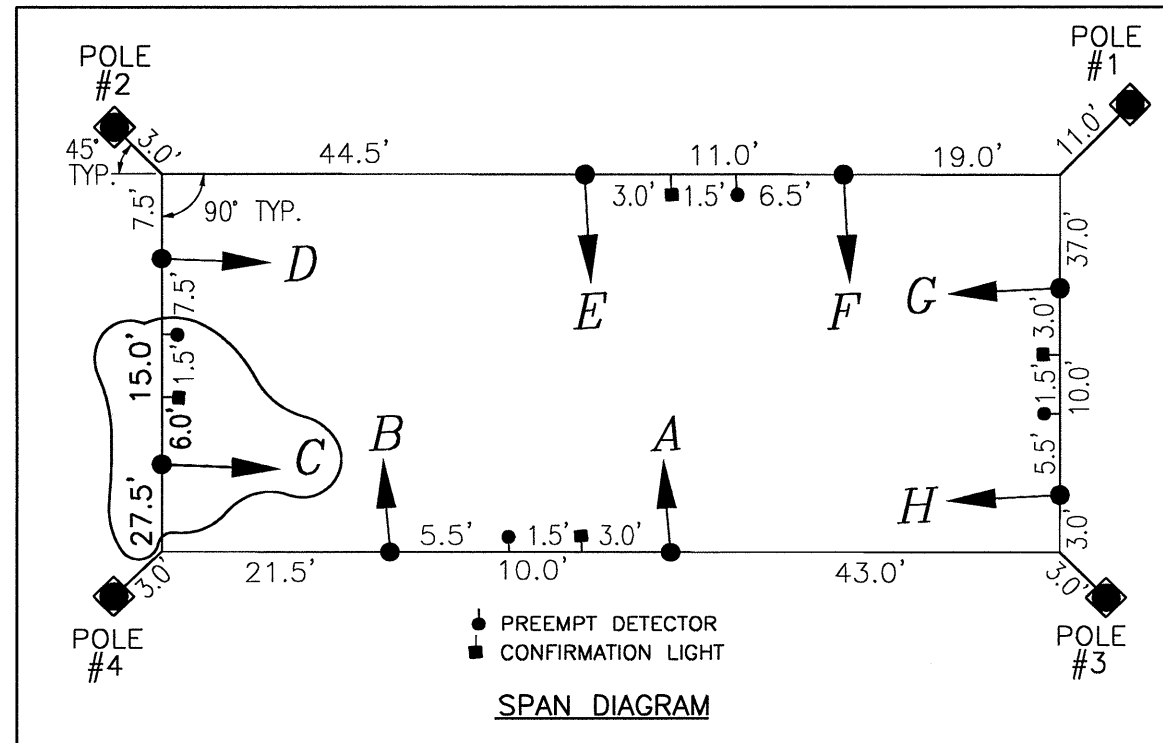


FUNCTION	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
INITIAL GREEN	5.0	25.0	-	10.0	5.0	25.0	-	10.0
MINIMUM GREEN	-	-	-	-	-	-	-	-
VEHICLE EXTENSION	3.0	3.0	-	3.0	3.0	3.0	-	3.0
MAXIMUM GREEN	35.0	35.0	-	25.0	12.0	35.0	-	25.0
PEDESTRIAN WALK	-	7.0	-	7.0	-	7.0	-	7.0
PEDESTRIAN CLEARANCE	-	17	-	17	-	17	-	17
VEHICLE YELLOW CLEARANCE	3.5	4.5	-	3.5	3.5	4.5	-	3.5
VEHICLE ALL RED CLEARANCE	2.0	2.5	-	2.0	2.0	2.5	-	2.0
RECALL	OFF	MAX	-	OFF	OFF	MAX	-	OFF
MEMORY	N.L.	N.L.	-	N.L.	N.L.	N.L.	-	N.L.

SIGNAL TIMING CHART

PREEMPT NOTES

- IF PHASE ACTIVE CONFLICTS WITH PREEMPT PHASE CALLED, IT SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES, UNLESS THE PHASE ACTIVE IS THE OPPOSING PHASE WITH THE ONCOMING TRAFFIC THEN IT SHALL HOLD AS SPECIFIED IN NOTE 2.
- IF ACTIVE PHASE IS THE PREEMPT PHASE, THEN THE OPPOSING PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.
- AFTER RELEASE FROM PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE φ2 & φ6.
- IF PREEMPT PHASE = RETURN PHASE φ2 & φ6 THE YELLOW AND ALL RED CLEARANCE AFTER PREEMPT SHALL NOT BE DISPLAYED.



