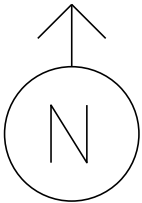
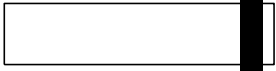


MS # 636 VT 100 NORTH



I-89 EXIT 10 RAMP



JB



JB

9



9



ONLY

4

2

4

JB

2

4

JB



VIDEO CAMERA



CONTROL BOX



MAST ARM



VIDEO DETECTION

JB

JUNCTION BOX



ROADWAY SIGN

F

=



U

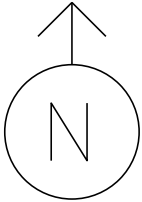
=



VT 100 SOUTH

NOT TO SCALE

MS # 636 VT 100 NORTH



I-89 EXIT 10 RAMP

12'

12'

12'

STOP BAR 22'

12'

STOP BAR 22'

STOP BAR 22'



ONLY

LANE LINE 75'

VT 100 SOUTH

12'

12'

12'

NOT TO SCALE

D I A G R A M N ↑	Ø 1 ↓ ↗ ↑ ↘	Ø 2 ⊥ ↗ ⊥ ↘	Ø 3	Ø 4
TIMING	G = Y =	G = Y =	G = Y =	G = Y =
D I A G R A M	Ø 5	Ø 6	Ø 7	Ø 8
TIMING	G = Y =	G = Y =	G = Y =	G = Y =
↗ PROTECTED TURNS	↗ PERMITTED TURNS --- PEDESTRIAN		CYCLE LENGTH, C= _____ S	



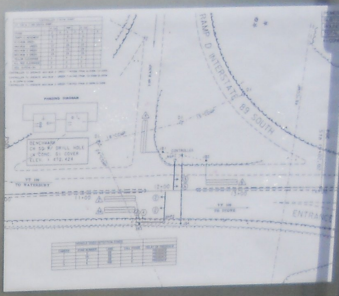
DANGER
115 VOLTS A.C.

WARNING
DO NOT OPERATE
CABINET WITHOUT
CMU/MMU

THRU 6N 8-21-00

Highway Tech
Signal Equipment Sales, Inc.
P.O. Box 1000
San Jose, CA 95128

HAITEC, INC.
2004 LAM, TEXA
245040-000



FIELD TRANSDUCER
Signal Processor

Channel	Input	Output	Signal
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
13	13	13	13
14	14	14	14
15	15	15	15
16	16	16	16
17	17	17	17
18	18	18	18
19	19	19	19
20	20	20	20
21	21	21	21
22	22	22	22
23	23	23	23
24	24	24	24
25	25	25	25
26	26	26	26
27	27	27	27
28	28	28	28
29	29	29	29
30	30	30	30
31	31	31	31
32	32	32	32
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38	38	38	38
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66	66	66	66
67	67	67	67
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69	69	69	69
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74	74	74	74
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90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
94	94	94	94
95	95	95	95
96	96	96	96
97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100

FIELD TRANSDUCER
Signal Processor

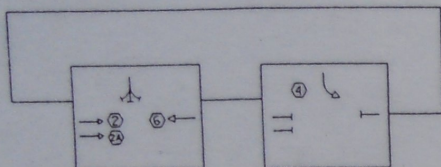
Channel	Input	Output	Signal
1	1	1	1
2	2	2	2
3	3	3	3
4	4	4	4
5	5	5	5
6	6	6	6
7	7	7	7
8	8	8	8
9	9	9	9
10	10	10	10
11	11	11	11
12	12	12	12
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62	62	62	62
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64	64	64	64
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66	66	66	66
67	67	67	67
68	68	68	68
69	69	69	69
70	70	70	70
71	71	71	71
72	72	72	72
73	73	73	73
74	74	74	74
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76	76	76	76
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78	78	78	78
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81	81	81	81
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90	90	90	90
91	91	91	91
92	92	92	92
93	93	93	93
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97	97	97	97
98	98	98	98
99	99	99	99
100	100	100	100



