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Research Report

Application of Advanced Simulation Tools for Optimizing Signal Timing for Local Transportation Agencies

Submitted to

Auburn University Highway Research Center

Prepared by

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16. Abstract

Traffic signals are one of the primary constraints on corridor capacity in the highway/arterial network. The progression of the major corridor is heavily dependent on the quality of the signal timings. Poor signal timings can result in significant congestion that could be minimized through signal timing optimization. The congestion typically contributes to increased delays, complaints, pollution, reduced fuel efficiency, and other economic losses. The purpose of this study was to develop and use the Synchro and TranSync models in the assessment of signal timing alternatives on a congested corridor. The simulation models were used to assess alternatives to improve operations in the congested corridor of Atlanta Highway between Federal Dr and Eastern Blvd in the City of Montgomery, Alabama. New signal timing plans were developed for AM and PM peak hours. The results showed that the optimum timings can reduce the through-movement delays by 20% and queue lengths by 25% on the corridor. They also helped shorten daily commuting time by 15%. Findings of the engineering analysis and simulation surprisingly indicated that the benefits of signal timing optimization were high with a benefit/cost ratio (b/c ratio) of over 10:1. Transportation agencies can utilize the procedure to develop, diagnose, and verify timings for improving corridor progression. The materials developed in this study can also be used as a reference for training purposes for traffic engineers and college students.

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ABSTRACT

Inefficient or improperly functioning traffic signals create frustrations for those who use them on a daily basis. Optimization of signal timings is one of the most cost-effective tools available to transportation professionals to improve the performance of the roadway system. It is a proven method for deceasing vehicle fuel consumption, vehicle emissions and motorist delays. The primary purpose of this study was to improve traffic flow along Atlanta Highway in the city of Montgomery, Alabama, and improve the efficiency of traffic signal operations. Additionally, the optimization aimed to reduced emissions and fuel consumption. For this study, a total of 14 intersections were selected, which were poorly coordinated and included in 5 subsystems. Two-hour traffic counts were conducted in the field during the PM peak hours and additional videos were recorded to monitor the field condition. Signal timing data were acquired from the central control system in the Traffic Management Center. Geometric data were obtained from Google Maps and verified in the field. Two traffic simulation tools, Synchro and TranSync, were used in this study. Synchro was utilized to analyze the operation conditions as well as optimizing the signal timings. TranSync was employed to diagnose and verify the timings in the field. It also helped with developing optimum signal timings for the corridor. Analysis of existing conditions indicated that the low efficiency of progression on the corridor was due to the long cycle length and inappropriate coordination. Thus, new timing plans were developed with optimized cycle length, offsets, and phasing sequence. Based on the before-and-after comparisons, the optimized timings increased the bandwidth of green band for both directions by at least 20%. Thus, they reduced the average delay by 20% and queue length by 25% for the through vehicles on the major arterial. Additionally, the new timing plans can shorten daily commuting time by 15%, which is roughly 4 minutes per vehicle per day. The overall benefits of signal timing optimization, which include the reductions of delay, emission, and fuel consumption, were high with a benefit/cost ratio (b/c ratio) of over 10:1. Transportation agencies can utilize the procedure to diagnose and verify existing timings in order to increase the reliability of traffic signal operations. The method introduced in this study can also be used to develop new timings to improve the corridor progression. The materials developed in this study can be provided to traffic engineers and college students for training purposes.

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Chapter 1: Introduction

1.1 Background

A well-timed, coordinated signal timing plan plays an irreplaceable role in mitigating the traffic congestion of urban roads (Wu et al. 2013). Optimized signal timing can reduce delay, increase the capacity of the urban road network, and improve traffic mobility. Traffic signal coordination has proven to be a low-cost method for improving traffic operations with a high benefit-cost (B/C) ratio up to 40:1 (Sunkari 2004). Traffic signals have many drawbacks when they fail to be designed properly, which may cause adverse impacts on motorist delay and safety (ALDOT 2015). Currently, existing signal timings in many small cities in Alabama have not been timely updated due to a lack of knowledge and training on how to use signal optimization tools. For instance, the signal timings on many intersections in the city of Montgomery were implemented more than 10 years ago. Due to the lack of advanced simulation tools, many local agencies do not have alternative timing plans for work zones, major events, or traffic incidents.

Currently, signal optimization software such as Synchro, TSIS, and VISSIM have been commonly used in developing optimized and coordinated timing plans. Many new features have been added to the latest versions of these software for developing adaptive and actuated signal timings in a short-time period. Past studies showed corridors have less delay and a better Level of Service (LOS) after optimizing signal timing (MnDOT 2013, Urbanik et al. 2015).

This project applied advanced simulation tools (Synchro and TranSync) to optimize the traffic signal timings along the Atlanta Highway corridor from Federal Dr to Eastern Blvd in the City of Montgomery, Alabama. The project outcomes (tools and strategies) can be applied by other local transportation agencies in Alabama.

1.2 Objectives

The primary purpose of this project was to develop the optimized traffic signal timing to improve traffic flow along the Atlanta Highway corridor in the City of Montgomery, Alabama, while also maintaining efficient and safe travel for road users. Following are five tasks conducted to achieve the goals in this study:

1. Collect existing traffic data, such as turning movement counts, signal timing plans, and intersection geometry.

2. Develop and calibrate Synchro and TranSync models for the existing conditions.

3. Develop a set of new timing plans for different time periods. The focus was on afternoon peak hours when the most congestion occurs.

4. Field implementation of new signal timings and fine-tuning of the offset between signals.

5. Evaluate the operational performance and benefits based on before-and-after studies.

Chapter 2: Literature Review

This chapter presents a literature review of signal timing studies in three categories: signal timing optimization, model calibration and verification, and benefits of signal timing improvements.

2.1 Signal Timing Optimization

2.1.1 Traffic Signal Timings and Control Algorithms

This section gives a brief introduction of traffic signal timing concepts and typical control algorithms.

Basic Actuated Control

There are three key components arriving at the green time for a given phase: initial interval, unit extension, and maximum green (Roess et al. 2004). The initial interval and unit extension are set based on the detector layout on the approach served by the given phase. The maximum green can be set based on the desired operation at the signalized intersection.

The initial interval plus the unit extension is the minimum green that an approach will receive if no additional detections are presented once the phase is given. Because the unit extension can be short, the majority of time in this minimum green is the initial interval. It should be designed to allow the space between the detector and the stop line to clear of vehicles (Roess et al. 2004). Because there are different types of detection at different sizes and distances from the stop bar, the initial interval can range from 0 seconds to as much as 20 to 30 seconds. Table 2.1 lists the recommended minimum green time by Alabama Department of Transportation (ALDOT) based on the type of street.

Table 2.1 Minimum Green Time for Pre-timed and Actuated Signals (ALDOT 2015)

Movement Type	Minimum Green Time (seconds)	
	Pre-Timed	Actuated
Major Street Thru (≥45 mph)	20	20
Major Street Thru (<45 mph)	15	15
Major Street Left Turn	6	4
Minor Street Thru	8	6
Minor Street Left Turn	6	4

The unit extension time is the time the green is extended for each arrival at the detector, from the instant of arrival at the detector (Roess et al. 2004). To avoid vehicles being hesitated/stopped between the detector and the stop line, the vehicle interval must be at least the "passage time" of a vehicle from the detector to the stop line.

The maximum green is the total time to be allowed to the phase (Roess et al. 2004). If each phase at an intersection will be called and consistently extended to the maximum green, then the actuated controller will replicate fixed-time operation, in which case the maximum green can be set to the optimized green time for a fixed-time operation. If the phase ends because the unit extension time expires without a new detection being sent to the controller, it is called "gap out". Otherwise, if the phase ends because the maximum green has been reached, it is called "max out". According to the ALDOT Traffic Signal Design Guide and Timing Manual (ALDOT 2015), the green time required to discharge n vehicles per cycle in a single lane is $2.1n+3.7$ seconds.

Two other important settings are the yellow clearance interval and the all-red interval. The purpose of the yellow clearance interval is to alert drivers that the green interval is being terminated and that right of way is being assigned to another movement. ALDOT recommends a yellow clearance interval between 3.0 and 6.0 seconds. Moreover, yellow intervals longer than 5.0 seconds may encourage red-light running. The purpose of the all-red interval is to allow any vehicles that entered the intersection during the yellow interval to safely clear the intersection before a green indication is given to a conflicting movement. ALDOT recommends using an all-red interval that is less than 3.0 seconds.

Semi-Actuated Coordinated Control

In coordinated environments, only minor non-coordinated movements are actuated. The actuated features are turned off for the main street through phase since it serves the traffic movement to be coordinated. In this operation, the main street through phase receives a minimum green interval that is typically set to be long enough so that if it receives no other green time, it will still be of sufficient duration to serve the demand. The main street through phase also receives any time that is not used by the minor uncoordinated phases through their actuated operation.

Providing coordination requires the introduction of three additional signal timings: cycle length, split, and offset (Roess et al. 2004). The semi-actuated operation requires three more signal timing parameters: yield point, force off, and permissive period.

A cycle length is one complete sequence of signal indications (Roess et al. 2004). In a coordinated system, each intersection should have the same cycle length, which is called the system cycle length. At intersections with significantly less demand for minor movements, a cycle length that is half the system cycle length can also be used. Using such cycle length keeps the intersection coordinated with the system while reducing the wait time for minor-road traffics.

The split for a given phase is the percentage of the cycle length devoted to the given phase (Roess et al. 2004). The split includes the green time and clearance interval(s). Splits are typically provided in percentage form, in which case the sum of all the splits at an intersection must equal 100%.

Each intersection in the system will have an offset. The offset is defined as the difference between reference points in the system cycle length time and the beginning or end of the reference phase. The offsets are generally referenced to the beginning or end of green at the master controller (Roess et al. 2004).

The yield point is the time in the cycle when the coordinated phase will end and yield to the non-coordinated actuated phases if the appropriate call has been placed (Koonce and Rodegerdts 2008). Each non-coordinated phase has an associated force-off point, which is assigned to each actuated phase so the phase being served can terminate to service another actuated phase. The beginning of each permissive period is usually the force-off point of the proceeding phase. The end permissive period is the time when there is still sufficient time remaining to service the minimum green or pedestrian crossing time (the greater of the two values) and all vehicle clearances.

Traffic Adaptive Signal Control Systems

Adaptive Signal Control Technology (ASCT) adjusts the timing of each phase to accommodate changing traffic patterns and ease traffic congestion (FHWA 2017). By receiving and processing data from strategically placed sensors, ASCT can determine which traffic lights should be red and which should be green. Many choices are available from many vendors, with more in development. Available ASCTs include the Split Cycle Offset Optimization Technique (SCOOT), Sydney Coordinated Adaptive Traffic System (SCATS), Real-Time Hierarchical Optimized Distributed Effective System (RHODES), and Optimized Policies for Adaptive Control (OPAC) "Virtual Fixed Cycle" and Adaptive Control Software (ACS) Lite.

SCOOT is a dynamic, on-line, real-time method of signal control that continuously measures traffic demand on all approaches to intersections in a network and optimizes the signal timings at each intersection to minimize delay and stops. Timing changes are small, to avoid major disruption to traffic flows, and frequently, to allow rapid response to changing traffic conditions (Siemens 2020).

SCATS is an intelligent transportation system that manages the dynamic (on-line, real-time) timing of signal phases at traffic signals, meaning that it tries to find the best phasing (i.e. cycle times, phase splits and offsets) for a traffic situation (for individual intersections as well as for the whole network) (Sims and Dobinson 1980). SCATS is based on the automatic plan selection from a library in response to the data derived from loop detectors or other road traffic sensors.

Input detector data from induction loops, video, etc. are taken by RHODES for real-time measurement of traffic flow (Mirchandani and Head 2001). Estimates of the load on each particular link, in terms of vehicles per hour, can be calculated. The load estimates then allow RHODES to allocate "green time" for each different demand pattern and each phase.

OPAC, which is also called “Virtual Fixed Cycle”, is an on-line control algorithm designed to optimize the performance of individual traffic signals. It is a building block for demand-responsive control of a distributed signal system (Gartner et al. 1991).

ACS Lite, a reduced-scale version of the Federal Highway Administration’s (FHWA) Adaptive Control Software (ACS), offers small and medium-size communities a low-cost traffic control system that operates in real-time, adjusting signal timing to accommodate changing traffic patterns and ease traffic congestion (FHWA 2006). ACS

Lite can be used with new signals or to retrofit existing traffic signals. It is designed for closed-loop systems, providing cycle-by-cycle control.

2.1.2 Bandwidth Maximization and Delay Minimization

A green band is a “window” of green time through the arterial signal system through which a platoon of vehicles can travel without stopping (Roess et al. 2004). The duration of this window is the bandwidth. Figure 2.1 presents a Time-Space Diagram (TSD). The parallel arrows indicate the green band for each direction. The first and last of vehicle trajectories outline the bandwidth. As the bandwidth gets wider, potential progression opportunities increase for vehicles traveling along the coordinated corridor. To maximize the bandwidth and to move the anticipated platoons on the main street, settings such as cycle length, splits, and offsets need to be optimized. A typical software package that performs this type of signal system timing is Synchro. Another new software called TranSync has been showing cost-effective results in the field. They will be further introduced in the next chapter.

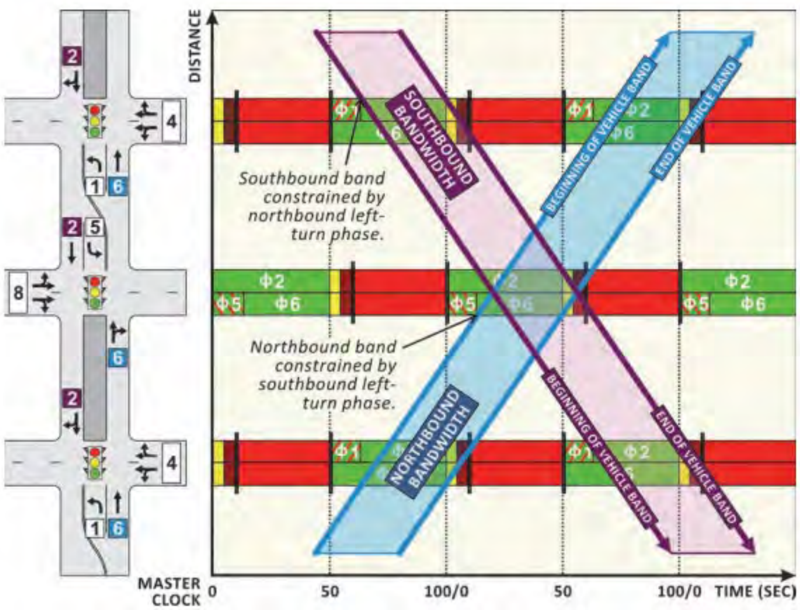


Figure 2.1 Time-Space Diagram of a Coordinated Timing Plan (NASEM 2015)

2.1.3 Arterial Signal Timing and Optimization

Signal System Type

According to the Traffic Control Systems Handbook (Gordon et al. 2005), the selection between pretimed, semi-actuated, and fully actuated control on arterials and grid networks are listed in Tables 2.2 and 2.3, based on the cross-street traffic volumes and through traffic movements on the arterial.

Each type of control offers varying performance and cost characteristics depending on the installation and prevailing traffic conditions. In general, the semi-actuated control is recommended unless the cross street has a high v/c (volume to capacity) ratio. It is anticipated that if the cross street is near saturation, the system would operate as a pretimed signal.

Table 2.2 Proposed Signal Control at Intersections along Arterials (Gordon et al. 2005)

Cross Street Traffic V/C	Turning Movements*	Arterial Volume/Cross Street Volume	
		≤ 1.3	> 1.3
Low to Moderate V/C < 0.8	≤ 20%	Actuated[1]	Actuated[2]
	> 20%	Actuated[2]	Actuated
High V/C > 0.8	≤ 20%	Pretimed	Pretimed
	> 20%	Pretimed	Pretimed

*Percent of Arterial Through Traffic

Notes:

[1]Pretimed control at an intersection with balanced volumes and high turning traffic from the cross street without exclusive lanes.

[2]Pretimed operation if the early start of the green leads to additional stops and delays at the downstream signal. Also, boundary intersections may operate as pretimed if they are critical to the arterial's time-space diagram and define the leading edge of the green bandwidth.

Table 2.3 Proposed Signal Control at Intersections in Grid Systems (Gordon et al. 2005)

Network Configuration	Intersection V/C	Number of Phases		
		2	4	8
Crossing Arterials	≤ 0.8	Pretimed	Actuated[1]	Actuated[1]
	> 0.8	Pretimed	Pretimed[2]	Pretimed[2]
Dense Network	≤ 0.8	Fully Actuated[3]	Actuated	Fully Actuated
	> 0.8	Pretimed	Actuated	Fully Actuated

Notes:

[1]The through phases may operate as pretimed if the volumes on each arterial are approximately equal, or semi-actuated operation leads to additional stops at the downstream signal(s).

[2]Left turn phases at critical intersections may operate as actuated. Any spare green time from the actuated phases can be used by the through phases.

[3]Intersections that require a much lower cycle than the system cycle length and are located at the edge of the network where the progression would not be influenced.

Signal Timing Optimization

Synchro uses a performance index (PI) in the optimization of cycle length (Trafficware, 2014). It is calculated from the Percentile Signal Delay (D), a Queue Penalty (QP), and Vehicle Stops (St), as follows:

$$PI = (D \times 1 + St \times 10 + QP \times 100)/3600$$

The PI is heavily affected by the queue penalty, which is calculated by multiplying the traffic volume in the queue by the percent of time blocked.

Splits at each intersection are then optimized based on each lane group's 90th percentile traffic flow divided by its adjusted saturation flow rate (Trafficware 2014). In optimizing offsets, Synchro evaluates the delays associated with different offsets and finalizes the best offset with the least delay.

2.2 Traffic Simulation Models

2.2.1 Overview of Traffic Simulation Software

Synchro is a software originally developed for modeling and optimizing traffic signal timings (Jones et al. 2004). Synchro provides a Windows-based, easy-to-use solution for single intersection capacity analysis and signal timing optimization. In addition to calculating capacity, Synchro can also optimize signal timings. Its easy-to-use interface has made it an increasingly popular choice among traffic professionals.

TranSync is the first of its kind and the only mobile tool currently available in the world for real-time diagnosis and evaluation of traffic signal timing plans using mobile devices (TranSync 2015). It enables users to develop virtual signal controllers on their mobile devices, which run the same timing plans as that running in the field. Together with its advanced features of geo-referencing and dynamic time-space diagram, it allows users to easily diagnose common issues with actuated coordinated signals, such as phase early return, transition, clock drifting, and erroneous offset inputs.

VISSIM is a microscopic, behavior-based multi-purpose traffic simulation to analyze and optimize traffic flows (Fellendorf and Vortisch 2010). It offers a wide variety of urban and highway applications, integrating public and private transportation. Complex traffic conditions are visualized in high level of detail supported by realistic traffic models.

Highway Capacity Software (HCS) is a traffic analysis software that is produced by McTrans Moving Technology (Khasawneh and Obadat 2013). It is used to model signalized intersections, roundabouts, freeway facilities, two-lane two-way highways and multilane highways based on the procedures defined in the Highway Capacity Manual (HCM). With known traffic volumes and many other inputs, this software can determine the current and projected Level of Service (LOS) for all of the above traffic facilities.

CORSIM is a comprehensive traffic simulation package developed to model surface streets, freeway systems, and combined networks having simple or complex control conditions. The strengths of the model lie in its ability to simulate a wide variety of traffic conditions from signalized arterial corridors and freeway corridors to stop-controlled intersections. Owen et al. (2000) presented an excellent overview of the CORSIM model and its uses. In particular, they focused on its ability to model special circumstances such as HOV(high occupancy vehicle) facilities and real-time adaptive traffic control systems.

2.2.2 Model Calibration

Calibration is defined as the adjustment of model parameters to improve the model's ability to reproduce local driver behavior and traffic performance characteristics (Dowling et al. 2004). Verification is also essential to ensure the model replicates the existing field conditions. In general, the following variables need to be calibrated and verified:

- Traffic volumes,
- Signal timings,
- Lane configurations,
- Travel time runs, and
- Queuing/congestion locations.

For the traffic volumes, the default saturated flow rate is 1900 vehicle per lane per hour with the assumption of the average headway of 1.9 seconds. The saturated flow rate will need to be adjusted based on the average vehicle headway observed in the field. Based on the field observations, lane configurations and queuing conditions can be compared with the model output. Other parameters can be adjusted include the total lost time, lane utilization factor, turning factors, area type, and buses and parking. Simulation animation can be also used to verify the model input with the field condition.

2.3 Benefits of Signal Timing Improvements

Many anticipated benefits of traffic signal coordination were pointed out in past studies (Roess et al. 2004) including:

- Reduction in user costs resulting from fewer stops and delay,
- Queue length reduction which reduces queue spill-back between intersections,
- Conservation of energy and the preservation of the environment,
- Maintenance of a preferred speed on the arterial, which can be used as a form of speed control, and
- Formation of platoons of traffic, which tends to smooth traffic flow, reduce speed differentials, and shorten queues.

American Association of State Highway Transportation Officials (AASHTO 2003) also indicated that the three savings in user costs resulting from traffic signal timing improvements are:

- Travel time improvements resulting from less delay experienced by vehicle users.
- Lower operating costs resulting from a reduction in the time spent idling or traveling very slowly while queued.
- Lower accident costs, if applicable.

Table 2.4 shows the overall measure of effectiveness (MOE) improvement for the various traffic signal system improvement projects in Texas (Fambro et al. 1992). Though new equipment can bring cutting-edge features, the evaluation shows that periodic updating of timing plans proves to be more beneficial than upgrading the equipment. The benefit/cost (B/C) ratio can be as high as 65:1. Even though it is important to note that signal timing optimization can increase delays and/or fuel consumption on side streets, these increases in delay or fuel consumption often prove negligible compared with the total network improvement.

Table 2.4 Annual Network Benefits from Signal Timing Optimization

Coordination/Equipment Status	Reduction in Stops (%)	Reduction in Delay (%)	Reduction in Fuel Consumption (%)
Uncoordinated arterial with existing equipment	10	24	8
Uncoordinated arterial with new equipment	18	21	14
Partially coordinated arterial with existing equipment	6	9	3
Partially coordinated arterial with new equipment	15	18	3
Coordinated arterial with existing equipment	16	23	17
Coordinated arterial with new equipment	14	23	12

Chapter 3: Methodology

This chapter summarizes the following methodologies utilized in this study: the selection of traffic simulation models, the diagnosis of inputs in the field, the optimization of timing plans, and the verification of the results.

3.1 Traffic Signal Optimization Models

Numerous traffic signal optimization models have been developed by public agencies, research organizations, and private vendors/consultants. Methodologies of these models are mostly based on the Highway Capacity Manual (HCM) procedures. However, they are primarily designed to develop optimal signal phasing and timing plans for isolated signal intersections, arterial streets, or signal networks. This may include capacity calculations, cycle length and split optimizations, and coordination/offset plans. Two advanced traffic simulation tools were selected in this study, which are Synchro 9.0 and TranSync.

Synchro is a macroscopic analysis and optimization software application. Synchro supports the Highway Capacity Manual's (HCM) 6th Edition, 2010 and 2000 for signalized intersections, unsignalized intersections, and roundabouts. Synchro also implements the Intersection Capacity Utilization method for determining intersection capacity. Synchro's signal optimization routine allows the user to weigh specific phases, thus providing users more options when developing signal timing plans.

TranSync has two different versions, TranSync-D and TranSync-M. TranSync-D, which is the abbreviation for TranSync-Desktop, is the Windows-based desktop application with enhanced features for systematic management, optimization, and performance evaluation of traffic signal timing plans. It provides users with many advanced and easy-to-use functions to meet the various needs of different levels of skills and backgrounds by traffic signal engineers. TranSync-M, which is short for TranSync-Mobile, is the first of its kind and the only mobile tool currently available in the world for real-time diagnosis and evaluation of traffic signal timing plans using mobile devices. It enables users to develop virtual signal controllers on their mobile devices, which run the same timing plans as running in the field. Together with its advanced features of geo-referencing and dynamic time-space diagrams, it allows users to easily diagnose common issues with actuated coordinated signals, such as phase early return, transition, clock drifting, and erroneous offset inputs.

3.2 Traffic Signal Timing Model Development and Adjustments

Synchro was utilized to develop coordinated traffic signal timing plans. The link-node diagram was created first (Figure 3.3). Each intersection is considered as a node. The link distance is measured from the center of one intersection to the center of the adjacent intersection. The link distance between adjacent intersections was first measured from Google Maps and then scaled in Synchro. The speeds assigned to a link match on-street regulatory speed limits from Google Maps. The primary settings of the simulation model are geometric, volume, and timing settings.

Geometric inputs such as lane settings were obtained from Google Maps and later verified in the field. Storage length is used for analyzing potential blocking problems. The number of storage lanes, their lengths, and actual lane widths were collected and measured by using Google Maps. Channelized right-turn lanes were coded according to the field condition, in which all of them are under yield control. No noticeable grade was reported. For the area type, the corridor was classified as a non-Central Business District (CBD) environment.

As turning movement counts were conducted in 15-min intervals, the highest 15-min counts were multiplied by four as the hourly volumes. A value of 1.00 was used as the peak hour factor. Heavy vehicles are defined as those with more than four tires touching the pavement. The heavy vehicle percentage was calculated based on the field counts. Adjustments to the ideal saturated flow (vphpl) are to ensure that saturated flow replicates field conditions as much as possible. The default ideal saturation flow is 1900 passenger car per hour per lane, with the assumption of the average headway of 1.9 seconds. The field measurement indicated an average headway of 2.0 seconds. Thus, the adjusted saturated flow was set as 1800 vphpl.

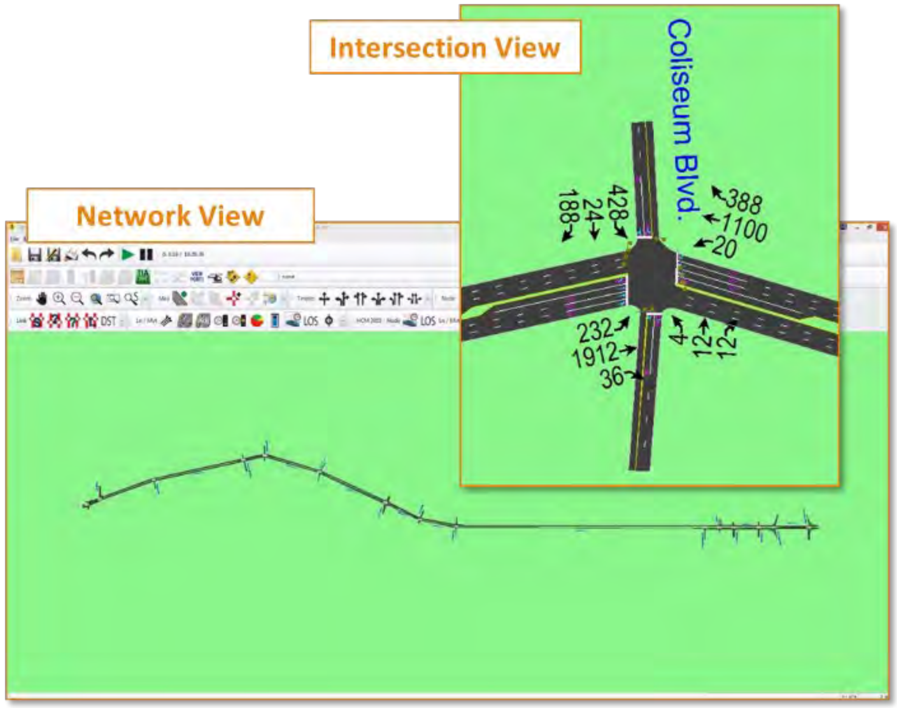


Figure 3.1 Link-Node Diagram Developed in Synchro

The mode of control which is included with the signal timings information was provided by the city. The Atlanta Highway corridor is configured to operate in semi-actuated mode, in which the detection is provided only on the side-street approaches. It is used to provide progressive vehicle flow through a series of controlled intersections. The major-road signals remain green until a call for service is placed by the minor-street detectors.

3.3 Field Diagnosis and Verification

TranSync-M demonstrates in both standard double-ring format and graphical illustration the real-time signal timing information on the mobile device, as shown in Figure 3.4-a. After coding the signal timings in TranSync, each signal runs in real-time the same signal timing plans as that run in the field controllers, if the inputs are correct and no failure of controllers in the field. To verify the timing in the field, a coordinated phase was first selected to make synchronization when the selected phase was about to reach the beginning of all-red time. The timing in TranSync was then synchronized with the controller by tapping on the phase in the TSD(traffic speed deflectometer). Once one coordinated intersection was synchronized, the other coordinated intersections should be running the same timing plans as shown in TranSync. If not, either the input or the controller in the field is not set correctly.

To verify the corridor progression, the vehicle trajectory was automatically mapped to a TSD for performance analysis. The speed, travel time, GPS coordinates, queue length, and number of stops were recorded. Using vehicle trajectory instead of traffic counts to evaluate the performance of the signal timing can greatly reduce the workload and budget.

(a) Intersection Diagnosis (b) Corridor Verification with TSD

Figure 3.2 Field Diagnosis and Verification Using TranSync

Chapter 4: Data Collection

4.1 Site Description

The Atlanta Highway, as shown in Figure 3.1, is a major arterial that is parallel to I-85 in the City of Montgomery, AL. It has 26 intersections in total. The 26 signals were previously grouped into 5 subsystems. This project focuses on the busiest segment of 3.7 miles, which contains 14 intersections. Table 3.1 summarizes the 14 intersections and their subsystems, as well as the cycle lengths for PM peak hours. Signals within the same subsystem were coordinated; however, signals from different subsystems were not. Having the excessive number of subsystems on a relatively short corridor was the original cause of unnecessary stops for through traffic. Congestion and queuing problems have been reported on this corridor, especially during the PM peak hours on weekdays.

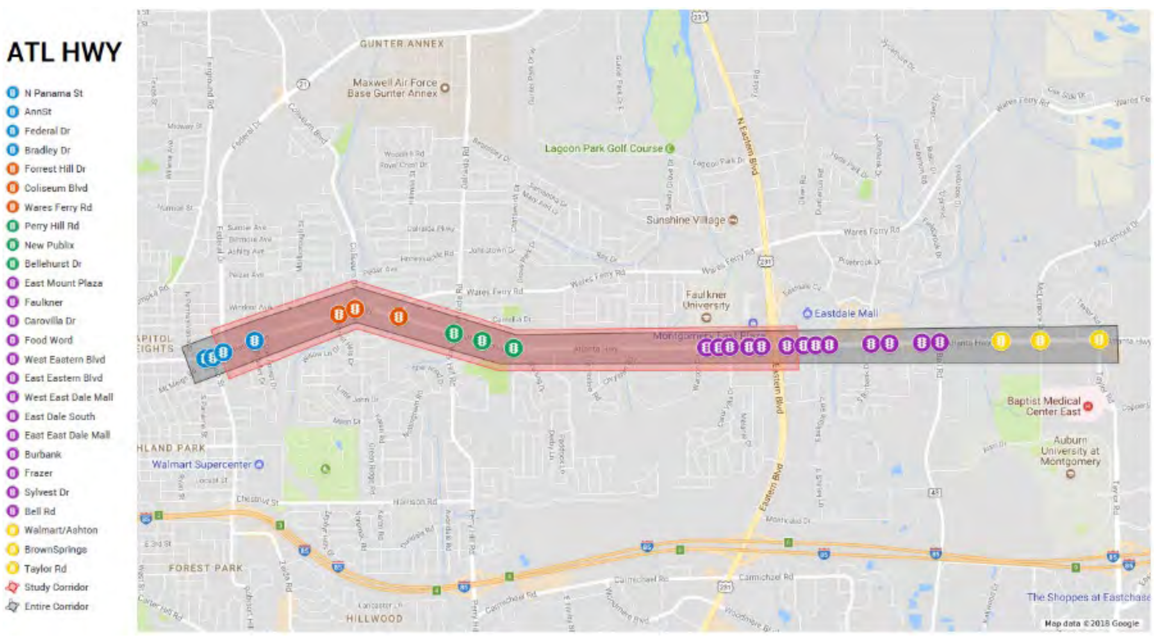


Figure 4.1 Atlanta Highway Corridor Map

Table 4.1 Intersections and Subsystems on the Study Segment

Subsystem	Intersection	PM-Peak Cycle Length (s) (Before Condition)
1	Federal Dr	150
	Bradley Dr	
2	Forest Hills Dr	150
	Coliseum Blvd	
	Wares Ferry Rd	
3	Perry Hill/Dalraida Rd	235
	New Publix	
	Bellehurst Dr	
4	East Mount Plaza	200
	Faulkner	
	Carol Villa Dr	
	Food World	
	West Eastern Blvd	
	East Eastern Blvd	

4.2 Data Collection

Data collection includes four parts: turning movement counts, signal timing plans, geometric data, and video data.

Two-hour turning movement counts were conducted at those 14 intersections on Atlanta Highway from 4:00 PM to 6:00 PM on typical weekdays. The turning movement counts consist of traffic volumes from each direction and the number of heavy vehicles during each 15-min interval. Figure 4.2 lists four types of equipment that were used for recording traffic volumes. The digital turning movement counter (Jamar TDC-12) was used at four large intersections. It was operated by one person and recorded all turning movements at an interval of 15 min. The mechanical counters were used at intersections with low volumes. Numbers were recorded on the data sheet every 15 min. Mobile apps were also utilized for counting traffic volumes due to the budget. They worked similarly to the mechanical counters. Video cameras were installed at large intersections for help collecting the turning movement counts and monitoring congestion situations. The typical installation locations are traffic sign supports near the intersections. A total of 28 hours of turning movement counts and 160 hours of video data were collected in the field.

(a) digital counter

(b) mechanical counter

(c) mobile phone app

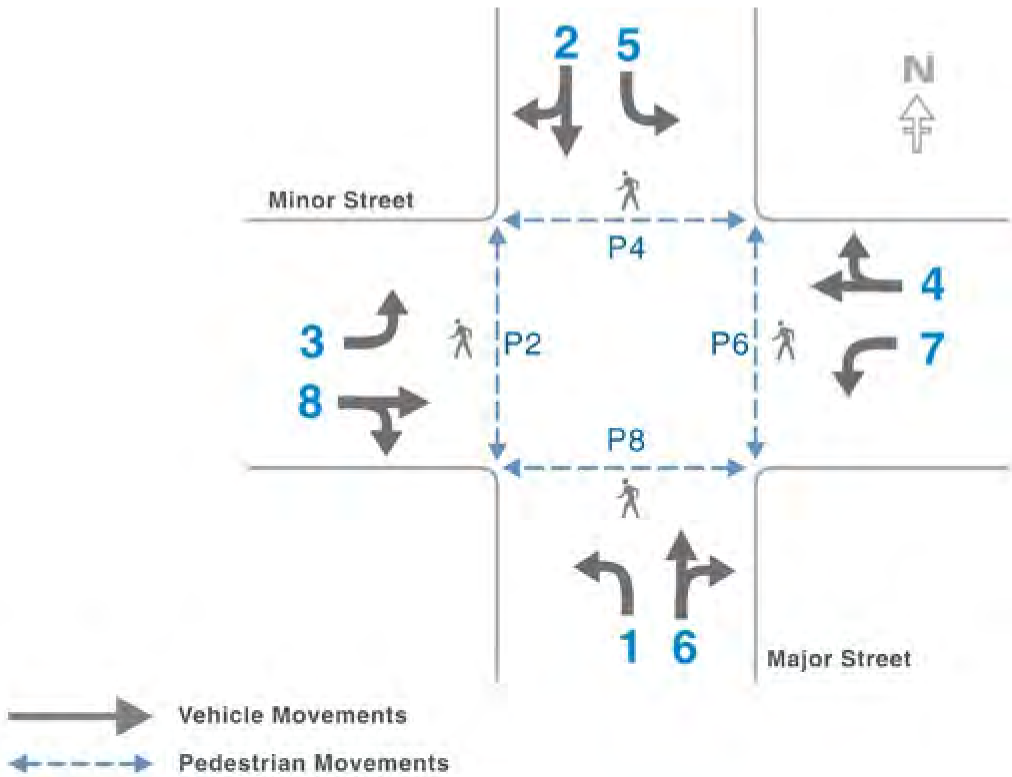
(d) traffic camera

Figure 4.2 Equipment for Counting Traffic Volumes

Table 4.2 Data Collection of Turning Movement Counts

Direction	Number	Minor Road	Equipment	Date
West	1	Federal Dr	Digital counter	
	2	Bradley Dr	APP	
	3	Forest Hills Dr	APP	
	4	Coliseum Blvd	Camera	
	5	Wares Ferry Rd	Digital counter	1/31/2018
	6	Perry Hill Rd	Camera	
	7	New Publix	Mechanical counter	
	8	Bellehurst Dr	Mechanical counter	
	9	East Mount Plaza	Mechanical counter	
	10	Faulkner	Digital counter	
	11	Carol Villa Dr	APP	
	12	Food World	Digital counter	2/7/2018
	13	West Eastern Blvd	Camera	
East	14	East Eastern Blvd	Camera	

The existing signal timing plans (see Appendix C) were acquired from the Traffic Management Center (TMC). The plans provide detailed timing settings; however, they were not coded following the standard National Electrical Manufacturers Association (NEMA) phasing (Figure 3.2), which is commonly used in the industry. Therefore, the existing signal timing data needs to be translated first based on the phasing diagrams (see Appendix D) as NEMA phasing is commonly accepted by traffic simulation tools.



Source: https://ops.fhwa.dot.gov/publications/fhwahop08024/chapter4.htm

Figure 4.3 NEMA Standard Phasing Diagram

Table 4.3 summarizes the major information collected from the raw timing data. The timing data required by Synchro and TranSync comes from the following parts: phase data, general coordination data, split times and phase modes, dial/split and cycle, traffic plan data, and local TBC data. The phase data and general coordination data list basic timing data and the reference phase for corridor coordination. After reviewing the phase data and general coordination data, it's recommended to refer to the local TBC data first in order to identify the correct timing plans for the specific time of day and day of week. Then, the phase splits, cycle length, and coordination mode can be determined.

Afterwards, TranSync-M was used to verify the input and diagnose potential failures in the field. Researchers synchronized the timing in the mobile app with the field condition first. At each intersection, three cycles were observed to ensure that the field condition was running the same timing plans as the app. In one instance, the field diagnosis found that the initial settings of reference phases were incorrect. Additionally, one cabinet wasn't responding to the call from the TMC, which was fixed by technicians in the field later. The outcome of diagnosis proves that field verification is essential before furthering the analysis. So far, TranSync is the only tool that can efficiently conduct the field diagnosis.

Table 4.3 Information Collected from Raw Timing Data

Data	Description
Phase Data	This part includes basic timings such as minimum green time, maximum green time, passage time, yellow interval, and all-red interval.
General Coordination Data	The offset mode indicates the reference phase. "0=Beg Grn" means that the offset point is at the start of the coordinated phases (e.g., phases 2 and 6).
Split Times and Phase Modes	This part provides details of phase splits and the control mode of each phase.
Dial/Split and Cycle	The general cycle lengths are summarized according to different modes.
Traffic Plan Data	This part lists detailed cycle lengths associated with timing plans.
Local TBC Data	This part helps to determine the timing plan executed during a specific time of day and day of week.

Chapter 5: Analysis of Existing Condition

This chapter discusses the existing condition of Atlanta Highway, including control type, delay, LOS, queue length, and travel time. Findings will be used to develop the optimized signal timing plans for the corridor.

The existing control type on Atlanta Highway is semi-actuated, which means the major-road through phases are coordinated and the minor-road phases are actuated. According to the traffic volume data, most intersections have low v/c ratios on minor streets and the minor-road volumes is much lower than that on the major road. As indicated in the literature, the semi-actuated control type is appropriate for Atlanta Highway.

Table 5.1 summarizes the average delay and LOS at each intersection on the major arterial. Through vehicles have short delay and good LOS at most intersections because of the relatively low traffic volumes from minor roads. As a result, the green time of major-road through movements are greatly extended with the “early-return-to-green” on minor roads. However, “early-return-to-green” may cause congestions at downstream intersections with larger traffic volumes from minor roads. Given the factors of “early-return-to-green” from upstream intersections and existing subsystems being poorly coordinated, intersections of Coliseum Blvd, Perry Hill Rd, New Publix, and Carol Villa have LOS of C or worse. Among them, the intersection of Perry Hill Rd has the worst scenario (LOS F for EB). Besides, other movements at each intersection such as the major-road left-turn movements and the minor-road movements suffer from the extremely long waiting time caused by the long cycle lengths (see Appendix B). Thus, the recommendation for existing conditions in addition to optimizing offsets and phasing sequence is to reduce the cycle length

Table 5.2 lists the average queue length at each intersection. The intersection at Perry Hill Rd is again proved to be the bottleneck. The EB queue length is over 1,400 ft which means that traffic in queue has to wait more than one cycle to pass the intersection. Based on the field observation, the majority of the queue results from the “early-return-to-green” from the upstream intersections. Due to the lower volumes of the minor roads at those intersections, the extended green time on major-road through movements provides extra time for through vehicles, which make them eventually stack up at the intersection of Perry Hill Rd. During the busiest 15-min time period (17:15-17:30), about 70% of the queue can be cleared each cycle while the rest 30% needs to wait for another full cycle.

Table 5.1 Average Delay and LOS on the Major Arterial

Subsystem	Intersection	EB Delay (s/veh)	EB LOS	WB Delay (s/veh)	WB LOS
System 1	Federal Dr	0.6	A	12.3	B
	Bradley Dr	5.7	A	0.9	A
System 2	Forest Hills Dr	14.9	B	1	A
	Coliseum Blvd	23.9	C	30.9	C
	Wares Ferry Rd	5.8	A	21.6	C
System 3	Perry Hill Rd	124.4	F	15.8	B
	New Publix	28	C	30.4	C
	Bellehurst Dr	1.7	A	1.8	A
System 4	East Mount Plaza	16.1	B	5.7	A
	Faulkner	9.5	A	8.7	A
	Carol Villa Dr	22.4	C	1.7	A
	Food World	7	A	7.2	A
	West Eastern Blvd	9.3	A	8.5	A
	East Eastern Blvd	7.6	A	17.3	B

Table 5.2 Average Queue Length on the Major Arterial

Subsystem	Intersection	EB Queue Length (ft)	WB Queue Length (ft)
System 1	Federal Dr	0	154
	Bradley Dr	582	33
System 2	Forest Hills Dr	525	22
	Coliseum Blvd	832	636
	Wares Ferry Rd	187	303
System 3	Perry Hill Rd	1425	86
	New Publix	506	928
	Bellehurst Dr	47	111
System 4	East Mount Plaza	686	182
	Faulkner	337	253
	Carol Villa Dr	459	22
	Food World	83	219
	West Eastern Blvd	170	241
	East Eastern Blvd	273	665

Subsystems 1 to 3 are closely spaced within 2 miles, which indicates a potential for the two to be coordinated together. Figure 5.1 shows the existing time-space diagram (TSD) of subsystems 1 to 3. The coordination within each subsystem is good. However, subsystems are poorly coordinated with each other. The green band presents the EB band and the blue one is the WB band for through vehicles. From the TSD, through vehicles are not likely to clear all the intersections without having stops. Moreover, they have higher chance of stopping at intersections of Perry Hill Rd and New Publix. Factors such as different cycle lengths, uncoordinated offsets, and failure of using proper phase sequence contribute to the low efficiency of the progression. Thus, there is a need to develop a common cycle length to coordinate these three subsystems.

The distance between subsystem 3 and 4 is over 1 mile; therefore, subsystem 4 is not suggested to be coordinated with the other subsystems. The TSD of subsystem 4 shows that the coordination within the subsystem is good but still has potential to be improved. Hence, the recommendation is to further optimize existing coordination.

