SIGNAL TIMING SHEET

DATE ISSUED	FEBRUARY 9, 2012	INTERSECTION	HIGHWAY 97 @ SEXSMITH ROAD
CONTROLLER TYPE	NAZTEC - 980 - SPECIAL HARNESS	LOCATION	KELOWNA
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-92114-3G*
SEQUENCE	NEMA DUAL RING	SITE CODE	

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE SETTING	ON	ON	OFF	ON	ON	ON	OFF	ON
DESCRIPTION	HIGHWAY 97 SBLT	HIGHWAY 97 NB TSP & EMERGENCY PRE-EMPTION #3		SEXSMITH ROAD EB EMERGENCY PRE-EMPTION #5	HIGHWAY 97 NBLT	HIGHWAY 97 SB TSP & EMERGENCY PRE-EMPTION #3		OLD VERNON RD. WB EMERGENCY PRE-EMPTION #5
FUNCTION	Ay	A1		B1	Ax	A2		B2
OVERLAP								
CONFLICTING PHASES RING 1/2	-- --	-- --		-- --	-- --	-- --		-- --
MINIMUM GREEN	6	10		7	6	10		7
PASSAGE	3.0	5.0*		3.0	3.0	5.0*		3.0
YELLOW	4.5	4.8		4.5	4.5	4.8		4.5
RED	1.0	1.5		1.5	1.0	1.5		1.5
MAX 1/MAX 2	15 --	40* --		25* --	20 --	35* --		25* --
DYNAMIC MAX/MAX STEP								
ALT TIMING PLAN (1,2,3,4) MAX I*	15 15 20	52 47 47		30 25 30	22 22 20	45 40 47		30 25 30
ALT TIMING PLAN (1,2,3,4) MAX II								
BICYCLE CLEARANCE								
WALK		7		7		7		7
PEDESTRIAN CLEAR		12		16		10		20
GREEN/PEDESTRIAN DELAY								
PEDESTRIAN DELAY								
RECALL	OFF	EXT		OFF	OFF	EXT		OFF
MEMORY	OFF	OFF		OFF	OFF	OFF		OFF
COORDINATION ON PHASE*								
FIRST GREEN DISPLAY				XXXX				XXXX
INTERSECTION FLASH	RED	RED		RED	RED	RED		RED
AWF TIME [s]		7.0		--		7.0		--
AWF TIME [s] [CH1/CH2]		-- --		-- --		-- --		-- --

ALT MAP FOR VEHICLE DETECTORS	
L7, L8*	3.0 SECONDS (LT CLIP)
PRE-EMPTION TYPE	EMERGENCY
DELAY TIME	NONE
PRE-EMPTION TIME	SENSOR ACTUATED
VOLUME LOGGING AND MOES	ON

PROGRAMMING COMMENTS	
1.	TRANSIT SIGNAL PRIORITY WIRED TO LOW-PRIORITY INPUT #3 FOR PHASE 2 & PHASE 6
2.	TRANSIT SIGNAL PRIORITY ENABLED: TSD = 7.0 s, TED 7.0 s, MAX EXTEND PHASE 2 & 6 UPTO 5.0 SECONDS*
3.	USE NAZTEC 980 INTERNAL ADVANCE WARNING: PHASE 2 & PHASE 6 = 7.0 SECONDS
4.	EXTERNAL ADVANCE WARNING CARD NOT USED, ZERO OUT EACH EXTERNAL AW CARD CHANNEL

OPERATIONAL COMMENTS	
1.	COORDINATION REMOVED*
2.	GPS TIMECLOCK INSTALLED
3.	
4.	POSTED SPEED: HWY 97 = 80 KM/H SEXSMITH ROAD = 50 KM/H

TIME CLOCK SETTINGS*

TIME OF DAY	DAY OF WEEK	PATTERN # (1 TO 48)	CYCLE LENGTH	OFFSET VALUE	SPLIT # (1 TO 32)
MON - FRI	0700 - 1000	1	0	-	1
MON - FRI	1000 - 1500	2	0	-	2
MON - FRI	1500 - 1900	3	0	-	3
MON - FRI	1900 - 0700	254	0	-	-
SAT - SUN	0900 - 1900	2	0	-	2
SAT - SUN	1900 - 0900	254	0	-	-

PATTERN OPTIONS*

OPT	TIME	DET	CIR
	1	1	
	2	1	
	3	1	
	-	-	
	2	1	
	-	-	

SPLIT TABLE*

NO.	Phase	1	2	3	4	5	6	7	8
1	Time	15	45	-	30	22	38	-	30
	Max Reduce	-	-	-	5	-	-	-	5
	Max Extend	-	5	-	-	-	5	-	-
2	Time	15	40	-	25	22	33	-	25
	Max Reduce	-	-	-	5	-	-	-	5
	Max Extend	-	5	-	-	-	5	-	-
3	Time	20	40	-	30	20	40	-	30
	Max Reduce	-	-	-	5	-	-	-	5
	Max Extend	-	5	-	-	-	5	-	-
Coordination*		-	-	-	-	-	-	-	-
Mode		NON	MIN*	NON	NON	NON	MIN*	NON	NON

