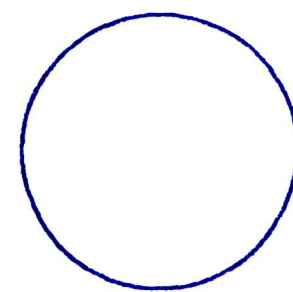
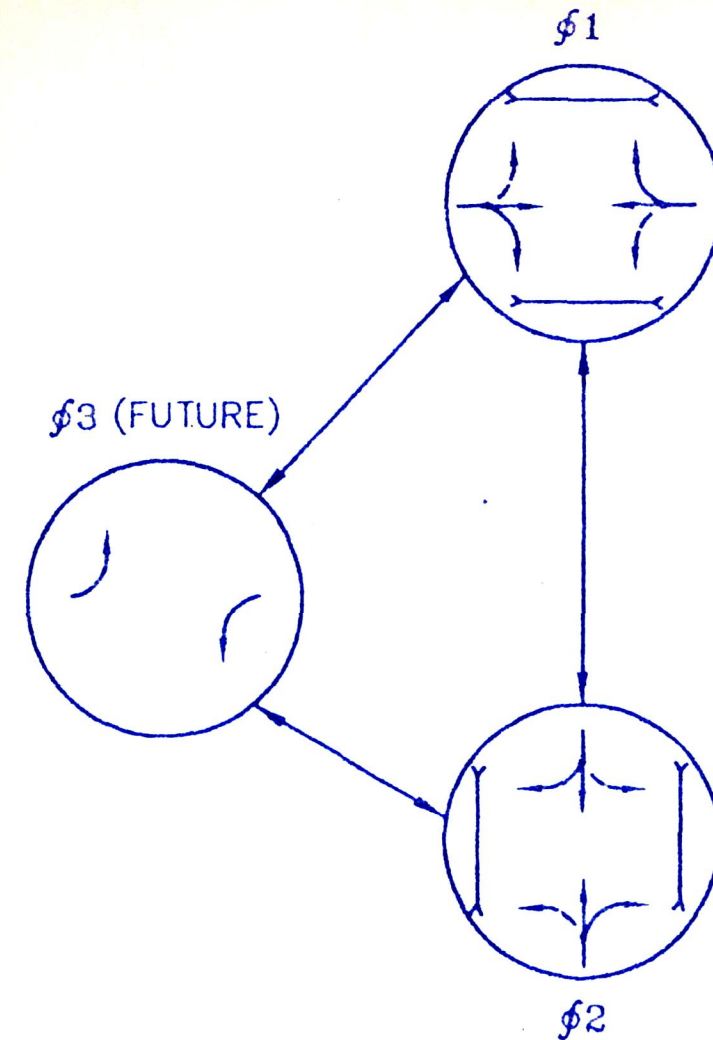


PREEMPT
CHANNEL 1



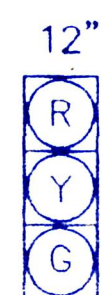
PREEMPT
CHANNEL 2



PHASING DIAGRAM

SIGNAL HEAD	f1		f2		f3		FLASH	DWELL
	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR		
A	G	Y	R	R	R	R	Y	G
B	G	Y	R	R	R	R	Y	G
C	G	Y	R	R	R	R	Y	G
D	G	Y	R	R	R	R	Y	G
E	R	R	G	G	Y	R	R	R
F	R	R	G	G	Y	R	R	R
G	R	R	G	G	Y	R	R	R
H	R	R	G	G	Y	R	R	R
W-W	DW	DW	DW	DW	DW	DW	OUT	DW
X-X	DW	DW	DW	DW	DW	DW	OUT	DW
Y-Y	DW	DW	DW	DW	DW	DW	OUT	DW
Z-Z	DW	DW	DW	DW	DW	DW	OUT	DW