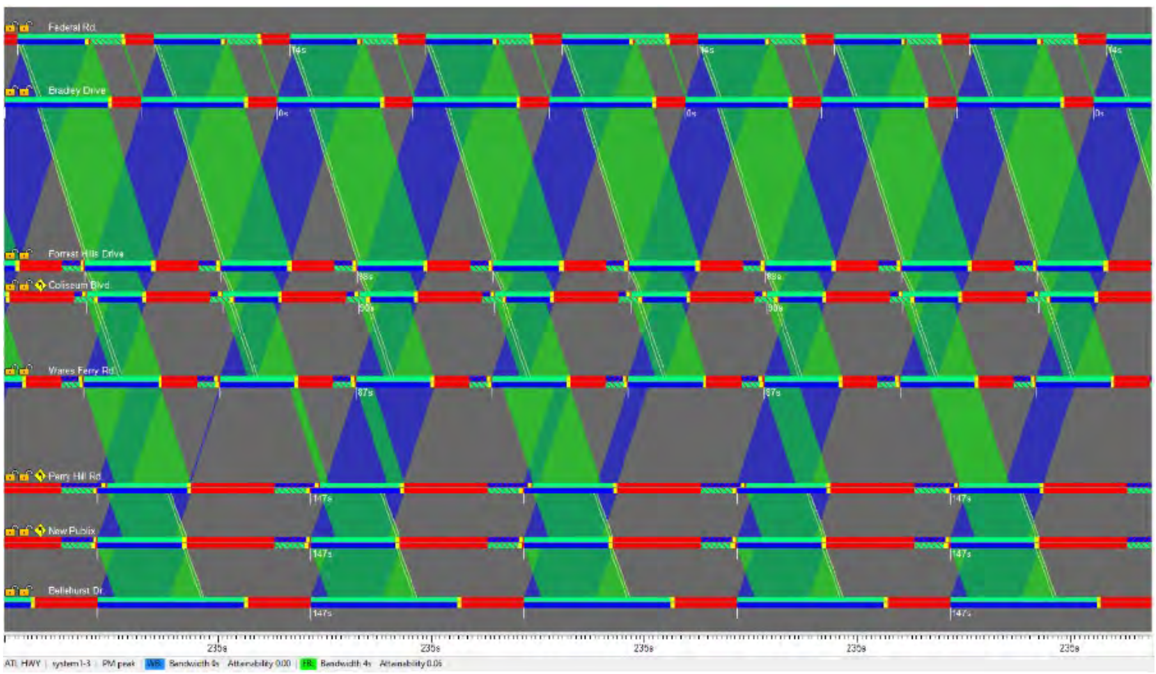


Figure 5.1 Time-Space Diagram of Subsystems 1 to 3

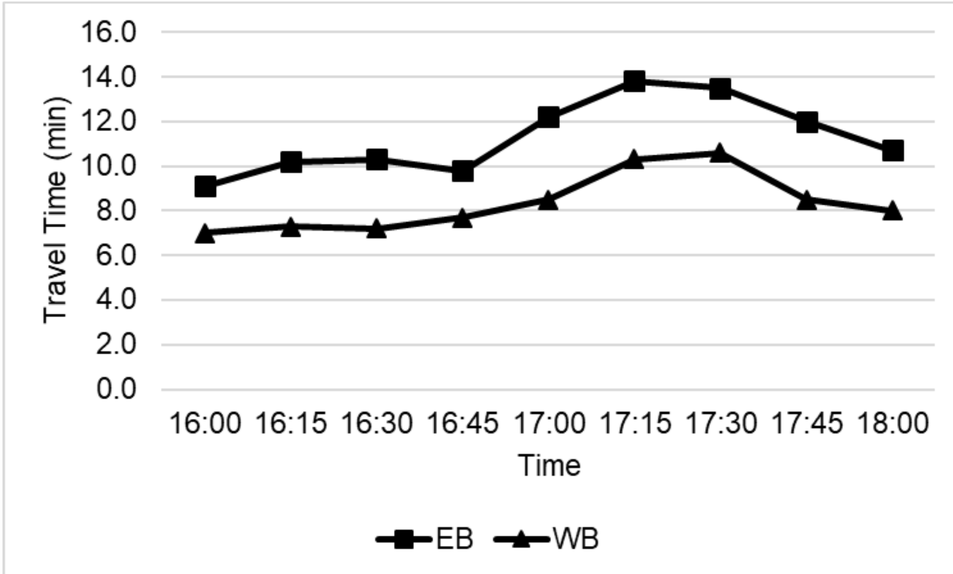


Figure 5.2 Travel Time on the Major Arterial

Figure 5.1 shows the travel time on the corridor under the existing traffic signal timing plans. The travel time significantly increases after 17:00 and is peaked between 17:15 and 17:30 for both directions. According to the field driving tests, roughly 20% of travel time is wasted by waiting in the queue and making unnecessary stops, which shall be reduced by the optimized signal timing plans.

To conclude, the existing coordination is good within subsystems, but subsystems are not well coordinated with each other. The number of subsystems needs to be reduced in order to improve the progression of the corridor. The optimization of existing signal timing plans needs focus on 1) reduced cycle length and 2) optimized offsets and phasing sequences.

Chapter 6: Analysis of Corridor Optimization

6.1 Optimization of Cycle Length

The optimized plans categorized 14 intersections into 2 subsystems to improve the progression on the corridor. 8 intersections from Federal Dr to Bellehurst Dr were grouped in the same subsystem, while the remaining 6 intersections were included in another subsystem. To avoid interrupting the existing progression with the adjacent upstream/downstream intersections, timings of intersections at Federal Dr and East Eastern Blvd remain unchanged.

For the first subsystem (Federal Dr to Bellehurst Dr), a common cycle length needs to be developed to coordinate the intersections. The cycle length for a coordinated group of intersections can be based on the cycle length required at the critical intersection (NASEM 2015). Using this methodology, a cycle length is established that will sufficiently maintain undersaturated conditions at the critical intersection. While there are several critical intersection methods, the traditional method uses Webster's model to determine the optimal cycle length. The formula is as follows:

$$C = \frac{1.5L + 5}{1.0 - Y}$$

where

C = optimum cycle length (s),

Y = critical lane volume divided by the saturation flow, summed over the phases, and

L = lost time per cycle (s).

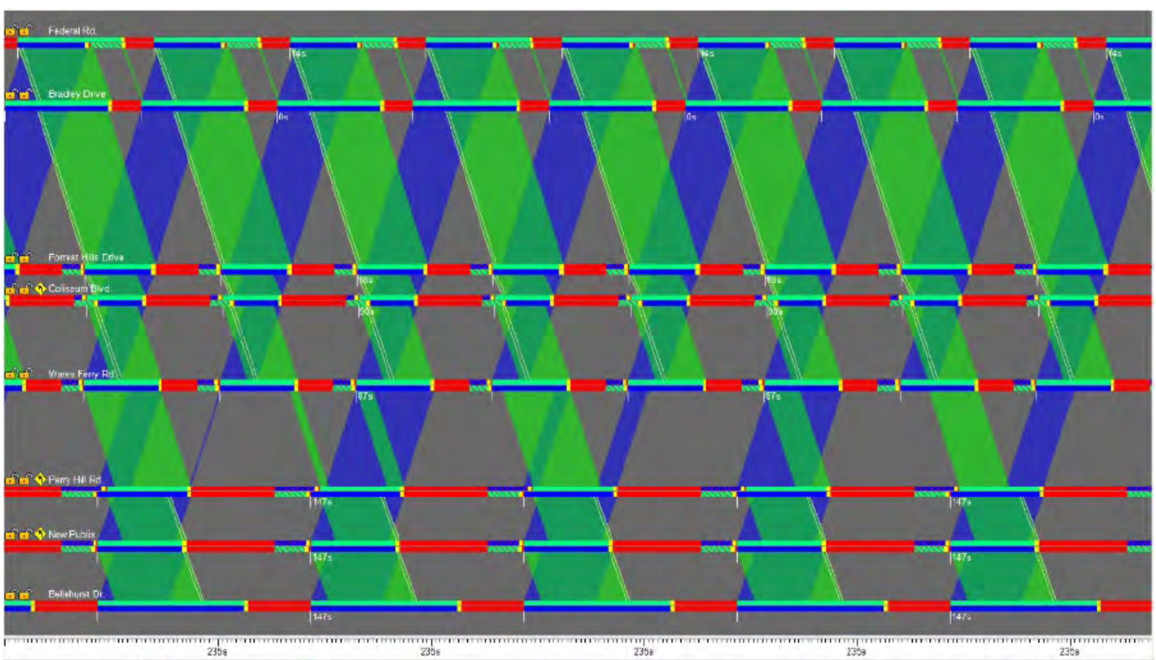
In this subsystem, the critical intersection is the intersection at Perry Hill/Dalraida Rd. The lost time, which includes the sum of start-up lost time and clearance lost time, is 4 seconds/phase according to HCM. The ratio of critical lane volume to the saturated flow is roughly 0.8. Thus, the optimum cycle length is calculated as 150 seconds. The splits were defined by the traffic volumes in each phase.

6.2 Optimization of Offsets and Phasing Sequences

Offsets and phasing sequences were adjusted in order to increase the bandwidth of the corridor. The sequence of phases, particularly left-turn phases, can significantly affect corridor operations. The most common phase sequencing decision - whether to lead or lag left turns - can have a particularly strong impact on bandwidth (in both directions) along a corridor. Other phase sequence decisions (such as the sequence of left turns on the minor street or the sequence of split phasing on the minor street) often have less impact on bandwidth and delay but should also be considered (NASEM 2015).

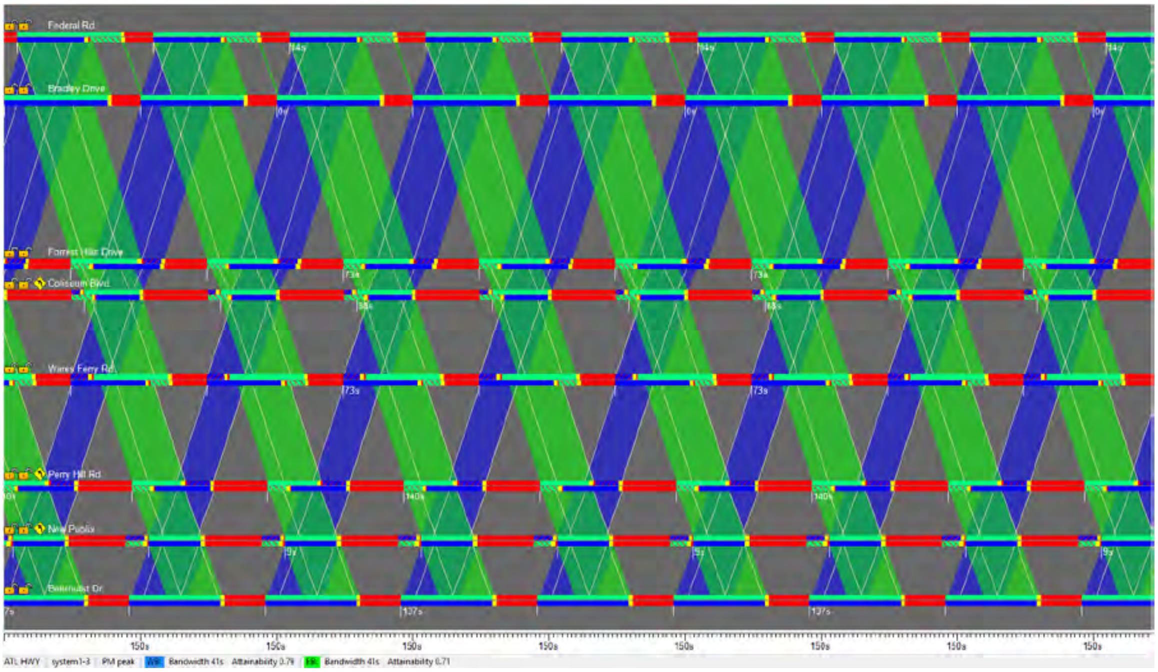
Bandwidth attainability is a measure of the corridor progression. The attainability is the ratio of the total bandwidths to critical phase lengths for each of the directions on the arterial (MnDOT 2017). Attainability is a measure of how much of the maximum available green is used for through progression. The higher ratio represents better progression.

It can be seen from Figure 6.1 that, before optimizing the cycle length, phasing sequence, and offset, there is only one through band for the eastbound through movement with a bandwidth of 4 seconds and the maximum attainability is only 0.06. The westbound movement has no available band, which indicates that it is impossible for through vehicles to pass all the intersections without having a stop. Evidently, the coordination was in poor condition. After optimization (Figure 6.2), the through bands for both directions have been significantly improved as shown on the TSD. The bandwidths are 41 seconds for both directions. Meanwhile, the attainability of both directions has been increased to 0.71 (eastbound) and 0.79 (westbound).



Note: Green = Eastbound Band; Blue = Westbound Band.

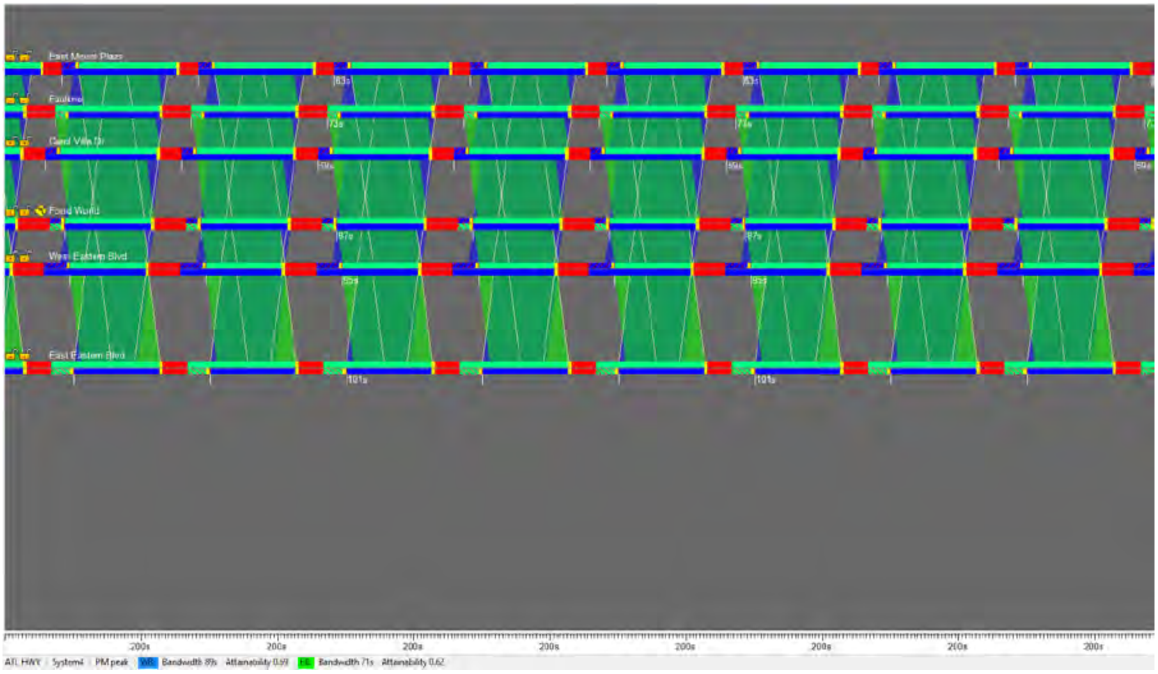
Figure 6.1 Before TSD (Federal Dr to Bellehurst Dr)



Note: Green = Eastbound Band; Blue = Westbound Band.

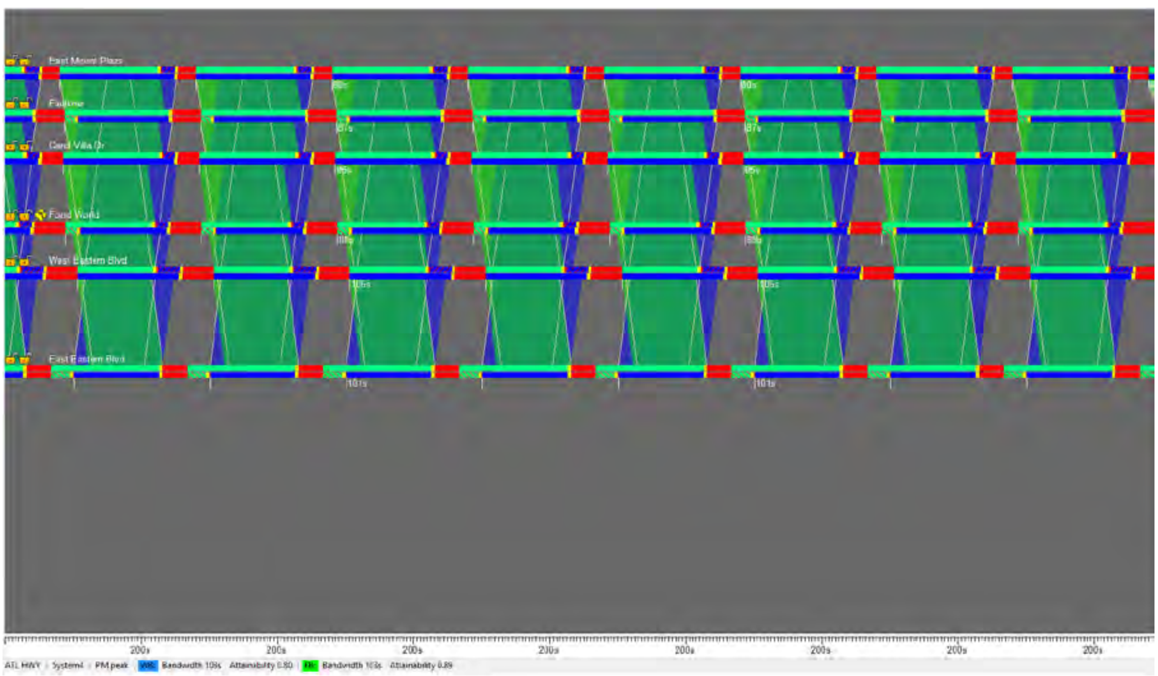
Figure 6.2 After TSD (Federal Dr to Bellehurst Dr)

The second subsystem contains intersections from East Mount Plaza to East Eastern Blvd. Because downstream intersections were coordinated with the same cycle length (200 seconds), the cycle length in this subsystem remained unchanged. Offsets and phasing sequences were adjusted to maximize the bandwidth attainability. As shown in Figure 6.3, the eastbound through movements have a bandwidth of 71 seconds and the attainability is 0.62 before optimization. While the westbound bandwidth is 89 seconds with an attainability of 0.69. The coordination is acceptable, but it can be further improved. After optimizing the offsets and phasing sequences (Figure 6.4), bandwidths of both directions are 103 seconds. The attainability of the eastbound movement is 0.89 and westbound 0.80.



Note: Green = Eastbound Band; Blue = Westbound Band.

Figure 6.3 Before TSD (East Mount Plaza to East Eastern Blvd)



Note: Green = Eastbound Band; Blue = Westbound Band.

Figure 6.4 After TSD (East Mount Plaza to East Eastern Blvd)

The bandwidth shows that through vehicles are more likely to pass all the intersections without having a stop after signal timing optimization, with the increased bandwidth and attainability. On another note, the decrease of delays and queue lengths on major-road through movements is considered as another important measure of progression.

6.3 Improvements on Operation and Progression

Figure 6.5 shows the control delays and queue lengths for the eastbound through vehicles on Atlanta Highway. Most of the intersections have decreased control delays after optimization. Some remain at a similar or slightly increased delay because of the corridor coordination. On average, the delay is reduced by 19% after signal timing optimization. The queue lengths are significantly reduced, especially at the intersection of Perry Hill/Dalraida Rd. The queue length decreases by about 400 ft (27%) after optimization, which is in line with the field observation.

In addition, Figure 6.6 presents the control delays and queue length for the westbound direction. On average, the delay was reduced by 19% and the queue lengths shortened by 26%.

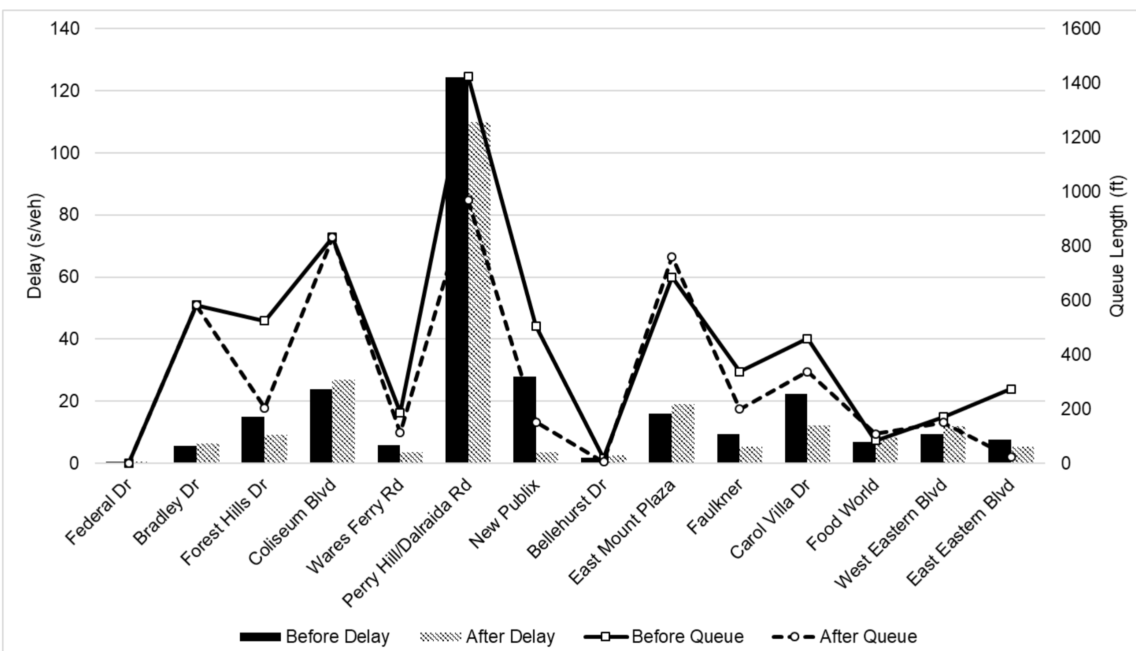


Figure 6.5 Improvements in Major-Road Progression during PM Peaks (Eastbound)

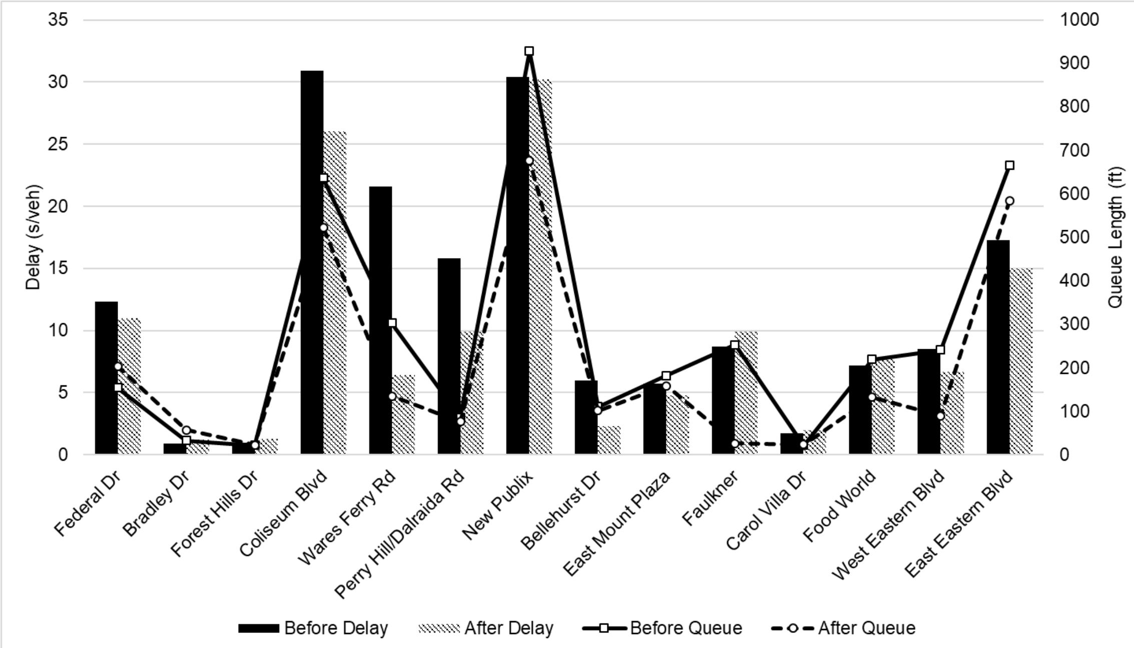


Figure 6.6 Improvements in Major-Road Progression during PM Peaks (Westbound)

Ten test driving runs during PM peaks on typical weekdays were conducted for both directions before and after the optimization.

Figure 6.7 presents the comparison of travel time in the eastbound direction before and after the signal timing optimization. This direction has a large traffic volume during PM peaks because of the commuting from work to home. The major congestion in this direction is caused by the queuing problem on the major-road through lanes at the intersection of Perry Hill/Dalraida Rd. The travel time is about 9 to 10 minutes before 5:00 PM. Typically, the most congested time is between 5:00 PM and 5:30 PM. The travel time peaks at nearly 14 minutes. When approaching 6:00 PM, the travel time starts to decrease. On average, the travel time is reduced by 10% to 15% depending on the time during PM peak hours. The time savings are roughly 1.5 to 2 minutes.

Similarly, the new timing plan also saves travel time for the westbound direction (Figure 6.8). The travel time starts to increase after 5:00 PM because of activities after work such as dining. However, the overall travel time is much shorter than the eastbound direction because of a lower traffic volume. The new timing plan is able to shorten the travel time by roughly 12% to 15%. The major congestion is caused by the insufficient capacity of major-road left-turn storage at the intersection of Perry Hill/Dalraida Rd.

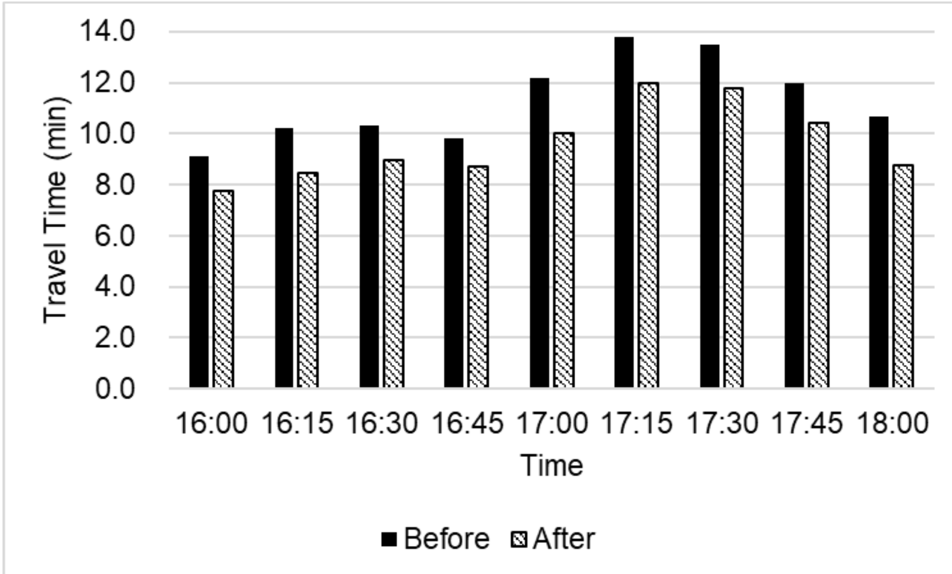


Figure 6.7 Travel Time before and after Optimization (Eastbound)

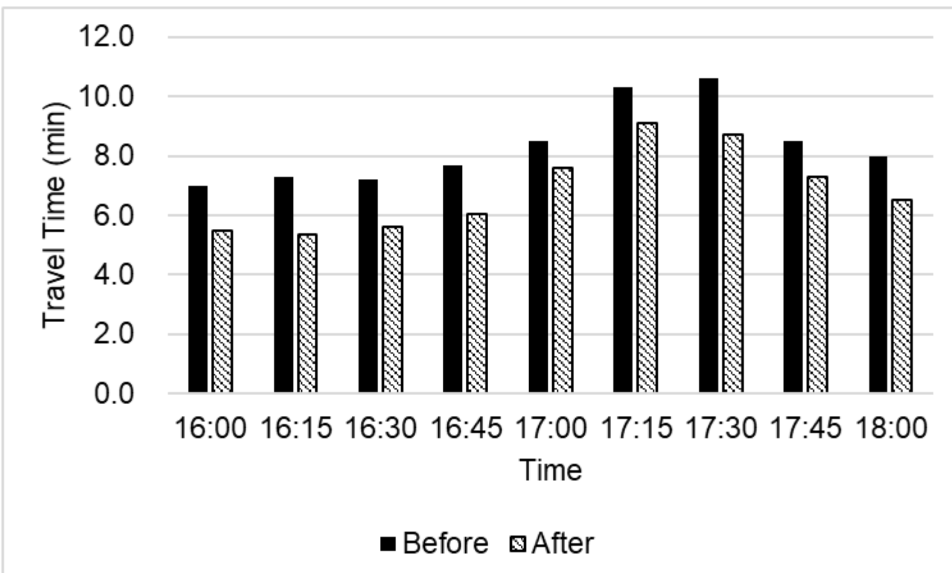


Figure 6.8 Travel Time before and after Optimization (Westbound)

6.4 Corridor Benefits

Signal timing projects typically have one of the highest benefit-cost ratios for transportation projects. The primary benefits include a reduction in travel time, fewer vehicle stops, decreased vehicle emissions (carbon monoxide, nitrogen oxides, and hydrocarbons), decreased fuel consumption, and lower user costs to motorists. The benefits of a signal re-timing project impact individual motorists as well as the greater community. Secondary benefits, which are more difficult to measure, can also include increased safety, reduced driver frustration, and lower vehicle maintenance costs.

The primary benefits of signal re-timing can be measured through the collection of "before" and "after" travel time/delay data. The collection of travel-time data to verify signal re-timing benefits is a time-tested and well-proven method that is used by transportation agencies throughout the United States. "After" run data were collected by using TranSync's GPS collection application. The performance measure data (travel time, delays, stops, speed, etc.) were recorded from the application.

A measure of fuel consumption was obtained using a model developed by the University of Florida Transportation Research Center which is utilized by the Synchro traffic signal timing modeling software. The model is a linear estimate based on a combination of total travel, delay, and stops. The equation for estimating fuel consumption is:

$$Fuel\ Consumed = K_{i1} \times TT_i + K_{i2} \times D_i + K_{i3} \times S_i$$

where,

K_{ij} = coefficients which are functions of corridor cruising speed on each link,

TT_i = total travel in vehicle-mile per hour,

D_i = total delay in vehicle-hour per hour, and

S_i = total stops in vehicle per hour.

Emissions were calculated from the fuel consumption, based on the passenger car emission rates developed by the Environmental Protection Agency (https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator). The following equations were used to calculate carbon monoxide (CO) (carbon dioxide or CO_2 equivalent), nitrogen oxide (NO_x) and hydrocarbon emissions (HC) [or volatile organic compounds (VOCs)]:

- CO = 8.85 kilograms/gallon of gasoline
- NO_x = 0.03 kilograms/gallon of gasoline
- HC = less than 0.01 kilograms/gallon of gasoline

The before-and-after data were compared to assess the change in performance measures for each corridor and to determine travel time, fuel and emission benefits.

Using the procedures described above, the before and after travel data were measured for the 14 intersections on the corridor. The benefits were subsequently calculated. Traffic performance measures were calculated for the corridor during PM peaks. Table 6.1 shows the percent change for each of these measures from the before condition to the after condition. They were collected from the simulation results. Additional field test driving was conducted to measure the travel time during AM and PM peaks. On average, the travel time was about 12 minutes during peak hours before. The new timing plans have reduced the travel time by roughly 1.5 minutes for each direction.

Table 6.1 Change in Traffic Performance Measures

Performance Measure	Peak Period
Reduced Vehicle Stops	5.8%
Reduced Vehicle Delays	8.1%
Reduced Travel Time	2.5%
Reduced Fuel Consumption	3.3%
Reduced Emissions	3.3%

Table 6.2 presents the corridor benefits in terms of vehicle travel time reduction, decreased fuel consumption, emissions reductions and overall cost savings. According to the 2019 Urban Mobility Report (Schrank et al. 2019), the value of time per auto commuter is about \$ 20.0/hour per vehicle. Additionally, vehicle occupancy is roughly 1.6 persons per vehicle during peak hours. Therefore, the delay value per person is defined as \$12.5/hour. The fuel costs of \$ 2.01/gallon were based on the average price of unleaded regular gasoline for Lee County, Alabama during the year of 2019, as reported by the American Automobile Association (AAA). Carbon monoxide has the largest reduction among the three pollutants. When CO is released into the atmosphere it combines with oxygen to form carbon dioxide (CO_2). CO_2 is a primary contributor to greenhouse gases. According to the United States Environmental Protection Agency, the carbon offset is \$41.7/metric ton in 2020 (EPA 2013).

It is to be noted that the savings presented in Table 6.2 only account for the benefits during PM peak hours (2 hours). The initial costs of signal timing optimization include the software license fee and labor costs, which amount to less than \$10,000. The b/c ratio is more than 10:1 based on the 2-hour duration. The city of Montgomery has been using the new timing plans for all the weekdays. The AM peak plan runs from 6 AM to 8 AM and the PM peak plan is from 2 PM to 6 PM. Therefore, the true benefits from signal timing optimization for this corridor could be much higher than the estimation.

Table 6.2 Corridor Benefits during PM Peaks

	Travel Time Reduction (Hours)	Fuel Reduction (Gallons)	Emission Reduction (kg)
Amount/hour	13	27	1.87
Value	$12.5/hour	$2.01/gallon	$0.0417/kg
PM Peak Savings	$325.00	$108.54	$0.16
Annual Savings	$84,500	$28,220	$42
Total Savings	$112,762		

Note: Annual savings include 260 weekdays only.

Chapter 7: Implementation and Fine-Tuning

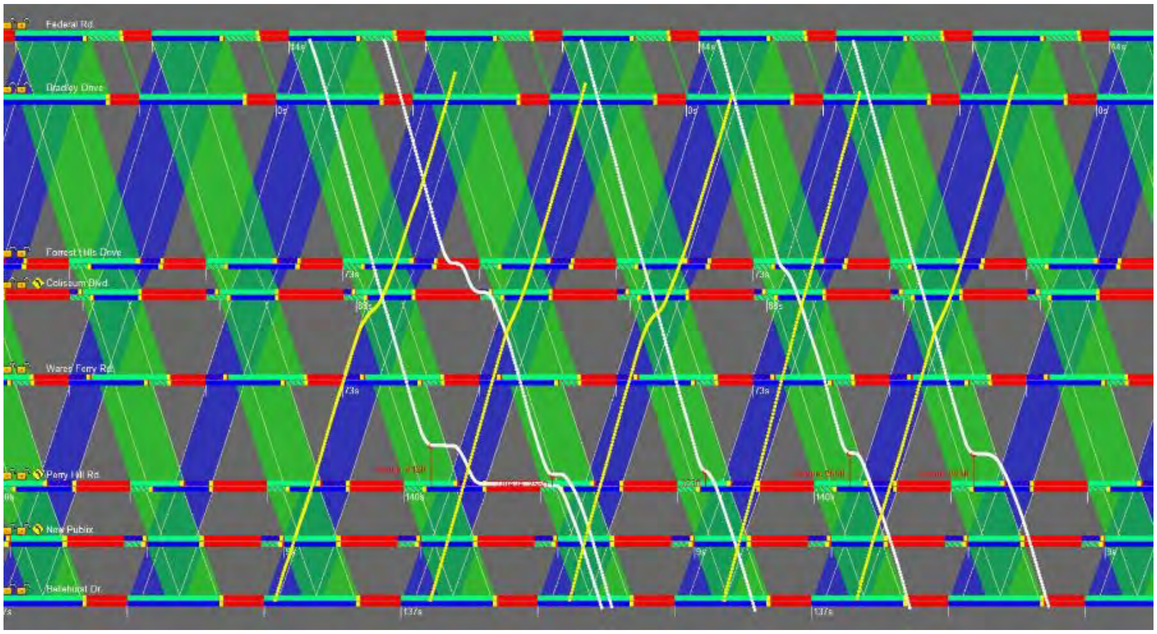
7.1 Schedule and Process

The Auburn team began to design the new signal timing plans in March 2018. The implementation of new signal timing plans of old systems 1-3 was done in September 2018. The old system 4 was replaced with new signal timing plans in September 2019.

The implementation process generally included the following steps:

1. Implement new timings at the TMC.
2. Verify signal operations at each intersection using TranSync.
3. Check individual intersections for any capacity or queuing problems.
4. Perform corridor test driving and collect the vehicle's trajectory using TranSync.
5. Recommend fine-tuning adjustments based on field observations and public feedback.
6. Re-check corridor progression and individual intersection operations.
7. Adjust final timings as needed.

Figure 7.1 presents the sample results of field verification using TranSync. These intersections are those from Federal Dr to Bellehurst Dr (from top to bottom). Alongside the TSD, the GPS coordinates of the vehicle were recorded as a format of its trajectories. The green band represents the eastbound green band, while the blue band indicates the westbound green band. To be noted, trajectories may be outside the band due to the "early return to green" on the minor road. A "platform" in the trajectory means a slow-down/queuing condition. The length of the queue is the distance between the "platform" and the downstream intersection. The width of the "platform" indicates the length of the waiting time in seconds. No "platform" exists for the westbound trajectories as all the westbound test driving can pass the eight intersections without having a stop. Four out of five times, the eastbound vehicle was able to clear all the intersections. The vehicle, however, completely stopped one time and waited for a whole cycle at the intersection of Perry Hill/Dalraida Rd. After reviewing the field videos, it was found that the congestion was caused by two semi-trucks. Those trucks needed a longer time to accelerate, which slowed down the nearby vehicles. Typically, vehicles can pass the eight intersections without having a stop if no heavy vehicle was in the queue at the intersection of Perry Hill/Dalraida Rd.



Note: Green = Eastbound Band, Blue = Westbound Band.

Figure 7.1 Real-Time Trajectory-Based Field Verification

7.2 Fine Tuning

Feedback from the public was received about the congestion on the southbound (SB) at the intersection of Atlanta Highway and Perry Hill/Dalraida Rd during morning peaks. According to the field observation and videos collected, the SB queue on the left-through lane contained 23 vehicles on average during the peak 15 minutes. Over 80% of vehicles (18 vehicles) in the queue can pass the intersection during one cycle without heavy vehicles (e.g., school buses, semi-trailer trucks, pickups with trailers) in the queue; with their presence, only half of the queue (11 vehicles) can clear during one cycle. The hypothesis for this problem was that the timing plan was designed for PM peaks initially, though this was a balanced plan for both directions. The AM signal timing plan could be adjusted considering the difference in traffic volumes between AM and PM peaks.

Thus, adjusted timings were calculated based on the AM traffic volumes. The splits of one cycle are determined by the volumes on major and minor roads (Equations 7.1 and 7.2). Since the major-road phases are controlled by two rings as shown in Figure 7.1, the major-road split should be decided by the larger volume as shown in Equation 7.3. While the minor-road split is based on the sum of traffic volumes from the side streets (Equation 7.4). Here, *ma* = major road, *mi* = minor road, and *V* = volume.

$$Split_{ma} = \frac{V_{ma}}{V_{ma}+V_{mi}} \times 150s \quad (7.1)$$

$$Split_{mi} = \frac{V_{mi}}{V_{ma}+V_{mi}} \times 150s \quad (7.2)$$

$$V_{ma} = MAX[(V_{EBL} + V_{WBT}), (V_{EBT} + V_{WBL})] \quad (7.3)$$

$$V_{mi} = V_{SBLT} + V_{NBLT} \quad (7.4)$$

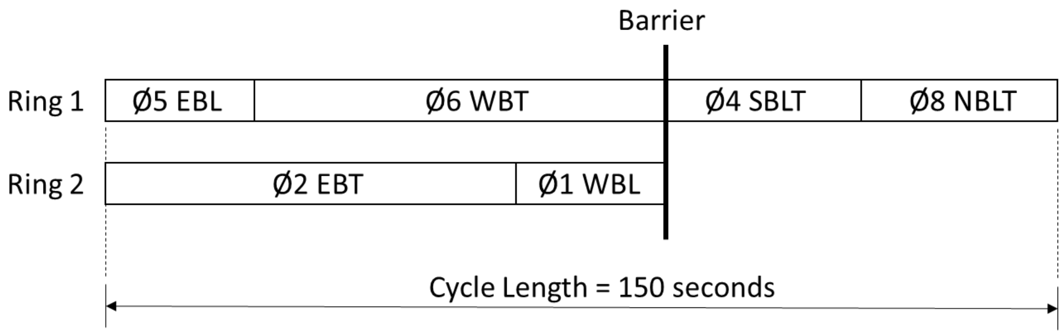


Figure 7.2 Ring-Barrier Diagram of Intersection at Perry Hill/Dalraida Rd

Based on the traffic volumes for three morning peaks, the minor-road split needs at least 62.5 seconds which is 42% of the cycle length. The current plan assigned 57 seconds to the minor road, which is 38% of the cycle length. Considering the lower volumes on EBL and EBT, a 5.5-second reduction can be made for these two phases. Thus, the extra 5.5 seconds can be added to the SB green time, which will be increased by 25%. The existing queue can now be cleared without heavy vehicles in the queue, while 2 more vehicles can pass the intersection with heavy vehicles in the queue.

Table 7.1 Adjustments to the AM Timing Plans

Intersection	Variable	Current Plan (s)	Optimized Plan (s)
Perry Hill/Dalraida Rd	EBL Green	21.0	15.5
	EBT Green	54.5	49.0
	SBLT Green	22.5	28.0
	Offset	140.0	2.0
New Publix	Offset	9.0	19.0
Bellehurst Dr	Offset	137.0	141.0

After adjusting the splits and offsets of this intersection, two WB upstream intersections were also adjusted to optimize the corridor progression. Adjustments are listed in Table 7.1. Field observations and video recordings were conducted to verify the updated timings, which are well accepted by the public.

Chapter 8: Conclusions and Recommendations

Congestions have been reported on Atlanta Highway in the City of Montgomery, indicating an increase in delays and frustration for road users likely caused by poorly coordinated signal timings. Environmental impacts (e.g., air pollution) and economic losses (e.g., decreased fuel efficiency) have also resulted from such poor coordination of signals. Typically, urban signal timings are recommended to be updated every three to five years. The timings used at Atlanta Highway have not been updated for over two decades.

This study developed traffic simulation models in Synchro to optimize the peak-hour signal timings on the corridor. TranSync, the first-ever field diagnosis tool, was also used to optimize and verify the signal timings in the field. Data on traffic volume, signal timing, and geometric variables were collected, and video cameras were installed to monitor the field condition. The new timing plans improve the corridor progression as they reduced the through-movement delay by 20% and queue lengths by 25%. They also helped shorten daily commuting time by 15%. The b/c ratio is estimated to be more than 10:1.

After a comprehensive field observation, a number of operational and capacity improvements that would be beneficial to improving traffic flow along the corridor have been noted.

- **Use of Flashing Yellow Arrow Left-Turn Phasing** - Flashing yellow arrow (FYA) left-turn phasing offers the advantage of reducing delays to left-turning vehicles and can also improve corridor progression and safety. Based on the field review of the corridor timing plans, locations with left-turn demands are recommended as potential candidates for FYA.
- **Capacity Improvement at the intersection of Perry Hill/Dalraida Rd** – This intersection has the failure condition for almost all the turning movements because of insufficient capacity. The v/c ratios are either near or more than 1.0. Simply increasing the cycle length will not fix the capacity problem. According to the Synchro simulation, at least one more through lane is required for the major arterial to relieve the queuing issue. Additionally, increasing the left-turn capacity for the major arterial can be an option during peak hours. The minor road geometric designs need to improve as the existing designs are not efficient for handling the traffic volumes during peak hours.

