Appendix F

Transportation and Traffic Study (2018)

FINAL

Transportation and Traffic Analysis Report
Lakeshore Road West Improvements Class EA

Town of Oakville

Submitted to:

Town of Oakville

Submitted by:

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EXECUTIVE SUMMARY

Study Overview

The Town of Oakville has initiated a Schedule 'C' Municipal Class Environmental Assessment (EA) for roadway improvements on Lakeshore Road West from Mississaga Street to Dorval Drive. Amec Foster Wheeler was retained to complete the Environmental Assessment, including the traffic analysis and report. This **Transportation and Traffic Analysis Report** has been prepared to address short and long-term transportation needs related to planned growth to the year 2031. Opportunities to better facilitate the movement of vehicles, transit, goods movement, walking and cycling were also reviewed. A *Road Safety Performance Assessment* was completed as a separate report by INTUS Road Safety Engineering Incorporated, but is not part of this report.

Lakeshore Road West is classified as a minor arterial road and runs east-west through the Town of Oakville. The limits of the study extend approximately 6.2 km, starting west of Mississaga Street (where previous improvements were completed in 2010) to east of the Dorval Drive intersection. The current posted speed along Lakeshore Road West is 50 km/hr, with a short section posted at 40 km/hr east of Fourth Line near Appleby College and extending to just east of Birch Hill Lane.

This report summarizes the existing conditions (2016), future conditions (2021) and the horizon year conditions (2031) based on anticipated new development and targeted modal splits (vehicular traffic vs. walking, cycling, transit, carpooling and telecommuting). Using the microscopic multi-modal traffic flow simulation software package *VISSIM*, we completed the analysis for the above noted conditions and document the results in this report. Recommendations are made based on the output of the analysis to optimize the movement of vehicles, people and goods along Lakeshore Road West.

Planning Context

Numerous studies, projects and initiatives previously completed or currently underway by the Town of Oakville and other public agencies provide the planning context for the Lakeshore Road West Class EA. The 2013 Town of Oakville Transportation Master Plan (Switching Gears) establishes the need and justification for the roadway improvements of Lakeshore Road West through the study area and serves as the foundation for the *Problem and Opportunity Statement* for this Class EA study. Other notable documents include:

- Town of Oakville Official Plan 2009 (Under review 2017), 'Livable Oakville';
  - Town of Oakville Official Plan Review
  - Town of Oakville Zoning By-law 2014-014;
- Development Applications map;
- Active Transportation Plan (ATMP) 2017;
- Region of Halton 2011 Transportation Master Plan; and
- Other on-going reviews and Class EA studies near or within the study area.

Existing Transportation Conditions - 2016

The study examined current traffic conditions, operational deficiencies, and constraints experienced by the public travelling along Lakeshore Road West. There are 31 intersections (stop and signal controlled) and numerous accesses and driveways within the study area. The analysis of existing 2016 traffic conditions illustrated that:

- Traffic volumes throughout the corridor are currently operating at a good level-of- service, with only minor delays during peak periods;
- Intersections along Lakeshore Road West are operating at acceptable level-of service;
- Transit currently has stops along Lakeshore Road West from Mississaga Street to Windsor Gate. Ridership is currently low through the rest of the study area, which led to the elimination of the bus route on Lakeshore Road between Third Line and Dorval Drive in September 2016;
- Cycling and walking are very prevalent within the Lakeshore Road corridor and it has been identified that there are some connectivity gaps and missing infrastructure that needs to be addressed in the design.

Future Transportation Conditions 2021

Future traffic conditions for the horizon year 2021 along Lakeshore Road West will include new development that is expected to be complete by 2021. A growth rate of 1% for both eastbound and westbound directions was used for the section of Lakeshore Road West from Mississaga Street to Jones Street, accounting for this new development within the Bronte Village Growth Area (Schedule A1, Urban Structure, *Town of Oakville's Official Plan* 'Livable Oakville'). The growth rates for the remainder of the corridor (Third Line to Dorval Drive) were derived from the Town's 2006 EMME PM model (Population and Employment). The growths rates varied from -1% to 2%.

The Town's EMME model plots only used the major intersections (13 of 31). Given the aggregation level of the EMME model, several side streets are missing from this plot. The growth rates were assumed to mirror side streets which are represented in the EMME plot. Using the above noted growth rates, forecasted background traffic for 2021 was modelled in VISSIM.

Traffic volumes generated by the new development were calculated using ITE trip generation rates based on the size of the development. There were four developments identified at the time of this analysis. All developments are expected to be at full buildout by 2021. Total estimated traffic volumes for 2021 were derived by adding the forecasted traffic with the estimated development generated traffic.

The year 2021 was identified as being the critical year of this traffic study due to the zero (0) to negative growth expected from 2021 to 2031.

Future Transportation Conditions 2031

Future traffic conditions for the horizon year 2031 for Lakeshore Road West assumed that all significant redevelopment will be completed by 2021. The Town of Oakville provided the growth rates (0% for both east and westbound direction) for the section of Lakeshore Road West from Mississaga Street to Jones Street, based on a targeted 20% projected modal split (vehicular vs transit, walking cycling, carpooling, etc.) in this section. The growth rates for the remainder of the corridor (Third Line to Dorval Drive) were derived from the Town's 2021 and 2031 Emme PM models and accounted for the same modal split of 20%. The growth rates varied from 0% to -2% and were used to model forecasted background traffic for 2031 in VISSIM.

Intersection and traffic movement delay for 2016, 2021 and 2031

VISSIM software was used to run the analysis to provide the overall intersection delay in seconds. Other output included:

- delay by traffic movement (seconds);
- level-of service (LOS A to F)
- 95th percentile Queue

Based on the analysis output, Lakeshore Road West from Mississaga Street to Dorval Drive is operating at an acceptable LOS for existing conditions (2016), year 2021 and year 2031. Three (3) intersections were identified as having a traffic movement (left turn) operating at a LOS 'D'. These intersections will be further reviewed as part of the preliminary design of improvements to Lakeshore Road West.

Active Transportation

Active transportation infrastructure along the Lakeshore Road West corridor from Mississaga Street to Dorval Drive is very inconsistent, and displays a variety of cross-sections. Further, the infrastructure supports a variety of users from recreational cyclists (on multi-use trails), to commuter cyclists (using on-road bike lanes), walkers, joggers, skateboards and roller bladders (on sidewalks and multi-use trails). Creating a safe, consistent, and efficient network for these users is paramount, as they are exposed to the adverse weather and are at higher risk for serious injuries and death. A review of the existing infrastructure displayed the inconsistent use of pavement marking and signage warning motorists to share the road in areas without dedicated on-road bike lanes. There are 31 intersections and numerous driveways and accesses that front Lakeshore Road West which create conflict points for drivers, pedestrians and cyclists.

As mentioned, a separate report "*Road Safety Performance Assessment" prepared by Intus Road Safety Engineering INC., March 2017,* was completed for the study with recommendations to address the issues identified, including issues associated with active transportation. Active transportation infrastructure along the Lakeshore Road West corridor will be reviewed and addressed through the preliminary design phase, providing a safe, efficient and consistent network with connectivity to existing trails throughout the study area.

Oakville Transit

Oakville Transit currently provides service (Route 14 – Lakeshore West) along Lakeshore Road West between Mississaga Street and Windsor Gate (9 stops) and (Route 3 – Third Line) along Lakeshore Road West between Bronte Road and Third Line (6 stops), within the study limits. Bus service for the section of Lakeshore Road West between Third Line and Dorval was eliminated in September 2016 due to low ridership. Transit stops along Lakeshore Road West currently stop in the through lane with minimal disruption to traffic.

Conclusions and Recommendations

The transportation and traffic assessment was triggered by an Environment Assessment (EA) for Lakeshore Road West improvements between Mississaga Street and Dorval Drive. Part of the EA is to take into consideration all users of the corridor and any environmental constraints associated with the corridor.

A comprehensive review for the Lakeshore Road West corridor was completed, assessing the existing level-of service (vehicle delays), the future needs of the corridor for years 2021 and 2031 including future growth and development and active transportation needs (pedestrian and cycling). Further, an assessment of existing speed limits and intersection operations was completed. Traffic analysis was completed using the micro simulation software package Vissim. Using existing traffic data, future growth projections, future development and model splits (percentage of transit, cars and active transportation) analysis was completed to provide an overall operational level-of-service.

The analysis which was completed only looked at the major intersections within the study limits confirmed that one lane of traffic in each direction will continue to operate very well. A review of the minor intersections and the numerous accesses throughout the corridor was completed including a review of the collision history and in conjunction with the *Road Safety Performance Assessment* and concluded that the addition of a two-way center left turn lane would improve the through movement capacity, provide a safer opportunity for left turning vehicles and would decrease collisions in this corridor.

The results of the analysis concluded that for existing conditions and the future conditions for the years 2021 and 2031, the corridor will operate at an acceptable level-of service. It was noted that intersection operation could be improved with modifications to the signal timings and updating the left and right turn requirements as identified in this report.

With the existing and increasing number of pedestrians and cyclists along the Lakeshore Road West corridor, a review of the existing and future requirements for active transportation facilities was completed in conjunction with the Town's existing policies and guidelines and the 2017 Pedestrian Safety Program. The continuity of the existing active transportation facilities is missing in several locations and the need for a separate cycling facility and sidewalks/multi-use trails is required to support and grow the active transportation network.

The speed limits for Lakeshore West Road within the study area were reviewed using the recommended posted speed limit evaluation methodology set out in the TAC *Canadian Guidelines for Establishing Posted Speed Limits, December 2009*. The results of the TAC posted speed guidelines review for the existing conditions and future conditions support the existing posted speed limits. However, this evaluation is only one component of the speed review process. Further evaluation of the speed limits for Lakeshore Road West will be completed as part of the preliminary design and consultation with the Town.

Based on the analysis and evaluations completed and documented in this report, the recommended cross-section for Lakeshore Road West, between Mississaga Street and Dorval Drive be designed with one lane in each direction with the inclusion of a two-way center left turn lane where required (the need for left turns exists) and that active transportation infrastructure such as on-road /off-road cycle lanes, separated cycle infrastructure, sidewalks and multi-use trails be considered in the roadway design. The design should also consider improvements to connectivity throughout the corridor and with adjacent trails in Oakville. OTM book 15 *"Pedestrian Crossing Treatments"* and OTM book 18 "*Cycling Facilities"* will be used in conjunction with the safety assessment and good engineering judgement when selecting the appropriate infrastructure for Lakeshore Road West.

TABLE OF CONTENTS

PAGE

LIST OF TABLES

TABLE OF CONTENTS (cont'd)

PAGE

LIST OF FIGURES

LIST OF APPENDICES

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1.0 INTRODUCTION

1.1 Overview

The Town of Oakville has initiated a Schedule C Municipal Class Environmental Assessment (Class EA) for roadway improvements on Lakeshore Road West from Mississaga Street to Dorval Drive. Amec Foster Wheeler was retained to complete the Environmental Assessment, including the traffic analysis and report. This **Transportation and Traffic Analysis Report** has been prepared to address short and long-term transportation needs related to planned growth to the year 2031. Opportunities to better facilitate the movement of vehicles, transit, goods movement, walking and cycling were also reviewed as part of this study.

Lakeshore Road West is classified as a minor arterial road and runs east-west through the Town of Oakville. The limits of the study extend approximately 6.2 km, starting just west of Mississaga Street (where previous improvements were completed in 2010) to just west of the Dorval Drive intersection. The current posted speed along Lakeshore Road West is generally 50 km/hr, with a section posted at 40 km/h approximately 150m east of Fourth Line, near Appleby College, and extending to approximately 300m east of Suffolk Avenue.

The Lakeshore Road West corridor possesses numerous attributes and land uses, as identified in the Town of Oakville's Official Plan 'Livable Oakville'. These conditions present various opportunities and constraints as verified through site review by Amec Foster Wheeler. The Lakeshore Road corridor is widely used by a variety of road users such as drivers, cyclists, pedestrians and transit riders.

This study reviewed existing conditions, future needs to year 2021 and year 2031 along the corridor, and makes recommendations for improving the functionality for all users while maintaining the existing character of the corridor.

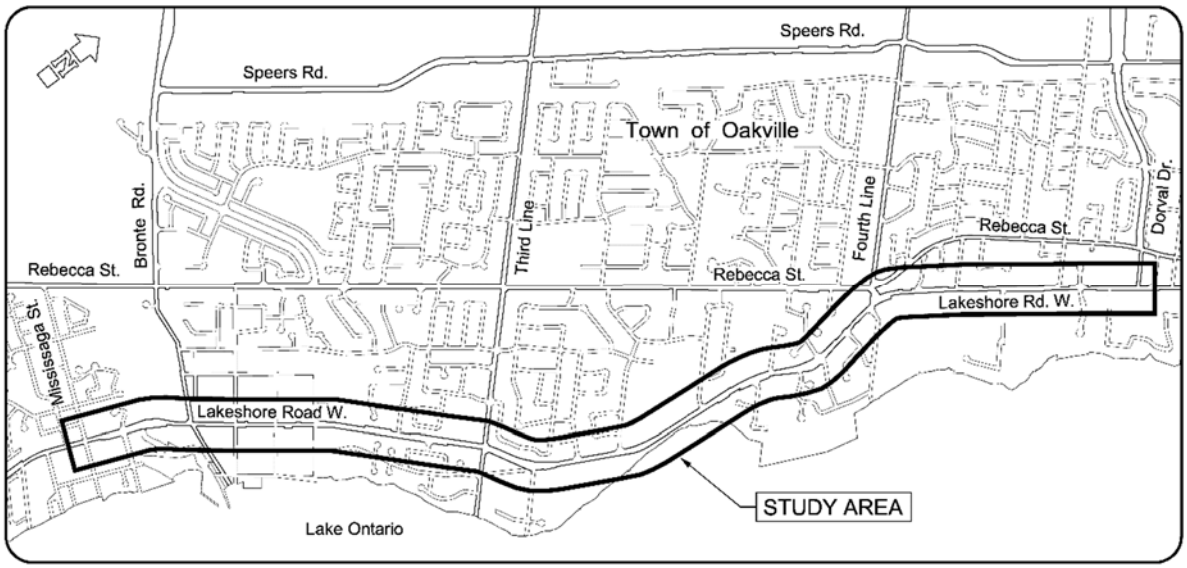


Figure 1.1. Study Area

1.2 Traffic Operations Analysis Approach and Methodology

The transportation need and justification assessment was based on traffic operations analysis conducted with the aid of a detailed microsimulation model encompassing thirteen (13) intersections along the Lakeshore Road corridor between Mississaga Street and Dorval Drive (see **Figure 1.2)**. The Vissim network included eight (8) signalized intersections and five (5) stop controlled intersections. These thirteen (13) intersections represent the overall corridor. The inclusion of the five (5) stop-controlled intersections into the model were identified as having existing operations issues.

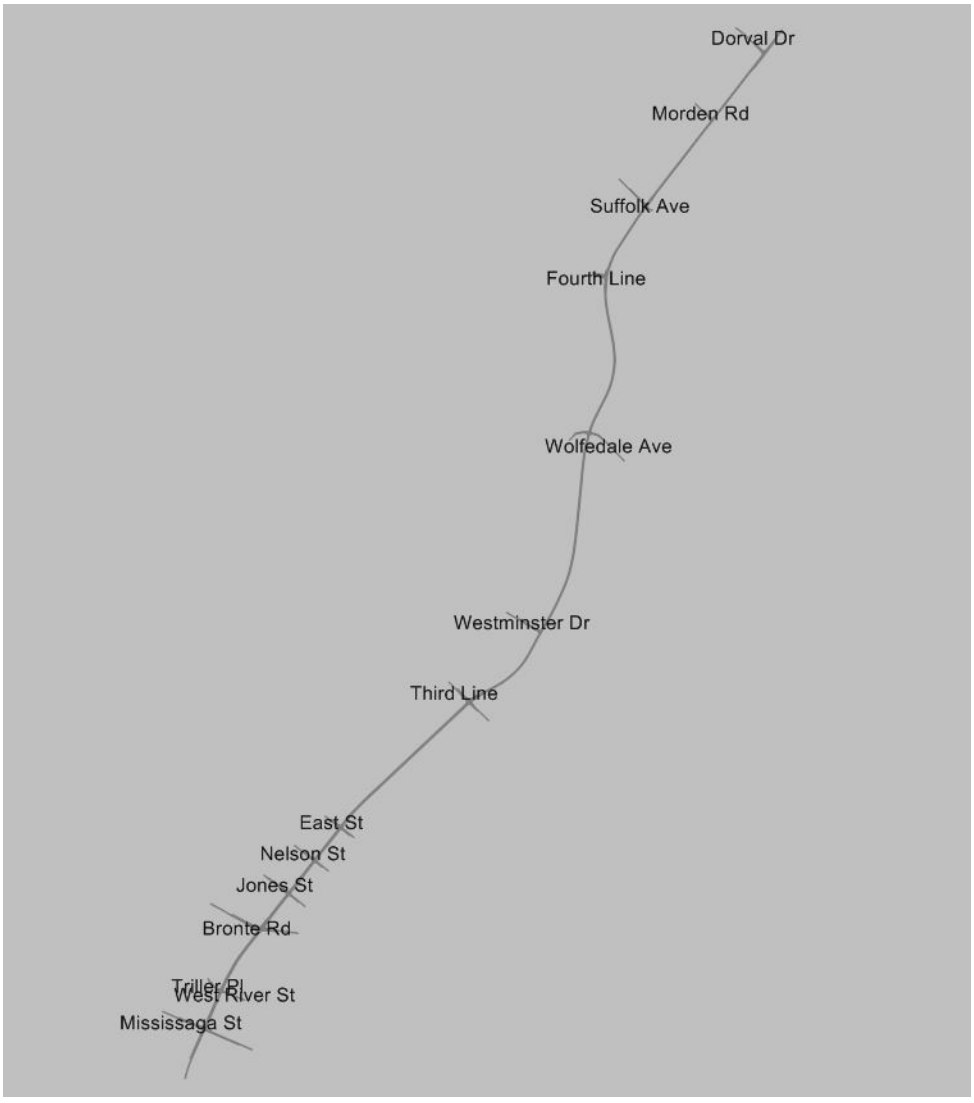


Figure 1.2. VISSIM Network

The analysis was completed for existing (2016) and future (2021 and 2031) conditions during the weekday morning (AM) and afternoon (PM) peak hours to characterize operating conditions and identify locations requiring attention.

1.3 Methodology

The dynamic micro-simulation methodology applied for the analyses considers mid-block and intersection analyses in one continuous model, reflecting the interplay between the intersections in real time and illustrating any operational issues along the mid-block segments of the network. The model reproduces the characteristics of each road segment, as well as the dynamic behaviour of each individual vehicle and driver. Rather than relying on comparison to empirical data for an operational assessment, the microsimulation model outputs read-outs of the network operational indicators such as vehicle delay and queue length, which are averaged at the end of each simulation run for analysis. The effects of variables such as: the type and number of local streets and private accesses provided; the presence of pedestrians and crossing locations; geometric configuration of lanes; presence of heavy vehicles and several other variables were considered in conjunction and reflected in the behaviour of each driver and vehicle. The analysis of the movements of the individual vehicles provides a reliable indication of operations in the network, independent from the intended function of the roads. The software utilized for the analysis was VISSIM 8.0.

1.4 Analysis Indicators

Intersection Level of Service (LOS) is estimated based on average delay per vehicle and includes deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS is a qualitative measure that describes the operating conditions within an intersection, and the perception of those conditions by road users. There are six levels of service defined. Each level has a letter identification from A to F, with LOS A representing the best operating conditions and LOS F representing the worst. **Table 1.1** summarizes the LOS criteria for signalized and stop controlled intersections per the 2000 and 2010 Highway Capacity Manual (HCM 2000 and HCM 2010).

Table 1.1. Intersection Level of Service Criteria

Level of Service	Signalized Intersection[1]	Stop Controlled[2]
A	<=10	<=10
B	>10 and <=20	>10 and <=15
C	>20 and <=35	>15 and <=25
D	>35 and <=55	>25 and <=35
E	>55 and <=80	>35 and <=50
F	>80	>50

Source:
1. *Highway Capacity Manual, 4th Edition (HCM 2000), Transportation Research Board, Chapter 16: Signalized Intersections, Exhibit 16-2.*
2. *HCM 2000, Chapter 17: Unsignalized Intersection, Exhibit 17-2*

1.5 Report Organization

The remainder of the Transportation and Traffic Analysis Report is organized as follows:

- Section 2 provides the **Planning Context**, summarizing the findings of other studies, projects, and initiatives to be considered in completing the report;
- Section 3 presents the analysis of **Existing Transportation Conditions** for the 2016 base year;
- Section 4 summarizes the analysis of the **Future Transportation Conditions** for the 2021 and 2031 horizon years; and
- Section 5 provides the **Conclusions and Recommendations** of this report.

2.0 PLANNING CONTEXT

The following studies, projects and initiatives provide the planning context for the Lakeshore Road West Improvements Class EA:

2.1 Town of Oakville

2.1.1 Livable Oakville - Town of Oakville Official Plan (2009) (Under Review 2017)

The Town of Oakville Official Plan establishes the desired land use pattern within the town, south of Dundas Street and north of Highway 407, to the year 2031. It conforms to the Provincial Growth Plan and the Region of Halton Official Plan. The Plan serves to ensure expected growth to 2031 can be accommodated by coordinating land use with infrastructure requirements.

As part of the Livable Oakville Plan, the EA study area crosses through the Bronte Village Growth Area. Bronte Village is one of six identified growth areas south of Dundas Street where much of the new growth and development is to be directed. Bronte Village is a historical, pedestrian-oriented area which maintains its village character. Lakeshore Road West currently runs through the Bronte Village Main Street District, an area which will be the focus of revitalization as a mixed-use area within the village. The district will be the largest area of change within Bronte Village, with the following development plans and restrictions along Lakeshore Road West set out in the development concept:

- New commercial, retail and office uses are to reflect a main street function and be provided on the ground floor facing Lakeshore Road
- New residential development to occur primarily within mixed use buildings
- Well defined landscaped streetscapes and integrated open spaces
- A youth centre and public library are encouraged to be located here
- On-street parking is contemplated and underground parking is encouraged
- Restricted individual driveway access to Lakeshore Road
- Urban square (between Bronte Road and Jones Street)

The development objectives for Bronte Village include preserving and enhancing the Bronte Village historic character, maintaining a complete community and sustaining and improving waterfront connections. The town wishes to achieve these objectives through many measures including the implementation of pedestrian-friendly infrastructure along Lakeshore Road West, ensuring that implemented urban design practices are appropriate and reflective of the character of the village and connecting open spaces with the streetscaping along Lakeshore Road West.
The policies that guide growth and change in Bronte Village are currently being reviewed and updated as part of the ongoing Bronte Village Growth Area Review, which forms part of the ongoing Official Plan Review to plan for growth to 2041.

2.1.2 Switching Gears - Town of Oakville Transportation Master Plan (2013) A Review was Approved in February 2018

The Town of Oakville completed its Transportation Master Plan (TMP) Update, “Switching Gears”, in February 2013 and was reviewed again and approved in February 2018. The TMP seeks to provide guidance on planning a practical and sustainable transportation system to serve predicted growth in the town to the year 2031.

The plan predicts that Oakville will grow by 72,000 people and 37,000 jobs by 2031, to an overall population of 246,400 people and 128,400 jobs (source: S*hifting Gears Final Report, Oakville’s Transportation Master Plan, 2013)*. Although over 50% of the growth will occur in greenfields north of Oakville, Bronte Village was identified as a secondary growth area where moderate growth will occur.

Transit in Oakville consists of 27 local bus routes with an additional seven (7) bus routes serving secondary schools. There are two GO Transit rail stations located across Oakville (Bronte and Oakville) and the town is served by three GO Bus routes, one GO Rail line and Via Rail (which stops at Oakville Station). Bus services that travel along Lakeshore Road include Route 3 and Route 14.

In examining the town’s road network capacity, it was concluded that many roadways currently operate at, or above, their capacity during peak AM and PM periods, including some sections of Lakeshore Road West. Based on the current network capacity, five alternative road network capacity strategies were developed. Most relevant to this study includes alternative 4, “Widen Town Collectors and Residential Minor Arterials” which examined the widening of Lakeshore Road to 4 lanes from Bronte Road to Third Line.

Ultimately, the plan recommends that Lakeshore Road be reconstructed to meet urban standards from East Street to Dorval Drive for the town’s road network to successfully address goods movement, access and complete streets concepts.

2.1.3 Town of Oakville Active Transportation Plan (ATMP) (2017)

The Town of Oakville developed their Active Transportation Master Plan (ATMP) in line with the goal of the Official Plan to develop a comprehensive cycling and pedestrian network. In November 2017, the Town of Oakville approved the new Active Transportation Master Plan (ATMP). The plan proposes to implement various actions in the short and long term to encourage active transportation as both a means of commuting and a recreational activity.

Within the vicinity of the study area, the ATMP identifies Lakeshore Road West as currently having on-road cycling facilities between West River Street and East Street and proposes that these facilities be extended the length of the study area and beyond.

2.1.4 Other Studies

The Town of Oakville is conducting or has recently completed the following other studies near the study area:

- Transportation Master Plan Update (ongoing)
- Town of Oakville Official Plan Review including the Bronte Village Growth Area review (ongoing)
- Harbours Master Plan (ongoing)
- Pedestrian Safety Study (2017);
- Livable by Design (Part C) – Site Design and Development Standards (2017)
- Livable by Design Part A – Urban Design Direction for Oakville (2014);
- Oakville Streetscape Strategy (2014)
- Bronte Village Commercial Parking Implementation (2010);
- Transit Strategy Study (2010);
- Town of Oakville Growth Areas Transportation Report (2009).

2.2 Region of Halton

2.2.1 Region of Halton Transportation Master Plan 2031 (2011)

The Region of Halton Transportation Master Plan (TMP) introduces the policies, strategies and tools necessary to move toward a more sustainable regional transportation network, in line with the vision of the Sustainable Halton Official Plan.

The TMP is founded on the guiding principles of "balanced needs, healthy communities, economic vitality, sustainability and well-maintained infrastructure." Under these principles, the plan makes several recommendations, which include:

- Promotion of transportation demand management measures through continued consultation with municipalities, Metrolinx, local employers and other government agencies, and
- Continued Regional coordination to meet the needs of non-motorized travel users as well as the creation of a Region-wide Active Transportation Master Plan to establish a plan to increase non-motorized travel throughout the Region.

Through population projection and travel demand modelling to 2031, it was established that if a "do-nothing or status quo" scenario was chosen beyond 2021, several sections of Lakeshore Road within Oakville would be forced to operate beyond capacity (v/c>1).

2.2.2 Halton Region Active Transportation Master Plan

The Halton Region Active Transportation Master Plan (ATMP) completed in May 2015 serves to support the Halton Transportation Master Plan (TMP) and Halton's Regional Official Plan Amendment (ROPA) 38 in fulfilling the active transportation needs of the Region to 2031. The ATMP will guide the Region to meet the mode share goal of 5% active transportation trips within the PM peak hour by 2031, from the 2011 rate of less than 2%. The plan outlines a multi-disciplinary program requiring investment in infrastructure and implementation of practices and policies conducive to active transportation promotion.

Within the study area, the ATMP identifies the Waterfront Trail, which travels along Lakeshore Road, to be a regionally significant cycling and pedestrian facility.

2.3 Implications for Lakeshore Road West Improvements EA

The previous sections have highlighted the planned growth expected for the Bronte Village Growth Area to the year 2031. Even with this expected growth, Lakeshore Road West operates well with expected improvements to transit and active transportation.

3.0 EXISTING TRANSPORTATION CONDITIONS

This section documents current traffic conditions, operational deficiencies, and constraints experienced by the public travelling on the roads and at the intersections within the Study Area. The operational deficiencies and constraints identified at this stage will be fundamental to the process of defining future problems and opportunities, and establishing need and justification for any improvements in the corridor.

3.1 Road Network

Lakeshore Road begins in the west below the Queen Elizabeth Way Skyway Bridge between Burlington and Hamilton and extends along the shore of Lake Ontario to Toronto. Within the Town of Oakville, Lakeshore Road West is an east-west minor arterial roadway that begins at Burloak Drive in the west and extends to Sixteen Mile Creek in the east, where it then becomes Lakeshore Road East, and continues through Oakville to Mississauga.

The study area is comprised of the stretch of Lakeshore Road West between Mississaga Street and Dorval Drive, approximately 6.2 kilometers. Within the study area, Lakeshore Road West has a posted speed of 50 km/h with a small section (near Appleby College, between Suffolk Ave and Birch Hill Lane) posted at 40 km/h. Existing features include urban and semi- rural cross sections with a single lane of travel in each direction throughout most of the corridor.

There are at total of 31 local and collector roads that intersect with Lakeshore Road West within the study area, including:

- **Mississaga Street -** intersects Lakeshore Road West at a signalized intersection at the western edge of the study area. This minor collector provides access to the residential areas north and south of Lakeshore Road West and provides a direct northern connection to Rebecca Street.
- **West River Street / Triller Place -** intersect Lakeshore Road West at a two-way-stop-controlled intersection where West River Street provides residential access to the south and Triller Place provides residential access to the north.
- **Bronte Road -** is a minor arterial road that intersects with Lakeshore Road West at a major signalized intersection containing a dedicated right turn signal for users traveling from the north to the west. This intersection marks the beginning of the Bronte Village Main Street District.
- **Jones Street -** is a minor collector road intersecting with Lakeshore Road West at a signalized intersection. Jones Street serves to connect residential areas as far north as Rebecca Street with southern urban areas within Bronte Village.
- **Nelson Street -** is a local road that provides access to residences both north and south of Lakeshore Road West within Bronte Village. It intersects Lakeshore Road West at a signalized intersection.
- **East Street -** crosses Lakeshore Road West at a signalized intersection and provides local access to residences both to the north and south of Lakeshore Road West.
- **Solingate Drive –** is a local road on the north side, intersecting Lakeshore Road West at a “T” intersection, which is stop controlled.

- **Windsor Gate –** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Third Line -** is a minor arterial that extends from the shore of Lake Ontario to Dundas Street West in the north and intersects Lakeshore Road West at a signalized intersection. While the small portion of Third Line south of Lakeshore Road West provides solely residential access, the section of Third Line north of Lakeshore Road West serves a large area of residences and businesses and serves to connect users to QEW.
- **Belvedere Drive –** is a local road on the south side, intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Hamlet Common –** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Westminster Drive –** is a local road on the north side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled. Just east of the intersection is a Pedestrian Crossover (PXO) for pedestrians.
- **Woodhaven Park Drive –** is a local road on the north side of Lakeshore Road West.
- **Sandwell Drive –** is a local road on the north side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Wolfdale Avenue –** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled. On the north side is a closed access that used to be the entrance to a school. This property is in the process of being redeveloped.
- **Willowridge -** is a local road on the north side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Westdale Road (west) -** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Spring Garden Drive -** is a local road on the north side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Wilder Drive -** is a local road on the south side "T" intersection and is stop controlled. The intersection of Spring Garden Drive and Wilder Drive and very close together.
- **West Lynn Road -** is a local road on the south side "T" intersection and is stop controlled.
- **Westdale Road (east) -** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Fourth Line –** intersects Lakeshore Road West at a signalized "T" intersection, just south of the Fourth Line and Rebecca Street intersection. Fourth Line is a minor collector that begins at Lakeshore Road West in the south and extends to slightly beyond Upper Middle Road West in the north.
- **Whittington Place -** is a local road on the north side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Suffolk Ave / Appleby College Entrance -** intersects Lakeshore Road West across from Appleby College at a two-way-stop-controlled intersection. Vehicles are currently prohibited from turning left from Suffolk Avenue onto Lakeshore Road West or going south from Suffolk Avenue into Appleby College.
- **Birch Hill Lane -** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Paliser Court -** is a local road on the north side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.

- **Lambert Common -** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Morden Road -** is a minor collector that provides residential access between Lakeshore Road West and Speers Road. It intersects Lakeshore Road West at "T" intersection where a pedestrian signal exists on the intersection's west leg.
- **Tavistock Square / Shorewood Place -** is a 4-way local road that provides residential access and is stop controlled.
- **Holyrood Avenue -** is a local road on the south side intersecting Lakeshore Road West at a "T" intersection, which is stop controlled.
- **Dorval Drive -** intersects Lakeshore Road West at a signalized "T" intersection adjacent to St. Jude's Cemetery. Dorval Drive is a minor arterial with two travel lanes in each direction separated by a median. North of the intersection of Dorval Drive and Speers Road, Dorval Drive becomes Regional Road 17 and provides access to QEW and Regional Road 38 (Upper Middle Road West).

Many of the intersections identified above are small dead-end streets and 'T' intersections with very low volumes and are assumed to not have any impact on the overall function and operation of Lakeshore Road West. For the evaluation of Lakeshore Road West, only thirteen (13) major intersections were considered in the analysis of this corridor.
The intersections include:

1. Mississaga Street
2. West River Street / Triller Place
3. Bronte Road
4. Jones Street
5. Nelson Street
6. East Street
7. Third Line
8. Westminster Drive (PXO)
9. Wolfdale Avenue
10. Fourth Line
11. Suffolk Ave / Appleby College Entrance
12. Morden Road
13. Dorval Drive

Figure 3.1 illustrates the existing lane configurations and traffic control at the thirteen (13) intersections included in the Vissim network.

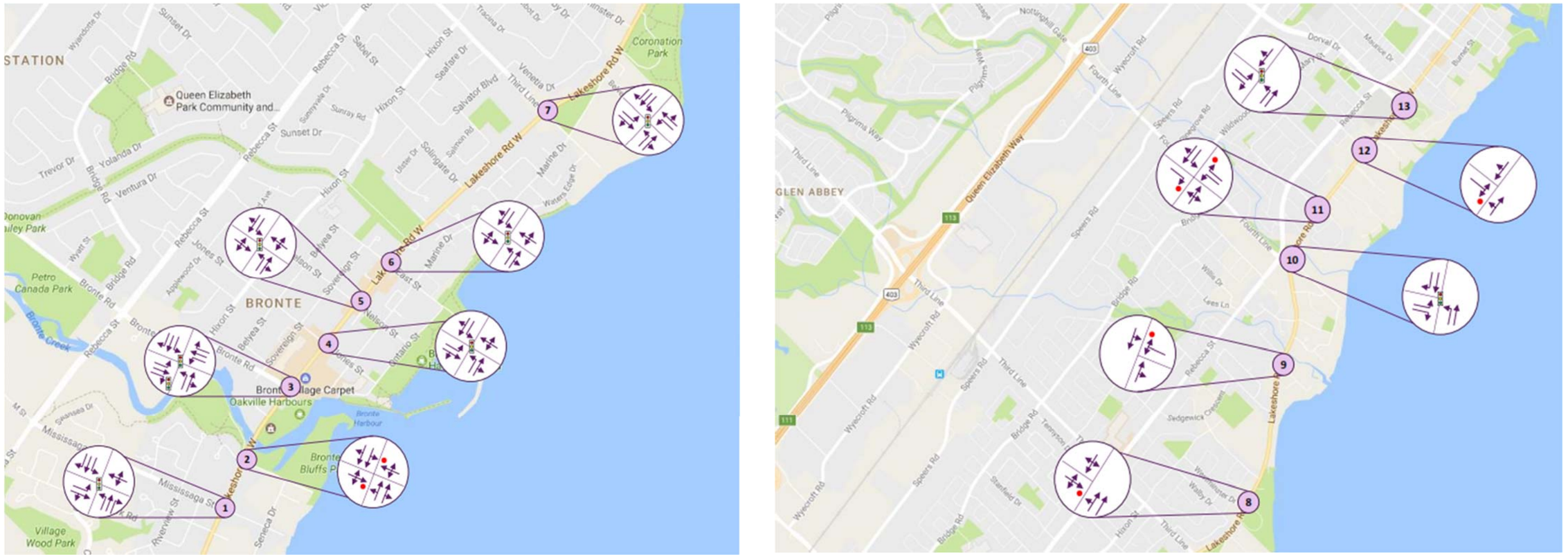


Figure 3.1. Existing Intersection Configurations being Analyzed

3.2 Transit and Active Transportation Network

3.2.1 Transit Network

Oakville Transit currently operates two bus routes within the study area, Route 3 - Third Line and Route 14 - Lakeshore West. Route 3 - Third Line provides service along Third Line from Lakeshore Road West to Dundas Street West, where buses stop and turn around at Oakville Trafalgar Memorial Hospital. A short section of the route travels west on Rebecca Street, south on Bronte Road, east on Lakeshore Road West, and north on Third Line, creating a small loop which passes through the study area. The route also services the Bronte Go Station. Service is provided seven days per week as follows:

- Weekday service operates from approximately 6:00 AM to 11:30 PM with headways of 15 minutes during peak commuter flow and 30 minutes during off peak flow;
- Saturday service operates from approximately 7:00 AM to 11:00 PM with headways of 30 minutes through much of the day and 60 minutes after 8:00 PM; and
- Sunday and holiday service operates from approximately 8:00 AM to 8:00 PM with headways of 30 minutes.

Route 14 - Lakeshore West provides service between Appleby GO Station in the west and Bronte GO Station in the east. It travels through the study area from Mississaga Street to Third Line and travels primarily along Great Lakes Boulevard in the west and Rebecca Street in the east. Service is provided seven days per week as follows:

- Weekday service operates from approximately 5:30 AM to 12:30 AM with headways of 15 minutes during peak commuter flow and 30 minutes during off peak flow;
- Saturday service operates from approximately 6:30 AM to 11:30 PM with headways of 30 minutes through much of the day and 60 mins after 8:15 PM; and
- Sunday and holiday service operates from approximately 8:00 AM to 8:00 PM with headways of 30 mins.

The entire Town of Oakville transit network may be viewed below in **Figure 3.2**, while Route 3 and Route 14 information can be found in Appendix A – Transit Routes 3 and 4 Information.

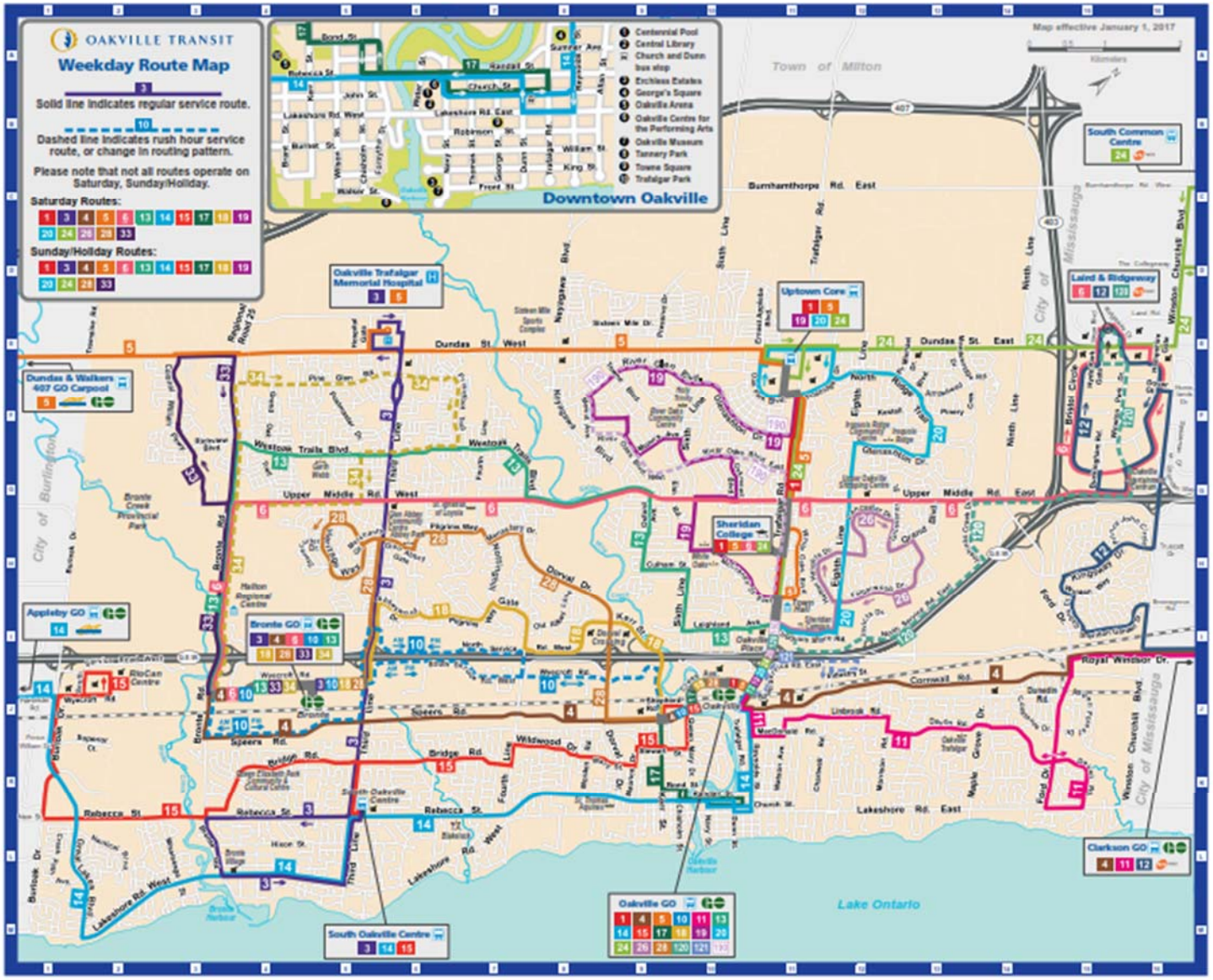


Figure 3.2. Oakville Transit Network

3.2.2 Active Transportation Network

Active transportation infrastructure facilities within the study area were reviewed and it was found the study area is comprised of many different cycling facilities. Connectivity through the study limit was restricted with sections housing no facility.

Sidewalks within the study area vary in width and quality and extend along the entire southern boulevard of Lakeshore West Road with a varying buffer width between the curb and the sidewalk. Sidewalks also exist on the north side of the road, but are not continuous.

While the Town of Oakville does not identify any section of Lakeshore Road West within the study area to contain paved shoulders, all shoulders within the study area are paved and appear to act as de facto cycle lanes, as seen below in **Figure 3.3**. There is only one small section of Lakeshore Road West within the study area that contains officially signed cycle lanes and this falls between Bronte Road and Third Line.

Figure 3.3. Undesignated Paved Shoulder Acting as a Cycle Lane

A section of the Great Lakes Waterfront Trail (Waterfront Trail) extends along Lakeshore Road West within the study area, including on-road sections between West River Street and Bronte Road and between Fourth Line and Dorval Drive, as well as an off-road section, which extends along a multi-use path within the north side boulevard, from Third Line to Fourth Line.

A summary of the active transportation infrastructure found along both sides of Lakeshore Road West is provided below in **Table 3.1** and **Table 3.2** and in **Figure 3.4** and **Figure 3.5.**

Table 3.1. Active Transportation Facilities along North Side of Lakeshore Road West			
Intersecting Roadway / Nearest Civic Address		Pedestrian Facilities	Designated Cycling Facilities
Beginning	End		
Mississaga St	Bronte Road	Sidewalk	None
Bronte Road	Solingate Road	Sidewalk	On-road cycle lane
Solingate Road	Third Line	None	On-road cycle lane
Third Line	Woodhaven Park Drive	Sidewalk	None*
Woodhaven Park Drive	1287-1369 Lakeshore Rd West	None	Multi-use path
1287-1369 Lakeshore Rd West	1257 Lakeshore Rd West	None	None*
1257 Lakeshore Rd West	Spring Garden Road	None	Multi-use path
Spring Garden Road	Fourth Line	None	None*
Fourth Line	Whittington Place	None	None
Whittington Place	Suffolk Ave	Sidewalk	None*
Suffolk Ave	Morden Road	None	None*
Morden Road	Dorval Drive	Sidewalk	None*

Table 3.2. Active Transportation Facilities along South Side of Lakeshore Road West			
Intersecting Roadway		Pedestrian Facilities	Designated Cycling Facilities
Beginning	End		
Mississaga St	Bronte Road	Sidewalk	None
Bronte Road	Solingate Drive	Sidewalk	On-road cycle lane
Solingate Drive	Third Line	Sidewalk	On-road cycle lane
Third Line	Fourth Line	Sidewalk	None*
Fourth Line	Dorval Drive	Sidewalk	None**

** Undesignated paved shoulder*
*** Waterfront Trail Map shows trail shifting to sidewalk along south side of the road, in-field review shows south side sidewalks in the described area, no cycling facility*

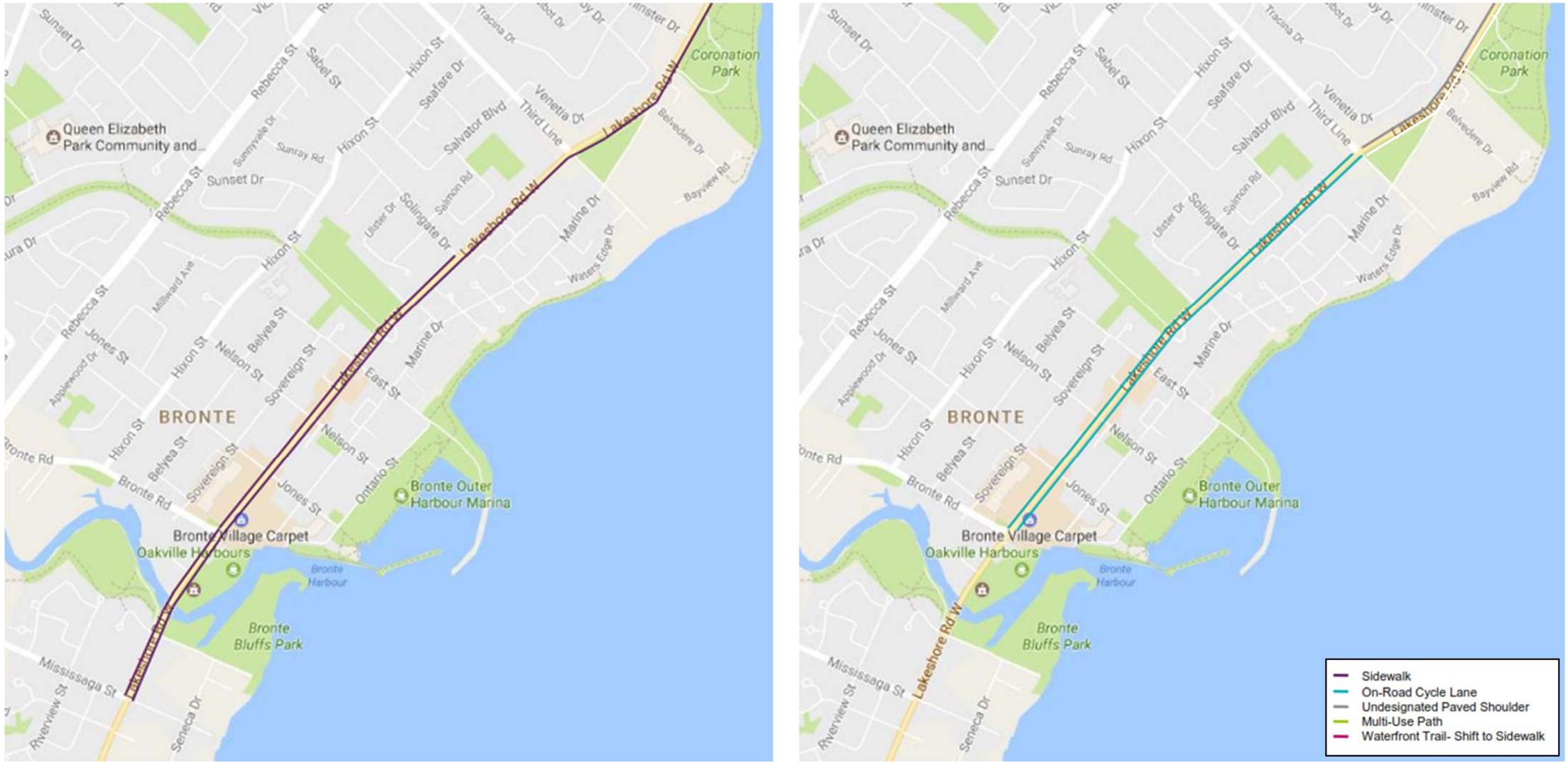


Figure 3.4. Active Transportation Facilities, Mississaga Street to Third Line

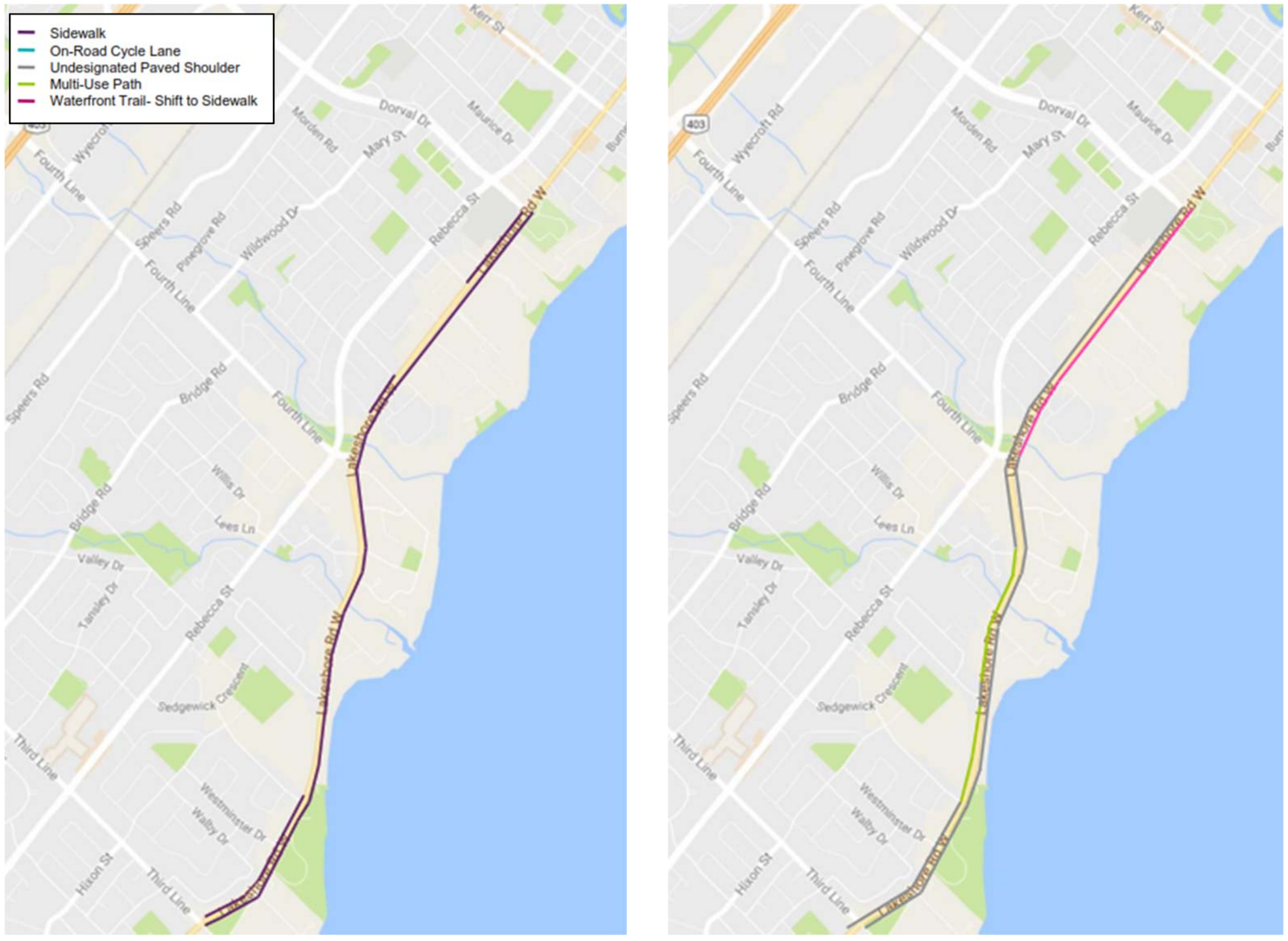


Figure 3.5. Active Transportation Facilities, Third Line to Dorval Drive

3.3 Traffic Volumes

3.3.1 Count Information Provided

The Town of Oakville provided Turning Movement Counts (TMC) conducted across several different dates for various intersections along Lakeshore Road West. Furthermore, they provided mid-block vehicle counts for several sections of Lakeshore Road West as well as Signal Timing Plans for various signalized intersections along the study area. Count information received is in the following Appendices:

Appendix B – Received Data + Dates;
Appendix C – Turning Movement Reports;
Appendix D – Signal Timing Plans and
Appendix E – Automatic Traffic Record Data.

3.3.2 Midblock Traffic Volumes ATR Counts

The Automatic Traffic Recorder (ATR) information (24-hour counts) is summarized in **Table 3.3.**

Table 3.3. Midblock Traffic Volumes ATR 24-hour

Road Section		Vehicles Per Day		
From	To	EB	WB	Total
West River Street	Bronte Road	8133	7813	15946
Bronte Road	Jones Street	5379	5408	10787
East Street	Solingate Drive	6484	6276	12760
Windsor Gate	Third Line	7059	7077	14136
Third Line	Belvedere Drive	5617	5675	11292
West Lynn Road	Westdale Road East	6534	6665	13199
Fourth Line	Whittington Place	6613	6707	13320
Morden Road	Shorewood Place	6179	6484	12663
Hollyrood Avenue	Dorval Drive	6688	7015	13703

3.3.3 Intersection Traffic Volumes – TMC

The intersection traffic volumes AM and PM peak hour shown in **Figure 3.6** were derived from turning movement counts and reflect existing conditions as modelled in VISSIM.

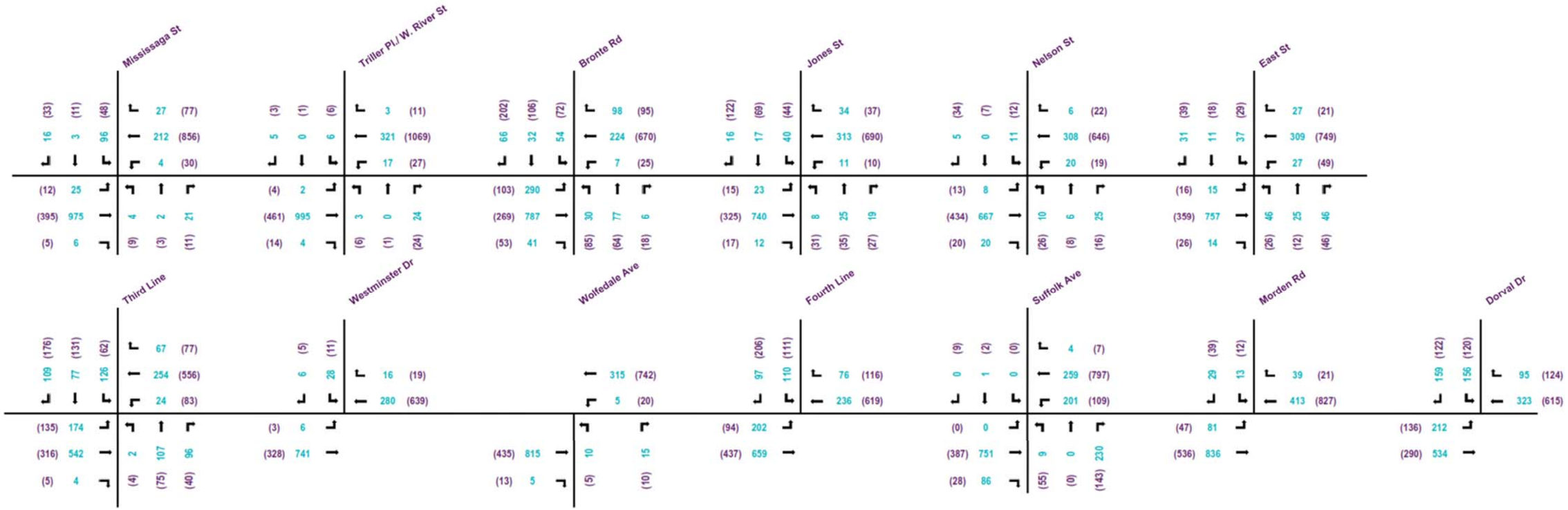


Figure 3.6. Existing Traffic-2016, Weekday AM (PM) Peak Hour Volumes

3.4 Traffic Operations – Existing Conditions (2016)

3.4.1 Intersection Analysis – Existing Conditions

The intersection analysis results for the thirteen (13) intersections used in the analysis are shown below in **Table 3.4.** These results refer to the intersection average delays and Level-of-Service (LOS).

Table 3.4. Existing (2016) Intersection Operations Summary

Intersection	Control	Delay		LOS	
		AM	PM	AM	PM
Mississaga Street	Signalized	8 s	6 s	A	A
West River Street / Triller Place	Stop Sign	8 s	0 s	A	A
Bronte Road	Signalized	10 s	12 s	A	B
Jones Street	Signalized	8 s	12 s	A	B
Nelson Street	Signalized	4 s	6 s	A	A
East Street	Signalized	9 s	9 s	A	A
Third Line	Signalized	18 s	17 s	B	B
Westminster Drive	Stop Sign	2 s	3 s	A	A
Wolfdale Avenue	Stop Sign	3 s	2 s	A	A
Fourth Line	Signalized	11 s	11 s	B	B
Suffolk Avenue	Stop Sign	9 s	3 s	A	A
Morden Road	Stop Sign	2 s	2 s	A	A
Dorval Drive	Signalized	11 s	11 s	B	B

The major intersections within the Study Area (listed above) operate with an overall acceptable level of service during the AM and PM peak hours. **Appendix F** presents the full VISSIM analysis including the delay, 95th percentile queue and LOS for each individual movement at each intersection.

3.4.2 Traffic Control Signal Justification

The unsignalized intersections (listed above) along Lakeshore Road West from Mississaga Street to Dorval Drive were analyzed to determine if traffic signal control is justified under existing conditions.

The warrant analysis is based on the methodologies contained in Book 12 of the Ontario Traffic Manual – Traffic Signals (OTM Book 12). For an existing intersection with existing traffic volumes, a traffic signal is warranted if Justification 1 (both 1A and 1B) or Justification 2 (both 2A and 2B) is 100 percent satisfied. If 100 percent satisfaction is not achieved, but the justifications are at least 80 percent satisfied, then the lesser value of both justifications (A or B) can be used in Justification 3, a combination of volume and delay.

Using OTM Book 12, each of the eight (8) highest hourly volumes in the warrant analysis must meet the compliance threshold values for traffic control signals to be fully justified at either 100 percent for Justification 1 and 2, or 80 percent satisfaction for Justification 3. For this analysis, the provided traffic count data was used to complete the warrants on the four (4) identified stop controlled intersections in **Table 3.4.** (No traffic counts were provided for Wolfdale Avenue).

Based on the signal warrant results, none of the intersections warrant signals. The detailed traffic signal warrant results can be found in **Appendix G**.

3.4.3 Auxiliary Left Turn Lanes

The Lakeshore Road West corridor between Mississaga Street and Dorval Drive has numerous accesses and driveways with full moves access. There are 11 intersections with existing left turn lanes. **Table 3.5** summarizes the locations, direction, storage length and taper length.

Table 3.5. Existing Condition Left Turn Lanes

Location	Direction	Storage length (m)	Taper length (m)
Mississaga Street	EB	38	40
	WB	34	31
Bronte Road	EB	138	0**
	WB	29	16
Jones Street	EB	13	23*
	WB	16	21*
Nelson Street	EB	15	21*
	WB	15	21*
East Street	EB	15	21*
	WB	55	13
Third Line	EB	27	45***
	WB	44	32
Belvedere Drive	WB	15	38
Coronation Park	WB	29	37
Fourth Line	EB	52	36
Suffolk Avenue	WB	22	60
Dorval Drive	EB	40	62

* back onto center turning lane
** 75m of arrows
*** no defined storage

The warrants for left turn lanes follow the requirements set out in the MTO Geometric Design Standards Manual. A design speed of 60 km/h has been assumed for the analysis (10 km/h over the posted speed limit of 50 km/h in urban conditions). The percentage of left turning vehicles in the approaching volumes were rounded to the nearest 5 percent, as nomographs are provided in 5 percent increments.

Left Turn warrants were completed for Morden Road and Suffolk Avenue and the results of the critical peak (AM) are shown in **Table 3.6** and **Table 3.7** below. In both cases a left turn is warranted.

Table 3.6. Lakeshore Road West @ Morden Road (AM)				
Direction of Travel	**NB**	**SB**	**EB**	**WB**
Design Speed			60 km/hr	
Advancing Traffic Volumes			963	
Opposing Traffic Volumes			452	
Left Turn Traffic Volume			85	
Percent Left Turn Volume			8.8%	
Warranted			**YES**	
Storage Length			40m	

Table 3.7. Lakeshore Road West @ Suffolk Avenue (AM)				
Direction of Travel	**NB**	**SB**	**EB**	**WB**
Design Speed				60 km/hr
Advancing Traffic Volumes				464
Opposing Traffic Volumes				879
Left Turn Traffic Volume				201
Percent Left Turn Volume				43.3%
Warranted				**YES**
Storage Length				50m

The left turn lane warrant nomographs are in **Appendix H**.

3.4.4 Auxiliary Right Turn Lanes

There are only 4 existing locations that have an auxiliary right lane:

- Mississaga Street – Westbound
- Bronte Road – Westbound
- Third Line – Westbound
- Fourth Line - Westbound

Table 3.8 below shows the existing right turn storage and taper lengths.

Table 3.8. Existing Condition Right Turn Lanes			
Location	**Direction**	**Parallel Lane (m)**	**Taper length (m)**
Mississaga Street	WB	145	42
Bronte Road	WB	29	30
Third Line	WB	26	40
Fourth Line	WB	0	45

3.4.5 Geometric Analysis

The geometric analysis is based on field reviews completed on March 17, 2017. The field investigation is supplemented with an office review completed using Google Earth imagery, which is limited by the dates of the images, some predating the completion of construction on Lakeshore Road West in the study area.

Roadway Alignment

Within the study area, Lakeshore Road West the horizontal alignment varies considerably as shown in **Figure 1.1.** The vertical alignment of Lakeshore Road West is typically flat throughout the corridor.

Sightlines

A site visit was performed to understand sightline restriction within the study area. The area in general is moderately flat, however there are few horizontal and vertical curves along the corridor. Given wider radii and suitable K-value of either a crest or sag curve, no potential sight restriction were found along Lakeshore Boulevard. However, at few intersections, it was observed that northbound and southbound traffic may have limited sightlines overlooking eastbound and westbound lanes. These locations are as follows:

Bronte Road – is a signalized intersection with skewed geometry. It has channelized northbound and southbound right turn lanes. The south leg of the intersection has more skew as compared to north leg, which results in tighter northbound right turn and could potentially be inconvenient for drivers to overlook and yield to on-coming eastbound traffic. If channels are to be maintained, provision of smart-channel is a better option to mitigate sharp turn. However, no sightlines restrictions were found at this location.

Third Line – is a signalized intersection with skewed geometry. Though there is a large horizontal curve immediately east of Third Line, no sightline deficiencies were noticed along Lakeshore Boulevard. It was observed that the sightlines are restricted on southbound approach overlooking west leg of the intersection due to vegetation within the boulevard, which can be easily mitigated by clearing and removing overgrown vegetation and trees.

Dorval Drive – is a signalized intersection with mildly skewed angle. This location does not possess any significant issues; however, southbound right turn lane has restricted sightlines overlooking west leg of the intersection due to adjacent higher ground elevation in northwest quadrant. Shifting Stop Bar closer to the intersection would help in providing better sightlines. No other restriction was observed at this location.

Midblock Cross-Sections

The cross-sections of Lakeshore Road West vary along the length of the Study Area. **Table 3.9** summarizes the various midblock cross-section characteristics, from the east end limit of Mississaga Street to the west end limit of Dorval Drive.

Table 3.9. Midblock Cross-Section Characteristics

Section Limits	Configuration	Posted Speed	Active Transportation Facilities
West of Mississaga Street	▶ Was constructed in 2010 to a 3-lane urban cross-section. ▶ Hydro is on the south side with luminaires attached	50 km/h	▶ On road bike lanes on both sides ▶ Sidewalks on both sides
Mississaga Street to Triller Place / West River Street	▶ Urban cross-section ▶ 4 lanes (1 through lane, one turning lane in each direction) ▶ Hydro is on the south side with luminaires attached	50 km/h	▶ Sidewalks on both sides
Triller Place / West River Street to Bronte Road	▶ Urban four lane cross section ▶ Luminaires on both sides ▶ Bridge over Bronte Creek	50 km/h	▶ Sidewalks on both sides
Bronte Road to Jones Street • Within Bronte Village Main Street District	▶ Three lane urban cross section, where center lane acts as turning lane ▶ Luminaires on both sides	50 km/h	▶ Sidewalks on both sides ▶ On-street cycle lanes on both sides
Jones Street to Nelson Street • Within Bronte Village Main Street District	▶ Three lane urban cross section, where center lane acts as turning lane ▶ Luminaires on both sides	50 km/h	▶ Sidewalks on both sides ▶ On-street cycle lanes on both sides
Nelson Street to East Street • Within Bronte Village Main Street District	▶ Three lane urban cross section, two-way center turn lane ▶ Luminaires on both sides	50 km/h	▶ Sidewalk on both sides ▶ On-street cycle lanes on both sides

Table 3.9. Midblock Cross-Section Characteristics

Section Limits	Configuration	Posted Speed	Active Transportation Facilities
East Street to Solingate Drive	▶ Two lane rural cross-section ▶ Hydro on both sides begins mid-block, luminaires on hydro on south side	50 km/h	▶ Sidewalk on both sides ▶ On-street cycle lanes on both sides
Solingate Drive to Windsor Gate	▶ Two lane rural cross-section ▶ Hydro on both sides, luminaires on south side	50 km/h	▶ Sidewalk on south side ▶ On-street cycle lanes on both sides
Windsor Gate to Third Line	▶ Two lane rural cross-section ▶ Hydro on both sides, luminaires on south side	50 km/h	▶ Sidewalk on south side ▶ On-street cycle lanes on both sides ▶ South side cycle lane ends 50 m before Third Line
Third Line to Belvedere Drive	▶ Two lane rural cross-section ▶ Hydro is on the south side with luminaires attached	50 km/h	▶ Sidewalk on both sides
Belvedere Drive to Hamlet Common	▶ Two lane rural cross-section ▶ Hydro is on the south side with luminaires attached	50 km/h	▶ Sidewalks on both sides
Hamlet Common to Westminster Drive	▶ Two lane rural cross-section ▶ Hydro on both sides	50 km/h	▶ Sidewalk on both sides
Westminster Drive to Woodhaven Park Drive	▶ Two lane rural cross-section ▶ Hydro on north side with luminaries attached	50 km/h	▶ Sidewalk on both sides
Woodhaven Park Drive to Sandwell Drive	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
Sandwell Drive to Wolfdale Avenue	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
Wolfdale Avenue to Willowridge Court	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
Willowridge Court to Westdale Road West	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
Westdale Road West to Spring Garden Drive/Wilder Drive	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides

Table 3.9. Midblock Cross-Section Characteristics

Section Limits	Configuration	Posted Speed	Active Transportation Facilities
Spring Garden Drive/Wilder Drive to West Lynn Road	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on south side
West Lynn Road to Westdale Road East	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on south side
Westdale Road East to Fourth Line	▶ Four lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on south side
Fourth Line to Whittington Place	▶ Two lane rural cross section ▶ Hydro along south side with attached luminaires	50 km/h, 40 km/h zone begins at midblock	▶ Sidewalk on south side
Whittington Place to Suffolk Avenue	▶ Two lane cross section, with curbs on north side ▶ Hydro along south side with attached luminaires	40 km/h	▶ Sidewalk on both sides
Suffolk Avenue to Birch Hill Lane	▶ Two lane rural cross section ▶ Hydro along south side with attached luminaires	40 km/h	▶ Sidewalk on south side
Birch Hill Lane to Paliser Court	▶ Two lane rural cross section ▶ Hydro on both sides, luminaires attached on south side	50 km/h	▶ Sidewalk on south side
Paliser Court to Morden Road	▶ Two lane rural cross section ▶ Hydro on both sides, luminaires attached on south side	50 km/h	▶ Sidewalk on south side
Morden Road to Tavistock Square/ Shorewood Place	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
Tavistock Square / Shorewood Place to Holyrood Avenue	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
Holyrood Avenue to Dorval Drive	▶ Two lane rural cross section ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalk on both sides
East of Dorval Drive	▶ Three lane urban cross section, two way left turn center lane ▶ Hydro along north side with attached luminaires	50 km/h	▶ Sidewalks on both sides

Pavement Condition

Pavement condition was generally good on Lakeshore Road West throughout the study area. There were sections that were in poor condition, with a noticeable difference between the older and newer pavement surfaces. This was expected given that the length of the study area is approximately 6.2 km in length.