SIGNAL SEQUENCE CHART



A,B,C,D,
E,F,G,H

VEHICULAR
SIGNAL HEADS

D2



W-W, X-X,
Y-Y, Z-Z

PEDESTRIAN
SIGNAL HEADS

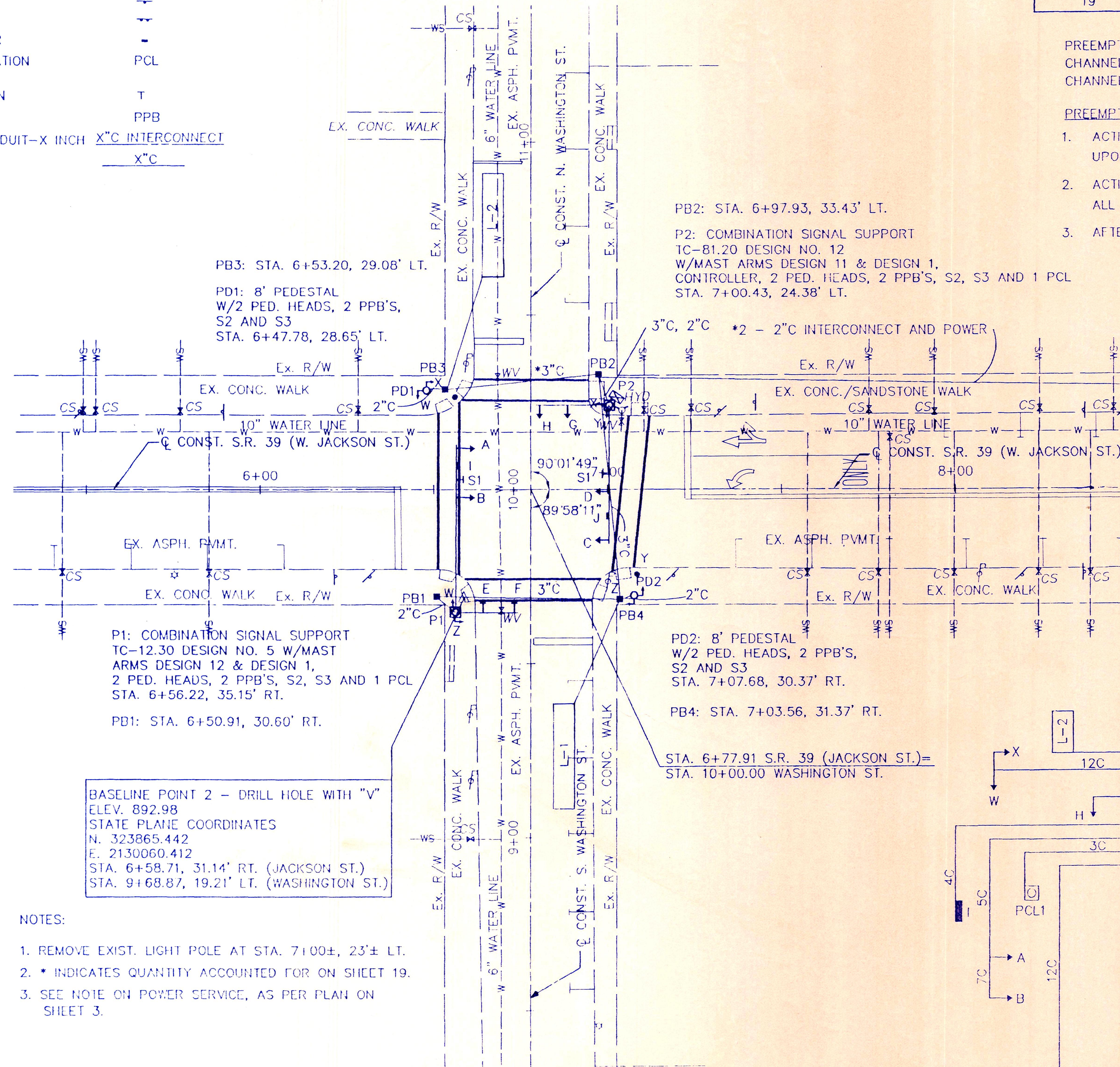
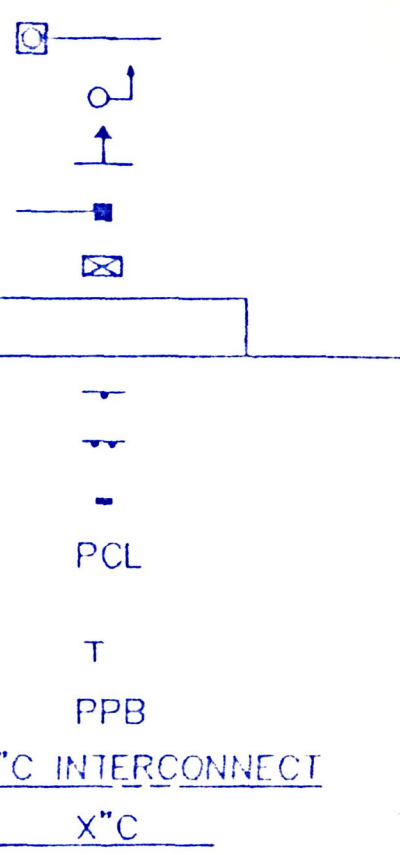
FUNCTION	f1	f2
INITIAL		10.0
MINIMUM GREEN	20.0	-
VEHICLE EXTENSION	-	2.5
MAXIMUM GREEN	-	17.0
PEDESTRIAN WALK	6.0	6.0
PEDESTRIAN CLEARANCE	10.0	10.0
VEHICLE YELLOW CLEARANCE	4.0	4.0
VEHICLE ALL RED CLEARANCE	1.0	1.0
RECALL - PED	ON	OFF
MEMORY	ON	OFF