- **Pre-Timed Signal Control during Peak Hours** – One of the contributions to the queuing problem is the “early-return-to-green” pattern on the minor roads. Among the 14 intersections, about 70% of them have consistently low traffic volume during peak hours. The other 30% have relatively high traffic volume, which puts these intersections under the pre-timed signal control. The varying traffic patterns on the minor roads result in the queuing problem at busy intersections such as the intersection at Perry Hill/Dalraida Rd. Therefore, to further improve the traffic flow on Atlanta Highway, the pre-timed signal control can be considered for peak hours. However, the overall delay for the minor-road vehicles will be increased consequently.
- **Access Management Improvements** – Many access points are directly connected to the major arterial without having any access management strategies such as a frontage road. Vehicles that make right turns into the business areas from Atlanta Highway can slow down the traffic. They can also increase lane-changing maneuvers, which could result in an increased number of traffic conflicts or crashes. On the other hand, a number of median openings on Atlanta Highway are only for providing the left-turn vehicles with access to business areas. Roughly half of them don’t have a left-turn pocket/deceleration lane. Removing these median openings would greatly improve the overall traffic flow, especially when they are located close to the intersections.
- **School Zone Coordination** – Several schools are located near the intersections. The school buses that operate during AM peak hours block the traffic on the minor roads. The typical time window is between 07:45 to 08:00 AM according to the field observation. This contributes to congestions on the minor road and intersection blockage. A method of coordinating the arrival and departure of the school buses with the nearby traffic signal would be greatly beneficial. An extra traffic operator could be at the intersection and conduct the coordination with the existing operator at the school zone. The school buses are best to arrive at or depart from school during the green time of major-road through movements. Moreover, school buses should be discouraged to arrive at or depart from schools during that peak 15-min window.

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Appendix A: Optimized Signal Timing Plans

Optimized Timings – AM Peak

Intersection:	Federal Rd							
Cycle Length	150	Offset	14	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20	7		7	20		7
Maximum Green		120	25		35	74		25
Yellow		0	4		4	4		4
All-Red		0	1		1	2		1

Intersection:	Bradley Dr							
Cycle Length	150	Offset	0	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		12				12		5
Maximum Green		113.5				113.5		25
Yellow		4.5				4.5		4.5
All-Red		2				2		0.5

Intersection:	Forrest Hills Dr							
Cycle Length	150	Offset	73	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	30		8	7	30		8
Maximum Green	20	73		40	20	73		9
Yellow	4	5		4	4	5		4
All-Red	1	2		1	1	2		1

Intersection:	Coliseum Blvd							
Cycle Length	150	Offset	88	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	8	20		8	5	20		8
Maximum Green	9	61		50	22	48		9
Yellow	4	4		4	4	4		4
All-Red	1	2		1	1	2		1

Intersection:	Wares Ferry Rd							
Cycle Length	150	Offset	73	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	8	30		7	8	30		7
Maximum Green	20	82		32	20	82		32
Yellow	4	4		4	4	4		4
All-Red	1	2		1	1	2		1

Intersection:	Perry Hill Rd							
Cycle Length	150	**Offset**	2	**Reference Phase**		Phase 2&6; Start of 1st Green		
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Minimum Green	7	20		9	6	20		9
Maximum Green	26	49		28	15.5	61		23.5
Yellow	4.5	4.5		4	4	4		4
All-Red	1.5	2		1.5	1	2		1.5

Intersection:	New Publix							
Cycle Length	150	**Offset**	19	**Reference Phase**		Phase 2&6; Start of 1st Green		
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Minimum Green	7	20		7	7	20		7
Maximum Green	20	57		26	20	57		23
Yellow	4	5		5	4	5		5
All-Red	1	2		1	1	2		1

Intersection:	Bellehurst Dr							
Cycle Length	235	**Offset**	141	**Reference Phase**		Phase 2&6; Start of 1st Green		
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Minimum Green		20		7		20		7
Maximum Green		100		38		100		38
Yellow		4.5		4.5		4.5		4.5
All-Red		2		1		2		1

Intersection:	East Mount Plaza							
Cycle Length	200	**Offset**	80	**Reference Phase**		Phase 2&6; Start of 1st Green		
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Minimum Green		20				20		7
Maximum Green	20	143.5				168.5		20
Yellow	4	4.5				4.5		4
All-Red	1	2				2		1

Intersection:	Faulkner							
Cycle Length	200	**Offset**	87	**Reference Phase**		Phase 2&6; Start of 1st Green		
Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**
Minimum Green		20		7	7	20		7
Maximum Green		153		34	15	133		34
Yellow		5		5	4	5		5
All-Red		2		1	1	2		1

Intersection:	Carol Villa Dr							
Cycle Length	200	Offset	85	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20		7		20		7
Maximum Green	17	141		24		163		24
Yellow	4	5		5		5		5
All-Red	1	2		1		2		1

Intersection:	Food World							
Cycle Length	200	Offset	88	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20	7	7	7	20	7	7
Maximum Green	17	127	16	16	17	127	16	16
Yellow	4	5	5	5	4	5	5	5
All-Red	1	2	1	1	1	2	1	1

Intersection:	West Eastern Blvd							
Cycle Length	200	Offset	106	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20		7		20		
Maximum Green	33	111		38		149		
Yellow	4	5		5		5		
All-Red	1	2		1		2		

Intersection:	East Eastern Blvd							
Cycle Length	200	Offset	101	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20			7	20		7
Maximum Green		159			28	125		28
Yellow		5			5	5		5
All-Red		2			1	2		1

Intersection:	Federal Rd							
Cycle Length	150	Offset	14	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20	7		7	20		7
Maximum Green		120	25		35	74		25
Yellow		0	4		4	4		4
All-Red		0	1		1	2		1

Optimized Timings – PM Peak

Intersection:	Bradley Dr							
Cycle Length	150	Offset	0	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		12				12		5
Maximum Green		113.5				113.5		25
Yellow		4.5				4.5		4.5
All-Red		2				2		0.5

Intersection:	Forrest Hills Dr							
Cycle Length	150	Offset	73	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	30		8	7	30		8
Maximum Green	20	73		40	20	73		9
Yellow	4	5		4	4	5		4
All-Red	1	2		1	1	2		1

Intersection:	Coliseum Blvd							
Cycle Length	150	Offset	88	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	8	20		8	5	20		8
Maximum Green	9	61		50	22	48		9
Yellow	4	4		4	4	4		4
All-Red	1	2		1	1	2		1

Intersection:	Wares Ferry Rd							
Cycle Length	150	Offset	73	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	8	30		7	8	30		7
Maximum Green	20	82		32	20	82		32
Yellow	4	4		4	4	4		4
All-Red	1	2		1	1	2		1

Intersection:	Perry Hill Rd							
Cycle Length	150	Offset	140	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20		9	6	20		9
Maximum Green	26	54.5		22.5	21	61		23.5
Yellow	4.5	4.5		4	4	4		4
All-Red	1.5	2		1.5	1	2		1.5

Intersection:	New Publix							
Cycle Length	150	Offset	9	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20		7	7	20		7
Maximum Green	20	57		26	20	57		23
Yellow	4	5		5	4	5		5
All-Red	1	2		1	1	2		1

Intersection:	Bellehurst Dr							
Cycle Length	235	Offset	147	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20		7		20		7
Maximum Green		100		38		100		38
Yellow		4.5		4.5		4.5		4.5
All-Red		2		1		2		1

Intersection:	East Mount Plaza							
Cycle Length	200	Offset	80	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20				20		7
Maximum Green	20	143.5				168.5		20
Yellow	4	4.5				4.5		4
All-Red	1	2				2		1

Intersection:	Faulkner							
Cycle Length	200	Offset	87	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20		7	7	20		7
Maximum Green		153		34	15	133		34
Yellow		5		5	4	5		5
All-Red		2		1	1	2		1

Intersection:	Carol Villa Dr							
Cycle Length	200	Offset	85	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20		7		20		7
Maximum Green	17	141		24		163		24
Yellow	4	5		5		5		5
All-Red	1	2		1		2		1

Intersection:	Food World							
Cycle Length	200	Offset	88	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20	7	7	7	20	7	7
Maximum Green	17	127	16	16	17	127	16	16
Yellow	4	5	5	5	4	5	5	5
All-Red	1	2	1	1	1	2	1	1

Intersection:	West Eastern Blvd							
Cycle Length	200	Offset	106	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green	7	20		7		20		
Maximum Green	33	111		38		149		
Yellow	4	5		5		5		
All-Red	1	2		1		2		

Intersection:	East Eastern Blvd							
Cycle Length	200	Offset	101	Reference Phase		Phase 2&6; Start of 1st Green		
Phase	1	2	3	4	5	6	7	8
Minimum Green		20			7	20		7
Maximum Green		159			28	125		28
Yellow		5			5	5		5
All-Red		2			1	2		1

Appendix B: Synchro Outputs

Before Condition

Lanes, Volumes, Timings
2: Atlanta Highway & Federal Rd. 02/05/2020

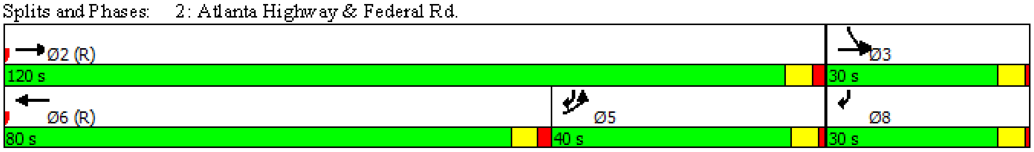
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø8
Lane Configurations								
Traffic Volume (vph)	396	1652	992	144	200	356		
Future Volume (vph)	396	1652	992	144	200	356		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	0			500	0	0		
Storage Lanes	2			0	1	2		
Taper Length (ft)	25				25			
Lane Util. Factor	0.97	0.95	0.91	0.91	1.00	0.88		
Frt			0.981			0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	3144	3241	4569	0	1621	2552		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	3144	3241	4569	0	1621	2552		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			25			132		
Link Speed (mph)		40	40		35			
Link Distance (ft)		185	1182		1033			
Travel Time (s)		3.2	20.1		20.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Adj. Flow (vph)	396	1652	992	144	200	356		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	396	1652	1136	0	200	356		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		22	16		11			
Link Offset(ft)		0	5		0			
Crosswalk Width(ft)		16	16		5			
Two way Left Turn Lane								
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12		
Turning Speed (mph)	15			9	15	9		
Number of Detectors	1	2	2		1	1		
Detector Template	Left	Thru	Thru		Left	Right		
Leading Detector (ft)	20	100	100		20	20		
Trailing Detector (ft)	0	0	0		0	0		
Detector 1 Position(ft)	0	0	0		0	0		
Detector 1 Size(ft)	20	6	6		20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	5	2 3!	6		3!	5 8	2	8

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø8
Permitted Phases								
Detector Phase	5	2 3	6		3	5 8		
Switch Phase								
Minimum Initial (s)	7.0		20.0		7.0		20.0	7.0
Minimum Split (s)	12.0		26.0		12.0		26.0	12.0
Total Split (s)	40.0		80.0		30.0		120.0	30.0
Total Split (%)	26.7%		53.3%		20.0%		80%	20%
Maximum Green (s)	35.0		74.0		25.0		114.0	25.0
Yellow Time (s)	4.0		4.0		4.0		4.0	4.0
All-Red Time (s)	1.0		2.0		1.0		2.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0			
Total Lost Time (s)	5.0		6.0		5.0			
Lead/Lag	Lag		Lead					
Lead-Lag Optimize?	Yes		Yes					
Vehicle Extension (s)	3.0		5.0		3.0		5.0	3.0
Recall Mode	None		C-Max		None		C-Min	None
Walk Time (s)			7.0		7.0		7.0	7.0
Flash Dont Walk (s)			11.0		11.0		11.0	11.0
Pedestrian Calls (#/hr)			0		0		0	0
Act Effct Green (s)	24.7	150.0	78.8		30.5	60.2		
Actuated g/C Ratio	0.16	1.00	0.53		0.20	0.40		
v/c Ratio	0.77	0.51	0.47		0.61	0.32		
Control Delay	69.8	0.6	12.3		62.8	18.8		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	69.8	0.6	12.3		62.8	18.8		
LOS	E	A	B		E	B		
Approach Delay		14.0	12.3		34.6			
Approach LOS		B	B		C			
90th %ile Green (s)	30.8		74.0		29.2		109.8	29.2
90th %ile Term Code	Gap		Coord		Max		Coord	Hold
70th %ile Green (s)	27.4		74.0		32.6		106.4	32.6
70th %ile Term Code	Gap		Coord		Max		Coord	Hold
50th %ile Green (s)	25.1		74.0		34.9		104.1	34.9
50th %ile Term Code	Gap		Coord		Max		Coord	Hold
30th %ile Green (s)	21.8		80.7		31.5		107.5	31.5
30th %ile Term Code	Gap		Coord		Gap		Coord	Hold
10th %ile Green (s)	18.3		91.4		24.3		114.7	24.3
10th %ile Term Code	Gap		Coord		Gap		Coord	Hold
Stops (vph)	371	0	554		179	146		
Fuel Used(gal)	10	2	17		5	5		
CO Emissions (g/hr)	683	158	1216		377	358		
NOx Emissions (g/hr)	133	31	237		73	70		
VOC Emissions (g/hr)	158	37	282		87	83		
Dilemma Vehicles (#)	0	0	21		0	0		
Queue Length 50th (ft)	192	0	130		173	77		
Queue Length 95th (ft)	241	0	154		273	119		
Internal Link Dist (ft)		105	1102		953			
Turn Bay Length (ft)								
Base Capacity (vph)	733	3210	2412		331	1102		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø8
Starvation Cap Reductn	0	0	0		0	0		
Spillback Cap Reductn	0	0	0		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.54	0.51	0.47		0.60	0.32		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 14 (9%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.77	
Intersection Signal Delay: 16.5	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 2: Atlanta Highway & Federal Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1880	12	36	1132	8	40
Future Volume (vph)	1880	12	36	1132	8	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11
Storage Length (ft)		0	25		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	1.00
Frt		0.850			0.887	
Flt Protected			0.950		0.992	
Satd. Flow (prot)	2946	1318	1473	4233	1378	0
Flt Permitted			0.104		0.992	
Satd. Flow (perm)	2946	1318	161	4233	1378	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12			38	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1182			3082	1226	
Travel Time (s)	20.1			52.5	33.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1880	12	36	1132	8	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1880	12	36	1132	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.28	1.28	1.28	1.28	1.28	1.28
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	
Detector Template	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	Perm	NA	Prot	

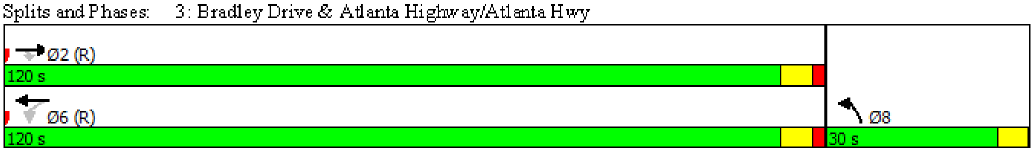
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2			6	8	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	8	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	
Minimum Split (s)	18.5	18.5	18.5	18.5	10.5	
Total Split (s)	120.0	120.0	120.0	120.0	30.0	
Total Split (%)	80.0%	80.0%	80.0%	80.0%	20.0%	
Maximum Green (s)	113.5	113.5	113.5	113.5	25.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	
Recall Mode	C-Max	C-Max	C-Max	C-Max	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)	134.4	134.4	134.4	134.4	7.5	
Actuated g/C Ratio	0.90	0.90	0.90	0.90	0.05	
v/c Ratio	0.71	0.01	0.25	0.30	0.46	
Control Delay	5.7	0.7	5.1	0.9	39.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	5.7	0.7	5.1	0.9	39.7	
LOS	A	A	A	A	D	
Approach Delay	5.7			1.0	39.7	
Approach LOS	A			A	D	
90th %ile Green (s)	127.1	127.1	127.1	127.1	11.4	
90th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
70th %ile Green (s)	130.0	130.0	130.0	130.0	8.5	
70th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
50th %ile Green (s)	132.0	132.0	132.0	132.0	6.5	
50th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
30th %ile Green (s)	133.0	133.0	133.0	133.0	5.5	
30th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
10th %ile Green (s)	143.5	143.5	143.5	143.5	0.0	
10th %ile Term Code	Coord	Coord	Coord	Coord	Skip	
Stops (vph)	788	1	2	65	17	
Fuel Used(gal)	25	0	1	25	1	
CO Emissions (g/hr)	1748	8	57	1713	67	
NOx Emissions (g/hr)	340	1	11	333	13	
VOC Emissions (g/hr)	405	2	13	397	15	
Dilemma Vehicles (#)	46	0	0	16	0	
Queue Length 50th (ft)	398	0	2	20	10	
Queue Length 95th (ft)	582	m1	6	33	54	
Internal Link Dist (ft)	1102			3002	1146	
Turn Bay Length (ft)			25			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2640	1182	144	3793	261	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.01	0.25	0.30	0.18	

Intersection Summary	
Area Type: CBD	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 4.4	Intersection LOS: A
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 3: Bradley Drive & Atlanta Highway/Atlanta Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1656	128	244	652	8	32	12	64	16	12	4
Future Volume (vph)	48	1656	128	244	652	8	32	12	64	16	12	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	110		0	220		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998				0.850		0.983	
Flt Protected	0.950			0.950				0.965			0.976	
Satd. Flow (prot)	1637	4651	0	1637	4694	0	0	1662	1464	0	1669	0
Flt Permitted	0.390			0.087				0.823			0.831	
Satd. Flow (perm)	672	4651	0	150	4694	0	0	1418	1464	0	1421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			2				65		4	
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		3082			584			661			619	
Travel Time (s)		52.5			10.0			15.0			14.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	48	1656	128	244	652	8	32	12	64	16	12	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1784	0	244	660	0	0	44	64	0	32	0
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(ft)		16			16			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	

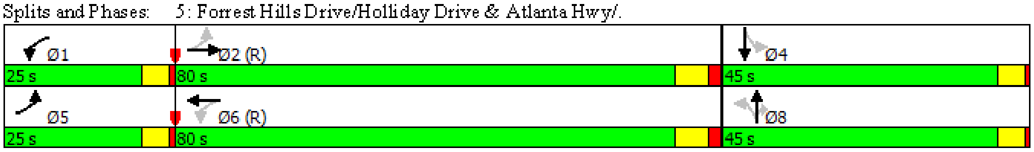
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	7.0	30.0		7.0	30.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.0	37.0		12.0	37.0		13.0	13.0	13.0	13.0	13.0	
Total Split (s)	25.0	80.0		25.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	20.0	73.0		20.0	73.0		40.0	40.0	40.0	40.0	40.0	
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		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		0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	5.0		5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		6.0	6.0	6.0	6.0	6.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)		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	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	107.3	98.3		129.8	119.5			13.0	13.0		12.6	
Actuated g/C Ratio	0.72	0.66		0.87	0.80			0.09	0.09		0.08	
v/c Ratio	0.09	0.58		0.66	0.18			0.36	0.34		0.26	
Control Delay	4.5	14.6		46.1	1.0			71.7	18.2		61.7	
Queue Delay	0.0	0.3		0.0	0.0			0.0	0.0		0.0	
Total Delay	4.5	14.9		46.1	1.0			71.7	18.2		61.7	
LOS	A	B		D	A			E	B		E	
Approach Delay		14.6			13.2			40.0			61.7	
Approach LOS		B			B			D			E	
90th %ile Green (s)	7.1	85.0		30.7	108.6		17.3	17.3	17.3	17.3	17.3	
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Hold	Hold	
70th %ile Green (s)	7.0	90.7		27.6	111.3		14.7	14.7	14.7	14.7	14.7	
70th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Hold	Hold	
50th %ile Green (s)	7.0	94.8		25.2	113.0		13.0	13.0	13.0	13.0	13.0	
50th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Hold	Hold	
30th %ile Green (s)	7.0	99.9		21.9	114.8		11.2	11.2	11.2	0.0	0.0	
30th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Skip	Skip	
10th %ile Green (s)	0.0	121.2		16.8	143.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	Skip	Skip	Skip	Skip	
Stops (vph)	12	1101		330	34			40	13		27	
Fuel Used(gal)	1	53		6	3			1	1		1	
CO Emissions (g/hr)	81	3734		454	216			76	45		49	
NOx Emissions (g/hr)	16	726		88	42			15	9		10	
VOC Emissions (g/hr)	19	865		105	50			18	10		11	
Dilemma Vehicles (#)	0	53		0	16			0	0		0	
Queue Length 50th (ft)	9	412		181	12			41	0		26	
Queue Length 95th (ft)	m15	525		m254	22			82	46		61	
Internal Link Dist (ft)		3002			504			581			539	
Turn Bay Length (ft)	110			220								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	667	3052		378	3741			378	438		381	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	581		0	0			0	7		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.07	0.72		0.65	0.18			0.12	0.15		0.08	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 88 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.66
Intersection Signal Delay: 15.6 Intersection LOS: B
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Forrest Hills Drive/Holliday Drive & Atlanta Hwy/.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	1912	36	20	1100	388	4	12	12	428	24	188
Future Volume (vph)	232	1912	36	20	1100	388	4	12	12	428	24	188
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.961				0.850		0.867	
Flt Protected	0.950			0.950				0.988		0.950		
Satd. Flow (prot)	1637	4689	0	1637	4520	0	0	1719	1479	1637	1494	0
Flt Permitted	0.067			0.067				0.988		0.950		
Satd. Flow (perm)	115	4689	0	115	4520	0	0	1719	1479	1637	1494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			62				131		188	
Link Speed (mph)		40			40			15			30	
Link Distance (ft)		584			1591			1103			965	
Travel Time (s)		10.0			27.1			50.1			21.9	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	232	1912	36	20	1100	388	4	12	12	428	24	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1948	0	20	1488	0	0	16	12	428	212	0
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(ft)		16			16			0			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			10			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	

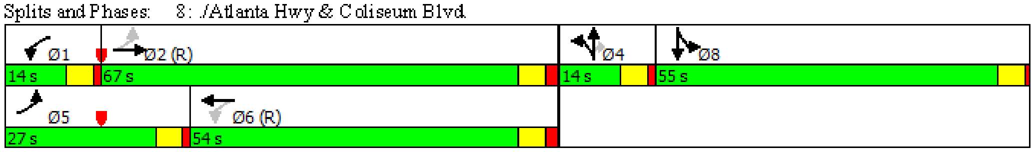
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2			6					4			
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		8.0	8.0	8.0	3.0	3.0	
Minimum Split (s)	10.0	26.0		13.0	26.0		13.0	13.0	13.0	13.0	13.0	
Total Split (s)	27.0	67.0		14.0	54.0		14.0	14.0	14.0	55.0	55.0	
Total Split (%)	18.0%	44.7%		9.3%	36.0%		9.3%	9.3%	9.3%	36.7%	36.7%	
Maximum Green (s)	22.0	61.0		9.0	48.0		9.0	9.0	9.0	50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		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	0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	4.0	5.0		4.0	5.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	C-Max		None	C-Max		None	None	None	None	None	
Walk Time (s)		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	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	86.9	78.0		70.6	61.4			8.3	8.3	44.9	44.9	
Actuated g/C Ratio	0.58	0.52		0.47	0.41			0.06	0.06	0.30	0.30	
v/c Ratio	0.88	0.80		0.15	0.79			0.17	0.06	0.88	0.37	
Control Delay	83.4	23.8		18.2	30.9			71.5	0.6	68.6	8.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	83.4	23.9		18.2	30.9			71.5	0.6	68.6	8.6	
LOS	F	C		B	C			E	A	E	A	
Approach Delay		30.2			30.7			41.1			48.7	
Approach LOS		C			C			D			D	
90th %ile Green (s)	22.0	61.3		8.7	48.0		9.0	9.0	9.0	50.0	50.0	
90th %ile Term Code	Max	Coord		Gap	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	22.0	62.0		8.0	48.0		8.7	8.7	8.7	50.3	50.3	
70th %ile Term Code	Max	Coord		Min	Coord		Gap	Gap	Gap	Max	Max	
50th %ile Green (s)	23.5	66.1		8.0	50.6		8.0	8.0	8.0	46.9	46.9	
50th %ile Term Code	Gap	Coord		Min	Coord		Min	Min	Min	Gap	Gap	
30th %ile Green (s)	18.1	96.5		0.0	73.4		0.0	0.0	0.0	42.5	42.5	
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	
10th %ile Green (s)	12.0	104.1		0.0	87.1		0.0	0.0	0.0	34.9	34.9	
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	
Stops (vph)	151	1339		8	986			17	0	395	30	
Fuel Used(gal)	6	30		0	35			0	0	11	2	
CO Emissions (g/hr)	443	2118		26	2454			31	10	796	149	
NOx Emissions (g/hr)	86	412		5	477			6	2	155	29	
VOC Emissions (g/hr)	103	491		6	569			7	2	184	35	
Dilemma Vehicles (#)	0	57		0	46			0	0	0	0	
Queue Length 50th (ft)	133	670		7	505			15	0	391	16	
Queue Length 95th (ft)	#313	#832		m16	#636			41	0	520	78	
Internal Link Dist (ft)		504			1511			1023			885	
Turn Bay Length (ft)	215			200								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	292	2439		145	1887			103	211	546	623	
Starvation Cap Reductn	0	46		0	0			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.79	0.81		0.14	0.79			0.16	0.06	0.78	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 90 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 33.2 Intersection LOS: C
Intersection Capacity Utilization 91.5% 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: 8: ./Atlanta Hwy & Coliseum Blvd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	456	1720	8	84	1104	32	44	8	52	12	12	132
Future Volume (vph)	456	1720	8	84	1104	32	44	8	52	12	12	132
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	140		0	200		0	0		0	0		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.932				0.850
Flt Protected	0.950			0.950				0.979			0.976	
Satd. Flow (prot)	1637	4698	0	1637	4684	0	0	1588	0	0	1698	1479
Flt Permitted	0.161			0.108				0.852			0.778	
Satd. Flow (perm)	277	4698	0	186	4684	0	0	1382	0	0	1354	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4			31				143
Link Speed (mph)		40			40			35			15	
Link Distance (ft)		1591			1993			1064			874	
Travel Time (s)		27.1			34.0			20.7			39.7	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	496	1870	9	91	1200	35	48	9	57	13	13	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	496	1879	0	91	1235	0	0	114	0	0	26	143
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(ft)		16			16			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm

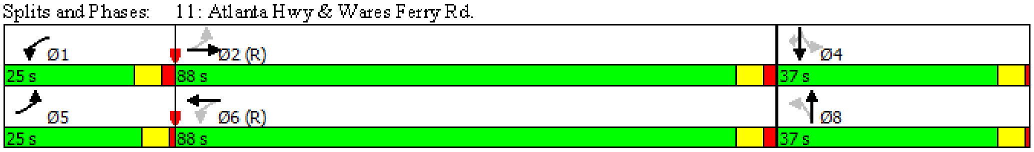
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	30.0		7.0	30.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	8.0	36.0		13.0	36.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)	25.0	88.0		25.0	88.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	16.7%	58.7%		16.7%	58.7%		24.7%	24.7%		24.7%	24.7%	24.7%
Maximum Green (s)	20.0	82.0		19.0	82.0		32.0	32.0		32.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		2.0	2.0		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	0.0
Total Lost Time (s)	5.0	6.0		6.0	6.0			5.0			5.0	5.0
Lead/Lag	Lead	Lag		Lead	Lag							
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
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		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
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	125.6	109.2		91.4	82.0			14.4			14.4	14.4
Actuated g/C Ratio	0.84	0.73		0.61	0.55			0.10			0.10	0.10
v/c Ratio	0.87	0.55		0.45	0.48			0.71			0.20	0.53
Control Delay	50.6	5.8		17.6	21.6			70.2			63.4	15.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	50.6	5.8		17.6	21.6			70.2			63.4	15.9
LOS	D	A		B	C			E			E	B
Approach Delay		15.1			21.4			70.2			23.2	
Approach LOS		B			C			E			C	
90th %ile Green (s)	30.4	97.5		13.9	82.0		21.6	21.6		21.6	21.6	21.6
90th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	34.7	104.9		10.8	82.0		17.3	17.3		17.3	17.3	17.3
70th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	37.6	110.1		8.5	82.0		14.4	14.4		14.4	14.4	14.4
50th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	40.5	114.5		7.0	82.0		11.5	11.5		11.5	11.5	11.5
30th %ile Term Code	Max	Coord		Min	Coord		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	44.8	118.8		7.0	82.0		7.2	7.2		7.2	7.2	7.2
10th %ile Term Code	Max	Coord		Min	Coord		Gap	Gap		Hold	Hold	Hold
Stops (vph)	311	374		31	672			75			22	18
Fuel Used(gal)	13	24		2	27			3			1	2
CO Emissions (g/hr)	886	1704		122	1885			201			39	115
NOx Emissions (g/hr)	172	331		24	367			39			8	22
VOC Emissions (g/hr)	205	395		28	437			46			9	27
Dilemma Vehicles (#)	0	88		0	38			2			0	0
Queue Length 50th (ft)	366	98		19	263			80			24	0
Queue Length 95th (ft)	#574	187		33	303			144			53	65
Internal Link Dist (ft)		1511			1913			984			794	
Turn Bay Length (ft)	140			200								115

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	572	3419		309	2562			319			288	428
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	0.87	0.55		0.29	0.48			0.36			0.09	0.33

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 87 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.87
Intersection Signal Delay: 19.1 Intersection LOS: B
Intersection Capacity Utilization 78.0% ICU Level of Service D
Analysis Period (min) 15
\# 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 11: Atlanta Hwy & Wares Ferry Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1376	328	308	920	60	416	176	344	308	344	24
Future Volume (vph)	48	1376	328	308	920	60	416	176	344	308	344	24
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	312		0	285		90	0		0	0		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850		0.991				0.850			0.850
Flt Protected	0.950			0.950			0.950	0.980		0.950	0.996	
Satd. Flow (prot)	1621	3241	1450	1637	4661	0	1496	1543	1409	1555	1630	1464
Flt Permitted	0.280			0.041			0.950	0.980		0.950	0.996	
Satd. Flow (perm)	478	3241	1450	71	4661	0	1496	1543	1409	1555	1630	1464
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122		5				231			93
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1993			1037			1030			1056	
Travel Time (s)		34.0			17.7			23.4			24.0	
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	48	1376	328	308	920	60	416	176	344	308	344	24
Shared Lane Traffic (%)							30%			10%		
Lane Group Flow (vph)	48	1376	328	308	980	0	291	301	344	277	375	24
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(ft)		11			11			11			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			5	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	custom	Split	NA	custom

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		8	8		4	4	
Permitted Phases	2		2	6					4			8
Detector Phase	5	2	2	1	6		8	8	4	4	4	8
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	7.0	20.0		9.0	9.0	9.0	9.0	9.0	9.0
Minimum Split (s)	11.5	26.5	26.5	13.0	26.5		14.5	14.5	14.5	14.5	14.5	14.5
Total Split (s)	40.0	95.0	95.0	50.0	105.0		45.0	45.0	45.0	45.0	45.0	45.0
Total Split (%)	17.0%	40.4%	40.4%	21.3%	44.7%		19.1%	19.1%	19.1%	19.1%	19.1%	19.1%
Maximum Green (s)	35.0	88.5	88.5	44.0	99.0		39.5	39.5	39.5	39.5	39.5	39.5
Yellow Time (s)	4.0	4.5	4.5	4.5	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.5	2.0		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.0	6.0		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	7.0	7.0	4.0	7.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	C-Max	C-Max	None	C-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
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)	100.8	90.0	90.0	139.0	124.6		39.5	39.5	39.5	39.5	39.5	39.5
Actuated g/C Ratio	0.43	0.38	0.38	0.59	0.53		0.17	0.17	0.17	0.17	0.17	0.17
v/c Ratio	0.19	1.11	0.52	0.95	0.40		1.16	1.16	0.80	1.06	1.37	0.07
Control Delay	25.4	124.4	37.3	116.2	15.8		185.1	185.1	45.0	159.8	253.3	0.5
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	25.4	124.4	37.3	116.2	15.8		185.1	185.1	45.0	159.8	253.3	0.5
LOS	C	F	D	F	B		F	F	D	F	F	A
Approach Delay		105.4			39.8			133.6			206.0	
Approach LOS		F			D			F			F	
90th %ile Green (s)	11.6	88.5	88.5	44.0	122.4		39.5	39.5	39.5	39.5	39.5	39.5
90th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
70th %ile Green (s)	10.2	88.5	88.5	44.0	123.8		39.5	39.5	39.5	39.5	39.5	39.5
70th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
50th %ile Green (s)	9.3	88.5	88.5	44.0	124.7		39.5	39.5	39.5	39.5	39.5	39.5
50th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
30th %ile Green (s)	8.5	88.6	88.6	43.9	125.5		39.5	39.5	39.5	39.5	39.5	39.5
30th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Max	Max
10th %ile Green (s)	7.2	95.8	95.8	36.7	126.8		39.5	39.5	39.5	39.5	39.5	39.5
10th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Max	Max
Stops (vph)	26	1190	163	242	359		242	251	123	240	284	0
Fuel Used(gal)	1	65	9	12	14		15	15	7	13	24	0
CO Emissions (g/hr)	81	4553	596	827	949		1023	1059	461	882	1677	14
NOx Emissions (g/hr)	16	886	116	161	185		199	206	90	172	326	3
VOC Emissions (g/hr)	19	1055	138	192	220		237	245	107	204	389	3
Dilemma Vehicles (#)	0	26	0	0	19		0	0	0	0	0	0
Queue Length 50th (ft)	31	~1293	253	379	201		~557	~578	184	~494	~804	0
Queue Length 95th (ft)	55	#1425	369	#622	86		#794	#818	334	#727	#1056	0
Internal Link Dist (ft)		1913			957			950			976	
Turn Bay Length (ft)	312			285								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	427	1240	630	335	2474		251	259	429	261	273	323
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	0.11	1.11	0.52	0.92	0.40		1.16	1.16	0.80	1.06	1.37	0.07

Intersection Summary	
Area Type: Other	
Cycle Length: 235	
Actuated Cycle Length: 235	
Offset: 147 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 150	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.37	
Intersection Signal Delay: 107.5	Intersection LOS: F
Intersection Capacity Utilization 113.9%	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: 13: Perry Hill Rd. & Atlanta Hwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	1380	16	56	1908	28	144	0	52	52	12	80
Future Volume (vph)	148	1380	16	56	1908	28	144	0	52	52	12	80
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	470		245	158		0	0		0	0		0
Storage Lanes	1		1	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850			0.850
Flt Protected	0.950			0.950				0.950			0.961	
Satd. Flow (prot)	1621	3241	1450	1621	4648	0	0	1621	1450	0	1639	1450
Flt Permitted	0.065			0.154				0.950			0.961	
Satd. Flow (perm)	111	3241	1450	263	4648	0	0	1621	1450	0	1639	1450
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			74		1				79			80
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		1037			1112			579			1107	
Travel Time (s)		17.7			19.0			26.3			50.3	
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
Adj. Flow (vph)	148	1380	16	56	1908	28	144	0	52	52	12	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1380	16	56	1936	0	0	144	52	0	64	80
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(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6					4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.0	27.0	27.0	14.0	27.0		13.0	13.0	13.0	13.0	13.0	13.0
Total Split (s)	40.0	100.0	100.0	40.0	100.0		50.0	50.0	50.0	45.0	45.0	45.0
Total Split (%)	17.0%	42.6%	42.6%	17.0%	42.6%		21.3%	21.3%	21.3%	19.1%	19.1%	19.1%
Maximum Green (s)	33.0	93.0	93.0	35.0	93.0		44.0	44.0	44.0	39.0	39.0	39.0
Yellow Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0		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	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	C-Max	C-Max	None	C-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
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)	174.8	160.4	160.4	160.6	148.8			26.2	26.2		14.6	14.6
Actuated g/C Ratio	0.74	0.68	0.68	0.68	0.63			0.11	0.11		0.06	0.06
v/c Ratio	0.71	0.62	0.02	0.24	0.66			0.80	0.23		0.63	0.49
Control Delay	53.6	27.6	0.0	11.9	30.2			130.8	5.2		133.1	26.0
Queue Delay	0.0	0.4	0.0	0.0	0.2			0.0	0.0		0.0	0.0
Total Delay	53.6	28.0	0.0	11.9	30.4			130.8	5.2		133.1	26.0
LOS	D	C	A	B	C			F	A		F	C
Approach Delay		30.1			29.9			97.5			73.6	
Approach LOS		C			C			F			E	
90th %ile Green (s)	29.2	141.2	141.2	14.7	124.7		34.8	34.8	34.8	20.3	20.3	20.3
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	23.4	153.0	153.0	11.4	139.0		29.8	29.8	29.8	16.8	16.8	16.8
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	19.4	161.0	161.0	9.2	148.8		26.2	26.2	26.2	14.6	14.6	14.6
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	15.4	169.1	169.1	7.0	158.7		22.6	22.6	22.6	12.3	12.3	12.3
30th %ile Term Code	Gap	Coord	Coord	Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	9.8	177.5	177.5	7.0	172.7		17.6	17.6	17.6	8.9	8.9	8.9
10th %ile Term Code	Gap	Coord	Coord	Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
Stops (vph)	108	589	0	18	1208			139	2		61	12
Fuel Used(gal)	4	23	0	1	38			5	0		3	1
CO Emissions (g/hr)	260	1625	8	51	2683			342	26		179	95
NOx Emissions (g/hr)	51	316	2	10	522			67	5		35	18
VOC Emissions (g/hr)	60	377	2	12	622			79	6		41	22
Dilemma Vehicles (#)	0	57	0	0	41			0	0		0	0
Queue Length 50th (ft)	180	522	0	21	676			223	0		99	0
Queue Length 95th (ft)	m176	m506	m0	46	928			306	12		161	66
Internal Link Dist (ft)		957			1032			499			1027	
Turn Bay Length (ft)	470		245	158								
Base Capacity (vph)	294	2211	1012	400	2943			303	335		272	307

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	334	0	0	301			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.50	0.74	0.02	0.14	0.73			0.48	0.16		0.24	0.26

Intersection Summary	
Area Type: Other	
Cycle Length: 235	
Actuated Cycle Length: 235	
Offset: 147 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 35.0	Intersection LOS: D
Intersection Capacity Utilization 80.0%	ICU Level of Service D
Analysis Period (min) 15	
m Volume for 95th percentile queue is metered by upstream signal.	