FAISAL M. SIDDIQUI, P.ENG.
DESIGNED BY

DATE

CHECKED BY

DATE

2012 FEBRUARY 15 @ 1920 HRS
DATE IMPLEMENTED

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
F. M. SIDDIQUI
35707

Feb 15/2012

Westcana Electric Inc.
Electrical Contractors
Industrial, Commercial & Communications

TEL (250) 491-9080
FAX (250) 491-9085

UNIT A, 960 ALSGARD ST
KELOWNA, BC
V1Y 2E5

Intersection:	Rte 97 @ Sexsmith
City:	Kelowna
Date:	02/15/2012
Drawing Number:	TE-92114-3

REVISIONS TO TIMING

Date Timing Sheet Implemented:	02/15/2012
Time Timing Sheet Implemented:	1920
New Timing Sheet Date:	02/09/2012
Previous Timing Sheet Date:	02/14/2011

SIGNAL MODIFICATIONS

Date Timing Sheet Implemented:

Time Timing Sheet Implemented:

New Timing Sheet Date:

Previous Timing Sheet Date:

NEW TRAFFIC SIGNAL INSTALLATION

Date Signal in Flash:

Time Signal in Flash:

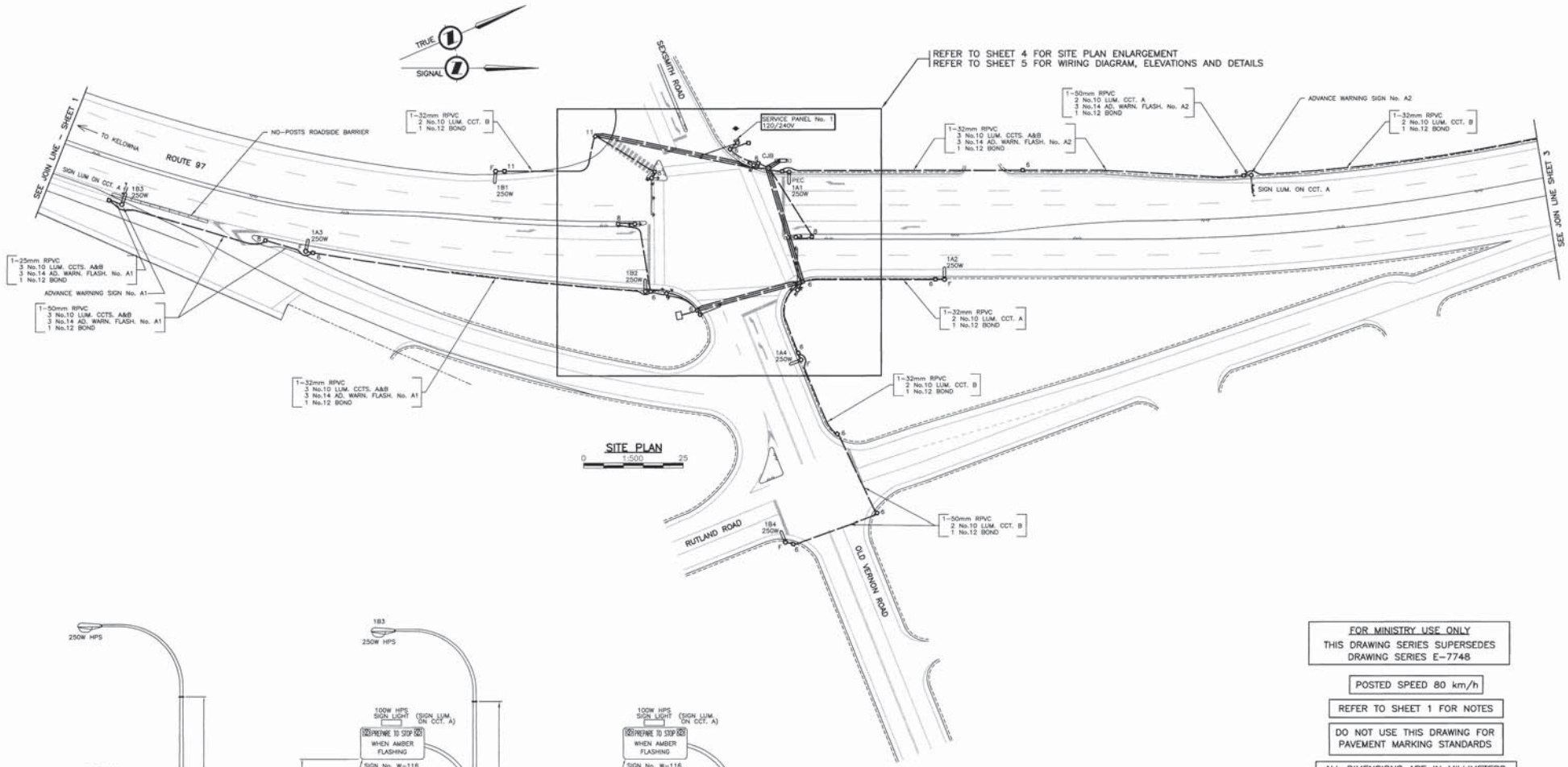
Date Of Actual 3-Colour Operation:

