



BRITISH
COLUMBIA

Ministry of Transportation

LMD8000 PROGRAMMING GUIDE

Electrical Engineering Centre

Volume 1

June 1999

LMD8000 PROGRAMMING GUIDE

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INTRODUCTION

This guide will be distributed to the participants in a two-day LMD8000 programming course presented by the Controller Group of the Electrical Engineering Section.

The purpose of this guide is to standardize the process used by Ministry personnel to interpret Traffic Engineering information supplied to them and to program the LMD8000 mainframe accordingly. It provides course participants with three things:

1. A preview of the material covered in the course.
2. An authoritative reference, with examples, that can be consulted during the course.
3. A combined review and programming guide for reference when participants return to the job.

The scope and use of this guide are as follows:

1. The current edition of this guide is restricted to LMD8000 mainframes.
2. Programming instructions are presented in the *LM-System* format. *LM-System* is a software program supplied by the manufacturer of the LMD8000 that allows the mainframe to be programmed from a PC or laptop computer.
3. Four sample Ministry intersections are used as examples throughout this guide. They are described in detail later in the overview.
4. Traffic Engineering information, similar to that normally provided, is included for each sample intersection in the appendices at the end of this guide. The information is described in detail later in the overview.
5. This guide is divided into four sections, relating to the four programming sections found in the LM-System software: Programming Data, Time Clock Data, Coordination Data and Pre-emption Data. Each section is further divided into sub-sections with each sub-section describing the appropriate programming process to be followed. In each sub-section, a generic (blank) LM-System programming screen is shown. On the facing, fold-out page is a description of the data fields on the programming screen and the Ministry-standard values to be entered for each field. The fold-out page contains a set of yellow pages showing LM-System screens with data entered. This data corresponds to the four sample Ministry intersections. Note that some data fields on the generic LM-System screens are blank. This

corresponds to the appearance of the programming screens in an instance of LM-System where no data has previously been entered. Subsequent programming of these fields requires valid data to be entered.

6. The current Ministry programming standard stipulates that only data specifically required at a given intersection be entered. Therefore, data fields in sections not used at a given intersection will be left disabled or at default settings.
7. This guide does not describe programming features that are not currently used by the Ministry, except to indicate that they are “not used” and specify the appropriate data entry to disable that feature.
8. The content of this guide is not intended to replace information contained in the technical documents provided by the manufacturers of the LMD8000 mainframe or LM-System software.
9. This guide is not a “stand-alone” learning aid or reference document. It is intended to be used in conjunction with formal classroom training. Course participants using this guide will have the opportunity to discuss the content during classroom sessions conducted by a qualified technical expert. They will also be given access to simulation equipment which will provide practical, hands-on experience following the procedures presented in the guide.

The sample intersections used as examples throughout this guide are as follows:

1. Route 000 at First Avenue “***Pedestrian Activated***”
This is a two-phase, pedestrian actuated intersection, previously referred to as a “Mid-block Ped”. In normal, three-colour operation the highway movement sees a green signal, flashing at 60 flashes per minute. When a pedestrian actuation is received, the highway signal changes to solid green, followed by yellow and red. Following the Pedestrian Phase-clear interval, the highway signal returns to a flashing green indication.
2. Route 000 at 3rd Street “***Single Advance Left Turn***”
This is a typical Ministry three-phase intersection. It has external Advance Warning and Coordination. In addition, two emergency-vehicle Pre-emption sequences are required.
3. Route 000 at Fifth Street “***Conflicting Dual Left Turns***”
This is a five-phase intersection with dual protected left turns. Due to the intersection geometry, there is a possibility of a collision between opposing left-turn traffic. As a result, the two left-turn movements can not be serviced together. This intersection also has two emergency-vehicle Pre-emption sequences.

4. Route 000 at 8th Street “*Quad Left Turns*”

This is an eight-phase intersection with protected left turns on the highway and protected/permissive left turns on the cross street. It has internal Advance Warning and Coordination. This intersection also has railway and four-way directional emergency-vehicle Pre-emption sequences.

Four sets of Traffic Engineering information are provided in *Appendices A through D* at the end of this guide. The information consists of a Signal Timing Sheet (STS), Special Feature Programming document (SFP), Coordination Calculation Sheet (CCS) and Loop Assignment Sheet (LAS). One set of information is provided for each sample Ministry intersection. Some or all of this information is provided to the Ministry electrician to facilitate the completion of a programming assignment.

The target audience for this manual are journeymen electricians or senior apprentices employed by the Ministry of Transportation and Highways. They will be expected to complete the two-day course prior to applying the material in a work situation. Participants who have mastered the content of this guide are expected to meet the following learning objectives:

1. They will be able to interpret the Traffic Engineering information provided for a Ministry intersection by studying the:
 - a) Signal Timing Sheet
 - b) Special Feature Programming document
 - c) Coordination Calculation Sheet
 - d) Loop Assignment Sheet
2. They will be able to locate the appropriate programming screen within LM-System for each type of data.
3. They will be able to describe the purpose of all data fields withing a given LM-System programming screen used by the Ministry.
4. They will be able to enter appropriate data into LM-System based on theTraffic Engineering information provided.
5. They will be able to verify the validity of the programmed data, transfer the data electronically to a mainframe, transfer data electronically from a mainframe and compare it to the data within LM-System.



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PROGRAMMING DATA

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SYSTEM: SAMPLE SYSTEM	INTERSECTION: NEW RD
EDIT / ENTER / COMPARE INTERSECTION DATA	
1 - EDIT / ENTER Intersection PROGRAMMING Data	
2 - EDIT / ENTER Intersection TIME CLOCK Data	
3 - EDIT / ENTER Intersection COORDINATION Data	
4 - EDIT / ENTER Intersection PRE-EMPTION Data	
5 - COMPARE PROGRAMMING Data with TRANSFER File	
6 - COMPARE TIME CLOCK Data with TRANSFER File	
7 - COMPARE COORDINATION Data with TRANSFER File	
8 - COMPARE PRE-EMPTION Data with TRANSFER File	
9 - COMPARE LNME CONFIGURATION Data with TRANSFER File	
10 - VIEW LNME CONFIGURATION Data	
11 - PRINT LNME CONFIGURATION Data	
12 - LOAD Pre-programmed Data / CLEAR Data	
Selection: <input type="text"/>	
F1-HELP, F8-HANGUP	10/13/97 16:18:43

SELECTION: Enter " 1 "

Note: *Before starting any programming check that the system and intersection are correct.*

INTERSECTION NAME: Enter the “ TE “ number which is located on the Signal Timing Sheet (STS) that is being used as reference.

INSTALLATION DATE: Enter the date of that the Traffic Controller Cabinet was installed or the date that the LMD8000 is installed into the intersection.

PROGRAMMED BY: Enter the three initials of whomever is preparing the programme that is to be loaded into the mainframe that will be used in the intersection. By identifying the programmer, any enquiries can be dealt with promptly regarding the programme. This person is responsible for the entire program.

PROGRAM DATE: Enter the date of the Signal Timing Sheet (STS) that is being used as reference.

CONTROLLER SERIAL NUMBER: Enter the mainframe serial number which this programme is to be loaded into.

CONTROLLER TYPE: Enter LMD8000 as this is the only acceptable mainframe that the Ministry currently uses.

SECURITY CODE: Leave this cell empty.

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	NEW RD
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	<input type="text"/>		
INSTALLATION DATE:	<input type="text"/>		
PROGRAMMED BY:	<input type="text"/>		
PROGRAM DATE:	<input type="text"/>		
CONTROLLER SERIAL NUMBER:	<input type="text"/>		
CONTROLLER TYPE:	<input type="text"/> [LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]		
SECURITY CODE:	<input type="text"/> [1000 - 9999] (VALID for LC8000 and LC2000 only)		
F1-HELP, F8-HANGUP		10/13/97	

GENERIC

```
SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  FIRST AVE

          EDIT/ENTER PROGRAMMING DATA

INTERSECTION NAME:  TE-98000-00
INSTALLATION DATE:  Apr 1998
PROGRAMMED BY:     EES
PROGRAM DATE:     98/04/07
CONTROLLER SERIAL NUMBER:  11111
CONTROLLER TYPE:   LMD8000 [LC8000, LC2000, LC40, LS180, LS240, LRCU,
                          LMD8000]
SECURITY CODE:    [REDACTED] [1000 - 9999]
                  (VALID for LC8000 and LC2000 only)

          F1-HELP, F8-HANGUP                10/13/97  16:18:56
```

TRAFFIC CONTROLLER CABINET INSTALLED DATE

```
SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  3 ST

          EDIT/ENTER PROGRAMMING DATA

INTERSECTION NAME:  TE-98000-00
INSTALLATION DATE:  98/10/21
PROGRAMMED BY:     EES
PROGRAM DATE:     98/04/07
CONTROLLER SERIAL NUMBER:  22222
CONTROLLER TYPE:   LMD8000 [LC8000, LC2000, LC40, LS180, LS240, LRCU,
                          LMD8000]
SECURITY CODE:    [REDACTED] [1000 - 9999]
                  (VALID for LC8000 and LC2000 only)

          F1-HELP, F8-HANGUP                10/13/97  16:18:56
```

LMD 8000 INSTALLED DATE

SECURITY CODE:	Enter “ 1000 “. This means that no security code is necessary.
MINIMUM GREEN:	Enter the <u>value</u> for each phase. This information is located on the Signal Timing Sheet (STS).
PASSAGE:	Enter the <u>value</u> for each phase. This information is located on the Signal Timing Sheet (STS).
YELLOW CHANGE:	Enter the <u>value</u> for each phase, minimum of “ 3 “ for each phase used. This information is located on the Signal Timing Sheet (STS).
RED CLEARANCE:	Enter the <u>value</u> for each phase. This information is located on the Signal Timing Sheet (STS).
MAX I:	Enter the <u>value</u> for each phase. This information is located on the Signal Timing Sheet (STS).
MAX II:	This feature is only used when another Max timing is required and there is no Co-ordination programme required. If this feature is to be used, the information will be located on the Signal Timing Sheet (STS), otherwise enter a “ 0 “ here. Max II is usually not used if MAXPLAN timings are used.
WALK:	Enter the <u>value</u> for each pedestrian movement. This information is located on the Signal Timing Sheet (STS). If it is not used, enter “ 0 ”.
PEDESTRIAN CLEARANCE:	Enter the <u>value</u> for each pedestrian movement. This information is located on the Signal Timing Sheet (STS).
SECONDS PER ACTUATION:	Enter “ 0 “ as this feature is not used.
TIME BEFORE REDUCTION:	Enter “ 0 “ as this feature is not used.
TIME TO REDUCE:	Enter “ 0 “ as this feature is not used.
MINIMUM GAP:	Enter “ 0 “ as this feature is not used.
MAXIMUM INITIAL:	Enter “ 0 “ as this feature is not used.
MAXIMUM EXTENSION:	Enter “ 0 “ unless AUTO MAX is required. Enter the <u>value</u> that the Max timing will increase/decrease per step if needed. If this feature is to be used, the information will be located on the Signal Timing Sheet (STS),
MAXIMUM TOTAL:	Enter “ 0 “ for normal operation under each phase. If AUTO MAX is required. Enter the highest <u>value</u> that the Max timing will increase to. If this feature is to be used, the information will be located on the Signal Timing Sheet (STS).
ADDED MAX RED:	Enter “ 0 “ as this feature is not used.

16:18:56SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD							
Security Code: 1000 [1000-9999]									
		PHASE							
INTERVAL	1	2	3	4	5	6	7	8	
MINIMUM GREEN	0	0	0	0	0	0	0	0	
PASSAGE	0	0	0	0	0	0	0	0	
YELLOW CHANGE	0	0	0	0	0	0	0	0	
RED CLEARANCE	0	0	0	0	0	0	0	0	
MAX I	0	0	0	0	0	0	0	0	
MAX II	0	0	0	0	0	0	0	0	
WALK	0	0	0	0	0	0	0	0	
PEDESTRIAN CLEARANCE	0	0	0	0	0	0	0	0	
SECONDS PER ACTUATION	0	0	0	0	0	0	0	0	
TIME BEFORE REDUCTION	0	0	0	0	0	0	0	0	
TIME TO REDUCE	0	0	0	0	0	0	0	0	
MINIMUM GAP	0	0	0	0	0	0	0	0	
MAXIMUM INITIAL	0	0	0	0	0	0	0	0	
MAXIMUM EXTENSION	0	0	0	0	0	0	0	0	
MAXIMUM TOTAL	0	0	0	0	0	0	0	0	
ADDED MAX RED	0	0	0	0	0	0	0	0	
All Entries Are [0 - 9.9 or 0 - 127] seconds									
Except; MAX I, MAX II, MAXIMUM TOTAL which are [0 - 255] seconds									
F1-HELP, F8-HANGUP						10/13/97 16:19:01			

GENERIC

SYSTEM:	SAMPLE SYSTEM			INTERSECTION:	FIRST AVE			
Security Code:	1000	[1000-9999]						
	PHASE							
	1	2	3	4	5	6	7	8
INTERVAL	0	0	0	0	0	0	0	0
MINIMUM GREEN	0	0	0	0	0	0	0	0
PASSAGE	0	0	0	0	0	0	0	0
YELLOW CHANGE	0	4.5	0	3.0	0	0	0	0
RED CLEARANCE	0	2.0	0	0	0	0	0	0
MAX I	0	0	0	0	0	0	0	0
MAX II	0	0	0	0	0	0	0	0
WALK	0	40	0	7	0	0	0	0
PEDESTRIAN CLEARANCE	0	5	0	13	0	0	0	0
SECONDS PER ACTUATION	0	0	0	0	0	0	0	0
TIME BEFORE REDUCTION	0	0	0	0	0	0	0	0
TIME TO REDUCE	0	0	0	0	0	0	0	0
MINIMUM GAP	0	0	0	0	0	0	0	0
MAXIMUM INITIAL	0	0	0	0	0	0	0	0
MAXIMUM EXTENSION	0	0	0	0	0	0	0	0
MAXIMUM TOTAL	0	0	0	0	0	0	0	0
ADDED MAX RED	0	0	0	0	0	0	0	0
All Entries Are [0 - 9.9 or 0 - 127] seconds								
Except; MAX I, MAX II, MAXIMUM TOTAL which are [0 - 255] seconds								
				F1-HELP, F8-HANGUP		10/13/97 16:19:01		

PEDESTRIAN ACTIVATED

SYSTEM:	SAMPLE SYSTEM			INTERSECTION:	3 ST			
Security Code:	1000	[1000-9999]						
	PHASE							
	1	2	3	4	5	6	7	8
INTERVAL	6	10	0	8	0	0	0	0
MINIMUM GREEN	3.0	3.0	0	3.0	0	0	0	0
PASSAGE	3.5	4.6	0	4.2	0	0	0	0
RED CLEARANCE	1.0	1.0	0	1.0	0	0	0	0
MAX I	6	20	0	15	0	0	0	0
MAX II	0	0	0	0	0	0	0	0
WALK	0	7	0	5	0	0	0	0
PEDESTRIAN CLEARANCE	0	11	0	13	0	0	0	0
SECONDS PER ACTUATION	0	0	0	0	0	0	0	0
TIME BEFORE REDUCTION	0	0	0	0	0	0	0	0
TIME TO REDUCE	0	0	0	0	0	0	0	0
MINIMUM GAP	0	0	0	0	0	0	0	0
MAXIMUM INITIAL	0	0	0	0	0	0	0	0
MAXIMUM EXTENSION	0	0	0	0	0	0	0	0
MAXIMUM TOTAL	0	0	0	0	0	0	0	0
ADDED MAX RED	0	0	0	0	0	0	0	0
All Entries Are [0 - 9.9 or 0 - 127] seconds								
Except; MAX I, MAX II, MAXIMUM TOTAL which are [0 - 255] seconds								
				F1-HELP, F8-HANGUP		10/13/97 16:19:01		

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST							
Security Code: 1000 [1000-9999]									
		PHASE							
		1	2	3	4	5	6	7	8
INTERVAL		6	10	0	8	8	0	0	8
MINIMUM GREEN		3	3	0	3	3	0	0	3
PASSAGE		4.4	4.6	0	4.4	4.4	0	0	4.4
YELLOW CHANGE		1	1	0	1	1	0	0	1
RED CLEARANCE		12	30	0	18	15	0	0	18
MAX I		0	0	0	0	0	0	0	0
MAX II		0	7	0	7	0	0	0	7
WALK		0	12	0	17	0	0	0	17
PEDESTRIAN CLEARANCE		0	0	0	0	0	0	0	0
SECONDS PER ACTUATION		0	0	0	0	0	0	0	0
TIME BEFORE REDUCTION		0	0	0	0	0	0	0	0
TIME TO REDUCE		0	0	0	0	0	0	0	0
MINIMUM GAP		0	0	0	0	0	0	0	0
MAXIMUM INITIAL		0	0	0	0	0	0	0	0
MAXIMUM EXTENSION		0	0	0	0	0	0	0	0
MAXIMUM TOTAL		0	0	0	0	0	0	0	0
ADDED MAX RED		0	0	0	0	0	0	0	0

All Entries Are [0 - 9.9 or 0 - 127] seconds
 Except; MAX I, MAX II, MAXIMUM TOTAL which are [0 - 255] seconds
 F1-HELP, F8-HANGUP 10/13/97 16:19:01

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST							
Security Code: 1000 [1000-9999]									
		PHASE							
		1	2	3	4	5	6	7	8
INTERVAL		6	10	6	8	8	10	6	8
MINIMUM GREEN		3	3	3	3	3	3	3	3
PASSAGE		4.4	4.6	4.4	4.4	4.4	4.6	4.4	4.4
YELLOW CHANGE		1	1	1	1	1	1	1	1
RED CLEARANCE		12	30	10	18	15	27	10	18
MAX I		0	0	0	0	0	0	0	0
MAX II		0	7	0	7	0	7	0	7
WALK		0	12	0	17	0	12	0	17
PEDESTRIAN CLEARANCE		0	0	0	0	0	0	0	0
SECONDS PER ACTUATION		0	0	0	0	0	0	0	0
TIME BEFORE REDUCTION		0	0	0	0	0	0	0	0
TIME TO REDUCE		0	0	0	0	0	0	0	0
MINIMUM GAP		0	0	0	0	0	0	0	0
MAXIMUM INITIAL		0	0	0	0	0	0	0	0
MAXIMUM EXTENSION		0	0	0	0	0	0	0	0
MAXIMUM TOTAL		0	0	0	0	0	0	0	0
ADDED MAX RED		0	0	0	0	0	0	0	0

All Entries Are [0 - 9.9 or 0 - 127] seconds
 Except; MAX I, MAX II, MAXIMUM TOTAL which are [0 - 255] seconds
 F1-HELP, F8-HANGUP 10/13/97 16:19:01

QUAD LEFT TURNS (P & P/P)

SEQUENCE: Enter the number of the desired operational sequence, using the coding as listed. The sequence operation selection is located on the Signal Timing Sheet (STS). A description of the various possible sequences is located in the LMD8000 manual.

FUNCTION

PHASES USED: Enter “ 1 ” for each phase that is used. Enter “ 0 ” for unused phases. This information is located on the Signal Timing Sheet (STS).

MEMORY: Enter “ 0 ” for normal operation of each phase. Enter “ 1 ” for each phase that needs Memory ON. This information is located on the Signal Timing Sheet (STS).

EXTENDIBLE RECALL: Enter “ 1 ” for each phase that needs Extendible Recall ON. This information is located on the Signal Timing Sheet (STS), otherwise enter “ 0 ”.

MAX RECALL: Enter “ 1 ” for each phase that needs Max Recall ON. This information is located on the Signal Timing Sheet (STS), otherwise enter “ 0 ”. Max Recall ON is not normally used.

PED RECALL: Enter “ 0 ” as this feature is not used.

CALL TO NON-ACT CNA1: Enter “ 0 ” for normal operation of each phase. Enter “ 1 ” for a phase(s) that Call to Non-Act is required ON. This information is located on the Signal Timing Sheet (STS). CNA1 is used primarily in a mainframe programme prepared for a pedestrian activated operation.

CALL TO NON-ACT CNA2: Enter “ 0 ” as this feature is not used.

FLASHING WALK: Enter “ 0 ” for normal operation of each phase. Enter “ 1 ” for a phase(s) that Flashing Walk is required ON. This information is located on the Signal Timing Sheet (STS). Flashing Walk is used primarily in a mainframe programme prepared for a pedestrian activated operation.

SOFT RECALL: Enter “ 0 ” for normal operation of each phase. Enter “ 1 ” for each phase that needs Soft Recall ON. This information is located on the Signal Timing Sheet (STS),

LEAD/LAG CODE: Leave these cells blank for normal operation. If lead/lag was chosen for the “SEQUENCE” (“ 7 ” was entered), then in each cell enter the number of the desired sequence, using the coding as listed. The sequence required is indicated on the Signal Timing Sheet (STS) and programme information is located in the Special Feature Programme document (SFP).

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  NEW RD

Sequence  0  [ 0 = Sequential, 1 = Dual Ring, 2 = Special #1, 3 = Special #2
              4 = Special #3, 5 = Special #4, 6 = Special #5, 7 = Lead/Lag ]

FUNCTION          | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
Phases Used      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Memory           | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Extendible Recall| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Max Recall       | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Ped Recall       | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Call to non-act CNA1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Call to non-act CNA2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Flashing Walk    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Soft Recall      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

[ 0 = off
  1 = on ]

| Lead/Lag Code | 1&2 | 3&4 | 5&6 | 7&8 | [ 1 = odd phases lead
|                |     |     |     |     | [ 2 = even phases lead
|                |     |     |     |     | [ 3 = auto
|                |     |     |     |     |