STRAIN POLE - TYPE 81.10

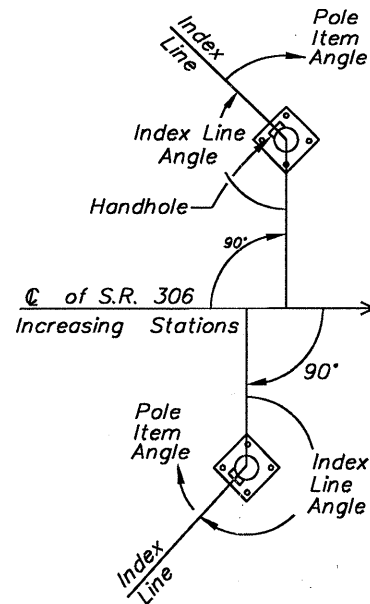
COMBINATION POLE	POLE NUMBER	LOCATION		DESIGN NUMBER	POLE HEIGHT (Feet)	TOP OF FOUNDATION ELEV.	SPAN WIRE ATTACHMENT HT.	ORIENTATION ANGLES FROM INDEX LINE (DEGREES)									
		STATION	OFFSET					PEDESTRIAN SIGNALS	PEDESTRIAN PUSHBUTTON	PEDESTRIAN SIGN R-738	POWER SERV. 1-1/2" BOND HALF COUPLING 3' FROM BASE	CABLE ENTRANCE	LUMINAIRE BRACKET	2" CONDUIT ELL	2" CAPPED CONDUIT ELL (FOR FUTURE USE)		
NO	P1	225+92	39' RT	4	26		23.5	221°	-	215°	215°	0°	135°/225°	-	286°	62°	
YES	P2	226+74	30.5' RT	5	30		23.5	126°	-	142°	142°	-	180°	234°	311°	90°	
NO	P3	225+93	21' LT	4	26		23.5	131°	-	90°	90°	-	180°	-	131°	320°	
NO	P4	226+74	24' LT	4	26		23.5	225°	-	270°	270°	-	180°	-	-	45°	

SIGNAL DIRECTION	SIGNAL HEAD	φ1 & φ5		φ1 & φ6		φ2 & φ5		φ2 & φ6		φ4 & φ8		FLASH	DWELL
		R/W	CLEAR	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR		
WESTBOUND	A	R	R	R	R	R	R	R	R	R	R	R	R
	B	R/G	R/G	R/G	R/G	R/G	R/G	R/G	R/G	R/G	R/G	R	R
NORTHBOUND	C	R/G	R/G	R/G	R/G	G/G	G/G	R/G	G	G	R	R	R
	D	R	R	R	R	R	R	R	R	R	R	R	R
EASTBOUND	E	R	R	R	R	R	R	R	R	R	R	R	R
	F	R	R	R	R	R	R	R	R	R	R	R	R
SOUTHBOUND	G	R/G	R/G	R/G	R/G	G/G	G/G	R/G	G	G	R	R	R
	H	R	R	R	R	R	R	R	R	R	R	R	R