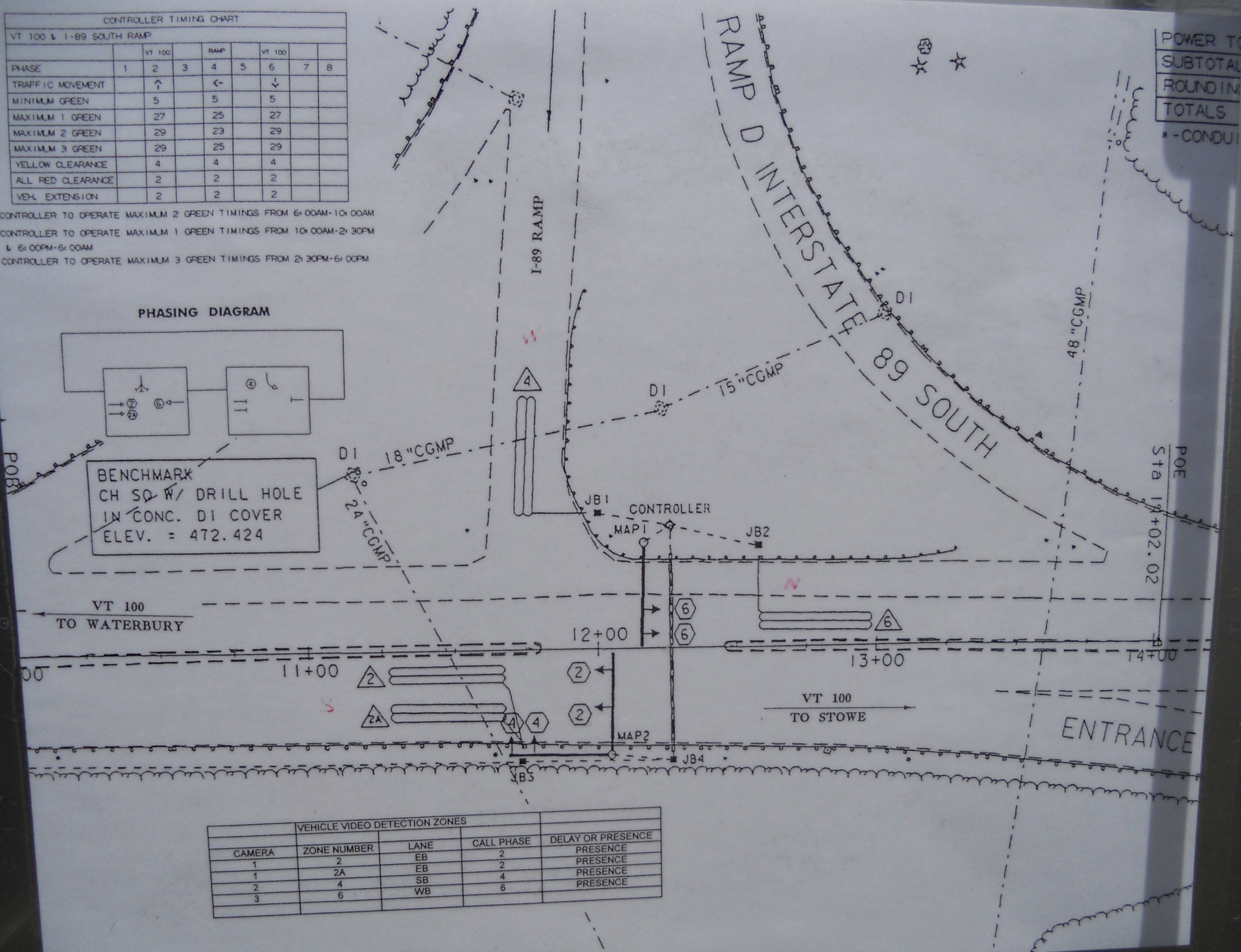
CONTROLLER TIMING CHART								
VT 100 & I-89 SOUTH RAMP								
PHASE	1	2	3	4	5	6	7	8
TRAFFIC MOVEMENT		↑		←		↓		
MINIMUM GREEN		5		5		5		
MAXIMUM 1 GREEN		27		25		27		
MAXIMUM 2 GREEN		29		23		29		
MAXIMUM 3 GREEN		29		25		29		
YELLOW CLEARANCE		4		4		4		
ALL RED CLEARANCE		2		2		2		
VEH. EXTENSION		2		2		2		

CONTROLLER TO OPERATE MAXIMUM 2 GREEN TIMINGS FROM 6:00AM-10:00AM
 CONTROLLER TO OPERATE MAXIMUM 1 GREEN TIMINGS FROM 10:00AM-2:30PM
 & 6:00PM-6:00AM
 CONTROLLER TO OPERATE MAXIMUM 3 GREEN TIMINGS FROM 2:30PM-6:00PM