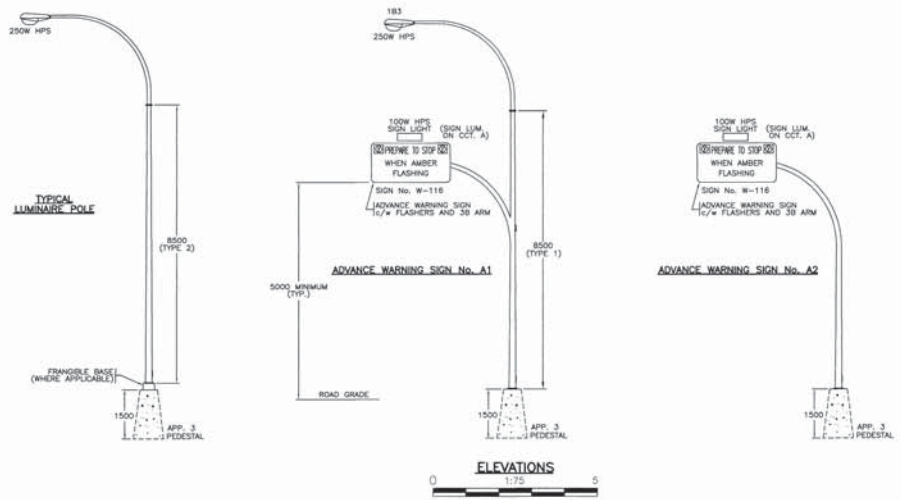
Time Of Actual 3-Colour Operation:

Timing Sheet Date:

REMARKS

Naztec coordination removed.





FOR MINISTRY USE ONLY
THIS DRAWING SERIES SUPERSEDES DRAWING SERIES E-7748

POSTED SPEED 80 km/h

REFER TO SHEET 1 FOR NOTES

DO NOT USE THIS DRAWING FOR PAVEMENT MARKING STANDARDS

ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE NOTED

SEE "STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" FOR APPLICABLE STANDARD DRAWINGS

DESIGNED BY _____ DATE _____ CHECKED BY _____ DATE _____
M.O.T. ELECTRICAL DESIGN REVIEW JL DATE Oct 22/04

REVISIONS

REV	DATE	DESCRIPTION	DRAWN
A	MAY96	LIGHTING ADDED AT ROAD 'A'	UNIQUE DRAFTING SERVICES LTD.
B	AUG98	JB AND LOOPS REVISED S\W QUAD – RECORD DRAWING	DAG
C	JUL99	CONTROLLER CHANGE-OUT, SIGNAL UPGRADE, ADDITION OF A5 AND A6	ACCUMAP
D	NOV/00	ROAD ACCESS CLOSED AND ISLAND FLASHER REMOVED – RECORD DRAWING	JAF
E	DEC02	REVISIONS TO RECORD DRAWINGS	SSC
F	MAY/04	RECORD DRAWING	S.S.C.

