YIT	YFII	OW/ /	RED		╁		-			+		
DWELL FLASH		. uni	LLIN/ [	-/11	LLLL	OVV /		SH E	VIT O		,					
			1				FLA	OU E	VII C	_		,	_	-	ᆛ	T -
PHASE	1	2	3	4	5	6	7	0	9	1 0	1	1 2	1	1	1 5	1
TDACK	_		J	4	5	6		8	Э	U	-		J	4	1 2	6
TRACK																
CLEAR PHASE																
DWELL			1												-	┿
PHASE																
DWELL			1												+	╁
PEDESTRIAN																
CYCLING															<del>                                     </del>	╁
PHASE																
CYCLING															†	T
PEDESTRIAN																
EXIT																T
PHASE																
EXIT																
CALLS															<u> </u>	
SPECIAL																
FUNCTION					<u> </u>										Ц_	
PREEMPTION 7			DINAT	ION			EXI	T TIM	NG F	PLAN						
LINKED PREEM																
PREEMPTOR A				S												
PREEMPTOR A								EEMP								
OTHER PRIORI	TY PF	REEN	/PTO	٦ _			NO	N-PRI	ORIT	Y PRI	EEMF	PTOR	OUT	_		_
OUT																
OVERLAP	. A	В	С	D	F	F	G	Н		l <sub>i</sub>	K	_	М	N	0	Р
TRACK CLEAR	$\neg$	۲		٦	╫	+	7		╁	Ť	1	╄	IVI	Ť	Ť	÷
OVERLAP	1													1		
DWELL	-	+	-	-	+	-	+	+	1	+	1	1	1	$\vdash$	+	+
OVERLAP																
CYCLING	-										1				T	1

PREEMPTOR N	UMBE	R				4												
ACTIVE								ION	N-LO	CK IN	PUT							
PREEMPTION C	VERF	RIDE						INT	ERLC	CK E	NABI	LE.						
DELAY TIME (SI	ECON	DS)						INH	IBIT	ГІМЕ	(SEC	OND	S)					
EXTEND INPUT	(SEC	OND	S)					MA)	K PRI	SEN	CE T	IME (	SECC	NDS	)			
DURATION TIME	E (SE	CONI	OS)								RANC	E RE	SER\	/ICE				
PED DARK									SERV									
AUTOMATIC FL				RITY							OES		EN					
TERMINATE OV	'ERLA	PS A	SAP					PC	THRO	DUGH	I YEL	LOW						
RING								1		2			3			4		
FREE DURING I	PREE	ИРТI	ON															
								PE	)									
				٧	/ALK			CLE	AR	G	REEN	1	YEL	LOW	1	RE	ED	
ENTERING MIN	IMUM	TIME	Ξ															
TRACK CLEARA	NCE.	TIME																
MIN DWELL - C	YCLE	GRE	EN/ E	EXIT	YEL	LOV	N /F	RED										
DWELL FLASH								FLA	SH E	XIT (	OLO	R						
PHASE					Т						1	1	1	1	1	Т.	1	1
	1	2	3	4	5		6	7	8	9	0	1	2	3	4		5	6
TRACK						T										1		
CLEAR																		
PHASE																		
DWELL																		
PHASE																		
DWELL																		
PEDESTRIAN						4												
CYCLING																		
PHASE					-	+												
CYCLING PEDESTRIAN																		
EXIT					<u> </u>	+									-	+		
PHASE																		
EXIT					<u> </u>	+										+		
CALLS																		
SPECIAL						T												
FUNCTION																		
PREEMPTION T	O CO	ORD	INAT	ION				EXI	T TIM	ING I	PLAN							
LINKED PREEM	PTOR																	
PREEMPTOR A	CTIVE	OUT	TPUT	S														
PREEMPTOR A	CTIVE	OUT	Γ					PRE	EMP	TOR	ACTI	VE O	UT IN	DWE	ELL			
OTHER PRIORI	TY PR	EEM	PTOF	7				ION	N-PR	ORIT	Y PR	EEMI	PTOR	OUT	-			
OUT																		
OVERLAP	A	В	С	D	E		F	G	Н		J	K	L	М	N	0		Р
TRACK CLEAR	Ť	Ť	Ť	Ť	Ŧ			Ť	Ť	Ť	Ť	Ť	f	Ë	Ť	Ť		
OVERLAP																		
DWELL	1	+		1	1				T		1		1	1	1	T		
OVERLAP	1																	
CYCLING																		
OVERLAP												1						

4-1 PREEMPTOR (CONTINUED)

4-1 PNE		<u>IP I</u>	UF	י) נ	CC	I FI	HA	JEI	וט									
PREEMPTOR N	UMBI	ER			5	,												
ACTIVE			NON-LOCK INPUT															
PREEMPTION (			INTERLOCK ENABLE															
DELAY TIME (S			INHIBIT TIME (SECONDS)															
EXTEND INPUT (SECONDS)							MAX PRESENCE TIME (SECONDS)											
DURATION TIME (SECONDS)							TRACK CLEARANCE RESERVICE											
PED DARK								RESERVICE TIME										
AUTOMATIC FLASH HAS PRIORITY								RED CLEAR GOES GREEN										
TERMINATE OVERLAPS ASAP								PC THROUGH YELLOW										
RING			1		2			3			4							
FREE DURING	PREE	MPTI	ON															
							PEI	)										
	l wa					LK		CLEAR		GREEN			YELLOW			RED		
ENTERING MINIMUM TIME									1	• • • • • • • • • • • • • • • • • • • •			_					
TRACK CLEAR				_														
MIN DWELL – C	YELL	OW /I	RED	RED														
DWELL FLASH								FLASH EXIT COLOR										
PHASE										1	1	1	1	1	1	1		
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6		
TRACK																		
CLEAR																		
PHASE																		
DWELL																		
PHASE																		
DWELL																		
PEDESTRIAN																		
CYCLING																		
PHASE																		
CYCLING																		
PEDESTRIAN		$\longmapsto$				<u> </u>									ļ			
EXIT																		
PHASE		-				<u> </u>												
EXIT CALLS																		
SPECIAL		<del>├</del>				-									-			
FUNCTION																		
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# **TIME BASE SUBMENU**

# 5-1 CLOCK/CALENDAR DATA

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VEHICLE DETECTOR PLAN								II 0)//	.==.			_				
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LP 81-90					<u> </u>		<u> </u>									
LP 91-100					<u> </u>											

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# 5-5 EXCEPTION DAY PROGRAM

EXECEPTION	FLOAT /	MON / MON	DOW / DOM	WOM /	DAY PLAN
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# **DETECTORS**

# 6-1. DETECTOR TYPE AND TS SELECT

<b>6-1.</b>		CIOR TYPE A
DET	TYPE	TS1 DETECTOR
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VEHICLE I	PLAN	NUME	BER													
DETECTO	r Nu	MBER	}													
ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
SWITCH P	HASE							CA	LL DE	TECT	OR O	IOIT9	V			
EXTEND T	IME							PA	SSAG	E DE	ΓECT	OR OF	PTION			
DELAY TIN	PELAY TIME							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE LII	QUEUE LIMIT							NT	CIP O	CCUP	ANC	/ LOG	i			
FAIL TIME	4,							NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL/	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LOC	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
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VEHICLE I																
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ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
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EXTEND T	IME							PA	SSAG	E DE	ΓΕСΤ	OR OF	PTION			
DELAY TI	ИΕ							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE LI	MIT							NT	CIP O	CCUP	ANC	/ LOG				
FAIL TIME								NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL	٩Y						EC	PI LO	G						
YELLOW I	OCK							RE	D LOC	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
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VEHICLE I	PLAN	NUM	BER													
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ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
SWITCH P	HASE							CA	LL DE	TECT	OR O	MOITS	V			
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DELAY TIN								QU	EUE I	DETE	CTOR	OPTI	ON			
QUEUE LII	UE LIMIT							NT	CIP O	CCUF	ANC	/ LOG	i			
FAIL TIME								NT	CIP V	OLUM	E LO	G				
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YELLOW L	OCK.							RE	D LO	CK						
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QUEUE LII	MIT							NT	CIP O	CCUF	PANCY	/ LOG	i			
FAIL TIME								NT	CIP V	OLUM	IE LO	G				
FAIL CALL	DEL	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
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# 6-2 VEHICLE DETECTOR SETUP

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ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
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EXTEND T	IME							PA	SSAG	E DE	TECT(	OR OF	PTION			
DELAY TIM	ИΕ							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE LI	MIT							NT	CIP O	CCUF	ANC	/ LOG	ì			
FAIL TIME								NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL/	٩Y						EC	PI LO	G						
YELLOW L	OCK							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
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ASSIGNE	D PH	ASE						AD	DED I	NITIA	L OPT	ION				
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FAIL TIME	E							NT	CIP V	OLUM	E LO	à				
FAIL CAL	L DEL	.AY						EC	PI LO	G .						
YELLOW	LOCK	(						RE	D LOC	K						
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SWITCH		E				<u> </u>				TECT	-				_		SWITCH P												OR O						
DELAY T						<del>                                     </del>				DETE				N	-		EXTEND T												TECT						
QUEUE L										CCUF							DELAY TIN												CTOR					4	
FAIL TIME										OLUM			2				QUEUE LII									•		• • •	PANCY		G			4	
FAIL CAL		ΔΥ							PLLO		IL LO	<u>u</u>					FAIL TIME		A \ /										IE LO	G				+	
YELLOW									D LO	-							FAIL CALL YELLOW L									PI LO								╬	
PHASE	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1	1 5	1 6	PHASE	1	2	3	4	5	6	7	8	9		1 0	1	1 2	1 3			1 5	1
CALLED																	CALLED		2	3	7	J	0	<u> </u>	U	3		U		۷	3		4	5	0
VEHICLE								1									VEHICLE F	PLAN	NUM	BER			I		1										
DETECTO ASSIGNE SWITCH EXTEND DELAY TO QUEUE L FAIL TIME	DR NU D PHAS PHAS TIME IME IMIT	JMBEF ASE E						CA PA QU NT	LL DE SSAG IEUE I CIP O CIP V	NITIA ETECT SE DETEC DETEC OCCUP OLUM	OR O	PTIO OR O OPT Y LOC	PTIOI ION	N			VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI PHASE TIME ME MIT	MBER ASE						PA QL NT	SSA JEUE CIP (	GE GE DE OCO VOI	DET ETEC CUP LUM	L OPT OR O TECTO CTOR PANCY	PTIO OR O OPT / LO(	)N )PTIC TION				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL	DR NUPHAS TIME IME IMIT E L DEL	IMBER ASE E						CA PA QU NT NT EC	LL DE SSAG IEUE I CIP O CIP V	TECT SE DE DETEC CCUP OLUM G	OR O	PTIO OR O OPT Y LOC	PTIOI ION	N			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL	PHASE TIME ME MIT	MBER ASE						PA QL NT NT EC	SSA JEUE CIP ( CIP (	GE GE DE OCO VOL	DET DET ETEC CUP LUM	OR O TECTO CTOR PANCY	PTIO OR O OPT / LO(	)N )PTIC TION				
DETECTO ASSIGNE SWITCH EXTEND DELAY TO QUEUE L FAIL TIME	DR NU D PHAS TIME IME IMIT E L DEL LOCK	JMBER ASE E	R				7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1	1 5	1 6	DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L	PHASE TIME ME MIT DEL/	MBER ASE E	<b>1</b>					PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G			1	1
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW	DR NUPHAS TIME IME IMIT E L DEL	IMBER ASE E		4	5	6	7	CA PA QU NT NT EC	LL DE SSAG IEUE I CIP O CIP V	ETECT SE DE DETEC OCCUP OLUM G	OR OF CONTROL OF CONTR	PTIO OR O OPT Y LOG G	PTIOI ION	T .	1 1 5	1 6	DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL	PHASE TIME ME MIT	MBER ASE		4	5	6	7	PA QL NT NT EC	SSA JEUE CIP ( CIP (	GE GE DE OCC VOI OG	DETECTION OF THE PROPERTY OF T	TECTO CTOR PANCY	PTIO OR O OPT / LOO G	ON PTION G			1 5	1 6
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED	DR NU D PHAS PHAS TIME IMIT E L DEL LOCK	JMBEF ASE E	3	4	5	6	7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE	PHASE TIME ME MIT DEL/	MBER ASE E	<b>1</b>	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIAL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME IME L DEL LOCK 1	JMBEF ASE E .AY 	3 BER	4	5	6	7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY 2	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL TAIL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME ME IMIT E L DEL LOCK 1 PLAN DR NU	AY  AY  I NUM  I	3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSAG JEUE I CIP O CIP V PI LO D LOO	TECT SE DE DETEC OCCUP OLUM G CK	TECTOR COTECTOR	PTIO OR O OPT 7 LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY 2	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE	PLANDR NU	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT EC RE 8	LL DE SSAG IEUE I CIP O CIP V PI LO D LOO 9	ETECT SE DE TECT DETEC CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTIO OR O OPT 7 LOO G	PTIOI ION	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PLAN R NUI PLAN R NUI	NUME NUME NUME	3 3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSA JEUE CIP ( CIP ) PI LC	DETI GE DE OCC VOI OG DCK	ECT DETEC CUF LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT Y LOO G	PPTIC FION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH	DR NU DPHAS TIME IMIT L DEL LOCK PLAN DR NU DPHAS	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT ECC RE 8	LL DE SSAG SSAG SEUE I CIP O CIP V PI LO D LOC	TECT E DE TECT DETEC CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTIO OR O OPT Y LOG G	PTIOI ION 3	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P	R NUI PLAN PLAN R NUI PLAN HASE	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	CA PA QL NT NT ECC RE 8	SSA JEUE CIP ( CIP ( CIP ) PI LO D LO D LO D LO D LO D LO D LO D LO D	DETI GE DE DE OCC VOI OG DCK	ECT DETECTOR OF THE PROPERTY O	TOR OF TECTION OF THE LOCAL CONTROL OF THE LOCAL CO	PTIO OR O OPT / LOO G	DN DPTIC TION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIME FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND	DR NU DPHAS PHAS TIME ME IMIT L DEL LOCK PLAN PHAS PHAS TIME TIME TIME TIME TIME TIME TIME TIME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT EC RE 8	LL DE SSAG SSAG SSAG SSAG SSAG SSAG SSAG SSA	TECT E DE TECT CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTION PTIO	PTIOI ION 3	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD AD CAPA	SSA JEUE CIP ( CIP ) PI LO PI LO D LO D DED LLL D SSA	DETI GE DE OCC VOI OG DCK	ECT DETEC CUP LUM ( 1 0	TOR OR OF TECTION TO THE LOOPT OR OF TECTION TO TECTION TECTION TO TECTION TO TECTION TO TECTION TO TECTION TECTION TECTION TECTION TECTION TEC	PTIO OR O OPT / LOO G	DN DPTIC TION G	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI	DR NU DPHAS PHAS TIME IMIT L DEL LOCK 1 PLAN DR NU PHAS TIME ME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PA AD AD QU NT NT EC RE 8	LL DE SSAG DEDE I LL DE SSAG DEUE I	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF THE LOPE OF THE LOP	PTION PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME HASE	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD ADD CAPAGE OF CAPAGE O	SSA JEUE CIP ( CIP ) CIP LC D LC D DED JLL D SSA JEUE	DETI GE DE OCO VOL OG DCK	ECT DETEC CUF LUM ( 1 0	TOR OF TECTION OF TECT	PTION PTIOOR OF OPTION	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LL FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L	DR NU DPH, PHAS TIME IMIT L DEL LOCK PLAN DR NU PHAS TIME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PAA AD CAA PAA QU NT	LL DE SSAG	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OPT / LOC	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE  CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII	R NUI PHASE IME MIT DELA OCK 1 PLAN R NUI PHASE IME MIT HASE IME MIT	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD ADD ADD ADD ADD ADD ADD ADD ADD ADD	SSA JEUE CIP ( C) C)))))))))))))))))))))))))))))))))	DETI GE DE DE OCC VOL OG DCK	ECT DETEC CUF LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPH, PHAS TIME IMIT L DEL LOCK TRANCE PLAN DR NU PHAS TIME IME IMIT IME IME IMIT IME IME IME IME IME IME IME IMIT IME	AY  AY  I NUM  I NUM  I NUM  I SEE	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC RESTRIC	LL DE SSAG	ETECT EE DE TECT CCUF OLUM G CK 1 0  NITIA ETECT EE DE TECT CCUF OLUM OLUM ETECT EE DE TECT CCUF OLUM	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OPT / LOC	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI D PHASE IME MIT DELA OCK 1 1 PLAN R NUI D PHASE IME ME ME MIT  PLAN R NUI D PHASE IME ME MIT	NUMBER NUMBER SE	3 3 BER	4	5	6	7	PAD ADD CAR PAD PAD ADD CAR PAD ADD CAR PAD ADD CAR PAD PAD ADD CAR PAD PAD CAR PAD PAD CAR PAD PAD PAD PAD PAD PAD PAD PAD PAD PAD	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG OCK DETI GE OCC VOI	CUP LUM ( 1 0	TOR OF TECTION OF TECT	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE I FAIL TIM FAIL CAL FAIL TIM FAIL CAL FAIL TIM FAIL CAL	DR NU DPHAS TIME IME IMIT L DEL LOCK 1 PHAS TIME IMIT L DEL LOCK IMIT LOCK I	JMBEF ASE E AY I NUM JMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG EUE I CIP O CIP V PI LO D LO D LO D LO D LO D LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OPT / LOC	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T QUEUE LII FAIL TIME FAIL CALL	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DDED  DDED  DLLL D  SSA  DEUE	DETI GE DE OCC VOI OCC OCC OCC VOI OCC OCC OCC OCC OCC OCC OCC O	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPHAS TIME IME IMIT L DEL LOCK 1 PHAS TIME IMIT L DEL LOCK IMIT LOCK I	JMBEF ASE E AY I NUM JMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OPT / LOC	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG DCK	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NC	1		

#### **6-3 PHASE DETECTOR OPTIONS**

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	1									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLA	N NU	MBE	R	2									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	UN I	MBE	7	3									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	4									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

# 6-4 PEDESTRIAN AND SYSTEM DETECTOR OPTIONS

	PHASE I	PEDESTRI	AN DETEC	CTOR				
	1	2	3	4	5	6	7	8
PED DET INPUT								
	9	10	11	12	13	14	15	16
PED DET INPUT								
	LOCALS	SYSTEM D	ETECTOR	l				
	1	2	3	4	5	6	7	8
VEH DET INPUT								
	9	10	11	12	13	14	15	16
VEH DET INPUT								

# 6-5 LOG - SPEED DETECTOR SET UP

								_
NTCIP LOG PERIO	)D							
ECPI LOG PERIOD	)							
LENGTH UNIT								
SPEED DETECTOR	1	2	3	4	5	6	7	8
LOCAL DETECTOR ONE / TWO DET								
VEH LENGTH								
TRAP LENGTH								
ENABLE LOG								
SPEED DETECTOR	9	10	11	12	13	14	15	16
LOCAL DETECTOR								
ONE / TWO DET								
VEH LENGTH								
TRAP LENGTH								
ENABLE LOG								

#### 6-6 VEHICLE DETECTOR DIAGNOSTICS

	E DIAGN				_		INOS			
VEHICL	E DIAGN	05116 PI	LAN NUW	DER	1	, II.				
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
2						34				
3						35				
4						36				
5						37				
6						38				
7						39				
8						40				
9						41				
11						42 43				
12						44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56				
25						57				
26						58				
27						59				
28						60				
29						61				
30						62				
31						63 64				
32						64				

VEHIC	E DIAGN	OSTIC PI	LAN NUM	BER	2					
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1		۹	ш			33	0	4	ш	
2						34				
						35				
4						36				
5 6						37				
6						38				
7						39				
8						40				
9						41				
10						42				
11 12						43 44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56				
25						57				
26						58				
27						59				
28						60				
29			_			61	,		_	
30						62				
31						63				
32						64				

# 6-6 VEHICLE DETECTOR DIAGNOSTICS (CONTINUED)

	E DIAGN		LAN NUM	BER	3					
12.110					0	u		SNOL	10E	-IER
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
2						34				
3						35				
4						36				
5						37	1			
7						38 39				
8						40				
9						41	1			
10						42				
11						43	1			
12						44				
13						45				
14						46				
15						47	1			
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56	<u> </u>			
25						57				
26						58	<u> </u>			
27						59				
28						60				
29						61				
30						62	1			
31						63				
32		l				64				

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

# **6-7 PEDESTRIAN DETECTOR DIAGNOSTICS**

							<u> </u>		
PED DIA	GNOSTIC	PLAN NU	IMBER	1	PED D NUMB	IAGNOST ER	TC PLAN		2
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1					1				
2					2				
3					3				
4					4				
5					5				
6					6				
7					7 8				
9					9				
10					10				
11					11				
12					12				
13					13				
14					14				
15					15				
16					16				

PED DI	AGNOSTIC	C PLAN NU	JMBER	3	PED D NUMB	IAGNOST ER	TIC PLAN		4
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1					1				
3					2				
4					3				
					5				
5 6					6				
7					7				
8					8				
9					9				
10					10				
11	1				11				
12 13					12				
14					14				
15					15				
16					16				

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# 18. APPENDIX D: PROGRAM REFERENCE CARD

# ASC/3 PROGRAM REFERENCE CARE

NTERSECTIONDur	Pf das Street & Nin	ROGRAM REFERENCE CAF hth Line	RD 
CONTROLLER NUMBER	RE	NTERED BY:	DATE 03 / 13 / 17
BOOT:		HELP:	DATA BASE
5 2		8 3	

# **CONFIGURATION SUBMENU**

#### 1-1-1. PHASE RING ASSIGNMENT

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

#### 1-1-2. PHASE COMPATIBILITY

	· <u> </u>		17 11							-						
PH AS E	1	2	3	4	5	6	7	00	9	10	11	12	13	14	15	16
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

# 1-2. PHASES IN USE / EXCLUSIVE PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PHASES IN USE																
EXCLUSIVE PED																

#### 1-1-4. BACKUP PREVENT PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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#### 1-1-5 SIMULTANEOUS GAP

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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#### 1-1-3. PHASE RING SEQUENCE

CONTROLLER 1	SEQUENCE 1							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 2	<u> </u>		<u> </u>	<u> </u>			
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 3	<u> </u>		<u> </u>				
RING 1								
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CONTROLLER 1	SEQUENCE 4		<u> </u>	<u> </u>	•	- U	<u> </u>	
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RING 3								
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CONTROLLER 1	SEQUENCE 5			•	•			
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CONTROLLER 1	SEQUENCE 6							
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RING 3								
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CONTROLLER 1	SEQUENCE 7							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 8							
RING 1								
RING 2								
RING 3								
RING 4					_			

# 1-1-3. PHASE RING SEQUENCE (CONT)

CONTROLLER 1	SEQUENCE	9					 			
RING 1										
RING 2										
RING 3										
RING 4										
CONTROLLER 1	SEQUENCE	10								
RING 1										
RING 2										
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CONTROLLER 1	SEQUENCE	12	İ	-						
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CONTROLLER 1	SEQUENCE	14								
RING 1										
RING 2										
RING 3										
RING 4										
CONTROLLER 1	SEQUENCE	15								
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CONTROLLER 1	SEQUENCE	16	Ī							-
RING 1										
RING 2										
RING 3										
RING 4										

#### 1-3. PHASE TO LOAD SWITCH (MMU) 1-4-2. MMU PROGRAM **ASSIGNMENT**

LOAD	PHASE		DIMM	IING	AUTO FLASH			
SWITC H	/ OVERLA P	TYP E	RE D	YELLO W	GREE N	PHAS E	COLO R	TOGE - THER
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# 1-4-1. SDLC OPTIONS

BIU NUMBER								
TERM & FACIL	1	2	3	4	5	6	7	8
ENABLE								
PEER-PEER EN								
DETECTOR RACK	1	2	3	4	5	6	7	8
ENABLE								
PEER-PEER EN								
MMU ENABLE								
MMU STOP TIME								
DIAGNOSTIC ENABLE (TEST FIXTURE)								
CONTROLLER PE	CONTROLLER PEER TO PEER ENABLE							
DISABLE 3 CRI	TICAL	RFEs	LOCKU	?				

	1-4-2. WIWO FROGRAM														
PHASE	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
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# 1-4-3. COLOR CHECK DISABLE

DISABLE ALL COLOR CHECKS									
MMU CHANNEL	1	2	3	4	5	6	7	8	
GREEN / WALK									
YELLOW / PC									
RED / DW									
MMU CHANNEL	9	10	11	12	13	14	15	16	
GREEN / WALK									
YELLOW / PC									
RED / DW									

#### 1-5-1 GLOBAL PORT PARAMETERS

NTCIP BACKUP TIME (SECONDS)				
PORT 2 PRIORITY				
PORT 3A PRIORITY				
PORT 3B PRIORITY				
ETHERNET PRIORITY				

#### 1-5-1 PORT 2 (TERMINAL)

1-3-1 FORT 2 (TERMINAL)		
PROTOCOL		
ENABLE	•	
DATA RATE (BPS)		
DATA, PARITY, STOP		
MODEM SETUP STRING		
USER STRING		
OMM. PORT ADDRESS		
SYSTEM DETECTOR 9 - 16 ADDRESS	•	
TELEMETRY RESPONSE DELAY		
DUPLEX HALF - FULL		
AB3418 / NTCIP GROUP ADDRESS	•	
AB3418 / NTCIP SINGLE FLAG ENABLE	•	
NTCIP PROTOCOL	•	
RTS TO CTS DELAY		
RTS TURN OFF DELAY		
DROP OUT TIME (in seconds)		
EARLY RTS		

#### 1-5-3 PORT 3A (TELEMETRY)

PROTOCOL			
ENABLE			
DATA RATE (BPS)			
DATA, PARITY, STOP			
MODEM SETUP STRING			
USER STRING			
COMM. PORT ADDRESS			
SYSTEM DETECTOR 9 - 16 ADDRESS			
ELEMETRY RESPONSE DELAY			
DUPLEX HALF - FULL			
AB3418 / NTCIP GROUP ADDRESS			
AB3418 / NTCIP SINGLE FLAG ENABLE			
NTCIP PROTOCOL			
RTS TO CTS DELAY			
RTS TURN OFF DELAY			
DROP OUT TIME (in seconds)			
EARLY RTS			

# 1-7-1 ADMINISTRATION

SUPERVISOR ACCESS CODE	
ENABLE CRC CHECK OF DATA BASE	
CRC OF PROGRAM DATA BASE	
REQUEST DOWNLOAD OF PROGRAMMED DATA	

#### 1-7-2 DISPLAY OPTIONS

KEY CLICK	ENABLE	
BACKLIGHT	ENABLE	

#### 1-5-4. PORT 3B (TELEMETRY)

PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	•
COMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
TELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

# 1-5-5 ETHERNET PORT CONFIGURATION

IP ADDRESS			
ADDRESS MASK			
FTP SERVER			
ADDRESS			
DEFAULT GATEWAY			
ADDRESS			

#### 1-6-1 ENABLE EVENT LOGS

1-0-1 ENABLE EVENT LOGS	
CRITICAL RFE'S (MMU/TE)	
3 CRITICAL RFE ERRORS IN 24 HOURS	
NON-CRITICAL RFE'S (DET/TEST)	
DETECTOR ERRORS	
COORDINATION ERRORS	
MMU FLASH FAULTS	
LOCAL FLASH FAULTS	
PREEMPT	
POWER ON/OFF	
LOW BATTERY	
ACCESS	
DATA CHANGE	
CONTROLLER DOWNLOAD	
ALARM 1	
ALARM 2	
ALARM 3	
ALARM 4	
ALARM 5	
ALARM 6	
ALARM 7	
ALARM 8	
ALARM 9	
ALARM 10	
ALARM 11	
ALARM 12	
ALARM 13	
ALARM 14	
ALARM 15	
ALARM 16	

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LP 51-60																
LP 61-70											EL	SE				
LP 71-80																
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# CONTROLLER SUBMENU

# 2-1. CONTROLLER TIMING DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN	7	20	7	10	7	20	7	10								
BICYCLE MINIMUM GREEN																
CONDITIONAL SERVICE MINIMUM GREEN																
DELAYED GREEN																
WALK		7		7		7		7								
WALK 2																
WALK MAX																
PEDESTRIAN CLEARANCE		32		34		32		34								
PEDESTRIAN CLEARANCE 2																
PEDESTRIAN CLEARANCE MAX																
PEDESTRIAN CARRY OVER																
VEHICLE EXTENSION	3.5	5.5	3.5	3.5	3.5	5.5	3.5	3.5								
VEHICLE EXTENSION 2																
MAX1	20	55	20	35	20	55	20	35								
MAX2	20	60	20	40	20	60	20	40								
MAX3																
DYNAMIC MAX																
DYNAMIC MAX STEP																
YELLOW CHANGE	3.0	3.7	3.0	3.7	3.0	3.7	3.0	3.7								
RED CLRANCE	1.0	2.6	1.0	2.8	2.0	2.6	1.0	2.8								
RED MAX																
RED REVERT																
ACTUATIONS BEFORE GAP REDUCTION																
SECONDS PER ACTIONS ADDED TO INITIAL																
MAXIMUM ADDED INITIAL GREEN																
TIME BEFORE GAP REDUCTION																
CARS WAITING BEFORE GAP REDUCTION																
STEP TO REDUCE																
TIME TO REDUCE TO MINIMUM																
MININIMUM GAP																

# 2-2 VEHICLE OVERLAP

OVERLAP A PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1	OVERLAP C PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
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LEADING ADVANCE									<u> </u>								ADVANCE	1						<u> </u>			<u> </u>					1	
GREEN																	GREEN																
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1 3	1 4	1 5	1 6	PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1 3	1 4	1 5	1 6
FLASH GREEN																	FLASH GREEN																
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GREEN									ı	4	4	4	4	1	4	- 1	GREEN	<u> </u>									1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1 3	1 4	1 5	1 6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
FLASH GREEN																	GREEN																

# 2-2 VEHICLE OVERLAP (CONTINUED)

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LEADING																	LEADING																
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GREEN																	GREEN																
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PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																	GREEN																
				<u> </u>					<u> </u>																							-	
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OVERLAP F										1	1	1	1	1	1	1	OVERLAP H										1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	Ö	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	i	2	3	4	5	6
INCLUDED																	INCLUDED																
PROTECT																	PROTECT																
ED																	ED																
MODIFIER																	MODIFIER																
PEDESTRI																	PEDESTRI																
AN																	AN																
PROTECT																	PROTECT																
NOT OVERLAP																	NOT OVERLAP																
TRAILING				TR	RAILI	NG		<u> </u>			TR	AILI	VG			=	TRAILING				TR	AILII	NG					TR	AILII	VG			
GREEN					LLO						RE		•				GREEN					LLO						RE		•			
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRAILING																	TRAILING																
LEADING			<u> </u>		<u> </u>			<u> </u>	<u> </u>								LEADING																
ADVANCE GREEN																	ADVANCE GREEN																
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
FLASH																	FLASH	1															
GREEN																- 11	GREEN																

# 2-2 VEHICLE OVERLAP (CONTINUED)

Tr.																	T-																
OVERLAP															,		OVERLAP													_		_	
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1 4	1 5	1 6	K PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1	1 4	1 5	1 6
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PROTECT																	PROTECT																
ED																	ED																
MODIFIER																	MODIFIER																
PEDESTRI																	PEDESTRI																
AN																	AN																
PROTECT																	PROTECT																
NOT OVERLAP																	NOT OVERLAP																
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GREEN					LLO						RE	D					GREEN					LLO'											
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LEADING																	LEADING																
ADVANCE GREEN																<del></del> -	ADVANCE GREEN																
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																	GREEN																
<u>li</u>																	<u> </u>																
OVERLAP	1		1	1	1			1	1								OVERLAP	T T						1	1								
J										1	1	1	1	1	1	1	L										1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
INCLUDED																	INCLUDED																
PROTECT ED																	PROTECT ED																
MODIFIER																	MODIFIER																
PEDESTRI																	PEDESTRI																
AN																	AN																
PROTECT NOT																	PROTECT NOT																
OVERLAP																	OVERLAP																
TRAILING					RAILI							AILI	NG				TRAILING					AILI							AILII	NG			
GREEN	ı —		<u>_</u>	YE	LLO	W		ı —	<u> </u>		RE	_	_	_			GREEN	<del></del>	<u>                                       </u>		YE	LLO'	W	ı —	ı —		-	RE	_	-		, ,	_
PHASES	1	2	3	4	5	6	7	8	9	1 0	1	1	1	1 4	1 5	1 6	PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1	1 4	1 5	1 6
TRAILING	<u> </u>	_	٦	_	٦	,	,	٦	۲	-		-	3	т	5		TRAILING	†	_		т		,	L'	٦	J		<u> </u>		,	r	<u> </u>	
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ADVANCE GREEN																	ADVANCE GREEN																
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PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																$\  \cdot \ $	GREEN																
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# 2-2 VEHICLE OVERLAP (CONTINUED)

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OVERLAP M PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1	C	VERLAP HASES	1	2	3	4	5	6	7	8	٩	9 (			1 2	1 3	1	1 5	1
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ED																	<b> -</b>	D										-		-					
MODIFIER																		ODIFIER												_					
PEDESTRI AN PROTECT																	Α	EDESTRI N ROTECT																	
NOT OVERLAP																		IOT OVERLAP																	
TRAILING					RAILI						1	AILI	NG				Т	RAILING				ı	AILI	-		<u> </u>	Ì				AILIN	NG			
GREEN				YE	LLO	W		1			RE						G	REEN	1			YE	LLO	W		1				REL	_	. 1		. 1	_
PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1 4	1 5	1 6	P	HASES	1	2	3	4	5	6	7	8	ç	9 0			1	1 3	1 4	1 5	1 6
TRAILING																	Т	RAILING																	
LEADING																		EADING																	
ADVANCE GREEN					ı				1									DVANCE GREEN								1			, 1	<u>,                                    </u>					_
PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1 4	1 5	1	Р	HASES	1	2	3	4	5	6	7	8	9				1	1 3	1 4	1 5	1 6
FLASH GREEN																		LASH GREEN																	
OVERLAP																		VERLAP	1	2	3	4	5	6	7	8	(				1	1	1	1	1
N PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1	1 5	1 6	P P	HASES										(	)	1	2	3	4	5	6
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PROTECT ED																		ROTECT																	
MODIFIER																		ODIFIER																	
PEDESTRI AN																		EDESTRI N																	
PROTECT																	Р	ROTECT																	
NOT OVERLAP																		IOT VERLAP																	
TRAILING GREEN					RAILI						TR RE	AILII D	NG					RAILING REEN					AILII							TRA REC	AILIN O	١G			
DUAGES			_		_		_	_		1	1	1	1	1	1	1	Р	HASES	1	2	3	4	5	6	7	8	Ś				1	1	1	1	1
PHASES TRAILING	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	Т	RAILING									+	(	)	1	2	3	4	5	6
LEADING																		EADING																	
ADVANCE GREEN																		DVANCE REEN																	
PHASES	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1	Р	HASES	1	2	3	4	5	6	7	8	ç	) 1			1 2	1 3	1 4	1 5	1 6
FLASH GREEN			J	7		J	,	J	3	J		_	J	7	J	J		LASH											_		-	J	7	J	$\dashv$
	1	1							-											-															—

# 2-3 PEDESTRIAN OVERLAP

PEDESTRIAN	NO N	ERL	AP	CON	SIS	rs o	F PH	IASE	S							
PEDESTRI AN OVERLAP	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
1																
2																
3																
4																
5																
6																
7																
8																
9																
10																
11																
12																
13																
14																
15																
16																

#### 2-4 GUARANTEED MINIMUM TIMES

		_	_													
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN																
WALK																
PEDESTRIAN CLEARANCE																
YELLOW CHANGE																
RED CLEARANCE																
OVERLAP	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
MINIMUM GREEN																