Lead/Lag Code used only if Sequence = 7

F1-HELP, F8-HANGUP                                10/13/97 16:19:05
    
```

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

Sequence 0 [0 = Sequential, 1 = Dual Ring, 2 = Special #1, 3 = Special #2
4 = Special #3, 5 = Special #4, 6 = Special #5, 7 = Lead/Lag]

FUNCTION	PHASE							
	1	2	3	4	5	6	7	8
Phases Used	0	1	0	1	0	0	0	0
Memory	0	0	0	0	0	0	0	0
Extendible Recall	0	0	0	0	0	0	0	0
Max Recall	0	0	0	0	0	0	0	0
Ped Recall	0	0	0	0	0	0	0	0
Call to non-act CNA1	0	1	0	0	0	0	0	0
Call to non-act CNA2	0	0	0	0	0	0	0	0
Flashing Walk	0	1	0	0	0	0	0	0
Soft Recall	0	0	0	0	0	0	0	0

[0 = off
1 = on]

Lead/Lag Code	PHASE PAIR			
	1&2	3&4	5&6	7&8

[1 = odd phases lead
2 = even phases lead
3 = auto]

Lead/Lag Code used only if Sequence = 7

F1-HELP, F8-HANGUP 10/13/97 16:19:05

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

Sequence 0 [0 = Sequential, 1 = Dual Ring, 2 = Special #1, 3 = Special #2
4 = Special #3, 5 = Special #4, 6 = Special #5, 7 = Lead/Lag]

FUNCTION	PHASE							
	1	2	3	4	5	6	7	8
Phases Used	1	1	0	1	0	0	0	0
Memory	0	0	0	0	0	0	0	0
Extendible Recall	0	1	0	0	0	0	0	0
Max Recall	0	0	0	0	0	0	0	0
Ped Recall	0	0	0	0	0	0	0	0
Call to non-act CNA1	0	0	0	0	0	0	0	0
Call to non-act CNA2	0	0	0	0	0	0	0	0
Flashing Walk	0	0	0	0	0	0	0	0
Soft Recall	0	0	0	0	0	0	0	0

[0 = off
1 = on]

Lead/Lag Code	PHASE PAIR			
	1&2	3&4	5&6	7&8

[1 = odd phases lead
2 = even phases lead
3 = auto]

Lead/Lag Code used only if Sequence = 7

F1-HELP, F8-HANGUP 10/13/97 16:19:05

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

Sequence 6 [0 = Sequential, 1 = Dual Ring, 2 = Special #1, 3 = Special #2
4 = Special #3, 5 = Special #4, 6 = Special #5, 7 = Lead/Lag]

FUNCTION	PHASE							
	1	2	3	4	5	6	7	8
Phases Used	1	1	0	1	1	0	0	1
Memory	0	0	0	0	0	0	0	0
Extendible Recall	0	1	0	0	0	0	0	0
Max Recall	0	0	0	0	0	0	0	0
Ped Recall	0	0	0	0	0	0	0	0
Call to non-act CNA1	0	0	0	0	0	0	0	0
Call to non-act CNA2	0	0	0	0	0	0	0	0
Flashing Walk	0	0	0	0	0	0	0	0
Soft Recall	0	0	0	0	0	0	0	0

[0 = off
1 = on]

Lead/Lag Code	PHASE PAIR			
	1&2	3&4	5&6	7&8

[1 = odd phases lead
2 = even phases lead
3 = auto]

Lead/Lag Code used only if Sequence = 7

F1-HELP, F8-HANGUP 10/13/97 16:19:05

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

Sequence 1 [0 = Sequential, 1 = Dual Ring, 2 = Special #1, 3 = Special #2
4 = Special #3, 5 = Special #4, 6 = Special #5, 7 = Lead/Lag]

FUNCTION	PHASE							
	1	2	3	4	5	6	7	8
Phases Used	1	1	1	1	1	1	1	1
Memory	0	0	0	0	0	0	0	0
Extendible Recall	0	1	0	0	0	1	0	0
Max Recall	0	0	0	0	0	0	0	0
Ped Recall	0	0	0	0	0	0	0	0
Call to non-act CNA1	0	0	0	0	0	0	0	0
Call to non-act CNA2	0	0	0	0	0	0	0	0
Flashing Walk	0	0	0	0	0	0	0	0
Soft Recall	0	0	0	0	0	0	0	0

[0 = off
1 = on]

Lead/Lag Code	PHASE PAIR			
	1&2	3&4	5&6	7&8

[1 = odd phases lead
2 = even phases lead
3 = auto]

Lead/Lag Code used only if Sequence = 7

F1-HELP, F8-HANGUP 10/13/97 16:19:05

QUAD LEFT TURNS (P & P/P)

REMOTE FLASH ENTRY PHASES: Enter " 0 " as this feature is not used.

REMOTE FLASH EXIT PHASES: Enter the same selection that is entered in the programme regarding "Initialization Phases". This enables the LMD 8000 mainframe to restart its internal programme in the correct step should the LMD go into remote flash due to an error. The Ministry does not utilize remote flash. Note that the FOP in the controller cabinet still controls the transfer from flash to three colour operation.

REMOTE FLASH EXIT INTERVAL: The remote flash exit interval is the same as the initialization interval.

INITIALIZATION PHASES: Enter the phase number in which the mainframe programme is to initialize when power is first applied to it. This information is located on the Signal Timing Sheet (STS).

INITIALIZATION INTERVAL: Enter the number of the desired interval (using the coding as listed) in which the mainframe programme initializes when power is first applied to it. The information required is located on the Signal Timing Sheet (STS).

RED REVERT TIME: Enter " 0 " unless indicated on the Signal Timing Sheet (STS).

REDUCED GAP-OUT: Enter " 1 " as this feature is not used.

YELLOW BLANKING: Enter " 0 " as this feature is not used.

PHASE RESTRICTION: Enter " 0 " as this feature is not used.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD	
Remote Flash Entry Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Interval	0	[1 = red, 2 = yellow, 3 = green]	
Initialization Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Initialization Interval	0	[1 = red, 2 = yellow, 3 = green]	
Red Revert Time	0	[0 - 9.9 or 0 - 127 seconds + 2]	
Reduced Gap-Out		[1 = recall phase, 2 = LCP 3 = not recall not LCP]	
5 Section Head Logic	PHASE		
	1 3 5 7		
Yellow Blanking	0 0 0 0	[0 = does not blank 1 = does blank]	
	2 4 6 8		
Phase Restriction	0 0 0 0	[0 = does not omit 1 = does omit]	
F1-HELP, F8-HANGUP		10/13/97 16:19:08	

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE	
Remote Flash Entry Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Phases	Ring 1 2	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Interval	2		[1 = red, 2 = yellow, 3 = green]
Initialization Phases	Ring 1 2	Ring 2 0	[1 - 8 or 0 for not used]
Initialization Interval	2		[1 = red, 2 = yellow, 3 = green]
Red Revert Time	0		[0 - 9.9 or 0 - 127 seconds + 2]
Reduced Gap-Out	1		[1 = recall phase, 2 = LCP 3 = not recall not LCP]
5 Section Head Logic	PHASE		
	1	3	5 7
Yellow Blanking	0	0	0 0
	2	4	6 8
Phase Restriction	0	0	0 0
			[0 = does not omit 1 = does omit]
F1-HELP, F8-HANGUP			10/13/97 16:19:08

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST	
Remote Flash Entry Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Phases	Ring 1 2	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Interval	2		[1 = red, 2 = yellow, 3 = green]
Initialization Phases	Ring 1 2	Ring 2 0	[1 - 8 or 0 for not used]
Initialization Interval	2		[1 = red, 2 = yellow, 3 = green]
Red Revert Time	0		[0 - 9.9 or 0 - 127 seconds + 2]
Reduced Gap-Out	1		[1 = recall phase, 2 = LCP 3 = not recall not LCP]
5 Section Head Logic	PHASE		
	1	3	5 7
Yellow Blanking	0	0	0 0
	2	4	6 8
Phase Restriction	0	0	0 0
			[0 = does not omit 1 = does omit]
F1-HELP, F8-HANGUP			10/13/97 16:19:08

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST	
Remote Flash Entry Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Phases	Ring 1 0	Ring 2 2	[1 - 8 or 0 for not used]
Remote Flash Exit Interval	2 [1 = red, 2 = yellow, 3 = green]		
Initialization Phases	Ring 1 0	Ring 2 2	[1 - 8 or 0 for not used]
Initialization Interval	2 [1 = red, 2 = yellow, 3 = green]		
Red Revert Time	0 [0 - 9.9 or 0 - 127 seconds + 2]		
Reduced Gap-Out	1 [1 = recall phase, 2 = LCP 3 = not recall not LCP]		
5 Section Head Logic	PHASE		
	1	3	5 7
Yellow Blanking	0	0	0 0
	2	4	6 8
Phase Restriction	0	0	0 0
	[0 = does not blank 1 = does blank]		
	[0 = does not omit 1 = does omit]		
F1-HELP, F8-HANGUP		10/13/97 16:19:08	

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST	
Remote Flash Entry Phases	Ring 1 0	Ring 2 0	[1 - 8 or 0 for not used]
Remote Flash Exit Phases	Ring 1 2	Ring 2 6	[1 - 8 or 0 for not used]
Remote Flash Exit Interval	2 [1 = red, 2 = yellow, 3 = green]		
Initialization Phases	Ring 1 2	Ring 2 6	[1 - 8 or 0 for not used]
Initialization Interval	2 [1 = red, 2 = yellow, 3 = green]		
Red Revert Time	0 [0 - 9.9 or 0 - 127 seconds + 2]		
Reduced Gap-Out	1 [1 = recall phase, 2 = LCP 3 = not recall not LCP]		
5 Section Head Logic	PHASE		
	1	3	5 7
Yellow Blanking	0	0	0 0
	2	4	6 8
Phase Restriction	0	0	0 0
	[0 = does not blank 1 = does blank]		
	[0 = does not omit 1 = does omit]		
F1-HELP, F8-HANGUP		10/13/97 16:19:08	

QUAD LEFT TURNS (P & P/P)

- DUAL ENTRY MODE:** Enter " 1 " . unless an intersection requires protected/permissive Left turns then Enter " 2 ". Based on individual circumstances, traffic engineers may also require Dual Entry Mode on concurrent through phases, information is located on the Signal Timing Sheet (STS) , if so Enter " 2 ".
- DUAL ENTRY PHASE:** Enter " 0 " or enter the phase number under the appropriate phase(s). Used in protected/permissive left turn or concurrent through phases operation. (i.e. 3-8, 4-8, 7-4, 8-4 for dual ring operation).
- CONDITIONAL SERVICE:** Enter " 0 " under all phases unless indicated on the Signal Timing Sheet (STS). The Ministry does not normally use this feature.
- SIMULTANEOUS GAP OUT:** Enter " 1 " under the recall phases. Enter " 0 " under all other phases when used in a NEMA dual ring situation. Based on individual circumstances, traffic engineers may decide to program an eight phase NEMA dual ring unit to passage can reset on all phases, " 0 ". This exception will be noted on the Signal Timing Sheet (STS).
- PED ENHANCEMENT:** Enter " 1 " as this feature is not used.
- AUTO PED CLEAR:** Enter " 1 " as this feature is not used.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD																									
Dual Entry Mode	<input type="checkbox"/>	[1 = off, 2 = on, 3 = called by CNA 4 = called by system, 5 = called by input]																									
Dual Entry Phase	<table border="1"> <tr><th colspan="8">PHASE</th></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	PHASE								1	2	3	4	5	6	7	8	0	0	0	0	0	0	0	0	[0 = no phase called 1 - 8 called phase]	
PHASE																											
1	2	3	4	5	6	7	8																				
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Conditional Service Mode	<table border="1"> <tr><th colspan="4">PHASE</th></tr> <tr><td>1</td><td>3</td><td>5</td><td>7</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	PHASE				1	3	5	7	0	0	0	0	<table border="1"> <tr><th colspan="2">MODE</th></tr> <tr><td>0 = off, 1 = on</td><td rowspan="5">[MAX TIMES 0 - 99 seconds]</td></tr> <tr><td>2 = on / I or C</td></tr> <tr><td>3 = on if not system</td></tr> <tr><td>4 = CS & RS on</td></tr> <tr><td>5 = CS & RS on /I or C</td></tr> </table>	MODE		0 = off, 1 = on	[MAX TIMES 0 - 99 seconds]	2 = on / I or C	3 = on if not system	4 = CS & RS on	5 = CS & RS on /I or C					
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F1-HELP, F8-HANGUP		10/13/97 16:19:11																									

GENERIC

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F1-HELP, F8-HANGUP		10/13/97 16:19:11																									

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST																									
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F1-HELP, F8-HANGUP		10/13/97 16:19:11																									

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST																													
Dual Entry Mode	2	[1 = off, 2 = on, 3 = called by CNA 4 = called by system, 5 = called by input]																													
Dual Entry Phase	<table border="1"> <tr><th colspan="8">PHASE</th></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>0</td><td>0</td><td>8</td><td>8</td><td>0</td><td>0</td><td>0</td><td>4</td></tr> </table>	PHASE								1	2	3	4	5	6	7	8	0	0	8	8	0	0	0	4	[0 = no phase called 1 - 8 called phase]					
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F1-HELP, F8-HANGUP		10/13/97 16:19:11																													

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST																													
Dual Entry Mode	2	[1 = off, 2 = on, 3 = called by CNA 4 = called by system, 5 = called by input]																													
Dual Entry Phase	<table border="1"> <tr><th colspan="8">PHASE</th></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>0</td><td>0</td><td>8</td><td>8</td><td>0</td><td>0</td><td>4</td><td>4</td></tr> </table>	PHASE								1	2	3	4	5	6	7	8	0	0	8	8	0	0	4	4	[0 = no phase called 1 - 8 called phase]					
PHASE																															
1	2	3	4	5	6	7	8																								
0	0	8	8	0	0	4	4																								
Conditional Service Mode	<table border="1"> <tr><th colspan="4">PHASE</th></tr> <tr><td>1</td><td>3</td><td>5</td><td>7</td></tr> <tr><td>0</td><td>0</td><td>0</td><td>0</td></tr> </table>	PHASE				1	3	5	7	0	0	0	0	<table border="1"> <tr><th colspan="2">MODE</th></tr> <tr><td>0 = off, 1 = on</td><td></td></tr> <tr><td>2 = on / I or C</td><td></td></tr> <tr><td>3 = on if not system</td><td></td></tr> <tr><td>4 = CS & RS on</td><td></td></tr> <tr><td>5 = CS & RS on /I or C</td><td></td></tr> </table>	MODE		0 = off, 1 = on		2 = on / I or C		3 = on if not system		4 = CS & RS on		5 = CS & RS on /I or C		<table border="1"> <tr><th colspan="2">MAX TIMES</th></tr> <tr><td>0 - 99</td><td>seconds</td></tr> </table>	MAX TIMES		0 - 99	seconds
PHASE																															
1	3	5	7																												
0	0	0	0																												
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MAX TIMES																															
0 - 99	seconds																														
Simulataneous Gap Out Mode	<table border="1"> <tr><th colspan="8">PHASE</th></tr> <tr><td>1</td><td>2</td><td>3</td><td>4</td><td>5</td><td>6</td><td>7</td><td>8</td></tr> <tr><td>0</td><td>1</td><td>0</td><td>0</td><td>0</td><td>1</td><td>0</td><td>0</td></tr> </table>	PHASE								1	2	3	4	5	6	7	8	0	1	0	0	0	1	0	0	[0 = passage can reset 1 = no passage reset 2 = no passage reset if input active]					
PHASE																															
1	2	3	4	5	6	7	8																								
0	1	0	0	0	1	0	0																								
Ped Enhancement	1	[1 = off, 2 = on]																													
Auto Ped Clear	1	[1 = off, 2 = on]																													
F1-HELP, F8-HANGUP		10/13/97 16:19:11																													

QUAD LEFT TURNS (P & P/P)

OVERLAPS: Enter " 0 " or the number of the desired selection, using the coding as listed. The overlap(s) information is located on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).

DETECTOR (INPUTS 1 to 24)

MEMORY: Enter " 0 " under each input if Presents Detection is used. Enter " 1 " under each input used if Pulse or Motion Detection is used. Information is located in the Special Feature Programme document (SFP).

CALLED: Enter the phase ID number under the detector input, indicated as M/F IP on the Loop Assignment Sheet (LAS). For shelf mounted controllers, the programming information is located on the Controller Schematics.

EXTENDED: Enter the phase ID number under the detector input, indicated as M/F IP in the Special Feature Programming(SFP). For shelf mounted controllers, the programming information is located on the Controller Schematics.

SWITCHED: Enter the phase ID number which the input will be switched to. If this feature is to be used the information is located on the Signal Timing Sheet (STS).

MOE PHASE: Enter the phase ID number under each detector input as listed on the Loop Assignment Sheet (LAS), otherwise enter " 0 ".

SYSTEM:	SAMPLE SYSTEM								INTERSECTION:	NEW RD							
									PHASE								
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Overlap A Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Overlap B Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Overlap C Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Overlap D Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
									0 = off 1 = on 2 = fast flash 3 = NOT ped overlap								
DETECTOR ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	
Memory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Called	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Extended	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Switched	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Moe Phase	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
DETECTOR ->	17	18	19	20	21	22	23	24									
Memory	0	0	0	0	0	0	0	0									
Called	0	0	0	0	0	0	0	0									
Extended	0	0	0	0	0	0	0	0									
Switched	0	0	0	0	0	0	0	0									
Moe Phase	0	0	0	0	0	0	0	0									
	[Memory 0 = off, 1 = on]								Called-Extended-Switched 0 = NO calling, extending, Switching, or Moe Use 1 - 8 = phase called, extended switched, or used by Moe								
	[Memory 0 = off, 1 = on]																
	F1-HELP, F8-HANGUP																
	10/13/97 16:19:14																

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE															
		PHASE															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap A Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0 = off 1 = on 2 = fast flash 3 = NOT ped overlap															
DETECTOR ->		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Memory		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Called		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extended		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Switched		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moe Phase		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DETECTOR ->		17	18	19	20	21	22	23	24								
Memory		0	0	0	0	0	0	0	0								
Called		0	0	0	0	0	0	0	0								
Extended		0	0	0	0	0	0	0	0								
Switched		0	0	0	0	0	0	0	0								
Moe Phase		0	0	0	0	0	0	0	0								
		[Memory 0 = off, 1 = on]								Called-Extended-Switched 0 = NO calling, extending, Switching, or Moe Use 1 - 8 = phase called, extended switched, or used by Moe							
F1-HELP, F8-HANGUP																	
10/13/97 16:19:14																	

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST															
		PHASE															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap A Programming		1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Programming		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		0 = off 1 = on 2 = fast flash 3 = NOT ped overlap															
DETECTOR ->		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Memory		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Called		1	2	0	4	2	2	0	4	1	0	0	4	2	0	0	4
Extended		1	2	0	4	2	2	0	4	1	0	0	4	2	0	0	4
Switched		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Moe Phase		0	2	0	4	0	2	0	4	1	0	0	0	2	0	0	0
DETECTOR ->		17	18	19	20	21	22	23	24								
Memory		0	0	0	0	0	0	0	0								
Called		0	0	0	0	0	0	0	0								
Extended		0	0	0	0	0	0	0	0								
Switched		0	0	0	0	0	0	0	0								
Moe Phase		0	0	0	0	0	0	0	0								
		[Memory 0 = off, 1 = on]								Called-Extended-Switched 0 = NO calling, extending, Switching, or Moe Use 1 - 8 = phase called, extended switched, or used by Moe							
F1-HELP, F8-HANGUP																	
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SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM				INTERSECTION: FIFTH ST																						
				PHASE																						
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16							
Overlap A Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Overlap B Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Overlap C Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Overlap D Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
<table border="0"> <tr> <td></td><td>0 = off</td></tr> <tr> <td></td><td>1 = on</td></tr> <tr> <td></td><td>2 = fast flash</td></tr> <tr> <td></td><td>3 = NOT ped overlap</td></tr> </table>																				0 = off		1 = on		2 = fast flash		3 = NOT ped overlap
	0 = off																									
	1 = on																									
	2 = fast flash																									
	3 = NOT ped overlap																									
DETECTOR ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16										
Memory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Called	1	2	8	4	5	2	4	8	1	2	8	4	5	2	4	8										
Extended	1	2	8	4	5	2	4	8	1	2	8	4	5	2	4	8										
Switched	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Moe Phase	0	2	0	4	0	2	0	8	1	2	8	0	5	2	4	0										
DETECTOR ->	17	18	19	20	21	22	23	24																		
Memory	0	0	0	0	0	0	0	0																		
Called	0	0	0	0	0	0	0	0																		
Extended	0	0	0	0	0	0	0	0																		
Switched	0	0	0	0	0	0	0	0																		
Moe Phase	0	0	0	0	0	0	0	0																		
<table border="0"> <tr> <td></td><td>Called-Extended-Switched</td></tr> <tr> <td></td><td>0 = NO calling, extending, Switching, or Moe Use</td></tr> <tr> <td></td><td>1 - 8 = phase called, extended switched, or used by Moe</td></tr> </table>																				Called-Extended-Switched		0 = NO calling, extending, Switching, or Moe Use		1 - 8 = phase called, extended switched, or used by Moe		
	Called-Extended-Switched																									
	0 = NO calling, extending, Switching, or Moe Use																									
	1 - 8 = phase called, extended switched, or used by Moe																									
[Memory 0 = off, 1 = on]																										
F1-HELP, F8-HANGUP												10/13/97 16:19:14														

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM				INTERSECTION: 8 ST																						
				PHASE																						
				1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16							
Overlap A Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Overlap B Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Overlap C Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
Overlap D Programming	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
<table border="0"> <tr> <td></td><td>0 = off</td></tr> <tr> <td></td><td>1 = on</td></tr> <tr> <td></td><td>2 = fast flash</td></tr> <tr> <td></td><td>3 = NOT ped overlap</td></tr> </table>																				0 = off		1 = on		2 = fast flash		3 = NOT ped overlap
	0 = off																									
	1 = on																									
	2 = fast flash																									
	3 = NOT ped overlap																									
DETECTOR ->	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16										
Memory	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Called	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8										
Extended	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8										
Switched	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0										
Moe Phase	0	2	0	4	0	6	0	8	1	2	3	0	5	6	7	0										
DETECTOR ->	17	18	19	20	21	22	23	24																		
Memory	0	0	0	0	0	0	0	0																		
Called	0	4	6	8	0	0	0	0																		
Extended	0	4	6	8	0	0	0	0																		
Switched	0	0	0	0	0	0	0	0																		
Moe Phase	0	4	6	8	0	0	0	0																		
<table border="0"> <tr> <td></td><td>Called-Extended-Switched</td></tr> <tr> <td></td><td>0 = NO calling, extending, Switching, or Moe Use</td></tr> <tr> <td></td><td>1 - 8 = phase called, extended switched, or used by Moe</td></tr> </table>																				Called-Extended-Switched		0 = NO calling, extending, Switching, or Moe Use		1 - 8 = phase called, extended switched, or used by Moe		
	Called-Extended-Switched																									
	0 = NO calling, extending, Switching, or Moe Use																									
	1 - 8 = phase called, extended switched, or used by Moe																									
[Memory 0 = off, 1 = on]																										
F1-HELP, F8-HANGUP												10/13/97 16:19:14														

QUAD LEFT TURNS (P & P/P)

Note: *This section deals with phases as overlaps where phase outputs are programmed to control other phase output, creating another type of overlap; or to enable the fast flash for protected permissive left turn movements. Programming information is located in the Special Feature Programme document (SFP)*

- OVERLAPPING PHASE:** Enter " 0 " in all unused cells. Enter on each Overlap Phase Programming line, under the Overlapping phase(s), the phase ID number(s) for each phase involved.
- OVERLAP DELAY:** Enter " 0 " unless the Overlap is required to flash it's Green output, then Enter " .0 " (point zero).
- PRINTER DATA FORMAT:** Enter " 3 " (7 bit space parity).
- FLASH RATE:** Enter " 1 " (120 flashes per minute).
- BAUD RATE:** Enter " 9600 ". This baud rate only applies to the communication between the mainframe (LMD) and a printer or Lap top computer when retrieving a Data Dump.
- TEST B INPUT:** Enter " 1 ". This enables a pre-emption request to over ride phase(s) restrictions applied by the co-ordination programme.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD	
Overlap Phase 1 Programming	0	Overlap Delay	0
Overlap Phase 2 Programming	0		
Overlap Phase 3 Programming	0		
Overlap Phase 4 Programming	0		
Overlap Phase 5 Programming	0		
Overlap Phase 6 Programming	0		
Overlap Phase 7 Programming	0		
Overlap Phase 8 Programming	0		
Printer Data Format 0		Flash Rate 0	
[0 = 7 bits no parity 1 = 7 bits odd parity 2 = 7 bits even parity 3 = 7 bits space parity]		[0 = 60 per minute 1 = 120 per minute 2 = 150 per minute 3 = 180 per minute]	
Baud Rate		Test B Input 0	
[75, 110, 150, 300, 600 1200, 2400, 4800, 9600]		[0 = dimming 1 = system free 2 = system free w/delay]	
F1-HELP, F8-HANGUP		10/13/97 16:19:16	

GENERIC

SYSTEM: SAMPLE SYSTEM			INTERSECTION: FIRST AVE				
Overlap Phase 1 Programming	0	Overlap Phase(s)	0	Overlap Delay	[Overlap phase(s) = 1 - 8 or 0 = none] [delay 0 - 9.9 seconds or 0 - 127 seconds .0 = fast flash green]		
Overlap Phase 2 Programming	0		0				
Overlap Phase 3 Programming	0		0				
Overlap Phase 4 Programming	0		0				
Overlap Phase 5 Programming	0		0				
Overlap Phase 6 Programming	0		0				
Overlap Phase 7 Programming	0		0				
Overlap Phase 8 Programming	0		0				
Printer Data	[0 = 7 bits no parity 1 = 7 bits odd parity 2 = 7 bits even parity 3 = 7 bits space parity]	Flash Rate	[0 = 60 per minute 1 = 120 per minute 2 = 150 per minute 3 = 180 per minute]				
Format 3		1					
Baud Rate 9600		[75, 110, 150, 300, 600 1200, 2400, 4800, 9600]		Test B Input	[0 = dimming 1 = system free 2 = system free w/delay]		
				1			
F1-HELP, F8-HANGUP			10/13/97 16:19:16				

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM			INTERSECTION: 3 ST				
Overlap Phase 1 Programming	1	Overlap Phase(s)	.0	Overlap Delay	[Overlap phase(s) = 1 - 8 or 0 = none] [delay 0 - 9.9 seconds or 0 - 127 seconds .0 = fast flash green]		
Overlap Phase 2 Programming	0		0				
Overlap Phase 3 Programming	0		0				
Overlap Phase 4 Programming	0		0				
Overlap Phase 5 Programming	0		0				
Overlap Phase 6 Programming	0		0				
Overlap Phase 7 Programming	0		0				
Overlap Phase 8 Programming	0		0				
Printer Data	[0 = 7 bits no parity 1 = 7 bits odd parity 2 = 7 bits even parity 3 = 7 bits space parity]	Flash Rate	[0 = 60 per minute 1 = 120 per minute 2 = 150 per minute 3 = 180 per minute]				
Format 3		1					
Baud Rate 9600		[75, 110, 150, 300, 600 1200, 2400, 4800, 9600]		Test B Input	[0 = dimming 1 = system free 2 = system free w/delay]		
				1			
F1-HELP, F8-HANGUP			10/13/97 16:19:16				

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM			INTERSECTION: FIFTH ST		
Overlap Phase 1 Programming	5	0	Overlap phase(s) = 1 - 8 or 0 = none delay 0 - 9.9 seconds or 0 - 127 seconds .0 = fast flash green		
Overlap Phase 2 Programming	12	0			
Overlap Phase 3 Programming	0	0			
Overlap Phase 4 Programming	0	0			
Overlap Phase 5 Programming	1	0			
Overlap Phase 6 Programming	25	0			
Overlap Phase 7 Programming	0	0			
Overlap Phase 8 Programming	0	0			
Printer Data	Format 3 [0 = 7 bits no parity 1 = 7 bits odd parity 2 = 7 bits even parity 3 = 7 bits space parity]	Flash Rate	1 [0 = 60 per minute 1 = 120 per minute 2 = 150 per minute 3 = 180 per minute]		
Baud Rate		9600 [75, 110, 150, 300, 600 1200, 2400, 4800, 9600]		Test B Input	1 [0 = dimming 1 = system free 2 = system free w/delay]
F1-HELP, F8-HANGUP				10/13/97 16:19:16	

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM			INTERSECTION: 8 ST		
Overlap Phase 1 Programming	0	0	Overlap phase(s) = 1 - 8 or 0 = none delay 0 - 9.9 seconds or 0 - 127 seconds .0 = fast flash green		
Overlap Phase 2 Programming	2	5.7			
Overlap Phase 3 Programming	3	.0			
Overlap Phase 4 Programming	0	0			
Overlap Phase 5 Programming	0	0			
Overlap Phase 6 Programming	6	5.7			
Overlap Phase 7 Programming	7	.0			
Overlap Phase 8 Programming	0	0			
Printer Data	Format 3 [0 = 7 bits no parity 1 = 7 bits odd parity 2 = 7 bits even parity 3 = 7 bits space parity]	Flash Rate	1 [0 = 60 per minute 1 = 120 per minute 2 = 150 per minute 3 = 180 per minute]		
Baud Rate		9600 [75, 110, 150, 300, 600 1200, 2400, 4800, 9600]		Test B Input	1 [0 = dimming 1 = system free 2 = system free w/delay]
F1-HELP, F8-HANGUP				10/13/97 16:19:16	

QUAD LEFT TURNS (P & P/P)

Note: *This section has two functions: enable the All Red Clearance (ARC) which is used in a protected/permissive left turn; and invoke a delay/stretch time to any or all of the detector inputs or provide restricted operations to detector inputs. The ARC feature is used in the anti-trap situation. Its operation is such that when the mainframe is in a REST STATE of the recalled phase(s) with only a serviceable call on an associated left turn movement, both through movements terminate together creating an all red period. This allows any left turning traffic to clear the intersection before any through green is displayed. The left turn phase(s) to be serviced must be the preceding odd numbered phase(s). To enable ARC you use the "MODE" in conjunction with the "DELAY TIME" feature.*

MODE: Enter " 0 " unless All Red Clearance (ARC) is required then enter the phase ID number of the conflicting through phase, this information is located in the Special Feature Programming(SFP). All detector inputs that have been assigned to the left turn movement associated with the recalled phase(s) must be treated the same way.

DELAY TIME: Enter " 0 " unless a delay time is required on a particular detector(s) inputs, then enter the value of the delay time required. This information is located on the Signal Timing Sheet (STS) and Loop Assignment Sheet (LAS).

Normal delay time settings are:

" 3 " seconds for detector inputs assigned to a minor street left turn movement that is vulnerable to having traffic from another movement cross over the loops.

" 5 " seconds for detector inputs assigned to a minor street through movement that has traffic making a right turn causing an unnecessary termination of the major movement.

" 10 " seconds for detector inputs assigned to a major street protected/permissive left turn movement. This reduces the unnecessary termination of the major movement.

DISCONNECT/STRETCH TIME: Enter " 0 " for each detector input, unless the feature is required then enter the value found on the Signal Timing Sheet (STS), the Loop Assignment Sheet (LAS) and the Special Feature Programme document (SFP).

SYSTEM: SAMPLE SYSTEM				INTERSECTION: NEW RD			
DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME	DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME
1	0	0	0	13	0	0	0
2	0	0	0	14	0	0	0
3	0	0	0	15	0	0	0
4	0	0	0	16	0	0	0
5	0	0	0	17	0	0	0
6	0	0	0	18	0	0	0
7	0	0	0	19	0	0	0
8	0	0	0	20	0	0	0
9	0	0	0	21	0	0	0
10	0	0	0	22	0	0	0
11	0	0	0	23	0	0	0
12	0	0	0	24	0	0	0

[0-9] [0 - 9.9, or
0 - 127 sec.] [0-9] [0 - 9.9, or
0 - 127 sec.]

F1-HELP, F8-HANGUP 10/13/97 16:19:19

GENERIC

SYSTEM: SAMPLE SYSTEM				INTERSECTION: FIRST AVE			
DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME	DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME
1	0	0	0	13	0	0	0
2	0	0	0	14	0	0	0
3	0	0	0	15	0	0	0
4	0	0	0	16	0	0	0
5	0	0	0	17	0	0	0
6	0	0	0	18	0	0	0
7	0	0	0	19	0	0	0
8	0	0	0	20	0	0	0
9	0	0	0	21	0	0	0
10	0	0	0	22	0	0	0
11	0	0	0	23	0	0	0
12	0	0	0	24	0	0	0

[0-9] [0 - 9.9, or 0 - 127 sec.]

F1-HELP, F8-HANGUP 10/13/97 16:19:19

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM				INTERSECTION: 3 ST			
DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME	DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME
1	2	10	0	13	0	0	0
2	0	0	0	14	0	0	0
3	0	0	0	15	0	0	0
4	0	0	0	16	0	0	0
5	0	0	0	17	0	0	0
6	0	0	0	18	0	0	0
7	0	0	0	19	0	0	0
8	0	0	0	20	0	0	0
9	2	10	0	21	0	0	0
10	0	0	0	22	0	0	0
11	0	0	0	23	0	0	0
12	0	0	0	24	0	0	0

[0-9] [0 - 9.9, or 0 - 127 sec.]

F1-HELP, F8-HANGUP 10/13/97 16:19:19

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM				INTERSECTION: FIFTH ST			
DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME	DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME
1	0	0	0	13	0	0	0
2	0	0	0	14	0	0	0
3	0	3	0	15	0	3	0
4	0	5	0	16	0	5	0
5	0	0	0	17	0	0	0
6	0	0	0	18	0	0	0
7	0	3	0	19	0	0	0
8	0	5	0	20	0	0	0
9	0	0	0	21	0	0	0
10	0	0	0	22	0	0	0
11	0	3	0	23	0	0	0
12	0	5	0	24	0	0	0

[0-9] [0 - 9.9, or 0 - 127 sec.] [0-9] [0 - 9.9, or 0 - 127 sec.]

F1-HELP, F8-HANGUP 10/13/97 16:19:19

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM				INTERSECTION: 8 ST			
DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME	DETECTOR INPUT	Mode	DELAY TIME	DISCONNECT / STRETCH TIME
1	0	0	0	13	0	0	0
2	0	0	0	14	0	0	0
3	0	0	0	15	0	0	0
4	0	0	0	16	0	0	0
5	0	0	0	17	0	0	0
6	0	0	0	18	0	0	0
7	0	0	0	19	0	0	0
8	0	0	0	20	0	0	0
9	0	0	0	21	0	0	0
10	0	0	0	22	0	0	0
11	0	0	0	23	0	0	0
12	0	0	0	24	0	0	0

[0-9] [0 - 9.9, or 0 - 127 sec.] [0-9] [0 - 9.9, or 0 - 127 sec.]

F1-HELP, F8-HANGUP 10/13/97 16:19:19

QUAD LEFT TURNS (P & P/P)

SIGNAL TO INHIBIT: Enter " 0 " in all cells as these features are not normally used.

SYSTEM:	SAMPLE SYSTEM								INTERSECTION:				NEW RD			
	PHASE / OVERLAP								A	B	C	D				
SIGNAL to INHIBIT	1	2	3	4	5	6	7	8	A	B	C	D				
Overlap A Green	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap A Yellow	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap A Red	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap B Green	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap B Yellow	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap B Red	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap C Green	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap C Yellow	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap C Red	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap D Green	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap D Yellow	0	0	0	0	0	0	0	0	0	0	0	0				
Overlap D Red	0	0	0	0	0	0	0	0	0	0	0	0				

0 = no inhibit
1 = inhibit during GREEN of indicated phase/overlap
2 = inhibit during YELLOW of indicated phase/overlap
3 = inhibit during RED of indicated phase/overlap
4 = inhibit during GREEN & YELLOW of indicated phase/overlap
5 = inhibit during YELLOW & RED of indicated phase/overlap
6 = inhibit during GREEN, YELLOW, & RED of indicated phase/overlap
7 = inhibit during WALK & PED CLEAR of indicated phase

F1-HELP, F8-HANGUP 10/13/97 16:19:21

GENERIC

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:								FIRST AVE			
		PHASE / OVERLAP											
SIGNAL to INHIBIT		1	2	3	4	5	6	7	8	A	B	C	D
Overlap A Green		0	0	0	0	0	0	0	0	0	0	0	0
Overlap A Yellow		0	0	0	0	0	0	0	0	0	0	0	0
Overlap A Red		0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Green		0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Yellow		0	0	0	0	0	0	0	0	0	0	0	0
Overlap B Red		0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Green		0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Yellow		0	0	0	0	0	0	0	0	0	0	0	0
Overlap C Red		0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Green		0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Yellow		0	0	0	0	0	0	0	0	0	0	0	0
Overlap D Red		0	0	0	0	0	0	0	0	0	0	0	0

0 = no inhibit
 1 = inhibit during GREEN of indicated phase/overlap
 2 = inhibit during YELLOW of indicated phase/overlap
 3 = inhibit during RED of indicated phase/overlap
 4 = inhibit during GREEN & YELLOW of indicated phase/overlap
 5 = inhibit during YELLOW & RED of indicated phase/overlap
 6 = inhibit during GREEN, YELLOW, & RED of indicated phase/overlap
 7 = inhibit during WALK & PED CLEAR of indicated phase

F1-HELP, F8-HANGUP 10/13/97 16:19:21

PEDESTRIAN ACTIVATED

OVERLAP TIMES:	<i>Note: When using a four phase programme that has a single protected/permissive left turn, you must have entries in the OVERLAP'S, YELLOW and RED times. These times are identical to the parent phase timings and will be found on the Signal Timing Sheet (STS).</i>
DELAY FROM PARENT YELLOW:	Enter " 0 " or the <u>value</u> if required. This information will be located on the Signal Timing Sheet (STS).
YELLOW TIME:	Enter " 0 " or the <u>value</u> if required. This information will be located on the Signal Timing Sheet (STS).
RED TIME:	Enter " 0 " or the <u>value</u> if required. This information will be located on the Signal Timing Sheet (STS).
MINIMUM FLASH:	Enter " 0 " as this feature is not used.
FIRST ALL RED:	Enter " 0 " as this feature is not used.
REPORT FUNCTION SCHEDULING:	The following reports are logged by time and date and are assigned to a specific schedule. If an automatic call in is required, or other report options are used, it will be noted on the Signal Timing Sheet (STS).
USER DEFINED INPUTS 1-8:	Enter " 0 " as these are normally not used.
CLOCK FAIL:	Enter " 0 ", unless there is a Co-ordination programme required, then Enter " 4 " by request.
POWER ON / OFF:	Enter " 4 ", by request.
NOT USED:	Enter " 0 " not used.
MONITOR STATUS BITS:	Enter " 0 " as these are normally not used.
CHECKSUM FAIL:	Enter " 4 ", by request.
DETECTOR FAIL:	Enter " 0 ", unless there is a Detector Failure programme required, then Enter " 4 ", by request.
REMOTE FLASH:	Enter " 0 " as these are normally not used.
MANUAL CONTROL ENABLE:	Enter " 4 ", by request.
HIGH PRIORITY PE:	Enter " 0 ", unless there is a Pre-emption programme required, then Enter "4" by request.
CYCLE FAIL:	Enter " 0 ", unless there is a Co-ordination programme required, then Enter " 4 ", by request.
COORDINATION FAIL:	Enter " 0 ", unless there is a Co-ordination programme, then Enter "4"by request.
KEYBOARD OPERATIONS:	Enter " 4 ", by request.
SYSTEM / FREE:	Enter " 0 ", unless there is a Co-ordination programme, then Enter "4"by request.
FLASHER MONITOR:	Enter " 0 " as these are normally not used.
LOW PRIORITY PE:	Enter " 0 " as these are normally not used.
LOCAL CYCLE MOE's:	Enter " 4 ", by request.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD	
Overlap A Times	0	YELLOW TIME	RED TIME
Overlap B Times	0	0	0
Overlap C Times	0	0	0
Overlap D Times	0	0	0
[0 - 9.9 or 0 - 127 seconds]			
Minimum Flash	0	[0 - 9.9 or 0 - 127 seconds]	
1st All Red	0	[0 - 9.9 or 0 - 127 seconds]	
REPORT FUNCTION SCHEDULING			
User Defined Input 1	0	Clock Fail	0
User Defined Input 2	0	Power On / Off	0
User Defined Input 3	0	NOT USED	0
User Defined Input 4	0	Monitor Status Bits	0
User Defined Input 5	0	Checksum Fail	0
User Defined Input 6	0	Detector Fail	0
User Defined Input 7	0	Remote Flash	0
User Defined Input 8	0	Manual Control Enable	0
		High Priority PE	0
		Cycle Fail	0
		Coordination Fail	0
		Keyboard Operations	0
		System / Free	0
		Flasher Monitor	0
		Low Priority PE	0
		Local Cycle MOE's	0
[0 = none; 1,2,3 = schedule a,b,c respectively; 4 = request]			
F1-HELP, F8-HANGUP		10/13/97 16:19:24	

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE			
Overlap A Times	0	DELAY FROM PARENT YELLOW	YELLOW TIME	RED TIME	[0 - 9.9 or 0 - 127 seconds]
Overlap B Times	0		0	0	
Overlap C Times	0		0	0	
Overlap D Times	0		0	0	
Minimum Flash	0	[0 - 9.9 or 0 - 127 seconds]			
1st All Red	0	[0 - 9.9 or 0 - 127 seconds]			
REPORT FUNCTION SCHEDULING					
User Defined Input 1	0	Clock Fail	0	High Priority PE	0
User Defined Input 2	0	Power On / Off	4	Cycle Fail	0
User Defined Input 3	0	NOT USED	0	Coordination Fail	0
User Defined Input 4	0	Monitor Status Bits	4	Keyboard Operations	4
User Defined Input 5	0	Checksum Fail	4	System / Free	0
User Defined Input 6	0	Detector Fail	0	Flasher Monitor	4
User Defined Input 7	0	Remote Flash	4	Low Priority PE	0
User Defined Input 8	0	Manual Control Enable	4	Local Cycle MOE's	4
[0 = none; 1,2,3 = schedule a,b,c respectively; 4 = request]					
F1-HELP, F8-HANGUP			10/13/97 16:19:24		

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST			
Overlap A Times	0	DELAY FROM PARENT YELLOW	YELLOW TIME	RED TIME	[0 - 9.9 or 0 - 127 seconds]
Overlap B Times	0		4.6	1	
Overlap C Times	0		0	0	
Overlap D Times	0		0	0	
Minimum Flash	0	[0 - 9.9 or 0 - 127 seconds]			
1st All Red	0	[0 - 9.9 or 0 - 127 seconds]			
REPORT FUNCTION SCHEDULING					
User Defined Input 1	0	Clock Fail	4	High Priority PE	4
User Defined Input 2	0	Power On / Off	4	Cycle Fail	4
User Defined Input 3	0	NOT USED	0	Coordination Fail	4
User Defined Input 4	0	Monitor Status Bits	4	Keyboard Operations	4
User Defined Input 5	0	Checksum Fail	4	System / Free	4
User Defined Input 6	0	Detector Fail	0	Flasher Monitor	4
User Defined Input 7	0	Remote Flash	4	Low Priority PE	0
User Defined Input 8	0	Manual Control Enable	4	Local Cycle MOE's	4
[0 = none; 1,2,3 = schedule a,b,c respectively; 4 = request]					
F1-HELP, F8-HANGUP			10/13/97 16:19:24		

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		FIFTH ST		
Overlap A Times	0	DELAY FROM PARENT YELLOW	0	YELLOW TIME	0	RED TIME	0	[0 - 9.9 or 0 - 127 seconds]
Overlap B Times	0		0		0		0	
Overlap C Times	0		0		0		0	
Overlap D Times	0		0		0		0	
Minimum Flash	0	[0 - 9.9 or 0 - 127 seconds]						
1st All Red	0	[0 - 9.9 or 0 - 127 seconds]						
REPORT FUNCTION SCHEDULING								
User Defined Input 1	0	Clock Fail	0	High Priority PE	4			
User Defined Input 2	0	Power On / Off	4	Cycle Fail	0			
User Defined Input 3	0	NOT USED	0	Coordination Fail	0			
User Defined Input 4	0	Monitor Status Bits	4	Keyboard Operations	4			
User Defined Input 5	0	Checksum Fail	4	System / Free	0			
User Defined Input 6	0	Detector Fail	0	Flasher Monitor	4			
User Defined Input 7	0	Remote Flash	4	Low Priority PE	0			
User Defined Input 8	0	Manual Control Enable	4	Local Cycle MOE's	4			
[0 = none; 1,2,3 = schedule a,b,c respectively; 4 = request]								
F1-HELP, F8-HANGUP				10/13/97 16:19:24				

CONFLICTING DUAL LEFT TURNS

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		8 ST		
Overlap A Times	0	DELAY FROM PARENT YELLOW	0	YELLOW TIME	0	RED TIME	0	[0 - 9.9 or 0 - 127 seconds]
Overlap B Times	0		0		0		0	
Overlap C Times	0		0		0		0	
Overlap D Times	0		0		0		0	
Minimum Flash	0	[0 - 9.9 or 0 - 127 seconds]						
1st All Red	0	[0 - 9.9 or 0 - 127 seconds]						
REPORT FUNCTION SCHEDULING								
User Defined Input 1	0	Clock Fail	4	High Priority PE	4			
User Defined Input 2	0	Power On / Off	4	Cycle Fail	4			
User Defined Input 3	0	NOT USED	0	Coordination Fail	4			
User Defined Input 4	0	Monitor Status Bits	4	Keyboard Operations	4			
User Defined Input 5	0	Checksum Fail	4	System / Free	4			
User Defined Input 6	0	Detector Fail	0	Flasher Monitor	4			
User Defined Input 7	0	Remote Flash	4	Low Priority PE	4			
User Defined Input 8	0	Manual Control Enable	4	Local Cycle MOE's	4			
[0 = none; 1,2,3 = schedule a,b,c respectively; 4 = request]								
F1-HELP, F8-HANGUP				10/13/97 16:19:24				

QUAD LEFT TURNS (P & P/P)

- SERVICE PLANS 1-8:** *The 8 service plans provide optional phase timing and operating parameters in addition to the NEMA settings. These are used when additional phases, different min green, passage, pedestrian times, or a different type of recall status is required. They are enabled and disabled by a selection of a specific cycle / split combination, or by the Time of Day setting of the time clock. Phase(s) that do not have any of their original NEMA timing and recall status being changed, must still be entered here as well as the required new timings or operational parameters, which will override the original NEMA settings. This information will be located on the Signal Timing Sheet (STS) which will show only the value that must be changed from the original NEMA settings. If service plans are not required, then all entries will be "0".*
- CALL MODE:** If Service Plan programme is required enter in each cell in this row the call mode status of the phase(s) as noted on Signal Timing Sheet (STS) and Special Feature Programming(SFP), using the coding as list in "Call Mode entries".
- MINIMUM GREEN:** If Service Plan programme is required enter in each cell in this row the normal Timings value found on the Signal Timing Sheet (STS) unless otherwise noted on the Signal Timing Sheet (STS) and Special Feature Programme document (SFP).
- PASSAGE:** If Service Plan programme is required enter in each cell in this row the normal Timings value found on the Signal Timing Sheet (STS) unless otherwise noted on the Signal Timing Sheet (STS) and Special Feature Programme document (SFP).
- WALK:** If Service Plan programme is required enter in each cell in this row the normal Timings value found on the Signal Timing Sheet (STS) unless otherwise noted on the Signal Timing Sheet (STS) and Special Feature Programme document (SFP).
- PEDESTRIAN CLEARANCE:** If Service Plan programme is required enter in each cell in this row the normal Timings value found on the Signal Timing Sheet (STS) unless otherwise noted on the Signal Timing Sheet (STS) and Special Feature Programme document (SFP).

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD							
		Phase							
		1	2	3	4	5	6	7	8
Service Plan 1									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Service Plan 2									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Call Mode entries		0 = omit 1 = actuated 2 = non-actuated 3 = recall extendible 4 = recall max 5 = soft recall 6 = ped recall 7 = omit ped							
		All other entries are [0 - 9.9 or 0 - 127]							
		F1-HELP, F8-HANGUP							
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GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE							
		Phase							
		1	2	3	4	5	6	7	8
Service Plan 1									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Service Plan 2									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Call Mode entries		0 = omit 1 = actuated 2 = non-actuated 3 = recall extendible 4 = recall max 5 = soft recall 6 = ped recall 7 = omit ped			All other entries are [0 - 9.9 or 0 - 127]				
		F1-HELP, F8-HANGUP						10/13/97 16:19:26	

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST							
		Phase							
		1	2	3	4	5	6	7	8
Service Plan 1									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Service Plan 2									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Call Mode entries		0 = omit 1 = actuated 2 = non-actuated 3 = recall extendible 4 = recall max 5 = soft recall 6 = ped recall 7 = omit ped			All other entries are [0 - 9.9 or 0 - 127]				
		F1-HELP, F8-HANGUP						10/13/97 16:19:26	

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST							
		Phase							
		1	2	3	4	5	6	7	8
Service Plan 1									
Call Mode		1	1	0	3	1	0	0	3
Minimum Green		6	10	0	8	8	0	0	8
Passage		3	3	0	3	3	0	0	3
Walk		0	7	0	7	0	0	0	7
Pedestrian Clearance		0	12	0	17	0	0	0	17
Service Plan 2									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Call Mode entries		0 = omit 1 = actuated 2 = non-actuated 3 = recall extendible 4 = recall max 5 = soft recall 6 = ped recall 7 = omit ped			All other entries are [0 - 9.9 or 0 - 127]				
		F1-HELP, F8-HANGUP						10/13/97 16:19:26	

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST							
		Phase							
		1	2	3	4	5	6	7	8
Service Plan 1									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Service Plan 2									
Call Mode		0	0	0	0	0	0	0	0
Minimum Green		0	0	0	0	0	0	0	0
Passage		0	0	0	0	0	0	0	0
Walk		0	0	0	0	0	0	0	0
Pedestrian Clearance		0	0	0	0	0	0	0	0
Call Mode entries		0 = omit 1 = actuated 2 = non-actuated 3 = recall extendible 4 = recall max 5 = soft recall 6 = ped recall 7 = omit ped			All other entries are [0 - 9.9 or 0 - 127]				
		F1-HELP, F8-HANGUP						10/13/97 16:19:26	

QUAD LEFT TURNS (P & P/P)

Note: *Max Plans are optional max green times such as Max Plan 1, Max Plan 2, up to Max Plan 8, which can be called to replace the NEMA MAX 1 entry. These can be implemented by time of day or cycle and split combinations. The information for MAX PLANS will be shown on the Signal Timing Sheet (STS) if required.*

SELECT MAX MODE: Optional Max Plans can be selected by time of day or a cycle split combination. Choice " 1 " is inserted for only the phases which have the additional MAX PLANS, all other phases remain at their normal NEMA timings, choice " 0 ".

NORMAL MAX PLANS: Enter the Max Plan 1, Max Plan 2, up to Max Plan 8 timings into the appropriate MAX PLAN phases. All other phases remain at " 0 ".

FAILED MAX PLAN: Enter " 0 " as this feature is not used.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD							
		Phase							
		1	2	3	4	5	6	7	8
Select Max Mode		0	0	0	0	0	0	0	0
Normal Max Plan 1		0	0	0	0	0	0	0	0
Failed Max Plan 1		0	0	0	0	0	0	0	0
Normal Max plan 2		0	0	0	0	0	0	0	0
Failed Max Plan 2		0	0	0	0	0	0	0	0
Normal Max Plan 3		0	0	0	0	0	0	0	0
Failed Max Plan 3		0	0	0	0	0	0	0	0
Normal Max Plan 4		0	0	0	0	0	0	0	0
Failed Max Plan 4		0	0	0	0	0	0	0	0
Normal Max Plan 5		0	0	0	0	0	0	0	0
Failed Max Plan 5		0	0	0	0	0	0	0	0
Normal Max Plan 6		0	0	0	0	0	0	0	0
Failed Max Plan 6		0	0	0	0	0	0	0	0
Normal max Plan 7		0	0	0	0	0	0	0	0
Failed Max Plan 7		0	0	0	0	0	0	0	0
Normal Max Plan 8		0	0	0	0	0	0	0	0
Failed Max Plan 8		0	0	0	0	0	0	0	0

Select Max Mode [0 = nema, 1 = time of day or cycle, split]
 All other entries [0 - 255 seconds]
 F1-HELP, F8-HANGUP 10/13/97 16:19:33

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE							
		Phase							
		1	2	3	4	5	6	7	8
Select Max Mode		0	0	0	0	0	0	0	0
Normal Max Plan 1		0	0	0	0	0	0	0	0
Failed Max Plan 1		0	0	0	0	0	0	0	0
Normal Max plan 2		0	0	0	0	0	0	0	0
Failed Max Plan 2		0	0	0	0	0	0	0	0
Normal Max Plan 3		0	0	0	0	0	0	0	0
Failed Max Plan 3		0	0	0	0	0	0	0	0
Normal Max Plan 4		0	0	0	0	0	0	0	0
Failed Max Plan 4		0	0	0	0	0	0	0	0
Normal Max Plan 5		0	0	0	0	0	0	0	0
Failed Max Plan 5		0	0	0	0	0	0	0	0
Normal Max Plan 6		0	0	0	0	0	0	0	0
Failed Max Plan 6		0	0	0	0	0	0	0	0
Normal max Plan 7		0	0	0	0	0	0	0	0
Failed Max Plan 7		0	0	0	0	0	0	0	0
Normal Max Plan 8		0	0	0	0	0	0	0	0
Failed Max Plan 8		0	0	0	0	0	0	0	0

Select Max Mode [0 = nema, 1 = time of day or cycle, split]
 All other entries [0 - 255 seconds]
 F1-HELP, F8-HANGUP 10/13/97 16:19:33

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST							
		Phase							
		1	2	3	4	5	6	7	8
Select Max Mode		1	1	0	1	0	0	0	0
Normal Max Plan 1		12	34	0	24	0	0	0	0
Failed Max Plan 1		0	0	0	0	0	0	0	0
Normal Max plan 2		0	0	0	0	0	0	0	0
Failed Max Plan 2		0	0	0	0	0	0	0	0
Normal Max Plan 3		0	0	0	0	0	0	0	0
Failed Max Plan 3		0	0	0	0	0	0	0	0
Normal Max Plan 4		0	0	0	0	0	0	0	0
Failed Max Plan 4		0	0	0	0	0	0	0	0
Normal Max Plan 5		0	0	0	0	0	0	0	0
Failed Max Plan 5		0	0	0	0	0	0	0	0
Normal Max Plan 6		0	0	0	0	0	0	0	0
Failed Max Plan 6		0	0	0	0	0	0	0	0
Normal max Plan 7		0	0	0	0	0	0	0	0
Failed Max Plan 7		0	0	0	0	0	0	0	0
Normal Max Plan 8		0	0	0	0	0	0	0	0
Failed Max Plan 8		0	0	0	0	0	0	0	0

Select Max Mode [0 = nema, 1 = time of day or cycle, split]
 All other entries [0 - 255 seconds]
 F1-HELP, F8-HANGUP 10/13/97 16:19:33

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST							
		Phase							
		1	2	3	4	5	6	7	8
Select Max Mode		1	1	0	1	1	0	0	1
Normal Max Plan 1		20	37	0	18	15	0	0	18
Failed Max Plan 1		0	0	0	0	0	0	0	0
Normal Max plan 2		0	0	0	0	0	0	0	0
Failed Max Plan 2		0	0	0	0	0	0	0	0
Normal Max Plan 3		0	0	0	0	0	0	0	0
Failed Max Plan 3		0	0	0	0	0	0	0	0
Normal Max Plan 4		0	0	0	0	0	0	0	0
Failed Max Plan 4		0	0	0	0	0	0	0	0
Normal Max Plan 5		0	0	0	0	0	0	0	0
Failed Max Plan 5		0	0	0	0	0	0	0	0
Normal Max Plan 6		0	0	0	0	0	0	0	0
Failed Max Plan 6		0	0	0	0	0	0	0	0
Normal max Plan 7		0	0	0	0	0	0	0	0
Failed Max Plan 7		0	0	0	0	0	0	0	0
Normal Max Plan 8		0	0	0	0	0	0	0	0
Failed Max Plan 8		0	0	0	0	0	0	0	0

Select Max Mode [0 = nema, 1 = time of day or cycle, split]
 All other entries [0 - 255 seconds]
 F1-HELP, F8-HANGUP 10/13/97 16:19:33

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST							
		Phase							
		1	2	3	4	5	6	7	8
Select Max Mode		1	1	1	1	1	1	1	1
Normal Max Plan 1		15	35	10	18	12	38	10	18
Failed Max Plan 1		0	0	0	0	0	0	0	0
Normal Max plan 2		20	40	10	28	12	48	20	18
Failed Max Plan 2		0	0	0	0	0	0	0	0
Normal Max Plan 3		12	28	10	18	15	25	10	10
Failed Max Plan 3		0	0	0	0	0	0	0	0
Normal Max Plan 4		0	0	0	0	0	0	0	0
Failed Max Plan 4		0	0	0	0	0	0	0	0
Normal Max Plan 5		0	0	0	0	0	0	0	0
Failed Max Plan 5		0	0	0	0	0	0	0	0
Normal Max Plan 6		0	0	0	0	0	0	0	0
Failed Max Plan 6		0	0	0	0	0	0	0	0
Normal max Plan 7		0	0	0	0	0	0	0	0
Failed Max Plan 7		0	0	0	0	0	0	0	0
Normal Max Plan 8		0	0	0	0	0	0	0	0
Failed Max Plan 8		0	0	0	0	0	0	0	0

Select Max Mode [0 = nema, 1 = time of day or cycle, split]
 All other entries [0 - 255 seconds]
 F1-HELP, F8-HANGUP 10/13/97 16:19:33

QUAD LEFT TURNS (P & P/P)

DETECTOR 1 to 16:

MONITOR STATUS: Enter " 0 " as this feature is not used.

FAILED MAX PHASE: Enter " 0 " as this feature is not used.

COUNT-MIN: Enter " 0 " as this feature is not used.

COUNT-MAX: Enter " 0 " as this feature is not used.

DETECTOR FAIL SAMPLE PERIOD: Enter " 0 " as this feature is not used.

SYSTEM: SAMPLE SYSTEM			INTERSECTION: NEW RD		
Detector	Monitor Status	Failed Max Phase	Count		
			Min	Max	
1	0	0	0	0	[Monitor Status 0 = no fail monitoring 1 = fail monitoring]
2	0	0	0	0	
3	0	0	0	0	[Failed Max Phase 0 = no phase 1 - 8 phase to use failed max]
4	0	0	0	0	
5	0	0	0	0	
6	0	0	0	0	
7	0	0	0	0	[Count 0 - 999]
8	0	0	0	0	
9	0	0	0	0	
10	0	0	0	0	
11	0	0	0	0	
12	0	0	0	0	
13	0	0	0	0	
14	0	0	0	0	
15	0	0	0	0	
16	0	0	0	0	
Detector Fail Sample Period			0	[0 - 255 minutes]	
F1-HELP, F8-HANGUP			10/13/97 16:19:36		

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE			
Detector	Monitor Status	Failed Max Phase	Count		
			Min	Max	
1	0	0	0	0	[Monitor Status 0 = no fail monitoring 1 = fail monitoring]
2	0	0	0	0	
3	0	0	0	0	
4	0	0	0	0	[Failed Max Phase 0 = no phase 1 - 8 phase to use failed max]
5	0	0	0	0	
6	0	0	0	0	
7	0	0	0	0	
8	0	0	0	0	
9	0	0	0	0	[Count 0 - 999]
10	0	0	0	0	
11	0	0	0	0	
12	0	0	0	0	
13	0	0	0	0	
14	0	0	0	0	
15	0	0	0	0	
16	0	0	0	0	
Detector Fail Sample Period			0	[0 - 255 minutes]	
F1-HELP, F8-HANGUP			10/13/97 16:19:36		

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST			
Detector	Monitor Status	Failed Max Phase	Count		
			Min	Max	
1	0	0	0	0	[Monitor Status 0 = no fail monitoring 1 = fail monitoring]
2	0	0	0	0	
3	0	0	0	0	
4	0	0	0	0	[Failed Max Phase 0 = no phase 1 - 8 phase to use failed max]
5	0	0	0	0	
6	0	0	0	0	
7	0	0	0	0	
8	0	0	0	0	
9	0	0	0	0	[Count 0 - 999]
10	0	0	0	0	
11	0	0	0	0	
12	0	0	0	0	
13	0	0	0	0	
14	0	0	0	0	
15	0	0	0	0	
16	0	0	0	0	
Detector Fail Sample Period			0	[0 - 255 minutes]	
F1-HELP, F8-HANGUP			10/13/97 16:19:36		

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		FIFTH ST	
Detector	Monitor Status	Failed Max Phase	Count				
			Min	Max			
1	0	0	0	0	[Monitor Status]		
2	0	0	0	0	[0 = no fail monitoring]		
3	0	0	0	0	[1 = fail monitoring]		
4	0	0	0	0			
5	0	0	0	0			
6	0	0	0	0	[Failed Max Phase]		
7	0	0	0	0	[0 = no phase]		
8	0	0	0	0	[1 - 8 phase to use]		
9	0	0	0	0	[failed max]		
10	0	0	0	0			
11	0	0	0	0			
12	0	0	0	0	[Count]		
13	0	0	0	0	[0 - 999]		
14	0	0	0	0			
15	0	0	0	0			
16	0	0	0	0			
Detector Fail Sample Period 0 [0 - 255 minutes]							
				F1-HELP, F8-HANGUP		10/13/97 16:19:36	

CONFLICTING LEFT TURNS

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		8 ST	
Detector	Monitor Status	Failed Max Phase	Count				
			Min	Max			
1	0	0	0	0	[Monitor Status]		
2	0	0	0	0	[0 = no fail monitoring]		
3	0	0	0	0	[1 = fail monitoring]		
4	0	0	0	0			
5	0	0	0	0			
6	0	0	0	0	[Failed Max Phase]		
7	0	0	0	0	[0 = no phase]		
8	0	0	0	0	[1 - 8 phase to use]		
9	0	0	0	0	[failed max]		
10	0	0	0	0			
11	0	0	0	0			
12	0	0	0	0	[Count]		
13	0	0	0	0	[0 - 999]		
14	0	0	0	0			
15	0	0	0	0			
16	0	0	0	0			
Detector Fail Sample Period 0 [0 - 255 minutes]							
				F1-HELP, F8-HANGUP		10/13/97 16:19:36	

QUAD LEFT TURNS (P & P/P)

DETECTOR 17 to 24:

MONITOR STATUS: Enter " 0 " as this feature is not used.

FAILED MAX PHASE: Enter " 0 " as this feature is not used.

COUNT-MIN: Enter " 0 " as this feature is not used.

COUNT-MAX: Enter " 0 " as this feature is not used.

NORMAL SAMPLE PERIOD: Volume logging is dependent upon controller type and loop configuration. If desired, it will be indicated on the Signal Timing Sheet (STS). If it is to be used, the standard sampling period for volume logging is 15 minutes. If it is not utilised, the default entry is " 0 ".

ALTERNATE SAMPLE PERIOD: Enter " 0 " as this feature is not used.

DETECTOR VOLUME ENABLE: Enter " 1 " under each detector that is required count. This information can be located on the Loop Assignment Sheet (LAS). Enter " 0 " under all other detectors that are not required to count.

SYSTEM: SAMPLE SYSTEM										INTERSECTION: NEW RD													
										Monitor Status 0 = no fail monitoring 1 = fail monitoring													
										Failed Max Phase 0 = no phase 1 - 8 = phase to use failed max													
										Count 0 - 999													
Detector	Monitor Status			Failed Max Phase			Count																
17	0			0			0																
18	0			0			0																
19	0			0			0																
20	0			0			0																
21	0			0			0																
22	0			0			0																
23	0			0			0																
24	0			0			0																
Normal Sample Period										0		[0, 1, 5, 6, 10, 15, 30, 60 min. 99 = per cycle]											
Alternate Sample Period										0													
												Detector Volume Enable [0 = off 1 = on]											
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
F1-HELP, F8-HANGUP										10/13/97 16:19:39													

GENERIC

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		FIRST AVE						
Detector	Monitor Status	Failed Max Phase	Count Min	Count Max	Monitor Status		[0 = no fail monitoring 1 = fail monitoring]					
17	0	0	0	0	Failed Max Phase							
18	0	0	0	0	[0 = no phase 1 - 8 = phase to use failed max]							
19	0	0	0	0	Count		[0 - 999]					
20	0	0	0	0								
21	0	0	0	0								
22	0	0	0	0								
23	0	0	0	0								
24	0	0	0	0								
Normal Sample Period		0	[0, 1, 5, 6, 10, 15, 30, 60 min. 99 = per cycle]									
Alternate Sample Period		0										
		Detector Volume Enable										[0 = off 1 = on]
1	2	3	4	5	6	7	8	9	10	11	12	
0	0	0	0	0	0	0	0	0	0	0	0	
13	14	15	16	17	18	19	20	21	22	23	24	
0	0	0	0	0	0	0	0	0	0	0	0	
F1-HELP, F8-HANGUP						10/13/97 16:19:39						

PEDESTRIAN ACTIVATED

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		3 ST						
Detector	Monitor Status	Failed Max Phase	Count Min	Count Max	Monitor Status		[0 = no fail monitoring 1 = fail monitoring]					
17	0	0	0	0	Failed Max Phase							
18	0	0	0	0	[0 = no phase 1 - 8 = phase to use failed max]							
19	0	0	0	0	Count		[0 - 999]					
20	0	0	0	0								
21	0	0	0	0								
22	0	0	0	0								
23	0	0	0	0								
24	0	0	0	0								
Normal Sample Period		15	[0, 1, 5, 6, 10, 15, 30, 60 min. 99 = per cycle]									
Alternate Sample Period		0										
		Detector Volume Enable										[0 = off 1 = on]
1	2	3	4	5	6	7	8	9	10	11	12	
0	1	0	1	0	1	0	1	1	0	0	0	
13	14	15	16	17	18	19	20	21	22	23	24	
1	0	0	0	0	0	0	0	0	0	0	0	
F1-HELP, F8-HANGUP						10/13/97 16:19:39						

SINGLE ADVANCE LEFT (P/P)

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		FIFTH ST						
Detector	Monitor Status	Failed Max Phase	Count		Monitor Status							
			Min	Max	0 = no fail monitoring							
					1 = fail monitoring							
17	0	0	0	0	Failed Max Phase							
18	0	0	0	0	0 = no phase							
19	0	0	0	0	1 - 8 = phase to use							
20	0	0	0	0	failed max							
21	0	0	0	0	Count							
22	0	0	0	0	0 - 999							
23	0	0	0	0								
24	0	0	0	0								
Normal Sample Period		15	[0, 1, 5, 6, 10, 15, 30, 60 min.]									
Alternate Sample Period		0	99 = per cycle									
		Detector Volume Enable										
1	2	3	4	5	6	7	8	9	10	11	12	[0 = off] [1 = on]
0	1	0	1	0	1	0	1	1	1	1	0	
13	14	15	16	17	18	19	20	21	22	23	24	
1	1	1	0	0	0	0	0	0	0	0	0	
F1-HELP, F8-HANGUP						10/13/97 16:19:39						

CONFLICTING DUAL LEFT TURNS

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		8 ST						
Detector	Monitor Status	Failed Max Phase	Count		Monitor Status							
			Min	Max	0 = no fail monitoring							
					1 = fail monitoring							
17	0	0	0	0	Failed Max Phase							
18	0	0	0	0	0 = no phase							
19	0	0	0	0	1 - 8 = phase to use							
20	0	0	0	0	failed max							
21	0	0	0	0	Count							
22	0	0	0	0	0 - 999							
23	0	0	0	0								
24	0	0	0	0								
Normal Sample Period		15	[0, 1, 5, 6, 10, 15, 30, 60 min.]									
Alternate Sample Period		0	99 = per cycle									
		Detector Volume Enable										
1	2	3	4	5	6	7	8	9	10	11	12	[0 = off] [1 = on]
0	1	0	1	0	1	0	1	1	1	1	0	
13	14	15	16	17	18	19	20	21	22	23	24	
1	1	1	0	0	1	1	1	1	1	1	1	
F1-HELP, F8-HANGUP						10/13/97 16:19:39						

QUAD LEFT TURNS (P & P/P)

TELEPHONE NUMBER #1: Enter " 0 " unless the intersection is required to dial out via Auto Dial to a primary telephone (T1) for Report Function Schedules, Volume Logging or MOE's, then you would enter the number here. Your entry must include the specific phone number including the type of phone, T = tone, spaces or pauses and area codes. For example, T16043871706. This information can be located in the Special Feature Programme document (SFP).

TELEPHONE NUMBER #2: Enter " 0 " unless back-up telephone (T2) is needed to call should the first (T1) fail or if the information is required in two separate locations. The programming requirements are the same as (T1). This information can be located in the Special Feature Programme document (SFP)..

INTERSECTION TELEPHONE NUMBER: Enter " 0 " unless the intersection has a Telephone line connected then enter the number located in the Special Feature Programme document (SFP).

DIRECT DIAL MODE: Enter " 0 " for direct connection by a computer to mainframe. For any dialling out functions, such as Auto Dial, you must identify the type of the Modem connected to the mainframe, enter " 1 " for HAYES/compatible, etc.

SPECIAL BARRIER: Enter " 1 " as this feature is not used.

FLASHING DW: Enter " 1 " as this feature is not used.

TBC BACKUP DELAY: Enter " 0 " as this feature is not used.

INCREASE RED / YELLOW: Enter " 0 " as this feature is not used.

LNME MONITOR PORT: Enter " 2 " for RS232B. This allows for the communication between the LMD and the LNM12E Conflict Monitor if the TEC 7 cable is installed, with this cable installed data can be retrieved from the CMU via the LMD, this includes remote access.

SYSTEM WIDE MAP PHASES: Enter " 0 " as this feature is not used.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD				
Telephone #1	Telephone number: <input type="text"/>	[P = pulse dialing T = tone dialing W = wait for dial tone , = hayes pause 0 - 9 = digits spaces can be inserted]				
Telephone #2	Telephone number: <input type="text"/>					
Intersection	Telephone number: <input type="text"/>					
Direct Dial Mode	<input type="text" value="0"/>	[0 = RS232, 1 = Hayes, 2 = UDS, 3 = External 202]				
Special Barrier	<input type="text"/>	[1 = off, 2 = on]				
Flashing DW	<input type="text"/>	[1 = off, 2 = on]				
TBC Backup Delay	<input type="text" value="0"/>	[0 - 255 minutes]				
Increase red/yel	<input type="text" value="0"/>	[0 - 100%]				
LNME Monitor Port	<input type="text"/>	[1 = RS232A, 2 = RS232B]				
System Wide Map Phases	Signal	1	2	3	4	[0 = N/U 1 - 8 = phases 1 - 8 9 - 12 = Overlaps A - D]
		<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="0"/>	
		F1-HELP, F8-HANGUP		10/13/97 16:19:42		

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE	
Telephone #1	Telephone number: 0	[P = pulse dialing T = tone dialing W = wait for dial tone , = hayes pause 0 - 9 = digits spaces can be inserted]	
Telephone #2	Telephone number: 0		
Intersection	Telephone number: 0		
Direct Dial Mode	0 [0 = RS232, 1 = Hayes, 2 = UDS, 3 = External 202]		
Special Barrier	1 [1 = off, 2 = on]		
Flashing DW	1 [1 = off, 2 = on]		
TBC Backup Delay	0 [0 - 255 minutes]		
Increase red/yel	0 [0 - 100%]		
LNME Monitor Port	2 [1 = RS232A, 2 = RS232B]		
System Wide Map Phases	Signal 1 2 3 4	[0 = N/U 1 - 8 = phases 1 - 8 9 - 12 = Overlaps A - D]	
	0 0 0 0		
F1-HELP, F8-HANGUP		10/13/97 16:19:42	

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST	
Telephone #1	Telephone number: 0	[P = pulse dialing T = tone dialing W = wait for dial tone , = hayes pause 0 - 9 = digits spaces can be inserted]	
Telephone #2	Telephone number: 0		
Intersection	Telephone number: 0		
Direct Dial Mode	0 [0 = RS232, 1 = Hayes, 2 = UDS, 3 = External 202]		
Special Barrier	1 [1 = off, 2 = on]		
Flashing DW	1 [1 = off, 2 = on]		
TBC Backup Delay	0 [0 - 255 minutes]		
Increase red/yel	0 [0 - 100%]		
LNME Monitor Port	2 [1 = RS232A, 2 = RS232B]		
System Wide Map Phases	Signal 1 2 3 4	[0 = N/U 1 - 8 = phases 1 - 8 9 - 12 = Overlaps A - D]	
	0 0 0 0		
F1-HELP, F8-HANGUP		10/13/97 16:19:42	

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST	
Telephone #1	Telephone number: 0	[P = pulse dialing T = tone dialing W = wait for dial tone , = hayes pause 0 - 9 = digits spaces can be inserted]	
Telephone #2	Telephone number: 0		
Intersection	Telephone number: 0		
Direct Dial Mode	0 [0 = RS232, 1 = Hayes, 2 = UDS, 3 = External 202]		
Special Barrier	1 [1 = off, 2 = on]		
Flashing DW	1 [1 = off, 2 = on]		
TBC Backup Delay	0 [0 - 255 minutes]		
Increase red/yel	0 [0 - 100%]		
LNME Monitor Port	2 [1 = RS232A, 2 = RS232B]		
System Wide Map Phases	Signal 1 2 3 4	[0 = N/U 1 - 8 = phases 1 - 8 9 - 12 = Overlaps A - D]	
	0 0 0 0		
F1-HELP, F8-HANGUP		10/13/97 16:19:42	

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST	
Telephone #1	Telephone number: 0	[P = pulse dialing T = tone dialing W = wait for dial tone , = hayes pause 0 - 9 = digits spaces can be inserted]	
Telephone #2	Telephone number: 0		
Intersection	Telephone number: 0		
Direct Dial Mode	0 [0 = RS232, 1 = Hayes, 2 = UDS, 3 = External 202]		
Special Barrier	1 [1 = off, 2 = on]		
Flashing DW	1 [1 = off, 2 = on]		
TBC Backup Delay	0 [0 - 255 minutes]		
Increase red/yel	0 [0 - 100%]		
LNME Monitor Port	2 [1 = RS232A, 2 = RS232B]		
System Wide Map Phases	Signal 1 2 3 4	[0 = N/U 1 - 8 = phases 1 - 8 9 - 12 = Overlaps A - D]	
	0 0 0 0		
F1-HELP, F8-HANGUP		10/13/97 16:19:42	

QUAD LEFT TURNS (P & P/P)

DIM / OVERLAP SIGNAL

DIM RED to DIM PED CLEAR: Enter " 0 " in all cells as this feature is not used.

Overlap PED 1 to Overlap PED 8: Enter " 0 " in all cells unless indicated in the Special Feature Programme document (SFP).

SYSTEM: SAMPLE SYSTEM	INTERSECTION: NEW RD											
	PHASE / OVERLAP											
Dim /Overlap Signal	1	2	3	4	5	6	7	8	A	B	C	D
Dim Red	0	0	0	0	0	0	0	0	0	0	0	0
Dim Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Dim Green	0	0	0	0	0	0	0	0	0	0	0	0
Dim Walk	0	0	0	0	0	0	0	0				
Dim Don't Walk	0	0	0	0	0	0	0	0				
Dim Ped Clear	0	0	0	0	0	0	0	0				
Overlap Ped 1	0	0	0	0	0	0	0	0				
Overlap Ped 2	0	0	0	0	0	0	0	0				
Overlap Ped 3	0	0	0	0	0	0	0	0				
Overlap Ped 4	0	0	0	0	0	0	0	0				
Overlap Ped 5	0	0	0	0	0	0	0	0				
Overlap Ped 6	0	0	0	0	0	0	0	0				
Overlap Ped 7	0	0	0	0	0	0	0	0				
Overlap Ped 8	0	0	0	0	0	0	0	0				

[Dim, 0 = no dimming, 1 = dim positive, 2 = dim negative
Overlap, 0 = no overlap, 1 = overlap]

F1-HELP, F8-HANGUP 10/13/97 16:19:44

GENERIC

SYSTEM: SAMPLE SYSTEM	INTERSECTION: FIRST AVE											
Dim /Overlap Signal	1	2	3	4	5	6	7	8	A	B	C	D
Dim Red	0	0	0	0	0	0	0	0	0	0	0	0
Dim Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Dim Green	0	0	0	0	0	0	0	0	0	0	0	0
Dim Walk	0	0	0	0	0	0	0	0				
Dim Don't Walk	0	0	0	0	0	0	0	0				
Dim Ped Clear	0	0	0	0	0	0	0	0				
Overlap Ped 1	0	0	0	0	0	0	0	0				
Overlap Ped 2	0	0	0	0	0	0	0	0				
Overlap Ped 3	0	0	0	0	0	0	0	0				
Overlap Ped 4	0	0	0	0	0	0	0	0				
Overlap Ped 5	0	0	0	0	0	0	0	0				
Overlap Ped 6	0	0	0	0	0	0	0	0				
Overlap Ped 7	0	0	0	0	0	0	0	0				
Overlap Ped 8	0	0	0	0	0	0	0	0				

[Dim, 0 = no dimming, 1 = dim positive, 2 = dim negative
Overlap, 0 = no overlap, 1 = overlap]

F1-HELP, F8-HANGUP 10/13/97 16:19:44

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM	INTERSECTION: 3 ST											
Dim /Overlap Signal	1	2	3	4	5	6	7	8	A	B	C	D
Dim Red	0	0	0	0	0	0	0	0	0	0	0	0
Dim Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Dim Green	0	0	0	0	0	0	0	0	0	0	0	0
Dim Walk	0	0	0	0	0	0	0	0				
Dim Don't Walk	0	0	0	0	0	0	0	0				
Dim Ped Clear	0	0	0	0	0	0	0	0				
Overlap Ped 1	0	0	0	0	0	0	0	0				
Overlap Ped 2	0	0	0	0	0	0	0	0				
Overlap Ped 3	0	0	0	0	0	0	0	0				
Overlap Ped 4	0	0	0	0	0	0	0	0				
Overlap Ped 5	0	0	0	0	0	0	0	0				
Overlap Ped 6	0	0	0	0	0	0	0	0				
Overlap Ped 7	0	0	0	0	0	0	0	0				
Overlap Ped 8	0	0	0	0	0	0	0	0				

[Dim, 0 = no dimming, 1 = dim positive, 2 = dim negative
Overlap, 0 = no overlap, 1 = overlap]

F1-HELP, F8-HANGUP 10/13/97 16:19:44

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM	INTERSECTION: FIFTH ST											
Dim /Overlap Signal	PHASE / OVERLAP								A	B	C	D
	1	2	3	4	5	6	7	8				
Dim Red	0	0	0	0	0	0	0	0	0	0	0	0
Dim Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Dim Green	0	0	0	0	0	0	0	0	0	0	0	0
Dim Walk	0	0	0	0	0	0	0	0	0	0	0	0
Dim Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0
Dim Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 1	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 2	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 3	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 4	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 5	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 6	0	1	0	0	0	0	0	0	0	0	0	0
Overlap Ped 7	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 8	0	0	0	0	0	0	0	0	0	0	0	0

[Dim, 0 = no dimming, 1 = dim positive, 2 = dim negative
Overlap, 0 = no overlap, 1 = overlap]

F1-HELP, F8-HANGUP 10/13/97 16:19:44

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM	INTERSECTION: 8 ST											
Dim /Overlap Signal	PHASE / OVERLAP								A	B	C	D
	1	2	3	4	5	6	7	8				
Dim Red	0	0	0	0	0	0	0	0	0	0	0	0
Dim Yellow	0	0	0	0	0	0	0	0	0	0	0	0
Dim Green	0	0	0	0	0	0	0	0	0	0	0	0
Dim Walk	0	0	0	0	0	0	0	0	0	0	0	0
Dim Don't Walk	0	0	0	0	0	0	0	0	0	0	0	0
Dim Ped Clear	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 1	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 2	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 3	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 4	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 5	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 6	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 7	0	0	0	0	0	0	0	0	0	0	0	0
Overlap Ped 8	0	0	0	0	0	0	0	0	0	0	0	0

[Dim, 0 = no dimming, 1 = dim positive, 2 = dim negative
Overlap, 0 = no overlap, 1 = overlap]

F1-HELP, F8-HANGUP 10/13/97 16:19:44

QUAD LEFT TURNS (P & P/P)

ACTUATED WALK REST:	Enter " 0 " in all cells as this feature is not used.
CONDITIONAL PED:	Enter " 0 " in all cells as this feature is not normally used. If it is required then it will be indicated on the Signal Timing Sheet (STS).
FLASHING WALK THRU PCL:	Enter " 0 " in all cells as this feature is not used.
MAX SPEED:	Enter " 0 " as this feature is not used.
MOE NORMAL SAMPLE PERIOD:	Enter " 15 " minutes for MOE collection.
MOE ALTERNATE SAMPLE PERIOD:	Enter " 0 " as this feature is not used.

DETECTORS

SPEED TRAPS:	Enter " 0 " in all cells as this feature is not used.
DISTANCE:	Enter " 0 " in all cells as this feature is not used.
UNITS:	Enter " 0 " in all cells as this feature is not used.
DETECTOR COMPUTED SPEED FACTOR:	Enter " 0 " in all cells as this feature is not used.

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:								NEW RD			
	PHASE ->	1	2	3	4	5	6	7	8				
Actuated Walk Rest		0	0	0	0	0	0	0	0	[0 = off, 1 = on]			
Conditional Ped		0	0	0	0	0	0	0	0				
Flashing Walk Thru Pcl		0	0	0	0	0	0	0	0				
	Max Speed	0	[0 - 255]										
	MOE Normal Sample Period	0	[0, 5, 6, 10, 15, 30, 60]										
	MOE Alternate Sample Period	0	[0 = no sampling]										
		Detectors								[distance -> 0 - 255 units -> 0 = inches, 1 = feet, 2 = centimeters 3 = decimeters]			
Speed Traps	9 to 10	11 to 12	13 to 14	15 to 16									
Distance	0	0	0	0									
Units	0	0	0	0									
		Detector Computed Speed Factor											
	1	2	3	4	5	6	7	8	9	10	11	12	
	0	0	0	0	0	0	0	0	0	0	0	0	
		Detector Computed Speed Factor											
	13	14	15	16	17	18	19	20	21	22	23	24	
	0	0	0	0	0	0	0	0	0	0	0	0	
	[0 - 255 average detector occupancy in hundredths of seconds]												
F1-HELP, F8-HANGUP								10/13/97 16:19:48					

GENERIC

