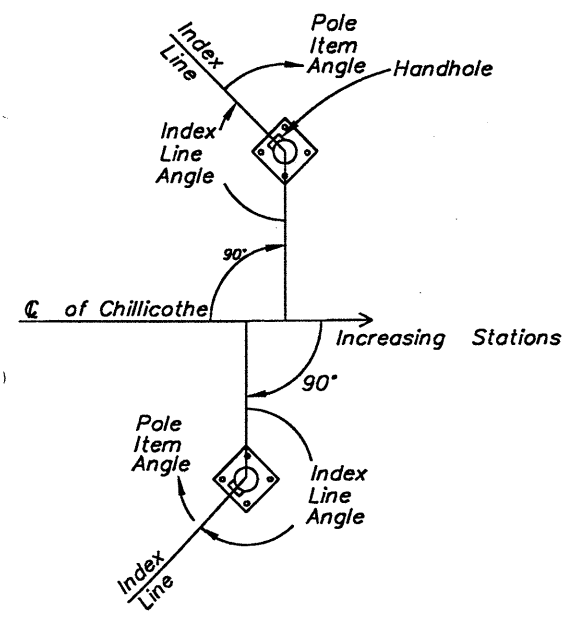
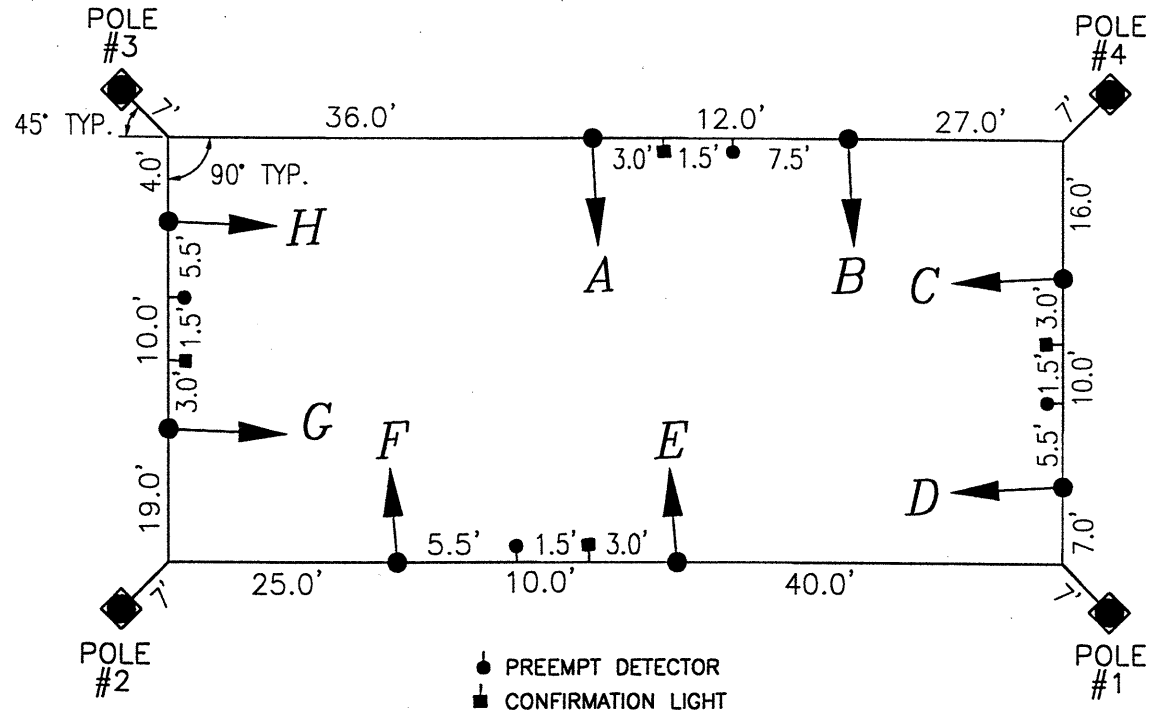


PHASING DIAGRAM

2/24/00
PLAN MODIFICATIONS
 1) MODIFIED WIRING DIAGRAM NOTES
 2) MODIFIED SIGNAL TIMING CHART



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



- PREEMPT DETECTOR
- CONFIRMATION LIGHT

SPAN DIAGRAM

FUNCTION	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8
INITIAL GREEN	-	27	-	10	-	27	-	10
MINIMUM GREEN	-	-	-	-	-	-	-	-
VEHICLE EXTENSION	-	3.0	-	3.0	-	3.0	-	3.0
MAXIMUM GREEN	-	35	-	45	-	35	-	45
PEDESTRIAN WALK	-	7.0	-	7.0	-	7.0	-	7.0
PEDESTRIAN CLEARANCE	-	19	-	12	-	19	-	12
VEHICLE YELLOW CLEARANCE	-	3.5	-	3.5	-	3.5	-	3.5
VEHICLE ALL RED CLEARANCE	-	2.0	-	2.0	-	2.0	-	2.0
RECALL	-	MAX	-	OFF	-	MAX	-	OFF
MEMORY	-	N.L.	-	N.L.	-	N.L.	-	N.L.