Intersection Lane Configurations

Given that the midblock cross-sections vary as well, the number of lanes on approaches to each intersection are different. **Table 3.10** summarizes the lane configuration for each intersection.

Table 3.10. Intersection Lane Configurations

Location	Northbound	Southbound	Eastbound	Westbound
Mississaga Street	▶ 1 shared left, through and right lane	▶ 1 shared left, through and right lane	▶ 1 left turn lane ▶ 1 through lanes	▶ 1 left turn lane ▶ 1 right turn lane ▶ 1 through lane
Triller Place / West River Street	▶ 1 shared left, through and right lane	▶ 1 shared left, through and right lane	▶ 1 shared left and through ▶ 1 shared right and through	▶ 1 shared left and through ▶ 1 shared through and right lane
Bronte Road	▶ 1 left turn lane ▶ 1 through lane ▶ 1 separated right lane	▶ 1 left turn lane ▶ 1 through lane ▶ 1 separated right lane	▶ 1 left turn lane ▶ 1 shared through and right lane	▶ 1 left turn lane ▶ 1 through lane ▶ 1 right turn lane
Jones Street	▶ 1 shared left, through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane
Nelson Street	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane
East Street	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane
Solingate Drive	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane

Table 3.10. Intersection Lane Configurations

Location	Northbound	Southbound	Eastbound	Westbound
Windsor Gate	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left and through turn lane
Third Line	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 through lane ▶ 1 right turn lane
Belvedere Drive	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 through lane
Hamlet Common	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left turn and through lane
Westminster Drive	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Woodhaven Park Drive	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Sandwell Drive	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Wolfdale Avenue	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left turn and through lane
Willowridge Court	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Westdale Road (west)	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left turn and through lane
Spring Garden Drive	▶	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane
Wilder Drive	▶ 1 shared left, through and right turn lane	▶	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane
West Lynn Road	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left turn and through lane

Table 3.10. Intersection Lane Configurations

Location	Northbound	Southbound	Eastbound	Westbound
Westdale Road (east)	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared left, through and right turn lane ▶ 1 right lane ending through intersection	▶ 1 shared left, through and right turn lane ▶ 1 left lane starting just before intersection
Fourth Line	▶ N/A ('T' intersection)	▶ 1 left turn lane ▶ 1 right turn lane	▶ 1 left turn lane ▶ 1 through lane	▶ 1 through lane ▶ 1 right turn lane
Whittington Place	▶ N/A ('T' intersection	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Suffolk Avenue	▶ 1 right turn lane ▶ 1 left turn lane	▶ 1 right turn lane	▶ 1 shared through and right turn lane	▶ 1 left turn lane ▶ 1 shared through and right turn lane
Birch Hill Lane	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left turn and through lane
Paliser Court	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Morden Road	▶ N/A ('T' intersection)	▶ 1 shared left and right turn lane	▶ 1 shared left turn and through lane	▶ 1 shared through and right turn lane
Tavistock Square / Shorewood Place	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane	▶ 1 shared left, through and right turn lane
Holyrood Avenue	▶ 1 shared left and right turn lane	▶ N/A ('T' intersection)	▶ 1 shared through and right turn lane	▶ 1 shared left turn and through lane
Dorval Drive	▶ N/A ('T' intersection)	▶ 1 left turn lane ▶ 1 right turn lane	▶ 1 left turn lane ▶ 1 through lane	▶ 1 shared through and right turn lane

Pavement Markings

Pavement markings along Lakeshore Road West study area are generally in good condition and visible during the daytime. A drive-through was completed on Friday March 17, 2017, which was a dry sunny day.

Signing

A review of existing signage and locations was completed using Google street view and driving the route. All signs along Lakeshore Road West appear to be appropriate and visible during both light and dark conditions. It was noticed that signing for cyclists was inconsistent to where bike lanes start and end.

3.4.6 Speed Limit Review

The speed limits for Lakeshore Road West within the study area were reviewed using the recommended posted speed limit evaluation methodology set out in the TAC *Canadian Guidelines for Establishing Posted Speed Limits, December 2009*. Lakeshore Road West between Mississaga Street and Dorval Drive was split into six (6) sections based on existing posted speed and the roadway geometry and characteristics **(Figure 3.7).** Most of the study area is posted at 50 km/hr, except for Section 5, located near Appleby College, which is posted at 40 km/hr. Other factors such as safety and accident history are not included in the speed review and were evaluated separately (*Road Safety Performance Assessment,* by INTUS Road Safety Engineering Incorporated) and included in the decision for recommending posted speeds for Lakeshore Road West. A summary of each section is provided below with the detailed assessment of each section is in Appendix I. The recommended speeds mentioned for each section are only the results of the *TAC Automated Speed Guidelines Spreadsheet (ASGS) not the final recommendation.*

Figure 3.7: Six speed zones across the study area

Section 1 – Mississauga Street to East Street

This section of Lakeshore Road West, from Mississaga Street to Bronte Road, has a four (4) lane cross-section, however, two (2) of the lanes function as turning lanes and therefore this section was assumed to provide one (1) lane in each direction from Mississaga Street to East Street. This section is posted at 50km/hr.

Using the *ASGS,* the recommended posted speed limit for this section is 50 km/hr which is consistent with the current posted speed limit.

Section 2 – East Street to Third Line

This section is posted 50km/hr. Using the *ASGS,* the recommended posted speed limit for this section is 50 km/hr which is consistent with the current posted speed limit.

Section 3 – Third Line to Sandwell Drive

This section is posted 50km/hr. Using the *ASGS,* the recommended posted speed limit for this section is 50 km/hr which is consistent with the current posted speed limit.

Section 4 – Sandwell Drive to Start of the 40km/hr section (approximately 150m east of Fourth Line)

This section is posted 50km/hr. Using the *ASGS,* the recommended posted speed limit for this section is 50 km/hr which is consistent with the current posted speed limit.

Section 5 – 150m east of Fourth Line to 300m east of Suffolk Avenue

The section of Lakeshore Road West is posted 40kh/hr. This section is in front of Appleby College, a school. Using the *ASGS,* the recommended posted speed limit for this section is 60 km/hr, however it is recommended that the 40km/hr remain as this section is a school zone.

Section 6 – 300m east of Suffolk Avenue to Dorval Drive

This section is posted 50km/hr. Using the, *ASGS,* the recommended posted speed limit for this section is 50 km/hr which is consistent with the current posted speed limit.

Based on observed operating speeds, drivers seem comfortable with a posted speed limit of 50 km/h. The results of the speed studies will be used in conjunction with the *Road Safety Performance Assessment,* by INTUS Road Safety Engineering Incorporated, the Town of Oakville's Speed Limit Review completed in 2016, and sound engineering judgement to confirm the appropriated speed for Lakeshore Road West.

4.0 FUTURE TRANSPORTATION CONDITIONS

This section documents forecasted future traffic conditions and operational issues likely to be experienced by the public travelling on roads within the Study Area for the 2021 and 2031 horizon years.

4.1 Traffic Forecasts

The analysis of future traffic conditions for the 2021 and 2031 horizon years is dependent upon forecasted traffic volumes for intersections and roads within the study area. Future traffic volumes were determined by applying a background growth rate to existing counts and then adding traffic generated by nearby proposed developments that contribute traffic to the corridor.

4.1.1 Background to Traffic Growth

Background traffic growth accounts for the anticipated growth in the area that would happen regardless of changes such as developments, street closures, etc. Typically, growth rates are obtained from a regional planning model (such as the Town of Oakville's EMME model), which forecasts traffic volumes and distribution based on expected growth in population and employment. Oakville EMME models were available for 2006, 2021 and 2031, allowing extraction of linear growth rates via interpolation between the link volumes between 2006 and 2031. Application of such growth rates to the existing conditions traffic counts was then used to calculate the background traffic volumes for 2021 and 2031 – except for the Bronte Village segment of the Lakeshore corridor. For this segment of Lakeshore Road West, from Mississaga Street to Jones Street, a background traffic growth rate of 1% per annum, which is supported by available information specific to the Bronte Village Growth Area. The 1% rate was derived from the Town of Oakville's Official Plan, Schedule A1 and special provision 14 (2441 Lakeshore Road West, Bronte Village Mall Redevelopment).

4.1.2 Trip Reductions

Trip reductions were already incorporated in the EMME planning model, accounting for increased future use of transit and active transportation modes for travel in the study area. The Town of Oakville has set overall modal share targets of 10% for 2021 and 20% for 2031, with this modal share including public transit, active transportation (walking and cycling), carpooling and teleworking. The growth rates ultimately used in this analysis varied from -1% to 2% and were direction specific (i.e. eastbound differed from westbound). **Table 4.1** illustrates background traffic growth rates for the period of 2016 to 2021, and **Table 4.2** illustrates background traffic growth rates for the period from 2021 to 2031. In both tables, the Bronte Village growth rate is highlighted in orange, while the EMME-supported growth rates are highlighted in blue.

Table 4.1. Background Traffic Growth Rates (2016 - 2021)												
Direction		Mississaga Street		Bronte Road	Jones Street		Third Line		Fourth Line		Morden Road	Dorval Drive
WB	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%	-1%
EB	1%	1%	1%	1%	1%	1%	2%	2%	1%	1%	1%	2%

Table 4.2. Equivalent Rates (2021 – 2031)												
Direction		Mississaga Street		Bronte Road	Jones Street		Third Line		Fourth Line		Morden Road	Dorval Drive
WB	0%	0%	0%	0%	0%	-1%	-1%	-1%	-2%	-2%	-2%	-2%
EB	0%	0%	0%	0%	0%	-1%	-1%	-1%	-1%	-1%	-1%	-1%

4.1.3 Development Traffic

At the time of the analysis, four (4) developments were ongoing and are expected to be completely built out by 2021. Development traffic volumes are shown on figures 4,1 and figure 4.2. Trips added by these developments are shown in **Table 4.3**.

Table 4.3. On-Going Developments		
Directional Distribution		
	Inbound	Outbound
AM	17%	83%
PM	67%	33%

			PM		AM	
Development	Location	Size	Inbound	Outbound	Inbound	Outbound
1	86 East Street at Lakeshore	12 floors condominium building	32	16	7	34
2	SW corner of Sovereign Street and East Street	25 townhouses	23	11	3	14
3	East Street and St Anns Court	8 single unit townhouses	5	3	1	6
4	1215 and 1221 Lakeshore Road West	28 townhouses	26	13	3	16

The trip generation for the four developments was based on "*Trip Generation* – 9th edition," published by ITE (Institute of Transportation Engineers), using the Land Use code 230 (residential condominium / townhouse). The input data was the number of dwellings in each residential development, and the output was the trip generation rate and directional distribution for both the AM and PM peak hours. These yielded inbound and outbound traffic volumes for each development.

Trip distribution was based on the positioning of the access for each development, using as reference the distribution found in the traffic study for the 12-floor condominium at 86 East Street, which in turn was based on the existing conditions travel patterns. The only exception was the developments at 1215 and 1221 Lakeshore Road West, where no traffic exists on the development access under existing conditions. For this development, trip distribution was determined based on engineering judgement.

4.1.4 Forecast 2021 Traffic Volumes

The total traffic forecasted (AM and PM peak hours) for 2021 is the sum of the forecasted background traffic and the forecasted development traffic, and is illustrated in **Figure 4.3**.

4.1.5 Forecast 2031 Traffic Volumes

The total traffic forecasted (AM and PM peak hours) for 2031 is the sum of the forecasted background traffic and the forecasted development traffic, and is illustrated in **Figure 4.4**.

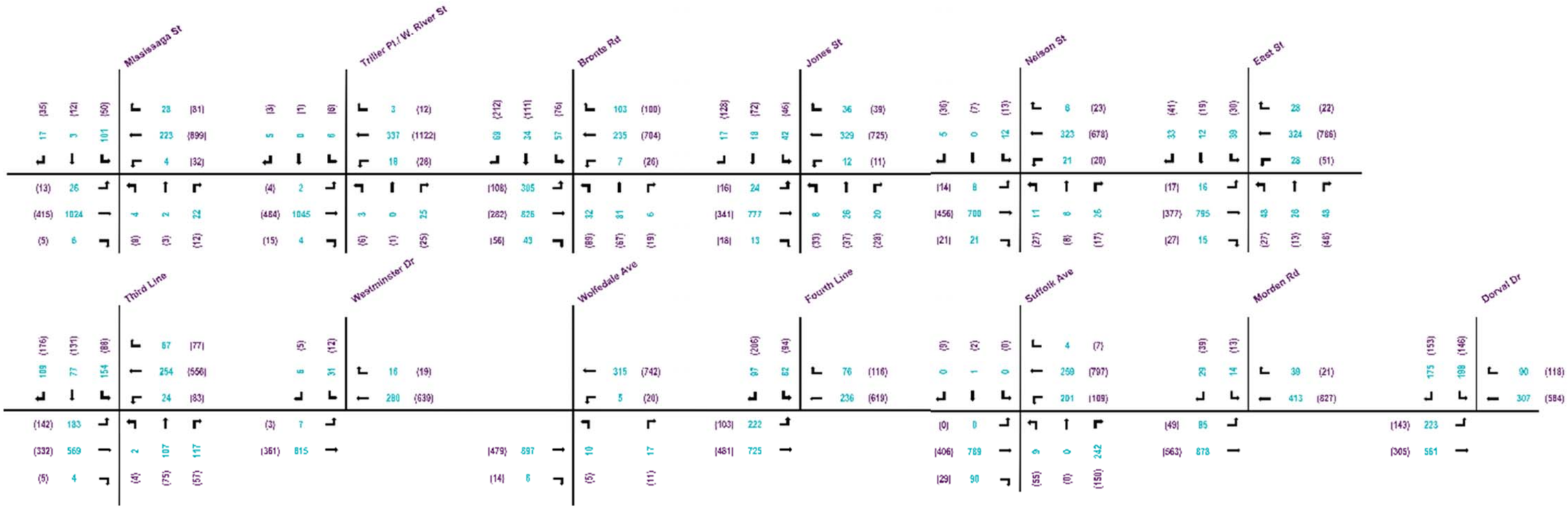


Figure 4.1. Forecasted Background Traffic, 2021

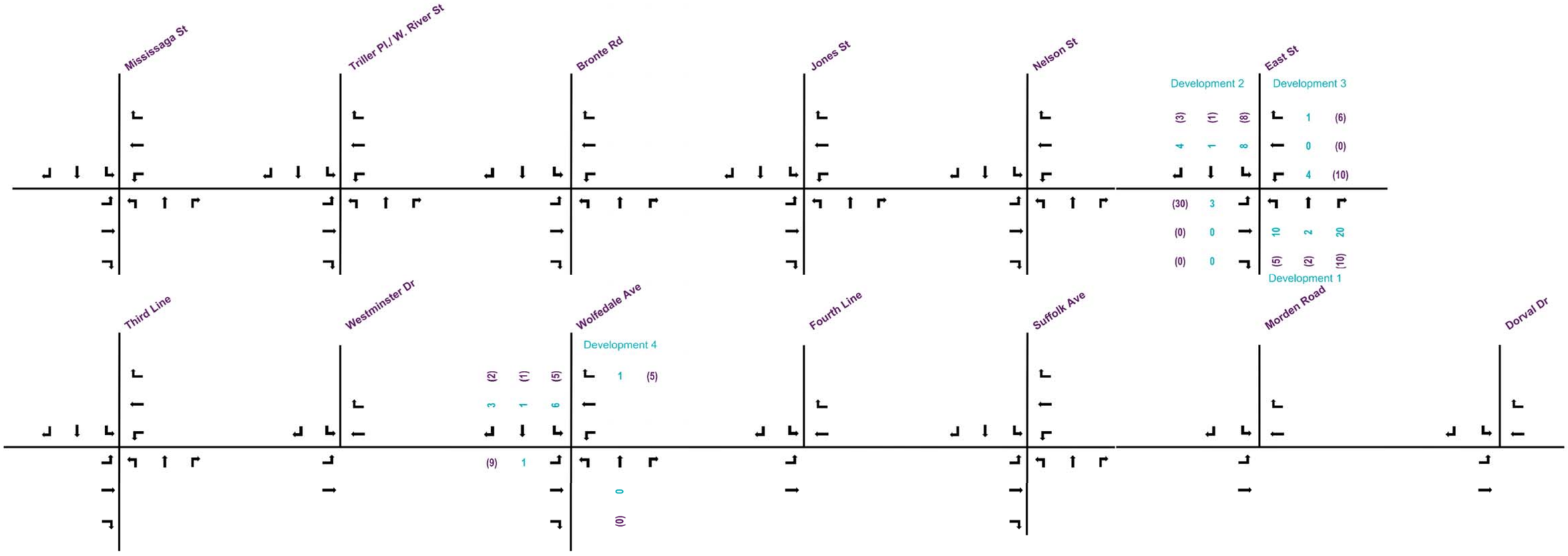


Figure 4.2. Development Traffic, 2021

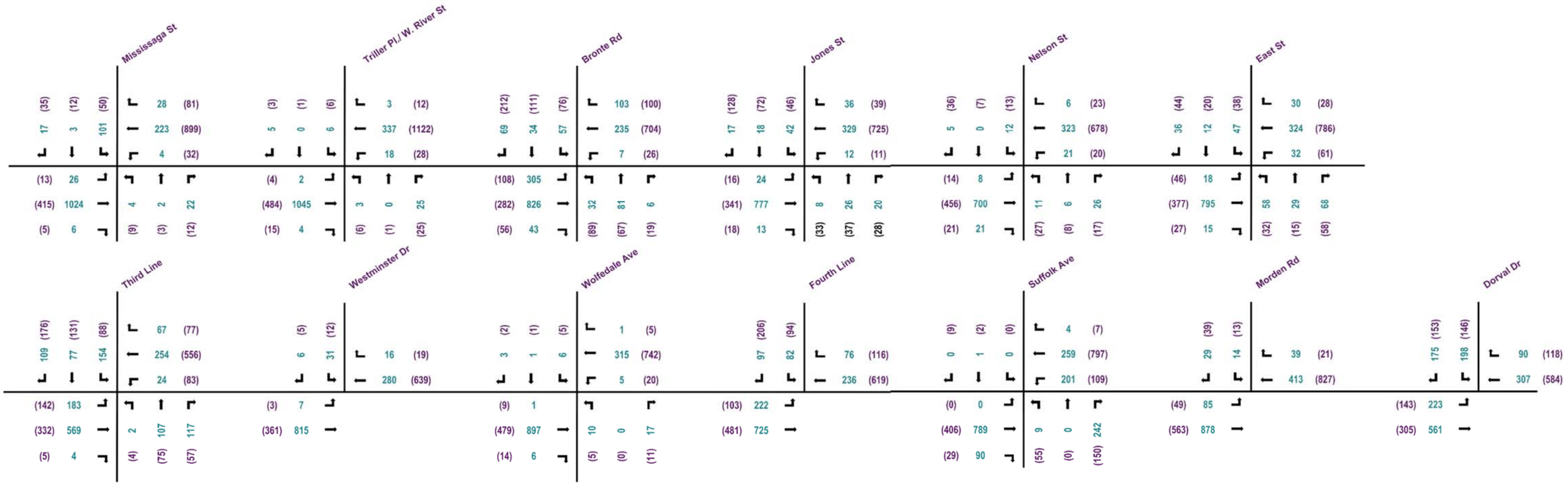


Figure 4.3. Future Total Traffic, 2021

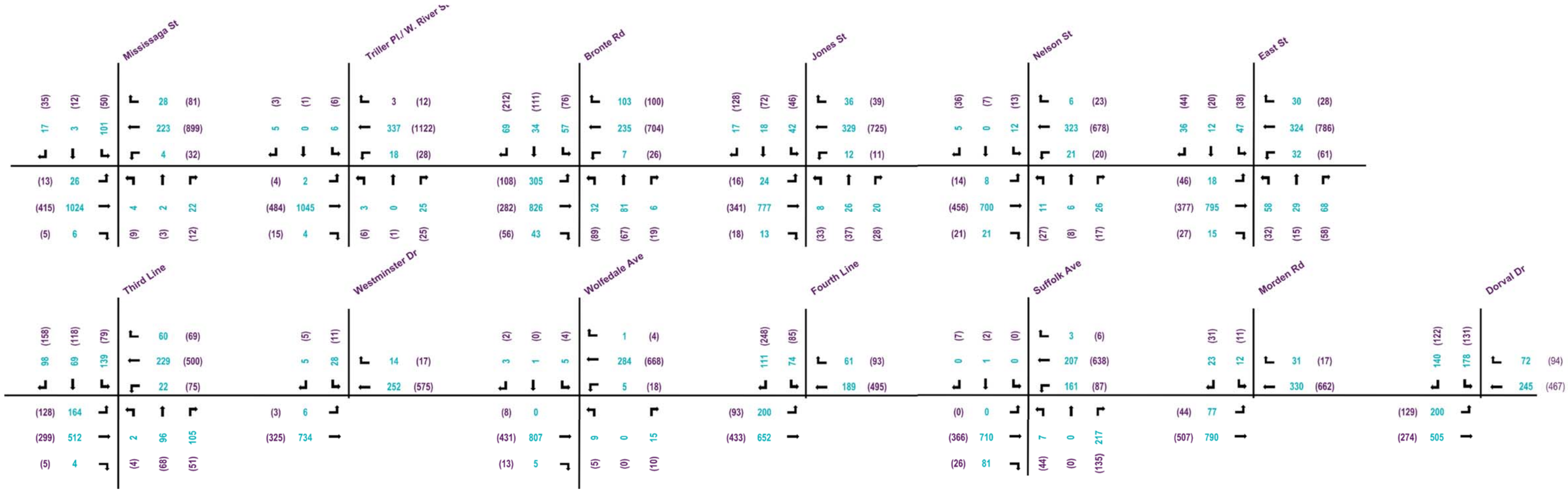


Figure 4.4. Future Total Traffic, 2031

4.2 Future Traffic Operations

4.2.1 Preliminary Comments – Critical Forecasted Traffic

Traffic growth in the period from 2021 to 2031 is either zero or negative, such that the highest traffic volumes for the analysis period occur in 2021. Therefore, the analysis of future traffic operations will focus on the 2021 model results, as this is the critical year to forecast traffic inputs.

4.2.2 Intersection Analysis – Future Volumes with Existing Configuration

As the growth rates applied equally to all approaches of each intersection, proportionality amongst the approaching traffic volumes was preserved, and therefore no signal timing plan changes were made for the microsimulation models in 2021 and 2031. **Appendix D** provides the signal timing plans used in the corresponding VISSIM models.

Table 4.4 provides a comparative overview of traffic operations, reporting expected average delay and LOS for the intersections in the Study Area for 2021 and 2031 during the AM and PM peak weekday hours. The existing geometric configuration of Lakeshore Road West (number of lanes, lane designation, storage lengths, etc.) was assumed to remain the same all the way up to 2031. The operational indicators for 2021 were obtained based on the traffic volumes indicated on **Figure 4.3**, while the operational indicators for 2031 were obtained based on the traffic volumes indicated on **Figure 4.4**.

Table 4.4. Intersection Analysis - Future Volumes with Existing Conditions

	2021 AM Peak Hour		2021 PM Peak Hour		2031 AM Peak Hour		2031 PM Peak Hour	
Intersection Name (Type) and Movement	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**	**Delay**	**LOS**
Lakeshore Blvd @ Mississaga St (Signalized)	8 s	A	6 s	A	8 s	A	6 s	A
Lakeshore Blvd @ West River (Stop-controlled)	1 s	A	1 s	A	1 s	A	1 s	A
Lakeshore Blvd @ Bronte Rd (Signalized)	11 s	B	15 s	B	11 s	B	14 s	B
Lakeshore Blvd @ Jones St (Signalized)	8 s	A	13 s	B	8 s	A	12 s	B
Lakeshore Blvd @ Nelson St (Signalized)	4 s	A	6 s	A	5 s	A	6 s	A
Lakeshore Blvd @ East St (Signalized)	11 s	B	10 s	A	11 s	B	9 s	A
Lakeshore Blvd @ Third Line (Signalized)	22 s	C	19 s	B	18 s	B	16 s	B
Lakeshore Blvd @ Westminster Dr (Stop-controlled)	2 s	A	3 s	A	2 s	A	2 s	A
Lakeshore Blvd @ Wolfdale Ave (Stop-controlled)	3 s	A	3 s	A	3 s	A	3 s	A

Table 4.4. Intersection Analysis - Future Volumes with Existing Conditions								
	2021 AM Peak Hour		2021 PM Peak Hour		2031 AM Peak Hour		2031 PM Peak Hour	
Intersection Name (Type) and Movement	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
Lakeshore Blvd @ Fourth Line (Signalized)	10 s	A	11 s	B	10 s	A	10 s	A
Lakeshore Blvd @ Suffolk Ave (Stop-controlled)	12 s	B	3 s	A	9 s	A	3 s	A
Lakeshore Blvd @ Morden Rd (Stop-controlled)	2 s	A	2 s	A	1 s	A	1 s	A
Lakeshore Blvd @ Dorval Dr (Signalized)	13 s	B	12 s	B	11 s	B	10 s	A

*Note: The level-of-service (LOS) depicted in Table 4.4 is an overall intersection LOS. Individual turning movements LOS are varied and can be seen in Appendix F.

Under 2021 conditions, the Lakeshore Road West corridor operates well, with all movements showing level of service "C" or better, except for the following intersection movements:

- **Lakeshore Blvd @ Bronte Rd (Signalized)** – The northbound left movement is expected to operate with LOS "D" during the PM peak hour, with delays in the order of 39s and queues in the order of 27m.
- **Lakeshore Blvd @ Third Line (Signalized)** – The southbound left movement is expected to operate with LOS "D" during the AM peak hour, with delays in the order of 38s and queues in the order of 52m.
- **Lakeshore Blvd @ Suffolk Ave (Stop-controlled)** – The northbound left movement is expected to operate with LOS "D" during the AM peak hour, with delays in the order of 29s and queues in the order of 26m.

Under 2031 conditions, the Lakeshore Road West corridor operates well, with all movements showing level of service "C" or better, except for the following intersection movements:

- **Lakeshore Blvd @ Bronte Rd (Signalized)** – The northbound left movement is expected to operate with LOS "D" during the PM peak hour, with delays in the order of 36s and queues in the order of 28m.

In all cases above, optimizing the traffic signal timings may improve the delays.

4.2.3 Intersection Analysis – Alternative 3-Lane Section Configuration

As an alternate to the existing generally two-lane roadway cross section, to accommodate business and residential access and potential new mid-block pedestrian crossings, and to match neighbouring segments of Lakeshore Road, a 3-lane cross section (one lane in each direction with a two-way center left turn lane) has been modelled. The micro-simulation model results for the 2021 (critical year) AM and PM peak hour are illustrated in **Table 4.5** below. Full analysis results are in Appendix I.

Table 4.5. Intersection Analysis - Future Volumes with 3-lanes

	2021 AM Peak Hour		2021 PM Peak Hour	
Intersection Name (Type) and Movement	**Delay**	**LOS**	**Delay**	**LOS**
Lakeshore Blvd @ Mississaga St (Signalized)	8 s	A	7 s	A
Lakeshore Blvd @ West River (Stop-controlled)	1 s	A	1 s	A
Lakeshore Blvd @ Bronte Rd (Signalized)	11 s	B	17 s	B
Lakeshore Blvd @ Jones St (Signalized)	9 s	A	13 s	B
Lakeshore Blvd @ Nelson St (Signalized)	4 s	A	6 s	A
Lakeshore Blvd @ East St (Signalized)	10 s	B	10 s	A
Lakeshore Blvd @ Third Line (Signalized)	21 s	C	18 s	B
Lakeshore Blvd @ Westminster Dr (Stop-controlled)	2 s	A	3 s	A
Lakeshore Blvd @ Wolfdale Ave (Stop-controlled)	3 s	A	3 s	A
Lakeshore Blvd @ Fourth Line (Signalized)	10 s	A	10 s	B
Lakeshore Blvd @ Suffolk Ave (Stop-controlled)	12 s	B	3 s	A
Lakeshore Blvd @ Morden Rd (Stop-controlled)	2 s	A	2 s	A
Lakeshore Blvd @ Dorval Dr (Signalized)	13 s	B	12 s	B

*Note: The level-of-service (LOS) depicted in Table 4.5 is an overall intersection LOS. Individual turning movements LOS are varied and can be seen in Appendix F.

Under 2021 conditions, the 3-lane configuration of the Lakeshore Road West corridor operates well, with all movements showing level of service “C” or better, except for the following intersection movements:

- **Lakeshore Blvd @ Third Line (Signalized)** – The southbound left movement is expected to operate with LOS "D" during the AM peak hour, with delays in the order of 38s and queues in the order of 58m
- **Lakeshore Blvd @ Suffolk Ave (Stop-controlled)** – The northbound left movement is expected to operate with LOS "D" during the AM peak hour, with delays in the order of 27s and queues in the order of 26m
- **Lakeshore Blvd @ Bronte Rd (Signalized)** – The northbound left movement is expected to operate with LOS "D" during the PM peak hour, with delays in the order of 41s and queues in the order of 30m

The full results of the analysis can be found in Appendix J.

4.2.4 Roundabout Evaluation

An evaluation of all intersections was completed to determine whether converting a signalized intersection to a roundabout would improve capacity. Through a high-level screening process, only six intersections were carried forward for further evaluation and analysis. The list of the 6 locations are as follows:

- Lakeshore Blvd @ Mississaga Street
- Lakeshore Blvd @ Bronte Road
- Lakeshore Blvd @ East Street
- Lakeshore Blvd @ Third Line
- Lakeshore Blvd @ Fourth Line
- Lakeshore Blvd @ Dorval Drive

After reviewing many considerations, such as, traffic analysis, property impacts, impact to large trees, grades and overall geometrics of the locations, only one location, Lakeshore Blvd at Third Line, was carried forward for review, but roundabout was ultimately no included in the preliminary design.

In addition, detailed roundabout feasibility evaluations for all six locations can be found in Appendix J.

4.2.5 Traffic Signal Justification

The following major unsignalized intersections, along Lakeshore Road West from Mississaga Street to Dorval were analyzed to determine if a traffic control signal was warranted under future conditions (critical year 2021):

- Lakeshore Blvd @ Westminster Drive
- Lakeshore Blvd @ West River / Triller Place
- Lakeshore Blvd @ Suffolk Avenue
- Lakeshore Blvd @ Morden Road

The warrant analysis is based on the methodologies contained in Ontario Traffic Manual (OTM) Book 12. OTM Book 12 Traffic Signal Warrant, Justification 7 – Projected Volumes, is used in situations where you are forecasting volumes into the year 2021. Justification 7 uses the projected AM and PM peak hour volumes that were generated from the 2021 Vissim model.

For 2021, using the Justification 7 warrant, traffic signals were not warranted at any of the intersections.

Appendix G provides the detailed traffic signal warrant analyses completed for the intersections listed above.

4.2.5 Auxiliary Left Turn Lanes

A review of the left turn lanes was completed for the years 2021 and 2031.The results are summarized in **Table 4.6**.

Table 4.6. 2021/2031 Left Turn Lane Requirements based on 95th Percentile Queue Length

Location	Direction	Storage Length (m)	Taper length (m)
Mississaga Street	EB	6	*
	WB	6	*
Bronte Road	EB	44	*
	WB	8	*
Jones Street	EB	7	*
	WB	5	*
Nelson Street	EB	4	*
	WB	9	*
East Street	EB	11	*
	WB	19	*
Third Line	EB	120	*
	WB	17	*
Belvedere Drive	WB	NA	*
Coronation Park	WB	NA	*
Fourth Line	EB	40	*
Suffolk Avenue	WB	0	*
Dorval Drive	EB	38	*

**Taper length for 60 (km/hr) design speed using TAC is Taper Ratio 15:1 - 36:1 (50 km/hr Design Speed)*

The warrants for left turn lanes follow the requirements set out in the MTO Geometric Design Standards Manual. A design speed of 60 km/h has been assumed for the analysis (10 km/h over the posted speed limit of 50 km/h in urban conditions). The percentage of left turning vehicles in the approaching volumes was rounded to the nearest 5 percent, as nomographs in the MTO manual are provided in 5 percent increments.

Left turn lane warrants were completed for Morden Road and Suffolk Avenue and the results of the critical peak (AM) are shown in **Table 4.7** and **Table 4.8** below. In both cases the left turn is warranted.

Table 4.7. Lakeshore Road West @ Morden Road (AM)				
Direction of Travel	**NB**	**SB**	**EB**	**WB**
Design Speed	60 km/hr			
Advancing Traffic Volumes	963			
Opposing Traffic Volumes	452			
Left Turn Traffic Volume	85			
Percent Left Turn Volume	8.8%			
Warranted	**YES**			
Storage Length	40m			

Table 4.8 Lakeshore Road West @ Suffolk Avenue (AM)				
Direction of Travel	**NB**	**SB**	**EB**	**WB**
Design Speed				60 km/hr
Advancing Traffic Volumes				464
Opposing Traffic Volumes				879
Left Turn Traffic Volume				201
Percent Left Turn Volume				43.3%
Warranted				**YES**
Storage Length				50m

The left turn lane warrant nomographs can be found in **Appendix H.**

4.2.6 Auxiliary Right Turn Lanes

There are currently four locations that have an auxiliary right turn lane along the study corridor:

- Mississaga Street – Westbound
- Bronte Road – Westbound
- Third Line – Westbound
- Fourth Line - Westbound

Table 4.9 below shows the right turn storage and taper lengths required for 2021 and 2031.

Table 4.9. 2021/2031 Right Turn Lane Requirements based on 95th Percentile Queue Length			
Location	**Direction**	**Parallel Lane (m)**	**Taper length (m)**
Mississaga Street	WB	9	*
Bronte Road	WB	14	*
Third Line	WB	4	*
Fourth Line	WB	6	*

**Taper length for 60 (km/hr) design speed using TAC is Taper Ratio 14:1 - 17:1 (60 km/hr Design Speed)*
Note: Right Turn Taper length without an Auxiliary Lane is 53m (50 km/hr Design Speed)

A review was completed to evaluate the intersection with high right turn volumes (over 100 vehicles in the peak hour). Based on the Region of Halton's criteria for right turn tapers, if the right turn volume comprises 10% or more of the through volume total, a right turn lane/taper is required. **Table 4.10** below summarizes the results.

Table 4.10. 2021/2031 Right Turn Lanes						
Location	**Direction**	**WB Volume**	**RT Volume**	**% right turns**	**Storage**	**Taper**
Dorval Drive	WB	207	118	16.8%	24m	49m
Jones Street	SB	246	128	52%	26m	49m
Third Line	SB	395	176	44.6%	23m	49m
Third Line	NB	226	117	51.8%	35m	49m

5.0 CONCLUSIONS AND RECOMMENDATIONS

5.1 Conclusions

The following conclusions are drawn from the information and analyses presented in this report:

- Under existing conditions (2016) the Lakeshore Road West corridor operates very well, with all movements showing level of service “C” or better.

- Under future conditions (2021), with no changes to the existing geometric configuration of Lakeshore Road West (number of lanes, lane designation, storage lengths, etc.), the corridor operates well, with all movements showing level of service “C” or better, except for the following three left turn movements that operate at level of service “D”:

  - SBL on Third Line in the AM peak,
  - NBL at Suffolk Ave / Appleby College in the AM peak and
  - NBL at Bronte Road in the PM peak

  The overall level of service at the above-noted intersections may be improved by adjusting the signal timing plans, though this will slightly worsen the delay for some movements from the side street.

- Under future conditions (2021) with the proposed 3-lane configuration, the Lakeshore Road West corridor operates well, with all movements showing level of service “C” or better, except for three left turn movements that operate at level of service “D”:

  - SBL on Third Line in the AM peak,
  - NBL at Suffolk Ave / Appleby College in the AM peak
  - NBL at Bronte Road in the PM peak

  The overall level of service at the above-noted intersections may be improved by adjusting the signal timing plans, though this will slightly worsen the delay for some movements from the side street.

- The levels of service observed under existing conditions (2016) are achieved via signal timing proportioning, where the traffic along Lakeshore Road West (i.e. E/W) gets the bulk of the green time and the side streets get much less. For example, at the Bronte Road intersection during the AM peak hour, the N/S split is only 29s while the E/W split takes the remaining 71s of the cycle. During the PM peak hour, the proportion is 46s for the N/S and 74 s for the E/W. In short, the E/W through movement gets priority at the expense of the N/S through movement.

- Although the current signal timings provide for good levels of service, the considered 3-lane section still renders the corridor vulnerable to interferences. With a single through lane in each direction, the impact of on-street bus stops, local lane narrowing and similar interferences will

likely remain. Such impact can be quantified via a dynamic microsimulation model for each of the proposed configurations.

- The speed limits for Lakeshore Road West within the study area were reviewed using the recommended posted speed limit evaluation methodology set out in the TAC *Canadian Guidelines for Establishing Posted Speed Limits, December 2009*. The results of the TAC Posted Speed guidelines for the existing conditions support the existing posted speed limits.

5.2 Recommendations

Based on the analysis and evaluations completed and documented in this report, the recommended cross-section for Lakeshore Road West, between Mississaga Street and Dorval Drive, is one lane in each direction with the inclusion of a two-way center left turn lane where required (i.e. the need for left turns exists) as illustrated in **Figure 5.5**. It is also recommended that active transportation infrastructure such as on-road /off-road cycle lanes, separated cycle infrastructure, sidewalks and multi-use trails be considered in the roadway design. The analysis completed for the 3-lane alternative can be found in **Appendix I.** The design should also consider improvements to connectivity throughout the corridor and with adjacent trails in Oakville. OTM book 15 *"Pedestrian Crossing Treatments"* and OTM book 18 "*Cycling Facilities"* will be used in conjunction with the safety assessment and good engineering judgement when selecting the appropriate infrastructure for Lakeshore Road West.

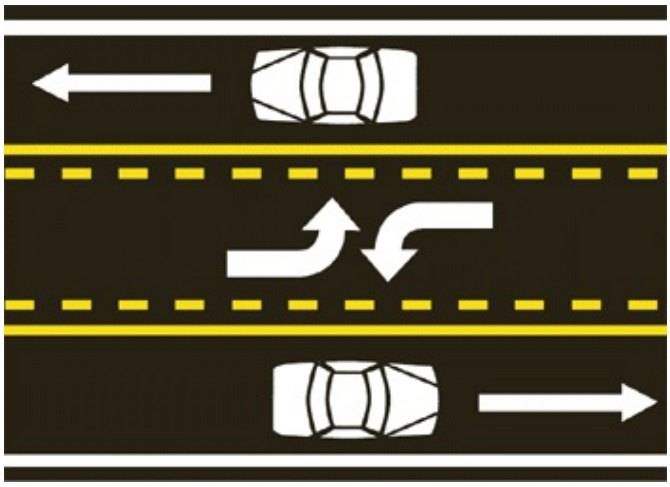


Figure 5.5. Two-way Centre Left Turn Lane

Intersection improvements are recommended to adjust the storage and taper lengths and add left and right turns where warranted. These changes will be implemented at the time of future construction.

The recommendations indicated in this report are subject to a full environmental evaluation including availability of right-of way to construct the identified improvements.

Appendix A

Transit Route 3 and 14 Information

14 LAKESHORE WEST

Monday to Friday **Effective September 4, 2016**

Monday to Friday

Timepoint	Oakville GO (Depart)	Church & Dunn	Rebecca & Kerr	South Oakville Centre (Dp.)	Lakeshore & Bronte	Lakeshore & Great Lakes	Great Lakes & Rebecca	Harvester & Burloak	Harvester & Appleby	Appleby GO (Arrive)	Appleby GO (Depart)	Harvester & Appleby	Harvester & Burloak	Great Lakes & Rebecca	Lakeshore & Great Lakes	Lakeshore & Bronte	South Oakville Centre (Dp.)	Rebecca & Kerr	Church & Dunn	Oakville GO (Arrive)
	To Appleby GO										**To Oakville GO**									
a.m.	*First trip to Oakville GO enters service at Lakeshore and Jones.*										--	--	--	--	--	5:20	5:30	5:37	5:42	5:53
	** These trips enter service at Burloak & Prince William at 5:40, 5:55 and 6:10 a.m.*										--	--	--	5:42*	5:46	5:50	6:00	6:07	6:12	6:23
											--	--	--	5:57*	6:01	6:05	6:15	6:22	6:27	6:38
											--	--	--	6:12*	6:16	6:20	6:30	6:37	6:42	6:53
	--	--	--	--	--	--	--	--	--	--	6:15	6:19	6:23	6:27	6:31	6:35	6:45	6:52	6:57	7:08
	--	--	--	--	--	--	--	--	--	--	6:30	6:34	6:38	6:42	6:46	6:50	7:00	7:07	7:12	7:23
	--	--	--	--	--	--	--	--	--	--	6:45	6:49	6:53	6:57	7:01	7:05	7:15	7:22	7:27	7:38
	--	--	--	--	--	--	--	--	--	--	7:00	7:04	7:08	7:12	7:16	7:20	7:30	7:37	7:42	7:53
	6:10	6:19	6:22	6:35	6:44	6:48	6:52	6:56	6:59	7:05	7:15	7:19	7:23	7:27	7:31	7:35	7:45	7:52	7:57	8:08
	6:25	6:34	6:37	6:50	6:59	7:03	7:07	7:11	7:14	7:20	7:30	7:34	7:38	7:42	7:46	7:50	8:00	8:07	8:12	8:23
	6:40	6:49	6:52	7:05	7:14	7:18	7:22	7:26	7:29	7:35	7:45	7:49	7:53	7:57	8:01	8:05	8:15	8:22	8:27	8:38
	6:55	7:04	7:07	7:20	7:29	7:33	7:37	7:41	7:44	7:50	8:00	8:04	8:08	8:12	8:16	8:20	8:30	8:37	8:42	8:53
	7:10	7:19	7:22	7:35	7:44	7:48	7:52	7:56	7:59	8:05	8:15	8:19	8:23	8:27	8:31	8:35	8:45	8:52	8:57	9:08
	7:25	7:34	7:37	7:50	7:59	8:03	8:07	8:11	8:14	8:20	8:30	8:34	8:38	8:42	8:46	8:50	9:00	9:07	9:12	9:23
	7:40	7:49	7:52	8:05	8:14	8:18	8:22	8:26	8:29	8:35	8:45	8:49	8:53	8:57	9:01	9:05	9:15	9:22	9:27	9:38
	7:55	8:04	8:07	8:20	8:29	8:33	8:37	8:41	8:44	8:50	--	--	--	--	--	--	--	--	--	--
	8:10	8:19	8:22	8:35	8:44	8:48	8:52	8:56	8:59	9:05	9:15	9:19	9:23	9:27	9:31	9:35	9:45	9:52	9:57	10:08
	8:25	8:34	8:37	8:50	8:59	9:03	9:07	9:11	9:14	9:20	--	--	--	--	--	--	--	--	--	--
	8:40	8:49	8:52	9:05	9:14	9:18	9:22	9:26	9:29	9:35	9:45	9:49	9:53	9:57	10:01	10:05	10:15	10:22	10:27	10:38
	9:10	9:19	9:22	9:35	9:44	9:48	9:52	9:56	9:59	10:05	10:15	10:19	10:23	10:27	10:31	10:35	10:45	10:52	10:57	11:08
	and every 30 minutes until										***and every 30 minutes until***									
p.m.	3:10	3:19	3:22	3:35	3:44	3:48	3:52	3:56	3:59	4:05	4:15	4:19	4:23	4:27	4:31	4:35	4:45	4:52	4:57	5:08
	3:40	3:49	3:52	4:05	4:14	4:18	4:22	4:26	4:29	4:35	4:45	4:49	4:53	4:57	5:01	5:05	5:15	5:22	5:27	5:38
	4:10	4:19	4:22	4:35	4:44	4:48	4:52	4:56	4:59	5:05	5:15	5:19	5:23	5:27	5:31	5:35	5:45	5:52	5:57	6:08
	4:25	4:34	4:37	4:50	4:59	5:03	5:07	5:11	5:14	5:20	5:30	5:34	5:38	5:42	5:46	5:50	6:00	6:07	6:12	6:23
	4:40	4:49	4:52	5:05	5:14	5:18	5:22	5:26	5:29	5:35	5:45	5:49	5:53	5:57	6:01	6:05	6:15	6:22	6:27	6:38
	4:55	5:04	5:07	5:20	5:29	5:33	5:37	5:41	5:44	5:50	6:00	6:04	6:08	6:12	6:16	6:20	6:30	6:37	6:42	6:53
	5:10	5:19	5:22	5:35	5:44	5:48	5:52	5:56	5:59	6:05	6:15	6:19	6:23	6:27	6:31	6:35	6:45	6:52	6:57	7:08
	5:25	5:34	5:37	5:50	5:59	6:03	6:07	6:11	6:14	6:20	6:30	6:34	6:38	6:42	6:46	6:50	7:00	7:07	7:12	7:23
	5:40	5:49	5:52	6:05	6:14	6:18	6:22	6:26	6:29	6:35	6:45	6:49	6:53	6:57	7:01	7:05	7:15	7:22	7:27	7:38
	5:55	6:04	6:07	6:20	6:29	6:33	6:37	6:41	6:44	6:50	--	--	--	--	--	--	--	--	--	--
	6:10	6:19	6:22	6:35	6:44	6:48	6:52	6:56	6:59	7:05	7:15	7:19	7:23	7:27	7:31	7:35	7:45	7:52	7:57	8:08
	6:25	6:34	6:37	6:50	6:59	7:03	7:07	7:11	7:14	7:20	--	--	--	--	--	--	--	--	--	--
	6:40	6:49	6:52	7:05	7:14	7:18	7:22	7:26	7:29	7:35	7:45	7:49	7:53	7:57	8:01	8:05	8:15	8:22	8:27	8:38
	7:10	7:19	7:22	7:35	7:44	7:48	7:52	7:56	7:59	8:05	--	--	--	--	--	--	--	--	--	--
	7:40	7:49	7:52	8:05	8:14	8:18	8:22	8:26	8:29	8:35	8:45	8:49	8:53	8:57	9:01	9:05	9:15	9:22	9:27	9:38
	8:40	8:49	8:52	9:05	9:14	9:18	9:22	9:26	9:29	9:35	9:45	9:49	9:53	9:57	10:01	10:05	10:15	10:22	10:27	10:38
	9:40	9:49	9:52	10:05	10:14	10:18	10:22	10:26	10:29	10:35	10:45	10:49	10:53	10:57	11:01	11:05	11:15	11:22	11:27	11:38
	10:40	10:49	10:52	11:05	11:14	11:18	11:22	11:26	11:29	11:35	11:45	11:48	11:51	11:54	11:57	12:00	12:10	12:16	12:20	12:30

Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination within Oakville. Drop-off service covers up to Burloak Drive only.

Have you tried real-time bus tracking?

Track your bus at oakvilletransit.ca or download the Oakville Transit mobile app.

Download on the App Store | GET IT ON Google play

Oakville Transit
430 Wyecroft Road
8:30 a.m. - 4:30 p.m.
Monday - Friday

oakvilletransit.ca
@oakvilletransit

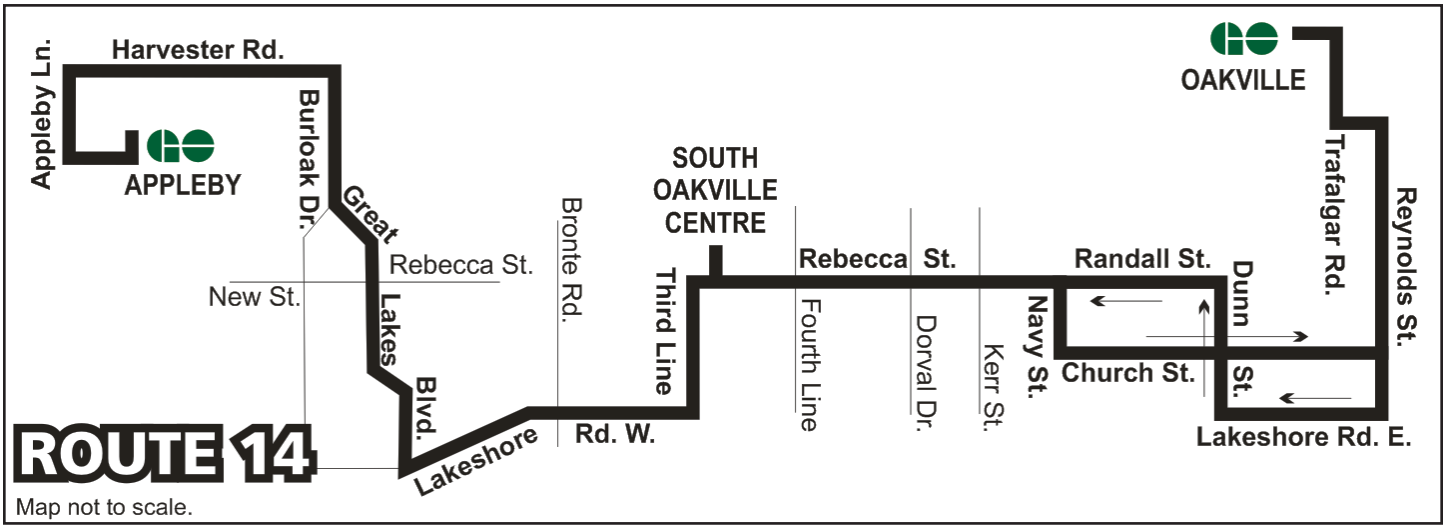
Mailing Address
Oakville Transit
1225 Trafalgar Road
Oakville, ON L6H 0H3

Info Line 905-815-2020
care-A-van 905-337-9222

14 LAKESHORE WEST

Saturday, Sunday/Holidays **Effective September 4, 2016**

Timepoint	Oakville GO (Depart)	Church & Dunn	Rebecca & Kerr	South Oakville Centre (Dp.)	Lakeshore & Bronte	Lakeshore & Great Lakes	Great Lakes & Rebecca	Harvester & Burloak	Harvester & Appleby	Appleby GO (Arrive)	Appleby GO (Depart)	Harvester & Appleby	Harvester & Burloak	Great Lakes & Rebecca	Lakeshore & Great Lakes	Lakeshore & Bronte	South Oakville Centre (Dp.)	Rebecca & Kerr	Church & Dunn	Oakville GO (Arrive)
Saturday																				
	To Appleby GO										**To Oakville GO**									
a.m.	** These trips enter service at Burloak & Prince William at 6:25 and 6:55 a.m.*										--	--	--	6:27*	6:31	6:35	6:45	6:52	6:57	7:08
											--	--	--	6:57*	7:01	7:05	7:15	7:22	7:27	7:38
	--	--	--	--	--	--	--	--	--	--	7:15	7:19	7:23	7:27	7:31	7:35	7:45	7:52	7:57	8:08
	--	--	--	--	--	--	--	--	--	--	7:45	7:49	7:53	7:57	8:01	8:05	8:15	8:22	8:27	8:38
	7:10	7:19	7:22	7:35	7:44	7:48	7:52	7:56	7:59	8:05	8:15	8:19	8:23	8:27	8:31	8:35	8:45	8:52	8:57	9:08
	7:40	7:49	7:52	8:05	8:14	8:18	8:22	8:26	8:29	8:35	8:45	8:49	8:53	8:57	9:01	9:05	9:15	9:22	9:27	9:38
	8:10	8:19	8:22	8:35	8:44	8:48	8:52	8:56	8:59	9:05	9:15	9:19	9:23	9:27	9:31	9:35	9:45	9:52	9:57	10:08
	and every 30 minutes until										***and every 30 minutes until***									
p.m.	6:40	6:49	6:52	7:05	7:14	7:18	7:22	7:26	7:29	7:35	7:45	7:49	7:53	7:57	8:01	8:05	8:15	8:22	8:27	8:38
	7:10	7:19	7:22	7:35	7:44	7:48	7:52	7:56	7:59	8:05	8:15	8:19	8:23	8:27	8:31	8:35	8:45	8:52	8:57	9:08
	7:40	7:49	7:52	8:05	8:14	8:18	8:22	8:26	8:29	8:35	8:45	8:49	8:53	8:57	9:01	9:05	9:15	9:22	9:27	9:38
	8:40	8:49	8:52	9:05	9:14	9:18	9:22	9:26	9:29	9:35	9:45	9:49	9:53	9:57	10:01	10:05	10:15	10:22	10:27	10:38
	9:40	9:49	9:52	10:05	10:14	10:18	10:22	10:26	10:29	10:35	10:45	10:49	10:53	10:57	11:01	11:05	11:15	11:22	11:27	11:38
	10:40	10:49	10:52	11:05	11:14	11:18	11:22	11:26	11:29	11:35	--	--	--	--	--	--	--	--	--	--
Sunday / Holidays																				
	To Appleby GO										**To Oakville GO**									
a.m.	** Enters service at Burloak & Prince William at 7:55 a.m.*										--	--	--	7:57*	8:01	8:05	8:15	8:22	8:27	8:38
	--	--	--	--	--	--	--	--	--	--	8:15	8:19	8:23	8:27	8:31	8:35	8:45	8:52	8:57	9:08
	--	--	--	--	--	--	--	--	--	--	8:45	8:49	8:53	8:57	9:01	9:05	9:15	9:22	9:27	9:38
	8:10	8:19	8:22	8:35	8:44	8:48	8:52	8:56	8:59	9:05	9:15	9:19	9:23	9:27	9:31	9:35	9:45	9:52	9:57	10:08
	8:40	8:49	8:52	9:05	9:14	9:18	9:22	9:26	9:29	9:35	9:45	9:49	9:53	9:57	10:01	10:05	10:15	10:22	10:27	10:38
	9:10	9:19	9:22	9:35	9:44	9:48	9:52	9:56	9:59	10:05	10:15	10:19	10:23	10:27	10:31	10:35	10:45	10:52	10:57	11:08
	and every 30 minutes until										***and every 30 minutes until***									
p.m.	5:10	5:19	5:22	5:35	5:44	5:48	5:52	5:56	5:59	6:05	6:15	6:19	6:23	6:27	6:31	6:35	6:45	6:52	6:57	7:08
	5:40	5:49	5:52	6:05	6:14	6:18	6:22	6:26	6:29	6:35	6:45	6:49	6:53	6:57	7:01	7:05	7:15	7:22	7:27	7:38
	6:10	6:19	6:22	6:35	6:44	6:48	6:52	6:56	6:59	7:05	7:15	7:19	7:23	7:27	7:31	7:35	7:45	7:52	7:57	8:08
	6:40	6:49	6:52	7:05	7:14	7:18	7:22	7:26	7:29	7:35	--	--	--	--	--	--	--	--	--	--
	7:10	7:19	7:22	7:35	7:44	7:48	7:52	7:56	7:59	8:05	--	--	--	--	--	--	--	--	--	--



Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination within Oakville. Drop-off service covers up to Burloak Drive only.

While every effort will be made to operate our service to these timetables, all schedules including bus stop times and transfer times are based on normal traffic and weather conditions and as such are subject to change. Oakville Transit will not be responsible for any loss, damage or inconvenience that may result from any errors, omissions or service delays.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Monday - Friday November 27-December 17, 2016

APPLEBYGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
10	3172	X	100202	335	.	.	.	.	.	132	.	.	132	.	.	54	.	.	17	.	.	.	.	.	.
20	Oakville GO Station	N	3172	377	575	2	.	.	.	151	167	1	144	116	.	63	230	1	19	62	.	.	.	.	.
30	Cornwall Rd/Reynolds St	N	3002	711	2,439	1,088	.	.	.	287	659	347	291	1,339	572	95	357	134	38	84	35	.	.	.	1
40	Reynolds St/Spruce St	E	2565	335	13	3	.	.	.	132	7	.	132	5	3	54	1	.	17	.	.	.	.	.	.
50	2568	X	100419	335	.	.	.	.	.	132	.	.	132	.	.	54	.	.	17	.	.	.	.	.	.
60	Reynolds St/Macdonald Rd	E	2568	359	98	32	.	.	.	140	32	9	142	18	18	56	44	2	21	4	3	.	.	.	1
70	Reynolds St/Sheddon Ave	E	2305	337	41	71	.	.	.	134	16	25	132	15	29	54	9	12	17	1	5	.	.	.	.
80	Reynolds St/Palmer Ave	E	2999	340	7	16	.	.	.	133	.	2	135	5	6	55	2	8	17	.	.	.	.	.	.
90	Reynolds St/Randall St	E	3000	345	37	130	.	.	.	136	3	37	136	24	72	56	8	17	17	2	4	.	.	.	.
100	Reynolds St/Lakeshore Rd East	E	3001	348	113	349	.	.	.	137	24	92	138	56	191	56	27	56	17	6	10	.	.	.	1
110	Lakeshore Rd East/Trafalgar Rd	S	2360	338	28	114	.	.	.	132	4	40	134	14	59	55	4	13	17	6	2	.	.	.	.
120	2571	X	100103	335	.	.	.	.	.	132	.	.	132	.	.	54	.	.	17	.	.	.	.	.	.
130	Dunn St/Church St	W	2571	335	16	21	.	.	.	132	6	5	132	9	16	54	1	.	17	.	.	.	.	.	.
140	Randall St/Navy St	S	2573	692	368	482	.	.	.	263	124	154	292	175	220	112	54	96	25	15	12	.	.	.	1
150	Rebecca St/Chisholm St	S	2544	345	2	9	.	.	.	139	1	7	135	1	2	54	.	.	17	.	.	.	.	.	.
160	2541	X	100417	335	.	.	.	.	.	132	.	.	132	.	.	54	.	.	17	.	.	.	.	.	.
170	Rebecca St/Kerr St	S	2541	352	178	47	.	.	.	140	75	10	141	73	20	54	20	16	17	10	1	.	.	.	1
180	Rebecca St/Brock St	S	2538	348	453	168	.	.	.	138	108	22	137	257	89	55	71	50	18	17	7	.	.	.	.
190	Rebecca St/Dorval Dr	W	2671	338	261	344	.	.	.	135	41	183	132	164	145	54	54	13	17	2	3	.	.	.	.
200	Rebecca St/Weybourne Rd	S	2669	336	24	8	.	.	.	132	2	2	133	16	4	54	6	2	17	.	.	.	.	.	.
210	Rebecca St/Morden Rd	S	2667	335	54	73	.	.	.	132	24	33	132	19	27	54	10	13	17	1	.	.	.	.	.
220	Rebecca St/Southview Rd	S	2665	344	190	106	.	.	.	135	18	6	135	104	63	56	61	33	18	7	4	.	.	.	.
230	Rebecca St/Burton Rd	S	2663	339	56	87	.	.	.	133	21	34	134	17	32	55	17	16	17	1	5	.	.	.	.
240	Rebecca St/Patricia Dr	S	2661	335	9	4	.	.	.	132	1	.	132	5	2	54	3	1	17	.	1	.	.	.	.
250	Rebecca St/Maplehurst Ave	S	2659	343	7	24	.	.	.	140	4	13	132	3	2	54	.	8	17	.	1	.	.	.	.
260	2657	X	100117	335	.	.	.	.	.	132	.	.	132	.	.	54	.	.	17	.	.	.	.	.	.
270	Rebecca St/Lees Lane	S	2657	390	137	336	.	.	.	163	15	122	152	100	194	58	22	19	17	.	1	.	.	.	.
280	Rebecca St/Warminster Dr	S	2653	369	88	132	.	.	.	141	5	23	148	70	77	62	13	30	18	.	2	.	.	.	1
290	Rebecca St./Sherin Dr.	S	2651	350	.	458	.	.	.	141	.	35	135	.	336	57	.	87	17	.	.	.	.	.	.

Ridership by Route and Stop

Route #14 Monday - Friday November 27-December 17, 2016

14: Lakeshore West

APPLEBYGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
300	3113	X	100192	628	.	.	.	.	.	252	.	.	229	.	.	109	.	.	34	.	.	4	.	.	.
310	South Oakville Centre	S	3113	630	1,195	1,502	.	.	.	253	309	309	230	551	686	109	288	407	34	44	100	4	3	.	2
320	Third Line/Hixon St	E	3161	295	18	8	.	.	.	120	14	1	98	2	4	56	2	3	17	.	.	4	.	.	.
330	Third Line/Salvator Blvd	S	3193	293	7	2	.	.	.	120	.	.	97	2	1	55	5	1	17	.	.	4	.	.	.
340	2625	X	100422	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.
350	Third Line/Lakeshore Rd West	E	2625	295	13	10	.	.	.	120	.	2	98	11	4	56	2	4	17	.	.	4	.	.	.
360	Lakeshore Rd West/Windsor Gate	W	2624	296	50	27	.	.	.	121	35	1	98	9	10	56	6	14	17	.	1	4	.	1	.
370	Lakeshore Rd West/Solingate Dr	W	2344	294	.	.	.	.	.	120	.	.	97	.	.	56	.	.	17	.	.	4	.	.	.
380	Lakeshore Rd West/Bronte Athletic Par	S	2342	295	.	2	.	.	.	120	.	.	99	.	2	55	.	.	17	.	.	4	.	.	.
390	Lakeshore Rd West/East St	S	2458	309	97	165	.	.	.	130	24	51	102	39	73	56	29	30	17	5	10	4	.	1	5
400	Lakeshore Rd West/Nelson St	S	2457	303	49	65	.	.	.	126	23	3	101	12	30	55	13	22	17	1	9	4	.	1	2
410	Lakeshore Rd West/Jones St	S	2338	305	32	168	.	.	.	128	6	36	99	12	96	57	12	25	17	2	9	4	.	2	.
420	2337	X	100059	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.
430	Lakeshore Rd West/Bronte Rd	S	2337	314	67	126	.	.	.	137	16	54	100	28	55	55	21	15	18	2	2	4	.	.	4
440	Bronte Harbour	S	3138	298	12	9	.	.	.	122	5	.	99	6	7	56	1	1	17	.	.	4	.	1	1
450	Lakeshore Rd West/Triller Place	S	2334	293	2	16	.	.	.	120	1	.	97	1	5	55	.	8	17	.	3	4	.	.	.
460	Lakeshore Rd West/west of Mississaga	S	2333	300	10	66	.	.	.	126	4	15	98	.	29	55	5	19	17	1	3	4	.	.	.
470	Lakeshore Rd West/Cudmore Rd	S	2331	294	12	18	.	.	.	121	5	2	97	6	8	55	1	7	17	.	1	4	.	.	.
480	Lakeshore Rd West/Chalmers St	S	2329	295	7	32	.	.	.	120	1	.	98	6	16	56	.	11	17	.	4	4	.	1	.
490	Lakeshore Rd West/east of Shelburne P	S	2288	312	15	8	.	.	.	121	.	1	112	14	3	57	.	4	18	1	.	4	.	.	.
500	Lakeshore Rd West/Shell Park	S	2327	294	3	1	.	.	.	120	.	.	98	2	1	55	1	.	17	.	.	4	.	.	.
510	2263	X	100404	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.
520	Lakeshore Rd West/Great Lakes Blvd	S	2263	349	3	120	.	.	.	141	.	38	114	1	44	68	2	31	20	.	5	6	.	2	.
530	Great Lakes Blvd/Spring Azure Cr	W	2254	298	1	22	.	.	.	124	.	6	98	1	13	55	.	3	17	.	.	4	.	.	.
540	Great Lakes Blvd/Buena Vista Ct	N	2495	294	.	7	.	.	.	120	.	.	98	.	3	55	.	4	17	.	.	4	.	.	.
550	Great Lakes Blvd/Nautical Blvd	W	2862	305	4	89	.	.	.	123	2	3	100	2	22	60	.	57	18	.	7	4	.	.	.
560	Great Lakes Blvd/Timeless Dr	W	3048	302	13	65	.	.	.	122	3	4	101	5	31	58	4	27	17	1	3	4	.	.	.
570	Great Lakes Blvd/Beechtree Cr	N	2493	307	4	32	.	.	.	121	1	3	108	1	15	57	2	12	17	.	2	4	.	.	.
580	2323	X	100408	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Monday - Friday November 27-December 17, 2016

APPLEBYGO

Sort	Stop		Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
					Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
590	Great Lakes Blvd/Rebecca St		W	2323	300	10	20	.	.	.	127	4	8	97	5	5	55	.	7	17	1	.	4	.	.	.
600	opposite 500 Great Lakes Blvd.		W	-7	298	1	18	.	.	.	123	.	7	97	.	8	57	1	3	17	.	.	4	.	.	.
610	Great Lakes/Michigan		W	2169	300	13	4	.	.	.	126	12	2	97	.	.	55	1	.	18	.	2	4	.	.	.
620	Burloak Dr/Superior Ct		N	2324	319	98	41	.	.	.	137	13	28	100	9	10	60	68	2	18	6	.	4	2	1	.
630	2171		X	100397	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.
640	Harvester/Burloak		S	2171	304	23	34	.	.	.	125	7	9	101	3	15	57	10	10	17	2	.	4	1	.	2
650	Harvester/Syscon		S	2173	295	10	25	.	.	.	122	1	25	97	1	.	55	8	.	17	.	.	4	.	.	.
660	Harvester/Gateway		S	2175	294	24	.	.	.	.	121	6	.	97	.	.	55	18	.	17	.	.	4	.	.	.
670	Harvester/Sheldon		S	2177	299	4	15	.	.	.	123	.	12	98	.	1	56	2	1	17	2	.	5	.	1	.
680	Harvester/Century		S	2179	304	4	18	.	.	.	130	2	17	98	.	1	55	1	.	17	1	.	4	.	.	.
690	Harvester/5155 Harvester		S	2181	295	.	14	.	.	.	121	.	2	97	.	.	55	.	11	17	.	.	5	.	1	.
700	2183		X	100399	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.
710	Harvester Appleby		S	2183	305	3	30	.	.	.	125	.	6	103	3	21	55	.	2	17	.	.	5	.	1	.
720	Fairview east of Appleby		N	2185	328	15	108	.	.	.	128	10	14	110	1	40	64	3	42	21	1	11	5	.	1	.
730	Fairview at Appleby GO		N	2187	298	.	68	.	.	.	121	.	19	99	.	29	55	.	9	19	.	11	4	.	.	.
740	2189		X	100454	293	.	.	.	.	.	120	.	.	97	.	.	55	.	.	17	.	.	4	.	.	.
750	Appleby GO station		N	2189	358	1	862	.	.	.	153	1	288	115	.	299	64	.	243	22	.	27	4	.	5	1
All Stops		Total				7,014	7,921		.	.		1,862	2,168		3,338	3,766		1,520	1,662		288	306		6	19	23
		Average				18	20		.	.		21	25		36	40		17	19		4	4		.	.	