```

SYSTEM:   SAMPLE SYSTEM                               INTERSECTION:  FIRST AVE
          PHASE -> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
Actuated Walk Rest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | [ 0 = off, 1 = on ]
Conditional Ped    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Flashing Walk Thru Pcl | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

          Max Speed 0 [0 - 255]
MOE Normal Sample Period 15 [ 0, 5, 6, 10, 15, 30, 60 ]
MOE Alternate Sample Period 0 [ 0 = no sampling ]

| Speed Traps | 9 to 10 | 11 to 12 | 13 to 14 | 15 to 16 | [ distance -> 0 - 255
Distance      | 0       | 0       | 0       | 0       | units -> 0 = inches,
Units         | 0       | 0       | 0       | 0       | 1 = feet, 2 = centimeters
              |       |       |       |       | 3 = decimeters ]

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Detector Computed Speed Factor
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
Detector Computed Speed Factor
[ 0 - 255 average detector occupancy in hundredths of seconds ]

          F1-HELP, F8-HANGUP                               10/13/97 16:19:48
    
```

PEDESTRIAN ACTIVATED

```

SYSTEM:   SAMPLE SYSTEM                               INTERSECTION:  3 ST
          PHASE -> | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
Actuated Walk Rest | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | [ 0 = off, 1 = on ]
Conditional Ped    | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Flashing Walk Thru Pcl | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

          Max Speed 0 [0 - 255]
MOE Normal Sample Period 15 [ 0, 5, 6, 10, 15, 30, 60 ]
MOE Alternate Sample Period 0 [ 0 = no sampling ]

| Speed Traps | 9 to 10 | 11 to 12 | 13 to 14 | 15 to 16 | [ distance -> 0 - 255
Distance      | 0       | 0       | 0       | 0       | units -> 0 = inches,
Units         | 0       | 0       | 0       | 0       | 1 = feet, 2 = centimeters
              |       |       |       |       | 3 = decimeters ]

| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Detector Computed Speed Factor
| 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  | 0  |
Detector Computed Speed Factor
[ 0 - 255 average detector occupancy in hundredths of seconds ]

          F1-HELP, F8-HANGUP                               10/13/97 16:19:48
    
```

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:								FIFTH ST				
	PHASE ->	1	2	3	4	5	6	7	8					
Actuated Walk Rest		0	0	0	0	0	0	0	0	[0 = off, 1 = on]				
Conditional Ped		0	0	0	0	0	0	0	0					
Flashing Walk Thru Pcl		0	0	0	0	0	0	0	0					
	Max Speed	0 [0 - 255]												
	MOE Normal Sample Period	15 [0, 5, 6, 10, 15, 30, 60]												
	MOE Alternate Sample Period	0 [0 = no sampling]												
		Detectors								[distance -> 0 - 255 units -> 0 = inches, 1 = feet, 2 = centimeters 3 = decimeters]				
Speed Traps	9 to 10	11 to 12	13 to 14	15 to 16										
Distance	0	0	0	0										
Units	0	0	0	0										
		Detector Computed Speed Factor												
	1	2	3	4	5	6	7	8	9	10	11	12		
	0	0	0	0	0	0	0	0	0	0	0	0		
		Detector Computed Speed Factor												
	13	14	15	16	17	18	19	20	21	22	23	24		
	0	0	0	0	0	0	0	0	0	0	0	0		
	[0 - 255 average detector occupancy in hundredths of seconds]													
F1-HELP, F8-HANGUP										10/13/97 16:19:48				

CONFLICTING LEFT TURNS

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:								8 ST				
	PHASE ->	1	2	3	4	5	6	7	8					
Actuated Walk Rest		0	0	0	0	0	0	0	0	[0 = off, 1 = on]				
Conditional Ped		0	0	0	0	0	0	0	0					
Flashing Walk Thru Pcl		0	0	0	0	0	0	0	0					
	Max Speed	0 [0 - 255]												
	MOE Normal Sample Period	15 [0, 5, 6, 10, 15, 30, 60]												
	MOE Alternate Sample Period	0 [0 = no sampling]												
		Detectors								[distance -> 0 - 255 units -> 0 = inches, 1 = feet, 2 = centimeters 3 = decimeters]				
Speed Traps	9 to 10	11 to 12	13 to 14	15 to 16										
Distance	0	0	0	0										
Units	0	0	0	0										
		Detector Computed Speed Factor												
	1	2	3	4	5	6	7	8	9	10	11	12		
	0	0	0	0	0	0	0	0	0	0	0	0		
		Detector Computed Speed Factor												
	13	14	15	16	17	18	19	20	21	22	23	24		
	0	0	0	0	0	0	0	0	0	0	0	0		
	[0 - 255 average detector occupancy in hundredths of seconds]													
F1-HELP, F8-HANGUP										10/13/97 16:19:48				

QUAD LEFT TURNS (P & P/P)

ADVANCE WARNING**ADVANCE WARNING:**

Enter " 0 " in all cells unless indicated in the Special Feature Programme document (SFP) Used with internal advance warning.

CONDITIONAL PHASES OR OVERLAPS**PHASE / OVERLAP 1:**

Enter " 0 " in all cells unless indicated in the Special Feature Programme document (SFP). Used with internal advance warning.

PHASE / OVERLAP 2:

Enter " 0 " in all cells unless indicated in the Special Feature Programme document (SFP). Used with internal advance warning.

ADVANCE WARNING DE-ACTIVATION DELAY**DELAY:**

Enter " 0 " in all cells as this feature is not used.

CALL IN DELAYS:

Enter " 0 " in all cells unless indicated in the Special Feature Programme document (SFP). Used with Auto-Dial in.

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  NEW RD

Advanced Warning:
|          |         Phases as overlaps          |         Overlaps          | | | | | | | | | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|          |         [ 0 = off, 1 = on ]          |

Conditional Phase(s) or overlap(s):
|          |         Phases as Overlaps          |         Overlaps          |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
Phase/Overlap 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Phase/Overlap 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|          |         [0 = none, 1 - 8 = phase 1 - 8, 9 - 12 = overlap A - D]          |

Advanced Warning De-activation Delay:    (for advanced warning timing see help)
|          |         Phases as Overlaps          |         Overlaps          |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
Delay | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|          |         [ 0 - 99 seconds ]          |

Call In Delays          Schedule A   Schedule B   Schedule C   Volume
|          |         0           0           0           0
|          |         [ 0 - 255 minutes ]          |
|          |         F1-HELP, F8-HANGUP          |          10/13/97  16:19:50
    
```

GENERIC

```

SYSTEM:    SAMPLE SYSTEM                    INTERSECTION:  FIRST AVE

Advanced Warning:
|         |         |         |         |         |         |         |         |         |         |         |         |         |         |
|         |         |         |         |         |         |         |         |         |         |         |         |         |
| Advanced Warning | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
|         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|         | [ 0 = off, 1 = on ]

Conditional Phase(s) or overlap(s):
|         |         |         |         |         |         |         |         |         |         |         |         |         |
|         |         |         |         |         |         |         |         |         |         |         |         |         |
| Phase/Overlap 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
| Phase/Overlap 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|         | [0 = none, 1 - 8 = phase 1 - 8, 9 - 12 = overlap A - D]

Advanced Warning De-activation Delay: (for advanced warning timing see help)
|         |         |         |         |         |         |         |         |         |         |         |         |         |
|         |         |         |         |         |         |         |         |         |         |         |         |         |
| Delay | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
|         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|         | [ 0 - 99 seconds ]

Call In Delays          Schedule A  Schedule B  Schedule C  Volume
                        0           0           0           0
                        [ 0 - 255 minutes ]

F1-HELP, F8-HANGUP                                10/13/97 16:19:50
    
```

PEDESTRIAN ACTIVATED

```

SYSTEM:    SAMPLE SYSTEM                    INTERSECTION:  3 ST

Advanced Warning:
|         |         |         |         |         |         |         |         |         |         |         |         | |
|         |         |         |         |         |         |         |         |         |         |         |         |
| Advanced Warning | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
|         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|         | [ 0 = off, 1 = on ]

Conditional Phase(s) or overlap(s):
|         |         |         |         |         |         |         |         |         |         |         |         | |
|         |         |         |         |         |         |         |         |         |         |         |         |         |
| Phase/Overlap 1 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
| Phase/Overlap 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|         | [0 = none, 1 - 8 = phase 1 - 8, 9 - 12 = overlap A - D]

Advanced Warning De-activation Delay: (for advanced warning timing see help)
|         |         |         |         |         |         |         |         |         |         |         |         | |
|         |         |         |         |         |         |         |         |         |         |         |         |         |
| Delay | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | A | B | C | D |
|         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|         | [ 0 - 99 seconds ]

Call In Delays          Schedule A  Schedule B  Schedule C  Volume
                        0           0           0           0
                        [ 0 - 255 minutes ]

F1-HELP, F8-HANGUP                                10/13/97 16:19:50
    
```

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST											
Advanced Warning:													
		Phases as overlaps								Overlaps			
Advanced Warning		1	2	3	4	5	6	7	8	A	B	C	D
		0	0	0	0	0	0	0	0	0	0	0	0
		[0 = off, 1 = on]											
Conditional Phase(s) or overlap(s):													
		Phases as Overlaps								Overlaps			
Phase/Overlap 1		1	2	3	4	5	6	7	8	A	B	C	D
Phase/Overlap 2		0	0	0	0	0	0	0	0	0	0	0	0
		[0 = none, 1 - 8 = phase 1 - 8, 9 - 12 = overlap A - D]											
Advanced Warning De-activation Delay: (for advanced warning timing see help)													
		Phases as Overlaps								Overlaps			
Delay		1	2	3	4	5	6	7	8	A	B	C	D
		0	0	0	0	0	0	0	0	0	0	0	0
		[0 - 99 seconds]											
Call In Delays		Schedule A		Schedule B		Schedule C		Volume					
		0		0		0		0					
		[0 - 255 minutes]											
		F1-HELP, F8-HANGUP										10/13/97 16:19:50	

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST											
Advanced Warning:													
		Phases as overlaps								Overlaps			
Advanced Warning		1	2	3	4	5	6	7	8	A	B	C	D
		0	1	0	0	0	1	0	0	0	0	0	0
		[0 = off, 1 = on]											
Conditional Phase(s) or overlap(s):													
		Phases as Overlaps								Overlaps			
Phase/Overlap 1		1	2	3	4	5	6	7	8	A	B	C	D
Phase/Overlap 2		0	6	0	0	0	2	0	0	0	0	0	0
		[0 = none, 1 - 8 = phase 1 - 8, 9 - 12 = overlap A - D]											
Advanced Warning De-activation Delay: (for advanced warning timing see help)													
		Phases as Overlaps								Overlaps			
Delay		1	2	3	4	5	6	7	8	A	B	C	D
		0	0	0	0	0	0	0	0	0	0	0	0
		[0 - 99 seconds]											
Call In Delays		Schedule A		Schedule B		Schedule C		Volume					
		0		0		0		0					
		[0 - 255 minutes]											
		F1-HELP, F8-HANGUP										10/13/97 16:19:50	

QUAD LEFT TURNS (P & P/P)



BRITISH
COLUMBIA

Ministry of Transportation

LMD8000 PROGRAMMING GUIDE

TIME CLOCK DATA

Electrical Engineering Centre

Volume 1

June 1999


```
SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  NEW RD

          EDIT / ENTER / COMPARE INTERSECTION DATA

          1 - EDIT / ENTER Intersection PROGRAMMING Data
          2 - EDIT / ENTER Intersection TIME CLOCK Data
          3 - EDIT / ENTER Intersection COORDINATION Data
          4 - EDIT / ENTER Intersection PRE-EMPTION Data
          5 - COMPARE PROGRAMMING Data with TRANSFER File
          6 - COMPARE TIME CLOCK Data with TRANSFER File
          7 - COMPARE COORDINATION Data with TRANSFER File
          8 - COMPARE PRE-EMPTION Data with TRANSFER File
          9 - COMPARE LNME CONFIGURATION Data with TRANSFER File
         10 - VIEW LNME CONFIGURATION Data
         11 - PRINT LNME CONFIGURATION Data
         12 - LOAD Pre-programmed Data / CLEAR Data

          Selection: 

          F1-HELP, F8-HANGUP                                10/13/97 16:18:43
```

SELECTION: Enter "2".