SIGNAL TIMING CHART

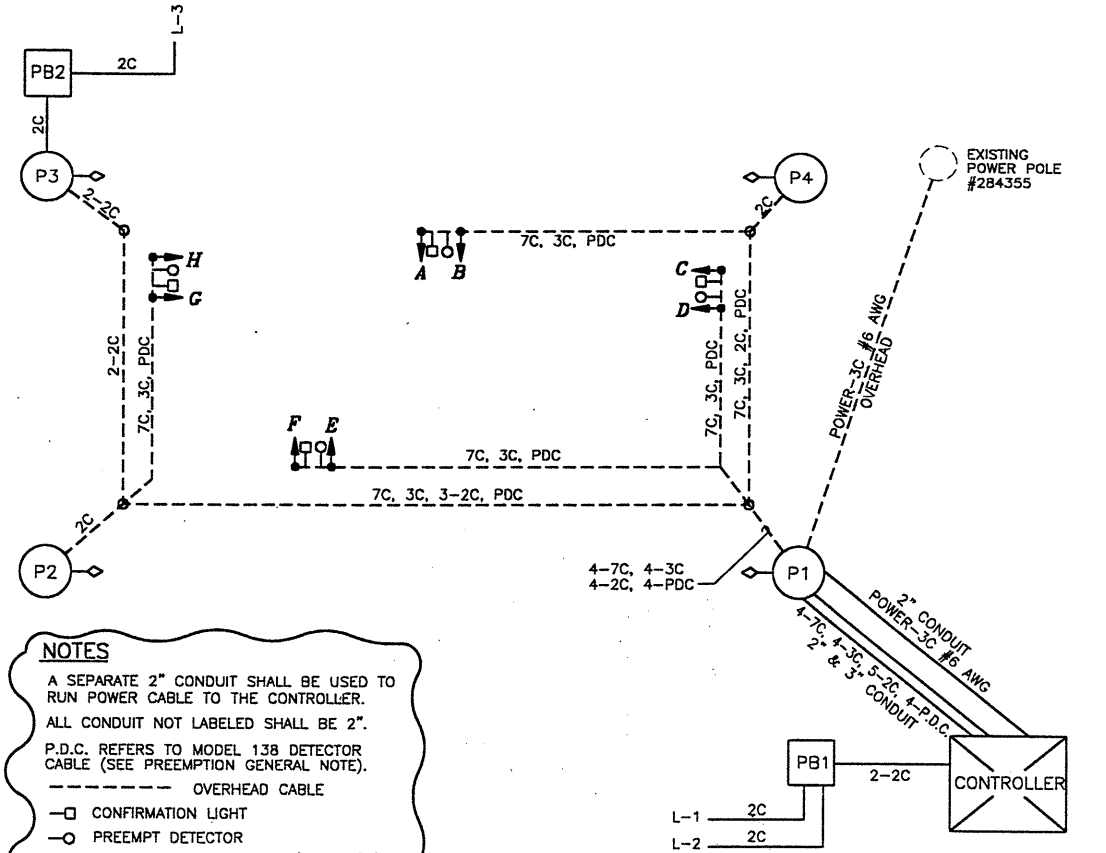
SIGNAL DIRECTION	SIGNAL HEAD	φ2 & φ6				φ4 & φ8				FLASH	DWELL	
		R/W	CLEAR	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR			
NORTHBOUND	A	R	R	R	R	G	G	Y	R	R	R	R
	B	R	R	R	R	G	G	Y	R	R	R	R
EASTBOUND	C	G	G	Y	R	R	R	R	R	R	Y	G
	D	G	G	Y	R	R	R	R	R	R	Y	G
SOUTHBOUND	E	R	R	R	R	G	G	Y	R	R	R	R
	F	R	R	R	R	G	G	Y	R	R	R	R
WESTBOUND	G	G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

SIGNAL SEQUENCE CHART

PREEMPT NOTES

1. 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.
2. IF ACTIVE PHASE IS THE PREEMPT PHASE, THEN THE OPPOSING PHASE SHALL HOLD FOR THE DURATION OF THE PREEMPT SIGNAL.
3. AFTER RELEASE FROM PREEMPT, YELLOW AND ALL RED CLEARANCE SHALL BE DISPLAYED AND RETURN PHASE SHALL BE φ2 & 6.
4. IF PREEMPT PHASE = RETURN PHASE φ2 & 6 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. (FT)	ORIENTATION ANGLES FROM INDEX LINE (DEGREES)							
		STATION	OFFSET					INDEX LINE ANGLE (DEG.) (CENTER OF HANDHOLE)	PEDESTRIAN SIGNALS	PEDESTRIAN PUSHBUTTON	CONTROLLER	POWER SERVICE 1 1/2" BLIND HALF COUPLING 3" FROM BASE	CABLE ENTRANCE	LUMINAIRE BRACKET	2" CONDUIT ELL
YES	P1	20+48	23.5' RT	5	30	23.5	138°	90°	270°	135°	225°	222°	333°	90°	90°
NO	P2	19+67.1	23.1' RT	4	26	23.5	223°	270°	180°	-	-	52°	270°	-	-
NO	P3	19+65	19.5' LT	4	26	23.5	132°	90°	180°	78°	318°	90°	-	-	-
NO	P4	20+51.8	19.0' LT	4	26	23.5	229°	247°	180°	-	-	90°	247°	-	-



- NOTES**
- 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)

WIRING DIAGRAM

DATE: 1-04-00 - H:\CV\97260\dwg\97260103.DWG

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

TRAFFIC SIGNAL DETAILS
 GARFIELD / KIRTLAND-CHARDON / S.R. 615 INTERSECTION

LAK - 615 - 0.00

T8
T16