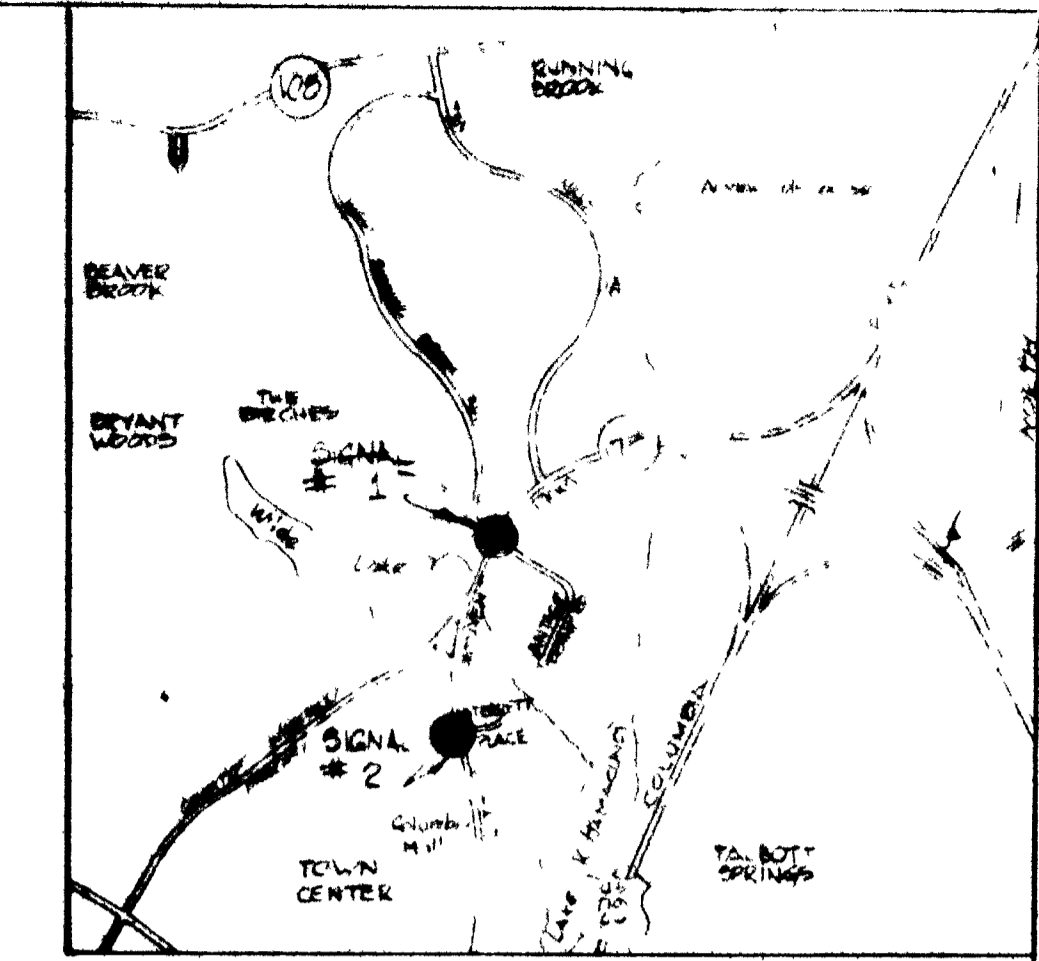


DETAILS OF CO-ORDINATION

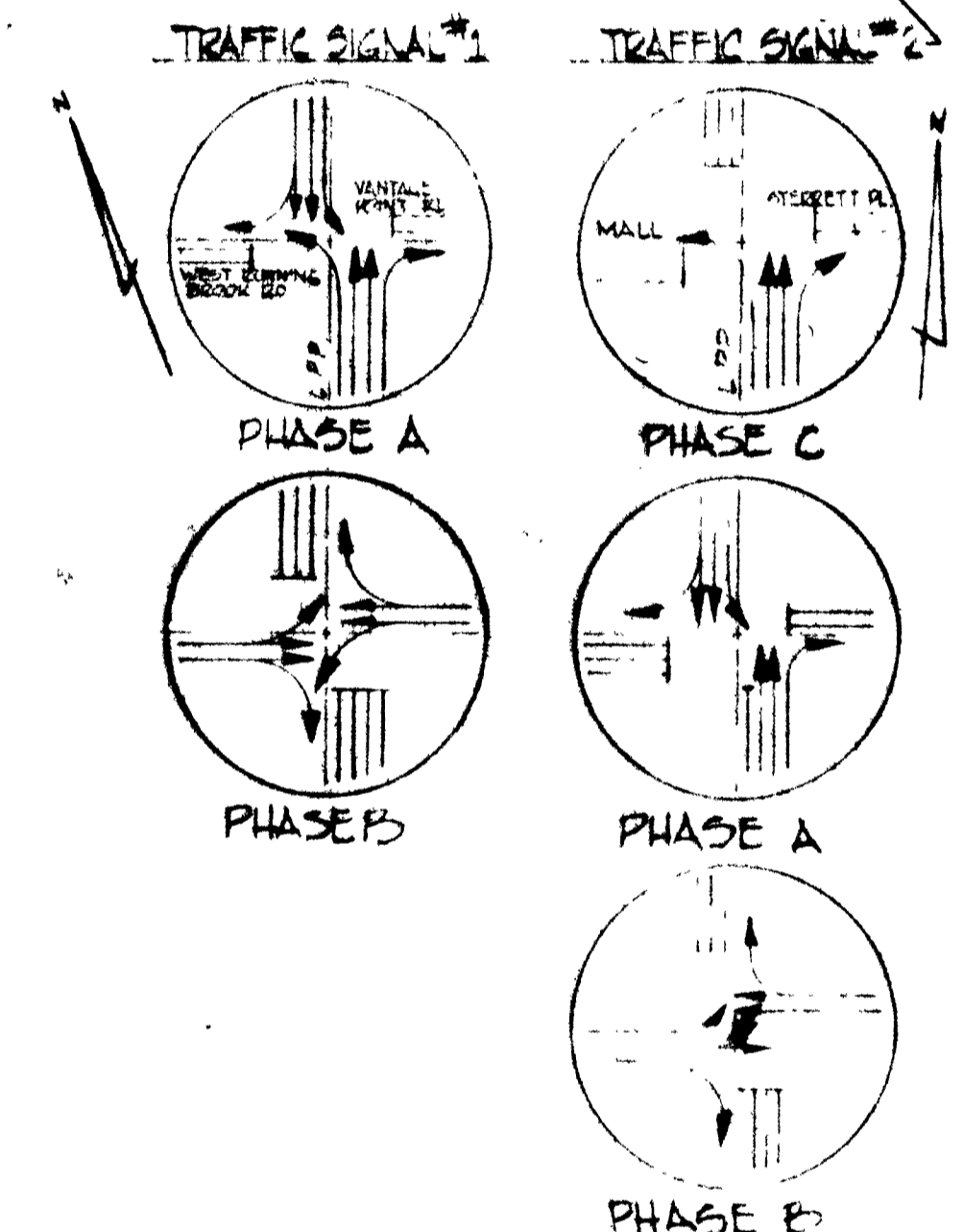


KEY MAP
Scale 1"=200'

EXISTING EQUIPMENT

<p>TRAFFIC SIGNAL #1 As furnished under CAPITAL PROJECT T-8-7006 as shown on sheet 1 of 2</p>	<p>TRAFFIC SIGNAL #2 Square - to SUT 6140 controller with 3 M 4A modules Type Selector among II Amplifier NOTE: Existing Loops are incorrect.</p>
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EXISTING PHASING



SEE DETAILS OF CO-ORDINATION B-1

A. FUNCTIONAL DESCRIPTION

1. The objective is to provide coordination of gaps in traffic flow on LITTLE PATUXENT PARKWAY arriving at GOVERNOR WARFIELD PARKWAY. This will be accomplished by co-ordinating traffic signals #1 & #2 as shown on the "KEY MAP" at right.
2. The coordination shall consist of two (2) cycles and two splits with single offset.
3. There shall be three (3) modes of operation; peak co-ordinated, off peak co-ordinated, and non-coordinated.
4. The Bidder shall furnish all equipment, labor and appurtenances necessary to accomplish the coordination herein described.

B. MODIFICATION OF TRAFFIC SIGNAL #2

1. Phase "C" shall be eliminated and the traffic signal head covered with burlap. The detector loops shall not be repaired as a part of this contract.
2. Each Bidder shall arrange with the traffic Engineer to inspect the control cabinet prior to submitting his proposal.

C. EQUIPMENT AND WIRING

1. The coordination shall be accomplished by utilizing time clocks and standard dial units. Time clocks shall be equipped with reserve spring and dial units shall be equipped with changeable cycle gear.
2. The Bidder shall specify the quantity and manufacturer of all equipment.