BRITISH COLUMBIA

MINISTRY OF TRANSPORTATION
ELECTRICAL ENGINEERING CENTRE

SIGNAL AND LIGHTING INSTALLATION
ROUTE 97 AT SEXSMITH ROAD
KELOWNA

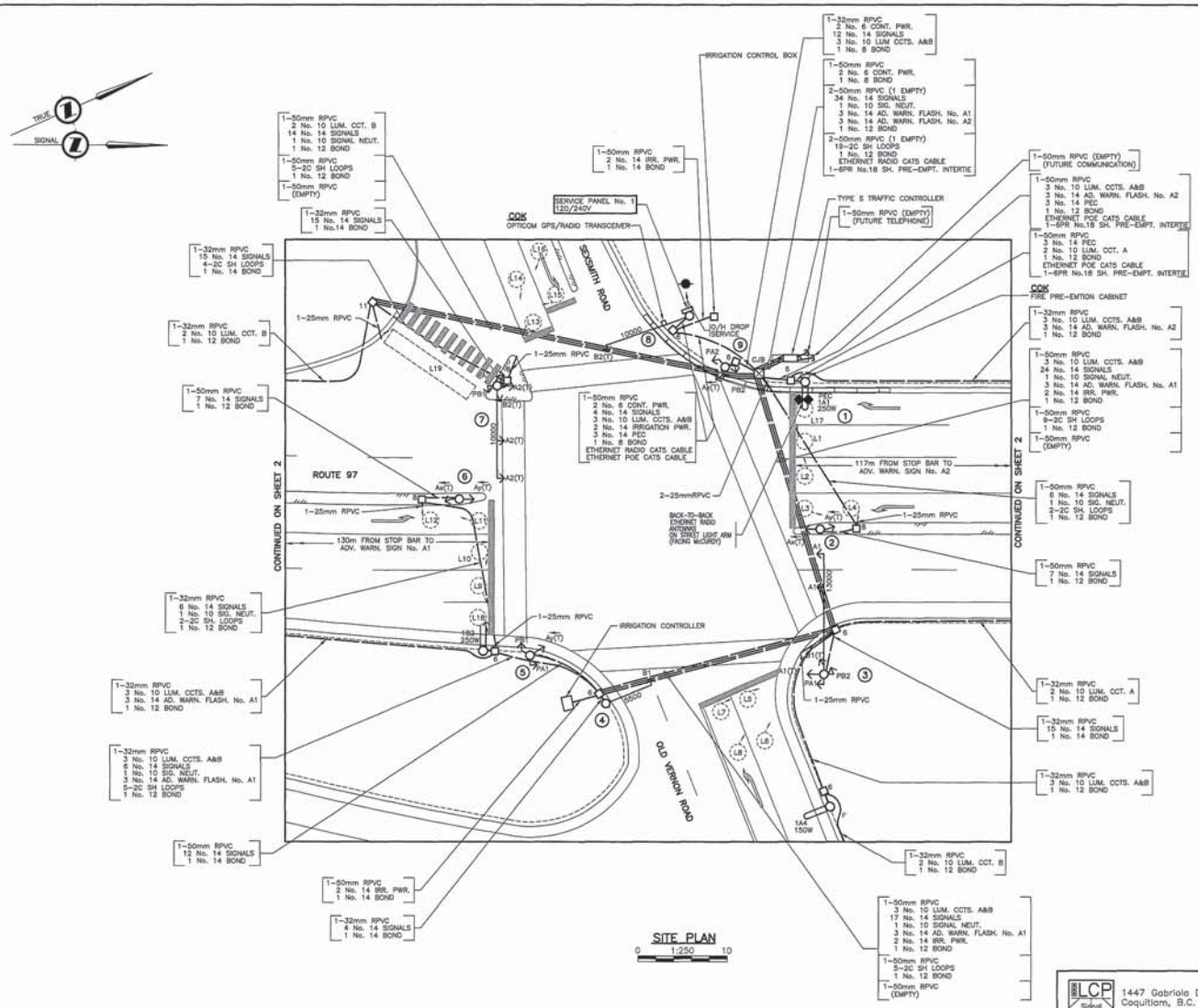
SITE PLAN – ELEVATIONS

ELECTRICAL ENGINEER OF RECORD (FOR CURRENT REVISION)

DATE FEB 01 2005

SHEET NUMBER	SITE CODE	HWY DIST	REGION	DRAWING NUMBER
SHEET 2 OF 5		5	2	TE-92114-2 F

TRA-2012-00040



COLOUR CODE		
ITEM	SIGNAL SECTION	CONDUCTOR COLOUR
A1	RED YELLOW GREEN	RED YELLOW BLUE
A2	RED YELLOW GREEN	RED YELLOW (RED T.T.) BLUE
B1	RED YELLOW GREEN	RED BROWN BLUE
B2	RED YELLOW GREEN	RED BROWN (ORANGE T.T.) BLUE
$\overline{Ax}$	RED YELLOW GREEN ARROW	RED (BLUE T.T.) YELLOW BLUE (WHITE T.T.)
$\overline{Ay}$	RED YELLOW GREEN ARROW	RED (BLUE T.T.) YELLOW (RED T.T.) BLUE (WHITE T.T.)
PA1	DON'T WALK WALK PUSH BUTTON	YELLOW BLUE PURPLE/PURPLE (YELLOW T.T.)
PA2	DON'T WALK WALK PUSH BUTTON	YELLOW (RED T.T.) BLUE PURPLE/PURPLE (RED T.T.)
PB1	DON'T WALK WALK PUSH BUTTON	BROWN BLUE PURPLE/PURPLE (BROWN T.T.)
PB2	DON'T WALK WALK PUSH BUTTON	BROWN (ORANGE T.T.) BLUE PURPLE/PURPLE (ORANGE T.T.)
CONTROLLER POWER		BLACK
LUMINAIRE CCTS. "A&C" LUMINAIRE CCTS. "B&D"		RED BLACK
IRRIGATION POWER		BLACK
ISLAND FLASHER		ORANGE
NEUTRAL		WHITE
GROUND/BOND		GREEN
ADVANCE WARNING FLASHER No. A1		YELLOW BROWN
ADVANCE WARNING FLASHER No. A2		YELLOW (RED T.T.) BROWN

NOTE: T.T. DENOTES TAPE TRACER

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DRAWING SERIES E-7748

POSTED SPEED 80 km/h

REFER TO SHEET 1 FOR NOTES

DO NOT USE THIS DRAWING FOR PAVEMENT MARKING STANDARDS

ALL DIMENSIONS ARE IN MILLIMETERS EXCEPT WHERE NOTED

C.G. COMMANDEUR
PROFESSIONAL ENGINEER

LCP Signal Management Inc.
1447 Gabriola Drive
Coquitlam, B.C.
V3E 2C6
Ph: (604)-942-3631
Fax: (604)-945-9809