Splits and Phases: 15: Atlanta Hwy & New Publix

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1452	76	20	980	0	12	0	16	4	0	4
Future Volume (vph)	4	1452	76	20	980	0	12	0	16	4	0	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	490		120	380		160	0		0	0		50
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.923				0.850
Flt Protected	0.950			0.950				0.979			0.950	
Satd. Flow (prot)	1637	3273	1464	1637	3273	1723	0	1526	0	0	1653	1479
Flt Permitted	0.289			0.174				0.860			0.769	
Satd. Flow (perm)	498	3273	1464	300	3273	1723	0	1341	0	0	1338	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			28					16				16
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		1112			4770			263			246	
Travel Time (s)		19.0			81.3			12.0			11.2	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	0%	0%	0%
Adj. Flow (vph)	4	1452	76	20	980	0	12	0	16	4	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1452	76	20	980	0	0	28	0	0	4	4
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(ft)		28			28			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	12.5	12.5		12.5	12.5	12.5
Total Split (s)	168.0	168.0	168.0	168.0	168.0	168.0	67.0	67.0		67.0	67.0	67.0
Total Split (%)	71.5%	71.5%	71.5%	71.5%	71.5%	71.5%	28.5%	28.5%		28.5%	28.5%	28.5%
Maximum Green (s)	161.5	161.5	161.5	161.5	161.5	161.5	62.0	62.0		62.0	62.0	62.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0		5.0	5.0	5.0
Recall Mode	C-Max	C-Max	C-Max	C-Max	C-Max	C-Max	Min	Min		Min	Min	Min
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)	213.6	213.6	213.6	213.6	213.6			9.9			9.9	9.9
Actuated g/C Ratio	0.91	0.91	0.91	0.91	0.91			0.04			0.04	0.04
v/c Ratio	0.01	0.49	0.06	0.07	0.33			0.39			0.07	0.05
Control Delay	0.5	1.5	0.2	1.8	1.8			73.2			108.8	1.2
Queue Delay	0.0	0.2	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	0.5	1.7	0.2	1.8	1.8			73.2			108.8	1.2
LOS	A	A	A	A	A			E			F	A
Approach Delay		1.6			1.8			73.3			55.0	
Approach LOS		A			A			E			D	
90th %ile Green (s)	209.7	209.7	209.7	209.7	209.7	209.7	13.8	13.8		13.8	13.8	13.8
90th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	212.3	212.3	212.3	212.3	212.3	212.3	11.2	11.2		11.2	11.2	11.2
70th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	214.1	214.1	214.1	214.1	214.1	214.1	9.4	9.4		9.4	9.4	9.4
50th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	215.9	215.9	215.9	215.9	215.9	215.9	7.6	7.6		7.6	7.6	7.6
30th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	216.0	216.0	216.0	216.0	216.0	216.0	7.5	7.5		7.5	7.5	7.5
10th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Gap	Gap	Gap
Stops (vph)	0	159	0	2	113			14			6	0
Fuel Used(gal)	0	13	1	1	33			1			0	0
CO Emissions (g/hr)	2	906	40	47	2319			36			7	1
NOx Emissions (g/hr)	0	176	8	9	451			7			1	0
VOC Emissions (g/hr)	0	210	9	11	537			8			2	0
Dilemma Vehicles (#)	0	11	0	0	21			0			0	0
Queue Length 50th (ft)	0	6	0	2	76			18			6	0
Queue Length 95th (ft)	m0	47	2	7	111			62			23	0
Internal Link Dist (ft)		1032			4690			183			166	
Turn Bay Length (ft)	490		120	380								50

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	452	2974	1333	272	2974			365			353	401
Starvation Cap Reductn	0	615	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.01	0.62	0.06	0.07	0.33			0.08			0.01	0.01

Intersection Summary

Area Type: Other

Cycle Length: 235

Actuated Cycle Length: 235

Offset: 147 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 2.6 Intersection LOS: A

Intersection Capacity Utilization 60.4% ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 17: Bellehurst Dr. & Atlanta Hwy

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1620	24	28	28	1392	20	28
Future Volume (vph)	1620	24	28	28	1392	20	28
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)		250		0		0	0
Storage Lanes		1		1		1	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Frt		0.850					0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	3353	1500	0	1676	3353	1676	1500
Flt Permitted				0.087		0.950	
Satd. Flow (perm)	3353	1500	0	154	3353	1676	1500
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		20					30
Link Speed (mph)	25				40	30	
Link Distance (ft)	917				400	521	
Travel Time (s)	25.0				6.8	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1761	26	30	30	1513	22	30
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1761	26	0	60	1513	22	30
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	40				40	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2	1	1
Detector Template	Thru	Right	Left	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Perm
Protected Phases	2		1	1	6	8	
Permitted Phases		2	6	6			8

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	1	6	8	8
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	3.5	3.5
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	10.0	10.0
Total Split (s)	150.0	150.0	25.0	25.0	175.0	25.0	25.0
Total Split (%)	75.0%	75.0%	12.5%	12.5%	87.5%	12.5%	12.5%
Maximum Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
Yellow Time (s)	4.5	4.5	4.0	4.0	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5	5.0	5.0
Lead/Lag	Lag	Lag	Lead	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
Recall Mode	C-Max	C-Max	None	None	C-Max	Max	Max
Act Effct Green (s)	148.5	148.5		170.0	168.5	20.0	20.0
Actuated g/C Ratio	0.74	0.74		0.85	0.84	0.10	0.10
v/c Ratio	0.71	0.02		0.24	0.54	0.13	0.17
Control Delay	15.9	3.0		5.9	5.4	84.3	25.1
Queue Delay	0.2	0.0		0.0	0.3	0.0	0.0
Total Delay	16.1	3.0		6.0	5.7	84.3	25.1
LOS	B	A		A	A	F	C
Approach Delay	15.9				5.7	50.2	
Approach LOS	B				A	D	
90th %ile Green (s)	148.5	148.5	15.0	15.0	168.5	20.0	20.0
90th %ile Term Code	Coord	Coord	Min	Min	Coord	MaxR	MaxR
70th %ile Green (s)	148.5	148.5	15.0	15.0	168.5	20.0	20.0
70th %ile Term Code	Coord	Coord	Min	Min	Coord	MaxR	MaxR
50th %ile Green (s)	148.5	148.5	15.0	15.0	168.5	20.0	20.0
50th %ile Term Code	Coord	Coord	Min	Min	Coord	MaxR	MaxR
30th %ile Green (s)	148.5	148.5	15.0	15.0	168.5	20.0	20.0
30th %ile Term Code	Coord	Coord	Min	Min	Coord	MaxR	MaxR
10th %ile Green (s)	148.5	148.5	15.0	15.0	168.5	20.0	20.0
10th %ile Term Code	Coord	Coord	Min	Min	Coord	MaxR	MaxR
Stops (vph)	844	3		10	303	19	7
Fuel Used(gal)	21	0		0	8	1	0
CO Emissions (g/hr)	1478	15		22	579	37	21
NOx Emissions (g/hr)	288	3		4	113	7	4
VOC Emissions (g/hr)	343	3		5	134	9	5
Dilemma Vehicles (#)	0	0		0	42	0	0
Queue Length 50th (ft)	616	2		5	84	27	0
Queue Length 95th (ft)	686	12		22	182	62	38
Internal Link Dist (ft)	837				320	441	
Turn Bay Length (ft)		250					
Base Capacity (vph)	2489	1118		283	2824	167	177
Starvation Cap Reductn	0	0		0	618	0	0
Spillback Cap Reductn	157	0		6	0	0	1
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.76	0.02		0.22	0.69	0.13	0.17

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 83 (42%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 11.7	Intersection LOS: B
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: East Mount Plaza & Atlanta Hwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1416	0	20	1128	116	8	0	24	84	0	68
Future Volume (vph)	10	1416	0	20	1128	116	8	0	24	84	0	68
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	300		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.899				0.850
Flt Protected	0.950				0.999			0.988		0.950		
Satd. Flow (prot)	1693	3386	1782	0	3383	1515	0	1599	0	1710	0	1530
Flt Permitted	0.222				0.886			0.988		0.803		
Satd. Flow (perm)	396	3386	1782	0	3000	1515	0	1599	0	1445	0	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						114		49				68
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		400			399			214			223	
Travel Time (s)		6.8			6.8			9.7			10.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	10	1416	0	20	1128	116	8	0	24	84	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1416	0	0	1148	116	0	32	0	84	0	68
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(ft)		45			45			25			40	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			5			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20		20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm		Perm
Protected Phases	5	2			6			8				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	2	6	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	10.0	10.0		7.0		7.0
Minimum Split (s)	10.0	27.0	27.0	27.0	27.0	27.0	16.0	16.0		13.0		13.0
Total Split (s)	20.0	160.0	160.0	140.0	140.0	140.0	40.0	40.0		40.0		40.0
Total Split (%)	10.0%	80.0%	80.0%	70.0%	70.0%	70.0%	20.0%	20.0%		20.0%		20.0%
Maximum Green (s)	15.0	153.0	153.0	133.0	133.0	133.0	34.0	34.0		34.0		34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.0	7.0	7.0		7.0	7.0		6.0		6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	6.0	6.0	6.0	6.0	6.0	3.0	3.0		3.0		3.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None		None
Act Effct Green (s)	171.7	169.7			165.4	165.4		17.3		17.3		17.3
Actuated g/C Ratio	0.86	0.85			0.83	0.83		0.09		0.09		0.09
v/c Ratio	0.03	0.49			0.46	0.09		0.17		0.68		0.35
Control Delay	3.7	8.3			8.5	2.0		8.9		113.3		19.8
Queue Delay	0.0	1.2			0.1	0.0		0.0		0.0		0.0
Total Delay	3.7	9.5			8.7	2.0		8.9		113.3		19.8
LOS	A	A			A	A		A		F		B
Approach Delay		9.5			8.1			8.9			71.5	
Approach LOS		A			A			A			E	
90th %ile Green (s)	6.0	162.7	162.7	151.7	151.7	151.7	24.3	24.3		24.3		24.3
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
70th %ile Green (s)	5.8	166.9	166.9	156.1	156.1	156.1	20.1	20.1		20.1		20.1
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
50th %ile Green (s)	0.0	169.7	169.7	169.7	169.7	169.7	17.3	17.3		17.3		17.3
50th %ile Term Code	Skip	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
30th %ile Green (s)	0.0	172.5	172.5	172.5	172.5	172.5	14.5	14.5		14.5		14.5
30th %ile Term Code	Skip	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
10th %ile Green (s)	0.0	176.8	176.8	176.8	176.8	176.8	10.2	10.2		10.2		10.2
10th %ile Term Code	Skip	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
Stops (vph)	2	546			411	8		2		81		11
Fuel Used(gal)	0	12			9	0		0		2		0
CO Emissions (g/hr)	4	811			639	31		9		157		31
NOx Emissions (g/hr)	1	158			124	6		2		31		6
VOC Emissions (g/hr)	1	188			148	7		2		36		7
Dilemma Vehicles (#)	0	66			44	0		0		0		0
Queue Length 50th (ft)	3	402			238	10		0		109		0
Queue Length 95th (ft)	m3	337			253	21		18		173		55
Internal Link Dist (ft)		320			319			134			143	
Turn Bay Length (ft)	300											
Base Capacity (vph)	437	2873			2480	1272		312		245		316
Starvation Cap Reductn	0	1146			429	0		0		0		0
Spillback Cap Reductn	0	593			0	0		8		0		0
Storage Cap Reductn	0	0			0	0		0		0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.82			0.56	0.09		0.11		0.34		0.22

Intersection Summary

Area Type: Other
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 73 (37%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 83.0% ICU Level of Service E
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Faulkner

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1480	140	88	1188	4	64	8	104	16	4	4
Future Volume (vph)	8	1480	140	88	1188	4	64	8	104	16	4	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	270		0	235		0	0		0	0		0
Storage Lanes	1		1	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950				0.957			0.962	
Satd. Flow (prot)	1676	3353	1500	1710	4909	0	0	1723	1530	0	1732	1530
Flt Permitted	0.224			0.133				0.735			0.748	
Satd. Flow (perm)	395	3353	1500	239	4909	0	0	1323	1530	0	1346	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		1				104			49
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		390			654			278			210	
Travel Time (s)		6.6			11.1			6.3			4.8	
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
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	1480	140	88	1188	4	64	8	104	16	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1480	140	88	1192	0	0	72	104	0	20	4
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(ft)		45			40			8			0	
Link Offset(ft)		0			0			0			15	
Crosswalk Width(ft)		25			25			16			10	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	2	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	10.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	15.0	27.0		13.0	13.0	13.0	13.0	13.0	13.0
Total Split (s)	148.0	148.0	148.0	22.0	170.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	74.0%	74.0%	74.0%	11.0%	85.0%		15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Maximum Green (s)	141.0	141.0	141.0	17.0	163.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0		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	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0			6.0	6.0		6.0	6.0
Lead/Lag	Lag	Lag	Lag	Lead								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	6.0	6.0	6.0	3.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	C-Min	C-Min	C-Min	Max	C-Min		Min	Min	Min	Min	Min	Min
Act Effct Green (s)	147.9	147.9	147.9	171.9	169.9			17.1	17.1		17.1	17.1
Actuated g/C Ratio	0.74	0.74	0.74	0.86	0.85			0.09	0.09		0.09	0.09
v/c Ratio	0.03	0.60	0.12	0.27	0.29			0.64	0.46		0.17	0.02
Control Delay	13.9	22.0	7.1	4.0	1.6			111.8	18.8		85.8	0.2
Queue Delay	0.0	0.4	0.6	0.0	0.1			0.0	0.0		0.0	0.0
Total Delay	13.9	22.4	7.7	4.0	1.7			111.8	18.8		85.8	0.2
LOS	B	C	A	A	A			F	B		F	A
Approach Delay		21.1			1.8			56.8			71.5	
Approach LOS		C			A			E			E	
90th %ile Green (s)	141.1	141.1	141.1	17.0	163.1		23.9	23.9	23.9	23.9	23.9	23.9
90th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
70th %ile Green (s)	145.0	145.0	145.0	17.0	167.0		20.0	20.0	20.0	20.0	20.0	20.0
70th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
50th %ile Green (s)	147.9	147.9	147.9	17.0	169.9		17.1	17.1	17.1	17.1	17.1	17.1
50th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
30th %ile Green (s)	150.7	150.7	150.7	17.0	172.7		14.3	14.3	14.3	14.3	14.3	14.3
30th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
10th %ile Green (s)	154.7	154.7	154.7	17.0	176.7		10.3	10.3	10.3	10.3	10.3	10.3
10th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
Stops (vph)	4	774	27	11	93			68	14		19	0
Fuel Used(gal)	0	18	1	1	7			2	1		0	0
CO Emissions (g/hr)	6	1268	59	40	461			152	49		34	0
NOx Emissions (g/hr)	1	247	11	8	90			30	10		7	0
VOC Emissions (g/hr)	1	294	14	9	107			35	11		8	0
Dilemma Vehicles (#)	0	39	0	0	29			0	0		0	0
Queue Length 50th (ft)	5	635	42	12	68			94	0		25	0
Queue Length 95th (ft)	m9	459	67	19	22			153	66		56	0
Internal Link Dist (ft)		310			574			198			130	
Turn Bay Length (ft)	270			235								
Base Capacity (vph)	292	2479	1140	330	4170			158	275		161	226
Starvation Cap Reductn	0	468	723	0	1311			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.74	0.34	0.27	0.42			0.46	0.38		0.12	0.02

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 59 (30%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 15.6	Intersection LOS: B
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 59: Carol Villa Dr & Atlanta Hwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1648	40	56	1076	122	24	16	76	92	8	40
Future Volume (vph)	64	1648	40	56	1076	122	24	16	76	92	8	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	340		0	290		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.985				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.956	
Satd. Flow (prot)	1693	4846	0	1693	4792	0	0	1748	1530	0	1721	1530
Flt Permitted	0.205			0.111				0.971			0.956	
Satd. Flow (perm)	365	4846	0	198	4792	0	0	1748	1530	0	1721	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			19				82			82
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		675			424			273			200	
Travel Time (s)		11.5			7.2			12.4			9.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	64	1648	40	56	1076	122	24	16	76	92	8	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1688	0	56	1198	0	0	40	76	0	100	40
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(ft)		40			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			5			5	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	27.0		12.0	27.0		13.0	13.0	13.0	13.0	13.0	13.0
Total Split (s)	22.0	134.0		22.0	134.0		22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	11.0%	67.0%		11.0%	67.0%		11.0%	11.0%	11.0%	11.0%	11.0%	11.0%
Maximum Green (s)	17.0	127.0		17.0	127.0		16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	2.0		1.0	2.0		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		0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	152.0	142.5		151.7	142.3			10.9	10.9		15.2	15.2
Actuated g/C Ratio	0.76	0.71		0.76	0.71			0.05	0.05		0.08	0.08
v/c Ratio	0.20	0.49		0.27	0.35			0.42	0.47		0.77	0.21
Control Delay	4.1	6.8		6.4	7.0			103.7	22.2		124.2	2.5
Queue Delay	0.0	0.2		0.0	0.2			0.0	0.0		0.0	0.0
Total Delay	4.1	7.0		6.4	7.2			103.7	22.2		124.2	2.5
LOS	A	A		A	A			F	C		F	A
Approach Delay		6.9			7.2			50.3			89.4	
Approach LOS		A			A			D			F	
90th %ile Green (s)	8.7	136.8		8.4	136.5		14.8	14.8	14.8	16.0	16.0	16.0
90th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Max	Max	Max
70th %ile Green (s)	7.8	140.0		7.5	139.7		12.5	12.5	12.5	16.0	16.0	16.0
70th %ile Term Code	Gap	Coord		Gap	Coord		Gap	Gap	Gap	Max	Max	Max
50th %ile Green (s)	7.2	142.1		7.0	141.9		10.9	10.9	10.9	16.0	16.0	16.0
50th %ile Term Code	Gap	Coord		Min	Coord		Gap	Gap	Gap	Max	Max	Max
30th %ile Green (s)	7.0	143.8		7.0	143.8		9.4	9.4	9.4	15.8	15.8	15.8
30th %ile Term Code	Min	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	7.0	149.7		7.0	149.7		7.1	7.1	7.1	12.2	12.2	12.2
10th %ile Term Code	Min	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
Stops (vph)	7	405		8	307			38	10		95	0
Fuel Used(gal)	0	14		0	8			1	1		3	0
CO Emissions (g/hr)	29	982		22	571			71	40		200	7
NOx Emissions (g/hr)	6	191		4	111			14	8		39	1
VOC Emissions (g/hr)	7	228		5	132			16	9		46	2
Dilemma Vehicles (#)	0	36		0	19			0	0		0	0
Queue Length 50th (ft)	8	489		8	200			52	0		131	0
Queue Length 95th (ft)	m11	83		m15	219			99	52		#229	0
Internal Link Dist (ft)		595			344			193			120	
Turn Bay Length (ft)	340			290								
Base Capacity (vph)	398	3453		282	3415			139	197		137	197
Starvation Cap Reductn	0	759		0	1218			0	0		0	0
Spillback Cap Reductn	0	0		0	0			0	0		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.16	0.63		0.20	0.55			0.29	0.39		0.73	0.20

Intersection Summary

Area Type: Other
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 87 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 67.9% ICU Level of Service C
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: 25: Food World & Atlanta Hwy

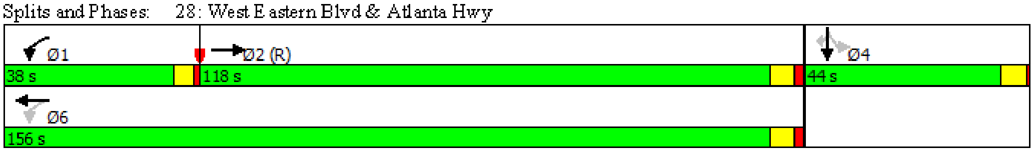
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1400	216	420	1200	0	0	0	0	544	8	236
Future Volume (vph)	0	1400	216	420	1200	0	0	0	0	544	8	236
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.980										0.850
Flt Protected				0.950						0.950	0.954	
Satd. Flow (prot)	0	4768	0	3285	3386	0	0	0	0	1608	1615	1515
Flt Permitted				0.106						0.950	0.954	
Satd. Flow (perm)	0	4768	0	366	3386	0	0	0	0	1608	1615	1515
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23										130
Link Speed (mph)		40			40			30			55	
Link Distance (ft)		430			927			317			734	
Travel Time (s)		7.3			15.8			7.2			9.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1400	216	420	1200	0	0	0	0	544	8	236
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	1616	0	420	1200	0	0	0	0	277	275	236
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(ft)		40			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			40			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases				6						4		4
Detector Phase		2		1	6					4	4	4
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		20.0		15.0	20.0					10.0	10.0	10.0
Minimum Split (s)		27.0		20.0	27.0					16.0	16.0	16.0
Total Split (s)		118.0		38.0	156.0					44.0	44.0	44.0
Total Split (%)		59.0%		19.0%	78.0%					22.0%	22.0%	22.0%
Maximum Green (s)		111.0		33.0	149.0					38.0	38.0	38.0
Yellow Time (s)		5.0		4.0	5.0					5.0	5.0	5.0
All-Red Time (s)		2.0		1.0	2.0					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)		7.0		5.0	7.0					6.0	6.0	6.0
Lead/Lag		Lag		Lead								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		6.0		3.0	6.0					3.0	3.0	3.0
Recall Mode		C-Min		None	Min					None	None	None
Act Effct Green (s)		126.5		152.3	150.3					36.7	36.7	36.7
Actuated g/C Ratio		0.63		0.76	0.75					0.18	0.18	0.18
v/c Ratio		0.53		0.76	0.47					0.94	0.93	0.61
Control Delay		9.2		50.7	8.4					118.2	116.2	40.1
Queue Delay		0.1		0.0	0.1					0.0	0.0	0.0
Total Delay		9.3		50.7	8.5					118.2	116.2	40.1
LOS		A		D	A					F	F	D
Approach Delay		9.3			19.4						94.1	
Approach LOS		A			B						F	
90th %ile Green (s)		119.1		24.9	149.0					38.0	38.0	38.0
90th %ile Term Code		Coord		Gap	Coord					Max	Max	Max
70th %ile Green (s)		123.4		20.6	149.0					38.0	38.0	38.0
70th %ile Term Code		Coord		Gap	Coord					Max	Max	Max
50th %ile Green (s)		126.4		17.6	149.0					38.0	38.0	38.0
50th %ile Term Code		Coord		Gap	Coord					Max	Max	Max
30th %ile Green (s)		128.0		16.0	149.0					38.0	38.0	38.0
30th %ile Term Code		Coord		Gap	Coord					Max	Max	Max
10th %ile Green (s)		135.7		15.0	155.7					31.3	31.3	31.3
10th %ile Term Code		Coord		Min	Coord					Gap	Gap	Gap
Stops (vph)		656		262	328					255	254	102
Fuel Used(gal)		14		10	13					13	13	5
CO Emissions (g/hr)		993		668	896					887	874	344
NOx Emissions (g/hr)		193		130	174					173	170	67
VOC Emissions (g/hr)		230		155	208					206	203	80
Dilemma Vehicles (#)		19		0	27					0	7	0
Queue Length 50th (ft)		100		147	276					382	377	130
Queue Length 95th (ft)		170		228	241					#576	#569	237
Internal Link Dist (ft)		350			847			237			654	
Turn Bay Length (ft)												
Base Capacity (vph)		3024		760	2545					305	306	393
Starvation Cap Reductn		254		0	381					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		0.58		0.55	0.55					0.91	0.90	0.60

Intersection Summary

Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 95 (48%), Referenced to phase 2:EBT, Start of Green	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.94	
Intersection Signal Delay: 30.0	Intersection LOS: C
Intersection Capacity Utilization 80.5%	ICU Level of Service D
Analysis Period (min) 15	
# 95th percentile volume exceeds capacity, queue may be longer.	
Queue shown is maximum after two cycles.	

Splits and Phases: 28: West Eastern Blvd & Atlanta Hwy



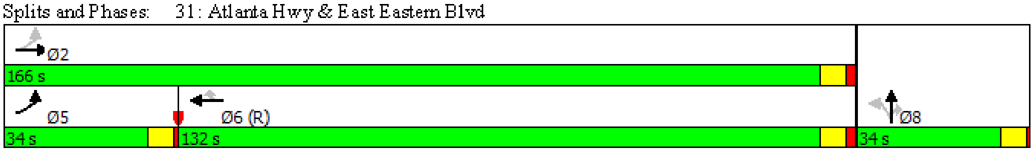
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
Future Volume (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	700		0	140		0	0		0	0		0
Storage Lanes	1		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1693	4865	0	0	3386	1515	3285	1782	1515	0	0	0
Flt Permitted	0.116						0.950					
Satd. Flow (perm)	207	4865	0	0	3386	1515	3285	1782	1515	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						420			55			
Link Speed (mph)		40			40			55			30	
Link Distance (ft)		920			828			779			322	
Travel Time (s)		15.7			14.1			9.7			7.3	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
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(ft)		12			40			24			24	
Link Offset(ft)		0			10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	0.91	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA			NA	Perm	Perm	NA	Perm			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8				
Permitted Phases	2					6	8		8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0	20.0	7.0	7.0	7.0			
Minimum Split (s)	13.0	27.0			27.0	27.0	13.0	13.0	13.0			
Total Split (s)	34.0	166.0			132.0	132.0	34.0	34.0	34.0			
Total Split (%)	17.0%	83.0%			66.0%	66.0%	17.0%	17.0%	17.0%			
Maximum Green (s)	28.0	159.0			125.0	125.0	28.0	28.0	28.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	1.0	2.0			2.0	2.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	7.0			7.0	7.0	6.0	6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	6.0			6.0	6.0	3.0	3.0	3.0			
Recall Mode	None	Min			C-Min	C-Min	None	None	None			
Act Effct Green (s)	160.0	159.0			141.9	141.9	28.0	28.0	28.0			
Actuated g/C Ratio	0.80	0.80			0.71	0.71	0.14	0.14	0.14			
v/c Ratio	0.63	0.47			0.64	0.54	0.35	0.10	1.93			
Control Delay	26.7	7.5			17.3	5.8	80.2	76.3	465.8			
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0			
Total Delay	26.7	7.6			17.3	5.8	80.2	76.3	465.8			
LOS	C	A			B	A	F	E	F			
Approach Delay		9.1			13.9			361.9				
Approach LOS		A			B			F				
90th %ile Green (s)	17.5	159.0			135.5	135.5	28.0	28.0	28.0			
90th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
70th %ile Green (s)	12.3	159.0			140.7	140.7	28.0	28.0	28.0			
70th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
50th %ile Green (s)	9.5	159.0			143.5	143.5	28.0	28.0	28.0			
50th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
30th %ile Green (s)	8.7	159.0			144.3	144.3	28.0	28.0	28.0			
30th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
10th %ile Green (s)	7.6	159.0			145.4	145.4	28.0	28.0	28.0			
10th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
Stops (vph)	67	483			787	105	143	21	259			
Fuel Used(gal)	2	19			22	5	6	1	55			
CO Emissions (g/hr)	173	1316			1516	376	423	62	3823			
NOx Emissions (g/hr)	34	256			295	73	82	12	744			
VOC Emissions (g/hr)	40	305			351	87	98	14	886			
Dilemma Vehicles (#)	0	33			38	0	0	1	0			
Queue Length 50th (ft)	43	170			514	103	100	28	~949			
Queue Length 95th (ft)	m109	273			665	215	142	62	#1197			
Internal Link Dist (ft)		840			748			699			242	
Turn Bay Length (ft)	700											
Base Capacity (vph)	373	3867			2402	1196	459	249	259			
Starvation Cap Reductn	0	598			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.42	0.55			0.64	0.54	0.35	0.10	1.93			

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 101 (51%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay: 61.3	Intersection LOS: E
Intersection Capacity Utilization 80.5%	ICU Level of Service D
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: 31: Atlanta Hwy & East Eastern Blvd



After Condition

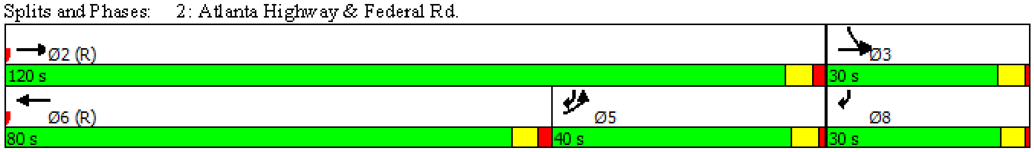
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø8
Lane Configurations								
Traffic Volume (vph)	396	1652	992	144	200	356		
Future Volume (vph)	396	1652	992	144	200	356		
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800		
Lane Width (ft)	11	11	11	11	11	11		
Storage Length (ft)	0			500	0	0		
Storage Lanes	2			0	1	2		
Taper Length (ft)	25				25			
Lane Util. Factor	0.97	0.95	0.91	0.91	1.00	0.88		
Frt			0.981			0.850		
Flt Protected	0.950				0.950			
Satd. Flow (prot)	3144	3241	4569	0	1621	2552		
Flt Permitted	0.950				0.950			
Satd. Flow (perm)	3144	3241	4569	0	1621	2552		
Right Turn on Red				Yes		Yes		
Satd. Flow (RTOR)			25			132		
Link Speed (mph)		40	40		35			
Link Distance (ft)		185	1182		1033			
Travel Time (s)		3.2	20.1		20.1			
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00		
Adj. Flow (vph)	396	1652	992	144	200	356		
Shared Lane Traffic (%)								
Lane Group Flow (vph)	396	1652	1136	0	200	356		
Enter Blocked Intersection	No	No	No	No	No	No		
Lane Alignment	Left	Left	Left	Right	Left	Right		
Median Width(ft)		22	16		11			
Link Offset(ft)		0	5		0			
Crosswalk Width(ft)		16	16		5			
Two way Left Turn Lane								
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12		
Turning Speed (mph)	15			9	15	9		
Number of Detectors	1	2	2		1	1		
Detector Template	Left	Thru	Thru		Left	Right		
Leading Detector (ft)	20	100	100		20	20		
Trailing Detector (ft)	0	0	0		0	0		
Detector 1 Position(ft)	0	0	0		0	0		
Detector 1 Size(ft)	20	6	6		20	20		
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		
Detector 1 Channel								
Detector 1 Extend (s)	0.0	0.0	0.0		0.0	0.0		
Detector 1 Queue (s)	0.0	0.0	0.0		0.0	0.0		
Detector 1 Delay (s)	0.0	0.0	0.0		0.0	0.0		
Detector 2 Position(ft)		94	94					
Detector 2 Size(ft)		6	6					
Detector 2 Type		Cl+Ex	Cl+Ex					
Detector 2 Channel								
Detector 2 Extend (s)		0.0	0.0					
Turn Type	Prot	NA	NA		Prot	pt+ov		
Protected Phases	5	2 3!	6		3!	5 8	2	8

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø8
Permitted Phases								
Detector Phase	5	2 3	6		3	5 8		
Switch Phase								
Minimum Initial (s)	7.0		20.0		7.0		20.0	5.0
Minimum Split (s)	12.0		26.0		12.0		26.0	22.5
Total Split (s)	40.0		80.0		30.0		120.0	30.0
Total Split (%)	26.7%		53.3%		20.0%		80%	20%
Maximum Green (s)	35.0		74.0		25.0		114.0	25.5
Yellow Time (s)	4.0		4.0		4.0		4.0	3.5
All-Red Time (s)	1.0		2.0		1.0		2.0	1.0
Lost Time Adjust (s)	0.0		0.0		0.0			
Total Lost Time (s)	5.0		6.0		5.0			
Lead/Lag	Lag		Lead					
Lead-Lag Optimize?	Yes		Yes					
Vehicle Extension (s)	3.0		5.0		3.0		5.0	3.0
Recall Mode	None		C-Min		None		C-Min	None
Walk Time (s)			7.0				7.0	7.0
Flash Dont Walk (s)			11.0				11.0	11.0
Pedestrian Calls (#/hr)			0				0	0
Act Effct Green (s)	28.1	150.0	71.2		34.7	67.8		
Actuated g/C Ratio	0.19	1.00	0.47		0.23	0.45		
v/c Ratio	0.67	0.51	0.52		0.53	0.29		
Control Delay	62.8	0.6	24.3		55.1	15.5		
Queue Delay	0.0	0.0	0.0		0.0	0.0		
Total Delay	62.8	0.6	24.3		55.1	15.5		
LOS	E	A	C		E	B		
Approach Delay		12.6	24.3		29.7			
Approach LOS		B	C		C			
90th %ile Green (s)	30.8		64.4		38.8		100.2	39.3
90th %ile Term Code	Gap		Coord		Max		Coord	Hold
70th %ile Green (s)	27.4		64.4		42.2		96.8	42.7
70th %ile Term Code	Gap		Coord		Gap		Coord	Hold
50th %ile Green (s)	26.0		71.1		36.9		102.1	37.4
50th %ile Term Code	Hold		Coord		Gap		Coord	Hold
30th %ile Green (s)	34.3		68.2		31.5		107.5	32.0
30th %ile Term Code	Hold		Coord		Gap		Coord	Hold
10th %ile Green (s)	22.0		87.7		24.3		114.7	24.8
10th %ile Term Code	Hold		Coord		Gap		Coord	Hold
Stops (vph)	361	0	726		172	132		
Fuel Used(gal)	9	2	22		5	5		
CO Emissions (g/hr)	637	158	1528		351	333		
NOx Emissions (g/hr)	124	31	297		68	65		
VOC Emissions (g/hr)	148	37	354		81	77		
Dilemma Vehicles (#)	0	0	60		0	0		
Queue Length 50th (ft)	191	0	244		170	74		
Queue Length 95th (ft)	241	0	204		250	104		
Internal Link Dist (ft)		105	1102		953			
Turn Bay Length (ft)								
Base Capacity (vph)	733	3218	2349		377	1212		

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR	Ø2	Ø8
Starvation Cap Reductn	0	0	0		0	0		
Spillback Cap Reductn	0	0	0		0	0		
Storage Cap Reductn	0	0	0		0	0		
Reduced v/c Ratio	0.54	0.51	0.48		0.53	0.29		

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 14 (9%), Referenced to phase 2:EBT and 6:WBT, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 69.1%	ICU Level of Service C
Analysis Period (min) 15	
! Phase conflict between lane groups.	

Splits and Phases: 2: Atlanta Highway & Federal Rd.



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	1880	12	36	1132	8	40
Future Volume (vph)	1880	12	36	1132	8	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11
Storage Length (ft)		0	25		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Lane Util. Factor	0.95	1.00	1.00	0.91	1.00	1.00
Frt		0.850			0.887	
Flt Protected			0.950		0.992	
Satd. Flow (prot)	2946	1318	1473	4233	1378	0
Flt Permitted			0.104		0.992	
Satd. Flow (perm)	2946	1318	161	4233	1378	0
Right Turn on Red		Yes				Yes
Satd. Flow (RTOR)		12			38	
Link Speed (mph)	40			40	25	
Link Distance (ft)	1182			3082	1226	
Travel Time (s)	20.1			52.5	33.4	
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Adj. Flow (vph)	1880	12	36	1132	8	40
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1880	12	36	1132	48	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	16			16	11	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.28	1.28	1.28	1.28	1.28	1.28
Turning Speed (mph)		9	15		15	9
Number of Detectors	2	1	1	2	1	
Detector Template	Thru	Right	Left	Thru	Left	
Leading Detector (ft)	100	20	20	100	20	
Trailing Detector (ft)	0	0	0	0	0	
Detector 1 Position(ft)	0	0	0	0	0	
Detector 1 Size(ft)	6	20	20	6	20	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel						
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)	94			94		
Detector 2 Size(ft)	6			6		
Detector 2 Type	Cl+Ex			Cl+Ex		
Detector 2 Channel						
Detector 2 Extend (s)	0.0			0.0		
Turn Type	NA	Perm	Perm	NA	Prot	

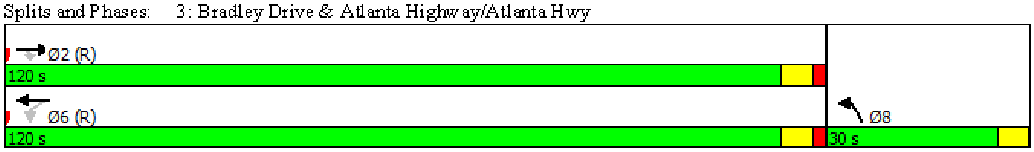
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Protected Phases	2			6	8	
Permitted Phases		2	6			
Detector Phase	2	2	6	6	8	
Switch Phase						
Minimum Initial (s)	12.0	12.0	12.0	12.0	5.0	
Minimum Split (s)	18.5	18.5	18.5	18.5	10.5	
Total Split (s)	120.0	120.0	120.0	120.0	30.0	
Total Split (%)	80.0%	80.0%	80.0%	80.0%	20.0%	
Maximum Green (s)	113.5	113.5	113.5	113.5	25.0	
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	0.5	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	5.0	
Lead/Lag						
Lead-Lag Optimize?						
Vehicle Extension (s)	5.0	5.0	5.0	5.0	3.0	
Recall Mode	C-Min	C-Min	C-Min	C-Min	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)	134.4	134.4	134.4	134.4	7.5	
Actuated g/C Ratio	0.90	0.90	0.90	0.90	0.05	
v/c Ratio	0.71	0.01	0.25	0.30	0.46	
Control Delay	6.4	0.7	5.7	1.2	39.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0	
Total Delay	6.4	0.7	5.7	1.2	39.7	
LOS	A	A	A	A	D	
Approach Delay	6.4			1.4	39.7	
Approach LOS	A			A	D	
90th %ile Green (s)	127.1	127.1	127.1	127.1	11.4	
90th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
70th %ile Green (s)	130.0	130.0	130.0	130.0	8.5	
70th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
50th %ile Green (s)	132.0	132.0	132.0	132.0	6.5	
50th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
30th %ile Green (s)	133.0	133.0	133.0	133.0	5.5	
30th %ile Term Code	Coord	Coord	Coord	Coord	Gap	
10th %ile Green (s)	143.5	143.5	143.5	143.5	0.0	
10th %ile Term Code	Coord	Coord	Coord	Coord	Skip	
Stops (vph)	749	1	4	86	17	
Fuel Used(gal)	25	0	1	25	1	
CO Emissions (g/hr)	1740	8	58	1733	67	
NOx Emissions (g/hr)	338	1	11	337	13	
VOC Emissions (g/hr)	403	2	14	402	15	
Dilemma Vehicles (#)	46	0	0	28	0	
Queue Length 50th (ft)	415	0	1	16	10	
Queue Length 95th (ft)	582	m1	10	57	54	
Internal Link Dist (ft)	1102			3002	1146	
Turn Bay Length (ft)			25			

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Base Capacity (vph)	2640	1182	144	3793	261	
Starvation Cap Reductn	0	0	0	0	0	
Spillback Cap Reductn	0	0	0	0	0	
Storage Cap Reductn	0	0	0	0	0	
Reduced v/c Ratio	0.71	0.01	0.25	0.30	0.18	

Intersection Summary	
Area Type: CBD	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 5.0	Intersection LOS: A
Intersection Capacity Utilization 74.7%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 3: Bradley Drive & Atlanta Highway/Atlanta Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1656	128	244	652	8	32	12	64	16	12	4
Future Volume (vph)	48	1656	128	244	652	8	32	12	64	16	12	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	110		0	220		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989			0.998				0.850		0.983	
Flt Protected	0.950			0.950				0.965			0.976	
Satd. Flow (prot)	1637	4651	0	1637	4694	0	0	1662	1464	0	1669	0
Flt Permitted	0.370			0.110				0.823			0.831	
Satd. Flow (perm)	637	4651	0	190	4694	0	0	1418	1464	0	1421	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		11			2				116		4	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		3082			584			661			619	
Travel Time (s)		70.0			13.3			15.0			14.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	48	1656	128	244	652	8	32	12	64	16	12	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1784	0	244	660	0	0	44	64	0	32	0
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(ft)		16			16			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA	Perm	Perm	NA	

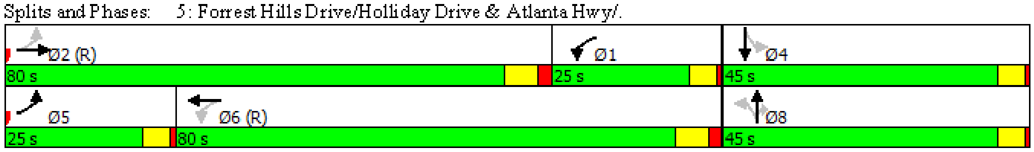
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8		8	4		
Detector Phase	5	2		1	6		8	8	8	4	4	
Switch Phase												
Minimum Initial (s)	7.0	30.0		7.0	30.0		8.0	8.0	8.0	8.0	8.0	
Minimum Split (s)	12.0	37.0		12.0	37.0		13.0	13.0	13.0	13.0	13.0	
Total Split (s)	25.0	80.0		25.0	80.0		45.0	45.0	45.0	45.0	45.0	
Total Split (%)	16.7%	53.3%		16.7%	53.3%		30.0%	30.0%	30.0%	30.0%	30.0%	
Maximum Green (s)	20.0	73.0		20.0	73.0		40.0	40.0	40.0	40.0	40.0	
Yellow Time (s)	4.0	5.0		4.0	5.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		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		0.0	
Total Lost Time (s)	5.0	7.0		5.0	7.0			5.0	5.0		5.0	
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		6.0	6.0	6.0	6.0	6.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		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	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	108.1	106.1		119.7	119.1			13.0	13.0		12.6	
Actuated g/C Ratio	0.72	0.71		0.80	0.79			0.09	0.09		0.08	
v/c Ratio	0.09	0.54		0.78	0.18			0.36	0.28		0.26	
Control Delay	6.6	8.8		33.3	1.3			71.7	2.9		61.7	
Queue Delay	0.0	0.3		0.0	0.0			0.0	0.0		0.0	
Total Delay	6.6	9.1		33.3	1.3			71.7	2.9		61.7	
LOS	A	A		C	A			E	A		E	
Approach Delay		9.1			9.9			31.0			61.7	
Approach LOS		A			A			C			E	
90th %ile Green (s)	8.6	95.7		20.0	107.1		17.3	17.3	17.3	17.3	17.3	
90th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Gap	Hold	Hold	
70th %ile Green (s)	7.5	98.3		20.0	110.8		14.7	14.7	14.7	14.7	14.7	
70th %ile Term Code	Gap	Coord		Max	Coord		Gap	Gap	Gap	Hold	Hold	
50th %ile Green (s)	7.0	100.2		19.8	113.0		13.0	13.0	13.0	13.0	13.0	
50th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Hold	Hold	
30th %ile Green (s)	7.0	106.3		15.5	114.8		11.2	11.2	11.2	0.0	0.0	
30th %ile Term Code	Min	Coord		Gap	Coord		Gap	Gap	Gap	Skip	Skip	
10th %ile Green (s)	0.0	130.1		7.9	143.0		0.0	0.0	0.0	0.0	0.0	
10th %ile Term Code	Skip	Coord		Gap	Coord		Skip	Skip	Skip	Skip	Skip	
Stops (vph)	10	713		171	36			40	0		27	
Fuel Used(gal)	1	50		4	3			1	0		1	
CO Emissions (g/hr)	89	3496		259	236			76	26		49	
NOx Emissions (g/hr)	17	680		50	46			15	5		10	
VOC Emissions (g/hr)	21	810		60	55			18	6		11	
Dilemma Vehicles (#)	0	0		0	0			0	0		0	
Queue Length 50th (ft)	9	312		165	12			41	0		26	
Queue Length 95th (ft)	m16	204		m230	23			82	0		61	
Internal Link Dist (ft)		3002			504			581			539	
Turn Bay Length (ft)	110			220								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	592	3293		346	3728			378	475		381	
Starvation Cap Reductn	0	0		0	0			0	0		0	
Spillback Cap Reductn	0	752		0	0			0	18		0	
Storage Cap Reductn	0	0		0	0			0	0		0	
Reduced v/c Ratio	0.08	0.70		0.71	0.18			0.12	0.14		0.08	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 73 (49%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 65
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.78
Intersection Signal Delay: 10.7 Intersection LOS: B
Intersection Capacity Utilization 73.7% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 5: Forrest Hills Drive/Holliday Drive & Atlanta Hwy/.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	232	1912	36	20	1100	388	4	12	12	428	24	188
Future Volume (vph)	232	1912	36	20	1100	388	4	12	12	428	24	188
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	215		0	200		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.997			0.961				0.850		0.867	
Flt Protected	0.950			0.950				0.988		0.950		
Satd. Flow (prot)	1637	4689	0	1637	4520	0	0	1719	1479	1637	1494	0
Flt Permitted	0.067			0.067				0.988		0.950		
Satd. Flow (perm)	115	4689	0	115	4520	0	0	1719	1479	1637	1494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			62				131		188	
Link Speed (mph)		40			40			15			30	
Link Distance (ft)		584			1591			1103			965	
Travel Time (s)		10.0			27.1			50.1			21.9	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Adj. Flow (vph)	232	1912	36	20	1100	388	4	12	12	428	24	188
Shared Lane Traffic (%)												
Lane Group Flow (vph)	232	1948	0	20	1488	0	0	16	12	428	212	0
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(ft)		16			16			0			11	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			10			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	

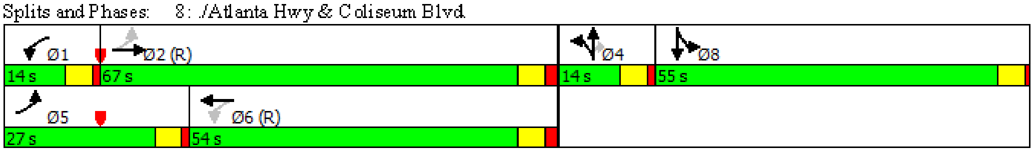
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2			6					4			
Detector Phase	5	2		1	6		4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	5.0	20.0		8.0	20.0		3.0	3.0	3.0	3.0	3.0	
Minimum Split (s)	10.0	26.0		13.0	26.0		13.0	13.0	13.0	13.0	13.0	
Total Split (s)	27.0	67.0		14.0	54.0		14.0	14.0	14.0	55.0	55.0	
Total Split (%)	18.0%	44.7%		9.3%	36.0%		9.3%	9.3%	9.3%	36.7%	36.7%	
Maximum Green (s)	22.0	61.0		9.0	48.0		9.0	9.0	9.0	50.0	50.0	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0		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	0.0	0.0	
Total Lost Time (s)	5.0	6.0		5.0	6.0			5.0	5.0	5.0	5.0	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	4.0	5.0		4.0	5.0		4.0	4.0	4.0	4.0	4.0	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Walk Time (s)		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	
Pedestrian Calls (#/hr)		0			0		0	0	0	0	0	
Act Effct Green (s)	87.0	78.0		70.6	61.5			7.8	7.8	44.9	44.9	
Actuated g/C Ratio	0.58	0.52		0.47	0.41			0.05	0.05	0.30	0.30	
v/c Ratio	0.88	0.80		0.15	0.79			0.18	0.06	0.88	0.37	
Control Delay	64.2	26.8		22.6	35.9			72.2	0.6	68.6	8.6	
Queue Delay	0.0	0.1		0.0	0.0			0.0	0.0	0.0	0.0	
Total Delay	64.2	26.9		22.6	35.9			72.2	0.6	68.6	8.6	
LOS	E	C		C	D			E	A	E	A	
Approach Delay		30.9			35.7			41.5			48.7	
Approach LOS		C			D			D			D	
90th %ile Green (s)	22.0	61.3		8.7	48.0		9.0	9.0	9.0	50.0	50.0	
90th %ile Term Code	Max	Coord		Gap	Coord		Max	Max	Max	Max	Max	
70th %ile Green (s)	22.0	62.0		8.0	48.0		8.7	8.7	8.7	50.3	50.3	
70th %ile Term Code	Max	Coord		Min	Coord		Gap	Gap	Gap	Max	Max	
50th %ile Green (s)	23.4	66.3		8.0	50.9		7.8	7.8	7.8	46.9	46.9	
50th %ile Term Code	Gap	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	
30th %ile Green (s)	18.1	96.5		0.0	73.4		0.0	0.0	0.0	42.5	42.5	
30th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	
10th %ile Green (s)	12.0	104.1		0.0	87.1		0.0	0.0	0.0	34.9	34.9	
10th %ile Term Code	Gap	Coord		Skip	Coord		Skip	Skip	Skip	Gap	Gap	
Stops (vph)	151	1500		11	1082			17	0	395	30	
Fuel Used(gal)	5	33		0	38			0	0	11	2	
CO Emissions (g/hr)	380	2314		29	2625			31	10	796	149	
NOx Emissions (g/hr)	74	450		6	511			6	2	155	29	
VOC Emissions (g/hr)	88	536		7	608			7	2	184	35	
Dilemma Vehicles (#)	0	57		0	87			0	0	0	0	
Queue Length 50th (ft)	140	669		6	508			15	0	391	16	
Queue Length 95th (ft)	#319	#832		15	#623			41	0	520	78	
Internal Link Dist (ft)		504			1511			1023			885	
Turn Bay Length (ft)	215			200								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	292	2440		146	1889			103	211	546	623	
Starvation Cap Reductn	0	44		0	0			0	0	0	0	
Spillback Cap Reductn	0	0		0	0			0	0	0	0	
Storage Cap Reductn	0	0		0	0			0	0	0	0	
Reduced v/c Ratio	0.79	0.81		0.14	0.79			0.16	0.06	0.78	0.34	

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 88 (59%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 110
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.88
Intersection Signal Delay: 35.2 Intersection LOS: D
Intersection Capacity Utilization 91.5% 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.