Ridership by Route and Stop

Route #14 Monday - Friday November 27-December 17, 2016

14: Lakeshore West

OakvilleGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
10	2189	X	100454	326	.	.	.	.	.	115	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
20	Appleby GO station	N	2189	326	1,208	.	.	.	.	115	537	.	147	482	.	42	127	.	18	56	.	4	6	.	.
30	Appleby GO station	S	2188	328	5	.	.	.	.	116	1	.	147	2	.	42	.	.	19	2	.	4	.	.	.
40	Fairview/Appleby	S	2186	356	168	1	.	.	.	124	57	.	162	82	.	47	24	.	19	4	1	4	1	.	.
50	Appleby/Harvester	N	2184	327	1	.	.	.	.	115	.	.	147	.	.	43	1	.	18	.	.	4	.	.	.
60	Harvester east of Appleby	N	2182	330	5	1	.	.	.	116	1	.	149	2	.	42	2	.	19	.	1	4	.	.	.
70	2180	X	100398	326	.	.	.	.	.	115	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
80	Harvester Appleby	N	2180	339	12	10	.	.	.	122	3	6	147	2	.	46	7	.	20	.	4	4	.	.	.
90	Harvester/Appleby GO	N	2178	334	8	.	.	.	.	120	6	.	148	.	.	43	1	.	19	1	.	4	.	.	.
100	Harvester/Century	N	2176	338	5	30	.	.	.	125	.	30	148	2	.	43	3	.	18	.	.	4	.	.	.
110	Harvester/Sheldon	N	2174	339	14	12	.	.	.	125	13	9	149	.	1	43	1	2	18	.	.	4	.	.	.
120	Harvester/Gateway	N	2172	343	.	48	.	.	.	129	.	36	150	.	8	42	.	.	18	.	4	4	.	.	.
130	Harvester/Syscon	N	2170	342	4	40	.	.	.	124	.	30	152	3	8	44	1	2	18	.	.	4	.	.	.
140	2168	X	100396	326	.	.	.	.	.	115	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
150	Harvester/Burloak	N	2168	334	8	22	.	.	.	117	1	4	149	.	5	46	5	7	18	2	6	4	.	.	.
160	2325	X	100057	37	.	.	26	.	.	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
170	Burloak Dr/Prince William Dr	S	2325	414	55	269	26	8	.	158	17	189	162	16	69	46	12	7	18	2	4	4	.	.	.
180	Burloak Dr./Great Lakes Blvd.	E	2214	378	28	10	26	.	.	126	.	.	162	28	5	42	.	2	18	.	2	4	.	1	3
190	Great Lakes at 500	E	2304	37	.	.	26	.	.	11	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
200	3364	X	100438	363	.	.	26	.	.	126	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
210	Great Lakes Blvd/Rebecca St	E	3364	378	46	5	26	.	.	134	24	.	153	17	4	43	5	1	18	.	.	4	.	.	.
220	Great Lakes Blvd/Creek Path Ave	S	3365	386	82	6	27	1	1	134	37	.	158	34	4	44	8	1	19	2	.	4	.	.	.
230	Great Lakes Blvd/Timeless Dr	S	3366	381	49	4	26	.	.	137	23	.	152	20	2	44	6	2	18	.	.	4	.	.	.
240	Great Lakes Blvd/Creek Path Ave	E	3367	396	108	2	26	5	.	142	48	.	160	40	1	45	14	.	19	1	1	4	.	.	.
250	Great Lakes Blvd/Fox Run Circle	S	3368	372	20	2	26	.	.	129	7	.	152	13	1	43	.	1	18	.	.	4	.	.	.
260	Great Lakes Blvd/Mistwell Cr	S	3369	371	14	6	26	.	.	127	1	.	153	12	4	43	.	1	18	1	1	4	.	.	.
270	3370	X	100238	363	.	.	26	.	.	126	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
280	Great Lakes Blvd/Lakeshore Rd West	E	3370	401	137	9	26	1	.	138	48	.	167	59	7	47	23	2	19	6	.	4	.	.	.
290	Lakeshore Rd/Shell Park	N	3127	366	7	1	26	.	.	127	4	.	149	3	1	42	.	.	18	.	.	4	.	.	.

Ridership by Route and Stop

Route #14 Monday - Friday November 27-December 17, 2016

14: Lakeshore West

OakvilleGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
300	Lakeshore Rd West/east of Shelburne P	N	2326	371	18	3	26	.	.	132	14	.	149	4	.	42	.	3	18	.	.	4	.	.	.
310	Lakeshore Rd/Shore Gardens	N	2328	386	72	.	26	.	.	143	47	.	152	23	.	42	1	.	19	1	.	4	.	.	.
320	Lakeshore Rd/Cudmore Rd	N	2330	376	49	8	27	1	.	129	5	.	155	42	4	42	1	.	19	.	4	4	.	.	.
330	Lakeshore Rd/Mississaga St	N	2332	396	89	9	26	.	.	139	36	1	161	43	5	46	7	2	20	3	1	4	.	.	.
340	Lakeshore Rd/West River St	N	2335	374	31	5	26	2	.	131	25	1	150	3	1	45	1	3	18	.	.	4	.	.	.
350	2336	X	100058	363	.	.	26	.	.	126	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
360	Lakeshore Rd West/Bronte Rd	N	2336	435	175	55	31	12	.	134	28	6	192	103	34	52	23	12	22	9	3	4	.	.	2
370	2339	X	100060	14	.	.	14	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
380	Lakeshore Rd/Jones St	N	2339	452	302	46	42	22	.	157	96	16	179	150	18	51	29	8	19	5	4	4	.	.	.
390	Lakeshore Rd/Nelson St	N	2340	437	205	47	49	28	1	147	65	8	171	101	20	47	11	15	19	.	3	4	.	.	3
400	Lakeshore Rd/East St	N	2341	460	591	61	43	43	1	161	180	16	186	343	35	45	18	9	21	6	.	4	1	.	2
410	Lakeshore Rd/Bronte Athletic Park	E	2343	380	22	.	40	.	.	126	7	.	150	15	.	42	.	.	18	.	.	4	.	.	.
420	Lakeshore Rd/Solingate Dr	E	2345	378	8	1	40	.	.	127	5	.	147	3	1	42	.	.	18	.	.	4	.	.	.
430	Lakeshore Rd/Windsor Gate	E	2623	419	139	15	40	1	.	148	77	9	158	51	4	45	4	2	24	6	.	4	.	.	1
440	3159	X	100201	377	.	.	40	.	.	126	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
450	Third Line/Lakeshore Rd West	N	3159	391	55	19	44	8	.	133	17	4	149	25	14	43	1	1	18	4	.	4	.	.	.
460	Third Line/Venetia Dr	W	3160	379	23	1	40	.	.	128	17	.	147	6	1	42	.	.	18	.	.	4	.	.	.
470	Third Line/Hixon St	N	3162	381	22	8	40	.	.	128	13	.	149	6	6	42	3	2	18	.	.	4	.	.	.
480	Third Line/Rebecca St	N	3265	385	3	33	40	.	.	127	3	.	150	.	26	44	.	6	20	.	1	4	.	.	.
490	3113	X	100192	377	.	.	40	.	.	126	.	.	147	.	.	42	.	.	18	.	.	4	.	.	.
500	South Oakville Centre	S	3113	496	1,953	892	54	56	33	162	756	264	181	913	471	60	193	103	35	35	21	4	.	.	.
510	Rebecca St/Sedgewick Cr	N	2652	382	24	6	40	6	.	129	13	1	149	5	5	42	.	.	18	.	.	4	.	.	.
520	Rebecca St/Woodside Dr	N	2654	392	123	109	40	.	.	128	40	25	156	70	72	45	12	10	19	1	2	4	.	.	1
530	2656	X	100116	379	.	.	40	.	.	126	.	.	149	.	.	42	.	.	18	.	.	4	.	.	.
540	T.A. Blakelock	N	2656	417	307	565	40	1	.	143	53	375	167	229	179	45	24	11	18	.	.	4	.	.	.
550	Rebecca St./Spring Garden Rd.	N	2658	383	58	18	40	1	.	127	29	4	151	21	8	43	7	6	18	.	.	4	.	.	.
560	Rebecca St./Maplehurst Ave.	N	2660	396	76	4	47	30	.	132	27	.	153	18	4	42	1	.	18	.	.	4	.	.	.
570	Rebecca St./Patricia Dr.	N	2662	382	8	8	40	.	.	126	2	1	149	4	6	44	1	1	19	1	.	4	.	.	.
580	Rebecca St/Suffolk Ave	E	2664	398	86	60	40	.	.	130	19	23	159	42	31	46	24	6	19	1	.	4	.	.	.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Monday - Friday November 27-December 17, 2016

OakvilleGO

Sort	Stop		Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
					Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
590	Rebecca St/Southview Rd		N	2666	423	117	128	41	.	.	135	1	18	171	85	88	50	21	21	22	10	1	4	.	.	1
600	Rebecca St./Morden Rd.		W	2668	397	127	52	42	2	.	133	45	21	157	74	27	42	5	3	19	1	.	4	.	1	.
610	Rebecca St./Dorval Dr.		E	2670	436	475	316	51	.	6	150	117	242	165	340	54	47	18	13	19	.	1	4	.	.	.
620	Rebecca St./Brock St.		N	2539	428	308	299	63	44	10	133	47	29	163	184	225	45	27	34	20	6	1	4	.	.	.
630	2540		X	100416	379	.	.	40	.	.	126	.	.	149	.	.	42	.	.	18	.	.	4	.	.	.
640	Rebecca St./Kerr St.		N	2540	405	73	261	40	3	2	134	36	22	157	14	178	47	19	37	23	.	22	4	1	.	.
650	Rebecca St./Chisholm St.		N	2545	427	105	283	41	1	9	133	45	37	182	49	195	48	8	35	19	2	7	4	.	.	2
660	Church St./Navy St.		N	2574	380	.	2	40	.	.	126	.	.	150	.	2	42	.	.	18	.	.	4	.	.	.
670	3119		X	100194	379	.	.	40	.	.	126	.	.	149	.	.	42	.	.	18	.	.	4	.	.	.
680	Church St./Dunn St.		N	3119	379	242	258	40	16	6	126	58	64	149	123	156	42	39	25	18	4	7	4	2	.	.
690	Reynolds St/Randall St		W	2285	386	327	149	40	1	2	129	90	34	152	186	103	42	43	5	18	7	4	5	.	1	.
700	Reynolds St./Palmer Ave.		W	2307	380	10	17	40	.	.	126	2	1	149	5	15	42	3	.	19	.	1	4	.	.	.
710	Reynolds St/Sheddon Ave		W	2306	385	90	64	41	4	.	130	23	20	150	58	36	42	4	5	18	1	3	4	.	.	.
720	2308		X	100050	379	.	.	40	.	.	126	.	.	149	.	.	42	.	.	18	.	.	4	.	.	.
730	Reynolds St/south of MacDonald Rd		W	2308	381	64	49	41	1	1	126	8	32	150	49	12	42	5	4	18	1	.	4	.	.	.
740	Reynolds St./Spruce St.		W	2513	384	13	41	40	.	.	127	4	17	152	8	22	43	1	2	18	.	.	4	.	.	.
750	Reynolds St./south of Cornwall Rd.		N	2512	412	10	860	50	.	42	132	1	300	156	2	418	50	5	87	18	.	7	6	2	6	1
760	3172		X	100202	379	.	.	40	.	.	126	.	.	149	.	.	42	.	.	18	.	.	4	.	.	.
770	Oakville GO Station		N	3172	391	8	2,092	40	.	97	130	2	660	149	.	1,069	50	6	239	18	.	23	4	.	4	2
All Stops		Total				8,392	7,322		298	211		2,881	2,555		4,214	3,665		805	738		181	140		13	13	18
		Average				18	15		5	3		33	29		47	41		10	9		2	2		.	.	

Ridership by Route and Stop

14: Lakeshore West

Route #14 Saturdays November 27-December 17, 2016

APPLEBYGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
10	3172	X	100202	73	.	.	.	.	.	12	.	.	35	.	.	16	.	.	10	.	.	.	.	.	.
20	Oakville GO Station	N	3172	78	52	.	.	.	.	13	4	.	36	3	.	18	27	.	11	18	.	.	.	.	2
30	Cornwall Rd/Reynolds St	N	3002	151	457	250	.	.	.	24	71	41	69	225	131	39	122	67	19	39	11	.	.	.	1
40	Reynolds St/Spruce St	E	2565	73	2	1	.	.	.	12	.	.	35	2	.	16	.	1	10	.	.	.	.	.	.
50	2568	X	100419	73	.	.	.	.	.	12	.	.	35	.	.	16	.	.	10	.	.	.	.	.	.
60	Reynolds St/Macdonald Rd	E	2568	75	4	4	.	.	.	13	1	1	35	3	2	16	.	.	11	.	1	.	.	.	.
70	Reynolds St/Sheddon Ave	E	2305	74	3	10	.	.	.	12	.	2	35	1	6	16	2	.	11	.	2	.	.	.	.
80	Reynolds St/Palmer Ave	E	2999	74	1	3	.	.	.	12	.	.	36	1	1	16	.	2	10	.	.	.	.	.	.
90	Reynolds St/Randall St	E	3000	73	6	9	.	.	.	12	.	2	35	3	3	16	3	3	10	.	1	.	.	.	.
100	Reynolds St/Lakeshore Rd East	E	3001	75	21	69	.	.	.	13	2	14	36	7	37	16	6	10	10	6	8	.	.	.	1
110	Lakeshore Rd East/Trafalgar Rd	S	2360	77	8	14	.	.	.	13	.	1	38	4	8	16	4	3	10	.	2	.	.	.	.
120	2571	X	100103	73	.	.	.	.	.	12	.	.	35	.	.	16	.	.	10	.	.	.	.	.	.
130	Dunn St/Church St	W	2571	73	3	3	.	.	.	12	.	.	35	1	2	16	2	.	10	.	1	.	.	.	.
140	Randall St/Navy St	S	2573	136	80	94	.	.	.	23	17	16	67	30	53	32	21	22	14	12	3	.	.	.	.
150	Rebecca St/Chisholm St	S	2544	76	1	2	.	.	.	12	.	.	38	1	2	16	.	.	10	.	.	.	.	.	.
160	2541	X	100417	73	.	.	.	.	.	12	.	.	35	.	.	16	.	.	10	.	.	.	.	.	.
170	Rebecca St/Kerr St	S	2541	78	36	7	.	.	.	14	6	.	37	23	4	17	7	3	10	.	.	.	.	.	.
180	Rebecca St/Brock St	S	2538	74	70	33	.	.	.	12	6	6	36	30	16	16	25	9	10	9	2	.	.	.	.
190	Rebecca St/Dorval Dr	W	2671	73	13	2	.	.	.	12	.	.	35	4	1	16	7	1	10	2	.	.	.	.	.
200	Rebecca St/Weybourne Rd	S	2669	73	3	1	.	.	.	12	.	.	35	.	.	16	3	1	10	.	.	.	.	.	.
210	Rebecca St/Morden Rd	S	2667	73	1	5	.	.	.	12	.	.	35	1	2	16	.	2	10	.	1	.	.	.	.
220	Rebecca St/Southview Rd	S	2665	79	15	15	.	.	.	12	.	1	40	12	8	17	3	5	10	.	1	.	.	.	.
230	Rebecca St/Burton Rd	S	2663	73	12	10	.	.	.	12	.	4	35	7	2	16	3	3	10	2	1	.	.	.	.
240	Rebecca St/Patricia Dr	S	2661	74	1	4	.	.	.	12	.	.	36	1	2	16	.	.	10	.	2	.	.	.	.
250	Rebecca St/Maplehurst Ave	S	2659	73	.	3	.	.	.	12	.	.	35	.	.	16	.	2	10	.	1	.	.	.	.
260	2657	X	100117	73	.	.	.	.	.	12	.	.	35	.	.	16	.	.	10	.	.	.	.	.	.
270	Rebecca St/Lees Lane	S	2657	79	2	8	.	.	.	14	.	5	37	1	1	17	1	1	11	.	1	.	.	.	.
280	Rebecca St/Warminster Dr	S	2653	88	11	17	.	.	.	13	.	1	43	6	7	21	5	5	11	.	4	.	.	.	.
290	Rebecca St./Sherin Dr.	S	2651	73	.	47	.	.	.	12	.	.	35	.	44	16	.	3	10	.	.	.	.	.	.

Ridership by Route and Stop

Route #14 Saturdays November 27-December 17, 2016

14: Lakeshore West

APPLEBYGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
300	3113	X	100192	130	.	.	.	.	.	21	.	.	59	.	.	28	.	.	20	.	.	2	.	.	.
310	South Oakville Centre	S	3113	131	211	281	.	.	.	21	31	33	59	111	114	28	46	105	21	21	29	2	2	.	2
320	Third Line/Hixon St	E	3161	58	.	4	.	.	.	9	.	.	25	.	4	12	.	.	10	.	.	2	.	.	.
330	Third Line/Salvator Blvd	S	3193	57	.	1	.	.	.	9	.	.	24	.	.	12	.	1	10	.	.	2	.	.	.
340	2625	X	100422	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
350	Third Line/Lakeshore Rd West	E	2625	57	.	1	.	.	.	9	.	.	24	.	1	12	.	.	10	.	.	2	.	.	.
360	Lakeshore Rd West/Windsor Gate	W	2624	57	3	5	.	.	.	9	3	.	24	.	2	12	.	2	10	.	.	2	.	1	.
370	Lakeshore Rd West/Solingate Dr	W	2344	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
380	Lakeshore Rd West/Bronte Athletic Par	S	2342	57	.	1	.	.	.	9	.	1	24	.	.	12	.	.	10	.	.	2	.	.	.
390	Lakeshore Rd West/East St	S	2458	58	15	38	.	.	.	9	.	7	25	10	21	12	4	6	10	1	4	2	.	.	.
400	Lakeshore Rd West/Nelson St	S	2457	58	7	11	.	.	.	9	1	.	25	4	3	12	2	.	10	.	4	2	.	4	.
410	Lakeshore Rd West/Jones St	S	2338	59	6	42	.	.	.	9	.	5	26	1	21	12	4	7	10	1	9	2	.	.	1
420	2337	X	100059	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
430	Lakeshore Rd West/Bronte Rd	S	2337	57	13	15	.	.	.	9	1	7	24	3	5	12	5	1	10	4	2	2	.	.	.
440	Bronte Harbour	S	3138	58	1	3	.	.	.	9	.	.	25	1	.	12	.	2	10	.	.	2	.	1	.
450	Lakeshore Rd West/Triller Place	S	2334	58	.	8	.	.	.	9	.	.	24	.	.	12	.	2	11	.	5	2	.	1	.
460	Lakeshore Rd West/west of Mississaga	S	2333	58	1	13	.	.	.	9	.	1	24	1	2	12	.	7	11	.	3	2	.	.	.
470	Lakeshore Rd West/Cudmore Rd	S	2331	58	2	4	.	.	.	9	.	.	25	.	3	12	2	1	10	.	.	2	.	.	.
480	Lakeshore Rd West/Chalmers St	S	2329	58	2	8	.	.	.	9	.	.	24	2	2	12	.	2	11	.	4	2	.	.	.
490	Lakeshore Rd West/east of Shelburne P	S	2288	60	2	.	.	.	.	9	.	.	27	2	.	12	.	.	10	.	.	2	.	.	.
500	Lakeshore Rd West/Shell Park	S	2327	57	.	3	.	.	.	9	.	.	24	.	3	12	.	.	10	.	.	2	.	.	.
510	2263	X	100404	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
520	Lakeshore Rd West/Great Lakes Blvd	S	2263	72	3	21	.	.	.	13	1	4	30	2	9	15	.	6	12	.	2	2	.	.	.
530	Great Lakes Blvd/Spring Azure Cr	W	2254	59	.	5	.	.	.	9	.	1	25	.	2	12	.	.	11	.	2	2	.	.	.
540	Great Lakes Blvd/Buena Vista Ct	N	2495	58	.	3	.	.	.	10	.	3	24	.	.	12	.	.	10	.	.	2	.	.	.
550	Great Lakes Blvd/Nautical Blvd	W	2862	62	2	3	.	.	.	9	.	1	27	2	.	12	.	.	12	.	2	2	.	.	.
560	Great Lakes Blvd/Timeless Dr	W	3048	61	3	8	.	.	.	9	.	.	27	3	2	13	.	5	10	.	1	2	.	.	.
570	Great Lakes Blvd/Beechtree Cr	N	2493	61	1	5	.	.	.	9	.	.	25	.	1	14	1	2	11	.	2	2	.	.	.
580	2323	X	100408	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Saturdays November 27-December 17, 2016

APPLEBYGO

Sort	Stop		Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
					Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
590	Great Lakes Blvd/Rebecca St		W	2323	60	.	8	.	.	.	10	.	2	26	.	5	12	.	1	10	.	.	2	.	.	.
600	opposite 500 Great Lakes Blvd.		W	-7	58	.	4	.	.	.	9	.	.	24	.	.	13	.	4	10	.	.	2	.	.	.
610	Great Lakes/Michigan		W	2169	58	.	3	.	.	.	9	.	.	24	.	1	12	.	.	10	.	1	3	.	1	.
620	Burloak Dr/Superior Ct		N	2324	66	9	4	.	.	.	9	.	.	26	2	3	14	2	.	12	3	.	5	2	1	.
630	2171		X	100397	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
640	Harvester/Burloak		S	2171	59	11	4	.	.	.	10	2	.	25	1	2	12	4	.	10	.	2	2	4	.	.
650	Harvester/Syscon		S	2173	62	3	7	.	.	.	12	1	5	25	.	2	13	2	.	10	.	.	2	.	.	.
660	Harvester/Gateway		S	2175	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
670	Harvester/Sheldon		S	2177	59	.	6	.	.	.	11	.	6	24	.	.	12	.	.	10	.	.	2	.	.	.
680	Harvester/Century		S	2179	59	3	1	.	.	.	9	.	1	24	.	.	12	.	.	12	3	.	2	.	.	.
690	Harvester/5155 Harvester		S	2181	58	.	2	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	3	.	2	.
700	2183		X	100399	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
710	Harvester Appleby		S	2183	58	.	1	.	.	.	9	.	.	24	.	.	13	.	1	10	.	.	2	.	.	.
720	Fairview east of Appleby		N	2185	64	.	9	.	.	.	9	.	.	27	.	3	14	.	4	11	.	1	3	.	1	.
730	Fairview at Appleby GO		N	2187	58	1	4	.	.	.	9	.	.	24	.	1	13	1	3	10	.	.	2	.	.	.
740	2189		X	100454	57	.	.	.	.	.	9	.	.	24	.	.	12	.	.	10	.	.	2	.	.	.
750	Appleby GO station		N	2189	68	.	135	.	.	.	10	.	11	26	.	66	16	.	41	14	.	14	2	.	3	.
All Stops		Total				1,101	1,282		.	.		147	182		511	610		314	346		121	129		8	15	7
		Average				3	4		.	.		2	2		6	8		4	4		1	2		.	.	

Ridership by Route and Stop

14: Lakeshore West

Route #14 Saturdays November 27-December 17, 2016

OakvilleGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
10	2189	X	100454	70	.	.	.	.	.	12	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
20	Appleby GO station	N	2189	70	150	.	.	.	.	12	29	.	31	66	.	18	36	.	9	19	.	.	.	.	1
30	Appleby GO station	S	2188	72	2	.	.	.	.	14	2	.	31	.	.	18	.	.	9	.	.	.	.	.	.
40	Fairview/Appleby	S	2186	71	27	3	.	.	.	12	2	.	32	15	2	18	7	1	9	3	.	.	.	.	.
50	Appleby/Harvester	N	2184	70	.	.	.	.	.	12	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
60	Harvester east of Appleby	N	2182	72	.	5	.	.	.	12	.	2	32	.	1	18	.	.	10	.	2	.	.	.	.
70	2180	X	100398	70	.	.	.	.	.	12	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
80	Harvester Appleby	N	2180	70	.	3	.	.	.	12	.	.	31	.	3	18	.	.	9	.	.	.	.	.	.
90	Harvester/Appleby GO	N	2178	74	5	.	.	.	.	12	.	.	34	4	.	18	.	.	10	1	.	.	.	.	.
100	Harvester/Century	N	2176	71	.	2	.	.	.	13	.	2	31	.	.	18	.	.	9	.	.	.	.	.	.
110	Harvester/Sheldon	N	2174	70	1	2	.	.	.	12	.	2	31	.	.	18	.	.	9	1	.	.	.	.	.
120	Harvester/Gateway	N	2172	70	.	.	.	.	.	12	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
130	Harvester/Syscon	N	2170	71	5	10	.	.	.	13	.	6	31	.	2	18	5	2	9	.	.	.	.	.	.
140	2168	X	100396	70	.	.	.	.	.	12	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
150	Harvester/Burloak	N	2168	75	13	18	.	.	.	13	.	2	33	6	10	20	6	6	9	1	.	.	.	.	.
160	2325	X	100057	6	.	.	.	.	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
170	Burloak Dr/Prince William Dr	S	2325	76	2	6	.	.	.	18	2	.	31	.	4	18	.	1	9	.	1	.	.	.	.
180	Burloak Dr./Great Lakes Blvd.	E	2214	83	12	3	.	.	.	19	1	.	35	10	2	20	1	1	9	.	.	.	.	.	.
190	Great Lakes at 500	E	2304	6	.	.	.	.	.	6	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
200	3364	X	100438	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
210	Great Lakes Blvd/Rebecca St	E	3364	80	10	2	.	.	.	18	3	.	33	4	.	19	3	.	10	.	2	.	.	.	.
220	Great Lakes Blvd/Creek Path Ave	S	3365	78	6	1	.	.	.	18	1	1	32	2	.	19	3	.	9	.	.	.	.	.	.
230	Great Lakes Blvd/Timeless Dr	S	3366	80	6	4	.	.	.	18	.	.	34	6	2	19	.	2	9	.	.	.	.	.	.
240	Great Lakes Blvd/Creek Path Ave	E	3367	82	19	.	.	.	.	18	.	.	35	10	.	20	9	.	9	.	.	.	.	.	.
250	Great Lakes Blvd/Fox Run Circle	S	3368	79	5	1	.	.	.	18	.	.	34	3	1	18	2	.	9	.	.	.	.	.	.
260	Great Lakes Blvd/Mistwell Cr	S	3369	77	1	.	.	.	.	18	.	.	31	.	.	19	1	.	9	.	.	.	.	.	.
270	3370	X	100238	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
280	Great Lakes Blvd/Lakeshore Rd West	E	3370	88	24	.	.	.	.	19	1	.	37	13	.	22	9	.	10	1	.	.	.	.	.
290	Lakeshore Rd/Shell Park	N	3127	77	1	.	.	.	.	19	1	.	31	.	.	18	.	.	9	.	.	.	.	.	.

Ridership by Route and Stop

Route #14 Saturdays November 27-December 17, 2016

14: Lakeshore West

OakvilleGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
300	Lakeshore Rd West/east of Shelburne P	N	2326	77	2	1	.	.	.	18	.	.	31	2	.	19	.	1	9	.	.	.	.	.	.
310	Lakeshore Rd/Shore Gardens	N	2328	83	15	.	.	.	.	20	4	.	36	9	.	18	2	.	9	.	.	.	.	.	.
320	Lakeshore Rd/Cudmore Rd	N	2330	81	10	1	.	.	.	18	.	.	34	8	.	19	2	.	10	.	1	.	.	.	.
330	Lakeshore Rd/Mississaga St	N	2332	80	15	2	.	.	.	18	3	.	32	8	.	21	4	2	9	.	.	.	.	.	.
340	Lakeshore Rd/West River St	N	2335	81	10	1	.	.	.	21	6	.	32	4	.	19	.	1	9	.	.	.	.	.	.
350	2336	X	100058	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
360	Lakeshore Rd West/Bronte Rd	N	2336	90	21	15	.	.	.	21	3	2	36	12	6	22	3	5	11	3	2	.	.	.	.
380	Lakeshore Rd/Jones St	N	2339	104	70	15	.	.	.	25	14	1	44	39	8	22	13	6	13	4	.	.	.	.	.
390	Lakeshore Rd/Nelson St	N	2340	90	22	18	.	.	.	18	4	.	40	15	11	23	3	7	9	.	.	.	.	.	.
400	Lakeshore Rd/East St	N	2341	101	90	8	.	.	.	22	8	.	45	59	4	21	20	3	13	3	1	.	.	.	.
410	Lakeshore Rd/Bronte Athletic Park	E	2343	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
420	Lakeshore Rd/Solingate Dr	E	2345	77	1	.	.	.	.	19	1	.	31	.	.	18	.	.	9	.	.	.	.	.	.
430	Lakeshore Rd/Windsor Gate	E	2623	80	20	.	.	.	.	18	3	.	33	11	.	18	1	.	11	5	.	.	.	.	.
440	3159	X	100201	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
450	Third Line/Lakeshore Rd West	N	3159	78	7	.	.	.	.	18	2	.	32	3	.	19	2	.	9	.	.	.	.	.	.
460	Third Line/Venetia Dr	W	3160	77	3	2	.	.	.	18	.	.	32	2	1	18	1	1	9	.	.	.	.	.	.
470	Third Line/Hixon St	N	3162	76	5	.	.	.	.	18	.	.	31	2	.	18	.	.	9	3	.	.	.	.	.
480	Third Line/Rebecca St	N	3265	78	2	7	.	.	.	18	1	.	33	1	5	18	.	2	9	.	.	.	.	.	.
490	3113	X	100192	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
500	South Oakville Centre	S	3113	105	343	142	.	.	.	29	54	25	39	191	63	23	75	43	14	23	11	.	.	.	1
510	Rebecca St/Sedgewick Cr	N	2652	78	1	2	.	.	.	19	1	.	32	.	2	18	.	.	9	.	.	.	.	.	.
520	Rebecca St/Woodside Dr	N	2654	79	16	21	.	.	.	18	1	1	33	9	14	19	3	6	9	3	.	.	.	.	.
530	2656	X	100116	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
540	T.A. Blakelock	N	2656	82	16	5	.	.	.	19	1	1	33	15	1	20	.	2	10	.	1	.	.	.	.
550	Rebecca St./Spring Garden Rd.	N	2658	79	8	1	.	.	.	18	.	.	32	4	1	19	3	.	10	1	.	.	.	.	.
560	Rebecca St./Maplehurst Ave.	N	2660	78	7	1	.	.	.	19	4	.	31	2	.	19	1	1	9	.	.	.	.	.	.
570	Rebecca St./Patricia Dr.	N	2662	78	4	6	.	.	.	18	1	.	33	3	5	18	.	1	9	.	.	.	.	.	.
580	Rebecca St/Suffolk Ave	E	2664	81	9	6	.	.	.	20	.	2	33	6	3	19	3	1	9	.	.	.	.	.	.
590	Rebecca St/Southview Rd	N	2666	89	35	15	.	.	.	19	.	1	37	25	8	24	10	6	9	.	.	.	.	.	.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Saturdays November 27-December 17, 2016

OakvilleGO

Sort	Stop		Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
					Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
600	Rebecca St./Morden Rd.		E	2668	84	5	13	.	.	.	20	.	2	35	4	8	20	1	3	9	.	.	.	.	.	.
610	Rebecca St./Dorval Dr.		E	2670	81	3	10	.	.	.	19	.	1	33	2	2	19	1	4	10	.	3	.	.	.	.
620	Rebecca St./Brock St.		N	2539	91	44	47	.	.	.	21	4	1	39	30	35	19	7	10	12	3	1	.	.	.	.
630	2540		X	100416	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
640	Rebecca St./Kerr St.		N	2540	87	12	63	.	.	.	21	7	1	35	4	43	19	1	13	12	.	6	.	.	.	.
650	Rebecca St./Chisholm St.		N	2545	88	14	72	.	.	.	19	3	9	40	10	53	20	1	8	9	.	2	.	.	.	.
660	Church St./Navy St.		N	2574	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
670	3119		X	100194	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
680	Church St./Dunn St.		N	3119	77	41	55	.	.	.	18	2	6	32	19	31	18	18	9	9	2	9	.	.	.	1
690	Reynolds St/Randall St		W	2285	77	54	20	.	.	.	18	12	1	31	20	12	19	22	7	9	.	.	.	.	.	.
700	Reynolds St./Palmer Ave.		W	2307	76	2	1	.	.	.	18	1	.	31	.	1	18	1	.	9	.	.	.	.	.	.
710	Reynolds St/Sheddon Ave		W	2306	78	10	7	.	.	.	19	1	2	31	9	3	18	.	1	10	.	1	.	.	.	.
720	2308		X	100050	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
730	Reynolds St/south of MacDonald Rd		W	2308	76	7	.	.	.	.	18	.	.	31	2	.	18	3	.	9	2	.	.	.	.	.
740	Reynolds St./Spruce St.		W	2513	76	2	11	.	.	.	18	1	1	31	.	4	18	1	6	9	.	.	.	.	.	.
750	Reynolds St./south of Cornwall Rd.		N	2512	80	5	153	.	.	.	20	1	16	31	2	83	19	2	48	10	.	6	.	.	.	.
760	3172		X	100202	76	.	.	.	.	.	18	.	.	31	.	.	18	.	.	9	.	.	.	.	.	.
770	Oakville GO Station		N	3172	81	4	200	.	.	.	18	.	30	31	.	128	23	4	33	9	.	9	.	.	.	.
All Stops		Total				1,224	981		.	.		185	118		671	562		290	243		78	58		.	.	3
		Average				4	3		.	.		2	1		9	7		4	3		1	1		.	.	

Ridership by Route and Stop

14: Lakeshore West

Route #14 Sundays November 27-December 17, 2016

APPLEBYGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
10	3172	X	100202	46	.	.	.	.	.	4	.	.	26	.	.	14	.	.	2	.	.	.	.	.	.
20	Oakville GO Station	N	3172	46	37	.	.	.	.	4	13	.	26	22	.	14	2	.	2	.	.	.	.	.	.
30	Cornwall Rd/Reynolds St	N	3002	90	196	82	.	.	.	7	5	9	47	108	38	31	79	34	5	4	1	.	.	.	.
40	Reynolds St/Spruce St	E	2565	46	1	.	.	.	.	4	.	.	26	1	.	14	.	.	2	.	.	.	.	.	.
50	2568	X	100419	46	.	.	.	.	.	4	.	.	26	.	.	14	.	.	2	.	.	.	.	.	.
60	Reynolds St/Macdonald Rd	E	2568	46	.	2	.	.	.	4	.	.	26	.	.	14	.	1	2	.	1	.	.	.	.
70	Reynolds St/Sheddon Ave	E	2305	46	.	8	.	.	.	4	.	.	26	.	5	14	.	3	2	.	.	.	.	.	.
80	Reynolds St/Palmer Ave	E	2999	47	1	3	.	.	.	4	.	.	26	.	1	15	1	2	2	.	.	.	.	.	.
90	Reynolds St/Randall St	E	3000	46	.	1	.	.	.	4	.	.	26	.	1	14	.	.	2	.	.	.	.	.	.
100	Reynolds St/Lakeshore Rd East	E	3001	46	9	32	.	.	.	4	.	1	26	6	24	14	2	7	2	1	.	.	.	.	.
110	Lakeshore Rd East/Trafalgar Rd	S	2360	46	1	11	.	.	.	4	.	.	26	1	9	14	.	2	2	.	.	.	.	.	.
120	2571	X	100103	46	.	.	.	.	.	4	.	.	26	.	.	14	.	.	2	.	.	.	.	.	.
130	Dunn St/Church St	W	2571	46	1	3	.	.	.	4	.	.	26	1	3	14	.	.	2	.	.	.	.	.	.
140	Randall St/Navy St	S	2573	67	30	38	.	.	.	4	1	.	39	16	28	20	10	9	4	3	1	.	.	.	.
150	Rebecca St/Chisholm St	S	2544	46	.	.	.	.	.	4	.	.	26	.	.	14	.	.	2	.	.	.	.	.	.
160	2541	X	100417	46	.	.	.	.	.	4	.	.	26	.	.	14	.	.	2	.	.	.	.	.	.
170	Rebecca St/Kerr St	S	2541	48	16	3	.	.	.	4	1	.	28	11	1	14	4	2	2	.	.	.	.	.	.
180	Rebecca St/Brock St	S	2538	47	36	9	.	.	.	4	4	.	27	20	4	14	12	4	2	.	1	.	.	.	.
190	Rebecca St/Dorval Dr	W	2671	46	1	.	.	.	.	4	1	.	26	.	.	14	.	.	2	.	.	.	.	.	.
200	Rebecca St/Weybourne Rd	S	2669	46	1	.	.	.	.	4	.	.	26	1	.	14	.	.	2	.	.	.	.	.	.
210	Rebecca St/Morden Rd	S	2667	46	5	5	.	.	.	4	.	1	26	5	1	14	.	3	2	.	.	.	.	.	.
220	Rebecca St/Southview Rd	S	2665	51	8	9	.	.	.	4	1	.	28	5	6	17	2	3	2	.	.	.	.	.	.
230	Rebecca St/Burton Rd	S	2663	46	1	10	.	.	.	4	.	.	26	1	4	14	.	6	2	.	.	.	.	.	.
240	Rebecca St/Patricia Dr	S	2661	46	1	1	.	.	.	4	.	.	26	1	.	14	.	1	2	.	.	.	.	.	.
250	Rebecca St/Maplehurst Ave	S	2659	47	1	5	.	.	.	4	.	.	27	1	5	14	.	.	2	.	.	.	.	.	.
260	2657	X	100117	46	.	.	.	.	.	4	.	.	26	.	.	14	.	.	2	.	.	.	.	.	.
270	Rebecca St/Lees Lane	S	2657	48	2	1	.	.	.	4	.	.	27	1	.	15	1	1	2	.	.	.	.	.	.
280	Rebecca St/Warminster Dr	S	2653	49	6	3	.	.	.	4	.	.	28	3	3	15	3	.	2	.	.	.	.	.	.
290	Rebecca St./Sherin Dr.	S	2651	46	.	5	.	.	.	4	.	.	26	.	5	14	.	.	2	.	.	.	.	.	.

Ridership by Route and Stop

Route #14 Sundays November 27-December 17, 2016

14: Lakeshore West

APPLEBYGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
300	3113	X	100192	92	.	.	.	.	.	6	.	.	50	.	.	29	.	.	7	.	.	.	.	.	.
310	South Oakville Centre	S	3113	92	145	136	.	.	.	6	25	13	50	62	65	29	49	54	7	9	4	.	.	.	1
320	Third Line/Hixon St	E	3161	48	.	2	.	.	.	2	.	.	24	.	.	16	.	1	6	.	1	.	.	.	.
330	Third Line/Salvator Blvd	S	3193	46	.	4	.	.	.	2	.	.	24	.	1	15	.	1	5	.	2	.	.	.	.
340	2625	X	100422	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
350	Third Line/Lakeshore Rd West	E	2625	46	1	2	.	.	.	2	.	.	24	1	1	15	.	1	5	.	.	.	.	.	.
360	Lakeshore Rd West/Windsor Gate	W	2624	46	2	7	.	.	.	2	.	.	24	2	5	15	.	1	5	.	1	.	.	.	.
370	Lakeshore Rd West/Solingate Dr	W	2344	46	.	1	.	.	.	2	.	.	24	.	.	15	.	1	5	.	.	.	.	.	.
380	Lakeshore Rd West/Bronte Athletic Par	S	2342	46	.	3	.	.	.	2	.	.	24	.	2	15	.	1	5	.	.	.	.	.	.
390	Lakeshore Rd West/East St	S	2458	48	5	31	.	.	.	2	2	4	24	1	14	17	2	12	5	.	1	.	.	.	.
400	Lakeshore Rd West/Nelson St	S	2457	47	2	7	.	.	.	2	.	.	25	1	3	15	.	2	5	1	2	.	.	.	.
410	Lakeshore Rd West/Jones St	S	2338	46	5	23	.	.	.	2	.	8	24	2	9	15	2	6	5	1	.	.	.	.	1
420	2337	X	100059	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
430	Lakeshore Rd West/Bronte Rd	S	2337	47	3	9	.	.	.	2	1	.	25	.	6	15	2	2	5	.	1	.	.	.	.
440	Bronte Harbour	S	3138	46	.	1	.	.	.	2	.	.	24	.	.	15	.	1	5	.	.	.	.	.	.
450	Lakeshore Rd West/Triller Place	S	2334	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
460	Lakeshore Rd West/west of Mississaga	S	2333	49	4	8	.	.	.	2	.	.	25	3	1	16	.	6	6	1	1	.	.	.	.
470	Lakeshore Rd West/Cudmore Rd	S	2331	48	3	.	.	.	.	2	.	.	26	3	.	15	.	.	5	.	.	.	.	.	.
480	Lakeshore Rd West/Chalmers St	S	2329	46	.	1	.	.	.	2	.	.	24	.	.	15	.	.	5	.	1	.	.	.	.
490	Lakeshore Rd West/east of Shelburne P	S	2288	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
500	Lakeshore Rd West/Shell Park	S	2327	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
510	2263	X	100404	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
520	Lakeshore Rd West/Great Lakes Blvd	S	2263	54	3	11	.	.	.	2	.	.	27	.	4	19	3	6	6	.	1	.	.	.	.
530	Great Lakes Blvd/Spring Azure Cr	W	2254	46	.	4	.	.	.	2	.	.	24	.	2	15	.	2	5	.	.	.	.	.	.
540	Great Lakes Blvd/Buena Vista Ct	N	2495	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
550	Great Lakes Blvd/Nautical Blvd	W	2862	46	.	2	.	.	.	2	.	.	24	.	.	15	.	2	5	.	.	.	.	.	.
560	Great Lakes Blvd/Timeless Dr	W	3048	48	1	2	.	.	.	2	.	.	24	1	.	16	.	2	6	.	.	.	.	.	.
570	Great Lakes Blvd/Beechtree Cr	N	2493	48	.	10	.	.	.	2	.	.	24	.	2	17	.	4	5	.	4	.	.	.	.
580	2323	X	100408	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Sundays November 27-December 17, 2016

APPLEBYGO

Sort	Stop		Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
					Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
590	Great Lakes Blvd/Rebecca St		W	2323	47	1	2	.	.	.	2	.	.	25	1	.	15	.	2	5	.	.	.	.	.	.
600	opposite 500 Great Lakes Blvd.		W	-7	52	2	20	.	.	.	4	.	7	28	2	13	15	.	.	5	.	.	.	.	.	.
610	Great Lakes/Michigan		W	2169	47	.	1	.	.	.	2	.	.	25	.	1	15	.	.	5	.	.	.	.	.	.
620	Burloak Dr/Superior Ct		N	2324	49	5	2	.	.	.	2	.	.	26	3	1	16	.	1	5	2	.	.	.	.	.
630	2171		X	100397	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
640	Harvester/Burloak		S	2171	47	6	9	.	.	.	2	.	.	25	5	8	15	1	1	5	.	.	.	.	.	.
650	Harvester/Syscon		S	2173	47	1	5	.	.	.	3	.	4	24	.	1	15	1	.	5	.	.	.	.	.	.
660	Harvester/Gateway		S	2175	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
670	Harvester/Sheldon		S	2177	47	.	1	.	.	.	2	.	.	24	.	.	15	.	.	6	.	1	.	.	.	.
680	Harvester/Century		S	2179	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
690	Harvester/5155 Harvester		S	2181	46	1	1	.	.	.	2	.	.	24	.	.	15	.	.	5	1	1	.	.	.	.
700	2183		X	100399	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
710	Harvester Appleby		S	2183	47	.	2	.	.	.	2	.	.	25	.	1	15	.	1	5	.	.	.	.	.	.
720	Fairview east of Appleby		N	2185	53	.	10	.	.	.	4	.	2	28	.	5	16	.	2	5	.	1	.	.	.	.
730	Fairview at Appleby GO		N	2187	46	.	19	.	.	.	2	.	.	24	.	14	15	.	5	5	.	.	.	.	.	.
740	2189		X	100454	46	.	.	.	.	.	2	.	.	24	.	.	15	.	.	5	.	.	.	.	.	.
750	Appleby GO station		N	2189	50	2	60	.	.	.	2	.	7	25	.	32	18	2	15	5	.	6	.	.	.	.
All Stops		Total				546	627		.	.		54	56		291	329		178	210		23	32		.	.	2
		Average				2	2		.	.		1	1		4	4		2	3		.	.		.	.	

Ridership by Route and Stop

14: Lakeshore West

Route #14 Sundays November 27-December 17, 2016

OakvilleGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
10	2189	X	100454	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
20	Appleby GO station	N	2189	46	66	.	.	.	.	3	3	.	23	32	.	19	31	.	1	.	.	.	.	.	.
30	Appleby GO station	S	2188	48	4	.	.	.	.	4	3	.	23	.	.	20	1	.	1	.	.	.	.	.	.
40	Fairview/Appleby	S	2186	46	13	1	.	.	.	3	1	.	23	4	.	19	7	1	1	1	.	.	.	.	.
50	Appleby/Harvester	N	2184	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
60	Harvester east of Appleby	N	2182	46	.	2	.	.	.	3	.	2	23	.	.	19	.	.	1	.	.	.	.	.	.
70	2180	X	100398	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
80	Harvester Appleby	N	2180	46	2	.	.	.	.	3	.	.	23	2	.	19	.	.	1	.	.	.	.	.	.
90	Harvester/Appleby GO	N	2178	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
100	Harvester/Century	N	2176	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
110	Harvester/Sheldon	N	2174	47	3	2	.	.	.	4	3	2	23	.	.	19	.	.	1	.	.	.	.	.	.
120	Harvester/Gateway	N	2172	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
130	Harvester/Syscon	N	2170	46	6	2	.	.	.	3	.	1	23	.	.	19	6	1	1	.	.	.	.	.	.
140	2168	X	100396	46	.	.	.	.	.	3	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
150	Harvester/Burloak	N	2168	48	12	13	.	.	.	4	1	1	24	3	8	19	8	4	1	.	.	.	.	.	.
160	2325	X	100057	2	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
170	Burloak Dr/Prince William Dr	S	2325	48	3	6	.	.	.	5	.	1	23	.	.	19	3	5	1	.	.	.	.	.	.
180	Burloak Dr./Great Lakes Blvd.	E	2214	56	12	2	.	.	.	5	.	.	30	12	1	20	.	1	1	.	.	.	.	.	.
190	Great Lakes at 500	E	2304	2	.	.	.	.	.	2	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
200	3364	X	100438	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
210	Great Lakes Blvd/Rebecca St	E	3364	48	1	1	.	.	.	5	1	.	23	.	.	19	.	1	1	.	.	.	.	.	.
220	Great Lakes Blvd/Creek Path Ave	S	3365	49	4	2	.	.	.	5	2	.	24	2	.	19	.	2	1	.	.	.	.	.	.
230	Great Lakes Blvd/Timeless Dr	S	3366	51	7	1	.	.	.	5	1	.	25	5	1	20	1	.	1	.	.	.	.	.	.
240	Great Lakes Blvd/Creek Path Ave	E	3367	49	4	.	.	.	.	5	.	.	24	4	.	19	.	.	1	.	.	.	.	.	.
250	Great Lakes Blvd/Fox Run Circle	S	3368	48	4	1	.	.	.	5	1	.	23	2	.	19	1	1	1	.	.	.	.	.	.
260	Great Lakes Blvd/Mistwell Cr	S	3369	49	2	1	.	.	.	6	1	.	23	.	.	19	1	1	1	.	.	.	.	.	.
270	3370	X	100238	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
280	Great Lakes Blvd/Lakeshore Rd West	E	3370	51	14	2	.	.	.	5	2	.	24	8	.	21	4	2	1	.	.	.	.	.	.
290	Lakeshore Rd/Shell Park	N	3127	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.

Ridership by Route and Stop

Route #14 Sundays November 27-December 17, 2016

14: Lakeshore West

OakvilleGO

Sort	Stop	Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
				Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
300	Lakeshore Rd West/east of Shelburne P	N	2326	48	2	1	.	.	.	5	.	.	23	2	.	19	.	1	1	.	.	.	.	.	.
310	Lakeshore Rd/Shore Gardens	N	2328	52	9	.	.	.	.	5	1	.	25	3	.	21	4	.	1	1	.	.	.	.	.
320	Lakeshore Rd/Cudmore Rd	N	2330	49	1	.	.	.	.	5	.	.	24	1	.	19	.	.	1	.	.	.	.	.	.
330	Lakeshore Rd/Mississaga St	N	2332	48	7	.	.	.	.	5	1	.	23	5	.	19	1	.	1	.	.	.	.	.	.
340	Lakeshore Rd/West River St	N	2335	51	4	.	.	.	.	5	.	.	25	3	.	20	1	.	1	.	.	.	.	.	.
350	2336	X	100058	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
360	Lakeshore Rd West/Bronte Rd	N	2336	60	12	6	.	.	.	7	1	3	28	5	1	24	6	2	1	.	.	.	.	.	.
380	Lakeshore Rd/Jones St	N	2339	55	17	6	.	.	.	6	4	2	26	9	3	22	4	1	1	.	.	.	.	.	.
390	Lakeshore Rd/Nelson St	N	2340	53	9	8	.	.	.	5	.	.	27	8	4	20	1	4	1	.	.	.	.	.	.
400	Lakeshore Rd/East St	N	2341	61	32	1	.	.	.	6	5	.	30	20	.	24	7	1	1	.	.	.	.	.	.
410	Lakeshore Rd/Bronte Athletic Park	E	2343	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
420	Lakeshore Rd/Solingate Dr	E	2345	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
430	Lakeshore Rd/Windsor Gate	E	2623	49	8	.	.	.	.	5	1	.	24	6	.	19	1	.	1	.	.	.	.	.	.
440	3159	X	100201	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
450	Third Line/Lakeshore Rd West	N	3159	49	2	1	.	.	.	5	.	.	23	1	1	20	1	.	1	.	.	.	.	.	.
460	Third Line/Venetia Dr	W	3160	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
470	Third Line/Hixon St	N	3162	48	1	1	.	.	.	5	1	.	23	.	1	19	.	.	1	.	.	.	.	.	.
480	Third Line/Rebecca St	N	3265	51	.	6	.	.	.	6	.	1	24	.	4	20	.	1	1	.	.	.	.	.	.
490	3113	X	100192	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
500	South Oakville Centre	S	3113	69	131	70	.	.	.	8	12	6	34	69	41	26	50	23	1	.	.	.	.	.	.
510	Rebecca St/Sedgewick Cr	N	2652	49	2	.	.	.	.	5	.	.	24	2	.	19	.	.	1	.	.	.	.	.	.
520	Rebecca St/Woodside Dr	N	2654	51	4	4	.	.	.	5	.	.	25	3	2	20	1	2	1	.	.	.	.	.	.
530	2656	X	100116	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
540	T.A. Blakelock	N	2656	50	8	1	.	.	.	5	.	.	25	7	1	19	1	.	1	.	.	.	.	.	.
550	Rebecca St./Spring Garden Rd.	N	2658	50	4	1	.	.	.	5	.	.	25	4	1	19	.	.	1	.	.	.	.	.	.
560	Rebecca St./Maplehurst Ave.	N	2660	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
570	Rebecca St./Patricia Dr.	N	2662	49	1	5	.	.	.	5	.	.	23	1	3	20	.	2	1	.	.	.	.	.	.
580	Rebecca St/Suffolk Ave	E	2664	50	4	7	.	.	.	5	.	.	25	2	5	19	2	2	1	.	.	.	.	.	.
590	Rebecca St/Southview Rd	N	2666	53	10	9	.	.	.	6	.	2	27	7	7	19	3	.	1	.	.	.	.	.	.

Ridership by Route and Stop

14: Lakeshore West

Route #14 Sundays November 27-December 17, 2016

OakvilleGO

Sort	Stop		Dir	Stop ID	All Day			Am Early			AM Peak			Day Normal			PM Peak			Early Evening			Late Night			Ramp Event
					Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	Trips	Board	Alight	
600	Rebecca St./Morden Rd.		E	2668	49	8	3	.	.	.	5	.	.	24	8	.	19	.	3	1	.	.	.	.	.	.
610	Rebecca St./Dorval Dr.		E	2670	48	2	3	.	.	.	5	.	.	23	2	1	19	.	2	1	.	.	.	.	.	.
620	Rebecca St./Brock St.		N	2539	60	15	25	.	.	.	5	.	2	29	8	16	25	7	7	1	.	.	.	.	.	.
630	2540		X	100416	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
640	Rebecca St./Kerr St.		N	2540	56	1	19	.	.	.	6	.	1	26	.	13	23	1	5	1	.	.	.	.	.	.
650	Rebecca St./Chisholm St.		N	2545	52	7	15	.	.	.	5	2	1	23	2	2	23	3	12	1	.	.	.	.	.	.
660	Church St./Navy St.		N	2574	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
670	3119		X	100194	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
680	Church St./Dunn St.		N	3119	50	13	25	.	.	.	6	2	.	24	5	17	19	6	8	1	.	.	.	.	.	.
690	Reynolds St/Randall St		W	2285	48	22	10	.	.	.	5	1	.	23	11	6	19	10	4	1	.	.	.	.	.	.
700	Reynolds St./Palmer Ave.		W	2307	48	2	.	.	.	.	5	.	.	23	2	.	19	.	.	1	.	.	.	.	.	.
710	Reynolds St/Sheddon Ave		W	2306	49	5	4	.	.	.	6	.	1	23	4	.	19	1	3	1	.	.	.	.	.	.
720	2308		X	100050	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
730	Reynolds St/south of MacDonald Rd		W	2308	48	2	1	.	.	.	5	.	.	23	2	1	19	.	.	1	.	.	.	.	.	.
740	Reynolds St./Spruce St.		W	2513	50	1	3	.	.	.	5	.	.	25	1	2	19	.	1	1	.	.	.	.	.	.
750	Reynolds St./south of Cornwall Rd.		N	2512	53	6	24	.	.	.	6	.	3	25	2	12	21	4	9	1	.	.	.	.	.	.
760	3172		X	100202	48	.	.	.	.	.	5	.	.	23	.	.	19	.	.	1	.	.	.	.	.	.
770	Oakville GO Station		N	3172	48	.	120	.	.	.	5	.	2	23	.	77	19	.	39	1	.	2	.	.	.	.
All Stops		Total				509	415		.	.		50	31		279	231		178	151		2	2		.	.	.
		Average				2	1		.	.		1	.		4	3		2	2		.	.		.	.	

Stop Summary

M - F LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 EB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	1,546	188	6	11,197	64,572	17	1,721	48%
Lakeshore Rd/Jones St	N	2339	868	181	7	9,272	61,941	15	1,652	38%
Lakeshore Rd West/Bronte	N	2336	516	250	1	8,744	61,191	14	1,631	29%
Lakeshore Rd/Nelson St	N	2340	455	252	.	9,143	60,440	15	1,611	30%
Lakeshore Rd/Windsor Gate	E	2623	350	46	.	10,496	57,398	18	1,530	19%
Lakeshore Rd/Bronte Athleti	E	2343	34	3	.	9,278	51,812	18	1,382	2%
Lakeshore Rd/Solingate Dr	E	2345	18	8	.	9,488	52,661	18	1,404	1%
Lakeshore Rd West at Bront	E	2343			.	224	946	24	25	0%
All 8 Stops			3,787	928	14					

Stop Summary

Su LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 EB and WB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	135	17	1	1,191	9,299	13	252	35%
Lakeshore Rd/Jones St	N	2339	107	14	.	969	8,730	11	236	31%
Lakeshore Rd West/East St	S	2458	52	105	1	993	8,117	12	219	41%
Lakeshore Rd/Nelson St	N	2340	45	18	.	1,004	8,525	12	231	22%
Lakeshore Rd West/Bronte	S	2337	40	50	1	850	7,895	11	213	24%
Lakeshore Rd West/Bronte	N	2336	39	24	.	837	8,314	10	225	20%
Lakeshore Rd West/Jones St	S	2338	25	103	.	886	8,006	11	216	36%
Lakeshore Rd/Windsor Gate	E	2623	20	1	.	1,058	7,899	13	214	7%
Lakeshore Rd West/Nelson	S	2457	14	47	.	922	7,706	12	208	21%
Lakeshore Rd West/Windsor	W	2624	8	13	.	1,006	7,669	13	207	8%
Lakeshore Rd/Solingate Dr	E	2345	2	1	.	991	7,537	13	204	1%
Lakeshore Rd West/Bronte A	S	2342	1		.	989	7,517	13	203	0%
Lakeshore Rd West/Solingat	W	2344		2	.	1,004	7,669	13	207	1%
Lakeshore Rd/Bronte Athleti	E	2343			.	947	7,198	13	195	0%
Lakeshore Rd West at Bront	E	2343			.	38	302	13	8	0%
Lakeshore Rd West at Bront	S	2342			.	21	189	11	5	0%
All 16 Stops			488	395	3					

Stop Summary

M - F LAKESHORE RD EA - 3RD LINE to BRONTE RD Jan 1/17 - Dec 9/17 WB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd West/East St	S	2458	373	838	6	8,094	52,384	15	1,397	40%
Lakeshore Rd West/Bronte	S	2337	337	331	1	7,319	51,589	14	1,376	33%
Lakeshore Rd West/Jones St	S	2338	203	576	6	7,312	51,060	14	1,362	34%
Lakeshore Rd West/Nelson	S	2457	135	331	.	7,661	51,197	15	1,366	24%
Lakeshore Rd West/Windsor	W	2624	52	139	.	8,048	49,160	16	1,311	11%
Lakeshore Rd West/Solingat	W	2344	9	16	.	7,981	48,933	16	1,305	2%
Lakeshore Rd West/Bronte A	S	2342	4	9	.	7,824	47,991	16	1,280	1%
Lakeshore Rd West at Bront	S	2342			.	151	904	17	24	0%
All 8 Stops			1,113	2,240	13					

Stop Summary

M - F LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 EB and WB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	1,546	188	6	11,197	64,572	17	1,721	48%
Lakeshore Rd/Jones St	N	2339	868	181	7	9,272	61,941	15	1,652	38%
Lakeshore Rd West/Bronte	N	2336	516	250	1	8,744	61,191	14	1,631	29%
Lakeshore Rd/Nelson St	N	2340	455	252	.	9,143	60,440	15	1,611	30%
Lakeshore Rd West/East St	S	2458	373	838	6	8,094	52,384	15	1,397	40%
Lakeshore Rd/Windsor Gate	E	2623	350	46	.	10,496	57,398	18	1,530	19%
Lakeshore Rd West/Bronte	S	2337	337	331	1	7,319	51,589	14	1,376	33%
Lakeshore Rd West/Jones St	S	2338	203	576	6	7,312	51,060	14	1,362	34%
Lakeshore Rd West/Nelson	S	2457	135	331	.	7,661	51,197	15	1,366	24%
Lakeshore Rd West/Windsor	W	2624	52	139	.	8,048	49,160	16	1,311	11%
Lakeshore Rd/Bronte Athleti	E	2343	34	3	.	9,278	51,812	18	1,382	2%
Lakeshore Rd/Solingate Dr	E	2345	18	8	.	9,488	52,661	18	1,404	1%
Lakeshore Rd West/Solingat	W	2344	9	16	.	7,981	48,933	16	1,305	2%
Lakeshore Rd West/Bronte A	S	2342	4	9	.	7,824	47,991	16	1,280	1%
Lakeshore Rd West at Bront	E	2343			.	224	946	24	25	0%
Lakeshore Rd West at Bront	S	2342			.	151	904	17	24	0%
All 16 Stops			4,900	3,168	27					

Stop Summary

Su LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 WB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd West/East St	S	2458	52	105	1	993	8,117	12	219	41%
Lakeshore Rd West/Bronte	S	2337	40	50	1	850	7,895	11	213	24%
Lakeshore Rd West/Jones St	S	2338	25	103	.	886	8,006	11	216	36%
Lakeshore Rd West/Nelson	S	2457	14	47	.	922	7,706	12	208	21%
Lakeshore Rd West/Windsor	W	2624	8	13	.	1,006	7,669	13	207	8%
Lakeshore Rd West/Bronte A	S	2342	1		.	989	7,517	13	203	0%
Lakeshore Rd West at Bront	S	2342			.	21	189	11	5	0%
Lakeshore Rd West/Solingat	W	2344		2	.	1,004	7,669	13	207	1%
All 8 Stops			140		2					
				320						

Stop Summary

Sa LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN1/17 - DEC 9/17 EB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	220	22	.	1,699	10,293	17	277	44%
Lakeshore Rd/Jones St	N	2339	133	21	.	1,360	9,851	14	265	34%
Lakeshore Rd West/Bronte	N	2336	75	45	.	1,295	10,046	13	270	27%
Lakeshore Rd/Nelson St	N	2340	70	30	.	1,404	9,910	14	266	26%
Lakeshore Rd/Windsor Gate	E	2623	24	5	.	1,560	9,187	17	247	11%
Lakeshore Rd/Solingate Dr	E	2345	6	1	.	1,458	8,700	17	234	3%
Lakeshore Rd/Bronte Athleti	E	2343	4	1	.	1,411	8,433	17	227	2%
Lakeshore Rd West at Bront	E	2343			.	38	266	14	7	0%
All 8 Stops			532		.					
				125						

Stop Summary

Sa LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 EB and EB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	220	22	.	1,699	10,293	17	277	44%
Lakeshore Rd/Jones St	N	2339	133	21	.	1,360	9,851	14	265	34%
Lakeshore Rd West/Bronte	N	2336	75	45	.	1,295	10,046	13	270	27%
Lakeshore Rd/Nelson St	N	2340	70	30	.	1,404	9,910	14	266	26%
Lakeshore Rd West/East St	S	2458	64	212	7	1,450	8,850	16	238	52%
Lakeshore Rd West/Bronte	S	2337	44	84	.	1,207	8,679	14	233	34%
Lakeshore Rd West/Jones St	S	2338	27	143	1	1,251	8,697	14	234	41%
Lakeshore Rd/Windsor Gate	E	2623	24	5	.	1,560	9,187	17	247	11%
Lakeshore Rd West/Windsor	W	2624	20	18	.	1,515	8,374	18	225	15%
Lakeshore Rd West/Nelson	S	2457	20	83	.	1,324	8,489	16	228	28%
Lakeshore Rd/Solingate Dr	E	2345	6	1	.	1,458	8,700	17	234	3%
Lakeshore Rd/Bronte Athleti	E	2343	4	1	.	1,411	8,433	17	227	2%
Lakeshore Rd West/Bronte A	S	2342	3	3	.	1,471	8,148	18	219	3%
Lakeshore Rd West/Solingat	W	2344	2	6	.	1,502	8,300	18	223	4%
Lakeshore Rd West at Bront	E	2343			.	38	266	14	7	0%
Lakeshore Rd West at Bront	S	2342			.	39	190	21	5	0%
All 16 Stops			712	674	8					

Stop Summary

Sa LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 WB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd West/East St	S	2458	64	212	7	1,450	8,850	16	238	52%
Lakeshore Rd West/Bronte	S	2337	44	84	.	1,207	8,679	14	233	34%
Lakeshore Rd West/Jones St	S	2338	27	143	1	1,251	8,697	14	234	41%
Lakeshore Rd West/Windsor	W	2624	20	18	.	1,515	8,374	18	225	15%
Lakeshore Rd West/Nelson	S	2457	20	83	.	1,324	8,489	16	228	28%
Lakeshore Rd West/Bronte A	S	2342	3	3	.	1,471	8,148	18	219	3%
Lakeshore Rd West/Solingat	W	2344	2	6	.	1,502	8,300	18	223	4%
Lakeshore Rd West at Bront	S	2342			.	39	190	21	5	0%
All 8 Stops			180		8					
				549						

Stop Summary

Su LAKESHORE RD EA - 3RD LINE to BRONTE RD JAN 1/17 - DEC 9/17 EB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	135	17	1	1,191	9,299	13	252	35%
Lakeshore Rd/Jones St	N	2339	107	14	.	969	8,730	11	236	31%
Lakeshore Rd/Nelson St	N	2340	45	18	.	1,004	8,525	12	231	22%
Lakeshore Rd West/Bronte	N	2336	39	24	.	837	8,314	10	225	20%
Lakeshore Rd/Windsor Gate	E	2623	20	1	.	1,058	7,899	13	214	7%
Lakeshore Rd/Solingate Dr	E	2345	2	1	.	991	7,537	13	204	1%
Lakeshore Rd West at Bront	E	2343			.	38	302	13	8	0%
Lakeshore Rd/Bronte Athleti	E	2343			.	947	7,198	13	195	0%
All 8 Stops			348	75	1					

Stop Summary

LAKESHORE RD EA - 3RD LINE to BRONTE RD Jan 1/17 - Dec 9/17

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	1,901	227	7	14,087	84,164	17	2,250	46%
Lakeshore Rd/Jones St	N	2339	1,108	216	7	11,601	80,522	14	2,153	37%
Lakeshore Rd West/Bronte	N	2336	630	319	1	10,876	79,551	14	2,126	28%
Lakeshore Rd/Nelson St	N	2340	570	300	.	11,551	78,875	15	2,108	28%
Lakeshore Rd West/East St	S	2458	489	1,155	14	10,537	69,351	15	1,854	42%
Lakeshore Rd West/Bronte	S	2337	421	465	2	9,376	68,163	14	1,822	32%
Lakeshore Rd/Windsor Gate	E	2623	394	52	.	13,114	74,484	18	1,991	17%
Lakeshore Rd West/Jones St	S	2338	255	822	7	9,449	67,763	14	1,812	35%
Lakeshore Rd West/Nelson	S	2457	169	461	.	9,907	67,392	15	1,802	24%
Lakeshore Rd West/Windsor	W	2624	80	170	.	10,569	65,203	16	1,743	11%
Lakeshore Rd/Bronte Athleti	E	2343	38	4	.	11,636	67,443	17	1,804	2%
Lakeshore Rd/Solingate Dr	E	2345	26	10	.	11,937	68,898	17	1,842	2%
Lakeshore Rd West/Solingat	W	2344	11	24	.	10,487	64,902	16	1,735	2%
Lakeshore Rd West/Bronte A	S	2342	8	12	.	10,284	63,656	16	1,702	1%
Lakeshore Rd West at Bront	E	2343			.	300	1,514	20	40	0%
Lakeshore Rd West at Bront	S	2342			.	211	1,283	16	34	0%
All 16 Stops			6,100	4,237	38					

Stop Summary

LAKESHORE RD EA - 3RD LINE to BRONTE RD Jan 1/17 - Dec 9/17 EB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd/East St	N	2341	1,901	227	7	14,087	84,164	17	2,250	46%
Lakeshore Rd/Jones St	N	2339	1,108	216	7	11,601	80,522	14	2,153	37%
Lakeshore Rd West/Bronte	N	2336	630	319	1	10,876	79,551	14	2,126	28%
Lakeshore Rd/Nelson St	N	2340	570	300	.	11,551	78,875	15	2,108	28%
Lakeshore Rd/Windsor Gate	E	2623	394	52	.	13,114	74,484	18	1,991	17%
Lakeshore Rd/Bronte Athleti	E	2343	38	4	.	11,636	67,443	17	1,804	2%
Lakeshore Rd/Solingate Dr	E	2345	26	10	.	11,937	68,898	17	1,842	2%
Lakeshore Rd West at Bront	E	2343			.	300	1,514	20	40	0%
All 8 Stops			4,667		15					
				1,128						

Stop Summary

LAKESHORE RD EA - 3RD LINE to BRONTE RD Jan 1/17 - Dec 9/17 WB

Stop	Travel Direction	Stop ID	Board	Alight	Ramp Event	Load	Vehicle Capacity	Load %	Vehicle Trips	Serviced
Lakeshore Rd West/East St	S	2458	489	1,155	14	10,537	69,351	15	1,854	42%
Lakeshore Rd West/Bronte	S	2337	421	465	2	9,376	68,163	14	1,822	32%
Lakeshore Rd West/Jones St	S	2338	255	822	7	9,449	67,763	14	1,812	35%
Lakeshore Rd West/Nelson	S	2457	169	461	.	9,907	67,392	15	1,802	24%
Lakeshore Rd West/Windsor	W	2624	80	170	.	10,569	65,203	16	1,743	11%
Lakeshore Rd West/Solingat	W	2344	11	24	.	10,487	64,902	16	1,735	2%
Lakeshore Rd West/Bronte A	S	2342	8	12	.	10,284	63,656	16	1,702	1%
Lakeshore Rd West at Bront	S	2342			.	211	1,283	16	34	0%
All 8 Stops			1,433		23					
				3,109						

3 THIRD LINE

Monday to Friday Effective September 4, 2016

Timepoint	South Oakville Centre (Depart)	Bronte GO (Northbound)	Third Line & Upper Middle	Hospital	Third Line & Upper Middle	Bronte GO (Southbound)	Third Line & Rebecca	Lakeshore & Bronte	South Oakville Centre (Arrive)
Monday to Friday									
	To Hospital				**To South Oakville Centre**				
a.m.	--	--	--	6:00	6:08	6:15	6:20	6:26	6:34
	--	--	--	6:15	6:23	6:30	6:35	6:41	6:49
	6:07	6:15	6:22	6:30	6:38	6:45	6:50	6:56	7:04
	6:22	6:30	6:37	6:45	6:53	7:00	7:05	7:11	7:19
	6:37	6:45	6:52	7:00	7:08	7:15	7:20	7:26	7:34
	6:52	7:00	7:07	7:15	7:23	7:30	7:35	7:41	7:49
	7:07	7:15	7:22	7:30	7:38	7:45	7:50	7:56	8:04
	7:22	7:30	7:37	7:45	7:53	8:00	8:05	8:11	8:19
	7:37	7:45	7:52	8:00	8:08	8:15	8:20	8:26	8:34
	7:52	8:00	8:07	8:15	8:23	8:30	8:35	8:41	8:49
	8:07	8:15	8:22	8:30	8:38	8:45	8:50	8:56	9:04
	8:22	8:30	8:37	8:45	8:53	9:00	9:05	9:11	9:19
	8:37	8:45	8:52	9:00	9:08	9:15	9:20	9:26	9:34
	9:07	9:15	9:22	9:30	9:38	9:45	9:50	9:56	10:04
	9:37	9:45	9:52	10:00	10:08	10:15	10:20	10:26	10:34
	and every 30 minutes until								
p.m.	3:07	3:15	3:22	3:30	3:38	3:45	3:50	3:56	4:04
	3:37	3:45	3:52	4:00	4:08	4:15	4:20	4:26	4:34
	4:07	4:15	4:22	4:30	4:38	4:45	4:50	4:56	5:04
	4:22	4:30	4:37	4:45	4:53	5:00	5:05	5:11	5:19
	4:37	4:45	4:52	5:00	5:08	5:15	5:20	5:26	5:34
	4:52	5:00	5:07	5:15	5:23	5:30	5:35	5:41	5:49
	5:07	5:15	5:22	5:30	5:38	5:45	5:50	5:56	6:04
	5:22	5:30	5:37	5:45	5:53	6:00	6:05	6:11	6:19
	5:37	5:45	5:52	6:00	6:08	6:15	6:20	6:26	6:34
	5:52	6:00	6:07	6:15	6:23	6:30	6:35	6:41	6:49
	6:07	6:15	6:22	6:30	6:38	6:45	6:50	6:56	7:04
	6:22	6:30	6:37	6:45	6:53	7:00	7:05	7:11	7:19
	6:37	6:45	6:52	7:00	7:08	7:15	7:20	7:26	7:34
	7:07	7:15	7:22	7:30	7:38	7:45	7:50	7:56	8:04
	7:37	7:45	7:52	8:00	8:08	8:15	8:20	8:26	8:34
	8:37	8:45	8:52	9:00	9:08	9:15	9:20	9:26	9:34
	9:37	9:45	9:52	10:00	10:08	10:15	10:20	10:26	10:34
	10:37	10:45	10:52	11:00	11:08	11:15	11:20	11:26	11:34

Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination.