REV	DATE	REVISIONS	DRAWN
A	SEP98	CABINET CHANGEOUT, PHASES SPLIT, SOME NEW LOOPS, NEW GEOMETRICS IN SW CORNER, ADD COUNT LOOPS	UNDIE ZENTRO SERVICES LTD.
B	JUL99	CONTROLLER CHANGE-OUT, SIGNAL UPGRADE, ADDITION OF $\overline{Ax}$ AND $\overline{Ay}$	ACCUMAP
C	NOV/00	ISLAND FLASHER REMOVED AND IRRIGATION EQUIPMENT ADDED – RECORD DRAWING	JAF
D	DEC02	REVISIONS TO RECORD DRAWINGS	SSC
E	AUG/05	RECORD DRAWING	PMB
F	JAN/10	ETHERNET RADIO AND GPS PMPT – TSP PROJECT	LCP
G	JAN/11	RECORD DRAWING	LCP

CDC AUG/05 CAD FILENAME

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MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE
ELECTRICAL ENGINEERING CENTRE

SIGNAL AND LIGHTING INSTALLATION
ROUTE 97 AT SEXSMITH ROAD
KELOWNA

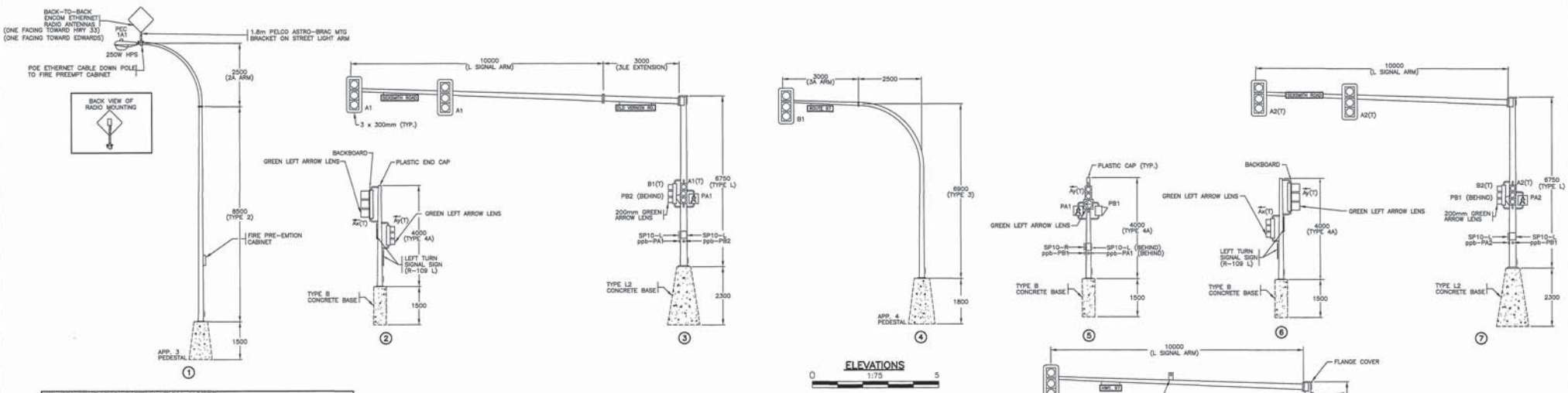
SITE PLAN ENLARGEMENT – COLOUR CODE

ELECTRICAL ENGINEER OF RECORD (FOR CURRENT REVISION)
DATE Feb 14, 2011

DESIGNED DATE Feb 14/2011
QUALITY CONTROL DATE Feb 14/11
QUALITY ASSURANCE DATE Feb 14/2011
TRAN ELECTRICAL DESIGN REVIEW DATE March 8, 11

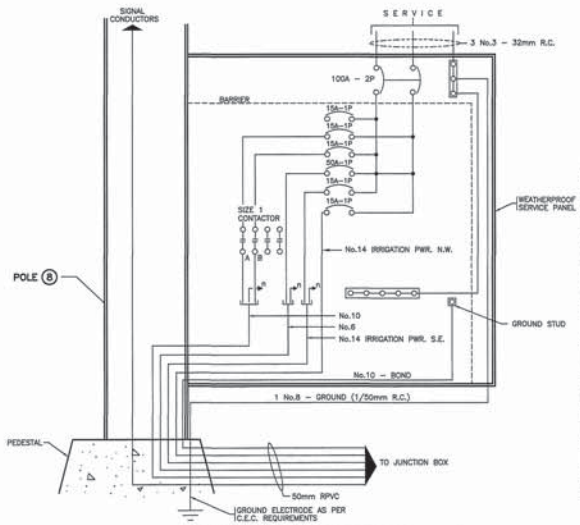
SHEET NUMBER	SITE CODE	HWY DIST	REG	DRAWING NUMBER
SHEET 4 OF 5		5	2	TE-92114-3 G

CANCEL PRINTS BEARING PREVIOUS LETTER



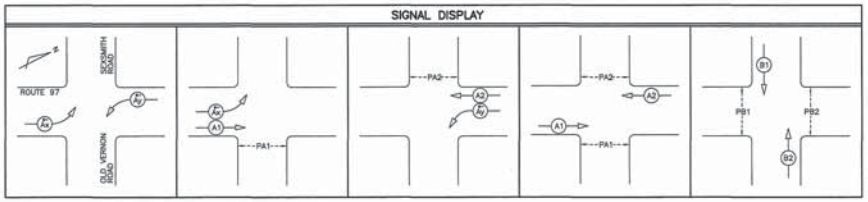
ETHERNET RADIO INSTALLATION NOTES:

1. SUPPLIED ETHERNET RADIO ANTENNAS TO BE INSTALLED USING A 1.8m PELCO ASTRO-BRAC KIT.
2. SUPPLIED ETHERNET POWER-OVER-ETHERNET (POE) CABLE TO BE INSTALLED AND TERMINATED AT POE DEVICE TO BE INSTALLED IN FIRE PREEMPT CABINET ON POLE.
3. POE DEVICE TO BE CONNECTED TO AC POWER AT FIRE PREEMPT CABINET.
4. SUPPLIED ETHERNET SWITCH TO BE INSTALLED AND POWER CONNECTED AT FIRE PREEMPT CABINET.
5. OUTDOOR RATED CAT5 CABLE TO BE INSTALLED BETWEEN FIRE PREEMPT CABINET AND CONTROLLER CABINET.



WIRING DIAGRAM - SERVICE PANEL No. 1
N.T.S.

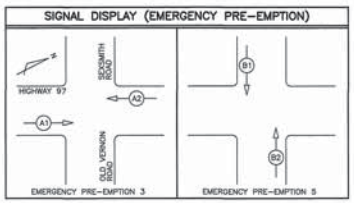
SIGNAL DISPLAY



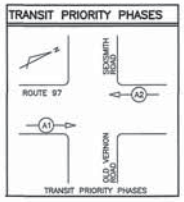
DETECTOR LOOP DETAILS

LOOP			INDUCTANCE			PHASE
LOOP No.	SIZE	TURNS	LOOP	LEAD	TOTAL	
L 1	1.8 DIA	4	95	5	100	A2
L 2	1.8 DIA	4	95	5	100	A2
L 3	1.8 DIA	4	95	18	113	$\overline{Ay}$
L 4	1.8 DIA	4	95	18	113	$\overline{Ay}$
L 5	1.8 DIA	4	95	23	118	B2
L 6	1.8 DIA	4	95	23	118	B2
L 7	1.8 DIA	4	95	23	118	B2
L 8	1.8 DIA	4	95	23	118	B2
L 9	1.8 DIA	4	95	47	142	A1
L 10	1.8 DIA	4	95	47	142	A1
L 11	1.8 DIA	4	95	55	150	$\overline{Ax}$
L 12	1.8 DIA	4	95	55	150	$\overline{Ax}$
L 13	1.8 DIA	4	95	31	126	B1
L 14	1.8 DIA	4	95	31	126	B1
L 15	1.8 DIA	4	95	31	126	B1
L 16	1.8 DIA	4	95	31	126	B1
L 17	1.8 DIA	4	95	5	100	COUNT
L 18	1.8 DIA	4	95	47	142	COUNT
L 19	1.8 x 11	2	126	23	149	COUNT

SIGNAL DISPLAY (EMERGENCY PRE-EMPTION)



TRANSIT PRIORITY PHASES



REFER TO SHEET 1 FOR NOTES

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SEE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION" FOR APPLICABLE STANDARD DRAWINGS

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ELECTRICAL ENGINEERING CENTRE

CDC AUG/05 CAD FILENAME

REV	DATE	REVISIONS	DRAWN
A	SEP98	CABINET CHANGEOUT, PHASES SPLIT, SOME NEW LOOPS NEW GEOMETRICS IN SW CORNER, ADD COUNT LOOPS	SINGLE DIGITAL SERVICES LTD.
B	JUL99	CONTROLLER CHANGE-OUT, SIGNAL UPGRADE, ADDITION OF $\overline{Ax}$ AND $\overline{Ay}$	ACCUMAP
C	NOV/00	ISLAND FLASHER REMOVED AND IRRIGATION EQUIPMENT ADDED - RECORD DRAWING	JAF
D	DEC03	REVISIONS TO RECORD DRAWINGS	SSC
E	AUG/05	RECORD DRAWING	PMB
F	JAN/10	ETHERNET RADIO AND GPS PMPT - TSP PROJECT	LCP
G	JAN/11	RECORD DRAWING	LCP

SIGNAL AND LIGHTING INSTALLATION
ROUTE 97 AT SEXSMITH ROAD
KELOWNA

ELEVATIONS - WIRING DIAGRAM - DETAILS - SIGNAL DISPLAY

ELECTRICAL ENGINEER OF RECORD (FOR CURRENT REVISION) DATE Feb 14, 2011

DESIGNED DATE Feb 14, 2011
QUALITY CONTROL DATE 2/14/11
QUALITY ASSURANCE DATE Feb 14, 2011
TRAN ELECTRICAL DESIGN REVIEW DATE March 9, 11

