

Comments Report

Action Taken**Comment ID** 22**Comentor Link** 5**Page****Paragraph** 4-7-7**Comment** A 1C CPU board should be created that provides capabilities for a migration path to the ATC v5 standard.**Response****Status** Open

Action Taken**Comment ID** 23**Comentor Link** 5**Page****Paragraph** 4-7-7 and proposed 4-7-15**Comment** Additionally, issues related to the use of SP3 and SP8 should be sorted our and revised to provide a more efficient utilization of on-board processors.**Response****Status** Open

Action Taken Accepted**Comment ID** 10**Comentor Link** 2**Page****Paragraph** 6-5-6**Comment** 485 should be specified as either SP3 or SP5**Response** Discuss via email and attempt to reach consensus, updating the documents accordingly.**Status** Open

Action Taken	Accepted
Comment ID	24
Comentor Link	6
Page	
Paragraph	6.1.2 and 6.1.3
Comment	Remove Brackets from Type 2070-5
Response	Modifications made. Revision notes updated, along with version and date.
Status	Closed

Action Taken	Accepted
Comment ID	25
Comentor Link	6
Page	
Paragraph	Cover Page
Comment	Print copy show Recommended Standard instead of User Comment Draft. Correct Copyright date.
Response	Print version corrected to reflect User Comment Draft. Copyright date was also corrected.
Status	Closed

Action Taken Accepted

Comment ID 20

Comentor Link 4

Page

Paragraph 4.2.7.3.1

Comment Revise text as follows:

The provided software shall boot OS-9 from SYSRESET. The entire program shall be resident in FLASH Memory. The asynchronous serial port descriptors shall be configured with the following defaults: 8-bit word, 1 stop bit, no parity, no pause, Xon and Xoff both OFF. Port sp4 shall have echo enabled, all other ports shall have no echo. Default speeds shall be as defined in Figure 4-7-7.

Response

Status Closed

Action Taken Accepted

Comment ID 21

Comentor Link 4

Page

Paragraph 4-7-7

Comment Revise drawing to reflect:
SP1 NOTE 4 1.2, NOTE 1
SP1S NOTE 4 19.2, NOTE 2
SP2 1.2, NOTE 1
SP2S 19.2, NOTE 2
SP3 1.2, NOTE 1
SP3S 614.4, NOTE 3
SP4 9.6, NOTE 1
SP5 1.2, NOTE 1
SP5S 614.4, NOTE 3
SP6 38.4, NOTE 1
SP8 ** NOTE 4 9.6, NOTE 1
SP8S ** NOTE 4 614.4, NOTE 3

NOTES (THIS DETAIL)

1. Additional rates: 1.2, 2.4, 4.8, 9.6, 19.2, 38.4
2. Additional descriptors for other rates: SPxSa=19.2, SPxSb=38.4, SPxSc=57.6, SPxSd=76.8, SPxSe=153.6
3. Additional descriptors for other rates: SPxSe=153.6, SPxSf=614.4
4. On 2070-1A, SP1 is assigned to 68360 SCC1. On 2070-1B, SP1 and SP8 are assigned to the dual SCC, and ETHERNET is assigned to 68360 SCC1.
5. (unchanged)
6. (unchanged)

Response

Status Closed

Action Taken	Accepted
Comment ID	15
Comentor Link	2
Page	
Paragraph	4.2.7.2.10
Comment	File Configuration requirements should be revised to reflect those items that are essential as required elements and those that are merely optional.
Response	<p>Doug T. will lead an effort to revise the wording for the section and reach consensus by email</p> <p>4.2.6:</p> <ul style="list-style-type: none">- Deleted conflicting statement about datakey type supplied with controller.- Added Startup Override byte to datakey header <p>4.2.7.2.9:</p> <ul style="list-style-type: none">- Added description of network modules to be included in bootlist. Moved description of other files to 4.2.7.2.10. <p>4.2.7.2.10:</p> <ul style="list-style-type: none">- Reorganized and cleaned up contents from previous spec without changing meaning, except for the following.- Changed files to be provided on CD instead of pre-installed on /f0 disk of controller.- Added ability for netcfg utility to manage startup override settings on datakey. <p>4.2.7.3.3:</p> <ul style="list-style-type: none">- Cleaned up some of the language here without changing content except for the following.- Added Startup Override capability as defined in step 3.
Status	Closed

