

PHASING DIAGRAM

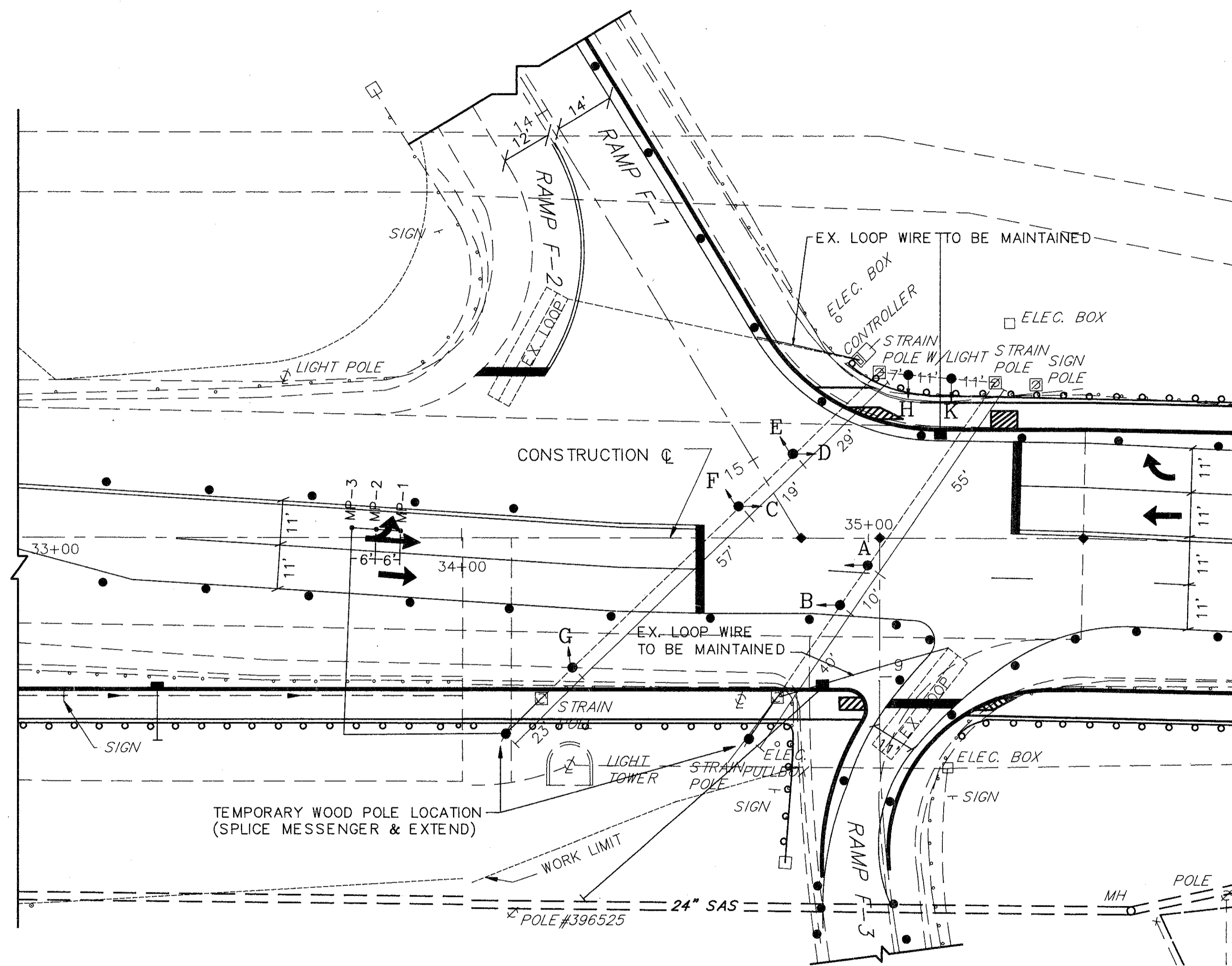
SIGNAL HEAD	φ1		φ2		φ3		FLASH	DWELL
	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR		
A	G	G	G	Y R	R	R	Y	G
B	G	Y R	G	Y R	R	R	Y	G
C	R	R	G	Y R	G	Y R	Y	G
D	R	R	G	Y R	G	Y R	Y	G
E	G	Y R	R	R	R	R	R	R
F	G	Y R	R	R	R	R	R	R
G	G	Y R	R	R	R	R	R	R
H	R	Y R	R	R	G	Y R	R	R
K	R	R	R	R	G	Y R	R	R