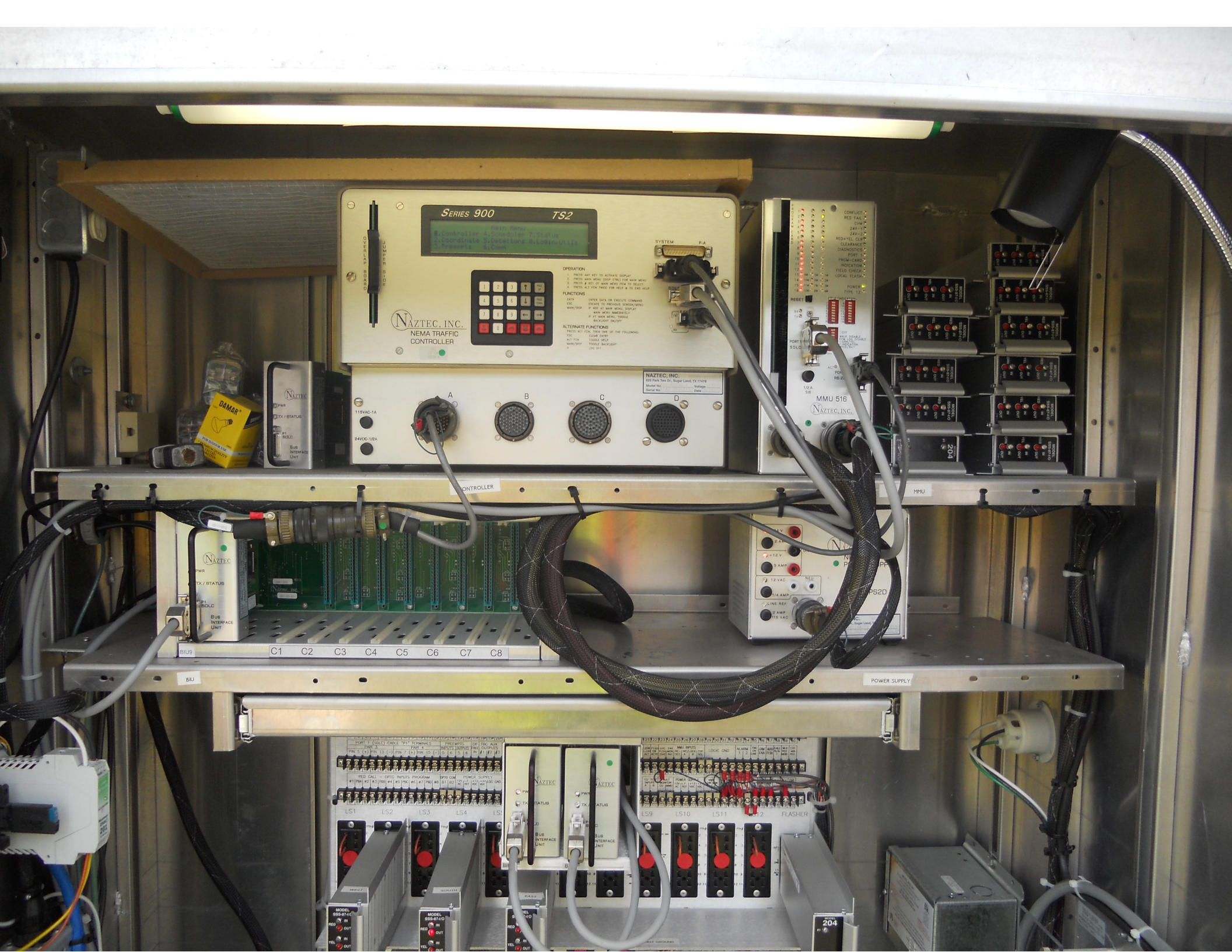
PHASING DIAGRAM

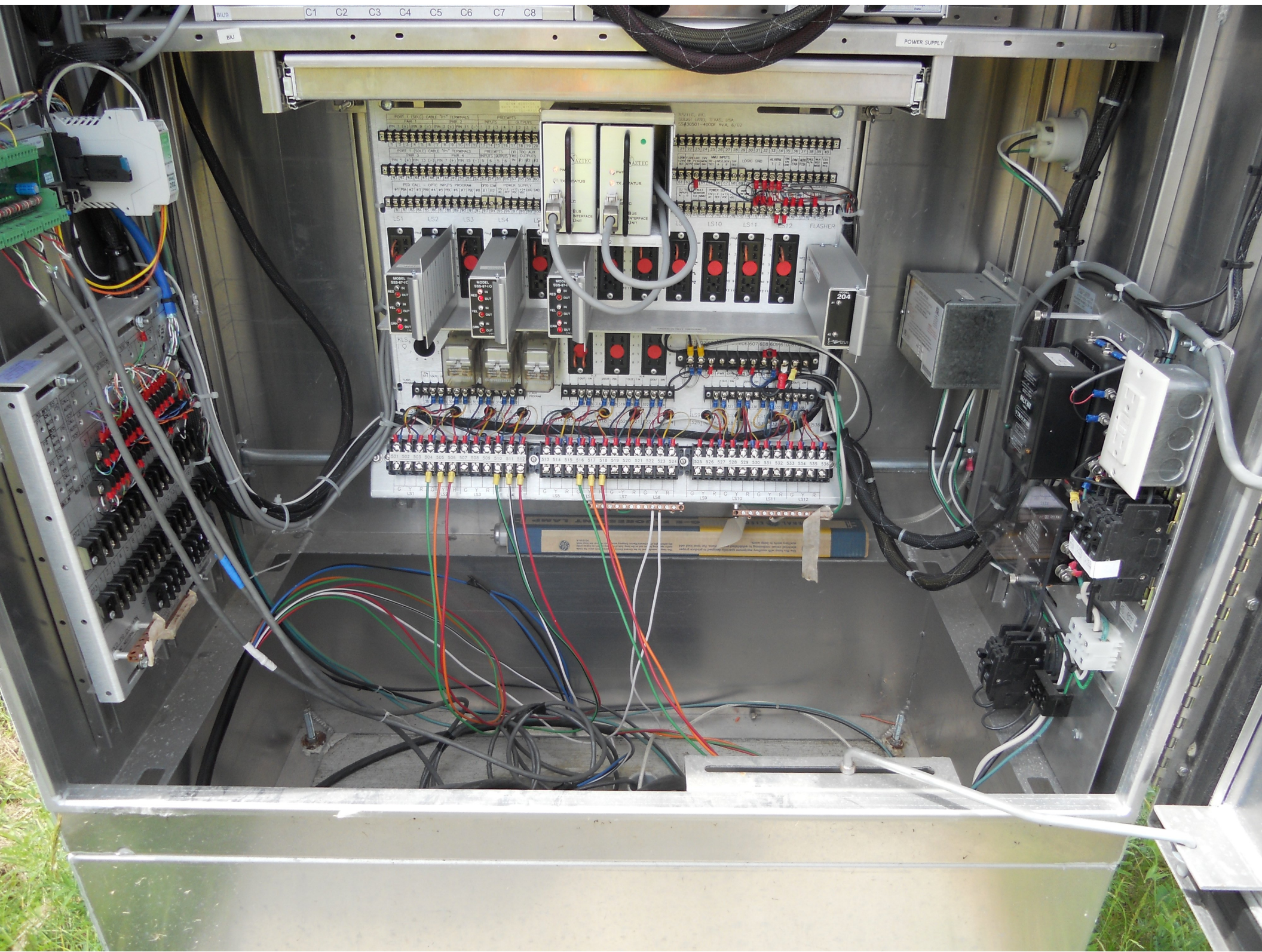


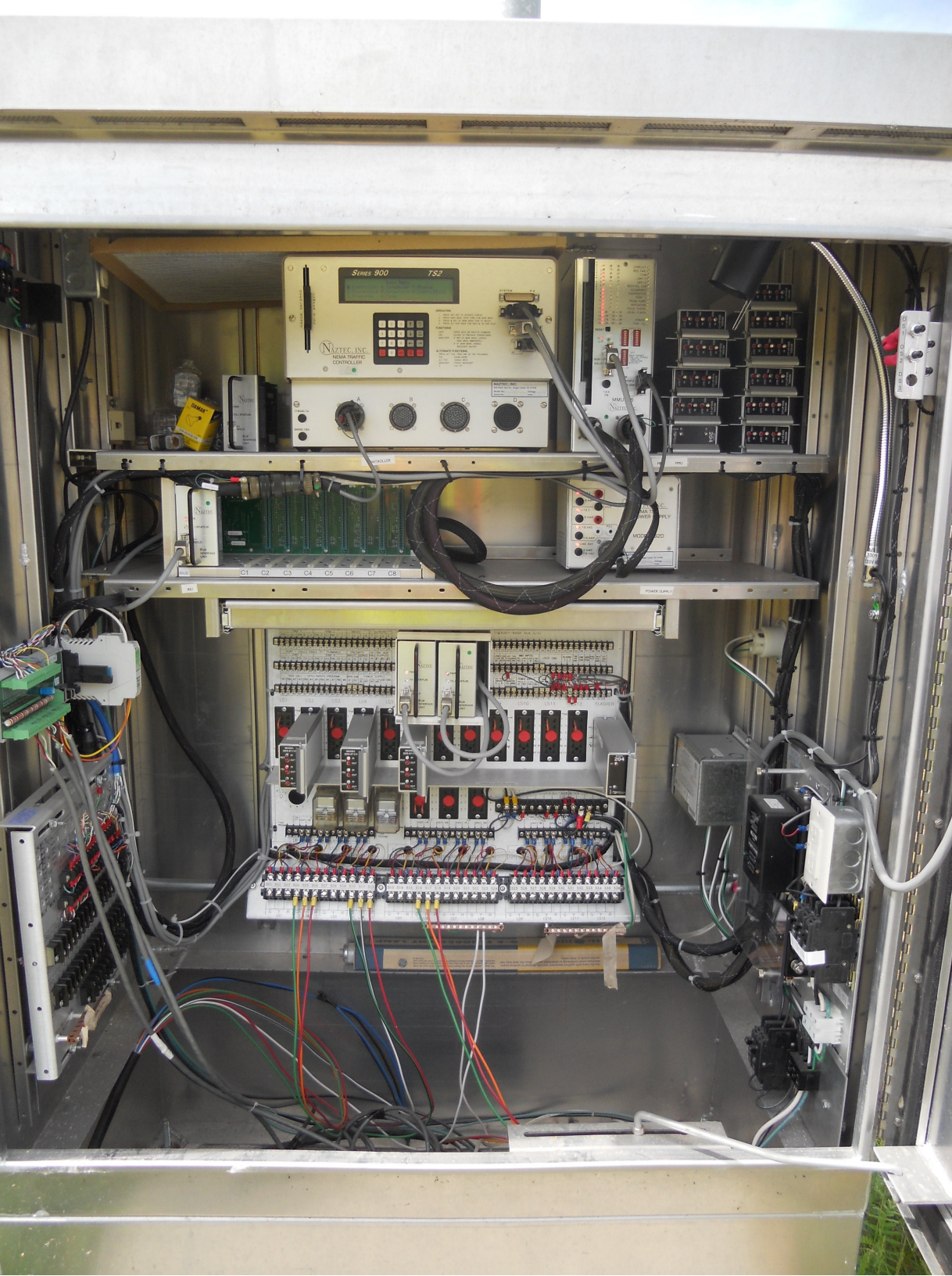
BENCHMARK
 CH SQ W/ DRILL HOLE
 IN CONC. DI COVER
 ELEV. = 472.424



VEHICLE VIDEO DETECTION ZONES				
CAMERA	ZONE NUMBER	LANE	CALL PHASE	DELAY OR PRESENCE
1	2	EB	2	PRESENCE
1	2A	EB	2	PRESENCE
2	4	SB	4	PRESENCE
3	6	WB	6	PRESENCE





















NO
TURN
ON
RED

7

ONLY



NO
TURN
ON
RED

ONLY





Intersection: MS 636 VT 100 & Exit 10 SB