#### 2-5 START / FLASH DATA

POWER S	TAR	Т														
	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
PHASE																
OVERL AP																
POWER S	TAR	T RE	D						FL	ASH	TIM	E				
REMOTE	FLASH TIME															
	1	2	3	4	5	6	7	8	9		1			-	1 5	1
REMOTE (AUTOMATIC) FLASH    1   2   3   4   5   6   7   8   9   0   1   2   3   4   5     ENTRY																
EXIT																
OVERL AP	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
EXIT																
EXIT REM	IOTE	FLA	ASH							NIMI ASH		UTC	CAMC	ΓIC		
MINIMUM	REC	ALL							CY	'CLE	THE	ROU	GH F	PHAS	ES	

#### 2-6-1 CONTROLLER OPTIONS

	<b>2-</b> 0	<u>- 1</u>	C	)IN	יחו	<u>UL</u>		.n	Oi	_	OI.	<b>V</b> 3				
PEDESTRIAN C	LEA	RAN	CE	PRO	TEC	Т										
UNIT RED REVE	ERT															
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
GUARANTEE D PASSAGE																
NON-ACT I																
NON ACT II																
DUAL ENTRY																
PED RESERVICE																
REST IN WALK																
FLASHING WALK																
PED CLEAR > YELLOW																
PED CLEAR > ALL RED																
INIT GREEN + VEHICLE EXIT																

#### 2-7 ACTUATED / PRE-TIMED MODE PHASES

ENABLE	PRE-	TIME	D O	PER	ATIC	N										
FREE INF	UT [	DISA	BLE	) PR	E-TII	MED										
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
PRE - TIMED																

# **COORDINATOR SUBMENU**

# **3-1 COORDINATOR OPTIONS**

MANUAL PATTERN	Auto		
INTERCONNECT SOURCE	TBC	INTERCONNECT FORMAT	
TRANSITION	Smooth	ECPI COORDINATION	Yes
OFFSET REFERENCE	Lead	DWELL / ADD TIME	
DELAY COORD WALK TO LOCAL ZERO	No	FORCE OFF	Float
FORCE OFF ADDED INITIAL GREEN	No	USE PED TIME FOR SMOOTH TRANSITION	No
PEDESTRIAN RECALL	No	PEDESTRIAN RESERVICE	Yes
ENABLE MANUAL SYNC INPUT		LOCAL ZERO OVERRIDE	Yes
RE-SYNC COUNT	No	MAX SELECT	MaxInh
MULTISYNC	No		

# **3-2 COORDINATOR PATTERN**

COORDINA	ATO	R P	٩TT	ERN	1	1															
CYCLE LEN (SECONDS		Η				13		S	PLI	ΓPA	TT	ERI	N								
OFFSET VA	ÅLU	E				12		S	EQI	JEN	CE										
SPLITS IN						Pe	er	0	FFS	SETS	S IN	١								Pe	er
CROSSING	à AR	TEF	RΥ																		
PATTERN																					
VEHICLE P	ERN	MIS:	SIVE	Ξ 1				٧	EHI	CLE	PE	RN	1188	SIVE	2	LEN	<b>IG</b> T	ГΗ			
LENGTH																					
VEHICLE P	ERN	MIS:	SIVE	2				Α	CTI	ON	PLA	١N								1	
DISPLACE	MEN	ΙT																		- 1	
ACTUATED	)					Υe	20	Т	IMIN	NG F	PLA	N									
COORDINA	ATIC	N				-	,3														
ACTUATED	) RE	ST	IN V	VAL	.K			Р	HAS	SE F	RES	ER	VIC	E							
												1		2			3			4	
RING SPLI	ΤE>	(TEI	NSI	NC	(SE	CO	ND:	S)													
SPLIT DEM	IANI	) PA	\TT	ERN	1																
RING DISP	LAC	ЕМ	ENT	-																	
	1	2	3	4	5				8	9	1		1			1			1	I	
			_		_						0		1			3			5		
PREFER																					
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																					
	1	2	3	4	5				8												
SPECIAL																					
FUNCTI																					
ON																					

COORDINATOR PATTERN	2														
CYCLE LENGTH	120	S	PLI	ΓPA	TT	ERN	1								
(SECONDS)		_													
OFFSET VALUE	49	_	EQI		_										
SPLITS IN	Per	0	FFS	SETS	S IN	l								Pe	r
CROSSING ARTERY															
PATTERN		.,		<u> </u>			100	\ I\ /F			107				
VEHICLE PERMISSIVE 1 LENGTH		V	EHI	CLE	: PE	RM	155	SIVE	: 2	LEN	NGI	Н			
VEHICLE PERMISSIVE 2	1	Δ	CTI	)NI	DΙΔ	INI									
DISPLACEMENT		l ^	011	OIN		NI N								2	
ACTUATED	V	Т	IMIN	IG F	PLA	N									
COORDINATION	Yes														
ACTUATED REST IN WALK		Ρ	HAS	SE F	RES	ER۱	/IC	E							
						1		2			3			4	
RING SPLIT EXTENSION (SE	COND	S)													
SPLIT DEMAND PATTERN															
RING DISPLACEMENT															
1 2 3 4 5			8	9	1		1			1			1		
					0		1			3			5		
PREFER															
ENCE 1															
PHASES															
PREFER															
ENCE 2															
PHASES															

COORDINATOR PA	٩TT	ERN	1	3															
CYCLE LENGTH (SECONDS)				13	0	S	PLI	ГРΑ	TT	ERI	V								
OFFSET VALUE				12	2	S	EQI	JEN	CE										
SPLITS IN				Р	er	0	FFS	ET:	S IN	l								Pe	er
CROSSING ARTER	RΥ																		
PATTERN																			
VEHICLE PERMISS LENGTH	SIVE	≣ 1				V	EHI	CLE	PE	RM	IISS	SIVE	₹2	LEN	NGT	Ή			
VEHICLE PERMISS	SIVE	2				Α	CTI	NC	PLA	١N								3	
DISPLACEMENT																		_	
ACTUATED				Y	es	T	MIN	IG F	PLA	N									
COORDINATION						Ļ						_							
ACTUATED REST	IN V	VAL	K			Р	HAS	SE F	RES	ΕR	VIC	E							_
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SPLIT DEMAND PA	<b>4</b>	EKIN	1																_
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RING DISPLACEM	_	_																	
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PREFER ENCE 1 PHASES																			
PREFER ENCE 2 PHASES																			

# 3-2 COORDINATOR PATTERN (CONTINUED) COORDINATOR PATTERN 4 CYCLE LENGTH SPLIT PATTERN

COORDINA	ΛTO	R P	ATT	ERN	7	4															
CYCLE LEN		Ή				10	5	S	PLI	ΓPA	۱TT	ERI	N								
(SECONDS							-														
OFFSET V	٩LU	E				59	9														
SPLITS IN						Pe	er	0	FFS	SET	S IN									Ре	er
CROSSING	AR	RTEF	RΥ																		
PATTERN																					
VEHICLE P LENGTH	ERI	MISS	SIVE	≣ 1				V	EHI	CLE	PE	RM	1ISS	SIVE	∄2	LEN	IGT	Ή			
VEHICLE P			SIVE	2				Α	CTI	ON	PLA	Ν								4	
ACTUATED		-						Т	IMI	NG F	PLA	N									
COORDINA	ATIC	N				Υe	es														
ACTUATED	) RE	ST	IN V	VAL	K			Ρ	HAS	SE F	RES	ER	VIC	Ε							
												1		2			3			4	
RING SPLI	TΕ	KTEI	NSI	NC	(SE	COI	ND:	S)													
SPLIT DEM	IANI	D PA	۱T۲	ERN	1																
RING DISP	LAC	EM	ENT	-																	
	1	2	3	4	5				8	9	1		1			1			1 5		
PREFER ENCE 1 PHASES																					
PREFER ENCE 2 PHASES																					

COORDINA	\TO	R P.	ATT	ERN	1	5														
CYCLE LEN		Ή					S	PLI	ΓPA	ΛTΤ	ERI	V								
OFFSET V		E					S	EQI	JEN	ICE										
SPLITS IN							0	FFS	SET	S IN	1									
CROSSING	à AR	TE	RΥ																	
PATTERN																				
VEHICLE P LENGTH	ERI	MIS	SIVE	1			٧	EHI	CLE	PE	ERM	IISS	SIVE	Ξ2	LEN	NGT	ТН			
VEHICLE P DISPLACEI			SIVE	2			Α	CTI	ON	PLA	Ν								5	
ACTUATED	)						Т	IMI	NG F	PLA	N									
COORDINA																				
ACTUATED	RE	ST	IN V	VAL	K		Ρ	HAS	SE F	RES	ER	VIC	E							
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RING SPLI	T E>	(TE	NSI	NC	SEC	DNC	S)													
SPLIT DEM	IANI	D P	٩TT	ERN	l															
RING DISP	LAC	EM	ENT	-																
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PREFER ENCE 1 PHASES																				
PREFER ENCE 2 PHASES																				

							71													
COORDINA	(TO	RP	4TT	ERN	١															
CYCLE LEN	NGT	Ή					S	PLI	ΓPA	۱TT	ERI	N								
(SECONDS	5)																			
OFFSET VA	٩LU	E					S	EQI	JEN	CE										
SPLITS IN							О	FFS	SET	S IN	l									
CROSSING	i AR	TEF	RΥ																	
PATTERN																				
VEHICLE P	ERI	MISS	SIVE	1			٧	EHI	CLE	PE	RM	1ISS	SIVE	2	LEN	١G٦	ТН			
LENGTH		410	S IV /F				١.	0.71	<u> </u>	<u> </u>										
VEHICLE P		_	SIVE	: 2			IA	CII	ON	PLA	Ν									
DISPLACEI ACTUATED		<b>1</b> I					Ļ	18.418	NG F	) A	N.I.									_
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(SECONDS																					
OFFSET V	٩LU	<u>E</u>								JEN											
SPLITS IN								0	FFS	SET	S IN	l									
CROSSING PATTERN	i AH	HE	₹Y																		
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VEHICLE P DISPLACEI			SIVE	2				A	CTI	NC	PLA	۸N									
ACTUATED	)							TI	MIN	IG F	PLA	N									_
COORDINA																					
ACTUATED	RE	ST	IN V	VAL	K			Р	HAS	SE F	RES	ER'	VIC	E							
												1		2			3			4	
RING SPLI						CON	ND5	S)													
SPLIT DEM	IANI	D P	٩TT	ERN	l																
RING DISP	LAC	EM	ENT	•																	
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PREFER						T															_
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2 PHASES																					
PHASES																					

Per Per

#### 3-2 COORDINATOR PATTERN (CONTINUED)

COCREDIATOR PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT	3-2 00	OF	(U	IN	ΑI	OR	Ρ/	4 I		KI	I (C	OI.	<b>N</b> I II	NU	EL	"																					
SECONDS   SEQUENCE   SPLITS IN	COORDINA	SYCLE LENGTH SECONDS)  OFFSET VALUE SPLITS IN OFFSETS IN  CROSSING ARTERY O'ATTERN  VEHICLE PERMISSIVE 1 LENGTH VEHICLE PERMISSIVE 2 LENGT VEHICLE PERMISSIVE 2 ACTION PLAN O'SPLACEMENT ACTUATED COORDINATION ACTUATED TIMING PLAN COUNTY													COORDINA	ATO	R PA	ATT	ERN	1																	
OFFSET VALUE	CYCLE LEI	NGT	Н					SF	PLIT	PA	ΓΤER	N							ĪĪ	CYCLE LEN	NGT	Н				T	SPI	_IT F	PAT	TERI	N						Ξ
SPLITS IN	(SECONDS	SECONDS   SECUENCE   SEQUENCE													(SECONDS	5)						_															
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	OFFSET V	ÁLU	E					SE	ΞQL	JENO	Œ									OFFSET VA	ÁLU	E					SE	QUE	NC	E							
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	SPLITS IN							OI	FFS	ETS	IN									SPLITS IN							OF	FSE	TS I	IN							_
VEHICLE PERMISSIVE 1	CROSSING	3 AR	TEF	łΥ																CROSSING	i AR	TEF	łΥ														
LENGTH	PATTERN	CLE PERMISSIVE 1											PATTERN																								
VEHICLE PERMISSIVE 2   DISPLACEMENT	VEHICLE F	SING ARTERY ERN  LE PERMISSIVE 1 ITH LE PERMISSIVE 2 ACTION PLAN ACEMENT ATED DINATION ATED REST IN WALK  DISPLACEMENT  1 2 3 SPLIT EXTENSION (SECONDS) DEMAND PATTERN  DISPLACEMENT  1 2 3 4 5 8 9 1 1 1 3 SER 1 5 8 9 1 1 1 3 SER 1 5 8 9 1 1 1 3 SER 1 5 8 9 1 1 1 3 SER 1 5 8 9 1 1 1 1 3 SER 1 6 9 1 1 1 1 1 1 SES SER 1 7 8 9 1 1 1 1 1 SES SER 1 8 9 1 1 1 1 SES SER 1 8 9 1 1 1 SES SER 1 8 9 1 1 1 1 SES SER 1 8 9 1 1 1 SES SE											VEHICLE P	ERN	MISS	SIVE	1			VEI	HICL	ΕP	PERM	1ISS	IVE :	2 LE	NGT	Н		_							
DISPLACEMENT	LENGTH	VEHICLE PERMISSIVE 2 LENGTH											LENGTH																								
ACTUATED   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   ACTION PLAN   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED RE	VEHICLE F	ACTION PLAN  CLE PERMISSIVE 2  LACEMENT  JATED  RDINATION  JATED REST IN WALK  PHASE RESERVICE   1 2 3  SPLIT EXTENSION (SECONDS)  T DEMAND PATTERN  DISPLACEMENT  1 2 3 4 5 8 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1											VEHICLE P	ERN	MISS	SIVE	2			AC <sup>-</sup>	1017	N PL	AN							_							
COORDINATION	DISPLACE	MEN	ΙT																	DISPLACE	MEN	ΙT															
ACTUATED REST IN WALK PHASE RESERVICE   1   2   3   4	ACTUATE	TIMING PLAN											ACTUATED	)						TIM	IING	i PL	AN														
1   2   3   4   4   5   1   2   3   4   5   1   1   1   1   1   1   1   1   1		NATION																																			
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST	ACTUATE	PHASE RESERVICE												ACTUATED	RE	ST I	IN V	۷AL	K		PH	ASE	RE	SER'	VIC	<u> </u>											
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST		TIMING PLAN																																			
SPLIT DEMAND PATTERN		PHASE RESERVICE											4												1		2		3		4						
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	RING SPLI	1   2   3   3   3   5   8   9   1   1   1   3   3   5   5   5   5   5   5   5   5												RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)																
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	SPLIT DEM	/ANI	) PA	TTI	ERN	1		-												SPLIT DEM	IANI	) PA	TTE	ERN													_
1 2 3 4 5		IG SPLIT EXTENSION (SECONDS)  LIT DEMAND PATTERN  IG DISPLACEMENT  1 2 3 4 5 8 9 1 1 1 1 3  EFER CE 1 ASES EFER CE 2 ASES												l It											1				1			_					
1 2 3 4 5	RING DISP	SSING ARTERY ERN  CLE PERMISSIVE 1 ITH  CLE PERMISSIVE 2 ACTION PLAN  ACTION PLAN  ACTION PLAN  ACTION PLAN  ACTION PLAN  ACTION PLAN  ACTION PLAN  ACTION PLAN  ACTION PLAN  BATED TIMING PLAN  ACTION PLAN  ACTION PLAN  BATED TIMING PLAN  ACTION PLAN  BATED TIMING PLAN  ACTION PLAN  BATED TIMING PLAN  ACTION PLAN  BATED TIMING PLAN  BA									t			RING DISP	LAC	EME	ENT											1			_						
PREFER   NOTE		VEHICLE PERMISSIVE 2 LENGTH								1				1	2	3	4	5			8 9	9 .	1	1		1			1	_							
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PHASES	PREFER																			PREFER																	
COORDINATOR PATTERN																																					
COORDINATOR PATTERN																																					
PHASES																																					
COORDINATOR PATTERN   CYCLE LENGTH (SECONDS)   SPLIT PATTERN   SPLIT PATTERN   SECONDS)   CYCLE LENGTH (SECONDS)   SPLITS IN   OFFSET VALUE   SEQUENCE   SPLITS IN   OFFSETS			VEHICLE PERMISSIVE 2 LENGTH																																		
CYCLE LENGTH	PHASES	1   2   3   3   3   3   4   5   8   9   1   1   1   3   3   3   3   3   3   3											L	PHASES																	_						
CYCLE LENGTH		TH																																			
CYCLE LENGTH	COORDINA	ACTION PLAN  LACEMENT  JATED  RDINATION  JATED REST IN WALK  PHASE RESERVICE   1 2 3  SPLIT EXTENSION (SECONDS)  T DEMAND PATTERN  J 2 3 4 5 8 9 1 1 1 1 3  FER  E 1  SES  SES  RDINATOR PATTERN  RDINATOR PATTERN  SELE SES  REST  RDINATOR PATTERN  CLE PERMISSIVE 1  SIN OFFSETS IN  SSING ARTERY  TERN  CLE PERMISSIVE 1  ACTION PLAN  SET VALUE  SEQUENCE  TO SIN  SOFFSETS IN  SOFFSETS IN  SOFFSETS IN  STIMING PLAN  ACTION PLAN  JATED REST IN WALK  PHASE RESERVICE   1 2 3  SPLIT EXTENSION (SECONDS)  T DEMAND PATTERN  JATED REST IN WALK  PHASE RESERVICE  1 2 3  SPLIT EXTENSION (SECONDS)  T DEMAND PATTERN  J DISPLACEMENT  J										Ī	COORDINA	ATO	R PA	ATT	ERN	1																			
SECONDS   SEQUENCE   SEQUENCE   SEQUENCE   SEQUENCE   SPLITS IN   OFFSET'S IN   OFFS		ACTION PLAN										ī lī							Ť	SPI	IT F	ΡΑΤ	TERI	N						-							
SEQUENCE		1   2   3   3   5   1   1   1   1   1   3   3   3   3   3															• •					O		,		•											
SPLITS IN		1 2 3 4 5																F					SE	OLIE	NC	F							-				
CROSSING ARTERY		FER E 1 SES FER E 2 SES  PRDINATOR PATTERN  PRDINATOR PATTERN  PRODUCTOR OF SET VALUE  SEQUENCE TS IN SSING ARTERY TERN  ICLE PERMISSIVE 1 GTH ICLE PERMISSIVE 2 PLACEMENT  ACTION PLAN													╽┟		·LO	_															-				
PATTERN		FER E 2 SES  REDINATOR PATTERN  LE LENGTH JONDS) SET VALUE TS IN SSING ARTERY TERN ICLE PERMISSIVE 1 GITH ICLE PERMISSIVE 2 PLACEMENT  SESSION SET VALUE ACTION PLAN															AR	TFF	RΥ				<u> </u>	-									-				
VEHICLE PERMISSIVE 1		<i>a</i> / (( )																			. ,																
LENGTH		PERM	AIS.	SIVE	- 1			VE	=HI(	CLF	PERM	/IISS	SIVE	2 I F	NGT	ТН					FRI	AIS.	SIVE	1			VFI	HICI	FΡ	PERM	/IISS	IVF :	2 I F	NGT	Н		-
VEHICLE PERMISSIVE 2   DISPLACEMENT					- '			l ''					2			• •			$\  \ $		_,,,,					]			'	v		1			• •		
DISPLACEMENT		PERM	MISS	SIVE	2			ΑC	CTIC	ON F	LAN								l It		ERM	MISS	SIVE	2		1	AC	101	N PL	AN							-
ACTUATED COORDINATION   TIMING PLAN   PHASE RESERVICE   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED REST IN					-			``											$\parallel \parallel$				-	•		J			_								
COORDINATION		HICLE PERMISSIVE 2 ACTION PLAN SPLACEMENT																				1	TIM	IING	PL.	AN							_				
No.   No.		ISPLACEMENT CTUATED TIMING PLAN												$\parallel \parallel$			N				J		-	_													
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2 PREFER ENCE 2	ACTUATE	OORDINATION												[	ACTUATED	RE	ST	IN W	۷AL	K		PH	ASE	RE	SER'	VIC	Ē_										
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2 PREFER ENCE 2		ORDINATION FUATED REST IN WALK PHASE RESERVICE													l E																						
SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2		DRDINATION  UATED REST IN WALK PHASE RESERVICE  1 2									3			4	[											1		2		3		4					
SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2  PREFER ENCE 2	RING SPLI	1 2   IG SPLIT EXTENSION (SECONDS)													[	RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)														
RING DISPLACEMENT  I 2 3 4 5 8 9 1 1 3 5		NG SPLIT EXTENSION (SECONDS) LIT DEMAND PATTERN														l It	SPLIT DEM	IAN[	) PA	TTE	ERN						1				1			_			
PREFER ENCE 1 PHASES PREFER ENCE 2 PREFER EN		IG SPLIT EXTENSION (SECONDS)  LIT DEMAND PATTERN  IG DISPLACEMENT													l It											1				1			_				
PREFER ENCE 1 PHASES PREFER ENCE 2 PREFER EN	RING DISP	PHASE RESERVICE													╽╟	RING DISP	LAC	ЕМЕ	ENT											1			_				
PREFER ENCE 1 PHASES PREFER ENCE 2 PREFER ENCE 2 PREFER ENCE 2		PHASE RESERVICE											1		=		_	_	_	_	5			8 9	9 .	1	1		1				_				
ENCE 1 PHASES PREFER ENCE 2  ENCE 1 PHASES PREFER ENCE 2  ENCE 1 PHASES PREFER ENCE 2		T DEMAND PATTERN  G DISPLACEMENT  1 2 3 4 5 8 9 1 1 1 3  FER E1 SES FER										Ш	5		╽╟										(	0	1		3	}		5					
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#### 3-2 COORDINATOR PATTERN (CONTINUED)

3-2 COORDINATOR P	ATTERN (CONTINUED)								
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VALUE	SEQUENCE		OFFSET VALUE	SEQUENCE	=				+
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I					
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
	1 2 3	4			1	2		3	4
RING SPLIT EXTENSION (SECOND		+-	RING SPLIT EXTENSION (SECO	NDS)	+ '			0	+-
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN	1100)					
RING DISPLACEMENT		<u> </u>	RING DISPLACEMENT					1 1	
1 2 3 4 5			1 2 3 4 5	8 9 1			1 3		1 5
PREFER			PREFER						
ENCE 1 PHASES			ENCE 1 PHASES						
PREFER ENCE 2 PHASES			PREFER ENCE 2 PHASES						
	=	<u> </u>				· ·			·
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VÁLUE	SEQUENCE		OFFSET VALUE	SEQUENCE					
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I	N				
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
<u> </u>	1 2 3	4		1	1	2	1	3	4
RING SPLIT EXTENSION (SECONI		+	RING SPLIT EXTENSION (SECO	NDS)	† ·	_		-	+ -
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN						
RING DISPLACEMENT			RING DISPLACEMENT		The state of the s				
1 2 3 4 5	8 9 1 1 1 1 5		1 2 3 4 5	8 9 1			1 3		1 5
PREFER		$\neg \vdash \parallel$	PREFER	<del>                                     </del>			Ĺ		
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PREFER ENCE 2			PREFER ENCE 2						
PHASES	<u> </u>	1	PHASES						

COORDINA	OTA	R P	ATT	ERN	7																
CYCLE LE	NGT	Ή						S	PLI	ΓPA	١TΤ	ERI	V								_
(SECONDS	3)																				
OFFSET V	ALU	E						S	EQI	JEN	ICE										
SPLITS IN								0	FFS	SET	S IN	<u> </u>									
CROSSING	AR	TEF	RY																		
PATTERN																					
VEHICLE F	PERM	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RM	IISS	SIVE	2	LEN	IGT	Н			
LENGTH		410	211 /5					L.	0.71	<u> </u>	D. 4										_
VEHICLE P			SIVE	- 2				A	CII	ON	PLA	M									
ACTUATED		N I						_	11/11/	NG F	) I A	NI									_
COORDINA	-	IAC						l '	IIVIII	NG F	LA	IN									
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RING DISP	1 ^ _	1	ENIT	-																	
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	l '	_	3	4	5				8	9	1		1			1			5		
PREFER								-			U		-			J			J		_
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES																			l		

COORDINAT	OR	PAT	TER	N												
CYCLE LENG	HTE	(SE	CON	DS)			SF	LIT	PAT	TER	N					
OFFSET VAL	.UE						SE	QUE	ENC	E						
SPLITS IN							OF	FSE	TS I	N						
CROSSING A	ARTE	ERY	PAT	TER	N											
VEHICLE PE	RMI	SSIV	E 1					HIC		ERN	/IISS	IVE:	2			
LENGTH								NGT								
VEHICLE PE DISPLACEMI		SSIV	E 2				AC	OIT	N PL	.AN						
ACTUATED (	000	RDI	TAV	ION			TII	MINO	PL.	AN						
ACTUATED F	RES	ΤIN	WAL	K			PH	IASE	RE	SER	VICE					
										1		2		3	4	
RING SPLIT	EXT	ENS	ION	(SE	CON	DS)										
SPLIT DEMA	ND F	PAT	ΓERI	V												
RING DISPLA	ACE	MEN	Т													
	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1
										0	1	2	3	4	5	6
PREFERE NCE 1 PHASES																
PREFERE NCE 2 PHASES																

#### **3-3 SPLIT PATTERN**

SPLIT PATTER	RN N	UME	BER		1		Ī									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	9		53	53		1	2	7	1	5	4	7	11	I	27	7
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		2											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	2	5	2 51		2	2	5	12	2	51		1	2	25	5
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		3											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)		х				Х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	0	5	53			20		10	)	5	3	10	)	27	•
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER		4											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	12	2	48			2	2	8	12	2	48	3	12	2	28	3
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE		•		•						•		•				
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

### 3-3 SPLIT PATTERN (CONTINUED)

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE	_				<u>.</u>											
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

#### **3-3 SPLIT PATTERN (CONTINUED**

SPLIT PATTER	RN N	N NUMBER			Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

#### 3-4 AUTO PERMISSIVE MINIMUM GREEN TIME

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

#### **3-5 SPLIT DEMAND**

PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
DEMAN D 1																
DEMAN D 2																
DEMAND			1		2											
DETECTOR	7															
CALL TIME																
	(SECONDS)															
CYCLE CO	CYCLE COUNT															

#### PREEMPTOR SUBMENU

#### 4-1 PREEMPTOR

4-1 PNE				•			1									
PREEMPTOR N	UMBI	ΞR			1											
ACTIVE								N-LO								
PREEMPTION C								ERLO								
DELAY TIME (S								IIBIT 1								
EXTEND INPUT	_							X PRE			_			)		
DURATION TIM	E (SE	CON	DS)					ACK C			E RE	SER	/ICE			
PED DARK	4011		DDIO	DITY	_			SERV			005				_	
AUTOMATIC FL				RIIY	_			D CLE					0147		_	
TERMINATE OV	EKL	1P5 F	ASAP				_	) CLE		HKU	JGH		OW	_	_	
RING	0055	LADT	1011				1		2			3		_	4	
FREE DURING	PKEE	MPI	ION	_					+					_		
							PEI			DEE.	.	\/FI			D==	
			_	VV	ALK		CLI	EAR	G	REEN	V	YEL	LOW	_	RED	
ENTERING MIN									4							
TRACK CLEARA									1							
MIN DWELL – C	YCLE	GRI	EN/E	XIT	YELL	OW /I	_									
DWELL FLASH	,				$oldsymbol{\perp}$		FLA	SH E	XIT C	OLO	R					
PHASE	١.		_	١.			l _		_	1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE DWELL																+
PHASE																
DWELL																+
PEDESTRIAN																
CYCLING																1
PHASE																
CYCLING																
PEDESTRIAN																
EXIT																
PHASE							<u> </u>									
EXIT																
SPECIAL SPECIAL																_
FUNCTION																
PREEMPTION T		)OBL	ΙΝΙΔΤ	ION	┰	_	FYI	T TIM	ING I	ΙΔΝ					╁	_1
LINKED PREEM			/11 N/A	IOIN	+		LAI	1 11111	ina i	LAN					-	
PREEMPTOR A			ТРІІТ	S												
PREEMPTOR A				<u> </u>			PRI	EEMP	TOR	ACTI	VF O	UT IN	DWF	-11		
OTHER PRIORI				3	$^{-1}$			N-PRI								
OUT																
OVERLAR		-		_	_	Ţ			1	Ι.	.,				$\overline{}$	Ţ
TDAOK C: 5:5	A	В	С	D	E	F	G	Н	╄	J	K	L	М	N	0	Р
TRACK CLEAR																1
OVERLAP								-	-			+		1	-	+
DWELL OVERLAP																1
CYCLING	-	+	-	+	+	+	+	-	+			1		+	+	+
OVERLAP																1
V 1 L 1 LL/11								_	_					1	_	

PREEMPTOR N	JMBE	R			2											
ACTIVE							ION	N-LO	CK IN	PUT						
PREEMPTION O	VER	RIDE					INT	ERLC	CK E	NABI	E					
DELAY TIME (SE	CON	IDS)					INH	IBIT 1	ГІМЕ	(SEC	OND:	S)				
EXTEND INPUT			S)				MAX	X PRE	SEN	CE T	ME (	SECC	NDS	)		
DURATION TIME	(SE	CON	OS)				TRA	CK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERV	ICE T	IME						
AUTOMATIC FLA	ASH I	HAS F	RIO	RITY					AR C							
TERMINATE OV	ERLA	PS A	SAP				PE	CLE	AR T	HRO	JGH	YELL	OW			
RING							1		2			3			4	
FREE DURING F	REE	MPTI	ON						+					<del>-  </del>		
			_				PE	_	+					$\dashv$		
				w	ALK			AR	G	REEN	J	YFI	LOW		RED	
ENTERING MINI	NAL INA	TIME		Ť	, ,,_,,		OLL	./ \	Ť		•			$\dashv$		
				—					╅					_		
TRACK CLEARA									╄							
MIN DWELL - C	YCLE	GRE	EN/E	:XIT Y	ELL(	)W/R	_									
DWELL FLASH					┸		FLA	SH E	XIT C	OLO	R				$oldsymbol{\perp}$	
PHASE										1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE																
DWELL																
PHASE																
DWELL																
PEDESTRIAN														<u> </u>		
CYCLING																
PHASE														<u> </u>		
CYCLING																
PEDESTRIAN														<u> </u>		
EXIT																
PHASE								L						<u> </u>		<u> </u>
EXIT								l	l			1	l	1		1
CALLS								<b>—</b>		<u> </u>		<u> </u>		$\vdash$	-	<u> </u>
SPECIAL																
FUNCTION				L		<u> </u>				<u> </u>				Щ.	Ц	<u> </u>
PREEMPTION To			INAT	ION	_		EXI	T TIM	IING F	PLAN						
LINKED PREEMI	_															
PREEMPTOR AC				S												
PREEMPTOR AC												UT IN				
OTHER PRIORIT	Y PF	≀EEM	PTO	7			NOI	1-PRI	ORIT	Y PR	EEM	PTOR	OUT			
OUT					_		<u> </u>							_		
OVERLAR	A	В	С	D	E	F	G	Н		J	K	L	М	N	0	Р
TRACK CLEAR																
OVERLAP				$\perp$									<u>L</u>	L		<u>L</u>
DWELL																
OVERLAP		╧				$\perp$	$\perp$				$\perp$	$\perp$			$\perp$	
0) (0) 1110		T														
CYCLING OVERLAP																

#### 4-2 LOW PRIORITY PREEMPTOR SELECTION

FILTERED INPUT	SOLID	PULSING
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

4-1 PNE				1 (	_		114	JLI	"							
PREEMPTOR N	IUMB	ER			3											
ACTIVE							NO	N-LOC	KIN	PUT						
PREEMPTION (	OVER	RIDE	:				INT	ERLO	CK E	NABL	E					
DELAY TIME (S								IBIT T								
EXTEND INPUT	(SEC	ONE	OS)				MA	X PRE	SEN	CE TI	ME (S	SECC	)NDS	)		
DURATION TIM	E (SE	CON	IDS)				TRA	ACK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERVI	CE T	IME						
AUTOMATIC FL	ASH I	HAS	PRIO	RITY			REI	CLE	AR G	OES	GRE	EN				
TERMINATE O	/ERL/	APS /	ASAP				PC	THRO	UGH	YELL	LOW					
RING							1		2			3			4	
FREE DURING	PREE	MPT	ION													
							PE	)								
				W	/ALK		CLE	AR	GI	REEN		YEL	LOW		RED	
ENTERING MIN	IMUM	I TIM	E													_
TRACK CLEAR				Ь					T					$\dashv$		
MIN DWELL - C				YIT	YFII	OW/ /	RED		╁		-			+		
DWELL FLASH		. uni	LLIN/ [	-/11	LLLL	OVV /		SH E	VIT O		,					
			1				FLA	OU E	VII C	_		,	_	-	ᆛ	T -
PHASE	1	2	3	4	5	6	7	0	9	1 0	1	1 2	1	1	1 5	1
TDACK	_		J	4	5	6		8	Э	U	-		J	4	1 2	6
TRACK																
CLEAR PHASE																
DWELL			1												-	┿
PHASE																
DWELL			1												+	╁
PEDESTRIAN																
CYCLING															<del>                                     </del>	╁
PHASE																
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PEDESTRIAN																
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PHASE																
EXIT																
CALLS															<u> </u>	
SPECIAL																
FUNCTION					<u> </u>										Ц_	
PREEMPTION 7			DINAT	ION			EXI	T TIM	NG F	PLAN						
LINKED PREEM																
PREEMPTOR A				S												
PREEMPTOR A								EEMP								
OTHER PRIORI	TY PF	REEN	/IPTO	٦ _			NO	N-PRI	ORIT	Y PRI	EEMF	PTOR	OUT	_		_
OUT																
OVERLAP	. A	В	С	D	F	F	G	Н		l <sub>i</sub>	K	_	М	N	0	Р
TRACK CLEAR	$\neg$	۲		٦	╁	+	7	-	╁	Ť	1	╄	IVI	Ť	Ť	÷
OVERLAP	1													1		
DWELL	-	+	-	-	+	-	+	+	1	+	1	1	1	$\vdash$	+	+
OVERLAP																
CYCLING	-														T	1