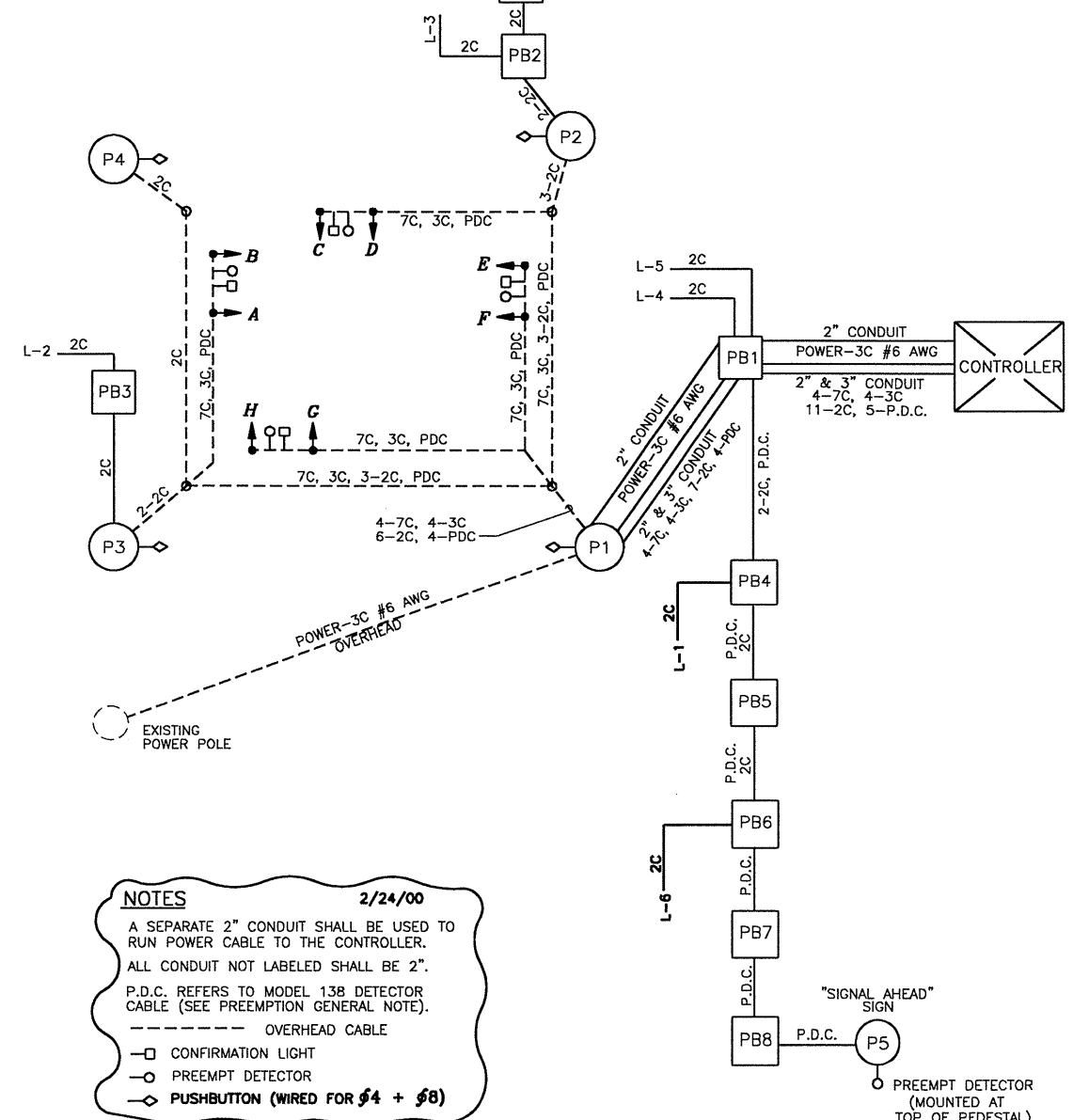
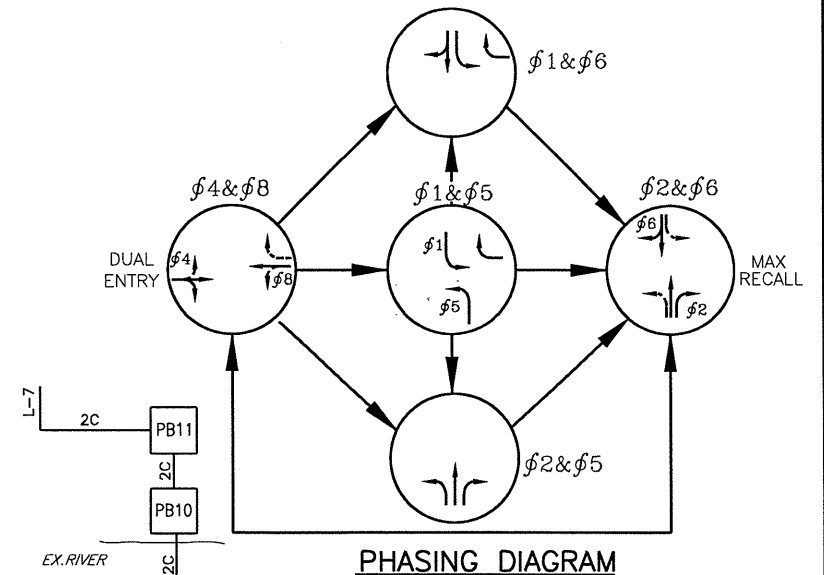
- (a) R/G IF φ2 & φ5 IS NEXT (c) G/G IF φ2 & φ6 IS NEXT (e) R/G IF φ1 & φ6 IS NEXT
 (b) R/G IF φ1 & φ6 IS NEXT (d) G IF φ2 & φ6 IS NEXT

SIGNAL SEQUENCE CHART

- PLAN MODIFICATIONS 2/24/00**
 1) MODIFIED WIRING DIAGRAM NOTES
 2) MODIFIED SIGNAL TIMING CHART
 3) MODIFIED SIGNAL HEAD "C" LOCATION
- PLAN MODIFICATIONS 4/13/00**
 1) ADDED L-7 LOOP DETECTOR
- PLAN MODIFICATIONS 5/3/00**
 1) REVISED L-7 LOOP DETECTOR LOCATION



- NOTES:**
- ALL ANGLES MEASURED CLOCKWISE.
 - INDEX LINE PASSES THROUGH CENTER OF HANDHOLE.



- NOTES 2/24/00**
- A SEPARATE 2" CONDUIT SHALL BE USED TO RUN POWER CABLE TO THE CONTROLLER.
 - ALL CONDUIT NOT LABELED SHALL BE 2".
 - P.D.C. REFERS TO MODEL 138 DETECTOR CABLE (SEE PREEMPTION GENERAL NOTE).
 - OVERHEAD CABLE
 - CONFIRMATION LIGHT
 - PREEMPT DETECTOR
 - PUSHBUTTON (WIRED FOR φ4 + φ8)

CALCULATED
A.E.P.
CHECKED
I.M.H.

TRAFFIC SIGNAL DETAILS
 S.R. 306 / S.R. 615 INTERSECTION

LAK - 615 - 0.00

T6
T16

DATE: 1-04-00 - H:\CT\972601\TRAFFIC\97260104.DWG