INTERSECTION NAME:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
INSTALLATION DATE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
PROGRAMMED BY:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
PROGRAM DATE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
CONTROLLER SERIAL NUMBER:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
CONTROLLER TYPE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
SECURITY CODE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	NEW RD
EDIT/ENTER INTERSECTION TIME CLOCK DATA			
INTERSECTION NAME:	[REDACTED]		
INSTALLATION DATE:	[REDACTED]		
PROGRAMMED BY:	[REDACTED]		
PROGRAM DATE:	[REDACTED]		
CONTROLLER SERIAL NUMBER:	[REDACTED]		
CONTROLLER TYPE:	[REDACTED] [LMD8000, LMD9200, TCT1700]		
F1-HELP, F8-HANGUP		09/25/97 09:04:01	

GENERIC

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	FIRST AVE
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	TE-98000-00		
INSTALLATION DATE:	Apr 1998		
PROGRAMMED BY:	EES		
PROGRAM DATE:	98/04/07		
CONTROLLER SERIAL NUMBER:	11111		
CONTROLLER TYPE:	LMD8000	[LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]	
SECURITY CODE:		[1000 - 9999] (VALID for LC8000 and LC2000 only)	
F1-HELP, F8-HANGUP			10/13/97 16:18:56

TRAFFIC CONTROLLER CABINET INSTALLED DATE

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	3 ST
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	TE-98000-00		
INSTALLATION DATE:	98/10/21		
PROGRAMMED BY:	EES		
PROGRAM DATE:	98/04/07		
CONTROLLER SERIAL NUMBER:	22222		
CONTROLLER TYPE:	LMD8000	[LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]	
SECURITY CODE:		[1000 - 9999] (VALID for LC8000 and LC2000 only)	
F1-HELP, F8-HANGUP			10/13/97 16:18:56

LMD 8000 INSTALLED DATE

CKT 9 to CKT 63: Enter " 1 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD	
Circuit 9 is Aux 1			
Ckt 9	Aux 1	Ckt 28	Ped call 1
Ckt 10	Aux 2	Ckt 29	Ped call 2
Ckt 11	Aux 3	Ckt 30	Ped Call 3
Ckt 12	Aux 4	Ckt 31	Ped Call 4
Ckt 14	Max II	Ckt 32	Ped Call 5
Ckt 15	Inh Max R1	Ckt 33	Ped Call 6
Ckt 16	Inh Max R2	Ckt 34	Ped Call 7
Ckt 17	CNA I	Ckt 35	Ped Call 8
Ckt 18	CNA II	Ckt 36	Veh Omit 1
Ckt 19	Min Recall	Ckt 37	Veh Omit 2
Ckt 20	Veh Call 1	Ckt 38	Veh Omit 3
Ckt 21	Veh Call 2	Ckt 39	Veh Omit 4
Ckt 22	Veh Call 3	Ckt 40	Veh Omit 5
Ckt 23	Veh Call 4	Ckt 41	Veh Omit 6
Ckt 24	Veh Call 5	Ckt 42	Veh Omit 7
Ckt 25	Veh Call 6	Ckt 43	Veh Omit 8
Ckt 26	Veh Call 7	Ckt 44	Ped Omit 1
Ckt 27	Veh Call 8	Ckt 45	Ped OMIT 2
Ckt 46	Ped Omit 3	Ckt 47	Ped Omit 4
Ckt 48	Ped Omit 5	Ckt 49	Ped Omit 6
Ckt 50	Ped Omit 7	Ckt 51	Ped Omit 8
Ckt 52	Cond. Service	Ckt 53	SGO Inhibit
Ckt 54	INT Inhibit	Ckt 55	SYNC Inhibit
Ckt 56	Walk Rest	Ckt 57	Dual Entry
Ckt 58	Red Rest R1	Ckt 59	Red Rest R2
Ckt 60	ORC R1	Ckt 61	ORC R2
Ckt 62	Ped Recycle R1	Ckt 63	Ped Recycle R2

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:34

GENERIC

SYSTEM: SAMPLE SYSTEM				INTERSECTION: FIRST AVE				
Circuit 9 is Aux 1								
Ckt 9	Aux 1	1	Ckt 28	Ped call 1	1	Ckt 46	Ped Omit 3	1
Ckt 10	Aux 2	1	Ckt 29	Ped call 2	1	Ckt 47	Ped Omit 4	1
Ckt 11	Aux 3	1	Ckt 30	Ped Call 3	1	Ckt 48	Ped Omit 5	1
Ckt 12	Aux 4	1	Ckt 31	Ped Call 4	1	Ckt 49	Ped Omit 6	1
Ckt 14	Max II	1	Ckt 32	Ped Call 5	1	Ckt 50	Ped Omit 7	1
Ckt 15	Inh Max R1	1	Ckt 33	Ped Call 6	1	Ckt 51	Ped Omit 8	1
Ckt 16	Inh Max R2	1	Ckt 34	Ped Call 7	1	Ckt 52	Cond. Service	1
Ckt 17	CNA I	1	Ckt 35	Ped Call 8	1	Ckt 53	SGO Inhibit	1
Ckt 18	CNA II	1	Ckt 36	Veh Omit 1	1	Ckt 54	INT Inhibit	1
Ckt 19	Min Recall	1	Ckt 37	Veh Omit 2	1	Ckt 55	SYNC Inhibit	1
Ckt 20	Veh Call 1	1	Ckt 38	Veh Omit 3	1	Ckt 56	Walk Rest	1
Ckt 21	Veh Call 2	1	Ckt 39	Veh Omit 4	1	Ckt 57	Dual Entry	1
Ckt 22	Veh Call 3	1	Ckt 40	Veh Omit 5	1	Ckt 58	Red Rest R1	1
Ckt 23	Veh Call 4	1	Ckt 41	Veh Omit 6	1	Ckt 59	Red Rest R2	1
Ckt 24	Veh Call 5	1	Ckt 42	Veh Omit 7	1	Ckt 60	ORC R1	1
Ckt 25	Veh Call 6	1	Ckt 43	Veh Omit 8	1	Ckt 61	ORC R2	1
Ckt 26	Veh Call 7	1	Ckt 44	Ped Omit 1	1	Ckt 62	Ped Recycle R1	1
Ckt 27	Veh Call 8	1	Ckt 45	Ped OMIT 2	1	Ckt 63	Ped Recycle R2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:34

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM				INTERSECTION: 3 ST				
Circuit 9 is Aux 1								
Ckt 9	Aux 1	1	Ckt 28	Ped call 1	1	Ckt 46	Ped Omit 3	1
Ckt 10	Aux 2	1	Ckt 29	Ped call 2	1	Ckt 47	Ped Omit 4	1
Ckt 11	Aux 3	1	Ckt 30	Ped Call 3	1	Ckt 48	Ped Omit 5	1
Ckt 12	Aux 4	1	Ckt 31	Ped Call 4	1	Ckt 49	Ped Omit 6	1
Ckt 14	Max II	1	Ckt 32	Ped Call 5	1	Ckt 50	Ped Omit 7	1
Ckt 15	Inh Max R1	1	Ckt 33	Ped Call 6	1	Ckt 51	Ped Omit 8	1
Ckt 16	Inh Max R2	1	Ckt 34	Ped Call 7	1	Ckt 52	Cond. Service	1
Ckt 17	CNA I	1	Ckt 35	Ped Call 8	1	Ckt 53	SGO Inhibit	1
Ckt 18	CNA II	1	Ckt 36	Veh Omit 1	1	Ckt 54	INT Inhibit	1
Ckt 19	Min Recall	1	Ckt 37	Veh Omit 2	1	Ckt 55	SYNC Inhibit	1
Ckt 20	Veh Call 1	1	Ckt 38	Veh Omit 3	1	Ckt 56	Walk Rest	1
Ckt 21	Veh Call 2	1	Ckt 39	Veh Omit 4	1	Ckt 57	Dual Entry	1
Ckt 22	Veh Call 3	1	Ckt 40	Veh Omit 5	1	Ckt 58	Red Rest R1	1
Ckt 23	Veh Call 4	1	Ckt 41	Veh Omit 6	1	Ckt 59	Red Rest R2	1
Ckt 24	Veh Call 5	1	Ckt 42	Veh Omit 7	1	Ckt 60	ORC R1	1
Ckt 25	Veh Call 6	1	Ckt 43	Veh Omit 8	1	Ckt 61	ORC R2	1
Ckt 26	Veh Call 7	1	Ckt 44	Ped Omit 1	1	Ckt 62	Ped Recycle R1	1
Ckt 27	Veh Call 8	1	Ckt 45	Ped OMIT 2	1	Ckt 63	Ped Recycle R2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:34

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM				INTERSECTION: FIFTH ST							
Circuit 9 is Aux 1											
Ckt 9 Aux 1	1	Ckt 28 Ped call 1	1	Ckt 46 Ped Omit 3	1	Ckt 10 Aux 2	1	Ckt 29 Ped call 2	1	Ckt 47 Ped Omit 4	1
Ckt 11 Aux 3	1	Ckt 30 Ped Call 3	1	Ckt 48 Ped Omit 5	1	Ckt 12 Aux 4	1	Ckt 31 Ped Call 4	1	Ckt 49 Ped Omit 6	1
Ckt 14 Max II	1	Ckt 32 Ped Call 5	1	Ckt 50 Ped Omit 7	1	Ckt 15 Inh Max R1	1	Ckt 33 Ped Call 6	1	Ckt 51 Ped Omit 8	1
Ckt 16 Inh Max R2	1	Ckt 34 Ped Call 7	1	Ckt 52 Cond. Service	1	Ckt 17 CNA I	1	Ckt 35 Ped Call 8	1	Ckt 53 SGO Inhibit	1
Ckt 18 CNA II	1	Ckt 36 Veh Omit 1	1	Ckt 54 INT Inhibit	1	Ckt 19 Min Recall	1	Ckt 37 Veh Omit 2	1	Ckt 55 SYNC Inhibit	1
Ckt 20 Veh Call 1	1	Ckt 38 Veh Omit 3	1	Ckt 56 Walk Rest	1	Ckt 21 Veh Call 2	1	Ckt 39 Veh Omit 4	1	Ckt 57 Dual Entry	1
Ckt 22 Veh Call 3	1	Ckt 40 Veh Omit 5	1	Ckt 58 Red Rest R1	1	Ckt 23 Veh Call 4	1	Ckt 41 Veh Omit 6	1	Ckt 59 Red Rest R2	1
Ckt 24 Veh Call 5	1	Ckt 42 Veh Omit 7	1	Ckt 60 ORC R1	1	Ckt 25 Veh Call 6	1	Ckt 43 Veh Omit 8	1	Ckt 61 ORC R2	1
Ckt 26 Veh Call 7	1	Ckt 44 Ped Omit 1	1	Ckt 62 Ped Recycle R1	1	Ckt 27 Veh Call 8	1	Ckt 45 Ped OMIT 2	1	Ckt 63 Ped Recycle R2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:34

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM				INTERSECTION: 3 ST							
Circuit 9 is Aux 1											
Ckt 9 Aux 1	1	Ckt 28 Ped call 1	1	Ckt 46 Ped Omit 3	1	Ckt 10 Aux 2	1	Ckt 29 Ped call 2	1	Ckt 47 Ped Omit 4	1
Ckt 11 Aux 3	1	Ckt 30 Ped Call 3	1	Ckt 48 Ped Omit 5	1	Ckt 12 Aux 4	1	Ckt 31 Ped Call 4	1	Ckt 49 Ped Omit 6	1
Ckt 14 Max II	1	Ckt 32 Ped Call 5	1	Ckt 50 Ped Omit 7	1	Ckt 15 Inh Max R1	1	Ckt 33 Ped Call 6	1	Ckt 51 Ped Omit 8	1
Ckt 16 Inh Max R2	1	Ckt 34 Ped Call 7	1	Ckt 52 Cond. Service	1	Ckt 17 CNA I	1	Ckt 35 Ped Call 8	1	Ckt 53 SGO Inhibit	1
Ckt 18 CNA II	1	Ckt 36 Veh Omit 1	1	Ckt 54 INT Inhibit	1	Ckt 19 Min Recall	1	Ckt 37 Veh Omit 2	1	Ckt 55 SYNC Inhibit	1
Ckt 20 Veh Call 1	1	Ckt 38 Veh Omit 3	1	Ckt 56 Walk Rest	1	Ckt 21 Veh Call 2	1	Ckt 39 Veh Omit 4	1	Ckt 57 Dual Entry	1
Ckt 22 Veh Call 3	1	Ckt 40 Veh Omit 5	1	Ckt 58 Red Rest R1	1	Ckt 23 Veh Call 4	1	Ckt 41 Veh Omit 6	1	Ckt 59 Red Rest R2	1
Ckt 24 Veh Call 5	1	Ckt 42 Veh Omit 7	1	Ckt 60 ORC R1	1	Ckt 25 Veh Call 6	1	Ckt 43 Veh Omit 8	1	Ckt 61 ORC R2	1
Ckt 26 Veh Call 7	1	Ckt 44 Ped Omit 1	1	Ckt 62 Ped Recycle R1	1	Ckt 27 Veh Call 8	1	Ckt 45 Ped OMIT 2	1	Ckt 63 Ped Recycle R2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:34

QUAD LEFT TURNS (P & P/P)

CKT 64 to CKT 117: Enter " 1 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD	
Circuit 64 is Detector Low Inhibit			
Ckt 64	Det Low Inh	Ckt 82	Serv Plan 3
Ckt 65	Det Pre Inh	Ckt 83	Serv Plan 4
Ckt 66	PE 1 In/Out	Ckt 84	Serv Plan 5
Ckt 67	PE 2 In/Out	Ckt 85	Serv Plan 6
Ckt 68	PE 3 In/OUT	Ckt 86	Serv Plan 7
Ckt 69	PE 4 In/Out	Ckt 87	Serv Plan 8
Ckt 70	PE 5 In/Out	Ckt 88	Lag Phase 1
Ckt 71	PE 6 In/Out	Ckt 89	Lag Phase 3
Ckt 72	Max Plan 1	Ckt 90	Lag Phase 5
Ckt 73	Max Plan 2	Ckt 91	Lag Phase 7
Ckt 74	Max Plan 3	Ckt 92	VD Inh 1
Ckt 75	Max Plan 4	Ckt 93	VD Inh 2
Ckt 76	Max Plan 5	Ckt 94	VD Inh 3
Ckt 77	Max Plan 6	Ckt 95	VD Inh 4
Ckt 78	Max Plan 7	Ckt 96	VD Inh 5
Ckt 79	Max Plan 8	Ckt 97	VD Inh 6
Ckt 80	Serv Plan 1	Ckt 98	VD Inh 7
Ckt 81	Serv Plan 2	Ckt 99	VD Inh 8
Ckt 100	Exc Ped Enable	Ckt 101	Det 17 Inh
Ckt 102	Det 18 Inh	Ckt 103	Det 19 Inh
Ckt 104	Det 20 Inh	Ckt 105	Det 21 Inh
Ckt 106	Det 22 Inh	Ckt 107	Det 23 Inh
Ckt 108	Det 24 INh	Ckt 109	Adap. Split
Ckt 110	Ovlp A Inhibit	Ckt 111	Ovlp B Inhibit
Ckt 112	Ovlp C Inhibit	Ckt 113	Ovlp D Inhibit
Ckt 114	Sch. A Phone 1	Ckt 115	Sch. A Phone 2
Ckt 116	Sch. B Phone 1	Ckt 117	Sch. B Phone 2

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:51

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE	
Circuit 64 is Detector Low Inhibit			
Ckt 64 Det Low Inh	1	Ckt 82 Serv Plan 3	1
Ckt 65 Det Pre Inh	1	Ckt 83 Serv Plan 4	1
Ckt 66 PE 1 In/Out	1	Ckt 84 Serv Plan 5	1
Ckt 67 PE 2 In/Out	1	Ckt 85 Serv Plan 6	1
Ckt 68 PE 3 In/OUT	1	Ckt 86 Serv Plan 7	1
Ckt 69 PE 4 In/Out	1	Ckt 87 Serv Plan 8	1
Ckt 70 PE 5 In/Out	1	Ckt 88 Lag Phase 1	1
Ckt 71 PE 6 In/Out	1	Ckt 89 Lag Phase 3	1
Ckt 72 Max Plan 1	1	Ckt 90 Lag Phase 5	1
Ckt 73 Max Plan 2	1	Ckt 91 Lag Phase 7	1
Ckt 74 Max Plan 3	1	Ckt 92 VD Inh 1	1
Ckt 75 Max Plan 4	1	Ckt 93 VD Inh 2	1
Ckt 76 Max Plan 5	1	Ckt 94 VD Inh 3	1
Ckt 77 Max Plan 6	1	Ckt 95 VD Inh 4	1
Ckt 78 Max Plan 7	1	Ckt 96 VD Inh 5	1
Ckt 79 Max Plan 8	1	Ckt 97 VD Inh 6	1
Ckt 80 Serv Plan 1	1	Ckt 98 VD Inh 7	1
Ckt 81 Serv Plan 2	1	Ckt 99 VD Inh 8	1
Ckt 100 Exc Ped Enable	1	Ckt 101 Det 17 Inh	1
Ckt 102 Det 18 Inh	1	Ckt 103 Det 19 Inh	1
Ckt 104 Det 20 Inh	1	Ckt 105 Det 21 Inh	1
Ckt 106 Det 22 Inh	1	Ckt 107 Det 23 Inh	1
Ckt 108 Det 24 INh	1	Ckt 109 Adap. Split	1
Ckt 110 Ovlp A Inhibit	1	Ckt 111 Ovlp B Inhibit	1
Ckt 112 Ovlp C Inhibit	1	Ckt 113 Ovlp D Inhibit	1
Ckt 114 Sch. A Phone 1	1	Ckt 115 Sch. A Phone 2	1
Ckt 116 Sch. B Phone 1	1	Ckt 117 Sch. B Phone 2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:51

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST	
Circuit 64 is Detector Low Inhibit			
Ckt 64 Det Low Inh	1	Ckt 82 Serv Plan 3	1
Ckt 65 Det Pre Inh	1	Ckt 83 Serv Plan 4	1
Ckt 66 PE 1 In/Out	1	Ckt 84 Serv Plan 5	1
Ckt 67 PE 2 In/Out	1	Ckt 85 Serv Plan 6	1
Ckt 68 PE 3 In/OUT	1	Ckt 86 Serv Plan 7	1
Ckt 69 PE 4 In/Out	1	Ckt 87 Serv Plan 8	1
Ckt 70 PE 5 In/Out	1	Ckt 88 Lag Phase 1	1
Ckt 71 PE 6 In/Out	1	Ckt 89 Lag Phase 3	1
Ckt 72 Max Plan 1	1	Ckt 90 Lag Phase 5	1
Ckt 73 Max Plan 2	1	Ckt 91 Lag Phase 7	1
Ckt 74 Max Plan 3	1	Ckt 92 VD Inh 1	1
Ckt 75 Max Plan 4	1	Ckt 93 VD Inh 2	1
Ckt 76 Max Plan 5	1	Ckt 94 VD Inh 3	1
Ckt 77 Max Plan 6	1	Ckt 95 VD Inh 4	1
Ckt 78 Max Plan 7	1	Ckt 96 VD Inh 5	1
Ckt 79 Max Plan 8	1	Ckt 97 VD Inh 6	1
Ckt 80 Serv Plan 1	1	Ckt 98 VD Inh 7	1
Ckt 81 Serv Plan 2	1	Ckt 99 VD Inh 8	1
Ckt 100 Exc Ped Enable	1	Ckt 101 Det 17 Inh	1
Ckt 102 Det 18 Inh	1	Ckt 103 Det 19 Inh	1
Ckt 104 Det 20 Inh	1	Ckt 105 Det 21 Inh	1
Ckt 106 Det 22 Inh	1	Ckt 107 Det 23 Inh	1
Ckt 108 Det 24 INh	1	Ckt 109 Adap. Split	1
Ckt 110 Ovlp A Inhibit	1	Ckt 111 Ovlp B Inhibit	1
Ckt 112 Ovlp C Inhibit	1	Ckt 113 Ovlp D Inhibit	1
Ckt 114 Sch. A Phone 1	1	Ckt 115 Sch. A Phone 2	1
Ckt 116 Sch. B Phone 1	1	Ckt 117 Sch. B Phone 2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:51

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST	
Circuit 64 is Detector Low Inhibit			
Ckt 64 Det Low Inh	1	Ckt 82 Serv Plan 3	1
Ckt 65 Det Pre Inh	1	Ckt 83 Serv Plan 4	1
Ckt 66 PE 1 In/Out	1	Ckt 84 Serv Plan 5	1
Ckt 67 PE 2 In/Out	1	Ckt 85 Serv Plan 6	1
Ckt 68 PE 3 In/OUT	1	Ckt 86 Serv Plan 7	1
Ckt 69 PE 4 In/Out	1	Ckt 87 Serv Plan 8	1
Ckt 70 PE 5 In/Out	1	Ckt 88 Lag Phase 1	1
Ckt 71 PE 6 In/Out	1	Ckt 89 Lag Phase 3	1
Ckt 72 Max Plan 1	3	Ckt 90 Lag Phase 5	1
Ckt 73 Max Plan 2	1	Ckt 91 Lag Phase 7	1
Ckt 74 Max Plan 3	1	Ckt 92 VD Inh 1	1
Ckt 75 Max Plan 4	1	Ckt 93 VD Inh 2	1
Ckt 76 Max Plan 5	1	Ckt 94 VD Inh 3	1
Ckt 77 Max Plan 6	1	Ckt 95 VD Inh 4	1
Ckt 78 Max Plan 7	1	Ckt 96 VD Inh 5	1
Ckt 79 Max Plan 8	1	Ckt 97 VD Inh 6	1
Ckt 80 Serv Plan 1	3	Ckt 98 VD Inh 7	1
Ckt 81 Serv Plan 2	1	Ckt 99 VD Inh 8	1
Ckt 100 Exc Ped Enable	1	Ckt 101 Det 17 Inh	1
Ckt 102 Det 18 Inh	1	Ckt 103 Det 19 Inh	1
Ckt 104 Det 20 Inh	1	Ckt 105 Det 21 Inh	1
Ckt 106 Det 22 Inh	1	Ckt 107 Det 23 Inh	1
Ckt 108 Det 24 INh	1	Ckt 109 Adap. Split	1
Ckt 110 Ovlp A Inhibit	1	Ckt 111 Ovlp B Inhibit	1
Ckt 112 Ovlp C Inhibit	1	Ckt 113 Ovlp D Inhibit	1
Ckt 114 Sch. A Phone 1	1	Ckt 115 Sch. A Phone 2	1
Ckt 116 Sch. B Phone 1	1	Ckt 117 Sch. B Phone 2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:51

CONFLICTING DUAL LEFT TURNS (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST	
Circuit 64 is Detector Low Inhibit			
Ckt 64 Det Low Inh	1	Ckt 82 Serv Plan 3	1
Ckt 65 Det Pre Inh	1	Ckt 83 Serv Plan 4	1
Ckt 66 PE 1 In/Out	1	Ckt 84 Serv Plan 5	1
Ckt 67 PE 2 In/Out	1	Ckt 85 Serv Plan 6	1
Ckt 68 PE 3 In/OUT	1	Ckt 86 Serv Plan 7	1
Ckt 69 PE 4 In/Out	1	Ckt 87 Serv Plan 8	1
Ckt 70 PE 5 In/Out	1	Ckt 88 Lag Phase 1	1
Ckt 71 PE 6 In/Out	1	Ckt 89 Lag Phase 3	1
Ckt 72 Max Plan 1	1	Ckt 90 Lag Phase 5	1
Ckt 73 Max Plan 2	1	Ckt 91 Lag Phase 7	1
Ckt 74 Max Plan 3	1	Ckt 92 VD Inh 1	1
Ckt 75 Max Plan 4	1	Ckt 93 VD Inh 2	1
Ckt 76 Max Plan 5	1	Ckt 94 VD Inh 3	1
Ckt 77 Max Plan 6	1	Ckt 95 VD Inh 4	1
Ckt 78 Max Plan 7	1	Ckt 96 VD Inh 5	1
Ckt 79 Max Plan 8	1	Ckt 97 VD Inh 6	1
Ckt 80 Serv Plan 1	1	Ckt 98 VD Inh 7	1
Ckt 81 Serv Plan 2	1	Ckt 99 VD Inh 8	1
Ckt 100 Exc Ped Enable	1	Ckt 101 Det 17 Inh	1
Ckt 102 Det 18 Inh	1	Ckt 103 Det 19 Inh	1
Ckt 104 Det 20 Inh	1	Ckt 105 Det 21 Inh	1
Ckt 106 Det 22 Inh	1	Ckt 107 Det 23 Inh	1
Ckt 108 Det 24 INh	1	Ckt 109 Adap. Split	1
Ckt 110 Ovlp A Inhibit	1	Ckt 111 Ovlp B Inhibit	1
Ckt 112 Ovlp C Inhibit	1	Ckt 113 Ovlp D Inhibit	1
Ckt 114 Sch. A Phone 1	1	Ckt 115 Sch. A Phone 2	1
Ckt 116 Sch. B Phone 1	1	Ckt 117 Sch. B Phone 2	1

[1 = off, 2 = on, 3 = auto]

F1-HELP, F8-HANGUP 09/25/97 09:05:51

QUAD LEFT TURNS (P & P/P)

- CKT 118 to CKT 138:** Enter " 1 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).
- CKT 139 Volume Log:** Enter " 1 " unless the Signal Timing Sheet (STS) requests Volume Logging then enter " 3 " (auto). This ensures that the time stamp of each log aligns with the hour, 15 after, 30 after and 45 after.
- CKT 140:** Enter " 1 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).
- CKT 141 MOE Logging:** Enter " 2 " to enable 24 hr a day, 7 days a week recording.
- CKT 142:** Enter " 1 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).
- CKT 143 Inh Del Det:** Enter " 1 " unless there is a Co-ordination programme then enter " 3 " (auto). This information is located on the Signal Timing Sheet and in the Special Feature Programme document (SFP). This inhibits the operation of all delay timers applied to any detector inputs. This feature should be enabled whenever the co-ordination system (CKT 13) is programmed ON and disabled whenever CKT 13 is programmed OFF.
- CKT 144 to CKT 150:** Enter " 1 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).
- SYNC REFERENCE MODE:** Enter " 1 "(independent) resetting all cycle timer to zero , every midnight.
- DAYLIGHT SAVINGS TIME:** Enter " 2 " unless indicated otherwise on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).

