

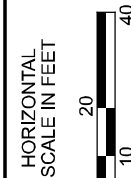
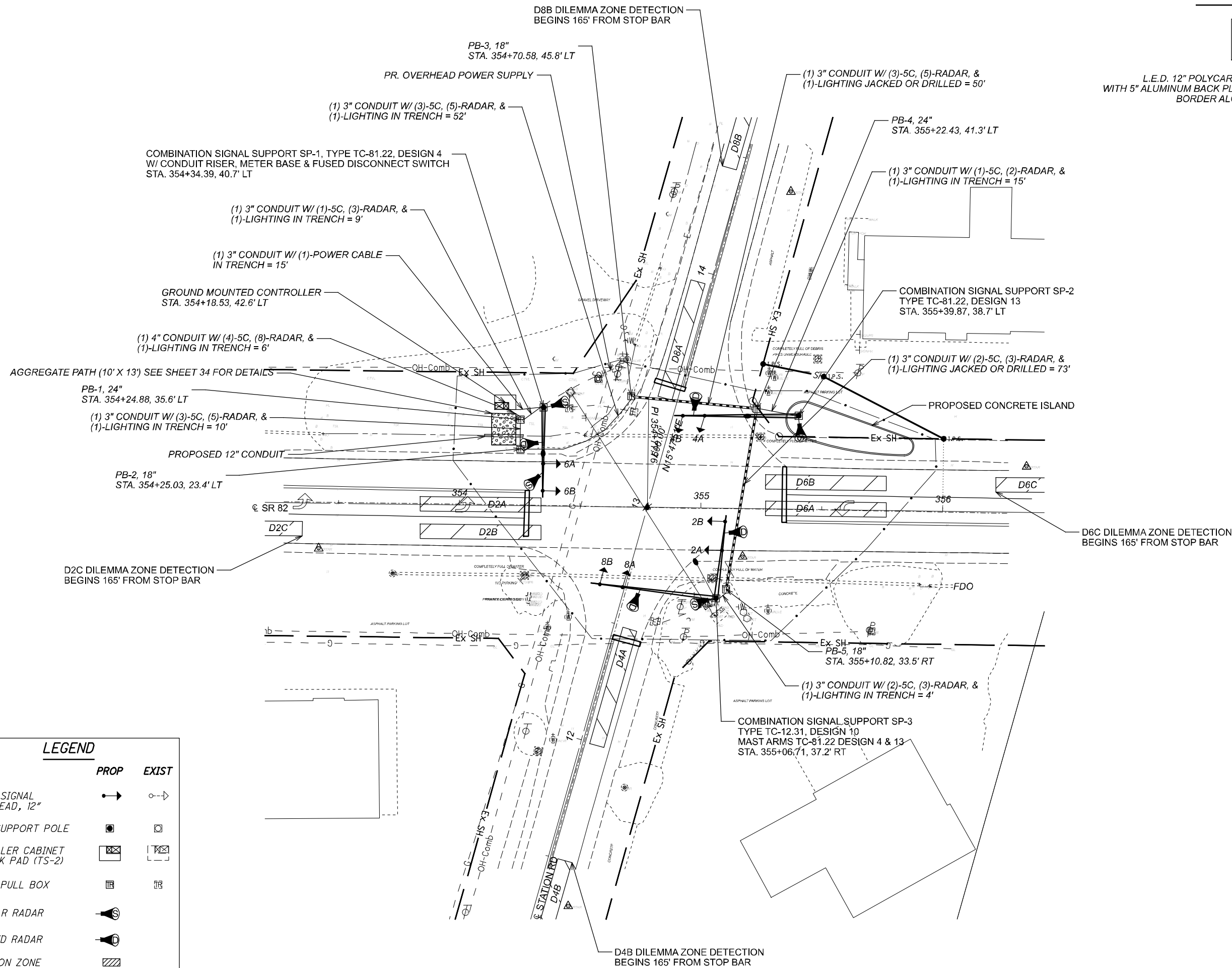
LEGEND