SIGNAL TIMING CHART

LEGEND:

MAST ARM SIGNAL SUPPORT
PEDESTAL WITH PED. HEAD
SIGNAL HEAD
PULLBOX
CONTROLLER CABINET
LOOP DETECTORS
1-POST SIGN
2-POST SIGN
PREEMPT DETECTOR
PREEMPT CONFIRMATION LIGHT
ARM-MOUNTED SIGN
PED. PUSHBUTTON
INTERCONNECT CONDUIT-X INCH
CONDUIT - X INCH

PROPOSED



NOTES:

1. REMOVE EXIST. LIGHT POLE AT STA. 7+00±, 23'± LT.
2. * INDICATES QUANTITY ACCOUNTED FOR ON SHEET 19.
3. SEE NOTE ON POWER SERVICE, AS PER PLAN ON SHEET 3.

LOOP	SIZE	TURNS	MODE	DELAY	PHASE	REMARK	INHIBITED DELAY	LOOP LOCATION
L-1	6x30	2	PRESENCE	8.0	φ2	DELAY & EXTENSION	YES	STA. 6+84.48, 61.72' RT.
L-2	6x30	2	PRESENCE	8.0	φ2	DELAY & EXTENSION	YES	STA. 6+69.87, 61.07' LT.

LOOP DETECTOR CHART