Oakville Transit
430 Wyecroft Road
8:30 a.m. - 4:30 p.m.
Monday - Friday

oakvilletransit.ca
@oakvilletransit

Mailing Address
Oakville Transit
1225 Trafalgar Road
Oakville, ON L6H 0H3

Info Line 905-815-2020
care-A-van 905-337-9222

While every effort will be made to operate our service to these timetables, all schedules including bus stop times and transfer times are based on normal traffic and weather conditions and as such are subject to change. Oakville Transit will not be responsible for any loss, damage or inconvenience that may result from any errors, omissions or service delays.

3 THIRD LINE

Saturday, Sunday/Holidays Effective Sept. 4, 2016

Timepoint	South Oakville Centre (Depart)	Bronte GO (Northbound)	Third Line & Upper Middle	Hospital	Third Line & Upper Middle	Bronte GO (Southbound)	Third Line & Rebecca	Lakeshore & Bronte	South Oakville Centre (Arrive)
Saturday									
	To Hospital				**To South Oakville Centre**				
a.m.	--	--	--	7:00	7:08	7:15	7:20	7:26	7:34
	7:07	7:15	7:22	7:30	7:38	7:45	7:50	7:56	8:04
	7:37	7:45	7:52	8:00	8:08	8:15	8:20	8:26	8:34
	8:07	8:15	8:22	8:30	8:38	8:45	8:50	8:56	9:04
	and every 30 minutes until								
p.m.	6:37	6:45	6:52	7:00	7:08	7:15	7:20	7:26	7:34
	7:07	7:15	7:22	7:30	7:38	7:45	7:50	7:56	8:04
	7:37	7:45	7:52	8:00	8:08	8:15	8:20	8:26	8:34
	8:37	8:45	8:52	9:00	9:08	9:15	9:20	9:26	9:34
	9:37	9:45	9:52	10:00	10:08	10:15	10:20	10:26	10:34
	10:37	10:45	10:52	11:00	11:08	11:15	11:20	11:26	11:34
Sunday / Holidays									
	To Hospital				**To South Oakville Centre**				
a.m.	--	--	--	8:00	8:08	8:15	8:20	8:26	8:34
	8:07	8:15	8:22	8:30	8:38	8:45	8:50	8:56	9:04
	8:37	8:45	8:52	9:00	9:08	9:15	9:20	9:26	9:34
	9:07	9:15	9:22	9:30	9:38	9:45	9:50	9:56	10:04
	and every 30 minutes until								
p.m.	6:07	6:15	6:22	6:30	6:38	6:45	6:50	6:56	7:04
	6:37	6:45	6:52	7:00	7:08	7:15	7:20	7:26	7:34
	7:07	7:15	7:22	7:30	7:38	7:45	7:50	7:56	8:04
	7:37	7:45	7:52	8:00*	** Ends at the hospital*				

Late Night Service departs from the Oakville GO station at 11:40 p.m., 12:30 and 1:30 a.m., Monday to Saturday, and 7:40 p.m. on Sunday and holidays. Let the driver know the nearest bus stop to your destination.

Have you tried real-time bus tracking?

Track your bus at oakvilletransit.ca or download the Oakville Transit mobile app.

Download on the App Store GET IT ON Google play

Oakville Transit
430 Wyecroft Road
8:30 a.m. - 4:30 p.m.
Monday - Friday

oakvilletransit.ca
@oakvilletransit

Mailing Address
Oakville Transit
1225 Trafalgar Road
Oakville, ON L6H 0H3

Info Line 905-815-2020
care-A-van 905-337-9222

While every effort will be made to operate our service to these timetables, all schedules including bus stop times and transfer times are based on normal traffic and weather conditions and as such are subject to change. Oakville Transit will not be responsible for any loss, damage or inconvenience that may result from any errors, omissions or service delays.

OAKVILLE TRANSIT

Appendix B

Received Data

Intersecting Roadway	TMC		Traffic Signal Plan		Traffic Volumes: Mid-Block		
	Count Date	Received	Produced	Received	Between	Count Date	Received
Mississaga	15-Sep-15	29-Nov-16	18-Oct-16	29-Nov-16			No data
West River Street / Triller Place	04-Oct-16	29-Nov-16		No data			No data
Bronte Road	08-Jun-15	29-Nov-16	18-Oct-16	29-Nov-16	**West River Street & Bronte Road**	June 3-4/15	29-Nov-16
Jones Street	16-May-16	29-Nov-16	18-Oct-16	29-Nov-16	**Bronte Road & Jones Street**	Nov 24-25/14	29-Nov-16
Nelson Street	05-Oct-16	29-Nov-16	18-Oct-16	29-Nov-16			No data
East Street	06-Oct-15	29-Nov-16	Nov-16	29-Nov-16			No data
Solingate Drive		No data		No data	**East Street & Solingate Drive**	May 14-15/14	29-Nov-16
Windsor Gate		No data		No data			No data
Third Line	07-Sep-16	29-Nov-16	01-Nov-16	29-Nov-16	**Windsor Gate & Third Line**	Juen 16-17/15	29-Nov-16
Belvedere Drive		No data		No data	**Third Line & Belvedere Drive**	May 14-15/14	29-Nov-16
Hamlet Common		No data		No data			No data
Westminster Drive	13-Jun-11	29-Nov-16		No data			No data
Woodhaven Park Drive		No data		No data			No data
Sandwell Drive		No data		No data			No data
Wolfdale Avenue		No data		No data			No data
Willowridge		No data		No data			No data
Westdale Road West		No data		No data			No data

Intersecting Roadway	TMC		Traffic Signal Plan		Traffic Volumes: Mid-Block		
	Count Date	Received	Produced	Received	Between	Count Date	Received
Spring Garden Drive		No data		No data			No data
Wilder Drive		No data		No data			No data
West Lynn Road		No data		No data			No data
Westdale Road East		No data		No data	**West Lynn Road & Westdale Road E.**	June 15-16/15	29-Nov-16
Fourth Line	17-Jun-15	29-Nov-16	19-Feb-16	29-Nov-16			No data
Whittington Place		No data		No data	**Fourth Line & Whittington Place**	June 3-4/15	29-Nov-16
Suffolk Ave / Appleby College Entrance	01-Oct-15	29-Nov-16		No data			No data
Birch Hill Lane		No data		No data			No data
Paliser Court		No data		No data			No data
Lambert Common		No data		No data			No data
Morden Road	14-Sep-15	29-Nov-16	26-Aug-14	29-Nov-16			No data
Tavistock Square / Shorewood Place		No data		No data	**Morden Road & Shorewood Place**	Nov 10-11/15	29-Nov-16
Hollyrood		No data		No data			No data
Dorval Drive	17-Oct-16	29-Nov-16	28-Aug-14	29-Nov-16	**Hollyroad Avenue & Dorval Drive**	June 2-3/14	29-Nov-16

Appendix C

Turning Movement Reports

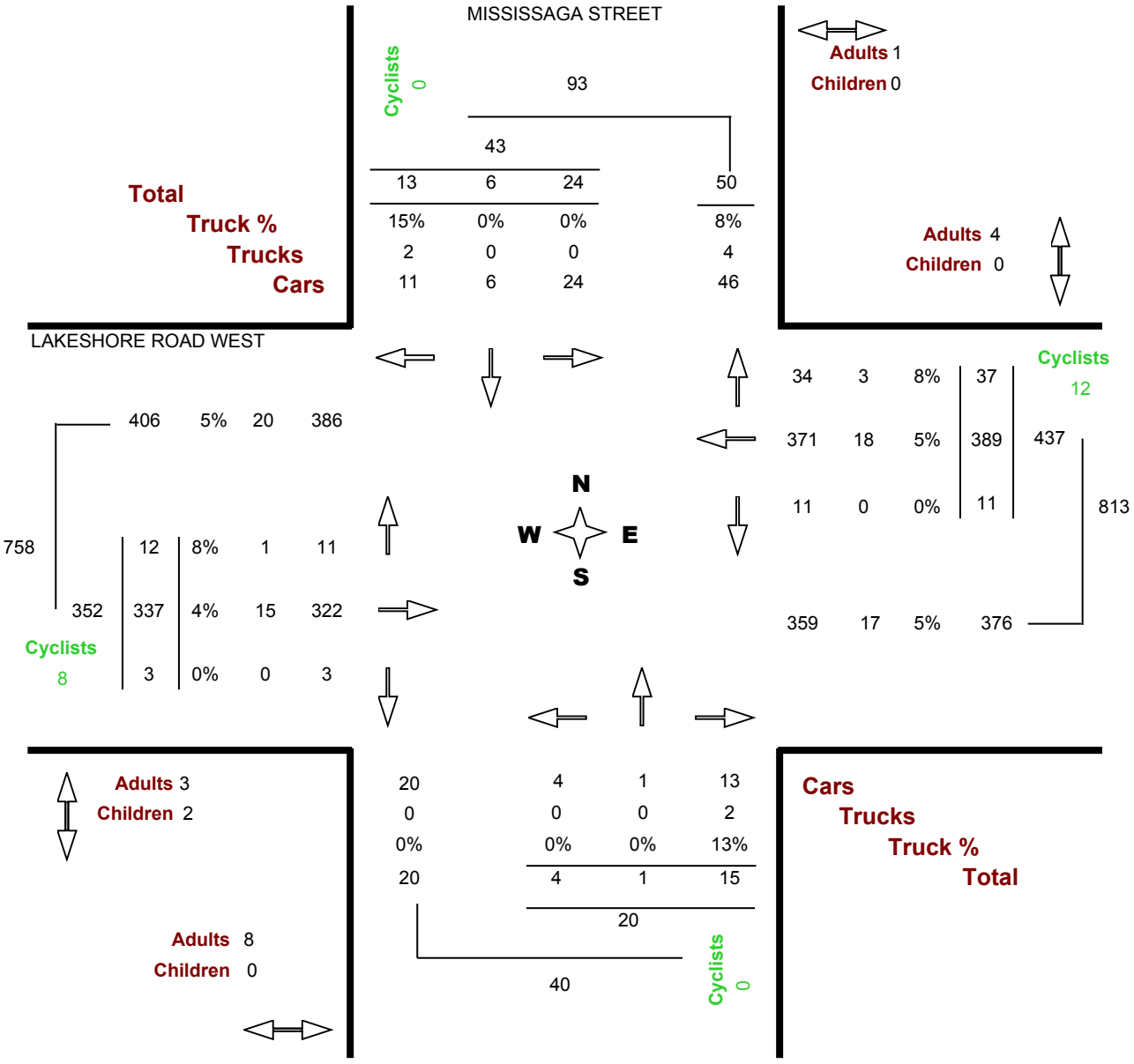
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ MISSISSAGA STREET

Municipality..... OAKVILLE

GeoID..... 30078201

Count Date..... Tuesday, 15 September, 2015 **Peak Hour.....** 11:30 AM — 12:30 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

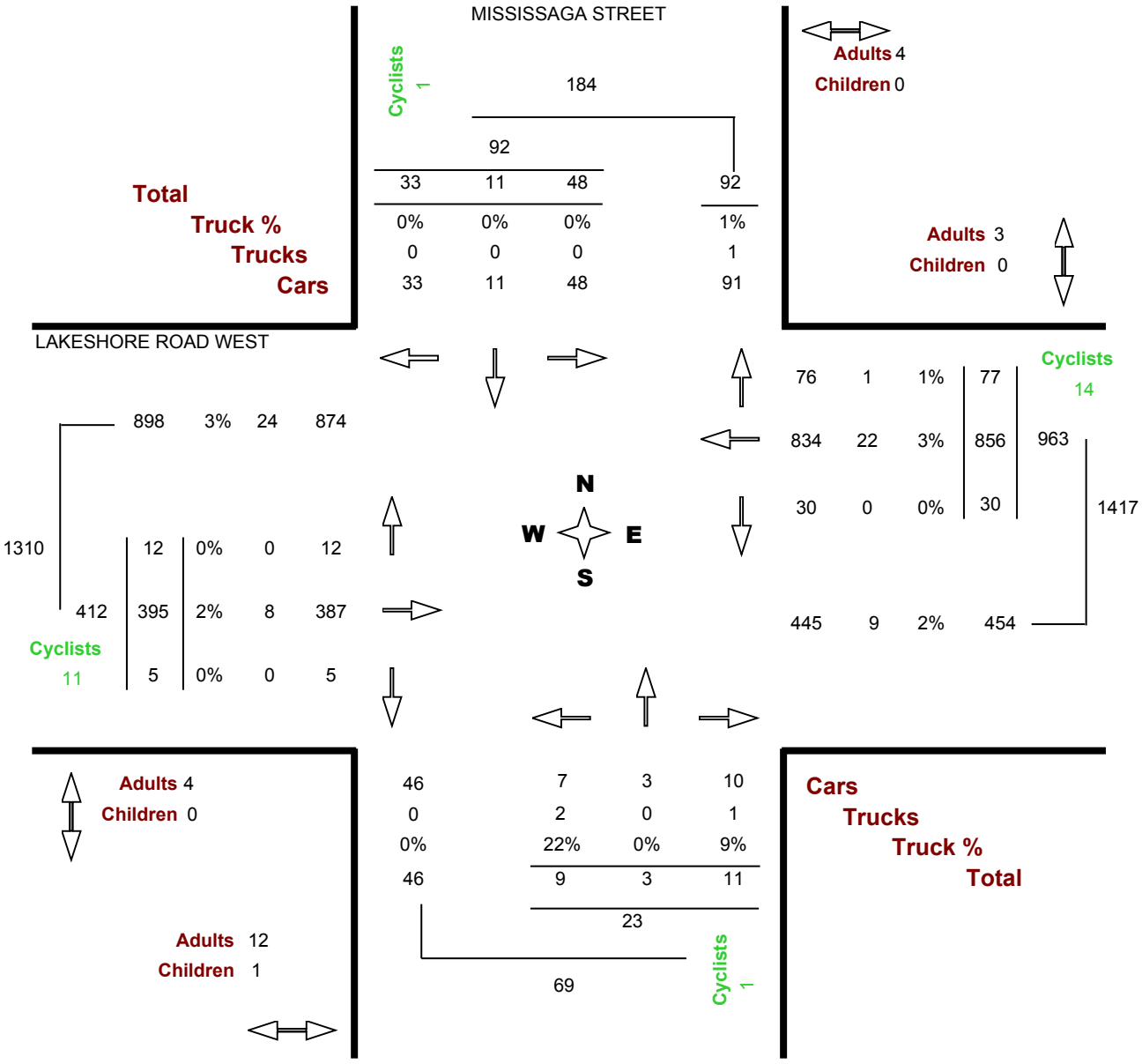
Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ MISSISSAGA STREET

Municipality..... OAKVILLE

GeoID..... 30078201

Count Date..... Tuesday, 15 September, 2015 **Peak Hour.....** 04:45 PM — 05:45 PM



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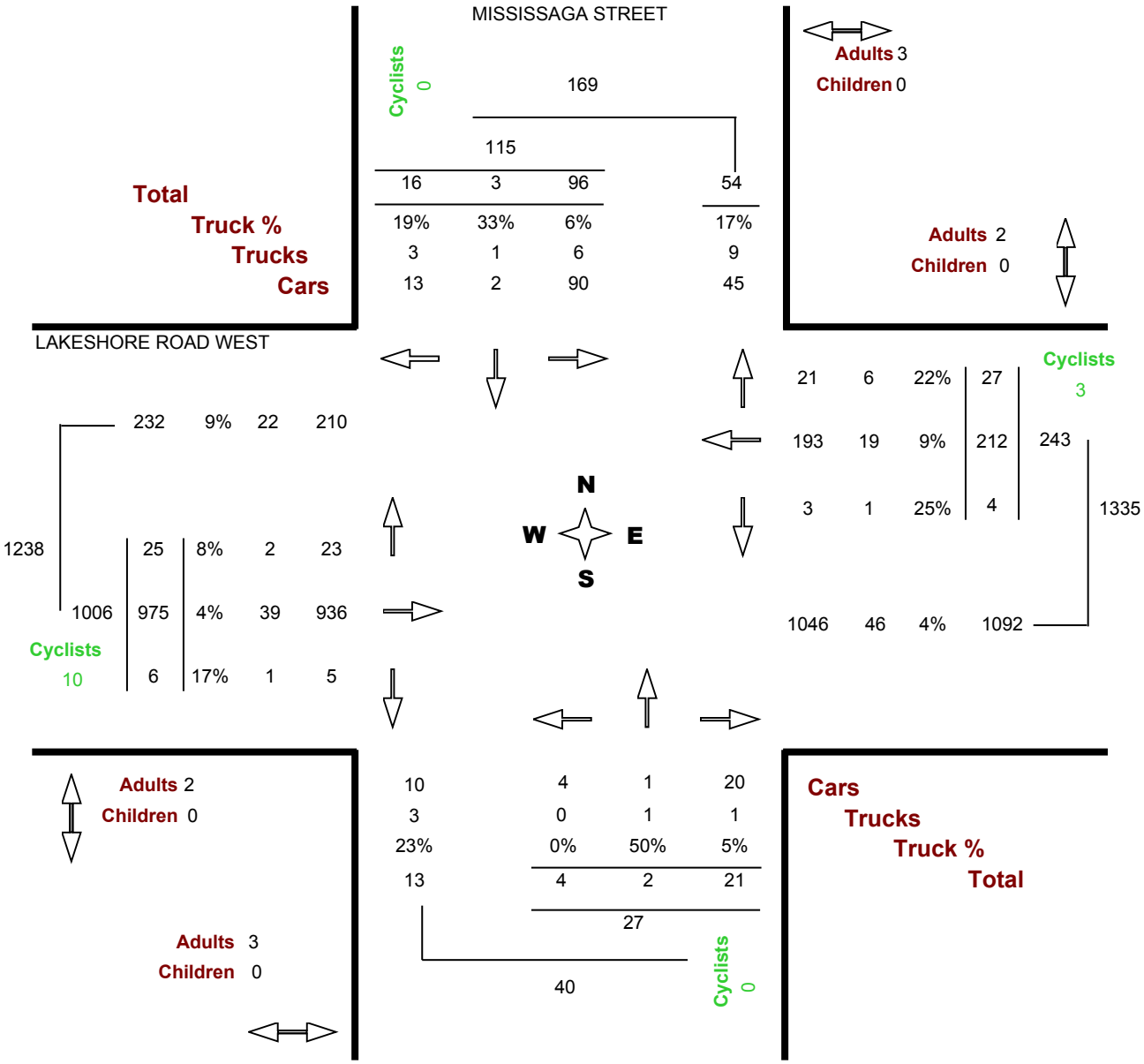
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ MISSISSAGA STREET

Municipality..... OAKVILLE

GeoID..... 30078201

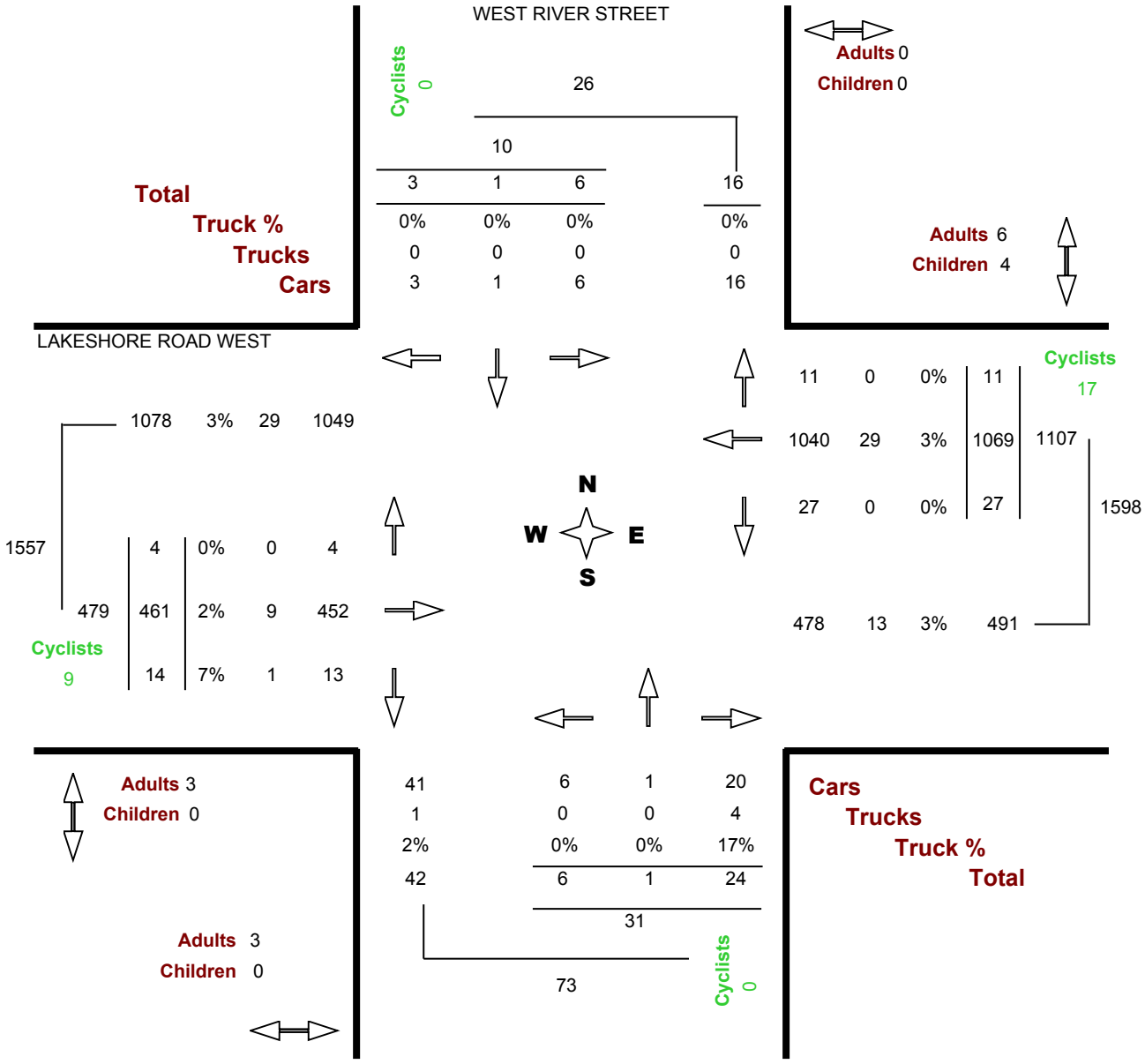
Count Date..... Tuesday, 15 September, 2015 **Peak Hour.....** 07:30 AM — 08:30 AM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ WEST RIVER STREET
Municipality..... OAKVILLE
GeoID..... 30078301
Count Date..... Tuesday, 04 October, 2016 **Peak Hour.....** 05:00 PM — 06:00 PM



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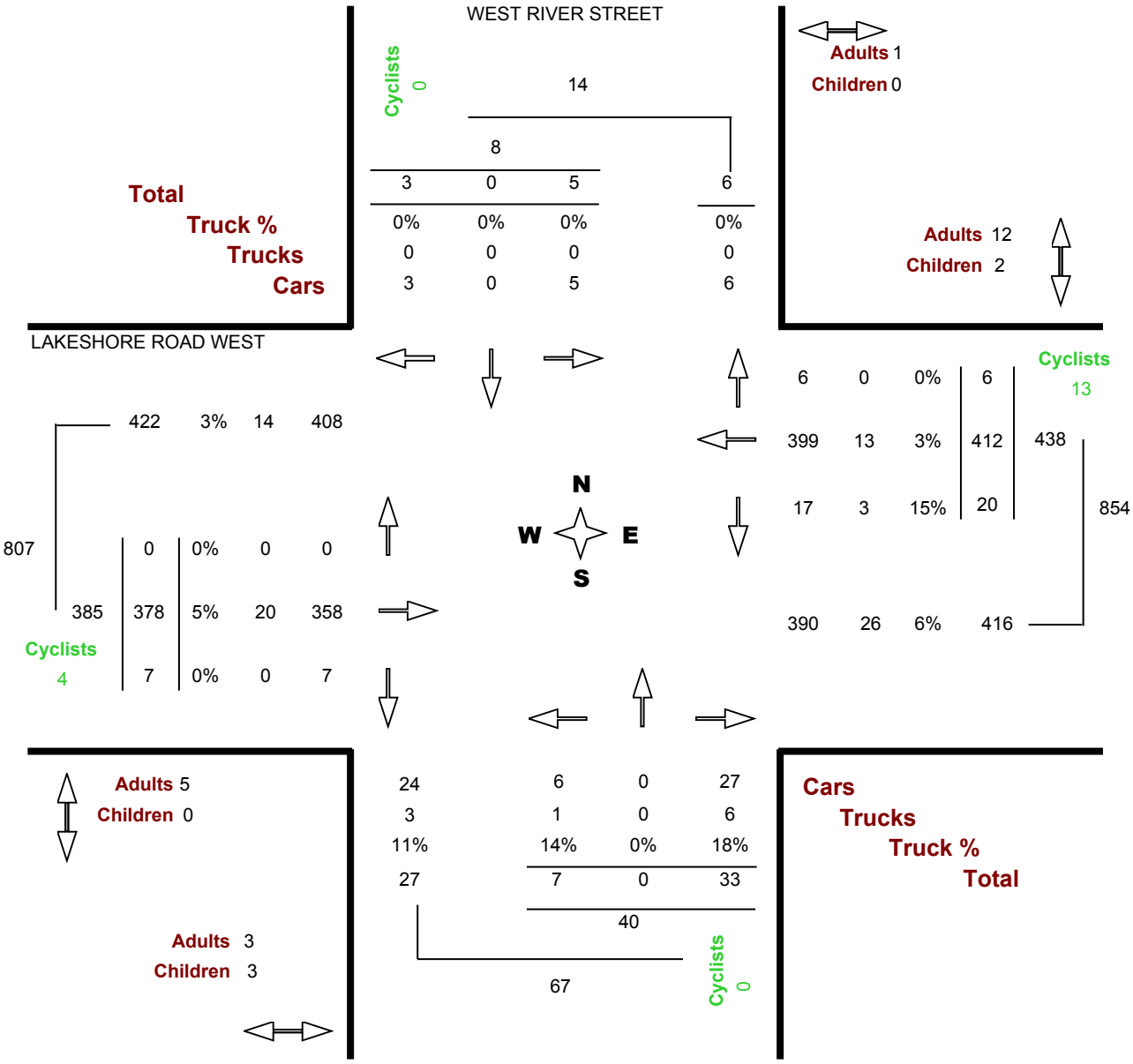
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ WEST RIVER STREET
Municipality..... OAKVILLE
GeoID..... 30078301
Count Date..... Tuesday, 04 October, 2016 **Peak Hour.....** 12:00 PM — 01:00 PM



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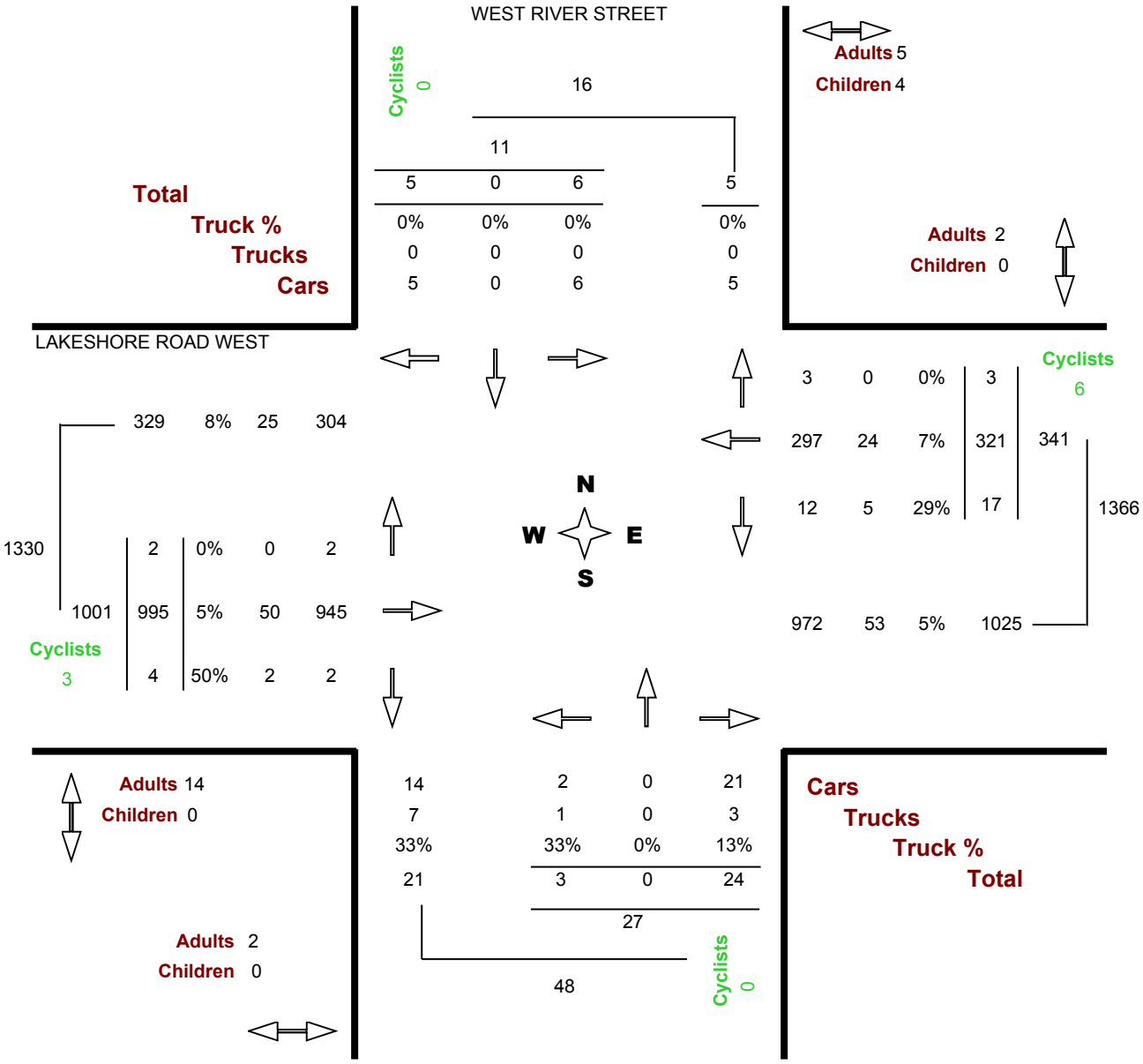
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ WEST RIVER STREET

Municipality..... OAKVILLE

GeoID..... 30078301

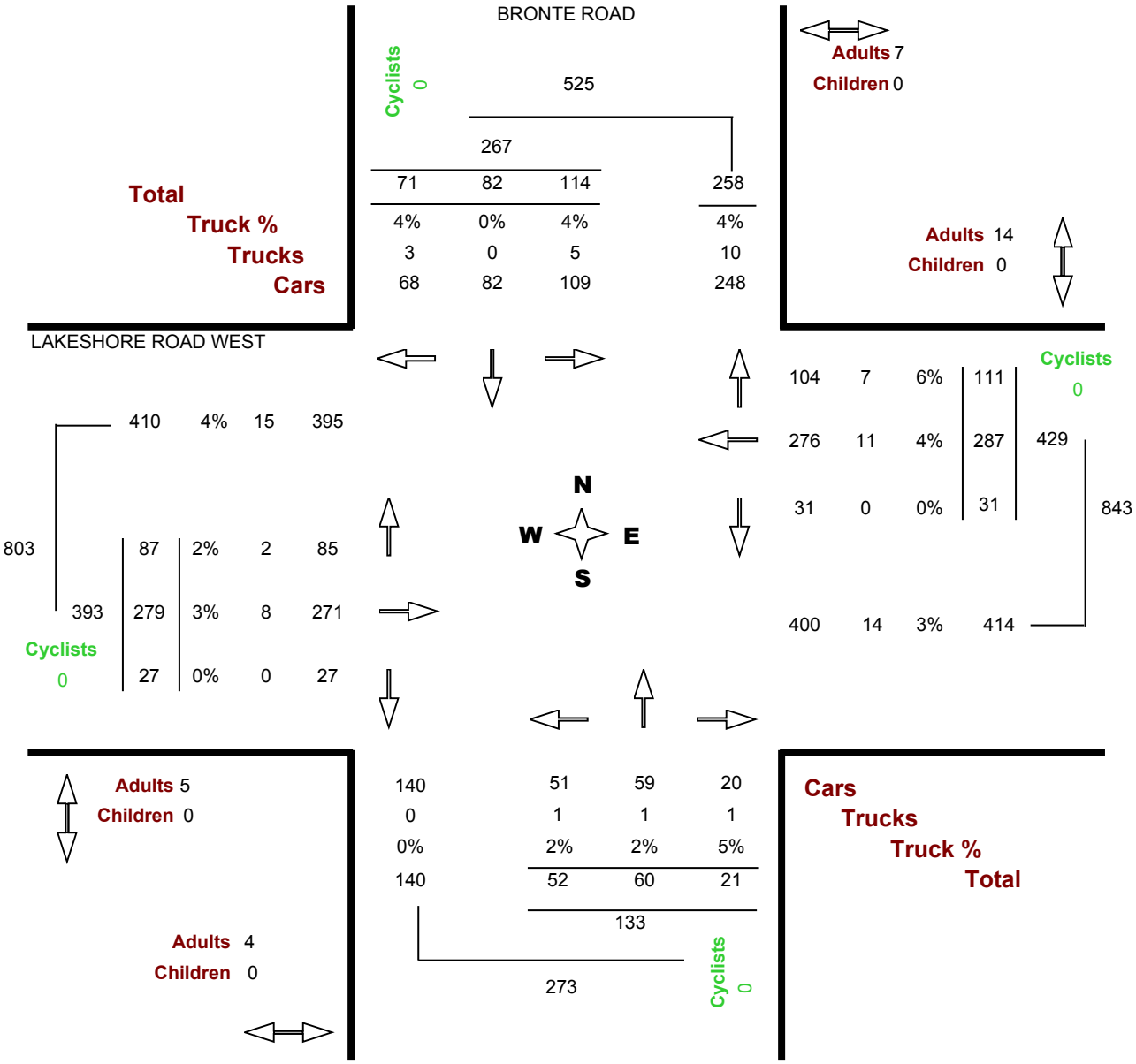
Count Date..... Tuesday, 04 October, 2016 **Peak Hour.....** 07:45 AM — 08:45 AM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - MD Period

Location..... BRONTE ROAD @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 30271101
Count Date..... Monday, 08 June, 2015 **Peak Hour.....** 11:30 AM — 12:30 PM



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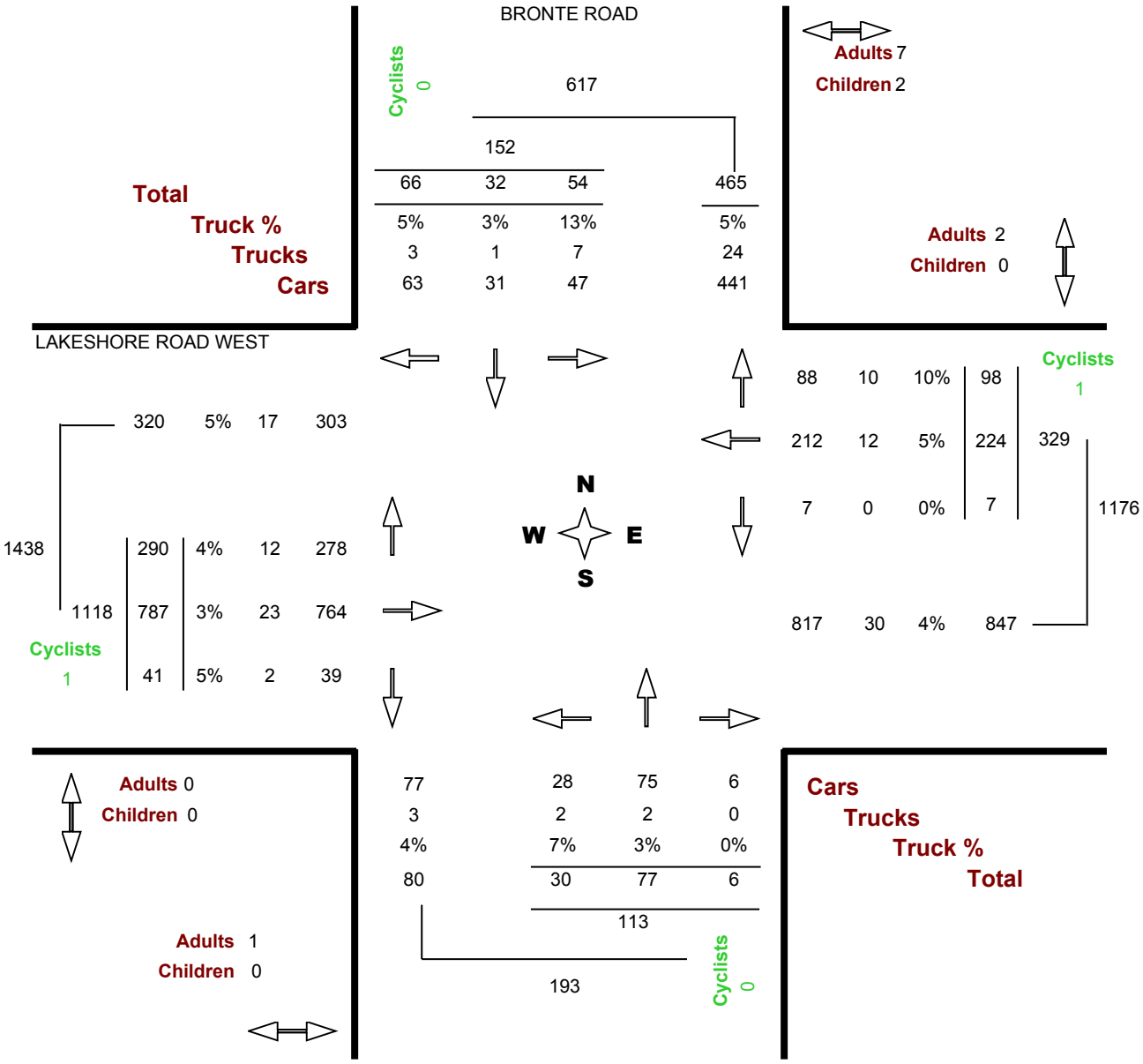
Turning Movements Report - AM Period

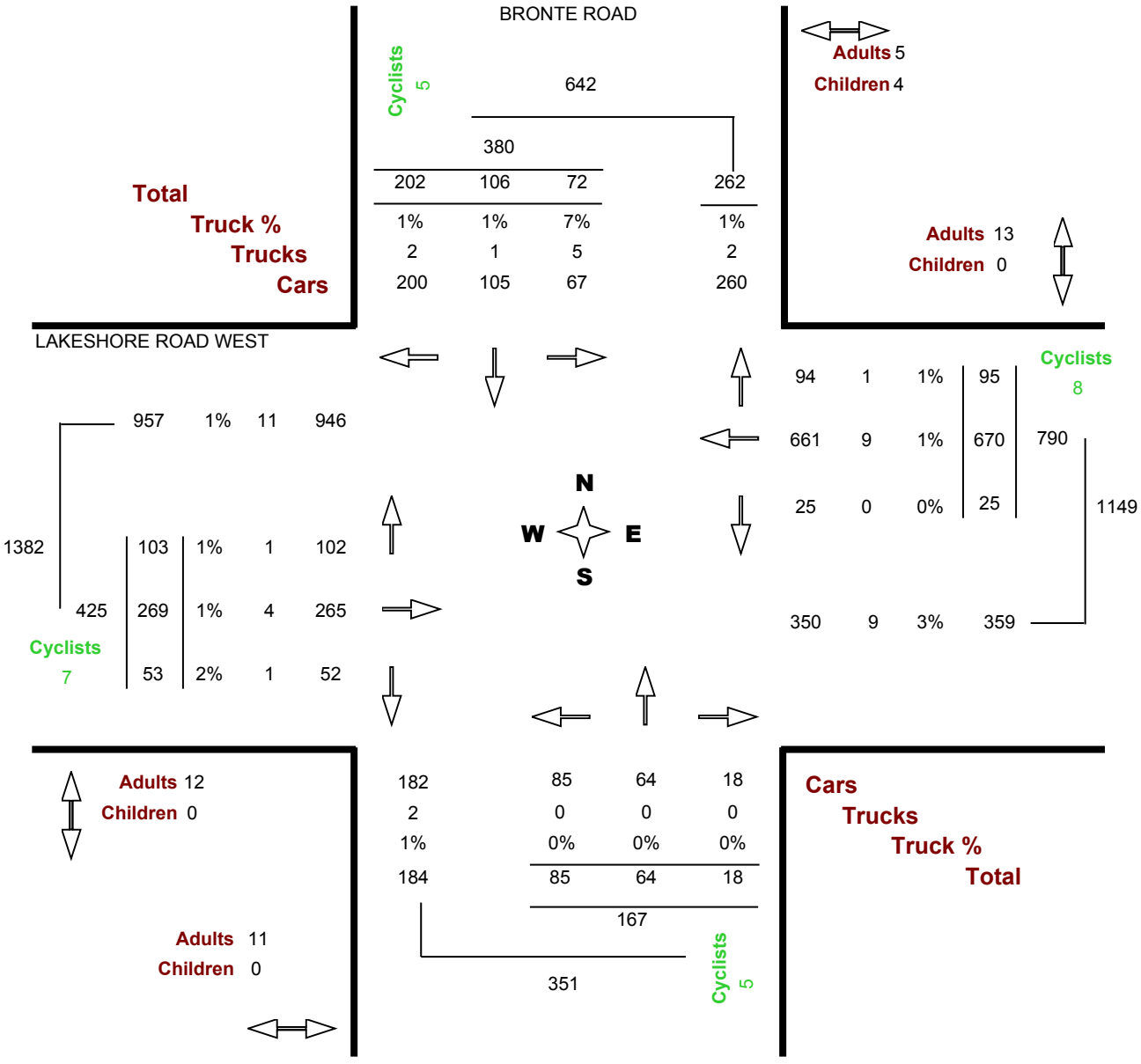
Location..... BRONTE ROAD @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 30271101
Count Date..... Monday, 08 June, 2015 **Peak Hour.....** 07:45 AM — 08:45 AM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - PM Period

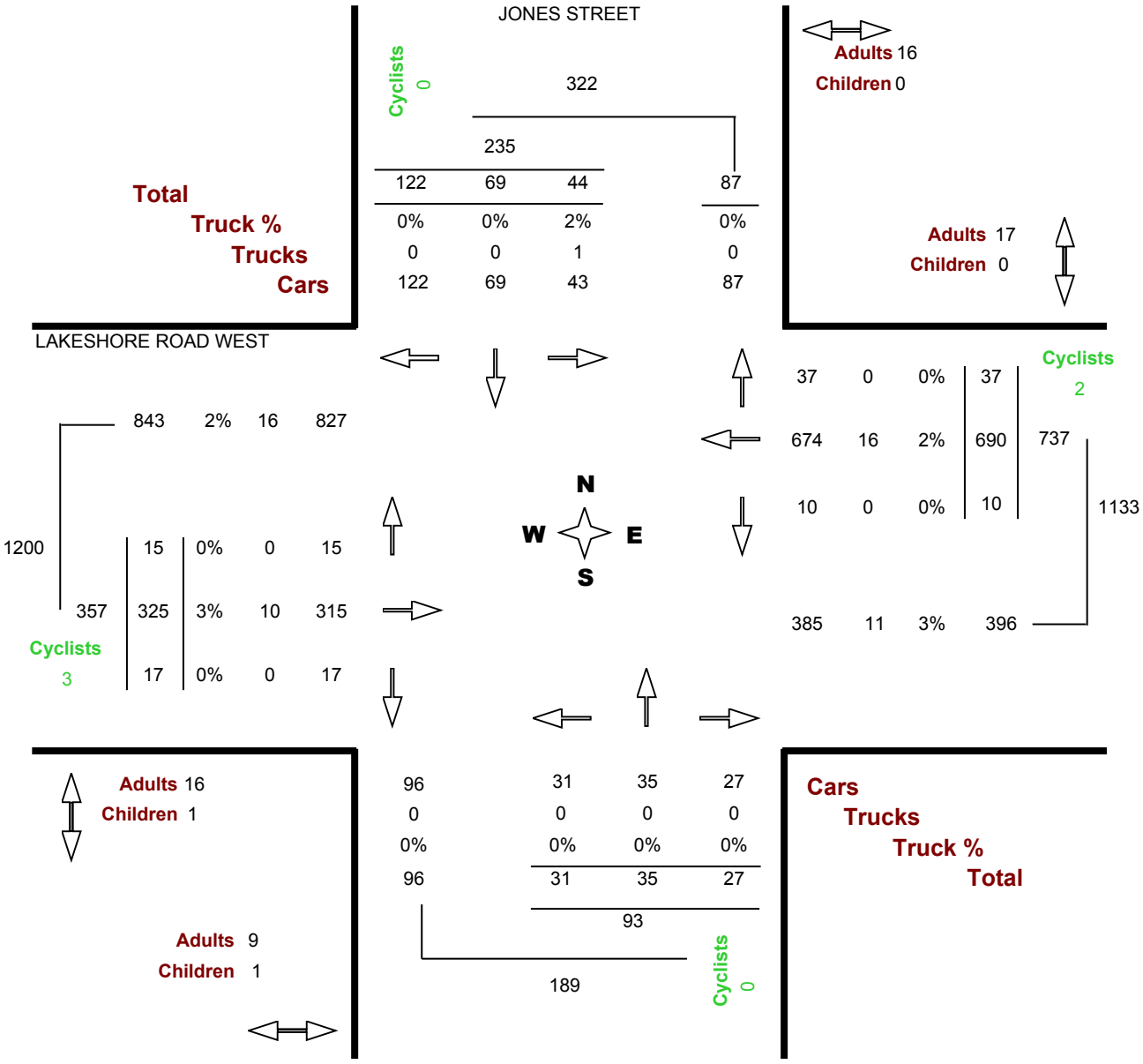
Location..... BRONTE ROAD @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 30271101
Count Date..... Monday, 08 June, 2015 **Peak Hour.....** 04:45 PM — 05:45 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - PM Period

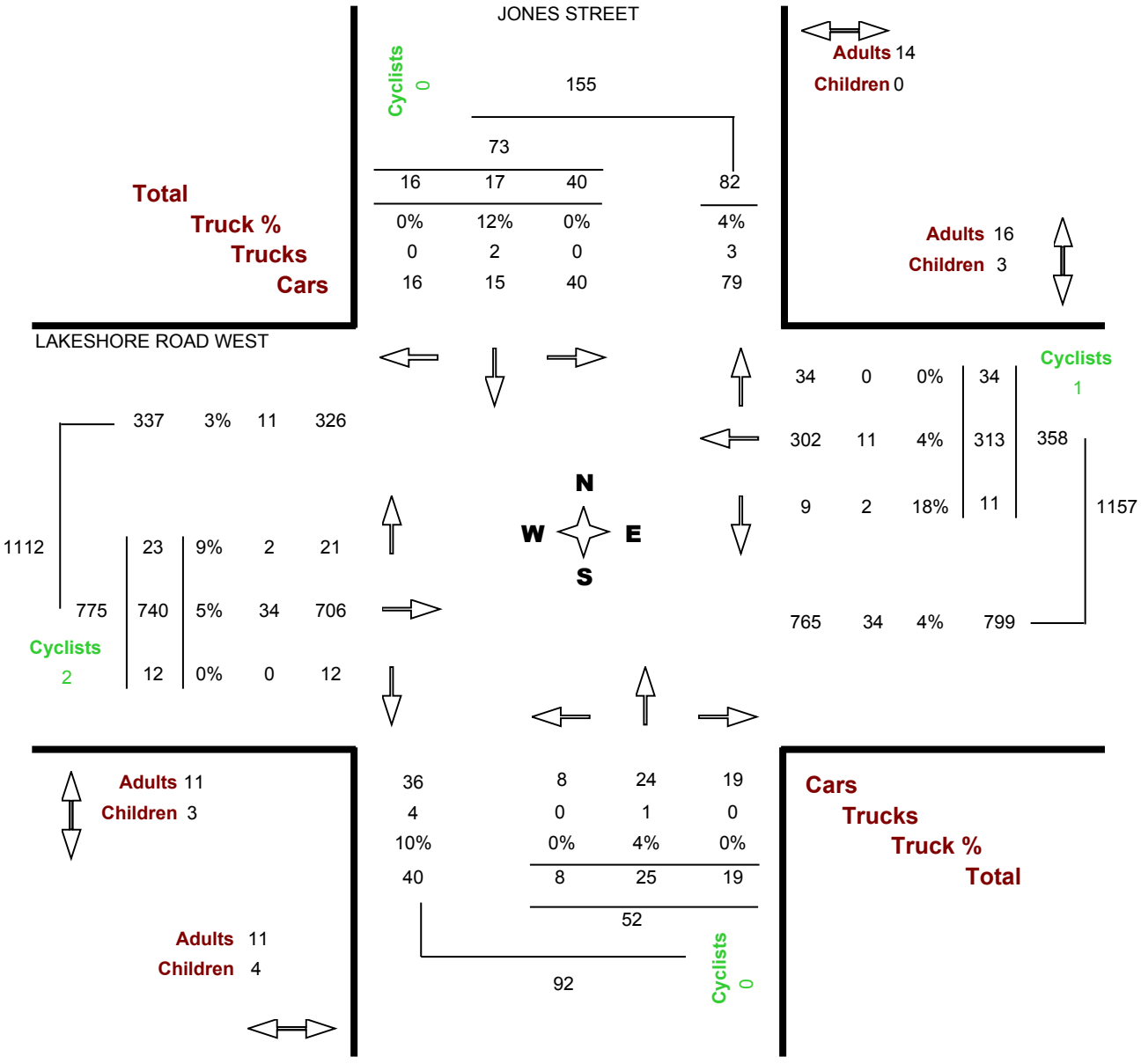
Location..... LAKESHORE ROAD WEST @ JONES STREET
Municipality..... OAKVILLE
GeoID..... 30078501
Count Date..... Monday, 16 May, 2016 **Peak Hour.....** 05:00 PM — 06:00 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ JONES STREET
Municipality..... OAKVILLE
GeoID..... 30078501
Count Date..... Monday, 16 May, 2016 **Peak Hour.....** 07:45 AM — 08:45 AM



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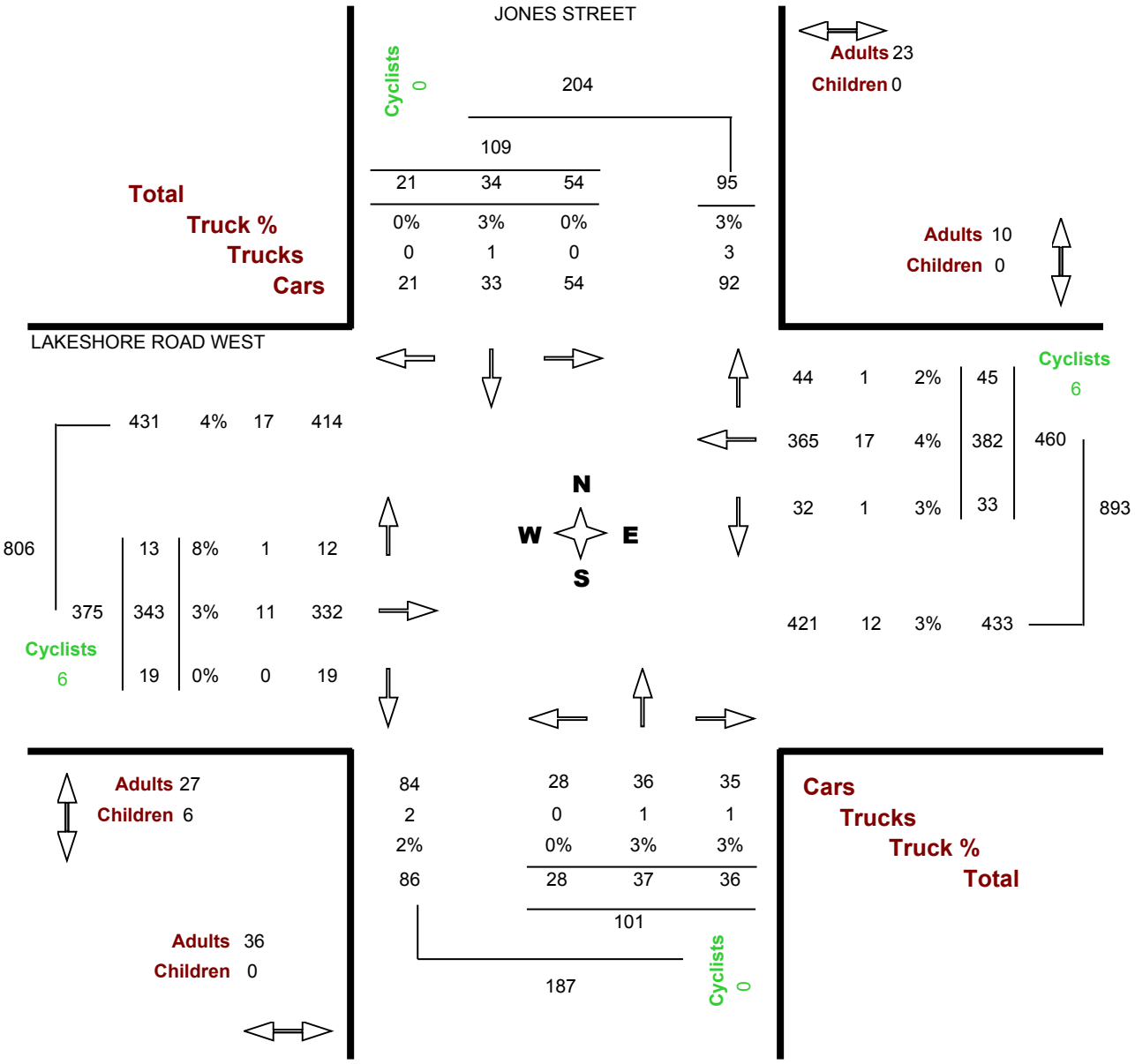
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ JONES STREET

Municipality..... OAKVILLE

GeoID..... 30078501

Count Date..... Monday, 16 May, 2016 **Peak Hour.....** 12:00 PM — 01:00 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

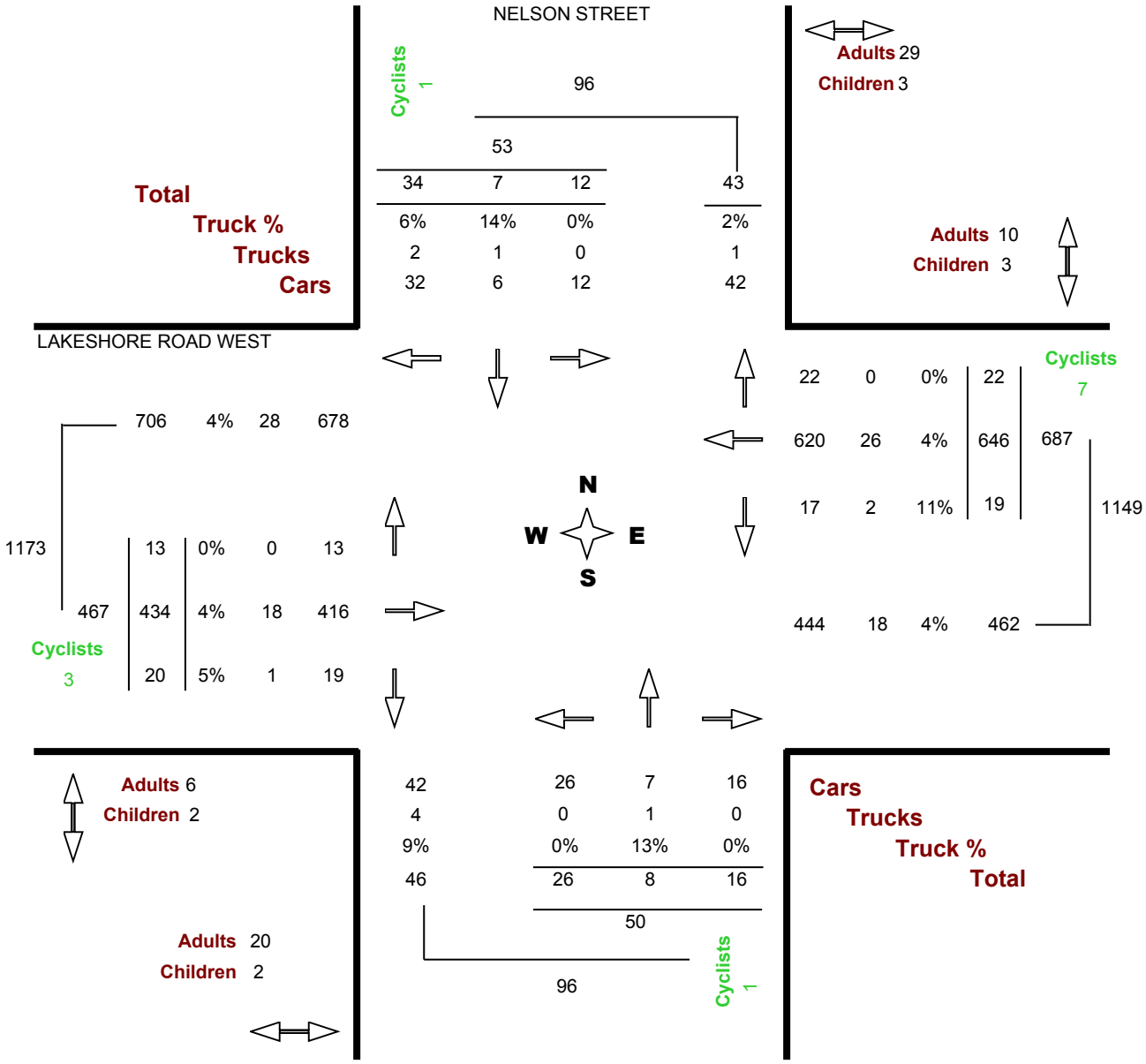
Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ NELSON STREET

Municipality..... OAKVILLE

GeoID..... 30078601

Count Date..... Wednesday, 05 October, 2016 **Peak Hour.....** 03:30 PM — 04:30 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - AM Period

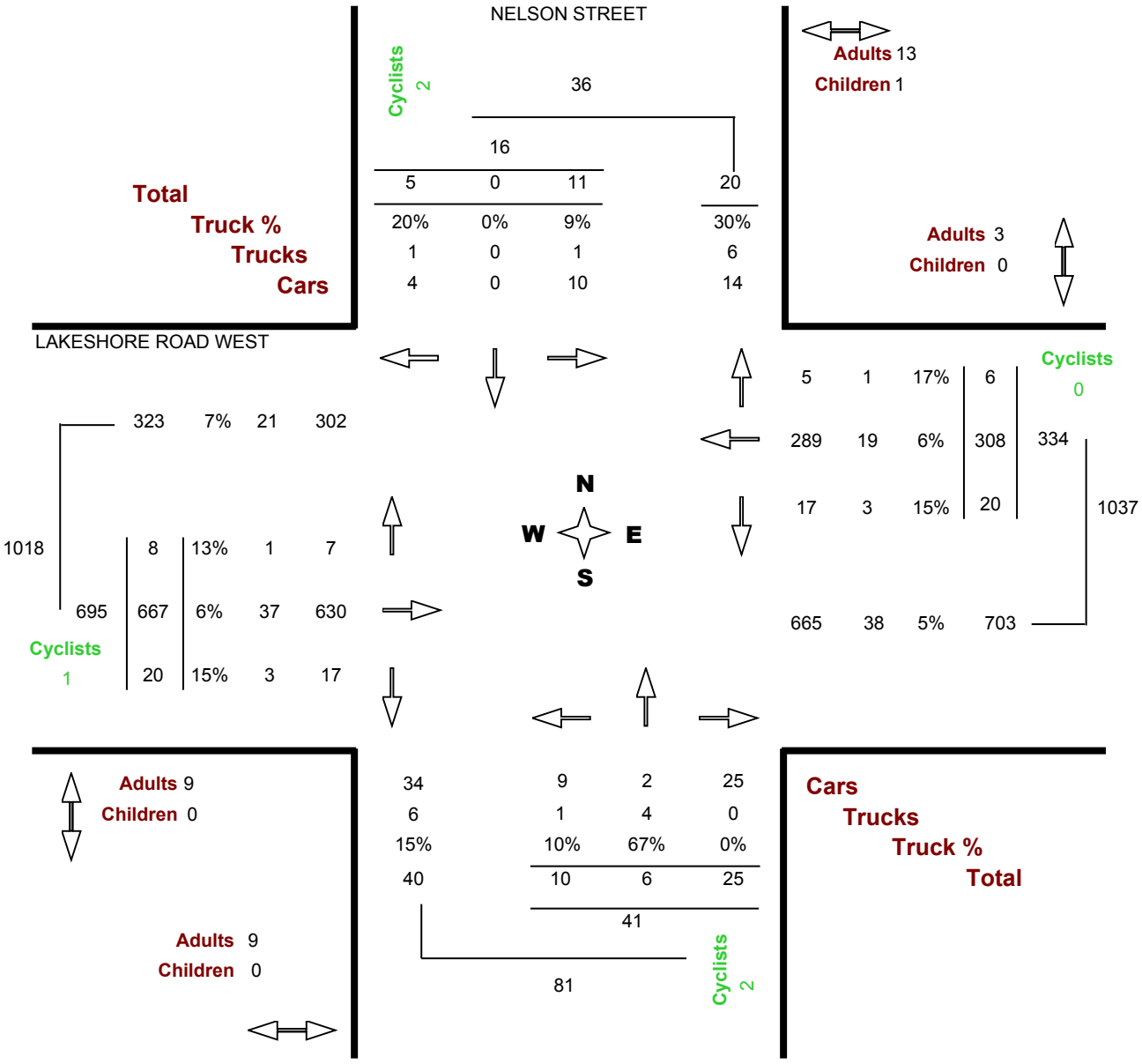
Location..... LAKESHORE ROAD WEST @ NELSON STREET

Municipality..... OAKVILLE

GeoID..... 30078601

Count Date..... Wednesday, 05 October, 2016

Peak Hour..... 07:45 AM — 08:45 AM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

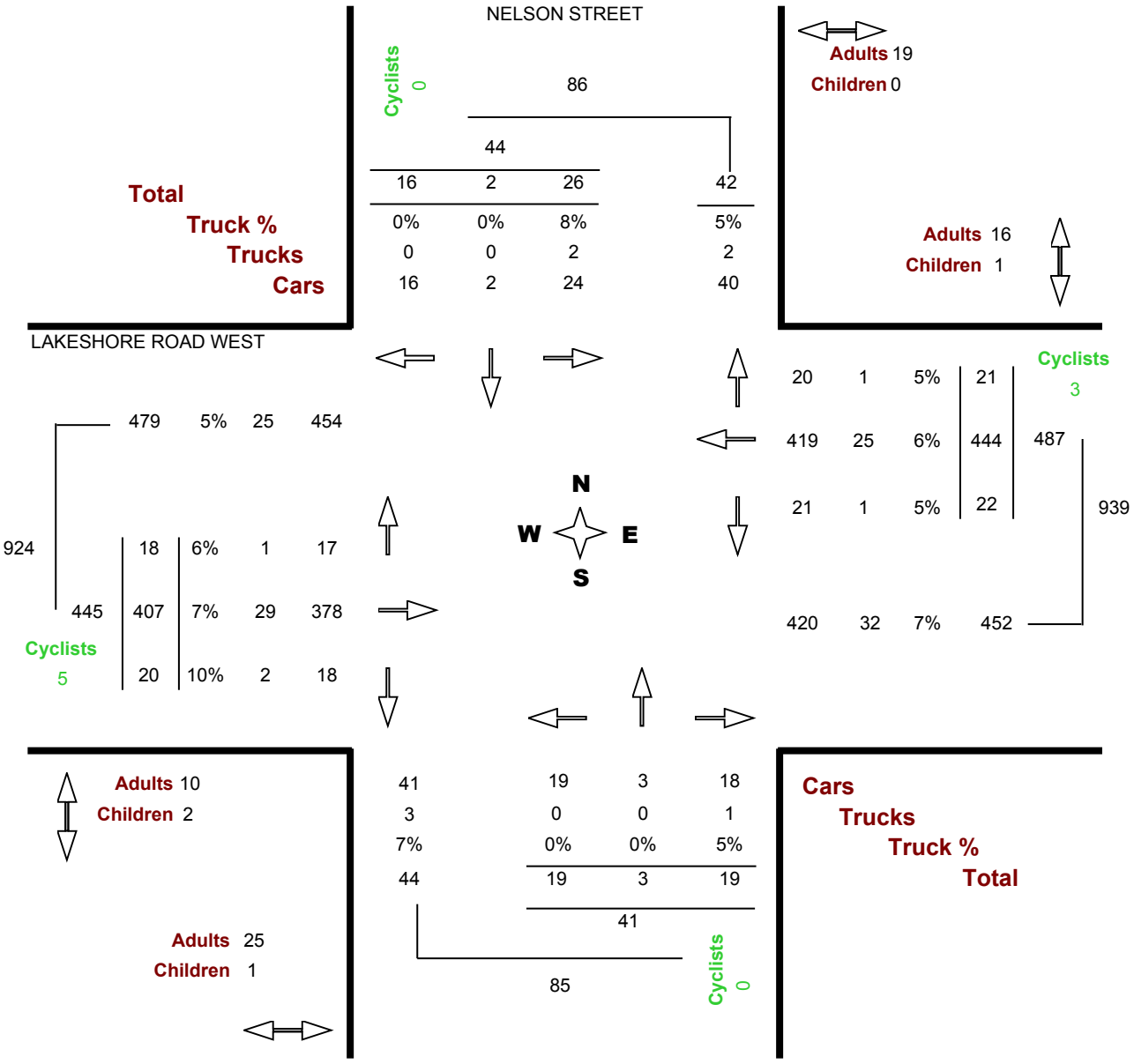
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ NELSON STREET

Municipality..... OAKVILLE

GeoID..... 30078601

Count Date..... Wednesday, 05 October, 2016 **Peak Hour.....** 12:30 PM — 01:30 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