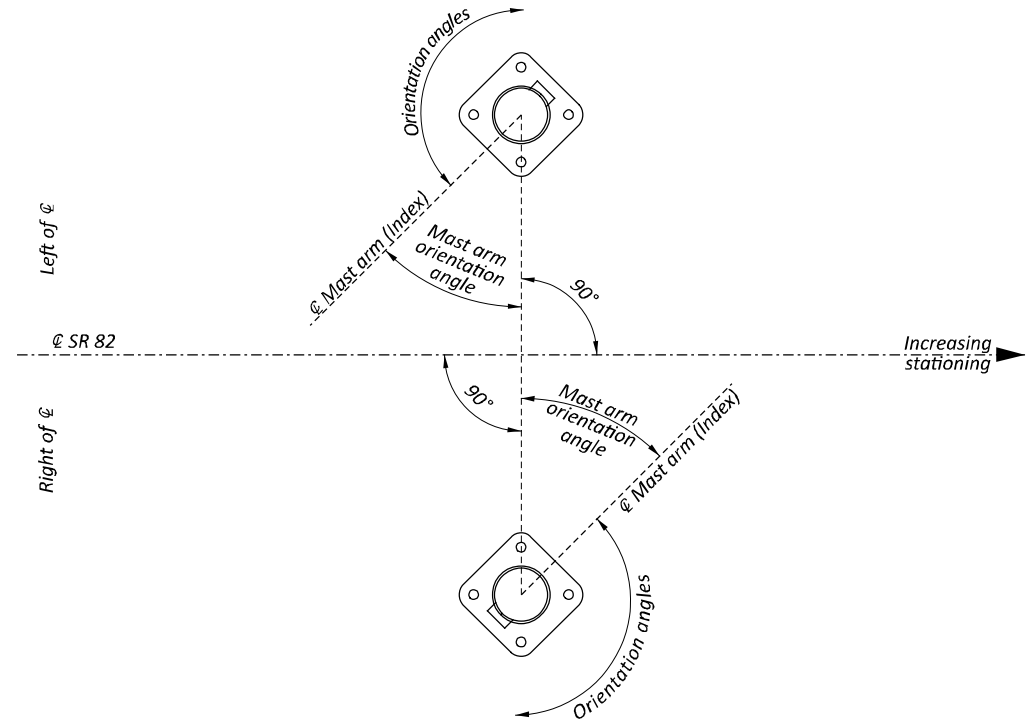
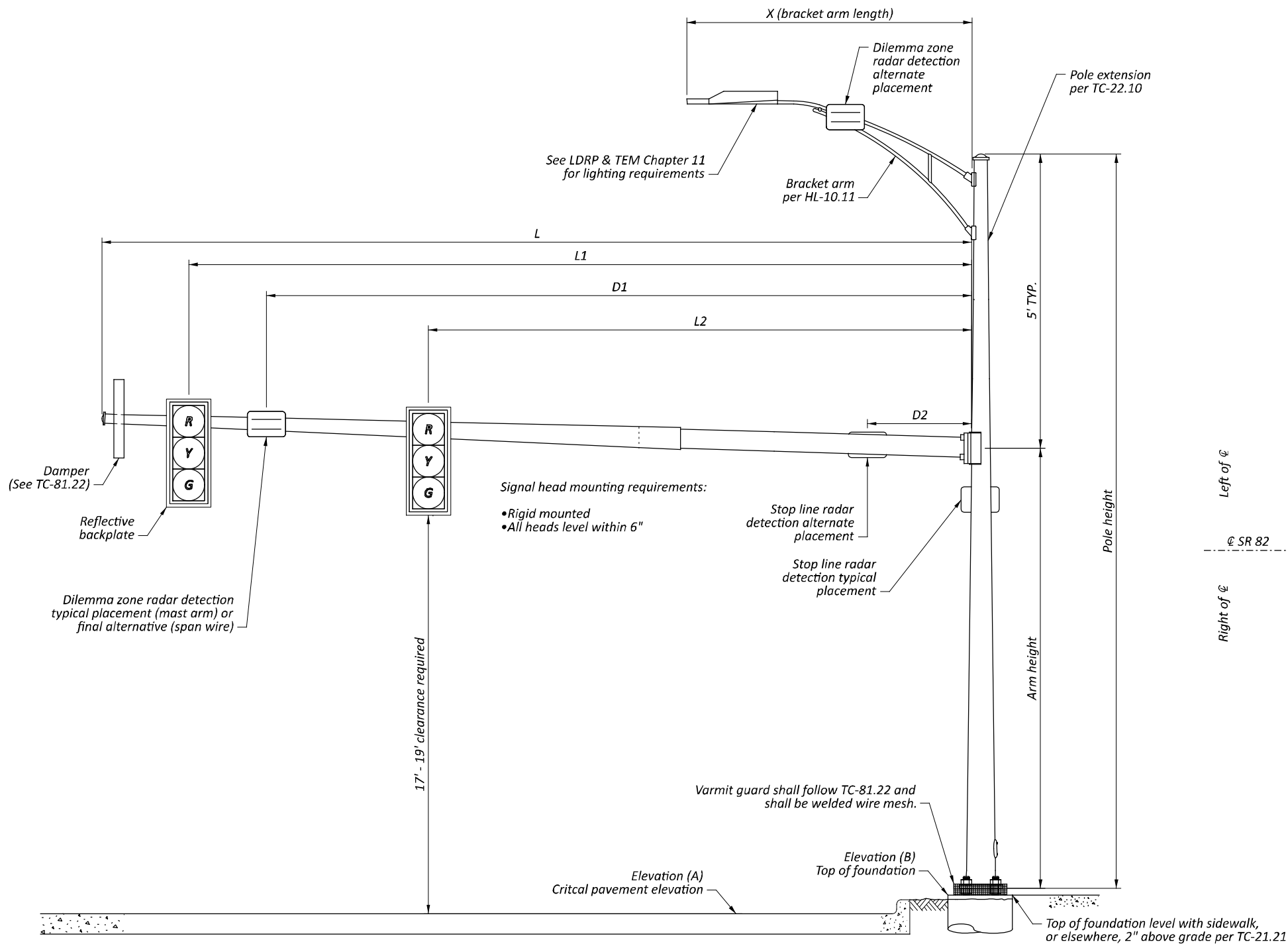
	PROP	EXIST
TRAFFIC SIGNAL 3 UNIT HEAD, 12"		
SIGNAL SUPPORT POLE		
CONTROLLER CABINET AND WORK PAD (TS-2)		
TRAFFIC PULL BOX		
STOP BAR RADAR		
ADVANCED RADAR		
DETECTION ZONE		