Splits and Phases: 8: ./Atlanta Hwy & Coliseum Blvd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	456	1720	8	84	1104	32	44	8	52	12	12	132
Future Volume (vph)	456	1720	8	84	1104	32	44	8	52	12	12	132
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	140		0	200		0	0		0	0		115
Storage Lanes	1		0	1		0	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.996			0.932				0.850
Flt Protected	0.950			0.950				0.979			0.976	
Satd. Flow (prot)	1637	4698	0	1637	4684	0	0	1588	0	0	1698	1479
Flt Permitted	0.215			0.078				0.852			0.778	
Satd. Flow (perm)	370	4698	0	134	4684	0	0	1382	0	0	1354	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			4			31				143
Link Speed (mph)		40			40			35			15	
Link Distance (ft)		1591			1993			1064			874	
Travel Time (s)		27.1			34.0			20.7			39.7	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	496	1870	9	91	1200	35	48	9	57	13	13	143
Shared Lane Traffic (%)												
Lane Group Flow (vph)	496	1879	0	91	1235	0	0	114	0	0	26	143
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(ft)		16			16			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100		20	100	20
Trailing Detector (ft)	0	0		0	0		0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Perm	NA		Perm	NA	Perm

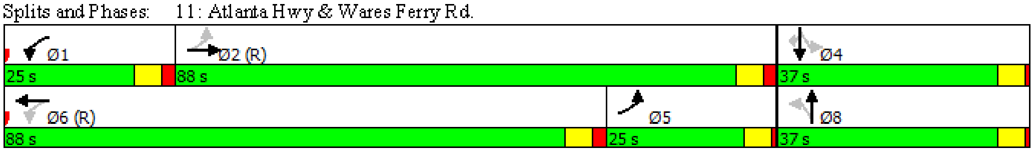
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2			6			8			4		4
Detector Phase	5	2		1	6		8	8		4	4	4
Switch Phase												
Minimum Initial (s)	3.0	30.0		7.0	30.0		7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	8.0	36.0		13.0	36.0		12.0	12.0		12.0	12.0	12.0
Total Split (s)	25.0	88.0		25.0	88.0		37.0	37.0		37.0	37.0	37.0
Total Split (%)	16.7%	58.7%		16.7%	58.7%		24.7%	24.7%		24.7%	24.7%	24.7%
Maximum Green (s)	20.0	82.0		19.0	82.0		32.0	32.0		32.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	1.0	2.0		2.0	2.0		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	0.0
Total Lost Time (s)	5.0	6.0		6.0	6.0			5.0			5.0	5.0
Lead/Lag	Lag	Lag		Lead	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
Recall Mode	None	C-Max		None	C-Max		None	None		None	None	None
Walk Time (s)		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
Pedestrian Calls (#/hr)		0			0		0	0		0	0	0
Act Effct Green (s)	110.2	109.2		99.6	99.6			14.4			14.4	14.4
Actuated g/C Ratio	0.73	0.73		0.66	0.66			0.10			0.10	0.10
v/c Ratio	1.13	0.55		0.50	0.40			0.71			0.20	0.53
Control Delay	100.7	3.5		19.3	6.4			70.2			63.4	15.9
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	0.0
Total Delay	100.7	3.5		19.3	6.4			70.2			63.4	15.9
LOS	F	A		B	A			E			E	B
Approach Delay		23.8			7.3			70.2			23.2	
Approach LOS		C			A			E			C	
90th %ile Green (s)	20.0	97.8		13.6	92.4		21.6	21.6		21.6	21.6	21.6
90th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	20.0	105.2		10.5	96.7		17.3	17.3		17.3	17.3	17.3
70th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	20.0	110.2		8.4	99.6		14.4	14.4		14.4	14.4	14.4
50th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
30th %ile Green (s)	20.0	114.1		7.4	102.5		11.5	11.5		11.5	11.5	11.5
30th %ile Term Code	Max	Coord		Gap	Coord		Gap	Gap		Hold	Hold	Hold
10th %ile Green (s)	20.0	118.8		7.0	106.8		7.2	7.2		7.2	7.2	7.2
10th %ile Term Code	Max	Coord		Min	Coord		Gap	Gap		Hold	Hold	Hold
Stops (vph)	268	286		45	473			75			22	18
Fuel Used(gal)	17	23		2	21			3			1	2
CO Emissions (g/hr)	1182	1586		133	1502			201			39	115
NOx Emissions (g/hr)	230	309		26	292			39			8	22
VOC Emissions (g/hr)	274	368		31	348			46			9	27
Dilemma Vehicles (#)	0	4		0	1			2			0	0
Queue Length 50th (ft)	~337	90		24	176			80			24	0
Queue Length 95th (ft)	#635	113		m40	m135			144			53	65
Internal Link Dist (ft)		1511			1913			984			794	
Turn Bay Length (ft)	140			200								115

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	440	3421		279	3111			319			288	428
Starvation Cap Reductn	0	0		0	0			0			0	0
Spillback Cap Reductn	0	0		0	0			0			0	0
Storage Cap Reductn	0	0		0	0			0			0	0
Reduced v/c Ratio	1.13	0.55		0.33	0.40			0.36			0.09	0.33

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 73 (49%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 70
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.13
Intersection Signal Delay: 19.6 Intersection LOS: B
Intersection Capacity Utilization 78.0% ICU Level of Service D
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: 11: Atlanta Hwy & Wares Ferry Rd.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	1376	328	308	920	60	416	176	344	308	344	24
Future Volume (vph)	48	1376	328	308	920	60	416	176	344	308	344	24
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	312		0	285		90	0		0	0		0
Storage Lanes	1		1	1		0	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	0.95	0.95	1.00	0.95	0.95	1.00
Frt			0.850		0.991				0.850			0.850
Flt Protected	0.950			0.950			0.950	0.980		0.950	0.996	
Satd. Flow (prot)	1621	3241	1450	1637	4661	0	1496	1543	1409	1555	1630	1464
Flt Permitted	0.167			0.086			0.950	0.980		0.950	0.996	
Satd. Flow (perm)	285	3241	1450	148	4661	0	1496	1543	1409	1555	1630	1464
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			187		8				308			145
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		1993			1037			1030			1056	
Travel Time (s)		34.0			17.7			23.4			24.0	
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
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	5%	5%	5%	1%	1%	1%
Adj. Flow (vph)	48	1376	328	308	920	60	416	176	344	308	344	24
Shared Lane Traffic (%)							30%			10%		
Lane Group Flow (vph)	48	1376	328	308	980	0	291	301	344	277	375	24
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(ft)		11			11			11			20	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			5	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	Perm

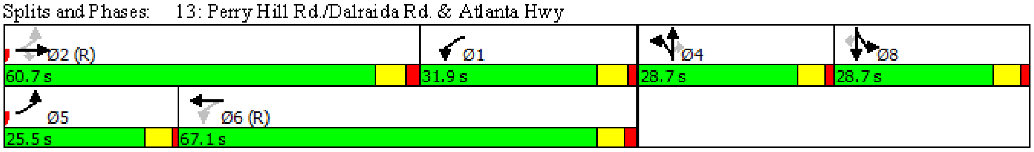
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	2		2	6					4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	6.0	20.0	20.0	7.0	20.0		9.0	9.0	9.0	9.0	9.0	9.0
Minimum Split (s)	11.5	26.5	26.5	13.0	26.5		14.5	14.5	14.5	14.5	14.5	14.5
Total Split (s)	25.5	60.7	60.7	31.9	67.1		28.7	28.7	28.7	28.7	28.7	28.7
Total Split (%)	17.0%	40.5%	40.5%	21.3%	44.7%		19.1%	19.1%	19.1%	19.1%	19.1%	19.1%
Maximum Green (s)	20.5	54.2	54.2	25.9	61.1		23.2	23.2	23.2	23.2	23.2	23.2
Yellow Time (s)	4.0	4.5	4.5	4.5	4.0		4.0	4.0	4.0	4.0	4.0	4.0
All-Red Time (s)	1.0	2.0	2.0	1.5	2.0		1.5	1.5	1.5	1.5	1.5	1.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.0	6.5	6.5	6.0	6.0		5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lead	Lead	Lead	Lag	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	4.0	7.0	7.0	4.0	7.0		5.0	5.0	5.0	5.0	5.0	5.0
Recall Mode	None	C-Min	C-Min	None	C-Min		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
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)	55.7	54.2	54.2	73.5	73.5		24.3	24.3	24.3	23.2	23.2	23.2
Actuated g/C Ratio	0.37	0.36	0.36	0.49	0.49		0.16	0.16	0.16	0.15	0.15	0.15
v/c Ratio	0.25	1.18	0.51	0.97	0.43		1.20	1.21	0.71	1.15	1.49	0.07
Control Delay	24.2	119.8	11.6	70.4	9.9		175.3	176.0	17.9	160.1	281.4	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
Total Delay	24.2	119.8	11.6	70.4	9.9		175.3	176.0	17.9	160.1	281.4	0.4
LOS	C	F	B	E	A		F	F	B	F	F	A
Approach Delay		96.9			24.4			117.7			221.7	
Approach LOS		F			C			F			F	
90th %ile Green (s)	12.1	54.2	54.2	25.9	69.5		23.2	23.2	23.2	23.2	23.2	23.2
90th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
70th %ile Green (s)	10.5	54.2	54.2	25.9	71.1		23.2	23.2	23.2	23.2	23.2	23.2
70th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
50th %ile Green (s)	9.3	54.2	54.2	25.9	72.3		23.2	23.2	23.2	23.2	23.2	23.2
50th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
30th %ile Green (s)	8.2	54.2	54.2	25.9	73.4		23.2	23.2	23.2	23.2	23.2	23.2
30th %ile Term Code	Gap	Coord	Coord	Max	Coord		Max	Max	Max	Max	Max	Max
10th %ile Green (s)	0.0	54.2	54.2	20.5	81.2		28.6	28.6	28.6	23.2	23.2	23.2
10th %ile Term Code	Skip	Coord	Coord	Gap	Coord		Max	Max	Max	Max	Max	Max
Stops (vph)	20	1108	120	245	232		224	234	62	227	273	0
Fuel Used(gal)	1	63	6	9	11		14	14	4	13	26	0
CO Emissions (g/hr)	76	4408	447	628	780		976	1013	305	878	1823	14
NOx Emissions (g/hr)	15	858	87	122	152		190	197	59	171	355	3
VOC Emissions (g/hr)	18	1022	103	146	181		226	235	71	203	423	3
Dilemma Vehicles (#)	0	57	0	0	39		0	0	0	0	0	0
Queue Length 50th (ft)	17	~828	40	254	54		~374	~388	31	~334	~531	0
Queue Length 95th (ft)	m36	#970	73	#434	76		#574	#592	148	#533	#751	0
Internal Link Dist (ft)		1913			957			950			976	
Turn Bay Length (ft)	312			285								

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	288	1171	643	330	2287		242	249	486	240	252	349
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	0.17	1.18	0.51	0.93	0.43		1.20	1.21	0.71	1.15	1.49	0.07

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 140 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.49
Intersection Signal Delay: 99.2 Intersection LOS: F
Intersection Capacity Utilization 113.9% 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: 13: Perry Hill Rd./Dalraida Rd. & Atlanta Hwy



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	148	1380	16	56	1908	28	144	0	52	52	12	80
Future Volume (vph)	148	1380	16	56	1908	28	144	0	52	52	12	80
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	470		245	158		0	0		0	0		0
Storage Lanes	1		1	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.998				0.850			0.850
Flt Protected	0.950			0.950				0.950			0.961	
Satd. Flow (prot)	1621	3241	1450	1621	4648	0	0	1621	1450	0	1639	1450
Flt Permitted	0.051			0.136				0.950			0.961	
Satd. Flow (perm)	87	3241	1450	232	4648	0	0	1621	1450	0	1639	1450
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			116		2				124			124
Link Speed (mph)		40			40			15			14	
Link Distance (ft)		1037			1112			579			1107	
Travel Time (s)		17.7			19.0			26.3			53.9	
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
Adj. Flow (vph)	148	1380	16	56	1908	28	144	0	52	52	12	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	1380	16	56	1936	0	0	144	52	0	64	80
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(ft)		11			11			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			10	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6					4			8
Detector Phase	5	2	2	1	6		4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	7.0	20.0	20.0	7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	14.0	27.0	27.0	14.0	27.0		13.0	13.0	13.0	13.0	13.0	13.0
Total Split (s)	25.5	63.9	63.9	25.5	63.9		28.7	28.7	28.7	31.9	31.9	31.9
Total Split (%)	17.0%	42.6%	42.6%	17.0%	42.6%		19.1%	19.1%	19.1%	21.3%	21.3%	21.3%
Maximum Green (s)	18.5	56.9	56.9	20.5	56.9		22.7	22.7	22.7	25.9	25.9	25.9
Yellow Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0		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	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	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
Recall Mode	None	C-Max	C-Max	None	C-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
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)	101.1	91.2	91.2	91.9	82.0			18.0	18.0		11.3	11.3
Actuated g/C Ratio	0.67	0.61	0.61	0.61	0.55			0.12	0.12		0.08	0.08
v/c Ratio	0.78	0.70	0.02	0.26	0.76			0.74	0.18		0.52	0.36
Control Delay	56.2	3.7	0.0	13.5	30.2			85.5	1.4		81.0	6.3
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0	0.0		0.0	0.0
Total Delay	56.2	3.7	0.0	13.5	30.2			85.5	1.4		81.0	6.3
LOS	E	A	A	B	C			F	A		F	A
Approach Delay		8.7			29.7			63.2			39.5	
Approach LOS		A			C			E			D	
90th %ile Green (s)	20.1	77.1	77.1	10.5	65.5		22.7	22.7	22.7	15.7	15.7	15.7
90th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Max	Max	Max	Gap	Gap	Gap
70th %ile Green (s)	15.5	83.7	83.7	7.9	74.1		21.3	21.3	21.3	13.1	13.1	13.1
70th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	12.1	89.1	89.1	7.1	82.1		18.6	18.6	18.6	11.2	11.2	11.2
50th %ile Term Code	Gap	Coord	Coord	Gap	Coord		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	9.0	94.0	94.0	7.0	90.0		15.7	15.7	15.7	9.3	9.3	9.3
30th %ile Term Code	Gap	Coord	Coord	Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	7.2	112.3	112.3	0.0	98.1		11.7	11.7	11.7	7.0	7.0	7.0
10th %ile Term Code	Gap	Coord	Coord	Skip	Coord		Gap	Gap	Gap	Min	Min	Min
Stops (vph)	186	255	0	24	1444			137	0		60	2
Fuel Used(gal)	5	13	0	1	41			4	0		2	1
CO Emissions (g/hr)	319	927	8	57	2844			249	23		131	73
NOx Emissions (g/hr)	62	180	2	11	553			48	4		26	14
VOC Emissions (g/hr)	74	215	2	13	659			58	5		30	17
Dilemma Vehicles (#)	0	7	0	0	58			0	0		0	0
Queue Length 50th (ft)	100	59	0	16	521			138	0		61	0
Queue Length 95th (ft)	m86	m152	m0	33	#777			211	0		110	12
Internal Link Dist (ft)		957			1032			499			1027	
Turn Bay Length (ft)	470		245	158								
Base Capacity (vph)	251	1971	927	347	2540			245	324		283	352

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Starvation Cap Reductn	0	0	0	0	0			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0
Reduced v/c Ratio	0.59	0.70	0.02	0.16	0.76			0.59	0.16		0.23	0.23

Intersection Summary	
Area Type: Other	
Cycle Length: 150	
Actuated Cycle Length: 150	
Offset: 9 (6%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.78	
Intersection Signal Delay: 23.4	Intersection LOS: C
Intersection Capacity Utilization 80.0%	ICU Level of Service D
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: 15: Atlanta Hwy & New Publix

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	1452	76	20	980	0	12	0	16	4	0	4
Future Volume (vph)	4	1452	76	20	980	0	12	0	16	4	0	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	11	11	11	11	11	11	11	11	11	11	11	11
Storage Length (ft)	490		120	380		160	0		0	0		50
Storage Lanes	1		1	1		1	0		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850					0.923				0.850
Flt Protected	0.950			0.950				0.979			0.950	
Satd. Flow (prot)	1637	3273	1464	1637	3273	1723	0	1526	0	0	1653	1479
Flt Permitted	0.289			0.170				0.860			0.902	
Satd. Flow (perm)	498	3273	1464	293	3273	1723	0	1341	0	0	1569	1479
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			42					25				25
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		1112			4770			263			246	
Travel Time (s)		19.0			81.3			12.0			11.2	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	3%	3%	3%	0%	0%	0%
Adj. Flow (vph)	4	1452	76	20	980	0	12	0	16	4	0	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	4	1452	76	20	980	0	0	28	0	0	4	4
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(ft)		28			28			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12	1.12
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases		2			6			8			4	
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	2	2	2	6	6	6	8	8		4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	20.0	20.0	20.0	7.0	7.0		7.0	7.0	7.0
Minimum Split (s)	26.5	26.5	26.5	26.5	26.5	26.5	12.5	12.5		12.5	12.5	12.5
Total Split (s)	107.0	107.0	107.0	107.0	107.0	107.0	43.0	43.0		43.0	43.0	43.0
Total Split (%)	71.3%	71.3%	71.3%	71.3%	71.3%	71.3%	28.7%	28.7%		28.7%	28.7%	28.7%
Maximum Green (s)	100.5	100.5	100.5	100.5	100.5	100.5	38.0	38.0		38.0	38.0	38.0
Yellow Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5	4.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	0.5	0.5		0.5	0.5	0.5
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5	6.5		5.0			5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	7.0	7.0	7.0	7.0	7.0	7.0	5.0	5.0		5.0	5.0	5.0
Recall Mode	C-Min	C-Min	C-Min	C-Min	C-Min	C-Min	Min	Min		Min	Min	Min
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)	129.8	129.8	129.8	129.8	129.8			8.7			8.7	8.7
Actuated g/C Ratio	0.87	0.87	0.87	0.87	0.87			0.06			0.06	0.06
v/c Ratio	0.01	0.51	0.06	0.08	0.35			0.28			0.04	0.04
Control Delay	0.2	2.6	0.3	2.4	2.3			32.4			66.8	0.8
Queue Delay	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Total Delay	0.2	2.6	0.3	2.4	2.3			32.4			66.8	0.8
LOS	A	A	A	A	A			C			E	A
Approach Delay		2.5			2.3			32.4			33.8	
Approach LOS		A			A			C			C	
90th %ile Green (s)	127.3	127.3	127.3	127.3	127.3	127.3	11.2	11.2		11.2	11.2	11.2
90th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Hold	Hold	Hold
70th %ile Green (s)	129.3	129.3	129.3	129.3	129.3	129.3	9.2	9.2		9.2	9.2	9.2
70th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Hold	Hold	Hold
50th %ile Green (s)	130.6	130.6	130.6	130.6	130.6	130.6	7.9	7.9		7.9	7.9	7.9
50th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap	Gap	Gap
30th %ile Green (s)	131.0	131.0	131.0	131.0	131.0	131.0	7.5	7.5		7.5	7.5	7.5
30th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Gap	Gap	Gap
10th %ile Green (s)	131.0	131.0	131.0	131.0	131.0	131.0	7.5	7.5		7.5	7.5	7.5
10th %ile Term Code	Coord	Coord	Coord	Coord	Coord	Coord	Gap	Gap		Gap	Gap	Gap
Stops (vph)	0	209	1	3	165			11			6	0
Fuel Used(gal)	0	14	1	1	34			0			0	0
CO Emissions (g/hr)	2	963	41	48	2363			19			5	1
NOx Emissions (g/hr)	0	187	8	9	460			4			1	0
VOC Emissions (g/hr)	0	223	10	11	548			4			1	0
Dilemma Vehicles (#)	0	35	0	0	33			0			0	0
Queue Length 50th (ft)	0	4	0	2	68			3			4	0
Queue Length 95th (ft)	m0	6	m0	7	102			37			17	0
Internal Link Dist (ft)		1032			4690			183			166	
Turn Bay Length (ft)	490		120	380								50

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Base Capacity (vph)	430	2833	1272	253	2833			358			397	393
Starvation Cap Reductn	0	0	0	0	0			0			0	0
Spillback Cap Reductn	0	0	0	0	0			0			0	0
Storage Cap Reductn	0	0	0	0	0			0			0	0
Reduced v/c Ratio	0.01	0.51	0.06	0.08	0.35			0.08			0.01	0.01

Intersection Summary

Area Type: Other

Cycle Length: 150

Actuated Cycle Length: 150

Offset: 137 (91%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green

Natural Cycle: 50

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 2.9 Intersection LOS: A

Intersection Capacity Utilization 60.4% ICU Level of Service B

Analysis Period (min) 15

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

Splits and Phases: 17: Bellehurst Dr. & Atlanta Hwy

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations							
Traffic Volume (vph)	1620	24	28	28	1392	20	28
Future Volume (vph)	1620	24	28	28	1392	20	28
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)		250		0		0	0
Storage Lanes		1		1		1	1
Taper Length (ft)				25		25	
Lane Util. Factor	0.95	1.00	0.95	1.00	0.95	1.00	1.00
Frt		0.850					0.850
Flt Protected				0.950		0.950	
Satd. Flow (prot)	3353	1500	0	1676	3353	1676	1500
Flt Permitted				0.085		0.950	
Satd. Flow (perm)	3353	1500	0	150	3353	1676	1500
Right Turn on Red		Yes					Yes
Satd. Flow (RTOR)		20					30
Link Speed (mph)	25				40	30	
Link Distance (ft)	917				400	521	
Travel Time (s)	25.0				6.8	11.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	1761	26	30	30	1513	22	30
Shared Lane Traffic (%)							
Lane Group Flow (vph)	1761	26	0	60	1513	22	30
Enter Blocked Intersection	No	No	No	No	No	No	No
Lane Alignment	Left	Right	R NA	Left	Left	Left	Right
Median Width(ft)	40				40	12	
Link Offset(ft)	0				0	0	
Crosswalk Width(ft)	16				16	16	
Two way Left Turn Lane							
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)		9	9	15		15	9
Number of Detectors	2	1	1	1	2	1	1
Detector Template			Left	Left	Thru	Left	Right
Leading Detector (ft)	100	20	20	20	100	20	20
Trailing Detector (ft)	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0
Detector 1 Size(ft)	6	20	20	20	6	20	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel							
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)	94				94		
Detector 2 Size(ft)	6				6		
Detector 2 Type	Cl+Ex				Cl+Ex		
Detector 2 Channel							
Detector 2 Extend (s)	0.0				0.0		
Turn Type	NA	Perm	pm+pt	pm+pt	NA	Prot	Perm
Protected Phases	2		1	1	6	8	
Permitted Phases		2	6	6			8

Lane Group	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Detector Phase	2	2	1	1	6	8	8
Switch Phase							
Minimum Initial (s)	15.0	15.0	15.0	15.0	15.0	3.5	3.5
Minimum Split (s)	21.5	21.5	21.5	21.5	21.5	10.0	10.0
Total Split (s)	150.0	150.0	25.0	25.0	175.0	25.0	25.0
Total Split (%)	75.0%	75.0%	12.5%	12.5%	87.5%	12.5%	12.5%
Maximum Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
Yellow Time (s)	4.5	4.5	4.0	4.0	4.5	4.0	4.0
All-Red Time (s)	2.0	2.0	1.0	1.0	2.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.5		5.0	6.5	5.0	5.0
Lead/Lag	Lead	Lead	Lag	Lag			
Lead-Lag Optimize?							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	C-Max	C-Max	None	None	C-Max	Max	Max
Act Effct Green (s)	143.5	143.5		170.0	168.5	20.0	20.0
Actuated g/C Ratio	0.72	0.72		0.85	0.84	0.10	0.10
v/c Ratio	0.73	0.02		0.21	0.54	0.13	0.17
Control Delay	19.1	3.5		7.3	4.5	84.3	25.1
Queue Delay	0.0	0.0		0.0	0.3	0.0	0.0
Total Delay	19.1	3.5		7.3	4.8	84.3	25.1
LOS	B	A		A	A	F	C
Approach Delay	18.9				4.9	50.2	
Approach LOS	B				A	D	
90th %ile Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
90th %ile Term Code	Coord	Coord	Hold	Hold	Coord	MaxR	MaxR
70th %ile Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
70th %ile Term Code	Coord	Coord	Hold	Hold	Coord	MaxR	MaxR
50th %ile Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
50th %ile Term Code	Coord	Coord	Hold	Hold	Coord	MaxR	MaxR
30th %ile Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
30th %ile Term Code	Coord	Coord	Hold	Hold	Coord	MaxR	MaxR
10th %ile Green (s)	143.5	143.5	20.0	20.0	168.5	20.0	20.0
10th %ile Term Code	Coord	Coord	Hold	Hold	Coord	MaxR	MaxR
Stops (vph)	932	3		10	283	19	7
Fuel Used(gal)	23	0		0	8	1	0
CO Emissions (g/hr)	1575	15		23	547	37	21
NOx Emissions (g/hr)	306	3		4	106	7	4
VOC Emissions (g/hr)	365	4		5	127	9	5
Dilemma Vehicles (#)	0	0		0	44	0	0
Queue Length 50th (ft)	684	2		6	112	27	0
Queue Length 95th (ft)	761	13		29	359	62	38
Internal Link Dist (ft)	837				320	441	
Turn Bay Length (ft)		250					
Base Capacity (vph)	2405	1081		280	2824	167	177
Starvation Cap Reductn	0	0		0	616	0	0
Spillback Cap Reductn	0	0		0	0	0	0
Storage Cap Reductn	0	0		0	0	0	0
Reduced v/c Ratio	0.73	0.02		0.21	0.69	0.13	0.17

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 80 (40%), Referenced to phase 2:EBT and 6:WBTL, Start of 1st Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.73	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

Splits and Phases: 18: East Mount Plaza & Atlanta Hwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	1416	0	20	1128	116	8	0	24	84	0	68
Future Volume (vph)	10	1416	0	20	1128	116	8	0	24	84	0	68
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	300		0	0		0	0		0	0		0
Storage Lanes	1		1	0		1	0		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850		0.899				0.850
Flt Protected	0.950				0.999			0.988		0.950		
Satd. Flow (prot)	1693	3386	1782	0	3383	1515	0	1599	0	1710	0	1530
Flt Permitted	0.222				0.886			0.988		0.803		
Satd. Flow (perm)	396	3386	1782	0	3000	1515	0	1599	0	1445	0	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						114		49				68
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		400			399			214			223	
Travel Time (s)		6.8			6.8			9.7			10.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	10	1416	0	20	1128	116	8	0	24	84	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	1416	0	0	1148	116	0	32	0	84	0	68
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(ft)		45			45			25			40	
Link Offset(ft)		10			0			0			0	
Crosswalk Width(ft)		16			16			5			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1		1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left		Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20		20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0		0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0		0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20		20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex		Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0		0.0
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	pm+pt	NA	Perm	Perm	NA	Perm	Perm	NA		Perm		Perm
Protected Phases	5	2			6			8				

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	8			4		4
Detector Phase	5	2	2	6	6	6	8	8		4		4
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	20.0	20.0	20.0	10.0	10.0		7.0		7.0
Minimum Split (s)	10.0	27.0	27.0	27.0	27.0	27.0	16.0	16.0		13.0		13.0
Total Split (s)	20.0	160.0	160.0	140.0	140.0	140.0	40.0	40.0		40.0		40.0
Total Split (%)	10.0%	80.0%	80.0%	70.0%	70.0%	70.0%	20.0%	20.0%		20.0%		20.0%
Maximum Green (s)	15.0	153.0	153.0	133.0	133.0	133.0	34.0	34.0		34.0		34.0
Yellow Time (s)	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0		5.0
All-Red Time (s)	1.0	2.0	2.0	2.0	2.0	2.0	1.0	1.0		1.0		1.0
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0		0.0		0.0
Total Lost Time (s)	5.0	7.0	7.0		7.0	7.0		6.0		6.0		6.0
Lead/Lag	Lead			Lag	Lag	Lag						
Lead-Lag Optimize?	Yes			Yes	Yes	Yes						
Vehicle Extension (s)	3.0	6.0	6.0	6.0	6.0	6.0	3.0	3.0		3.0		3.0
Recall Mode	None	C-Min	C-Min	C-Min	C-Min	C-Min	None	None		None		None
Act Effct Green (s)	171.7	169.7			165.4	165.4		17.3		17.3		17.3
Actuated g/C Ratio	0.86	0.85			0.83	0.83		0.09		0.09		0.09
v/c Ratio	0.03	0.49			0.46	0.09		0.17		0.68		0.35
Control Delay	2.9	4.3			9.7	2.4		8.9		113.3		19.8
Queue Delay	0.0	1.0			0.2	0.0		0.0		0.0		0.0
Total Delay	2.9	5.3			9.9	2.4		8.9		113.3		19.8
LOS	A	A			A	A		A		F		B
Approach Delay		5.3			9.3			8.9			71.5	
Approach LOS		A			A			A			E	
90th %ile Green (s)	6.0	162.7	162.7	151.7	151.7	151.7	24.3	24.3		24.3		24.3
90th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
70th %ile Green (s)	5.8	166.9	166.9	156.1	156.1	156.1	20.1	20.1		20.1		20.1
70th %ile Term Code	Gap	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
50th %ile Green (s)	0.0	169.7	169.7	169.7	169.7	169.7	17.3	17.3		17.3		17.3
50th %ile Term Code	Skip	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
30th %ile Green (s)	0.0	172.5	172.5	172.5	172.5	172.5	14.5	14.5		14.5		14.5
30th %ile Term Code	Skip	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
10th %ile Green (s)	0.0	176.8	176.8	176.8	176.8	176.8	10.2	10.2		10.2		10.2
10th %ile Term Code	Skip	Coord	Coord	Coord	Coord	Coord	Hold	Hold		Gap		Gap
Stops (vph)	1	296			483	10		2		81		11
Fuel Used(gal)	0	8			10	0		0		2		0
CO Emissions (g/hr)	3	559			708	33		9		157		31
NOx Emissions (g/hr)	1	109			138	6		2		31		6
VOC Emissions (g/hr)	1	130			164	8		2		36		7
Dilemma Vehicles (#)	0	35			44	0		0		0		0
Queue Length 50th (ft)	2	213			290	11		0		109		0
Queue Length 95th (ft)	m3	200			262	26		18		173		55
Internal Link Dist (ft)		320			319			134			143	
Turn Bay Length (ft)	300											
Base Capacity (vph)	437	2873			2480	1272		312		245		316
Starvation Cap Reductn	0	1100			548	0		0		0		0
Spillback Cap Reductn	0	34			77	0		0		0		1
Storage Cap Reductn	0	0			0	0		0		0		0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.02	0.80			0.59	0.09		0.10		0.34		0.22

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 87 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 60	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.68	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 83.0%	ICU Level of Service E
Analysis Period (min) 15	

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

Splits and Phases: 20: Faulkner

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	1480	140	88	1188	4	64	8	104	16	4	4
Future Volume (vph)	8	1480	140	88	1188	4	64	8	104	16	4	4
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	270		0	235		0	0		0	0		0
Storage Lanes	1		1	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.999				0.850			0.850
Flt Protected	0.950			0.950				0.957			0.962	
Satd. Flow (prot)	1676	3353	1500	1710	4909	0	0	1723	1530	0	1732	1530
Flt Permitted	0.220			0.123				0.735			0.748	
Satd. Flow (perm)	388	3353	1500	221	4909	0	0	1323	1530	0	1346	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		1				104			60
Link Speed (mph)		40			40			30			30	
Link Distance (ft)		390			654			278			210	
Travel Time (s)		6.6			11.1			6.3			4.8	
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
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	8	1480	140	88	1188	4	64	8	104	16	4	4
Shared Lane Traffic (%)												
Lane Group Flow (vph)	8	1480	140	88	1192	0	0	72	104	0	20	4
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(ft)		45			40			8			0	
Link Offset(ft)		0			0			0			15	
Crosswalk Width(ft)		25			25			16			10	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2		1	2	1	1	2	1
Detector Template	Left	Thru	Right	Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6	20	20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases		2		1	6			8			4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6			8		8	4		4
Detector Phase	2	2	2	1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	20.0	20.0	20.0	10.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	27.0	27.0	27.0	15.0	27.0		13.0	13.0	13.0	13.0	13.0	13.0
Total Split (s)	148.0	148.0	148.0	22.0	170.0		30.0	30.0	30.0	30.0	30.0	30.0
Total Split (%)	74.0%	74.0%	74.0%	11.0%	85.0%		15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Maximum Green (s)	141.0	141.0	141.0	17.0	163.0		24.0	24.0	24.0	24.0	24.0	24.0
Yellow Time (s)	5.0	5.0	5.0	4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.0	2.0	2.0	1.0	2.0		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	0.0		0.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	5.0	7.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead	Lead	Lag								
Lead-Lag Optimize?	Yes	Yes	Yes	Yes								
Vehicle Extension (s)	6.0	6.0	6.0	3.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	C-Min	C-Min	C-Min	Max	C-Min		Min	Min	Min	Min	Min	Min
Act Effct Green (s)	134.2	134.2	134.2	171.9	169.9			17.1	17.1		17.1	17.1
Actuated g/C Ratio	0.67	0.67	0.67	0.86	0.85			0.09	0.09		0.09	0.09
v/c Ratio	0.03	0.66	0.13	0.21	0.29			0.64	0.46		0.17	0.02
Control Delay	7.8	11.6	1.7	4.3	2.0			111.8	18.8		85.8	0.2
Queue Delay	0.0	0.5	0.5	0.0	0.1			0.0	0.0		0.0	0.0
Total Delay	7.8	12.1	2.2	4.3	2.0			111.8	18.8		85.8	0.2
LOS	A	B	A	A	A			F	B		F	A
Approach Delay		11.2			2.2			56.8			71.5	
Approach LOS		B			A			E			E	
90th %ile Green (s)	141.1	141.1	141.1	17.0	163.1		23.9	23.9	23.9	23.9	23.9	23.9
90th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
70th %ile Green (s)	145.0	145.0	145.0	17.0	167.0		20.0	20.0	20.0	20.0	20.0	20.0
70th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
50th %ile Green (s)	135.5	135.5	135.5	29.4	169.9		17.1	17.1	17.1	17.1	17.1	17.1
50th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
30th %ile Green (s)	129.5	129.5	129.5	38.2	172.7		14.3	14.3	14.3	14.3	14.3	14.3
30th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
10th %ile Green (s)	119.7	119.7	119.7	52.0	176.7		10.3	10.3	10.3	10.3	10.3	10.3
10th %ile Term Code	Coord	Coord	Coord	MaxR	Coord		Gap	Gap	Gap	Hold	Hold	Hold
Stops (vph)	1	369	7	13	143			68	14		19	0
Fuel Used(gal)	0	11	0	1	7			2	1		0	0
CO Emissions (g/hr)	3	772	34	42	501			152	49		34	0
NOx Emissions (g/hr)	1	150	7	8	98			30	10		7	0
VOC Emissions (g/hr)	1	179	8	10	116			35	11		8	0
Dilemma Vehicles (#)	0	45	0	0	5			0	0		0	0
Queue Length 50th (ft)	2	160	4	4	23			94	0		25	0
Queue Length 95th (ft)	m4	338	25	9	24			153	66		56	0
Internal Link Dist (ft)		310			574			198			130	
Turn Bay Length (ft)	270			235								
Base Capacity (vph)	275	2377	1098	418	4170			158	275		161	236
Starvation Cap Reductn	0	417	669	0	1201			0	0		0	0
Spillback Cap Reductn	0	0	0	0	0			0	0		0	0
Storage Cap Reductn	0	0	0	0	0			0	0		0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.03	0.76	0.33	0.21	0.40			0.46	0.38		0.12	0.02

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 85 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 65	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 77.4%	ICU Level of Service D
Analysis Period (min) 15	

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

Splits and Phases: 59: Carol Villa Dr & Atlanta Hwy

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	1648	40	56	1076	122	24	16	76	92	8	40
Future Volume (vph)	64	1648	40	56	1076	122	24	16	76	92	8	40
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Storage Length (ft)	340		0	290		0	0		0	0		0
Storage Lanes	1		0	1		0	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	0.91	1.00	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.996			0.985				0.850			0.850
Flt Protected	0.950			0.950				0.971			0.956	
Satd. Flow (prot)	1693	4846	0	1693	4792	0	0	1748	1530	0	1721	1530
Flt Permitted	0.193			0.121				0.971			0.956	
Satd. Flow (perm)	344	4846	0	216	4792	0	0	1748	1530	0	1721	1530
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		3			19				120			120
Link Speed (mph)		40			40			15			15	
Link Distance (ft)		675			424			273			200	
Travel Time (s)		11.5			7.2			12.4			9.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	64	1648	40	56	1076	122	24	16	76	92	8	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	1688	0	56	1198	0	0	40	76	0	100	40
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(ft)		40			40			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			5			5	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru		Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100		20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0		0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6		20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA		Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		8	8		4	4	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2			6					8			4
Detector Phase	5	2		1	6		8	8	8	4	4	4
Switch Phase												
Minimum Initial (s)	7.0	20.0		7.0	20.0		7.0	7.0	7.0	7.0	7.0	7.0
Minimum Split (s)	12.0	27.0		12.0	27.0		13.0	13.0	13.0	13.0	13.0	13.0
Total Split (s)	22.0	134.0		22.0	134.0		22.0	22.0	22.0	22.0	22.0	22.0
Total Split (%)	11.0%	67.0%		11.0%	67.0%		11.0%	11.0%	11.0%	11.0%	11.0%	11.0%
Maximum Green (s)	17.0	127.0		17.0	127.0		16.0	16.0	16.0	16.0	16.0	16.0
Yellow Time (s)	4.0	5.0		4.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	2.0		1.0	2.0		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		0.0	0.0
Total Lost Time (s)	5.0	7.0		5.0	7.0			6.0	6.0		6.0	6.0
Lead/Lag	Lead	Lead		Lag	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Vehicle Extension (s)	3.0	6.0		3.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	None
Act Effct Green (s)	141.9	139.9		140.8	138.8			10.9	10.9		18.2	18.2
Actuated g/C Ratio	0.71	0.70		0.70	0.69			0.05	0.05		0.09	0.09
v/c Ratio	0.21	0.50		0.28	0.36			0.42	0.39		0.64	0.16
Control Delay	7.4	8.3		10.8	7.6			103.7	6.3		105.6	1.4
Queue Delay	0.0	0.1		0.0	0.2			0.0	0.0		0.0	0.0
Total Delay	7.4	8.5		10.8	7.8			103.7	6.3		105.6	1.4
LOS	A	A		B	A			F	A		F	A
Approach Delay		8.4			7.9			39.9			75.8	
Approach LOS		A			A			D			E	
90th %ile Green (s)	10.1	130.3		7.0	127.2		14.8	14.8	14.8	23.9	23.9	23.9
90th %ile Term Code	Gap	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
70th %ile Green (s)	8.6	135.7		7.0	134.1		12.5	12.5	12.5	20.8	20.8	20.8
70th %ile Term Code	Gap	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
50th %ile Green (s)	7.7	139.8		7.0	139.1		10.9	10.9	10.9	18.3	18.3	18.3
50th %ile Term Code	Gap	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
30th %ile Green (s)	7.0	143.8		7.0	143.8		9.4	9.4	9.4	15.8	15.8	15.8
30th %ile Term Code	Min	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
10th %ile Green (s)	7.0	149.7		7.0	149.7		7.1	7.1	7.1	12.2	12.2	12.2
10th %ile Term Code	Min	Coord		Min	Coord		Gap	Gap	Gap	Gap	Gap	Gap
Stops (vph)	11	333		10	228			38	1		95	0
Fuel Used(gal)	0	14		0	8			1	0		2	0
CO Emissions (g/hr)	35	969		27	528			71	22		174	7
NOx Emissions (g/hr)	7	189		5	103			14	4		34	1
VOC Emissions (g/hr)	8	225		6	122			16	5		40	2
Dilemma Vehicles (#)	0	32		0	26			0	0		0	0
Queue Length 50th (ft)	10	121		9	76			52	0		130	0
Queue Length 95th (ft)	m16	109		26	132			99	4		198	0
Internal Link Dist (ft)		595			344			193			120	
Turn Bay Length (ft)	340			290								
Base Capacity (vph)	358	3389		288	3330			139	232		163	253
Starvation Cap Reductn	0	586		0	1001			0	0		0	0
Spillback Cap Reductn	0	63		0	0			0	1		0	0
Storage Cap Reductn	0	0		0	0			0	0		0	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Reduced v/c Ratio	0.18	0.60		0.19	0.51			0.29	0.33		0.61	0.16

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 88 (44%), Referenced to phase 2:EBTL and 6:WBTL, Start of 1st Green	
Natural Cycle: 70	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 12.2	Intersection LOS: B
Intersection Capacity Utilization 67.9%	ICU Level of Service C
Analysis Period (min) 15	

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

Splits and Phases: 25: Food World & Atlanta Hwy

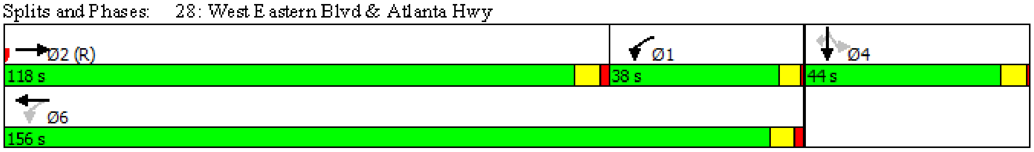
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	1400	216	420	1200	0	0	0	0	544	8	236
Future Volume (vph)	0	1400	216	420	1200	0	0	0	0	544	8	236
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Util. Factor	1.00	0.91	0.91	0.97	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt		0.980										0.850
Flt Protected				0.950						0.950	0.954	
Satd. Flow (prot)	0	4768	0	3285	3386	0	0	0	0	1608	1615	1515
Flt Permitted				0.109						0.950	0.954	
Satd. Flow (perm)	0	4768	0	377	3386	0	0	0	0	1608	1615	1515
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23										130
Link Speed (mph)		40			40			30			55	
Link Distance (ft)		430			927			317			734	
Travel Time (s)		7.3			15.8			7.2			9.1	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	0	1400	216	420	1200	0	0	0	0	544	8	236
Shared Lane Traffic (%)										49%		
Lane Group Flow (vph)	0	1616	0	420	1200	0	0	0	0	277	275	236
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(ft)		40			36			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		30			40			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors		2		1	2					1	2	1
Detector Template		Thru		Left	Thru					Left	Thru	Right
Leading Detector (ft)		100		20	100					20	100	20
Trailing Detector (ft)		0		0	0					0	0	0
Detector 1 Position(ft)		0		0	0					0	0	0
Detector 1 Size(ft)		6		20	6					20	6	20
Detector 1 Type		Cl+Ex		Cl+Ex	Cl+Ex					Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Queue (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 1 Delay (s)		0.0		0.0	0.0					0.0	0.0	0.0
Detector 2 Position(ft)		94			94						94	
Detector 2 Size(ft)		6			6						6	
Detector 2 Type		Cl+Ex			Cl+Ex						Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0						0.0	
Turn Type		NA		pm+pt	NA					Perm	NA	Perm
Protected Phases		2		1	6						4	
Permitted Phases				6						4		4
Detector Phase		2		1	6					4	4	4
Switch Phase												