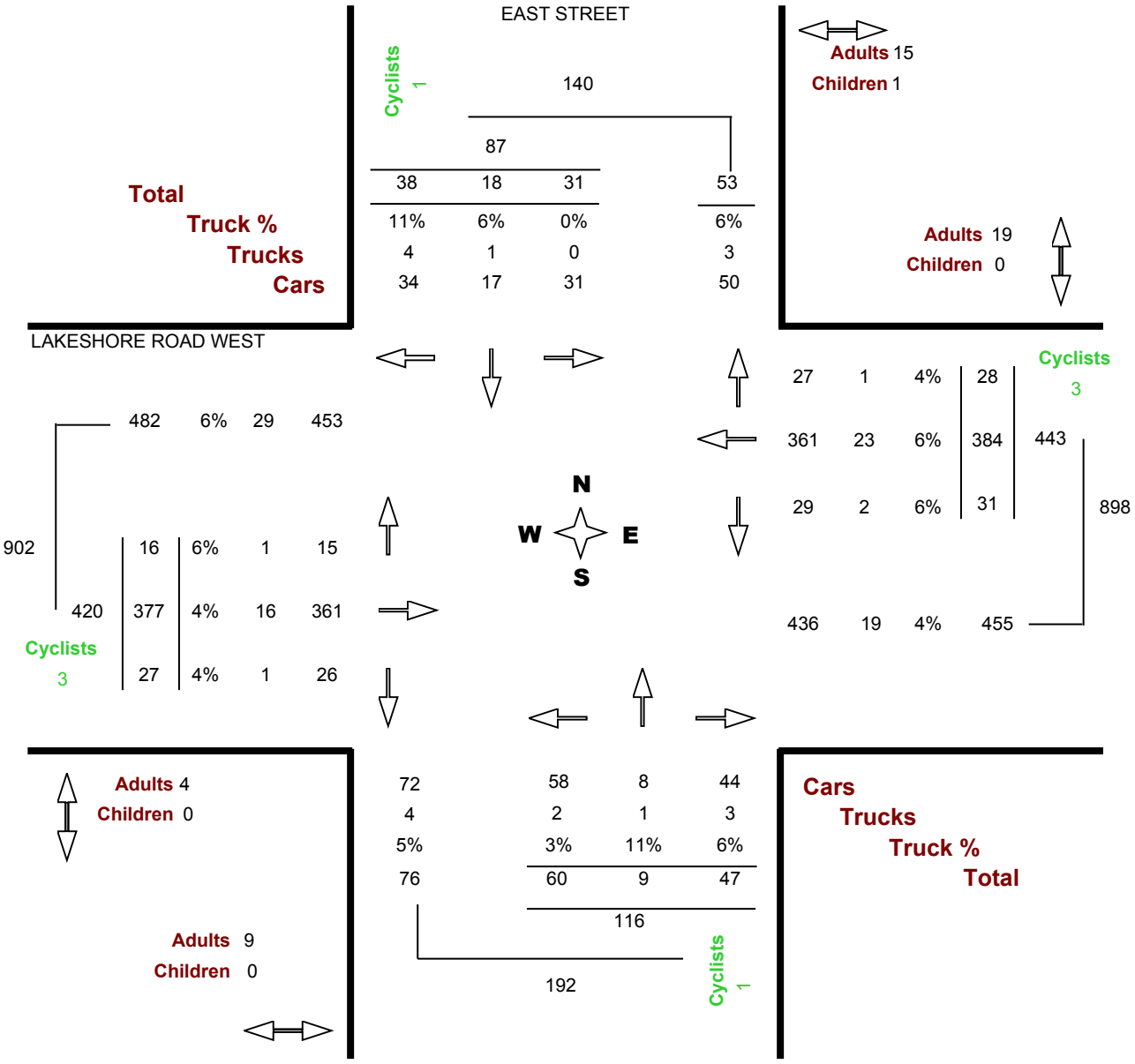
Turning Movements Report - MD Period

Location..... EAST STREET @ LAKESHORE ROAD WEST

Municipality..... OAKVILLE

GeoID..... 30078701

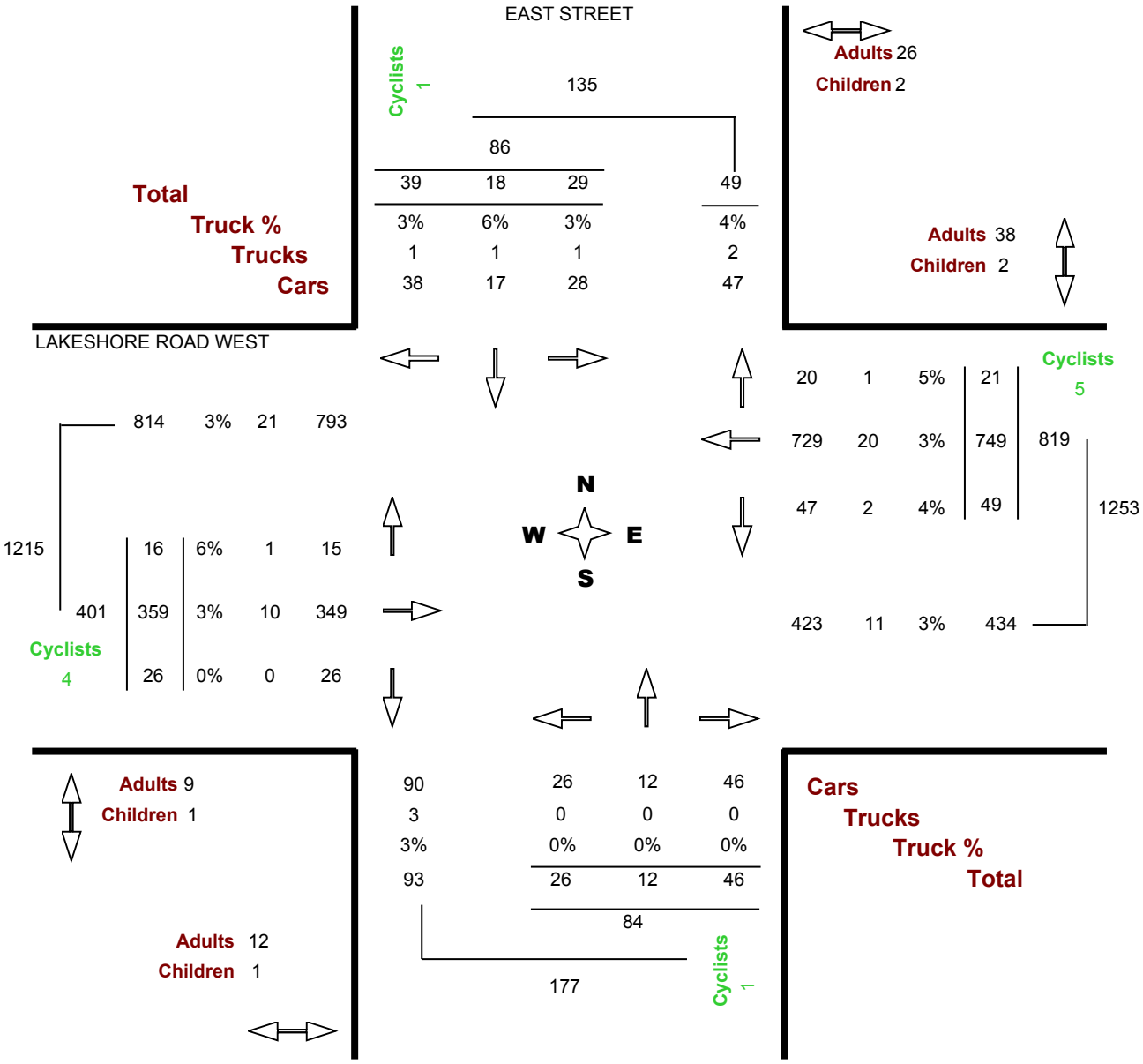
Count Date..... Tuesday, 06 October, 2015 **Peak Hour.....** 12:00 PM — 01:00 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - PM Period

Location..... EAST STREET @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 30078701
Count Date..... Tuesday, 06 October, 2015 **Peak Hour.....** 04:30 PM — 05:30 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

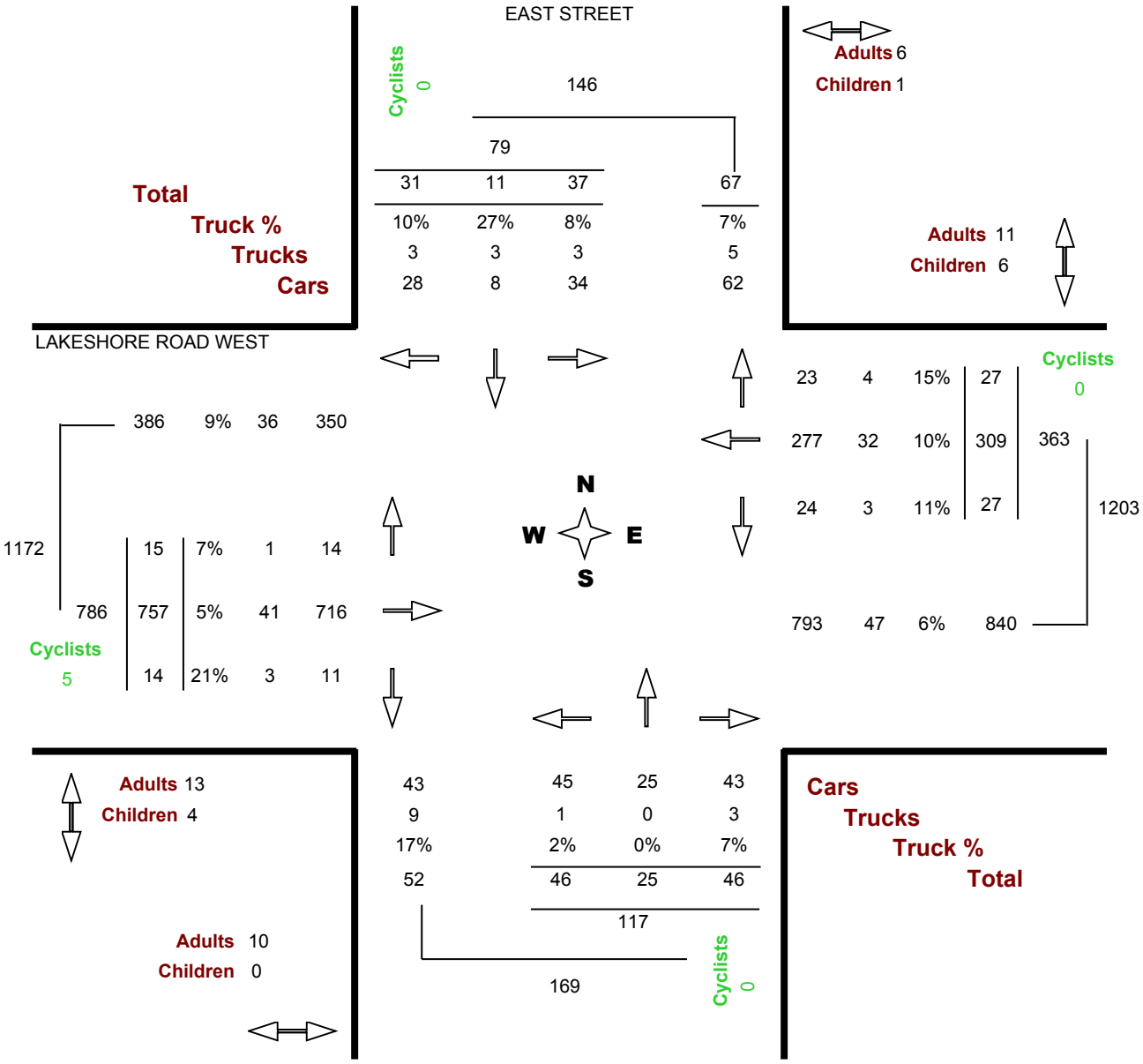
Turning Movements Report - AM Period

Location..... EAST STREET @ LAKESHORE ROAD WEST

Municipality..... OAKVILLE

GeoID..... 30078701

Count Date..... Tuesday, 06 October, 2015 **Peak Hour.....** 07:45 AM — 08:45 AM



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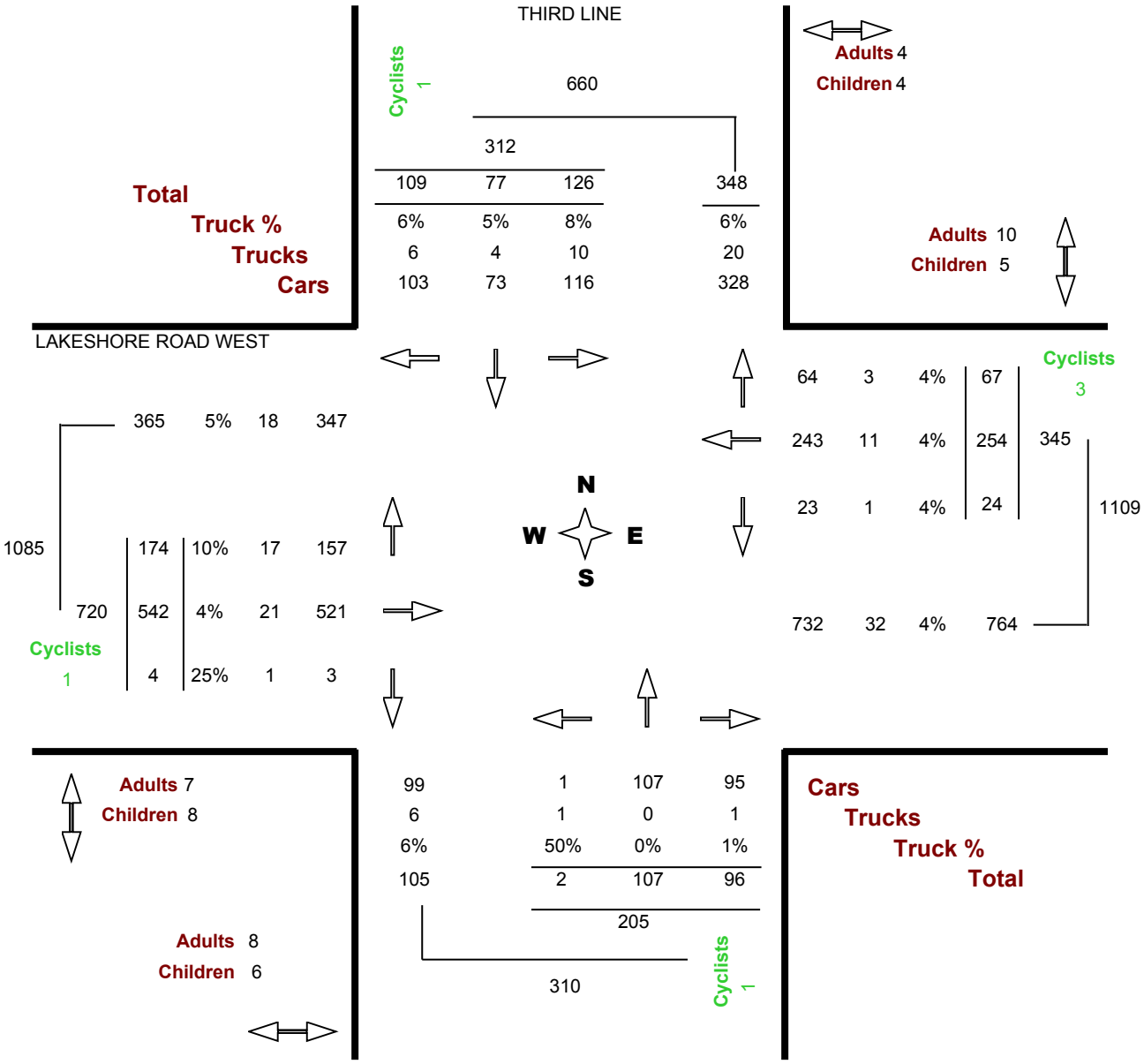
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ THIRD LINE

Municipality..... OAKVILLE

GeoID..... 30079101

Count Date..... Wednesday, 07 September, 2016 **Peak Hour.....** 08:00 AM — 09:00 AM



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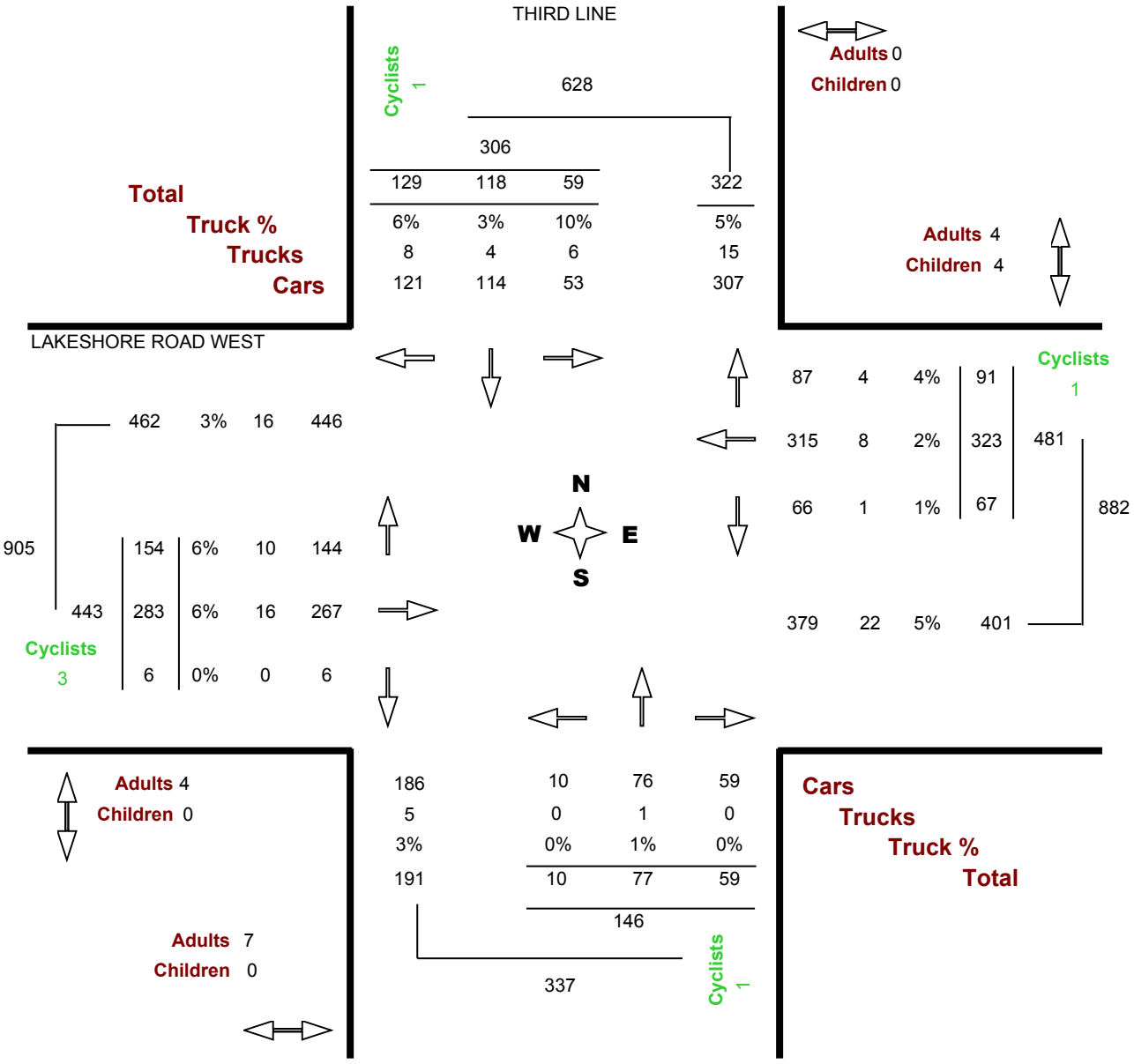
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ THIRD LINE

Municipality..... OAKVILLE

GeoID..... 30079101

Count Date..... Wednesday, 07 September, 2016 **Peak Hour.....** 01:00 PM — 02:00 PM



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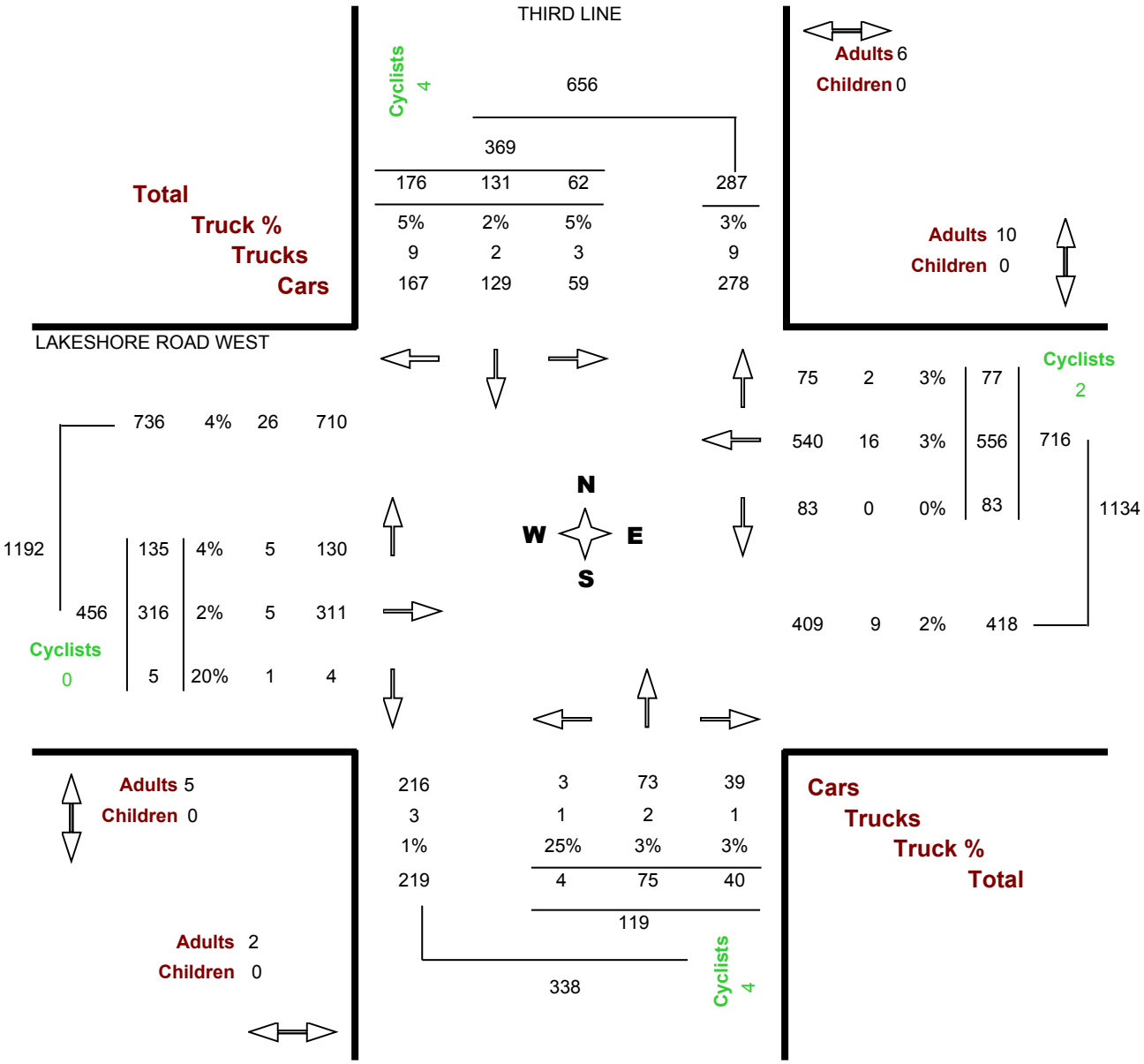
Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ THIRD LINE

Municipality..... OAKVILLE

GeoID..... 30079101

Count Date..... Wednesday, 07 September, 2016 **Peak Hour.....** 04:00 PM — 05:00 PM



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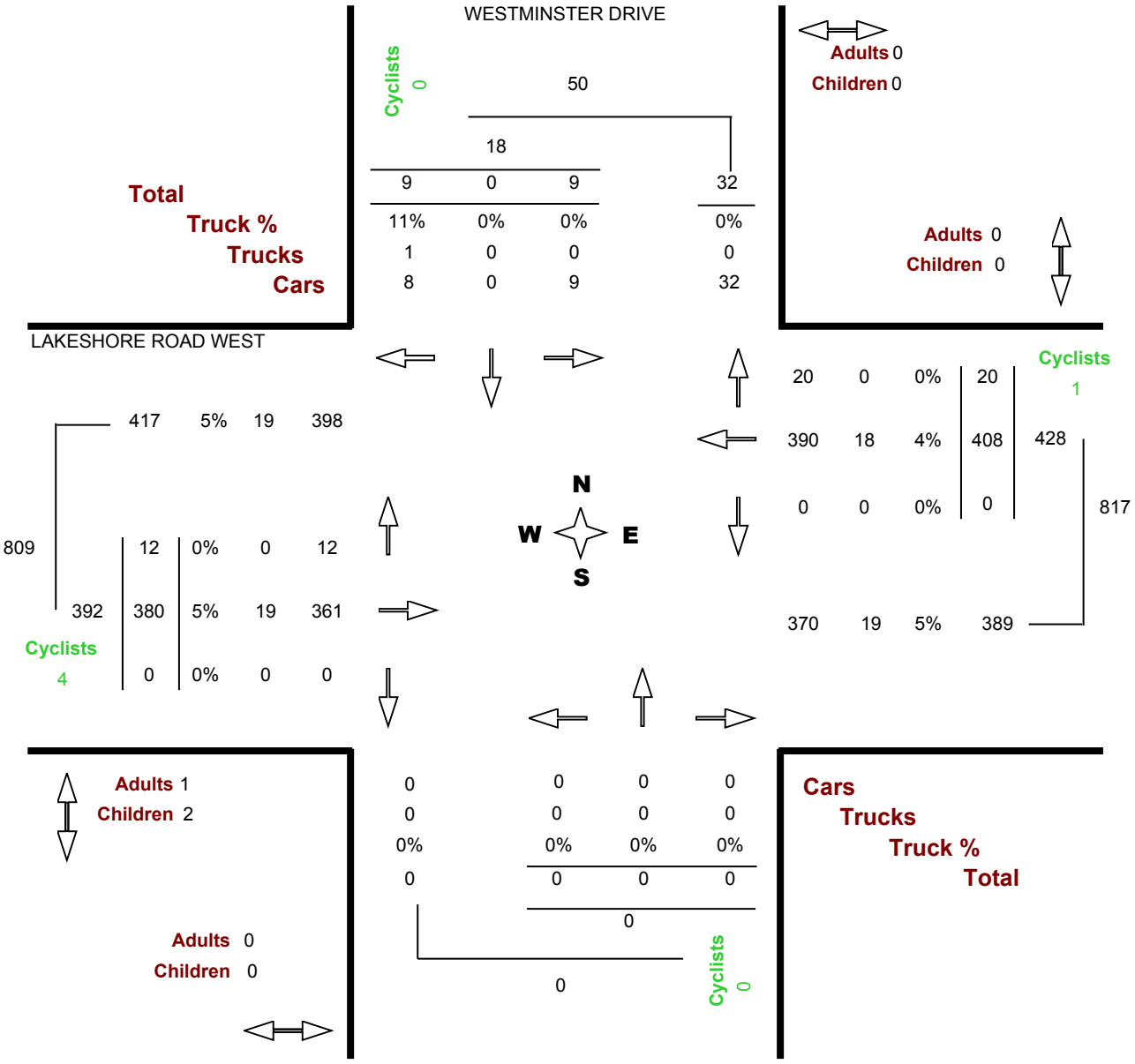
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ WESTMINSTER DRIVE
Municipality..... OAKVILLE
GeoID..... 30079301
Count Date..... Monday, 13 June, 2011 **Peak Hour.....** 11:45 AM — 12:45 PM



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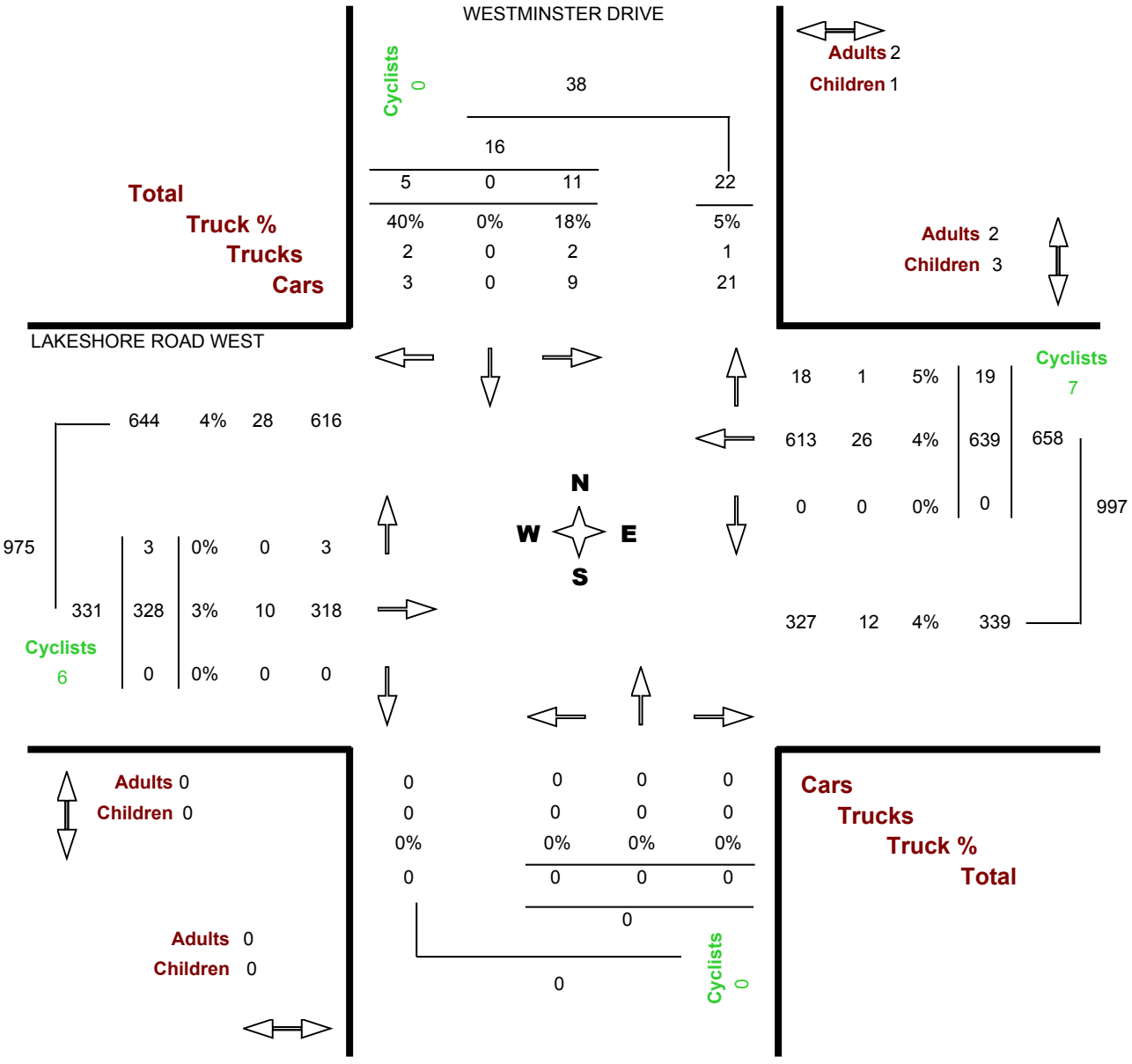
Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ WESTMINSTER DRIVE
Municipality..... OAKVILLE
GeoID..... 30079301
Count Date..... Monday, 13 June, 2011 **Peak Hour.....** 03:30 PM — 04:30 PM



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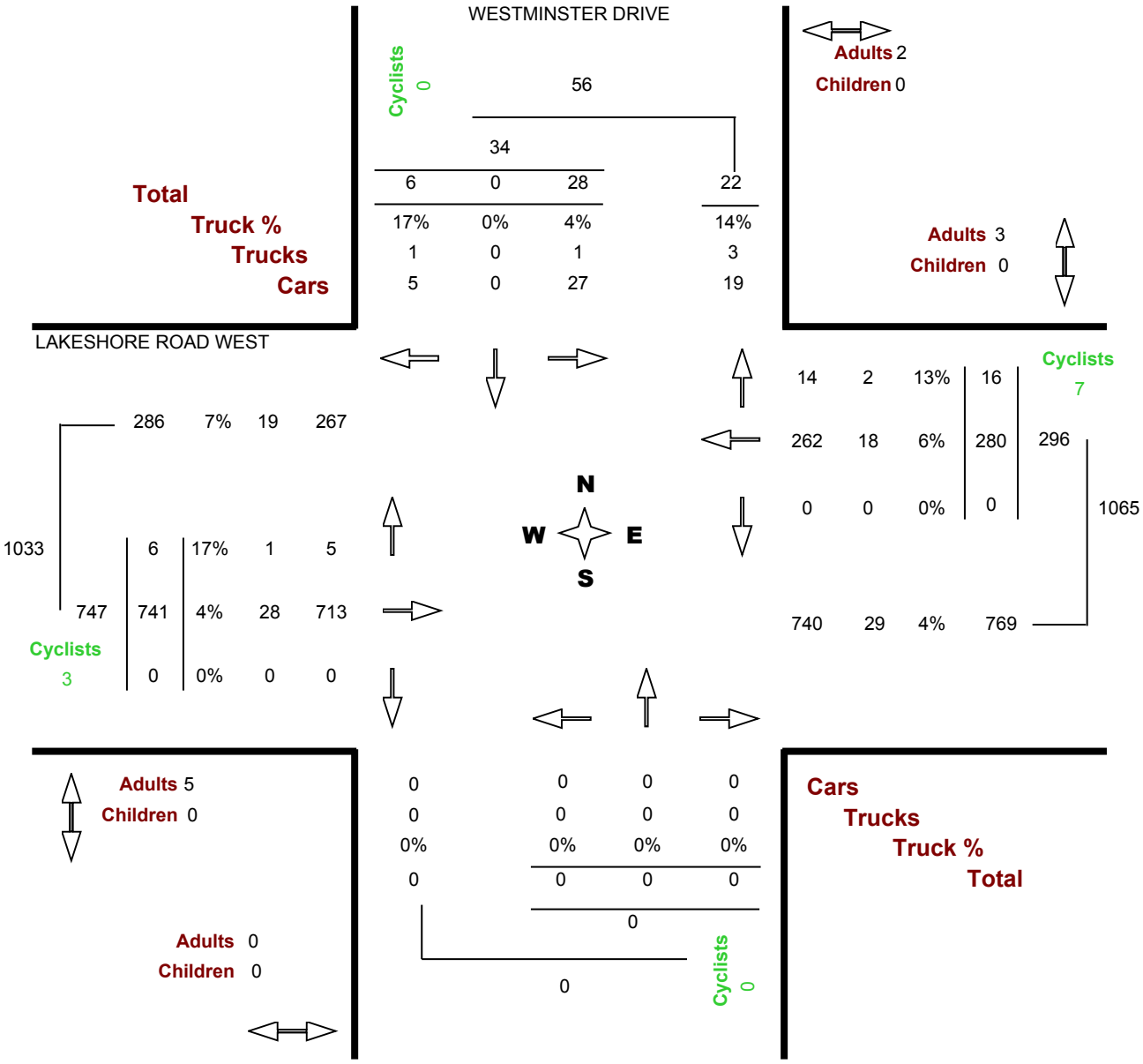
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ WESTMINSTER DRIVE

Municipality..... OAKVILLE

GeoID..... 30079301

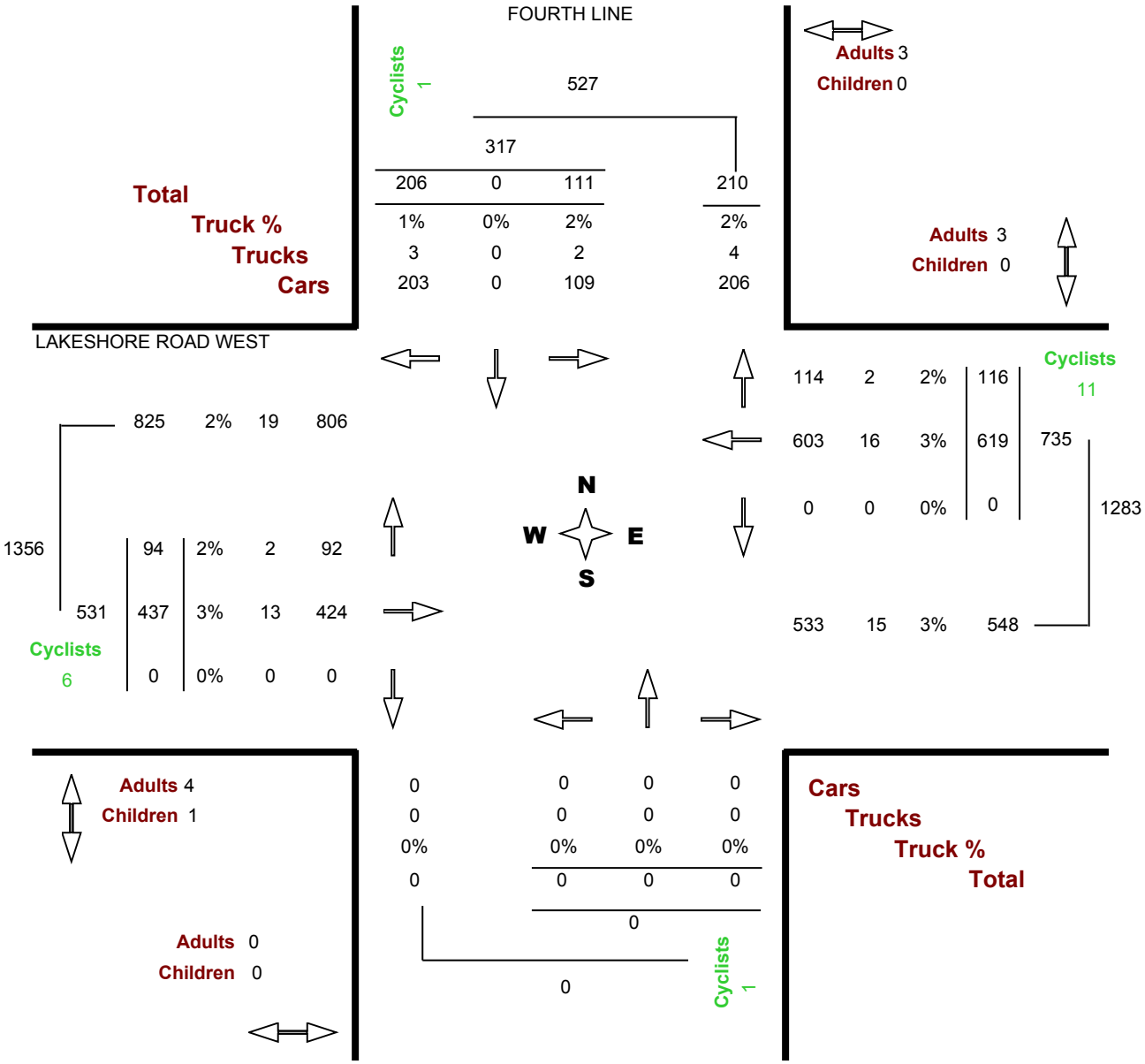
Count Date..... Monday, 13 June, 2011 **Peak Hour.....** 07:45 AM — 08:45 AM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ FOURTH LINE
Municipality..... OAKVILLE
GeoID..... 30080401
Count Date..... Wednesday, 17 June, 2015 **Peak Hour.....** 05:00 PM — 06:00 PM



THIS INFORMATIONN IS SUPPLIED FROM OUR RECORDS AND IS NOT GUARANTEED TO BE CORRECT. WE RECOMMEND FIELD CHECKING TO VERIFY THE INFORMATION SHOWN.

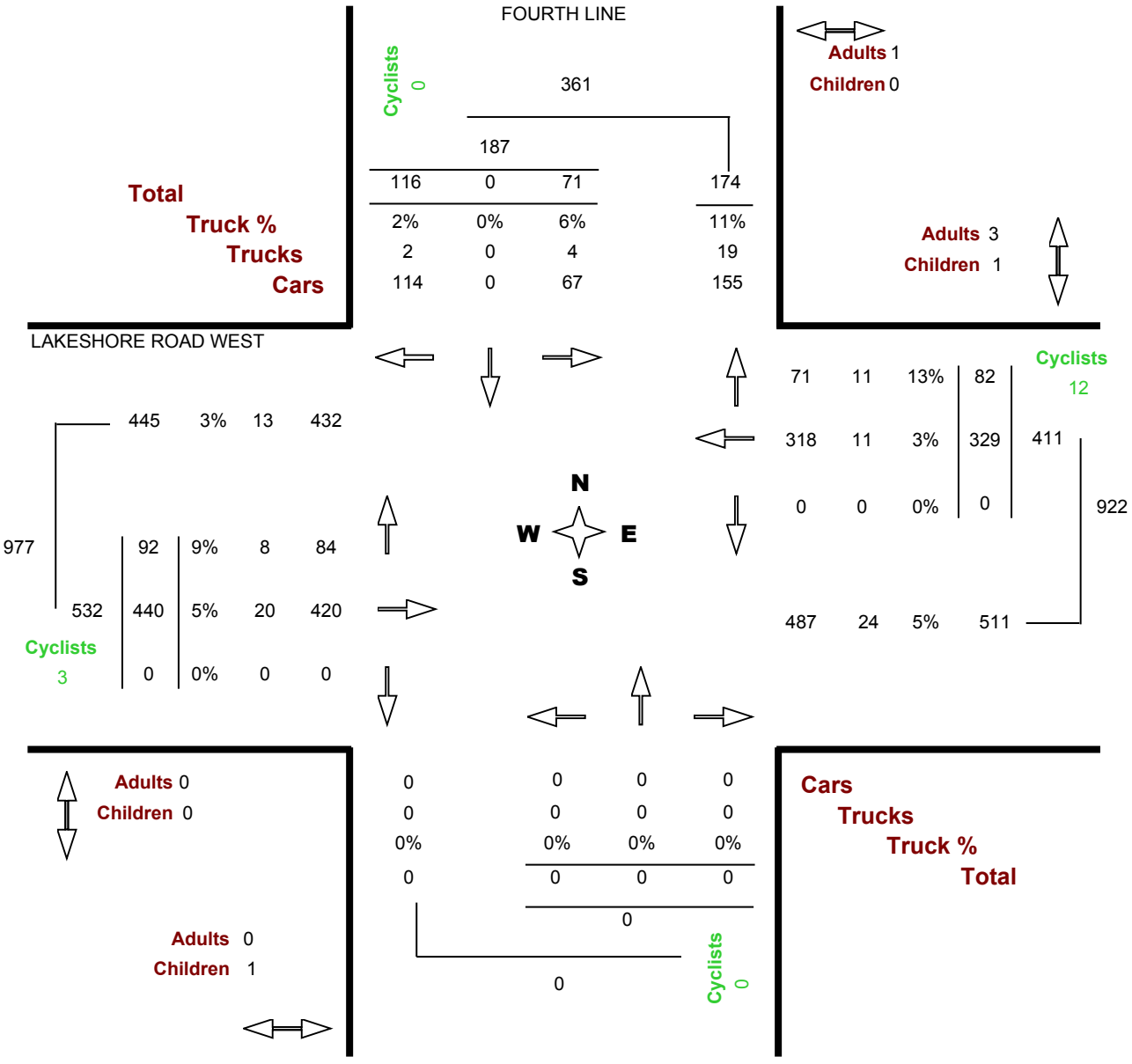
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ FOURTH LINE

Municipality..... OAKVILLE

GeoID..... 30080401

Count Date..... Wednesday, 17 June, 2015 **Peak Hour.....** 11:00 AM — 12:00 PM



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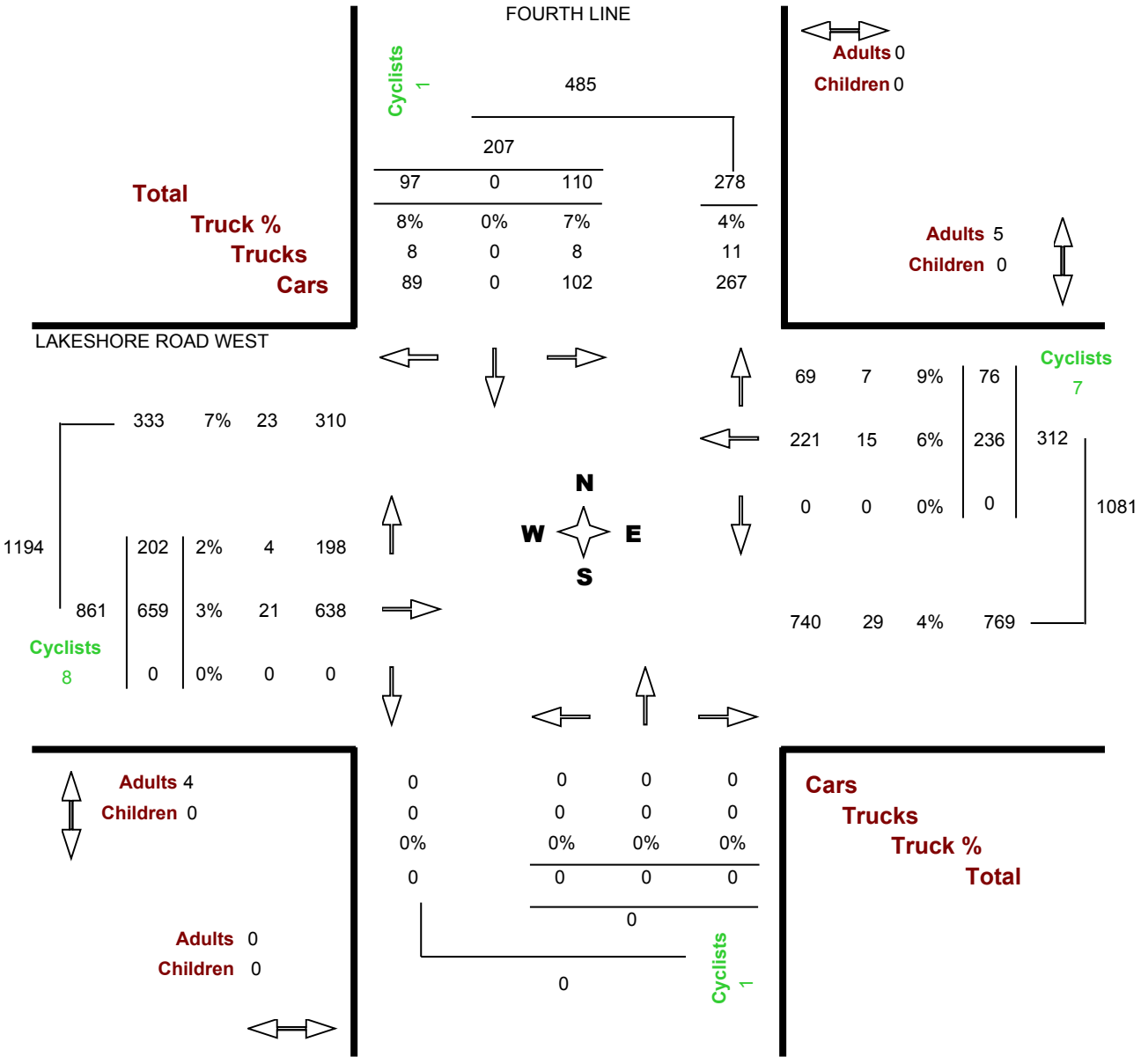
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ FOURTH LINE

Municipality..... OAKVILLE

GeoID..... 30080401

Count Date..... Wednesday, 17 June, 2015 **Peak Hour.....** 08:00 AM — 09:00 AM



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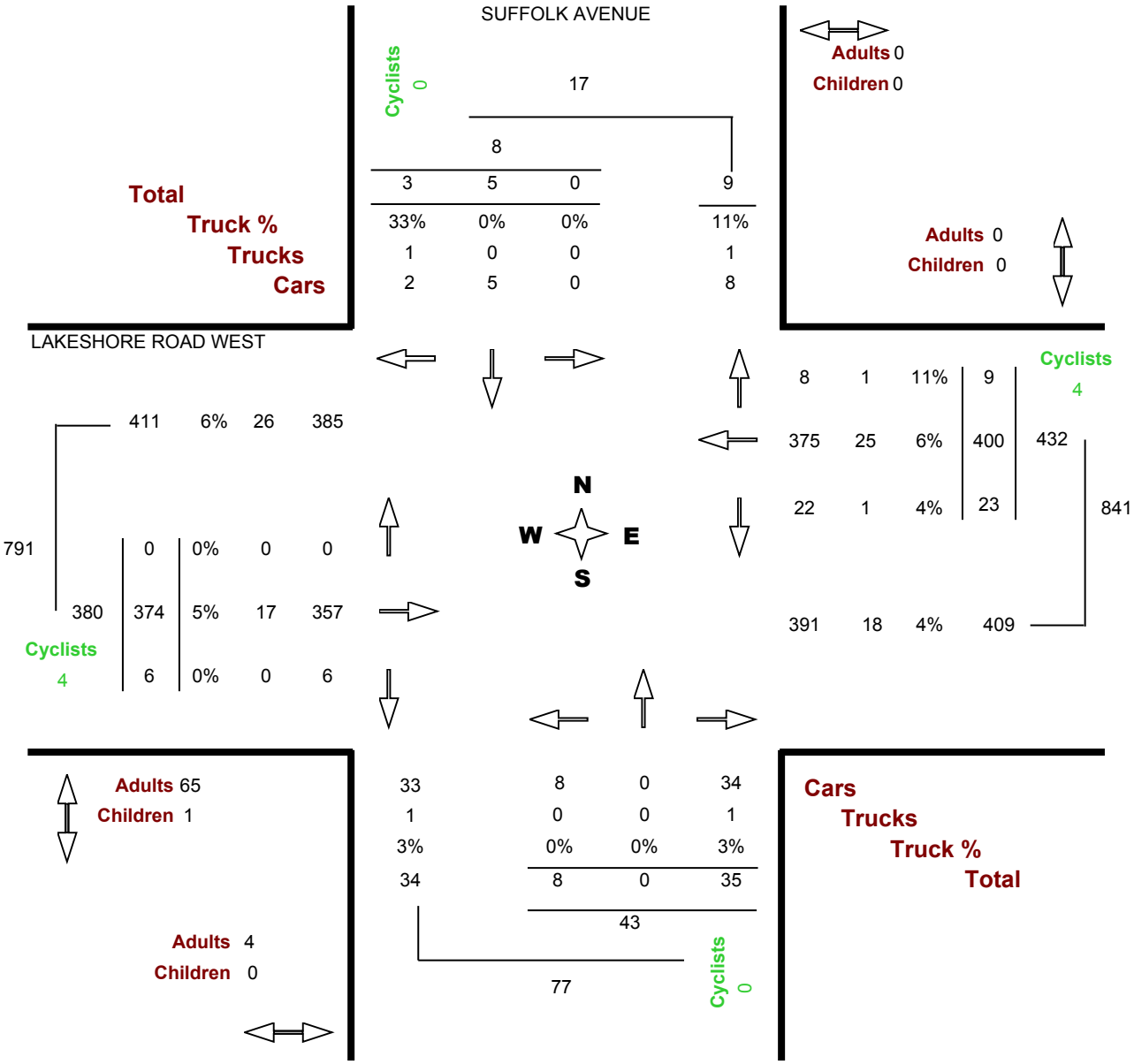
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ SUFFOLK AVENUE
Municipality..... OAKVILLE
GeoID..... 30080701
Count Date..... Thursday, 01 October, 2015 **Peak Hour.....** 12:30 PM — 01:30 PM



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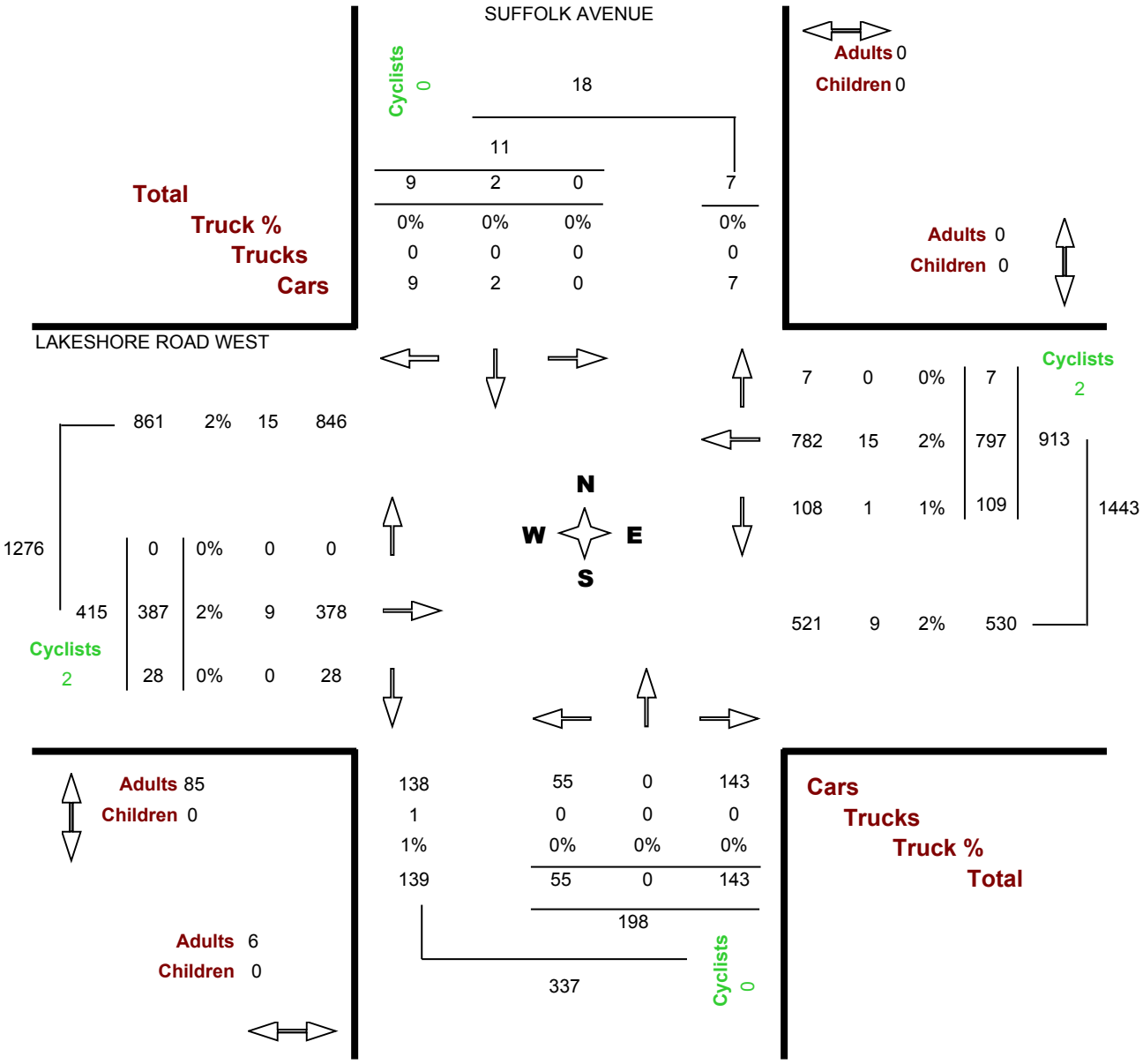
Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ SUFFOLK AVENUE

Municipality..... OAKVILLE

GeoID..... 30080701

Count Date..... Thursday, 01 October, 2015 **Peak Hour.....** 04:45 PM — 05:45 PM



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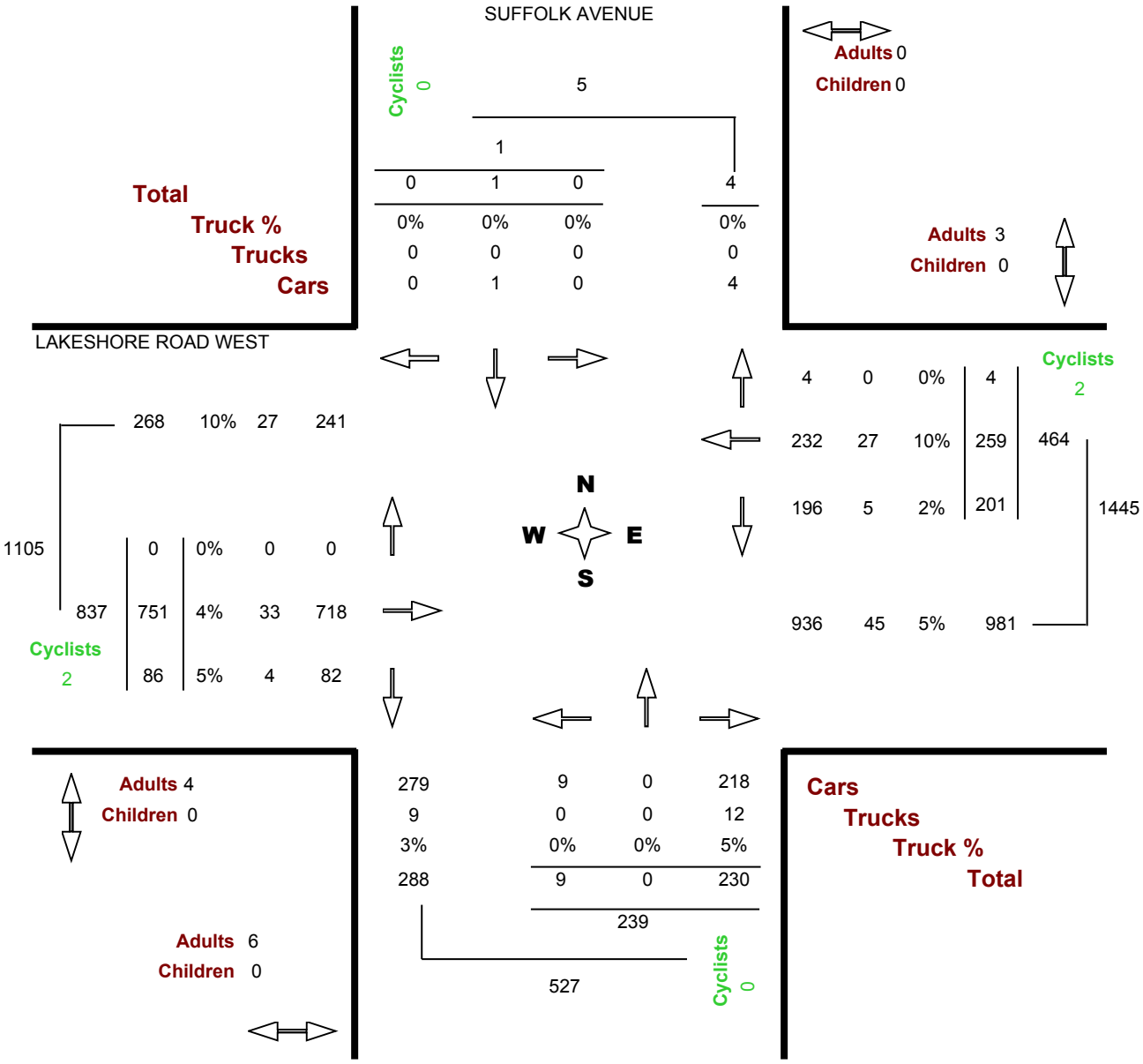
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ SUFFOLK AVENUE
Municipality..... OAKVILLE
GeoID..... 30080701
Count Date..... Thursday, 01 October, 2015 **Peak Hour.....** 07:30 AM — 08:30 AM



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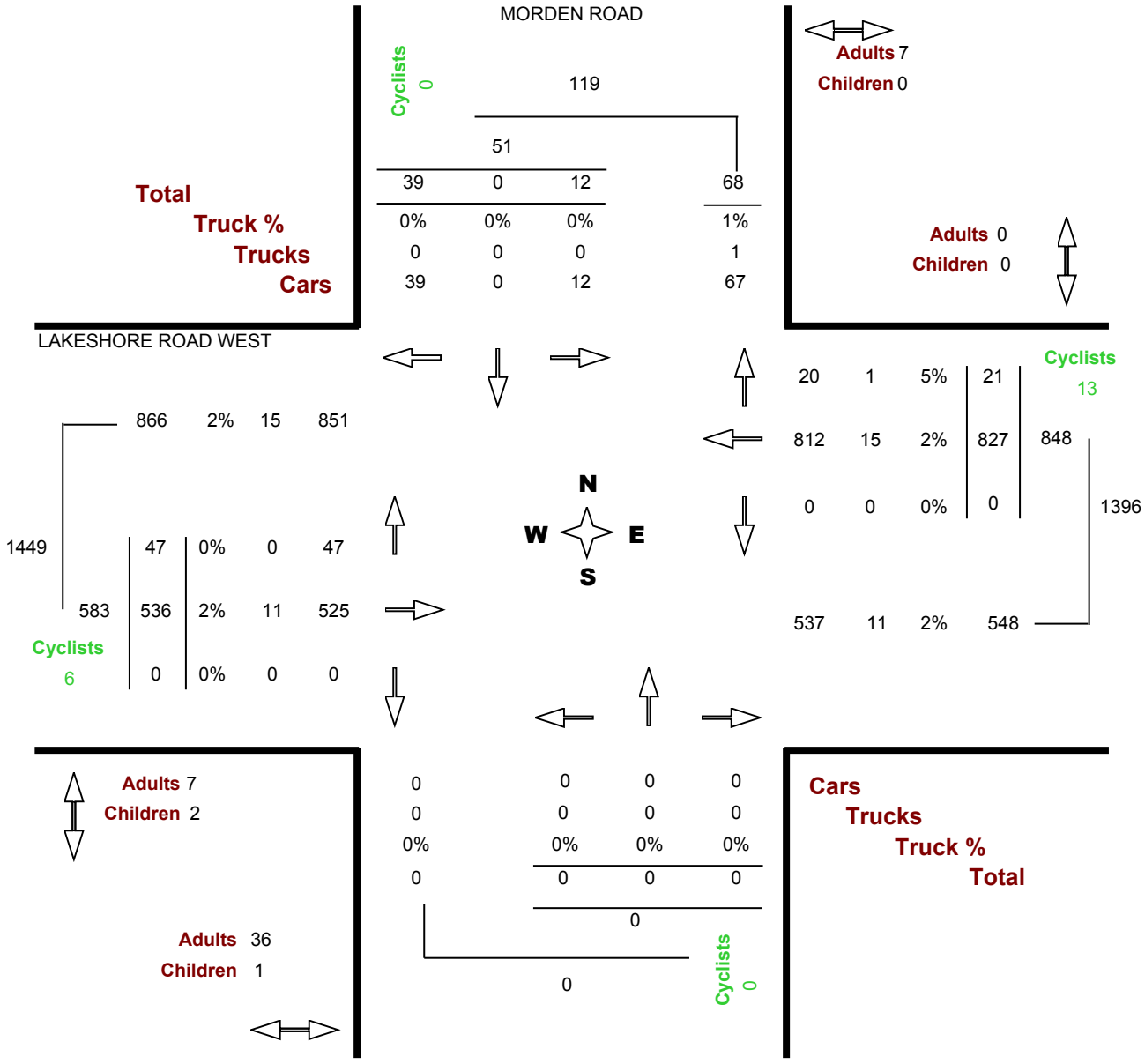
Turning Movements Report - PM Period

Location..... LAKESHORE ROAD WEST @ MORDEN ROAD

Municipality..... OAKVILLE

GeoID..... 30080901

Count Date..... Monday, 14 September, 2015 **Peak Hour.....** 04:45 PM — 05:45 PM



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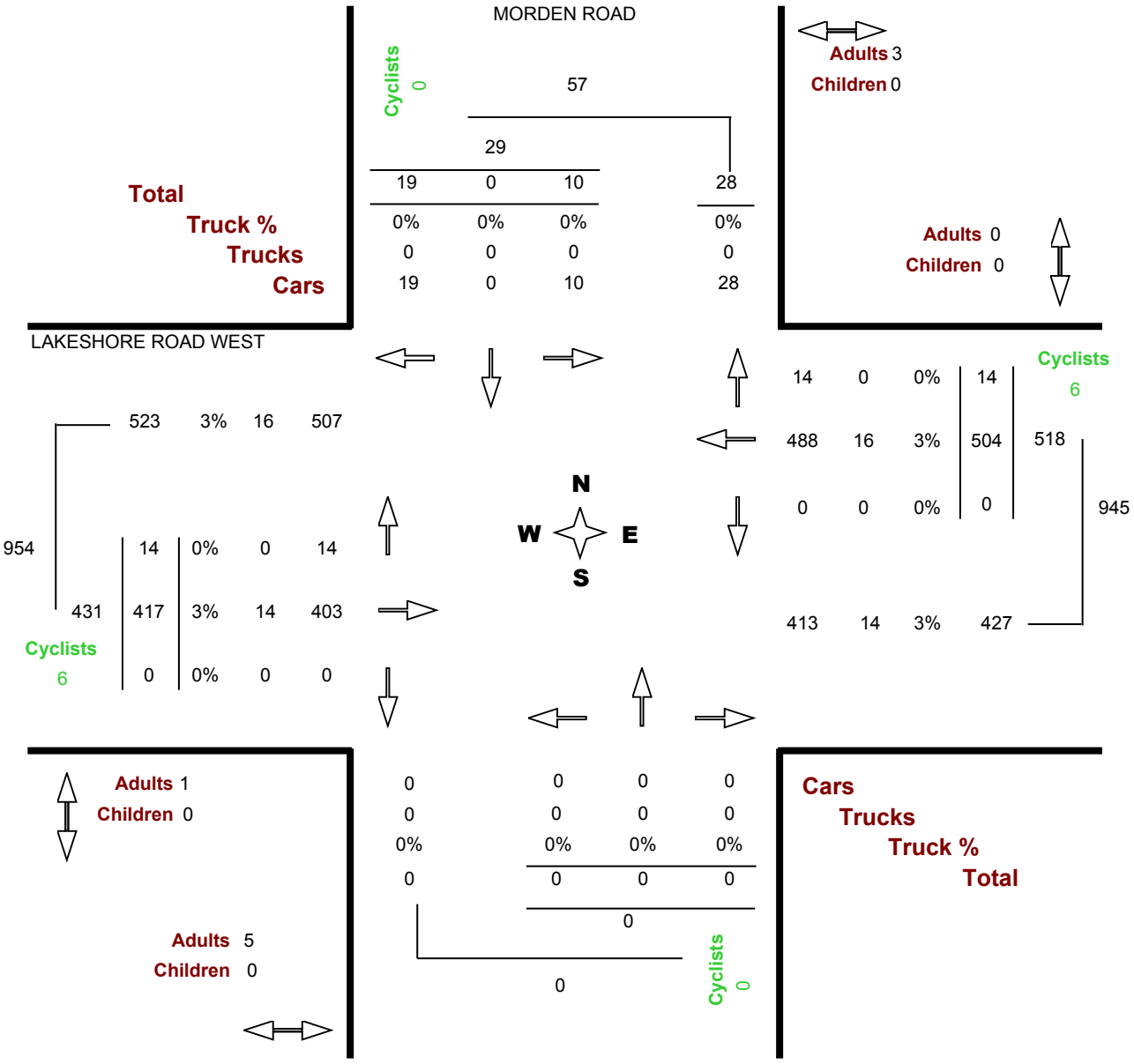
Turning Movements Report - MD Period

Location..... LAKESHORE ROAD WEST @ MORDEN ROAD

Municipality..... OAKVILLE

GeoID..... 30080901

Count Date..... Monday, 14 September, 2015 **Peak Hour.....** 01:00 PM — 02:00 PM



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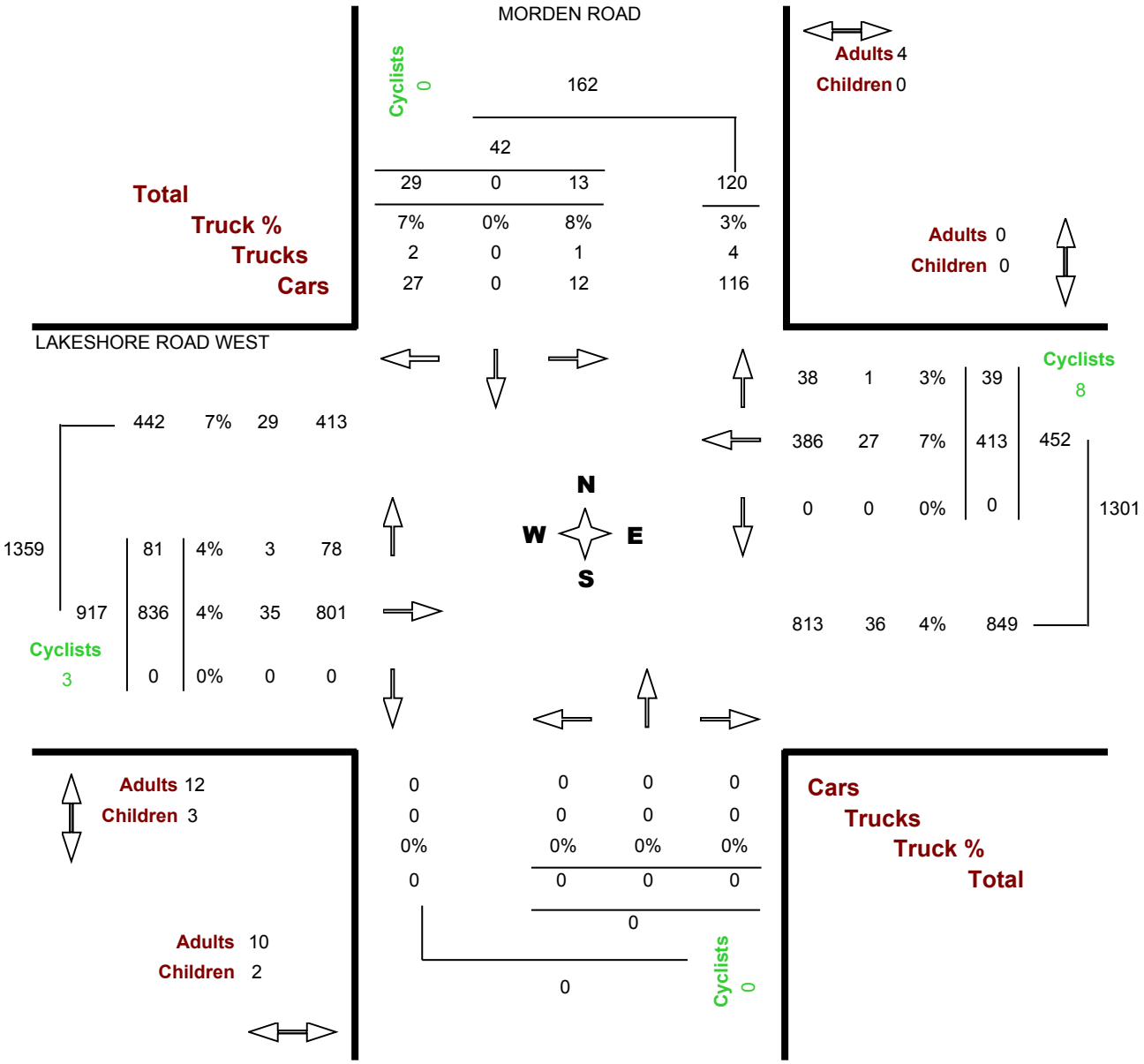
Turning Movements Report - AM Period