3. The interconnect shall be leased telephone cable. All telephone company requirements shall be satisfied. The encoder and decoder shall be capable of six (6) functions.
4. The Bidder shall submit with the proposal a detailed design of the coordination system. Included shall be; location of equipment, schematic wiring diagram, and flow chart.
5. The master controller shall be located at traffic signal #1.

PROPOSED TIMING SETTINGS

MODE	TRAFFIC SIGNAL #1	TRAFFIC SIGNAL #2	OFFSET	TIME OF OPERATION
NON COORDINATED	CYCLE - 60 sec. SPLIT $\frac{40 \text{ sec main}}{20 \text{ sec side}}$	CYCLE - 60 sec SPLIT $\frac{50 \text{ sec (50\%)}}{30 \text{ sec (50\%)}}$	NONE	2200 to 0600 hrs.
PEAK COORDINATED	CYCLE - 80 sec. SPLIT $\frac{44 \text{ sec main}}{36 \text{ sec side}}$	CYCLE - 80 sec SPLIT $\frac{44 \text{ sec (55\%)}}{36 \text{ sec (45\%)}}$	4 sec.	1500 to 2000 hrs.
OFF PEAK COORDINATED	CYCLE - 70 sec. SPLIT $\frac{40 \text{ sec main}}{30 \text{ sec side}}$	CYCLE - 70 sec SPLIT $\frac{40 \text{ sec (57\%)}}{30 \text{ sec (43\%)}}$	4 sec.	0600 to 1500 hrs. 2000 to 2200 hrs.

SUPPLEMENTARY
INFORMATION
CAPITAL PROJ. T-1-7012

No.	Date	Revision Description
OWNER'S DEVELOPER		
DEPARTMENT OF PUBLIC WORKS HOWARD COUNTY, MARYLAND		
Project Area		
LITTLE PATUXENT PARKWAY AT INTERSECTION OF WEST RUNNING BRANCH ROAD AND VANTAGE POINT ROAD		
Project Title		
DETAILS FOR CO-ORDINATION OF LITTLE PATUXENT PARKWAY/WEST RUNNING BRANCH ROAD/VANTAGE POINT ROAD LITTLE PATUXENT PARKWAY/TEVETT PLACE SIGNALS CAPITAL PROJECT T-8-7006		
Designed: K. Phoenix	Scale: None	
Drawn: M. Wilhelm	Date: June 23, 1977	
Checked: J. Kierker	Sheet: 2 of 6	
Approved: _____		