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SYSTEM:      SAMPLE SYSTEM                INTERSECTION:  NEW RD

          Circuit 118 is Schedule C Reports to phone 1
Ckt 118 Sch C Phone 1
Ckt 119 Sch C Phone 2
Ckt 120 Det 1 Inh
Ckt 121 Det 2 Inh
Ckt 122 Det 3 Inh
Ckt 123 Det 4 Inh
Ckt 124 Det 5 Inh
Ckt 125 Det 6 Inh
Ckt 126 Det 7 Inh
Ckt 127 Det 8 Inh
Ckt 128 Det 9 Inh
Ckt 129 Det 10 Inh
Ckt 130 Det 11 Inh
Ckt 131 Det 12 Inh
Ckt 132 Det 13 Inh
Ckt 133 Det 14 Inh
Ckt 134 Det 15 Inh
Ckt 135 Det 16 Inh
Ckt 136 Alt Vol Sam
Ckt 137 Vol Ph #1
Ckt 138 Vol Ph #2
Ckt 139 Volume Log
Ckt 140 Alt MOE S.P.
Ckt 141 MOE Logging
Ckt 142 Inh Cond Ped
Ckt 143 Inh Del Det
Ckt 144 Call to Free
Ckt 145 Dual Enh Ped
Ckt 146 5 Head Inh
Ckt 147 Call Clock
Ckt 148 Inc. Red/Yel
Ckt 149 Dimming
Ckt 150 Week Prog 10

[ 1 = off, 2 = on, 3 = auto ]

Sync Reference Mode  0  [ 0 = end of previous cycle
                          1 = independent
                          2 = absolute
                          3 = cycle event dependent ]

Daylight Saving Time  [ 1 = off, 2 = on ]

          F1-HELP, F8-HANGUP                09/25/97  09:05:58
    
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GENERIC

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SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  FIRST AVE

          Circuit 118 is Schedule C Reports to phone 1
Ckt 118 Sch C Phone 1 | 1 | Ckt 129 Det 10 Inh | 1 | Ckt 140 Alt MOE S.P. | 1 |
Ckt 119 Sch C Phone 2 | 1 | Ckt 130 Det 11 Inh | 1 | Ckt 141 MOE Logging | 2 |
Ckt 120 Det 1 Inh | 1 | Ckt 131 Det 12 Inh | 1 | Ckt 142 Inh Cond Ped | 1 |
Ckt 121 Det 2 Inh | 1 | Ckt 132 Det 13 Inh | 1 | Ckt 143 Inh Del Det | 1 |
Ckt 122 Det 3 Inh | 1 | Ckt 133 Det 14 Inh | 1 | Ckt 144 Call to Free | 1 |
Ckt 123 Det 4 Inh | 1 | Ckt 134 Det 15 Inh | 1 | Ckt 145 Dual Enh Ped | 1 |
Ckt 124 Det 5 Inh | 1 | Ckt 135 Det 16 Inh | 1 | Ckt 146 5 Head Inh | 1 |
Ckt 125 Det 6 Inh | 1 | Ckt 136 Alt Vol Sam | 1 | Ckt 147 Call Clock | 1 |
Ckt 126 Det 7 Inh | 1 | Ckt 137 Vol Ph #1 | 1 | Ckt 148 Inc. Red/Yel | 1 |
Ckt 127 Det 8 Inh | 1 | Ckt 138 Vol Ph #2 | 1 | Ckt 149 Dimming | 1 |
Ckt 128 Det 9 Inh | 1 | Ckt 139 Volume Log | 1 | Ckt 150 Week Prog 10 | 1 |
          [ 1 = off, 2 = on, 3 = auto ]

Sync Reference Mode | 1 | [ 0 = end of previous cycle
                               1 = independent
                               2 = absolute
                               3 = cycle event dependent ]

Daylight Saving Time | 2 | [ 1 = off, 2 = on ]

          F1-HELP, F8-HANGUP                                09/25/97 09:05:58
    
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PEDESTRIAN ACTIVATED

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SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  3 ST

          Circuit 118 is Schedule C Reports to phone 1
Ckt 118 Sch C Phone 1 | 1 | Ckt 129 Det 10 Inh | 1 | Ckt 140 Alt MOE S.P. | 1 |
Ckt 119 Sch C Phone 2 | 1 | Ckt 130 Det 11 Inh | 1 | Ckt 141 MOE Logging | 2 |
Ckt 120 Det 1 Inh | 1 | Ckt 131 Det 12 Inh | 1 | Ckt 142 Inh Cond Ped | 1 |
Ckt 121 Det 2 Inh | 1 | Ckt 132 Det 13 Inh | 1 | Ckt 143 Inh Del Det | 3 |
Ckt 122 Det 3 Inh | 1 | Ckt 133 Det 14 Inh | 1 | Ckt 144 Call to Free | 1 |
Ckt 123 Det 4 Inh | 1 | Ckt 134 Det 15 Inh | 1 | Ckt 145 Dual Enh Ped | 1 |
Ckt 124 Det 5 Inh | 1 | Ckt 135 Det 16 Inh | 1 | Ckt 146 5 Head Inh | 1 |
Ckt 125 Det 6 Inh | 1 | Ckt 136 Alt Vol Sam | 1 | Ckt 147 Call Clock | 1 |
Ckt 126 Det 7 Inh | 1 | Ckt 137 Vol Ph #1 | 1 | Ckt 148 Inc. Red/Yel | 1 |
Ckt 127 Det 8 Inh | 1 | Ckt 138 Vol Ph #2 | 1 | Ckt 149 Dimming | 1 |
Ckt 128 Det 9 Inh | 1 | Ckt 139 Volume Log | 3 | Ckt 150 Week Prog 10 | 1 |
          [ 1 = off, 2 = on, 3 = auto ]

Sync Reference Mode | 1 | [ 0 = end of previous cycle
                               1 = independent
                               2 = absolute
                               3 = cycle event dependent ]

Daylight Saving Time | 2 | [ 1 = off, 2 = on ]

          F1-HELP, F8-HANGUP                                09/25/97 09:05:58
    
```

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST	
Circuit 118 is Schedule C Reports to phone 1			
Ckt 118 Sch C Phone 1	1	Ckt 129 Det 10 Inh	1
Ckt 119 Sch C Phone 2	1	Ckt 130 Det 11 Inh	1
Ckt 120 Det 1 Inh	1	Ckt 131 Det 12 Inh	1
Ckt 121 Det 2 Inh	1	Ckt 132 Det 13 Inh	1
Ckt 122 Det 3 Inh	1	Ckt 133 Det 14 Inh	1
Ckt 123 Det 4 Inh	1	Ckt 134 Det 15 Inh	1
Ckt 124 Det 5 Inh	1	Ckt 135 Det 16 Inh	1
Ckt 125 Det 6 Inh	1	Ckt 136 Alt Vol Sam	1
Ckt 126 Det 7 Inh	1	Ckt 137 Vol Ph #1	1
Ckt 127 Det 8 Inh	1	Ckt 138 Vol Ph #2	1
Ckt 128 Det 9 Inh	1	Ckt 139 Volume Log	3
		Ckt 140 Alt MOE S.P.	1
		Ckt 141 MOE Logging	2
		Ckt 142 Inh Cond Ped	1
		Ckt 143 Inh Del Det	1
		Ckt 144 Call to Free	1
		Ckt 145 Dual Enh Ped	1
		Ckt 146 5 Head Inh	1
		Ckt 147 Call Clock	1
		Ckt 148 Inc. Red/Yel	1
		Ckt 149 Dimming	1
		Ckt 150 Week Prog 10	1
		[1 = off, 2 = on, 3 = auto]	
Sync Reference Mode	1	[0 = end of previous cycle 1 = independent 2 = absolute 3 = cycle event dependent]	
Daylight Saving Time	2	[1 = off, 2 = on]	
F1-HELP, F8-HANGUP		09/25/97 09:05:58	

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST	
Circuit 118 is Schedule C Reports to phone 1			
Ckt 118 Sch C Phone 1	1	Ckt 129 Det 10 Inh	1
Ckt 119 Sch C Phone 2	1	Ckt 130 Det 11 Inh	1
Ckt 120 Det 1 Inh	1	Ckt 131 Det 12 Inh	1
Ckt 121 Det 2 Inh	1	Ckt 132 Det 13 Inh	1
Ckt 122 Det 3 Inh	1	Ckt 133 Det 14 Inh	1
Ckt 123 Det 4 Inh	1	Ckt 134 Det 15 Inh	1
Ckt 124 Det 5 Inh	1	Ckt 135 Det 16 Inh	1
Ckt 125 Det 6 Inh	1	Ckt 136 Alt Vol Sam	1
Ckt 126 Det 7 Inh	1	Ckt 137 Vol Ph #1	1
Ckt 127 Det 8 Inh	1	Ckt 138 Vol Ph #2	1
Ckt 128 Det 9 Inh	1	Ckt 139 Volume Log	3
		Ckt 140 Alt MOE S.P.	1
		Ckt 141 MOE Logging	2
		Ckt 142 Inh Cond Ped	1
		Ckt 143 Inh Del Det	1
		Ckt 144 Call to Free	1
		Ckt 145 Dual Enh Ped	1
		Ckt 146 5 Head Inh	1
		Ckt 147 Call Clock	1
		Ckt 148 Inc. Red/Yel	1
		Ckt 149 Dimming	1
		Ckt 150 Week Prog 10	1
		[1 = off, 2 = on, 3 = auto]	
Sync Reference Mode	1	[0 = end of previous cycle 1 = independent 2 = absolute 3 = cycle event dependent]	
Daylight Saving Time	2	[1 = off, 2 = on]	
F1-HELP, F8-HANGUP		09/25/97 09:05:58	

QUAD LEFT TURNS (P & P/P)

CYCLE 1 to CYCLE 8: Enter " 00 " in each cell under hours, minutes & seconds.

EXTERNAL TIME SYNC: Enter " 00 " in each cell under hours, minutes & seconds, unless otherwise indicated in the Special Feature Programme document (SFP). These values set the time of day that the LMD's internal time clock will revert to every time the External Time Sync input has a logic ground signal applied to it, wire 38 (pin 38) of the D harness.

SYSTEM:	SAMPLE SYSTEM		INTERSECTION:	NEW RD	
	hours	minutes	seconds		
Cycle 1	00	00	00		
Cycle 2	00	00	00		
Cycle 3	00	00	00		
Cycle 4	00	00	00		
Cycle 5	00	00	00		
Cycle 6	00	00	00		
Cycle 7	00	00	00		
Cycle 8	00	00	00		
External Time Sync	00	00	00		
	[00-23]	[00-59]	[00-59]		
F1-HELP, F8-HANGUP			09/25/97 09:06:08		

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

	Reference Time	
	hours	minutes
Cycle 1	00	00
Cycle 2	00	00
Cycle 3	00	00
Cycle 4	00	00
Cycle 5	00	00
Cycle 6	00	00
Cycle 7	00	00
Cycle 8	00	00
External Time Sync	00	00

[00-23] [00-59] [00-59]

F1-HELP, F8-HANGUP 09/25/97 09:06:08

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

	Reference Time	
	hours	minutes
Cycle 1	00	00
Cycle 2	00	00
Cycle 3	00	00
Cycle 4	00	00
Cycle 5	00	00
Cycle 6	00	00
Cycle 7	00	00
Cycle 8	00	00
External Time Sync	00	00

[00-23] [00-59] [00-59]

F1-HELP, F8-HANGUP 09/25/97 09:06:08

SINGLE ADVANCE LEFT (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST		
	Reference		Time	
	hours	minutes	seconds	
Cycle 1	00	00	00	
Cycle 2	00	00	00	
Cycle 3	00	00	00	
Cycle 4	00	00	00	
Cycle 5	00	00	00	
Cycle 6	00	00	00	
Cycle 7	00	00	00	
Cycle 8	00	00	00	
External Time Sync	00	00	00	
	[00-23]	[00-59]	[00-59]	

F1-HELP, F8-HANGUP 09/25/97 09:06:08

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST		
	Reference		Time	
	hours	minutes	seconds	
Cycle 1	00	00	00	
Cycle 2	00	00	00	
Cycle 3	00	00	00	
Cycle 4	00	00	00	
Cycle 5	00	00	00	
Cycle 6	00	00	00	
Cycle 7	00	00	00	
Cycle 8	00	00	00	
External Time Sync	00	00	00	
	[00-23]	[00-59]	[00-59]	

F1-HELP, F8-HANGUP 09/25/97 09:06:08

QUAD LEFT TURNS (P & P/P)

Day of Week:**Week Program 1 to 10:**

Leave all cells empty if no Time Clock programme is needed. Each WEEK PROGRAM starts with "Day of Week 1" (Sunday), and continues through to "Day of Week 7"(Saturday). Each day of week that has identical sequence of events requirements, should have the same Day Program number assigned to it. Normally Monday to Friday has the same requirement so they will have the same Day Program number(1), Weekends may have different programming requirements so they will have another Day Program number (2). The Signal Timing Sheet (STS) will state the day programming requirements, Co-ordination, Max Plans and Service Plans (ON/OFF) etc.

If Volume Logging is the only requirement, enter " 1 " in each cell under the Day of Week for Week Program 1.

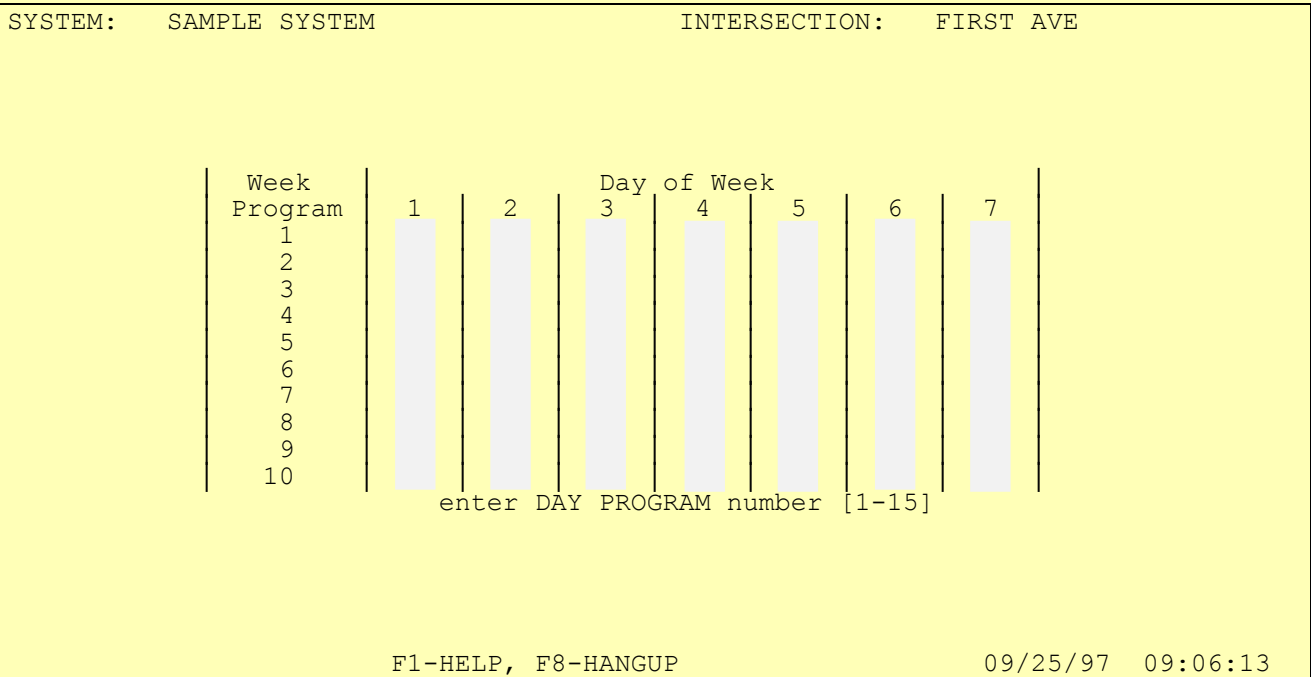
SYSTEM: SAMPLE SYSTEM INTERSECTION: NEW RD

Week Program	1	2	3	4	5	6	7
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							

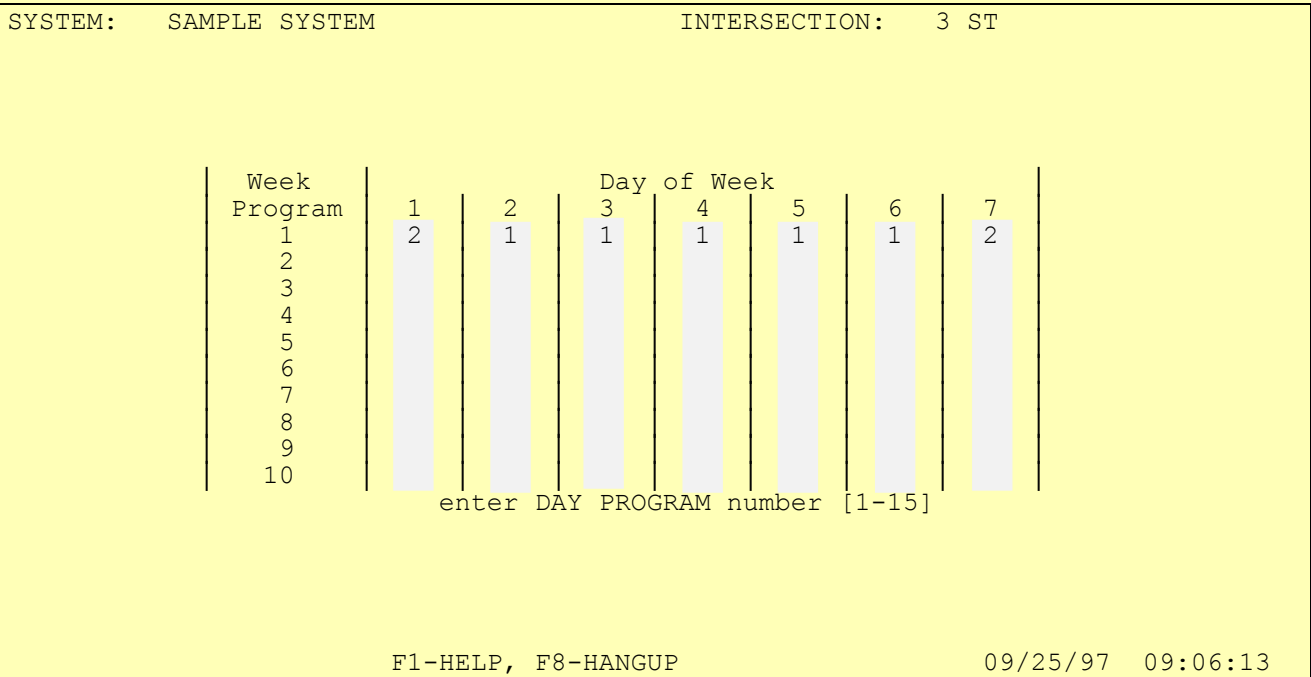
enter DAY PROGRAM number [1-15]

F1-HELP, F8-HANGUP 09/25/97 09:06:13

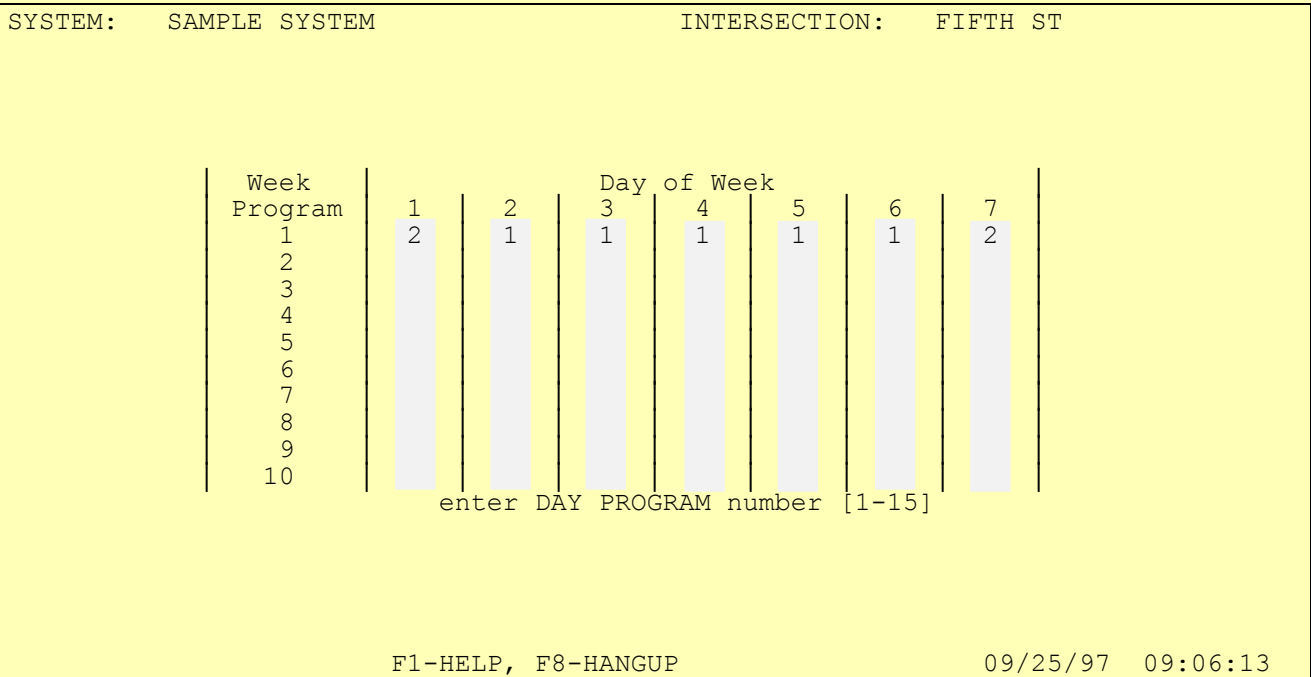
GENERIC



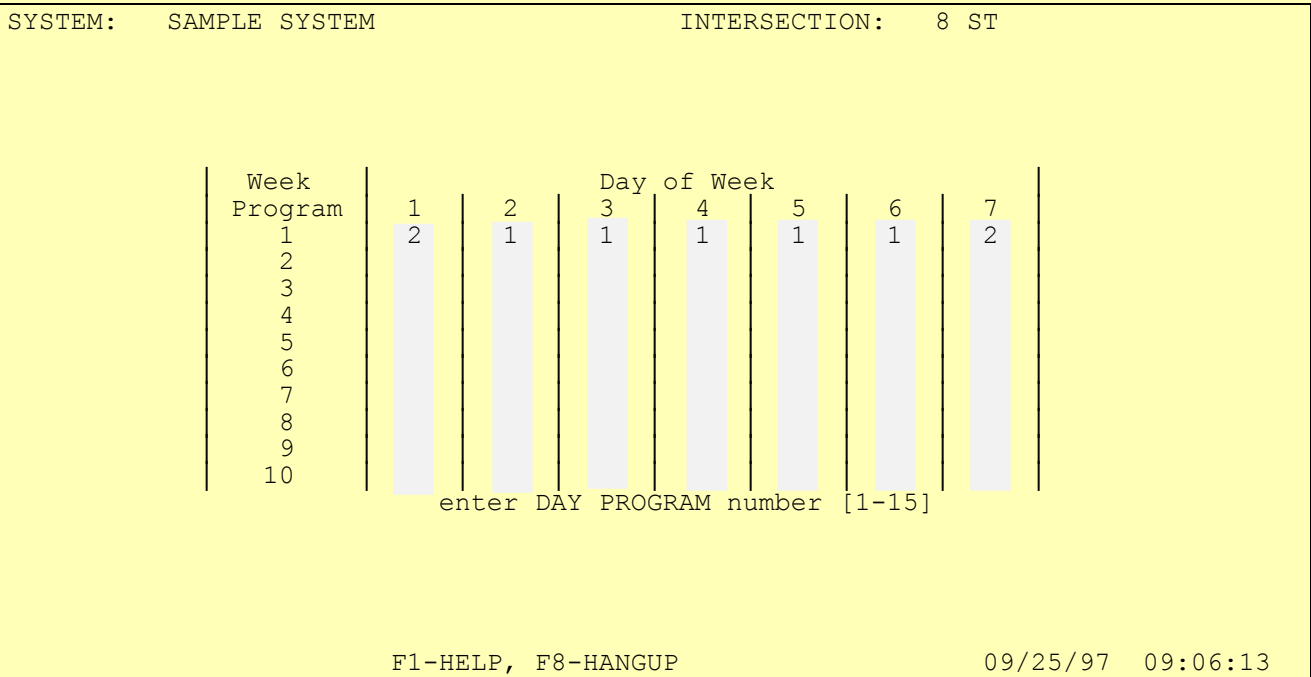
PEDESTRIAN ACTIVATED



SINGLE ADVANCE LEFT TURN (P/P)



CONFLICTING DUAL LEFT TURNS



QUAD LEFT TURNS (P & P/P)

TIME CLOCK YEAR PROGRAM:

TC WEEK 1 to 53

WEEK PROGRAM:

Enter " 1 " in all cells as there is normally only one WEEK PROGRAM. If there are more needed, they will be indicated on the Signal Timing Sheet (STS) or in the Special Feature Programme document (SFP).

SYSTEM: SAMPLE SYSTEM INTERSECTION: NEW RD

TIME CLOCK YEAR PROGRAM:

TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM
1		15		29		43	
2		16		30		44	
3		17		31		45	
4		18		32		46	
5		19		33		47	
6		20		34		48	
7		21		35		49	
8		22		36		50	
9		23		37		51	
10		24		38		52	
11		25		39		53	
12		26		40			
13		27		41			
14		28		42			

enter WEEK PROGRAM number [1-10]

F1-HELP, F8-HANGUP 09/25/97 09:06:19

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

TIME CLOCK YEAR PROGRAM:

TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM
1		15		29		43	
2		16		30		44	
3		17		31		45	
4		18		32		46	
5		19		33		47	
6		20		34		48	
7		21		35		49	
8		22		36		50	
9		23		37		51	
10		24		38		52	
11		25		39		53	
12		26		40			
13		27		41			
14		28		42			

enter WEEK PROGRAM number [1-10]

F1-HELP, F8-HANGUP 09/25/97 09:06:19

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

TIME CLOCK YEAR PROGRAM:

TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM
1	1	15	1	29	1	43	1
2	1	16	1	30	1	44	1
3	1	17	1	31	1	45	1
4	1	18	1	32	1	46	1
5	1	19	1	33	1	47	1
6	1	20	1	34	1	48	1
7	1	21	1	35	1	49	1
8	1	22	1	36	1	50	1
9	1	23	1	37	1	51	1
10	1	24	1	38	1	52	1
11	1	25	1	39	1	53	1
12	1	26	1	40	1		
13	1	27	1	41	1		
14	1	28	1	42	1		

enter WEEK PROGRAM number [1-10]

F1-HELP, F8-HANGUP 09/25/97 09:06:19

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH AVE

TIME CLOCK YEAR PROGRAM:

TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM
1	1	15	1	29	1	43	1
2	1	16	1	30	1	44	1
3	1	17	1	31	1	45	1
4	1	18	1	32	1	46	1
5	1	19	1	33	1	47	1
6	1	20	1	34	1	48	1
7	1	21	1	35	1	49	1
8	1	22	1	36	1	50	1
9	1	23	1	37	1	51	1
10	1	24	1	38	1	52	1
11	1	25	1	39	1	53	1
12	1	26	1	40	1		
13	1	27	1	41	1		
14	1	28	1	42	1		

enter WEEK PROGRAM number [1-10]

F1-HELP, F8-HANGUP 09/25/97 09:06:19

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

TIME CLOCK YEAR PROGRAM:

TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM	TC WEEK	WEEK PROGRAM
1	1	15	1	29	1	43	1
2	1	16	1	30	1	44	1
3	1	17	1	31	1	45	1
4	1	18	1	32	1	46	1
5	1	19	1	33	1	47	1
6	1	20	1	34	1	48	1
7	1	21	1	35	1	49	1
8	1	22	1	36	1	50	1
9	1	23	1	37	1	51	1
10	1	24	1	38	1	52	1
11	1	25	1	39	1	53	1
12	1	26	1	40	1		
13	1	27	1	41	1		
14	1	28	1	42	1		

enter WEEK PROGRAM number [1-10]

F1-HELP, F8-HANGUP 09/25/97 09:06:19

QUAD LEFT TURNS (P & P/P)

TIME CLOCK EXCEPTION DAYS:**SPECIAL EVENT 1 to 35**

- MONTH:** Leave all cells blank as this feature is not normally used. **If required the information will be located on Signal Timing Sheet (STS).**
- DAY PROG:** Leave all cells blank as this feature is not used normally used. **If required the information will be located on Signal Timing Sheet (STS).**
- WEEK:** Leave all cells blank as this feature is not used normally used. **If required the information will be located on Signal Timing Sheet (STS).**
- DAY:** Leave all cells blank as this feature is not used normally used. **If required the information will be located on Signal Timing Sheet (STS).**

SYSTEM: SAMPLE SYSTEM					INTERSECTION: NEW RD				
TIME CLOCK EXCEPTION DAYS:					SPECIAL	MONTH	DAY	WEEK	DAY
SPECIAL	MONTH	DAY	WEEK	DAY	EVENT	MONTH	PROG	WEEK	DAY
EVENT		PROG							
1					19				
2					20				
3					21				
4					22				
5					23				
6					24				
7					25				
8					26				
9					27				
10					28				
11					29				
12					30				
13					31				
14					32				
15					33				
16					34				
17					35				
18					Month-Day	[1-12]	[1-15]	[N/U]	[1-31]
					Month-Week-Day	[1-12]	[1-15]	[1-5]	[1-7]

F1-HELP, F8-HANGUP

09/25/97 09:06:25

GENERIC

SYSTEM: SAMPLE SYSTEM					INTERSECTION: FIRST AVE				
TIME CLOCK EXCEPTION DAYS:					SPECIAL				
SPECIAL	MONTH	DAY	WEEK	DAY	EVENT	MONTH	DAY	WEEK	DAY
EVENT		PROG					PROG		
1					19				
2					20				
3					21				
4					22				
5					23				
6					24				
7					25				
8					26				
9					27				
10					28				
11					29				
12					30				
13					31				
14					32				
15					33				
16					34				
17					35				
					Month-Day	[1-12]	[1-15]	[N/U]	[1-31]
					Month-Week-Day	[1-12]	[1-15]	[1-5]	[1-7]

F1-HELP, F8-HANGUP 09/25/97 09:06:25

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM					INTERSECTION: 3 ST				
TIME CLOCK EXCEPTION DAYS:					SPECIAL				
SPECIAL	MONTH	DAY	WEEK	DAY	EVENT	MONTH	DAY	WEEK	DAY
EVENT		PROG					PROG		
1					19				
2					20				
3					21				
4					22				
5					23				
6					24				
7					25				
8					26				
9					27				
10					28				
11					29				
12					30				
13					31				
14					32				
15					33				
16					34				
17					35				
					Month-Day	[1-12]	[1-15]	[N/U]	[1-31]
					Month-Week-Day	[1-12]	[1-15]	[1-5]	[1-7]

F1-HELP, F8-HANGUP 09/25/97 09:06:25

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM					INTERSECTION: FIFTH ST				
TIME CLOCK EXCEPTION DAYS:					SPECIAL				
SPECIAL	MONTH	DAY	WEEK	DAY	EVENT	MONTH	DAY	WEEK	DAY
EVENT	MONTH	PROG	WEEK	DAY			PROG		
1					19				
2					20				
3					21				
4					22				
5					23				
6					24				
7					25				
8					26				
9					27				
10					28				
11					29				
12					30				
13					31				
14					32				
15					33				
16					34				
17					35				
					Month-Day	[1-12]	[1-15]	[N/U]	[1-31]
					Month-Week-Day	[1-12]	[1-15]	[1-5]	[1-7]

F1-HELP, F8-HANGUP 09/25/97 09:06:25

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM					INTERSECTION: 8 ST				
TIME CLOCK EXCEPTION DAYS:					SPECIAL				
SPECIAL	MONTH	DAY	WEEK	DAY	EVENT	MONTH	DAY	WEEK	DAY
EVENT	MONTH	PROG	WEEK	DAY			PROG		
1					19				
2					20				
3					21				
4					22				
5					23				
6					24				
7					25				
8					26				
9					27				
10					28				
11					29				
12					30				
13					31				
14					32				
15					33				
16					34				
17					35				
					Month-Day	[1-12]	[1-15]	[N/U]	[1-31]
					Month-Week-Day	[1-12]	[1-15]	[1-5]	[1-7]

F1-HELP, F8-HANGUP 09/25/97 09:06:25

QUAD LEFT TURNS (P & P/P)

Special Function 1 to 24:

TC Circuit: Enter " 0 " in each cell as this feature is not used.

Delay: Enter " 0 " in each cell as this feature is not used.

Coordination Outputs: Enter " 0 " (time clock only) this feature is not used.

SYSTEM: SAMPLE SYSTEM			INTERSECTION: NEW RD		
Special Function	TC Circuit	Delay	Special Function	TC Circuit	Delay
1	0	0	13	0	0
2	0	0	14	0	0
3	0	0	15	0	0
4	0	0	16	0	0
5	0	0	17	0	0
6	0	0	18	0	0
7	0	0	19	0	0
8	0	0	20	0	0
9	0	0	21	0	0
10	0	0	22	0	0
11	0	0	23	0	0
12	0	0	24	0	0

[0 = none]	[0-9.9 or]
[8 - 150]	[0-127 sec]

[0 = none]	[0-9.9 or]
[8 - 150]	[0-127 sec]

Coordination Outputs [0 = time clock only, 1 = active CSO]

F1-HELP, F8-HANGUP 09/25/97 09:06:30

GENERIC

SYSTEM: SAMPLE SYSTEM			INTERSECTION: FIRST AVE		
Special Function	TC Circuit	Delay	Special Function	TC Circuit	Delay
1	0	0	13	0	0
2	0	0	14	0	0
3	0	0	15	0	0
4	0	0	16	0	0
5	0	0	17	0	0
6	0	0	18	0	0
7	0	0	19	0	0
8	0	0	20	0	0
9	0	0	21	0	0
10	0	0	22	0	0
11	0	0	23	0	0
12	0	0	24	0	0

[0 = none] [0-9.9 or] [0 = none] [0-9.9 or]
 [8 - 150] [0-127 sec] [8 - 150] [0-127 sec]

Coordination Outputs 0 [0 = time clock only, 1 = active CSO]

F1-HELP, F8-HANGUP 09/25/97 09:06:30

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM			INTERSECTION: 3 ST		
Special Function	TC Circuit	Delay	Special Function	TC Circuit	Delay
1	0	0	13	0	0
2	0	0	14	0	0
3	0	0	15	0	0
4	0	0	16	0	0
5	0	0	17	0	0
6	0	0	18	0	0
7	0	0	19	0	0
8	0	0	20	0	0
9	0	0	21	0	0
10	0	0	22	0	0
11	0	0	23	0	0
12	0	0	24	0	0

[0 = none] [0-9.9 or] [0 = none] [0-9.9 or]
 [8 - 150] [0-127 sec] [8 - 150] [0-127 sec]

Coordination Outputs 0 [0 = time clock only, 1 = active CSO]

F1-HELP, F8-HANGUP 09/25/97 09:06:30

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM			INTERSECTION: FIFTH ST		
Special Function	TC Circuit	Delay	Special Function	TC Circuit	Delay
1	0	0	13	0	0
2	0	0	14	0	0
3	0	0	15	0	0
4	0	0	16	0	0
5	0	0	17	0	0
6	0	0	18	0	0
7	0	0	19	0	0
8	0	0	20	0	0
9	0	0	21	0	0
10	0	0	22	0	0
11	0	0	23	0	0
12	0	0	24	0	0

[0 = none] [0-9.9 or] [0 = none] [0-9.9 or]
 [8 - 150] [0-127 sec] [8 - 150] [0-127 sec]

Coordination Outputs 0 [0 = time clock only, 1 = active CSO]

F1-HELP, F8-HANGUP 09/25/97 09:06:30

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM			INTERSECTION: 8 ST		
Special Function	TC Circuit	Delay	Special Function	TC Circuit	Delay
1	0	0	13	0	0
2	0	0	14	0	0
3	0	0	15	0	0
4	0	0	16	0	0
5	0	0	17	0	0
6	0	0	18	0	0
7	0	0	19	0	0
8	0	0	20	0	0
9	0	0	21	0	0
10	0	0	22	0	0
11	0	0	23	0	0
12	0	0	24	0	0

[0 = none] [0-9.9 or] [0 = none] [0-9.9 or]
 [8 - 150] [0-127 sec] [8 - 150] [0-127 sec]

Coordination Outputs 0 [0 = time clock only, 1 = active CSO]

F1-HELP, F8-HANGUP 09/25/97 09:06:30

QUAD LEFT TURNS (P & P/P)

EVENTS: *There are 2 distinct types of events, but only one type can be specified per event. The two types are Co-ordination C/S/O events or Circuit events. There are a possible 200 programmable events. This information is located on the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP).*

TIME CLOCK EVENT/DAY PROGRAMS:

Event 1 to 15, 16 to 30, 30 to 45, 45 to 60- 181 to 195, 196 to 200.

day program: Leave all cells blank if there is no time clock programming required. If there is a time clock programme enter the Day Program number (1, 2 etc.) as assigned in the Week Program.

time

hr - min - sec: Leave all cells blank if there is no time clock programming required. If there is a time clock programme, enter the time of day for each event, using a 24 hour clock. This information is located on the Signal Timing Sheet (STS).

cyc: Leave all cells blank if there is no time clock programming required. If there is a time clock programme, enter the CYCLE number (1,2,- 8 etc.) as per the Signal Timing Sheet (STS) if used.

spl: Leave all cells blank if there is no time clock programming required. If there is a time clock programme, enter the SPLIT number (1,2 -4) as per the Signal Timing Sheet (STS) if used.

off: Leave all cells blank if there is no time clock programming required. If there is a time clock programme, enter the OFFSET number (1,2 - 5) as per the Signal Timing Sheet (STS) if used.

ckt: Leave all cells blank if there is no time clock programming required. If there is a time clock programme, enter the time clock circuits number (9,10,11 - 150), as per the Signal Timing Sheet (STS) or the Special Feature Programme document (SFP). Remember that CKT 13 (System On) must be programmed to be used whenever Co-ordination is required;
CKT 139 must be programmed ON for each day of Volume Logging
CKT 143 must be turned ON whenever Co-ordination System is ON.

state: Leave all cells blank if there is no time clock programming required. If there is a time clock programme, enter either " ON / OFF " per event programmed.

SYSTEM: SAMPLE SYSTEM INTERSECTION: NEW RD

TIME CLOCK EVENT/DAY PROGRAMS:

event	day program	hr	time min	sec	cyc	spl	off	ckt	state
1		00	00	00					
2		00	00	00					
3		00	00	00					
4		00	00	00					
5		00	00	00					
6		00	00	00					
7		00	00	00					
8		00	00	00					
9		00	00	00					
10		00	00	00					
11		00	00	00					
12		00	00	00					
13		00	00	00					
14		00	00	00					
15		00	00	00					
enter	[1-15]	[00-23]	[00-59]	[00-59]	[1-8]	[1-4]	[0-5]	[8-150]	[on/off]

F1-HELP, F8-HANGUP 09/25/97 09:06:35

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

TIME CLOCK EVENT/DAY PROGRAMS:

event	day program	hr	time min	sec	cyc	spl	off	ckt	state
1		00	00	00					
2		00	00	00					
3		00	00	00					
4		00	00	00					
5		00	00	00					
6		00	00	00					
7		00	00	00					
8		00	00	00					
9		00	00	00					
10		00	00	00					
11		00	00	00					
12		00	00	00					
13		00	00	00					
14		00	00	00					
15		00	00	00					
enter	[1-15]	[00-23]	[00-59]	[00-59]	[1-8]	[1-4]	[0-5]	[8-150]	[on/off]

F1-HELP, F8-HANGUP 09/25/97 09:06:35

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

TIME CLOCK EVENT/DAY PROGRAMS:

event	day program	hr	time min	sec	cyc	spl	off	ckt	state
1	1	00	00	00				139	ON
2	1	06	00	00				13	ON
3	1	06	00	00	1	1	1		
4	1	06	00	00				143	ON
5	1	16	00	00				13	OFF
6	1	16	00	00				143	OFF
7	2	00	00	00				139	ON
8		00	00	00					
9		00	00	00					
10		00	00	00					
11		00	00	00					
12		00	00	00					
13		00	00	00					
14		00	00	00					
15		00	00	00					
enter	[1-15]	[00-23]	[00-59]	[00-59]	[1-8]	[1-4]	[0-5]	[8-150]	[on/off]

F1-HELP, F8-HANGUP 09/25/97 09:06:35

SINGLE ADVANCE LEFT TURNS (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

TIME CLOCK EVENT/DAY PROGRAMS:

event	day program	hr	time min	sec	cyc	spl	off	ckt	state
1	1	00	00	00				139	ON
2	1	14	00	00				72	ON
3	1	14	00	00				80	ON
4	1	18	30	00				72	OFF
5	1	18	30	00				80	OFF
6		00	00	00					
7		00	00	00					
8		00	00	00					
9		00	00	00					
10		00	00	00					
11		00	00	00					
12		00	00	00					
13		00	00	00					
14		00	00	00					
15		00	00	00					
enter	[1-15]	[00-23]	[00-59]	[00-59]	[1-8]	[1-4]	[0-5]	[8-150]	[on/off]

F1-HELP, F8-HANGUP 09/25/97 09:06:35

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

TIME CLOCK EVENT/DAY PROGRAMS:

event	day program	hr	time min	sec	cyc	spl	off	ckt	state
1	1	00	00	00				139	ON
2	1	06	30	00				13	ON
3	1	06	30	00	1	1	1		
4	1	15	30	00	2	1	1		
5	1	18	30	00				13	OFF
6	2	00	00	00				139	ON
7	2	08	00	00	3	1	1		
8	2	08	00	00				13	ON
9	2	15	30	00				13	OFF
10		00	00	00					
11		00	00	00					
12		00	00	00					
13		00	00	00					
14		00	00	00					
15		00	00	00					
enter	[1-15]	[00-23]	[00-59]	[00-59]	[1-8]	[1-4]	[0-5]	[8-150]	[on/off]

F1-HELP, F8-HANGUP 09/25/97 09:06:35

QUAD LEFT TURNS (P & P/P)



BRITISH
COLUMBIA

Ministry of Transportation

LMD8000 PROGRAMMING GUIDE

CO-ORDINATION DATA

Electrical Engineering Centre

Volume 1

June 1999

SYSTEM: SAMPLE SYSTEM	INTERSECTION: NEW RD
EDIT / ENTER / COMPARE INTERSECTION DATA	
1 - EDIT / ENTER Intersection PROGRAMMING Data	
2 - EDIT / ENTER Intersection TIME CLOCK Data	
3 - EDIT / ENTER Intersection COORDINATION Data	
4 - EDIT / ENTER Intersection PRE-EMPTION Data	
5 - COMPARE PROGRAMMING Data with TRANSFER File	
6 - COMPARE TIME CLOCK Data with TRANSFER File	
7 - COMPARE COORDINATION Data with TRANSFER File	
8 - COMPARE PRE-EMPTION Data with TRANSFER File	
9 - COMPARE LNME CONFIGURATION Data with TRANSFER File	
10 - VIEW LNME CONFIGURATION Data	
11 - PRINT LNME CONFIGURATION Data	
12 - LOAD Pre-programmed Data / CLEAR Data	
Selection: <input type="text"/>	
F1-HELP, F8-HANGUP	10/13/97 16:18:43

SELECTION: Enter " 3 ".

- 1 - LOAD FORCE OFFS AND PERMISSIVES MANUALLY
- 2 - CALCULATE FORCE OFFS AND PERMISSIVES AUTOMATICALLY

selection:

09/29/97 09:07:12

SELECTION: Enter " 1 ".

INTERSECTION NAME:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
INSTALLATION DATE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
PROGRAMMED BY:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
PROGRAM DATE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
CONTROLLER SERIAL NUMBER:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
CONTROLLER TYPE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
SECURITY CODE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	NEW RD
EDIT/ENTER INTERSECTION COORDINATION DATA			
INTERSECTION NAME:	[REDACTED]		
INSTALLATION DATE:	[REDACTED]		
PROGRAMMED BY:	[REDACTED]		
PROGRAM DATE:	[REDACTED]		
CONTROLLER SERIAL NUMBER:	[REDACTED]		
CONTROLLER TYPE:	[REDACTED] [LMD8000, LMD9200, TCT1700]		
F1-HELP, F8-HANGUP			09/29/97 09:07:12

GENERIC

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	FIRST AVE
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	TE-98000-00		
INSTALLATION DATE:	Apr 1998		
PROGRAMMED BY:	EES		
PROGRAM DATE:	98/04/07		
CONTROLLER SERIAL NUMBER:	11111		
CONTROLLER TYPE:	LMD8000 [LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]		
SECURITY CODE:	[1000 - 9999] (VALID for LC8000 and LC2000 only)		
F1-HELP, F8-HANGUP			10/13/97 16:18:56

TRAFFIC CONTROLLER CABINET INSTALLED DATE

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	3 ST
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	TE-98000-00		
INSTALLATION DATE:	98/10/21		
PROGRAMMED BY:	EES		
PROGRAM DATE:	98/04/07		
CONTROLLER SERIAL NUMBER:	22222		
CONTROLLER TYPE:	LMD8000 [LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]		
SECURITY CODE:	[1000 - 9999] (VALID for LC8000 and LC2000 only)		
F1-HELP, F8-HANGUP			10/13/97 16:18:56

LMD 8000 INSTALLED DATE

CYCLE: Enter " 9 ", time clock programme.

SPLIT: Enter " 9 ", time clock programme.

OFFSET: Enter " 9 ", time clock programme.

FLASH: Enter " 1 ", (OFF).

SYSTEM: Enter " 9 ", time clock programme.

OFFSET SEEKING: Enter " 2 ", Shortway.

PARAMETERS TO FREE

CYCLE: Enter " 0 ", Disabled.

SPLIT: Enter " 0 ", Disabled.

OFFSET: Enter " 0 ", Disabled.

SYSTEM:		SAMPLE SYSTEM	INTERSECTION:		NEW RD
Coordination Mode:					
Cycle	<input type="checkbox"/>	[1 - 8 = cycle 1 - 8, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto]			
Split	<input type="checkbox"/>	[1 - 4 = split 1 - 4, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto]			
Offset	<input type="checkbox"/>	[1 - 5 = offset 1 - 5, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto, 0 = no active offset]			
Flash System	<input type="checkbox"/>	[1 = off, 2 = on, 9 = use time clock 10 = interconnect, 11 = comm., 12 = auto]			
Offset Seeking	<input type="checkbox"/>	0	[0 = resync, 1 = dwell, 2 = shortway, 3 = interrupter]		
Parameters to Free	Cycle	<input type="checkbox"/>	0	[1 - 8 = cycle 1 - 8, 0 = disabled, 9 = don't care]	
	Split	<input type="checkbox"/>	0	[1 - 4 = split 1 - 4, 0 = disabled, 5 = don't care]	
	Offset	<input type="checkbox"/>	0	[1 - 5 = offset 1 - 5, 0 = disabled, 6 = don't care]	
			F1-HELP, F8-HANGUP	09/29/97 09:07:20	

GENERIC


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SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  FIRST AVE

Coordination Mode:
  Cycle    [ 1 - 8 = cycle 1 - 8, 9 = use time clock,
            10 = interconnect, 11 = comm., 12 = auto ]

  Split    [ 1 - 4 = split 1 - 4, 9 = use time clock,
            10 = interconnect, 11 = comm., 12 = auto ]

  Offset   [ 1 - 5 = offset 1 - 5, 9 = use time clock,
            10 = interconnect, 11 = comm., 12 = auto,
            0 = no active offset ]

  Flash    [ 1 = off, 2 = on, 9 = use time clock
  System    10 = interconnect, 11 = comm., 12 = auto ]

  Offset Seeking [0 = resync, 1 = dwell, 2 = shortway, 3 = interrupter]

Parameters  Cycle [1 - 8 = cycle 1 - 8, 0 = disabled, 9 = don't care]
to          Split [1 - 4 = split 1 - 4, 0 = disabled, 5 = don't care]
Free        Offset [1 - 5 = offset 1 - 5, 0 = disabled, 6 = don't care]

                                F1-HELP, F8-HANGUP                09/29/97 09:07:20
    
```

