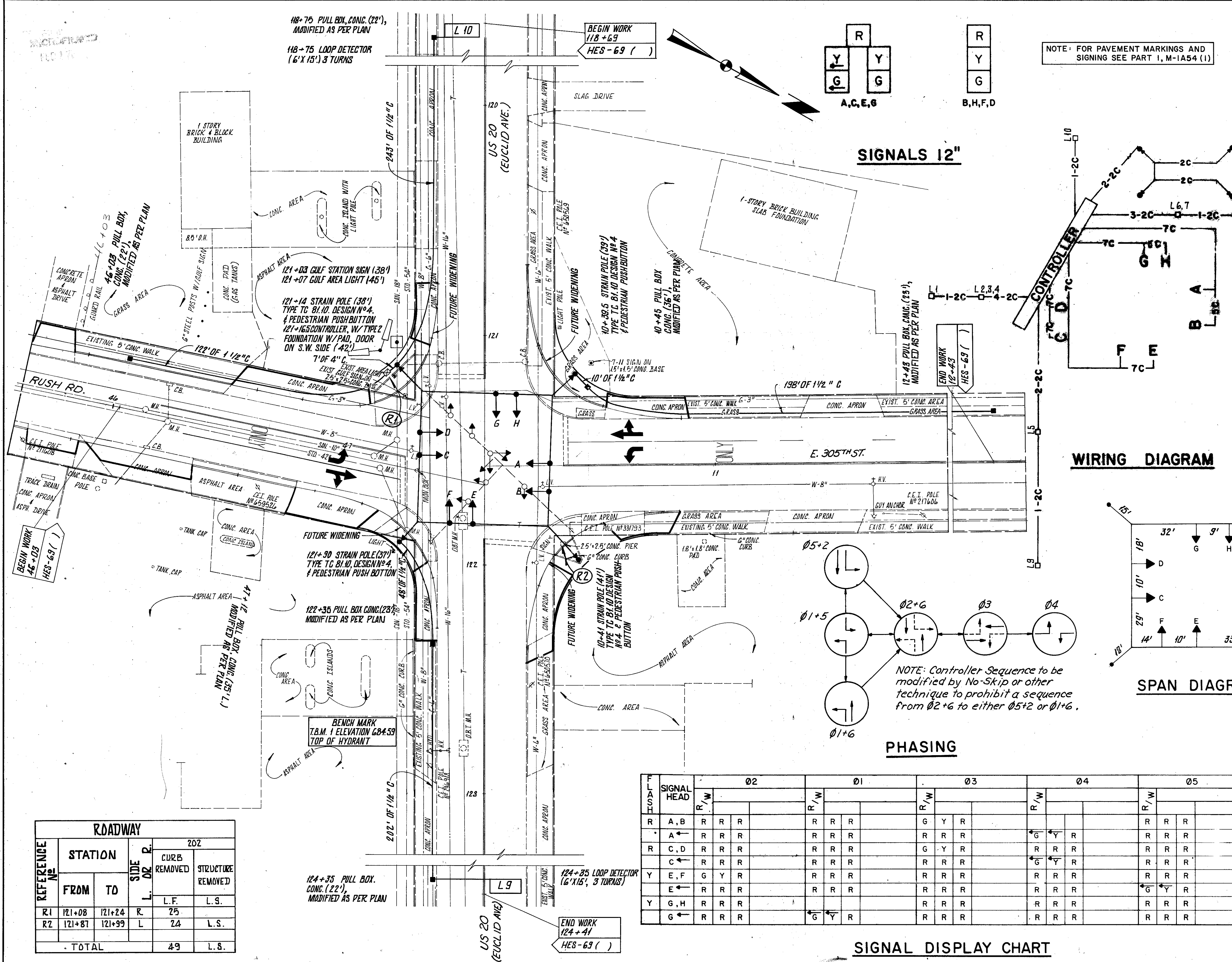


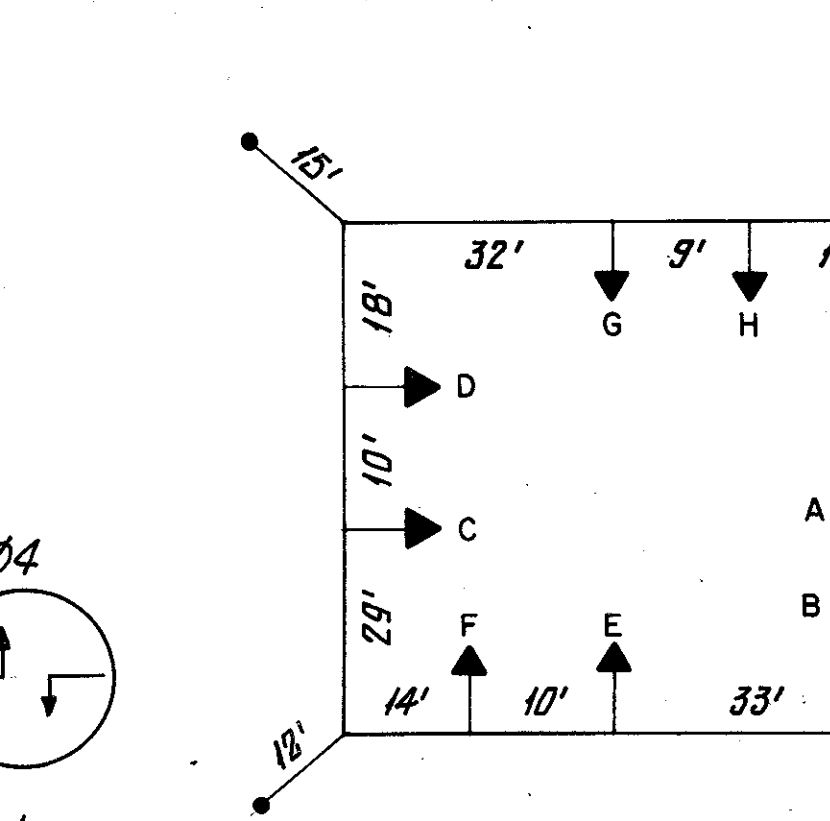
NOTE: FOR PAVEMENT MARKINGS AND SIGNING SEE PART I, M-1A54 (1)



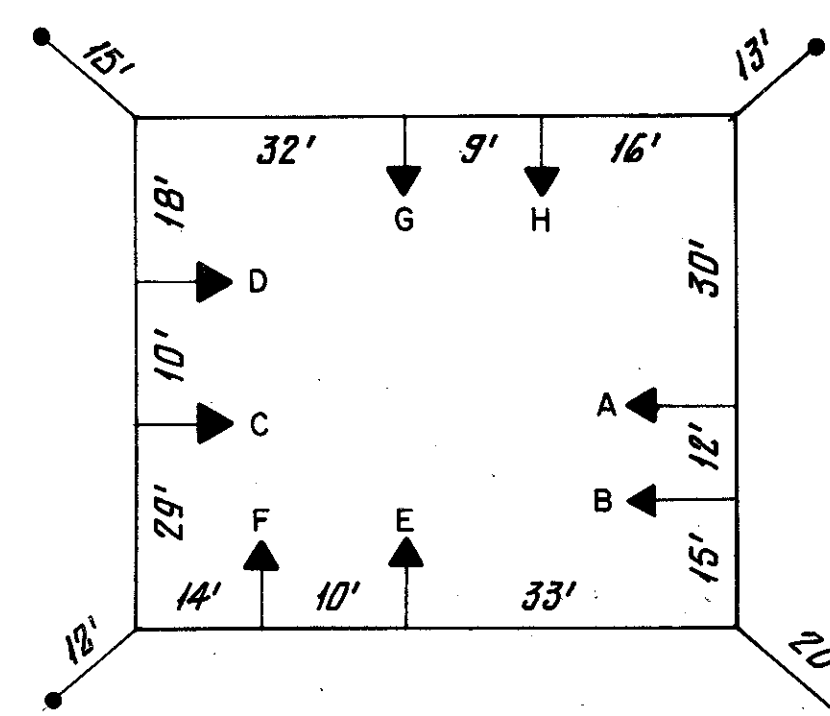
FUNCTION	Ø2	Ø1	Ø3	Ø4	Ø5	Ø6
MINIMUM RECALL	ON					ON
NON LOCK		ON		ON	ON	
MINIMUM INITIAL	20	7	8	7	7	20
ADDED INITIAL PER ACTUATION	1	—	1	—	—	1
MAXIMUM INITIAL	27	7	17	7	7	27
PEDESTRIAN WALK			7			
PEDESTRIAN CLEAR			12			
PRESET EXTENSION	7	2	4	3	2	7
TIME TO REDUCE TO MINIMUM GAP	18		20			18
MINIMUM GAP	5		4			5
MAXIMUM I	60	18	30	18	18	60
YELLOW CLEAR	4	3	3	3	3	4
RED CLEAR	2	2	1	1	1	2
MAXIMUM II	60	18	30	18	18	60

