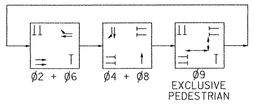
US ROUTE 5 AT HIGHLAND AVE./WORCESTER AVE.

CONTROLLER TIMING CHART

LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		12		6		12		6	-
EXTENSION		2.0		2.0		2.0		2.0	-
YELLOW CLEARANCE		4.0		4.0		4.0		4.0	-
ALL RED CLEARANCE		2.0		2.0		2.0		2.0	-
MAXIMUM GREEN I-75 SEC		32		31		32		31	
MAXIMUM GREEN II-75 SEC 6:00 AM - 9:00 AM		35		28		35		28	
MAXIMUM GREEN III-75 SEC 2:00 PM - 4:00 PM		34		29		34		29	
MAXIMUM GREEN IV-75 SEC 4:00 PM - 6:00 PM		33		30		33		30	
WALK		-	-	-	-	-	-	-	8
FLASHING DON'T WALK		-	-	-	-	-	-	-	25
RECALL		MAX		OFF		MAX		OFF	OFF
MEMORY		N/L		N/L		N/L		N/L	-

PHASING DIAGRAM

HARTFORD AVE. AT HIGHLAND AVE/WORCESTER AVE



TEST RESULTS

INDUCTANCE (μH)		RESISTANCE @ 77° F		
CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
192		1.27		
189		1.23		
134		0.52		
129		0.45		
160		0.85		
157		0.81		
154		0.77		
173		1.02		

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

VEHICLE LOOP DETECTOR

LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL Ø	MODE	AMP.
NB TH	2A	6'x40'	QUAD	2	Ø 2	PRESENCE	NON-DELAY
NB TH	2B	6'x40'	QUAD	2	Ø 2	PRESENCE	NON-DELAY
EB TH/LT	4A	6'x40'	QUAD	2	Ø 4	PRESENCE	NON-DELAY
EB RT	4B	6'x40'	QUAD	2	Ø 4	PRESENCE	NON-DELAY
SB LT	6A	6'x40'	QUAD	2	Ø 6	PRESENCE	NON-DELAY
SB TH	6B	6'x40'	QUAD	2	Ø 6	PRESENCE	NON-DELAY
SB RT	6C	6'x40'	QUAD	2	Ø 6	PRESENCE	DELAY-5 SEC.
WB TH/LT/RT	8	6'x40'	QUAD	2	Ø 8	PRESENCE	NON-DELAY

DATUM

VERTICAL NGVD 1929
HORIZONTAL N/A

HIGH SCHOOL DRIVEWAY AT HIGHLAND AVENUE

CONTROLLER TIMING CHART

LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN				6		6		6	-
EXTENSION				2.0		2.0		2.0	-
YELLOW CLEARANCE				4.0		4.0		4.0	-
ALL RED CLEARANCE				2.0		2.0		2.0	-
MAXIMUM GREEN I-75 SEC				32		32		32	
MAXIMUM GREEN II-75 SEC 2:00 PM - 4:00 PM				30		33		30	
MAXIMUM GREEN III-75 SEC 2:00 PM - 4:00 PM				30		33		30	
MAXIMUM GREEN IV-75 SEC 4:00 PM - 6:00 PM				32		31		32	
WALK		-	-	-	-	-	-	-	8
FLASHING DON'T WALK		-	-	-	-	-	-	-	15
RECALL				MAX		OFF		MAX	OFF
MEMORY				N/L		N/L		N/L	-

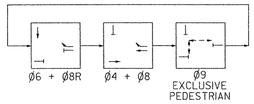
TABLE OF CHANGE SEQUENCE

FACE	Ø6 + Ø8R			Ø4 + Ø8			Ø9			FLASHING OPERATION
	R/W	CLEAR TO ALL OTHER PHASES		R/W	CLEAR TO ALL OTHER PHASES		R/W	CLEAR TO ALL OTHER PHASES		
4	R	R	R	G	Y	R	R	R	R	FY
6	G	Y	R	R	R	R	R	R	R	FR
8	R	R	R	G	Y	R	R	R	R	FY
8R	G	Y	R	G	Y	R	R	R	R	FR
PI	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

PHASING DIAGRAM

HIGH SCHOOL DRIVEWAY AT HIGHLAND AVE



TEST RESULTS

INDUCTANCE (μH)		RESISTANCE @ 77° F		
CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
126		0.41		
145		0.65		
159		0.84		
156		0.81		

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

VEHICLE LOOP DETECTOR

LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL Ø	MODE	AMP.
NB TH/LT	4	6'x40'	QUAD	2	Ø 4	PRESENCE	NON-DELAY
EB LT/RT	6	6'x40'	QUAD	2	Ø 6	PRESENCE	DELAY-5 SEC.
SB TH	8A	6'x40'	QUAD	2	Ø 8	PRESENCE	NON-DELAY
SB RT	8B	6'x40'	QUAD	2	Ø 8R	PRESENCE	NON-DELAY

TRAFFIC SIGNAL SHEET 4

TRAFFIC SIGNAL LAYOUT

PROJECT: HARTFORD
PROJECT NO.: RS 0113(40)
DESIGN FILE NAME: z027bdr.DGN
IPARM FILE NAME:
SURVEYED BY: FANTONI
SQUAD LEADER: KEN UPMAL
PLOT DATE: 1/15/2007
SURVEY DATE: 1/87
DRAWN BY: E. ATKINS
SHEET: 176 OF 239