PEDESTRIAN ACTIVATED

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SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  3 ST

Coordination Mode:
  Cycle    9 [ 1 - 8 = cycle 1 - 8, 9 = use time clock,
            10 = interconnect, 11 = comm., 12 = auto ]

  Split    9 [ 1 - 4 = split 1 - 4, 9 = use time clock,
            10 = interconnect, 11 = comm., 12 = auto ]

  Offset   9 [ 1 - 5 = offset 1 - 5, 9 = use time clock,
            10 = interconnect, 11 = comm., 12 = auto,
            0 = no active offset ]

  Flash    1 [ 1 = off, 2 = on, 9 = use time clock
  System    9 [ 10 = interconnect, 11 = comm., 12 = auto ]

  Offset Seeking 2 [0 = resync, 1 = dwell, 2 = shortway, 3 = interrupter]

Parameters  Cycle 0 [1 - 8 = cycle 1 - 8, 0 = disabled, 9 = don't care]
to          Split 0 [1 - 4 = split 1 - 4, 0 = disabled, 5 = don't care]
Free        Offset 0 [1 - 5 = offset 1 - 5, 0 = disabled, 6 = don't care]

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```

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST	
Coordination Mode:			
Cycle	9	[1 - 8 = cycle 1 - 8, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto]	
Split	9	[1 - 4 = split 1 - 4, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto]	
Offset	9	[1 - 5 = offset 1 - 5, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto, 0 = no active offset]	
Flash System	1 9	[1 = off, 2 = on, 9 = use time clock 10 = interconnect, 11 = comm., 12 = auto]	
Offset Seeking	2	[0 = resync, 1 = dwell, 2 = shortway, 3 = interrupter]	
Parameters	Cycle	0	[1 - 8 = cycle 1 - 8, 0 = disabled, 9 = don't care]
to	Split	0	[1 - 4 = split 1 - 4, 0 = disabled, 5 = don't care]
Free	Offset	0	[1 - 5 = offset 1 - 5, 0 = disabled, 6 = don't care]
		F1-HELP, F8-HANGUP	09/29/97 09:07:20

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST	
Coordination Mode:			
Cycle	9	[1 - 8 = cycle 1 - 8, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto]	
Split	9	[1 - 4 = split 1 - 4, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto]	
Offset	9	[1 - 5 = offset 1 - 5, 9 = use time clock, 10 = interconnect, 11 = comm., 12 = auto, 0 = no active offset]	
Flash System	1 9	[1 = off, 2 = on, 9 = use time clock 10 = interconnect, 11 = comm., 12 = auto]	
Offset Seeking	2	[0 = resync, 1 = dwell, 2 = shortway, 3 = interrupter]	
Parameters	Cycle	0	[1 - 8 = cycle 1 - 8, 0 = disabled, 9 = don't care]
to	Split	0	[1 - 4 = split 1 - 4, 0 = disabled, 5 = don't care]
Free	Offset	0	[1 - 5 = offset 1 - 5, 0 = disabled, 6 = don't care]
		F1-HELP, F8-HANGUP	09/29/97 09:07:20

QUAD LEFT TURNS (P & P/P)

Coordination Times, Cycle 1 to 8:

CYCLE LENGTH:	Enter " 0 " in each cell unless there is Co-ordination required, then enter the value indicated on the Signal Timing Sheet (STS).
OFFSET 1:	Enter " 0 " in each cell unless there is Co-ordination required, then enter the value indicated on the Signal Timing Sheet (STS).
OFFSET 2:	Enter " 0 " in each cell unless there is Co-ordination required, then enter the value indicated on the Signal Timing Sheet (STS).
OFFSET 3:	Enter " 0 " In each cell unless there is Co-ordination required, then enter the value indicated on the Signal Timing Sheet (STS).
OFFSET 4:	Enter " 0 " in each cell unless there is Co-ordination required, then enter the value indicated on the Signal Timing Sheet (STS).
OFFSET 5:	Enter " 0 " in each cell unless there is Co-ordination required, then enter the value indicated on the Signal Timing Sheet (STS).
MAX DWELL:	Enter " 0 " as this feature is not used.
FLOATING FORCE OFFS:	Enter " 1 " as this feature is not used.
PED PERMISSIVE:	Enter " 0 " As this will automatically adjust the size of each Ped permissive if co-ordination is used. If the intersection has Advance Warning, enter the value indicated on the Co-ordination Calculation Sheets.
LOSS OF SYNC TO FREE:	Enter " 2 " (ON).
SYSTEM TO MAX 2:	Enter " 1 " as this feature is not used.
SYSTEM TO CNA:	Enter " 1 " as this feature is not used.

SYSTEM:	SAMPLE SYSTEM			INTERSECTION:	NEW RD			
Coordination Times	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5	Cycle 6	Cycle 7	Cycle 8
Cycle Length	0	0	0	0	0	0	0	0
Offset 1	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0
Offset 4	0	0	0	0	0	0	0	0
Offset 5	0	0	0	0	0	0	0	0
Max Dwell	0	0	0	0	0	0	0	0
	[0 - 255 seconds]
Floating Force Offs:		[1 = off, 2 = on, 3 = inhibit FO on CNA phase]						
Ped Permissive:	0	[0 = auto, or 1 - 255 seconds]						
Loss of Sync to Free:		[1 = off, 2 = on]						
System to Max2:		[1 = off, 2 = on]						
System to CNA:		[1 = off, 2 = on]						
				F1-HELP, F8-HANGUP				09/29/97 09:07:24

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE							
Coordination Times		Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5	Cycle 6	Cycle 7	Cycle 8
Cycle Length		0	0	0	0	0	0	0	0
Offset 1		0	0	0	0	0	0	0	0
Offset 2		0	0	0	0	0	0	0	0
Offset 3		0	0	0	0	0	0	0	0
Offset 4		0	0	0	0	0	0	0	0
Offset 5		0	0	0	0	0	0	0	0
Max Dwell		0	0	0	0	0	0	0	0
		[0 - 255 seconds]							
Floating Force Offs:	0	[1 = off, 2 = on, 3 = inhibit FO on CNA phase]							
Ped Permissive:	0	[0 = auto, or 1 - 255 seconds]							
Loss of Sync to Free:	0	[1 = off, 2 = on]							
System to Max2:	0	[1 = off, 2 = on]							
System to CNA:	0	[1 = off, 2 = on]							
		F1-HELP, F8-HANGUP							
		09/29/97 09:07:24							

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST							
Coordination Times		Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5	Cycle 6	Cycle 7	Cycle 8
Cycle Length	90	0	0	0	0	0	0	0	0
Offset 1	4	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Offset 4	0	0	0	0	0	0	0	0	0
Offset 5	0	0	0	0	0	0	0	0	0
Max Dwell	0	0	0	0	0	0	0	0	0
		[0 - 255 seconds]							
Floating Force Offs:	1	[1 = off, 2 = on, 3 = inhibit FO on CNA phase]							
Ped Permissive:	1	[0 = auto, or 1 - 255 seconds]							
Loss of Sync to Free:	2	[1 = off, 2 = on]							
System to Max2:	1	[1 = off, 2 = on]							
System to CNA:	1	[1 = off, 2 = on]							
		F1-HELP, F8-HANGUP							
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SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST							
Coordination Times	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5	Cycle 6	Cycle 7	Cycle 8	
Cycle Length	0	0	0	0	0	0	0	0	0
Offset 1	0	0	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Offset 4	0	0	0	0	0	0	0	0	0
Offset 5	0	0	0	0	0	0	0	0	0
Max Dwell	0	0	0	0	0	0	0	0	0
[0 - 255 seconds]									
Floating Force Offs:	1	[1 = off, 2 = on, 3 = inhibit FO on CNA phase]							
Ped Permissive:	0	[0 = auto, or 1 - 255 seconds]							
Loss of Sync to Free:	2	[1 = off, 2 = on]							
System to Max2:	1	[1 = off, 2 = on]							
System to CNA:	1	[1 = off, 2 = on]							
F1-HELP, F8-HANGUP					09/29/97 09:07:24				

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST							
Coordination Times	Cycle 1	Cycle 2	Cycle 3	Cycle 4	Cycle 5	Cycle 6	Cycle 7	Cycle 8	
Cycle Length	100	120	90	0	0	0	0	0	0
Offset 1	15	22	0	0	0	0	0	0	0
Offset 2	0	0	0	0	0	0	0	0	0
Offset 3	0	0	0	0	0	0	0	0	0
Offset 4	0	0	0	0	0	0	0	0	0
Offset 5	0	0	0	0	0	0	0	0	0
Max Dwell	0	0	0	0	0	0	0	0	0
[0 - 255 seconds]									
Floating Force Offs:	1	[1 = off, 2 = on, 3 = inhibit FO on CNA phase]							
Ped Permissive:	1	[0 = auto, or 1 - 255 seconds]							
Loss of Sync to Free:	2	[1 = off, 2 = on]							
System to Max2:	1	[1 = off, 2 = on]							
System to CNA:	1	[1 = off, 2 = on]							
F1-HELP, F8-HANGUP					09/29/97 09:07:24				

QUAD LEFT TURNS (P & P/P)

COORDINATION FORCE OFF PHASE RELATIONS:**FORCE OFFS:**

Enter " OFF " in all cells unless co-ordination is required. If co-ordination is required enter " ON " in the cell under the assigned phase and in the appropriate Force Off row. Using Force Off Number = Phase Number, i.e. 1/1, 2/2, 3/3,4/4, 5/5, 6/6, 7/7, 8/8.

SYSTEM: SAMPLE SYSTEM INTERSECTION: NEW RD

COORDINATION FORCE OFF PHASE RELATIONS:

FORCE OFFS	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:28

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

COORDINATION FORCE OFF PHASE RELATIONS:

FORCE OFFS	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:28

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

COORDINATION FORCE OFF PHASE RELATIONS:

FORCE OFFS	PHASE							
	1	2	3	4	5	6	7	8
1	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:28

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

COORDINATION FORCE OFF PHASE RELATIONS:

FORCE OFFS	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:28

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION FORCE OFF PHASE RELATIONS:

FORCE OFFS	PHASE							
	1	2	3	4	5	6	7	8
1	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	ON	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	ON	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	ON	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	ON	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	ON

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:28

QUAD LEFT TURNS (P & P/P)

PERMISSIVE:

Enter " OFF " in all cells unless co-ordination is required. If co-ordination is required, enter " ON " in each cell on a Permissive Programming row, under each phase that has been assigned to be serviced in that permissive period. This information is found on the Co-ordination Calculation Sheets.

SYSTEM: SAMPLE SYSTEM INTERSECTION: NEW RD

COORDINATION PERMISSIVE PHASE RELATIONS:

PERMISSIVE	PHASE							
	1	2	3	4	5	6	7	8
1	ON	ON	ON	ON	ON	ON	ON	ON
2	ON	ON	ON	ON	ON	ON	ON	ON
3	ON	ON	ON	ON	ON	ON	ON	ON
4	ON	ON	ON	ON	ON	ON	ON	ON
5	ON	ON	ON	ON	ON	ON	ON	ON
6	ON	ON	ON	ON	ON	ON	ON	ON
7	ON	ON	ON	ON	ON	ON	ON	ON
8	ON	ON	ON	ON	ON	ON	ON	ON

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:33

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

COORDINATION PERMISSIVE PHASE RELATIONS:

PERMISSIVE	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:33

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

COORDINATION PERMISSIVE PHASE RELATIONS:

PERMISSIVE	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	OFF	ON	OFF	OFF	OFF	OFF
2	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:33

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

COORDINATION PERMISSIVE PHASE RELATIONS:

PERMISSIVE	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
2	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
3	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
4	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
5	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:33

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION PERMISSIVE PHASE RELATIONS:

PERMISSIVE	PHASE							
	1	2	3	4	5	6	7	8
1	OFF	OFF	ON	OFF	OFF	OFF	ON	OFF
2	OFF	OFF	OFF	ON	OFF	OFF	ON	OFF
3	OFF	OFF	OFF	ON	OFF	OFF	OFF	ON
4	ON	OFF	OFF	OFF	ON	OFF	OFF	OFF
5	ON	OFF	OFF	OFF	OFF	OFF	OFF	OFF
6	OFF	OFF	OFF	OFF	ON	OFF	OFF	OFF
7	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
8	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

enter [ON = PHASE ALLOWED
OFF = PHASE OMITTED]

F1-HELP, F8-HANGUP 09/29/97 09:07:33

QUAD LEFT TURNS (P & P/P)

COORDINATION FORCE OFFS:

FORCE OFFS:

Enter " 0 " in each cell unless co-ordination is required. If co-ordination is required, then enter the " value" found on the Co-ordination Calculation Sheets for each Force Off used, in the cell under the appropriate Split per Cycle used.

SYSTEM: SAMPLE SYSTEM INTERSECTION: NEW RD

COORDINATION FORCE OFFS:

FORCE OFFS	CYCLE 1 SPLIT				CYCLE 2 SPLIT			
	1	2	3	4	1	2	3	4
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

ALL entries are [0 - 255] seconds

F1-HELP, F8-HANGUP 09/29/97 09:07:38

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

COORDINATION FORCE OFFS:

FORCE OFFS	CYCLE 1 SPLIT				CYCLE 2 SPLIT			
	1	2	3	4	1	2	3	4
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

ALL entries are [0 - 255] seconds

F1-HELP, F8-HANGUP 09/29/97 09:07:38

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

COORDINATION FORCE OFFS:

FORCE OFFS	CYCLE 1 SPLIT				CYCLE 2 SPLIT			
	1	2	3	4	1	2	3	4
1	51	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	35	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

ALL entries are [0 - 255] seconds

F1-HELP, F8-HANGUP 09/29/97 09:07:38

SINGLE ADVANCE LEFT TURNS (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

COORDINATION FORCE OFFS:

FORCE OFFS	CYCLE 1 SPLIT				CYCLE 2 SPLIT			
	1	2	3	4	1	2	3	4
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

ALL entries are [0 - 255] seconds

F1-HELP, F8-HANGUP 09/29/97 09:07:38

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION FORCE OFFS:

FORCE OFFS	CYCLE 1 SPLIT				CYCLE 2 SPLIT			
	1	2	3	4	1	2	3	4
1	64	0	0	0	79	0	0	0
2	0	0	0	0	0	0	0	0
3	21	0	0	0	21	0	0	0
4	44	0	0	0	54	0	0	0
5	61	0	0	0	72	0	0	0
6	0	0	0	0	0	0	0	0
7	21	0	0	0	31	0	0	0
8	44	0	0	0	54	0	0	0

ALL entries are [0 - 255] seconds

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QUAD LEFT TURNS (P & P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION FORCE OFFS:

FORCE OFFS	CYCLE 3 SPLIT				CYCLE 4 SPLIT			
	1	2	3	4	1	2	3	4
1	61	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	21	0	0	0	0	0	0	0
4	44	0	0	0	0	0	0	0
5	65	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	21	0	0	0	0	0	0	0
8	44	0	0	0	0	0	0	0

ALL entries are [0 - 255] seconds

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QUAD LEFT TURNS (P & P/P)

COORDINATION PERMISSIVES:**PERMISSIVE PERIOD:**

Enter " 0 " in each cell unless co-ordination is required. If co-ordination is required, then Enter the " value" found on the Co-ordination Calculation Sheets for the start and end time for each Permissive Period used, in the cell under the appropriate CYCLE and SPLIT.

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	NEW RD						
COORDINATION PERMISSIVES:									
		CYCLE 1							
		SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
PERMISSIVE PERIOD	START	END	START	END	START	END	START	END	
1	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	
All entries are [0 - 255] seconds									
F1-HELP, F8-HANGUP						09/29/97 09:08:11			

GENERIC

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIRST AVE

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 1							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

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PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM INTERSECTION: 3 ST

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 1							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	17	0	0	0	0	0	0
2	17	35	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

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SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 1							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

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CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 1							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	4	0	0	0	0	0	0
2	255	255	0	0	0	0	0	0
3	4	25	0	0	0	0	0	0
4	25	41	0	0	0	0	0	0
5	41	56	0	0	0	0	0	0
6	255	255	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

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QUAD LEFT TURNS (P & P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 2							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	4	0	0	0	0	0	0
2	4	14	0	0	0	0	0	0
3	14	35	0	0	0	0	0	0
4	35	54	0	0	0	0	0	0
5	54	62	0	0	0	0	0	0
6	255	255	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

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QUAD LEFT TURNS (P & P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 3							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	4	0	0	0	0	0	0
2	255	255	0	0	0	0	0	0
3	4	25	0	0	0	0	0	0
4	25	44	0	0	0	0	0	0
5	255	255	0	0	0	0	0	0
6	44	46	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

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QUAD LEFT TURNS (P & P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

COORDINATION PERMISSIVES:

PERMISSIVE PERIOD	CYCLE 4							
	SPLIT 1		SPLIT 2		SPLIT 3		SPLIT 4	
	START	END	START	END	START	END	START	END
1	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0

All entries are [0 - 255] seconds

F1-HELP, F8-HANGUP 09/29/97 09:08:11

QUAD LEFT TURNS (P & P/P)

SPLIT 1 - 4

- COORD Ø RING 1:** Enter " 0 " in each cell unless co-ordination is required. If co-ordination is required, then Enter the phase ID number of the co-ordinated phase under each cycle used. The co-ordinated phases are indicated on the Signal Timing Sheet. and Co-ordination Calculation Sheets.
- RING 2:** Enter " 0 " in each cell unless co-ordination is required. If co-ordination is required, then Enter the phase ID number of the co-ordinated phase under each cycle used. The co-ordinated phases are indicated on the Signal Timing Sheet. and Co-ordination Calculation Sheets.
- SERVICE PLAN:** Enter " 0 " in each cell unless co-ordination is required. If co-ordination is required, then Enter the number of the Service Plan which is assigned to each cycle used.
- MAX PLAN:** Enter " 0 " in each cell unless co-ordination is required. If co-ordination is required, then Enter the number of the MAX Plan which is assigned to each cycle used.

SYSTEM:		SAMPLE SYSTEM		INTERSECTION:		NEW RD				
				Cycle						
Split 1		1	2	3	4	5	6	7	8	
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	Coord ϕ Ring 1, Ring 2
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = phase 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		0	0	0	0	0	0	0	0	0 = no coord ϕ used
Split 2										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	Service Plan
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		0	0	0	0	0	0	0	0	0 = no service plan called
Split 3										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	.0, .1, ... , .8 also
Ring 2		0	0	0	0	0	0	0	0	activates circuit 10
Service Plan		0	0	0	0	0	0	0	0	output
Max Plan		0	0	0	0	0	0	0	0	
Split 4										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	Max Plan
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		0	0	0	0	0	0	0	0	0 = no max plan called

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GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE								
		Cycle								
Split 1		1	2	3	4	5	6	7	8	
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	Coord ϕ Ring 1, Ring 2
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = phase 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		0	0	0	0	0	0	0	0	0 = no coord ϕ used
Split 2										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	Service Plan
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		0	0	0	0	0	0	0	0	0 = no service plan called
Split 3										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	.0, .1, ... , .8 also
Ring 2		0	0	0	0	0	0	0	0	activates circuit 10
Service Plan		0	0	0	0	0	0	0	0	output
Max Plan		0	0	0	0	0	0	0	0	
Split 4										Max Plan
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
Ring 2		0	0	0	0	0	0	0	0	or
Service Plan		0	0	0	0	0	0	0	0	0 = no max plan called
Max Plan		0	0	0	0	0	0	0	0	

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PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST								
		Cycle								
Split 1		1	2	3	4	5	6	7	8	
Coord ϕ Ring 1		2	0	0	0	0	0	0	0	Coord ϕ Ring 1, Ring 2
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = phase 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		1	0	0	0	0	0	0	0	0 = no coord ϕ used
Split 2										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	Service Plan
Ring 2		0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
Service Plan		0	0	0	0	0	0	0	0	or
Max Plan		0	0	0	0	0	0	0	0	0 = no service plan called
Split 3										
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	.0, .1, ... , .8 also
Ring 2		0	0	0	0	0	0	0	0	activates circuit 10
Service Plan		0	0	0	0	0	0	0	0	output
Max Plan		0	0	0	0	0	0	0	0	
Split 4										Max Plan
Coord ϕ Ring 1		0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
Ring 2		0	0	0	0	0	0	0	0	or
Service Plan		0	0	0	0	0	0	0	0	0 = no max plan called
Max Plan		0	0	0	0	0	0	0	0	

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SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST								
		Cycle								
		1	2	3	4	5	6	7	8	
Split 1										
Coord ϕ	Ring 1	2	0	0	0	0	0	0	0	Coord ϕ Ring 1, Ring 2
	Ring 2	0	0	0	0	0	0	0	0	1 - 8 = phase 1 - 8
	Service Plan	0	0	0	0	0	0	0	0	or
	Max Plan	1	0	0	0	0	0	0	0	0 = no coord ϕ used
Split 2										
Coord ϕ	Ring 1	0	0	0	0	0	0	0	0	Service Plan
	Ring 2	0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
	Service Plan	0	0	0	0	0	0	0	0	or
	Max Plan	0	0	0	0	0	0	0	0	0 = no service plan called
Split 3										
Coord ϕ	Ring 1	0	0	0	0	0	0	0	0	.0, .1, ... , .8 also
	Ring 2	0	0	0	0	0	0	0	0	activates circuit 10
	Service Plan	0	0	0	0	0	0	0	0	output
	Max Plan	0	0	0	0	0	0	0	0	
Split 4										
Coord ϕ	Ring 1	0	0	0	0	0	0	0	0	Max Plan
	Ring 2	0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
	Service Plan	0	0	0	0	0	0	0	0	or
	Max Plan	0	0	0	0	0	0	0	0	0 = no max plan called

F1-HELP, F8-HANGUP

09/29/97 09:08:39

CONFLICTING LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST								
		Cycle								
		1	2	3	4	5	6	7	8	
Split 1										
Coord ϕ	Ring 1	2	2	2	0	0	0	0	0	Coord ϕ Ring 1, Ring 2
	Ring 2	6	6	6	0	0	0	0	0	1 - 8 = phase 1 - 8
	Service Plan	0	0	0	0	0	0	0	0	or
	Max Plan	1	2	3	0	0	0	0	0	0 = no coord ϕ used
Split 2										
Coord ϕ	Ring 1	0	0	0	0	0	0	0	0	Service Plan
	Ring 2	0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
	Service Plan	0	0	0	0	0	0	0	0	or
	Max Plan	0	0	0	0	0	0	0	0	0 = no service plan called
Split 3										
Coord ϕ	Ring 1	0	0	0	0	0	0	0	0	.0, .1, ... , .8 also
	Ring 2	0	0	0	0	0	0	0	0	activates circuit 10
	Service Plan	0	0	0	0	0	0	0	0	output
	Max Plan	0	0	0	0	0	0	0	0	
Split 4										
Coord ϕ	Ring 1	0	0	0	0	0	0	0	0	Max Plan
	Ring 2	0	0	0	0	0	0	0	0	1 - 8 = plan 1 - 8
	Service Plan	0	0	0	0	0	0	0	0	or
	Max Plan	0	0	0	0	0	0	0	0	0 = no max plan called

F1-HELP, F8-HANGUP

09/29/97 09:08:39

QUAD LEFT TURNS (P & P/P)

ADAPTIVE SPLIT CONTROL:

Cycles Per Sample Period: Enter " 0 " in each cell as this feature is not used.

Split Selection Mode: Enter " 0 " in each cell as this feature is not used.

**Threshold # of Queues or
Force Offs to select Split:** Enter " 0 " in each cell as this feature is not used.

Phase / Parameter: Enter " 0 " in each cell as this feature is not used.

```

SYSTEM:    SAMPLE SYSTEM                    INTERSECTION:  NEW RD
ADAPTIVE SPLIT CONTROL
Cycles Per Sample Period  0 [ 0 - 255 ]

    Split Selection Mode  0 [0 = queuing detectors, 1 = coord. force off]

Threshold # of Queues or
Force Offs to Select Split 0 [ 0 - 255 ]

|-----|-----|-----|-----|-----|-----|-----|-----|
| Parameter | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|-----|-----|-----|-----|-----|-----|-----|-----|
Split 1 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 2 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 3 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 4 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|-----|-----|-----|-----|-----|-----|-----|-----|
[ split phases, 0 = not considered, 1 = selected phase
  Detectors = 0 - 24, (0 = not used)
  Delays = 0 - 9.9, or 0 - 127 ]
|-----|-----|-----|-----|-----|-----|-----|-----|

```

F1-HELP, F8-HANGUP 09/29/97 09:08:46

GENERIC

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  FIRST AVE
ADAPTIVE SPLIT CONTROL
Cycles Per Sample Period  0 [ 0 - 255 ]

    Split Selection Mode  0 [0 = queuing detectors, 1 = coord. force off]

Threshold # of Queues or
Force Offs to Select Split 0 [ 0 - 255 ]

Parameter | 1 | 2 | 3 | Phase | 4 | 5 | 6 | 7 | 8 |
Split 1 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 2 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 3 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 4 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

[ split phases, 0 = not considered, 1 = selected phase
  Detectors = 0 - 24, (0 = not used)
  Delays = 0 - 9.9, or 0 - 127 ]

F1-HELP, F8-HANGUP                                09/29/97 09:08:46
    
```

PEDESTRIAN ACTIVATED

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  3 ST
ADAPTIVE SPLIT CONTROL
Cycles Per Sample Period  0 [ 0 - 255 ]

    Split Selection Mode  0 [0 = queuing detectors, 1 = coord. force off]

Threshold # of Queues or
Force Offs to Select Split 0 [ 0 - 255 ]

Parameter | 1 | 2 | 3 | Phase | 4 | 5 | 6 | 7 | 8 |
Split 1 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 2 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 3 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 4 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

[ split phases, 0 = not considered, 1 = selected phase
  Detectors = 0 - 24, (0 = not used)
  Delays = 0 - 9.9, or 0 - 127 ]

F1-HELP, F8-HANGUP                                09/29/97 09:08:46
    
```

SINGLE ADVANCE LEFT TURN (P/P)


```

SYSTEM:   SAMPLE SYSTEM                               INTERSECTION:  FIFTH ST
ADAPTIVE SPLIT CONTROL
Cycles Per Sample Period  0 [ 0 - 255 ]

Split Selection Mode      0 [0 = queuing detectors, 1 = coord. force off]

Threshold # of Queues or
Force Offs to Select Split 0 [ 0 - 255 ]

Parameter | 1 | 2 | 3 | Phase | 4 | 5 | 6 | 7 | 8 |
Split 1 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 2 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 3 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 4 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

[ split phases, 0 = not considered, 1 = selected phase
  Detectors = 0 - 24, (0 = not used)
  Delays = 0 - 9.9, or 0 - 127 ]

F1-HELP, F8-HANGUP                                09/29/97 09:08:46
    
```

CONFLICTING DUAL LEFT TURNS

```

SYSTEM:   SAMPLE SYSTEM                               INTERSECTION:  8 ST
ADAPTIVE SPLIT CONTROL
Cycles Per Sample Period  0 [ 0 - 255 ]

Split Selection Mode      0 [0 = queuing detectors, 1 = coord. force off]

Threshold # of Queues or
Force Offs to Select Split 0 [ 0 - 255 ]

Parameter | 1 | 2 | 3 | Phase | 4 | 5 | 6 | 7 | 8 |
Split 1 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 2 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 3 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
Split 4 Phases | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
1st Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Q Det      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
2nd Delay      | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

[ split phases, 0 = not considered, 1 = selected phase
  Detectors = 0 - 24, (0 = not used)
  Delays = 0 - 9.9, or 0 - 127 ]

F1-HELP, F8-HANGUP                                09/29/97 09:08:46
    
```

QUAD LEFT TURNS (P & P/P)

ADAPTIVE SPLIT INHIBIT :

Offsets/Cycle/Split: Enter " 0 " in each cell as this feature is not used.

SYSTEM: SAMPLE SYSTEM						INTERSECTION: NEW RD							
ADAPTIVE SPLIT INHIBIT													
		Offsets							Offsets				
		1	2	3	4	5			1	2	3	4	5
Cycle 1	Split 2	0	0	0	0	0	Cycle 5	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 2	Split 2	0	0	0	0	0	Cycle 6	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 3	Split 2	0	0	0	0	0	Cycle 7	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 4	Split 2	0	0	0	0	0	Cycle 8	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0

[0 = no inhibit, 1 = inhibit]

F1-HELP, F8-HANGUP

09/29/97 09:08:50

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE											
ADAPTIVE SPLIT INHIBIT													
		Offsets					Offsets						
		1	2	3	4	5			1	2	3	4	5
Cycle 1	Split 2	0	0	0	0	0	Cycle 5	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 2	Split 2	0	0	0	0	0	Cycle 6	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 3	Split 2	0	0	0	0	0	Cycle 7	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 4	Split 2	0	0	0	0	0	Cycle 8	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0

[0 = no inhibit, 1 = inhibit]

F1-HELP, F8-HANGUP

09/29/97 09:08:50

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST											
ADAPTIVE SPLIT INHIBIT													
		Offsets					Offsets						
		1	2	3	4	5			1	2	3	4	5
Cycle 1	Split 2	0	0	0	0	0	Cycle 5	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 2	Split 2	0	0	0	0	0	Cycle 6	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 3	Split 2	0	0	0	0	0	Cycle 7	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 4	Split 2	0	0	0	0	0	Cycle 8	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0

[0 = no inhibit, 1 = inhibit]

F1-HELP, F8-HANGUP

09/29/97 09:08:50

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST											
ADAPTIVE SPLIT INHIBIT		Offsets					Offsets						
		1	2	3	4	5			1	2	3	4	5
Cycle 1	Split 2	0	0	0	0	0	Cycle 5	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 2	Split 2	0	0	0	0	0	Cycle 6	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 3	Split 2	0	0	0	0	0	Cycle 7	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 4	Split 2	0	0	0	0	0	Cycle 8	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0

[0 = no inhibit, 1 = inhibit]

F1-HELP, F8-HANGUP

09/29/97 09:08:50

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST											
ADAPTIVE SPLIT INHIBIT		Offsets					Offsets						
		1	2	3	4	5			1	2	3	4	5
Cycle 1	Split 2	0	0	0	0	0	Cycle 5	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 2	Split 2	0	0	0	0	0	Cycle 6	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 3	Split 2	0	0	0	0	0	Cycle 7	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		Split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0
Cycle 4	Split 2	0	0	0	0	0	Cycle 8	Split 2	0	0	0	0	0
	Split 3	0	0	0	0	0		split 3	0	0	0	0	0
	Split 4	0	0	0	0	0		Split 4	0	0	0	0	0

[0 = no inhibit, 1 = inhibit]

F1-HELP, F8-HANGUP

09/29/97 09:08:50

QUAD LEFT TURNS (P & P/P)

PERMISSIVE MODE: Enter " 0 " (standard).

Circuits:

MAP/CYC/SPL/OFF/SYS

1st - 8th: Enter " 0 " in all cells as this feature is currently not used.