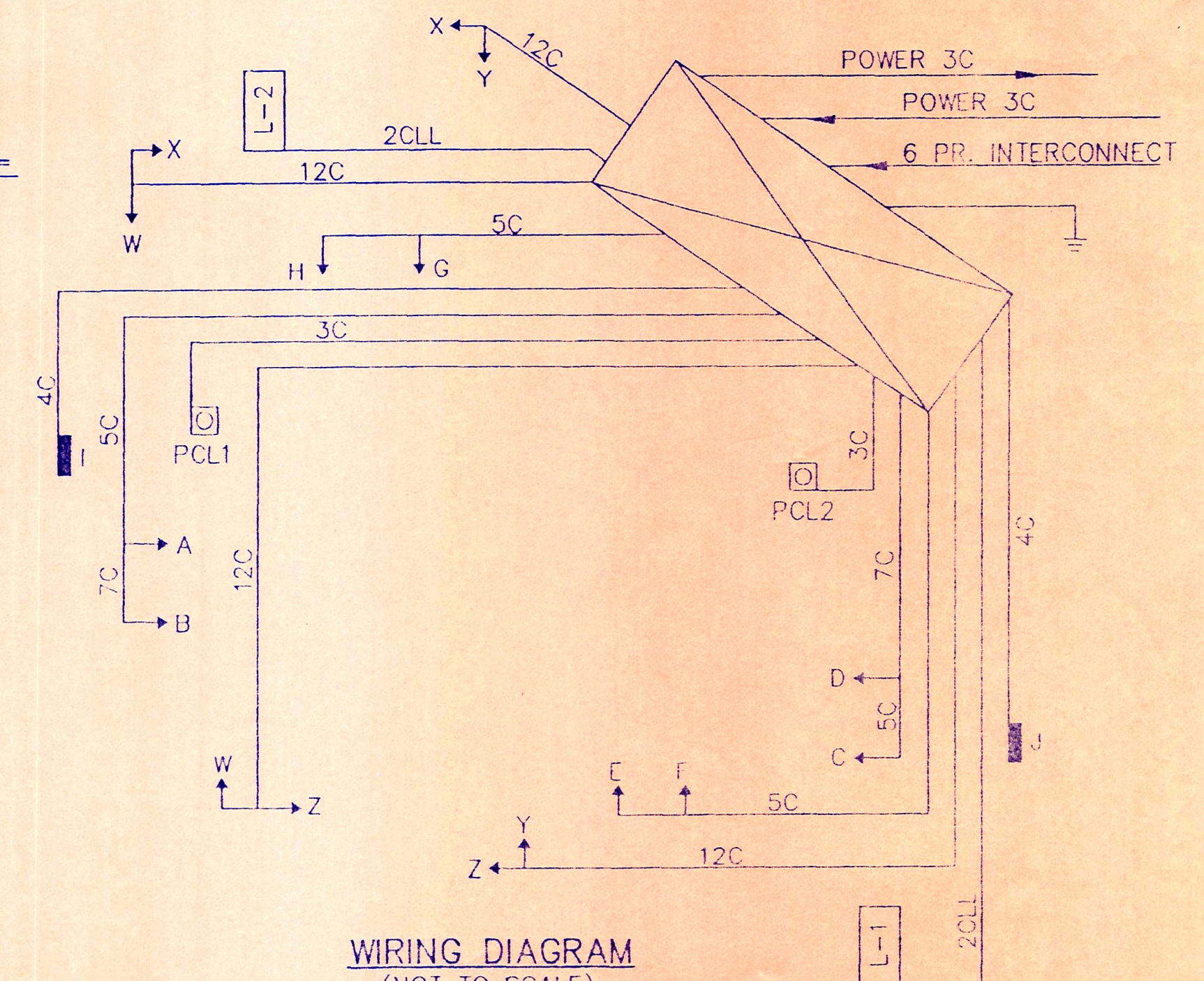
CROSS REFERENCES

SHEET	DESCRIPTION
2-4A	GENERAL NOTES
13-14	SIGNALIZATION SUB-SUMMARY
18	TRAFFIC SIGNAL PLAN DETAILS
19	INTERCONNECT PLAN

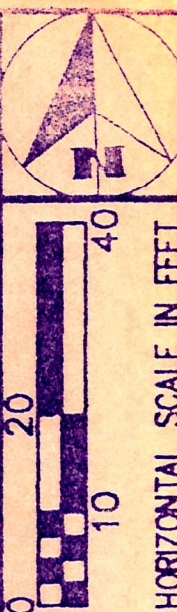
PREEMPT CHANNELS:
CHANNEL 1 = ALL RED ALL DIRECTIONS
CHANNEL 2 = FUTURE

PREEMPT CHANNEL 1 NOTES:

1. ACTIVE WALK INDICATIONS SHALL IMMEDIATELY GO TO "DON'T WALK" UPON RECEIVING PREEMPTION SIGNAL.
2. ACTIVE GREEN PHASE SHALL IMMEDIATELY TIME ITS YELLOW AND ALL RED CLEARANCES WHEN PREEMPT PHASE IS CALLED.
3. AFTER RELEASE FROM PREEMPT, RETURN PHASE SHALL BE f1.



WIRING DIAGRAM
(NOT TO SCALE)



CALCULATED
CHECKED

TRAFFIC SIGNAL PLAN
INTERSECTION OF JACKSON ST. AND WASHINGTON ST.

HOL-39-17.36

15
19