SIGNAL HEADS



L.E.D. 12" POLYCARBONATE BLACK BODIES
WITH 5" ALUMINUM BACK PLATES AND YELLOW REFLECTIVE
BORDER ALONG PERIMETER

SIGNAL PLAN
LOR SR 82 & STATION RD



MAST ARM TABLE

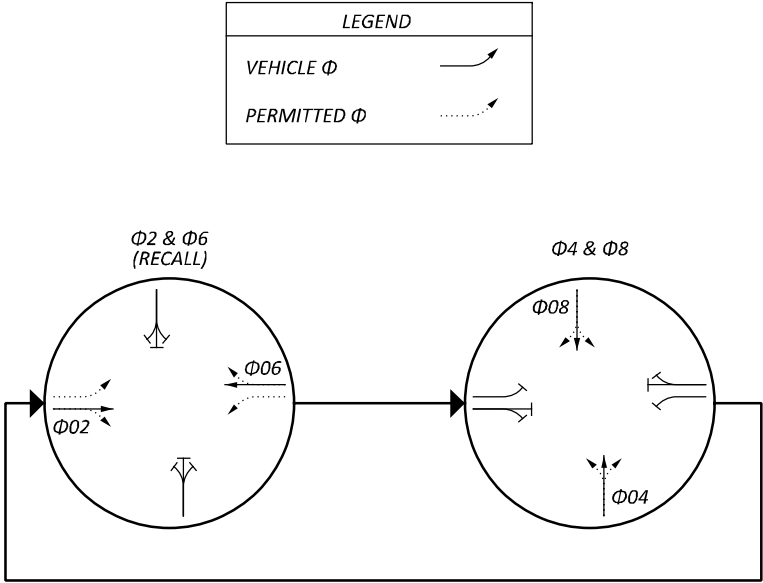
SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS										ORIENTATION ANGLES FROM MAST ARM A			
			A (Pavt. Elev.)	B (Top of Found.)	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	D1	D2	X	MAST ARM A ANGLE	MAST ARM B ANGLE	BRACKET ARM	HANDHOLE
SP-1	354+34.39	40.7' LT	805.03'	804.83'	TC-81.22	4	27	22	36	33	22	26	13	20	0	-	0	180
SP-2	355+39.87	38.7' LT	804.22'	803.23'	TC-81.22	13	27	22	50	47	37	43	-	20	90	-	0	90
SP-3	355+06.71	37.2' RT	804.62'	803.84'	TC-12.31	10	27	22	33	30	19	26	-	15	6	-	324	90
			804.64'					22	51	48	38	30	-	-	-	270	-	-

SIGNAL TIMING CHART

INTERSECTION: LOR-82 & Station Rd												
MAINTAINING AGENCY: ODOT												
<u>START UP</u> START IN: ALL-RED FLASH TIME FOR FLASH / ALL RED (SEC.): 9, 6 FIRST PHASE(S): 2 & 6 COLOR DISPLAYED: GREEN		DUAL ENTRY: YES		PHASES: 2 & 6, 4 & 8								
		REST IN RED:		RING 1 -		RING 2 -						
		OVERLAP			A		B		C		D	
		PHASES			-		-		-		-	
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.										
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8			
DIRECTION		-	EB	-	NB	-	WB	-	SB			
MINIMUM GREEN (INITIAL) (SEC.)		-	20	-	10	-	20	-	10			
ADDED INITIAL *(SEC./ACTUATION)		-	-	-	-	-	-	-	-			
MAXIMUM INITIAL *(SEC.)		-	-	-	-	-	-	-	-			
PASSAGE TIME (PRESET GAP) (SEC.)		-	2	-	2	-	2	-	2			
TIME BEFORE REDUCTION *(SEC.)		-	-	-	-	-	-	-	-			
MINIMUM GAP *(SEC.)		-	-	-	-	-	-	-	-			
TIME TO REDUCE *(SEC.)		-	-	-	-	-	-	-	-			
MAXIMUM GREEN I (SEC.)		-	60	-	30	-	60	-	30			
MAXIMUM GREEN II (SEC.)		-	60	-	30	-	60	-	30			
YELLOW CHANGE (SEC.)		-	5	-	5	-	5	-	5			
ALL RED CLEARANCE (SEC.)		-	1	-	1	-	1	-	1			
DELAYED GREEN (LPI) * (SEC.)		-	-	-	-	-	-	-	-			
FLASHING YELLOW ARROW DELAY* (SEC.)		-	-	-	-	-	-	-	-			
WALK (SEC.)		-	-	-	-	-	-	-	-			
PEDESTRIAN CLEARANCE (SEC.)		-	-	-	-	-	-	-	-			
RECALL	MAXIMUM (ON/OFF)	-	-	-	-	-	-	-	-			
	MINIMUM (ON/OFF)	-	YES	-	NO	-	YES	-	NO			
	PEDESTRIAN (ON/OFF)	-	-	-	-	-	-	-	-			
MEMORY (ON/OFF)		-	NO	-	YES	-	NO	-	YES			
*VOLUME DENSITY CONTROLS												

- NOTES:
- All movements shall be actuated. The primary through movement shall have min recall active to rest in green.
 - For protected/ permissive phases, implement call omits to avoid yellow ball trap.
 - Radar detection units for dilemma zone detection shall place a constant call to the controller when vehicle travel times to the stop bar are between 2.5 and 6.0 seconds. Speed trigger shall be set for vehicles traveling 35 MPH and greater.
 - Radar shall have queue detection configured and a zone placed at 100-200 feet from the stop bar for slow moving vehicle extensions. Speed trigger shall be set at 1 - 35 MPH.
 - All detector delays shall be placed on the controller.
 - For any entry to flashing operation programming shall run minor street green (typ. $\Phi 4$ & $\Phi 8$), all-red clearance and then flashing operation.