Location..... LAKESHORE ROAD WEST @ MORDEN ROAD

Municipality..... OAKVILLE

GeoID..... 30080901

Count Date..... Monday, 14 September, 2015 **Peak Hour.....** 07:30 AM — 08:30 AM



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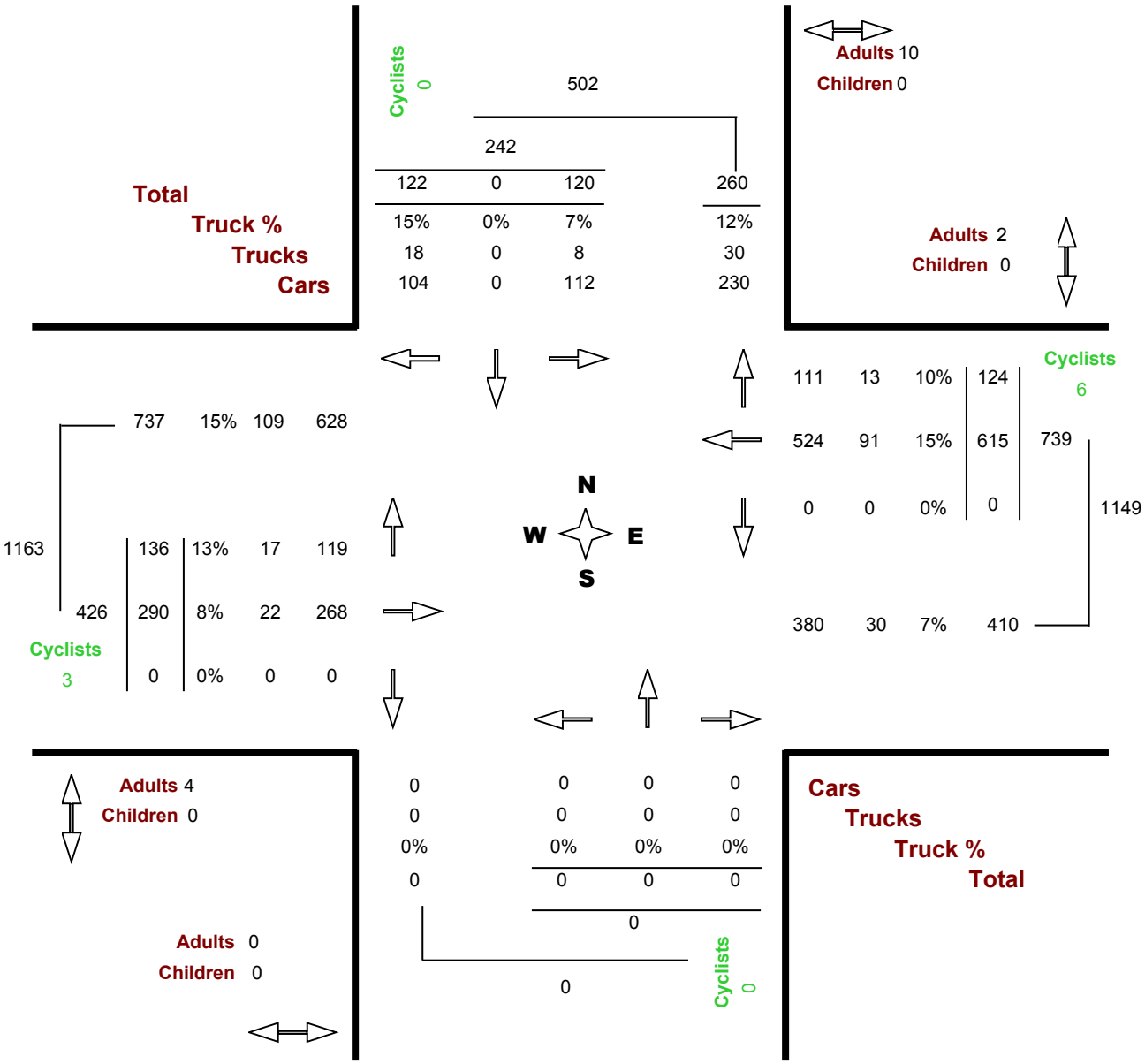
Turning Movements Report - PM Period

Location..... DORVAL DRIVE @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 32650001
Count Date..... Monday, 17 October, 2016 **Peak Hour.....** 05:00 PM — 06:00 PM



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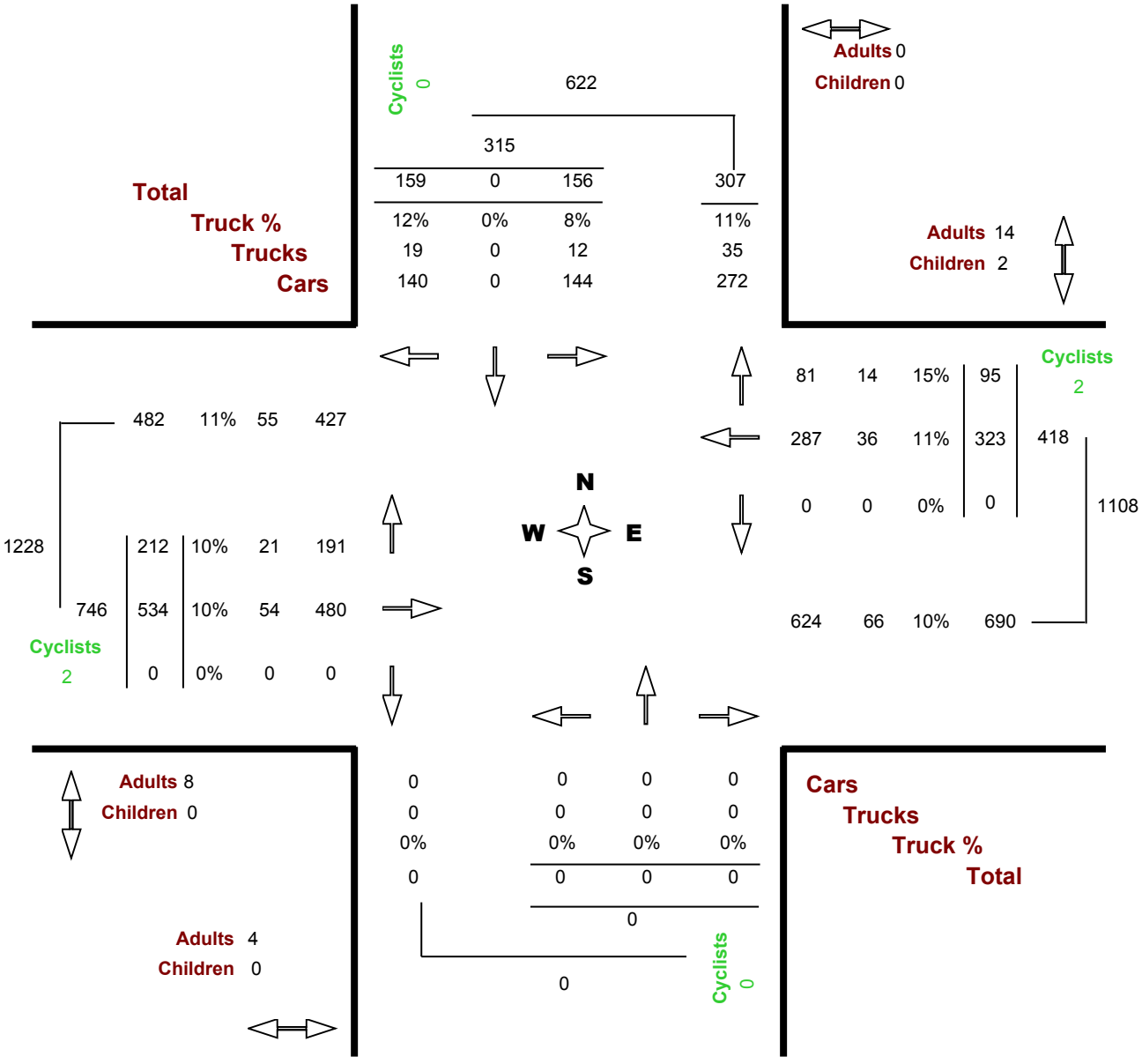
Turning Movements Report - AM Period

Location..... DORVAL DRIVE @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 32650001
Count Date..... Monday, 17 October, 2016 **Peak Hour.....** 08:00 AM — 09:00 AM



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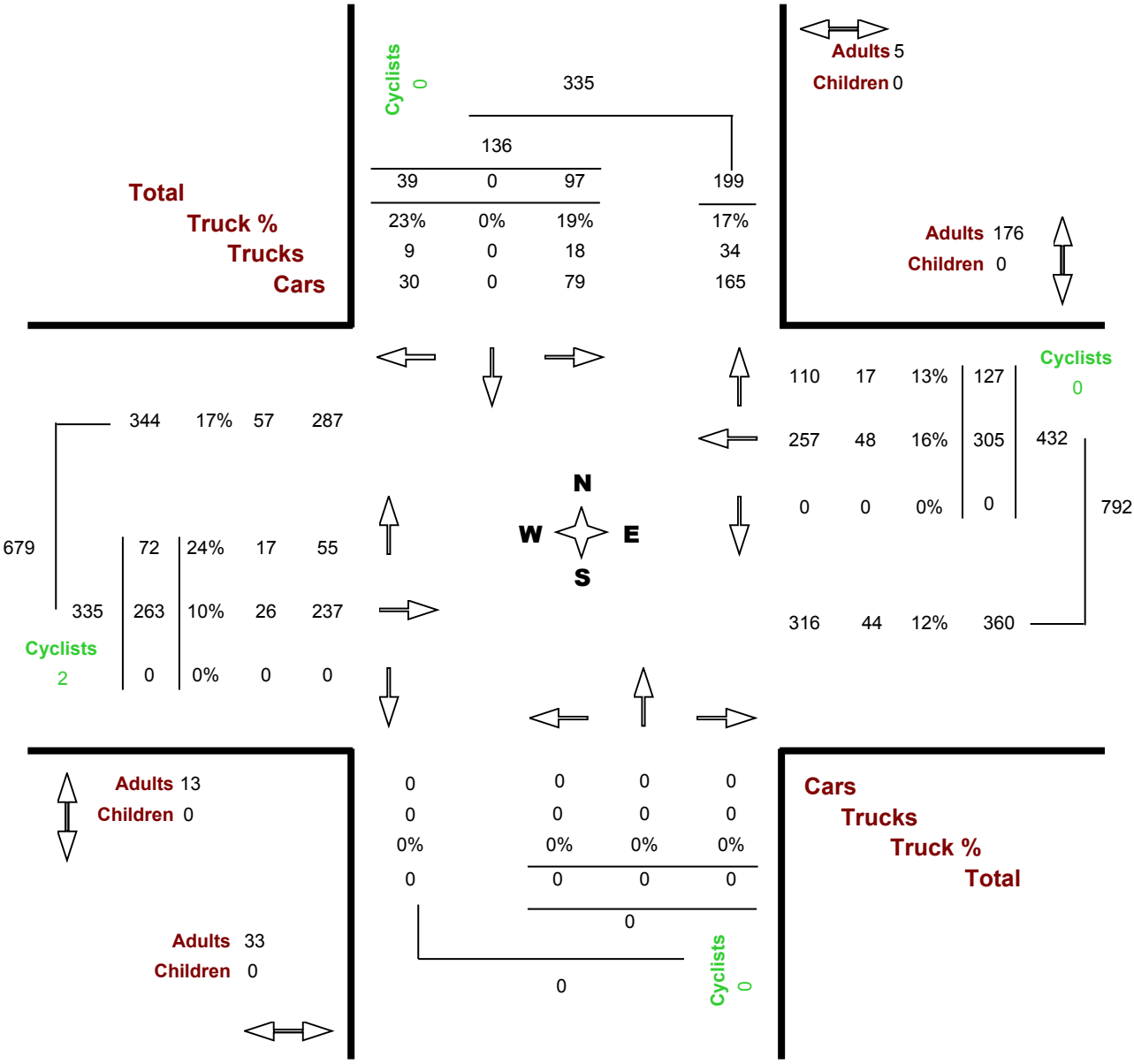
Turning Movements Report - MD Period

Location..... DORVAL DRIVE @ LAKESHORE ROAD WEST
Municipality..... OAKVILLE
GeoID..... 32650001
Count Date..... Monday, 17 October, 2016 **Peak Hour.....** 11:15 AM — 12:15 PM



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Appendix D

Signal Timing Plans

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Configuration **Phase Sequence Page 1**

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

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

Phase Direction Descriptions

Phase	Description
2	EB
4	SB
6	WB
8	NB

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: Yes

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Configuration **Phase Sequence Page 2**

In Use(MM)1-2

Phases In Use
2
4
6
8

Exclusive Ped(MM)1-2

Phase

Backup Prevent(MM)1-1-3

Phase	Timing Phase	Backup
1	2	Yes
3	4	Yes
5	6	Yes
7	8	Yes

Simultaneous Gap(MM)1-1-4

Phase	Must Gap with Phase

Disable(MM)1-1-4

Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	Yes				Yes		
2	2	V				+	Yes				Yes		Yes
3	3	V				+	Yes				Yes		
4	4	V				+	Yes				Yes		Yes
5	5	V				-	Yes				Yes		
6	6	V				-	Yes				Yes		Yes
7	7	V				-	Yes				Yes		
8	8	V				-	Yes				Yes		Yes
9	2	P				+	Yes						
10	4	P				+	Yes						
11	6	P				-	Yes						
12	8	P				-	Yes						
13	1	O				+	Yes				Yes		
14	2	O				-	Yes				Yes		Yes
15	3	O				+	Yes				Yes		
16	4	O				-	Yes				Yes		Yes

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	9
6	9
6	11
7	10
8	10
8	12
9	11
10	12

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 3
Port 3B Priority: 2

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware	Rail Road	Rail Road Line	ATCS Group	Wayside Device	ATCS Device	Wayside SubNode	ATCS SubNode
2	GPS NMEA	No	38.4K	8 N 1	None		0	0	0.0	Half	No	0	No	0.0	0.0	10	No	Yes	0	0	0	0	0	0	0
3A	NTCIP	No	9600	8 N 1	None		0	0	0.0	Full	Yes	0	No	0.0	0.0	10	No	Yes	0	0	0	0	0	0	0
3B	ECPIP	Yes	1200	8 0 1	None		7	0	1.0	Full	Yes	0	No	3.0	2.0	10	No	Yes	0	0	0	0	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 7
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 12345678910111213141516

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Logic Processor Page 2

Logic Statements (MM)1-8-2

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	23	5	10	5	23	5	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	13	0	14	0	13	0	14	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	4.0	5.0	3.5	5.0	4.0	5.0	3.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	45	35	35	35	45	35	35	35	35	35	35	35	35	35	35
Max 2	40	0	40	0	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	2.4	1.0	2.0	1.0	2.4	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Controller Overlaps
Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4
Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	R
6	R

Overlap

Flash > Mon: No
Flash Time: 0
All Red: 0
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Controller Options
Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
8	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7
Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	No	No	No	No	No
1	6	No	Yes	Yes	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Coordination Options

Coordination Options (MM)3-1

Manual Pattern:	Auto
ECPI Coord:	Yes
System Source:	TBC
System Format:	STD
Splits In:	Percent
Offsets In:	Percent
Transition:	Smooth
Max Select:	MAXINH
Dwell/Add Time:	0
Dly Coord Wz-Lz:	No
Force Off:	Float
Offset Reference:	Lead
Use Ped Time:	Yes
Ped Recall:	No
Ped Resv:	No
Local Zero Ovrd:	No
Fo Add Ini Green:	No
Re-sync Count:	0
Multisync:	No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	Min Green

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Dwell/Add Time	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	Max Select	Force Off	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	XArt Pattern	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3
Coord Phases

Split Pattern	Phase	Split

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function
3	2	No	Yes	No	No	No	No	No	No
3	6	No	Yes	No	No	No	No	No	No
4	4	No	Yes	No	No	No	No	No	No
4	8	No	Yes	No	No	No	No	No	No

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	Standard	Yes	No	Yes	0	0	Yes	10	No
4	Standard	Yes	No	Yes	0	0	Yes	10	No
5	No	Yes	No	Yes	0	0	Yes	0	No
6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord	Fault Type
1	No	No	No	No	No	Off	0	Red	No	Hard
2	No	No	No	No	No	Off	0	Green	No	Hard
3	No	Yes	No	No	No	Off	0	Green	No	Hard
4	No	Yes	No	No	No	Off	0	Green	No	Hard
5	No	No	No	No	No	Off	0	Green	No	Hard
6	No	No	No	No	No	Off	0	Green	No	Hard
7	No	No	No	No	No	Off	0	Green	No	Hard
8	No	No	No	No	No	Off	0	Green	No	Hard
9	No	No	No	No	No	Off	0	Green	No	Hard
10	No	No	No	No	No	Off	0	Green	No	Hard

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	10	5	4.0	2.0	0	0	0	4.0	1.0
4	0	10	5	4.0	1.0	0	0	0	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt	Inhibit Ext Time
1	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
2	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
3	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
4	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
5	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
6	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
7	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
8	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
9	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
10	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Preemptor **Preempt Filtering**
Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Time Base **Clock/Calendar**
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	3:15 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	-5

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Time Base Action Plan
Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Rest	Controller Seq	Timing Plan	Override System	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	1	0	No	No	0	0	Yes	None	0	0	No
5	5	0	No	No	0	0	Yes	None	0	0	No
6	6	0	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Ped Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit
1	2	No	No	No	No	Yes	No	No	No	No
1	6	No	No	No	No	Yes	No	No	No	No
5	2	No	No	No	No	Yes	No	No	No	No
5	6	No	No	No	No	Yes	No	No	No	No

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time
1	1	1	6:30 AM
1	2	2	9:00 AM
1	3	5	3:30 PM
1	4	6	6:30 PM

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month
1	1	Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sept, Oct, Nov, Dec	Sun, Mon, Tues, Wed, Thurs, Fri, Sat	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & MISSISSAGA STREET

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Configuration Phase Sequence

Controller Sequence (MM)1-1-1

Hardware Alternate Sequence Enable: No

Phase Ring Sequence.....(Note: Sequences identical to the prior one are not printed)

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
	B	B		B		B		B								
Sequence 1																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 2																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 3																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 4																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	7	8	11	12	15	16	.	.	.	.	.	.	.	.
Sequence 5																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 6																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 7																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 8																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	7	8	12	11	15	16	.	.	.	.	.	.	.	.
Sequence 9																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 10																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 11																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 12																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	5	6	8	7	11	12	16	15	.	.	.	.	.	.	.	.
Sequence 13																
Ring 1	1	2	3	4	9	10	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 14																
Ring 1	2	1	3	4	10	9	13	14	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 15																
Ring 1	1	2	4	3	9	10	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.
Sequence 16																
Ring 1	2	1	4	3	10	9	14	13	.	.	.	.	.	.	.	.
Ring 2	6	5	8	7	12	11	16	15	.	.	.	.	.	.	.	.

Phases In Use / Exclusive PED (MM)1-2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phases in Use	X	X		X		X		X								
Exclusive PED																

Phase Compatibility (MM)1-1-2

Phase	Compatible Phase

n/a	Barrier Mode

Phase and Overlap Descriptions

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Approach	N	S	E	W	S	N	W	E	N	N	N	N	N	N	N	N
Movement	L	T	L	T	L	T	L	T								
Associated PED																
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**L**	**K**	**L**	**M**	**N**	**O**
Approach	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N	N
Movement																

Administration (MM)1-7-1

Enable CU/Cabinet Interlock CRC	No
Request Download Controller Data	No
Controller Database CRC	672A
Enable Automatic Backup to Datakey	Yes

Backup Prevent (MM)1-1-3

Timing / Backup	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	X		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	X		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	X		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	X		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	

Simultaneous Gap (MM)1-1-4

Phase Must Gap With Phase	Phases	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	1		.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
	2	.		.	.	.	.	.	.	.	.	.	.	.	.	.	.
	3	.	.		.	.	.	.	.	.	.	.	.	.	.	.	.
	4	.	.	.		.	.	.	.	.	.	.	.	.	.	.	.
	5	.	.	.	.		.	.	.	.	.	.	.	.	.	.	.
	6	.	.	.	.	.		.	.	.	.	.	.	.	.	.	.
	7	.	.	.	.	.	.		.	.	.	.	.	.	.	.	.
	8	.	.	.	.	.	.	.		.	.	.	.	.	.	.	.
	9	.	.	.	.	.	.	.	.		.	.	.	.	.	.	.
	10	.	.	.	.	.	.	.	.	.		.	.	.	.	.	.
	11	.	.	.	.	.	.	.	.	.	.		.	.	.	.	.
	12	.	.	.	.	.	.	.	.	.	.	.		.	.	.	.
	13	.	.	.	.	.	.	.	.	.	.	.	.		.	.	.
	14	.	.	.	.	.	.	.	.	.	.	.	.	.		.	.
	15	.	.	.	.	.	.	.	.	.	.	.	.	.	.		.
	16	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	
	Disable	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

Load Switch Assignments (MMU Channel) (MM)1-3

	Phase / Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	X				X		
2	2	V				+	X				X		X
3	3	V				+	X				X		
4	4	V				+	X				X		X
5	6	V				-	X				X		
6	6	V				-	X				X		X
7	7	V				-	X				X		
8	8	V				-	X				X		X
9	2	P				+	X						
10	4	P				+	X						
11	6	P				-	X						
12	8	P				-	X						
13	1	O				+	X				X		
14	2	O				-	X				X		X
15	3	O				+	X				X		
16	4	O				-	X				X		X

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

BIU	1	2	3	4	5	6	7	8
Term and Facility Enable	X	X						
Detector Rack Enable	X							

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	6
5	9
5	11
6	9
6	11
7	10
8	10
8	12
9	11
10	12

Color Check Enable (MM)1-4-3
Enable Color Check: No

MMU Channel	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Yellow	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Secondary To Secondary Addressing (MM)1-4-4

ID	1	2	3	4	5	6	7	8	MMU
Term and Facility Enable									

ID	1	2	3	4	5	6	7	8	Diag
Detector Rack Enable									

Diagonstics (Test Fixture) Enable: No

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

DHCP Enable: No
Controller IP: 172.16.2.1
Subnet Mask: 255.255.0.0
Default Gateway IP: 10.104.0.1
Server IP: 172.16.1.254

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 1
Port 2 Priority: 4
Port 3A Priority: 3
Port 3B Priority: 2

Port Configuration (MM)1-5-2 to 1-5-4

Port	2 (C50S)	3A (C21S)	3B (C22S)
Comm Module	FSK	Telem	Telem
Protocol	NTCIP	NTCIP	ECPIP
Enable	No	No	No
Data Rate	9600	9600	1200
Data Parity Stop	8 N 1	8 N 1	8 0 1
Modem Setup String	None	None	None
User String			
Comm Port Address	0	0	4
System Detector 9-1	0	0	0
Telemetry Response Delay	0.0	0.0	1.0
Duplex Half/Full	Half	Full	Full
Flow Control	No	Yes	Yes
AB3418 NTCIP Group Address	0	0	0
AB3418 NTCIP Single Flag Enable	No	No	No
RTS to CTS Delay	0.0	0.0	3.0
RTS Turn Off Delay	0.0	0.0	2.0
Droupout Time	10	10	10
Early RTS	No	No	No
Telemetry Mode	FSK	FSK	FSK
Rail Road	0	0	0
Rail Road Line	0	0	0
ATCS Group	0	0	0
Wayside Device	0	0	0
ATCS Device	0	0	0
Wayside SubNode	0	0	0
ATCS SubNode	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 4
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

Wireless Configuration (MM)1-5-7

Wireless Channel Number: 1
Wireless Access Code: 327423274

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Configuration Logging/Display

Event Logging (MM)1-6-1

Critical RFE's	Yes	3 Critical RFE's in 24 Hours	Yes
MMU Flash Faults	Yes	Local Flash Faults	Yes
Non-Critical RFE's (Det/Test)	Yes	Detector Errors	Yes
Coordination Errors	Yes	Controller Download	Yes
Preempt	Yes	TSP	Yes
Power On/Off	Yes	Low Battery	Yes
Access	Yes	Data Change	Yes
Online/Offline	Yes		

Alarm Log	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Enable Logging	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

Display Options (MM)1-7-2

Key Click Enable: No
Switch to Graphics Mode: No
LED Mode: Auto
Main Status Display Mode: Basic

Trans Mode Pop-up Disable: No

Sign On (MM)8-5
Sign On Message Line 1: Solutions that Move the World
Sign On Message Line 2:

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Logic Processor Page 2

Logic Statements (MM)1-8-2

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Controller Timing Plan (MM)2-1
Plan 1 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Min Green	7	26	0	10	0	26	0	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	10	0	16	0	10	0	10	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	3.0	4.5	0.0	4.0	3.0	4.5	0.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	20	60	0	24	25	60	0	24	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.7	1.0	2.3	1.0	2.7	1.0	2.3	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2 - ""

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Direction	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N

Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N-L**	**S-T**	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4 - ""

Phase	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
Direction	**N-L**	**S-T**	**E-L**	**W-T**	**S-L**	**N-T**	**W-L**	**E-T**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**

Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Controller Overlaps
Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green
A	Normal	0.0	0.0	0.0	0.0

Phases

Overlap	Phase	Included	Protect	Ped Protect	Not Overlap	Modifier	Lag X Phase	Lag 2 Phase	Flash Green
A	1	Yes	No	No	No		No	No	0
A	6	Yes	No	No	No		No	No	0

PPLT FYA

Overlap	Protected Left Turn	Opposing Through	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable	Ped Protected

Guaranteed Minimum Time Data (MM) 2-4
Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5

L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap

Flash > Mon: Yes
Flash Time: 0
All Red: 6
Power Start Sequence: 1
MUTCD Enabled: No
MUTCD Yellow to Green: n/a

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: Yes
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Controller Options

Controller Options (MM)2-6-1

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

Flashing Green Phase																
Guaranteed Passage																
Non Act 1		X				X										
Non Act 2				X				X								
Dual Entry		X		X		X		X								
Conditional Service																
Conditional Reservice																
Ped Reservice																
Rest In Walk		X				X										
Flashing Walk																
Ped Clear Yellow																
Ped Clear Red																
IGRN + Veh Ext																

Ped Clear Protect: Off Red Revert: 2.0 MUTCD 3 Seconds Don't Walk: No

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Pre-Timed Phase																

Phase Recall Options (MM)2-8

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Lock Detector																
Vehicle Recall		X				X										
Ped Recall		X				X										
Max Recall																
Soft Recall																
No Rest																
AI Calc																

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Coordination Options

Coordination Options (MM)3-1

Manual Pattern	Auto	ECPI Coord	Yes
System Source	SYS	System Format	PTN
Splits In	Percent	Offsets In	Percent
Transition	Smooth	Max Select	MAXINH
Dwell/Add Time	0		
Delay Coord Walk to LZ	No	Force Off	Float
Offset Reference	Lead	Use Ped Time	Yes
Ped Recall	Yes	Ped Reservice	No
Local Zero Override	No	FO Added Initial Green	No
Re-Sync Count	0	Multisync	No

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Minimum Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Split Demand (MM)3-5

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

Demand	1	2
Detector	0	0
Call Time (Sec)	0	0

Cycle Count	0	0

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Coordination Pattern Data
Pattern Data (MM)3-2

Pattern - 1

Split Pattern	1	TS2 (Pat-Off)	0-1	Splits in	Percent
Cycle	100	Std (COS)	111	Offsets in	Percent
Offset Value	30%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 1)	25	46	0	29	0	71	0	29	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 2

Split Pattern	2	TS2 (Pat-Off)	0-2	Splits in	Percent
Cycle	90	Std (COS)	121	Offsets in	Percent
Offset Value	20%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 2)	28	40	0	32	0	68	0	32	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 3

Split Pattern	3	TS2 (Pat-Off)	0-3	Splits in	Percent
Cycle	120	Std (COS)	131	Offsets in	Percent
Offset Value	31%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 3)	18	43	0	39	0	61	0	39	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Pattern - 4

Split Pattern	4	TS2 (Pat-Off)	1-1	Splits in	Percent
Cycle	90	Std (COS)	141	Offsets in	Percent
Offset Value	37%	Dwell/Add Time	0		
Actuated Coord	Yes	Timing Plan	0		
Actuated Walk Rest	Yes	Sequence	0		
Phase Reservice	No	Action Plan	0		
Max Select	None	Force Off	None		

Split Preference Phases

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Description	N-L	S-T	E-L	W-T	S-L	N-T	W-L	E-T	N	N	N	N	N	N	N	N
Splits (Split Pat 4)	15	55	0	30	0	70	0	30	0	0	0	0	0	0	0	0
Preference 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preference 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Ring	1	2	3	4
Ring Split Ext	0	0	0	0
Ring Disp.	-	0	0	0
Split Sum	100%	100%	0%	0%

Misc. Data

Veh. Permissive 1	0	Veh. Permissive 2	0	Veh. Permissive 2 Disp.	0
Split Demand Pat 1	0	Split Demand Pat 2	0	Crossing Arterial Pat	0

Split Pattern Data

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Coordinated Phases		X				X										
Vehicle Recalls																
Ped Recalls																
Max Recalls																
Phase Omit									X	X	X	X	X	X	X	X
Special Function Output																

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Preemptor

Preempt Plan (MM)4-1

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle				X				X								
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase				X				X								
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	10	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	Yes	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	10	3	3.0	2.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	0	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Overlap	**A**	**B**	**C**	**D**	**E**	**F**	**G**	**H**	**I**	**J**	**K**	**L**	**M**	**N**	**O**	**P**
Track Clear Vehicle																
Track Clear Overlap																
Enable Trailing	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Dwell Vehicle		X				X										
Dwell Ped																
Dwell Overlap																
Cycling Vehicle																
Cycling Ped																
Cycling Overlap																
Exit Phase		X				X										
Exit Calls																
Special Funciton																

Enable	Yes	Preempt Override	Yes	Interlock Enable	No
Detector Lock	Yes	Delay	0	Inhibit	0
Override Flash	Yes	Duration	10	CLR > GRN	No
Term Overlap Asap	No	PC Through Yellow	Yes	Terminate Phase	No
Ped Dark	No	Track Clear Rsrv	No	Dwell Flash	Off
Linked Pmt	0	Flash Exit Color	Green	Exit Option	Off
Exit Timing Plan	0	Reservice	0	Fault Type	Hard

Ring	1	2	3	4
Free During Preempt	No	No	No	No

Timing	Walk	Ped Clr	Min Grn	Yellow	Red
Entrance	0	10	3	3.0	2.0
	Min Grn	**Ext Grn**	**Max Grn**	**Yellow**	**Red**
Track Clear	0	0	0	4.0	1.0
	Min Dwell	**Pmt Ext**	**Max Time**	**Yellow**	**Red**
Dwell / Cycle-Exit	0	0.0	0	4.0	1.0

Preempt Active Out	On	Preempt Active Dwell	No
Other Priority Preempt	On	Non-Priority Preempt	No
Inhibit Extension Time	0.0	Ped Priority Return	Off
Veh Priority Return	Off	Queue Delay	Off
Conditional Delay	Off		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Veh Pri Return % Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Preemptor **Preempt Filtering**

Enable Preempt Filtering and TSP/SCP
(MM)4-2

Input	Solid	Pulsing
1	...Bypassed...	...Bypassed...
2	...Bypassed...	...Bypassed...
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10
7	...Bypassed...	...Bypassed...
8	...Bypassed...	...Bypassed...
9	...Bypassed...	...Bypassed...
10	...Bypassed...	...Bypassed...

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	3:15 AM
Sync Reference:	Reference Time
Day Light Savings:	No
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	0

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Time Base Action Plan
Action Plan (MM)5-2

Action Plan - 1 - "1"

Pattern	1	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 2 - "2"

Pattern	2	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 3 - "3"

Pattern	3	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Action Plan - 4 - "4"

Pattern	4	Override System	No
Timing Plan	0	Sequence	0
Veh Det Plan	0	Detector Log	None
Flash	No	Red Rest	No
Veh Det Diag Plan	0	Ped Det Diag Plan	0
Diming Enable	No	Veh Priority Return	No
Ped Priority Return	No	Queue Delay	No
Prempt Cond Delay	No		

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Walk 2																
Veh Ext 2																
Veh Recall																
Max Recall																
Max 2																
Max 3																
CS Inhibit																
Omit																
Special Function																
Auxilliary Function																

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
LP 1-15															
LP 16-30															
LP 31-45															
LP 46-60															
LP 61-75															
LP 76-90															
LP 91-100															

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Time Base Day Plan/Schedule
Day Plan (MM)5-3

Day Plan - 1 - "1"

Event	Action Plan	Start Time
1	1	6:30 AM
2	2	9:30 AM
3	3	3:00 PM
4	4	7:00 PM
5	5	10:00 PM

Schedule (MM)5-4

Schedule Number - 1

Day Plan Number: 1

Month	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
	X	X	X	X	X	X	X	X	X	X	X	X

Day of Week	Sun	Mon	Tue	Wed	Thur	Fri	Sat
	X	X	X	X	X	X	X

Day of Month	1	2	3	4	5	6	7	8	9	10	11
	X	X	X	X	X	X	X	X	X	X	X
	12	13	14	15	16	17	18	19	20	21	22
	X	X	X	X	X	X	X	X	X	X	X
	23	24	25	26	27	28	29	30	31		
	X	X	X	X	X	X	X	X	X		

Town of Oakville, ON

OAK0606 - Bronte rd @ Lakeshore - Econolite Type - Cobalt

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Configuration **Phase Sequence Page 1**

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Configuration **Phase Sequence Page 2**

In Use(MM)1-2

Phases In Use
2
4
6
8

Exclusive Ped(MM)1-2

Phase

Backup Prevent(MM)1-1-3

Phase	Timing Phase	Backup

Simultaneous Gap(MM)1-1-4

Phase	Must Gap with Phase

Disable(MM)1-1-4

Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	Yes				Yes		
2	2	V				+	Yes				Yes		Yes
3	3	V				+	Yes				Yes		
4	4	V				+	Yes				Yes		Yes
5	5	V				-	Yes				Yes		
6	6	V				-	Yes				Yes		Yes
7	7	V				-	Yes				Yes		
8	8	V				-	Yes				Yes		Yes
9	2	P				+	Yes						
10	4	P				+	Yes						
11	6	P				-	Yes						
12	8	P				-	Yes						
13	1	O				+	Yes				Yes		
14	2	O				-	Yes				Yes		Yes
15	3	O				+	Yes				Yes		
16	4	O				-	Yes				Yes		Yes

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Configuration Communications

Ethernet Port Configuration (MM)1-5-1

Controller IP: 10.70.10.51
Subnet Mask: 255.255.255.0
Default Gateway IP: 10.70.10.1
Server IP: 10.70.10.1

NTCIP Parameters (MM)1-5-5

Backup Time: 0
UDP Port: 501
Ethernet Priority: 4
Port 2 Priority: 1
Port 3A Priority: 3
Port 3B Priority: 2

Note for 2070: Port 2 is C50S, Port 3A is C21S, and Port 3B is C22S

Port Configuration (MM)1-5-2 to 1-5-4

Port	Protocol	Enable	Data Rate	Data Parity Stop	Modem Setup String	User String	Comm Port Address	System Detector 9-1	Telemetry Response Delay	Duplex Half/Full	Flow Control	AB3418 NTCIP Group Address	AB3418 NTCIP Single Flag Enable	RTS to CTS Delay	RTS Turn Off Delay	Droupout Time	Early RTS	FSK Hardware	Rail Road	Rail Road Line	ATCS Group	Wayside Device	ATCS Device	Wayside SubNode	ATCS SubNode
2	ECPIP	No	9600	8 0 1	None		5	0	15.0	Full	No	0	No	0.0	0.0	10	No	Yes	0	0	0	0	0	0	0
3A	NTCIP	No	9600	8 N 1	None		0	0	0.0	Full	Yes	0	No	0.0	0.0	10	No	Yes	0	0	0	0	0	0	0
3B	ECPIP	Yes	1200	8 0 1	None		5	0	0.9	Full	Yes	0	No	3.0	2.0	10	No	Yes	0	0	0	0	0	0	0

ECPIP Parameters (MM)1-5-6

Controller Address: 5
Expanded System Detector Address: 0

Local System Detector

Local System Detector	Number

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Configuration Logging/Display

Enable Event Logs (MM)1-6-1

Critical RFE's:	Yes
3 Critical RFE's in 24 Hours:	Yes
MMU Flash Faults:	Yes
Local Flash Faults:	Yes
Non-Critical RFE's (Det/Test):	Yes
Detector Errors:	Yes
Coordination Errors:	Yes
Controller Download:	Yes
Preempt:	Yes
TSP:	Yes
Power On/Off:	Yes
Low Battery:	Yes
Access:	Yes
Data Change:	Yes

Alarm Logs (MM)1-6-1

Enabled: 1234567891011121314151 6

Display Options (MM)1-7-2

Key Click Enable:	Yes
Backlight Enable:	Yes
LED Mode:	Auto
Display Mode:	Basic

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Logic Processor Page 1
Statement Control (MM)1-8-1

LP	Statement Control

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Logic Processor Page 2

Logic Statements (MM)1-8-2

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	32	5	15	5	32	5	15	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	12	0	12	0	12	0	12	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	4.0	5.0	3.5	5.0	4.0	5.0	3.5	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	35	0	35	0	35	0	35	35	35	35	35	35	35	35	35
Max 2	0	40	0	40	0	40	0	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Controller Overlaps
Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4
Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap
A
B
C
D

Flash > Mon: No
Flash Time: 0
All Red: 6
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	No	No	No	No	Yes	No	No	No	No
6	No	No	Yes	No	No	No	No	No	Yes	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	Yes	No	No	No	No
1	6	No	Yes	Yes	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Coordination Options

Coordination Options (MM)3-1

Manual Pattern:	Auto
ECPI Coord:	Yes
System Source:	TBC
System Format:	STD
Splits In:	Seconds
Offsets In:	Seconds
Transition:	Smooth
Max Select:	MAXINH
Dwell/Add Time:	0
Dly Coord Wz-Lz:	No
Force Off:	Float
Offset Reference:	Lead
Use Ped Time:	Yes
Ped Recall:	No
Ped Resv:	No
Local Zero Ovrd:	No
Fo Add Ini Green:	No
Re-sync Count:	0
Multisync:	No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	Min Green

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Dwell/Add Time	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	Max Select	Force Off	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	XArt Pattern	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function
3	2	No	Yes	No	No	No	No	No	No
3	6	No	Yes	No	No	No	No	No	No
4	4	No	Yes	No	No	No	No	No	No
4	8	No	Yes	No	No	No	No	No	No

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	Standard	Yes	No	Yes	0	0	Yes	0	No
4	Standard	Yes	No	Yes	0	0	Yes	0	No
5	No	Yes	No	Yes	0	0	Yes	0	No
6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord	Fault Type
1	No	Yes	No	No	No	Off	0	Red	No	Hard
2	No	No	No	No	No	Off	0	Green	No	Hard
3	No	Yes	No	No	No	Off	0	Green	No	Hard
4	No	Yes	No	No	No	Off	0	Green	No	Hard
5	No	No	No	No	No	Off	0	Green	No	Hard
6	No	No	No	No	No	Off	0	Green	No	Hard
7	No	No	No	No	No	Off	0	Green	No	Hard
8	No	No	No	No	No	Off	0	Green	No	Hard
9	No	No	No	No	No	Off	0	Green	No	Hard
10	No	No	No	No	No	Off	0	Green	No	Hard

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	7	5	4.0	2.0	0	0	5	4.0	2.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	7	5	4.0	2.0	0	0	5	4.0	2.0
4	0	7	5	4.0	2.0	0	0	5	4.0	1.0
5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt	Inhibit Ext Time
1	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
2	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
3	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
4	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
5	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
6	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
7	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
8	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
9	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
10	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Preemptor **Preempt Filtering**
Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Time Base **Clock/Calendar**
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	3:15 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	-5

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Time Base Action Plan
Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Rest	Controller Seq	Timing Plan	Override System	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable
1	Auto	1	No	No	0	0	No	None	0	0	No

Action Plan Phases

Plan	Phase	Ped Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Time Base **Day Plan/Schedule**

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month

LSRD W & BRONTE RD Direct port 9 - LAKESHORE & JONES STREET

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Configuration **Phase Sequence Page 1**

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: Yes

Phase Ring Sequence

Sequence	Ring	Phase															
		1	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**	**14**	**15**	**16**
	Barrier Mode	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

Phase 1	Phase 2
1	5
1	6
2	5
2	6
3	7
3	8
4	7
4	8
13	15
13	16
14	15
14	16

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	22	0	10	0	22	0	10	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	12	0	12	0	12	0	12	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	4.0	0.0	5.0	0.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	35	0	35	0	35	0	35	35	35	35	35	35	35	35	35
Max 2	0	40	0	40	0	40	0	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	0	0	7	3.0	0.0	0
B02	0	0	7	3.0	0.0	0
C03	0	0	7	3.0	0.0	0
D04	0	0	7	3.0	0.0	0
E05	0	0	7	3.0	0.0	0
F06	0	0	7	3.0	0.0	0
G07	0	0	7	3.0	0.0	0
H08	0	0	7	3.0	0.0	0
I09	0	0	7	3.0	0.0	0
J10	0	0	7	3.0	0.0	0
K11	0	0	7	3.0	0.0	0
L12	0	0	7	3.0	0.0	0
M13	0	0	7	3.0	0.0	0
N14	0	0	7	3.0	0.0	0
O15	0	0	7	3.0	0.0	0
P16	0	0	7	3.0	0.0	0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap

Flash > Mon: No
Flash Time: 3
All Red: 3
Power Start Sequence: 0

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit

Flash > Mon: No
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
4	No	No	No	No	Yes	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	Yes	No	No	No	No
8	No	No	No	No	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	No	Yes	No	No	No	No
1	6	No	No	Yes	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Coordination Options

Coordination Options (MM)3-1

Manual Pattern:	Auto
ECPI Coord:	Yes
System Source:	SYS
System Format:	STD
Splits In:	Percent
Offsets In:	Percent
Transition:	Smooth
Max Select:	MAXINH
Dwell/Add Time:	0
Dly Coord Wz-Lz:	No
Force Off:	Float
Offset Reference:	Lead
Use Ped Time:	Yes
Ped Recall:	No
Ped Resv:	No
Local Zero Ovrd:	No
Fo Add Ini Green:	No
Re-sync Count:	3
Multisync:	No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	Min Green

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Dwell/Add Time	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	Max Select	Force Off	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	XArt Pattern	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function
3	2	No	Yes	No	No	No	Yes	No	No
3	6	No	Yes	No	No	No	Yes	No	No
4	2	No	No	No	No	No	Yes	No	No
4	4	No	Yes	No	No	No	No	No	No
4	6	No	No	No	No	No	Yes	No	No
4	8	No	Yes	No	No	No	No	No	No

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	No	0	No
2	No	Yes	No	Yes	0	0	No	0	No
3	Standard	Yes	No	Yes	0	0	No	10	No
4	Standard	Yes	No	Yes	0	0	No	10	No
5	No	Yes	No	Yes	0	0	No	0	No
6	No	Yes	No	Yes	0	0	No	0	No
7	No	Yes	No	Yes	0	0	No	0	No
8	No	Yes	No	Yes	0	0	No	0	No
9	No	Yes	No	Yes	0	0	No	0	No
10	No	Yes	No	Yes	0	0	No	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord	Fault Type
1	No	No	No	No	No	Off	0	Green	No	Hard
2	No	No	No	No	No	Off	0	Green	No	Hard
3	No	Yes	No	No	No	Off	0	Green	No	Hard
4	No	Yes	No	No	No	Off	0	Green	No	Hard
5	No	No	No	No	No	Off	0	Green	No	Hard
6	No	No	No	No	No	Off	0	Green	No	Hard
7	No	No	No	No	No	Off	0	Green	No	Hard
8	No	No	No	No	No	Off	0	Green	No	Hard
9	No	No	No	No	No	Off	0	Green	No	Hard
10	No	No	No	No	No	Off	0	Green	No	Hard

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	0	25.5	25.5	0	0	0	25.5	25.5
2	0	255	0	25.5	25.5	0	0	0	25.5	25.5
3	0	7	2	3.0	2.0	0	0	0	25.5	25.5
4	0	7	2	3.0	3.0	0	0	0	0.0	0.0
5	0	255	0	25.5	25.5	0	0	0	25.5	25.5
6	0	255	0	25.5	25.5	0	0	0	25.5	25.5
7	0	255	0	25.5	25.5	0	0	0	25.5	25.5
8	0	255	0	25.5	25.5	0	0	0	25.5	25.5
9	0	255	0	25.5	25.5	0	0	0	25.5	25.5
10	0	255	0	25.5	25.5	0	0	0	25.5	25.5

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt	Inhibit Ext Time
1	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
2	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
3	0	0.0	0	0.0	0.0	On	No	Off	Off	0.0
4	0	0.0	0	0.0	0.0	On	No	Off	Off	0.0
5	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
6	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
7	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
8	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
9	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0
10	0	0.0	0	25.5	25.5	On	No	Off	Off	0.0

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Preemptor **Preempt Filtering**
Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

LSRD W & BRONTE RD Direct port 9 - LAKESHORE ROAD & NELSON STREET

Time Base Exceptions
Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

```
****************************************
*   ECONOLITE CONTROL PRODUCTS, INC.   *
*                                      *
*               COBALT-1000            *
*       Copyright (C)  2012-2014       *
*                                      *
*LAKESHORE  @ EAST ST                  *
*ZONE 6                                *
*  CITY....   0  INTERSECTION..     3  *
*                                      *
* SOFTWARE.................. 32.62.00 *
*                                      *
*                                      *
*                                      *
* CONFIG.........................L3000 *
****************************************
```

SOFTWARE MODULES

NAME	PART NUMBER	VERSION
EB U-BOOT	119-1046-203	05.03.00
O/S	119-1047-203	06.03.10
APPLICATION	119-1051-262	32.62.00
CONFIGURATION	100-1049-001	L3000,16
EB CONTROLLER	119-1049-203	07.03.00
BGC CONTROLLER	140-1020-203	09.03.00
BGC RESOURCE	140-1033-202	18.02.00
PIO CONTROLLER	140-1021-202	10.02.07
PS CONTROLLER	140-1022-203	11.03.00
AGC U-BOOT	140-1023-200	12.00.05
AGC O/S	140-1024-211	13.11.00
AGC APPLICATION	140-1025-262	14.62.00
TELEMETRY	100-1032-501	V1.00.00

CONTROLLER SEQUENCE [1]

SEQUENCE COMMANDS . HW ALT SEQ ENA. NO

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
BC-B	-	B	-	B	-	B	-	B	-	-	-	-	-	-	-	B
R1-	1	2	3	4	.	.	13	14	.	.	.	.	.	.	.	.
R2-	5	6	7	8	.	.	15	16	.	.	.	.	.	.	.	.
R3-	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
R4-	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

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

CONTROLLER SEQUENCE [2]

SEQUENCE COMMANDS . HW ALT SEQ ENA. NO

	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16
BC-B	-	B	-	B	-	B	-	B	-	-	-	-	-	-	-	B
R1-	1	2	3	4	.	.	13	14	.	.	.	.	.	.	.	.
R2-	5	6	7	8	.	.	15	16	.	.	.	.	.	.	.	.
R3-	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.
R4-	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.	.

```
       8 . . . X . . .   . . . . . . . .
       9 . . . . . . . .   . . . . . . .
      10 . . . . . . . . .   . . . . . .
      11 . . . . . . . . . .   . . . . .
      12 . . . . . . . . . .   . . . . .
      13 . . . . . . . . . .   . . . . .
      14 . . . . . . . . . .   . . . . .
      15 . . . . . . . . . .   . . . . .
      16 . . . . . . . . . .   . . . . .
DISABLE. . . . . . . . . . .   . . . . .
```

```
PHASES IN USE / EXCLUSIVE PED
           PHASE  1  2  3  4  5  6  7  8
IN USE.......     X  X  .  X  .  X  .  X
EXCLUSIVE PED     .  .  .  .  .  .  .  .

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

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

```
SDLC PORT 1 CONFIG
            BIU  1  2  3  4  5  6  7  8
TERM & FACILITY  X  X  .  .  .  .  .  .
DETECTOR RACK    X  .  .  .  .  .  .  .

---MMU ALWAYS ENABLED FOR TS2 TYPE 1----
ENABLE MMU EXTENDED STATUS..... YES
ENABLE SDLC STOP TIME.......... YES
ENABLE 3 CRITICAL RFEs LOCKUP..... YES
MMU TO CU SDLC EXTERNAL START... ENABLED
```

```
*                                     *
*                                     *
* CONFIG.........................L3000 *
***************************************
```

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AGC O/S	140-1024-211	13.11.00
AGC APPLICATION	140-1025-262	14.62.00
TELEMETRY	100-1032-501	V1.00.00

TIMING PLAN [1] PHASE DATA

PHASE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
MIN GRN	7	32	0	10	0	32	0	10	0	0	0	0	5	5	5	5
BK MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS MGRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DLY GRN	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WALK	0	10	0	12	0	10	0	12	0	0	0	0	0	10	0	10
WALK2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WLK MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CLR	0	15	0	15	0	15	0	15	0	7	0	7	0	16	0	16
PD CLR2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PC MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PED CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VEH EXT	5.0	5.0	0.0	5.0	0.0	5.0	0.0	5.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0
VH EXT2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX1	12	32	0	35	0	32	0	35	0	0	0	0	35	35	35	35
MAX2	35	60	0	50	0	60	0	50	0	0	0	0	40	40	40	40
MAX3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM MAX	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM STP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
YELLOW	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
RED CLR	0.0	2.0	0.0	2.0	1.0	2.0	1.0	2.0	1.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0
RED MAX	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
RED RVT	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
MAX INT	30	30	30	30	30	30	30	30	30	30	30	30	0	0	0	0
TIME B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CARS WT	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPTDUC	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TTREDUC	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIN GAP	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

```
DUAL ENTRY.....  .  X  .  X  .  X  .  X  .  .  .  .  .  .  .  .
COND SERVICE....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
COND RESERVICE..  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
PED RESERVICE...  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
REST IN WALK....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
FLASHING WALK...  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
PED CLR>YELLOW..  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
PED CLR>RED.....  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .
IGRN + VEH EXT..  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .  .


PRE-TIMED MODE

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


PHASE RECALL OPTIONS
TIMING PLAN NUMBER [ 1]
   PHASE 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6
LOCK DET . . . . . . . . . . . . . . . .
VE RCALL . X . . . X . . . . . . . . . .
PD RCALL . . . . . . . . . . . . . . . .
MX RCALL . . . . . . . . . . . . . . . .
SF RCALL . . . . . . . . . . . . . . . .
NO REST  . . . . . . . . . . . . . . . .
AI CALC  . . . . . . . . . . . . . . . .



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*                                      *
*LAKESHORE  @ EAST ST                  *
*ZONE 6                                *
*  CITY....   0  INTERSECTION..     3  *
*                                      *
* SOFTWARE.................. 32.62.00 *
*                                      *
*                                      *
*                                      *
* CONFIG.........................L3000 *
****************************************


SOFTWARE MODULES
NAME            PART NUMBER   VERSION

EB U-BOOT       119-1046-203  05.03.00
O/S             119-1047-203  06.03.10
APPLICATION     119-1051-262    32.62.00
CONFIGURATION   100-1049-001    L3000,16
EB CONTROLLER   119-1049-203  07.03.00
BGC CONTROLLER  140-1020-203  09.03.00
BGC RESOURCE    140-1033-202  18.02.00
PIO CONTROLLER  140-1021-202  10.02.07
PS CONTROLLER   140-1022-203  11.03.00
```

```
AGC U-BOOT      140-1023-200  12.00.05
AGC O/S         140-1024-211  13.11.00
AGC APPLICATION 140-1025-262  14.62.00
TELEMETRY       100-1032-501   V1.00.00




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


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

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


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

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

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


AUTO PERM MINIMUM GREEN (SECONDS)

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

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


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




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*ZONE 6                                *
*  CITY....   0  INTERSECTION..     3  *
*                                      *
* SOFTWARE.................. 32.62.00 *
*                                      *
*                                      *
*                                      *
* CONFIG.........................L3000 *
****************************************


SOFTWARE MODULES
NAME            PART NUMBER   VERSION

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O/S             119-1047-203  06.03.10
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PS CONTROLLER   140-1022-203  11.03.00
AGC U-BOOT      140-1023-200  12.00.05
AGC O/S         140-1024-211  13.11.00
AGC APPLICATION 140-1025-262  14.62.00
TELEMETRY       100-1032-501   V1.00.00
```

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

ENABLE...  NO|PMT OVRIDE.X|INTERLOCK. NO
DET LOCK..  X|DELAY..    0|INHIBIT...  0
OVERIDE FL. X|DURATION   0|CLR>GRN... NO
TERM OLP.  NO|PC>YEL    NO|TERM PH    NO
PED DARK.. NO|TC RESRV  NO|DWELL FL  OFF
LINK PMT....0|X FLCOLR RED|EXIT OPT. OFF
X TMG PLN...0|RE-SERV..  0|FLT TYPE.HARD
FREE DUR PMT|R1  NO|R2  NO|R3  NO|R4  NO
--TIMING-----WALK|PED CL|MN GR| YEL| RED
ENTRANCE TM.    0|    10|    2| 4.0| 2.0
-----------MIN GR|EXT GR|MX GR| YEL| RED
TRACK CLEAR     0|     0|    0| 4.0| 1.0
-----------MIN DL|PMTEXT|MX TM| YEL| RED
DWL/CYC-EXIT   10|   0.0|    0| 4.0| 1.0
PMT ACTIVE OUT.. ON  PMT ACT DWELL... NO
OTHER - PRI PMT.OFF  NON-PRI PMT.....OFF
INH EXT TIME....0.0  PED PR RETURN...OFF
PRIORITY RETURN.OFF  QUEUE DELAY.... OFF
COND DELAY......OFF
PHASES     1   2   3   4   5   6   7   8
PR RTN%    0   0   0   0   0   0   0   0
PHASES     9  10  11  12  13  14  15  16
PR RTN%    0   0   0   0   0   0   0   0


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

```
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*LAKESHORE  @ EAST ST                  *
*ZONE 6                                *
*  CITY....   0  INTERSECTION..     3  *
*                                      *
* SOFTWARE.................. 32.62.00 *
*                                      *
*                                      *
*                                      *
* CONFIG.........................L3000 *
****************************************


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AGC U-BOOT      140-1023-200  12.00.05
AGC O/S         140-1024-211  13.11.00
AGC APPLICATION 140-1025-262  14.62.00
TELEMETRY       100-1032-501   V1.00.00




CLOCK/CALENDAR DATA
11/09/2016           WED        08:30:34
ENA ACTION PLAN.  0
SYNC REF TIME.03:15 SYNC REF..  REF TIME
TIME FROM GMT...-05 DAY LIGHT SAVE.USDLS
TIME RESET INPUT SET TIME...... 03:30:00