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PREEMPTOR N	UMBE	R				4												
ACTIVE								ION	N-LO	CK IN	PUT							
PREEMPTION C	VERF	RIDE						INT	ERLC	CK E	NABI	LE.						
DELAY TIME (SI	ECON	DS)						INH	IBIT	ГІМЕ	(SEC	OND	S)					
EXTEND INPUT	(SEC	OND	S)					MA)	K PRI	SEN	CE T	IME (	SECC	NDS	)			
DURATION TIME	E (SE	CON	OS)								RANC	E RE	SER\	/ICE				
PED DARK									SERV									
AUTOMATIC FL				RITY							OES		EN					
TERMINATE OV	'ERLA	PS A	SAP					PC	THRO	DUGH	I YEL	LOW						
RING								1		2			3			4		
FREE DURING I	PREE	ИРТI	ON															
								PE	)									
				٧	/ALK			CLE	AR	G	REEN	1	YEL	LOW	1	RE	ED	
ENTERING MIN	IMUM	TIME	Ξ															
TRACK CLEARA	NCE.	TIME																
MIN DWELL - C	YCLE	GRE	EN/ E	EXIT	YEL	LOV	N /F	RED										
DWELL FLASH								FLA	SH E	XIT (	OLO	R			-			
PHASE					Т						1	1	1	1	1	Т.	1	1
	1	2	3	4	5		6	7	8	9	0	1	2	3	4		5	6
TRACK						T										1		
CLEAR																		
PHASE																		
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PHASE																		
DWELL																		
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CALLS																		
SPECIAL						T												
FUNCTION																		
PREEMPTION T	O CO	ORD	INAT	ION				EXI	T TIM	ING I	PLAN							
LINKED PREEM	PTOR																	
PREEMPTOR A	CTIVE	OUT	TPUT	S														
PREEMPTOR A	CTIVE	OUT	Γ					PRE	EMP	TOR	ACTI	VE O	UT IN	DWE	ELL			
OTHER PRIORI	TY PR	EEM	PTOF	7				ION	N-PR	ORIT	Y PR	EEMI	PTOR	OUT	-			
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OVERLAP	A	В	С	D	E		F	G	Н		J	K	L	М	N	0		Р
TRACK CLEAR	Ť	Ť	Ť	Ť	Ŧ			Ť	Ť	Ť	Ť	Ť	f	Ë	Ť	Ť		
OVERLAP																		
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OVERLAP	1																	
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PREEMPTOR N	IUMB	ER			5											
ACTIVE							NO	N-LOC	CK IN	PUT						
PREEMPTION (	OVER	RIDE					INT	ERLO	CK E	NABI	E					
DELAY TIME (S	ECON	NDS)					INH	IBIT T	IME	(SEC	OND	S)				
EXTEND INPUT	(SEC	COND	S)				MA	X PRE	SEN	CE T	IME (	SECC	NDS	)		
DURATION TIM							TRA	ACK C	LEA	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERVI	ICE T	IME						
AUTOMATIC FL	ASH	HAS F	PRIOF	RITY			REI	CLE	AR C	OES	GRE	EN			7	
TERMINATE O\								THRC							1	
RING	_						1		2			3		Т	4	
FREE DURING	PRFF	MPTI	ON				•		┿			_		$\dashv$	÷	
THEE BOTHING	IIILL		OIV	1			PEI	_	+					-		
				١٨.	ALK			AR	ء ا	REEN	,	VEI	LOW	.	RED	١
ENTERING MIN	III AT III	4 TIME		**	ALIX		ULL	-An	u	ILL	•	ILL	LOVV	-	TILL	
ENTERING MIN				_					4							
TRACK CLEAR	ANCE	TIME	:													
MIN DWELL – C	YCLF	GRF	EN/ F	XIT	YELI	OW /I	RED		t					$\dashv$		
DWELL FLASH		- 0		.,	<del></del>	0,.		SH E	YIT (	) I O	R				$\neg$	
PHASE	т —				┵	1	1 1.7	OII L	ΛII (	1	1	1	1	1	1	1
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CLEAR																
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DWELL	<del>                                     </del>	-												<del>                                     </del>	+	+
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PEDESTRIAN																
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SPECIAL																
FUNCTION																
PREEMPTION 1	10 CC	ORD	INATI	ON			EXI	T TIM	ING I	PLAN						
LINKED PREEM	IPTO	R														
PREEMPTOR A	CTIV	E OUT	TPUTS	3	•											
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OTHER PRIORI				}				N-PRI								
OUT																
OVERLAP	_ A	В	С	D	E	F	G	Н		J	K	L	М	N	0	Р
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CYCLING	一	$\neg$		İ										T		T
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PREEMPTOR N	UMB	ER			6											
ACTIVE							NOI	N-LO	CK IN	PUT						
PREEMPTION (	OVER	RIDE					INT	ERLO	CK E	NABI	E					
DELAY TIME (S	ECOI	NDS)					INH	IBIT 1	IME	(SEC	OND	S)				
EXTEND INPUT	(SEC	COND	S)				MA.	X PRE	SEN	CE T	ME (	SECC	NDS	)		
DURATION TIM	E (SE	CON	DS)				TRA	ACK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERV	CE T	IME						
AUTOMATIC FL	ASH	HAS I	PRIO	RITY			REI	) CLE	AR G	OES	GRE	EN				
TERMINATE O\	/ERL	APS A	SAP				PC	THRO	UGH	I YEL	LOW					
RING							1		2			3			4	
FREE DURING	PRFF	MPTI	ON						1							
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				\//	ALK			AR	G	REEN		ΥFΙ	LOW		RED	
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ENTERING MIN				ட					4					_		
TRACK CLEAR									1							
MIN DWELL – C	YCLE	GRE	EN/	YIX	/ELL	OW /I	RED									
DWELL FLASH							FLA	SH E	XIT C	OLO	R					
PHASE										1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE																
DWELL																
PHASE																
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PEDESTRIAN																
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PREEMPTION 7	TO CC	OORD	INAT	ION			EXI	T TIM	ING F	PLAN						
LINKED PREEM																
PREEMPTOR A	_		TPUT	S												
PREEMPTOR A							PRE	ЕМР	TOR	ACTI	VE O	UT IN	DWF	ELI		
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#### **TIME BASE SUBMENU**

#### 5-1 CLOCK/CALENDAR DATA

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#### 5-5 EXCEPTION DAY PROGRAM

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#### **DETECTORS**

#### 6-1. DETECTOR TYPE AND TS SELECT

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FAIL CALL	DELA	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
CALLED																

VEHICLE I		_														
ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
SWITCH P	HASE							CA	LL DE	TECT	OR O	PTIO	V			
EXTEND T	IME							PA	SSAG	E DE	TECTO	OR OF	PTION			
DELAY TIN	ИΕ							QU	EUE I	DETE	CTOR	OPTI	ON			
QUEUE LII	MIT							NT	CIP O	CCUF	PANCY	/ LOG	i			
FAIL TIME								NT	CIP V	OLUM	IE LO	G				
FAIL CALL	DEL	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
CALLED																

### 6-2 VEHICLE DETECTOR SETUP

VEHICLE I	PLAN	NUM	3ER													
DETECTO	R NU	MBEF	}													
ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
SWITCH P	HASE							CA	LL DE	TECT	OR O	OITG	V			
EXTEND T	IME							PA	SSAG	E DE	TECT(	OR OF	PTION			
DELAY TIM	ИΕ							QU	EUE I	DETE	CTOR	OPTI	ON			
QUEUE LI	MIT							NT	CIP O	CCUF	ANC	/ LOG	ì			
FAIL TIME								NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL/	٩Y						EC	PI LO	G						
YELLOW L	OCK							RE	D LO	CK						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
CALLED																

VEHICLE DETECTO																
ASSIGNE	D PH	ASE						AD	DED I	NITIA	L OPT	ION				
SWITCH	PHAS	E						CA	LL DE	TECT	OR O	PTION	١			
EXTEND	TIME							PA	SSAG	E DE	TECT(	OR OF	NOIT			
DELAY T	IME							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE L	IMIT							NT	CIP O	CCUF	ANCY	′LOG				
FAIL TIME	E							NT	CIP V	OLUM	E LO	à				
FAIL CAL	L DEL	.AY						EC	PI LO	G .						
YELLOW	LOCK	(						RE	D LOC	K						
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
CALLED																

VEHICLE	DLAN	LAILIA	DED			1		īl									VEHICLE F	DLAN	NII INAE	DED					1										
DETECTO																	DETECTO								-										
			1					4.5	DED	NUT! A		TION			- 1	1				1					4.5	חבה		IT. A	LODI	-101				_	
ASSIGNE										NITIA			NI				ASSIGNED SWITCH P												L OPT		181			╬	
SWITCH										E DE				vi .			EXTEND T												TECT			N/		╫	
DELAY T										DETE				N .			DELAY TIN												CTOR					+	
QUEUE L										CCUF							QUEUE LII												PANC					╁	
FAIL TIME								_		OLUM							FAIL TIME								_				IE LO		u			+	
FAIL CAL		.AY							PI LO								FAIL CALL		ΑY							PI LO								1	
YELLOW									D LO								YELLOW L									D LC								T	
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6	PHASE	1	2	3	4	5	6	7	8	9		1	1	1 2	1		1 4	1 5	1 6
CALLED																	CALLED																		
,													•		•				l	l			<u> </u>	<u> </u>		<u> </u>									
VEHICLE								1									VEHICLE F	PLAN	NUME	BER					1										
DETECTO			1			<u> </u>		Щ									DETECTO	R NU	MBER	}															
ASSIGNE										NITIA					_		ASSIGNED	<u>PH</u> A	SE						AD	DED	INI (	ITIA	L OPT	TION				I	
SWITCH		E				<u> </u>				TECT	-				_		SWITCH P												OR O						
DELAY T						<del>                                     </del>		_		DETE				N	-		EXTEND T												TECT						
QUEUE L										CCUF							DELAY TIN												CTOR					4	
FAIL TIME													2				QUEUE LII									•		• • •	PANCY		G			4	
FAIL CAL		ΔΥ						NTCIP VOLUME LOG  ECPI LOG  RED LOCK					FAIL TIME		A \ /						_				IE LO	G				+					
YELLOW								RED LOCK					FAIL CALL YELLOW L									PI LO								╬					
PHASE	1	2	3	4	5	6	7	8	1 1 1 1 1 1 1				1 6	PHASE	1	2	3	4	5	6	7	8	9		1 0	1	1 2	1 3			1 5	1			
CALLED																	CALLED		2	3	7	J	0	<u> </u>	U	3		U		۷	3		4	5	0
VEHICLE								ADDED INITIAL OPTION  CALL DETECTOR OPTION  PASSAGE DETECTOR OPTION  QUEUE DETECTOR OPTION  NTCIP OCCUPANCY LOG					VEHICLE F	PLAN	NUM	BER			I		1														
DETECTO ASSIGNE SWITCH EXTEND DELAY TO QUEUE L FAIL TIME	DR NU D PHAS PHAS TIME IME IMIT	JMBEF ASE E						CA PA QU NT	LL DE SSAG IEUE I CIP O CIP V	TECT SE DE DETEC CCUP OLUM	OR O	PTIO OR O OPT Y LOC	PTIOI ION	N			VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI PHASE TIME ME MIT	MBER ASE						PA QL NT	SSA JEUE CIP (	GE GE DE OCO VOI	DET ETEC CUP LUM	L OPT OR O TECTO CTOR PANCY	PTIO OR O OPT / LO(	)N )PTIC TION				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL	DR NUPHAS TIME IME IMIT E L DEL	IMBER ASE E						CA PA QU NT NT EC	LL DE SSAG IEUE I CIP O CIP V	TECT SE DE DETEC CCUP OLUM G	OR O	PTIO OR O OPT Y LOC	PTIOI ION	N			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL	PHASE TIME ME MIT	MBER ASE						PA QL NT NT EC	SSA JEUE CIP ( CIP (	GE GE DE OCO VOL	DET DET ETEC CUP LUM	OR O TECTO CTOR PANCY	PTIO OR O OPT / LO(	)N )PTIC TION				
DETECTO ASSIGNE SWITCH EXTEND DELAY TO QUEUE L FAIL TIME	DR NU D PHAS TIME IME IMIT E L DEL LOCK	JMBER ASE E	R				7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1	1 5	1 6	DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L	PHASE TIME ME MIT DEL/	MBER ASE E	<b>1</b>					PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G			1	1
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW	DR NUPHAS TIME IME IMIT E L DEL	IMBER ASE E		4	5	6	7	CA PA QU NT NT EC	LL DE SSAG IEUE I CIP O CIP V	ETECT SE DE DETEC OCCUP OLUM G	OR OF CONTROL OF CONTR	PTIO OR O OPT Y LOG G	PTIOI ION	T .	1 1 5	1 6	DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL	PHASE TIME ME MIT	MBER ASE		4	5	6	7	PA QL NT NT EC	SSA JEUE CIP ( CIP (	GE GE DE OCC VOI OG	DETECTION OF THE PROPERTY OF T	TECTO CTOR PANCY	PTIO OR O OPT / LOO G	ON PTION G			1 5	1 6
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED	DR NU D PHAS PHAS TIME IMIT E L DEL LOCK	JMBEF ASE E	3	4	5	6	7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE	PHASE TIME ME MIT DEL/	MBER ASE E	<b>1</b>	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIAL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME IME IMIT L DEL LOCK	JMBEF ASE E .AY 	3 BER	4	5	6	7	CA PA QU NT NT EC	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY 2	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL TAIL YELLOW PHASE CALLED  VEHICLE DETECTO	DR NU DPHAS PHAS TIME ME IMIT E L DEL LOCK 1 PLAN DR NU	AY  AY  I NUM  I	3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSAG JEUE I CIP O CIP V PI LO D LOO 9	TECT SE DE DETEC OCCUP OLUM G CK	TOR OF TECTO	PTIO OR O OPT 7 LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY 2	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE	PLANDR NU	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT EC RE 8	LL DE SSAG IEUE I CIP O CIP V PI LO D LOO 9	ETECT SE DE TECT DETEC CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTIO OR O OPT 7 LOO G	PTIOI ION	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PLAN R NUI PLAN R NUI	NUME NUME NUME	3 3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSA JEUE CIP ( CIP ) PI LC	DETI GE DE OCC VOI OG DCK	ECT DETEC CUF LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT Y LOO G	PPTIC FION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH	DR NU DPHAS TIME IMIT L DEL LOCK PLAN DR NU DPHAS	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT ECC RE 8	LL DE SSAG SSAG SEUE I CIP O CIP V PI LO D LOC	TECT E DE TECT DETEC CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTIO OR O OPT Y LOG G	PTIOI ION 3	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P	R NUI PLAN PLAN R NUI PLAN HASE	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	CA PA QL NT NT ECC RE 8	SSA JEUE CIP ( CIP ( CIP ) PI LO D LO D LO D LO D LO D LO D LO D LO D	DETI GE DE DE OCC VOI OG DCK	ECT DETECTOR OF THE PROPERTY O	TOR OF TECTION OF THE LOCAL CONTROL OF THE LOCAL CO	PTIO OR O OPT / LOO G	DN DPTIC TION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIME FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND	DR NU DPHAS PHAS TIME ME IMIT L DEL LOCK PLAN PHAS PHAS TIME TIME TIME TIME TIME TIME TIME TIME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	CA PA QU NT NT EC RE 8	LL DE SSAG SSAG SSAG SSAG SSAG SSAG SSAG SSA	TECT E DE TECT CCUF OLUM G CK 1 0	TOR OF TECTOR OF	PTION PTIO	PTIOI ION 3	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD AD CAPA	SSA JEUE CIP ( CIP ) CIP LO CI	DETI GE DE OCC VOI OG DCK	ECT DETEC CUP LUM ( 1 0	TOR OF TECTION OF THE LOOPT OR OF TECTION OF	PTIO OR O OPT / LOO G	DN DPTIC TION G	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI	DR NU DPHAS PHAS TIME IMIT L DEL LOCK 1 PLAN DR NU PHAS TIME ME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PAA QU ADDA ADDA ADDA ADDA ADDA ADDA ADDA	LL DE SSAG DEDE I LL DE SSAG DEUE I	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF THE LOPE OF THE LOP	PTION PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME HASE	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD ADD CAPAGE OF THE PAGE OF	SSA JEUE CIP ( CIP ) CIP LC D LC D DED JLL D SSA JEUE	DETI GE DE OCO VOL OG DCK	ECT DETEC CUF LUM ( 1 0	TOR OF TECTOR OF	PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L	DR NU DPH, PHAS TIME IMIT L DEL LOCK PLAN DR NU PHAS TIME IMIT IMIT IMIT IMIT IMIT IMIT IMIT	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PAA AD CAA PAA QU NT	LL DE SSAG	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE  CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII	R NUI PHASE IME MIT DELA OCK 1 PLAN R NUI PHASE IME MIT HASE IME MIT	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD ADD ADD ADD ADD ADD ADD ADD ADD ADD	SSA JEUE CIP ( C) C)))))))))))))))))))))))))))))))))	DETI GE DE DE OCC VOL OG DCK	ECT DETEC CUF LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPH, PHAS TIME IMIT L DEL LOCK TRINE PLAN DR NU PHAS TIME IME IMIT IME IMIT IME IME IMIT IME IME IMIT IME IME IMIT IME IME IMIT IME	AY  AY  I NUM  I NUM  I NUM  I SEE	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC RESTRIC	LL DE SSAG	ETECT EE DE TECT CCUF OLUM G CK 1 0  NITIA ETECT EE DE TECT CCUF OLUM OLUM ETECT EE DE TECT CCUF OLUM	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI D PHASE IME MIT DELA OCK 1 1 PLAN R NUI D PHASE IME ME ME MIT  PLAN R NUI D PHASE IME ME MIT	NUMBER NUMBER SE	3 3 BER	4	5	6	7	PAD ADD CAR PAD PAD ADD CAR PAD ADD CAR PAD ADD CAR PAD PAD ADD CAR PAD PAD CAR PAD PAD CAR PAD PAD PAD PAD PAD PAD PAD PAD PAD PAD	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG OCK DETI GE OCC VOI	CUP LUM ( 1 0	TOR OF TECTOR OF	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE I FAIL TIM FAIL CAL FAIL TIM FAIL CAL FAIL TIM FAIL CAL	DR NU DPHAS TIME IME IMIT L DEL LOCK  1 PHAS TIME IMIT L DEL LOCK IMIT LOCK	JMBEF ASE E AY I NUM JMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG EUE I CIP O CIP V PI LO D LO D LO D LO D LO D LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T QUEUE LII FAIL TIME FAIL CALL	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DDED  DDED  DLLL D  SSA  DEUE	DETI GE OCC VOI OCC OCC OCC OCC OCC OCC OCC O	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPHAS TIME IME IMIT L DEL LOCK  1 PHAS TIME IMIT L DEL LOCK IMIT LOCK	JMBEF ASE E AY I NUM JMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG DCK	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NC	1		

#### **6-3 PHASE DETECTOR OPTIONS**

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	1									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLA	N NU	MBE	R	2									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	UN I	MBE	7	3									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	4									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

## 6-4 PEDESTRIAN AND SYSTEM DETECTOR OPTIONS

	PHASE I	HASE PEDESTRIAN DETECTOR									
	1	2	3	4	5	6	7	8			
PED DET INPUT											
	9	10	11	12	13	14	15	16			
PED DET INPUT											
	LOCALS	SYSTEM D	ETECTOR	l							
	1	2	3	4	5	6	7	8			
VEH DET INPUT											
	9	10	11	12	13	14	15	16			
VEH DET INPUT											

#### 6-5 LOG - SPEED DETECTOR SET UP

								_		
NTCIP LOG PERIO	)D									
ECPI LOG PERIOD	)									
LENGTH UNIT										
SPEED DETECTOR	1	2	3	4	5	6	7	8		
LOCAL DETECTOR ONE / TWO DET										
VEH LENGTH										
TRAP LENGTH										
ENABLE LOG										
SPEED DETECTOR	9	10	11	12	13	14	15	16		
LOCAL DETECTOR										
ONE / TWO DET										
VEH LENGTH										
TRAP LENGTH										
ENABLE LOG										

#### 6-6 VEHICLE DETECTOR DIAGNOSTICS

	E DIAGN				_		INOS			
VEHICL	E DIAGN	05116 PI	LAN NUW	DER	1	, II.				
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
2						34				
3						35				
4						36				
5						37				
6						38				
7						39				
8						40				
9						41				
11						42 43				
12						44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56				
25						57				
26						58				
27						59				
28						60				
29						61				
30						62				
31						63 64				
32						64				

VEHIC	E DIAGN	OSTIC PI	LAN NUM	BER	2					
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1		۹	ш			33	0	4	ш	
2						34				
						35				
4						36				
5 6						37				
6						38				
7						39				
8						40				
9						41				
10						42				
11 12						43 44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
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# 6-6 VEHICLE DETECTOR DIAGNOSTICS (CONTINUED)

	E DIAGN		LAN NUM	BER	3					
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DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
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3						35				
4						36				
5						37	1			
7						38 39				
8						40				
9						41	1			
10						42				
11						43	1			
12						44				
13						45				
14						46				
15						47	1			
16						48				
17						49				
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31						63				
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1	MULTIPLIER
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3     35       4     36       5     36       6     37       8     39       9     40       10     41       11     42       43	
5     37       6     38       7     38       8     39       40     40       10     41       11     42       43	
5     37       6     38       7     38       8     39       40     40       41     41       41     42       43     43	
6     38       7     39       8     40       9     41       10     42       43	
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25 57	
26 58 59 59	+
28 60	-
29 61	
30 62	+
31 63	+
31 63 64 64	

#### **6-7 PEDESTRIAN DETECTOR DIAGNOSTICS**

							<u> </u>		
PED DIA	GNOSTIC	PLAN NU	IMBER	1	PED D NUMB	IAGNOST ER	TC PLAN		2
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
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16					16				

PED DI	AGNOSTIC	C PLAN NU	JMBER	3	PED D NUMB	IAGNOST ER	TIC PLAN		4
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1					1				
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16					16				

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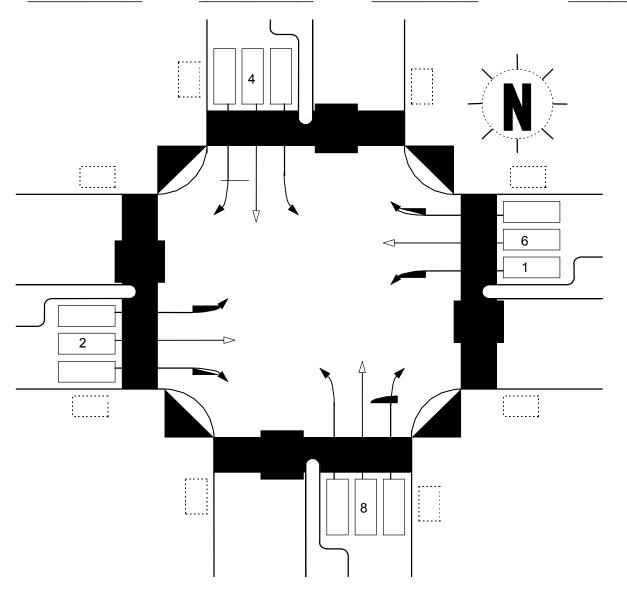
#### 18. **APPENDIX D: PROGRAM REFERENCE** CARD

# **PROGRAM REFERENCE CARD**

INTERSECTION _	<b>Dundas Street</b>	& Prince Michael <u>Drive</u>	
		· · · · · · · · · · · · · · · · · · ·	,
00NITDOLLED NII	U.40ED		DATE 00 / 40 / 47

CONTROLLER NUMBER \_\_\_\_\_ ENTERED BY: \_\_\_\_\_ DATE 03 / 13 / 17

BOOT: \_\_\_\_\_ MAIN: \_\_\_\_ HELP: \_\_\_\_ DATA BASE\_\_\_\_\_



#### **CONFIGURATION SUBMENU**

#### 1-1-1. PHASE RING ASSIGNMENT

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

#### 1-1-2. PHASE COMPATIBILITY

	T T Z: T TIX GE GGIVII 7 (T IBIETT )															
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#### 1-2. PHASES IN USE / EXCLUSIVE PED

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
PHASES IN USE																
EXCLUSIVE PED																

#### 1-1-4. BACKUP PREVENT PHASES

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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#### 1-1-5 SIMULTANEOUS GAP

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
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#### 1-1-3. PHASE RING SEQUENCE

CONTROLLER 1	SEQUENCE 1							
RING 1								
RING 2								
RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 2	<u> </u>		<u> </u>	<u> </u>			
RING 1								
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CONTROLLER 1	SEQUENCE 3	<u> </u>		<u> </u>				
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CONTROLLER 1	SEQUENCE 4		<u> </u>	<u> </u>	•	- U	<u> </u>	
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CONTROLLER 1	SEQUENCE 7							
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RING 3								
RING 4								
CONTROLLER 1	SEQUENCE 8							
RING 1								
RING 2								
RING 3								
RING 4					_			

#### 1-1-3. PHASE RING SEQUENCE (CONT)

CONTROLLER 1	SEQUENCE	9								
RING 1										
RING 2										
RING 3										
RING 4										
CONTROLLER 1	SEQUENCE	10								
RING 1										
RING 2										
RING 3										
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CONTROLLER 1	SEQUENCE	15								
RING 1			İ							
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RING 4										
CONTROLLER 1	SEQUENCE	16	Ī							-
RING 1										
RING 2										
RING 3										
RING 4										

#### 1-3. PHASE TO LOAD SWITCH (MMU) 1-4-2. MMU PROGRAM **ASSIGNMENT**

LOAD	PHASE		DIMM	IING			AUTO F	'LASH
SWITC H	/ OVERLA P	TYP E	RE D	YELLO W	GREE N	PHAS E	COLO R	TOGE - THER
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#### 1-4-1. SDLC OPTIONS

	BIU N	JMBER								
TERM & FACIL	1	2	3	4	5	6	7	8		
ENABLE										
PEER-PEER EN										
DETECTOR RACK	1	2	3	4	5	6	7	8		
ENABLE										
PEER-PEER EN										
MMU ENABLE										
MMU STOP TIME										
DIAGNOSTIC ENABLE (TEST FIXTURE)										
CONTROLLER PEER TO PEER ENABLE										
DISABLE 3 CRI	TICAL	RFEs	LOCKU	?						

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PHASE	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2
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#### 1-4-3. COLOR CHECK DISABLE

DISABLE ALL CO	LOR							
MMU CHANNEL	1	2	3	4	5	6	7	8
GREEN / WALK								
YELLOW / PC								
RED / DW								
MMU CHANNEL	9	10	11	12	13	14	15	16
GREEN / WALK								
YELLOW / PC								
RED / DW								

#### 1-5-1 GLOBAL PORT PARAMETERS

NTCIP BACKUP TIME (SECONDS)	
PORT 2 PRIORITY	
PORT 3A PRIORITY	
PORT 3B PRIORITY	
ETHERNET PRIORITY	

#### 1-5-1 PORT 2 (TERMINAL)

1-3-1 FORT 2 (TERMINAL)		
PROTOCOL		
ENABLE	•	
DATA RATE (BPS)		
DATA, PARITY, STOP		
MODEM SETUP STRING		
USER STRING		
OMM. PORT ADDRESS		
SYSTEM DETECTOR 9 - 16 ADDRESS	•	
TELEMETRY RESPONSE DELAY		
DUPLEX HALF - FULL		
AB3418 / NTCIP GROUP ADDRESS	•	
AB3418 / NTCIP SINGLE FLAG ENABLE	•	
NTCIP PROTOCOL	•	
RTS TO CTS DELAY		
RTS TURN OFF DELAY		
DROP OUT TIME (in seconds)		
EARLY RTS		

#### 1-5-3 PORT 3A (TELEMETRY)

PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	
COMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
ELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

#### 1-7-1 ADMINISTRATION

SUPERVISOR ACCESS CODE	
ENABLE CRC CHECK OF DATA BASE	
CRC OF PROGRAM DATA BASE	
REQUEST DOWNLOAD OF PROGRAMMED DATA	

#### 1-7-2 DISPLAY OPTIONS

KEY CLICK	ENABLE	
BACKLIGHT	ENABLE	

#### 1-5-4. PORT 3B (TELEMETRY)

PROTOCOL	
ENABLE	
DATA RATE (BPS)	
DATA, PARITY, STOP	
MODEM SETUP STRING	
USER STRING	•
COMM. PORT ADDRESS	
SYSTEM DETECTOR 9 - 16 ADDRESS	
TELEMETRY RESPONSE DELAY	
DUPLEX HALF - FULL	
AB3418 / NTCIP GROUP ADDRESS	
AB3418 / NTCIP SINGLE FLAG ENABLE	
NTCIP PROTOCOL	
RTS TO CTS DELAY	
RTS TURN OFF DELAY	
DROP OUT TIME (in seconds)	
EARLY RTS	

#### 1-5-5 ETHERNET PORT CONFIGURATION

IP ADDRESS			
ADDRESS MASK			
FTP SERVER			
ADDRESS			
DEFAULT GATEWAY			
ADDRESS			

#### 1-6-1 ENABLE EVENT LOGS

1-0-1 ENABLE EVENT LOGS	
CRITICAL RFE'S (MMU/TE)	
3 CRITICAL RFE ERRORS IN 24 HOURS	
NON-CRITICAL RFE'S (DET/TEST)	
DETECTOR ERRORS	
COORDINATION ERRORS	
MMU FLASH FAULTS	
LOCAL FLASH FAULTS	
PREEMPT	
POWER ON/OFF	
LOW BATTERY	
ACCESS	
DATA CHANGE	
CONTROLLER DOWNLOAD	
ALARM 1	
ALARM 2	
ALARM 3	
ALARM 4	
ALARM 5	
ALARM 6	
ALARM 7	
ALARM 8	
ALARM 9	
ALARM 10	
ALARM 11	
ALARM 12	
ALARM 13	
ALARM 14	
ALARM 15	
ALARM 16	

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LP 61-70											EL	SE				
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#### CONTROLLER SUBMENU

#### 2-1. CONTROLLER TIMING DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN	7	20	7	10	7	20	7	10								
BICYCLE MINIMUM GREEN																
CONDITIONAL SERVICE MINIMUM GREEN																
DELAYED GREEN																
WALK		7		7		7		7								
WALK 2																
WALK MAX																
PEDESTRIAN CLEARANCE		25		30		25		30								
PEDESTRIAN CLEARANCE 2																
PEDESTRIAN CLEARANCE MAX																
PEDESTRIAN CARRY OVER																
VEHICLE EXTENSION	3.5	5.5	3.5	3.5	3.5	5.5	3.5	3.5								
VEHICLE EXTENSION 2																
MAX1	20	55		35		55		35								
MAX2	20	60		40		60		40								
MAX3																
DYNAMIC MAX																
DYNAMIC MAX STEP																
YELLOW CHANGE	3.0	4.2		3.3		4.2		3.3								
RED CLRANCE	1.0	2.6		3.4		2.6		3.4								
RED MAX																
RED REVERT																
ACTUATIONS BEFORE GAP REDUCTION																
SECONDS PER ACTIONS ADDED TO INITIAL																
MAXIMUM ADDED INITIAL GREEN																
TIME BEFORE GAP REDUCTION																
CARS WAITING BEFORE GAP REDUCTION																
STEP TO REDUCE																
TIME TO REDUCE TO MINIMUM																
MININIMUM GAP																

#### 2-2 VEHICLE OVERLAP

F																	1 15																	_
OVERLAP A										4	1	1	1	1	1	1		OVERLAP C										1	1	1	4	1	1	4
PHASES	1	2	3	4	5	6	7	8	9	1	1	2	3	4	5	6		PHASES	1	2	3	4	5	6	7	8	9	0	1	2	1 3	4	5	1 6
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LEADING																	<u> </u>	LEADING																
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ADVANCE GREEN																	.	GREEN							1	1								
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# 2-2 VEHICLE OVERLAP (CONTINUED)

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OVERLAP																	OVERLAP																
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GREEN																- 11	GREEN																

# 2-2 VEHICLE OVERLAP (CONTINUED)

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GREEN					LLO						RE	D					GREEN					LLO'											
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ADVANCE GREEN																<del></del>	ADVANCE GREEN																
										1	1	1	1	1	1	1											1	1	1	1	1	1	1
PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES FLASH	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
GREEN																	GREEN																
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J										1	1	1	1	1	1	1	L										1	1	1	1	1	1	1
PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6	PHASES	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
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ADVANCE GREEN																	ADVANCE GREEN																
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GREEN																$\  \cdot \ $	GREEN																
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# 2-2 VEHICLE OVERLAP (CONTINUED)

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GREEN				YE	LLO	W		1			RE						G	REEN	1			YE	LLO	W		1				REL	_	. 1		. 1	_
PHASES	1	2	3	4	5	6	7	8	9	1	1	1	1 3	1 4	1 5	1 6	P	HASES	1	2	3	4	5	6	7	8	ç	9 0			1 2	1 3	1 4	1 5	1 6
TRAILING																	Т	RAILING																	
LEADING																		EADING																	
ADVANCE GREEN					ı				1									DVANCE GREEN								1			, 1	<u>,                                    </u>					<del></del>
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FLASH GREEN																		LASH GREEN																	
OVERLAP																		VERLAP	1	2	3	4	5	6	7	8	(				1	1	1	1	1
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NOT OVERLAP																		IOT VERLAP																	
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DUAGES			_		_		_	_		1	1	1	1	1	1	1	Р	HASES	1	2	3	4	5	6	7	8	Ś				1	1	1	1	1
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LEADING																		EADING																	
ADVANCE GREEN																		DVANCE REEN																	
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FLASH GREEN			J	7		J	,	J	3	J		_	J	7	J	J		LASH											_		-	J	7	J	$\dashv$
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#### 2-3 PEDESTRIAN OVERLAP

PEDESTRIAN	N O V	'FRI	AP	CON	SIS	rs o	F PI	IASE	S							
PEDESTRI AN OVERLAP	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
1																
2																
3																
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7																
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9																
10																
11																
12																
13																
14																
15																
16																

#### 2-4 GUARANTEED MINIMUM TIMES

		_	_											_		
PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MINIMUM GREEN																
WALK																
PEDESTRIAN CLEARANCE																
YELLOW CHANGE																
RED CLEARANCE																
OVERLAP	Α	В	С	D	E	F	G	Н	I	J	K	L	М	N	0	Р
MINIMUM GREEN																

#### 2-5 START / FLASH DATA

POWER S	TAR	Т														
	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
PHASE																
OVERL AP																
POWER S	TAR	T RE	D						FL	ASH	TIM	E				
REMOTE	TE (AUTOMATIC) FLASH															
	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1 4	1 5	1
ENTRY																
EXIT																
OVERL AP	Α	В	С	D	Е	F	G	Н	I	J	K	L	М	N	0	Р
EXIT																
EXIT REM	IOTE	FLA	ASH						NIMI ASH		UTC	CAMC	ΓIC			
MINIMUM	REC	ALL							CY	'CLE	THE	ROU	GH F	PHAS	ES	

#### 2-6-1 CONTROLLER OPTIONS

	<b>2-</b> 0	<u>- 1</u>	C	)IN	יחו	<u>UL</u>		.n	Oi	_	OI.	<b>V</b> 3				
PEDESTRIAN C	LEA	RAN	CE	PRO	TEC	Т										
UNIT RED REVE	ERT															
PHASE	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1 5	1
GUARANTEE D PASSAGE																
NON-ACT I																
NON ACT II																
DUAL ENTRY																
PED RESERVICE																
REST IN WALK																
FLASHING WALK																
PED CLEAR > YELLOW																
PED CLEAR > ALL RED																
INIT GREEN + VEHICLE EXIT																

#### 2-7 ACTUATED / PRE-TIMED MODE PHASES

ENABLE	PRE-	TIME	D O	PER	ATIC	N										
FREE INPUT DISABLED PRE-TIMED																
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
PRE - TIMED																

#### **COORDINATOR SUBMENU**

#### **3-1 COORDINATOR OPTIONS**

MANUAL PATTERN	Auto		
INTERCONNECT SOURCE	TBC	INTERCONNECT FORMAT	
TRANSITION	Smooth	ECPI COORDINATION	Yes
OFFSET REFERENCE	Lead	DWELL / ADD TIME	
DELAY COORD WALK TO LOCAL ZERO	No	FORCE OFF	Float
FORCE OFF ADDED INITIAL GREEN	No	USE PED TIME FOR SMOOTH TRANSITION	No
PEDESTRIAN RECALL	No	PEDESTRIAN RESERVICE	Yes
ENABLE MANUAL SYNC INPUT		LOCAL ZERO OVERRIDE	No
RE-SYNC COUNT	No	MAX SELECT	MaxInh
MULTISYNC	No		