HOLD OUT: Enter " 0 " unless required for use in a co-ordination intertie system, then enter " 1 " this information is located in the Special Feature Programme document (SFP).

SCM: Enter " 0 " unless a co-ordination programme is required, then enter " 1 ".

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  NEW RD

Permissive Mode  0  [ 0 = standard, 1 = strict ]

| Map | Cyc | Spl | Off | Sys | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th |
|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
|10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

[
  cyc: 0 = disabled, 1 - 8 = cycle 1 - 8, 9 = don't care
  spl: 0 = disabled, 1 - 4 = split 1 - 4, 5 = don't care
  off: 0 = disabled, 1 - 5 = offset 1 - 5, 6 = don't care
  sys: 0 = don't care, 1 = system only, 2 = free only
  circuits 1 - 8: 0 = none, 8 - 150 = circuit number
]

Hold Out  0  [ 0 = none, 1 = MSD pin 48, 2 = phase 2 check ]
SCM       0  [ 0 = off, 1 = on ]
          F1-HELP, F8-HANGUP                                09/29/97 09:08:54
    
```

GENERIC

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  FIRST AVE

Permissive Mode  0  [ 0 = standard, 1 = strict ]

Map|Cyc|Spl|Off|Sys| 1st| 2nd| 3rd| Circuits| 4th| 5th| 6th| 7th| 8th
 1| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 2| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 3| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 4| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 5| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 6| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 7| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 8| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 9| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
10| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|

[
  cyc: 0 = disabled, 1 - 8 = cycle 1 - 8, 9 = don't care
  spl: 0 = disabled, 1 - 4 = split 1 - 4, 5 = don't care
  off: 0 = disabled, 1 - 5 = offset 1 - 5, 6 = don't care
  sys: 0 = don't care, 1 = system only, 2 = free only
  circuits 1 - 8: 0 = none, 8 - 150 = circuit number
]

Hold Out  0  [ 0 = none, 1 = MSD pin 48, 2 = phase 2 check ]
SCM       0  [ 0 = off, 1 = on ]
          F1-HELP, F8-HANGUP                09/29/97  09:08:54
    
```

PEDESTRIAN ACTIVATED

```

SYSTEM:    SAMPLE SYSTEM                INTERSECTION:  3 ST

Permissive Mode  0  [ 0 = standard, 1 = strict ]

Map|Cyc|Spl|Off|Sys| 1st| 2nd| 3rd| Circuits| 4th| 5th| 6th| 7th| 8th
 1| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 2| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 3| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 4| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 5| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 6| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 7| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 8| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
 9| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|
10| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0| 0|

[
  cyc: 0 = disabled, 1 - 8 = cycle 1 - 8, 9 = don't care
  spl: 0 = disabled, 1 - 4 = split 1 - 4, 5 = don't care
  off: 0 = disabled, 1 - 5 = offset 1 - 5, 6 = don't care
  sys: 0 = don't care, 1 = system only, 2 = free only
  circuits 1 - 8: 0 = none, 8 - 150 = circuit number
]

Hold Out  0  [ 0 = none, 1 = MSD pin 48, 2 = phase 2 check ]
SCM       1  [ 0 = off, 1 = on ]
          F1-HELP, F8-HANGUP                09/29/97  09:08:54
    
```

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM INTERSECTION: FIFTH ST

Permissive Mode 0 [0 = standard, 1 = strict]

Map	Cyc	Spl	Off	Sys	Circuits								
					1st	2nd	3rd	4th	5th	6th	7th	8th	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0

[cyc: 0 = disabled, 1 - 8 = cycle 1 - 8, 9 = don't care
 spl: 0 = disabled, 1 - 4 = split 1 - 4, 5 = don't care
 off: 0 = disabled, 1 - 5 = offset 1 - 5, 6 = don't care
 sys: 0 = don't care, 1 = system only, 2 = free only
 circuits 1 - 8: 0 = none, 8 - 150 = circuit number]

Hold Out 0 [0 = none, 1 = MSD pin 48, 2 = phase 2 check]

SCM 0 [0 = off, 1 = on]

F1-HELP, F8-HANGUP 09/29/97 09:08:54

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM INTERSECTION: 8 ST

Permissive Mode 0 [0 = standard, 1 = strict]

Map	Cyc	Spl	Off	Sys	Circuits								
					1st	2nd	3rd	4th	5th	6th	7th	8th	
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0

[cyc: 0 = disabled, 1 - 8 = cycle 1 - 8, 9 = don't care
 spl: 0 = disabled, 1 - 4 = split 1 - 4, 5 = don't care
 off: 0 = disabled, 1 - 5 = offset 1 - 5, 6 = don't care
 sys: 0 = don't care, 1 = system only, 2 = free only
 circuits 1 - 8: 0 = none, 8 - 150 = circuit number]

Hold Out 0 [0 = none, 1 = MSD pin 48, 2 = phase 2 check]

SCM 1 [0 = off, 1 = on]

F1-HELP, F8-HANGUP 09/29/97 09:08:54

QUAD LEFT TURNS (P & P/P)



BRITISH
COLUMBIA

Ministry of Transportation

LMD8000 PROGRAMMING GUIDE

PRE-EMPTION DATA

Electrical Engineering Centre

Volume 1

June 1999

SYSTEM: SAMPLE SYSTEM	INTERSECTION: NEW RD
EDIT / ENTER / COMPARE INTERSECTION DATA	
1 - EDIT / ENTER Intersection PROGRAMMING Data	
2 - EDIT / ENTER Intersection TIME CLOCK Data	
3 - EDIT / ENTER Intersection COORDINATION Data	
4 - EDIT / ENTER Intersection PRE-EMPTION Data	
5 - COMPARE PROGRAMMING Data with TRANSFER File	
6 - COMPARE TIME CLOCK Data with TRANSFER File	
7 - COMPARE COORDINATION Data with TRANSFER File	
8 - COMPARE PRE-EMPTION Data with TRANSFER File	
9 - COMPARE LNME CONFIGURATION Data with TRANSFER File	
10 - VIEW LNME CONFIGURATION Data	
11 - PRINT LNME CONFIGURATION Data	
12 - LOAD Pre-programmed Data / CLEAR Data	
Selection: <input type="text"/>	
F1-HELP, F8-HANGUP	10/13/97 16:18:43

SELECTION: Enter " 4 ".

INTERSECTION NAME:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
INSTALLATION DATE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
PROGRAMMED BY:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
PROGRAM DATE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
CONTROLLER SERIAL NUMBER:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
CONTROLLER TYPE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.
SECURITY CODE:	Is carried over from the EDIT/ENTER PROGRAMMING DATA page of programming section.

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	NEW RD
EDIT/ENTER INTERSECTION PRE-EMPTION DATA			
INTERSECTION NAME:	[REDACTED]		
INSTALLATION DATE:	[REDACTED]		
PROGRAMMED BY:	[REDACTED]		
PROGRAM DATE:	[REDACTED]		
CONTROLLER SERIAL NUMBER:	[REDACTED]		
CONTROLLER TYPE:	[REDACTED] [LMD8000, LMD9200, TCT1700]		
F1-HELP, F8-HANGUP		09/21/97 09:11:02	

GENERIC

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	FIRST AVE
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	TE-98000-00		
INSTALLATION DATE:	Apr 1998		
PROGRAMMED BY:	EES		
PROGRAM DATE:	98/04/07		
CONTROLLER SERIAL NUMBER:	11111		
CONTROLLER TYPE:	LMD8000 [LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]		
SECURITY CODE:	[1000 - 9999] (VALID for LC8000 and LC2000 only)		
F1-HELP, F8-HANGUP			10/13/97 16:18:56

TRAFFIC CONTROLLER CABINET INSTALLED DATE

SYSTEM:	SAMPLE SYSTEM	INTERSECTION:	3 ST
EDIT/ENTER PROGRAMMING DATA			
INTERSECTION NAME:	TE-98000-00		
INSTALLATION DATE:	98/10/21		
PROGRAMMED BY:	EES		
PROGRAM DATE:	98/04/07		
CONTROLLER SERIAL NUMBER:	22222		
CONTROLLER TYPE:	LMD8000 [LC8000, LC2000, LC40, LS180, LS240, LRCU, LMD8000]		
SECURITY CODE:	[1000 - 9999] (VALID for LC8000 and LC2000 only)		
F1-HELP, F8-HANGUP			10/13/97 16:18:56

LMD 8000 INSTALLED DATE

FUNCTION

PRIORITY:	Enter " 6 " under <u>all unused</u> Pre-empt sequences. Enter " 2 " under Pre-empt 1 & 2 (Emergency Vehicle Pre-emption). Enter " 1 " under Pre-empt 3 (Railway Pre-emption or Pre-emption Reset). Enter " 2 " under Pre-empt 4 & 5 (Emergency Vehicle Pre-emption). Enter " 3 " under Pre-empt 6 (Bus Pre-emption).
FLASH OVERRIDE:	Enter " 0 " in each cell on this row as this feature is not used.
MEMORY:	Enter " 0 " in each cell on this row, if there is a any pre-emption programme required, note the following: Enter " 1 " under the appropriate cell on this row if any of the Pre-Emptor Interface Card channels are set to <u>Fire Mode 1</u> .
DELAY TIME:	Enter " 0 " in each cell on this row.
OMIT LAST X SEC PED:	Enter " 0 " in each cell on this row as this feature is not used.
OMIT LAST X SEC PH:	Enter " 0 " in each cell on this row as this feature is not used.
MINIMUM RESERVICE:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet.
MIN GREEN:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS).
WALK:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS).
PED CLEAR:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS).
OVERLAP YELLOW:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
OVERLAP RED:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
HOLD TIME:	Enter " 0 " as this feature is not used.
SPECIAL HOLD:	Enter " 0 " as this feature is not used.
OVERLAP A INHIBIT:	Enter " 0 " unless indicated in the Special Feature Programming (SFP).
OVERLAP B INHIBIT:	Enter " 0 " unless indicated in the Special Feature Programming (SFP).
OVERLAP C INHIBIT:	Enter " 0 " unless indicated in the Special Feature Programming (SFP).
OVERLAP D INHIBIT:	Enter " 0 " unless indicated in the Special Feature Programming (SFP).
FLASHING DW THRU Y:	Enter " 1 " as this feature is not used.

SYSTEM:	SAMPLE SYSTEM		INTERSECTION:				NEW RD
FUNCTION	1	2	PRE-EMPT		5	6	
			3	4			
Priority							[1 - 6, 1 = highest]
Flash Override	0	0	0	0	0	0	[0 = off, 1 = on]
Memory	0	0	0	0	0	0	[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0	[0 - 255 seconds]
Omit Last X Sec Ped	0	0	0	0	0	0	[0 = 9.9 or 127 sec.]
Omit Last X Sec Ph	0	0	0	0	0	0	[0 = 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0	[0 - 99 minutes]
Min Green	0	0	0	0	0	0	
Walk	0	0	0	0	0	0	[0 - 9.9]
Ped Clear	0	0	0	0	0	0	or
Overlap Yellow	0	0	0	0	0	0	0 - 127
Overlap Red	0	0	0	0	0	0	seconds
Hold Time	0	0	0	0	0	0	
Special Hold	0	0	0	0	0	0	[0=sequence, 1=hold]
Overlap A Inhibit	0	0	0	0	0	0	
Overlap B Inhibit	0	0	0	0	0	0	[0 = normal]
Overlap C Inhibit	0	0	0	0	0	0	1 = inhibit
Overlap D Inhibit	0	0	0	0	0	0	
Flashing DW thru Y	0	0	0	0	0	0	[1 = off, 2 = on]

F1-HELP, F8-HANGUP

09/21/97 09:11:09

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE						
FUNCTION	1	2	PRE-EMPT				6	
			3	4	5			
Priority								[1 - 6, 1 = highest]
Flash Override	0	0	0	0	0	0	0	[0 = off, 1 = on]
Memory	0	0	0	0	0	0	0	[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0	0	[0 - 255 seconds]
Omit Last X Sec Ped	0	0	0	0	0	0	0	[0 = 9.9 or 127 sec.]
Omit Last X Sec Ph	0	0	0	0	0	0	0	[0 - 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0	0	[0 - 99 minutes]
Min Green	0	0	0	0	0	0	0	
Walk	0	0	0	0	0	0	0	[0 - 9.9]
Ped Clear	0	0	0	0	0	0	0	or
Overlap Yellow	0	0	0	0	0	0	0	0 - 127
Overlap Red	0	0	0	0	0	0	0	seconds
Hold Time	0	0	0	0	0	0	0	
Special Hold	0	0	0	0	0	0	0	[0=sequence, 1=hold]
Overlap A Inhibit	0	0	0	0	0	0	0	
Overlap B Inhibit	0	0	0	0	0	0	0	[0 = normal]
Overlap C Inhibit	0	0	0	0	0	0	0	1 = inhibit
Overlap D Inhibit	0	0	0	0	0	0	0	
Flashing DW thru Y	1	1	1	1	1	1	1	[1 = off, 2 = on]

F1-HELP, F8-HANGUP 09/21/97 09:11:09

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST						
FUNCTION	1	2	PRE-EMPT				6	
			3	4	5			
Priority	2	2	1	6	6	6	6	[1 - 6, 1 = highest]
Flash Override	0	0	0	0	0	0	0	[0 = off, 1 = on]
Memory	0	0	0	0	0	0	0	[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0	0	[0 - 255 seconds]
Omit Last X Sec Ped	0	0	0	0	0	0	0	[0 = 9.9 or 127 sec.]
Omit Last X Sec Ph	0	0	0	0	0	0	0	[0 - 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0	0	[0 - 99 minutes]
Min Green	0	0	0	0	0	0	0	
Walk	.1	.1	0	0	0	0	0	[0 - 9.9]
Ped Clear	0	0	0	0	0	0	0	or
Overlap Yellow	4.5	0	0	0	0	0	0	0 - 127
Overlap Red	1.0	0	0	0	0	0	0	seconds
Hold Time	0	0	0	0	0	0	0	
Special Hold	0	0	0	0	0	0	0	[0=sequence, 1=hold]
Overlap A Inhibit	1	0	0	0	0	0	0	
Overlap B Inhibit	0	0	0	0	0	0	0	[0 = normal]
Overlap C Inhibit	0	0	0	0	0	0	0	1 = inhibit
Overlap D Inhibit	0	0	0	0	0	0	0	
Flashing DW thru Y	1	1	1	1	1	1	1	[1 = off, 2 = on]

F1-HELP, F8-HANGUP 09/21/97 09:11:09

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST						
FUNCTION	1	2	PRE-EMPT				6	
			3	4	5			
Priority	6	6	6	2	2	1		[1 - 6, 1 = highest]
Flash Override	0	0	0	0	0	0		[0 = off, 1 = on]
Memory	0	0	0	1	1	0		[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0		[0 - 255 seconds]
Omit Last X Sec Ped	0	0	0	0	0	0		[0 = 9.9 or 127 sec.]
Omit Last X Sec Ph	0	0	0	0	0	0		[0 - 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0		[0 - 99 minutes]
Min Green	0	0	0	0	0	0		
Walk	0	0	0	.1	.1	0		[0 - 9.9
Ped Clear	0	0	0	0	0	0		or
Overlap Yellow	0	0	0	0	0	0		0 - 127
Overlap Red	0	0	0	0	0	0		seconds
Hold Time	0	0	0	0	0	0		
Special Hold	0	0	0	0	0	0		[0=sequence, 1=hold]
Overlap A Inhibit	0	0	0	0	0	0		
Overlap B Inhibit	0	0	0	0	0	0		[0 = normal
Overlap C Inhibit	0	0	0	0	0	0		1 = inhibit
Overlap D Inhibit	0	0	0	0	0	0		
Flashing DW thru Y	1	1	1	1	1	1		[1 = off, 2 = on]

F1-HELP, F8-HANGUP 09/21/97 09:11:09

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST						
FUNCTION	1	2	PRE-EMPT				6	
			3	4	5			
Priority	2	2	1	2	2	6		[1 - 6, 1 = highest]
Flash Override	0	0	0	0	0	0		[0 = off, 1 = on]
Memory	0	0	0	0	0	0		[0 = off, 1 = on]
Delay Time	0	0	0	0	0	0		[0 - 255 seconds]
Omit Last X Sec Ped	0	0	0	0	0	0		[0 = 9.9 or 127 sec.]
Omit Last X Sec Ph	0	0	0	0	0	0		[0 - 9.9 or 127 sec.]
Minimum Reservice	0	0	0	0	0	0		[0 - 99 minutes]
Min Green	0	0	4	0	0	0		
Walk	.1	.1	.1	.1	.1	0		[0 - 9.9
Ped Clear	0	0	.1	0	0	0		or
Overlap Yellow	0	0	0	0	0	0		0 - 127
Overlap Red	0	0	0	0	0	0		seconds
Hold Time	0	0	0	0	0	0		
Special Hold	0	0	0	0	0	0		[0=sequence, 1=hold]
Overlap A Inhibit	0	0	0	0	0	0		
Overlap B Inhibit	0	0	0	0	0	0		[0 = normal
Overlap C Inhibit	0	0	0	0	0	0		1 = inhibit
Overlap D Inhibit	0	0	0	0	0	0		
Flashing DW thru Y	1	1	1	1	1	1		[1 = off, 2 = on]

F1-HELP, F8-HANGUP 09/21/97 09:11:09

QUAD LEFT TURNS (P & P/P)

PHASE TO HOLD:

PRE-EMPT 1 to PRE-EMPT 6: Enter " 0 " in all cells as this feature is not used.

SYSTEM:	SAMPLE SYSTEM								INTERSECTION:	NEW RD
	PHASE to HOLD									
PRE-EMPT	1	2	3	4	5	6	7	8		
1	0	0	0	0	0	0	0	0	[0 = no hold 1 = hold]	
2	0	0	0	0	0	0	0	0		
3	0	0	0	0	0	0	0	0		
4	0	0	0	0	0	0	0	0		
5	0	0	0	0	0	0	0	0		
6	0	0	0	0	0	0	0	0		
F1-HELP, F8-HANGUP										
09/21/97 09:11:16										

GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE								
		PHASE to HOLD								
PRE-EMPT		1	2	3	4	5	6	7	8	
1		0	0	0	0	0	0	0	0	[0 = no hold 1 = hold]
2		0	0	0	0	0	0	0	0	
3		0	0	0	0	0	0	0	0	
4		0	0	0	0	0	0	0	0	
5		0	0	0	0	0	0	0	0	
6		0	0	0	0	0	0	0	0	
		F1-HELP, F8-HANGUP								09/21/97 09:11:16

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST								
		PHASE to HOLD								
PRE-EMPT		1	2	3	4	5	6	7	8	
1		0	0	0	0	0	0	0	0	[0 = no hold 1 = hold]
2		0	0	0	0	0	0	0	0	
3		0	0	0	0	0	0	0	0	
4		0	0	0	0	0	0	0	0	
5		0	0	0	0	0	0	0	0	
6		0	0	0	0	0	0	0	0	
		F1-HELP, F8-HANGUP								09/21/97 09:11:16

SINGLE ADVANCE LEFT TURNS (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST								
		PHASE to HOLD								
PRE-EMPT		1	2	3	4	5	6	7	8	
1		0	0	0	0	0	0	0	0	[0 = no hold 1 = hold]
2		0	0	0	0	0	0	0	0	
3		0	0	0	0	0	0	0	0	
4		0	0	0	0	0	0	0	0	
5		0	0	0	0	0	0	0	0	
6		0	0	0	0	0	0	0	0	
		F1-HELP, F8-HANGUP								09/21/97 09:11:16

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST								
		PHASE to HOLD								
PRE-EMPT		1	2	3	4	5	6	7	8	
1		0	0	0	0	0	0	0	0	[0 = no hold 1 = hold]
2		0	0	0	0	0	0	0	0	
3		0	0	0	0	0	0	0	0	
4		0	0	0	0	0	0	0	0	
5		0	0	0	0	0	0	0	0	
6		0	0	0	0	0	0	0	0	
		F1-HELP, F8-HANGUP								09/21/97 09:11:16

QUAD LEFT TURNS (P & P/P)

NOTE: *There are six pre-emption sequences one for each Pre-empt request. Sequence Steps and timing values are located on the Signal Timing Sheet (STS) and Special Feature Programme document (SFP).*

SEQUENCE 1 to 6**STEP 1 to STEP 15:**

INSTRUCTION: Enter " 0 " in cell in this column for any unused steps.

PHASES SERVICED: Enter " 0 " in cell in this column for any unused steps.

TIME: Enter " 0 " in cell in this column for any unused steps .

PE OUTPUT: Enter " 0 " in cell in this column for any unused steps .

HOLD ON INPUT: Enter " 0 " in cell in this column for any unused steps .

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		NEW RD	
STEP	Sequence 1 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

[INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively]

[0-9.9] [0=none] [0=no hold]
 or [1 - 6] [1=hold]
 [0-127] [7=flash]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

GENERIC

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		FIRST AVE	
STEP	Sequence 1 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

PEDESTRIAN ACTIVATED

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		FIRST AVE	
STEP	Sequence 2 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

PEDESTRIAN ACTIVATED

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		3 ST	
STEP	Sequence 1 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	90	0	0	0	0	0	0	0	0	2	0	0	
2	0	0	1	0	0	0	0	0	0	1	1	1	
3	98	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		3 ST	
STEP	Sequence 2 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	90	0	0	0	0	0	0	0	0	2	0	0	
2	0	0	0	0	1	0	0	0	0	1	2	1	
3	98	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		3 ST	
STEP	Sequence 3 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD ON INPUT	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0

[0 = no service, 1 = service]

[INSTRUCTIONS: 0=phases serviced, 90=go all red,
91=turn CVM off, 92=turn CVM on, 93=allow ped,
94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
98=return with no calls, 99=return with calls]

[.1 - .9 = special intervals 1 - 9 respectively]

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		FIFTH ST	
STEP	Sequence 4 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	90	0	0	0	0	0	0	0	0	2	0	0	
2	0	0	0	0	1	0	0	0	0	35	4	0	
3	98	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

CONFLICTING DUAL LEFT TURNS

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		FIFTH ST	
STEP	Sequence 5 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	90	0	0	0	0	0	0	0	0	2	0	0	
2	0	0	0	0	0	0	0	0	1	35	5	0	
3	98	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

CONFLICTING DUAL LEFT TURNS

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		FIFTH ST	
STEP	Sequence 6 INSTRUCTION	PHASES SERVICED								TIME	PE OUTPUT	HOLD ON INPUT	
		1	2	3	4	5	6	7	8			ON	INPUT
1	0	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red, 91=turn CVM off, 92=turn CVM on, 93=allow ped, 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm 98=return with no calls, 99=return with calls .1 - .9 = special intervals 1 - 9 respectively	[0-9.9 or 0-127]	[0=none or 1 - 6 7=flash]	[0=no hold 1=hold]
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F1-HELP, F8-HANGUP

09/21/97 09:11:20

CONFLICTING DUAL LEFT TURNS

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		8 ST	HOLD	
STEP	Sequence 1 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	ON	INPUT	
1	0	0	1	0	0	0	0	0	0	1	1		1	
2	98	0	0	0	0	0	0	0	0	0	0		0	
3	0	0	0	0	0	0	0	0	0	0	0		0	
4	0	0	0	0	0	0	0	0	0	0	0		0	
5	0	0	0	0	0	0	0	0	0	0	0		0	
6	0	0	0	0	0	0	0	0	0	0	0		0	
7	0	0	0	0	0	0	0	0	0	0	0		0	
8	0	0	0	0	0	0	0	0	0	0	0		0	
9	0	0	0	0	0	0	0	0	0	0	0		0	
10	0	0	0	0	0	0	0	0	0	0	0		0	
11	0	0	0	0	0	0	0	0	0	0	0		0	
12	0	0	0	0	0	0	0	0	0	0	0		0	
13	0	0	0	0	0	0	0	0	0	0	0		0	
14	0	0	0	0	0	0	0	0	0	0	0		0	
15	0	0	0	0	0	0	0	0	0	0	0		0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

QUAD LEFT TURNS (P & P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		8 ST	HOLD	
STEP	Sequence 2 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	ON	INPUT	
1	0	0	0	0	0	0	1	0	0	1	2		1	
2	98	0	0	0	0	0	0	0	0	0	0		0	
3	0	0	0	0	0	0	0	0	0	0	0		0	
4	0	0	0	0	0	0	0	0	0	0	0		0	
5	0	0	0	0	0	0	0	0	0	0	0		0	
6	0	0	0	0	0	0	0	0	0	0	0		0	
7	0	0	0	0	0	0	0	0	0	0	0		0	
8	0	0	0	0	0	0	0	0	0	0	0		0	
9	0	0	0	0	0	0	0	0	0	0	0		0	
10	0	0	0	0	0	0	0	0	0	0	0		0	
11	0	0	0	0	0	0	0	0	0	0	0		0	
12	0	0	0	0	0	0	0	0	0	0	0		0	
13	0	0	0	0	0	0	0	0	0	0	0		0	
14	0	0	0	0	0	0	0	0	0	0	0		0	
15	0	0	0	0	0	0	0	0	0	0	0		0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

QUAD LEFT TURNS (P & P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		8 ST	
STEP	Sequence 3 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	90	0	0	0	0	0	0	0	0	2	0	0	
2	0	0	0	1	0	0	0	0	1	16	0	0	
3	93	0	1	0	0	1	1	0	0	0	3	1	
4	99	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls

.1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

QUAD LEFT TURNS (P & P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION:		8 ST	
STEP	Sequence 4 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT	
1	90	0	0	0	0	0	0	0	0	2	0	0	
2	0	0	0	0	1	0	0	1	0	1	4	1	
3	98	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	
10	0	0	0	0	0	0	0	0	0	0	0	0	
11	0	0	0	0	0	0	0	0	0	0	0	0	
12	0	0	0	0	0	0	0	0	0	0	0	0	
13	0	0	0	0	0	0	0	0	0	0	0	0	
14	0	0	0	0	0	0	0	0	0	0	0	0	
15	0	0	0	0	0	0	0	0	0	0	0	0	

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls

.1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

QUAD LEFT TURNS (P & P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION: 8 ST		
STEP	Sequence 5 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT
1	90	0	0	0	0	0	0	0	0	2	0	0
2	0	0	0	1	0	0	0	0	1	1	5	1
3	98	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

QUAD LEFT TURNS (P & P/P)

SYSTEM:		SAMPLE SYSTEM								INTERSECTION: 8 ST		
STEP	Sequence 6 INSTRUCTION	1	2	3	4	5	6	7	8	TIME	PE OUTPUT	HOLD ON INPUT
1	0	0	0	0	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	0	0	0	0	0	0
4	0	0	0	0	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0

[0 = no service, 1 = service]

INSTRUCTIONS: 0=phases serviced, 90=go all red,
 91=turn CVM off, 92=turn CVM on, 93=allow ped,
 94=disa ped, 95=pri ret, 96=ena cord, 97=ena perm
 98=return with no calls, 99=return with calls
 .1 - .9 = special intervals 1 - 9 respectively

[0-9.9 or 0-127] [0=none or 1 - 6 or 7=flash] [0=no hold or 1=hold]

F1-HELP, F8-HANGUP 09/21/97 09:11:20

QUAD LEFT TURNS (P & P/P)

SPECIAL INTERVAL 1 to 9: Enter " 0 " in all cells as this feature is not used.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD											
SPECIAL INTERVAL	PHASE / OVERLAP												
	1	2	3	4	5	6	7	8	A	B	C	D	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	

0 = dark
. = fast flash green
1 = green
2 = green / walk (phase only)
3 = flashing don't walk (phase only)
4 = yellow
5 = red
6 = flashing yellow WIG
7 = flashing yellow WAG
8 = flashing red WIG
9 = flashing red WAG

F1-HELP, F8-HANGUP

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GENERIC

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIRST AVE											
SPECIAL INTERVAL	PHASE / OVERLAP												
	1	2	3	4	5	6	7	8	A	B	C	D	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	

0 = dark
 . = fast flash green
 1 = green
 2 = green / walk (phase only)
 3 = flashing don't walk (phase only)
 4 = yellow
 5 = red
 6 = flashing yellow WIG
 7 = flashing yellow WAG
 8 = flashing red WIG
 9 = flashing red WAG

09/21/97 09:11:46

PEDESTRIAN ACTIVATED

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 3 ST											
SPECIAL INTERVAL	PHASE / OVERLAP												
	1	2	3	4	5	6	7	8	A	B	C	D	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	

0 = dark
 . = fast flash green
 1 = green
 2 = green / walk (phase only)
 3 = flashing don't walk (phase only)
 4 = yellow
 5 = red
 6 = flashing yellow WIG
 7 = flashing yellow WAG
 8 = flashing red WIG
 9 = flashing red WAG

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SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM: SAMPLE SYSTEM		INTERSECTION: FIFTH ST											
SPECIAL INTERVAL	PHASE / OVERLAP												
	1	2	3	4	5	6	7	8	A	B	C	D	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	

0 = dark
 . = fast flash green
 1 = green
 2 = green / walk (phase only)
 3 = flashing don't walk (phase only)
 4 = yellow
 5 = red
 6 = flashing yellow WIG
 7 = flashing yellow WAG
 8 = flashing red WIG
 9 = flashing red WAG

F1-HELP, F8-HANGUP 09/21/97 09:11:46

CONFLICTING DUAL LEFT TURNS

SYSTEM: SAMPLE SYSTEM		INTERSECTION: 8 ST											
SPECIAL INTERVAL	PHASE / OVERLAP												
	1	2	3	4	5	6	7	8	A	B	C	D	
1	0	0	0	0	0	0	0	0	0	0	0	0	
2	0	0	0	0	0	0	0	0	0	0	0	0	
3	0	0	0	0	0	0	0	0	0	0	0	0	
4	0	0	0	0	0	0	0	0	0	0	0	0	
5	0	0	0	0	0	0	0	0	0	0	0	0	
6	0	0	0	0	0	0	0	0	0	0	0	0	
7	0	0	0	0	0	0	0	0	0	0	0	0	
8	0	0	0	0	0	0	0	0	0	0	0	0	
9	0	0	0	0	0	0	0	0	0	0	0	0	

0 = dark
 . = fast flash green
 1 = green
 2 = green / walk (phase only)
 3 = flashing don't walk (phase only)
 4 = yellow
 5 = red
 6 = flashing yellow WIG
 7 = flashing yellow WAG
 8 = flashing red WIG
 9 = flashing red WAG

F1-HELP, F8-HANGUP 09/21/97 09:11:46

QUAD LEFT TURNS (P & P/P)

FUNCTION:

Memory:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Delay Time:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Omit Last X seconds:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Minimum Reservice:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Min Green:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Walk:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Ped Clear:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Overlap Yellow:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).
Overlap Red:	Enter " 0 " in each cell on this row unless another value is indicated on the Signal Timing Sheet (STS) and the Special Feature Programme document (SFP).

PRIORITY RETURN:

Priority Return A %	Enter " 0 " in all cells in this row as this features is not used.
Priority Return B %	Enter " 0 " in all cells in this row as this features is not used.
Priority Return C %	Enter " 0 " in all cells in this row as this features is not used.
Priority Return D %	Enter " 0 " in all cells in this row as this features is not used.

SYSTEM: SAMPLE SYSTEM		INTERSECTION: NEW RD								
		Low Priority Pre-empt								
FUNCTION		1	2	3	4	5	6			
Memory		0	0	0	0	0	0	[0 = off, 1 = on]		
Delay Time		0	0	0	0	0	0	[0 - 255 seconds]		
Omit Last X seconds		0	0	0	0	0	0	[0 - 9.9 or 127 sec.]		
Minimum Reservice		0	0	0	0	0	0	[0 - 99 minutes]		
Min Green		0	0	0	0	0	0			
Walk		0	0	0	0	0	0	[0 - 9.9 or 0 - 127 seconds]		
Ped Clear		0	0	0	0	0	0			
Overlap Yellow		0	0	0	0	0	0			
Overlap Red		0	0	0	0	0	0			
Priority Return Options										
	Mode:	0						[0 = off, 1 = on]		
	Skip PE Phases:	0						[0 = off, 1 = on]		
	Phase	1	2	3	4	5	6	7	8	
Priority Return A	%	0	0	0	0	0	0	0	0	[0 - 100]
Priority Return B	%	0	0	0	0	0	0	0	0	
Priority Return C	%	0	0	0	0	0	0	0	0	
Priority Return D	%	0	0	0	0	0	0	0	0	
		F1-HELP, F8-HANGUP						09/21/97 09:11:49		

GENERIC

SYSTEM:		SAMPLE SYSTEM						INTERSECTION:		FIRST AVE	
FUNCTION		1	2	3	4	5	6				
Memory		0	0	0	0	0	0			[0 = off, 1 = on]	
Delay Time		0	0	0	0	0	0			[0 - 255 seconds]	
Omit Last X seconds		0	0	0	0	0	0			[0 - 9.9 or 127 sec.]	
Minimum Reservice		0	0	0	0	0	0			[0 - 99 minutes]	
Min Green		0	0	0	0	0	0				
Walk		0	0	0	0	0	0			[0 - 9.9	
Ped Clear		0	0	0	0	0	0			or	
Overlap Yellow		0	0	0	0	0	0			0 - 127	
Overlap Red		0	0	0	0	0	0			seconds	
Priority Return Options											
	Mode:	0	[0 = off, 1 = on]								
	Skip PE Phases:	0	[0 = off, 1 = on]								
	Phase	1	2	3	4	5	6	7	8		
Priority Return A %		0	0	0	0	0	0	0	0	[0 - 100]	
Priority Return B %		0	0	0	0	0	0	0	0		
Priority Return C %		0	0	0	0	0	0	0	0		
Priority Return D %		0	0	0	0	0	0	0	0		
F1-HELP, F8-HANGUP										09/21/97 09:11:49	

PEDESTRIAN ACTIVATED

SYSTEM:		SAMPLE SYSTEM						INTERSECTION:		3 ST	
FUNCTION		1	2	3	4	5	6				
Memory		0	0	0	0	0	0			[0 = off, 1 = on]	
Delay Time		0	0	0	0	0	0			[0 - 255 seconds]	
Omit Last X seconds		0	0	0	0	0	0			[0 - 9.9 or 127 sec.]	
Minimum Reservice		0	0	0	0	0	0			[0 - 99 minutes]	
Min Green		0	0	0	0	0	0				
Walk		0	0	0	0	0	0			[0 - 9.9	
Ped Clear		0	0	0	0	0	0			or	
Overlap Yellow		0	0	0	0	0	0			0 - 127	
Overlap Red		0	0	0	0	0	0			seconds	
Priority Return Options											
	Mode:	0	[0 = off, 1 = on]								
	Skip PE Phases:	0	[0 = off, 1 = on]								
	Phase	1	2	3	4	5	6	7	8		
Priority Return A %		0	0	0	0	0	0	0	0	[0 - 100]	
Priority Return B %		0	0	0	0	0	0	0	0		
Priority Return C %		0	0	0	0	0	0	0	0		
Priority Return D %		0	0	0	0	0	0	0	0		
F1-HELP, F8-HANGUP										09/21/97 09:11:49	

SINGLE ADVANCE LEFT TURN (P/P)

SYSTEM:		SAMPLE SYSTEM						INTERSECTION:		FIFTH ST	
FUNCTION		1	2	3	4	5	6				
Memory		0	0	0	0	0	0	[0 = off, 1 = on]			
Delay Time		0	0	0	0	0	0	[0 - 255 seconds]			
Omit Last X seconds		0	0	0	0	0	0	[0 - 9.9 or 127 sec.]			
Minimum Reservice		0	0	0	0	0	0	[0 - 99 minutes]			
Min Green		0	0	0	0	0	0				
Walk		0	0	0	0	0	0	[0 - 9.9]			
Ped Clear		0	0	0	0	0	0	or			
Overlap Yellow		0	0	0	0	0	0	0 - 127			
Overlap Red		0	0	0	0	0	0	seconds			
Priority Return Options											
	Mode:	0	[0 = off, 1 = on]								
	Skip PE Phases:	0	[0 = off, 1 = on]								
	Phase	1	2	3	4	5	6	7	8		
Priority Return A %		0	0	0	0	0	0	0	0	[0 - 100]	
Priority Return B %		0	0	0	0	0	0	0	0		
Priority Return C %		0	0	0	0	0	0	0	0		
Priority Return D %		0	0	0	0	0	0	0	0		
							F1-HELP, F8-HANGUP		09/21/97 09:11:49		

CONFLICTING DUAL LEFT TURNS

SYSTEM:		SAMPLE SYSTEM						INTERSECTION:		8 ST	
FUNCTION		1	2	3	4	5	6				
Memory		0	0	0	0	0	0	[0 = off, 1 = on]			
Delay Time		0	0	0	0	0	0	[0 - 255 seconds]			
Omit Last X seconds		0	0	0	0	0	0	[0 - 9.9 or 127 sec.]			
Minimum Reservice		0	0	0	0	0	0	[0 - 99 minutes]			
Min Green		0	0	0	0	0	0				
Walk		0	0	0	0	0	0	[0 - 9.9]			
Ped Clear		0	0	0	0	0	0	or			
Overlap Yellow		0	0	0	0	0	0	0 - 127			
Overlap Red		0	0	0	0	0	0	seconds			
Priority Return Options											
	Mode:	0	[0 = off, 1 = on]								
	Skip PE Phases:	0	[0 = off, 1 = on]								
	Phase	1	2	3	4	5	6	7	8		
Priority Return A %		0	0	0	0	0	0	0	0	[0 - 100]	
Priority Return B %		0	0	0	0	0	0	0	0		
Priority Return C %		0	0	0	0	0	0	0	0		
Priority Return D %		0	0	0	0	0	0	0	0		
							F1-HELP, F8-HANGUP		09/21/97 09:11:49		