Action Taken	Accepted
Comment ID	14
Comentor Link	2
Page	
Paragraph	4.2.7.2.9
Comment	Network requirements should be revised to reflect those items that are essential as required elements and those that are merely optional.
Response	<p>Doug T. will lead an effort to revise the wording for the section and reach consensus by email</p> <p>4.2.6:</p> <ul style="list-style-type: none">- Deleted conflicting statement about datakey type supplied with controller.- Added Startup Override byte to datakey header <p>4.2.7.2.9:</p> <ul style="list-style-type: none">- Added description of network modules to be included in bootlist. Moved description of other files to 4.2.7.2.10. <p>4.2.7.2.10:</p> <ul style="list-style-type: none">- Reorganized and cleaned up contents from previous spec without changing meaning, except for the following.- Changed files to be provided on CD instead of pre-installed on /f0 disk of controller.- Added ability for netcfg utility to manage startup override settings on datakey. <p>4.2.7.3.3:</p> <ul style="list-style-type: none">- Cleaned up some of the language here without changing content except for the following.- Added Startup Override capability as defined in step 3.
Status	Closed

Action Taken Accepted
Comment ID 19
Comentor Link 3
Page 11
Paragraph 3.1.1 Interchangeability
Comment Type 2070-N1 Controller Uni
- Type 2070 Controller Unit
- Type 2070-8 NEMA Module
- Type 2070-2N Field I/O Module -The "N" should be a "B" for the TS-1 type unit.

Also the power supply should be the "Type 2070-4N Power Supply Module" I think.
Response Revisions made to document and corrections submitted to Caltrans.
Status Closed

Action Taken Accepted
Comment ID 18
Comentor Link 3
Page
Paragraph 4.1.1
Comment Module description (Should not the description for the 2070V have the same "(2B if ITS Cabinet)" statement as in the 2070L unit?)Page 27- Did CALTRANS mess up here?

Type 2070V Unit Provides directly driven VME and mates to 170 & ITS cabinets. It consists of:

Unit CHASSIS, 2070-1A TWO BOARD CPU, 2070-2A FI/O, 2070-3A FRONT PANEL, 2070-4A POWER SUPPLY, and 2070-5 VME CAGE ASSEMBLY.

Type 2070L Unit LITE Unit mates to the 170 & ITS cabinets. It consists of:

UNIT CHASSIS, 2070-1B CPU, 2070-2A (2B if ITS CABINET), FI/O, 2070-3B FRONT PANEL and 2070- 4A or B POWER SUPPLY
Response Revisions made to document and corrections submitted to Caltrans.
Status Closed

Action Taken	Accepted
Comment ID	16
Comentor Link	3
Page	
Paragraph	6.2.2 Type 2070-2A Module Requirement
Comment	Page 88 Heading should be "Type 2070-2N Module Requirements" 6.2.2 The Module shall meet the 2070–2A Module Requirements with the following exceptions: - Page 88 should be "The Module shall meet the 2070–2N Module Requirements with the following exceptions:"
Response	The revision to the heading is made as per the comment. However, the text is intended to say that the 2070-2N module requirements include all those for 2070-2A, except for the noted exceptions.
Status	Closed

Action Taken	Accepted
Comment ID	17
Comentor Link	3
Page	
Paragraph	6.2.7
Comment	The Heading of the two right columns should by "Function"
Response	Modifications made.
Status	Closed

Action Taken	Accepted
Comment ID	9
Comentor Link	2
Page	
Paragraph	General
Comment	Convert the dimensions from Metric to English units.
Response	Ron will take this issue under advisement and consult with Caltrans. Caltrans has agreed with the request to move the Type 2070 ATC standard to English units.
Status	Closed

Action Taken	Accepted
Comment ID	7
Comentor Link	2
Page	
Paragraph	Chapter 3
Comment	Chapter 3 should be revised to reflect the updates made in ATC and ITS Cabinet standards. Numbering scheme for Chapter 3 can be disregarded, while Chapters 4, 5, and 6 should be maintained as closely as possible to the Caltrans TEES.
Response	The chapter will be revised accordingly.
Status	Closed

Action Taken	Accepted
Comment ID	2
Comentor Link	1
Page	
Paragraph	4.2.3.4 RAM Memory.....
Comment	This spec reads 512KB of SRAM shall be provided for Agency use. This could be ambiguous. Should this not say "Minimum of 1 MB of SRAM required of which 512KB shall be available for Agency use"?
Response	Revision made as follows: "Minimum of 1 MB of SRAM is required of which 512KB minimum shall be available for Agency use as a RAM drive (R0)."
Status	Closed

Action Taken	Accepted
Comment ID	11
Comentor Link	2
Page	
Paragraph	4.2.7.5
Comment	Remove the DAT provisions.
Response	The section was revised to add, "when required, a DAT..." DAT will be added to the Glossary. DAT already exists in the Glossary
Status	Closed

Action Taken	Accepted
Comment ID	12
Comentor Link	2
Page	
Paragraph	4.2.7.5.2
Comment	Delete the paragraph
Response	Paragraph deleted.
Status	Closed