SUGGESTED SIGNAL TIMING

WIRING DIAGRAM



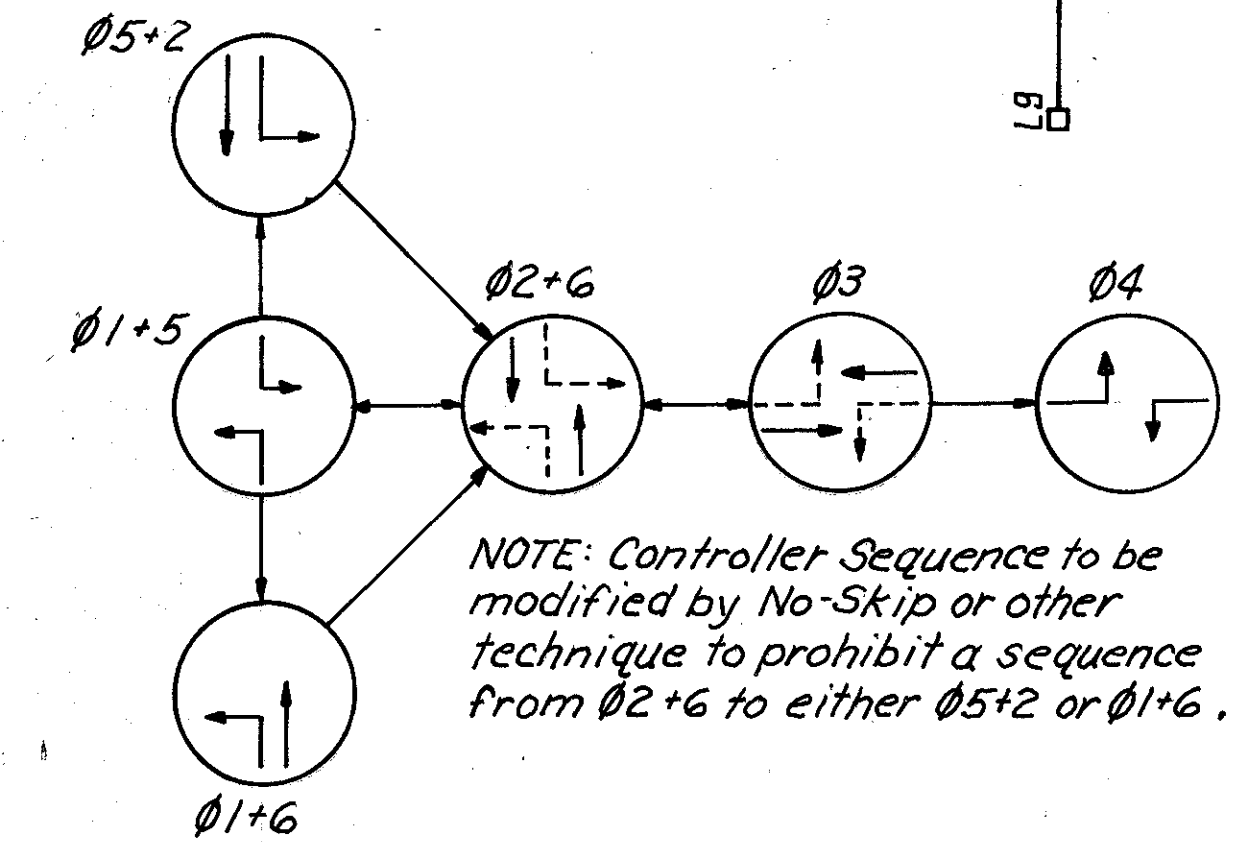
SPAN DIAGRAM



LEGEND

- VEHICULAR SIGNAL HEAD
- SIGNAL STRAIN POLE
- ☒ CONTROL BOX
- LOOP DETECTOR
- CONDUIT
- EXISTING SIGNAL INSTALLATION
- PEDESTRIAN PUSHBUTTON
- PULL BOX

NOTE: IN BOTH PART I AND PART II
1. LOCATION OF LOOP DETECTORS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIELD CONDITION AS DIRECTED BY THE ENGINEER.
2. SEE SHEET 7/8 FOR ORIENTATION DIAGRAM FOR STRAIN POLES AND CONTROLLER.



PHASING

L	SIGNAL HEAD	Ø2			Ø1			Ø3			Ø4			Ø5			Ø6		
		R/W			R/W			R/W			R/W			R/W			R/W		
R	A, B	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
R	A	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R
R	C, D	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
R	C	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R
Y	E, F	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Y	E	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Y	G, H	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
Y	G	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R

SIGNAL DISPLAY CHART

ROADWAY					
REFERENCE NO.	STATION		SIDE	202	
	FROM	TO		CURB REMOVED	STRUCTURE REMOVED
R1	121+08	121+24	R	25	L.S.
R2	121+87	121+99	L	24	L.S.
TOTAL				49	L.S.