QUAD LEFT TURNS (P & P/P)



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Ministry of Transportation

LMD8000 PROGRAMMING GUIDE

SAMPLE INTERSECTION INFORMATION PEDESTRIAN ACTIVATED

Electrical Engineering Centre

Volume 1
June 1999

SIGNAL TIMING SHEET

DATE ISSUED : 01-Dec-98	LOCATION : ROUTE 000 AT FIRST AVE
TYPE : LMD - 'M' RACK CABINET	SAMPLE CITY DRAWING: TE-98000 00 SITE CODE: 00000

PHASE SETTINGS	1 OFF	2 ON	3 OFF	4 ON	5 OFF	6 OFF	7 OFF	8 OFF
		RTE 000 N/S		PEDESTRIAN CROSSING				
FUNCTION		A1 & A2		PB1				
OVERLAP INFO								
MINIMUM GREEN		----		----				
PASSAGE		----		----				
YELLOW		4.5		3.0				
RED		2.0		----				
MAX I/MAX II		----		----				
MAXPLAN (1,2,3...)		----		----				
WALK		40		7				
PED. CLEAR		5		13				
WALK		FLASH		STEADY				
RECALL		CNA1		OFF				
MEMORY		OFF		OFF				
COORDINATION ON PHASE:								
FULL OPERATION PHASE:		XXX						
INTERSECTION FLASH:		YELLOW						
ADV WARNING (CH 1/CH 2)								
ADV WARNING:								

DELAY DETECTION TIMING: NONE	COMMENTS :
EMERGENCY PRE-EMPTION DELAY TIME = PRE-EMPTION TIME =	
CONTROLLER SEQUENCE: SEQUENTIAL	
MIN FLASH: 5 SECONDS	
INITIALIZATION: PHASE 2 YELLOW	

CHECK:	FILE: R000FRT
DATE IMPLEMENTED:	Page 1/1

SPECIAL FEATURE PROGRAMMING SHEET**DRAWING NUMBER: TE-98000-00
CITY: SAMPLE CITY****LOCATION: ROUTE 000 @ FIRST STREET**

- 1. For correct traffic controller cabinet operations, the following Back Panel modifications have to be made,**
 - 1. Ø2 WALK driver & Ø2 PED CLEAR driver to control.**
(ØA green to flash its green output for the predetermined time as shown on the STS in the Walk interval and while its in the rest state, as well as a steady ON for the predetermined time as shown on the STS in the Ped Clearance interval)
 - 2. Walk Rest Modifier & CNA1 must be enabled.**

- 2. Programme the LMD using the STS information.**



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LMD8000 PROGRAMMING GUIDE

SAMPLE INTERSECTION INFORMATION

SINGLE ADVANCE LEFT TURN (P/P)

Electrical Engineering Centre

Volume 1

June 1999

SIGNAL TIMING SHEET

DATE ISSUED : 17-Nov-98	LOCATION : ROUTE 000 AT 3 STREET
TYPE : LMD - 'M' RACK CABINET	SAMPLE CITY
	DRAWING: TE-00000-00 SITE CODE 00000

PHASE SETTINGS	1 ON	2 ON	3 OFF	4 ON	5 OFF	6 OFF	7 OFF	8 OFF
	RTE 000 S/B LT	RTE 000 N/S EMERGENCY PRE-EMPT 1		3 STREET E/W EMERGENCY PRE-EMPT 2				
FUNCTION	A2->	A1		B				
OVERLAP INFO	A2	A2						
MINIMUM GREEN	6	10		8				
PASSAGE	3.0	3.0		3.0				
YELLOW	3.5	4.6		4.2				
RED	1.0	1.0		1.0				
MAX I/MAX II	6	20		15				
MAXPLAN (1,2,3,4...)	12	34		24				
WALK		7		5				
PED. CLEAR		11		13				
WALK	STEADY	STEADY		STEADY				
RECALL	OFF	EXT		OFF				
MEMORY	OFF	OFF		OFF				
COORDINATION ON PHASE:		XXXX						
FULL OPERATION PHASE:		XXXX						
INTERSECTION FLASH:		YELLOW		RED				
ADV WARNING (CH 1/CH 2)		5.0/5.0						
ADV WARNING:								

DELAY DETECTION TIMING: L2, L3 10 SECONDS (LT)	COMMENTS :
	VOLUME LOGS ARE ENABLED FOR 15 MINUTE INTERVALS.
	CONTROLLER HAS TELEPHONE INTERTIE (MODEM)
EMERGENCY PRE-EMPTION DELAY TIME =	OVERLAP A2 YELLOW = 4.6 SECONDS
PRE-EMPTION TIME = SENSOR ACTUATED	OVERLAP A2 RED = 1 SECONDS
CONTROLLER SEQUENCE: SEQUENTIAL	NO PHYSICAL ADVANCED WARNING SIGN FOR NORTHBOUND (A1)
MIN FLASH: 5 SECONDS	STEP 1 OF BOTH EMERGENCY PRE-EMPT IS ALL RED 2SEC
INITIALIZATION: PHASE 2 YELLOW	CO-ORDINATED WITH 3 St - 5 ST

CHECK:	FILE: R0003
--------	--------------------

DATE IMPLEMENTED:

SIGNAL TIMING SHEET

DATE ISSUED : 17-Nov-98	LOCATION : ROUTE 000 AT 3 STREET
TYPE : LMD - 'M' RACK CABINET	DRAWING: TE-00000-00 SITE CODE 00000 SAMPLE CITY

COORDINATION INFORMATION

PHASE	1	2	3	4	5	6	7	8
CYCLE 1 SPLIT (1/2/3/4) %	19			32				
CYCLE 2 SPLIT (1/2/3/4) %								
CYCLE 3 SPLIT (1/2/3/4) %								
CYCLE 4 SPLIT (1/2/3/4) %								
CYCLE 5 SPLIT (1/2/3/4) %								
CYCLE 6 SPLIT (1/2/3/4) %								
CYCLE 7 SPLIT (1/2/3/4) %								
CYCLE 8 SPLIT (1/2/3/4) %								

CYCLE

	CYCLE 1	CYCLE 2	CYCLE 3	CYCLE 4	CYCLE 5	CYCLE 6	CYCLE 7	CYCLE 8
LENGTH	90							
OFFSET 1	4							
OFFSET 2								
OFFSET 3								
OFFSET 4								
OFFSET 5								

TIME CLOCK SETTINGS

TIME OF DAY	DAY OF WEEK	CYCLE (1 - 8)	SPLIT (1 - 4)	OFFSET (1 - 5)	ADDITIONAL TIME CLOCK INFORMATION
0600 - 1600	MON - FRI	1	1	1	MAXPLAN 1

CHECK:

**LOOP ASSIGNMENT SHEET
RTE 000 @ 3 STREET
SAMPLE CITY**

Site Code 00000 TE-98000-00

Prepared 99/01/18 for TIMING SHEET dated 17/Nov/98

LOOP	DETECTOR	MF INPUT	MOVEMENT (Ø)	PHASE (Ø)	MOE (Ø)	COUNT (ON)	MODE (Ø)	DELAY/ STRETCH (SEC)
	1A	1	A2➤	1	-	-	2	10
	1B	9	A2➤	1	1	1	2	10
	2A	2	A1	2	2	1	-	-
	2B	10	-	-	-	-	-	-
	3A	3						
	3B	11						
	4A	4	B	4	4	1	-	-
	4B	12	B	4	-	-	-	-
	5A	5	A1	2	-	-	-	-
	5B	13	A1	2	2	1	-	-
	6A	6	A2	2	2	1	-	-
	6B	14	-	-	-	-	-	-
	7A	7						
	7B	15						
	8A	8	B	4	4	1	-	-
	8B	16	B	4	-	-	-	-
	9A	17						
	9B	18						
	10A	19						
	10B	20						
	CNT1A	21						
	CNT1B	22						
	CNT2A	23						
	CNT2B	24						

C:\ATC-PROJ\LMDPrg-G\DVTLMDPG\GUIDE-1B\saltlas.doc

LAS(99/01/13)

SPECIAL FEATURE PROGRAMMING SHEET

DRAWING NUMBER: TE-98000-00 LOCATION: ROUTE 000 @ 3 STREET CITY: SAMPLE CITY

Programming Data

OVERLAPS

-Overlap A is to be used as output drivers for ØA2 (parent phases are Ø1 & Ø2) Enter a 1 under both Phase 1 and 2.

DETECTOR INPUTS

-For normal detector input programming, ensure that a Detector input that is used, not only calls a phase but also extends that phase. Use the phase number found on the LAS.
 -If this detector input is assigned to contribute to MOE's enter the same phase number.

DETECTOR	1	2	-	9
Memory	0	0		0
Calls	1	2		1
Extended	1	2		1
Switched	0	0		0
Moe Phase	0	2		1

PHASE OVERLAPS

-For Ø1(ØA2➤) to be able to flash it's output driver, the assigned flash rate of 120fpm. Enter the following data:

	Overlapping Phase(s)	Overlap Delay
Overlap Phase 1 Programming	1	.0

FLASH RATE

-Enter 1 to set the phase/Overlap output driver flash rate only.

MODE

-To set the delay detector time Ø1(ØA2➤) and enable the use of the All Red Clearance in a anti trap operation, enter the following data:

DETECTOR INPUT	Mode	Delay Time	Disconnect/Stretch Time
1	2	10	0
2	0	0	0
9	2	10	0

Time Clock Data

TC Circuits Enabled:

- To enable certain time clock outs to be controlled by Time Of Day (TOD) enter the following data:

Enter 3 against Ckt 139 (Volume Logging)
 Ckt 143 (Inhibit Delay Detection)

TC Event/Day Programme

-There is only one Day Program, start the program on event 1 entering a single line of date per function or ckt, making should that circuits (Ckt) have one line for “ON” and another for “OFF”.

-Ckt 13 (System On) is turned “ON” at the start of coordination and “OFF” at the end coordination.

Pre-Emption Data

-Emergency Pre-emption is splitting Highway to North Bound only Ø2 (ØA1).

-All Walk intervals are to be terminate upon entry into pre-emption.

Enter the following data:

FUNCTION	1	2	3	4	5	6
Priority	2	2	1	6	6	6
Walk	.1	.1	0	0	0	0
Ped Clear	0	0	0	0	0	0
Overlap Yellow	3.5	0	0	0	0	0
Overlap Red	1.0	0	0	0	0	0

-Each Pre-emption Output is the same as the pre-emption sequence number and should be entered in each sequence used.

-SENSOR ACTUATED required the Hold on Input enable in each sequence programme.

COORDINATION CALCULATION SHEET

File generated date: (15/4/1998)

 * Force_off and Permissive Calculation Results *

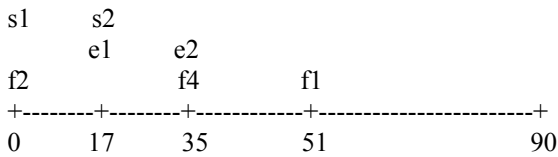
Intersection No = 2 c:\dynamic\traffic\RTE000\3ST
 Date Issued: 1 Drawing: 1 Site Code: 0

AAP2NEMA File = RTE000.g13 AVG1 (Mon-Fri) 0600-1600

Cycle length = 90 sec cycle1 split1 offset1 MAXPLAN1
 Offset to barrier = 4 sec
 Coordination Phase = 2
 Sequence = SEQUENTIAL

Phase:	1	2	3	4	5	6	7	8
Mvmt:	EBL	E/W	XXX	N/S	XXX	XXX	XXX	XXX
(sec)	12.0	34	0.0	24.00	0.0	0.0	0.00	0.00
(%)	18.54	49.4	0.00	31.86	0.00	0.0	0.00	0.00

phase:	3	4	1	2	Abbreviations:
fo:	0	34	51	0	fo - force off
sp:	0	0	17	0	sp - start of permissive
ep:	0	17	35	0	ep - end of permissive
epp:	0	0	0	0	epp - end of ped. permissive
max:	0	24	12	34	max - max green
					set ped. permissve = 1



Permissive	Phase	sp	ep
1	4	0	17
2	1	17	35



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LMD8000 PROGRAMMING GUIDE

SAMPLE INTERSECTION INFORMATION CONFLICTING DUAL LEFT TURNS

Electrical Engineering Centre

Volume 1
June 1999

SIGNAL TIMING SHEET

DATE ISSUED : 01-Dec-98	LOCATION : ROUTE 000 AT FIFTH STREET
TYPE : LMD - 'S' RACK CABINET	DRAWING: TE-98000-00 SITE CODE: 00000

PHASE SETTINGS	1 ON	2 ON	3 OFF	4 ON	5 ON	6 OFF	7 OFF	8 ON
	RTE 000 N/B LT	RTE 000 N/S		FIFTH ST E/B EMERGENCY PRE-EMPT 4 B1	RTE 000 S/B LT (LAGGING)			FIFTH ST W/B EMERGENCY PRE-EMPT 5 B2
FUNCTION	AX	A			AY			
OVERLAP INFO	A1	A1,A2			A2			
MINIMUM GREEN	6	10		8	8			8
PASSAGE	3.0	3.0		3.0	3.0			3.0
YELLOW	4.4	4.6		4.4	4.4			4.4
RED	1.0	1.0		1.0	1.0			1.0
MAX I/MAX II	12	30		18	15			18
MAXPLAN (1,2,3...)	20	37		18	15			18
WALK		7		7				7
PED. CLEAR		12		17				17
WALK	STEADY	STEADY		STEADY	STEADY			STEADY
RECALL	OFF	EXT		OFF	OFF			OFF
MEMORY	OFF	OFF		OFF	OFF			OFF
COORDINATION ON PHASE:								
FULL OPERATION PHASE:				XXXX				XXXX
INTERSECTION FLASH:	RED	RED		RED	RED			RED
ADV WARNING (CH 1/CH 2)								
ADV WARNING:								

DELAY DETECTION TIMING: L3,L4,L11,L12 3 SEC (LT CLIP) L1,L2,L9,L10 5 SEC (RT)	COMMENTS : VOLUME LOGS ENABLED FOR 15 MINUTE INTERVALS CONTROLLER HAS TELEPHONE INTERTIE (MODEM)
EMERGENCY PRE-EMPTION DELAY TIME = PRE-EMPTION TIME = 35 SECONDS	PHASES 1&5 MUST NOT BE ON TOGETHER DUE TO GEOMETRIC CONFLICT STEP 1 OF EMERGENCY PRE-EMPTION 4 IS ALL RED FOR 2SEC
CONTROLLER SEQUENCE: 4 PLUS 2 OVER 2	STEP 1 OF EMERGENCY PRE-EMPTION 5 IS ALL RED FOR 2SEC
MIN FLASH: 5 SECONDS	
INITIALIZATION: PHASE 2 YELLOW RING 2	

SIGNAL TIMING SHEET

DATE ISSUED : 01-Dec-98		LOCATION : ROUTE 000 AT FIFTH STREET					
TYPE : LMD - 'S' RACK CABINET		DRAWING: TE-98000-00 SITE CODE: 00000					
CYCLE 6 SPLIT (1/2/3/4) %							
CYCLE 7 SPLIT (1/2/3/4) %							
CYCLE 8 SPLIT (1/2/3/4) %							

CYCLE

	CYCLE 1	CYCLE 2	CYCLE 3	CYCLE 4	CYCLE 5	CYCLE 6	CYCLE 7	CYCLE 8
LENGTH								
OFFSET 1								
OFFSET 2								
OFFSET 3								
OFFSET 4								
OFFSET 5								

TIME CLOCK SETTINGS

TIME OF DAY	DAY OF WEEK	CYCLE (1 - 8)	SPLIT (1 - 4)	OFFSET (1 - 5)	ADDITIONAL TIME CLOCK INFORMATION
1400 - 1830	MON-FRI	----	----	----	MAXPLAN 1 & RECALL EXT PHASE 4 & 8

CHECK:

**LOOP ASSIGNMENT SHEET
Rte 000 @ FIFTH STREET
SAMPLE CITY**

Site Code 0000 TE-98000-00

Prepared 99/01/18 for TIMING SHEET dated 01/Dec/98

LOOP	DETECTOR	MF INPUT	MOVEMENT (Ø)	PHASE (Ø)	MOE (Ø)	COUNT (ON)	MODE (Ø)	DELAY/ STRETCH (SEC)
	1A	1	AX	1	-	-	-	-
	1B	9	AX	1	1	1	-	-
	2A	2	A1	2	2	1	-	-
	2B	10	A1	2	2	1	-	-
	3A	3	B2	8	-	-	-	3
	3B	11	B2	8	8	1	-	3
	4A	4	B1	4	4	1	-	5
	4B	12	B2	4	-	-	-	5
	5A	5	AY	5	-	-	-	-
	5B	13	AY	5	5	1	-	-
	6A	6	A2	2	2	1	-	-
	6B	14	A2	2	2	1	-	-
	7A	7	B1	4	-	-	-	3
	7B	15	B1	4	4	1	-	3
	8A	8	B2	8	8	1	-	5
	8B	16	B2	8	-	-	-	5
	9A							
	9B							
	10A	17						
	10B							
	11A							
	11B							
	12A	18						
	12B							

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LAS(98/12/16)

LOOP ASSIGNMENT SHEET

**Rte 000 @ FIFTH STREET
SAMPLE CITY**

Site Code 0000 TE-98000-00

Prepared 99/01/18 for TIMING SHEET dated 01/Dec/98

LOOP	DETECTOR	MF INPUT	MOVEMENT (Ø)	PHASE (Ø)	MOE (Ø)	COUNT (ON)	MODE (Ø)	DELAY/ STRETCH (SEC)
	13A							
	13B							
	14A	19						
	14B							
	15A							
	15B							
	16A	20						
	16B							
	CNT 1A	21						
	CNT 1B	22						
	CNT 2A	23						
	CNT 2B	24						
	CNT 3A							
	CNT 3B							
	CNT 4A							
	CNT 4B							

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LAS(98/12/16)

SPECIAL FEATURE PROGRAMMING SHEET

DRAWING NUMBER: TE-98000-00 LOCATION: ROUTE 000 @ FIFTH STREET CITY: SAMPLE CITY

Programming Data

DETECTOR INPUTS

- For normal detector input programming, ensure that a Detector input that is used, not only calls a phase but also extends that phase. Use the phase number found on the LAS.
- If this detector input is assigned to contribute to MOE's Enter the same phase number.

DETECTOR	1	2	-	9
Memory	0	0		0
Calls	1	2		1
Extended	1	2		1
Switched	0	0		0
Moe Phase	0	2		1

PHASE OVERLAPS

- To keep the cabinet field terminal connection in the standard NEMA dual ring setup the following Overlapping phase(s) programming have to be entered.

	Overlapping Phase(s)	Overlap Delay
(ØAX)Overlap Phase 1 Programming	5	0
(ØA1) Overlap Phase 2 Programming	12	0
(ØAY)Overlap Phase 5 Programming	1	0
(ØA2) Overlap Phase 6 Programming	25	0

MODE

-To set the delay detector time Ø4(ØB1) and Ø8(ØB2) so as preventing Ø1(ØAX) and Ø5(ØAY) traffic from putting false calls into the main frame or right turning cross street traffic from placing redundant call while they pause to enter the highway.

Enter the following data:

DETECTOR INPUT	Mode	Delay Time	Disconnect/Stretch Time
1	0	0	0
3	0	3	0 clipping of front loop of the Cross St L/T traffic.
4	0	5	0 momentary pause the R/T Cross St traffic on the front loop of the curb lane.
7	0	3	0 clipping of front loop of the Cross St L/T traffic.
8	0	5	0 momentary pause the R/T Cross St traffic on the front loop of the curb lane.
11	0	3	0 clipping of back loop of the Cross St L/T traffic.
12	0	5	0 momentary pause the R/T Cross St traffic on the back loop of the curb lane.
15	0	3	0 clipping of back loop of the Cross St L/T traffic.
16	0	5	0 momentary pause the R/T Cross St traffic on the back loop of the curb lane.

SERVICE PLAN

-Values have to be entered into Service Plan 1 so as the Recall Ext Phase 4 and 8 can be used when the time clock time of day programme is requested.

Enter the following data:

SERVICE PLAN 1	PHASE							
	1	2	3	4	5	6	7	8
Call Mode	1	1	0	3	1	1	0	3

-In all other cells enter the value found on the STS.

PED Overlaps

-To keep field terminal connection in the standard NEMA dual ring setup the following Overlap PED programming only has to be entered.

Dim/Overlap	1	2	3	4	5	6	7	8
(ØA1)Overlap Ped 2	0	0	0	0	0	0	0	0
(ØA2)Overlap Ped 6	0	1	0	0	0	0	0	0

Time Clock Data

TC Circuits Enabled:

-To enable certain time clock outs to be controlled by Time Of Day (TOD) enter the following data:

Enter 3 against Ckt 72 (Max Plan 1)
 Ckt 80 (Service Plan 1)
 Ckt 139 (Volume Logging)

TC Event/Day Programme

-There is only one Day Program, start the program on event 1 entering a single line of date per function or ckt, making should that circuits (Ckt) have one line for "ON" and another for "OFF".

Pre-Emption Data

-Emergency Pre-emption is splitting Cross Street Ø4(ØB1) & Ø8(ØB2).

-All Walk intervals are to be terminate upon entry into pre-emption.

Enter the following data:

FUNCTION	1	2	3	4	5	6
Priority	6	6	6	2	2	3
Memory	0	0	0	1	1	0
Walk	0	0	0	.1	.1	0
Ped Clear	0	0	0	0	0	0

-Both Pre-Emption Time (35 seconds) are entered in the second line of date in each sequence in the TIME column.

-Each Pre-emption Output is the same as the pre-emption sequence number and should be entered in each sequence used.



BRITISH
COLUMBIA

Ministry of Transportation

LMD8000 PROGRAMMING GUIDE

SAMPLE INTERSECTION INFORMATION

QUAD LEFT TURNS (P & P/P)

Electrical Engineering Centre

Volume 1

June 1999

SIGNAL TIMING SHEET

DATE ISSUED : 07-Apr-98	LOCATION : Route 000 @ 8 ST
TYPE : LMD - 'S' RACK CABINET	DRAWING: TE-98000-00 SITE CODE: 00000

PHASE SETTINGS	1 ON	2 ON	3 ON	4 ON	5 ON	6 ON	7 ON	8 ON
	RTE 000 W/B LT Emerg. Pre-empt2	RTE 000 E/B Emerg. Pre-empt1	8 ST N/B LT Emerg. Pre-empt5 & Rail Clearance B2>	8 ST S/B Emerg. Pre-empt4	RTE 000 E4/B LT Emerg. Pre-empt1	RTE 000 W/B Emerg. Pre-empt2	8 ST S/B LT Emerg. Pre-empt4	8 ST N/B Emerg. Pre-empt5 & Rail Clearance B2
FUNCTION	Av	A1	B2>	B1	Ax	A2	B1>	B2
OVERLAP INFO								
MINIMUM GREEN	6	10	6	8	8	10	6	8
PASSAGE	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
YELLOW	4.4	4.6	4.4	4.4	4.4	4.6	4.4	4.4
RED	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
MAX I/MAX II	12	30	10	18	15	27	10	18
MAXPLAN (1,2,3,4...)	15/20/12	35/40/28	10/10/10	18/28/18	12/12/15	38/48/25	10/20/10	18/18/18
WALK		7		7		7		7
PED. CLEAR		12		17		12		17
WALK	STEADY	STEADY	STEADY	STEADY	STEADY	STEADY	STEADY	STEADY
RECALL	OFF	EXT	OFF	OFF	OFF	EXT	OFF	OFF
MEMORY	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF
COORDINATION ON PHASE:		XXX				XXX		
FULL OPERATION PHASE:		XXXX				XXXX		
INTERSECTION FLASH:	RED	RED		RED	RED	RED		RED
ADV WARNING (CH 1/CH 2)		5.7/--				--/5.7		
ADV WARNING:								

DELAY DETECTION TIMING:	COMMENTS : VOLUME COUNT IN 15 MINUTE INTERVALS
	R/R PRE-EMPT MIN GREEN ENTRY TIME = 4 SECS
	STEP 1 OF R/R PRE-EMPTION IS ALL RED = 2 SECS
EMERGENCY PRE-EMPTION	STEP 2 OF R/R PRE-EMPTION IS PHASE 3 & 8 = 16 SECS
DELAY TIME =	NO
PRE-EMPTION TIME =	SENSOR ACTUATED
CONTROLLER SEQUENCE:	NEMA DUAL RING
	IN CO-ORDINATION WITH 8 ST - 15 ST
MIN FLASH:	5 SECONDS
INITIALIZATION:	PHASES 2&6 YELLOW

CHECK:	FILE: *****
--------	-------------

DATE IMPLEMENTED:

SIGNAL TIMING SHEET

DATE ISSUED : 07-Apr-98	LOCATION : Route 000 @ 8 ST
TYPE : LMD - 'S' RACK CABINET	DRAWING: TE-98000-00 SITE CODE: 00000

COORDINATION INFORMATION

PHASE	1	2	3	4	5	6	7	8
CYCLE 1 SPLIT (1/2/3/4) %	20		15	23	17		15	23
CYCLE 2 SPLIT (1/2/3/4) %	21		13	28	14		21	19
CYCLE 3 SPLIT (1/2/3/4) %	19		17	26	17		15	23
CYCLE 4 SPLIT (1/2/3/4) %								
CYCLE 5 SPLIT (1/2/3/4) %								
CYCLE 6 SPLIT (1/2/3/4) %								
CYCLE 7 SPLIT (1/2/3/4) %								
CYCLE 8 SPLIT (1/2/3/4) %								

CYCLE

	CYCLE 1	CYCLE 2	CYCLE 3	CYCLE 4	CYCLE 5	CYCLE 6	CYCLE 7	CYCLE 8
LENGTH	100	120	90					
OFFSET 1	15	22	0					
OFFSET 2								
OFFSET 3								
OFFSET 4								
OFFSET 5								

TIME CLOCK SETTINGS

TIME OF DAY	DAY OF WEEK	CYCLE (1 - 8)	SPLIT (1 - 4)	OFFSET (1 - 5)	ADDITIONAL TIME CLOCK INFORMATION
0630 - 1530	MON - FRI	1	1	1	MAXPLAN 1
1530 - 1830	MON - FRI	2	1	1	MAXPLAN 2
0800 - 1530	SAT - SUN	3	1	1	MAXPLAN 3

CHECK:

**LOOP ASSIGNMENT SHEET
RTE 000 @ 8 STREET
SAMPLE CITY**

Site Code 00000 TE-98000-00

Prepared 99/01/18 for TIMING SHEET dated 07Apr/98

LOOP	DETECTOR	MF INPUT	MOVEMENT (Ø)	PHASE (Ø)	MOE (Ø)	COUNT (ON)	MODE (Ø)	DELAY/ STRETCH (SEC)
	1A	1	AY	1	-	-	-	-
	1B	9	AY	1	1	1	-	-
	2A	2	A1	2	2	1	-	-
	2B	10	A1	2	2	1	-	-
	3A	3	B2➤	3	-	-	-	-
	3B	11	B2➤	3	3	1	-	-
	4A	4	B1	4	4	1	-	-
	4B	12	B1	4	-	-	-	-
	5A	5	AX	5	-	-	-	-
	5B	13	AX	5	5	1	-	-
	6A	6	A2	6	6	1	-	-
	6B	14	A2	6	6	1	-	-
	7A	7	B1➤	7	-	-	-	-
	7B	15	B1➤	7	7	1	-	-
	8A	8	B2	8	8	1	-	-
	8B	16	B2	8	-	-	-	-
	9A							
	9B							
	10A	17						
	10B							
	11A							
	11B							
	12A	18	B1	4	4	1	-	-
	12B	12	B1	4	-	-	-	-

**LOOP ASSIGNMENT SHEET
RTE 000 @ 8 STREET
SAMPLE CITY**

Site Code 00000 TE-98000-00

Prepared 99/01/18 for TIMING SHEET dated 07Apr/98

LOOP	DETECTOR	MF INPUT	MOVEMENT (Ø)	PHASE (Ø)	MOE (Ø)	COUNT (ON)	MODE (Ø)	DELAY/ STRETCH (SEC)
	13A							
	13B							
	14A	19	A2	6	6	1	-	-
	14B	-	-	-	-	-	-	-
	15A							
	15B							
	16A	20	B2	8	8	1	-	-
	16B	16	B2	8	-	-	-	-
	CNT 1A	21	A1/RT	-	-	1	-	-
	CNT 1B	22	A2/RT	-	-	1	-	-
	CNT 2A	23	B1/RT	-	-	1	-	-
	CNT 2B	24	B2/RT	-	-	1	-	-
	CNT 3A							
	CNT 3B							
	CNT 4A							
	CNT 4B							

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LAS(99/01/19)

SPECIAL FEATURE PROGRAMMING SHEET

DRAWING NUMBER: TE-98000-00 LOCATION: ROUTE 000 @ 3 STREET CITY: SAMPLE CITY

Programming Data

OVERLAPS

-Overlap A is to be used as output drivers for ØA2 (parent phases are Ø1 & Ø2) Enter a 1 under both Phase 1 and 2.

DETECTOR INPUTS

-For normal detector input programming, ensure that a Detector input that is used, not only calls a phase but also extends that phase. Use the phase number found on the LAS.
 -If this detector input is assigned to contribute to MOE's enter the same phase number.

DETECTOR	1	2	-	9
Memory	0	0		0
Calls	1	2		1
Extended	1	2		1
Switched	0	0		0
Moe Phase	0	2		1

PHASE OVERLAPS

-For Ø1(ØA2➤) to be able to flash it's output driver, the assigned flash rate of 120fpm. Enter the following data:

	Overlapping Phase(s)	Overlap Delay
Overlap Phase 1 Programming	1	.0

FLASH RATE

-Enter 1 to set the phase/Overlap output driver flash rate only.

MODE

-To set the delay detector time Ø1(ØA2➤) and enable the use of the All Red Clearance in a anti trap operation, enter the following data:

DETECTOR INPUT	Mode	Delay Time	Disconnect/Stretch Time
1	2	10	0
2	0	0	0
9	2	10	0

Time Clock Data

TC Circuits Enabled:

- To enable certain time clock outs to be controlled by Time Of Day (TOD) enter the following data:

Enter 3 against Ckt 139 (Volume Logging)
Ckt 143 (Inhibit Delay Detection)

TC Event/Day Programme

-There is only one Day Program, start the program on event 1 entering a single line of date per function or ckt, making should that circuits (Ckt) have one line for “ON” and another for “OFF”.

-Ckt 13 (System On) is turned “ON” at the start of coordination and “OFF” at the end coordination.

Pre-Emption Data

-Emergency Pre-emption is splitting Highway to North Bound only Ø2 (ØA1).

-All Walk intervals are to be terminate upon entry into pre-emption.

Enter the following data:

FUNCTION	1	2	3	4	5	6
Priority	2	2	1	6	6	6
Walk	.1	.1	0	0	0	0
Ped Clear	0	0	0	0	0	0
Overlap Yellow	3.5	0	0	0	0	0
Overlap Red	1.0	0	0	0	0	0

-Each Pre-emption Output is the same as the pre-emption sequence number and should be entered in each sequence used.

-SENSOR ACTUATED required the Hold on Input enable in each sequence programme.

COORDINATION CALCULATION SHEET

File generated date: (15/4/1998)

* Force_off and Permissive Calculation Results *

Intersection No = 4 c:\dynamic\traffic\Route 000 @ 8 st
 Date Issued: 1 Drawing: 1 Site Code: 1

AAP2NEMA File = Route 000.g13 AVG1 (Mon-Thu) 0630-1530

Cycle length = 100 sec cycle1 split1 offset1 Max Plan 1
 Offset to barrier = 15 sec
 Coordination Phase = 2,6
 Sequence = NEMA Dual Ring

Phase:	1	2	3	4	5	6	7	8
Mvmt:	WBL	EB	NBL	SB	EBL	WB	SBL	NB
(sec)	15	35	10	18	12	38	10	18
(%)	20.40	40.80	15.40	23.40	17.40	43.8	15.40	23.40

phase:	3	4	1	2	Abbreviations:
fo:	21	44	64	0	fo - force off
sp:	0	4	25	0	sp - start of permissive
ep:	4	25	46	0	ep - end of permissive
epp:	0	0	0	0	epp - end of ped. permissive
max:	10	18	15	35	max - max green
					set ped. permissve = 0 (auto)
phase:	7	8	5	6	
fo:	21	44	61	0	
sp:	0	4	25	0	
ep:	4	25	42	0	
epp:	0	0	0	0	
max:	10	18	12	38	

s1	s3	s4	s5	
e1	e3	e4	e5	
f2	f3	f4	f5	f1
+-----+-----+-----+-----+-----+				
0	4	2125	4144	46
			64	100

s1	s3	s4	
e1	e3	e4	
f6	f7	f8	f5
+-----+-----+-----+-----+			
0	4	21	25
		42	44
		61	100

Permissive	Phase	sp	ep

1	3 & 7	0	4
3	4 & 8	4	25
4	1 & 5	25	41
5	1	41	46

COORDINATION CALCULATION SHEET

File generated date: (15/4/1998)

* Force_off and Permissive Calculation Results *

Intersection No = 4 c:\dynamic\traffic\Route 000 @ 8 st

Date Issued: 1 Drawing: 1 Site Code: 1

AAP2NEMA File = Route 000.g13 AVG1 (Mon-Thu)1530-1830

Cycle length = 120sec cycle2 split1 offset1 Max Plan 2

Offset to barrier = 22 sec

Coordination Phase = 2,6

Sequence = NEMA Dual Ring

Phase:	1	2	3	4	5	6	7	8
Mvmt:	WBL	EB	NBL	SB	EBL	WB	SBL	NB
(sec)	20	40	10	28	12	48	20	18
(%)	21.08	38.42	12.78	27.72	14.44	45.06	21.08	19.42

phase:	3	4	1	2	Abbreviations:
fo:	21	54	79	0	fo - force off
sp:	0	4	35	0	sp - start of permissive
ep:	4	35	62	0	ep - end of permissive
epp:	0	0	0	0	epp - end of ped. permissive
max:	10	28	20	40	max - max green
					set ped. permissve = 0 (auto)

phase:	7	8	5	6
fo:	31	54	72	0
sp:	0	14	35	0
ep:	14	35	55	0
epp:	0	0	0	0
max:	20	18	12	48

s1	s2	s3	s4	s5	
e1	e2	e3	e4	e5	
f2	f3		f4		f1
+-----+-----+-----+-----+-----+					
0	4	14	21	35	54
				62	79
					120

s1	s2	s3	s4	
e1	e2	e3	e4	
f6		f7	f8	f5
+-----+-----+-----+-----+				
0	4	14	31	35
			54	71
				120

Permissive	Phase	sp	ep

1	3 & 7	0	4
2	4 & 7	4	14
3	4 & 8	14	35
4	1 & 5	35	54
5	1	54	62

COORDINATION CALCULATION SHEET

File generated date: (15/4/1998)

* Force_off and Permissive Calculation Results *

Intersection No = 4 c:\dynamic\traffic\Route 000 @ 8 st

Date Issued: 1 Drawing: 1 Site Code: 1

AAP2NEMA File = Route 000.g13 AVG1 (Sat-Sun) 0800-1530

Cycle length = 90 sec cycle3 split1 offset1 Max Plan 3

Offset to barrier = 0 sec

Coordination Phase = 2,6

Sequence = NEMA Dual Ring

Phase:	1	2	3	4	5	6	7	8
Mvmt:	WBL	EB	NBL	SB	EBL	WB	SBL	NB
(sec)	12	28	10	18	15	25	10	18
(%)	19.31	37.60	17.09	26	17.40	43.80	15.40	23.40

phase:	3	4	1	2	Abbreviations:
fo:	21	44	61	0	fo - force off
sp:	0	4	25	0	sp - start of permissive
ep:	4	25	44	0	ep - end of permissive
epp:	0	0	0	0	epp - end of ped. permissive
max:	10	18	15	28	max - max green
					set ped. permissve = 0 (auto)
phase:	7	8	5	6	
fo:	21	44	65	0	
sp:	0	4	25	0	
ep:	4	25	46	0	
epp:	0	0	0	0	
max:	10	18	12	25	

s1	s3	s4		
e1	e3	e4	f1	
f2	f3	f4	f1	
+-----+				
0	4	2125	44	61 90

s1	s3	s4	s6	
e1	e3	e4	e6	
f6	f7	f8	f5	
+-----+				
0	4	2125	4446	64 90

Permissive	Phase	sp	ep

1	3 & 7	0	4
3	4 & 8	4	25
4	1 & 5	25	44
6	5	44	46