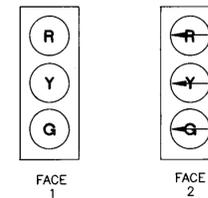


LIST OF MAJOR ITEMS REQUIRED	QUANTITY
TRAFFIC SIGNAL CONTROLLER (8-PHASE)	1
TIME BASED COORDINATION UNIT	1
STRAIN POLES	2
NEW 12" TRAFFIC SIGNAL HEADS WITH TUNNEL VISORS, DISCONNECT HANGERS AND MOUNTING HARDWARE	
SPAN WIRE MOUNTED ONE WAY - 3 SECTION	4
SPAN WIRE MOUNTED TWO WAY - 3 SECTION	1
WIRE LOOP DETECTOR AMPLIFIER	1
SERVICE CONNECTION	1
STRAIN POLE MOUNTED LUMINAIRE ARMS	1

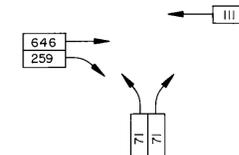
NECESSARY DUCT, CABLE, LABOR, MISCELLANEOUS MATERIAL AND EQUIPMENT REQUIRED TO COMPLETE THE INSTALLATION.

VEHICLE LOOP DETECTORS								TEST RESULTS				
LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL Ø	MODE	AMP	INDUCTANCE (uh)		RESISTANCE (meg Ω)		LEAKAGE TO GROUND
								CALCULATED	MEASURED	CALCULATED	MEASURED	
LANG FARM LEFT	Δ	6' X 30'	QUAD	2	Ø B	PRESENCE	DELAY					

ALL CALCULATED VALUES ARE AT THE CONTROLLER
MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD



SIGNAL FACE ARRANGEMENT



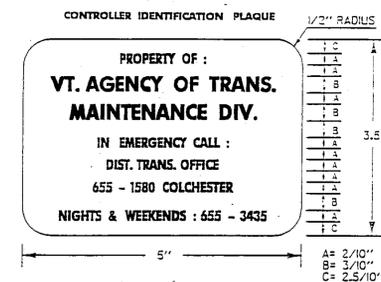
TIMING AND PHASING

		PHASE A (DWELL)				PHASE B				FLASHING OPERATION 11:00 P.M. - 6:00 A.M. (OR AS LATER DETERMINED)	
		CLEAR TO				CLEAR TO					
		Ø B				Ø A					
A.M. PEAK	INITIAL									FY	
	VEHICLE										
	MINIMUM										
	MAX 1										
	MAX 2										
OFF PEAK REST OF DAY	INITIAL										FR
	VEHICLE										
	MINIMUM										
	MAX 1										
	MAX 2										
P.M. PEAK	INITIAL										
	VEHICLE										
	MINIMUM										
	MAX 1	38	4	2		10	4	2			
	MAX 2										
FACE 1		G	Y	R		R	R	R			
FACE 2		←R	←R	←R		←G	←R	←R			

NOTES:

- SIGNAL TIMING IS SHOWN FOR INITIAL SETTING. FINAL TIMING TO BE ADJUSTED IN THE FIELD.
- OFFSETS ARE MEASURED FROM ZERO DATUM LINE TO BEGINNING OF PHASE A.
- CONTROLLER SHALL HAVE THE CAPACITY AND WIRING FOR FUTURE PEDESTRIAN PHASE.

DIAL	CYCLE	HOURS OF OPERATION	OFFSET %
1	60 SEC.	6:00 A.M. - 9:00 A.M.	0
2	60 SEC.	3:00 P.M. - 6:00 P.M.	0
3	60 SEC.	9:00 A.M. - 3:00 P.M. 6:00 P.M. - 11:00 P.M.	0
4			
FLASHING OPERATION		11:00 P.M. - 6:00 A.M.	-

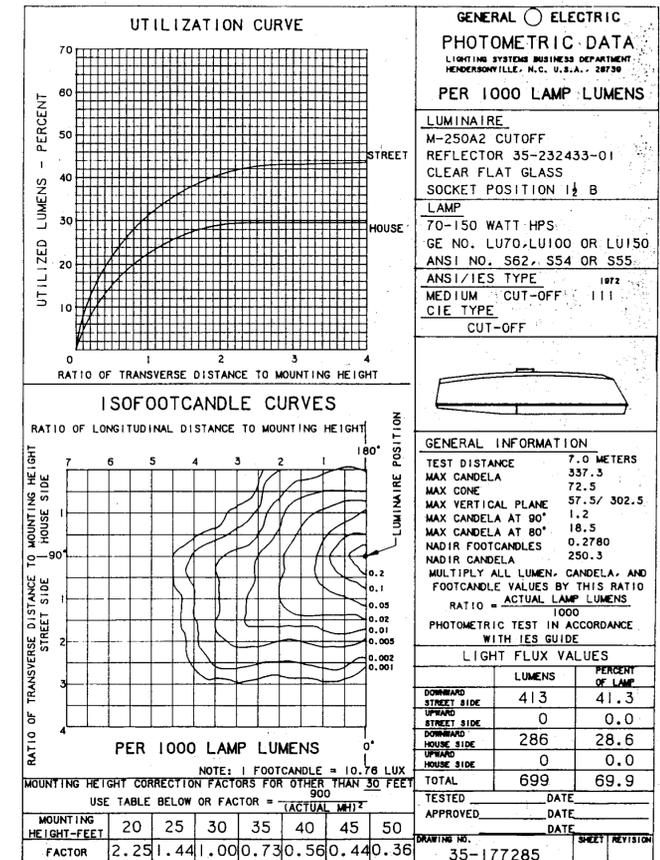


LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

NOTES:

- THE PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS. IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDED, RIVETED OR BOLTED WITH VANDAL PROOF BOLTS.
- THE LETTERS SHALL BE PUNCHED OR STAMPED. SUCH STAMPING SHALL PENETRATE AT LEAST 1/2 THE BASE MATERIAL THICKNESS.
- THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF 0.050 INCHES.

1991 P.M. PEAK HOUR DESIGN VOLUMES



TRAFFIC SIGNAL DETAILS

PREPARED BY: SJS DATE: 2/91
DRAWN BY: MSP, ATC DATE: 2/91
DESIGNED BY: LDW DATE: 2/91
PROJ. PB 033-1(2)
SHEET 395 OF 400