#### **3-2 COORDINATOR PATTERN**

COORDINA	ΛTO	R P	٩TT	ERI	7	1															
CYCLE LEN		Ή				13	0	S	PLI	ГРΑ	ΛTT	ERI	V								
OFFSET V	ÁLU	Е				60		S	EQl	JEN	CE										
SPLITS IN						Pe	r	0	FFS	SET	S IN	١								Pe	er
CROSSING	AR	TEF	RΥ																		
PATTERN																					
VEHICLE P	ERI	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RN	1ISS	SIVE	2	LEN	<b>IG</b> T	Н			
LENGTH																					
VEHICLE P			SIVE	2				Α	CTI	ON	PLA	١N								1	
DISPLACE		1T																			
ACTUATED						Υe	es	Т	IMIN	IG F	PLA	N									
COORDINA								_						_							
ACTUATED	RE	:ST	IN V	VAL	.K			Р	HAS	SE F	RES	ER	VIC	<u>E</u>							
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RING DISP	LAC	EM	ENT	-																	
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PREFER																					
ENCE 1																					
PHASES																					
PREFER																					
ENCE 2																					
PHASES	_																				
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SPECIAL																					
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COORDINATO	OR P.	ATT	ERN	1	2															
CYCLE LENG (SECONDS)	TH				12	0	S	PLI	ΓPA	ΛTT	ERI	V								
OFFSET VALU	JE				66	ć	S	EQl	JEN	CE										
SPLITS IN					Pe	r	0	FFS	SET	AI S	l								Pe	r
CROSSING AI PATTERN	RTE	RY																		
VEHICLE PER LENGTH	RMIS	SIVE	Ξ 1				٧	EHI	CLE	PE	RM	IISS	SIVE	Ē 2	LEN	١G٦	ТН			
VEHICLE PER DISPLACEME		SIVE	2				A	CTI	NC	PLA	ίΝ								2	
ACTUATED COORDINATION	ON				Υe	SS	Т	IMIN	IG F	PLA	N									
ACTUATED R	EST	IN V	VAL	K			Ρ	HAS	SE F	RES	ER'	VIC	E							
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RING SPLIT E	XTE	NSI	NC	(SE	COI	ND:	S)													
SPLIT DEMAN	ND P	ATT	ERN	l																
RING DISPLA	CEM	1ENT																		
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PHASES																				

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COORDINA	OTA	R P	ATT	ERN	1	3															
CYCLE LEN (SECONDS		Ή				13	0	S	PLI	ГРΑ	ΛΤΤΙ	ERI	N								
OFFSET VA	٩LU	E				75	5	S	EQl	JEN	CE										
SPLITS IN						Р	er	0	FFS	ET:	S IN									Pe	er
CROSSING PATTERN	i AR	TEF	RY																		
VEHICLE P LENGTH	ERI	MIS	SIVE	Ē 1				٧	EHI	CLE	PE	RM	IISS	SIVE	Ē 2	LEN	۱G٦	Ή			
VEHICLE P DISPLACEI			SIVE	2				A	CTI	NC	PLA	N								3	
ACTUATED COORDINA		N				Ye	es	Т	IMIN	IG F	PLA	N									
ACTUATED	) RE	ST	IN V	VAL	K			Ρ	HAS	SE F	RES	ER'	VIC	Е							
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# 3-2 COORDINATOR PATTERN (CONTINUED)

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#### 3-2 COORDINATOR PATTERN (CONTINUED)

COCREDIATOR PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT PATTERN   SECONDS   SPLIT PATTERN   SPLIT	3-2 CO	OF	(U	IN	ΑI	OR	Ρ/	4 I		KI	I (C	OI.	<b>N</b> I II	NU	EL	"																					
SECONDS   SEQUENCE   SPLITS IN	COORDINA	ATO	R PA	۱T۲	ERN	٧														COORDINA	ATO	R PA	ATT	ERN	1												
OFFSET VALUE	CYCLE LEI	NGT	Н					SF	PLIT	PA	ΓΤER	N							Ī	CYCLE LEN	NGT	Н				T	SPI	_IT F	PAT	TERI	N						Ξ
SPLITS IN	(SECONDS	3)																		(SECONDS	5)						_										
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	OFFSET V	ÁLU	E					SE	ΞQL	JENO	Œ									OFFSET VA	ÁLU	E					SE	QUE	NC	E							
CROSSING ARTERY   PATTERN   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 1   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMISSIVE 3 LENGTH   VEHICLE PERMISSIVE 2 LENGTH   VEHICLE PERMI	SPLITS IN							OI	FFS	ETS	IN									SPLITS IN							OF	FSE	TS I	IN							_
VEHICLE PERMISSIVE 1	CROSSING	3 AR	TEF	łΥ																CROSSING	i AR	TEF	łΥ														
LENGTH	PATTERN																			PATTERN																	
VEHICLE PERMISSIVE 2   DISPLACEMENT	VEHICLE F	PERM	MISS	SIVE	<u> </u>			VE	EHIC	CLE	PERN	1ISS	SIVE 2	2 LE	NGT	ТН				VEHICLE P	ERN	MISS	SIVE	1			VEI	HICL	ΕP	PERM	1ISS	IVE :	2 LE	NGT	Н		_
DISPLACEMENT	LENGTH																			LENGTH																	
ACTUATED   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   COORDINATION   ACTUATED REST IN WALK   PHASE RESERVICE   ACTION PLAN   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED RE	VEHICLE F	PERM	MISS	SIVE	2			A	CTIC	ON F	LAN									VEHICLE P	ERN	MISS	SIVE	2			AC <sup>-</sup>	1017	N PL	AN							_
COORDINATION	DISPLACE	MEN	ΙT																	DISPLACE	MEN	ΙT															
ACTUATED REST IN WALK PHASE RESERVICE   1   2   3   4	ACTUATED	)						TI	MIN	IG P	_AN									ACTUATED	)						TIM	IING	i PL	AN							
1   2   3   4   4   5   1   2   3   4   5   1   1   1   1   1   1   1   1   1																																					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST	ACTUATE	D RE	ST	IN V	VAL	.K		Pł	HAS	SE R	ESER	VIC	E							ACTUATED	RE	ST I	IN V	۷AL	K		PH	ASE	RE	SER'	VIC	<u> </u>					
RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   3   1   5     PREFER ENCE 1   PHASES   PREFER ENCE 1   PRESTS IN COORDINATOR PATTERN    COORDINATOR PATTERN   PRESTS IN CORRESPONDS   PRESTS IN COORDINATOR PATTERN   PREST																																					
SPLIT DEMAND PATTERN											1		2		3			4												1		2		3		4	
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	RING SPLI	ΤE	(TEN	NSI(	NC	(SECC	DND	S)												RING SPLIT	ΓEX	(TEN	VSIC	NC	SECO	NDS	5)										
RING DISPLACEMENT    1   2   3   4   5   8   9   1   1   1   1   1   1   1   1   1	SPLIT DEM	/ANI	) PA	TTI	ERN	1		-												SPLIT DEM	IANI	) PA	TTE	ERN													_
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COORDINATOR PATTERN   CYCLE LENGTH (SECONDS)   SPLIT PATTERN   SPLIT PATTERN   SECONDS)   CYCLE LENGTH (SECONDS)   SPLITS IN   OFFSET VALUE   SEQUENCE   SPLITS IN   OFFSETS																																					
CYCLE LENGTH	PHASES																		L	PHASES																	_
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CYCLE LENGTH	COORDINA	ATO	R PA	۱T۲	ERN	١		Ī											Ī	COORDINA	ATO	R PA	ATT	ERN	1												
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CROSSING ARTERY		, <u>, , , , , , , , , , , , , , , , , , </u>	_																╽┟		·LO	_															-
PATTERN		3 AR	TFF	RΥ				<u> </u>		,											AR	TFF	RΥ				<u> </u>	-									-
VEHICLE PERMISSIVE 1		<i>a</i> / (( )																			. ,																
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VEHICLE PERMISSIVE 2   DISPLACEMENT					- '			l ''					2			• •			$\  \ $		_,,,,					]			'	v		1			• •		
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ACTUATED COORDINATION   TIMING PLAN   PHASE RESERVICE   ACTUATED REST IN WALK   PHASE RESERVICE   ACTUATED REST IN					-			``											$\parallel \parallel$				-	•		J			_								
COORDINATION								ΤI	MIN	IG P	_AN															1	TIM	IING	PL.	AN							_
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RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING SPLIT EXTENSION (SECONDS)  SPLIT DEMAND PATTERN  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  RING DISPLACEMENT  PREFER ENCE 1 PHASES  PREFER ENCE 1 PHASES  PREFER ENCE 2 PREFER ENCE 2 PREFER ENCE 2	ACTUATE	) RE	ST	IN V	VAL	.K		Pŀ	HAS	E R	SER	VIC	E						[	ACTUATED	RE	ST	IN W	۷AL	K		PH	ASE	RE	SER'	VIC	Ē_					
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#### 3-2 COORDINATOR PATTERN (CONTINUED)

3-2 COORDINATOR P	ATTERN (CONTINUED)								
COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VALUE	SEQUENCE		OFFSET VALUE	SEQUENCE	=				+
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I					
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
	1 2 3	4			1	2		3	4
RING SPLIT EXTENSION (SECOND		+-	RING SPLIT EXTENSION (SECO	NDS)	+ '			0	+-
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN	1100)					
RING DISPLACEMENT		<u> </u>	RING DISPLACEMENT					1 1	
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PREFER ENCE 2 PHASES			PREFER ENCE 2 PHASES						
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COORDINATOR PATTERN			COORDINATOR PATTERN						
CYCLE LENGTH (SECONDS)	SPLIT PATTERN		CYCLE LENGTH (SECONDS)	SPLIT PAT	TERN				
OFFSET VÁLUE	SEQUENCE		OFFSET VALUE	SEQUENCE					
SPLITS IN	OFFSETS IN		SPLITS IN	OFFSETS I	N				
CROSSING ARTERY PATTERN			CROSSING ARTERY PATTERN						
VEHICLE PERMISSIVE 1 LENGTH	VEHICLE PERMISSIVE 2 LENGTH		VEHICLE PERMISSIVE 1 LENGTH	VEHICLE P	ERMISS	SIVE 2	LENG	STH	
VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PLAN		VEHICLE PERMISSIVE 2 DISPLACEMENT	ACTION PL	AN				
ACTUATED COORDINATION	TIMING PLAN		ACTUATED COORDINATION	TIMING PLA	AN				
ACTUATED REST IN WALK	PHASE RESERVICE		ACTUATED REST IN WALK	PHASE RES	SERVIC	E			
<u> </u>	1 2 3	4		1	1	2	1	3	4
RING SPLIT EXTENSION (SECONI		+	RING SPLIT EXTENSION (SECO	NDS)	† ·	_		-	+ -
SPLIT DEMAND PATTERN			SPLIT DEMAND PATTERN						
RING DISPLACEMENT			RING DISPLACEMENT		The state of the s				
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ENCE 1 PHASES			ENCE 1 PHASES						
PREFER ENCE 2			PREFER ENCE 2						
PHASES	<u> </u>	1	PHASES						

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(SECONDS	3)																				
OFFSET V	ALU	E						S	EQI	JEN	ICE										
SPLITS IN								0	FFS	SET	S IN	<u> </u>									
CROSSING	AR	TEF	RY																		
PATTERN																					
VEHICLE F	PERM	MISS	SIVE	Ξ 1				٧	EHI	CLE	PE	RM	IISS	SIVE	2	LEN	IGT	Н			
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VEHICLE P			SIVE	- 2				A	CII	ON	PLA	M									
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COORDINA	-	IAC						l '	IIVIII	NG F	LA	IN									
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COORDINAT	OR	PAT	TER	N												
CYCLE LENG	HTE	(SE	CON	DS)			SF	LIT	PAT	TER	N					
OFFSET VAL	.UE						SE	QUE	ENC	E						
SPLITS IN							OF	FSE	TS I	N						
CROSSING A	ARTE	ERY	PAT	TER	N											
VEHICLE PE	RMI	SSIV	E 1					HIC		ERN	/IISS	IVE:	2			
LENGTH								NGT								
VEHICLE PE DISPLACEMI		SSIV	E 2				AC	OIT	N PL	.AN						
ACTUATED (	000	RDI	TAV	ION			TII	MINO	PL.	AN						
ACTUATED F	RES	ΤIN	WAL	K			PH	IASE	RE	SER	VICE					
										1		2		3	4	
RING SPLIT	EXT	ENS	ION	(SE	CON	DS)										
SPLIT DEMA	ND F	PAT	ΓERI	V												
RING DISPLA	ACE	MEN	Т													
	1	2	3	4	5	6	7	8	9	1	1	1	1	1	1	1
										0	1	2	3	4	5	6
PREFERE NCE 1 PHASES																
PREFERE NCE 2 PHASES																

#### **3-3 SPLIT PATTERN**

SPLIT PATTER	RN N	IUME	BER		1											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)		х				Х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	9		56	3	0		3	5	0	)	6	5	0		3	5
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		2											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	0	5	2	0		3	3	0		62	2	0		38	3
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER		3											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	1	2	5	3	0		35		0		6	5	0		35	i
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

							1									
SPLIT PATTER	RN N	IUME	BER		4											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)		х				х										
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE	11		44		0		4	-5	0		44	4	0		45	5
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1 0	1	1 2	1	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE		•		•						•		•				
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

# 3-3 SPLIT PATTERN (CONTINUED)

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE	_				<u>.</u>											
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

### **3-3 SPLIT PATTERN (CONTINUED**

SPLIT PATTER	RN N	UME	BER		Ì											
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1 4	1 5	1 6
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	IUME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1 3	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

SPLIT PATTER	RN N	UME	BER													
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
COORDINA TED PHASE(S)																
PHASE	1		2		3		4		5		6		7		8	
SPLIT VALUE																
MODE																
PHASE	9		10		11		12		13		14		15		16	
SPLIT VALUE																
MODE																

#### 3-4 AUTO PERMISSIVE MINIMUM GREEN TIME

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

#### **3-5 SPLIT DEMAND**

PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1 6
DEMAN D 1																
DEMAN D 2																
DEMAND			1		2											
DETECTOR	7															
CALL TIME																
(SECONDS																
CYCLE CO	UNT															

#### PREEMPTOR SUBMENU

#### 4-1 PREEMPTOR

4-1 PNE				•			1									
PREEMPTOR N	UMBI	ΞR			1											
ACTIVE								N-LO								
PREEMPTION C								ERLO								
DELAY TIME (S								IIBIT 1								
EXTEND INPUT	_							X PRE			_			)		
DURATION TIM	E (SE	CON	DS)					ACK C			E RE	SER	/ICE			
PED DARK	4011		DDIO	DITY	_			SERV			005				_	
AUTOMATIC FL				RIIY	_			D CLE					0147		_	
TERMINATE OV	EKL	1P5 F	ASAP				_	) CLE		HKU	JGH		OW	_	_	
RING	0055	LADT	1011				1		2			3		_	4	
FREE DURING	PKEE	MPI	ION	_					+					_		
							PEI			DEE.	.	\/FI			D==	
			_	VV	ALK		CLI	EAR	G	REEN	V	YEL	LOW	_	RED	
ENTERING MIN									4							
TRACK CLEARA									1							
MIN DWELL – C	YCLE	GRI	EN/E	XIT	YELL	OW /I	_									
DWELL FLASH	,				$oldsymbol{\perp}$		FLA	SH E	XIT C	OLO	R					
PHASE	١.		_	١.			l _		_	1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE DWELL																+
PHASE																
DWELL																+
PEDESTRIAN																
CYCLING																+
PHASE																
CYCLING																
PEDESTRIAN																
EXIT																
PHASE							<u> </u>									
EXIT																
SPECIAL SPECIAL																+
FUNCTION																
PREEMPTION T		)OBL	ΙΝΙΔΤ	ION	┰	_	FYI	T TIM	ING I	ΙΔΝ					╁	_1
LINKED PREEM			/11 N/A	IOIN	+		LAI	1 11111	ina i	LAN					-	
PREEMPTOR A			ТРІІТ	S										1 1 4 4 ELL		
PREEMPTOR A				<u> </u>			PRI	EEMP	TOR	ACTI	VF O	UT IN	DWF	-11		
OTHER PRIORI				3	$^{-1}$			N-PRI								
OUT																
OVERLAR		-		_	_	Ţ			1	Ι.	.,				$\overline{}$	Ţ
TDAOK C: 5:5	A	В	С	D	E	F	G	Н	╄	J	K	L	М	N	0	Р
TRACK CLEAR																1
OVERLAP	_	+	_	-	-	+	_	-	-			+		1	-	+
DWELL OVERLAP																1
CYCLING	-	+	-	+	+	+	+	-	+			1		+	+	+
OVERLAP																1
V 1 L 1 LL/11								_	_				4	1	_	

PREEMPTOR N	JMBE	R			2											
ACTIVE							ION	N-LO	CK IN	PUT						
PREEMPTION O	VER	RIDE					INT	ERLC	CK E	NABI	E					
DELAY TIME (SE	CON	IDS)					INH	IBIT 1	ГІМЕ	(SEC	OND:	S)				
EXTEND INPUT			S)				MAX	X PRE	SEN	CE T	ME (	SECC	NDS	)		
DURATION TIME	(SE	CON	OS)				TRA	CK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERV	ICE T	IME						
AUTOMATIC FLA	ASH I	HAS F	RIO	RITY					AR C							
TERMINATE OV	ERLA	PS A	SAP				PE	CLE	AR T	HRO	JGH	YELL	OW			
RING							1		2			3			4	
FREE DURING F	REE	MPTI	ON						+					<del>-  </del>		
			_				PE	_	+					$\dashv$		
				w	ALK			AR	G	REEN	J	YFI	LOW		RED	
ENTERING MINI	NAL INA	TIME		Ť	, (L)		OLL	./ \	Ť		•			$\dashv$		
				—					╅					_		
TRACK CLEARA									╄							
MIN DWELL - C	YCLE	GRE	EN/E	:XIT Y	ELL(	)W/R	_									
DWELL FLASH					┸		FLA	SH E	XIT C	OLO	R				$oldsymbol{\perp}$	
PHASE										1	1	1	1	1	1	1
	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK																
CLEAR																
PHASE																
DWELL																
PHASE																
DWELL																
PEDESTRIAN														<u> </u>		
CYCLING																
PHASE														<u> </u>		
CYCLING																
PEDESTRIAN														<u> </u>		
EXIT																
PHASE								L						<u> </u>		<u> </u>
EXIT								l	l			1	l	1		1
CALLS								<b>—</b>		<u> </u>		<u> </u>		$\vdash$	-	<u> </u>
SPECIAL																
FUNCTION				L		<u> </u>				<u> </u>				Щ.	Ц	<u> </u>
PREEMPTION To			INAT	ION	_		EXI	T TIM	IING F	PLAN						
LINKED PREEMI	_															
PREEMPTOR AC				S												
PREEMPTOR AC												UT IN				
OTHER PRIORIT	Y PF	≀EEM	PTO	7			NOI	1-PRI	ORIT	Y PR	EEM	PTOR	OUT			
OUT					_		<u> </u>							_		
OVERLAR	A	В	С	D	E	F	G	Н		J	K	L	М	N	0	Р
TRACK CLEAR																
OVERLAP				$\perp$									<u>L</u>	L		<u>L</u>
DWELL																
OVERLAP		╧				Ш	$\perp$				$\perp$	$\perp$			$\perp$	
0) (0) 1110																
CYCLING OVERLAP																

#### 4-2 LOW PRIORITY PREEMPTOR SELECTION

FILTERED INPUT	SOLID	PULSING
1		
2		
3		
4		
5		
6		
7		
8		
9		
10		

4-1 PNE				1 (	_		114	JLI	"							
PREEMPTOR N	IUMB	ER			3											
ACTIVE							NO	N-LOC	KIN	PUT						
PREEMPTION (	OVER	RIDE	:				INT	ERLO	CK E	NABL	E					
DELAY TIME (S								IBIT T								
EXTEND INPUT	(SEC	ONE	OS)				MA	X PRE	SEN	CE TI	ME (S	SECC	)NDS	)		
DURATION TIM	E (SE	CON	IDS)				TRA	ACK C	LEAF	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERVI	CE T	IME						
AUTOMATIC FL	ASH I	HAS	PRIO	RITY			REI	CLE	AR G	OES	GRE	EN				
TERMINATE O	/ERL/	APS /	ASAP				PC	THRO	UGH	YELL	LOW					
RING							1		2			3			4	
FREE DURING	PREE	MPT	ION													
							PE	)								
				W	/ALK		CLE	AR	GI	REEN		YEL	LOW		RED	
ENTERING MIN	IMUM	I TIM	E													_
TRACK CLEAR				Ь					T					$\dashv$		
MIN DWELL - C				YIT	YFII	OW/ /	RED		╁					+		
DWELL FLASH		. uni	LLIN/ [	-/11	LLLL	OVV /		SH E	VIT O		,					
			1				FLA	OU E	VII C	_		,	_	-	ᆛ	T -
PHASE	1	2	3	4	5	6	7	0	9	1 0	1	1 2	1	1	1 5	1
TDACK	_		J	4	5	6		8	Э	U	-		J	4	1 2	6
TRACK																
CLEAR PHASE																
DWELL			1												-	┿
PHASE																
DWELL			1												+	╁
PEDESTRIAN																
CYCLING															<del>                                     </del>	╁
PHASE																
CYCLING															†	T
PEDESTRIAN																
EXIT																T
PHASE																
EXIT																
CALLS															<u> </u>	
SPECIAL																
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PREEMPTION 7			DINAT	ION			EXI	T TIM	NG F	PLAN						
LINKED PREEM																
PREEMPTOR A				S												
PREEMPTOR A								EEMP								
OTHER PRIORI	TY PF	REEN	/IPTOI	٦ _			NO	N-PRI	ORIT	Y PRI	EEMF	PTOR	OUT	_		_
OUT																
OVERLAP	. A	В	С	D	F	F	G	Н		l <sub>i</sub>	K	_	М	N	0	Р
TRACK CLEAR	$\neg$	۲		٦	╁	+	7	-	╁	Ť	1	╄	IVI	Ť	Ť	÷
OVERLAP	1													1		
OWELL	-	+	-	-	+	-	+	+	1	+	1	1	1	$\vdash$	+	+
OVERLAP																
CYCLING	-														T	1

PREEMPTOR N	UMBE	R				4												
ACTIVE								ION	N-LO	CK IN	PUT							
PREEMPTION C	VERF	RIDE						INT	ERLC	CK E	NABI	LE.						
DELAY TIME (SI	ECON	DS)						INH	IBIT	ГІМЕ	(SEC	OND	S)					
EXTEND INPUT	(SEC	OND	S)					MA)	K PRI	SEN	CE T	IME (	SECC	NDS	)			
DURATION TIME	E (SE	CON	OS)								RANC	E RE	SER\	/ICE				
PED DARK									SERV									
AUTOMATIC FL				RITY							OES		EN					
TERMINATE OV	'ERLA	PS A	SAP					PC	THRO	DUGH	I YEL	LOW						
RING								1		2			3			4		
FREE DURING I	PREE	ИРТI	ON															
								PE	)									
				٧	/ALK			CLE	AR	G	REEN	1	YEL	LOW	1	RE	ED	
ENTERING MIN	IMUM	TIME	Ξ															
TRACK CLEARA	NCE.	TIME																
MIN DWELL - C	YCLE	GRE	EN/ E	EXIT	YEL	LOV	N /F	RED										
DWELL FLASH								FLA	SH E	XIT (	OLO	R						
PHASE					Т						1	1	1	1	1	Т.	1	1
	1	2	3	4	5		6	7	8	9	0	1	2	3	4		5	6
TRACK						T										1		
CLEAR																		
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EXIT					<u> </u>	+										+		
CALLS																		
SPECIAL						T												
FUNCTION																		
PREEMPTION T	O CO	ORD	INAT	ION				EXI	T TIM	ING I	PLAN							
LINKED PREEM	PTOR																	
PREEMPTOR A	CTIVE	OUT	TPUT	S														
PREEMPTOR A	CTIVE	OUT	Γ					PRE	EMP	TOR	ACTI	VE O	UT IN	DWE	ELL			
OTHER PRIORI	TY PR	EEM	PTOF	7				ION	N-PR	ORIT	Y PR	EEMI	PTOR	OUT	-			
OUT																		
OVERLAP	A	В	С	D	E		F	G	Н		J	K	L	М	N	0		Р
TRACK CLEAR	Ť	Ť	Ť	Ť	Ŧ			Ť	Ť	Ť	Ť	Ť	f	Ë	Ť	Ť		
OVERLAP																		
DWELL	1	+		1	1				T		1		1	1	1	T		
OVERLAP	1																	
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4-1 FNE		IF I	<u> Ur</u>	<u>י) ר</u>	<u>UU</u>	141	HIA	JLI	<b>'</b>							
PREEMPTOR N	IUMB	ER			5											
ACTIVE							NO	N-LOC	CK IN	PUT						
PREEMPTION (	OVER	RIDE					INT	ERLO	CK E	NABI	E					
DELAY TIME (S	ECON	NDS)					INH	IBIT T	IME	(SEC	OND	S)				
EXTEND INPUT	(SEC	COND	S)				MA	X PRE	SEN	CE T	IME (	SECC	NDS	)		
DURATION TIM							TRA	ACK C	LEA	RANC	E RE	SER\	/ICE			
PED DARK							RES	SERVI	ICE T	IME						
AUTOMATIC FL	ASH	HAS F	PRIOF	RITY			REI	CLE	AR C	OES	GRE	EN			7	
TERMINATE O\								THRC							1	
RING	_						1		2			3		Т	4	
FREE DURING	PRFF	MPTI	ON				•		┿			_		$\dashv$	÷	
THEE BOTHING	IIILL		OIV	1			PEI	_	+					-		
				١٨.	ALK			AR	ء ا	REEN	,	VEI	LOW	.	RED	١
ENTERING MIN	III AL III	4 TIME		**	ALIX		ULL	-An	u	ILL	•	ILL	LOVV	-	TILL	
ENTERING MIN				_					4							
TRACK CLEAR	ANCE	TIME	:													
MIN DWELL – C	YCLF	GRF	EN/ F	XIT	YELI	OW /I	RED		t					$\dashv$		
DWELL FLASH		- 0		.,	<del></del>	0,.		SH E	YIT (	) I O	R				$\neg$	
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PHASE .	1	2	3	4	5	6	7	8	9	0	1	2	3	4	5	6
TRACK	Ė		U	7	J	Ü	-	0	J	Ů	_		Ü	7	+ -	Ť
CLEAR																
PHASE																
DWELL	<del>                                     </del>	-												<del>                                     </del>	+	+
PHASE																
DWELL	<del>                                     </del>	-										1		<del>                                     </del>	+	+-
PEDESTRIAN																
CYCLING	t	1													+	+
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#### **TIME BASE SUBMENU**

#### 5-1 CLOCK/CALENDAR DATA

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# 5-2 SCHEDULE

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LP 91-100		1	1	l						l	l					

ACTION PLAN				$\exists$												
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CONTROLLER SE	QUE	NCE					PE	D DE	T DIA	GNOS	STIC	PLA	N			
TIMING PLAN							DIN	MIM	G EN	ABLE						
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AUX FUNCTION					(1-	3)			4							
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LP 1-10																
LP 11-20	1		Ì													
LP 21-30																
LP 31-40																
LP 41-50																
LP 51-60																
LP 61-70																
LP 71-80																
LP 81-90																
LP 91-100																

#### 5-5 EXCEPTION DAY PROGRAM

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#### **DETECTORS**

#### 6-1. DETECTOR TYPE AND TS SELECT

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DETECTO	r Nu	MBER	}													
ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
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EXTEND T	IME							PA	SSAG	E DE	ΓECT	OR OF	PTION			
DELAY TIN	PELAY TIME							QU	EUE [	DETE	CTOR	OPTI	ON			
QUEUE LII	QUEUE LIMIT							NT	CIP O	CCUP	ANC	/ LOG	i			
FAIL TIME	FAIL TIME							NT	CIP V	OLUM	E LO	G				
FAIL CALL	. DEL/	٩Y						EC	PI LO	G						
YELLOW L	OCK.							RE	D LOC	CK						
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ASSIGNED	) PHA	SE						AD	DED I	NITIA	L OPT	ION				
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FAIL CALL	. DEL	٩Y						EC	PI LO	G						
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QUEUE LII	MIT							NT	CIP O	CCUF	PANCY	/ LOG	i			
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YELLOW L	OCK.							RE	D LO	CK						
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# 6-2 VEHICLE DETECTOR SETUP

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DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIAL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME IME IMIT L DEL LOCK	JMBEF ASE E .AY 	3 BER	4	5	6	7	PA QU NT NT EC RE	SSAG JEUE I CIP O CIP V PI LO D LOO	ETECT GE DETECT OCCUP OLUM G CK	OR OF CONTROL OF CONTR	PTIO OR O OPT / LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL TAIL YELLOW PHASE CALLED	DR NU DPHAS PHAS TIME ME IMIT E L DEL LOCK 1 PLAN DR NU	AY  AY  I NUM  I	3 BER	4	5	6	7	CA PA QL NT NT EC RE	SSAG JEUE I CIP O CIP V PI LO D LOO 9	TECT SE DE DETEC OCCUP OLUM G CK	TECTOR COTECTOR	PTIO OR O OPT 7 LOO G	PTIOI ION G	1			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED	R NUI PHASE IME ME MIT DEL/ OCK	MBEF SE AY 2	3 3 BER	4	5	6	7	PA QU NT NT EC RE	SSA JEUE CIP ( CIP )	GE GE DE OCC VOI OG	ECT DETEC CUP LUM	TECTO CTOR PANCY ME LOO	PTIO OR O OPT / LOO G	ON PTION G				
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DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI	DR NU DPHAS PHAS TIME IMIT L DEL LOCK 1 PLAN DR NU PHAS TIME ME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PAA QU ADDA ADDA ADDA ADDA ADDA ADDA ADDA	LL DE SSAG DEDE I LL DE SSAG DEUE I	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF THE LOPE OF THE LOP	PTION PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN	R NUI PHASE IME ME MIT DELL OCK 1 PLAN R NUI PHASE IME HASE	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD ADD CAPAGE OF CAPAGE O	SSA JEUE CIP ( CIP ) CIP LC D LC D DED JLL D SSA JEUE	DETI GE DE OCO VOL OG DCK	ECT DETEC CUF LUM ( 1 0	TOR OF TECTOR OF	PTION OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LL FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L	DR NU DPH, PHAS TIME IMIT L DEL LOCK PLAN DR NU PHAS TIME	JMBEF ASE E AY C 2 I NUM JMBEF ASE	3 BER	4	5	6	7	PAA AD CAA PAA QU NT	LL DE SSAG	ETECT EE DE TECT EE DE	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE  CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII	R NUI PHASE IME MIT DELA OCK 1 PLAN R NUI PHASE IME MIT HASE IME MIT	NUMER NSE :: 1 2 NUMER NSE	3 3 BER	4	5	6	7	PAD ADD ADD ADD ADD ADD ADD ADD ADD ADD	SSA JEUE CIP ( C) C))) C) C) C) C) C) C) C) C) C) C) C)	DETI GE DE DE OCC VOL OG DCK	ECT DETEC CUF LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPH, PHAS TIME IMIT L DEL LOCK TRANCE PLAN DR NU PHAS TIME IME IMIT IME IME IMIT IME IME IME IME IME IME IME IMIT IME	AY  AY  I NUM  INU	3 BER	4	5	6	7	PAD ADD CAMPANT NT STATE OF THE	LL DE SSAG	ETECT EE DE TECT CCUF OLUM G CK 1 0  NITIA ETECT EE DE TECT CCUF OLUM OLUM ETECT EE DE TECT CCUF OLUM	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI D PHASE IME MIT DELA OCK 1 1 PLAN R NUI D PHASE IME ME ME MIT  PLAN R NUI D PHASE IME ME MIT	NUMBER NUMBER SE	3 3 BER	4	5	6	7	PAD ADD CAR PAD PAD ADD CAR PAD PAD ADD CAR PAD ADD CAR PAD PAD ADD CAR PAD PAD PAD PAD PAD PAD PAD PAD PAD PAD	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG OCK DETI GE OCC VOI	CUP LUM ( 1 0	TOR OF TECTOR OF	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE IM FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE I FAIL TIM FAIL CAL FAIL TIM FAIL CAL FAIL TIM FAIL CAL	DR NU DPHAS TIME IME IMIT L DEL LOCK 1 PHAS TIME IMIT L DEL LOCK IMIT LOCK I	JMBEF ASE E AY I NUM JMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG EUE I CIP O CIP V PI LO D LO D LO D LO D LO D LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO CIP V PI LO	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIN QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T QUEUE LII FAIL TIME FAIL CALL	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DDED  DDED  DLLL D  SSA  DEUE	DETI GE OCC VOI OCC OCC OCC OCC OCC OCC OCC O	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NOON			
DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE LI FAIL CAL YELLOW PHASE CALLED  VEHICLE DETECTO ASSIGNE SWITCH EXTEND DELAY TI QUEUE L FAIL TIMI	DR NU DPHAS TIME IME IMIT L DEL LOCK 1 PHAS TIME IMIT L DEL LOCK IMIT LOCK I	JMBEF ASE E AY I NUM JMBEF ASE E	3 BER	4	5	6	7	PAD ADD CAMPANT NT ECO	LL DE SSAG	TECT EE DE DETEC CCUF OLUM G CK 1 0  NITIA TECT EE DE DETEC CCUF OLUM G CK CK CCUF OLUM G CK CCUF CCUF OLUM G CCUF OLUM G	OR OF FECTIVE COTOR OF FETTIVE COTOR OF	PTION PTION OF OPT Y LOCAL CONTROL OF THE PTION OF OPT Y LOCAL CONTROL OPT OPT OPT Y LOCAL CONTROL OPT OPT OPT OPT OPT OPT OPT OPT OPT OPT	PTIOI ION  N PTIOI ION	1 4			DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME FAIL CALL YELLOW L PHASE CALLED  VEHICLE F DETECTO ASSIGNED SWITCH P EXTEND T DELAY TIM QUEUE LII FAIL TIME	R NUI PHASE IME ME MIT DEL/ OCK 1 1 PLAN R NUI PHASE IME ME ME MIT  DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL/ DEL	NUME NUME MBEF SE	3 3 BER	4	5	6	7	PAD ADD CAMPANT NT ECC	DED DED DED DED DED DED DED DED DED DED	DETI GE OCC VOI OG DCK	CUP LUM ( 1 0	CTOR OF TECTION OF TEC	PTIO OPT / LOO G	PPTIC FION G 1 3	NC	1		

#### **6-3 PHASE DETECTOR OPTIONS**

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	1									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1 4	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLA	N NU	MBE	R	2									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	UN I	MBE	7	3									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

PHASE DETECTOR	R OP	TION	PLAI	N NU	MBEF	7	4									
PHASE	1	2	3	4	5	6	7	8	9	1	1	1 2	1	1	1 5	1
DETECTOR LOCK																
VEH RECALL																
PED RECALL																
MAX RECALL																
SOFT RECALL																
NO REST																
ADD INIT CALC																

# 6-4 PEDESTRIAN AND SYSTEM DETECTOR OPTIONS

	PHASE I	PEDESTRI	AN DETEC	CTOR				
	1	2	3	4	5	6	7	8
PED DET INPUT								
	9	10	11	12	13	14	15	16
PED DET INPUT								
	LOCALS	SYSTEM D	ETECTOR	l				
	1	2	3	4	5	6	7	8
VEH DET INPUT								
	9	10	11	12	13	14	15	16
VEH DET INPUT								

#### 6-5 LOG - SPEED DETECTOR SET UP

								_
NTCIP LOG PERIO	)D							
ECPI LOG PERIOD	)							
LENGTH UNIT								
SPEED DETECTOR	1	2	3	4	5	6	7	8
LOCAL DETECTOR ONE / TWO DET								
VEH LENGTH								
TRAP LENGTH								
ENABLE LOG								
SPEED DETECTOR	9	10	11	12	13	14	15	16
LOCAL DETECTOR								
ONE / TWO DET								
VEH LENGTH								
TRAP LENGTH								
ENABLE LOG								

#### 6-6 VEHICLE DETECTOR DIAGNOSTICS

	E DIAGN				_		INOS			
VEHICL	E DIAGN	05116 PI	LAN NUW	DER	1	, II.				
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
2						34				
3						35				
4						36				
5						37				
6						38				
7						39				
8						40				
9						41				
11						42 43				
12						44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56				
25						57				
26						58				
27						59				
28						60				
29						61				
30						62				
31						63 64				
32						64				

VEHIC	E DIAGN	OSTIC PI	LAN NUM	BER	2					
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1		- Q	ш			33	0	4	ш	
2						34				
						35				
4						36				
5 6						37				
6						38				
7						39				
8						40				
9						41				
10						42				
11 12						43 44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56				
25						57				
26						58				
27						59				
28						60				
29			_			61	,		_	
30						62				
31						63				
32						64				