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

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


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


EXCEPTION DAY PROGRAM
EXCEPTION  FLOAT/  MON/  DOW/  WOM/  DAY
  DAY      FIXED   MON   DOM   YEAR PLAN
   1       FLOAT     0     0     0    0
   2       FLOAT     0     0     0    0
   3       FLOAT     0     0     0    0
   4       FLOAT     0     0     0    0
   5       FLOAT     0     0     0    0
   6       FLOAT     0     0     0    0
   7       FLOAT     0     0     0    0
   8       FLOAT     0     0     0    0
   9       FLOAT     0     0     0    0
  10       FLOAT     0     0     0    0
  11       FLOAT     0     0     0    0
  12       FLOAT     0     0     0    0
  13       FLOAT     0     0     0    0
  14       FLOAT     0     0     0    0
  15       FLOAT     0     0     0    0
  16       FLOAT     0     0     0    0
  17       FLOAT     0     0     0    0
  18       FLOAT     0     0     0    0
  19       FLOAT     0     0     0    0
  20       FLOAT     0     0     0    0
  21       FLOAT     0     0     0    0
  22       FLOAT     0     0     0    0
  23       FLOAT     0     0     0    0
  24       FLOAT     0     0     0    0
  25       FLOAT     0     0     0    0
  26       FLOAT     0     0     0    0
  27       FLOAT     0     0     0    0
```

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

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

Phase Direction Descriptions

Phase	Description
2	EB
4	SB
5	EBLT
6	WB
8	NB

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1

Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: No

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Configuration **Phase Sequence Page 2**

In Use(MM)1-2

Phases In Use
2
4
5
6
8

Exclusive Ped(MM)1-2

Phase

Backup Prevent(MM)1-1-3

Phase	Timing Phase	Backup
1	2	Yes
3	4	Yes
5	6	Yes
7	8	Yes

Simultaneous Gap(MM)1-1-4

Phase	Must Gap with Phase

Disable(MM)1-1-4

Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dimming				Power Up				Auto		Flash Together
			Red	Yellow	Green	Dark	Auto	Red	Yellow	Dark	Red	Yellow	
1	1	V				+	Yes				Yes		
2	2	V				+	Yes				Yes		Yes
3	3	V				+	Yes				Yes		
4	4	V				+	Yes				Yes		Yes
5	5	V				-	Yes				Yes		
6	6	V				-	Yes				Yes		Yes
7	7	V				-	Yes				Yes		
8	8	V				-	Yes				Yes		Yes
9	2	P				+	Yes						
10	4	P				+	Yes						
11	6	P				-	Yes						
12	8	P				-	Yes						
13	1	O				+	Yes				Yes		
14	2	O				-	Yes				Yes		Yes
15	3	O				+	Yes				Yes		
16	4	O				-	Yes				Yes		Yes

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Configuration Port 1 (SDLC)

SDLC Options (MM)1-4-1

Bus Interface Terminal/Facilities

BIU	Term and Facility Enable	Detector Rack Enable
1	Yes	Yes
2	Yes	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Enable TS2/MMU Type Cabinet: No
Enable MMU Extended Status: No
Enable SDLC Stop Time: No
Enable 3 Critical RFE's Lockup: Yes
Diagonstics (Test Fixture) Enable: No

Secondary To Secondary Addressing

ID	Term and Facility Enable	Detector Rack Enable
1	No	No
2	No	No
3	No	No
4	No	No
5	No	No
6	No	No
7	No	No
8	No	No

Secondary To Secondary Addressing MMU: No
Secondary To Secondary Addressing Diagonstics: No

MMU Program (MM)1-4-2

Channel Can Serve with Channel	
Channel 1	**Channel 2**
1	5
1	6
1	11
2	5
2	6
2	9
2	11
3	7
3	8
3	12
4	7
4	8
4	10
4	12
5	9
6	9
6	11
7	10

8	10
8	12
9	11
10	12

Color Check Enable (MM)1-4-3
Enable Color Check: No

Color Check Enable

MMU Channel	Green	Yellow	Red
1	Yes	Yes	Yes
2	Yes	Yes	Yes
3	Yes	Yes	Yes
4	Yes	Yes	Yes
5	Yes	Yes	Yes
6	Yes	Yes	Yes
7	Yes	Yes	Yes
8	Yes	Yes	Yes
9	Yes	Yes	Yes
10	Yes	Yes	Yes
11	Yes	Yes	Yes
12	Yes	Yes	Yes
13	Yes	Yes	Yes
14	Yes	Yes	Yes
15	Yes	Yes	Yes
16	Yes	Yes	Yes

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Controller Timing Plan (MM)2-1

Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	0	22	0	10	11	22	0	10	0	0	0	0	0	0	0	0
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	15	0	12	0	15	0	12	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	0.0	5.0	0.0	4.0	2.5	5.0	0.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	0	40	0	30	15	40	0	30	35	35	35	35	35	35	35	35
Max 2	0	50	0	40	25	50	0	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	0.0	3.3	0.0	3.3	3.0	3.3	0.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	0.0	2.5	0.0	2.1	0.0	2.5	0.0	2.1	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 2

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 3

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Plan 4

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	16	0	16	0	16	0	16	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35	35
Max 2	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Controller Overlaps

Vehicle Overlaps (MM)2-2

Overlap	Type	Lag Green	Yellow	Red	Advance Green

Phases

Overlap	Phase	Included	Protect	Modifier	Ped Protect	Not Overlap	Lag X Phase	Lag 2 Phase	Flash Green

PPLT FYA

Overlap	Protected Phase	Permissive Phase	Flash Arrow Output	Flash Arrow Channel	FYA Delay	FYA Clearance	Special Function Disable

Guaranteed Minimum Time Data (MM) 2-4

Phase Time Data

Phase	Min Green	Walk	Ped Clear	Yellow	Red Clear	Overlap Green
A01	5	0	7	3.0	0.0	5
B02	5	0	7	3.0	0.0	5
C03	5	0	7	3.0	0.0	5
D04	5	0	7	3.0	0.0	5
E05	5	0	7	3.0	0.0	5
F06	5	0	7	3.0	0.0	5
G07	5	0	7	3.0	0.0	5
H08	5	0	7	3.0	0.0	5
I09	5	0	7	3.0	0.0	5
J10	5	0	7	3.0	0.0	5
K11	5	0	7	3.0	0.0	5
L12	5	0	7	3.0	0.0	5
M13	5	0	7	3.0	0.0	5
N14	5	0	7	3.0	0.0	5
O15	5	0	7	3.0	0.0	5
P16	5	0	7	3.0	0.0	5

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Controller Pedestrian Overlaps
Pedestrian Overlaps (MM) 2-3

Included Phase	Ped Overlap

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Controller Start/Fash (MM) 2-5

Startup

Phase	Phase Setting
2	Y
6	Y

Overlap

Flash > Mon: Yes
Flash Time: 0
All Red: 0
Power Start Sequence: 1

Automatic Flash

Entry Phase
2
6

Exit Phase
2
6

Overlap Exit
A
B
C
D

Flash > Mon: Yes
Exit Flash Interval: W
Minimum Auto Flash: 8
Minimumin Recall: No
Cycle Through Phase: No

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
4	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No
6	No	No	Yes	No	Yes	No	No	No	No	No	No	No	No
8	No	No	No	Yes	Yes	No	No	No	No	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	Yes	No	No	No	No
1	6	No	Yes	Yes	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Coordination Options

Coordination Options (MM)3-1

Manual Pattern:	Auto
ECPI Coord:	Yes
System Source:	TBC
System Format:	STD
Splits In:	Seconds
Offsets In:	Seconds
Transition:	Smooth
Max Select:	MAXINH
Dwell/Add Time:	0
Dly Coord Wz-Lz:	No
Force Off:	Float
Offset Reference:	Lead
Use Ped Time:	Yes
Ped Recall:	No
Ped Resv:	No
Local Zero Ovrd:	No
Fo Add Ini Green:	No
Re-sync Count:	0
Multisync:	No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	Min Green

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Dwell/Add Time	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	Max Select	Force Off	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	XArt Pattern	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

Split Pattern	Mode	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Preemptor Preempt Plan (MM)4-1

Preempt Phases

Preempt	Phase	Track Clear Veh	Dwell Veh	Dwell Ped	Cycling Veh	Cycling Ped	Exit Phase	Exit Calls	Special Function

Preempt Overlaps

Preempt	Overlap	Track Clear	Enable Trailing	Dwell Overlap	Cycling Overlap

Preempt	Enable	Preempt Override	Interlock Enable	Detector Lock	Delay	Inhibit	Override Flash	Duration	CLR > GRN
1	No	Yes	No	Yes	0	0	Yes	0	No
2	No	Yes	No	Yes	0	0	Yes	0	No
3	No	Yes	No	Yes	0	0	Yes	0	No
4	No	Yes	No	Yes	0	0	Yes	0	No
5	No	Yes	No	Yes	0	0	Yes	0	No
6	No	Yes	No	Yes	0	0	Yes	0	No
7	No	Yes	No	Yes	0	0	Yes	0	No
8	No	Yes	No	Yes	0	0	Yes	0	No
9	No	Yes	No	Yes	0	0	Yes	0	No
10	No	Yes	No	Yes	0	0	Yes	0	No

Preempt	Term Overlap Asap	PC Through Yellow	Terminate Phase	Ped Dark	Track Clearance Re-service	Dwell Flash	Linked Pmt	Flash Exit Color	Preempt To Coord	Fault Type
1	No	No	No	No	No	Off	0	Red	No	Hard
2	No	No	No	No	No	Off	0	Green	No	Hard
3	No	No	No	No	No	Off	0	Green	No	Hard
4	No	No	No	No	No	Off	0	Green	No	Hard
5	No	No	No	No	No	Off	0	Green	No	Hard
6	No	No	No	No	No	Off	0	Green	No	Hard
7	No	No	No	No	No	Off	0	Green	No	Hard
8	No	No	No	No	No	Off	0	Green	No	Hard
9	No	No	No	No	No	Off	0	Green	No	Hard
10	No	No	No	No	No	Off	0	Green	No	Hard

Preempt	Exit Timing Plan	Reservice	Free During Pmt Ring 1	Free During Pmt Ring 2	Free During Pmt Ring 3	Free During Pmt Ring 4
1	0	0	No	No	No	No
2	0	0	No	No	No	No
3	0	0	No	No	No	No
4	0	0	No	No	No	No
5	0	0	No	No	No	No
6	0	0	No	No	No	No
7	0	0	No	No	No	No
8	0	0	No	No	No	No
9	0	0	No	No	No	No
10	0	0	No	No	No	No

Preempt	Entrance Walk	Entrance Ped Clear	Entrance Min Green	Entrance Yellow	Entrance Red	Track Clear Min Green	Gate Down Ext Green	Gate Down Max Green	Track Clear Yellow	Track Clear Red
1	0	255	5	4.0	1.0	0	0	0	4.0	1.0
2	0	255	5	4.0	1.0	0	0	0	4.0	1.0
3	0	255	5	4.0	1.0	0	0	0	4.0	1.0
4	0	255	5	4.0	1.0	0	0	0	4.0	1.0

5	0	255	5	4.0	1.0	0	0	0	4.0	1.0
6	0	255	5	4.0	1.0	0	0	0	4.0	1.0
7	0	255	5	4.0	1.0	0	0	0	4.0	1.0
8	0	255	5	4.0	1.0	0	0	0	4.0	1.0
9	0	255	5	4.0	1.0	0	0	0	4.0	1.0
10	0	255	5	4.0	1.0	0	0	0	4.0	1.0

Preempt	Min Dwell Time	Extend Preempt Input Time	Max Preempt Call Time	Exit Yellow Time	Exit Red Time	Preempt Active Out	Preempt Active Dwell	Other Priority Preempt	Non-Priority Preempt	Inhibit Ext Time
1	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
2	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
3	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
4	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
5	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
6	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
7	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
8	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
9	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0
10	0	0.0	0	4.0	1.0	On	No	Off	Off	0.0

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Preemptor Preempt Filtering
Enable Preempt Filtering and TSP/SCP (MM)4-2

Input	Solid	Pulsing
3	Preemption -3	Preemption -7
4	Preemption -4	Preemption -8
5	Preemption -5	Preemption -9
6	Preemption -6	Preemption -10

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	3:15 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	-5

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Time Base Action Plan
Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Rest	Controller Seq	Timing Plan	Override System	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable

Action Plan Phases

Plan	Phase	Ped Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month

THIRD LINE SOUTH Direct port 8 - THIRD LINE & LAKESHORE RD.W

Time Base Exceptions

Exception Day Program (MM)5-5

Day	Fixed/Float	Month	Day of Week/Month	Week of Month/Year	Day Plan
1	FLOAT	0	0	0	0
2	FLOAT	0	0	0	0
3	FLOAT	0	0	0	0
4	FLOAT	0	0	0	0
5	FLOAT	0	0	0	0
6	FLOAT	0	0	0	0
7	FLOAT	0	0	0	0
8	FLOAT	0	0	0	0
9	FLOAT	0	0	0	0
10	FLOAT	0	0	0	0
11	FLOAT	0	0	0	0
12	FLOAT	0	0	0	0
13	FLOAT	0	0	0	0
14	FLOAT	0	0	0	0
15	FLOAT	0	0	0	0
16	FLOAT	0	0	0	0
17	FLOAT	0	0	0	0
18	FLOAT	0	0	0	0
19	FLOAT	0	0	0	0
20	FLOAT	0	0	0	0
21	FLOAT	0	0	0	0
22	FLOAT	0	0	0	0
23	FLOAT	0	0	0	0
24	FLOAT	0	0	0	0
25	FLOAT	0	0	0	0
26	FLOAT	0	0	0	0
27	FLOAT	0	0	0	0
28	FLOAT	0	0	0	0
29	FLOAT	0	0	0	0
30	FLOAT	0	0	0	0
31	FLOAT	0	0	0	0
32	FLOAT	0	0	0	0
33	FLOAT	0	0	0	0
34	FLOAT	0	0	0	0
35	FLOAT	0	0	0	0
36	FLOAT	0	0	0	0

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases	5	6	7	8	11	12	0	0	0	0	0	0

Phase

	1	2	3	4	5	6	7	8	9	10	11	12
In Use	X	X	.	X	.	.	.	.	.	.	.	.
Exclusive Ped	.	.	.	.	.	.	.	.	.	.	.	.
Direction	EBLT	E/W		SB								

Overlap

	A	B	C	D
Direction				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal Driver Phase/ Ovlap	Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	A	.
6	B	.
7	2	X
8	4	X
9	0	.
10	0	.
11	0	.
12	0	.
13	0	.
14	0	.
15	0	.
16	0	.

Configuration Continued

	Enable BIU:	1	2	3	4	5	6	7	8
Terminal/Facilities. . . .		X	.	.	.	.	.	.	.
Detector Rack.		X	.	.	.	.	.	.	.

Type 2 Runs as Type 1. . . .
MMU Disable. . . . . .
Diagnostic Enable. . . . . .
Peer-Peer Comm Enable. . . .

	1	2	3	4	5	6	7	8	9	10
Peer To Peer Addresses . .	255	255	255	255	255	255	255	255	255	255

Port 2:

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . NO
AB3418 Address. 1
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Port 3:

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . YES
Telemetry Address 7
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 8000
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Duplex. . . . . Full
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Configuration Continued

Event Enabling		Alarm Enabling	
Critical RFE'S (MMU/TF)	X	ALARM 1	X
Non-Critical RFE'S (DET/TEST)	X	ALARM 2	.
Detector Errors	.	ALARM 3	.
Coordination Errors	.	ALARM 4	.
MMU Flash Faults.	X	ALARM 5	.
Local Flash Faults.	X	ALARM 6	.
Preempt	X	ALARM 7	.
Power On/Off.	X	ALARM 8	.
Low Battery	X	ALARM 9	.
		ALARM 10.	.
		ALARM 11.	.
		ALARM 12.	.
		ALARM 13.	.
		ALARM 14.	.
		ALARM 15.	.
		ALARM 16.	.

Supervisor Access Code. . . ****
Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

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

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	7.5
Application		. 3
Help	27891	6.03
Configuration	27913	C165

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

By-Phase Timing Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Direction	EBLT	E/W		SB								
Minimum Green	7	25	0	10	5	0	0	0	0	0	0	0
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	0	0	0	0	0	0	0
Ped Clearance	0	15	0	14	7	7	0	7	0	7	0	7
Veh Extension	5.0	5.0	0.0	5.0	5.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	35	35	0	35	35	0	0	0	0	0	0	0
Max 2	40	40	0	40	40	0	0	0	0	0	0	0
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.3	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	0.0	2.6	0.0	2.2	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	0	30	30	0	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage	.	.	.	.	.	.	.	.	.	.	.	.
Call To NonActuated 1	.	X	.	.	.	.	.	.	.	.	.	.
Call To NonActuated 2	.	.	.	.	.	.	.	.	.	.	.	.
Dual Entry.	.	X	.	.	.	.	.	.	.	.	.	.
Conditional Service	.	.	.	.	.	.	.	.	.	.	.	.
Conditional Reservice	.	.	.	.	.	.	.	.	.	.	.	.
Actuated Rest in Walk	.	X	.	.	.	.	.	.	.	.	.	.
Flashing Walk	.	.	.	.	.	.	.	.	.	.	.	.

Enable Programmable Options

Dual Entry.	OFF	Backup Protection Group 1	ON
Conditional Service	OFF	Backup Protection Group 2	OFF
Ped Clearance Protection.	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1.	OFF
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2.	OFF
Lock Detectors in Red Only.	OFF	Simultaneous Gap Group 3.	OFF

Five Section Left Turn Control

Phases:	5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head.	.	.	.	.	.	.

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	.	.	.	.	.	.	.
Pedestrian Recall . . .	.	X	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	.	X	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	X	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
33	.	.	.	.	.	.	.	.	.	.	.	.
34	.	.	.	.	.	.	.	.	.	.	.	.
35	.	.	.	.	.	.	.	.	.	.	.	.
36	.	.	.	.	.	.	.	.	.	.	.	.
37	.	.	.	.	.	.	.	.	.	.	.	.
38	.	.	.	.	.	.	.	.	.	.	.	.
39	.	.	.	.	.	.	.	.	.	.	.	.
40	.	.	.	.	.	.	.	.	.	.	.	.
41	.	.	.	.	.	.	.	.	.	.	.	.
42	.	.	.	.	.	.	.	.	.	.	.	.
43	.	.	.	.	.	.	.	.	.	.	.	.
44	.	.	.	.	.	.	.	.	.	.	.	.
45	.	.	.	.	.	.	.	.	.	.	.	.
46	.	.	.	.	.	.	.	.	.	.	.	.
47	.	.	.	.	.	.	.	.	.	.	.	.
48	.	.	.	.	.	.	.	.	.	.	.	.
49	.	.	.	.	.	.	.	.	.	.	.	.
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51	.	.	.	.	.	.	.	.	.	.	.	.
52	.	.	.	.	.	.	.	.	.	.	.	.
53	.	.	.	.	.	.	.	.	.	.	.	.
54	.	.	.	.	.	.	.	.	.	.	.	.
55	.	.	.	.	.	.	.	.	.	.	.	.
56	.	.	.	.	.	.	.	.	.	.	.	.
57	.	.	.	.	.	.	.	.	.	.	.	.
58	.	.	.	.	.	.	.	.	.	.	.	.
59	.	.	.	.	.	.	.	.	.	.	.	.
60	.	.	.	.	.	.	.	.	.	.	.	.
61	.	.	.	.	.	.	.	.	.	.	.	.
62	.	.	.	.	.	.	.	.	.	.	.	.
63	.	.	.	.	.	.	.	.	.	.	.	.
64	.	.	.	.	.	.	.	.	.	.	.	.

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Percent OffsetUnits . . . . . Percent
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 0
Resync Count. 0

Actuated Coord Phase . . . . Actuated Walk Rest . . . .
Inhibit Max Timing . . . . . Max 2 Select . . . . . .
Floating Force Off . . . . . Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .		0	0	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . .		0	0	.	.	.	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

Coordination Patterns

Preemptors

Preemptor 1

Active	X	Det Lock	X	Ped Dark	
Priority Preemption	X	Yel-Red To Grn		Ped Active	X
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP	X	Terminate Phases		Ped Clr Thru Yel	X
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	10		
Enable Max Time		Max Time	0		
		Exit Max	0		
		Min Hold Time	10		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	2	4.0	2.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases		X														
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Preemptor 2

Active	X	Det Lock	X	Ped Dark	
Priority Preemption	X	Yel-Red To Grn		Ped Active	X
Outputs Only During Hold		Flash All Outputs		Zero Ped Clr Time	
Terminate Overlap ASAP		Terminate Phases		Ped Clr Thru Yel	X
Don't Override Flash		Duration Time	0		
Flash During Hold		Delay Time	0		
No CVM in Flash		Inhibit Time	0		
Fast Flash Grn on Hold Phase		Min Ped Clear	7		
Enable Max Time		Max Time	0		
		Exit Max	0		
		Min Hold Time	10		
		Hold Delay Time	0		

	Green	Yellow	Red
Minimum	2	4.0	2.0
Track Clear	0	0.0	0.0
Hold		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases				X												
Exit Phases																
Exit Calls on Phase				X												

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 3

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 4

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptors

Preemptor 5

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

Preemptor 6

Active	Det Lock.	Ped Dark . . . . .
Priority Preemption.	Yel-Red To Grn. . .	Ped Active . . . . .
Outputs Only During Hold . . .	Flash All Outputs .	Zero Ped Clr Time. .
Terminate Overlap ASAP	Terminate Phases. .	Ped Clr Thru Yel . .
Don't Override Flash	Duration Time. . . 0	
Flash During Hold.	Delay Time 0	
No CVM in Flash.	Inhibit Time . . . 0	
Fast Flash Grn on Hold Phase. .	Min Ped Clear. . . 0	
Enable Max Time.	Max Time 0	
	Exit Max 0	
	Min Hold Time. . . 0	
	Hold Delay Time. . 0	

	Green	Yellow	Red
Minimum	0	0.0	0.0
Track Clear	0	0.0	0.0
Hold.		0.0	0.0

Phase/Overlap	1	2	3	4	5	6	7	8	9	10	11	12/	A	B	C	D
Terminate Overlap																
Track Clearance Phase																
Hold Phases																
Exit Phases																
Exit Calls on Phase																

Out of Flash Color for Exit Phases . . . . Green

Linked Preemptor 0

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0315

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	1	1	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

NIC Program Steps

Step	Program	Step Begins	Pattern	Override

SPEERS & DORVAL Direct port 7 Fourth Line & Lakeshore Rd

TOD Program Steps

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

Configuration

Controller Sequence Priority

	1	2	3	4	5	6	7	8	9	10	11	12
Ring 1 Phases . .	1	2	3	4	9	10	0	0	0	0	0	0
Ring 2 Phases . .	5	6	7	8	11	12	0	0	0	0	0	0

Phase

	1	2	3	4	5	6	7	8	9	10	11	12
In Use.		X		X								
Exclusive Ped . .				X								
Direction . . .	SBLT	NB	WBLT	EB		SB		WB				

Overlap

	A	B	C	D
Direction . . .				

Load Switch Channel/Driver Group Assign (Info Only):

Load Switch (MMU) Channel	Signal Driver Phase/ Ovlap	Group Ped
1	1	.
2	2	.
3	3	.
4	4	.
5	A	.
6	B	.
7	2	X
8	4	X
9	0	.
10	0	.
11	0	.
12	0	.
13	0	.
14	0	.
15	0	.
16	0	.

Configuration Continued

Enable BIU:	1	2	3	4	5	6	7	8
Terminal/Facilities. . . .	X	.	.	.	.	.	.	.
Detector Rack.								

Type 2 Runs as Type 1. . . .
MMU Disable. . . . . .
Diagnostic Enable. . . . . .
Peer-Peer Comm Enable. . . .

	1	2	3	4	5	6	7	8	9	10
Peer To Peer Addresses . .	255	255	255	255	255	255	255	255	255	255

Port 2:

Port 2 Protocol . . . . . Terminal
Port 2 Enable . . . . . YES
AB3418 Address. 1
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Port 3:

Port 3 Protocol . . . . . Telemetry
Port 3 Enable . . . . . NO
Telemetry Address 0
System Detector 9-16 Address. . 0
Telemetry Response Delay. . . . 8700
AB3418 Address. 0
AB3418 Group Address. 0
AB3418 Response Delay 0
AB3418 Single Flag Enable . . . NO
AB3418 Drop-Out Time. 0
AB3418 TOD SF Select. 0
Duplex. . . . . Full
Data Rate . . . . . 1200 bps
Data, Parity, Stop. 8, 0, 1

Configuration Continued

Event Enabling		Alarm Enabling	
Critical RFE'S (MMU/TF)	X	ALARM 1	X
Non-Critical RFE'S (DET/TEST)	.	ALARM 2	.
Detector Errors	.	ALARM 3	.
Coordination Errors	.	ALARM 4	.
MMU Flash Faults.	X	ALARM 5	.
Local Flash Faults.	X	ALARM 6	.
Preempt	X	ALARM 7	.
Power On/Off.	X	ALARM 8	.
Low Battery	X	ALARM 9	.
		ALARM 10.	.
		ALARM 11.	.
		ALARM 12.	.
		ALARM 13.	.
		ALARM 14.	.
		ALARM 15.	.
		ALARM 16.	.

Supervisor Access Code. . . ****
Data Change Access Code . . ****

MMU Compatibility Program (Info Only)

Channel Is Allowed to Time With Channel

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

Version Info:

Software Assy.	Part No.	Version
Boot	27831	2.83
Program	45561	7.9
Application		. 3
Help	27891	6.33
Configuration	27913	C165

By-Phase Timing Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Direction	SBLT	NB	WBLT	EB		SB		WB				
Minimum Green	0	64	0	0	0	0	0	0	5	5	5	5
Bike Min Green	0	0	0	0	0	0	0	0	0	0	0	0
Cond Serv Min Grn	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	0	0	10	0	5	0	5	0	10	0	10
Ped Clearance	0	7	0	7	0	7	0	7	0	16	0	16
Veh Extension	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0
Alt Veh Exten	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Extension	0	0	0	0	0	0	0	0	0	0	0	0
Max 1	0	0	0	0	0	0	0	0	35	35	35	35
Max 2	0	0	0	0	0	0	0	0	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0
Det. Fail Max	0	0	0	0	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.3	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clearance	1.0	2.7	1.0	2.7	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Act. B4 Init	0	0	0	0	0	0	0	0	0	0	0	0
Sec/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	30	30	30	30	30	30	30	30	30	30	30	30
Time B4 Reduction	0	0	0	0	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Option Data

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Guaranteed Passage												
Call To NonActuated 1		X										
Call To NonActuated 2												
Dual Entry												
Conditional Service												
Conditional Reservice												
Actuated Rest in Walk												
Flashing Walk												

Enable Programmable Options

Dual Entry	OFF	Backup Protection Group 1	OFF
Conditional Service	OFF	Backup Protection Group 2	OFF
Ped Clearance Protection	OFF	Backup Protection Group 3	OFF
Special Preempt Overlap Flash	OFF	Simultaneous Gap Group 1	OFF
Cond Service Det Cross Switch	OFF	Simultaneous Gap Group 2	OFF
Lock Detectors in Red Only	OFF	Simultaneous Gap Group 3	OFF

Five Section Left Turn Control

Phases:	5-2	7-4	1-6	3-8	11-10	9-12
Left Turn Head						

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

Recall Data, Dimming

	Phase											
	1	2	3	4	5	6	7	8	9	10	11	12
Locking Detector. . . .	.	.	.	.	.	.	.	.	.	.	.	.
Vehicle Recall.	.	X	.	.	.	.	.	.	.	.	.	.
Pedestrian Recall . . .	.	X	.	.	.	.	.	.	.	.	.	.
Recall To Max	.	.	.	.	.	.	.	.	.	.	.	.
Soft Recall	.	.	.	.	.	.	.	.	.	.	.	.
Don't Rest Here	.	.	.	.	.	.	.	.	.	.	.	.
Ped Dark if No Call . .	.	.	.	.	.	.	.	.	.	.	.	.

Dimming:

	Load Switch															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Green/Walk. . . .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Yellow/Ped Clear.	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO
Red/Don't Walk. .	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO	NO

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

Detector Phase Assignment

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	X	.	.	.	.	.	.	.	.	.	.	.
2	.	X	.	.	.	.	.	.	.	.	.	.
3	.	.	X	.	.	.	.	.	.	.	.	.
4	.	.	.	X	.	.	.	.	.	.	.	.
5	.	.	.	.	X	.	.	.	.	.	.	.
6	.	.	.	.	.	X	.	.	.	.	.	.
7	.	.	.	.	.	.	X	.	.	.	.	.
8	.	.	.	.	.	.	.	X	.	.	.	.
9	.	.	.	.	.	.	.	.	X	.	.	.
10	.	.	.	.	.	.	.	.	.	X	.	.
11	.	.	.	.	.	.	.	.	.	.	X	.
12	.	.	.	.	.	.	.	.	.	.	.	X
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
20	.	.	.	.	.	.	.	.	.	.	.	.
21	.	.	.	.	.	.	.	.	.	.	.	.
22	.	.	.	.	.	.	.	.	.	.	.	.
23	.	.	.	.	.	.	.	.	.	.	.	.
24	.	.	.	.	.	.	.	.	.	.	.	.
25	.	.	.	.	.	.	.	.	.	.	.	.
26	.	.	.	.	.	.	.	.	.	.	.	.
27	.	.	.	.	.	.	.	.	.	.	.	.
28	.	.	.	.	.	.	.	.	.	.	.	.
29	.	.	.	.	.	.	.	.	.	.	.	.
30	.	.	.	.	.	.	.	.	.	.	.	.
31	.	.	.	.	.	.	.	.	.	.	.	.
32	.	.	.	.	.	.	.	.	.	.	.	.

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
1	.	.	.	.	.	.	.	.	.	.	.	.
2	.	.	.	.	.	.	.	.	.	.	.	.
3	.	.	.	.	.	.	.	.	.	.	.	.
4	.	.	.	.	.	.	.	.	.	.	.	.
5	.	.	.	.	.	.	.	.	.	.	.	.
6	.	.	.	.	.	.	.	.	.	.	.	.
7	.	.	.	.	.	.	.	.	.	.	.	.
8	.	.	.	.	.	.	.	.	.	.	.	.
9	.	.	.	.	.	.	.	.	.	.	.	.
10	.	.	.	.	.	.	.	.	.	.	.	.
11	.	.	.	.	.	.	.	.	.	.	.	.
12	.	.	.	.	.	.	.	.	.	.	.	.
13	.	.	.	.	.	.	.	.	.	.	.	.
14	.	.	.	.	.	.	.	.	.	.	.	.
15	.	.	.	.	.	.	.	.	.	.	.	.
16	.	.	.	.	.	.	.	.	.	.	.	.
17	.	.	.	.	.	.	.	.	.	.	.	.
18	.	.	.	.	.	.	.	.	.	.	.	.
19	.	.	.	.	.	.	.	.	.	.	.	.
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32	.	.	.	.	.	.	.	.	.	.	.	.

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

Detector Cross Switching

	Phase											
Det.	1	2	3	4	5	6	7	8	9	10	11	12
33	.	.	.	.	.	.	.	.	.	.	.	.
34	.	.	.	.	.	.	.	.	.	.	.	.
35	.	.	.	.	.	.	.	.	.	.	.	.
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38	.	.	.	.	.	.	.	.	.	.	.	.
39	.	.	.	.	.	.	.	.	.	.	.	.
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41	.	.	.	.	.	.	.	.	.	.	.	.
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43	.	.	.	.	.	.	.	.	.	.	.	.
44	.	.	.	.	.	.	.	.	.	.	.	.
45	.	.	.	.	.	.	.	.	.	.	.	.
46	.	.	.	.	.	.	.	.	.	.	.	.
47	.	.	.	.	.	.	.	.	.	.	.	.
48	.	.	.	.	.	.	.	.	.	.	.	.
49	.	.	.	.	.	.	.	.	.	.	.	.
50	.	.	.	.	.	.	.	.	.	.	.	.
51	.	.	.	.	.	.	.	.	.	.	.	.
52	.	.	.	.	.	.	.	.	.	.	.	.
53	.	.	.	.	.	.	.	.	.	.	.	.
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61	.	.	.	.	.	.	.	.	.	.	.	.
62	.	.	.	.	.	.	.	.	.	.	.	.
63	.	.	.	.	.	.	.	.	.	.	.	.
64	.	.	.	.	.	.	.	.	.	.	.	.

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern 0

Split Units . . . . . Percent OffsetUnits . . . . . Percent
Interconnect Format . STD Interconnect Source . TLM
Transition. . . . . SMOOTH Dwell Period. 0
Resync Count. 0

Actuated Coord Phase . . . . Actuated Walk Rest . . . X
Inhibit Max Timing . . . . . Max 2 Select . . . . . .
Floating Force Off . . . . . Multisync. . . . . .

Split Demand:	Call	Time	Cyc Count	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .		0	0	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . .		0	0	.	.	.	.	.	.	.	.	.	.	.	.

	Phase 1	2	3	4	5	6	7	8	9	10	11	12
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

Coordination Patterns

NIC/TOD Clock/Calendar

Manual NIC Program Step 0

Manual TOD Program Step 0

NIC Resync Time 0315

Sync Reference is . . . . . Reference Time

Week 1 Begins on 1st Sunday . . . . . NO If NO, then week containing Jan. 1

Disable Daylight Savings Time . . . . . NO

Daylight Savings
Begins Last Sunday in March . . . . . NO If NO, then Second Sunday as per 2007 DST Law

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

TOD Weekly/Yearly

Weekly Program Numbers

	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday. . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday. .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	1	1	1	1	1	1	1	1	1	1	Program No.

Week of Year

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Dorval Dr @ Speers Rd (Master) Lakeshore Rd @ Morden Rd (IPS) 8/26/2014 16:08

NIC Program Steps

Step	Program	Step Begins	Pattern	Override

TOD Program Steps

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Configuration Phase Sequence Page 1

Phase Ring (MM)1-1-1

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

Hardware Alternate Sequence Enable: No

Phase Ring Sequence

Sequence	Ring	Phase															
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	Barrier Mode	B		B		B		B		B							
1	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
1	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
2	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
2	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
3	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
3	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
4	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
4	2	5	6	7	8	11	12	15	16	0	0	0	0	0	0	0	0
5	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
5	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
6	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
6	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
7	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
7	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
8	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
8	2	6	5	7	8	12	11	15	16	0	0	0	0	0	0	0	0
9	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
9	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
10	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
10	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
11	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
11	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
12	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
12	2	5	6	8	7	11	12	16	15	0	0	0	0	0	0	0	0
13	1	1	2	3	4	9	10	13	14	0	0	0	0	0	0	0	0
13	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
14	1	2	1	3	4	10	9	13	14	0	0	0	0	0	0	0	0
14	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
15	1	1	2	4	3	9	10	14	13	0	0	0	0	0	0	0	0
15	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0
16	1	2	1	4	3	10	9	14	13	0	0	0	0	0	0	0	0
16	2	6	5	8	7	12	11	16	15	0	0	0	0	0	0	0	0

Phase Compatibility (MM)1-1-2

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

Phase Direction Descriptions

Phase	Description

Overlap Direction Descriptions

Overlap	Description

Administration (MM)1-7-1
Enable CRC Check: No
CRC: 0000
Request Download Program Data: No
Enable Automatic Backup to Datakey: Yes

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Configuration **Phase Sequence Page 2**

In Use(MM)1-2

Phases In Use
1
2
4

Exclusive Ped(MM)1-2

Phase

Backup Prevent(MM)1-1-3

Phase	Timing Phase	Backup
1	2	Yes
3	4	Yes
5	6	Yes
7	8	Yes

Simultaneous Gap(MM)1-1-4

Phase	Must Gap with Phase

Disable(MM)1-1-4

Phase

Load Switch Assignments (MMU Channel) (MM)1-3

Phase	Overlap	Type	Dim				Auto		Flash Together
			R	Y	G	D	R	Y	
1	1	V				+	Yes		
2	2	V				+	Yes		Yes
3	3	V				+	Yes		
4	4	V				+	Yes		Yes
5	1	O				-	Yes		
6	2	O				-	Yes		Yes
7	2	P				-	Yes		
8	4	P				-	Yes		Yes
9	2					+			
10	4					+			
11	6					-			
12	8					-			
13	1					+	Yes		
14	2					-	Yes		Yes
15	3					+	Yes		
16	4					-	Yes		Yes

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Logic Processor Page 1

Statement Control (MM)1-8-1

LP	Statement Control

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Controller Timing Plan (MM)2-1
Plan 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Min Green	4	22	0	6	0	0	0	0	5	5	5	5	5	5	5	5
BK Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
CS Min Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Delay Green	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk	0	10	0	10	0	0	0	0	0	10	0	10	0	10	0	10
Walk 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Walk Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear	0	17	0	16	0	0	0	0	0	16	0	16	0	16	0	16
Ped Clear 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clear Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped CO	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Ext	2.5	5.5	0.0	3.0	0.0	0.0	0.0	0.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Vehicle Ext 2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max 1	15	45	0	25	0	0	0	0	35	35	35	35	35	35	35	35
Max 2	30	55	0	45	0	0	0	0	40	40	40	40	40	40	40	40
Max 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Max	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
DYM Stp	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Yellow	3.0	4.0	3.0	4.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Red Clear	1.0	2.0	0.0	2.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Red Max	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
ACT B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SEC/ACT	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Int	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time B4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Wt	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
STPT Duc	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Controller Options

Controller Options (MM)2-6-1

Phase	Flashing Green Phase	Guaranteed Passage	Non Act 1	Non Act 2	Dual Entry	Conditional Service	Conditional Reservice	Ped Reservice	Rest In Walk	Flashing Walk	Ped Clear Yellow	Ped Clear Red	IGRN + Veh Ext
2	No	No	No	No	No	No	No	No	Yes	No	No	No	No

Ped Clear Protect: Off Red Revert: 2.0

Act Pre-Time (MM)2-7

Pre-Time Mode Enable: No Free Input Enables Pre-Timed: Yes

Pre-Timed Phase

Phase Recall Options (MM)2-8

Plan	Phase	Lock Detector	Vehicle Recall	Ped Recall	Max Recall	Soft Recall	No Rest	AI Calc
1	2	No	Yes	Yes	No	No	No	No
1	9	Yes	No	No	No	No	No	No
1	10	Yes	No	No	No	No	No	No
1	11	Yes	No	No	No	No	No	No
1	12	Yes	No	No	No	No	No	No
1	13	Yes	No	No	No	No	No	No
1	14	Yes	No	No	No	No	No	No
1	15	Yes	No	No	No	No	No	No
1	16	Yes	No	No	No	No	No	No
2	1	Yes	No	No	No	No	No	No
2	2	Yes	No	No	No	No	No	No
2	3	Yes	No	No	No	No	No	No
2	4	Yes	No	No	No	No	No	No
2	5	Yes	No	No	No	No	No	No
2	6	Yes	No	No	No	No	No	No
2	7	Yes	No	No	No	No	No	No
2	8	Yes	No	No	No	No	No	No
2	9	Yes	No	No	No	No	No	No
2	10	Yes	No	No	No	No	No	No
2	11	Yes	No	No	No	No	No	No
2	12	Yes	No	No	No	No	No	No
2	13	Yes	No	No	No	No	No	No
2	14	Yes	No	No	No	No	No	No
2	15	Yes	No	No	No	No	No	No
2	16	Yes	No	No	No	No	No	No
3	1	Yes	No	No	No	No	No	No
3	2	Yes	No	No	No	No	No	No
3	3	Yes	No	No	No	No	No	No
3	4	Yes	No	No	No	No	No	No
3	5	Yes	No	No	No	No	No	No
3	6	Yes	No	No	No	No	No	No
3	7	Yes	No	No	No	No	No	No
3	8	Yes	No	No	No	No	No	No
3	9	Yes	No	No	No	No	No	No
3	10	Yes	No	No	No	No	No	No
3	11	Yes	No	No	No	No	No	No
3	12	Yes	No	No	No	No	No	No
3	13	Yes	No	No	No	No	No	No
3	14	Yes	No	No	No	No	No	No
3	15	Yes	No	No	No	No	No	No
3	16	Yes	No	No	No	No	No	No
4	1	Yes	No	No	No	No	No	No
4	2	Yes	No	No	No	No	No	No
4	3	Yes	No	No	No	No	No	No
4	4	Yes	No	No	No	No	No	No
4	5	Yes	No	No	No	No	No	No
4	6	Yes	No	No	No	No	No	No
4	7	Yes	No	No	No	No	No	No
4	8	Yes	No	No	No	No	No	No
4	9	Yes	No	No	No	No	No	No
4	10	Yes	No	No	No	No	No	No
4	11	Yes	No	No	No	No	No	No
4	12	Yes	No	No	No	No	No	No
4	13	Yes	No	No	No	No	No	No
4	14	Yes	No	No	No	No	No	No
4	15	Yes	No	No	No	No	No	No
4	16	Yes	No	No	No	No	No	No

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Coordination Options

Coordination Options (MM)3-1

Manual Pattern:	Auto
ECPI Coord:	Yes
System Source:	TBC
System Format:	STD
Splits In:	Seconds
Offsets In:	Seconds
Transition:	Smooth
Max Select:	MAXINH
Dwell/Add Time:	0
Dly Coord Wz-Lz:	No
Force Off:	Float
Offset Reference:	Lead
Use Ped Time:	Yes
Ped Recall:	No
Ped Resv:	No
Local Zero Ovrd:	No
Fo Add Ini Green:	No
Re-sync Count:	0
Multisync:	No

Split Demand (MM)3-5

Demand 1	Demand 2
Phase	Phase

Demand	Detector	Call Time	Cycle Count

Auto Perm Minimum Green (Seconds) (MM)3-4

Phase	Min Green

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Coordination Pattern Data

Pattern Data (MM)3-2

Pattern	Split Pattern	TS2	Cycle	Std(COS)	Offset Value	Splits In	Offsets In	Actuated Coord

Pattern	Timing Plan	Actuated Walk Rest	Sequence	Phase Reservice	Action Plan	XArt Pattern	Vehicle Perm 1	Vehicle Perm 2	Vehicle Perm 3

Pattern	Ring Split Ext 1	Ring Split Ext 2	Ring Split Ext 3	Ring Split Ext 4	Split Demand Pattern 1	Split Demand Pattern 2	Ring Displ 2	Ring Displ 3	Ring Displ 4

Split Preference Phases

Pattern	Phase	Preference 1	Preference 2

Special Functions

Pattern	Function	Output

Split Pattern Data (MM)3-3

Coord Phases

Split Pattern	Phase	Split

Split/Modes

Split Pattern	Mode	Phase														
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Time Base Clock/Calendar
Clock/Calendar Options (MM)5-1

Enable Action Plan:	0
Sync Reference Time:	3:15 AM
Sync Reference:	Reference Time
Day Light Savings:	USDLS
Time Reset Input Set Time:	3:30:00
Standard Time From GMT:	-5

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Time Base Action Plan
Action Plan (MM)5-2

Plan	Pattern	Veh Det Plan	Flash	Red Rest	Controller Seq	Timing Plan	System Override	Detector Log	Veh Det Diag Plan	Ped Det Diag Plan	Dimming Enable

Action Plan Phases

Plan	Phase	Ped Rcl	Walk 2	Vex 2	Veh Rcl	Max Rcl	Max 2	Max 3	CS Inhibit	Omit

Acion Plan Special Functions

Plan	Function

Action Plan Auxiliary Functions

Plan	Function

Logic Statement Control

Plan	LP	Statement Control

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Time Base Day Plan/Schedule

Day Plan (MM)5-3

Plan	Event	Action Plan	Start Time

Schedule (MM)5-4

Schedule Number	Day Plan Number	Months	Days of Week	Days of Month

Dorval Dr @ Speers Rd (Master) - Dorval Dr @ Lakeshore Rd

Detectors

Detectors Page 1

Vehicle Detectors Setup (MM)6-1

Vehicle Plan	Detector Number	Called
1	1	1
1	2	2
1	3	4
1	4	4
1	5	5
1	6	2
1	7	2
1	8	4

Vehicle Detector Setup (MM)6-2 continued

Detector Number	ECPI	TS2 Detector	Detector Description
1	6	Yes	
2	6	Yes	
3	6	Yes	
4	6	Yes	
5	6	Yes	
6	6	Yes	
7	6	Yes	
8	6	Yes	
9	6	Yes	
10	6	Yes	
11	6	Yes	
12	6	Yes	
13	6	Yes	
14	6	Yes	
15	6	Yes	
16	6	Yes	
17	6	Yes	
18	6	Yes	
19	6	Yes	
20	6	Yes	
21	6	Yes	
22	6	Yes	
23	6	Yes	
24	6	Yes	
25	6	Yes	
26	6	Yes	
27	6	Yes	
28	6	Yes	
29	6	Yes	
30	6	Yes	
31	6	Yes	
32	6	Yes	
33	6	Yes	
34	6	Yes	
35	6	Yes	
36	6	Yes	
37	6	Yes	
38	6	Yes	
39	6	Yes	
40	6	Yes	
41	6	Yes	
42	6	Yes	
43	6	Yes	
44	6	Yes	
45	6	Yes	
46	6	Yes	
47	6	Yes	
48	6	Yes	
49	6	Yes	
50	6	Yes	
51	6	Yes	
52	6	Yes	
53	6	Yes	
54	6	Yes	
55	6	Yes	
56	6	Yes	
57	6	Yes	
58	6	Yes	
59	6	Yes	
60	6	Yes	

61	6	Yes	
62	6	Yes	
63	6	Yes	
64	6	Yes	

Vehicle Detector Setup (MM)6-2 continued

Detector Number	Vehicle Plan	Assigned Phase	Switch Phase	Extend Time	Delay Time	Queue Limit	Yellow Lock	Added Option	Call Option	Passage Option	Queue Option	NTCIP Occupancy	NTCIP Volume
1	1	1	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
2	1	2	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
3	1	3	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
4	1	4	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
5	1	5	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
6	1	6	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
7	1	7	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
8	1	8	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
9	1	9	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
10	1	10	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
11	1	11	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
12	1	12	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
13	1	13	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
14	1	14	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
15	1	15	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No
16	1	16	0	0.0	0.0	0	No	No	Yes	Yes	No	No	No

Ped Detector Options (MM)6-3

Phase Ped Detector (NTCIP)

Local Ped Detector	Number
1	1
2	2
3	3
4	4
5	5
6	6
7	7
8	8
9	9
10	10
11	11
12	12
13	13
14	14
15	15
16	16

Local System Detector

Local System Detector	Number

Appendix E
ATR Counts

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn EAST STREET & SOLINGATE DRIVE

Municipality..... OAKVILLE **GEO ID.....** 3150310

Date	EndTime	Eastbound	Westbound	Grand Total
Wednesday, May 14, 2014	12:00 PM	412	401	813
	1:00 PM	379	433	812
	2:00 PM	380	443	823
	3:00 PM	434	441	875
	4:00 PM	389	566	955
	5:00 PM	380	712	1092
	6:00 PM	376	733	1109
	7:00 PM	369	493	862
	8:00 PM	234	290	524
	9:00 PM	195	244	439
	10:00 PM	165	187	352
	11:00 PM	110	118	228
	12:00 AM	49	40	89
Wednesday, May 14, 2014		3872	5101	8973
Thursday, May 15, 2014	1:00 AM	22	20	42
	2:00 AM	11	16	27
	3:00 AM	10	18	28
	4:00 AM	2	3	5

	5:00 AM	25	7	32
	6:00 AM	73	21	94
	7:00 AM	355	70	425
	8:00 AM	686	151	837
	9:00 AM	738	338	1076
	10:00 AM	444	318	762
	11:00 AM	246	213	459
Thursday, May 15, 2014		2612	1175	3787
Grand Total		6484	6276	12760

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn FOURTH LINE & WHITTINGTON PLACE

Municipality..... OAKVILLE **GEO ID.....** 3150490

Date	EndTime	Eastbound	Westbound	Grand Total
Wednesday, June 03, 2015	11:15 AM	91	97	188
	11:30 AM	92	111	203
	11:45 AM	100	117	217
	12:00 PM	90	120	210
	12:15 PM	83	117	200
	12:30 PM	83	100	183
	12:45 PM	87	117	204
	1:00 PM	79	96	175
	1:15 PM	91	101	192
	1:30 PM	95	99	194
	1:45 PM	78	125	203
	2:00 PM	98	115	213
	2:15 PM	102	102	204
	2:30 PM	106	113	219
	2:45 PM	113	135	248
	3:00 PM	99	154	253
	3:15 PM	114	158	272

	3:30 PM	95	170	265
	3:45 PM	91	141	232
	4:00 PM	96	162	258
	4:15 PM	100	166	266
	4:30 PM	109	177	286
	4:45 PM	95	195	290
	5:00 PM	87	183	270
	5:15 PM	82	179	261
	5:30 PM	67	203	270
	5:45 PM	98	194	292
	6:00 PM	94	156	250
	6:15 PM	83	139	222
	6:30 PM	87	144	231
	6:45 PM	90	129	219
	7:00 PM	74	95	169
	7:15 PM	107	88	195
	7:30 PM	102	67	169
	7:45 PM	74	104	178
	8:00 PM	77	79	156
	8:15 PM	53	85	138
	8:30 PM	87	99	186
	8:45 PM	46	122	168
	9:00 PM	71	81	152

	9:15 PM	37	72	109
	9:30 PM	48	59	107
	9:45 PM	29	51	80
	10:00 PM	43	33	76
	10:15 PM	33	35	68
	10:30 PM	22	35	57
	10:45 PM	22	27	49
	11:00 PM	24	22	46
	11:15 PM	14	13	27
	11:30 PM	12	22	34
	11:45 PM	7	17	24
	12:00 AM	8	13	21
Wednesday, June 03, 2015		3865	5534	9399
Thursday, June 04, 2015	12:15 AM	7	12	19
	12:30 AM	4	10	14
	12:45 AM	2	5	7
	1:00 AM	3	3	6
	1:15 AM	2	9	11
	1:30 AM	1	6	7
	1:45 AM	1	2	3
	2:00 AM	1	2	3
	2:15 AM	2	1	3
	2:30 AM	2	1	3

	2:45 AM	1	1	2
	3:00 AM	2	3	5
	3:15 AM	1	4	5
	3:30 AM	1	1	2
	3:45 AM	1	1	2
	4:00 AM	3	1	4
	4:15 AM	2	5	7
	4:30 AM	3	0	3
	4:45 AM	5	4	9
	5:00 AM	12	2	14
	5:15 AM	11	2	13
	5:30 AM	17	0	17
	5:45 AM	33	2	35
	6:00 AM	24	4	28
	6:15 AM	35	2	37
	6:30 AM	58	12	70
	6:45 AM	81	13	94
	7:00 AM	96	19	115
	7:15 AM	122	21	143
	7:30 AM	147	28	175
	7:45 AM	200	35	235
	8:00 AM	211	50	261
	8:15 AM	207	79	286

	8:30 AM	209	89	298
	8:45 AM	178	91	269
	9:00 AM	184	77	261
	9:15 AM	144	83	227
	9:30 AM	117	73	190
	9:45 AM	134	62	196
	10:00 AM	98	50	148
	10:15 AM	100	68	168
	10:30 AM	89	72	161
	10:45 AM	101	91	192
	11:00 AM	96	77	173
	11:15 AM	0	0	0
Thursday, June 04, 2015		2748	1173	3921
Grand Total		6613	6707	13320

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn HOLYROOD AVENUE & DORVAL DRIVE

Municipality..... OAKVILLE **GEO ID.....** 3150570

Date	EndTime	Eastbound	Westbound	Grand Total
Monday, June 02, 2014	12:00 PM	348	382	730
	1:00 PM	410	406	816
	2:00 PM	405	349	754
	3:00 PM	452	406	858
	4:00 PM	626	436	1062
	5:00 PM	711	474	1185
	6:00 PM	777	389	1166
	7:00 PM	501	370	871
	8:00 PM	394	321	715
	9:00 PM	311	302	613
	10:00 PM	248	214	462
	11:00 PM	106	80	186
	12:00 AM	36	24	60
Monday, June 02, 2014		5325	4153	9478
Tuesday, June 03, 2014	1:00 AM	26	16	42
	2:00 AM	14	12	26
	3:00 AM	3	6	9

	4:00 AM	4	2	6
	5:00 AM	11	12	23
	6:00 AM	21	69	90
	7:00 AM	68	313	381
	8:00 AM	274	678	952
	9:00 AM	325	827	1152
	10:00 AM	284	503	787
	11:00 AM	333	424	757
Tuesday, June 03, 2014		1363	2862	4225
Grand Total		6688	7015	13703

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn MORDEN ROAD & SHOREWOOD PLACE

Municipality..... OAKVILLE **GEO ID.....** 3150550

Date	EndTime	Eastbound	Westbound	Grand Total
uesday, November 10, 201	12:15 PM	89	85	174
	12:30 PM	85	80	165
	12:45 PM	73	102	175
	1:00 PM	82	97	179
	1:15 PM	79	88	167
	1:30 PM	86	98	184
	1:45 PM	80	106	186
	2:00 PM	104	108	212
	2:15 PM	96	100	196
	2:30 PM	93	109	202
	2:45 PM	81	148	229
	3:00 PM	108	185	293
	3:15 PM	132	163	295
	3:30 PM	157	168	325
	3:45 PM	111	174	285
	4:00 PM	98	166	264
	4:15 PM	105	174	279

	4:30 PM	105	191	296
	4:45 PM	90	186	276
	5:00 PM	81	182	263
	5:15 PM	71	200	271
	5:30 PM	68	221	289
	5:45 PM	93	194	287
	6:00 PM	81	160	241
	6:15 PM	85	138	223
	6:30 PM	78	113	191
	6:45 PM	70	127	197
	7:00 PM	81	90	171
	7:15 PM	73	106	179
	7:30 PM	44	61	105
	7:45 PM	59	65	124
	8:00 PM	46	61	107
	8:15 PM	53	52	105
	8:30 PM	52	38	90
	8:45 PM	52	50	102
	9:00 PM	38	48	86
	9:15 PM	76	57	133
	9:30 PM	57	49	106
	9:45 PM	27	42	69
	10:00 PM	30	39	69

	10:15 PM	26	23	49
	10:30 PM	24	20	44
	10:45 PM	6	22	28
	11:00 PM	6	12	18
	11:15 PM	16	7	23
	11:30 PM	10	9	19
	11:45 PM	8	13	21
	12:00 AM	6	8	14
Tuesday, November 10, 2015		3271	4735	8006
dnesday, November 11, 20	12:15 AM	2	15	17
	12:30 AM	2	7	9
	12:45 AM	1	3	4
	1:00 AM	3	6	9
	1:15 AM	4	2	6
	1:30 AM	1	0	1
	1:45 AM	2	6	8
	2:00 AM	1	3	4
	2:15 AM	0	1	1
	2:30 AM	2	3	5
	2:45 AM	1	2	3
	3:00 AM	1	3	4
	3:15 AM	0	0	0
	3:30 AM	1	1	2

	3:45 AM	1	0	1
	4:00 AM	2	1	3
	4:15 AM	5	2	7
	4:30 AM	2	2	4
	4:45 AM	5	2	7
	5:00 AM	6	0	6
	5:15 AM	13	5	18
	5:30 AM	12	6	18
	5:45 AM	20	11	31
	6:00 AM	29	4	33
	6:15 AM	33	7	40
	6:30 AM	45	11	56
	6:45 AM	61	12	73
	7:00 AM	76	25	101
	7:15 AM	102	29	131
	7:30 AM	129	40	169
	7:45 AM	176	101	277
	8:00 AM	224	123	347
	8:15 AM	246	105	351
	8:30 AM	175	76	251
	8:45 AM	168	94	262
	9:00 AM	161	74	235
	9:15 AM	109	90	199

	9:30 AM	107	67	174
	9:45 AM	106	89	195
	10:00 AM	104	83	187
	10:15 AM	106	67	173
	10:30 AM	108	64	172
	10:45 AM	99	55	154
	11:00 AM	94	71	165
	11:15 AM	80	82	162
	11:30 AM	105	93	198
	11:45 AM	89	93	182
	12:00 PM	89	113	202
	12:15 PM	0	0	0
Wednesday, November 11, 2015		2908	1749	4657
Grand Total		6179	6484	12663

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn THIRD LINE & BELVEDERE DRIVE

Municipality..... OAKVILLE **GEO ID.....** 3150350

Date	EndTime	Eastbound	Westbound	Grand Total
Wednesday, May 14, 2014	12:00 PM	372	370	742
	1:00 PM	362	409	771
	2:00 PM	346	411	757
	3:00 PM	373	394	767
	4:00 PM	384	545	929
	5:00 PM	315	683	998
	6:00 PM	307	694	1001
	7:00 PM	307	473	780
	8:00 PM	175	273	448
	9:00 PM	157	224	381
	10:00 PM	138	180	318
	11:00 PM	77	106	183
	12:00 AM	41	40	81
Wednesday, May 14, 2014		3354	4802	8156
Thursday, May 15, 2014	1:00 AM	14	24	38
	2:00 AM	5	11	16
	3:00 AM	5	9	14
	4:00 AM	3	2	5
	5:00 AM	20	5	25
	6:00 AM	55	13	68
	7:00 AM	290	43	333
	8:00 AM	650	123	773
	9:00 AM	738	330	1068
	10:00 AM	458	292	750
	11:00 AM	25	21	46
Thursday, May 15, 2014		2263	873	3136
Grand Total		5617	5675	11292

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn WEST LYNN ROAD & WESTDALE ROAD

Municipality..... OAKVILLE **GEO ID.....** 3150470

Date	EndTime	Eastbound	Westbound	Grand Total
Monday, June 15, 2015	4:15 PM	81	164	245
	4:30 PM	96	181	277
	4:45 PM	93	198	291
	5:00 PM	77	209	286
	5:15 PM	93	220	313
	5:30 PM	62	178	240
	5:45 PM	88	228	316
	6:00 PM	81	195	276
	6:15 PM	76	170	246
	6:30 PM	103	143	246
	6:45 PM	83	120	203
	7:00 PM	66	107	173
	7:15 PM	76	98	174
	7:30 PM	67	69	136
	7:45 PM	70	68	138
	8:00 PM	52	73	125
	8:15 PM	58	75	133
	8:30 PM	65	70	135
	8:45 PM	48	61	109
	9:00 PM	50	104	154
	9:15 PM	53	55	108
	9:30 PM	53	51	104
	9:45 PM	29	43	72
	10:00 PM	33	45	78
	10:15 PM	29	35	64
	10:30 PM	15	18	33
	10:45 PM	22	13	35

	11:00 PM	8	26	34
	11:15 PM	16	18	34
	11:30 PM	21	20	41
	11:45 PM	19	12	31
	12:00 AM	7	9	16
Monday, June 15, 2015		1790	3076	4866
Tuesday, June 16, 2015	12:15 AM	4	4	8
	12:30 AM	7	7	14
	12:45 AM	4	4	8
	1:00 AM	2	6	8
	1:15 AM	3	2	5
	1:30 AM	1	2	3
	1:45 AM	2	1	3
	2:00 AM	0	2	2
	2:15 AM	1	1	2
	2:30 AM	2	1	3
	2:45 AM	5	6	11
	3:00 AM	1	1	2
	3:15 AM	3	1	4
	3:30 AM	1	2	3
	3:45 AM	1	0	1
	4:00 AM	1	1	2
	4:15 AM	3	5	8
	4:30 AM	3	3	6
	4:45 AM	2	3	5
	5:00 AM	8	2	10
	5:15 AM	16	1	17
	5:30 AM	25	3	28
	5:45 AM	30	4	34
	6:00 AM	34	5	39
	6:15 AM	41	5	46
	6:30 AM	72	14	86
	6:45 AM	80	15	95

	7:00 AM	101	19	120
	7:15 AM	110	25	135
	7:30 AM	157	22	179
	7:45 AM	167	54	221
	8:00 AM	213	59	272
	8:15 AM	218	83	301
	8:30 AM	186	80	266
	8:45 AM	202	70	272
	9:00 AM	189	66	255
	9:15 AM	128	67	195
	9:30 AM	112	54	166
	9:45 AM	118	64	182
	10:00 AM	109	67	176
	10:15 AM	108	76	184
	10:30 AM	110	58	168
	10:45 AM	113	93	206
	11:00 AM	97	84	181
	11:15 AM	97	95	192
	11:30 AM	104	102	206
	11:45 AM	101	106	207
	12:00 PM	85	106	191
	12:15 PM	97	96	193
	12:30 PM	89	98	187
	12:45 PM	105	96	201
	1:00 PM	93	95	188
	1:15 PM	83	111	194
	1:30 PM	90	91	181
	1:45 PM	88	102	190
	2:00 PM	97	121	218
	2:15 PM	98	94	192
	2:30 PM	136	112	248
	2:45 PM	99	154	253
	3:00 PM	89	142	231

	3:15 PM	115	167	282
	3:30 PM	102	170	272
	3:45 PM	87	183	270
	4:00 PM	92	203	295
	4:15 PM	7	3	10
Tuesday, June 16, 2015		4744	3589	8333
Grand Total		6534	6665	13199

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn WEST RIVER STREET & BRONTE ROAD

Municipality..... OAKVILLE **GEO ID.....** 3150260

Date	EndTime	Eastbound	Westbound	Grand Total
Wednesday, June 03, 2015	10:15 AM	109	84	193
	10:30 AM	91	76	167
	10:45 AM	106	95	201
	11:00 AM	118	110	228
	11:15 AM	111	103	214
	11:30 AM	122	100	222
	11:45 AM	147	108	255
	12:00 PM	105	115	220
	12:15 PM	107	121	228
	12:30 PM	98	130	228
	12:45 PM	106	130	236
	1:00 PM	109	130	239
	1:15 PM	99	121	220
	1:30 PM	99	108	207
	1:45 PM	119	123	242
	2:00 PM	107	129	236
	2:15 PM	105	132	237

	2:30 PM	126	103	229
	2:45 PM	109	134	243
	3:00 PM	105	177	282
	3:15 PM	110	177	287
	3:30 PM	151	179	330
	3:45 PM	107	172	279
	4:00 PM	116	211	327
	4:15 PM	117	245	362
	4:30 PM	100	223	323
	4:45 PM	108	214	322
	5:00 PM	120	204	324
	5:15 PM	118	222	340
	5:30 PM	100	239	339
	5:45 PM	126	238	364
	6:00 PM	126	177	303
	6:15 PM	104	169	273
	6:30 PM	99	169	268
	6:45 PM	87	159	246
	7:00 PM	97	133	230
	7:15 PM	82	130	212
	7:30 PM	81	109	190
	7:45 PM	120	113	233
	8:00 PM	86	95	181

	8:15 PM	71	94	165
	8:30 PM	63	110	173
	8:45 PM	97	109	206
	9:00 PM	87	78	165
	9:15 PM	57	71	128
	9:30 PM	44	79	123
	9:45 PM	46	48	94
	10:00 PM	63	47	110
	10:15 PM	34	52	86
	10:30 PM	33	35	68
	10:45 PM	23	22	45
	11:00 PM	18	30	48
	11:15 PM	23	30	53
	11:30 PM	15	16	31
	11:45 PM	9	19	28
	12:00 AM	5	7	12
Wednesday, June 03, 2015		5041	6754	11795
Thursday, June 04, 2015	12:15 AM	4	8	12
	12:30 AM	3	8	11
	12:45 AM	5	8	13
	1:00 AM	8	8	16
	1:15 AM	3	15	18
	1:30 AM	2	7	9

	1:45 AM	2	2	4
	2:00 AM	3	2	5
	2:15 AM	1	0	1
	2:30 AM	0	1	1
	2:45 AM	4	3	7
	3:00 AM	1	2	3
	3:15 AM	2	3	5
	3:30 AM	1	0	1
	3:45 AM	2	0	2
	4:00 AM	2	1	3
	4:15 AM	3	1	4
	4:30 AM	5	0	5
	4:45 AM	15	5	20
	5:00 AM	8	3	11
	5:15 AM	25	5	30
	5:30 AM	37	3	40
	5:45 AM	37	4	41
	6:00 AM	36	8	44
	6:15 AM	73	10	83
	6:30 AM	91	10	101
	6:45 AM	159	18	177
	7:00 AM	167	37	204
	7:15 AM	176	41	217

	7:30 AM	245	46	291
	7:45 AM	283	47	330
	8:00 AM	267	77	344
	8:15 AM	256	84	340
	8:30 AM	230	81	311
	8:45 AM	220	104	324
	9:00 AM	187	92	279
	9:15 AM	145	74	219
	9:30 AM	124	83	207
	9:45 AM	140	77	217
	10:00 AM	120	81	201
	10:15 AM	0	0	0
Thursday, June 04, 2015		3092	1059	4151
Grand Total		8133	7813	15946

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn WINDSOR GATE & THIRD LINE

Municipality..... OAKVILLE **GEO ID.....** 3150340

Date	EndTime	Eastbound	Westbound	Grand Total
Tuesday, June 16, 2015	1:15 PM	30	123	153
	1:30 PM	52	137	189
	1:45 PM	39	121	160
	2:00 PM	64	129	193
	2:15 PM	63	110	173
	2:30 PM	101	106	207
	2:45 PM	90	131	221
	3:00 PM	93	143	236
	3:15 PM	83	153	236
	3:30 PM	89	156	245
	3:45 PM	104	157	261
	4:00 PM	73	208	281
	4:15 PM	86	120	206
	4:30 PM	81	144	225
	4:45 PM	74	166	240
	5:00 PM	83	171	254
	5:15 PM	91	163	254
	5:30 PM	77	127	204

	5:45 PM	94	171	265
	6:00 PM	83	182	265
	6:15 PM	116	145	261
	6:30 PM	122	148	270
	6:45 PM	108	145	253
	7:00 PM	118	134	252
	7:15 PM	87	113	200
	7:30 PM	87	137	224
	7:45 PM	85	113	198
	8:00 PM	65	107	172
	8:15 PM	110	95	205
	8:30 PM	72	117	189
	8:45 PM	80	117	197
	9:00 PM	85	91	176
	9:15 PM	76	98	174
	9:30 PM	71	73	144
	9:45 PM	60	66	126
	10:00 PM	40	58	98
	10:15 PM	47	47	94
	10:30 PM	34	30	64
	10:45 PM	33	38	71
	11:00 PM	28	17	45
	11:15 PM	21	21	42

	11:30 PM	19	16	35
	11:45 PM	12	18	30
	12:00 AM	15	14	29
Tuesday, June 16, 2015		3141	4876	8017
Wednesday, June 17, 2015	12:15 AM	7	14	21
	12:30 AM	16	15	31
	12:45 AM	10	10	20
	1:00 AM	9	11	20
	1:15 AM	7	3	10
	1:30 AM	2	3	5
	1:45 AM	7	7	14
	2:00 AM	1	5	6
	2:15 AM	1	5	6
	2:30 AM	2	9	11
	2:45 AM	0	4	4
	3:00 AM	3	0	3
	3:15 AM	3	2	5
	3:30 AM	0	2	2
	3:45 AM	0	3	3
	4:00 AM	4	2	6
	4:15 AM	2	1	3
	4:30 AM	4	1	5
	4:45 AM	7	2	9

	5:00 AM	7	7	14
	5:15 AM	11	2	13
	5:30 AM	30	6	36
	5:45 AM	27	8	35
	6:00 AM	41	12	53
	6:15 AM	52	7	59
	6:30 AM	72	13	85
	6:45 AM	99	20	119
	7:00 AM	96	35	131
	7:15 AM	135	33	168
	7:30 AM	163	33	196
	7:45 AM	204	48	252
	8:00 AM	216	47	263
	8:15 AM	215	52	267
	8:30 AM	174	78	252
	8:45 AM	188	83	271
	9:00 AM	174	91	265
	9:15 AM	167	73	240
	9:30 AM	147	76	223
	9:45 AM	131	92	223
	10:00 AM	127	86	213
	10:15 AM	120	77	197
	10:30 AM	116	80	196

	10:45 AM	120	92	212
	11:00 AM	123	74	197
	11:15 AM	109	113	222
	11:30 AM	123	106	229
	11:45 AM	117	113	230
	12:00 PM	98	109	207
	12:15 PM	100	117	217
	12:30 PM	109	114	223
	12:45 PM	113	100	213
	1:00 PM	109	105	214
	1:15 PM	0	0	0
Wednesday, June 17, 2015		3918	2201	6119
Grand Total		7059	7077	14136

Volume Summary Details Report

Location..... LAKESHORE ROAD WEST btwn BRONTE ROAD & JONES STREET

Municipality..... OAKVILLE **GEO ID.....** 3150270

Date	EndTime	Eastbound	Westbound	Grand Total
Monday, November 24, 201	2:00 PM	295	344	639
	3:00 PM	334	334	668
	4:00 PM	316	419	735
	5:00 PM	341	505	846
	6:00 PM	268	652	920
	7:00 PM	276	638	914
	8:00 PM	193	399	592
	9:00 PM	153	215	368
	10:00 PM	130	147	277
	11:00 PM	78	133	211
	12:00 AM	62	78	140
Monday, November 24, 2014		2446	3864	6310
uesday, November 25, 201	1:00 AM	41	38	79
	2:00 AM	11	21	32
	3:00 AM	5	7	12
	4:00 AM	4	5	9
	5:00 AM	3	2	5
	6:00 AM	13	9	22

	7:00 AM	86	22	108
	8:00 AM	314	70	384
	9:00 AM	698	167	865
	10:00 AM	732	256	988
	11:00 AM	414	297	711
	12:00 PM	307	290	597
	1:00 PM	305	360	665
Tuesday, November 25, 2014		2933	1544	4477
