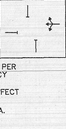
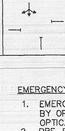
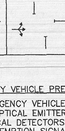
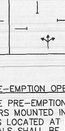
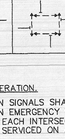
			SEQUENCE AND TIMING															
APPROACH	DIRECTION	HOUSING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	FLASHING OPERATION
MINIMUM INTERVAL			10			6			10			6						
VEHICLE EXTENSION			2			2			2			2						
MAXIMUM 1			25			25			25			25						
MAXIMUM 2			–			–			–			–						
YELLOW CLEARANCE				3			3			3			3					
RED CLEARANCE					2			2			2			2			1	
PED INTERVAL															7	24		
PURCHASE STREET	NB	A,B	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
PURCHASE STREET	SB	C,D	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	FY
COGGESHALL STREET	WB	E,F,G	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	FR
COGGESHALL STREET	EB	H,J	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	FR
PED X-ING	ALL	P1-P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OUT
DETECTOR			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK			–			
RECALL			MIN			OFF			MIN			OFF			–			
			ø2			ø4			ø6			ø8			øPED*			ø1,ø3,ø5&ø7
																		NOT USED

NOTES:

1. AUTOMATIC FLASHING OPERATION PER M.U.T.C.D. SECTION 4D-12.
2. PERM = PERMISSIVE
3. *UPON PED PUSH BUTTON ACTUATION
4. ø4 & ø8 DUAL ENTRY
5. MAXIMUM 1 = NORMAL OPERATION
6. MAXIMUM 2 = NOT USED
7. STOP AND GO OPERATION FOR 24 HOURS PER DAY. FLASHING OPERATION FOR EMERGENCY ONLY.
8. INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
9. SEE SHEET C-19 FOR COORDINATION DATA.

PRE-EMPTION
PHASING & PRIORITY

EMERGENCY VEHICLE PRE-EMPTION OPERATION.

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE OPTICALLY T BY OPTICAL EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECI OPTICAL DETECTORS LOCATED AT EACH INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A FIRST COME, FIRST SERVE BASIS.
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSE BY OPTICAL DETECTOR D1 (OR D2, D3, D4, D5) THE CONTROLLER S