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Initial (s)		20.0		15.0	20.0					10.0	10.0	10.0
Minimum Split (s)		27.0		20.0	27.0					16.0	16.0	16.0
Total Split (s)		118.0		38.0	156.0					44.0	44.0	44.0
Total Split (%)		59.0%		19.0%	78.0%					22.0%	22.0%	22.0%
Maximum Green (s)		111.0		33.0	149.0					38.0	38.0	38.0
Yellow Time (s)		5.0		4.0	5.0					5.0	5.0	5.0
All-Red Time (s)		2.0		1.0	2.0					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)		7.0		5.0	7.0					6.0	6.0	6.0
Lead/Lag		Lead		Lag								
Lead-Lag Optimize?		Yes		Yes								
Vehicle Extension (s)		6.0		3.0	6.0					3.0	3.0	3.0
Recall Mode		C-Min		None	Min					None	None	None
Act Effct Green (s)		122.2		147.8	145.8					41.2	41.2	41.2
Actuated g/C Ratio		0.61		0.74	0.73					0.21	0.21	0.21
v/c Ratio		0.55		0.77	0.49					0.84	0.83	0.57
Control Delay		11.8		43.0	6.6					97.6	96.4	35.9
Queue Delay		0.1		0.0	0.1					0.0	0.0	0.0
Total Delay		11.9		43.0	6.7					97.6	96.4	35.9
LOS		B		D	A					F	F	D
Approach Delay		11.9			16.1						78.7	
Approach LOS		B			B						E	
90th %ile Green (s)		111.0		25.1	141.1					45.9	45.9	45.9
90th %ile Term Code		Coord		Gap	Coord					Max	Max	Max
70th %ile Green (s)		114.2		20.9	140.1					46.9	46.9	46.9
70th %ile Term Code		Coord		Gap	Coord					Gap	Gap	Gap
50th %ile Green (s)		121.9		17.1	144.0					43.0	43.0	43.0
50th %ile Term Code		Coord		Gap	Coord					Gap	Gap	Gap
30th %ile Green (s)		128.3		15.0	148.3					38.7	38.7	38.7
30th %ile Term Code		Coord		Min	Coord					Gap	Gap	Gap
10th %ile Green (s)		135.7		15.0	155.7					31.3	31.3	31.3
10th %ile Term Code		Coord		Min	Coord					Gap	Gap	Gap
Stops (vph)		717		243	201					264	260	97
Fuel Used(gal)		16		9	11					12	12	5
CO Emissions (g/hr)		1093		609	778					817	804	323
NOx Emissions (g/hr)		213		118	151					159	156	63
VOC Emissions (g/hr)		253		141	180					189	186	75
Dilemma Vehicles (#)		17		0	18					0	6	0
Queue Length 50th (ft)		249		107	141					369	366	125
Queue Length 95th (ft)		350		190	90					491	487	224
Internal Link Dist (ft)		350			847			237			654	
Turn Bay Length (ft)												
Base Capacity (vph)		2922		785	2545					341	343	424
Starvation Cap Reductn		212		0	373					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		0.60		0.54	0.55					0.81	0.80	0.56

Intersection Summary

Area Type: Other
Cycle Length: 200
Actuated Cycle Length: 200
Offset: 106 (53%), Referenced to phase 2:EBT, Start of Green
Natural Cycle: 75
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.84
Intersection Signal Delay: 26.7 Intersection LOS: C
Intersection Capacity Utilization 80.5% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 28: West Eastern Blvd & Atlanta Hwy



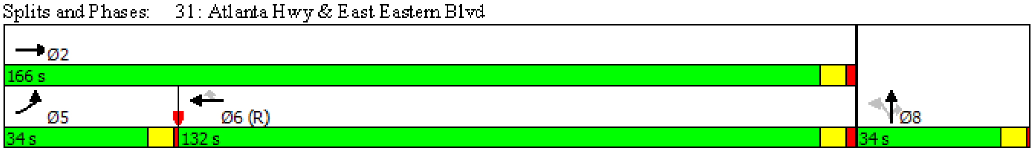
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
Future Volume (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Lane Width (ft)	12	12	12	16	12	12	12	12	12	12	12	12
Storage Length (ft)	700		0	140		0	0		0	0		0
Storage Lanes	1		0	0		1	2		1	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.91	1.00	1.00	0.95	1.00	0.97	1.00	1.00	1.00	1.00	1.00
Frt						0.850			0.850			
Flt Protected	0.950						0.950					
Satd. Flow (prot)	1693	4865	0	0	3386	1515	3285	1782	1515	0	0	0
Flt Permitted	0.950						0.950					
Satd. Flow (perm)	1693	4865	0	0	3386	1515	3285	1782	1515	0	0	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						420			55			
Link Speed (mph)		40			40			55			10	
Link Distance (ft)		920			828			779			322	
Travel Time (s)		15.7			14.1			9.7			22.0	
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
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Adj. Flow (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	156	1812	0	0	1528	640	160	24	500	0	0	0
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(ft)		12			40			24			24	
Link Offset(ft)		0			10			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.07	1.07	1.07	0.91	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2			2	1	1	2	1			
Detector Template	Left	Thru			Thru	Right	Left	Thru	Right			
Leading Detector (ft)	20	100			100	20	20	100	20			
Trailing Detector (ft)	0	0			0	0	0	0	0			
Detector 1 Position(ft)	0	0			0	0	0	0	0			
Detector 1 Size(ft)	20	6			6	20	20	6	20			
Detector 1 Type	Cl+Ex	Cl+Ex			Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex			
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Queue (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 1 Delay (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Detector 2 Position(ft)		94			94			94				
Detector 2 Size(ft)		6			6			6				
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex				
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0				
Turn Type	Prot	NA			NA	Perm	Perm	NA	Perm			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	5	2			6			8				
Permitted Phases						6	8		8			
Detector Phase	5	2			6	6	8	8	8			
Switch Phase												
Minimum Initial (s)	7.0	20.0			20.0	20.0	7.0	7.0	7.0			
Minimum Split (s)	13.0	27.0			27.0	27.0	13.0	13.0	13.0			
Total Split (s)	34.0	166.0			132.0	132.0	34.0	34.0	34.0			
Total Split (%)	17.0%	83.0%			66.0%	66.0%	17.0%	17.0%	17.0%			
Maximum Green (s)	28.0	159.0			125.0	125.0	28.0	28.0	28.0			
Yellow Time (s)	5.0	5.0			5.0	5.0	5.0	5.0	5.0			
All-Red Time (s)	1.0	2.0			2.0	2.0	1.0	1.0	1.0			
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0	0.0			
Total Lost Time (s)	6.0	7.0			7.0	7.0	6.0	6.0	6.0			
Lead/Lag	Lead				Lag	Lag						
Lead-Lag Optimize?	Yes				Yes	Yes						
Vehicle Extension (s)	3.0	6.0			6.0	6.0	3.0	3.0	3.0			
Recall Mode	None	Min			C-Min	C-Min	None	None	None			
Act Effct Green (s)	22.9	159.0			130.1	130.1	28.0	28.0	28.0			
Actuated g/C Ratio	0.11	0.80			0.65	0.65	0.14	0.14	0.14			
v/c Ratio	0.81	0.47			0.69	0.57	0.35	0.10	1.93			
Control Delay	121.4	5.2			25.0	8.0	80.2	76.3	465.8			
Queue Delay	0.0	0.1			0.0	0.0	0.0	0.0	0.0			
Total Delay	121.4	5.3			25.0	8.0	80.2	76.3	465.8			
LOS	F	A			C	A	F	E	F			
Approach Delay		14.5			20.0			361.9				
Approach LOS		B			B			F				
90th %ile Green (s)	28.0	159.0			125.0	125.0	28.0	28.0	28.0			
90th %ile Term Code	Max	Coord			Coord	Coord	Max	Max	Max			
70th %ile Green (s)	26.9	159.0			126.1	126.1	28.0	28.0	28.0			
70th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
50th %ile Green (s)	23.6	159.0			129.4	129.4	28.0	28.0	28.0			
50th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
30th %ile Green (s)	20.4	159.0			132.6	132.6	28.0	28.0	28.0			
30th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
10th %ile Green (s)	15.7	159.0			137.3	137.3	28.0	28.0	28.0			
10th %ile Term Code	Gap	Coord			Coord	Coord	Max	Max	Max			
Stops (vph)	149	427			957	130	143	21	259			
Fuel Used(gal)	6	17			26	6	6	1	55			
CO Emissions (g/hr)	440	1218			1800	413	423	62	3823			
NOx Emissions (g/hr)	86	237			350	80	82	12	744			
VOC Emissions (g/hr)	102	282			417	96	98	14	886			
Dilemma Vehicles (#)	0	32			38	0	0	1	0			
Queue Length 50th (ft)	208	220			657	141	100	28	~949			
Queue Length 95th (ft)	m276	23			784	259	142	62	#1197			
Internal Link Dist (ft)		840			748			699			242	
Turn Bay Length (ft)	700											
Base Capacity (vph)	237	3867			2202	1132	459	249	259			
Starvation Cap Reductn	0	513			0	0	0	0	0			
Spillback Cap Reductn	0	0			0	0	0	0	0			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Storage Cap Reductn	0	0			0	0	0	0	0			
Reduced v/c Ratio	0.66	0.54			0.69	0.57	0.35	0.10	1.93			

Intersection Summary	
Area Type: Other	
Cycle Length: 200	
Actuated Cycle Length: 200	
Offset: 101 (51%), Referenced to phase 6:WBT, Start of Green	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.93	
Intersection Signal Delay: 66.3	Intersection LOS: E
Intersection Capacity Utilization 80.5%	ICU Level of Service D
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: 31: Atlanta Hwy & East Eastern Blvd



Appendix C: Raw Signal Timing Data

SEPAC ECOM All Data

1/23/2018
3:12:36PM

Intersection Name: **Atlanta Hwy. & Federal Dr. #31** Intersection Alias: **31AtlFed**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: **9999** Channel: 9 Address: **3**
Revision: **3.30** IP Address

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	1-Inact	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
2	20	5.0	50	50	4.0	2.0			0	0-Advance	0	0	0	0			No	0	Yes
3	7	3.0	30	30	4.0	1.0			0	0-Advance	0	0	0	0			No	0	No
4	7	3.0	20	45	4.0	1.0			0	0-Advance	0	0	0	0			No	0	No
5	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
6	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	1.0	25	10	10	30	3.0	NonAct1	Min	None	0	No	No	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	
Vehical Detector Phase Assignment							Pedestrian Detector						Special Detector Phase Assignment						
	Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay		Assign Phase	Mode	Switch Phase	Extend	Delay		
Default Data							**Default Data**						**Default Data**						

Unit Data

General Control

Startup Time: 5 sec
Startup State: Flash
Red Revert: 30.0 sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq:

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0
D Input(Entry) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)		3 4														

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
3	1	4
4	1	1

Phase(s)

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

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Page 3 of 17

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 5

Manual Dial: 3
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/2	100
1/3	100
1/4	100
2/1	120
2/2	120
2/3	120
2/4	120
3/1	140
3/2	140
3/3	140
3/4	140
4/1	150
4/2	150
4/3	150
4/4	150

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	25	0=Actuated	4	25	0=Actuated			

Dial 1 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	25	0=Actuated	4	25	0=Actuated			

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	25	0=Actuated	4	25	0=Actuated			

Dial 1 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	50	1=Coordinate	3	25	0=Actuated	4	25	0=Actuated			

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	60	1=Coordinate	3	32	0=Actuated	4	28	0=Actuated			

Dial 2 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	3	27	0=Actuated	4	23	0=Actuated			

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	3	27	0=Actuated	4	23	0=Actuated			

Dial 2 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	70	1=Coordinate	3	27	0=Actuated	4	23	0=Actuated			

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	76	1=Coordinate	3	37	0=Actuated	4	27	0=Actuated			

Dial 3 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	76	1=Coordinate	3	37	0=Actuated	4	27	0=Actuated			

Dial 3 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	45	1=Coordinate	3	50	0=Actuated	4	45	0=Actuated			

Dial 3 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	76	1=Coordinate	3	37	0=Actuated	4	27	0=Actuated			

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	3	40	0=Actuated	4	30	0=Actuated			

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	3	40	0=Actuated	4	30	0=Actuated			

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	3	40	0=Actuated	4	30	0=Actuated			

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	80	1=Coordinate	3	40	0=Actuated	4	30	0=Actuated			

Traffic Plan Data

Plan: 1/1/1	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/3	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 1/2/1	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/2	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/3	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 1/3/1	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/2	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/3	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 1/4/1	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/2	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/3	Offset Time: 91	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/1/1	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/2	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/3	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/2	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/3	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/2	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/3	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/2	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/3	Offset Time: 108 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/2	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/1/3	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/2	Offset Time: 10 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/1	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/2	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/3	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/1	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/2	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/3	Offset Time: 1 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 14 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/2	Offset Time: 14 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/3	Offset Time: 14 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/2/1	Offset Time: 14 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/2/2	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/3	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/1	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/2	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/2	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/3	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	11	0	0	0	0	0	0
2	3	4	5	6	0	0	0
7	17	0	0	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	7:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	20:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	6:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	6:45	3/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	7:15	3/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	8:10	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	9:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	10:30	2/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	2	11:45	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	2	13:30	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
11	2	15:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
12	2	15:45	3/3/3		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
13	2	17:5	4/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
14	2	18:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
15	2	19:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
16	2	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
17	7	9:0	1/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
18	7	23:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	10	0					X										
4	1	11	0					X										
5	1	12	0					X										
6	1	13	0					X										
7	1	22	0				X											
8	2	0	1				X											
9	2	6	0					X										
10	2	6	30					X										
11	2	7	0					X										
12	2	7	15					X										
13	2	7	30					X										
14	2	7	45					X										
15	2	8	0					X										
16	2	8	15					X										
17	2	8	30					X										
18	2	9	0					X										
19	2	9	30					X										
20	2	10	0					X										
21	2	10	30					X										
22	2	11	0					X										
23	2	11	15					X										
24	2	11	30					X										
25	2	11	45					X										
26	2	12	0					X										
27	2	12	15					X										
28	2	12	30					X										
29	2	12	45					X										
30	2	13	0					X										
31	2	13	15					X										
32	2	13	30					X										
33	2	14	0					X										
34	2	14	30					X										
35	2	15	0					X										
36	2	15	30					X										
37	2	16	0					X										
38	2	16	15					X										
39	2	16	30					X										
40	2	16	45					X										
41	2	17	0					X										
42	2	17	15					X										
43	2	17	30					X										
44	2	17	45					X										
45	2	18	0					X										
46	2	18	30					X										
47	2	19	0					X										
48	2	19	30					X										
49	2	20	0					X										
50	2	20	30					X										
51	2	21	0					X										
52	2	21	30					X										
53	2	22	0				X											
54	7	0	1				X											
55	7	9	0					X										
56	7	10	0					X										
57	7	11	0					X										
58	7	11	30					X										
59	7	12	0					X										

60	7	12	30					X										
61	7	13	0					X										
62	7	13	30					X										
63	7	14	0					X										
64	7	14	30					X										
65	7	15	0					X										
66	7	16	0					X										
67	7	17	0					X										
68	7	18	0					X										
69	7	19	0					X										
70	7	22	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Flash > Preempt	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
2	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
3	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
4	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
5	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
6	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
			1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
			2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
			3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
			4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
			5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
			6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
			7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
			8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority
Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :
Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :
Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :
Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :
Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :
Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :
Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :
Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :
Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :
Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :
Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :
Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :
Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
1	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector 2 Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/23/2018
3:16:17PM

Intersection Name: **Atlanta Hwy. & Bradley Dr. #24** Intersection Alias: **24AtlBradley**

Access Data

1 :1200 Baud
3 :1200 Baud

Access Code: **9999** Channel: **9** Address: **5**

Revision: **3.30** IP Address

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	3-Yel	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Phase	Vehical Basic Timings: Min Green	Passage	Max1	Max2	Yellow	All Red	Misc Timings: Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Pedestrian Timings: Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	4.0	0.0			0	0-Advance	0	0	0	0			No	0	No
2	12	5.0	56	56	4.5	2.0			0	0-Advance	0	0	0	0			No	0	Yes
3	0	0.0	0	0	4.0	0.0			0	0-Advance	0	0	0	0			No	0	No
4	5	3.0	32	45	4.5	0.5			0	0-Advance	0	0	7	15			No	0	No
5	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
6	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	0.0	0.0			0	0-Advance	0	0	0	0			No	0	No

Ph.	Vehicle Density Timings: Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	General Control: Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Miscellaneous: Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Special Sequence: Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonAct1	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	1	Veh	0	0.0	0
Veh Det:2	2	Veh	0	0.0	0
Veh Det:3	3	Veh	0	0.0	0
Veh Det:4	4	Veh	0	0.0	5
Veh Det:5	5	Veh	0	0.0	0
Veh Det:6	6	Veh	0	0.0	0
Veh Det:7	7	Veh	0	0.0	0
Veh Det:8	8	Veh	0	0.0	0

Pedestrian Detector

	Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	30.0 sec
Auto Ped Clr:	Yes
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	None	None
3	None	None
4	None	Ring 2

I/O Modes:

ABC Input(Entry) Modes: 0

D Input(Entry) Modes: 0

ABC Output(O/STS) Modes: 0

D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data

- No Flash

Default Data

- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1 2															

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

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Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW
21	37 - Overlap E	21 - Phase 1 ONC
22	38 - Overlap F	22 - Phase 2 ONC
23	39 - Overlap G	23 - Phase 3 ONC
24	40 - Overlap H	24 - Phase 4 ONC

Coordination Data

General Coordination Data

Operation Mode: 1=Auto	**Offset Mode:** 0=Beg Grn	**Manual Dial:** 3
Coordination Mode: 0=Permissive	**Force Mode:** 0=Plan	**Manual Split:** 1
Maximun Mode: 0=Inhibit	**Max Dwell Time:** 20	**Manual Offset:** 1
Correction Mode: 2=Short Way	**Yield Period:** 5	

Dial/Split	Cycle
1/1	100
1/2	100
1/3	100
1/4	100
2/1	120
2/2	120
2/3	120
2/4	120
3/1	140
3/2	140
3/3	140
3/4	140
4/1	150
4/2	150
4/3	150
4/4	150

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	28	0=Actuated						

Dial 1 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	28	0=Actuated						

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	28	0=Actuated						

Dial 1 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	28	0=Actuated						

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	92	1=Coordinate	4	28	0=Actuated						

Dial 2 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	92	1=Coordinate	4	28	0=Actuated						

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	92	1=Coordinate	4	28	0=Actuated						

Dial 2 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	92	1=Coordinate	4	28	0=Actuated						

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	107	1=Coordinate	4	33	0=Actuated						

Dial 3 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	107	1=Coordinate	4	33	0=Actuated						

Dial 3 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	107	1=Coordinate	4	33	0=Actuated						

Dial 3 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	107	1=Coordinate	4	33	0=Actuated						

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	30	0=Actuated						

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	30	0=Actuated						

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	30	0=Actuated						

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	120	1=Coordinate	4	30	0=Actuated						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/3	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 1/2/1	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/2	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/3	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 1/3/1	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/2	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/3	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 1/4/1	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/2	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/3	Offset Time: 46	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/1/1	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/2	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/3	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/1	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/2	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/3	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/1	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/3	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/4/1	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/4/2	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/4/3	Offset Time: 50	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/2	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/1/3	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/2/1	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/2/2	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/2/3	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/3/1	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/3/2	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/3/3	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/4/1	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/4/2	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/4/3	Offset Time: 128	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	11	0	0	0	0	0	0
2	3	4	5	6	0	0	0
7	17	0	0	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	7:0	1/1/1																	
2	1	20:30	0/0/4																	
3	2	6:0	1/1/1																	
4	2	6:15	3/2/2																	
5	2	7:15	0/0/4																	
6	2	8:10	2/1/1																	
7	2	9:0	1/1/1																	
8	2	10:30	2/2/2																	
9	2	11:45	3/1/1																	
10	2	13:30	2/1/1																	
11	2	15:0	0/0/0					X												
12	2	15:45	3/3/3																	
13	2	17:5	4/4/1																	
14	2	18:0	2/1/1																	
15	2	19:0	1/1/1																	
16	2	22:0	0/0/4																	
17	7	9:0	1/1/1																	
18	7	23:0	0/0/4																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	10	0					X										
4	1	22	0				X											
5	2	0	1				X											
6	2	6	0					X										
7	2	7	15					X										
8	2	8	10					X										
9	2	15	0					X										
10	2	15	45					X										
11	2	22	0				X											
12	7	0	1				X											
13	7	9	0					X										
14	7	10	0					X										

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16

Phase Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Ped Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Coord ReSvc	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Function Phase Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Vehicle Function Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Flash > Preempt	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

												Select			Track					Return		
Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Dwell Green	Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
2	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
3	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
4	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
5	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
6	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

														Transit Overlap	
Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Signal Type	Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
		Default Data						

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
		Default Data						

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
		Default Data						

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
		Default Data						

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: No	Remote Flash: No
Local Fash: No	Cycle Fault: No	Coord Fault: No	Premption: No	Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data
Sample Interval:

Default Data

Queue: 1 Input Selection: 0 Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Vehical Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Special Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector
Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Values

Pedestrian Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Special Detector
Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector 2 Distance :

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Default Data

Volume Detector Data

Report Interval 15

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/23/2018
3:19:03PM

Intersection Name: **Atlanta Hwy @ Forrest Hills** Intersection Alias: **ForrestHill**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**

Revision: **3.34g** IP Address: **172.31.24.140**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	3-Yel	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	3.0	16	16	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	30	6.0	52	52	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	Yes
3	0	0.0	0	0	3.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	8	6.0	40	40	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonAct1	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	30.0 sec
Auto Ped Clr:	Yes
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	None	None
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0

ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash No

Phase	Entry	Exit
2		Yes
4	Yes	

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1 2															

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 5

Manual Dial: 3
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/2	100
1/3	100
1/4	100
2/1	120
2/2	120
2/3	120
2/4	120
3/1	140
3/2	140
3/3	140
3/4	140
4/1	150
4/2	150
4/3	150
4/4	150

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	56	1=Coordinate	4	24	0=Actuated			

Dial 1 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	56	1=Coordinate	4	24	0=Actuated			

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	56	1=Coordinate	4	24	0=Actuated			

Dial 1 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	56	1=Coordinate	4	24	0=Actuated			

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	77	1=Coordinate	4	23	0=Actuated			

Dial 2 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	77	1=Coordinate	4	23	0=Actuated			

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	77	1=Coordinate	4	23	0=Actuated			

Dial 2 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	77	1=Coordinate	4	23	0=Actuated			

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	70	1=Coordinate	4	45	0=Actuated			

Dial 3 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	70	1=Coordinate	4	45	0=Actuated			

Dial 3 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	85	1=Coordinate	4	30	0=Actuated			

Dial 3 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	70	1=Coordinate	4	45	0=Actuated			

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	80	1=Coordinate	4	45	0=Actuated			

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	80	1=Coordinate	4	45	0=Actuated			

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	80	1=Coordinate	4	45	0=Actuated			

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	80	1=Coordinate	4	45	0=Actuated			

Traffic Plan Data

Plan: 1/1/1	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/3	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/2	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/3	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/2	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/3	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/1	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/2	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/3	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/1/1	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/2	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/3	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/2	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/3	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/2	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/3	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/2	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/3	Offset Time: 4 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/2	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/1/3	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/2/1	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/2	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/3/1	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/2	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/3	Offset Time: 77 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/4/1	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/2	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/3	Offset Time: 92 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/1/1	Offset Time: 88 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/2	Offset Time: 88 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/3	Offset Time: 88 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/2/1	Offset Time: 88 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/2/2	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/3	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/1	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/2	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/2	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/3	Offset Time: 88	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	11	0	0	0	0	0	0
2	3	4	5	6	0	0	0
7	17	0	0	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	20:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	6:15	3/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	11:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:0	3/3/3		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	16:0	4/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	18:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	7	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	7	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	Aux Ouputs 2	Aux Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	10	0					X										
4	1	11	0					X										
5	1	12	0					X										
6	1	13	0					X										
7	1	22	0				X											
8	2	0	1				X											
9	2	6	0					X										
10	2	6	30					X										
11	2	7	0					X										
12	2	7	15					X										
13	2	7	30					X										
14	2	7	45					X										
15	2	8	0					X										
16	2	8	15					X										
17	2	8	30					X										
18	2	9	0					X										
19	2	9	30					X										
20	2	10	0					X										
21	2	10	30					X										
22	2	11	0					X										
23	2	11	15					X										
24	2	11	30					X										
25	2	11	45					X										
26	2	12	0					X										
27	2	12	15					X										
28	2	12	30					X										
29	2	12	45					X										
30	2	13	0					X										
31	2	13	15					X										
32	2	13	30					X										
33	2	14	0					X										
34	2	14	30					X										
35	2	15	0					X										
36	2	15	30					X										
37	2	16	0					X										
38	2	16	15					X										
39	2	16	30					X										
40	2	16	45					X										
41	2	17	0					X										
42	2	17	15					X										
43	2	17	30					X										
44	2	17	45					X										
45	2	18	0					X										
46	2	18	30					X										
47	2	19	0					X										
48	2	19	30					X										
49	2	20	0					X										
50	2	20	30					X										
51	2	21	0					X										
52	2	21	30					X										
53	2	22	0				X											
54	7	0	1				X											
55	7	9	0					X										
56	7	10	0					X										
57	7	11	0					X										
58	7	11	30					X										
59	7	12	0					X										

60	7	12	30					X										
61	7	13	0					X										
62	7	13	30					X										
63	7	14	0					X										
64	7	14	30					X										
65	7	15	0					X										
66	7	16	0					X										
67	7	17	0					X										
68	7	18	0					X										
69	7	19	0					X										
70	7	22	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Coord ReSvc	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Function Phase Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Flash > Preempt	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
2	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
3	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
4	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
5	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
6	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority
Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval: 15

Queue: 1 Input Selection: 0=Average
Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average
Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector 2	Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/24/2018
10:47:50AM

Intersection Name: **Atlanta Hwy @ Coliseum** | Intersection Alias: **AtlHwyColis**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** | Channel: | Address: **1**

Revision: **3.34g** | IP Address: **172.31.24.139**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	1-Inact	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	8	4.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	20	5.0	40	40	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	8	3.0	15	15	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	8	4.0	35	35	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
5	5	3.0	15	15	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	20	5.0	40	40	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

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16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	0 sec
Startup State:	All Red
Red Revert:	40.0 sec
Auto Ped Clr:	Yes
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0

D Input(Entry) Modes: 0

ABC Output(O/STS) Modes: 0

D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data

- No Flash

Default Data

- No Flash

Overlaps

	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Start Green

	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

	Ph. Pair 1	Ph. Pair 2	Ph. Pair 3	Ph. Pair 4
Alt. Seq. 1	1/2			
Alt. Seq. 2	3/4			
Alt. Seq. 3	1/2	3/4		
Alt. Seq. 4	5/6			
Alt. Seq. 5	1/2	5/6		
Alt. Seq. 6	3/4	5/6		
Alt. Seq. 7	1/2	3/4	5/6	
Alt. Seq. 8	7/8			
Alt. Seq. 9	1/2	7/8		
Alt. Seq. 10	3/4	7/8		
Alt. Seq. 11	1/2	3/4	7/8	
Alt. Seq. 12	5/6	7/8		
Alt. Seq. 13	1/2	5/6	7/8	
Alt. Seq. 14	3/4	5/6	7/8	
Alt. Seq. 15	1/2	3/4	5/6	7/8

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 5

Manual Dial: 3
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/3	95
2/1	120
2/3	125
3/1	140
3/2	140
3/3	140
4/1	150
4/4	150

Split Times and Phase Modes

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	15	0=Actuated	2	48	1=Coordinate	3	16	0=Actuated	4	16	0=Actuated
5	16	0=Actuated	6	47	1=Coordinate						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	52	1=Coordinate	3	14	0=Actuated	4	34	0=Actuated
5	14	0=Actuated	6	58	1=Coordinate						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	14	0=Actuated	2	77	1=Coordinate	3	18	0=Actuated	4	16	0=Actuated
5	18	0=Actuated	6	73	1=Coordinate						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	53	1=Coordinate	3	14	0=Actuated	4	48	0=Actuated
5	14	0=Actuated	6	64	1=Coordinate						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	53	1=Coordinate	3	14	0=Actuated	4	48	0=Actuated
5	14	0=Actuated	6	64	1=Coordinate						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	53	1=Coordinate	3	14	0=Actuated	4	48	0=Actuated
5	15	0=Actuated	6	63	1=Coordinate						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	27	0=Actuated	2	54	1=Coordinate	3	14	0=Actuated	4	55	0=Actuated
5	14	0=Actuated	6	67	1=Coordinate						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	27	0=Actuated	2	54	1=Coordinate	3	14	0=Actuated	4	55	0=Actuated
5	14	0=Actuated	6	67	1=Coordinate						

Traffic Plan Data

Plan: 2/1/1	Offset Time: 19	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/2	Offset Time: 19	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/3	Offset Time: 19	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/1	Offset Time: 2	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/2	Offset Time: 2	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/3	Offset Time: 2	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/1	Offset Time: 2	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 2	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/3/3	Offset Time: 2 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 2 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/2	Offset Time: 2 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/3	Offset Time: 2 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/2	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/3	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/2	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/1	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/2	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/3	Offset Time: 90 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/1/1	Offset Time: 90	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/2	Offset Time: 90	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/3	Offset Time: 90	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 90	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/2	Offset Time: 90	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/3	Offset Time: 90	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

PHASE FUNCTION

Event	Day	Time	D/S/O	flash	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	20:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	6:15	3/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	11:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:0	3/3/3		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	16:0	4/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	18:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	7	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	7	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	Aux Ouputs 2	Aux Ouputs 3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	7	0	1				X											
8	7	6	0					X										
9	7	23	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination						
Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash
Preempt 1 > Preempt 2
Preempt 2 > Preempt 3
Preempt 3 > Preempt 4
Preempt 4 > Preempt 5
Preempt 5 > Preempt 6

Preempt Timers

												Select			Track					Return		
Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate extend	Ped Clear	Yel	Red	Grn	Ped	Yel	Red	Dwell Green	Ped Clear	Yel	Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	Yes	Yes	2	Yes	Yes	2	Yes	Yes	2	Yes	Yes	2	Yes	Yes	2	Yes	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	Yes	Yes	6	Yes	Yes	6	Yes	Yes	6	Yes	Yes	6	Yes	Yes	6	Yes	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

														Transit Overlap	
Priority	Non-Locking	Delay	Extend	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Signal Type	Blankout

Priority Detector Channels

Priority	Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No	Cycle Failure: No	Coord Failure: No	Conflict Flash: No	Remote Flash: No
Local Fash: No	Cycle Fault: No	Coord Fault: No	Premption: No	Voltage Monitor: No

Special Status 1: No   Special Status 2: No   Special Status 3: No   Special Status 4: No   Special Status 5: No   Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0 Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level Enter Leave Dial / Split / Offset

/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	60
2	10	0	60
3	10	0	60
4	10	0	60
5	10	0	60
6	10	0	60
7	10	0	60
8	10	0	60

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	15	0	60
2	15	0	60
3	15	0	60
4	15	0	60
5	15	0	60
6	15	0	60
7	15	0	60
8	15	0	60

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector 2 Distance :

Dial/Split/Offset

//

Speed Trap Low Treshold Speed Trap High Treshold

Default Data

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/23/2018
3:20:42PM

Intersection Name: **Atlanta Hwy @ Waresferry** Intersection Alias: **AtlWareferr**

Access Data

1 :**1200 Baud**
3 :**19200 Baud**

Access Code: **9999** Channel: Address: **1**
Revision: **3.34g** IP Address: **172.31.24.142**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	3-Yel	0-None	1-Inact	1-Inact	3-Yel	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	3.0	20	20	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	30	6.0	55	55	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	Yes
3	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	7	3.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	3	4.0	20	20	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	30	6.0	55	55	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	Yes
7	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	7	4.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	1.0	25	20	10	30	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	1.0	25	20	10	30	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time: 5 sec
Startup State: Flash
Red Revert: 30.0 sec
Auto Ped Clr: Yes
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0
ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash No

Phase	Entry	Exit
2		Yes
4	Yes	
6		Yes
8	Yes	

Default Data - No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1															

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
5	2	6
6	2	7
8	2	5

Phase(s)

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

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message
			40

Default Data

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Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 3=Short Way Plus

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 5

Manual Dial: 3
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/2	100
1/3	100
1/4	100
2/1	120
2/2	120
2/3	120
2/4	120
3/1	140
3/2	140
3/3	140
3/4	140
4/1	150
4/2	150
4/3	150
4/4	150

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	52	1=Coordinate	4	28	0=Actuated	5	20	0=Actuated
6	52	1=Coordinate	8	28	0=Actuated						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	52	1=Coordinate	4	28	0=Actuated	5	20	0=Actuated
6	52	1=Coordinate	8	28	0=Actuated						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	52	1=Coordinate	4	28	0=Actuated	5	20	0=Actuated
6	52	1=Coordinate	8	28	0=Actuated						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	52	1=Coordinate	4	28	0=Actuated	5	20	0=Actuated
6	52	1=Coordinate	8	28	0=Actuated						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	57	1=Coordinate	4	38	0=Actuated	5	25	0=Actuated
6	57	1=Coordinate	8	38	0=Actuated						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	57	1=Coordinate	4	38	0=Actuated	5	25	0=Actuated
6	57	1=Coordinate	8	38	0=Actuated						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	57	1=Coordinate	4	38	0=Actuated	5	25	0=Actuated
6	57	1=Coordinate	8	38	0=Actuated						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	57	1=Coordinate	4	38	0=Actuated	5	25	0=Actuated
6	57	1=Coordinate	8	38	0=Actuated						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	83	1=Coordinate	4	32	0=Actuated	5	25	0=Actuated
6	83	1=Coordinate	8	32	0=Actuated						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	83	1=Coordinate	4	32	0=Actuated	5	25	0=Actuated
6	83	1=Coordinate	8	32	0=Actuated						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	83	1=Coordinate	4	32	0=Actuated	5	25	0=Actuated
6	83	1=Coordinate	8	32	0=Actuated						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	83	1=Coordinate	4	32	0=Actuated	5	25	0=Actuated
6	83	1=Coordinate	8	32	0=Actuated						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	88	1=Coordinate	4	37	0=Actuated	5	25	0=Actuated

6	88	1=Coordinate	8	37	0=Actuated						
Dial 4 / Split 2											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	88	1=Coordinate	4	37	0=Actuated	5	25	0=Actuated
6	88	1=Coordinate	8	37	0=Actuated						
Dial 4 / Split 3											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	88	1=Coordinate	4	37	0=Actuated	5	25	0=Actuated
6	88	1=Coordinate	8	37	0=Actuated						
Dial 4 / Split 4											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	88	1=Coordinate	4	37	0=Actuated	5	25	0=Actuated
6	88	1=Coordinate	8	37	0=Actuated						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/3	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/2	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/3	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/2	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/3	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/1	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/2	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/3	Offset Time: 98	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/1/1	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/2	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/1/3	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/1	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/2	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/2/3	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/1	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/2	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/3	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/1	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/2	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/4/3	Offset Time: 11 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/2	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/1/3	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/2/1	Offset Time: 59 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/2	Offset Time: 69 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 59 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/3/1	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/2	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/3	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 3/4/1	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/2	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/4/3	Offset Time: 84 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/1/1	Offset Time: 87 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/2	Offset Time: 87 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/3	Offset Time: 87 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/2/1	Offset Time: 87 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/2/2	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/3	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/1	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/2	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/2	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/3	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
1	11	0	0	0	0	0	0
2	3	4	5	6	0	0	0
7	17	0	0	0	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
2	1	20:30	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
3	2	6:15	3/2/2		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
4	2	11:0	3/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
5	2	14:0	3/3/3		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
6	2	16:0	4/4/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
7	2	18:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
8	2	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
9	7	9:0	2/1/1		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
10	7	22:0	0/0/4		☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	10	0					X										
4	1	11	0					X										
5	1	12	0					X										
6	1	13	0					X										
7	1	22	0				X											
8	2	0	1				X											
9	2	6	0					X										
10	2	6	30					X										
11	2	7	0					X										
12	2	7	15					X										
13	2	7	30					X										
14	2	7	45					X										
15	2	8	0					X										
16	2	8	15					X										
17	2	8	30					X										
18	2	9	0					X										
19	2	9	30					X										
20	2	10	0					X										
21	2	10	30					X										
22	2	11	0					X										
23	2	11	15					X										
24	2	11	30					X										
25	2	11	45					X										
26	2	12	0					X										
27	2	12	15					X										
28	2	12	30					X										
29	2	12	45					X										
30	2	13	0					X										
31	2	13	15					X										
32	2	13	30					X										
33	2	14	0					X										
34	2	14	30					X										
35	2	15	0					X										
36	2	15	30					X										
37	2	16	0					X										
38	2	16	15					X										
39	2	16	30					X										
40	2	16	45					X										
41	2	17	0					X										
42	2	17	15					X										
43	2	17	30					X										
44	2	17	45					X										
45	2	18	0					X										
46	2	18	30					X										
47	2	19	0					X										
48	2	19	30					X										
49	2	20	0					X										
50	2	20	30					X										
51	2	21	0					X										
52	2	21	30					X										
53	2	22	0				X											
54	7	0	1				X											
55	7	9	0					X										
56	7	10	0					X										
57	7	11	0					X										
58	7	11	30					X										
59	7	12	0					X										

60	7	12	30					X										
61	7	13	0					X										
62	7	13	30					X										
63	7	14	0					X										
64	7	14	30					X										
65	7	15	0					X										
66	7	16	0					X										
67	7	17	0					X										
68	7	18	0					X										
69	7	19	0					X										
70	7	22	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Coord ReSvc	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Function Phase Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data		
Flash > Preempt	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate extend	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
2	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
3	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
4	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
5	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
6	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
			1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
			2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
			3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
			4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
			5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
			6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
			7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
			8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Extend	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

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Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
1	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector 2 Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/23/2018
3:38:18PM

Intersection Name: **Atlanta Hwy @ PerryHill** Intersection Alias: **AtlHwyPH**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**

Revision: **3.34g** IP Address: **172.31.24.238**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	1-Inact	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	4.0	35	30	4.5	1.5	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	20	7.0	80	60	4.5	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	Yes
3	10	4.0	50	35	4.0	1.5	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	9	5.0	50	40	4.0	1.5	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
5	6	4.0	35	20	4.0	1.5	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	20	7.0	80	40	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	Yes
7	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	1.0	21	30	10	40	5.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	1.0	24	30	10	40	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	30.0 sec
Auto Ped Clr:	Yes
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 **D Input(Entry) Modes: 0**

ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes: 0**

Remote Flash

Test A = Flash No

Phase	Entry	Exit
2		Yes
4	Yes	
6		Yes

Default Data
- No Flash

Overlaps

	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Start Green

	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	Overlaps															
	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message
			40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 5

Manual Dial: 3
Manual Split: 2
Manual Offset: 2

Dial/Split	Cycle
1/1	110
1/2	110
1/3	110
1/4	110
2/1	135
2/2	130
2/3	130
2/4	130
3/1	150
3/2	165
3/3	150
3/4	150
4/1	235
4/2	170
4/3	170
4/4	170

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	39	1=Coordinate	3	23	0=Actuated	4	23	0=Actuated
5	20	0=Actuated	6	44	1=Coordinate						

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	39	1=Coordinate	3	23	0=Actuated	4	23	0=Actuated
5	20	0=Actuated	6	44	1=Coordinate						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	39	1=Coordinate	3	23	0=Actuated	4	23	0=Actuated
5	20	0=Actuated	6	44	1=Coordinate						

Dial 1 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	39	1=Coordinate	3	23	0=Actuated	4	23	0=Actuated
5	20	0=Actuated	6	44	1=Coordinate						

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	45	1=Coordinate	3	32	0=Actuated	4	33	0=Actuated
5	20	0=Actuated	6	51	1=Coordinate						

Dial 2 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	42	1=Coordinate	3	31	0=Actuated	4	32	0=Actuated
5	20	0=Actuated	6	47	1=Coordinate						

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	42	1=Coordinate	3	31	0=Actuated	4	32	0=Actuated
5	20	0=Actuated	6	47	1=Coordinate						

Dial 2 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	42	1=Coordinate	3	31	0=Actuated	4	32	0=Actuated
5	20	0=Actuated	6	47	1=Coordinate						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	50	1=Coordinate	3	35	0=Actuated	4	35	0=Actuated
5	20	0=Actuated	6	60	1=Coordinate						

Dial 3 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	34	0=Actuated	2	64	1=Coordinate	3	33	0=Actuated	4	34	0=Actuated
5	34	0=Actuated	6	64	1=Coordinate						

Dial 3 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	34	0=Actuated	2	55	1=Coordinate	3	30	0=Actuated	4	31	0=Actuated
5	20	0=Actuated	6	69	1=Coordinate						

Dial 3 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	34	0=Actuated	2	55	1=Coordinate	3	30	0=Actuated	4	31	0=Actuated
5	20	0=Actuated	6	69	1=Coordinate						

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	50	0=Actuated	2	95	1=Coordinate	3	45	0=Actuated	4	45	0=Actuated

5	40	0=Actuated	6	105	1=Coordinate						
Dial 4 / Split 2											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	70	1=Coordinate	3	35	0=Actuated	4	35	0=Actuated
5	20	0=Actuated	6	80	1=Coordinate						
Dial 4 / Split 3											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	70	1=Coordinate	3	35	0=Actuated	4	35	0=Actuated
5	20	0=Actuated	6	80	1=Coordinate						
Dial 4 / Split 4											
Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	70	1=Coordinate	3	35	0=Actuated	4	35	0=Actuated
5	20	0=Actuated	6	80	1=Coordinate						

Traffic Plan Data

Plan: 2/1/1	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/2	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/3	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/2/1	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/2/2	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/2/3	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/1/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	13:0	2/1/1																	
3	2	5:45	3/2/2																	
4	2	6:30	4/1/1																	
5	2	8:30	2/1/1																	
6	2	11:0	3/2/2																	
7	2	14:30	4/1/1																	
8	2	18:30	3/2/1																	
9	2	21:0	2/1/1																	
10	2	22:0	0/0/4																	
11	7	0:1	0/0/4																	
12	7	10:0	3/2/2																	
13	7	22:0	2/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	22	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	22	0				X											
7	7	0	1				X											
8	7	8	0					X										
9	7	22	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Flash > Preempt
Preempt 1 = Preempt 2
Preempt 2 = Preempt 3
Preempt 3 = Preempt 4
Preempt 4 = Preempt 5
Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
2	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
3	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
4	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
5	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
6	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**
Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**
Priority : **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**	**Priority :** **Bank** Detector PE 1A 2A 3A 4A 5A 6A B **Default Data**

Preempt 1

Vehical Phases				**Pedestrian Phases**				**Overlaps**				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				**Pedestrian Phases**				**Overlaps**				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				**Pedestrian Phases**				**Overlaps**				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				**Pedestrian Phases**				**Overlaps**				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				**Pedestrian Phases**				**Overlaps**				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				**Pedestrian Phases**				**Overlaps**				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15 | 1st Phone: | 2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 | Detector_2 | Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

	Report Interval	0
Volume Detector Number	Controller Detector Channel	

Default Data

SEPAC ECOM All Data

Intersection Name: **Atlanta Hwy @ New Publix** Intersection Alias: **AtlHwyNewPub**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**

Revision: **3.34g** IP Address: **172.31.24.239**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	1-Inact	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	3.0	25	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	20	6.0	80	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	7	5.0	25	35	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	7	3.0	25	35	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
5	7	3.0	20	20	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	20	6.0	80	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	3.0	30	30	0	40	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	3.0	30	30	0	40	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	1	Veh	6	0.0	0
Veh Det:2	2	Veh	0	0.0	0
Veh Det:3	3	Veh	0	0.0	0
Veh Det:4	4	Veh	0	0.0	0
Veh Det:5	5	Veh	2	0.0	0
Veh Det:6	6	Veh	0	0.0	0
Veh Det:7	7	Veh	0	0.0	0
Veh Det:8	8	Veh	0	0.0	0

Pedestrian Detector

	Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Special Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Unit Data

General Control

Startup Time: 1 sec
Startup State: Flash
Red Revert: 30.0 sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard
I/O Modes:
ABC Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

D Input(Entry) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	110
1/2	110
1/3	110
2/1	135
2/2	130
2/3	130
3/1	150
3/2	165
3/3	150
4/1	235
4/2	170
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / **Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	16	0–Actuated	2	52	1–Coordinate	3	20	0–Actuated	4	22	0–Actuated
5	19	0=Actuated	6	53	1=Coordinate						

Dial 1 / **Split 2**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	19	0=Actuated	2	52	1=Coordinate	3	17	0=Actuated	4	22	0=Actuated
5	19	0=Actuated	6	53	1=Coordinate						