SHEET NUMBER	SITE CODE	HWY DIST	REG.	DRAWING NUMBER
SHEET 5 OF 5		5	2	TE-92114-4 G

CANCEL PRINTS BEARING PREVIOUS LETTER

SIGNAL TIMING SHEET

DATE ISSUED	October 8, 2010	INTERSECTION	HIGHWAY 97 AT SEXSMITH ROAD (REID'S CORNER)
CONTROLLER TYPE	NAZTEC - 980 - Special Harness	LOCATION	KELOWNA
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-92114-3E
SEQUENCE	NEMA DUAL RING		

PHASE NUMBER	1	2	3	4	5	6	7	8
PHASE SETTING	ON	ON	OFF	ON	ON	ON	OFF	ON
DESCRIPTION	HWY 97 SBLT	HWY 97 NB TSP & EMERGENCY PRE-EMPTION #3		SEXSMITH EB EMERGENCY PRE-EMPTION #5	HWY 97 NBLT	HWY 97 SB TSP & EMERGENCY PRE-EMPTION #3		SEXSMITH WB EMERGENCY PRE-EMPTION #5
FUNCTION	Ay	A1		B1	Ax	A2		B2
OVERLAP								
CONFLICTING PHASES RING 1/2								
MINIMUM GREEN	6	10		7	6	10		7
PASSAGE	3.0	3.0		3.0	3.0	3.0		3.0
YELLOW	5.0	5.0		4.7	5.0	5.0		4.7
RED	1.5	1.5		1.5	1.5	1.5		1.5
MAX 1/MAX 2	15	30		18	15	30		18
DYNAMIC MAX/MAX STEP								
ALT TIMING PLAN (1,2,3,4,5) MAX I								
ALT TIMING PLAN (1,2,3,4,5) MAX II								
BICYCLE CLEARANCE								
WALK	-----	7		7	-----	7		7
PEDESTRIAN CLEAR	-----	14		17	-----	11		21
GREEN/PEDESTRIAN DELAY								
PEDESTRIAN DELAY								
RECALL	OFF	EXT		OFF	OFF	EXT		OFF
MEMORY	OFF	OFF		OFF	OFF	OFF		OFF
COORDINATION ON PHASE		XXXX						
FIRST GREEN DISPLAY				XXXX				XXXX
INTERSECTION FLASH	RED	RED		RED	RED	RED		RED
AWF TIME [s]		7.0				7.0		
AWF TIME [s] [CH1/CH2]		0.0 / 0.0				0.0 / 0.0		

DELAY DETECTION TIMING	NONE IN COORDINATION		PROGRAMMING COMMENTS
		1.	TRANSIT SIGNAL PRIORITY WIRED TO LOW PRIORITY INPUT #3 FOR PHASES 2 & 6.
		2.	TRANSIT SIGNAL PRIORITY ENABLED WITH THE FOLLOWING TIMES: TSD = 30s, TED = 30s, MAX EXTEND Ø2 & 6 = 10s, MAX REDUCE Ø1, 4 & 8 = 10s.
		3.	USE NAZTEC 980 INTERNAL ADVANCE WARNING. Ø2 & 6 = 7 SECONDS.
		4.	
PRE-EMPTION TYPE	EMERGENCY		OPERATIONAL COMMENTS
DELAY TIME	0 SECONDS	1.	COORDINATED WITH HWY 97 AT: BANKS, HWY 33, LEATHEAD, McCURDY AND EDWARDS.
PRE-EMPTION TIME	SENSOR ACTUATED	2.	EXTERNAL AW CARD NOT USED - ZERO OUT EACH EXTERNAL AW CARD CHANNEL. NAZTEC 980 INTERNAL AW USED AT THIS SIGNAL.
VOLUME LOGGING & MOES	ON	3.	POSTED SPEED ON HWY 97 = 80KM/H, SEXSMITH RD = 50KM/H.
		4.	GPS TIMECLOCK INSTALLED.

SIGNAL TIMING SHEET

DATE ISSUED	October 8, 2010	INTERSECTION	HIGHWAY 97 AT SEXSMITH ROAD (REID'S CORNER)
CONTROLLER TYPE	NAZTEC - 980 - Special Harness	LOCATION	KELOWNA
CABINET TYPE	"S" RACK	SHEET NUMBER & REVISION	TE-92114-3E
SEQUENCE	NEMA DUAL RING		

TIME CLOCK SETTINGS

TIME OF DAY	DAY OF WEEK	PATTERN # (1 TO 48)	CYCLE LENGTH	OFFSET VALUE	SPLIT # (1 TO 32)	PATTERN OPTIONS OPT	TIME	DET	CIR	SPLIT TIMES (Per Phase) 1	2	3	4	5	6	7	8	SPLIT MODE SETTINGS (Per Phase) 1	2	3	4	5	6	7	8
0600 - 2200	SUN - SAT	1	120	105	1					26	60	-	34	26	60	-	34	NON	MAX	NON	NON	NON	MAX	NON	NON
2200 - 0600	SUN - SAT	2	80	51	2					19	35	-	26	19	35	-	26	NON	MAX	NON	NON	NON	MAX	NON	NON

PROFESSIONAL ENGINEER
PROVINCE OF BRITISH COLUMBIA
K. C. HENDERSON
#29711

IMPLEMENTED: 2010 NOV 9 @ 2343 hrs

ENGINEER OF RECORD

Oct 8/10
DATE

RECEIVED & DISTRIBUTED BY MOT

DATE

February 27, 2012

FOI TRA-12-040

Re: Signal Timing for Highway 97 at Sexsmith Road/Old Vernon Road, Kelowna

Please find attached a table detailing the operation of the traffic signal at Highway 97 and Sexsmith Road/Old Vernon Road in Kelowna as it was programmed on Tuesday, January 25th, 2011 at approximately 9:30 pm.