# 6-6 VEHICLE DETECTOR DIAGNOSTICS (CONTINUED)

	E DIAGN		LAN NUM	BER	3					
720						II		SNOL	40E	LIER
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1						33				
2						34				
3						35				
4						36				
5						37	1			
7						38 39	-			
8						40	1			
9						41				
10						42				
11						43				
12						44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23						55				
24						56				
25						57				
26						58				
27						59	1			
28						60				
29						61				
30						62				
31						63				
32		l				64		1		

VEHICL	E DIAGN	OSTIC PI	AN NUM	BER	4					
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER		DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1	Ŭ					33 34	Ŭ			
2						34				
3 4						35				
4						36				
5						37				
6 7						38				
8						39 40				
9						41				
10						42				
11						43				
12						44				
13						45				
14						46				
15						47				
16						48				
17						49				
18						50				
19						51				
20						52				
21						53				
22						54				
23 24						55				
						56				
25 26						57				
27						58 59				
28						60				
29						61				
30	1					62				
31						63				
31 32						64				

#### **6-7 PEDESTRIAN DETECTOR DIAGNOSTICS**

							<u> </u>		
PED DIA	GNOSTIC	PLAN NU	IMBER	1	PED D NUMB	IAGNOST ER	TC PLAN		2
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1					1				
2					2				
3					3				
4					4				
5					5				
6					6				
7					7 8				
9					9				
10					10				
11					11				
12					12				
13					13				
14					14				
15					15				
16					16				

PED DIA	AGNOSTIC	C PLAN NU	JMBER	3	PED D NUMB		TIC PLAN		4
DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER	DET	COUNTS	ACTUATIONS	PRESENCE	MULTIPLIER
1					1				
3					2				
4					3				
					5				
5 6					6				
7					7				
8					8				
9					9				
10					10				
11					11				
12					12 13				
14					14				
15					15				
16					16				

# **Appendix B**

**Existing Traffic Level of Service Calculations** 

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ተተተ	7	ሻ	ተተተ	7	ሻ	<b></b>	7	ሻ	<b>†</b>	7
Traffic Volume (vph)	12	2243	120	64	1154	21	161	20	160	98	62	27
Future Volume (vph)	12	2243	120	64	1154	21	161	20	160	98	62	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	115.0		75.0	155.0		85.0	45.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1638	5079	1526	1785	4706	1572	1785	1789	1566	1785	1842	1597
Flt Permitted	0.223			0.046			0.717			0.744		
Satd. Flow (perm)	384	5079	1526	86	4706	1572	1347	1789	1566	1398	1842	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			84			67			120			67
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		310.7			586.1			253.5			312.8	
Travel Time (s)		16.0			30.1			18.3			22.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	1%	3%	0%	9%	0%	0%	5%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	2243	120	64	1154	21	161	20	160	98	62	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase		00.0	00.0		00.0	20.0	40.0	40.0	40.0	40.0	40.0	40.0
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	38.0	38.0	11.5	38.0	38.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (s)	11.7	70.2	70.2	11.7	70.2	70.2	48.1	48.1	48.1	48.1	48.1	48.1
Total Split (%)	9.0%	54.0%	54.0%	9.0%	54.0%	54.0%	37.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Maximum Green (s)	7.7	63.2	63.2	7.7	63.2	63.2	41.1	41.1	41.1	41.1	41.1	41.1
Yellow Time (s)	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	1.0	3.7	3.7	1.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	-3.0	-2.0	-2.0	-3.0	-2.0	-2.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0

	•	<b>→</b>	•	•	<b>←</b>	•	<b>1</b>	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	32.0	32.0	32.0	32.0	32.0	32.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	99.7	87.7	87.7	100.8	92.6	92.6	24.0	24.0	24.0	24.0	24.0	24.0
Actuated g/C Ratio	0.77	0.67	0.67	0.78	0.71	0.71	0.18	0.18	0.18	0.18	0.18	0.18
v/c Ratio	0.03	0.66	0.11	0.31	0.34	0.02	0.65	0.06	0.41	0.38	0.18	0.08
Control Delay	4.8	15.1	4.0	12.1	16.3	3.2	60.5	40.8	16.0	49.1	43.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	4.8	15.1	4.0	12.1	16.3	3.2	60.5	40.8	16.0	49.1	43.6	0.4
LOS	Α	В	Α	В	В	Α	Е	D	В	D	D	Α
Approach Delay		14.5			15.9			38.5			40.3	
Approach LOS		В			В			D			D	
Queue Length 50th (m)	0.6	124.2	3.1	8.8	75.7	0.1	40.6	4.5	9.1	23.4	14.3	0.0
Queue Length 95th (m)	2.7	179.5	12.9	14.4	103.1	4.0	60.7	11.1	27.5	38.3	25.4	0.0
Internal Link Dist (m)		286.7			562.1			229.5			288.8	
Turn Bay Length (m)	115.0		75.0	155.0		85.0	45.0			45.0		
Base Capacity (vph)	399	3424	1056	211	3352	1139	456	606	610	474	624	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.66	0.11	0.30	0.34	0.02	0.35	0.03	0.26	0.21	0.10	0.05

Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 23 (18%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66 Intersection Signal Delay: 18.1 Intersection Capacity Utilization 75.6%

Intersection LOS: B
ICU Level of Service D

Analysis Period (min) 15

Splits and Phases: 3: Eighth Line & Dundas Street E



	-	•	•	•	1	/
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	ተተተ	7	ሻ	<b>^</b>		7
Traffic Volume (vph)	2407	114	63	1094	114	181
Future Volume (vph)	2407	114	63	1094	114	181
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%	0.0	0.0	0%	0%	0.0
Storage Length (m)	0 /0	75.0	125.0	0 /0	65.0	0.0
Storage Lanes		1	125.0		1	1
Taper Length (m)			7.5		7.5	
Satd. Flow (prot)	5079	1511	1785	4596	1767	1581
Flt Permitted	3013	1311	0.044	4000	0.950	1301
	5079	1511	83	4596	1767	1581
Satd. Flow (perm)	5079		03	4590	1/0/	
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)	70	73		70	<b>50</b>	169
Link Speed (k/h)	70			70	50	
Link Distance (m)	586.1			572.2	226.5	
Travel Time (s)	30.1			29.4	16.3	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	4%	0%	11%	1%	1%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	2407	114	63	1094	114	181
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.04	1.01	1.02	1.01	1.01
Turning Speed (k/h)	1.01	15	25	1.02	25	1.01
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2	i Gilli	μιττρι 1	6	8	i Gilli
Permitted Phases		2	6	U	O	8
	2	2		6	8	8
Detector Phase	2	2	1	Ö	ð	Ŏ
Switch Phase	20.0	20.0	7.0	20.0	10.0	10.0
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	10.0
Minimum Split (s)	25.2	25.2	11.0	25.2	22.5	22.5
Total Split (s)	68.9	68.9	15.6	84.5	45.5	45.5
Total Split (%)	53.0%	53.0%	12.0%	65.0%	35.0%	35.0%
Maximum Green (s)	63.7	63.7	11.6	79.3	41.2	41.2
Yellow Time (s)	4.2	4.2	3.0	4.2	3.3	3.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	-0.2	-0.2	-3.0	-0.2	-3.3	0.0
Total Lost Time (s)	5.0	5.0	1.0	5.0	1.0	4.3

	-	•	•	<b>←</b>	4	/
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	Max	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	97.5	97.5	110.6	106.6	17.4	14.1
Actuated g/C Ratio	0.75	0.75	0.85	0.82	0.13	0.11
v/c Ratio	0.63	0.10	0.31	0.29	0.48	0.56
Control Delay	2.6	0.3	28.8	2.1	58.5	16.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	2.6	0.3	28.8	2.1	58.5	16.3
LOS	Α	Α	С	Α	Е	В
Approach Delay	2.5			3.5	32.6	
Approach LOS	Α			Α	С	
Queue Length 50th (m)	16.1	0.0	4.7	11.9	28.9	3.0
Queue Length 95th (m)	21.6	m0.4	22.0	16.4	46.6	24.8
Internal Link Dist (m)	562.1			548.2	202.5	
Turn Bay Length (m)		75.0	125.0		65.0	
Base Capacity (vph)	3809	1151	261	3769	604	616
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.10	0.24	0.29	0.19	0.29
Intersection Summary						
Area Type:	Other					
Cycle Length: 130						

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 60 (46%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

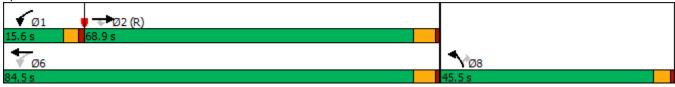
Maximum v/c Ratio: 0.63 Intersection Signal Delay: 5.0 Intersection Capacity Utilization 68.2%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Prince Michael Drive & Dundas Street E



	-	•	1	←	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	7	**************************************	<b>^</b>	i i	7
Traffic Volume (vph)	2551	52	94	1166	53	281
Future Volume (vph)	2551	52	94	1166	53	281
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%	0.0	0.0	0%	0%	0.0
Storage Length (m)	<b>3</b> /0	80.0	140.0	3 /0	40.0	0.0
Storage Lanes		1	1 40.0		1	1
Taper Length (m)		•	7.5		7.5	•
Satd. Flow (prot)	5079	1541	1767	4681	1750	1597
Flt Permitted	- 5015	10-11	0.044	1001	0.950	1001
Satd. Flow (perm)	5079	1541	82	4681	1750	1597
Right Turn on Red	3013	Yes	02	7001	1750	Yes
Satd. Flow (RTOR)		34				150
Link Speed (k/h)	70	34		70	50	130
Link Distance (m)	572.2			334.1	216.4	
Travel Time (s)	29.4			17.2	15.6	
. ,	25.4			11.2	10.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr) Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
	100%	100%	100%	9%	100%	0%
Heavy Vehicles (%)						
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)	00/			00/	00/	
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)	0554	F0	0.4	1100	F0	004
Lane Group Flow (vph)	2551 No.	52	94	1166	53	281
Enter Blocked Intersection	No	No	No	No	No	No Dialet
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane	,					
Headway Factor	1.01	1.04	1.01	1.02	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	10.0
Minimum Split (s)	26.7	26.7	11.5	28.4	24.9	24.9
Total Split (s)	70.0	70.0	14.0	84.0	46.0	46.0
Total Split (%)	53.8%	53.8%	10.8%	64.6%	35.4%	35.4%
Maximum Green (s)	63.3	63.3	10.0	77.3	39.1	39.1
Yellow Time (s)	4.2	4.2	3.0	4.2	3.3	3.3
All-Red Time (s)	2.5	2.5	1.0	2.5	3.6	3.6
Lost Time Adjust (s)	-1.7	-1.7	-3.0	-1.7	-1.9	-1.9
Total Lost Time (s)	5.0	5.0	1.0	5.0	5.0	5.0

	-	•	•	•	1	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	Max	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	88.0	88.0	104.3	100.3	19.7	19.7
Actuated g/C Ratio	0.68	0.68	0.80	0.77	0.15	0.15
v/c Ratio	0.74	0.05	0.44	0.32	0.20	0.76
Control Delay	6.4	1.0	45.2	3.7	47.3	37.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	6.4	1.0	45.2	3.7	47.3	37.1
LOS	Α	Α	D	Α	D	D
Approach Delay	6.3			6.8	38.7	
Approach LOS	Α			Α	D	
Queue Length 50th (m)	32.3	0.2	9.4	19.3	12.7	34.6
Queue Length 95th (m)	39.0	m0.7	27.3	25.8	23.3	61.9
Internal Link Dist (m)	548.2			310.1	192.4	
Turn Bay Length (m)		80.0	140.0		40.0	
Base Capacity (vph)	3437	1053	238	3612	551	606
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.05	0.39	0.32	0.10	0.46
Intersection Summary						
Area Type:	Other					

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 70 (54%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 90

Control Type: Actuated-Coordinated

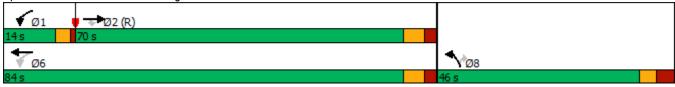
Maximum v/c Ratio: 0.76 Intersection Signal Delay: 9.0 Intersection Capacity Utilization 75.1%

Intersection LOS: A ICU Level of Service D

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Meadowridge Drive & Dundas Street E



	•	<b>→</b>	←	•	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T T	<b>†</b> †	<b>↑</b> ↑↑	WDK 7	SDL 1	JDK 7
Traffic Volume (vph)	26	2806	<b>TTT</b> 1200	46	132	74
Future Volume (vph)	26	2806	1200	46	132	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	3.5	0%	0%	5.5	0%	3.3
Storage Length (m)	100.0	0 70	0 70	85.0	45.0	0.0
Storage Lanes	100.0			00.0	45.0	1
Taper Length (m)	7.5				7.5	I
Satd. Flow (prot)	7.5 1785	5051	4706	1572	1785	1597
		5051	4700	1572		1591
Flt Permitted	0.216	E0E4	4706	1570	0.950	1507
Satd. Flow (perm)	406	5051	4706	1572	1785	1597
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				46		74
Link Speed (k/h)		70	70		50	
Link Distance (m)		334.1	505.1		180.3	
Travel Time (s)		17.2	26.0		13.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	26	2806	1200	46	132	74
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	_0	3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane		7.0	7.0		7.0	
Headway Factor	1.01	1.02	1.01	1.04	1.01	1.01
Turning Speed (k/h)	25	1.02	1.01	1.04	25	1.01
Turning Speed (k/n) Turn Type		NA	NA			
Protected Phases	Perm			Perm	Prot	Perm
	0	2	6		4	. 4
Permitted Phases	2		_	6		4
Detector Phase	2	2	6	6	4	4
Switch Phase					4	
Minimum Initial (s)	20.0	20.0	20.0	20.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	22.5	22.5
Total Split (s)	106.0	106.0	106.0	106.0	24.0	24.0
Total Split (%)	81.5%	81.5%	81.5%	81.5%	18.5%	18.5%
Maximum Green (s)	101.5	101.5	101.5	101.5	19.5	19.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5

## 10: Dundas Street E & William Cutmore Blvd

	٠	-	←	•	<b>\</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Max	Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	106.2	106.2	106.2	106.2	14.8	14.8
Actuated g/C Ratio	0.82	0.82	0.82	0.82	0.11	0.11
v/c Ratio	0.08	0.68	0.31	0.04	0.65	0.30
Control Delay	5.7	10.8	2.4	0.5	69.6	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	10.8	2.4	0.5	69.6	14.0
LOS	Α	В	Α	Α	Е	В
Approach Delay		10.7	2.4		49.6	
Approach LOS		В	Α		D	
Queue Length 50th (m)	1.7	132.3	13.9	0.2	34.5	0.0
Queue Length 95th (m)	m3.6	210.6	m19.2	m0.1	54.7	14.2
Internal Link Dist (m)		310.1	481.1		156.3	
Turn Bay Length (m)	100.0			85.0	45.0	
Base Capacity (vph)	331	4125	3843	1292	267	302
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.68	0.31	0.04	0.49	0.25
Intersection Summary						

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

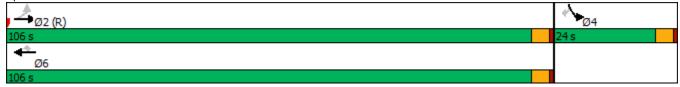
Maximum v/c Ratio: 0.68 Intersection Signal Delay: 10.2 Intersection Capacity Utilization 70.0%

Intersection LOS: B
ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Dundas Street E & William Cutmore Blvd



	۶	<b>→</b>	•	•	<b>←</b>	•	4	†	<b>/</b>	<b>/</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	<b>^</b> ^	7	ች	ተተተ	7	*	<b>^</b>	#	*	<b>^</b>	7
Traffic Volume (vph)	230	2350	378	127	943	129	200	332	162	193	552	104
Future Volume (vph)	230	2350	378	127	943	129	200	332	162	193	552	104
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0.0	0%	0.0	0.0	0%	0.0	0.0	0%	0.0	0.0	0%	0.0
Storage Length (m)	225.0	070	85.0	230.0	0 70	85.0	160.0	070	130.0	130.0	070	55.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5		•	7.5			7.5		•
Satd. Flow (prot)	1785	5079	1572	1750	4706	1572	1594	3500	1551	1785	3570	1597
Flt Permitted	0.242	0010	1012	0.060	1700	1012	0.219	0000	1001	0.437	0010	1001
Satd. Flow (perm)	455	5079	1572	111	4706	1572	367	3500	1551	821	3570	1597
Right Turn on Red	100	0010	Yes		1700	Yes	001	0000	Yes	021	0010	Yes
Satd. Flow (RTOR)			245			129			154			104
Link Speed (k/h)		70	240		70	120		60	104		60	104
Link Opeed (MI)		505.1			255.3			487.3			810.8	
Travel Time (s)		26.0			13.1			29.2			48.6	
Confl. Peds. (#/hr)		20.0			10.1			25.2			+0.0	
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	9%	0%	12%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0 /0	0 /0	0 70
Parking (#/hr)	U	U		U	U	7	U	U	U	U	U	U
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		0 70			0 70			0 70			0 70	
Lane Group Flow (vph)	230	2350	378	127	943	129	200	332	162	193	552	104
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	LGIL	3.5	Tagrit	LGIL	3.5	rtigrit	Leit	3.5	rtigrit	Leit	3.5	rtigrit
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		7.0			4.0			7.0			7.0	
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	1.01	1.04	25	1.01	1.04	25	1.01	1.01	25	1.01	1.01
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	I GIIII	1	6	i Giiii	7	4	i Giiii	3	8	i Giiii
Permitted Phases	2		2	6	U	6	4		4	8	U	8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase	<u> </u>				0	0	'			<u> </u>	J	J
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	11.0	45.3	45.3	11.0	45.3	45.3	11.0	47.5	47.5	11.0	47.5	47.5
Total Split (s)	11.0	60.0	60.0	11.0	60.0	60.0	11.0	48.0	48.0	11.0	48.0	48.0
Total Split (%)	8.5%	46.2%	46.2%	8.5%	46.2%	46.2%	8.5%	36.9%	36.9%	8.5%	36.9%	36.9%
Maximum Green (s)	7.0	53.7	53.7	7.0	53.7	53.7	7.0	41.5	41.5	7.0	41.5	41.5
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	2.8	2.8	1.0	2.8	2.8
Lost Time Adjust (s)	-3.0	-1.3	-1.3	-3.0	-1.3	-1.3	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0
TOLAT LUST TITLE (S)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0

	•	<b>→</b>	$\rightarrow$	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		32.0	32.0		32.0	32.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	85.5	66.8	66.8	83.1	65.3	65.3	41.5	27.5	27.5	41.5	27.5	27.5
Actuated g/C Ratio	0.66	0.51	0.51	0.64	0.50	0.50	0.32	0.21	0.21	0.32	0.21	0.21
v/c Ratio	0.51	0.90	0.41	0.52	0.40	0.15	0.95	0.45	0.36	0.58	0.73	0.25
Control Delay	11.2	28.9	8.6	28.5	21.8	4.0	86.6	46.0	9.2	40.0	53.6	8.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	11.2	28.9	8.6	28.5	21.8	4.0	86.6	46.0	9.2	40.0	53.6	8.5
LOS	В	С	Α	С	С	Α	F	D	Α	D	D	Α
Approach Delay		24.9			20.6			49.1			45.0	
Approach LOS		С			С			D			D	
Queue Length 50th (m)	19.7	185.7	29.4	15.1	55.7	0.0	41.7	41.5	1.7	39.4	74.0	0.0
Queue Length 95th (m)	42.5	#285.3	34.3	37.3	79.4	12.1	#67.6	53.2	19.4	56.1	88.7	14.5
Internal Link Dist (m)		481.1			231.3			463.3			786.8	
Turn Bay Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Base Capacity (vph)	455	2609	926	244	2364	853	211	1157	616	335	1180	597
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.90	0.41	0.52	0.40	0.15	0.95	0.29	0.26	0.58	0.47	0.17

Intersection Summary

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 12 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 135

Control Type: Actuated-Coordinated

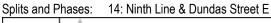
Maximum v/c Ratio: 0.95 Intersection Signal Delay: 30.0

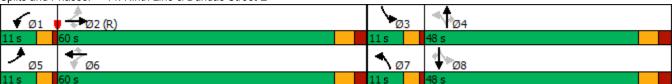
Intersection LOS: C Intersection Capacity Utilization 95.2% ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.





	•	•	•	<b>†</b>	<b></b>	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7		4	1>	
Traffic Volume (veh/h)	0	24	7	60	210	0
Future Volume (Veh/h)	0	24	7	60	210	0
Sign Control	Stop		•	Free	Free	•
Grade	0%			0%	0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	24	7	60	210	0
Pedestrians		<u> 1</u>	•	00	210	
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
				INOTIE	None	
Median storage veh)				313		
Upstream signal (m)				313		
pX, platoon unblocked	004	240	040			
vC, conflicting volume	284	210	210			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol	004	040	040			
vCu, unblocked vol	284	210	210			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	97	99			
cM capacity (veh/h)	707	835	1373			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1		
Volume Total	0	24	67	210		
Volume Left	0	0	7	0		
Volume Right	0	24	0	0		
cSH	1700	835	1373	1700		
Volume to Capacity	0.00	0.03	0.01	0.12		
Queue Length 95th (m)	0.0	0.7	0.1	0.0		
Control Delay (s)	0.0	9.4	0.8	0.0		
Lane LOS	A	A	A			
Approach Delay (s)	9.4		0.8	0.0		
Approach LOS	A		3.3			
Intersection Summary						
			0.9			
Average Delay	otion			10	NIII awali	of Comiles
Intersection Capacity Utiliza	alion		21.1%	IC	CU Level of	of Selvice
Analysis Period (min)			15			

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>1</b>	7	ሻ	<b>†</b>	7
Traffic Volume (vph)	10	1396	192	191	2595	73	174	31	119	35	14	11
Future Volume (vph)	10	1396	192	191	2595	73	174	31	119	35	14	11
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	115.0		75.0	155.0		85.0	45.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1785	5079	1572	1767	1824	1597	1785	1879	1597
Flt Permitted	0.049			0.148			0.748			0.737		
Satd. Flow (perm)	92	4980	1541	278	5079	1572	1391	1824	1597	1385	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			192			67			119			67
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		310.7			586.1			253.5			312.8	
Travel Time (s)		16.0			30.1			18.3			22.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	0%	1%	0%	1%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1396	192	191	2595	73	174	31	119	35	14	11
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2	_	2	6	_	6	8	_	8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	38.0	38.0	11.5	38.0	38.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (s)	12.0	68.0	68.0	16.0	72.0	72.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	9.2%	52.3%	52.3%	12.3%	55.4%	55.4%	35.4%	35.4%	35.4%	35.4%	35.4%	35.4%
Maximum Green (s)	8.0	61.0	61.0	12.0	65.0	65.0	39.0	39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	1.0	3.7	3.7	1.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	-3.0	-1.7	-1.7	-3.0	-1.7	-1.7	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	1.0	5.3	5.3	1.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	4.0

	۶	<b>→</b>	•	•	<b>←</b>	•	<b>1</b>	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	32.0	32.0	32.0	32.0	32.0	32.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	95.4	81.1	81.1	100.3	93.8	93.8	24.7	24.7	24.7	24.7	24.7	24.7
Actuated g/C Ratio	0.73	0.62	0.62	0.77	0.72	0.72	0.19	0.19	0.19	0.19	0.19	0.19
v/c Ratio	0.05	0.45	0.19	0.51	0.71	0.06	0.66	0.09	0.30	0.13	0.04	0.03
Control Delay	5.7	14.6	2.4	16.0	6.0	1.7	60.0	41.0	8.7	42.1	39.6	0.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	5.7	14.6	2.4	16.0	6.0	1.7	60.0	41.0	8.7	42.1	39.6	0.2
LOS	Α	В	Α	В	Α	Α	Е	D	Α	D	D	Α
Approach Delay		13.1			6.5			39.4			33.8	
Approach LOS		В			Α			D			С	
Queue Length 50th (m)	0.6	66.6	0.0	9.7	51.5	0.9	43.9	7.0	0.0	7.9	3.1	0.0
Queue Length 95th (m)	2.4	103.9	12.0	m39.8	99.7	m2.4	64.3	15.0	15.5	16.5	8.5	0.0
Internal Link Dist (m)		286.7			562.1			229.5			288.8	
Turn Bay Length (m)	115.0		75.0	155.0		85.0	45.0			45.0		
Base Capacity (vph)	211	3107	1033	400	3665	1153	449	589	596	447	607	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.05	0.45	0.19	0.48	0.71	0.06	0.39	0.05	0.20	0.08	0.02	0.02

Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 3 (2%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

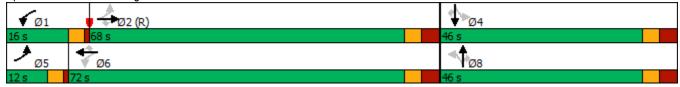
Maximum v/c Ratio: 0.71 Intersection Signal Delay: 11.2 Intersection Capacity Utilization 83.4%

Intersection LOS: B
ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Eighth Line & Dundas Street E



	-	•	•	←	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	7	ሻ	<b>^</b>	ሻ	7
Traffic Volume (vph)	1404	159	241	2700	161	190
Future Volume (vph)	1404	159	241	2700	161	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%	3.0	3.0	0%	0%	3.0
Storage Length (m)		75.0	125.0		65.0	0.0
Storage Lanes		1	1		1	1
Taper Length (m)		-	7.5		7.5	•
Satd. Flow (prot)	4980	1541	1785	5051	1785	1597
Flt Permitted		1011	0.150	3001	0.950	1001
Satd. Flow (perm)	4980	1541	282	5051	1785	1597
Right Turn on Red	1000	Yes	LUL	3001	1700	Yes
Satd. Flow (RTOR)		159				190
Link Speed (k/h)	70	100		70	50	130
Link Distance (m)	586.1			572.2	226.5	
Travel Time (s)	30.1			29.4	16.3	
Confl. Peds. (#/hr)	JU. I			23.4	10.5	
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
	3%	2%	0%	100%	0%	0%
Heavy Vehicles (%)		2% 4	0%	1%	0%	
Bus Blockages (#/hr)	0	4	U	4	U	0
Parking (#/hr)	00/			00/	00/	
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)	1404	450	044	2700	464	400
Lane Group Flow (vph)	1404	159	241	2700	161	190
Enter Blocked Intersection	No	No	No	No	No	No Diaba
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.04	1.01	1.02	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	10.0
Minimum Split (s)	26.8	26.8	11.0	26.8	24.9	24.9
Total Split (s)	69.0	69.0	16.0	85.0	45.0	45.0
Total Split (%)	53.1%	53.1%	12.3%	65.4%	34.6%	34.6%
Maximum Green (s)	62.2	62.2	12.0	78.2	38.1	38.1
Yellow Time (s)	4.2	4.2	3.0	4.2	3.5	3.5
All-Red Time (s)	2.6	2.6	1.0	2.6	3.4	3.4
Lost Time Adjust (s)	-1.8	-1.8	-3.0	-1.8	-1.9	-1.9
Total Lost Time (s)	5.0	5.0	1.0	5.0	5.0	5.0

	<b>→</b>	•	•	+	•	<i>&gt;</i>
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	Max	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	84.1	84.1	105.0	101.0	19.0	19.0
Actuated g/C Ratio	0.65	0.65	0.81	0.78	0.15	0.15
v/c Ratio	0.44	0.15	0.59	0.69	0.62	0.48
Control Delay	7.5	0.7	12.3	15.8	61.8	10.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.5	0.7	12.3	15.8	61.8	10.4
LOS	Α.	A	В	В	E	В
Approach Delay	6.8			15.5	34.0	
Approach LOS	A			В	C	
Queue Length 50th (m)	28.2	0.0	15.8	228.4	41.3	0.0
Queue Length 95th (m)	35.4	2.2	47.4	232.8	62.0	20.4
Internal Link Dist (m)	562.1			548.2	202.5	
Turn Bay Length (m)	002.1	75.0	125.0	J . J	65.0	
Base Capacity (vph)	3221	1052	427	3923	549	622
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.15	0.56	0.69	0.29	0.31
Intersection Summary						
Area Type:	Other					
Cycle Length: 130						
Actuated Cycle Length: 130	)					
Offset: 11.8 (9%), Reference		e 2:EBT,	Start of G	reen		
Natural Cycle: 70		-,				

Analysis Period (min) 15

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69 Intersection Signal Delay: 14.0 Intersection Capacity Utilization 69.4%

Intersection LOS: B ICU Level of Service C

Splits and Phases: 6: Prince Michael Drive & Dundas Street E



	-	•	•	←	1	1
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	<b>^</b>	7	ሻ	<b>^</b>	ሻ	7
Traffic Volume (vph)	1455	75	233	2890	42	148
Future Volume (vph)	1455	75	233	2890	42	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	0%	0.0	0.0	0%	0%	0.0
Storage Length (m)	- 73	80.0	140.0		40.0	0.0
Storage Lanes		1	1		1	1
Taper Length (m)			7.5		7.5	-
Satd. Flow (prot)	4980	1572	1785	5051	1785	1597
Flt Permitted	1000	1012	0.146	3001	0.950	1001
Satd. Flow (perm)	4980	1572	274	5051	1785	1597
Right Turn on Red	1000	Yes		0001	1700	Yes
Satd. Flow (RTOR)		75				148
Link Speed (k/h)	70	13		70	50	170
Link Distance (m)	572.2			334.1	216.4	
Travel Time (s)	29.4			17.2	15.6	
Confl. Peds. (#/hr)	23.4			11.2	13.0	
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	0%	0%	1%	0%	0%
Bus Blockages (#/hr)	3% 0	4	0%	4	0%	0%
Parking (#/hr)	U	4	U	4	U	U
• , ,	0%			0%	0%	
Mid-Block Traffic (%)	U%			U%	U%	
Shared Lane Traffic (%)	115	75	000	2000	40	4.40
Lane Group Flow (vph)	1455	75	233	2890	42 No.	148
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(m)	3.5			3.5	3.5	
Link Offset(m)	0.0			0.0	0.0	
Crosswalk Width(m)	4.8			4.8	4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.04	1.01	1.02	1.01	1.01
Turning Speed (k/h)		15	25		25	15
Turn Type	NA	Perm	pm+pt	NA	Prot	Perm
Protected Phases	2		1	6	8	
Permitted Phases		2	6			8
Detector Phase	2	2	1	6	8	8
Switch Phase						
Minimum Initial (s)	20.0	20.0	7.0	20.0	10.0	10.0
Minimum Split (s)	26.7	26.7	11.5	28.4	24.9	24.9
Total Split (s)	64.0	64.0	20.0	84.0	46.0	46.0
Total Split (%)	49.2%	49.2%	15.4%	64.6%	35.4%	35.4%
Maximum Green (s)	57.3	57.3	16.0	77.3	39.1	39.1
Yellow Time (s)	4.2	4.2	3.0	4.2	3.3	3.3
All-Red Time (s)	2.5	2.5	1.0	2.5	3.6	3.6
Lost Time Adjust (s)	-1.7	-1.7	-3.0	-1.7	-1.9	-1.9
Total Lost Time (s)	5.0	5.0	1.0	5.0	5.0	5.0

	<b>→</b>	•	•	<b>—</b>	1	~
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lead/Lag	Lag	Lag	Lead			
Lead-Lag Optimize?	Yes	Yes	Yes			
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	None	Max	None	None
Walk Time (s)	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0		0	0	0
Act Effct Green (s)	89.9	89.9	111.6	107.6	12.4	12.4
Actuated g/C Ratio	0.69	0.69	0.86	0.83	0.10	0.10
v/c Ratio	0.42	0.07	0.54	0.69	0.25	0.52
Control Delay	8.1	1.8	15.5	1.1	58.0	15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	8.1	1.8	15.5	1.1	58.0	15.1
LOS	А	Α	В	Α	Е	В
Approach Delay	7.8			2.1	24.6	
Approach LOS	Α			Α	С	
Queue Length 50th (m)	97.8	0.5	14.5	0.6	10.7	0.0
Queue Length 95th (m)	39.0	2.8	m19.6	0.5	22.5	20.5
Internal Link Dist (m)	548.2			310.1	192.4	
Turn Bay Length (m)		80.0	140.0		40.0	
Base Capacity (vph)	3445	1110	467	4179	562	604
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.07	0.50	0.69	0.07	0.25
Intersection Summary						
Area Type:	Other					

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 75 (58%), Referenced to phase 2:EBT, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

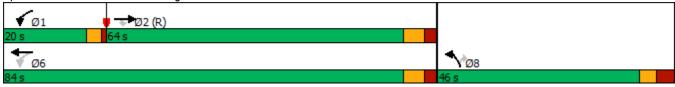
Maximum v/c Ratio: 0.69 Intersection Signal Delay: 4.8 Intersection Capacity Utilization 72.5%

Intersection LOS: A ICU Level of Service C

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Meadowridge Drive & Dundas Street E



	ၨ	<b>→</b>	←	•	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
	CDL			WDK 7	SDL Š	JDK 7
Lane Configurations Traffic Volume (vph)	<b>1</b> 80	<b>↑↑↑</b> 1536	<b>↑↑↑</b> 3100	142	<b>9</b> 9	r 56
Future Volume (vph)	80	1536	3100	142	99	56
· · · /	1900	1900	1900	1900	1900	1900
Ideal Flow (vphpl)	3.5	3.5	3.5	3.5	3.5	3.5
Lane Width (m)	ა.5			3.5		3.5
Grade (%)	100.0	0%	0%	05.0	0%	0.0
Storage Length (m)	100.0			85.0	45.0	0.0
Storage Lanes	1			1	1	1
Taper Length (m)	7.5	1050	5070	4570	7.5	4507
Satd. Flow (prot)	1785	4953	5079	1572	1785	1597
Flt Permitted	0.040	1050	5070	4570	0.950	4507
Satd. Flow (perm)	75	4953	5079	1572	1785	1597
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				142		56
Link Speed (k/h)		70	70		50	
Link Distance (m)		334.1	505.1		180.3	
Travel Time (s)		17.2	26.0		13.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	80	1536	3100	142	99	56
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)		3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane						
Headway Factor	1.01	1.02	1.01	1.04	1.01	1.01
Turning Speed (k/h)	25	1.02	1.01	15	25	15
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6	1 01111	4	1 01111
Permitted Phases	2		U	6	4	4
Detector Phase	5	2	6	6	4	4
Switch Phase	บ		U	Ü	4	4
Minimum Initial (s)	5.0	20.0	20.0	20.0	10.0	10.0
Minimum Split (s)	9.0	24.5	24.5	24.5	22.5	22.5
Total Split (s)	9.0	107.0	98.0	98.0	23.0	23.0
Total Split (%)	6.9%	82.3%	75.4%	75.4%	17.7%	17.7%
Maximum Green (s)	5.0	102.5	93.5	93.5	18.5	18.5
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.5	4.5

	۶	<b>→</b>	<b>←</b>	•	<b>\</b>	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	Max	Max	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	108.5	108.0	97.2	97.2	13.0	13.0
Actuated g/C Ratio	0.83	0.83	0.75	0.75	0.10	0.10
v/c Ratio	0.53	0.37	0.82	0.12	0.56	0.27
Control Delay	39.9	3.2	10.1	0.0	67.4	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.9	3.2	10.1	0.0	67.4	16.0
LOS	D	Α	В	Α	Е	В
Approach Delay		5.0	9.7		48.8	
Approach LOS		Α	Α		D	
Queue Length 50th (m)	14.2	25.0	54.2	0.0	26.0	0.0
Queue Length 95th (m)	31.1	45.1	m33.6	m0.0	43.7	13.0
Internal Link Dist (m)		310.1	481.1		156.3	
Turn Bay Length (m)	100.0			85.0	45.0	
Base Capacity (vph)	152	4116	3798	1211	254	275
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.37	0.82	0.12	0.39	0.20
Intersection Summary						
Area Type:	Other					
Cycle Length: 130						
Actuated Cycle Length: 13	30					
Offset: 0 (0%), Referenced		:EBTL, St	tart of Gre	en		
Natural Cycle: 90		,				
Control Type: Actuated-Co	oordinated					