PHASING DIAGRAM (TYPICAL)



RADAR DETECTION CHART

DETECTION ZONE	MOVEMENT	DELAY PROGRAMMED IN CONTROLLER (SEC)	EXTENSION PROGRAMMED IN CONTROLLER (SEC)	PURPOSE	DETECTION ZONE LENGTH (FT)
D2A	EB L T	10	-	STOP-LINE	50
D2B	EB	10	-	STOP-LINE	50
D2C	EB	-	2	ADVANCED	200
D4A	NB	10	-	STOP-LINE	50
D4B	NB	-	2	ADVANCED	200
D6A	WB L T	10	-	STOP-LINE	50
D6B	WB	10	-	STOP-LINE	50
D6C	WB	-	2	ADVANCED	200
D8A	SB	10	-	STOP-LINE	50
D8B	SB	-	2	ADVANCED	200

<i>SIGNAL HEAD</i>	<i>INDICATION</i>	<i>FIELD TERMINAL</i>	<i>FLASH</i>
<i>2A (EB)</i>	<i>R</i>	$\phi 2\ R$	<i>R</i>
	<i>Y</i>	$\phi 2\ Y$	
	<i>G</i>	$\phi 2\ G$	
<i>2B (EB)</i>	<i>R</i>	$\phi 2\ R$	<i>R</i>
	<i>Y</i>	$\phi 2\ Y$	
	<i>G</i>	$\phi 2\ G$	
<i>4A (NB)</i>	<i>R</i>	$\phi 4\ R$	<i>R</i>
	<i>Y</i>	$\phi 4\ Y$	
	<i>G</i>	$\phi 4\ G$	
<i>4B (NB)</i>	<i>R</i>	$\phi 4\ R$	<i>R</i>
	<i>Y</i>	$\phi 4\ Y$	
	<i>G</i>	$\phi 4\ G$	
<i>6A (WB)</i>	<i>R</i>	$\phi 6\ R$	<i>R</i>
	<i>Y</i>	$\phi 6\ Y$	
	<i>G</i>	$\phi 6\ G$	
<i>6B (WB)</i>	<i>R</i>	$\phi 6\ R$	<i>R</i>
	<i>Y</i>	$\phi 6\ Y$	
	<i>G</i>	$\phi 6\ G$	
<i>8A (SB)</i>	<i>R</i>	$\phi 8\ R$	<i>R</i>
	<i>Y</i>	$\phi 8\ Y$	
	<i>G</i>	$\phi 8\ G$	
<i>8B (SB)</i>	<i>R</i>	$\phi 8\ R$	<i>R</i>
	<i>Y</i>	$\phi 8\ Y$	
	<i>G</i>	$\phi 8\ G$	

	TRAFFIC SIGNAL, 2 UNIT, 3 UNIT, OR PHB HEAD 12"		LUMINAIRE, CONVENTIONAL		SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG
	DILEMMA ZONE RADAR DETECTION UNIT		SIGNAL CABLE, 5 CONDUCTOR, NO. XX AWG		POWER CABLE, 3 CONDUCTOR, NO. 6 AWG
	STOP LINE RADAR DETECTION UNIT		RADAR DETECTION CABLE		SIGNAL SUPPORT POLE NO. __
	ETHERNET RADIO		INTERCONNECT CABLE		METER BASE
	UNINTERRUPTIBLE POWER SUPPLY CABLE		PHOTOELECTRIC CELL		NO. 4 AWG DISTRIBUTION CABLE
	HAND/ ON/ AUTO SWITCH		POWER SOURCE		NO. 10 AWG POLE & BRACKET CABLE
					DUAL LIGHTING/SIGNAL DISCONNECT SWITCH