SIGNAL SEQUENCE CHART

FUNCTION	φ1	φ2	φ3
INITIAL GREEN	7.0	-	7.0
MINIMUM GREEN	-	30.0	-
VEHICLE EXTENSION	3.0	-	2.5
MAXIMUM GREEN	15.0	-	15.0
PEDESTRIAN WALK	-	-	-
PEDESTRIAN CLEARANCE	-	-	-
VEHICLE YELLOW CLEARANCE	3.5	3.5	3.5
VEHICLE ALL RED CLEARANCE	1.0	1.0	1.0
RECALL	-	YES	-
MEMORY	-	-	-

SIGNAL TIMING CHART

PHASE 1



NORTH RAMPS / PHASE 1 CONSTRUCTION		TIMING PROGRAM (CYCLE NO.)				
DESCRIPTION		1				
CYCLE LENGTH (SEC.)	75					
OFFSET (RESET) NO. 1 (SEC.)	53					
FORCE - OFF #2	33					
FORCE - OFF #3						
FORCE - OFF #4						
FORCE - OFF #5						
LENGTH OF HOLD - RELEASE OR YIELD (PERMISSIVE) (SEC.)	4					

INHIBIT MAX TERMINATION DURING COORDINATION NEEDS TO BE ACTIVATED

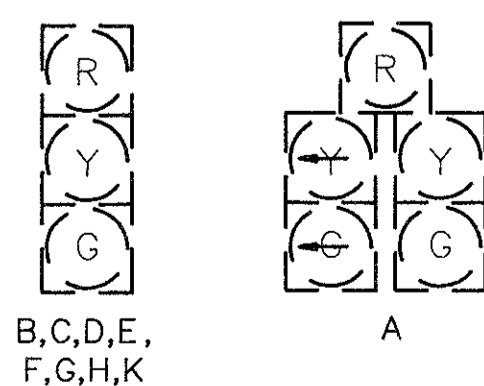
- 1.) OFFSETS ARE MEASURED FROM INCOMING MASTER SYNCH PULSE TIME TO HOLD-RELEASE (YIELD) AT END OF MAJOR STREET PHASE WHICH IS PHASE # 1. END OF MAJOR STREET PHASE IS END OF GREEN/BEGINNING OF YELLOW, EXCEPT WHERE PEDESTRIAN TIMING PROVIDED, IN WHICH CASE IT IS END OF GREEN PLUS WALK/BEGINNING OF GREEN - PLUS FLASHING DON'T WALK.
- 2.) FORCE OFF IS MEASURED FROM THE HOLD RELEASE (YIELD).

THE CONTRACTOR SHALL PROVIDE COORDINATION OBTAINED FROM THE EXISTING INTERCONNECT OR THE USE OF TIME BASE COORDINATORS.

NOTE: EXISTING LOOPS SHALL BE UTILIZED DURING THIS PHASE OF CONSTRUCTION. IF DETECTORS ARE FOUND TO BE UNUSABLE, THE CONTRACTOR SHALL UTILIZE MAGNETOMETER PROBES IN THE PRESENCE MODE. IF USED, MAGNETOMETER PROBES SHALL BE INSTALLED BETWEEN A DEPTH OF 18"-24".

LOOP	SIZE	TURNS	MODE	DELAY	PHASE	REMARK	INHIBITED DELAY	LOCATION 1st MAG PROBE
MP-1,2,3			PRESENCE	5.0	φ1		YES	STA.33+85,2'L

LOOP DETECTOR CHART



EX. 12" SIGNAL HEADS RELOCATED, AS PER PLAN