Control Type: Actuated-Coordinated

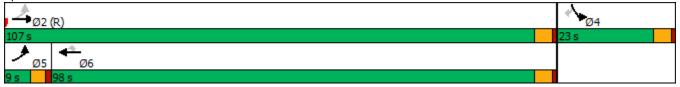
Maximum v/c Ratio: 0.82

Intersection Signal Delay: 9.4 Intersection LOS: A Intersection Capacity Utilization 82.3% ICU Level of Service E

Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Dundas Street E & William Cutmore Blvd



	϶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>^</b>	7	*	<b>^</b>	7
Traffic Volume (vph)	137	1290	208	150	2653	141	382	741	562	110	317	207
Future Volume (vph)	137	1290	208	150	2653	141	382	741	562	110	317	207
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1750	5079	1572	1750	3535	1521	1750	3535	1597
Flt Permitted	0.069			0.129			0.506			0.201		
Satd. Flow (perm)	130	4980	1541	238	5079	1572	932	3535	1521	370	3535	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			208			97			171			130
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		505.1			255.3			487.3			810.8	
Travel Time (s)		26.0			13.1			29.2			48.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	2%	1%	0%	2%	1%	5%	2%	1%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	137	1290	208	150	2653	141	382	741	562	110	317	207
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	11.0	45.3	45.3	11.0	45.3	45.3	11.0	47.5	47.5	11.0	47.5	47.5
Total Split (s)	11.0	60.0	60.0	11.0	60.0	60.0	11.0	48.0	48.0	11.0	48.0	48.0
Total Split (%)	8.5%	46.2%	46.2%	8.5%	46.2%	46.2%	8.5%	36.9%	36.9%	8.5%	36.9%	36.9%
Maximum Green (s)	7.0	53.7	53.7	7.0	53.7	53.7	7.0	41.5	41.5	7.0	41.5	41.5
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	2.8	2.8	1.0	2.8	2.8
Lost Time Adjust (s)	-3.0	-1.3	-1.3	-3.0	-1.3	-1.3	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0

14: Ninth Li	ne &	Dundas	Street E
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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		32.0	32.0		32.0	32.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	70.8	56.6	56.6	70.8	56.6	56.6	55.2	41.2	41.2	55.2	41.2	41.2
Actuated g/C Ratio	0.54	0.44	0.44	0.54	0.44	0.44	0.42	0.32	0.32	0.42	0.32	0.32
v/c Ratio	0.69	0.59	0.26	0.61	1.20	0.19	0.83	0.66	0.94	0.42	0.28	0.35
Control Delay	42.3	40.8	16.6	25.7	128.0	9.0	46.7	41.4	54.4	26.8	33.7	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	42.3	40.8	16.6	25.7	128.0	9.0	46.7	41.4	54.4	26.8	33.7	14.1
LOS	D	D	В	С	F	Α	D	D	D	С	С	В
Approach Delay		37.8			117.1			46.9			26.1	
Approach LOS		D			F			D			С	
Queue Length 50th (m)	29.2	132.9	25.4	19.7	~323.9	7.0	71.7	88.7	108.0	17.2	33.0	14.6
Queue Length 95th (m)	#48.8	145.3	39.7	31.8	#351.8	20.5	#110.6	110.7	#181.2	29.6	45.6	35.3
Internal Link Dist (m)		481.1			231.3			463.3			786.8	
Turn Bay Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Base Capacity (vph)	200	2169	788	247	2212	740	458	1169	617	263	1169	615
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.69	0.59	0.26	0.61	1.20	0.19	0.83	0.63	0.91	0.42	0.27	0.34

## Intersection Summary

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 12 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.20 Intersection Signal Delay: 72.8 Intersection Capacity Utilization 111.7%

Intersection LOS: E ICU Level of Service H

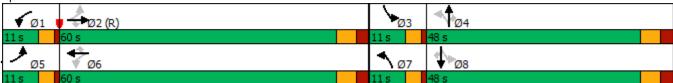
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: Ninth Line & Dundas Street E



	•	•	•	<b>†</b>	<b></b>	4	
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	ሻ	7		ન	1>		
Traffic Volume (veh/h)	0	15	26	140	74	0	
Future Volume (Veh/h)	0	15	26	140	74	0	
Sign Control	Stop			Free	Free		
Grade	0%			0%	0%		
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	
Hourly flow rate (vph)	0	15	26	140	74	0	
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type				None	None		
Median storage veh)							
Upstream signal (m)				313			
pX, platoon unblocked				0.0			
vC, conflicting volume	266	74	74				
vC1, stage 1 conf vol	200						
vC2, stage 2 conf vol							
vCu, unblocked vol	266	74	74				
tC, single (s)	6.4	6.2	4.1				
tC, 2 stage (s)	0.7	٥.٢	7.1				
tF (s)	3.5	3.3	2.2				
p0 queue free %	100	98	98				
cM capacity (veh/h)	715	993	1538				
				05.4			
Direction, Lane #	EB 1	EB 2	NB 1	SB 1			
Volume Total	0	15	166	74			
Volume Left	0	0	26	0			
Volume Right	0	15	0	0			
cSH	1700	993	1538	1700			
Volume to Capacity	0.00	0.02	0.02	0.04			
Queue Length 95th (m)	0.0	0.4	0.4	0.0			
Control Delay (s)	0.0	8.7	1.3	0.0			
Lane LOS	Α	Α	Α				
Approach Delay (s)	8.7		1.3	0.0			
Approach LOS	Α						
Intersection Summary							
Average Delay			1.3				
Intersection Capacity Utiliza	tion		18.8%	IC	CU Level o	of Service	
Analysis Period (min)			15				

# **Appendix C**Background Developments

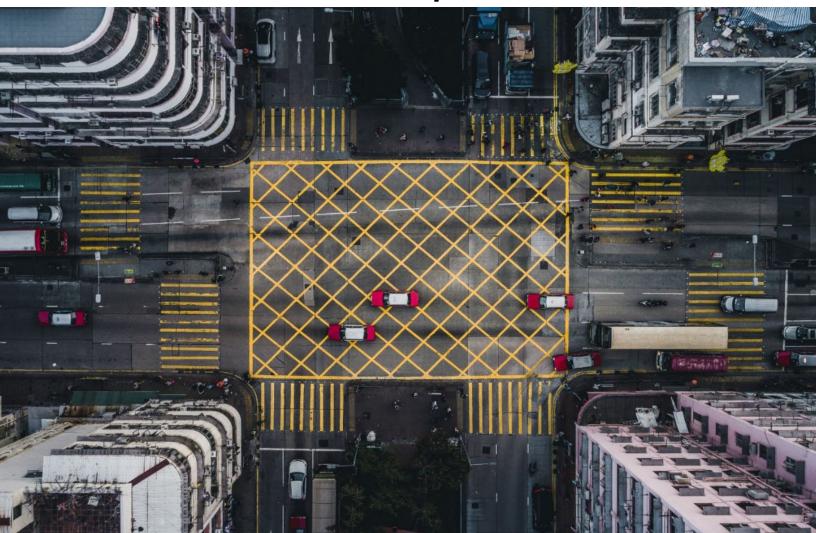


## **Traffic Impact Study**

**Joshua Creek Phase 3** 

Mattamy (Joshua Creek) Limited 18 April 2022

→ The Power of Commitment



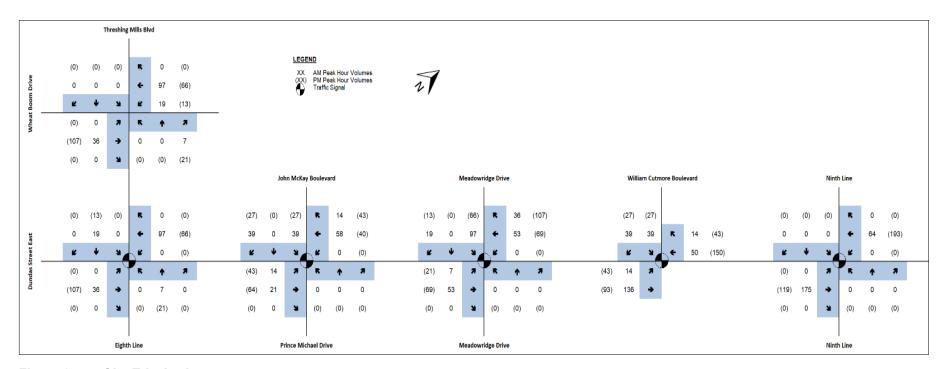
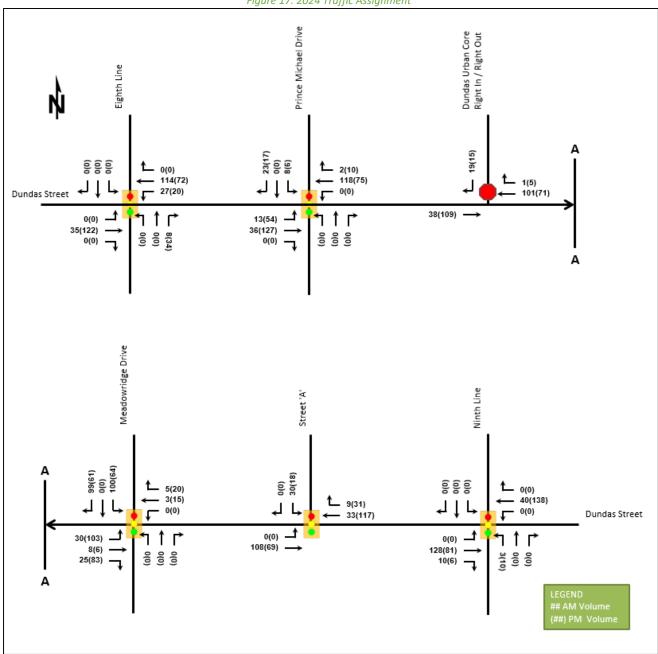


Figure 8 Site Trip Assignment

Figure 17: 2024 Traffic Assignment







## Capoak Inc. and Redoak G & A Inc. Proposed Residential Development

## **Traffic Impact Study**



**Table 2** Site Trip Distribution

Trip Orientation	Trip Distribution
North	25%
South	10%
East	45%
West	20%
Total	100%

## **5.3** Site Trips Volumes

The estimated site trips generated by the proposed development for the 2% transit modal split scenario and the 10% transit modal split scenario, as assigned to the nearby road network for the weekday peak hours, is shown in **Figure 5** and **Figure 6**, respectively.

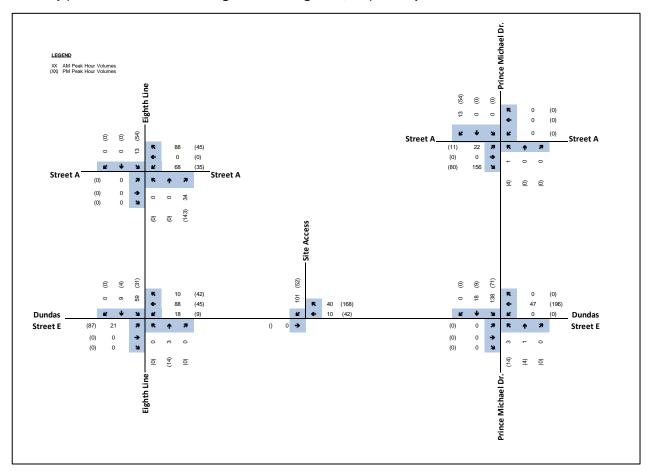


Figure 5 Site Trips with 2% Transit Modal Split





## Dunoak and Bressa Draft Plans Proposed Residential Developments

## Traffic Impact Study

**GHD** | 6705 Millcreek Drive Mississauga Ontario L5N 5M4 Canada 11194035 | 800 | Report No 2 | July 2020



Table 3 Site Trip Distribution

To/From	Road	Distribution	Inbound Route	Outbound Route
South	Ninth Line	20%	Northbound left-turn from Ninth Line onto Dundas Street E	Eastbound right-turn from Dundas Street E onto Ninth Line
East	Dundas Street East	37%	Westbound right-turn into given street from Dundas Street E	Southbound left-turn from given street onto Dundas Street E
West	Dundas Street East	43%	Eastbound left-turn into given street from Dundas Street E	Southbound right-turn from given street onto Dundas Street E
Total		100%		

The estimated site trips generated by the proposed development assigned to the adjacent road network for the weekday a.m. and p.m. peak hours are shown below in **Figure 8**.



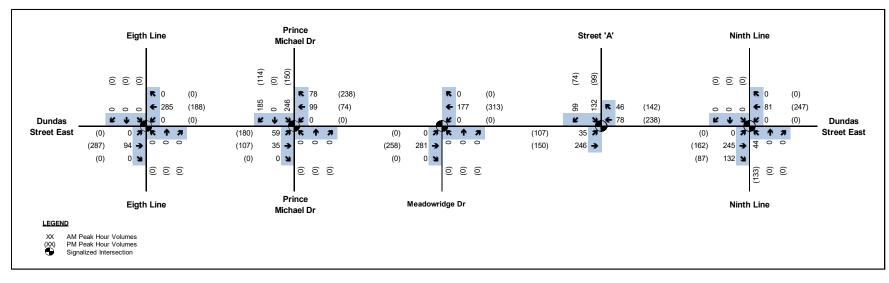
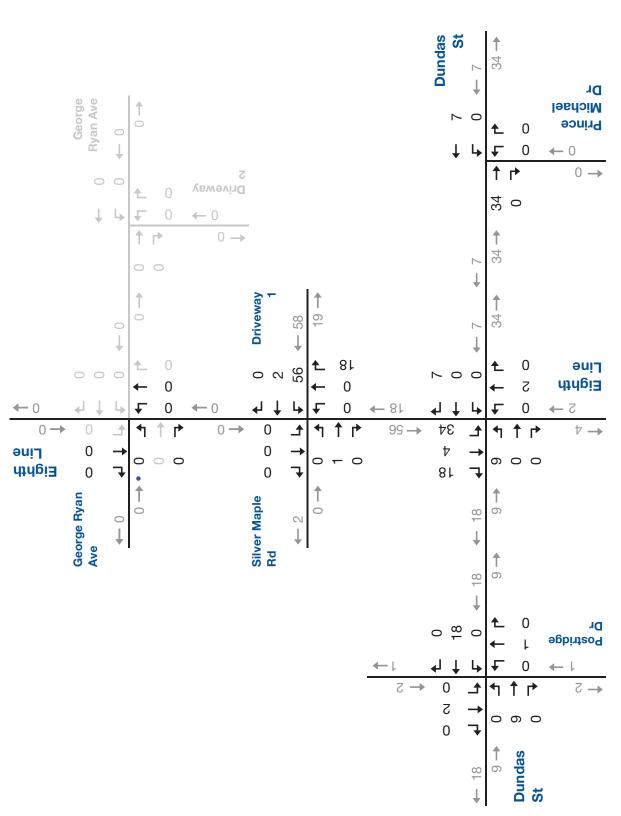


Figure 8 Site Traffic

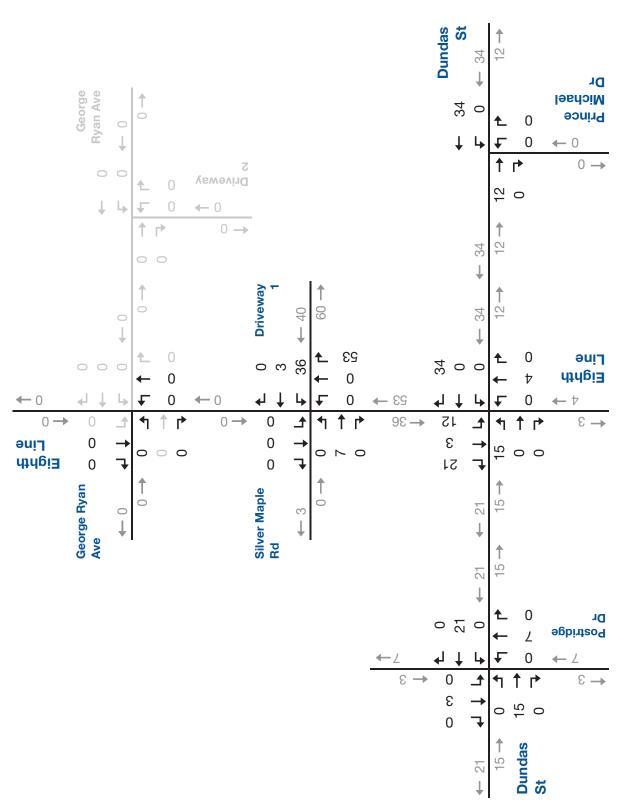
Assignment





# Scenario 2 AM Peak Hour Site Generated Trip

**Assignment** 





# Scenario 2 PM Peak Hour Site Generated Trip

# **Appendix D**Future Background Level of Service Calculations

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>1</b>	7	ሻ	<b>†</b>	7
Traffic Volume (vph)	42	2589	132	111	1687	41	178	38	185	190	109	43
Future Volume (vph)	42	2589	132	111	1687	41	178	38	185	190	109	43
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	115.0		75.0	155.0		85.0	45.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1638	5079	1526	1785	4706	1572	1785	1789	1566	1785	1842	1597
Flt Permitted	0.108			0.049			0.620			0.732		
Satd. Flow (perm)	186	5079	1526	92	4706	1572	1165	1789	1566	1375	1842	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			80			67			119			67
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		310.7			586.1			253.5			312.8	
Travel Time (s)		16.0			30.1			18.3			22.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	1%	3%	0%	9%	0%	0%	5%	2%	0%	2%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	2589	132	111	1687	41	178	38	185	190	109	43
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase							40.0		40.0	400	40.0	40.0
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.5	38.0	38.0	11.5	38.0	38.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (s)	11.7	70.2	70.2	11.7	70.2	70.2	48.1	48.1	48.1	48.1	48.1	48.1
Total Split (%)	9.0%	54.0%	54.0%	9.0%	54.0%	54.0%	37.0%	37.0%	37.0%	37.0%	37.0%	37.0%
Maximum Green (s)	7.7	63.2	63.2	7.7	63.2	63.2	41.1	41.1	41.1	41.1	41.1	41.1
Yellow Time (s)	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	1.0	3.7	3.7	1.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	-3.0	-2.0	-2.0	-3.0	-2.0	-2.0	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	4.0	4.0	4.0	4.0	4.0	4.0

	•	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	32.0	32.0	32.0	32.0	32.0	32.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	94.5	80.4	80.4	97.7	85.0	85.0	27.1	27.1	27.1	27.1	27.1	27.1
Actuated g/C Ratio	0.73	0.62	0.62	0.75	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.17	0.82	0.14	0.48	0.55	0.04	0.74	0.10	0.44	0.66	0.28	0.11
Control Delay	7.1	23.9	6.2	17.4	16.0	3.1	65.1	39.1	18.8	57.7	43.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.1	23.9	6.2	17.4	16.0	3.1	65.1	39.1	18.8	57.7	43.4	3.7
LOS	Α	С	Α	В	В	Α	Е	D	В	E	D	Α
Approach Delay		22.8			15.8			41.2			46.4	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	2.5	185.5	5.2	8.9	109.8	1.0	45.2	8.4	14.9	47.5	24.9	0.0
Queue Length 95th (m)	7.3	#292.0	17.8	28.4	143.9	m5.2	66.5	16.7	34.4	67.9	38.6	4.6
Internal Link Dist (m)		286.7			562.1			229.5			288.8	
Turn Bay Length (m)	115.0		75.0	155.0		85.0	45.0			45.0		
Base Capacity (vph)	255	3139	973	236	3076	1050	395	606	609	466	624	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.82	0.14	0.47	0.55	0.04	0.45	0.06	0.30	0.41	0.17	0.07

Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 23 (18%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 23.3 Intersection LOS: C
Intersection Capacity Utilization 84.2% ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Eighth Line & Dundas Street E



## 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	۶	<b>→</b>	*	•	<b>+</b>	•	1	<b>†</b>	<i>&gt;</i>	<b>/</b>	ţ	-√
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	f)		7	<b>†</b>	7
Traffic Volume (vph)	68	2794	125	69	1435	94	128	1	200	404	14	195
Future Volume (vph)	68	2794	125	69	1435	94	128	1	200	404	14	195
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	120.0		75.0	125.0		85.0	65.0		0.0	15.0		15.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	5079	1511	1785	4596	1597	1767	1583	0	1785	1879	1597
Flt Permitted	0.160			0.053			0.748		•	0.202		
Satd. Flow (perm)	301	5079	1511	100	4596	1597	1391	1583	0	380	1879	1597
Right Turn on Red			Yes		.000	Yes			Yes			Yes
Satd. Flow (RTOR)			78			94		96				52
Link Speed (k/h)		70	70		70	O I		50			50	UL.
Link Distance (m)		586.1			572.2			226.5			194.2	
Travel Time (s)		30.1			29.4			16.3			14.0	
Confl. Peds. (#/hr)		00.1			20.7			10.0			14.0	
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	0%	11%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)	U	U		U		U	U	U	U	U	U	U
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		0 70			0 70			0 70			0 70	
Lane Group Flow (vph)	68	2794	125	69	1435	94	128	201	0	404	14	195
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	LGIL	3.5	rtigrit	LGIL	3.5	rtigrit	Leit	3.5	ragnt	Leit	3.5	Tagrit
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		4.0			4.0			4.0			4.0	
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	1.01	1.04	25	1.02	1.01	25	1.01	1.01	25	1.01	1.01
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA	10	pm+pt	NA	Perm
Protected Phases	reiiii	2	Pellii			reiiii	Feiiii	4		ріп+рі 3	8	reiiii
Permitted Phases	2		2	1 6	6	6	4	4		8	0	0
	2	2	2		6			1			8	8
Detector Phase				1	0	6	4	4		3	0	0
Switch Phase	20.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		7.0	10.0	10.0
Minimum Initial (s)	20.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		7.0	10.0	10.0
Minimum Split (s)	25.2	25.2	25.2	11.0	25.2	25.2	22.5	22.5		11.0	24.3	24.3
Total Split (s)	72.0	72.0	72.0	11.0	83.0	83.0	23.0	23.0		24.0	47.0	47.0
Total Split (%)	55.4%	55.4%	55.4%	8.5%	63.8%	63.8%	17.7%	17.7%		18.5%	36.2%	36.2%
Maximum Green (s)	66.8	66.8	66.8	7.0	77.8	77.8	18.7	18.7		20.0	42.7	42.7
Yellow Time (s)	4.2	4.2	4.2	3.0	4.2	4.2	3.3	3.3		3.0	3.3	3.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	-0.2	-0.2	-3.0	-0.2	0.0	-3.3	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.2	5.0	5.0	1.0	5.0	5.2	1.0	4.3		4.0	4.3	4.3

## 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	ᄼ	<b>→</b>	•	•	<b>←</b>	•	<b>1</b>	<b>†</b>	~	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	None	None		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)	71.8	72.0	72.0	84.9	80.9	80.7	19.1	15.8		40.1	39.8	39.8
Actuated g/C Ratio	0.55	0.55	0.55	0.65	0.62	0.62	0.15	0.12		0.31	0.31	0.31
v/c Ratio	0.41	0.99	0.14	0.35	0.50	0.09	0.63	0.73		1.21	0.02	0.37
Control Delay	14.2	34.0	1.7	31.5	7.1	0.3	65.5	43.6		155.6	30.1	27.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	14.2	34.0	1.7	31.5	7.1	0.3	65.5	43.6		155.6	30.1	27.1
LOS	В	С	Α	С	Α	Α	Е	D		F	С	С
Approach Delay		32.2			7.8			52.1			111.9	
Approach LOS		С			Α			D			F	
Queue Length 50th (m)	9.3	~301.2	5.4	6.3	41.4	0.1	32.4	27.1		~114.2	2.6	29.2
Queue Length 95th (m)	m6.6	#336.9	m1.2	20.3	46.9	0.4	53.9	54.7		#177.7	7.6	50.2
Internal Link Dist (m)		562.1			548.2			202.5			170.2	
Turn Bay Length (m)	120.0		75.0	125.0		85.0	65.0			15.0		15.0
Base Capacity (vph)	166	2813	871	195	2859	1026	235	309		333	617	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.41	0.99	0.14	0.35	0.50	0.09	0.54	0.65		1.21	0.02	0.35

### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 60 (46%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.21 Intersection Signal Delay: 35.1 Intersection Capacity Utilization 103.2%

Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E



	ᄼ	<b>→</b>	•	•	•	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>†</b>	7	ሻ	<b>†</b>	7
Traffic Volume (vph)	30	3208	82	104	1464	41	59	Ö	310	197	Ö	93
Future Volume (vph)	30	3208	82	104	1464	41	59	0	310	197	0	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	80.0		80.0	140.0		70.0	25.0		25.0	15.0		15.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	5079	1541	1767	4681	1597	1750	1879	1597	1785	1879	1597
Flt Permitted	0.168			0.045		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	0.757	, , , ,		0.757		
Satd. Flow (perm)	316	5079	1541	84	4681	1597	1394	1879	1597	1422	1879	1597
Right Turn on Red			Yes			Yes	, , ,	, , , ,	Yes			Yes
Satd. Flow (RTOR)			66			41			118			85
Link Speed (k/h)		70			70	• •		50			50	
Link Distance (m)		572.2			334.1			216.4			176.9	
Travel Time (s)		29.4			17.2			15.6			12.7	
Confl. Peds. (#/hr)		20.1			17.5			10.0			12.7	
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	1%	9%	0%	2%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)					•							
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)		0 70			0 70			0 70			0 70	
Lane Group Flow (vph)	30	3208	82	104	1464	41	59	0	310	197	0	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)	Loit	3.5	rtigiti	LOIL	3.5	rtigit	Loit	3.5	rtigit	Loit	3.5	rtigitt
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		7.0			7.0			7.0			4.0	
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25	1.01	15	25	1.02	15	25	1.01	15	25	1.01	15
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm		Perm	Perm		Perm
Protected Phases	1 01111	2	1 01111	1	6	1 01111	1 01111	4	1 01111	1 01111	8	1 01111
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	2	2	2	1	6	6	4	4	4	8	8	8
Switch Phase									<u> </u>			J
Minimum Initial (s)	20.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	11.5	28.4	28.4	24.9	24.9	24.9	24.9	24.9	24.9
Total Split (s)	90.0	90.0	90.0	14.0	104.0	104.0	26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	69.2%	69.2%	69.2%	10.8%	80.0%	80.0%	20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Maximum Green (s)	83.3	83.3	83.3	10.078	97.3	97.3	19.1	19.1	19.1	19.1	19.1	19.1
Yellow Time (s)	4.2	4.2	4.2	3.0	4.2	4.2	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.5	2.5	2.5	1.0	2.5	2.5	3.6	3.6	3.6	3.6	3.6	3.6
	0.0	-1.7	-1.7	-3.0	-1.7	0.0	-1.9	0.0	-1.9	0.0	0.0	0.0
Lost Time Adjust (s)												
Total Lost Time (s)	6.7	5.0	5.0	1.0	5.0	6.7	5.0	6.9	5.0	6.9	6.9	6.9

## 8: Meadowridge Drive & Dundas Street E

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	84.9	86.6	86.6	103.0	99.0	97.3	21.0		21.0	19.1		19.1
Actuated g/C Ratio	0.65	0.67	0.67	0.79	0.76	0.75	0.16		0.16	0.15		0.15
v/c Ratio	0.15	0.95	0.08	0.49	0.41	0.03	0.26		0.87	0.95		0.30
Control Delay	5.7	10.9	0.3	31.1	2.9	0.1	51.3		57.2	105.0		14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0		35.3	45.3		0.0
Total Delay	5.7	10.9	0.3	31.1	2.9	0.1	51.3		92.5	150.3		14.8
LOS	Α	В	Α	С	Α	Α	D		F	F		В
Approach Delay		10.6			4.6			85.9			106.8	
Approach LOS		В			Α			F			F	
Queue Length 50th (m)	1.6	62.7	0.2	5.8	5.1	0.0	14.1		52.6	53.4		1.9
Queue Length 95th (m)	m1.6	m63.4	m0.2	20.7	6.1	0.3	28.2		#105.0	#102.3		17.8
Internal Link Dist (m)		548.2			310.1			192.4			152.9	
Turn Bay Length (m)	80.0		80.0	140.0		70.0	25.0		25.0	15.0		15.0
Base Capacity (vph)	206	3381	1048	234	3564	1205	225		356	208		307
Starvation Cap Reductn	0	0	0	0	0	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		62	44		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.15	0.95	0.08	0.44	0.41	0.03	0.26		1.05	1.20		0.30

### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 70 (54%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.95 Intersection Signal Delay: 18.9 Intersection Capacity Utilization 106.2%

Intersection LOS: B
ICU Level of Service G

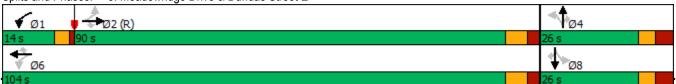
Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Meadowridge Drive & Dundas Street E



	•	-	←	•	-	4
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	ኘ	<b>^</b>	<b>^</b>	7	<u> </u>	7
Traffic Volume (vph)	40	3676	1536	69	201	113
Future Volume (vph)	40	3676	1536	69	201	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	3.3	0%	0%	5.5	0%	3.3
` ,	100.0	0 /0	0 /0	85.0	45.0	0.0
Storage Length (m) Storage Lanes	100.0			00.0	45.0	1
Taper Length (m)	7.5				7.5	I
,		5051	4706	1570	1785	1597
Satd. Flow (prot)	1785	3031	4706	1572		1597
Flt Permitted	0.144	F0F4	4700	4570	0.950	4507
Satd. Flow (perm)	271	5051	4706	1572	1785	1597
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				69		80
Link Speed (k/h)		70	70		50	
Link Distance (m)		334.1	505.1		180.3	
Travel Time (s)		17.2	26.0		13.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	3676	1536	69	201	113
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	3.5	3.5	ragnt	3.5	ragnt
Link Offset(m)		0.0	0.0		0.0	
\ /						
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane	4.04	4.00	4.04	404	4.04	4.04
Headway Factor	1.01	1.02	1.01	1.04	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases		2	6		4	
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0	20.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	22.5	22.5
Total Split (s)	106.0	106.0	106.0	106.0	24.0	24.0
Total Split (%)	81.5%	81.5%	81.5%	81.5%	18.5%	18.5%
Maximum Green (s)	101.5	101.5	101.5	101.5	19.5	19.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
· ,						
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.5	4.5	4.5	4.5	4.5	4.5

#### 10: Dundas Street E & William Cutmore Blvd

		-	•	_	-	*
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Max	Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	103.1	103.1	103.1	103.1	17.9	17.9
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.14	0.14
v/c Ratio	0.19	0.92	0.41	0.05	0.82	0.39
Control Delay	6.5	23.7	2.8	0.4	79.8	21.9
Queue Delay	0.0	1.5	0.0	0.0	0.0	0.0
Total Delay	6.5	25.2	2.8	0.4	79.8	21.9
LOS	Α	С	Α	Α	Е	С
Approach Delay		25.0	2.7		59.0	
Approach LOS		С	Α		Е	
Queue Length 50th (m)	3.0	324.0	18.7	0.3	52.6	7.8
Queue Length 95th (m)	m3.6	340.5	m22.0	m0.1	#88.6	26.4
Internal Link Dist (m)		310.1	481.1		156.3	
Turn Bay Length (m)	100.0			85.0	45.0	
Base Capacity (vph)	214	4005	3732	1260	267	307
Starvation Cap Reductn	0	178	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.96	0.41	0.05	0.75	0.37

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#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92 Intersection Signal Delay: 20.5 Intersection Capacity Utilization 89.7%

Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Dundas Street E & William Cutmore Blvd



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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	<b>^</b>	7	ች	<b>^</b>	7	ች	<b>^</b>	7	*	<b>^</b>	7
Traffic Volume (vph)	259	3126	515	141	1232	143	256	367	179	213	609	119
Future Volume (vph)	259	3126	515	141	1232	143	256	367	179	213	609	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	5079	1572	1750	4706	1572	1594	3500	1551	1785	3570	1597
Flt Permitted	0.144			0.067			0.195			0.413		
Satd. Flow (perm)	271	5079	1572	123	4706	1572	327	3500	1551	776	3570	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			143			147			119
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		505.1			255.3			487.3			810.8	
Travel Time (s)		26.0			13.1			29.2			48.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	9%	0%	12%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	3126	515	141	1232	143	256	367	179	213	609	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	11.0	45.3	45.3	11.0	45.3	45.3	11.0	47.5	47.5	11.0	47.5	47.5
Total Split (s)	11.0	60.0	60.0	11.0	60.0	60.0	11.0	48.0	48.0	11.0	48.0	48.0
Total Split (%)	8.5%	46.2%	46.2%	8.5%	46.2%	46.2%	8.5%	36.9%	36.9%	8.5%	36.9%	36.9%
Maximum Green (s)	7.0	53.7	53.7	7.0	53.7	53.7	7.0	41.5	41.5	7.0	41.5	41.5
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	2.8	2.8	1.0	2.8	2.8
Lost Time Adjust (s)	-3.0	-1.3	-1.3	-3.0	-1.3	-1.3	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		32.0	32.0		32.0	32.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	83.1	64.1	64.1	76.2	58.0	58.0	43.7	29.7	29.7	43.7	29.7	29.7
Actuated g/C Ratio	0.64	0.49	0.49	0.59	0.45	0.45	0.34	0.23	0.23	0.34	0.23	0.23
v/c Ratio	0.63	1.25	0.58	0.57	0.59	0.18	1.24	0.46	0.38	0.63	0.75	0.26
Control Delay	24.9	143.5	16.8	32.0	28.9	4.1	172.9	44.4	11.7	40.5	52.3	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.9	143.5	16.8	32.0	28.9	4.1	172.9	44.4	11.7	40.5	52.3	7.7
LOS	С	F	В	С	С	Α	F	D	В	D	D	Α
Approach Delay		118.9			26.8			78.1			44.0	
Approach LOS		F			С			Е			D	
Queue Length 50th (m)	40.4	~386.9	50.5	19.1	91.0	0.0	~60.5	45.1	6.8	42.5	80.7	0.0
Queue Length 95th (m)	m51.3	#447.7	m65.9	41.7	109.8	12.8	#108.1	56.8	25.6	59.2	95.5	14.9
Internal Link Dist (m)		481.1			231.3			463.3			786.8	
Turn Bay Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Base Capacity (vph)	408	2502	893	249	2100	780	207	1157	611	338	1180	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0

#### Intersection Summary

Spillback Cap Reductn

Storage Cap Reductn

Reduced v/c Ratio

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 12 (9%), Referenced to phase 2:EBTL, Start of Green

0

0

0.63

0

0

1.25

0

0

0.58

0

0

0.57

0

0

0.59

0

0

0.18

0

0

1.24

0

0

0.32

0

0

0.29

0

0

0.63

0

0

0.52

0

0

0.20

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.25 Intersection Signal Delay: 85.0 Intersection Capacity Utilization 114.2%

Intersection LOS: F
ICU Level of Service H

Analysis Period (min) 15

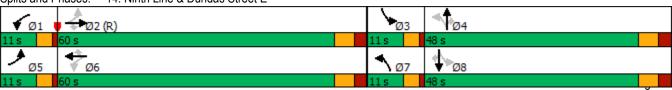
Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Ninth Line & Dundas Street E



	•	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>\</b>	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ĵ»			4			4			4	
Traffic Volume (veh/h)	0	74	29	85	203	71	12	66	48	14	232	0
Future Volume (Veh/h)	0	74	29	85	203	71	12	66	48	14	232	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	74	29	85	203	71	12	66	48	14	232	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								313				
pX, platoon unblocked												
vC, conflicting volume	546	398	232	440	374	90	232			114		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	546	398	232	440	374	90	232			114		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	86	96	81	63	93	99			99		
cM capacity (veh/h)	294	533	812	451	550	973	1348			1488		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	0	103	359	126	246							
Volume Left	0	0	85	12	14							
Volume Right	0	29	71	48	0							
cSH	1700	590	569	1348	1488							
Volume to Capacity	0.00	0.17	0.63	0.01	0.01							
Queue Length 95th (m)	0.0	5.0	35.1	0.2	0.2							
Control Delay (s)	0.0	12.4	21.5	0.8	0.5							
Lane LOS	А	В	С	Α	Α							
Approach Delay (s)	12.4		21.5	0.8	0.5							
Approach LOS	В		С									
Intersection Summary												
Average Delay			11.1									
Intersection Capacity Utiliza	ation		48.4%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