Action Taken	Accepted
Comment ID	1
Comentor Link	1
Page	
Paragraph	4.1.7 EIA-485 line drivers/receivers.....
Comment	This paragraph has added "surface mount chips". Should we not also include solder through devices (i.e. unsocketed DIPS)?. If not, why are solder through devices unacceptable while surface mount chips are ok?
Response	Through hole EIA-485 Line Drivers/Receivers, when used, shall be socket mounted. Surface mounted drivers/receiver shall be acceptable. EIA-485 Line Drivers/Receivers shall not draw more than 35 mA in active state and 20 mA in inactive state. Clarified the next sentence to add "...per channel."
Status	Closed

Action Taken	Accepted
Comment ID	13
Comentor Link	2
Page	
Paragraph	4.2.7.7.1
Comment	Modify the first sentence to read, "The following...."
Response	Modifications made.
Status	Closed

Action Taken Accepted

Comment ID 5

Comentor Link 1

Page

Paragraph 4.3.9.10 Configure complex I/O....

Comment The complex I/O functions should be optional not a requirement. I believe this message was added mainly to accommodate Caltrans or LA City (I may be wrong). This message is/will be used sparingly if at all and it adds too much overhead to the SDLC messaging process for the benefit it provides.

Response Reference the work done on this section in both the ATC document and the ITS Cabinet. Sections will be updated accordingly.

Dave M. will take on the task of assisting in the revision to these sections.

The Input Tracking Functions and the Complex Output Functions were deleted, based upon a vote at previous Working Group meetings. Corresponding changes will be made in a revision to the ITS Cabinet standard.

Status Closed

Action Taken Accepted

Comment ID 8

Comentor Link 2

Page

Paragraph General

Comment We should strive to make the ATC 2070 and the ITS Cabinet standards consistent. Specifically to reflect the Field I/O and the SIU modifications that were made in the ITS Cabinet.

Response The standard will be updated accordingly. The F I/O was compared with the ITS Cabinet SIU for consistency.

The Input Tracking Functions and the Complex Output Functions were deleted, based upon a vote at previous Working Group meetings. Corresponding changes will be made in a revision to the ITS Cabinet standard.

Status Closed

Action Taken	Accepted
Comment ID	6
Comentor Link	1
Page	
Paragraph	VT100-based message set for Front Pane
Comment	The VT100-based message set for Front Panel communications specifies the BackSpace command (07h) but there is no guidance on how the back space operation should be implemented. I'm specifically concerned with how a back space is handled with regard to Auto Wrap and Auto Scroll. In the absence of such guidance, Contractors will probably implement this functionality is different ways, which puts the burden on applications developers to accommodate different front panel drivers.
Response	<p>The specification does not specifically meet VT-100. Adding the line, The BackSpace command applies to the line you are on regardless of Wrap or AutoScroll.</p> <p>Added..."The backspace command applies to the current line, regardless of auto-wrap or auto-scroll."</p>
Status	Closed

Action Taken	Accepted
Comment ID	3
Comentor Link	1
Page	
Paragraph	4.2.7.7.2 Deliverables...
Comment	<p>"Fully commented source code of Contractor developed source code..."</p> <p>In my opinion, this requirement was a blatant attempt by Caltrans to blackmail the Contractors into providing source code because their own programmers could not develop applications reliably. McCain Traffic Supply finds this requirement to be completely unacceptable (and I feel it is both legally and ethically unenforceable) for the following reasons:</p> <ol style="list-style-type: none"> 1. What if a Contractor sub-contracts to have their CPU module ported for them. It's not likely that the sub-contractor will agree to the uncontrolled release of their source to anyone but the Contractor exclusively. 2. If this is required, then you must extend the specification to include ALL source code for ALL Contractor delivered executables delivered with the entire platform (i.e. Boot image). 3. This requirement leaves the Contractor open to liability in the (almost certain) likelihood that some Agency will take it upon themselves to modify the source code and replace the Contractor provided drivers with their own. 4. There can be no assurance given to the Contractor that the integrity of their source code will be protected. In no time, we will see new (probably off-shore) vendors enter the ATC market with "black market" drivers. 5. If you want the Contractors to agree to this requirement, you need to provide compelling justification and some mechanism for protecting their Intellectual Property rights. Otherwise, we're just as bad as Caltrans, which, to my knowledge never gave any reason for their requirement.
Response	<p>The consensus was that this is a procurement issue and should not be included in the standard. However, there is a need to discuss this issue in future guidance documents. A guidance document will be forthcoming and FHWA Field Offices will provide guidance in the interim.</p> <p>Bob D. generated a statement intended to replace the existing paragraph. Consensus was reached on the essence of the statement.</p>
Status	Closed

Action Taken	No Longer Applicable
Comment ID	4
Comentor Link	1
Page	
Paragraph	4.3.5.7 SP3 logic switch to disable port S
Comment	The last Caltrans Errata has removed this switch. We haven't compared this spec with the Errata line for line yet. There may be others.
Response	Comment was withdrawn.
Status	Closed