Dial 1 / **Split 3**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	19	0–Actuated	2	52	1–Coordinate	3	17	0–Actuated	4	22	0–Actuated
5	19	0–Actuated	6	53	1–Coordinate						

Dial 2 / **Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0 Actuated	2	60	1 Coordinate	3	25	0 Actuated	4	25	0 Actuated
5	25	0–Actuated	6	60	1–Coordinate						

Dial 2 / **Split 2**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0–Actuated	2	57	1–Coordinate	3	21	0–Actuated	4	27	0–Actuated
5	21	0–Actuated	6	61	1–Coordinate						

Dial 2 / **Split 3**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0 Actuated	2	57	1 Coordinate	3	21	0 Actuated	4	27	0 Actuated
5	21	0=Actuated	6	61	1=Coordinate						

Dial 3 / **Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0–Actuated	2	70	1–Coordinate	3	32	0–Actuated	4	28	0–Actuated
5	24	0–Actuated	6	75	1–Coordinate						

Dial 3 / **Split 2**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	29	0=Actuated	2	78	1=Coordinate	3	29	0=Actuated	4	29	0=Actuated
5	29	0=Actuated	6	78	1=Coordinate						

Dial 3 / **Split 3**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	28	0–Actuated	2	70	1–Coordinate	3	24	0–Actuated	4	28	0–Actuated
5	24	0–Actuated	6	75	1–Coordinate						

Dial 4 / **Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	40	0–Actuated	2	100	1–Coordinate	3	45	0–Actuated	4	50	0–Actuated
5	40	0 Actuated	6	100	1 Coordinate						

Dial 4 / **Split 2**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	39	0–Actuated	2	81	1–Coordinate	3	21	0–Actuated	4	29	0–Actuated
5	21	0–Actuated	6	99	1–Coordinate						

Dial 4 / **Split 3**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	39	0 Actuated	2	81	1 Coordinate	3	21	0 Actuated	4	29	0 Actuated
5	21	0=Actuated	6	99	1=Coordinate						

Dial 4 / **Split 4**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	32	0–Actuated	2	106	1–Coordinate	3	22	0–Actuated	4	40	0–Actuated

5	28	0=Actuated	6	110	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 108	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 108	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 108	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/2	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/3	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/1	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/2/2	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/3/1	Offset Time: 118 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 2/3/2	Offset Time: 14 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/1/1	Offset Time: 131 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/1	Offset Time: 131 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/2	Offset Time: 131 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/2/3	Offset Time: 131 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 3/3/1	Offset Time: 131 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/1	Offset Time: 147 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/2	Offset Time: 147 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
Plan: 4/1/3	Offset Time: 147 Mode: 0=Normal	Alternat Sequence: 0 Special Function: 0	Rg 2 Lag Time: 0 Correction Mode: 0=No	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0

Plan: 4/2/1	Offset Time: 159	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/3	Offset Time: 115	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/1	Offset Time: 159	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 115	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	13:0	2/1/1																	
3	2	5:45	3/2/2																	
4	2	6:30	4/1/1																	
5	2	8:30	2/1/1																	
6	2	11:0	3/2/2																	
7	2	14:30	4/1/1																	
8	2	18:30	3/2/1																	
9	2	21:0	2/1/1																	
10	2	22:0	0/0/4																	
11	7	0:1	0/0/4																	
12	7	10:0	3/2/2																	
13	7	22:0	2/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	22	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	22	0				X											
7	7	0	1				X											
8	7	8	0					X										
9	7	22	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1 Phase	Exit Phase	Exit Calls	Preempt 2 Phase	Exit Phase	Exit Calls	Preempt 3 Phase	Exit Phase	Exit Calls	Preempt 4 Phase	Exit Phase	Exit Calls	Preempt 5 Phase	Exit Phase	Exit Calls	Preempt 6 Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Priority	Non-Locking	Delay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Bank

Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank

Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank

Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank

Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank

Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Priority :

Bank

Detector PE 1A 2A 3A 4A 5A 6A B

Default Data

Preempt 1

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track Dwell	Cycle	Ph Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases			Pedestrian Phases			Overlaps				
Ph.	Track Dwell	Cycle	Ph. Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - Diag 0 Values

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count

Default Data - No Diag 0 Valu

Pedestrian Detector

Detector	Max Presence	No Activity	Erratic Count

Diagnostic Value 0

Default Data - No Diag 0 Values

Pedestrian Detector

Detector	Max Presence	No Activity	Erratic Count

Diagnostic Value 1

Default Data - No Diag 1 Values

Special Detector

Detector	Max Presence	No Activity	Erratic Count

Diagnostic Value 1

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector_2	Distance :	Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
			//		

Default Data

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/23/2018
3:41:12PM

Intersection Name: **Atlanta Hwy @ Bellehurst** Intersection Alias: **AtlHwyBelle**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**
Revision: **3.34g** IP Address: **172.31.24.240**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	20	7.0	45	45	4.5	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	0	0.0	0	0	4.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	7	5.0	25	25	4.5	0.5	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonAct1	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0	

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

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Unit Data

General Control

Startup Time: 5 sec
Startup State: Flash
Red Revert: 30.0 sec
Auto Ped Clr: Yes
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:
ABC Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0
D Input(Entry) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1 2															

Start Green

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	3.0	3.0	3.0	3.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	0.0	0.0	0.0	0.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1

Phase(s)

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

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 20
Yield Period: 5

Manual Dial: 3
Manual Split: 2
Manual Offset: 2

Dial/Split	Cycle
1/1	110
1/2	110
1/3	110
1/4	110
2/1	135
2/2	130
2/3	130
2/4	130
3/1	150
3/2	165
3/3	150
3/4	150
4/1	235
4/2	170
4/3	170
4/4	170

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	38	0=Actuated						

Dial 1 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	38	0=Actuated						

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	38	0=Actuated						

Dial 1 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	72	1=Coordinate	4	38	0=Actuated						

Dial 2 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	45	0=Actuated						

Dial 2 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	4	44	0=Actuated						

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	4	44	0=Actuated						

Dial 2 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	86	1=Coordinate	4	44	0=Actuated						

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	99	1=Coordinate	4	51	0=Actuated						

Dial 3 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	109	1=Coordinate	4	56	0=Actuated						

Dial 3 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	105	1=Coordinate	4	45	0=Actuated						

Dial 3 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	105	1=Coordinate	4	45	0=Actuated						

Dial 4 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	168	1=Coordinate	4	67	0=Actuated						

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	135	1=Coordinate	4	35	0=Actuated						

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	135	1=Coordinate	4	35	0=Actuated						

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	135	1=Coordinate	4	35	0=Actuated						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/2	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/1/3	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/2	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/3	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/2	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/3	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/1	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/2	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/4/3	Offset Time: 109	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 2/1/1	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/2	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/3	Offset Time: 118	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/1/1	Offset Time: 142	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/2	Offset Time: 142	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/3	Offset Time: 142	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/2/1	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/2/2	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/2/3	Offset Time: 131	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/3/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/3/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/3/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/4/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/4/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/4/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/1/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/2/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/3/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/4/1	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/4/2	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/3	Offset Time: 147	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	13:0	2/1/1																	
3	2	5:45	3/2/2																	
4	2	6:30	4/1/1																	
5	2	8:30	2/1/1																	
6	2	11:0	3/2/2																	
7	2	14:30	4/1/1																	
8	2	18:30	3/2/1																	
9	2	21:0	2/1/1																	
10	2	22:0	0/0/4																	
11	7	0:1	0/0/4																	
12	7	10:0	3/2/2																	
13	7	22:0	2/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	9	0					X										
3	1	22	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	22	0				X											
7	7	0	1				X											
8	7	8	0					X										
9	7	22	0				X											

Default Data - No Special Day(s) or Week(s) Programmed

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Bike Recall	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Vehicle Function

Veh Det Switch Omit	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Now	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Flash > Preempt	Preempt 2 = Preempt 3	Preempt 4 = Preempt 5
Preempt 1 = Preempt 2	Preempt 3 = Preempt 4	Preempt 5 = Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
2	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
3	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
4	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
5	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0
6	No	0	0	0	0	0	0	0	0	0	0	0	30	0	0	0	30	0	0	0	30	0

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Priority Bank :

Queue	Phase	Detector	Time

Default data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Priority :

Bank

Detector	PE	1A	2A	3A	4A	5A	6A	B

Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data **Default Data** **Default Data**

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data **Default Data** **Default Data**

Sample Interval:

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
1	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	30	0	75
2	30	0	75
3	30	0	75
4	30	0	75
5	30	0	75
6	30	0	75
7	30	0	75
8	30	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1	Detector 2	Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/24/2018
11:25:35AM

Intersection Name: Atl Hwy. @ Eastmont Plaza #400 **Intersection Alias: 400AtlHyEtPl**

Access Data

1 :1200 Baud	
3 :1200 Baud	

Access Code: 9999 Channel: Address: 1
Revision: 3.34g IP Address: 172.31.24.218

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	0-None	4-Grn	0-None	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
2	15	5.0	60	60	4.5	2.0			0	0-Advance	0	0	0	0			No	0	No
3	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
4	7	3.0	35	35	4.0	1.0			0	0-Advance	0	0	0	0			No	0	No
5	5	2.0	25	25	4.0	1.0			0	0-Advance	0	0	0	0			No	0	No
6	15	5.0	60	60	4.5	2.0			0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.0	0.0			0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0			0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	NonActI	Min	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	0 sec
Startup State:	All Red
Red Revert:	30.0 sec
Auto Ped Clr:	No
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 D Input(Entry) Modes: 0

ABC Output(O/STS) Modes: 0 D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
2	1	3
4	1	1
5	2	6
6	2	7

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

	Ph. Pair 1
Alt. Seq. 1	5/6

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/3	115
2/3	130
3/1	130
4/2	150
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	82	1=Coordinate	4	18	0=Actuated	5	18	0=Actuated	6	64	1=Coordinate

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	90	1=Coordinate	4	25	0=Actuated	5	20	0=Actuated	6	70	1=Coordinate

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	100	1=Coordinate	4	30	0=Actuated	5	25	0=Actuated	6	75	1=Coordinate

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	100	1=Coordinate	4	30	0=Actuated	5	25	0=Actuated	6	75	1=Coordinate

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	125	1=Coordinate	4	25	0=Actuated	5	25	0=Actuated	6	100	1=Coordinate

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	150	1=Coordinate	4	20	0=Actuated	5	20	0=Actuated	6	130	1=Coordinate

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
2	175	1=Coordinate	4	25	0=Actuated	5	25	0=Actuated	6	150	1=Coordinate

Traffic Plan Data

Plan: 1/1/1	Offset Time: 94	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 101	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 118	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 118	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/2/3	Offset Time: 112	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 39	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 83	Alternat Sequence: 1	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving Month: 3 Week: 2 Cycle Zero Reference Hours: 24 Min: 0

End of Daylight Saving Month: 11 Week: 1

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	8:15	4/2/3																	
3	1	18:0	3/1/1																	
4	2	0:1	0/0/4																	
5	2	6:15	2/3/2																	
6	2	11:0	4/2/3																	
7	2	15:0	4/4/1																	
8	2	18:30	3/1/1																	
9	7	0:1	0/0/4																	
10	7	8:15	4/2/3																	
11	7	10:30	4/4/1																	
12	7	20:0	3/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	6	0	1				X											
8	6	6	0					X										
9	6	23	0				X											
10	7	0	1				X											
11	7	6	0					X										
12	7	23	0				X											

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	1	0
2	12	25	100	1	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Ped Omit																
Veh Det Coord ReSvc																
Function Phase Recall																
Phase Min Recall																
Veh Det Ped Recall																
Veh Det Bike Recall																

Vehicle Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Omit																
Veh Det Switch Now																

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn

Default Data

Default Data

Default Data

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 | Detector_2 | Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

	Report Interval	0
Volume Detector Number	Controller Detector Channel	

Default Data

SEPAC ECOM All Data

1/24/2018
11:27:18AM

Intersection Name: **Atlanta Hwy. @ Faulkner #351** Intersection Alias: **351AtlFalk**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: 9999 Channel: Address: 1
Revision: 3.34g IP Address: 172.31.24.217

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	0-None	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	3.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	10	3.0	35	35	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	7	3.0	30	30	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	3.0	30	30	0	40	3.0	NonActl	Min	None	0	No	Yes	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	3.0	30	30	0	40	3.0	NonActl	Min	None	0	No	Yes	Yes	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	30.0 sec
Auto Ped Clr:	No
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0

ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash No

Phase	Entry	Exit
2		Yes
4	Yes	
6		Yes
8	Yes	

Default Data
- No Flash

Overlaps

Overlaps

A B C D E F G H I J K L M N O P

Phase(s)

Start Green

Overlaps

A B C D E F G H I J K L M N O P

Phase(s)

Minus PED

Overlaps

A B C D E F G H I J K L M N O P

Phase(s)

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
6	2	7
8	2	5

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/2	115
1/3	115
2/1	130
2/3	130
3/1	130
4/1	150
4/2	150
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	64	1=Coordinate	4	18	0=Actuated	6	82	1=Coordinate
8	18	0=Actuated									

Dial 1 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	59	1=Coordinate	4	35	0=Actuated	6	80	1=Coordinate
8	35	0=Actuated									

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0–Actuated	2	73	1–Coordinate	4	21	0–Actuated	6	94	1–Coordinate
8	21	0–Actuated									

Dial 2 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0 Actuated	2	69	1 Coordinate	4	31	0 Actuated	6	99	1 Coordinate
8	31	0–Actuated									

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0–Actuated	2	69	1–Coordinate	4	31	0–Actuated	6	99	1–Coordinate
8	31	0–Actuated									

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0 Actuated	2	69	1 Coordinate	4	31	0 Actuated	6	99	1 Coordinate
8	31	0=Actuated									

Dial 4 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	75	1=Coordinate	4	50	0=Actuated	6	100	1=Coordinate
8	50	0=Actuated									

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	98	1=Coordinate	4	27	0=Actuated	6	123	1=Coordinate
8	27	0=Actuated									

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0–Actuated	2	114	1–Coordinate	4	36	0–Actuated	6	134	1–Coordinate
8	36	0–Actuated									

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0–Actuated	2	140	1–Coordinate	4	40	0–Actuated	6	160	1–Coordinate
8	40	0 Actuated									

Traffic Plan Data

Plan					
Plan: 1/1/1	Offset Time: 99	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/2/1	Offset Time: 2	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 97	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/1	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/1/2	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 111	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 3/1/1	Offset Time: 111	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/1/1	Offset Time: 85	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/2/3	Offset Time: 106	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 41	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 73	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	8:15	4/2/3																	
3	1	18:0	3/1/1																	
4	2	0:1	0/0/4																	
5	2	6:15	2/3/2																	
6	2	11:0	4/2/3																	
7	2	15:0	4/4/1																	
8	2	18:30	3/1/1																	
9	7	0:1	0/0/4																	
10	7	8:15	4/2/3																	
11	7	10:30	4/4/1																	
12	7	22:0	3/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	6	0	1				X											
8	6	6	0					X										
9	6	23	0				X											
10	7	0	1				X											
11	7	6	0					X										
12	7	23	0				X											

Event	Month	Day	Year	Special Day	Special Week
1	5	6	6	52	0
2	1	1	100	1	0
3	12	25	100	1	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Ped Omit																
Veh Det Coord ReSvc																
Function Phase Recall																
Phase Min Recall																
Veh Det Ped Recall																
Veh Det Bike Recall																

Vehicle Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Omit																
Veh Det Switch Now																

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate extend	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend: 0 1

CO-PHASE FALSE TRUE

QJ-PHASE

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes: 0 X

FALSE TRUE

Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time
Default data	Default data	Default data

Priority :	Priority :	Priority :
Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time	Priority Bank : Queue Phase Detector Time
Default data	Default data	Default data

Priority :									Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B	Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data									Default Data								
Priority :									Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B	Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data									Default Data								
Priority :									Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B	Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data									Default Data								

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level Enter Leave

Dial / Split / Offset

/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

	Report Interval	0
Volume Detector Number	Controller Detector Channel	

Default Data

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SEPAC ECOM All Data

1/24/2018
11:28:51 AM

Intersection Name: **Atlanta Hwy. @ Carol Villa #26** Intersection Alias: **26AtlCarVill**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**

Revision: **3.33d** IP Address: **172.31.24.216**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	0-None	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	10	3.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	7	4.0	40	40	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	7	4.0	40	40	5.0	1.0	0.0	0.0	0	0-Advance	0	0	5	15			No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	3.0	30	30	0	40	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	3.0	30	30	0	40	3.0	NonAct1	Min	None	0	No	Yes	Yes	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	Yes	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	30.0 sec
Auto Ped Clr:	No
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0

ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1
6	2	7
8	2	5

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto

Coordination Mode: 0=Permissive

Maximun Mode: 0=Inhibit

Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn

Force Mode: 1=Cycle

Max Dwell Time: 0

Yield Period: 0

Manual Dial: 1

Manual Split: 1

Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/3	115
2/3	130
3/1	130
4/2	150
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	54	1=Coordinate	4	28	0=Actuated	6	72	1=Coordinate
8	28	0=Actuated									

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	65	1=Coordinate	4	29	0=Actuated	6	86	1=Coordinate
8	29	0=Actuated									

Dial 2 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	69	1=Coordinate	4	40	0=Actuated	6	90	1=Coordinate
8	40	0=Actuated									

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	69	1=Coordinate	4	40	0=Actuated	6	90	1=Coordinate
8	40	0=Actuated									

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	92	1=Coordinate	4	37	0=Actuated	6	113	1=Coordinate
8	37	0=Actuated									

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	121	1=Coordinate	4	29	0=Actuated	6	141	1=Coordinate
8	29	0=Actuated									

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	22	0=Actuated	2	148	1=Coordinate	4	30	0=Actuated	6	170	1=Coordinate
8	30	0=Actuated									

Traffic Plan Data

Plan: 1/1/1	Offset Time: 93	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 105	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 113	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 113	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/2/3	Offset Time: 114	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/3/3	Offset Time: 34	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/4/1	Offset Time: 59	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	8:15	4/2/3																	
3	1	18:0	3/1/1																	
4	2	0:1	0/0/4																	
5	2	6:15	2/3/2																	
6	2	11:0	4/2/3																	
7	2	15:0	4/4/1																	
8	2	18:30	3/1/1																	
9	7	0:1	0/0/4																	
10	7	8:15	4/2/3																	
11	7	10:30	4/4/1																	
12	7	22:0	3/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	6	0	1				X											
8	6	6	0					X										
9	6	23	0				X											
10	7	0	1				X											
11	7	6	0					X										
12	7	23	0				X											

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	1	0
2	12	25	100	1	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash	Preempt 2 > Preempt 3	Preempt 4 > Preempt 5
Preempt 1 > Preempt 2	Preempt 3 > Preempt 4	Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data
Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data	Priority : Bank Detector PE 1A 2A 3A 4A 5A 6A B Default Data

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No Cycle Failure: No Coord Failure: No Conflict Flash: No Remote Flash: No

Local Fash: No Cycle Fault: No Coord Fault: No Premption: No Voltage Monitor: No

Special Status 1: No Special Status 2: No Special Status 3: No Special Status 4: No Special Status 5: No Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

Report Interval 0

Volume Detector Number	Controller Detector Channel

Default Data

SEPAC ECOM All Data

1/24/2018
2:31:32PM

Intersection Name: **Atlanta Hwy. @ Food World #356** Intersection Alias: **356AtlFoodWd**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: 9999 Channel: Address: 1
Revision: 3.34e IP Address: 172.31.24.215

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	1-Inact	1-Inact	1-Inact	4-Grn	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	3.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
2	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
3	7	4.0	40	40	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
4	7	4.0	40	40	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
5	7	3.0	30	30	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
6	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0	0	0	No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	3.0	30	30	0	40	3.0	NonActI	Min	None	0	No	Yes	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
6	3.0	30	30	0	40	3.0	NonActI	Min	None	0	No	Yes	Yes	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment

	Assign Phase	Mode	Switch Phase	Extend	Delay
Veh Det:1	1	Veh	0	0.0	0
Veh Det:2	2	Veh	0	0.0	0
Veh Det:3	3	Veh	0	0.0	6
Veh Det:4	4	Veh	0	0.0	6
Veh Det:5	5	Veh	0	0.0	0
Veh Det:6	6	Veh	0	0.0	0
Veh Det:7	7	Veh	0	0.0	0
Veh Det:8	8	Veh	0	0.0	0

Pedestrian Detector

Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Special Detector Phase Assignment

Assign Phase	Mode	Switch Phase	Extend	Delay

Default Data

Unit Data

General Control

Startup Time: 5 sec
Startup State: Flash
Red Revert: 30.0 sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard
I/O Modes:
ABC Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

D Input(Entry) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
3	1	4
4	1	1
5	2	6
6	2	7

Phase(s)

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

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/3	115
2/3	130
3/1	130
4/2	150
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / **Split 1**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	18	0=Actuated	2	46	1=Coordinate	3	18	0=Actuated	4	18	0=Actuated
5	18	0=Actuated	6	46	1=Coordinate						

Dial 1 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	21	0=Actuated	2	53	1=Coordinate	3	20	0=Actuated	4	21	0=Actuated
5	21	0=Actuated	6	53	1=Coordinate						

Dial 2 / **Split 3**

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	53	1=Coordinate	3	30	0=Actuated	4	22	0=Actuated
5	30	0=Actuated	6	48	1=Coordinate						

Dial 3 / Split 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	53	1=Coordinate	3	30	0=Actuated	4	22	0=Actuated
5	30	0=Actuated	6	48	1=Coordinate						

Dial 4 / Split 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	27	0=Actuated	2	84	1=Coordinate	3	19	0=Actuated	4	20	0=Actuated
5	27	0=Actuated	6	84	1=Coordinate						

Dial 4 / Split 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	110	1=Coordinate	3	20	0=Actuated	4	20	0=Actuated
5	20	0=Actuated	6	110	1=Coordinate						

Dial 4 / Split 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	22	0=Actuated	2	134	1=Coordinate	3	22	0=Actuated	4	22	0=Actuated
5	22	0=Actuated	6	134	1=Coordinate						

Traffic Plan Data

Plan: 1/1/1	Offset Time: 19	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 23	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 26	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 26	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/2/3	Offset Time: 123	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 67	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 87	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	8:15	4/2/3																	
3	1	18:0	3/1/1																	
4	2	0:1	0/0/4																	
5	2	6:15	2/3/2																	
6	2	11:30	4/2/3																	
7	2	15:0	4/4/1																	
8	2	18:30	3/1/1																	
9	7	0:1	0/0/4																	
10	7	8:15	4/2/3																	
11	7	10:30	4/4/1																	
12	7	22:0	3/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	6	0	1				X											
8	6	6	0					X										
9	6	23	0				X											
10	7	0	1				X											
11	7	6	0					X										
12	7	23	0				X											

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	1	0
2	12	25	100	1	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Ped Omit																
Veh Det Coord ReSvc																
Function Phase Recall																
Phase Min Recall																
Veh Det Ped Recall																
Veh Det Bike Recall																
Vehicle Function Veh Det Switch Omit																
Veh Det Switch Now																

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Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash
Preempt 1 > Preempt 2
Preempt 2 > Preempt 3
Preempt 3 > Preempt 4
Preempt 4 > Preempt 5
Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Extend	Duration	Max Call	Lock-Out	Min Green	Min Walk	Debounce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Transit Overlap Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	Full Priority	Recovery
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 | Detector_2 | Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

	Report Interval	0
Volume Detector Number	Controller Detector Channel	

Default Data

SEPAC ECOM All Data

1/24/2018
2:33:25PM

Intersection Name: **Atl Hwy @ East Blvd South #159** Intersection Alias: **159AtlEBvSo**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**
Revision: **3.33d** IP Address: **172.31.24.214**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	15	3.0	50	50	4.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	10	3.0	32	32	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
2	3.0	30	30	0	40	3.0	NonAct1	Min	None	0	No	No	No	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time:	5 sec
Startup State:	Flash
Red Revert:	30.0 sec
Auto Ped Clr:	No
Stop T Reset:	No
Alt Sequence:	0
Special Seq:	0-Standard

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

I/O Modes:

ABC Input(Entry) Modes: 0 **D Input(Entry) Modes:** 0

ABC Output(O/STS) Modes: 0 **D Output(O/STS) Modes:** 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data

- No Flash

Default Data

- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1 2															

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/3	115
2/3	130
3/1	130
4/2	150
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	22	0=Actuated	2	60	1=Coordinate	4	18	0=Actuated			

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	65	1=Coordinate	4	25	0=Actuated			

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	38	0=Actuated	2	61	1=Coordinate	4	31	0=Actuated			

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	38	0=Actuated	2	61	1=Coordinate	4	31	0=Actuated			

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	36	0=Actuated	2	78	1=Coordinate	4	36	0=Actuated			

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	32	0=Actuated	2	97	1=Coordinate	4	41	0=Actuated			

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	38	0=Actuated	2	118	1=Coordinate	4	44	0=Actuated			

Traffic Plan Data

Plan: 1/1/1	Offset Time: 14	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 18	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 28	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 28	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/2/3	Offset Time: 144	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 77	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 95	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source Day	Equate Days 1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	8:15	4/2/3																	
3	1	18:0	3/1/1																	
4	2	0:1	0/0/4																	
5	2	6:15	2/3/2																	
6	2	11:0	4/2/3																	
7	2	15:0	4/4/1																	
8	2	18:30	3/1/1																	
9	7	0:1	0/0/4																	
10	7	8:15	4/2/3																	
11	7	10:30	4/4/1																	
12	7	22:0	3/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	6	0	1				X											
8	6	6	0					X										
9	6	23	0				X											
10	7	0	1				X											
11	7	6	0					X										
12	7	23	0				X											

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	1	0
2	12	25	100	1	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Ped Omit																
Veh Det Coord ReSvc																
Function Phase Recall																
Phase Min Recall																
Veh Det Ped Recall																
Veh Det Bike Recall																

Vehicle Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Veh Det Switch Omit																
Veh Det Switch Now																

Veh Det Switch Also	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Overlap Function	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash
Preempt 1 > Preempt 2
Preempt 2 > Preempt 3
Preempt 3 > Preempt 4
Preempt 4 > Preempt 5
Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1			Preempt 2			Preempt 3			Preempt 4			Preempt 5			Preempt 6		
Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls	Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
Default Data								

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 | Detector_2 | Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

Default Data

Volume Detector Data

	Report Interval		0
Volume Detector Number	Controller Detector Channel		

Default Data

SEPAC ECOM All Data

1/24/2018
2:34:51PM

Intersection Name: **Atl Hwy @ East Blvd North #30** Intersection Alias: **30AtlEBvN**

Access Data

1 :1200 Baud
3 :19200 Baud

Access Code: **9999** Channel: Address: **1**

Revision: **3.33d** IP Address: **172.31.24.213**

Phase Initialization Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Initial	1-Inact	4-Grn	0-None	1-Inact	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None	0-None

PHASE DATA

Vehical Basic Timings							Misc Timings						Pedestrian Timings						
Phase	Min Green	Passage	Max1	Max2	Yellow	All Red	Green Delay	Yellow Delay	Walk Offset Time	Walk Offset Mode	Bike Green	Bike Psg	Walk	Ped Clr	Alt Walk	Alt Ped Clr	Flash Walk	Ext Ped Clr	Actuated Rest in Walk
1	7	3.0	32	32	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
2	20	6.0	70	70	5.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
3	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
4	7	3.0	35	35	5.0	1.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
5	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
6	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
7	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
8	0	0.0	0	0	3.0	0.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
9	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
10	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
11	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
12	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
13	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
14	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
15	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No
16	0	0.0	0	0	4.0	2.0	0.0	0.0	0	0-Advance	0	0	0	0			No	0	No

Vehicle Density Timings							General Control				Miscellaneous					Special Sequence		
Ph.	Added Initial	Max Initial	Time B4 Redu	Car B4 Redu	Time To Redu	Min Gap	Non-Act Response	Veh Recall	Ped Recall	Recall Delay	Non Lock	Dual Entry	Last Car Pass	Condit Service	No Simu Gap Out	Omit	Minus Yel	Omit Call
1	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
2	3.0	30	30	0	40	3.0	NonActI	Min	None	0	No	No	Yes	No	No	0	0	0
3	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
4	0.0	0	0	0	0	0.0	None	None	None	0	Yes	No	No	No	No	0	0	0
5	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
6	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
7	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
8	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
9	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
10	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
11	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
12	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
13	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
14	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0
15	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

16	0.0	0	0	0	0	0.0	None	None	None	0	No	No	No	No	No	0	0	0

Vehical Detector Phase Assignment					Pedestrian Detector					Special Detector Phase Assignment				
Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay	Assign Phase	Mode	Switch Phase	Extend	Delay
Default Data					**Default Data**					**Default Data**				

Unit Data

General Control

Startup Time: 5 sec
Startup State: Flash
Red Revert: 30.0 sec
Auto Ped Clr: No
Stop T Reset: No
Alt Sequence: 0
Special Seq: 0-Standard
I/O Modes:
ABC Input(Entry) Modes: 0
ABC Output(O/STS) Modes: 0

Ring	Input Respons	Output Selection
1	Ring 1	Ring 1
2	Ring 2	Ring 2
3	None	None
4	None	None

D Input(Entry) Modes: 0
D Output(O/STS) Modes: 0

Remote Flash

Test A = Flash

Phase	Entry	Exit

Default Data
- No Flash

Default Data
- No Flash

Overlaps

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)	1 2															

Start Green

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

Minus PED

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Phase(s)																

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Trail Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Trail Yellow	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Trail Red	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
TG Preempt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Stop Grn/Yel Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring

Phase	Ring	Next Phase
1	1	2
2	1	3
4	1	1

Phase(s)	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Concurrent Phases	1	2	3	4	1	1	3	3	9	10	11	12	13	14	15	16
	5	5	7	7	2	2	4	4								
	6	6	8	8	5	6	7	8								

Alternate Sequences

No Alternate Sequences Programmed

Port 1 Data

BIU Addr	Port Status	Basic Det	Message 40

Default Data

Signal Driver Ouput

Channel	Control	Hardware Pins
1	1 - Veh Phase 1	1 - Phase 1 RYG
2	2 - Veh Phase 2	2 - Phase 2 RYG
3	3 - Veh Phase 3	3 - Phase 3 RYG
4	4 - Veh Phase 4	4 - Phase 4 RYG
5	5 - Veh Phase 5	5 - Phase 5 RYG
6	6 - Veh Phase 6	6 - Phase 6 RYG
7	7 - Veh Phase 7	7 - Phase 7 RYG
8	8 - Veh Phase 8	8 - Phase 8 RYG
9	18 - Ped Phase 2	10 - Phase 2 DPW
10	20 - Ped Phase 4	12 - Phase 4 DPW
11	22 - Ped Phase 6	14 - Phase 6 DPW
12	24 - Ped Phase 8	16 - Phase 8 DPW
13	33 - Overlap A	17 - Overlap A RYG
14	34 - Overlap B	18 - Overlap B RYG
15	35 - Overlap C	19 - Overlap C RYG
16	36 - Overlap D	20 - Overlap D RYG
17	17 - Ped Phase 1	9 - Phase 1 DPW
18	19 - Ped Phase 3	11 - Phase 3 DPW
19	21 - Ped Phase 5	13 - Phase 5 DPW
20	23 - Ped Phase 7	15 - Phase 7 DPW

Coordination Data

General Coordination Data

Operation Mode: 1=Auto
Coordination Mode: 0=Permissive
Maximun Mode: 0=Inhibit
Correction Mode: 2=Short Way

Offset Mode: 0=Beg Grn
Force Mode: 0=Plan
Max Dwell Time: 0
Yield Period: 0

Manual Dial: 1
Manual Split: 1
Manual Offset: 1

Dial/Split	Cycle
1/1	100
1/3	115
2/3	130
3/1	130
4/2	150
4/3	170
4/4	200

Split Times and Phase Modes

Dial 1 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	20	0=Actuated	2	56	1=Coordinate	4	24	0=Actuated			

Dial 1 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	25	0=Actuated	2	69	1=Coordinate	4	21	0=Actuated			

Dial 2 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	28	0=Actuated	2	64	1=Coordinate	4	38	0=Actuated			

Dial 3 / **Split** 1

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	28	0=Actuated	2	64	1=Coordinate	4	38	0=Actuated			

Dial 4 / **Split** 2

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	36	0=Actuated	2	77	1=Coordinate	4	37	0=Actuated			

Dial 4 / **Split** 3

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	30	0=Actuated	2	109	1=Coordinate	4	31	0=Actuated			

Dial 4 / **Split** 4

Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode	Ph.	Splits	Ph. Mode
1	34	0=Actuated	2	132	1=Coordinate	4	34	0=Actuated			

Traffic Plan Data

Plan: 1/1/1	Offset Time: 69	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 1/3/1	Offset Time: 66	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 2/3/2	Offset Time: 86	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 3/1/1	Offset Time: 86	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Plan: 4/2/3	Offset Time: 76	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/3/3	Offset Time: 122	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		
Plan: 4/4/1	Offset Time: 101	Alternat Sequence: 0	Rg 2 Lag Time: 0	Rg 3 Lag Time: 0	Rg 4 Lag Time: 0
	Mode: 0=Normal	Special Function: 0	Correction Mode: 0=No		

Local TBC Data

Start of Daylight Saving	Month: 3	Week: 2	Cycle Zero Reference	Hours: 24	Min: 0
End of Daylight Saving	Month: 11	Week: 1			

Source	Equate Days						
Day	1	2	3	4	5	6	7
2	3	4	5	6	0	0	0

Traffic Data

Event	Day	Time	D/S/O	flash	PHASE FUNCTION 1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1	1	0:1	0/0/4																	
2	1	8:15	4/2/3																	
3	1	18:0	3/1/1																	
4	2	0:1	0/0/4																	
5	2	6:15	2/3/2																	
6	2	11:0	4/2/3																	
7	2	15:0	4/4/1																	
8	2	18:30	3/1/1																	
9	7	0:1	0/0/4																	
10	7	8:15	4/2/3																	
11	7	10:30	4/4/1																	
12	7	22:0	3/1/1																	

AUX. Events

Event	Program Day	Hour	Min.	Aux Ouputs 1	2	3	Det. Diag. D1	Det. Rpt. D2	Det. Mult100 D3	Dimming	Special Function Outputs 1	2	3	4	5	6	7	8
1	1	0	1				X											
2	1	6	0					X										
3	1	23	0				X											
4	2	0	1				X											
5	2	6	0					X										
6	2	23	0				X											
7	6	0	1				X											
8	6	6	0					X										
9	6	23	0				X											
10	7	0	1				X											
11	7	6	0					X										
12	7	23	0				X											

Event	Month	Day	Year	Special Day	Special Week
1	1	1	100	1	0
2	12	25	100	1	0

Special Functions

Function	SF1	SF2	SF3	SF4	SF5	SF6	SF7	SF8	SF9	SF10	SF11	SF12	SF13	SF14	SF15	SF16
Special Function 1	X															
Special Function 2		X														
Special Function 3			X													
Special Function 4				X												
Special Function 5					X											
Special Function 6						X										
Special Function 7							X									
Special Function 8								X								

Phase Function

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Max2	X															
Phase 2 Max2		X														
Phase 3 Max2			X													
Phase 4 Max2				X												
Phase 5 Max2					X											
Phase 6 Max2						X										
Phase 7 Max2							X									
Phase 8 Max2								X								

Phase Omit

	PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16
Phase 1 Phase Omit									X							
Phase 2 Phase Omit										X						
Phase 3 Phase Omit											X					
Phase 4 Phase Omit												X				
Phase 5 Phase Omit													X			
Phase 6 Phase Omit														X		
Phase 7 Phase Omit															X	
Phase 8 Phase Omit																X

Ped Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Coord ReSvc

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Function Phase Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Phase Min Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Ped Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Bike Recall

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Vehicle Function

Veh Det Switch Omit

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Now

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Veh Det Switch Also

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Overlap Function

PF1	PF2	PF3	PF4	PF5	PF6	PF7	PF8	PF9	PF10	PF11	PF12	PF13	PF14	PF15	PF16

Dimming Data

Default Data - No Dimming Programmed

Lane Defination

Lanes	Name	Green Inbound	Yellow Inbound	Red Inbound	Green Outbound	Yellow Outbound

Default Data - Lane Defination

program_day	program_hour	program_minute	LanePhFun

Preemption Data

General Preemption Data

Preempt > Flash
Preempt 1 > Preempt 2
Preempt 2 > Preempt 3
Preempt 3 > Preempt 4
Preempt 4 > Preempt 5
Preempt 5 > Preempt 6

Preempt Timers

Preempt	Non-Locking	Link to Preempt	Delay	Ext end	Dura tion	Max Call	Lock-Out	Min Green	Min Walk	Debo unce	Gate ext end	Select Ped Clear	Select Yel	Select Red	Track Grn	Track Ped	Track Yel	Track Red	Dwell Green	Return Ped Clear	Return Yel	Return Red
1	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
2	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
3	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
4	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
5	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20
6	No	0	0	0	0	0	0	0	0	0	0	8	40	20	10	8	40	20	10	8	40	20

Preempt 1 Phase	Exit Phase	Exit Calls	Preempt 2 Phase	Exit Phase	Exit Calls	Preempt 3 Phase	Exit Phase	Exit Calls	Preempt 4 Phase	Exit Phase	Exit Calls	Preempt 5 Phase	Exit Phase	Exit Calls	Preempt 6 Phase	Exit Phase	Exit Calls
1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes	1	No	Yes
2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes	2	No	Yes
3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes	3	No	Yes
4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes	4	No	Yes
5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes	5	No	Yes
6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes	6	No	Yes
7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes	7	No	Yes
8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes	8	No	Yes

Priority Timers

Prio rity	Non-Locking	Del ay	Ext end	Free Dial	Free Split	Min Green	No Lock out	Lock out A	Lock out B	Max Green	Pre-Green	Recall	Excl-co Phase Svc.	Transit Overlap Signal Type	Blankout

Priority Detector Channels

Priority

Detector

Priority Fixed Phases

Priority

Legend:	0	1
CO-PHASE	FALSE	TRUE
QJ-PHASE		

Priority

Priority Bank : Level

Partial Priority	**Full Priority**	**Recovery**
Alt Seq	Freq. Override	Method
Alt Seq Enabled	Ped skip	Return
Min Walk	Force full Priority	PedWait
	Frequency	PedOverride
	Freq. Level	

Codes:	0	X
	FALSE	TRUE

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :

Priority Bank :

Queue Phase Detector Time

Default data

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
	Default Data							

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
	Default Data							

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
	Default Data							

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
	Default Data							

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
	Default Data							

Priority :								
Bank Detector	PE	1A	2A	3A	4A	5A	6A	B
	Default Data							

Preempt 1

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 2

Vehical Phases				Pedestrian Phases				Overlaps				
Ph	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 3

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 4

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 5

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph.	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

Preempt 6

Vehical Phases				Pedestrian Phases				Overlaps				
Ph.	Track	Dwell	Cycle	Ph	Track	Dwell	Cycle	Ovlp.	Track	Dwell	Cycle	Trail Grn
Default Data				Default Data				Default Data				

System/Detectors Data

Local Critical Alarms

Revert to Backup: 15

1st Phone:

2nd Phone:

Local Free: No | Cycle Failure: No | Coord Failure: No | Conflict Flash: No | Remote Flash: No

Local Fash: No | Cycle Fault: No | Coord Fault: No | Premption: No | Voltage Monitor: No

Special Status 1: No | Special Status 2: No | Special Status 3: No | Special Status 4: No | Special Status 5: No | Special Status 6: No

Traffic Responsive

System Detector	Detector Channel	Name	Veh/ Hr	Average Time(mins)	Occupancy Correction/10	Min Volume %	Queue 1 Detectors	System Detectors	Weight Factor	Queue 2 Detectors	System Detectors	Weight Factor

Default Data

Sample Interval:

Default Data

Queue: 1 Input Selection: 0=Average

Detector Failed Level : 0

Queue: 2 Input Selection: 0=Average

Detector Failed Level : 0

Default Data

Queue:

Level	Enter	Leave	Dial / Split / Offset
			/ /

Default Data

Vehical Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Vehical Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Special Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Valu

Pedestrian Detector

Diagnostic Value 0

Detector	Max Presence	No Activity	Erratic Count
1	15	0	75
2	15	0	75
3	15	0	75
4	15	0	75
5	15	0	75
6	15	0	75
7	15	0	75
8	15	0	75

Default Data - No Diag 0 Values

Pedestrian Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Special Detector

Diagnostic Value 1

Detector	Max Presence	No Activity	Erratic Count
1	10	0	75
2	10	0	75
3	10	0	75
4	10	0	75
5	10	0	75
6	10	0	75
7	10	0	75
8	10	0	75

Default Data - No Diag 1 Values

Speed Trap Data

Speed Trap:

Measurement:

Detector 1 Detector_2 Distance :