	۶	<b>→</b>	•	•	<b>←</b>	•	•	†	<i>&gt;</i>	<b>/</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>^</b>	7	ሻ	<b>†</b>	7
Traffic Volume (vph)	94	1942	212	240	3155	150	192	89	165	80	43	27
Future Volume (vph)	94	1942	212	240	3155	150	192	89	165	80	43	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	115.0		75.0	155.0		85.0	45.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1785	5079	1572	1767	1824	1597	1785	1879	1597
Flt Permitted	0.058			0.057			0.729			0.664		
Satd. Flow (perm)	109	4980	1541	107	5079	1572	1356	1824	1597	1248	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			179			87			110			67
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		310.7			586.1			253.5			312.8	
Travel Time (s)		16.0			30.1			18.3			22.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	0%	1%	0%	1%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	94	1942	212	240	3155	150	192	89	165	80	43	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5	Ţ,		3.5	Ţ.		3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	38.0	38.0	11.0	38.0	38.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (s)	11.0	73.0	73.0	11.0	73.0	73.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	8.5%	56.2%	56.2%	8.5%	56.2%	56.2%	35.4%	35.4%	35.4%	35.4%	35.4%	35.4%
Maximum Green (s)	7.0	66.0	66.0	7.0	66.0	66.0	39.0	39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	1.0	3.7	3.7	1.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	-3.0	-1.7	-1.7	-3.0	-1.7	-1.7	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	1.0	5.3	5.3	1.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	4.0

	•	<b>→</b>	•	•	<b>←</b>	•	<b>1</b>	<b>†</b>	<b>/</b>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	32.0	32.0	32.0	32.0	32.0	32.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	84.0	68.0	68.0	97.9	81.0	81.0	27.0	27.0	27.0	27.0	27.0	27.0
Actuated g/C Ratio	0.65	0.52	0.52	0.75	0.62	0.62	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.43	0.75	0.24	0.60	1.00	0.15	0.68	0.24	0.39	0.31	0.11	0.07
Control Delay	21.8	26.6	4.2	39.7	26.5	8.6	59.2	42.4	17.5	44.8	39.4	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.8	26.6	4.2	39.7	26.5	8.6	59.2	42.4	17.5	44.8	39.4	0.4
LOS	С	С	Α	D	С	Α	Е	D	В	D	D	Α
Approach Delay		24.3			26.6			40.4			35.2	
Approach LOS		С			С			D			D	
Queue Length 50th (m)	6.4	145.9	4.2	53.0	148.0	9.0	48.3	20.2	12.3	18.5	9.5	0.0
Queue Length 95th (m)	23.3	165.2	17.0	m48.7 r	m#312.9	m7.9	69.0	32.8	30.1	30.9	18.4	0.0
Internal Link Dist (m)		286.7			562.1			229.5			288.8	
Turn Bay Length (m)	115.0		75.0	155.0		85.0	45.0			45.0		
Base Capacity (vph)	221	2603	891	400	3164	1012	438	589	590	403	607	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.75	0.24	0.60	1.00	0.15	0.44	0.15	0.28	0.20	0.07	0.05

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 3 (2%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.00 Intersection Signal Delay: 27.0 Intersection Capacity Utilization 95.2%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Eighth Line & Dundas Street E



Future Background PM Peak 1:06 pm 06-27-2022 Baseline

# Lanes, Volumes, Timings 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	۶	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<i>&gt;</i>	<b>/</b>	ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	ተተተ	7	ኻ	ተተተ	7	ሻ	ĵ.		ሻ	<b>†</b>	7
Traffic Volume (vph)	218	1774	176	266	3212	281	192	4	100	251	9	125
Future Volume (vph)	218	1774	176	266	3212	281	192	4	100	251	9	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	120.0		75.0	125.0		85.0	65.0		0.0	15.0		15.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1785	5051	1597	1785	1608	0	1785	1879	1597
Flt Permitted	0.064			0.067			0.752			0.619		
Satd. Flow (perm)	120	4980	1541	126	5051	1597	1413	1608	0	1163	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			171		100				125
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		586.1			572.2			226.5			193.9	
Travel Time (s)		30.1			29.4			16.3			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	218	1774	176	266	3212	281	192	104	0	251	9	125
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5	_		3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	4	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		6.5	10.0	10.0
Minimum Split (s)	11.0	26.8	26.8	11.0	26.8	26.8	23.5	23.5		11.0	22.5	22.5
Total Split (s)	17.0	79.5	79.5	16.0	78.5	78.5	23.5	23.5		11.0	34.5	34.5
Total Split (%)	13.1%	61.2%	61.2%	12.3%	60.4%	60.4%	18.1%	18.1%		8.5%	26.5%	26.5%
Maximum Green (s)	13.0	72.7	72.7	12.0	71.7	71.7	19.0	19.0		7.0	30.0	30.0
Yellow Time (s)	3.0	4.2	4.2	3.0	4.2	4.2	3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0										
Lost Timo Aujust (s)	0.0	-1.8	-1.8	-3.0	-1.8	0.0	-1.9	0.0		0.0	0.0	0.0

#### 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	•	-	•	•	•	•		<b>†</b>	~	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	0
Act Effct Green (s)	75.5	74.5	74.5	78.3	74.3	72.5	20.3	18.4		29.7	29.2	29.2
Actuated g/C Ratio	0.58	0.57	0.57	0.60	0.57	0.56	0.16	0.14		0.23	0.22	0.22
v/c Ratio	0.92	0.62	0.18	0.96	1.11	0.29	0.87	0.33		0.84	0.02	0.27
Control Delay	64.0	8.7	0.5	48.4	69.4	1.9	88.1	13.2		73.5	39.0	8.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	64.0	8.7	0.5	48.4	69.4	1.9	88.1	13.2		73.5	39.0	8.3
LOS	Е	Α	Α	D	Е	Α	F	В		Е	D	Α
Approach Delay		13.6			62.9			61.7			51.5	
Approach LOS		В			Е			Е			D	
Queue Length 50th (m)	42.7	34.4	0.0	53.0	~375.4	8.8	50.9	0.9		60.7	1.9	0.0
Queue Length 95th (m)	m#82.3	39.3	m0.9	m51.9ı	m#360.0	m8.5	#93.8	17.9		#104.5	6.8	16.4
Internal Link Dist (m)		562.1			548.2			202.5			169.9	
Turn Bay Length (m)	120.0		75.0	125.0		85.0	65.0			15.0		15.0
Base Capacity (vph)	236	2853	958	276	2885	965	227	320		301	433	464
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.92	0.62	0.18	0.96	1.11	0.29	0.85	0.33		0.83	0.02	0.27

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 11.8 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.11

Intersection Signal Delay: 46.0 Intersection LOS: D
Intersection Capacity Utilization 106.0% ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E



Lane Group         EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT         SBR           Lane Configurations         1         144         1863         166         258         3722         127         47         0         163         130         0         74           Future Volume (vph)         124         1863         166         258         3722         127         47         0         163         130         0         74           Ideal Flow (vphpl)         1900<
Traffic Volume (vph)         124         1863         166         258         3722         127         47         0         163         130         0         74           Future Volume (vph)         124         1863         166         258         3722         127         47         0         163         130         0         74           Ideal Flow (vphpl)         1900
Traffic Volume (vph)         124         1863         166         258         3722         127         47         0         163         130         0         74           Future Volume (vph)         124         1863         166         258         3722         127         47         0         163         130         0         74           Ideal Flow (vphpl)         1900
Ideal Flow (vphpl)         1900
Ideal Flow (vphpl)         1900
Lane Width (m)       3.5
Grade (%)         0%         0%         0%         0%           Storage Length (m)         80.0         140.0         70.0         25.0         15.0         15.0           Storage Lanes         1
Storage Length (m)         80.0         80.0         140.0         70.0         25.0         25.0         15.0         15.0           Storage Lanes         1
Storage Lanes         1         <
Taper Length (m)         7.5         7.5         7.5         7.5           Satd. Flow (prot)         1785         4980         1572         1785         5051         1597         1785         1879         1597         1785         1879         1597           Flt Permitted         0.045         0.087         0.757         0.757         0.757           Satd. Flow (perm)         85         4980         1572         163         5051         1597         1422         1879         1597         1422         1879         1597
Satd. Flow (prot)     1785     4980     1572     1785     5051     1597     1785     1879     1597     1785     1879     1597       Flt Permitted     0.045     0.087     0.757     0.757       Satd. Flow (perm)     85     4980     1572     163     5051     1597     1422     1879     1597     1422     1879     1597
Flt Permitted         0.045         0.087         0.757         0.757           Satd. Flow (perm)         85         4980         1572         163         5051         1597         1422         1879         1597         1422         1879         1597
Satd. Flow (perm) 85 4980 1572 163 5051 1597 1422 1879 1597 1422 1879 1597
- Nant Tall Oll Noa 100 100 100 100
Satd. Flow (RTOR) 166 81 107 79
Link Speed (k/h) 70 70 50 50
Link Distance (m) 572.2 334.1 216.4 176.0
Travel Time (s) 29.4 17.2 15.6 12.7
Confl. Peds. (#/hr)
Confl. Bikes (#/hr)
Peak Hour Factor 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Growth Factor 100% 100% 100% 100% 100% 100% 100% 100
Heavy Vehicles (%) 0% 3% 0% 0% 1% 0% 0% 0% 0% 0% 0% 0%
Bus Blockages (#/hr) 0 0 4 0 4 0 0 0 0 0 0 0
Parking (#/hr)
Mid-Block Traffic (%) 0% 0% 0%
Shared Lane Traffic (%)
Lane Group Flow (vph) 124 1863 166 258 3722 127 47 0 163 130 0 74
Enter Blocked Intersection No No No No No No No No No No
Lane Alignment Left Left Right Left Right Left Right Left Right
Median Width(m) 3.5 3.5 3.5 3.5
Link Offset(m) 0.0 0.0 0.0
Crosswalk Width(m) 4.8 4.8 4.8 4.8
Two way Left Turn Lane
Headway Factor 1.01 1.01 1.04 1.01 1.02 1.01 1.01 1.01 1.01 1.01 1.01
Turning Speed (k/h) 25 15 25 15 25 15 25 15
Turn Type pm+pt NA Perm pm+pt NA Perm Perm Perm Perm Perm
Protected Phases 5 2 1 6 4 8
Permitted Phases 2 2 6 6 4 4 8 8
Detector Phase 5 2 2 1 6 6 4 4 8 8 8
Switch Phase
Minimum Initial (s) 7.0 20.0 20.0 7.0 20.0 20.0 10.0 10.0 10.0 10.0 10.0 10
Minimum Split (s) 11.0 26.7 26.7 11.0 28.4 28.4 22.5 22.5 22.5 22.5 22.5
Total Split (s) 11.0 96.5 96.5 11.0 96.5 96.5 22.5 22.5 22.5 22.5 22.5 22.5
Total Split (%) 8.5% 74.2% 74.2% 8.5% 74.2% 74.2% 17.3% 17.3% 17.3% 17.3% 17.3%
Maximum Green (s) 7.0 89.8 89.8 7.0 89.8 89.8 18.0 18.0 18.0 18.0 18.0
Yellow Time (s) 3.0 4.2 4.2 3.0 4.2 4.2 3.5 3.5 3.5 3.5 3.5
All-Red Time (s) 1.0 2.5 2.5 1.0 2.5 2.5 1.0 1.0 1.0 1.0 1.0 1.0
Lost Time Adjust (s) 0.0 -1.7 -1.7 -3.0 -1.7 0.0 -1.9 0.0 -1.9 0.0 0.0

#### 8: Meadowridge Drive & Dundas Street E

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	100.0	91.5	91.5	108.2	93.4	91.7	17.6		17.6	15.7		15.7
Actuated g/C Ratio	0.77	0.70	0.70	0.83	0.72	0.71	0.14		0.14	0.12		0.12
v/c Ratio	0.76	0.53	0.14	0.89	1.03	0.11	0.24		0.53	0.76		0.28
Control Delay	60.2	15.9	2.4	29.1	44.9	5.3	52.5		25.6	82.1		12.4
Queue Delay	0.0	0.0	0.0	0.0	12.3	0.0	0.0		0.0	0.0		0.0
Total Delay	60.2	15.9	2.4	29.1	57.2	5.3	52.5		25.6	82.1		12.4
LOS	Е	В	Α	С	Е	Α	D		С	F		В
Approach Delay		17.4			53.9			31.6			56.8	
Approach LOS		В			D			С			Е	
Queue Length 50th (m)	13.9	160.6	2.7	33.4	~394.5	6.9	11.3		13.5	33.9		0.0
Queue Length 95th (m)	m#44.9	173.5	m7.7	m25.1	m318.3	m5.5	23.6		36.6	#60.3		13.2
Internal Link Dist (m)		548.2			310.1			192.4			152.0	
Turn Bay Length (m)	80.0		80.0	140.0		70.0	25.0		25.0	15.0		15.0
Base Capacity (vph)	163	3505	1155	289	3627	1150	217		335	196		289
Starvation Cap Reductn	0	0	0	0	107	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.76	0.53	0.14	0.89	1.06	0.11	0.22		0.49	0.66		0.26

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 75 (58%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 140

Control Type: Actuated-Coordinated

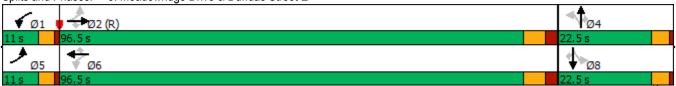
Maximum v/c Ratio: 1.03 Intersection Signal Delay: 41.5 Intersection Capacity Utilization 103.9%

Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
  - Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
  - Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Meadowridge Drive & Dundas Street E



	•	-	←	•	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	<u> </u>	<b>↑</b> ↑↑	<b>↑</b> ↑↑	71017	JDL Š	7
Traffic Volume (vph)	123	2048	4142	216	144	83
Future Volume (vph)	123	2048	4142	216	144	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	3.3	0%	0%	5.5	0%	3.3
Storage Length (m)	100.0	0 /0	0 /0	85.0	45.0	0.0
	100.0			00.0	45.0	1
Storage Lanes						l I
Taper Length (m)	7.5	4052	E070	1570	7.5	1507
Satd. Flow (prot)	1785	4953	5079	1572	1785	1597
Flt Permitted	0.041	4050	E070	1570	0.950	1507
Satd. Flow (perm)	77	4953	5079	1572	1785	1597
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				155		78
Link Speed (k/h)		70	70		50	
Link Distance (m)		334.1	505.1		180.3	
Travel Time (s)		17.2	26.0		13.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)		0,0	0,0		0,0	
Lane Group Flow (vph)	123	2048	4142	216	144	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	Leit	3.5	3.5	rtigiit	3.5	rtigrit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane	4.04	4.00	4.04	4.04	4.04	4.04
Headway Factor	1.01	1.02	1.01	1.04	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	20.0	20.0	20.0	10.0	10.0
Minimum Split (s)	11.0	24.5	24.5	24.5	22.5	22.5
Total Split (s)	11.0	107.0	96.0	96.0	23.0	23.0
Total Split (%)	8.5%	82.3%	73.8%	73.8%	17.7%	17.7%
Maximum Green (s)	7.0	102.5	91.5	91.5	18.5	18.5
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.5	4.5

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				-	-

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	Max	Max	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	106.4	105.9	93.9	93.9	15.1	15.1
Actuated g/C Ratio	0.82	0.81	0.72	0.72	0.12	0.12
v/c Ratio	0.74	0.51	1.13	0.18	0.70	0.33
Control Delay	38.6	15.4	81.0	0.0	72.3	15.5
Queue Delay	0.0	0.0	0.1	0.0	0.0	96.9
Total Delay	38.6	15.4	81.2	0.0	72.3	112.4
LOS	D	В	F	Α	Е	F
Approach Delay		16.7	77.2		86.9	
Approach LOS		В	Е		F	
Queue Length 50th (m)	20.1	142.0	~492.1	0.0	37.7	1.2
Queue Length 95th (m)	m#48.9	161.6	m35.1	m0.0	59.8	16.7
Internal Link Dist (m)		310.1	481.1		156.3	
Turn Bay Length (m)	100.0			85.0	45.0	
Base Capacity (vph)	167	4033	3668	1178	254	294
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	295	0	0	242
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.51	1.23	0.18	0.57	1.60

#### Intersection Summary

Area Type: Other

Cycle Length: 130 Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.13 Intersection Signal Delay: 58.1 Intersection Capacity Utilization 106.0%

Intersection LOS: E ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

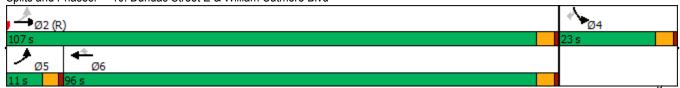
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Dundas Street E & William Cutmore Blvd



	ၨ	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>/</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>^</b>	7	ሻ	<b>^</b>	7
Traffic Volume (vph)	154	1749	288	165	3588	156	529	818	621	122	350	240
Future Volume (vph)	154	1749	288	165	3588	156	529	818	621	122	350	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1750	5079	1572	1750	3535	1521	1750	3535	1597
Flt Permitted	0.071			0.071			0.482			0.171		
Satd. Flow (perm)	133	4980	1541	131	5079	1572	888	3535	1521	315	3535	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			251			97			153			120
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		505.1			255.3			487.3			810.8	
Travel Time (s)		26.0			13.1			29.2			48.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	2%	1%	0%	2%	1%	5%	2%	1%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	1749	288	165	3588	156	529	818	621	122	350	240
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	11.0	45.3	45.3	11.0	45.3	45.3	11.0	47.5	47.5	11.0	47.5	47.5
Total Split (s)	11.0	60.0	60.0	11.0	60.0	60.0	11.0	48.0	48.0	11.0	48.0	48.0
Total Split (%)	8.5%	46.2%	46.2%	8.5%	46.2%	46.2%	8.5%	36.9%	36.9%	8.5%	36.9%	36.9%
Maximum Green (s)	7.0	53.7	53.7	7.0	53.7	53.7	7.0	41.5	41.5	7.0	41.5	41.5
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	2.8	2.8	1.0	2.8	2.8
Lost Time Adjust (s)	-3.0	-1.3	-1.3	-3.0	-1.3	-1.3	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0

#### 14: Ninth Line & Dundas Street E

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Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		32.0	32.0		32.0	32.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	69.0	55.0	55.0	69.0	55.0	55.0	57.0	43.0	43.0	57.0	43.0	43.0
Actuated g/C Ratio	0.53	0.42	0.42	0.53	0.42	0.42	0.44	0.33	0.33	0.44	0.33	0.33
v/c Ratio	0.78	0.83	0.36	0.85	1.67	0.22	1.16	0.70	1.03	0.49	0.30	0.39
Control Delay	62.6	17.6	2.9	62.9	331.6	10.2	126.6	41.7	76.0	28.5	33.2	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.6	17.6	2.9	62.9	331.6	10.2	126.6	41.7	76.0	28.5	33.2	18.3
LOS	Е	В	Α	Е	F	В	F	D	Е	С	С	В
Approach Delay		18.8			307.4			75.4			27.4	
Approach LOS		В			F			Е			С	
Queue Length 50th (m)	27.4	63.9	4.9	27.2	~515.8	9.4	~139.2	100.7	~148.9	19.2	36.8	23.6
Queue Length 95th (m)	#60.3	76.4	6.9	#67.9	#537.9	24.0	#239.3	124.6	#224.0	32.4	50.2	47.5
Internal Link Dist (m)		481.1			231.3			463.3			786.8	
Turn Bay Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Base Capacity (vph)	197	2106	796	194	2148	721	455	1169	605	248	1169	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.83	0.36	0.85	1.67	0.22	1.16	0.70	1.03	0.49	0.30	0.39

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 12 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.67 Intersection Signal Delay: 160.7 Intersection Capacity Utilization 138.8%

Intersection LOS: F
ICU Level of Service H

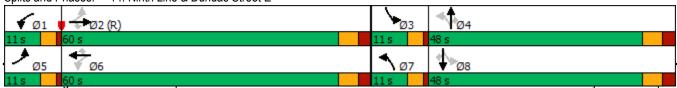
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: Ninth Line & Dundas Street E



	۶	<b>→</b>	•	•	<b>—</b>	•	1	<b>†</b>	<i>&gt;</i>	<b>/</b>	<b>↓</b>	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	₽			4			4			4	
Traffic Volume (veh/h)	0	256	20	55	134	44	34	154	159	45	82	0
Future Volume (Veh/h)	0	256	20	55	134	44	34	154	159	45	82	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	256	20	55	134	44	34	154	159	45	82	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								313				
pX, platoon unblocked												
vC, conflicting volume	584	553	82	622	474	234	82			313		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	584	553	82	622	474	234	82			313		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	39	98	72	71	95	98			96		
cM capacity (veh/h)	300	418	983	194	464	811	1528			1259		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1	• • •						
Volume Total		276	233		127							
	0			347								
Volume Left	0	0	55	34	45							
Volume Right	1700	20	44	159	1050							
cSH	1700	437	372	1528	1259							
Volume to Capacity	0.00	0.63	0.63	0.02	0.04							
Queue Length 95th (m)	0.0	34.0	32.6	0.5	0.9							
Control Delay (s)	0.0	26.4	29.6	0.9	3.0							
Lane LOS	A	D	D	A	Α							
Approach Delay (s)	26.4		29.6	0.9	3.0							
Approach LOS	D		D									
Intersection Summary												
Average Delay			15.1									
Intersection Capacity Utiliza	tion		58.1%	IC	U Level o	of Service			В			
Analysis Period (min)			15									
Approach LOS Intersection Summary Average Delay Intersection Capacity Utilizar	D		15.1 58.1%			of Service			В			

# **Appendix E** 2016 TTS Data Analysis

#### **Mode of Transportation - AM Peak Period**

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode\_prime Column: 2006 GTA zone of household - gta06\_hhld

Filters:

Primary travel mode of trip - mode\_prime ln B  $\hspace{1.5cm}$  C  $\hspace{1.5cm}$  D  $\hspace{1.5cm}$  G  $\hspace{1.5cm}$  J  $\hspace{1.5cm}$  M P T U  $\hspace{1.5cm}$  W

and

2006 GTA zone of household - gta06\_hhld In 4033 3034 4035

and

Start time of trip - start\_time In 600-900

Trip 2016 Table:

Mode of Transportation/Traffic Zones	4033	4035	Total	Percentage
Transit excluding GO rail	45	37	82	1%
Auto driver	3712	1277	4989	68%
GO rail only	314	67	381	5%
Joint GO rail and local transit	33	15	48	1%
Auto passenger	1025	190	1215	17%
Walk	448	129	577	8%
Total	5577	1715	7292	100%

#### **Mode of Transportation - PM Peak Period**

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: Primary travel mode of trip - mode\_prime Column: 2006 GTA zone of household - gta06\_hhld

Filters:

Primary travel mode of trip - mode\_prime  $\ln B$  C D G J M P T U W

and

2006 GTA zone of household - gta06\_hhld In 4033 3034 4035

and

Start time of trip - start\_time In 1600-1900

Trip 2016 Table:

Mode of Transportation/Traffic Zones	4033	4035	Total	Percentage
Transit excluding GO rail	54	17	71	1%
Cycle	0	17	17	0%
Auto driver	3374	1255	4629	74%
GO rail only	307	67	374	6%
Joint GO rail and local transit	21	25	46	1%
Auto passenger	912	129	1041	17%
Taxi passenger	19	0	19	0%
Walk	43	10	53	1%
Total	4730	1520	6250	100%

#### Auto Distribution - External

Cross Tabulation Query Form - Trip - 2016 v1.1

Row: 2006 GTA zone of origin - gta06\_orig Column: Planning district of destination - pd\_dest

Filters

Primary travel mode of trip - mode\_prime In D M P

and

2006 GTA zone of origin - gta06\_orig In 4033 3034 4035

and

Start time of trip - start\_time In 600-900

Trip 2016 Table:

	PD 1 of Toronto	PD 3 of Toronto	PD 4 of Toronto	PD 8 of Toronto	PD 10 of Toronto	PD 11 of Toronto	Whitby	Markham	Vaughan	Brampton	Mississaug	Halton Hi	Milton	Oakville	Burlington	Flamborough	Hamilton	Grimsby	St. Catharines	Niagara Falls	City of Guelph	
4033	132	11	0	25	0	42	15	38	66	73	652	0	191	2203	67	115	164	0	9	38	0	
4035	43	10	13	23	12	0	0	26	0	17	280	22	0	699	77	0	0	26	0	0	11	
	175	21	13	48	12	42	15	64	66	90	932	22	191	2902	144	115	164	26	9	38	11	5100
	3%	0%	0%	1%	0%	1%	0%	1%	1%	2%	18%	0%	4%	57%	3%	2%	3%	1%	0%	1%	0%	100%

Oakville 57% Toronto 6% Burlington 3% Milton/Halton Hills 4% 18% Mississauga Brampton 2% York Region 3% Niagara Region 1% 5% 100% Hamilton

T

# **Appendix F**Future Total Level of Service Calculations

Lane Configurations         1	43 43 1900 3.5
Traffic Volume (vph)       45       2592       132       111       1705       41       178       40       185       190       112         Future Volume (vph)       45       2592       132       111       1705       41       178       40       185       190       112	43 43 1900
Traffic Volume (vph)       45       2592       132       111       1705       41       178       40       185       190       112         Future Volume (vph)       45       2592       132       111       1705       41       178       40       185       190       112	43 43 1900
Future Volume (vph) 45 2592 132 111 1705 41 178 40 185 190 112	1900
lucal flow (vplipt) - 1300 f300 f300 f300 f300 f300 f300 f300	
Lane Width (m) 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5 3.5	
Grade (%) 0% 0% 0%	
Storage Length (m) 115.0 75.0 155.0 85.0 45.0 0.0 45.0	0.0
Storage Lanes 1 1 1 1 1 1 1	1
Taper Length (m) 7.5 7.5 7.5	
	1597
Flt Permitted 0.105 0.049 0.614 0.731	
Satd. Flow (perm) 181 5079 1526 92 4706 1572 1154 1789 1566 1373 1842 1	1597
	Yes
Satd. Flow (RTOR) 80 67 119	67
Link Speed (k/h) 70 70 50 50	
Link Distance (m) 310.7 586.1 253.5 312.8	
Travel Time (s) 16.0 30.1 18.3 22.5	
Confl. Peds. (#/hr)	
Confl. Bikes (#/hr)	
	1.00
	100%
Heavy Vehicles (%) 9% 1% 3% 0% 9% 0% 0% 5% 2% 0% 2%	0%
Bus Blockages (#/hr) 0 0 4 0 0 4 0 0 0 0	0
Parking (#/hr)	
Mid-Block Traffic (%) 0% 0% 0%	
Shared Lane Traffic (%)	
Lane Group Flow (vph) 45 2592 132 111 1705 41 178 40 185 190 112	43
Enter Blocked Intersection No No No No No No No No No	No
	Right
Median Width(m) 3.5 3.5 3.5 3.5	
Link Offset(m) 0.0 0.0 0.0 0.0	
Crosswalk Width(m) 4.8 4.8 4.8 4.8	
Two way Left Turn Lane	
Headway Factor 1.01 1.01 1.04 1.01 1.04 1.01 1.01 1.01	1.01
Turning Speed (k/h) 25 15 25 15 25	15
	Perm
Protected Phases 5 2 1 6 8 4	
Permitted Phases 2 2 6 6 8 8 4	4
Detector Phase 5 2 2 1 6 6 8 8 4 4	4
Switch Phase	
Minimum Initial (s) 7.0 20.0 20.0 7.0 20.0 20.0 10.0 10.0 10.0 10.0	10.0
	46.0
	48.1
	7.0%
	41.1
Yellow Time (s) 3.0 3.3 3.3 3.3 3.3 3.3 3.3 3.3 3.3	3.3
All-Red Time (s) 1.0 3.7 3.7 1.0 3.7 3.7 3.7 3.7 3.7 3.7	3.7
	-3.0
Total Lost Time (s) 1.0 5.0 5.0 1.0 5.0 4.0 4.0 4.0 4.0 4.0	4.0

	•	<b>→</b>	•	•	←	•	•	<b>†</b>	<b>/</b>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	32.0	32.0	32.0	32.0	32.0	32.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	94.4	80.2	80.2	97.6	84.8	84.8	27.2	27.2	27.2	27.2	27.2	27.2
Actuated g/C Ratio	0.73	0.62	0.62	0.75	0.65	0.65	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.18	0.83	0.14	0.48	0.56	0.04	0.74	0.11	0.44	0.66	0.29	0.11
Control Delay	7.3	24.0	6.2	17.4	15.9	3.0	65.4	39.0	18.7	57.5	43.4	3.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	7.3	24.0	6.2	17.4	15.9	3.0	65.4	39.0	18.7	57.5	43.4	3.7
LOS	Α	С	Α	В	В	Α	Е	D	В	Е	D	Α
Approach Delay		22.9			15.7			41.3			46.2	
Approach LOS		С			В			D			D	
Queue Length 50th (m)	2.7	186.1	5.2	8.8	110.0	0.8	45.3	8.8	14.8	47.4	25.6	0.0
Queue Length 95th (m)	7.8	#293.6	17.9	28.0	144.7	m5.2	66.5	17.6	34.4	67.7	39.7	4.5
Internal Link Dist (m)		286.7			562.1			229.5			288.8	
Turn Bay Length (m)	115.0		75.0	155.0		85.0	45.0			45.0		
Base Capacity (vph)	252	3134	972	236	3071	1049	391	606	609	465	624	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.83	0.14	0.47	0.56	0.04	0.46	0.07	0.30	0.41	0.18	0.07

Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 23 (18%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 120

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83 Intersection Signal Delay: 23.3 Intersection Capacity Utilization 84.3%

Intersection LOS: C
ICU Level of Service E

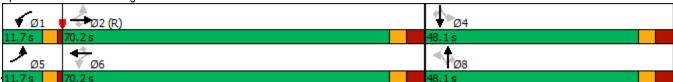
Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.





# Lanes, Volumes, Timings 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	•	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	<b>/</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	f)		7	<b>†</b>	7
Traffic Volume (vph)	71	2794	125	69	1435	100	128	1	200	420	14	213
Future Volume (vph)	71	2794	125	69	1435	100	128	1	200	420	14	213
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	120.0		75.0	125.0		85.0	65.0		0.0	15.0		15.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	5079	1511	1785	4596	1597	1767	1583	0	1785	1879	1597
Flt Permitted	0.160			0.053			0.748			0.202		
Satd. Flow (perm)	301	5079	1511	100	4596	1597	1391	1583	0	380	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			78			100		94				52
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		586.1			572.2			226.5			194.2	
Travel Time (s)		30.1			29.4			16.3			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	0%	11%	0%	1%	0%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	71	2794	125	69	1435	100	128	201	0	420	14	213
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5	<u> </u>		3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA	Perm	pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases		2		1	6			4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	2	2	2	1	6	6	4	4		3	8	8
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		7.0	10.0	10.0
Minimum Split (s)	25.2	25.2	25.2	11.0	25.2	25.2	22.5	22.5		11.0	24.3	24.3
Total Split (s)	72.0	72.0	72.0	11.0	83.0	83.0	23.0	23.0		24.0	47.0	47.0
Total Split (%)	55.4%	55.4%	55.4%	8.5%	63.8%	63.8%	17.7%	17.7%		18.5%	36.2%	36.2%
Maximum Green (s)	66.8	66.8	66.8	7.0	77.8	77.8	18.7	18.7		20.0	42.7	42.7
Yellow Time (s)	4.2	4.2	4.2	3.0	4.2	4.2	3.3	3.3		3.0	3.3	3.3
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)												
	0.0	-0.2	-0.2	-3.0	-0.2	0.0	-3.3	0.0		0.0	0.0	0.0

#### 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	•	-	•	•	•	•	1	<b>†</b>	~	-	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag	Lag	Lead			Lag	Lag		Lead		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes			Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	Max	Max	None	None		None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0	0	0	0			0	0
Act Effct Green (s)	71.8	72.0	72.0	84.9	80.9	80.7	19.1	15.8		40.1	39.8	39.8
Actuated g/C Ratio	0.55	0.55	0.55	0.65	0.62	0.62	0.15	0.12		0.31	0.31	0.31
v/c Ratio	0.43	0.99	0.14	0.35	0.50	0.10	0.63	0.73		1.26	0.02	0.41
Control Delay	14.8	33.9	1.7	31.2	7.1	0.3	65.5	44.5		173.9	30.1	28.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	14.8	33.9	1.7	31.2	7.1	0.3	65.5	44.5		173.9	30.1	28.5
LOS	В	С	Α	С	Α	Α	Е	D		F	С	С
Approach Delay		32.1			7.7			52.6			122.9	
Approach LOS		С			Α			D			F	
Queue Length 50th (m)	10.0	~301.5	5.3	6.3	41.3	0.1	32.4	27.7		~123.4	2.6	33.4
Queue Length 95th (m)	m7.0	#336.8	m1.1	20.3	46.8	0.4	53.9	55.3		#187.4	7.6	55.6
Internal Link Dist (m)		562.1			548.2			202.5			170.2	
Turn Bay Length (m)	120.0		75.0	125.0		85.0	65.0			15.0		15.0
Base Capacity (vph)	166	2813	871	195	2859	1028	235	308		333	617	559
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.43	0.99	0.14	0.35	0.50	0.10	0.54	0.65		1.26	0.02	0.38

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 60 (46%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26 Intersection Signal Delay: 36.8 Intersection Capacity Utilization 105.8%

Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
   Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E



	ၨ	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ		*	<b>1</b>	7	ሻ	<b>†</b>	7
Traffic Volume (vph)	30	3224	82	104	1470	46	59	Ö	310	212	Ö	93
Future Volume (vph)	30	3224	82	104	1470	46	59	0	310	212	0	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	80.0		80.0	140.0		70.0	25.0		25.0	15.0		15.0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	5079	1541	1767	4669	0	1750	1879	1597	1785	1879	1597
Flt Permitted	0.159			0.045			0.757			0.757		
Satd. Flow (perm)	299	5079	1541	84	4669	0	1394	1879	1597	1422	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			66		10				118			84
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		572.2			334.1			216.4			176.9	
Travel Time (s)		29.4			17.2			15.6			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	1%	9%	0%	2%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	30	3224	82	104	1516	0	59	0	310	212	0	93
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane		4.04		4.04	4.00				1.01			4.04
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm		Perm	Perm		Perm
Protected Phases	•	2	•	1	6			4		•	8	
Permitted Phases	2		2	6			4		4	8		8
Detector Phase	2	2	2	1	6		4	4	4	8	8	8
Switch Phase	00.0	00.0	00.0	7.0	00.0		40.0	40.0	40.0	40.0	40.0	40.0
Minimum Initial (s)	20.0	20.0	20.0	7.0	20.0		10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	26.7	26.7	26.7	11.5	28.4		24.9	24.9	24.9	24.9	24.9	24.9
Total Split (s)	90.0	90.0	90.0	14.0	104.0		26.0	26.0	26.0	26.0	26.0	26.0
Total Split (%)	69.2%	69.2%	69.2%	10.8%	80.0%		20.0%	20.0%	20.0%	20.0%	20.0%	20.0%
Maximum Green (s)	83.3	83.3	83.3	10.0	97.3		19.1	19.1	19.1	19.1	19.1	19.1
Yellow Time (s)	4.2	4.2	4.2	3.0	4.2		3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	2.5	2.5	2.5	1.0	2.5		3.6	3.6	3.6	3.6	3.6	3.6
Lost Time Adjust (s)	0.0	-1.7	-1.7	-3.0	-1.7		-1.9	0.0	-1.9	0.0	0.0	0.0
Total Lost Time (s)	6.7	5.0	5.0	1.0	5.0		5.0	6.9	5.0	6.9	6.9	6.9