Grand Total		5379	5408	10787

Appendix F
VISSIM Data

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Mississaga St (Signalized)	8 s	A		6 s	A		8 s	A		6 s	A		8 s	A		6 s	A	
Eastbound Left	9 s	A	7 m	13 s	B	4 m	9 s	A	6 m	18 s	B	6 m	9 s	A	6 m	16 s	B	6 m
Eastbound Through	7 s	A	118 m	4 s	A	34 m	8 s	A	136 m	4 s	A	37 m	8 s	A	137 m	4 s	A	36 m
Eastbound Right	4 s	A	118 m	3 s	A	34 m	8 s	A	136 m	2 s	A	37 m	7 s	A	137 m	2 s	A	36 m
Westbound Left	18 s	B	1 m	7 s	A	6 m	19 s	B	0 m	8 s	A	6 m	21 s	C	0 m	9 s	A	6 m
Westbound Through	4 s	A	36 m	5 s	A	95 m	4 s	A	36 m	6 s	A	119 m	4 s	A	30 m	6 s	A	114 m
Westbound Right	2 s	A	0 m	2 s	A	0 m	2 s	A	0 m	3 s	A	0 m	2 s	A	0 m	3 s	A	0 m
Northbound Left	19 s	B	6 m	21 s	C	6 m	21 s	C	6 m	28 s	C	9 m	24 s	C	6 m	24 s	C	6 m
Northbound Through	26 s	C	6 m	19 s	B	6 m	16 s	B	6 m	25 s	C	9 m	14 s	B	6 m	27 s	C	6 m
Northbound Right	10 s	B	6 m	7 s	A	6 m	12 s	B	6 m	6 s	A	9 m	12 s	B	6 m	6 s	A	6 m
Southbound Left	24 s	C	30 m	23 s	C	14 m	24 s	C	28 m	25 s	C	18 m	25 s	C	26 m	25 s	C	16 m
Southbound Through	27 s	C	4 m	23 s	C	10 m	29 s	C	5 m	26 s	C	11 m	28 s	C	5 m	22 s	C	10 m
Southbound Right	6 s	A	4 m	10 s	B	10 m	6 s	A	5 m	12 s	B	11 m	6 s	A	5 m	12 s	B	10 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ West River (Stop-controlled)	1 s	A		0 s	A		1 s	A		1 s	A		1 s	A		1 s	A	
Eastbound Left	1 s	A	0 m	3 s	A	0 m	1 s	A	0 m	7 s	A	0 m	1 s	A	0 m	3 s	A	0 m
Eastbound Through	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m
Eastbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Left	9 s	A	0 m	2 s	A	0 m	11 s	B	0 m	3 s	A	0 m	10 s	B	0 m	3 s	A	0 m
Westbound Through	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m
Westbound Right	0 s	A	0 m	1 s	A	0 m	0 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Northbound Left	13 s	B	0 m	12 s	B	0 m	16 s	C	0 m	13 s	B	1 m	15 s	B	0 m	14 s	B	1 m
Northbound Through	0 s	A	0 m	10 s	B	0 m	0 s	A	0 m	12 s	B	1 m	0 s	A	0 m	14 s	B	1 m
Northbound Right	8 s	A	0 m	2 s	A	0 m	9 s	A	0 m	2 s	A	1 m	9 s	A	0 m	2 s	A	1 m
Southbound Left	7 s	A	0 m	11 s	B	1 m	7 s	A	0 m	11 s	B	1 m	7 s	A	0 m	11 s	B	1 m
Southbound Through	0 s	A	0 m	8 s	A	1 m	0 s	A	0 m	6 s	A	1 m	0 s	A	0 m	8 s	A	1 m
Southbound Right	1 s	A	0 m	1 s	A	1 m	1 s	A	0 m	1 s	A	1 m	0 s	A	0 m	1 s	A	1 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Bronte Rd (Signalized)	10 s	A		12 s	B		11 s	B		15 s	B		11 s	B		14 s	B	
Eastbound Left	8 s	A	37 m	17 s	B	30 m	9 s	A	44 m	19 s	B	32 m	8 s	A	37 m	17 s	B	27 m
Eastbound Through	8 s	A	95 m	5 s	A	36 m	9 s	A	116 m	8 s	A	50 m	8 s	A	100 m	7 s	A	45 m
Eastbound Right	7 s	A	95 m	4 s	A	36 m	8 s	A	116 m	5 s	A	50 m	7 s	A	100 m	5 s	A	45 m
Westbound Left	18 s	B	2 m	14 s	B	5 m	21 s	C	4 m	17 s	B	8 m	21 s	C	3 m	16 s	B	6 m
Westbound Through	9 s	A	42 m	10 s	B	135 m	11 s	B	39 m	14 s	B	169 m	9 s	A	41 m	13 s	B	134 m
Westbound Right	5 s	A	12 m	7 s	A	7 m	5 s	A	14 m	10 s	A	9 m	5 s	A	13 m	8 s	A	6 m
Northbound Left	30 s	C	12 m	34 s	C	26 m	31 s	C	12 m	39 s	D	27 m	30 s	C	13 m	36 s	D	28 m
Northbound Through	26 s	C	22 m	29 s	C	26 m	27 s	C	26 m	27 s	C	28 m	26 s	C	26 m	27 s	C	26 m
Northbound Right	8 s	A	22 m	4 s	A	26 m	9 s	A	26 m	4 s	A	28 m	7 s	A	26 m	4 s	A	26 m
Southbound Left	28 s	C	17 m	30 s	C	12 m	31 s	C	19 m	33 s	C	24 m	31 s	C	17 m	30 s	C	24 m
Southbound Through	26 s	C	13 m	28 s	C	14 m	24 s	C	14 m	28 s	C	32 m	27 s	C	14 m	28 s	C	32 m
Southbound Right	6 s	A	0 m	6 s	A	0 m	6 s	A	0 m	9 s	A	0 m	6 s	A	0 m	9 s	A	0 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Jones St (Signalized)	8 s	A		12 s	B		8 s	A		13 s	B		8 s	A		12 s	B	
Eastbound Left	8 s	A	6 m	26 s	C	6 m	7 s	A	7 m	29 s	C	6 m	7 s	A	6 m	21 s	C	6 m
Eastbound Through	8 s	A	116 m	8 s	A	45 m	7 s	A	114 m	9 s	A	56 m	8 s	A	115 m	9 s	A	53 m
Eastbound Right	8 s	A	116 m	5 s	A	45 m	6 s	A	114 m	6 s	A	56 m	6 s	A	115 m	7 s	A	53 m
Westbound Left	18 s	B	4 m	9 s	A	3 m	16 s	B	4 m	15 s	B	5 m	20 s	B	5 m	13 s	B	5 m
Westbound Through	6 s	A	46 m	11 s	B	126 m	6 s	A	47 m	13 s	B	130 m	6 s	A	41 m	11 s	B	115 m
Westbound Right	4 s	A	46 m	10 s	A	126 m	5 s	A	47 m	12 s	B	130 m	4 s	A	41 m	10 s	A	115 m
Northbound Left	20 s	C	16 m	24 s	C	20 m	20 s	C	15 m	23 s	C	23 m	19 s	B	15 m	22 s	C	22 m
Northbound Through	21 s	C	16 m	20 s	B	20 m	20 s	B	15 m	21 s	C	23 m	20 s	C	15 m	20 s	B	22 m
Northbound Right	11 s	B	16 m	9 s	A	20 m	13 s	B	15 m	10 s	B	23 m	12 s	B	15 m	9 s	A	22 m
Southbound Left	21 s	C	13 m	20 s	C	12 m	23 s	C	13 m	20 s	C	15 m	22 s	C	13 m	20 s	B	14 m
Southbound Through	21 s	C	11 m	21 s	C	32 m	19 s	B	10 m	19 s	B	33 m	20 s	B	9 m	19 s	B	31 m
Southbound Right	7 s	A	11 m	14 s	B	32 m	6 s	A	10 m	13 s	B	33 m	7 s	A	9 m	13 s	B	31 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Nelson St (Signalized)	4 s	A		6 s	A		4 s	A		6 s	A		5 s	A		6 s	A	
Eastbound Left	5 s	A	2 m	13 s	B	4 m	4 s	A	4 m	14 s	B	4 m	4 s	A	3 m	11 s	B	4 m
Eastbound Through	4 s	A	118 m	3 s	A	38 m	4 s	A	109 m	4 s	A	50 m	5 s	A	116 m	4 s	A	46 m
Eastbound Right	3 s	A	118 m	3 s	A	38 m	3 s	A	109 m	3 s	A	50 m	4 s	A	116 m	3 s	A	46 m
Westbound Left	14 s	B	8 m	6 s	A	6 m	16 s	B	9 m	8 s	A	7 m	17 s	B	8 m	8 s	A	6 m
Westbound Through	3 s	A	36 m	5 s	A	98 m	3 s	A	35 m	6 s	A	103 m	3 s	A	30 m	5 s	A	92 m
Westbound Right	2 s	A	36 m	5 s	A	98 m	2 s	A	35 m	5 s	A	103 m	3 s	A	30 m	4 s	A	92 m
Northbound Left	21 s	C	13 m	22 s	C	14 m	22 s	C	15 m	22 s	C	17 m	22 s	C	13 m	22 s	C	16 m
Northbound Through	22 s	C	13 m	20 s	C	14 m	24 s	C	15 m	24 s	C	17 m	23 s	C	13 m	24 s	C	16 m
Northbound Right	11 s	B	13 m	9 s	A	14 m	12 s	B	15 m	10 s	A	17 m	12 s	B	13 m	9 s	A	16 m
Southbound Left	20 s	C	10 m	19 s	B	15 m	21 s	C	12 m	20 s	B	15 m	21 s	C	13 m	19 s	B	15 m
Southbound Through	0 s	A	10 m	23 s	C	15 m	0 s	A	12 m	22 s	C	15 m	0 s	A	13 m	23 s	C	15 m
Southbound Right	7 s	A	10 m	10 s	B	15 m	6 s	A	12 m	10 s	B	15 m	6 s	A	13 m	10 s	A	15 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ East St (Signalized)	9 s	A		9 s	A		11 s	B		10 s	A		11 s	B		9 s	A	
Eastbound Left	10 s	A	6 m	16 s	B	5 m	11 s	B	7 m	16 s	B	10 m	9 s	A	6 m	16 s	B	11 m
Eastbound Through	8 s	A	129 m	5 s	A	41 m	10 s	A	148 m	7 s	A	51 m	10 s	A	148 m	6 s	A	53 m
Eastbound Right	7 s	A	129 m	4 s	A	41 m	8 s	A	148 m	4 s	A	51 m	9 s	A	148 m	5 s	A	53 m
Westbound Left	19 s	B	18 m	11 s	B	16 m	21 s	C	19 m	11 s	B	16 m	21 s	C	13 m	12 s	B	18 m
Westbound Through	7 s	A	38 m	9 s	A	100 m	8 s	A	45 m	9 s	A	112 m	8 s	A	43 m	9 s	A	97 m
Westbound Right	5 s	A	38 m	7 s	A	100 m	6 s	A	45 m	9 s	A	112 m	5 s	A	43 m	8 s	A	97 m
Northbound Left	22 s	C	25 m	24 s	C	19 m	22 s	C	28 m	23 s	C	22 m	22 s	C	29 m	22 s	C	23 m
Northbound Through	21 s	C	25 m	24 s	C	19 m	21 s	C	28 m	21 s	C	22 m	21 s	C	29 m	21 s	C	23 m
Northbound Right	13 s	B	25 m	8 s	A	19 m	15 s	B	28 m	9 s	A	22 m	15 s	B	29 m	9 s	A	23 m
Southbound Left	21 s	C	20 m	22 s	C	20 m	22 s	C	25 m	22 s	C	22 m	23 s	C	25 m	22 s	C	22 m
Southbound Through	20 s	C	20 m	22 s	C	20 m	21 s	C	25 m	24 s	C	22 m	19 s	B	25 m	22 s	C	22 m
Southbound Right	9 s	A	20 m	12 s	B	20 m	10 s	A	25 m	12 s	B	22 m	9 s	A	25 m	12 s	B	22 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Third Line (Signalized)	18 s	B		17 s	B		22 s	C		19 s	B		18 s	B		16 s	B	
Eastbound Left	19 s	B	98 m	18 s	B	32 m	25 s	C	120 m	19 s	B	29 m	20 s	C	110 m	18 s	B	35 m
Eastbound Through	17 s	B	172 m	10 s	A	43 m	22 s	C	229 m	11 s	B	52 m	18 s	B	177 m	10 s	B	52 m
Eastbound Right	16 s	B	172 m	9 s	A	43 m	20 s	B	229 m	10 s	A	52 m	15 s	B	177 m	10 s	A	52 m
Westbound Left	28 s	C	9 m	22 s	C	20 m	30 s	C	10 m	23 s	C	17 m	30 s	C	8 m	20 s	B	18 m
Westbound Through	15 s	B	50 m	19 s	B	138 m	17 s	B	49 m	21 s	C	171 m	15 s	B	39 m	17 s	B	112 m
Westbound Right	8 s	A	0 m	14 s	B	3 m	8 s	A	2 m	15 s	B	4 m	8 s	A	-1 m	12 s	B	0 m
Northbound Left	23 s	C	36 m	30 s	C	13 m	22 s	C	34 m	28 s	C	22 m	26 s	C	32 m	30 s	C	24 m
Northbound Through	21 s	C	40 m	21 s	C	26 m	20 s	C	43 m	22 s	C	31 m	21 s	C	36 m	21 s	C	29 m
Northbound Right	15 s	B	40 m	10 s	A	26 m	16 s	B	43 m	11 s	B	31 m	14 s	B	36 m	10 s	B	29 m
Southbound Left	31 s	C	35 m	26 s	C	20 m	38 s	D	52 m	26 s	C	25 m	32 s	C	42 m	24 s	C	22 m
Southbound Through	20 s	C	39 m	23 s	C	58 m	21 s	C	37 m	24 s	C	57 m	21 s	C	32 m	22 s	C	56 m
Southbound Right	11 s	B	39 m	17 s	B	58 m	11 s	B	37 m	16 s	B	57 m	9 s	A	32 m	15 s	B	56 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Westminster Dr (Stop-controlled)	2 s	A		3 s	A		2 s	A		3 s	A		2 s	A		2 s	A	
Eastbound Left	3 s	A	0 m	5 s	A	0 m	3 s	A	0 m	8 s	A	0 m	3 s	A	0 m	6 s	A	0 m
Eastbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Through	2 s	A	0 m	4 s	A	0 m	2 s	A	0 m	3 s	A	0 m	2 s	A	0 m	3 s	A	0 m
Westbound Right	2 s	A	0 m	4 s	A	0 m	2 s	A	0 m	3 s	A	0 m	2 s	A	0 m	4 s	A	0 m
Southbound Left	13 s	B	6 m	12 s	B	5 m	15 s	C	6 m	16 s	C	6 m	15 s	C	6 m	13 s	B	5 m
Southbound Right	7 s	A	6 m	9 s	A	5 m	7 s	A	6 m	9 s	A	6 m	6 s	A	6 m	9 s	A	5 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Wolfedale Ave (Stop-controlled)	3 s	A		2 s	A		3 s	A		3 s	A		3 s	A		3 s	A	
Eastbound Left	0 s	A	0 m	0 s	A	0 m	4 s	A	0 m	9 s	A	0 m	0 s	A	0 m	8 s	A	0 m
Eastbound Through	3 s	A	0 m	2 s	A	0 m	4 s	A	0 m	3 s	A	0 m	4 s	A	0 m	3 s	A	0 m
Eastbound Right	4 s	A	0 m	3 s	A	0 m	3 s	A	0 m	2 s	A	0 m	4 s	A	0 m	3 s	A	0 m
Westbound Left	9 s	A	0 m	5 s	A	0 m	14 s	B	0 m	5 s	A	0 m	10 s	B	0 m	5 s	A	0 m
Westbound Through	1 s	A	0 m	2 s	A	0 m	1 s	A	0 m	2 s	A	0 m	1 s	A	0 m	2 s	A	0 m
Westbound Right	0 s	A	0 m	0 s	A	0 m	0 s	A	0 m	3 s	A	0 m	0 s	A	0 m	2 s	A	0 m
Northbound Left	12 s	B	6 m	12 s	B	4 m	15 s	B	6 m	16 s	C	5 m	13 s	B	6 m	13 s	B	5 m
Northbound Through	0 s	A	6 m	0 s	A	4 m	0 s	A	6 m	0 s	A	5 m	0 s	A	6 m	0 s	A	5 m
Northbound Right	9 s	A	6 m	7 s	A	4 m	10 s	B	6 m	7 s	A	5 m	10 s	B	6 m	8 s	A	5 m
Southbound Left	0 s	A	0 m	0 s	A	0 m	14 s	B	1 m	15 s	B	2 m	14 s	B	1 m	16 s	C	1 m
Southbound Through	0 s	A	0 m	0 s	A	0 m	11 s	B	1 m	9 s	A	2 m	8 s	A	1 m	0 s	A	1 m
Southbound Right	0 s	A	0 m	0 s	A	0 m	7 s	A	1 m	10 s	A	2 m	7 s	A	1 m	9 s	A	1 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Fourth Line (Signalized)	10 s	B		11 s	B		10 s	A		11 s	B		10 s	A		10 s	A	
Eastbound Left	12 s	B	36 m	19 s	B	20 m	12 s	B	34 m	20 s	B	24 m	11 s	B	40 m	16 s	B	22 m
Eastbound Through	10 s	B	120 m	8 s	A	45 m	10 s	A	145 m	8 s	A	51 m	10 s	A	135 m	9 s	A	48 m
Westbound Through	7 s	A	36 m	10 s	A	111 m	7 s	A	33 m	10 s	B	114 m	7 s	A	27 m	10 s	A	88 m
Westbound Right	4 s	A	4 m	7 s	A	7 m	3 s	A	0 m	7 s	A	6 m	3 s	A	1 m	6 s	A	5 m
Southbound Left	23 s	C	30 m	20 s	B	24 m	24 s	C	27 m	20 s	C	22 m	24 s	C	27 m	18 s	B	20 m
Southbound Right	7 s	A	12 m	11 s	B	25 m	7 s	A	14 m	11 s	B	22 m	7 s	A	15 m	9 s	A	23 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Suffolk Ave (Stop-controlled)	9 s	A		3 s	A		12 s	B		3 s	A		9 s	A		3 s	A	
Eastbound Through	10 s	B	0 m	2 s	A	0 m	15 s	C	0 m	3 s	A	0 m	10 s	B	0 m	2 s	A	0 m
Eastbound Right	7 s	A	0 m	2 s	A	0 m	11 s	B	0 m	2 s	A	0 m	9 s	A	0 m	2 s	A	0 m
Westbound Left	13 s	B	0 m	4 s	A	0 m	15 s	C	0 m	4 s	A	0 m	12 s	B	0 m	3 s	A	0 m
Westbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	0 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Northbound Left	22 s	C	25 m	15 s	B	17 m	29 s	D	26 m	16 s	C	19 m	16 s	C	22 m	14 s	B	15 m
Northbound Right	9 s	A	25 m	8 s	A	17 m	9 s	A	26 m	9 s	A	19 m	8 s	A	22 m	7 s	A	15 m
Southbound Right	6 s	A	0 m	11 s	B	2 m	6 s	A	0 m	11 s	B	2 m	6 s	A	0 m	10 s	B	2 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Morden Rd (Stop-controlled)	2 s	A		2 s	A		2 s	A		2 s	A		1 s	A		1 s	A	
Eastbound Left	5 s	A	0 m	9 s	A	0 m	5 s	A	0 m	9 s	A	0 m	4 s	A	0 m	6 s	A	0 m
Eastbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Southbound Left	16 s	C	6 m	17 s	C	6 m	17 s	C	6 m	16 s	C	6 m	14 s	B	6 m	14 s	B	6 m
Southbound Right	9 s	A	6 m	11 s	B	6 m	9 s	A	6 m	11 s	B	6 m	8 s	A	6 m	9 s	A	6 m

Intersection Name (Type) and Movement	Existing 2016 AM Peak Hour			Existing 2016 PM Peak Hour			2021 AM Peak Hour			2021 PM Peak Hour			2031 AM Peak Hour			2031 PM Peak Hour		
	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Dorval Dr (Signalized)	11 s	B		11 s	B		13 s	B		12 s	B		11 s	B		10 s	A	
Eastbound Left	14 s	B	35 m	19 s	B	32 m	15 s	B	38 m	20 s	C	35 m	13 s	B	37 m	14 s	B	25 m
Eastbound Through	7 s	A	76 m	5 s	A	39 m	9 s	A	95 m	6 s	A	40 m	8 s	A	81 m	6 s	A	36 m
Westbound Through	10 s	A	61 m	9 s	A	100 m	11 s	B	59 m	10 s	A	108 m	9 s	A	46 m	8 s	A	70 m
Westbound Right	6 s	A	61 m	7 s	A	100 m	7 s	A	59 m	8 s	A	108 m	6 s	A	46 m	6 s	A	70 m
Southbound Left	31 s	C	47 m	32 s	C	38 m	31 s	C	68 m	31 s	C	46 m	29 s	C	56 m	28 s	C	41 m
Southbound Right	8 s	A	19 m	10 s	B	15 m	8 s	A	22 m	10 s	B	20 m	7 s	A	15 m	8 s	A	14 m

Appendix G
Signal Warrants

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Morden Road Count Date: September 14, 2015

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	27	%		
2. Delay to Cross Traffic	A	Main Road	99	%	☐	☑
	B	Crossing Road	44	%		
3. Combination	A	Justificaton 1	27	%	☐	☑
	B	Justification 2	44	%		
4. 4-Hr Volume			96	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Suffolk Avenue Count Date: June 13, 2011

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	60	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	77	%		
3. Combination	A	Justificaton 1	60	%	☐	☑
	B	Justification 2	77	%		
4. 4-Hr Volume			100	%	☐	☑
5. Collision Experience			7	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Triller Place / West River S Count Date: October 4, 2016

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	21	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	34	%		
3. Combination	A	Justificaton 1	21	%	☐	☑
	B	Justification 2	34	%		
4. 4-Hr Volume			32	%	☐	☑
5. Collision Experience			13	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Westminster Drive Count Date: June 13, 2011

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	11	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	33	%		
3. Combination	A	Justificaton 1	11	%	☐	☑
	B	Justification 2	33	%		
4. 4-Hr Volume			32	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Morden Road Count Date: 2021

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	28	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	51	%		
3. Combination	A	Justificaton 1	28	%	☐	☑
	B	Justification 2	51	%		
4. 4-Hr Volume			97	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Suffolk Avenue Count Date: 2021

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	62	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	81	%		
3. Combination	A	Justificaton 1	62	%	☐	☑
	B	Justification 2	81	%		
4. 4-Hr Volume			100	%	☑	☐
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Triller Place / West River S Count Date: 2021

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	21	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	34	%		
3. Combination	A	Justificaton 1	21	%	☐	☑
	B	Justification 2	34	%		
4. 4-Hr Volume			32	%	☐	☑
5. Collision Experience			13	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Westminster Drive Count Date: 2021

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	11	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	43	%		
3. Combination	A	Justificaton 1	11	%	☐	☑
	B	Justification 2	43	%		
4. 4-Hr Volume			40	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

2016 existing - Morden Road

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	0	359	13				59	654	0	5		48	11
9:00	0	351	35				42	732	0	83		30	11
12:00	0	382	11				6	349	0	15		21	3
13:00	0	289	17				14	367	0	32		33	1
14:00	0	504	14				14	417	0	15		29	1
16:00	0	693	21				22	438	0	35		51	17
17:00	0	737	19				40	498	0	20		47	8
18:00	0	802	23				44	514	0	17		62	10
Total	**0**	**4,117**	**153**	**0**	**0**	**0**	**241**	**3,969**	**0**	**222**	**0**	**321**	**62**

Pedestrain actual count

Note: "T" intersection. The values on the minor street (NB) increased by 50%

2021 Projected Volumes

8:00	0	381	14	0	0	0	59	654	0	5	0	50	18
9:00	0	372	37	0	0	0	42	732	0	87	0	32	18
12:00	0	405	12	0	0	0	6	349	0	16	0	22	5
13:00	0	306	18	0	0	0	14	367	0	34	0	35	2
14:00	0	534	15	0	0	0	14	417	0	16	0	30	2
16:00	0	735	22	0	0	0	22	438	0	37	0	54	27
17:00	0	781	20	0	0	0	40	498	0	21	0	49	13
18:00	0	850	24	0	0	0	44	514	0	18	0	65	16

Pedrestrain 10% (mod
1% growth eastbound

2031 Projected Volumes

8:00	0	346	13	0	0	0	54	602	0	5	0	46	53
9:00	0	339	34	0	0	0	39	673	0	79	0	29	53
12:00	0	368	11	0	0	0	6	321	0	14	0	20	14
13:00	0	279	16	0	0	0	13	338	0	31	0	32	5
14:00	0	486	14	0	0	0	13	384	0	14	0	28	5
16:00	0	668	20	0	0	0	20	403	0	33	0	49	82
17:00	0	711	18	0	0	0	37	458	0	19	0	45	38
18:00	0	774	22	0	0	0	40	473	0	16	0	59	48

AM Peak Hour

Pedrestrain 20% (mod
-1% growth eastbound

PM Peak Hour

2016 existing - Suffolk Avenue Road

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	217	119	2	0	2	2	0	585	90	7	0	177	7
9:00	38	304	6	0	0	0	0	782	29	8	0	71	1
12:00	27	390	2	0	2	0	0	348	12	11	0	31	9
13:00	24	371	6	0	4	3	0	370	2	7	0	34	47
14:00	20	393	7	0	3	3	0	371	11	13	0	29	56
16:00	59	600	5	0	0	3	0	392	21	18	0	107	90
17:00	77	768	3	0	0	13	0	326	21	28	0	85	49
18:00	96	779	6	0	6	4	0	385	29	63	0	148	95
Total	**558**	**3,724**	**37**	**0**	**17**	**28**	**0**	**3,559**	**215**	**155**	**0**	**682**	**354**

Pedestrain actual count

2021 Projected Volumes

8:00	230	126	2	0	2	2	0	585	90	7	0	188	11
9:00	40	322	6	0	0	0	0	782	29	8	0	75	2
12:00	29	413	2	0	2	0	0	348	12	12	0	33	14
13:00	25	393	6	0	4	3	0	370	2	7	0	36	75
14:00	21	417	7	0	3	3	0	371	11	14	0	31	90
16:00	63	636	5	0	0	3	0	392	21	19	0	113	144
17:00	82	814	3	0	0	14	0	326	21	30	0	90	78
18:00	102	826	6	0	6	4	0	385	29	67	0	157	152

Pedrestrain 10% (modal Split)
1% growth eastbound and 0% we

2031 Projected Volumes

8:00	209	115	2	0	2	2	0	538	82	7	0	171	34
9:00	37	293	6	0	0	0	0	719	26	8	0	68	5
12:00	26	376	2	0	2	0	0	320	11	11	0	30	43
13:00	23	358	6	0	4	3	0	340	2	7	0	33	226
14:00	19	379	7	0	3	3	0	341	10	13	0	28	269
16:00	57	579	5	0	0	3	0	361	19	17	0	103	432
17:00	74	741	3	0	0	13	0	300	19	27	0	82	235
18:00	93	751	6	0	6	4	0	354	26	61	0	143	456

AM Peak Hour

Pedrestrain 20% (modal Split)
-1% growth eastbound and -2% w

PM Peak Hour

2016 existing - West River Steet / Triller Place

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	0	153	1	11	0	5	2	867	1	3	0	32	6
9:00	16	341	3	6	0	2	2	920	4	3	0	14	18
12:00	31	350	5	4	0	1	1	361	3	4	0	22	21
13:00	20	412	6	5	0	3	0	378	7	7	0	33	19
14:00	34	385	2	1	0	3	1	350	3	6	1	20	24
16:00	34	717	9	2	0	0	2	437	9	8	0	27	20
17:00	24	921	3	1	0	3	2	438	13	0	0	20	7
18:00	27	1069	11	6	1	3	4	461	14	6	0	24	13
Total	**186**	**4,348**	**40**	**36**	**1**	**20**	**14**	**4,212**	**54**	**37**	**1**	**192**	**128**

Pedestrain actual count

2021 Projected Volumes

0	161	1	12	0	5	2	910	1	3	0	34	9
17	358	3	6	0	2	2	966	4	3	0	15	27
33	368	5	4	0	1	1	379	3	4	0	23	32
21	433	6	5	0	3	0	397	7	7	0	35	29
36	404	2	1	0	3	1	368	3	6	1	21	36
36	753	9	2	0	0	2	459	9	8	0	28	30
25	967	3	1	0	3	2	460	14	0	0	21	11
28	1122	12	6	1	3	4	484	15	6	0	25	20

Pedestrain 10% (mod

2031 Projected Volumes

0	161	1	12	0	5	2	910	1	3	0	34	27
17	358	3	6	0	2	2	966	4	3	0	15	81
33	368	5	4	0	1	1	379	3	4	0	23	95
21	433	6	5	0	3	0	397	7	7	0	35	86
36	404	2	1	0	3	1	368	3	6	1	21	108
36	753	9	2	0	0	2	459	9	8	0	28	90
25	967	3	1	0	3	2	460	14	0	0	21	32
28	1122	12	6	1	3	4	484	15	6	0	25	59

AM Peak Hour

Pedestrain 20% (mod

PM Peak Hour

2016 existing - West minster Drive

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	0	122	4				5	652	0	17		8	6
9:00	0	310	16				6	707	0	45		8	6
12:00	0	376	16				7	393	0	8		9	8
13:00	0	397	21				16	359	0	15		14	2
14:00	0	343	12				5	382	0	11		6	9
16:00	0	579	19				10	351	0	15		9	6
17:00	0	629	25				2	296	0	20		9	12
18:00	0	662	20				7	282	0	14		11	3
Total	**0**	**3,418**	**133**	**0**	**0**	**0**	**58**	**3,422**	**0**	**145**	**0**	**74**	**52**

Pedestrain actual count

Note: "T" intersection. The values on the minor street (NB) increased by 50%

2021 Projected Volumes

0	146	5	0	0	0	5	652	0	18	0	8	12
0	372	19	0	0	0	6	707	0	47	0	8	12
0	451	19	0	0	0	7	393	0	8	0	9	16
0	476	25	0	0	0	16	359	0	16	0	15	4
0	412	14	0	0	0	5	382	0	12	0	6	18
0	695	23	0	0	0	10	351	0	16	0	9	12
0	755	30	0	0	0	2	296	0	21	0	9	24
0	794	24	0	0	0	7	282	0	15	0	12	6

Pedrestrain 10% (modal Split)
2% growth eastbound and 0% we

2031 Projected Volumes

0	133	4	0	0	0	5	593	0	16	0	8	36
0	339	17	0	0	0	5	643	0	43	0	8	36
0	411	17	0	0	0	6	358	0	8	0	9	48
0	434	23	0	0	0	15	327	0	14	0	13	12
0	375	13	0	0	0	5	348	0	11	0	6	54
0	632	21	0	0	0	9	319	0	14	0	9	36
0	687	27	0	0	0	2	269	0	19	0	9	72
0	723	22	0	0	0	6	257	0	13	0	11	18

AM Peak Hour

Pedrestrain 20% (modal Split)
-1% growth eastbound and westb

PM Peak Hour

Justification	Description	1 Lane		2 or More Lanes		COMPLIANCE		
						Sectional		Entire %
		Free Flow	Restr. Flow	Free Flow	Restr. Flow	Numerical	Fulfilled %	
1. - Minimum Vehicular Volume	A. Vehicle volume, all approaches (averge hour)	480	1296	600	900	**743**	57%	33%
	B. Vehicle volume, along minor streets (averge hour)	120	306	120	170	**24**	8%	
2. - Dalay to cross traffic	A. Vehicle volume, major street (averge hour)	480	1296	600	900	**719**	55%	43%
	B. Combined vehicle and pedestrian volume crossing main from minor streets (averge hour)	50	135	120	170	**40**	30%	

*Note: For "T" intersections, these values should be increased by 50%

Justification	Description	1 Lane		2 or More Lanes		COMPLIANCE		
						Sectional		Entire %
		Free Flow	Restr. Flow	Free Flow	Restr. Flow	Numerical	Fulfilled %	
1. - Minimum Vehicular Volume	A. Vehicle volume, all approaches (averge hour)	480	720	600	900	**790**	110%	89%
	B. Vehicle volume, along minor streets (averge hour)	120	170	120	170	**117**	69%	
2. - Dalay to cross traffic	A. Vehicle volume, major street (averge hour)	480	720	600	900	**673**	93%	139%
	B. Combined vehicle and pedestrian volume crossing main from minor streets (averge hour)	50	75	120	170	**139**	186%	

Justification	Description	1 Lane		2 or More Lanes		COMPLIANCE		
						Sectional		Entire %
		Free Flow	Restr. Flow	Free Flow	Restr. Flow	Numerical	Fulfilled %	
1. - Minimum Vehicular Volume	A. Vehicle volume, all approaches (averge hour)	480	1080	600	900	**789**	73%	40%
	B. Vehicle volume, along minor streets (averge hour)	120	255	120	170	**20**	8%	
2. - Dalay to cross traffic	A. Vehicle volume, major street (averge hour)	480	1080	600	900	**769**	71%	57%
	B. Combined vehicle and pedestrian volume crossing main from minor streets (averge hour)	50	113	120	170	**49**	43%	

Justification	Description	1 Lane		2 or More Lanes		COMPLIANCE		
						Sectional		Entire %
		Free Flow	Restr. Flow	Free Flow	Restr. Flow	Numerical	Fulfilled %	
1. - Minimum Vehicular Volume	A. Vehicle volume, all approaches (averge hour)	480	1296	600	900	**549**	42%	23%
	B. Vehicle volume, along minor streets (averge hour)	120	306	120	170	**14**	4%	
2. - Dalay to cross traffic	A. Vehicle volume, major street (averge hour)	480	1296	600	900	**535**	41%	35%
	B. Combined vehicle and pedestrian volume crossing main from minor streets (averge hour)	50	135	120	170	**38**	28%	

*Note: For "T" intersections, these values should be increased by 50%

Input Data Sheet

Analysis Sheet | Results Sheet | Proposed Collision

GO TO Justification:

What are the intersecting roadways? Lakeshore Road West @ Morden Road

What is the direction of the Main Road street? East-West

When was the data collected? 2031

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 3

d.- What is the operating environment? Urban **Population >= 10,000** **AND** **Speed < 70 km/hr**

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	0	346	13				54	602	0	5		50	53
9:00	0	339	34				39	673	0	87		32	53
12:00	0	368	11				6	321	0	16		22	14
13:00	0	279	16				12	338	0	34		35	5
14:00	0	486	14				13	384	0	16		30	5
16:00	0	668	20				20	403	0	37		54	82
17:00	0	711	18				37	458	0	21		49	38
18:00	0	774	22				40	473	0	18		65	48
Total	**0**	**3,971**	**148**	**0**	**0**	**0**	**221**	**3,652**	**0**	**234**	**0**	**337**	**298**

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	0
13-24	0
25-36	0

***** Include only collisions that are susceptable to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	298	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	298		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									298
Net 8 Hour Vehicular Volume on Street Being Crossed									

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	298	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	0	0	0	0	0	0	0	0	
Factored volume of total pedestrians	298		0		0		0		
Factored volume of delayed pedestrians	0		0		0		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									298
Net 8 Hour Volume of Delayed Pedestrians									0

Results Sheet

Input Sheet | Analysis Sheet | Proposed Collision

GO TO Justification:

Intersection: Lakeshore Road West @ Suffolk Avenue Count Date: 2031

Summary Results

Justification			Compliance		Signal Justified? YES	Signal Justified? NO
1. Minimum Vehicular Volume	A	Total Volume	100	%	☐	☑
	B	Crossing Volume	59	%		
2. Delay to Cross Traffic	A	Main Road	100	%	☐	☑
	B	Crossing Road	87	%		
3. Combination	A	Justificaton 1	59	%	☐	☑
	B	Justification 2	87	%		
4. 4-Hr Volume			97	%	☐	☑
5. Collision Experience			0	%	☐	☑
6. Pedestrians	A	Volume	Justification not met		☐	☑
	B	Delay	Justification not met			

Input Data Sheet

Analysis Sheet | Results Sheet | Proposed Collision

GO TO Justification:

What are the intersecting roadways? Lakeshore Road West @ Triller Place / West River Street

What is the direction of the Main Road street? East-West

When was the data collected? 2031

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 4

d.- What is the operating environment? Urban **Population >= 10,000** **AND** **Speed < 70 km/hr**

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	12	161	1	12	0	5	2	910	1	3	0	34	27
9:00	17	358	3	6	0	2	2	966	4	3	0	15	81
12:00	33	368	5	4	0	1	1	379	3	4	0	23	95
13:00	21	433	6	5	0	3	0	397	7	7	0	35	86
14:00	36	404	2	1	0	3	1	368	3	6	1	21	108
16:00	36	753	9	2	0	0	2	459	9	8	0	28	90
17:00	25	967	3	1	0	3	2	460	14	0	0	21	32
18:00	28	1,122	12	6	0	3	4	484	15	6	0	25	59
Total	**208**	**4,566**	**41**	**37**	**0**	**20**	**14**	**4,423**	**56**	**37**	**1**	**202**	**578**

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	0
13-24	0
25-36	0

***** Include only collisions that are susceptable to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	578	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	578		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									578
Net 8 Hour Vehicular Volume on Street Being Crossed									

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	578	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	0	0	0	0	0	0	0	0	
Factored volume of total pedestrians	578		0		0		0		
Factored volume of delayed pedestrians	0		0		0		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									578
Net 8 Hour Volume of Delayed Pedestrians									0

Input Data Sheet

Analysis Sheet | Results Sheet | Proposed Collision

GO TO Justification:

What are the intersecting roadways? Lakeshore Road West @ Westminster Drive

What is the direction of the Main Road street? East-West

When was the data collected? 2031

Justification 1 - 4: Volume Warrants

a.- Number of lanes on the Main Road? 1

b.- Number of lanes on the Minor Road? 1

c.- How many approaches? 3

d.- What is the operating environment? Urban **Population >= 10,000** **AND** **Speed < 70 km/hr**

e.- What is the eight hour vehicle volume at the intersection? (Please fill in table below)

Hour Ending	Main Eastbound Approach			Minor Northbound Approach			Main Westbound Approach			Minor Southbound Approach			Pedestrians Crossing Main Road
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT	
8:00	0	133	4				5	593	0	18		8	36
9:00	0	339	17				5	643	0	47		8	36
12:00	0	411	17				6	358	0	8		9	48
13:00	0	434	23				15	327	0	16		15	12
14:00	0	375	13				5	348	0	12		6	54
16:00	0	632	21				9	319	0	16		9	30
17:00	0	687	27				2	269	0	21		9	72
18:00	0	723	22				6	257	0	15		12	18
Total	**0**	**3,734**	**144**	**0**	**0**	**0**	**53**	**3,114**	**0**	**153**	**0**	**76**	**306**

Justification 5: Collision Experience

Preceding Months	Number of Collisions*
1-12	0
13-24	0
25-36	0

***** Include only collisions that are susceptable to correction through the installation of traffic signal control

Justification 6: Pedestrian Volume

a.- Please fill in table below summarizing total pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	306	0	0	0	0	0	0	
Factored 8 hour pedestrian volume	306		0		0		0		
% Assigned to crossing rate	100%		50%		0%		0%		
Net 8 Hour Pedestrian Volume at Crossing									306
Net 8 Hour Vehicular Volume on Street Being Crossed									

b.- Please fill in table below summarizing delay to pedestrians crossing major roadway at the intersection or in proximity to the intersection (zones). Please reference Section 4.8 of the Manual for further explanation and graphical representation.

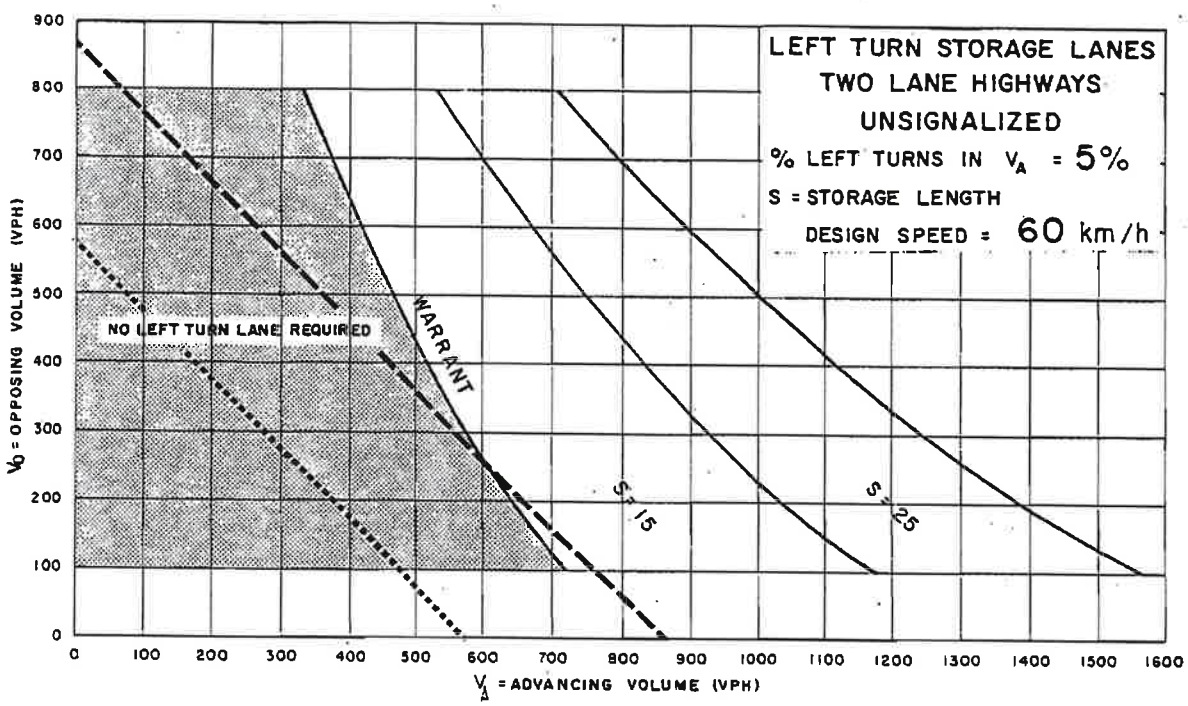
	Zone 1		Zone 2		Zone 3 (if needed)		Zone 4 (if needed)		Total
	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	Assisted	Unassisted	
Total 8 hour pedestrian volume	0	306	0	0	0	0	0	0	
Total 8 hour pedestrians delayed greater than 10 seconds	0	0	0	0	0	0	0	0	
Factored volume of total pedestrians	306		0		0		0		
Factored volume of delayed pedestrians	0		0		0		0		
% Assigned to Crossing Rate	100%		50%		0%		0%		
Net 8 Hour Volume of Total Pedestrians									306
Net 8 Hour Volume of Delayed Pedestrians									0

Appendix H
Left Turn Warrants

Morden Road Left Turn Warrant

Lakeshore Road West @ Morden Road (AM)				
Direction of Travel	NB	SB	EB	WB
Design Speed			60 km/hr	
Advancing Traffic Volumes			963	
Opposing Traffic Volumes			452	
Left Turn Traffic Volume			85	
Percent Left Turn Volume			8.8%	
Warranted			YES	
Storage Length			40m	

Lakeshore Road West @ Morden Road (PM)				
Direction of Travel	NB	SB	EB	WB
Design Speed			60km/hr	
Advancing Traffic Volumes			612	
Opposing Traffic Volumes			848	
Left Turn Traffic Volume			49	
Percent Left Turn Volume			8.0%	
Warranted			YES	
Storage Length			40m	



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

MORDEN ROAD EB

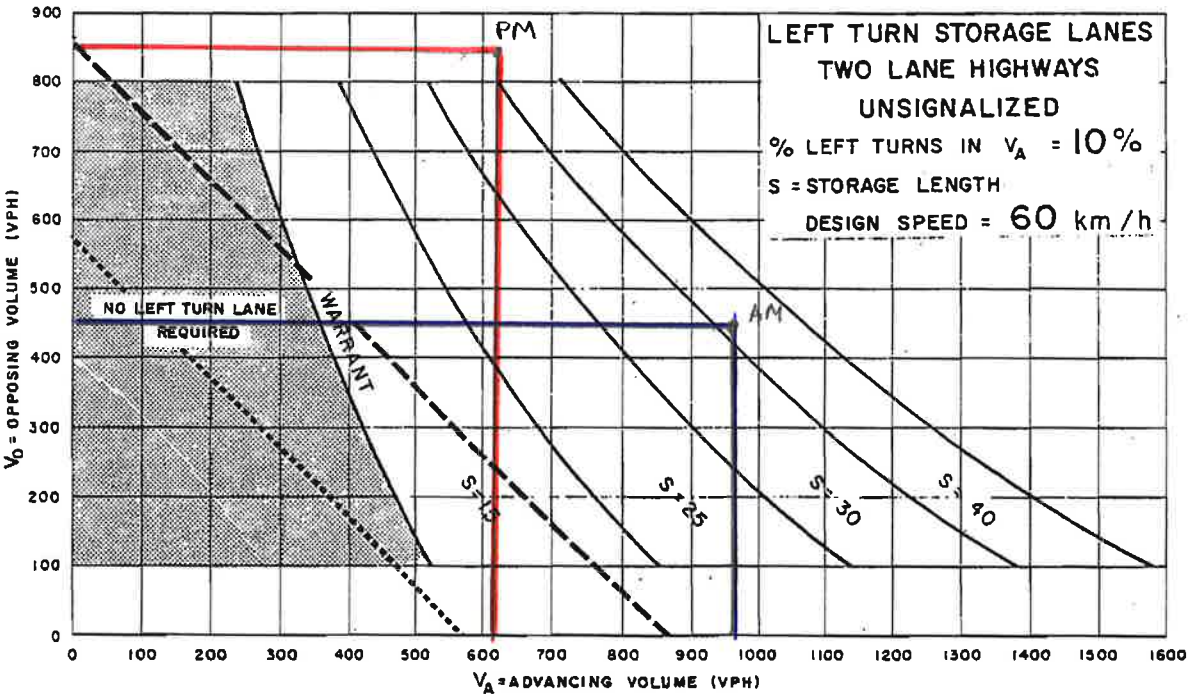
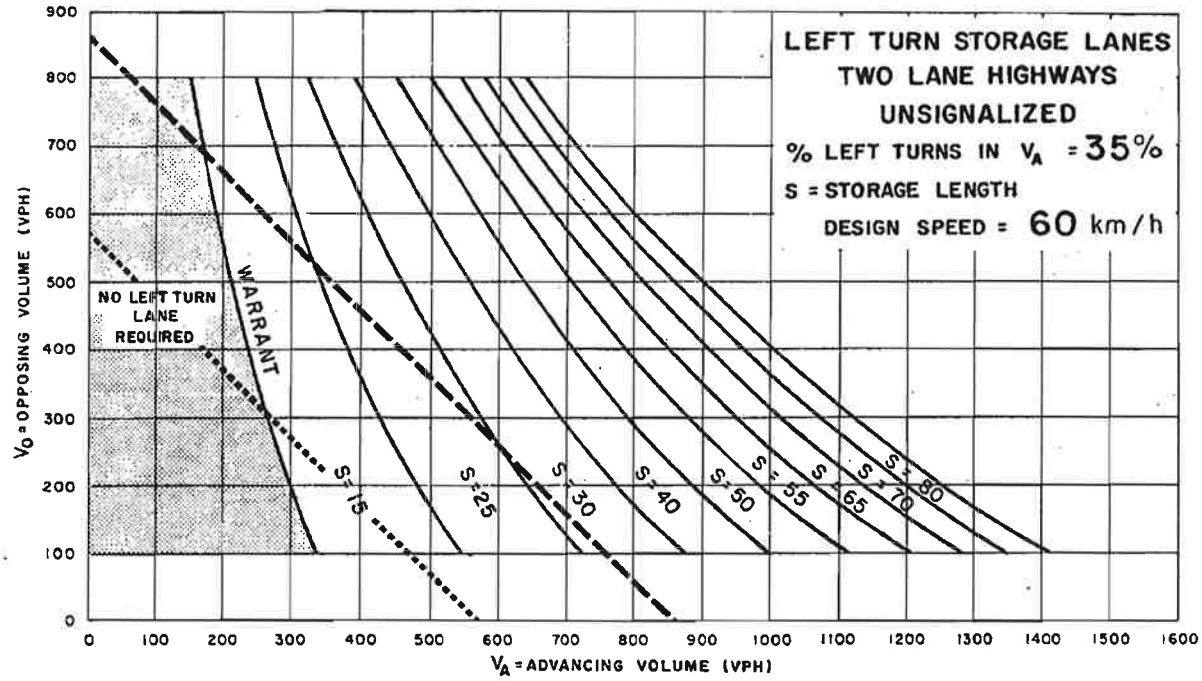


Figure EA-6

Suffolk Avenue Left Turn Warrant

Lakeshore Road West @ Suffolk Avenue (AM)				
Direction of Travel	NB	SB	EB	WB
Design Speed				60 km/hr
Advancing Traffic Volumes				464
Opposing Traffic Volumes				879
Left Turn Traffic Volume				201
Percent Left Turn Volume				43.3%
Warranted				YES
Storage Length				50m

Lakeshore Road West @ Suffolk Avenue (PM)				
Direction of Travel	NB	SB	EB	WB
Design Speed				60 km/hr
Advancing Traffic Volumes				913
Opposing Traffic Volumes				435
Left Turn Traffic Volume				109
Percent Left Turn Volume				11.9%
Warranted				YES
Storage Length				40m



TRAFFIC SIGNALS MAY BE WARRANTED IN RURAL AREAS OR URBAN AREAS WITH RESTRICTED FLOW

TRAFFIC SIGNALS MAY BE WARRANTED IN "FREE FLOW" URBAN AREAS

SUFFOLK AVENUE WB

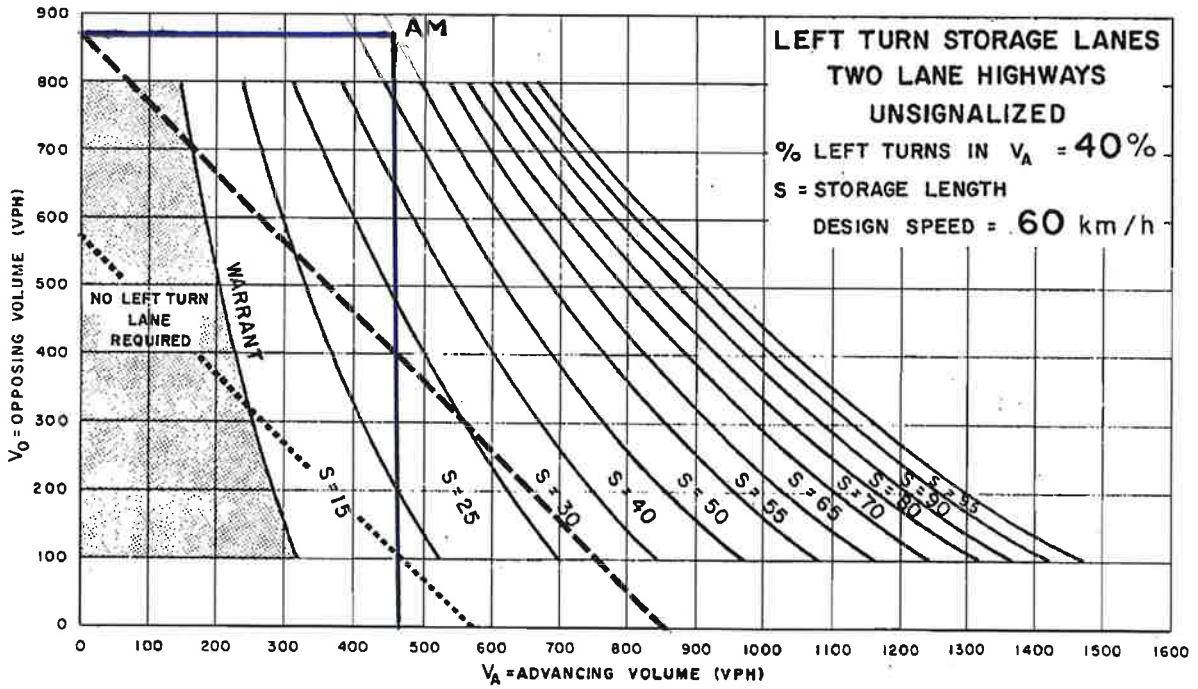


Figure EA-9

Appendix I
Three Lane VISSIM Analysis

	2016- 3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3-Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Mississaga St (Signalized)	8 s	A		6 s	A		8 s	A		7 s	A	
Eastbound Left	9 s	A	7 m	18 s	B	5 m	8 s	A	6 m	21 s	C	6 m
Eastbound Through	7 s	A	118 m	4 s	A	35 m	8 s	A	132 m	4 s	A	44 m
Eastbound Right	6 s	A	118 m	2 s	A	35 m	6 s	A	132 m	3 s	A	44 m
Westbound Left	22 s	C	0 m	7 s	A	6 m	15 s	B	0 m	9 s	A	6 m
Westbound Through	5 s	A	36 m	5 s	A	103 m	4 s	A	35 m	6 s	A	164 m
Westbound Right	3 s	A	36 m	4 s	A	103 m	3 s	A	35 m	5 s	A	164 m
Northbound Left	18 s	B	5 m	22 s	C	7 m	21 s	C	6 m	22 s	C	10 m
Northbound Through	25 s	C	5 m	27 s	C	7 m	16 s	B	6 m	20 s	C	10 m
Northbound Right	10 s	A	5 m	7 s	A	7 m	12 s	B	6 m	6 s	A	10 m
Southbound Left	24 s	C	27 m	23 s	C	16 m	24 s	C	26 m	25 s	C	17 m
Southbound Through	25 s	C	5 m	22 s	C	10 m	24 s	C	4 m	22 s	C	10 m
Southbound Right	6 s	A	5 m	10 s	A	10 m	6 s	A	4 m	11 s	B	10 m

	2016- 3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ West River (Stop-controlled)	1 s	A		1 s	A		1 s	A		1 s	A	
Eastbound Left	2 s	A	0 m	10 s	B	0 m	2 s	A	0 m	15 s	C	0 m
Eastbound Through	1 s	A	0 m	0 s	A	0 m	1 s	A	0 m	0 s	A	0 m
Eastbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Left	11 s	B	0 m	3 s	A	0 m	13 s	B	0 m	3 s	A	0 m
Westbound Through	0 s	A	0 m	1 s	A	0 m	0 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Northbound Left	14 s	B	0 m	8 s	A	0 m	14 s	B	0 m	16 s	C	1 m
Northbound Through	0 s	A	0 m	11 s	B	0 m	0 s	A	0 m	17 s	C	1 m
Northbound Right	10 s	B	0 m	2 s	A	0 m	11 s	B	0 m	3 s	A	1 m
Southbound Left	7 s	A	0 m	11 s	B	1 m	7 s	A	0 m	12 s	B	1 m
Southbound Through	0 s	A	0 m	6 s	A	1 m	0 s	A	0 m	9 s	A	1 m
Southbound Right	2 s	A	0 m	6 s	A	1 m	1 s	A	0 m	5 s	A	1 m

	2016- 3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Bronte Rd (Signalized)	10 s	B		12 s	B		11 s	B		17 s	B	
Eastbound Left	8 s	A	36 m	17 s	B	32 m	8 s	A	37 m	26 s	C	36 m
Eastbound Through	8 s	A	95 m	6 s	A	43 m	8 s	A	116 m	7 s	A	47 m
Eastbound Right	7 s	A	95 m	4 s	A	43 m	9 s	A	116 m	6 s	A	47 m
Westbound Left	19 s	B	2 m	14 s	B	6 m	21 s	C	5 m	18 s	B	8 m
Westbound Through	10 s	A	43 m	11 s	B	138 m	9 s	A	34 m	17 s	B	163 m
Westbound Right	5 s	A	9 m	7 s	A	7 m	5 s	A	12 m	9 s	A	6 m
Northbound Left	31 s	C	13 m	34 s	C	27 m	33 s	C	13 m	41 s	D	30 m
Northbound Through	26 s	C	26 m	28 s	C	22 m	27 s	C	28 m	28 s	C	27 m
Northbound Right	6 s	A	26 m	4 s	A	22 m	8 s	A	28 m	4 s	A	27 m
Southbound Left	29 s	C	18 m	31 s	C	12 m	31 s	C	19 m	31 s	C	24 m
Southbound Through	25 s	C	13 m	31 s	C	15 m	25 s	C	15 m	30 s	C	33 m
Southbound Right	6 s	A	11 m	7 s	A	11 m	7 s	A	12 m	10 s	B	29 m

	2016- 3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Jones St (Signalized)	8 s	A		12 s	B		9 s	A		13 s	B	
Eastbound Left	7 s	A	6 m	23 s	C	6 m	7 s	A	6 m	25 s	C	6 m
Eastbound Through	7 s	A	106 m	9 s	A	50 m	8 s	A	115 m	9 s	A	51 m
Eastbound Right	8 s	A	106 m	6 s	A	50 m	7 s	A	115 m	7 s	A	51 m
Westbound Left	15 s	B	5 m	13 s	B	6 m	18 s	B	5 m	12 s	B	5 m
Westbound Through	6 s	A	42 m	12 s	B	133 m	6 s	A	44 m	13 s	B	131 m
Westbound Right	4 s	A	42 m	10 s	A	133 m	5 s	A	44 m	11 s	B	131 m
Northbound Left	19 s	B	16 m	23 s	C	21 m	23 s	C	16 m	24 s	C	21 m
Northbound Through	19 s	B	16 m	19 s	B	21 m	21 s	C	16 m	21 s	C	21 m
Northbound Right	10 s	A	16 m	10 s	B	21 m	11 s	B	16 m	9 s	A	21 m
Southbound Left	21 s	C	14 m	21 s	C	14 m	21 s	C	13 m	21 s	C	13 m
Southbound Through	20 s	C	10 m	19 s	B	30 m	21 s	C	10 m	19 s	B	33 m
Southbound Right	7 s	A	10 m	13 s	B	30 m	7 s	A	10 m	14 s	B	33 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Nelson St (Signalized)	4 s	A		6 s	A		4 s	A		6 s	A	
Eastbound Left	5 s	A	3 m	11 s	B	4 m	3 s	A	0 m	13 s	B	4 m
Eastbound Through	4 s	A	115 m	4 s	A	36 m	4 s	A	98 m	5 s	A	48 m
Eastbound Right	3 s	A	115 m	4 s	A	36 m	3 s	A	98 m	4 s	A	48 m
Westbound Left	14 s	B	8 m	7 s	A	6 m	14 s	B	7 m	6 s	A	5 m
Westbound Through	3 s	A	36 m	6 s	A	105 m	2 s	A	35 m	5 s	A	99 m
Westbound Right	2 s	A	36 m	5 s	A	105 m	2 s	A	35 m	5 s	A	99 m
Northbound Left	23 s	C	12 m	21 s	C	14 m	23 s	C	15 m	22 s	C	16 m
Northbound Through	21 s	C	12 m	21 s	C	14 m	25 s	C	15 m	22 s	C	16 m
Northbound Right	11 s	B	12 m	8 s	A	14 m	11 s	B	15 m	9 s	A	16 m
Southbound Left	22 s	C	9 m	20 s	B	14 m	23 s	C	12 m	21 s	C	16 m
Southbound Through	0 s	A	9 m	20 s	B	14 m	0 s	A	12 m	21 s	C	16 m
Southbound Right	7 s	A	9 m	9 s	A	14 m	7 s	A	12 m	9 s	A	16 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ East St (Signalized)	9 s	A		9 s	A		10 s	B		10 s	A	
Eastbound Left	9 s	A	6 m	13 s	B	6 m	10 s	A	6 m	17 s	B	12 m
Eastbound Through	8 s	A	117 m	6 s	A	45 m	9 s	A	133 m	6 s	A	48 m
Eastbound Right	7 s	A	117 m	4 s	A	45 m	7 s	A	133 m	4 s	A	48 m
Westbound Left	18 s	B	14 m	11 s	B	17 m	22 s	C	13 m	11 s	B	18 m
Westbound Through	7 s	A	40 m	8 s	A	101 m	7 s	A	41 m	9 s	A	85 m
Westbound Right	5 s	A	40 m	7 s	A	101 m	6 s	A	41 m	8 s	A	85 m
Northbound Left	22 s	C	27 m	23 s	C	17 m	23 s	C	30 m	25 s	C	23 m
Northbound Through	23 s	C	27 m	21 s	C	17 m	21 s	C	30 m	21 s	C	23 m
Northbound Right	14 s	B	27 m	9 s	A	17 m	15 s	B	30 m	9 s	A	23 m
Southbound Left	21 s	C	21 m	22 s	C	20 m	23 s	C	23 m	21 s	C	21 m
Southbound Through	21 s	C	21 m	22 s	C	20 m	21 s	C	23 m	24 s	C	21 m
Southbound Right	8 s	A	21 m	12 s	B	20 m	10 s	A	23 m	12 s	B	21 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Third Line (Signalized)	18 s	B		17 s	B		21 s	C		18 s	B	
Eastbound Left	19 s	B	89 m	19 s	B	32 m	25 s	C	130 m	19 s	B	32 m
Eastbound Through	17 s	B	157 m	10 s	A	46 m	22 s	C	238 m	11 s	B	53 m
Eastbound Right	13 s	B	157 m	7 s	A	46 m	19 s	B	238 m	8 s	A	53 m
Westbound Left	28 s	C	8 m	22 s	C	19 m	31 s	C	8 m	23 s	C	21 m
Westbound Through	15 s	B	52 m	18 s	B	138 m	16 s	B	45 m	21 s	C	146 m
Westbound Right	8 s	A	0 m	14 s	B	0 m	8 s	A	3 m	15 s	B	6 m
Northbound Left	31 s	C	35 m	27 s	C	14 m	21 s	C	36 m	30 s	C	18 m
Northbound Through	20 s	C	38 m	22 s	C	26 m	20 s	B	43 m	21 s	C	30 m
Northbound Right	15 s	B	38 m	10 s	A	26 m	15 s	B	43 m	9 s	A	30 m
Southbound Left	32 s	C	40 m	26 s	C	20 m	38 s	D	58 m	26 s	C	24 m
Southbound Through	22 s	C	38 m	24 s	C	56 m	22 s	C	40 m	24 s	C	57 m
Southbound Right	11 s	B	38 m	16 s	B	56 m	11 s	B	40 m	17 s	B	57 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Westminster Dr (Stop-controlled)	2 s	A		3 s	A		2 s	A		3 s	A	
Eastbound Left	3 s	A	0 m	6 s	A	0 m	3 s	A	0 m	8 s	A	0 m
Eastbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Through	2 s	A	0 m	4 s	A	0 m	2 s	A	0 m	3 s	A	0 m
Westbound Right	2 s	A	0 m	4 s	A	0 m	2 s	A	0 m	3 s	A	0 m
Southbound Left	14 s	B	6 m	12 s	B	5 m	15 s	B	6 m	15 s	B	6 m
Southbound Right	7 s	A	6 m	9 s	A	5 m	7 s	A	6 m	9 s	A	6 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Wolfedale Ave (Stop-controlled)	3 s	A		2 s	A		3 s	A		3 s	A	
Eastbound Left	0 s	A	0 m	0 s	A	0 m	2 s	A	0 m	11 s	B	0 m
Eastbound Through	3 s	A	0 m	2 s	A	0 m	4 s	A	0 m	3 s	A	0 m
Eastbound Right	4 s	A	0 m	2 s	A	0 m	3 s	A	0 m	3 s	A	0 m
Westbound Left	10 s	A	0 m	5 s	A	0 m	11 s	B	0 m	5 s	A	0 m
Westbound Through	1 s	A	0 m	2 s	A	0 m	1 s	A	0 m	2 s	A	0 m
Westbound Right	0 s	A	0 m	0 s	A	0 m	1 s	A	0 m	3 s	A	0 m
Northbound Left	13 s	B	6 m	10 s	B	4 m	14 s	B	6 m	12 s	B	5 m
Northbound Through	0 s	A	6 m	0 s	A	4 m	0 s	A	6 m	0 s	A	5 m
Northbound Right	9 s	A	6 m	7 s	A	4 m	10 s	B	6 m	7 s	A	5 m
Southbound Left	0 s	A	0 m	0 s	A	0 m	13 s	B	1 m	16 s	C	2 m
Southbound Through	0 s	A	0 m	0 s	A	0 m	9 s	A	1 m	9 s	A	2 m
Southbound Right	0 s	A	0 m	0 s	A	0 m	8 s	A	1 m	9 s	A	2 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Fourth Line (Signalized)	10 s	B		11 s	B		10 s	B		10 s	B	
Eastbound Left	12 s	B	50 m	19 s	B	22 m	12 s	B	36 m	20 s	B	26 m
Eastbound Through	10 s	A	130 m	8 s	A	47 m	10 s	A	137 m	8 s	A	56 m
Westbound Through	8 s	A	36 m	10 s	A	112 m	8 s	A	39 m	10 s	A	120 m
Westbound Right	3 s	A	1 m	7 s	A	7 m	4 s	A	2 m	7 s	A	7 m
Southbound Left	23 s	C	30 m	20 s	C	27 m	24 s	C	25 m	20 s	C	24 m
Southbound Right	7 s	A	12 m	11 s	B	24 m	7 s	A	14 m	11 s	B	23 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Suffolk Ave (Stop-controlled)	9 s	A		3 s	A		12 s	B		3 s	A	
Eastbound Through	11 s	B	0 m	2 s	A	0 m	15 s	C	0 m	3 s	A	0 m
Eastbound Right	8 s	A	0 m	2 s	A	0 m	12 s	B	0 m	2 s	A	0 m
Westbound Left	13 s	B	0 m	4 s	A	0 m	17 s	C	0 m	4 s	A	0 m
Westbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Northbound Left	25 s	D	25 m	15 s	C	18 m	27 s	D	26 m	16 s	C	21 m
Northbound Right	9 s	A	25 m	8 s	A	18 m	9 s	A	26 m	9 s	A	21 m
Southbound Right	6 s	A	0 m	11 s	B	2 m	6 s	A	0 m	11 s	B	2 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Morden Rd (Stop-controlled)	2 s	A		2 s	A		2 s	A		2 s	A	
Eastbound Left	6 s	A	0 m	10 s	A	0 m	6 s	A	0 m	9 s	A	0 m
Eastbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Through	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Westbound Right	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m	1 s	A	0 m
Southbound Left	16 s	C	6 m	16 s	C	6 m	20 s	C	7 m	15 s	C	6 m
Southbound Right	9 s	A	6 m	11 s	B	6 m	10 s	A	7 m	11 s	B	6 m

	2016-3 Lane AM			2016- 3 Lane PM			2021 - 3 Lane AM			2021 - 3 Lane PM		
Intersection Name (Type) and Movement	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue	Delay	LOS	95th Percentile Queue
Lakeshore Blvd @ Dorval Dr (Signalized)	11 s	B		11 s	B		13 s	B		12 s	B	
Eastbound Left	14 s	B	38 m	20 s	B	33 m	15 s	B	37 m	20 s	B	37 m
Eastbound Through	7 s	A	74 m	5 s	A	36 m	9 s	A	98 m	6 s	A	41 m
Westbound Through	9 s	A	59 m	8 s	A	96 m	11 s	B	66 m	10 s	A	97 m
Westbound Right	6 s	A	59 m	7 s	A	96 m	7 s	A	66 m	8 s	A	97 m
Southbound Left	30 s	C	44 m	32 s	C	35 m	31 s	C	62 m	31 s	C	40 m
Southbound Right	8 s	A	18 m	10 s	A	14 m	8 s	A	20 m	11 s	B	18 m

Appendix J
Detailed Roundabout Feasibility Evaluations

Roundabout Assessment - Mississaga Street				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
1	Initial Considerations			
a	Traffic evaluation using Arcady or Rodel	Roundabout will function	Roundabout may function	Roundabout will not function
If unsuitable based on question 1a, do not proceed with evaluation. Otherwise, proceed to question 1b.				
b	Property Impacts	Limited impact, property is available for	Some impact to properties	Tight ROW / land is unavailable
If unsuitable based on question 1b, do not proceed with evaluation. Otherwise, proceed to section 2.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
2	Safety			
a	High Speed Collision History	Many collisions	Some collisions	Few to no collisions
b	Angled Collision History	Many collisions	Some collisions	Few to no collisions
c	Speeding	Issue / many complaints	Potential issues / some complaints	Not an issue / no complaints
d	Vulnerable Road Users	Relatively few in the area	Some in the area	Many in the area
3	Operational Issues			
a	High left turn volumes/U-turn volumes	Yes	Moderate volumes	No
b	Added lanes needed to meet future demands	Yes	Potentially / in the very long term	No
c	Queueing	Significant improvement	Some improvement with roundabout	No significant improvement
d	Delays	Significant improvement	Some improvement with roundabout	No significant improvement
e	Pedestrians	Could safely accommodate pedestrians	Could potentially safely accommodate pedestrians	Could not accommodate pedestrians
f	Cyclists	Could safely accommodate cyclists	Could potentially safely accommodate cyclists	Could not safely accommodate cyclists
g	Truck traffic	Could accommodate truck traffic	Could potentially accommodate truck traffic	Could not accommodate truck traffic
4	Other Considerations			
a	Intersection grade	No grade	Minor grade	Significant grade
b	Rail Crossing	None nearby		Very close
c	Signalized Intersections	None nearby	One or more nearby	Very close
d	Unusual geometry	5+ leg intersection	Unconventional geometry, 3/4 leg	Standard 3/4 leg intersection
e	Mature tree impacts	None	Potential	Some/many trees
Decision: Single lane roundabout is feasible				
Comments: Some concerns regarding removal of mature trees in the area and tight ROW				

Roundabout Assessment - Bronte				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
1	Initial Considerations			
a	Traffic evaluation using Arcady or Rodel	Roundabout will function	Roundabout may function	Roundabout will not function
If unsuitable based on question 1a, do not proceed with evaluation. Otherwise, proceed to question 1b.				
b	Property Impacts	Limited impact, property is available for	Some impact to properties	Tight ROW / land is unavailable
If unsuitable based on question 1b, do not proceed with evaluation. Otherwise, proceed to section 2.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
2	Safety			
a	High Speed Collision History	Many collisions	Some collisions	Few to no collisions
b	Angled Collision History	Many collisions	Some collisions	Few to no collisions
c	Speeding	Issue / many complaints	Potential issues / some complaints	Not an issue / no complaints
d	Vulnerable Road Users	Relatively few in the area	Some in the area	Many in the area
3	Operational Issues			
a	High left turn volumes/U-turn volumes	Yes	Moderate volumes	No
b	Added lanes needed to meet future demands	Yes	Potentially / in the very long term	No
c	Queueing	Significant improvement	Some improvement with roundabout	No significant improvement
d	Delays	Significant improvement	Some improvement with roundabout	No significant improvement
e	Pedestrians	Could safely accommodate pedestrians	Could potentially safely accommodate pedestrians	Could not accommodate pedestrians
f	Cyclists	Could safely accommodate cyclists	Could potentially safely accommodate cyclists	Could not safely accommodate cyclists
g	Truck traffic	Could accommodate truck traffic	Could potentially accommodate truck traffic	Could not accommodate truck traffic
4	Other Considerations			
a	Intersection grade	No grade	Minor grade	Significant grade
b	Rail Crossing	None nearby		Very close
c	Signalized Intersections	None nearby	One or more nearby	Very close
d	Unusual geometry	5+ leg intersection	Unconventional geometry, 3/4 leg	Standard 3/4 leg intersection
Decision: Single lane roundabout is suitable				
Comments: Skew of intersection / proximity to buildings may provide some challenges. In proximity to HydroOne hydroelectric vent but is most likely avoidable.				

Roundabout Assessment - East St.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
1	Initial Considerations			
a	Traffic evaluation using Arcady or Rodel	Roundabout will function	Roundabout may function	Roundabout will not function
If unsuitable based on question 1a, do not proceed with evaluation. Otherwise, proceed to question 1b.				
b	Property Impacts	Limited impact, property is available for	Some impact to properties	Tight ROW / land is unavailable
If unsuitable based on question 1b, do not proceed with evaluation. Otherwise, proceed to section 2.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
2	Safety			
a	High Speed Collision History	Many collisions	Some collisions	Few to no collisions
b	Angled Collision History	Many collisions	Some collisions	Few to no collisions
c	Speeding	Issue / many complaints	Potential issues / some complaints	Not an issue / no complaints
d	Vulnerable Road Users	Relatively few in the area	Some in the area	Many in the area
3	Operational Issues			
a	High left turn volumes/U-turn volumes	Yes	Moderate volumes	No
b	Added lanes needed to meet future demands	Yes	Potentially / in the very long term	No
c	Queueing	Significant improvement	Some improvement with roundabout	No significant improvement
d	Delays	Significant improvement	Some improvement with roundabout	No significant improvement
e	Pedestrians	Could safely accommodate pedestrians	Could potentially safely accommodate pedestrians	Could not accommodate pedestrians
f	Cyclists	Could safely accommodate cyclists	Could potentially safely accommodate cyclists	Could not safely accommodate cyclists
g	Truck traffic	Could accommodate truck traffic	Could potentially accommodate truck traffic	Could not accommodate truck traffic
4	Other Considerations			
a	Intersection grade	No grade	Minor grade	Significant grade
b	Rail Crossing	None nearby		Very close
c	Signalized Intersections	None nearby	One or more nearby	Very close
d	Unusual geometry	5+ leg intersection	Unconventional geometry, 3/4 leg	Standard 3/4 leg intersection
Decision: Single leg roundabout is suitable				
Comments: Property may be needed in south east quadrant. Falls within daylight area that is not provided therefor may not be an issue. May impact parking lot for corner store. Will need to move Bronte Village concrete sign				

Roundabout Assessment - Third Line				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
1	Initial Considerations			
a	Traffic evaluation using Arcady or Rodel	Roundabout will function	Roundabout may function	Roundabout will not function
If unsuitable based on question 1a, do not proceed with evaluation. Otherwise, proceed to question 1b.				
b	Property Impacts	Limited impact, property is available for	Some impact to properties	Tight ROW / land is unavailable
If unsuitable based on question 1b, do not proceed with evaluation. Otherwise, proceed to section 2.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
2	Safety			
a	High Speed Collision History	Many collisions	Some collisions	Few to no collisions
b	Angled Collision History	Many collisions	Some collisions	Few to no collisions
c	Speeding	Issue / many complaints	Potential issues / some complaints	Not an issue / no complaints
d	Vulnerable Road Users	Relatively few in the area	Some in the area	Many in the area
3	Operational Issues			
a	High left turn volumes/U-turn volumes	Yes	Moderate volumes	No
b	Added lanes needed to meet future demands	Yes	Potentially / in the very long term	No
c	Queueing	Significant improvement	Some improvement with roundabout	No significant improvement
d	Delays	Significant improvement	Some improvement with roundabout	No significant improvement
e	Pedestrians	Could safely accommodate pedestrians	Could potentially safely accommodate pedestrians	Could not accommodate pedestrians
f	Cyclists	Could safely accommodate cyclists	Could potentially safely accommodate cyclists	Could not safely accommodate cyclists
g	Truck traffic	Could accommodate truck traffic	Could potentially accommodate truck traffic	Could not accommodate truck traffic
4	Other Considerations			
a	Intersection grade	No grade	Minor grade	Significant grade
b	Rail Crossing	None nearby		Very close
c	Signalized Intersections	None nearby	One or more nearby	Very close
d	Unusual geometry	5+ leg intersection	Unconventional geometry, 3/4 leg	Standard 3/4 leg intersection
e	Mature tree impacts	None	Potential	Some/many trees
Decision: Single lane roundabout is suitable				
Comments: May require removal of mature trees and therefor may not be suitable				

Roundabout Assessment - Fourth Ln				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
1	Initial Considerations			
a	Traffic evaluation using Arcady or Rodel	Roundabout will function	Roundabout may function	Roundabout will not function
If unsuitable based on question 1a, do not proceed with evaluation. Otherwise, proceed to question 1b.				
b	Property Impacts	Limited impact, property is available for	Some impact to properties	Tight ROW / land is unavailable
If unsuitable based on question 1b, do not proceed with evaluation. Otherwise, proceed to section 2.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
2	Safety			
a	High Speed Collision History	Many collisions	Some collisions	Few to no collisions
b	Angled Collision History	Many collisions	Some collisions	Few to no collisions
c	Speeding	Issue / many complaints	Potential issues / some complaints	Not an issue / no complaints
d	Vulnerable Road Users	Relatively few in the area	Some in the area	Many in the area
3	Operational Issues			
a	High left turn volumes/U-turn volumes	Yes	Moderate volumes	No
b	Added lanes needed to meet future demands	Yes	Potentially / in the very long term	No
c	Queueing	Significant improvement	Some improvement with roundabout	No significant improvement
d	Delays	Significant improvement	Some improvement with roundabout	No significant improvement
e	Pedestrians	Could safely accommodate pedestrians	Could potentially safely accommodate pedestrians	Could not accommodate pedestrians
f	Cyclists	Could safely accommodate cyclists	Could potentially safely accommodate cyclists	Could not safely accommodate cyclists
g	Truck traffic	Could accommodate truck traffic	Could potentially accommodate truck traffic	Could not accommodate truck traffic
4	Other Considerations			
a	Intersection grade	No grade	Minor grade	Significant grade
b	Rail Crossing	None nearby		Very close
c	Signalized Intersections	None nearby	One or more nearby	Very close
d	Unusual geometry	5+ leg intersection	Unconventional geometry, 3/4 leg	Standard 3/4 leg intersection
e	Mature tree impacts	None	Potential	Some/many trees
Decision: Not suitable for a roundabout				
Comments: Proximity to Rebecca St/Fourth Line int is problematic. Queues may spill back from Rebecca/Fourth Ln into roundabout, providing no improvement to queuing along Lakeshore. Removal of mature trees may be required.				

Roundabout Assessment - Dorval Drive				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
1	Initial Considerations			
a	Traffic evaluation using Arcady or Rodel	Roundabout will function	Roundabout may function	Roundabout will not function
If unsuitable based on question 1a, do not proceed with evaluation. Otherwise, proceed to question 1b.				
b	Property Impacts	Limited impact, property is available for	Some impact to properties	Tight ROW / land is unavailable
If unsuitable based on question 1b, do not proceed with evaluation. Otherwise, proceed to section 2.				
Question	**Criteria**	**Suitable**	**Potentially Suitable**	**Not Suitable**
2	Safety			
a	High Speed Collision History	Many collisions	Some collisions	Few to no collisions
b	Angled Collision History	Many collisions	Some collisions	Few to no collisions
c	Speeding	Issue / many complaints	Potential issues / some complaints	Not an issue / no complaints
d	Vulnerable Road Users	Relatively few in the area	Some in the area	Many in the area
3	Operational Issues			
a	High left turn volumes/U-turn volumes	Yes	Moderate volumes	No
b	Added lanes needed to meet future demands	Yes	Potentially / in the very long term	No
c	Queueing	Significant improvement	Some improvement with roundabout	No significant improvement
d	Delays	Significant improvement	Some improvement with roundabout	No significant improvement
e	Pedestrians	Could safely accommodate pedestrians	Could potentially safely accommodate pedestrians	Could not accommodate pedestrians
f	Cyclists	Could safely accommodate cyclists	Could potentially safely accommodate cyclists	Could not safely accommodate cyclists
g	Truck traffic	Could accommodate truck traffic	Could potentially accommodate truck traffic	Could not accommodate truck traffic
4	Other Considerations			
a	Intersection grade	No grade	Minor grade	Significant grade
b	Rail Crossing	None nearby		Very close
c	Signalized Intersections	None nearby	One or more nearby	Very close
d	Unusual geometry	5+ leg intersection	Unconventional geometry, 3/4 leg	Standard 3/4 leg intersection
Decision: Single lane roundabout is suitable				
Comments: Proximity to cemetery may be an issue for MTCS.				