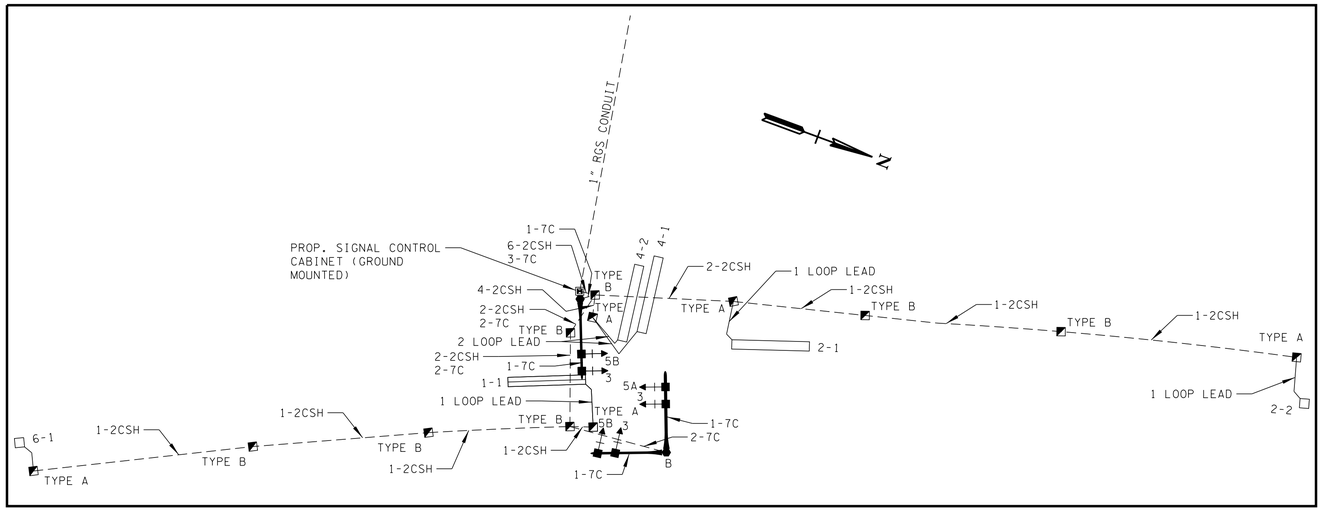
| TYPE | YEAR | PROJECT NO. | SHEET NO. |
|---|---|---|---|
| R.O.W. | 2015 | HSIP-106(33) | 14A |
| CONST. | 2017 | HSIP-106(33) | 23A |
| | | | |
| | | | |

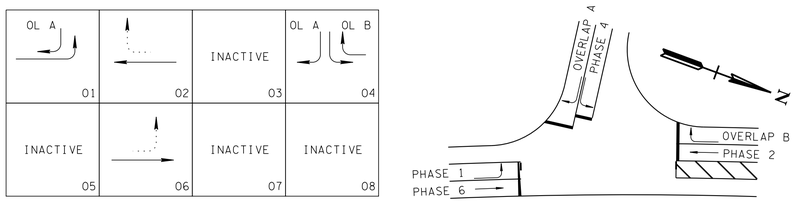
REV. 9-22-16: REDESIGNED TRAFFIC SIGNALS AT INTERSECTION OF SR-106 AND CRITZ LANE FROM USING STRAIN POLES TO USING MAST ARM POLES.




WIRING DIAGRAM

| LOOP AND DETECTOR ASSIGNMENTS | | | | | | | |
|---|---|---|---|---|---|---|---|
| LOOP NO. | DETECTOR | TURNS | LOOP LENGTH | MODE | TIMING | ASSOCIATED PHASE | COMMENTS |
| 1-1 | 1 | 2-4-2 | 50 FT | PRES | | 1 | QUADRUPOLE |
| 2-1 | 2 | 2 | 50 FT | PRES | | 2 | |
| 2-2 | 3 | 3 | 6 FT | PULSE | | 2 | |
| 4-1 | 4 | 2 | 50 FT | PRES | | 4 | |
| 4-2 | 5 | 2 | 50 FT | PRES | | 4 | |
| 6-1 | 6 | 3 | 6 FT | PULSE | | 6 | |

- LOOPS ARE 6 FT IN WIDTH AND , CENTERED IN TRAFFIC LANE.
- LOOP WIRE CONNECTIONS SHALL BE WIRED TO PROVIDE THE APPROPRIATE INDUCTANCE AS REQUIRED BY STD. DWG. T-SG-3.
- STOP BAR LOOPS EXTEND 3 FT PAST STOP BARS.