#### 8: Meadowridge Drive & Dundas Street E

	ᄼ	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	C-Max	None	Max		None	None	None	None	None	None
Walk Time (s)	7.0	7.0	7.0		7.0		7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0		11.0		11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0		0		0	0	0	0	0	0
Act Effct Green (s)	84.9	86.6	86.6	103.0	99.0		21.0		21.0	19.1		19.1
Actuated g/C Ratio	0.65	0.67	0.67	0.79	0.76		0.16		0.16	0.15		0.15
v/c Ratio	0.15	0.95	0.08	0.49	0.43		0.26		0.87	1.02		0.30
Control Delay	5.7	10.0	0.3	31.3	2.9		51.3		57.2	121.8		15.1
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0		39.1	29.9		0.0
Total Delay	5.7	10.0	0.3	31.3	2.9		51.3		96.3	151.7		15.1
LOS	Α	Α	Α	С	Α		D		F	F		В
Approach Delay		9.7			4.8			89.1			110.1	
Approach LOS		Α			Α			F			F	
Queue Length 50th (m)	1.7	64.4	0.2	6.0	5.0		14.1		52.6	~59.1		2.1
Queue Length 95th (m)	m1.7	m63.5	m0.2	20.8	6.0		28.2		#105.0	#111.8		18.1
Internal Link Dist (m)		548.2			310.1			192.4			152.9	
Turn Bay Length (m)	80.0		80.0	140.0			25.0		25.0	15.0		15.0
Base Capacity (vph)	195	3381	1048	234	3558		225		356	208		306
Starvation Cap Reductn	0	0	0	0	0		0		0	0		0
Spillback Cap Reductn	0	0	0	0	0		0		65	47		0
Storage Cap Reductn	0	0	0	0	0		0		0	0		0
Reduced v/c Ratio	0.15	0.95	0.08	0.44	0.43		0.26		1.07	1.32		0.30

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 70 (54%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 110

Control Type: Actuated-Coordinated

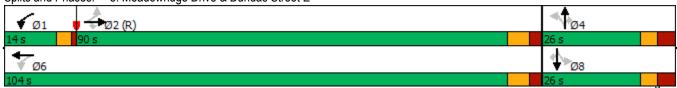
Maximum v/c Ratio: 1.02 Intersection Signal Delay: 18.9 Intersection Capacity Utilization 107.3%

Intersection LOS: B
ICU Level of Service G

Analysis Period (min) 15

- Volume exceeds capacity, queue is theoretically infinite.
  - Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.
  - Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Meadowridge Drive & Dundas Street E



	•	<b>→</b>	<b>←</b>	•	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	T T	<b>†</b> ††	<b>↑</b> ↑↑	WDK 7	SDL Š	JDK 7
Traffic Volume (vph)	40	<b>777</b> 3707	<b>TTT</b> 1547	69	201	113
Future Volume (vph)	40	3707	1547	69	201	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)	3.3	0%	0%	5.5	0%	3.3
Storage Length (m)	100.0	U /0	0 70	85.0	45.0	0.0
Storage Lanes	100.0			00.0	45.0	1
Taper Length (m)	7.5				7.5	I
Satd. Flow (prot)	7.5 1785	5051	4706	1572	1785	1597
		5051	4700	1572		1591
Flt Permitted	0.142	E054	4700	1570	0.950	1507
Satd. Flow (perm)	267	5051	4706	1572	1785	1597
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				69		78
Link Speed (k/h)		70	70		50	
Link Distance (m)		334.1	505.1		180.3	
Travel Time (s)		17.2	26.0		13.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	9%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	40	3707	1547	69	201	113
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	_0	3.5	3.5		3.5	
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
Two way Left Turn Lane		7.0	7.0		7.0	
Headway Factor	1.01	1.02	1.01	1.04	1.01	1.01
Turning Speed (k/h)	25	1.02	1.01	1.04	25	1.01
		NIA	NI A			
Turn Type	Perm	NA	NA	Perm	Prot	Perm
Protected Phases	0	2	6		4	4
Permitted Phases	2			6		4
Detector Phase	2	2	6	6	4	4
Switch Phase		22.2	22.2	00.0	40.0	10.0
Minimum Initial (s)	20.0	20.0	20.0	20.0	10.0	10.0
Minimum Split (s)	24.5	24.5	24.5	24.5	22.5	22.5
Total Split (s)	106.0	106.0	106.0	106.0	24.0	24.0
Total Split (%)	81.5%	81.5%	81.5%	81.5%	18.5%	18.5%
Maximum Green (s)	101.5	101.5	101.5	101.5	19.5	19.5
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)						

### **丿 → ← 乀 ┕ √**

	ED	EDT	WDT	WDD	001	000
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	C-Max	C-Max	Max	Max	None	None
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)	0	0	0	0	0	0
Act Effct Green (s)	103.1	103.1	103.1	103.1	17.9	17.9
Actuated g/C Ratio	0.79	0.79	0.79	0.79	0.14	0.14
v/c Ratio	0.19	0.93	0.41	0.05	0.82	0.40
Control Delay	6.6	23.8	2.8	0.4	79.8	22.6
Queue Delay	0.0	1.9	0.0	0.0	0.0	0.0
Total Delay	6.6	25.7	2.8	0.4	79.8	22.6
LOS	Α	С	Α	Α	Е	С
Approach Delay		25.5	2.7		59.2	
Approach LOS		С	Α		Е	
Queue Length 50th (m)	2.9	325.4	18.7	0.3	52.6	8.3
Queue Length 95th (m)	m3.5	m342.8	m22.0	m0.1	#88.6	26.9
Internal Link Dist (m)		310.1	481.1		156.3	
Turn Bay Length (m)	100.0			85.0	45.0	
Base Capacity (vph)	211	4005	3732	1260	267	305
Starvation Cap Reductn	0	178	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.97	0.41	0.05	0.75	0.37

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 100

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.93 Intersection Signal Delay: 20.9 Intersection Capacity Utilization 90.3%

Intersection LOS: C
ICU Level of Service E

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Dundas Street E & William Cutmore Blvd



	ᄼ	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	/	<b>/</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>^</b>	7	ሻ	<b>^</b>	7
Traffic Volume (vph)	259	3157	515	141	1243	143	256	367	179	213	609	119
Future Volume (vph)	259	3157	515	141	1243	143	256	367	179	213	609	119
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	5079	1572	1750	4706	1572	1594	3500	1551	1785	3570	1597
Flt Permitted	0.141			0.067			0.195			0.413		
Satd. Flow (perm)	265	5079	1572	123	4706	1572	327	3500	1551	776	3570	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			234			143			147			119
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		505.1			255.3			487.3			810.8	
Travel Time (s)		26.0			13.1			29.2			48.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	0%	2%	9%	0%	12%	2%	3%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	259	3157	515	141	1243	143	256	367	179	213	609	119
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	11.0	45.3	45.3	11.0	45.3	45.3	11.0	47.5	47.5	11.0	47.5	47.5
Total Split (s)	11.0	60.0	60.0	11.0	60.0	60.0	11.0	48.0	48.0	11.0	48.0	48.0
Total Split (%)	8.5%	46.2%	46.2%	8.5%	46.2%	46.2%	8.5%	36.9%	36.9%	8.5%	36.9%	36.9%
Maximum Green (s)	7.0	53.7	53.7	7.0	53.7	53.7	7.0	41.5	41.5	7.0	41.5	41.5
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	2.8	2.8	1.0	2.8	2.8
Lost Time Adjust (s)	-3.0	-1.3	-1.3	-3.0	-1.3	-1.3	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0

#### 14: Ninth Line & Dundas Street E

	•	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		32.0	32.0		32.0	32.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0		0	0		0	0
Act Effct Green (s)	83.1	64.1	64.1	76.0	57.8	57.8	43.7	29.7	29.7	43.7	29.7	29.7
Actuated g/C Ratio	0.64	0.49	0.49	0.58	0.44	0.44	0.34	0.23	0.23	0.34	0.23	0.23
v/c Ratio	0.63	1.26	0.58	0.57	0.59	0.18	1.24	0.46	0.38	0.63	0.75	0.26
Control Delay	25.2	149.0	16.8	32.1	29.1	4.1	172.9	44.4	11.7	40.5	52.3	7.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.2	149.0	16.8	32.1	29.1	4.1	172.9	44.4	11.7	40.5	52.3	7.7
LOS	С	F	В	С	С	Α	F	D	В	D	D	Α
Approach Delay		123.5			27.0			78.1			44.0	
Approach LOS		F			С			Е			D	
Queue Length 50th (m)	40.8	~393.6	51.1	19.2	92.4	0.0	~60.5	45.1	6.8	42.5	80.7	0.0
Queue Length 95th (m)	m51.3	#453.9	m63.6	41.7	111.1	12.8	#108.1	56.8	25.6	59.2	95.5	14.9
Internal Link Dist (m)		481.1			231.3			463.3			786.8	
Turn Bay Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Base Capacity (vph)	408	2502	893	249	2092	778	207	1157	611	338	1180	607
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	1.26	0.58	0.57	0.59	0.18	1.24	0.32	0.29	0.63	0.52	0.20

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 12 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.26 Intersection Signal Delay: 87.6 Intersection Capacity Utilization 114.8%

Intersection LOS: F
ICU Level of Service H

Analysis Period (min) 15

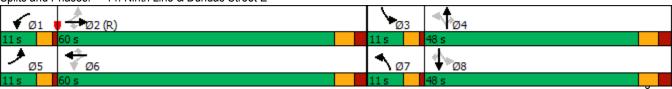
Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 14: Ninth Line & Dundas Street E



	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<b>/</b>	<b>&gt;</b>	ţ	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ĥ			4			4			4	
Traffic Volume (veh/h)	0	80	29	88	220	71	12	66	53	14	232	0
Future Volume (Veh/h)	0	80	29	88	220	71	12	66	53	14	232	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	80	29	88	220	71	12	66	53	14	232	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								313				
pX, platoon unblocked												
vC, conflicting volume	558	403	232	446	376	92	232			119		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	558	403	232	446	376	92	232			119		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	85	96	80	60	93	99			99		
cM capacity (veh/h)	279	529	812	443	548	970	1348			1482		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	0	109	379	131	246							
Volume Left	0	0	88	12	14							
Volume Right	0	29	71	53	0							
cSH	1700	583	563	1348	1482							
Volume to Capacity	0.00	0.19	0.67	0.01	0.01							
Queue Length 95th (m)	0.0	5.5	40.6	0.2	0.2							
Control Delay (s)	0.0	12.6	23.6	0.8	0.5							
Lane LOS	Α	В	С	Α	Α							
Approach Delay (s)	12.6		23.6	0.8	0.5							
Approach LOS	В		С									
Intersection Summary												
Average Delay			12.2									
Intersection Capacity Utiliza	tion		49.5%	IC	U Level	of Service			Α			
Analysis Period (min)			15									

	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	ተተተ	7	ሻ	ተተተ	7	ሻ	<b></b>	7	ች	<b>†</b>	7
Traffic Volume (vph)	103	1952	212	240	3167	150	192	93	165	80	45	27
Future Volume (vph)	103	1952	212	240	3167	150	192	93	165	80	45	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	115.0		75.0	155.0		85.0	45.0		0.0	45.0		0.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1785	5079	1572	1767	1824	1597	1785	1879	1597
Flt Permitted	0.058			0.057			0.728			0.655		
Satd. Flow (perm)	109	4980	1541	107	5079	1572	1354	1824	1597	1231	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			178			87			110			67
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		310.7			586.1			253.5			312.8	
Travel Time (s)		16.0			30.1			18.3			22.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	0%	1%	0%	1%	3%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	103	1952	212	240	3167	150	192	93	165	80	45	27
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6		6	8		8	4		4
Detector Phase	5	2	2	1	6	6	8	8	8	4	4	4
Switch Phase		20.0	00.0		00.0	00.0	40.0	40.0	40.0	40.0	40.0	40.0
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	38.0	38.0	11.0	38.0	38.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (s)	11.0	73.0	73.0	11.0	73.0	73.0	46.0	46.0	46.0	46.0	46.0	46.0
Total Split (%)	8.5%	56.2%	56.2%	8.5%	56.2%	56.2%	35.4%	35.4%	35.4%	35.4%	35.4%	35.4%
Maximum Green (s)	7.0	66.0	66.0	7.0	66.0	66.0	39.0	39.0	39.0	39.0	39.0	39.0
Yellow Time (s)	3.0	3.3	3.3	3.0	3.3	3.3	3.3	3.3	3.3	3.3	3.3	3.3
All-Red Time (s)	1.0	3.7	3.7	1.0	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Lost Time Adjust (s)	-3.0	-1.7	-1.7	-3.0	-1.7	-1.7	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
Total Lost Time (s)	1.0	5.3	5.3	1.0	5.3	5.3	4.0	4.0	4.0	4.0	4.0	4.0

	•	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	<b>/</b>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		24.0	24.0		24.0	24.0	32.0	32.0	32.0	32.0	32.0	32.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	84.3	68.0	68.0	97.8	80.6	80.6	27.0	27.0	27.0	27.0	27.0	27.0
Actuated g/C Ratio	0.65	0.52	0.52	0.75	0.62	0.62	0.21	0.21	0.21	0.21	0.21	0.21
v/c Ratio	0.46	0.75	0.24	0.60	1.01	0.15	0.68	0.25	0.39	0.31	0.12	0.07
Control Delay	24.3	26.7	4.3	39.6	28.8	8.6	59.2	42.6	17.5	44.9	39.5	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.3	26.7	4.3	39.6	28.8	8.6	59.2	42.6	17.5	44.9	39.5	0.4
LOS	С	С	Α	D	С	Α	Е	D	В	D	D	Α
Approach Delay		24.5			28.7			40.5			35.4	
Approach LOS		С			С			D			D	
Queue Length 50th (m)	8.4	147.0	4.4	52.9	149.3	8.9	48.3	21.2	12.3	18.5	10.0	0.0
Queue Length 95th (m)	26.6	166.6	17.2	m48.5 n	n#315.1	m7.9	69.0	33.7	30.1	31.0	19.0	0.0
Internal Link Dist (m)		286.7			562.1			229.5			288.8	
Turn Bay Length (m)	115.0		75.0	155.0		85.0	45.0			45.0		
Base Capacity (vph)	226	2603	890	400	3150	1008	437	589	590	397	607	561
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.75	0.24	0.60	1.01	0.15	0.44	0.16	0.28	0.20	0.07	0.05

Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 3 (2%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.01 Intersection Signal Delay: 28.2 Intersection Capacity Utilization 95.4%

Intersection LOS: C
ICU Level of Service F

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Eighth Line & Dundas Street E



Future Total PM Peak 1:06 pm 06-27-2022 Baseline

# Lanes, Volumes, Timings 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	۶	<b>→</b>	•	•	-	•	4	†	<i>&gt;</i>	<b>/</b>	ţ	
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	ተተተ	7	ሻ	ተተተ	7	ሻ	f)		ች	<b>†</b>	7
Traffic Volume (vph)	228	1774	176	266	3212	299	192	4	100	262	9	137
Future Volume (vph)	228	1774	176	266	3212	299	192	4	100	262	9	137
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	120.0		75.0	125.0		85.0	65.0		0.0	15.0		15.0
Storage Lanes	1		1	1		1	1		0	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1785	5051	1597	1785	1608	0	1785	1879	1597
Flt Permitted	0.064			0.067			0.752			0.619		
Satd. Flow (perm)	120	4980	1541	126	5051	1597	1413	1608	0	1163	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			176			182		100				137
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		586.1			572.2			226.5			193.9	
Travel Time (s)		30.1			29.4			16.3			14.0	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	228	1774	176	266	3212	299	192	104	0	262	9	137
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6			4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	4	4		3	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0		6.5	10.0	10.0
Minimum Split (s)	11.0	26.8	26.8	11.0	26.8	26.8	23.5	23.5		11.0	22.5	22.5
Total Split (s)	17.0	79.5	79.5	16.0	78.5	78.5	23.5	23.5		11.0	34.5	34.5
Total Split (%)	13.1%	61.2%	61.2%	12.3%	60.4%	60.4%	18.1%	18.1%		8.5%	26.5%	26.5%
Maximum Green (s)	13.0	72.7	72.7	12.0	71.7	71.7	19.0	19.0		7.0	30.0	30.0
Yellow Time (s)	3.0	4.2	4.2	3.0	4.2	4.2	3.5	3.5		3.0	3.5	3.5
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)	0.0	-1.8	-1.8	-3.0	-1.8	0.0	-1.9	0.0		0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	1.0	5.0	6.8	2.6	4.5		4.0	4.5	4.5

#### 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	/	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lag	Lag	Lag	Lead	Lead	Lead	Lead	Lead		Lag		
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None		None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0			7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0			11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0			0	0
Act Effct Green (s)	75.5	74.5	74.5	78.0	74.0	72.2	20.3	18.4		30.0	29.5	29.5
Actuated g/C Ratio	0.58	0.57	0.57	0.60	0.57	0.56	0.16	0.14		0.23	0.23	0.23
v/c Ratio	0.97	0.62	0.18	0.97	1.12	0.31	0.87	0.33		0.87	0.02	0.29
Control Delay	72.7	8.7	0.5	50.2	70.7	1.9	88.1	13.2		77.1	39.0	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	72.7	8.7	0.5	50.2	70.7	1.9	88.1	13.2		77.1	39.0	8.1
LOS	Е	Α	Α	D	Е	Α	F	В		Е	D	Α
Approach Delay		14.7			63.8			61.7			53.1	
Approach LOS		В			Е			Е			D	
Queue Length 50th (m)	45.5	34.3	0.0	53.0	~375.6	9.5	50.9	0.9		63.8	1.9	0.0
Queue Length 95th (m)	m#88.7	39.3	m0.9	m51.2	m#353.9	m8.9	#93.8	17.9		#113.3	6.8	16.9
Internal Link Dist (m)		562.1			548.2			202.5			169.9	
Turn Bay Length (m)	120.0		75.0	125.0		85.0	65.0			15.0		15.0
Base Capacity (vph)	236	2853	958	273	2876	968	227	320		301	433	473
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.97	0.62	0.18	0.97	1.12	0.31	0.85	0.33		0.87	0.02	0.29

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 11.8 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.12

Intersection Signal Delay: 47.0 Intersection LOS: D
Intersection Capacity Utilization 107.1% ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: Prince Michael Drive/John McKay Boulevard & Dundas Street E



	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	/	<b>&gt;</b>	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	ተተተ	7	ሻ	ተተተ	7	ሻ	<b>1</b>	7	*	<b>↑</b>	7
Traffic Volume (vph)	124	1874	166	258	3740	144	47	Ö	163	141	Ö	74
Future Volume (vph)	124	1874	166	258	3740	144	47	0	163	141	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	80.0		80.0	140.0		70.0	25.0		25.0	15.0		15.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1572	1785	5051	1597	1785	1879	1597	1785	1879	1597
Flt Permitted	0.045			0.086			0.757			0.757		
Satd. Flow (perm)	85	4980	1572	162	5051	1597	1422	1879	1597	1422	1879	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			166			92			106			79
Link Speed (k/h)		70			70			50			50	
Link Distance (m)		572.2			334.1			216.4			176.0	
Travel Time (s)		29.4			17.2			15.6			12.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	4	0	4	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	124	1874	166	258	3740	144	47	0	163	141	0	74
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.02	1.01	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Perm		Perm	Perm	_	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	2		2	6		6	4		4	8		8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase		20.0	00.0		00.0	20.0	40.0	40.0	40.0	40.0	40.0	40.0
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	10.0	10.0	10.0	10.0	10.0	10.0
Minimum Split (s)	11.0	26.7	26.7	11.0	28.4	28.4	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (s)	11.0	96.5	96.5	11.0	96.5	96.5	22.5	22.5	22.5	22.5	22.5	22.5
Total Split (%)	8.5%	74.2%	74.2%	8.5%	74.2%	74.2%	17.3%	17.3%	17.3%	17.3%	17.3%	17.3%
Maximum Green (s)	7.0	89.8	89.8	7.0	89.8	89.8	18.0	18.0	18.0	18.0	18.0	18.0
Yellow Time (s)	3.0	4.2	4.2	3.0	4.2	4.2	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	2.5	2.5	1.0	2.5	2.5	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	-1.7	-1.7	-3.0	-1.7	0.0	-1.9	0.0	-1.9	0.0	0.0	0.0
Total Lost Time (s)	4.0	5.0	5.0	1.0	5.0	6.7	2.6	4.5	2.6	4.5	4.5	4.5

#### 8: Meadowridge Drive & Dundas Street E

	۶	<b>→</b>	•	•	<b>←</b>	•	1	<b>†</b>	<b>/</b>	-	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0		0	0	0	0	0	0	0	0
Act Effct Green (s)	99.9	91.5	91.5	107.6	92.9	91.2	18.1		18.1	16.2		16.2
Actuated g/C Ratio	0.77	0.70	0.70	0.83	0.71	0.70	0.14		0.14	0.12		0.12
v/c Ratio	0.77	0.53	0.14	0.92	1.04	0.13	0.24		0.52	0.80		0.28
Control Delay	60.8	15.7	2.3	30.9	49.3	5.4	52.0		25.4	85.3		12.2
Queue Delay	0.0	0.0	0.0	0.0	13.1	0.0	0.0		0.0	0.0		0.0
Total Delay	60.8	15.7	2.3	30.9	62.4	5.4	52.0		25.4	85.3		12.2
LOS	Е	В	Α	С	Е	Α	D		С	F		В
Approach Delay		17.3			58.5			31.4			60.1	
Approach LOS		В			Е			С			Е	
Queue Length 50th (m)	14.0	160.6	2.6	~35.1	~398.3	8.1	11.3		13.7	36.9		0.0
Queue Length 95th (m)	m#44.6	171.2	m7.4	m24.6	m317.2	m6.2	23.6		36.9	#68.1		13.2
Internal Link Dist (m)		548.2			310.1			192.4			152.0	
Turn Bay Length (m)	80.0		80.0	140.0		70.0	25.0		25.0	15.0		15.0
Base Capacity (vph)	161	3505	1155	280	3609	1147	217		334	196		289
Starvation Cap Reductn	0	0	0	0	108	0	0		0	0		0
Spillback Cap Reductn	0	0	0	0	0	0	0		0	0		0
Storage Cap Reductn	0	0	0	0	0	0	0		0	0		0
Reduced v/c Ratio	0.77	0.53	0.14	0.92	1.07	0.13	0.22		0.49	0.72		0.26

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 75 (58%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.04 Intersection Signal Delay: 44.5 Intersection Capacity Utilization 104.9%

Intersection LOS: D
ICU Level of Service G

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

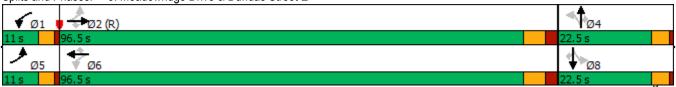
Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 8: Meadowridge Drive & Dundas Street E



	ၨ	<b>→</b>	←	•	-	1
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	TDL	<b>†</b>	<b>↑</b> ↑↑	WDK 7	SDL Š	JDK 7
Traffic Volume (vph)	123	2070	4177	216	144	83
Future Volume (vph)	123	2070	4177	216	144	83
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5
	ა.ა	0%	0%	3.5	0%	3.3
Grade (%)	100.0	U 70	0 %	0E 0		0.0
Storage Length (m)				85.0 1	45.0	
Storage Lanes	7.5			T	7.5	1
Taper Length (m)	7.5	1052	E070	1570		1507
Satd. Flow (prot)	1785	4953	5079	1572	1785	1597
Flt Permitted	0.041	4050	F070	4530	0.950	4507
Satd. Flow (perm)	77	4953	5079	1572	1785	1597
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)				153		78
Link Speed (k/h)		70	70		50	
Link Distance (m)		334.1	505.1		180.3	
Travel Time (s)		17.2	26.0		13.0	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	4	0	4	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)		• • • • • • • • • • • • • • • • • • • •	• • • • • • • • • • • • • • • • • • • •		0,0	
Lane Group Flow (vph)	123	2070	4177	216	144	83
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(m)	LEIL	3.5	3.5	rtigrit	3.5	Tagrit
Link Offset(m)		0.0	0.0		0.0	
Crosswalk Width(m)		4.8	4.8		4.8	
` ,		4.0	4.0		4.0	
Two way Left Turn Lane	1.04	1.00	1.01	1.04	1.04	1.01
Headway Factor	1.01	1.02	1.01	1.04	1.01	1.01
Turning Speed (k/h)	25			15	25	15
Turn Type	pm+pt	NA	NA	Perm	Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2			6		4
Detector Phase	5	2	6	6	4	4
Switch Phase						
Minimum Initial (s)	7.0	20.0	20.0	20.0	10.0	10.0
Minimum Split (s)	11.0	24.5	24.5	24.5	22.5	22.5
Total Split (s)	11.0	107.0	96.0	96.0	23.0	23.0
Total Split (%)	8.5%	82.3%	73.8%	73.8%	17.7%	17.7%
Maximum Green (s)	7.0	102.5	91.5	91.5	18.5	18.5
Yellow Time (s)	3.0	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	4.0	4.5	4.5	4.5	4.5	4.5

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Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lead/Lag	Lead		Lag	Lag		
Lead-Lag Optimize?	Yes		Yes	Yes		
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	Max	Max	None	None
Walk Time (s)		7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		11.0	11.0	11.0	11.0	11.0
Pedestrian Calls (#/hr)		0	0	0	0	0
Act Effct Green (s)	106.4	105.9	93.9	93.9	15.1	15.1
Actuated g/C Ratio	0.82	0.81	0.72	0.72	0.12	0.12
v/c Ratio	0.74	0.51	1.14	0.18	0.70	0.33
Control Delay	38.2	15.3	85.5	0.0	72.3	15.5
Queue Delay	0.0	0.0	0.1	0.0	0.0	96.9
Total Delay	38.2	15.3	85.6	0.0	72.3	112.4
LOS	D	В	F	Α	Е	F
Approach Delay		16.6	81.4		86.9	
Approach LOS		В	F		F	
Queue Length 50th (m)	19.9	142.2	~499.5	0.0	37.7	1.2
Queue Length 95th (m)	m#48.4	163.0	m34.7	m0.0	59.8	16.7
Internal Link Dist (m)		310.1	481.1		156.3	
Turn Bay Length (m)	100.0			85.0	45.0	
Base Capacity (vph)	167	4033	3668	1177	254	294
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	306	0	0	242
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.74	0.51	1.24	0.18	0.57	1.60

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 0 (0%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 150

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.14 Intersection Signal Delay: 60.7 Intersection Capacity Utilization 106.7%

Intersection LOS: E ICU Level of Service G

Analysis Period (min) 15

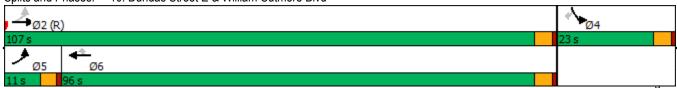
Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 10: Dundas Street E & William Cutmore Blvd



	۶	<b>→</b>	•	•	<b>←</b>	•	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	ţ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	<b>^</b>	7	ች	<b>^</b> ^	7	*	<b>^</b>	7	*	<b>^</b>	7
Traffic Volume (vph)	154	1771	288	165	3623	156	529	818	621	122	350	240
Future Volume (vph)	154	1771	288	165	3623	156	529	818	621	122	350	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (m)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
Grade (%)		0%			0%			0%			0%	
Storage Length (m)	225.0		85.0	230.0		85.0	160.0		130.0	130.0		55.0
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (m)	7.5			7.5			7.5			7.5		
Satd. Flow (prot)	1785	4980	1541	1750	5079	1572	1750	3535	1521	1750	3535	1597
Flt Permitted	0.071			0.071			0.482			0.171		
Satd. Flow (perm)	133	4980	1541	131	5079	1572	888	3535	1521	315	3535	1597
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			248			97			152			120
Link Speed (k/h)		70			70			60			60	
Link Distance (m)		505.1			255.3			487.3			810.8	
Travel Time (s)		26.0			13.1			29.2			48.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	3%	2%	2%	1%	0%	2%	1%	5%	2%	1%	0%
Bus Blockages (#/hr)	0	0	4	0	0	4	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	154	1771	288	165	3623	156	529	818	621	122	350	240
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		3.5			3.5			3.5			3.5	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.01	1.01	1.04	1.01	1.01	1.04	1.01	1.01	1.01	1.01	1.01	1.01
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	Perm
Protected Phases	5	2	•	1	6	•	7	4		3	8	0
Permitted Phases	2		2	6	•	6	4	_	4	8	•	8
Detector Phase	5	2	2	1	6	6	7	4	4	3	8	8
Switch Phase	7.0	00.0	00.0	7.0	00.0	00.0	7.0	00.0	00.0	7.0	00.0	00.0
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0	7.0	20.0	20.0
Minimum Split (s)	11.0	45.3	45.3	11.0	45.3	45.3	11.0	47.5	47.5	11.0	47.5	47.5
Total Split (s)	11.0	60.0	60.0	11.0	60.0	60.0	11.0	48.0	48.0	11.0	48.0	48.0
Total Split (%)	8.5%	46.2%	46.2%	8.5%	46.2%	46.2%	8.5%	36.9%	36.9%	8.5%	36.9%	36.9%
Maximum Green (s)	7.0	53.7	53.7	7.0	53.7	53.7	7.0	41.5	41.5	7.0	41.5	41.5
Yellow Time (s)	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7	3.0	3.7	3.7
All-Red Time (s)	1.0	2.6	2.6	1.0	2.6	2.6	1.0	2.8	2.8	1.0	2.8	2.8
Lost Time Adjust (s)	-3.0	-1.3	-1.3	-3.0	-1.3	-1.3	-3.0	-1.5	-1.5	-3.0	-1.5	-1.5
Total Lost Time (s)	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0	1.0	5.0	5.0

## 14: Ninth Line & Dundas Street E

	•	-	•	•	•	*	•	<b>†</b>	~	-	ţ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Minimum Gap (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	C-Max	C-Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		32.0	32.0		32.0	32.0		34.0	34.0		34.0	34.0
Pedestrian Calls (#/hr)		0	0		0	0	_	0	0		0	0
Act Effct Green (s)	69.0	55.0	55.0	69.0	55.0	55.0	57.0	43.0	43.0	57.0	43.0	43.0
Actuated g/C Ratio	0.53	0.42	0.42	0.53	0.42	0.42	0.44	0.33	0.33	0.44	0.33	0.33
v/c Ratio	0.78	0.84	0.36	0.85	1.69	0.22	1.16	0.70	1.03	0.49	0.30	0.39
Control Delay	62.4	18.3	2.9	62.9	338.7	10.2	126.6	41.7	76.5	28.5	33.2	18.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	62.4	18.3	2.9	62.9	338.7	10.2	126.6	41.7	76.5	28.5	33.2	18.3
LOS	Е	В	Α	Е	F	В	F	D	Е	С	С	В
Approach Delay		19.3			314.2			75.5			27.4	
Approach LOS		В			F			Е		40.0	С	
Queue Length 50th (m)	27.5	65.0	4.9	27.2	~523.0	9.4	~139.2	100.7	~149.2	19.2	36.8	23.6
Queue Length 95th (m)	#60.2	78.4	6.9	#67.9	#544.9	24.0	#239.3	124.6	#224.4	32.4	50.2	47.5
Internal Link Dist (m)	005.0	481.1	05.0	000.0	231.3	05.0	400.0	463.3	400.0	400.0	786.8	55.0
Turn Bay Length (m)	225.0	0400	85.0	230.0	04.40	85.0	160.0	4400	130.0	130.0	4400	55.0
Base Capacity (vph)	197	2106	795	194	2148	721	455	1169	604	248	1169	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.78	0.84	0.36	0.85	1.69	0.22	1.16	0.70	1.03	0.49	0.30	0.39

#### Intersection Summary

Area Type: Other

Cycle Length: 130
Actuated Cycle Length: 130

Offset: 12 (9%), Referenced to phase 2:EBTL, Start of Green

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 1.69 Intersection Signal Delay: 164.1 Intersection Capacity Utilization 139.5%

Intersection LOS: F
ICU Level of Service H

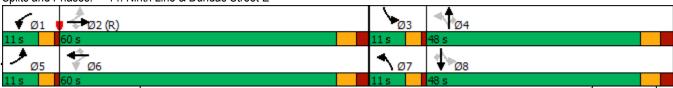
Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 14: Ninth Line & Dundas Street E



	•	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	~	<b>/</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	₽			4			4			4	
Traffic Volume (veh/h)	0	275	20	57	144	44	34	154	172	45	82	0
Future Volume (Veh/h)	0	275	20	57	144	44	34	154	172	45	82	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Hourly flow rate (vph)	0	275	20	57	144	44	34	154	172	45	82	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh)												
Upstream signal (m)								313				
pX, platoon unblocked	1.00	1.00		1.00	1.00	1.00				1.00		
vC, conflicting volume	596	566	82	638	480	240	82			326		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	596	565	82	637	479	239	82			325		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	33	98	67	69	95	98			96		
cM capacity (veh/h)	287	411	983	171	460	804	1528			1245		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	SB 1							
Volume Total	0	295	245	360	127							
Volume Left	0	0	57	34	45							
Volume Right	0	20	44	172	0							
cSH	1700	428	349	1528	1245							
Volume to Capacity	0.00	0.69	0.70	0.02	0.04							
Queue Length 95th (m)	0.0	40.7	40.6	0.5	0.9							
Control Delay (s)	0.0	30.1	36.3	0.9	3.0							
Lane LOS	Α	D	Е	Α	Α							
Approach Delay (s)	30.1		36.3	0.9	3.0							
Approach LOS	D		Е									
Intersection Summary												
Average Delay			18.0									
Intersection Capacity Utiliza	ation		60.5%	IC	U Level	of Service			В			
Analysis Period (min)			15									

06-28-2022

	•	<b>→</b>	*	<b>√</b>	<b>+</b>	•	•	†	<b>/</b>	<b>\</b>	<b>+</b>	-√
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	18	44	0	11	4	35	27	0	1	10	6
Future Volume (vph)	17	18	44	0	11	4	35	27	0	1	10	6
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	18	20	48	0	12	4	38	29	0	1	11	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	86	16	67	19								
Volume Left (vph)	18	0	38	1								
Volume Right (vph)	48	4	0	7								
Hadj (s)	-0.29	-0.12	0.13	-0.19								
Departure Headway (s)	3.8	4.0	4.3	4.0								
Degree Utilization, x	0.09	0.02	0.08	0.02								
Capacity (veh/h)	917	863	817	873								
Control Delay (s)	7.2	7.1	7.6	7.1								
Approach Delay (s)	7.2	7.1	7.6	7.1								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.3									
Level of Service			Α									
Intersection Capacity Utiliza	ition		31.1%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									

06-28-2022

	•	<b>→</b>	*	<b>√</b>	<b>+</b>	•	•	†	<i>&gt;</i>	<b>\</b>	<b>+</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	6	10	50	0	12	3	54	19	0	4	30	10
Future Volume (vph)	6	10	50	0	12	3	54	19	0	4	30	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	11	54	0	13	3	59	21	0	4	33	11
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	72	16	80	48								
Volume Left (vph)	7	0	59	4								
Volume Right (vph)	54	3	0	11								
Hadj (s)	-0.43	-0.08	0.16	-0.10								
Departure Headway (s)	3.8	4.2	4.3	4.1								
Degree Utilization, x	0.08	0.02	0.10	0.05								
Capacity (veh/h)	919	830	814	860								
Control Delay (s)	7.1	7.2	7.7	7.3								
Approach Delay (s)	7.1	7.2	7.7	7.3								
Approach LOS	Α	Α	Α	Α								
Intersection Summary												
Delay			7.4									
Level of Service			Α									
Intersection Capacity Utiliza	ation		30.6%	IC	U Level o	of Service			Α			
Analysis Period (min)			15									