The controller operating this traffic signal was actuated-coordinated at that time. The Highway 97 northbound and southbound through movements were coordinated with adjacent signals and received a guaranteed minimum Green time. The cycle length is fixed and the remaining time in the cycle would have been used to service all other non-coordinated phases. The Green time for all other non-coordinated movements would have varied between minimum and maximum limits based on demand. Vehicle demand at these non-coordinated approaches would have been detected via detector loops embedded in the pavement and the corresponding phase would have been actuated during the permissible time for that phase.

There are electronic safeguards (a conflict monitor) within the controller to prevent conflicting movements from receiving a green display at the same time.

There are Advance Warning Flashing signs for both the northbound and southbound directions on Highway 97. The northbound sign is located 130 m in advance of the stop bar. The southbound sign is located 117 m in advance of the stop bar.

The signs begin to flash 7.0 seconds prior to the signal displaying Yellow on Highway 97. They cease flashing when the signal displays Green on Highway 97.

The Advance Warning Flashing signs are timed to flash in advance of the signal Yellow displays such that an oncoming motorist who passes the flashers a fraction of a second before they are activated is afforded time to clear the intersection safely. Subsequent motorists are given advanced warning that the signal will imminently change to Yellow and Red. The minimum distance at which the flashers can be perceived by motorists is at 21.3 m in advance of the sign.

Transit Signal Priority was enabled at this signal. A transit vehicle priority request received by the signal controller may extend the Green time for Highway 97 or truncate

Ministry of Transportation and Infrastructure
Southern Interior Region
Traffic Engineering
Mailing Address:
#231 – 447 Columbia Street
Kamloops BC V2C 2T3
Telephone: 250 828 - 4342
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www.gov.bc.ca/tran

the Green time of other non-coordinated phases to provide an early return to Green for Highway 97. The Green time on Highway 97 may be extended by up to 10 seconds and the Green time for other non-coordinated phases may be truncated by a corresponding value to maintain a constant cycle length.

All pedestrian phases were fixed time. The pedestrian phase would have been actuated by depressing the pole-mounted pedestrian push button located at the approach to the marked crossing. The pedestrian phase would have commenced once any conflicting vehicular phases had terminated. If a pedestrian phase was called, the overlapping vehicular phase would remain in green until the pedestrian phase had terminated.

I trust that this information answers your questions regarding the signal operation at the time of the incident.

Cordially,

Graeme Cross, P.Eng.
Regional Traffic Engineer
Southern Interior Region

Attachment

GDC/

TABLE 1

Highway 97 at Sexsmith Road/Old Vernon Road, Kelowna
Signal Operation For Tuesday January 25th, 2011, at approximately 9:30 pm

Hwy 97	SBL Green Arrow	Yellow	Red	NB Green			Yellow	Red
	6 sec min → 19.5 sec max	**5.0 sec**	**1.5 sec**	**53.5 sec min**			**5.0 sec**	**1.5 sec**
	NB Ped Don't Walk			NB Ped Walk	NB Ped Flashing Don't Walk		NB Ped Don't Walk	
				7 sec	**14 sec**			
	NBL Green Arrow	Yellow	Red	SB Green			Yellow	Red
	6 sec min → 19.5 sec max	**5.0 sec**	**1.5 sec**	**53.5 sec min**			**5.0 sec**	**1.5 sec**
	SB Ped Don't Walk			SB Ped Walk	SB Ped Flashing Don't Walk		SB Ped Don't Walk	
				7 sec	**11 sec**			
Sexsmith Rd/Old Vernon Rd	EB Red							
	EB Ped Don't Walk							
	WB Red							

Hwy 97	NB Red							
	NB Ped Don't Walk							
	SB Red							
	SB Ped Don't Walk							
Sexsmith Rd/Old Vernon Rd	EB Green						Yellow	Red
	7 sec min → 27.8 sec max						**4.7 sec**	**1.5 sec**
	EB Ped Walk		EB Ped Flashing Don't Walk				EB Ped Don't Walk	
	7 sec		**17 sec**					
	WB Green						Yellow	Red
	7 sec min → 27.8 sec max						**4.7 sec**	**1.5 sec**
	WB Ped Walk		WB Ped Flashing Don't Walk				WB Ped Don't Walk	
	7 sec		**21 sec**					

Note: The Highway 97 Northbound and Southbound left turns are protected only.
This signal was coordinated with Banks Rd, Highway 33, Leathead Rd, McCurdy Rd, and Edwards Rd.
Transit Signal Priority and Emergency Pre-emption were enabled at this intersection.