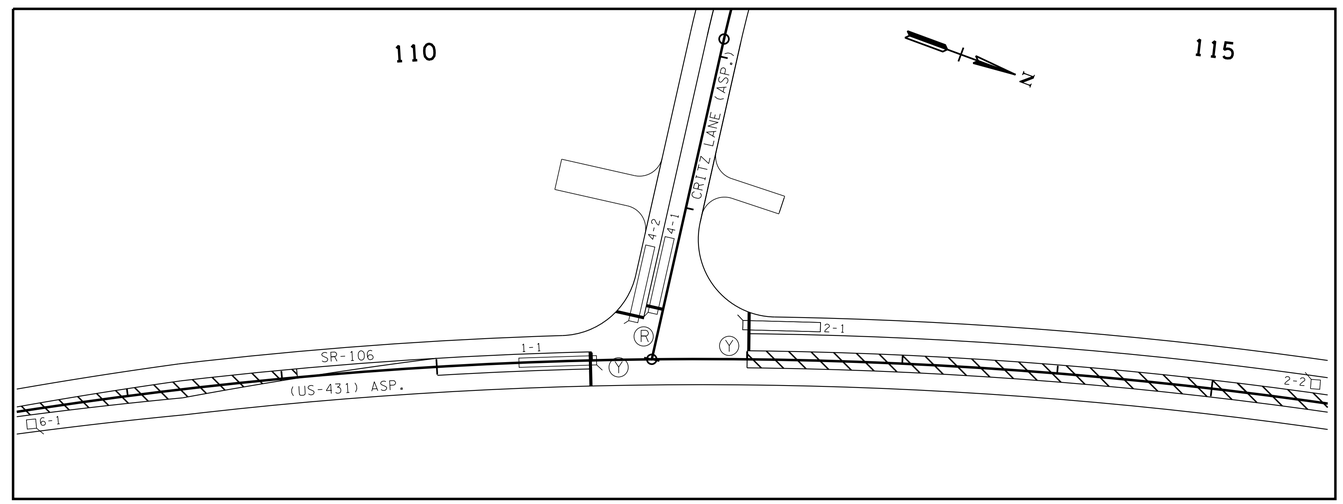



SIGNAL PHASING DIAGRAM

OVERLAP A IS ASSIGNED TO PHASES 1&4
OVERLAP B IS ASSIGNED TO PHASES 2&4

| VOLUME - DENSITY TIMINGS (SECS) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PHASE | INITIAL INTERVAL | VEHICLE INTERVAL | TIME BEFORE REDUCTION | TIME TO REDUCE | MAX I | MAX II | YELLOW | ALL RED | RECALL TO | MEMORY POSITION (1) |
| 1 | 6 | 4.3 | | | 12.5 | - | 4.5 | 2 | - | NL |
| 2 | 15 | 4.3 | 35 | 35 | 104.5 | - | 4.5 | 2 | MAX | L |
| 3 | - | - | | | - | - | - | - | - | - |
| 4 | 15 | 3.9 | | | 33 | - | 4.5 | 1 | - | L |
| 5 | - | - | | | - | - | - | - | - | - |
| 6 | 15 | 4.3 | 39 | 39 | 117 | - | 4.5 | 2 | - | L |
| 7 | - | - | | | - | - | - | - | - | - |
| 8 | - | - | | | - | - | - | - | - | - |

NOTES: (1) NL = NONLOCK; L= LOCK
(2) THESE TIMINGS ARE INITIAL AND SHOULD BE ADJUSTED BY THE CONTRACTOR BASED ON FIELD OBSERVATIONS TO PROVIDE EFFICIENT OPERATION.




FLASHING OPERATION AND DETECTION LOOP NUMBERING

SEALED BY

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

PHASING, TIMING, AND DETECTOR ASSIGNMENT

9/19/2017 5:49:44 AM
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