1

Date: 06/13/12

Timing Data:

Phase	1	2	3	4	5	6	7	8	9
Phases in use		x		x		x			
Min Green	0	8	0	8	0	8	0	0	0
Walk	0	0	0	0	0	0	0	0	0
Ped Clr	0	0	0	0	0	0	0	0	0
Veh Ext	0	4	0	2	0	4	0	0	0
MAX 1	0	27	0	25	0	27	0	0	0
MAX 2	0	0	0	0	0	0	0	0	0
MAX 3	0	0	0	0	0	0	0	0	0
Yellow	0	4	0	4	0	4	0	0	0
All Red	0	2	0	2	0	2	0	0	0
Recall to Max	0	0	0	0	0	0	0	0	0

Coordination Patterns: ACS3/Naztec Not Coordinated

Pattern 1							
Cycle Length		Offset		COS			
Splits	Ph 1		Ph 2		Ph 3		Ph 4
	Ph 5		Ph 6		Ph 7		Ph 8
	Ph 9		Ph 10		Ph 11		Ph 12
Pattern 2(21)							
Cycle Length		Offset		COS	211		
Splits	Ph 1		Ph 2		Ph 3		Ph 4
	Ph 5		Ph 6		Ph 7		Ph 8
	Ph 9		Ph 10		Ph 11		Ph 12
Pattern 3							
Cycle Length		Offset		COS	311		
Splits	Ph 1		Ph 2		Ph 3		Ph 4
	Ph 5		Ph 6		Ph 7		Ph 8
	Ph 9		Ph 10		Ph 11		Ph 12

Day Plan [1]

Event	Action Plan	Step Begins
1	55	0000
2	2	0600
3	1	1000
4	3	1430
5	54	1800
6	55	2200

Action Plan

Action Plan	Pattern
1	1
2	2
3	3
5	254-FREE
5	255-FLASH