Default Data

Dial/Split/Offset	Speed Trap Low Treshold	Speed Trap High Treshold
//		

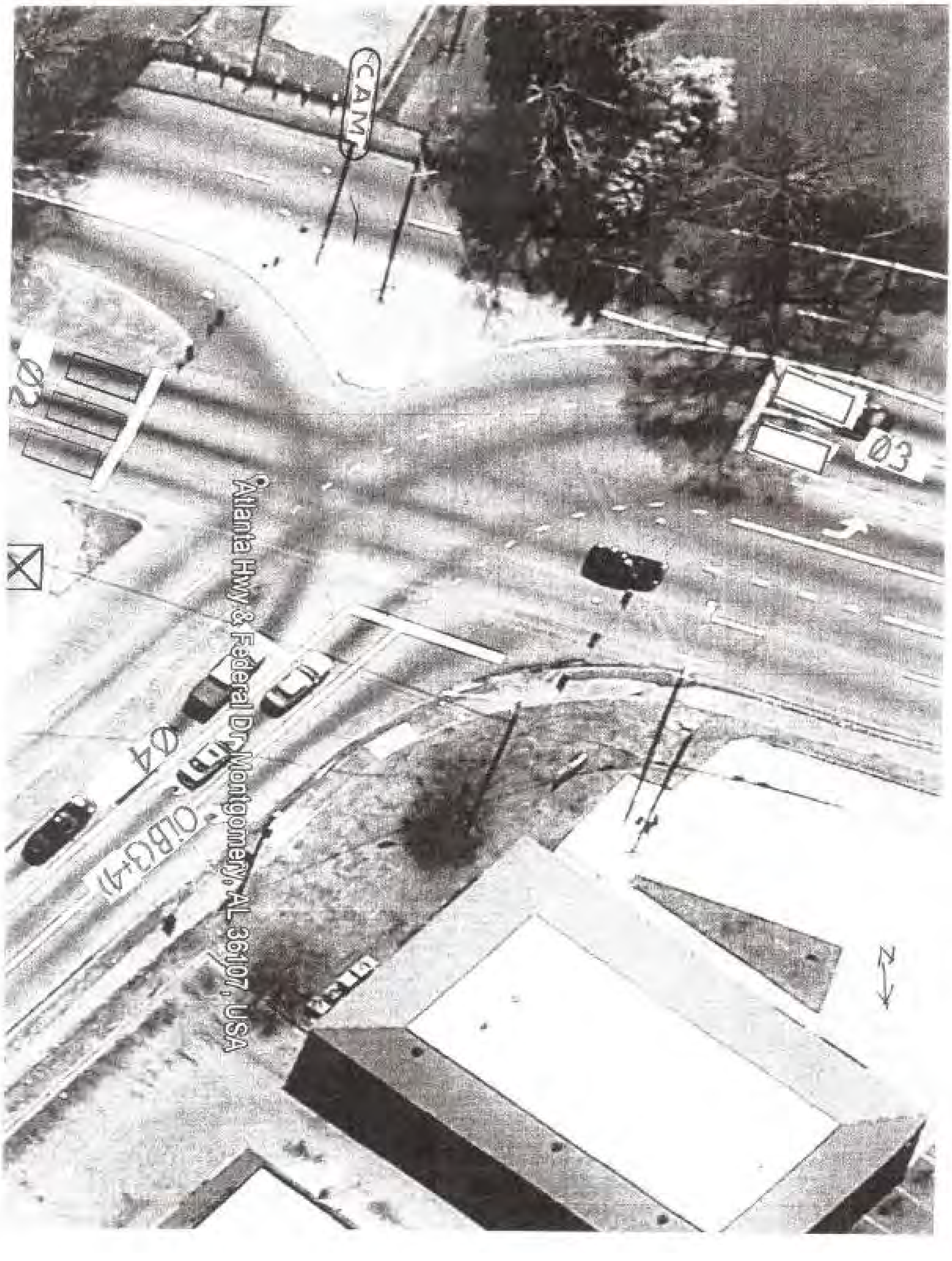
Default Data

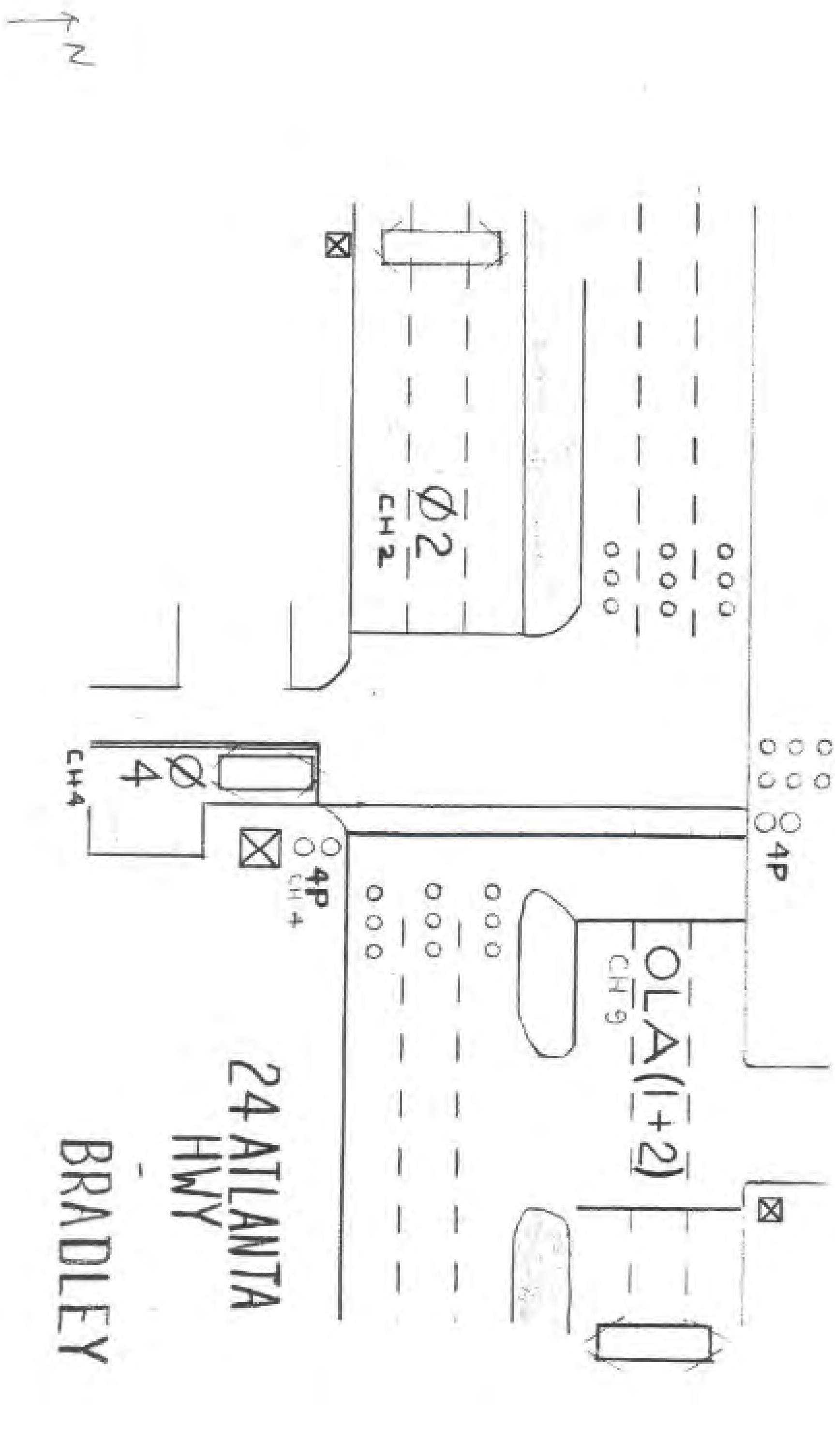
Volume Detector Data

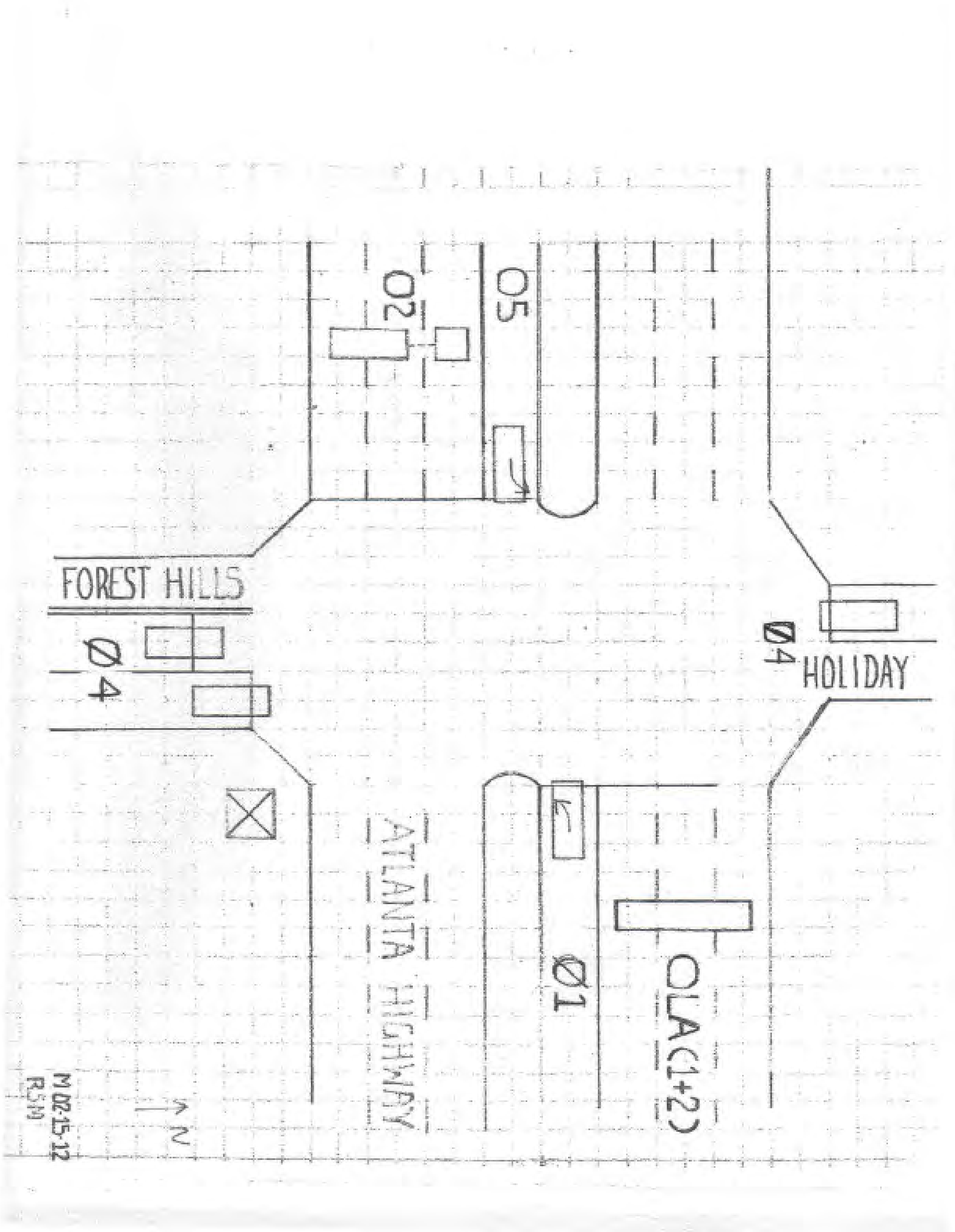
	Report Interval	0
Volume Detector Number	Controller Detector Channel	

Default Data

Appendix D: Phasing Diagrams

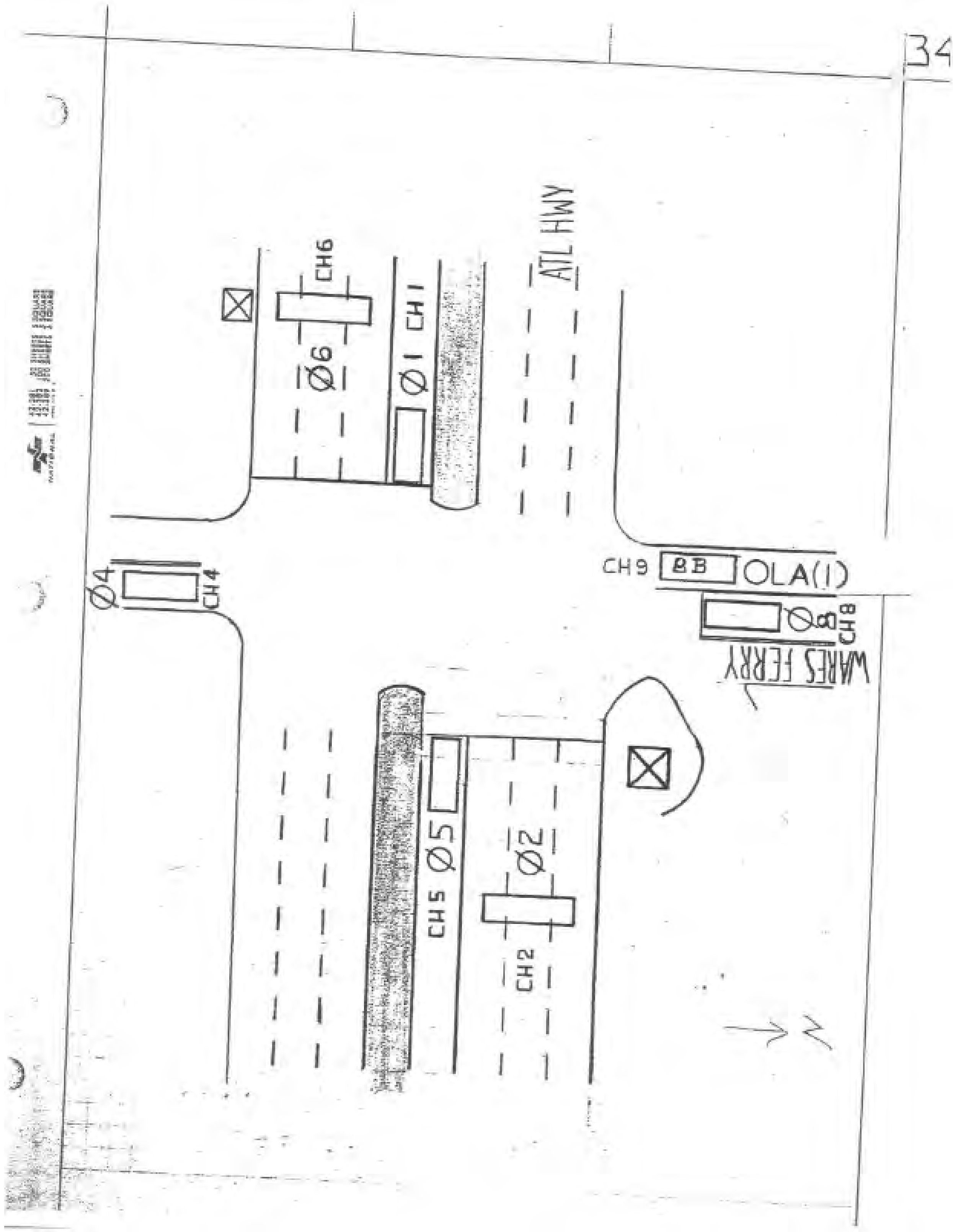

CAM
Ø2
Ø3
Ø4
ØLBG(4)
Atlanta Hwy & Federal Dr, Montgomery, AL 36107, USA
N


N
Ø2
CH 2
Ø 4
CH 4
4P
CH 4
4P
OLA (1+2)
CH 9
24 ATLANTA HWY
-
BRADLEY


FOREST HILLS
Ø4
Ø4
HOLIDAY
O2
O5
ATLANTA HIGHWAY
Ø1
OLA(1+2)
N
M 02-15-12
R.S.M

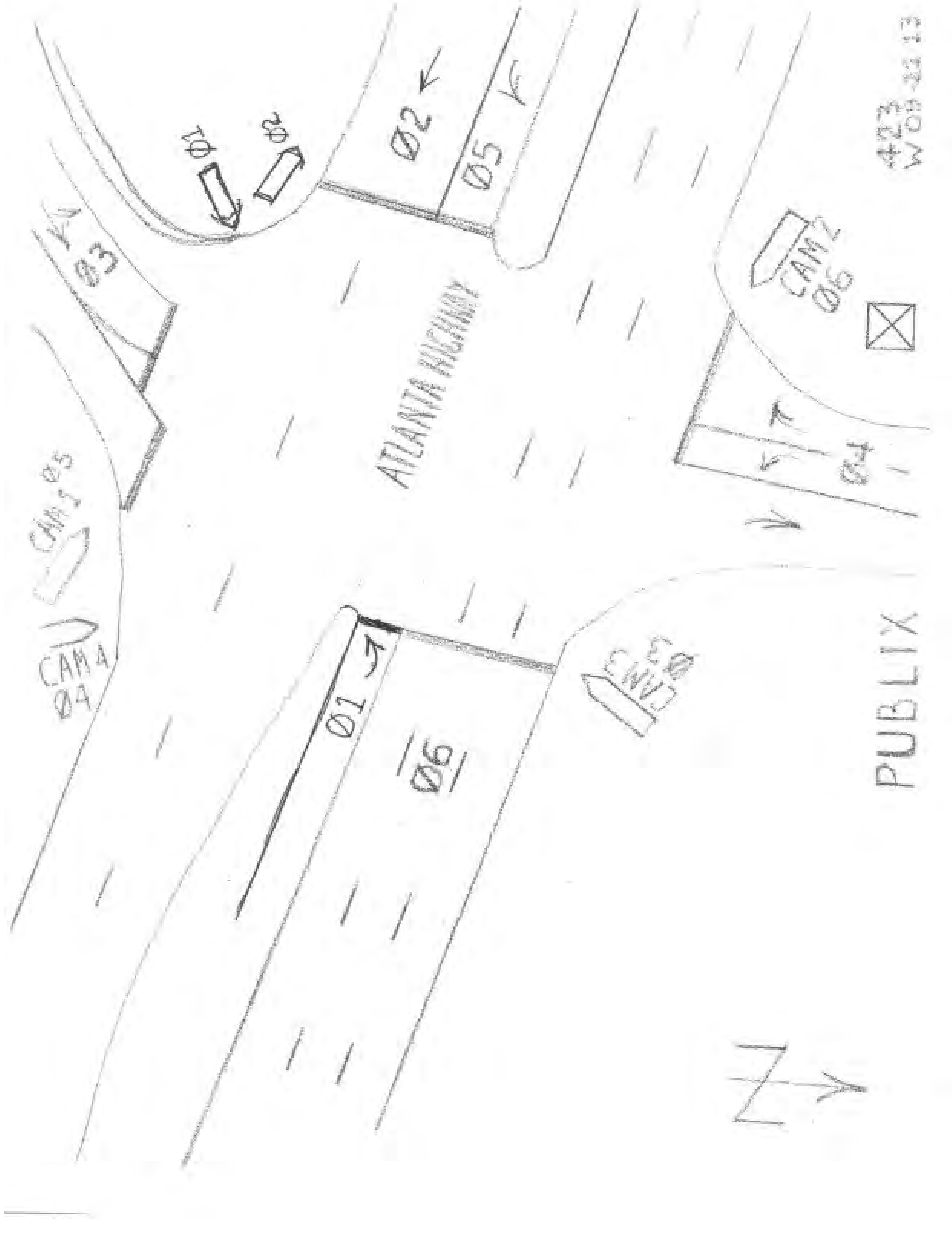
Google Maps

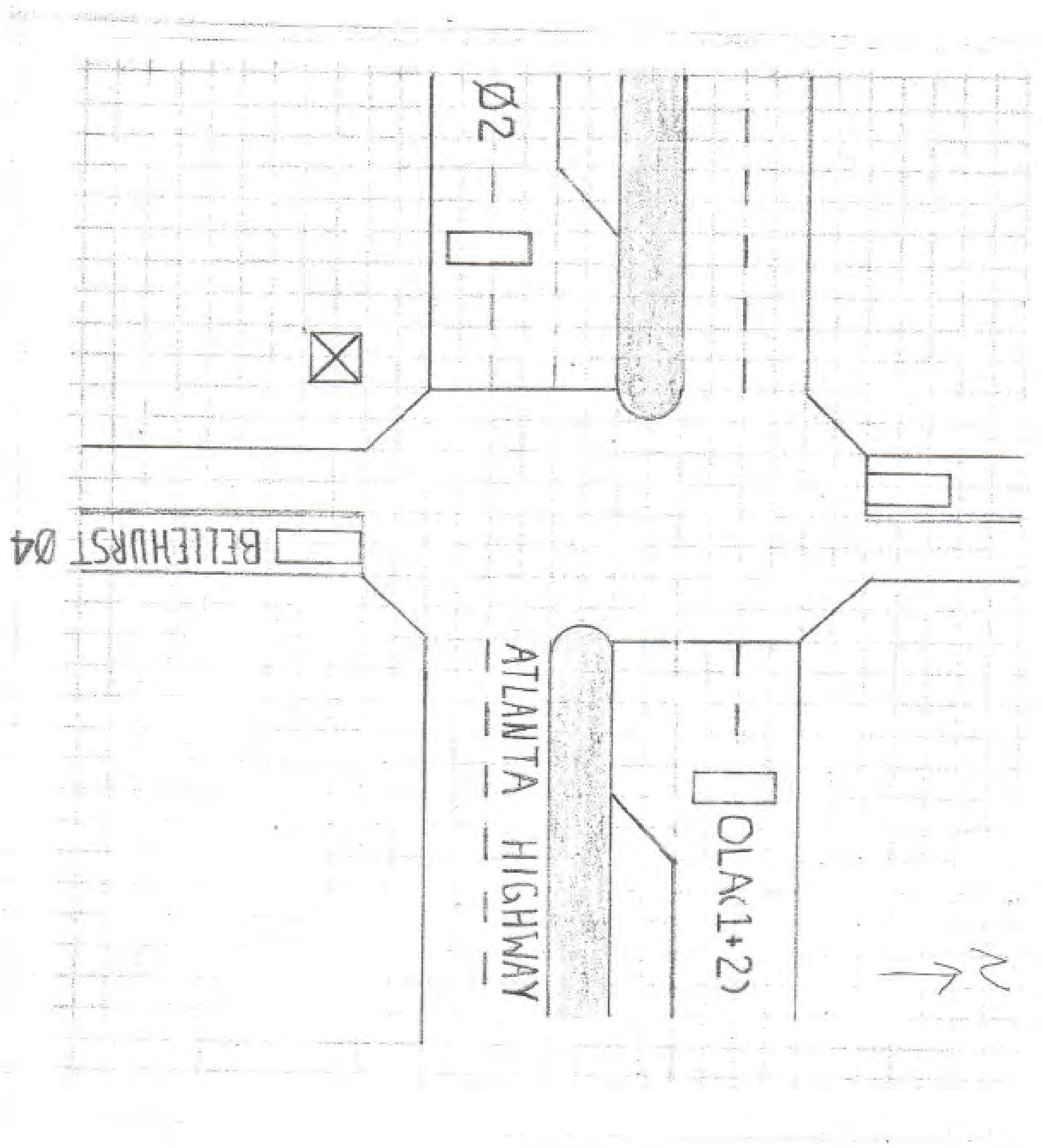
Page 1 of 2

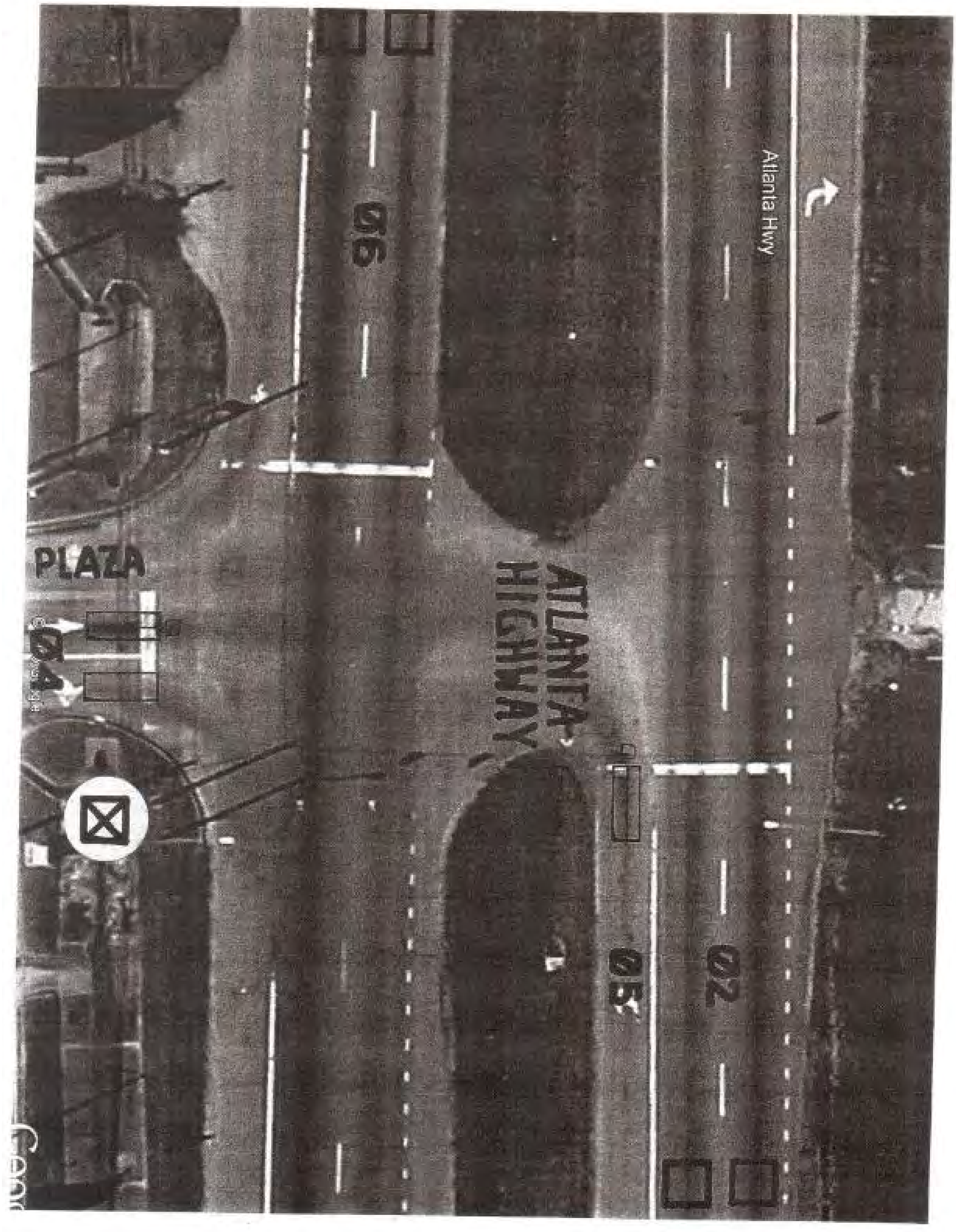


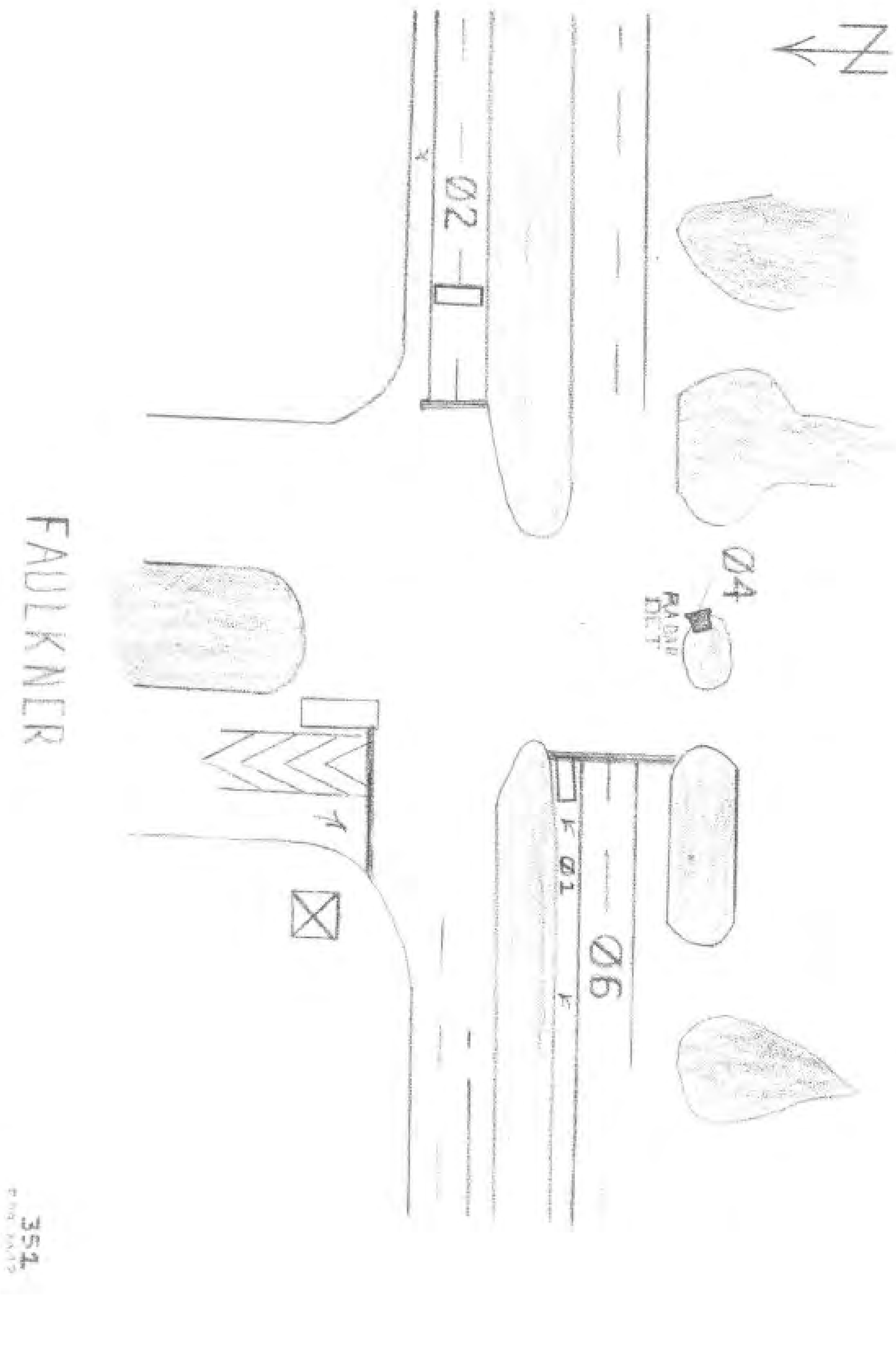
ATL HWY
WARES FERRY
CH6
Ø6
Ø1
CH1
Ø4
CH4
CH9
BB
OLA(1)
Ø8
CH8
Ø5
CH5
Ø2
CH2

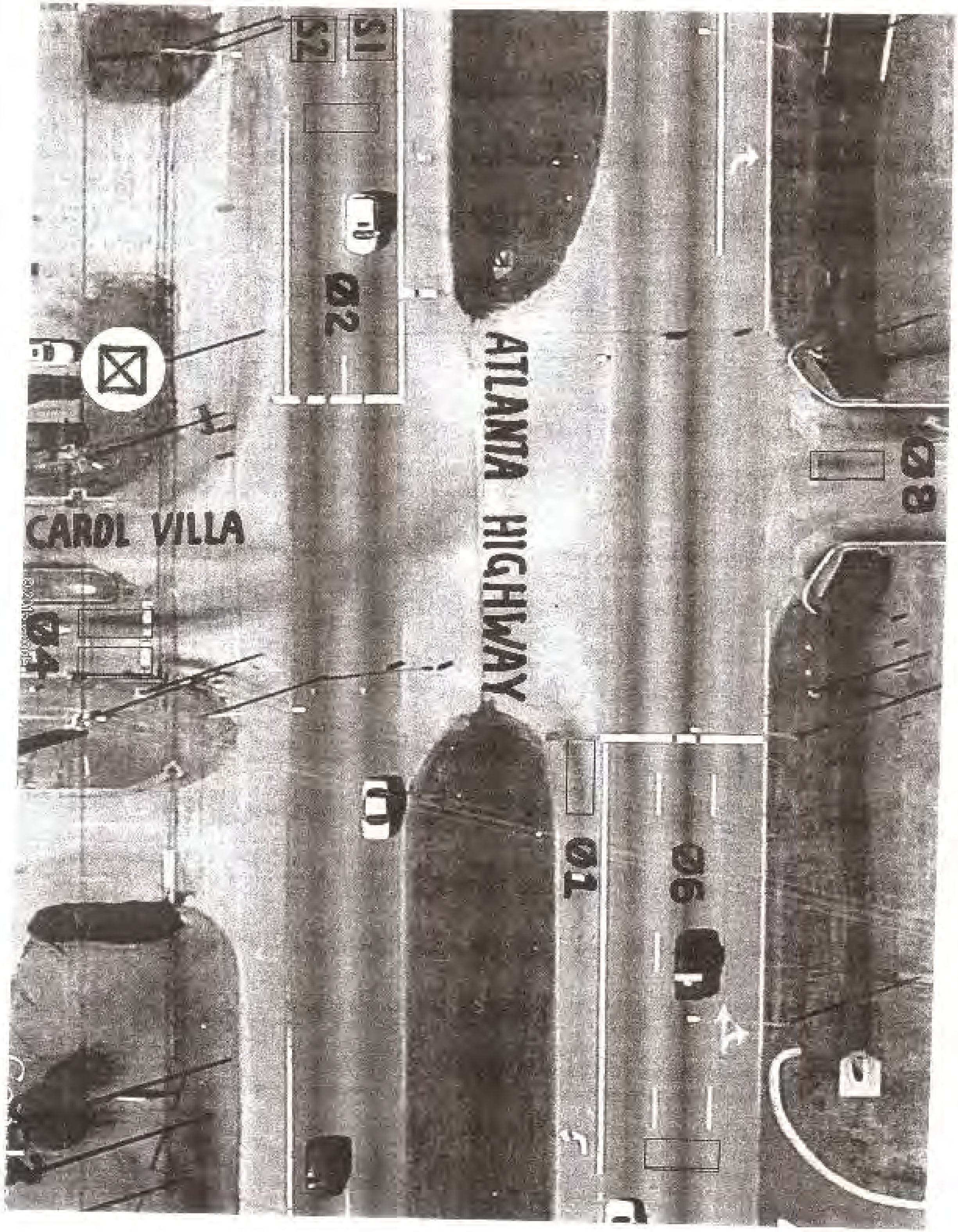

ATLANTA HIGHWAY
DALRAIDA
PERRY HILL
Ø6
Ø1
Ø3
Ø4
Ø5
Ø2
CAM 2
CAM 4
Ø4
CAM3
Ø3
CAM 1

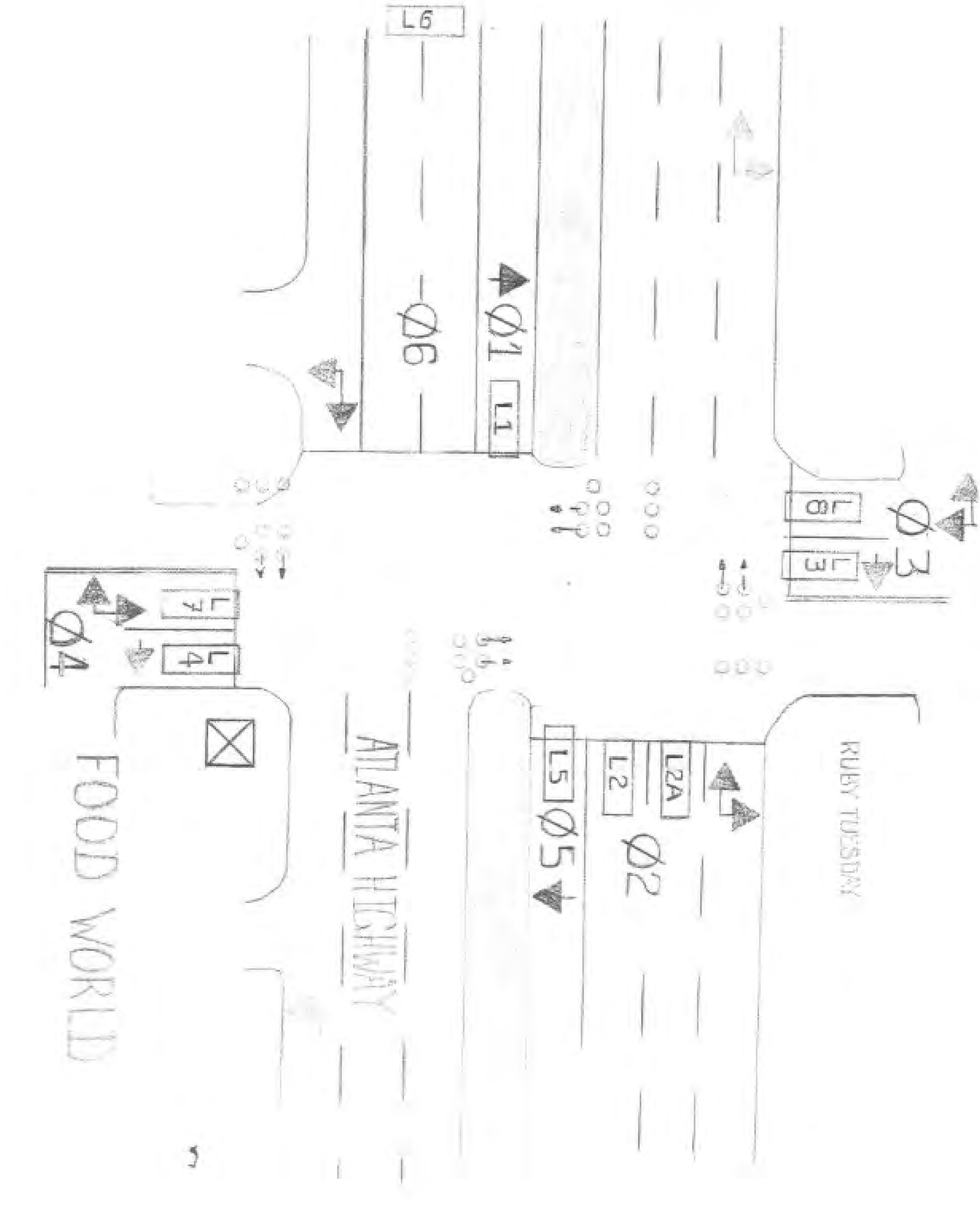

ATLANTA HIGHWAY
PUBLIX
CAM 4
Ø4
CAM 5 Ø5
CAM 2
Ø6
CAM 3
Ø3
Ø1
Ø2
Ø2
Ø5
Ø3
Ø4
Ø1
Ø6
N
423

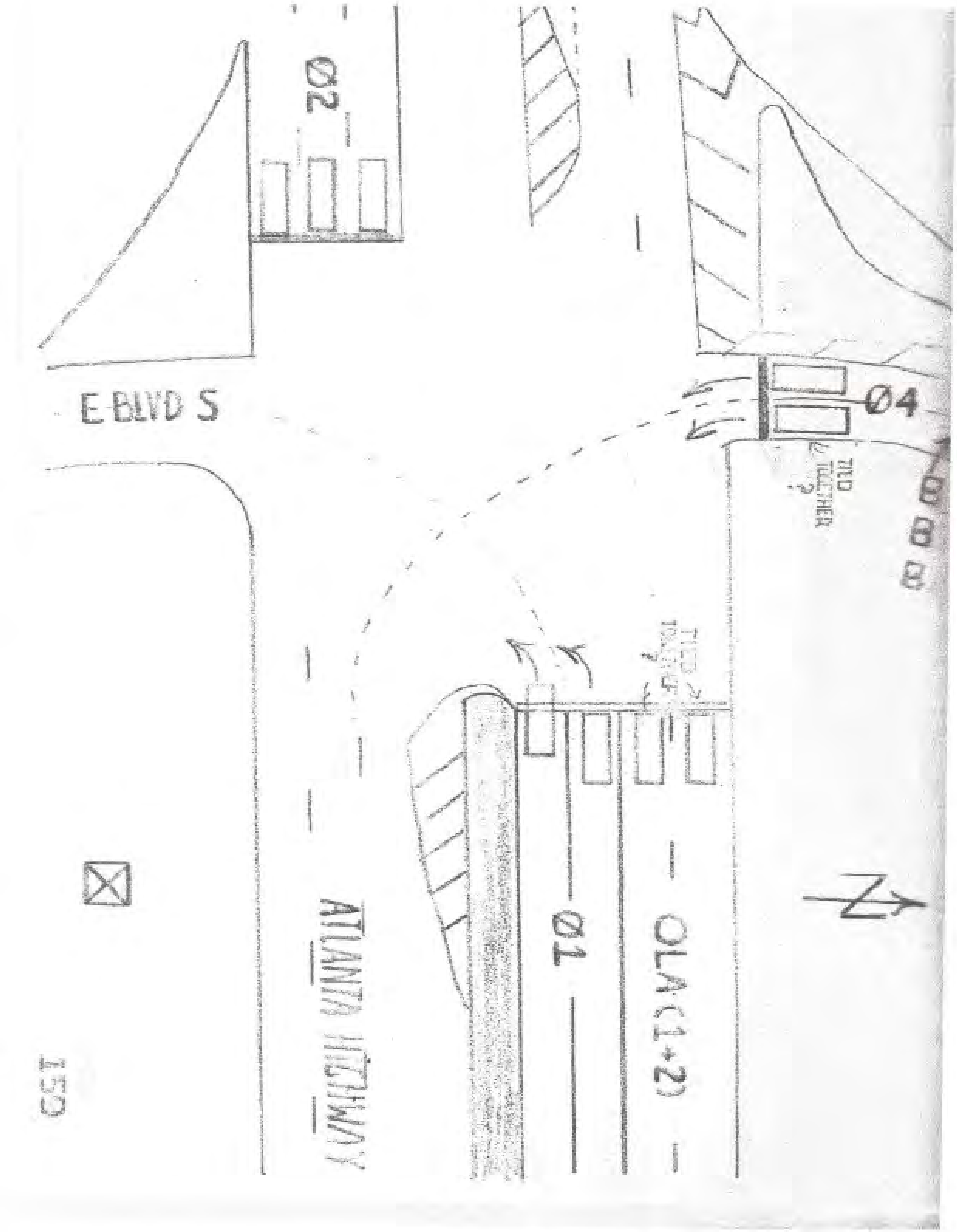

Ø2
BELLEHURST Ø4
ATLANTA HIGHWAY
OLA(1+2)
N

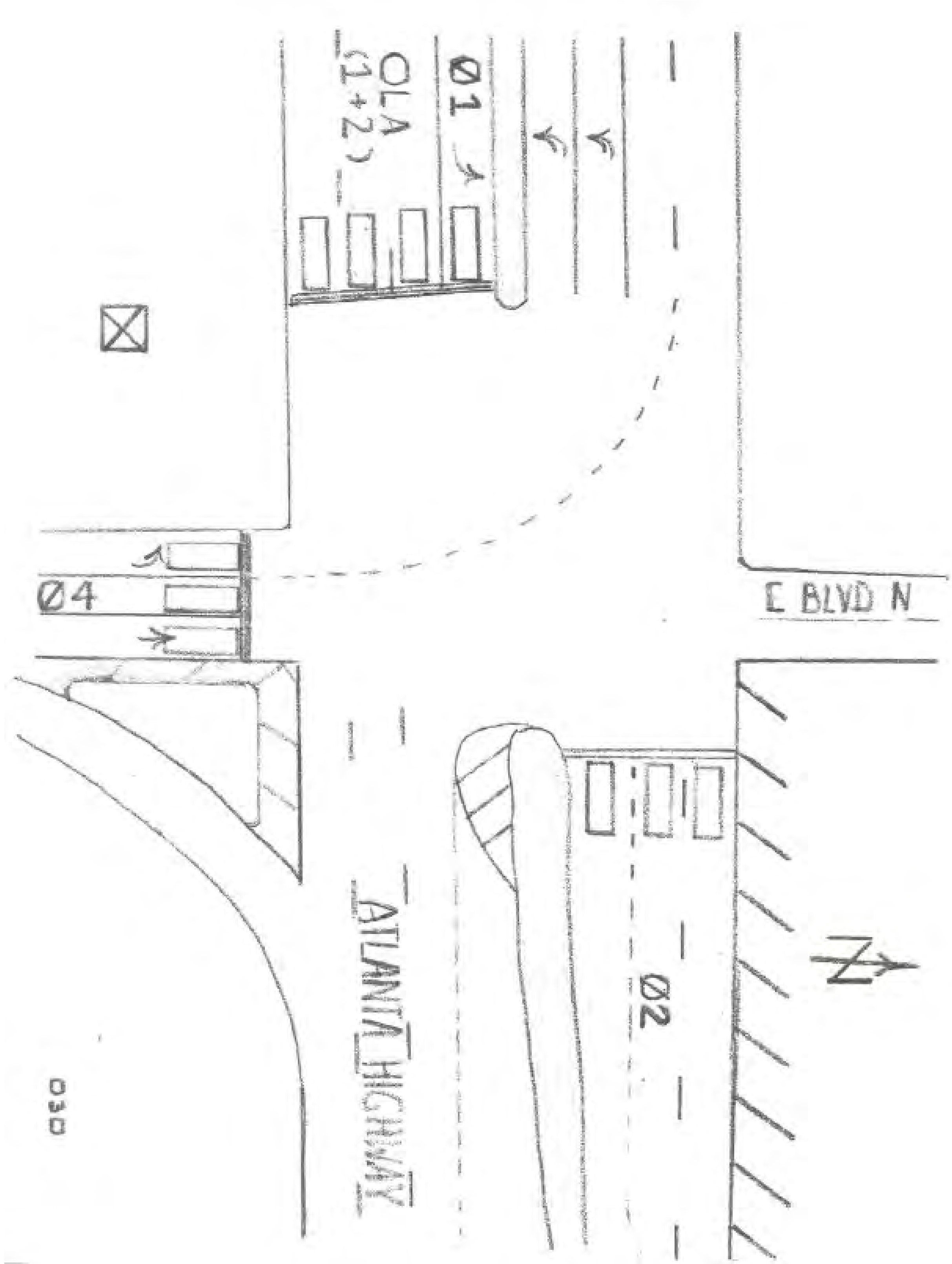

Atlanta Hwy
Ø6
ATLANTA HIGHWAY
PLAZA
Ø4
Ø5
Ø2


FAULKNER
Ø2
Ø4
RADAR DET
Ø1
Ø6
351


ATLANTA HIGHWAY
CAROL VILLA
S1
S2
Ø2
Ø4
Ø1
Ø6
Ø8


L6
Ø6
Ø1
L1
L8
Ø3
L3
L7
Ø4
L4
FOOD WORLD
ATLANTA HIGHWAY
L5
Ø5
L2
L2A
Ø2
RUBY TUESDAY


E-BLVD S
Ø2
Ø4
TIED TOGETHER ?
TIED TOGETHER ?
Ø1
OLA (1+2)
ATLANTA HIGHWAY
150


Ø1
OLA
(1+2)
Ø4
E BLVD N
ATLANTA HIGHWAY
Ø2
N