

Intersection No.: 514

System: Centrac
Address: 1

Intersection Name: GIBSON & UNIVERSITY

Revision Date 1/14/2014

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB		NB	E-N	WB	N-W	SB
Min Grn	3	16		12	3	16	3	12
Walk:	0	7		7	0	7	0	7
Ped Clr:	0	19		31	0	26	0	30
Veh Ext:	1.5	4.0		3.0	1.5	4.0	1.5	3.0
Veh Ext2:								
Max 1:	16	32		26	16	32	16	26
Max 2:								
Max 3:								
Yellow:	3.0	4.5		4.0	3.0	4.5	3.0	4.0
Red Clr	0.5	1.0		1.5	0.5	1.0	0.5	1.5

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES: 1. E-N and W-S left arrows installed 5/3/89. Timings revised to reflect new phases.

Ped heads & buttons installed for EB & WB also at this time.

2. New coord as of 11/7/90 -- New 95 sec. cycle in effect.

3. Revised yellow & red clearance times, 1/17/92.

4. Timing sheet updated. Changes made as a result of Gibson Project. 3/21/05

5. New Coordination Plan - Lee Engineering. 03/23/11

6. Clearance intervals updated to NMDOT standard by BB, 1/14/14.

7. Added new times for left arrow

514- Gibson & University

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	30%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB	N-W	SB
SPLITS	12	43		45	18	37	10	35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	68%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB	N-W	SB
SPLITS	12	40		48	14	38	10	38

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	50%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB	N-W	SB
SPLITS	7	51		42	12	46	10	32

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	00:00	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

Intersection No.: 512

CENTRAC
1

Intersection Name: GIBSON - YALE

Revision Date 9/29/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	16	3	16	3	16	3	16
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	24	0	30	0	25	0	29
Veh Ext:	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
Veh Ext2:	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
Max 1:	24	36	20	24	20	36	26	24
Max 2:	24	36	20	24	20	36	26	24
Max 3:								
Yellow:	3.0	4.5	3.0	4.0	3.0	4.5	3.0	4.0
Red Clr	0.5	1.5	0.5	2.0	0.5	1.5	0.5	2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. New N-W double left activated-permissive. Changed yellow on phase 4 & 8 from 4 sec. to 3.5 sec.+ 1 sec. of all red. 8/16/89
	2. Changed min. green for phase 8 from 16 sec. to 12 sec. 11/29/89
	3. Revised clearance intervals. 6/20/90
	4. New coord. Values as of 11/7/90 - 95 second cycle on effect. 11/7/90
	5. Revised yellow & red clearance times. 1/17/92
	6. Timing sheet updated, 5/1/03.
	7. Timing sheet updated, 1/7/04.

8. Timing sheet updated. Changes made as a result of Gibson Project. 3/21/05
9. New Coordination Plan - Lee Engineering. 03/23/11
9. Timing sheet updated to reflect controller values 1-6-2012.
10. Clearance intervals updated to NMDOT standard by BB, 12/16/13.
11. Timing sheet updated to current timing sheet, 9-29-16 RS.

512- Gibson & Yale**COORDINATOR OPTIONS (MM 3-1)**

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	TBC	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	69%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	15	41	9	35	15	41	9	35

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	60%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	12	37	12	39	12	37	12	39

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	28%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	22	35	10	33	10	47	11	32

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	00:00	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

Intersection No.: 511

CENTRAC
1

Intersection Name: GIBSON - GIRARD

Revision Date 3/7/2018

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	16	3	12	3	16	3	12
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	20	0	31	0	17	0	33
Veh Ext:	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
Veh Ext2:	1.5	4.0	1.5	4.0	1.5	4.0	1.5	4.0
Max 1:	16	32	16	24	16	32	16	24
Max 2:	16	32	16	24	16	32	16	24
Max 3:								
Yellow:	3.0	4.5	3.0	3.5	3.0	4.5	3.0	3.5
Red Clr	0.5	1.0	0.5	2.0	0.5	1.0	0.5	2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. New coord. Valuse as of 11/7/90 - New 95 second cycle in effect.
	2. Revised yellow & red clearance times. 1/17/92
	3. Timing sheet updated. Changes made as result of Gibson Project. 3/21/05
	4. Timing sheet updated, 9/26/05.
	5. New Coordination Plan - Lee Engineering. 03/23/11
	6. Clearance intervals updated to NMDOT standard by BB, 12/16/13.
	7. Timing sheet updated to current timing sheet, 9-29-16 RS.
	8. Added Phase 3 and 7 for signal recon 05/05/2017
	9. Implemented new timings for new configuration. 3-7-19

511- Gibson & Girard

COORDINATOR OPTIONS (MM 3-1)

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	SYS	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	8%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	12	47	12	29	12	47	12	29

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	66%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	12	47	12	29	12	47	12	29

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	89%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	15	44	12	29	9	50	12	29

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	3:30	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

Intersection No.: 509

CENTRAC

1

Intersection Name: GIBSON - CARLISLE

Revision Date 9/29/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB	S-E	NB	E-N	WB	N-W	SB
Min Grn	3	16	3	8	3	16	3	8
Walk:	0	7	0	7	0	7	0	7
Ped Clr:	0	20	0	27	0	16	0	31
Veh Ext:	1.5	4.0	1.5	3.0	1.5	4.0	1.5	3.0
Veh Ext2:	1.5	4.0	1.5	3.0	1.5	4.0	1.5	3.0
Max 1:	16	32	16	32	20	32	16	32
Max 2:	16	32	16	32	20	32	16	32
Max 3:								
Yellow:	3.0	4.0	3.0	3.5	3.0	4.0	3.0	3.5
Red Clr	0.5	1.0	0.5	2.0	0.5	1.0	0.5	2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

- NOTES:
1. Ped walk raised to 10" from 7" to help crossing problem with school kids, 3/21/88, KB & MS.
 2. Remeasured crosswalks (see file) raised SB phase 8 ped clearance from 26" to 28", 8/29/90, MS.
 3. New coord values as of 11/7/90, New 95 second cycle in effect.
 4. Revised yellow & red clearance time, 1/17/92.
 5. Ped timings for EB/WB revised.
 6. Timing sheet entered in new format, 2/25/09.

7. New Coordination Plan - Lee Engineering. 03/23/11
8. Clearance intervals updated to NMDOT standard by BB, 12/16/13.
9. Timing sheet updated to current timing sheet, 9-29-16 RS.

509- Gibson & Carlisle**COORDINATOR OPTIONS (MM 3-1)**

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	TBC	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	59%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	14	40	12	34	13	41	12	34

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	28%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	12	39	12	37	12	39	12	37

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	56%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB	S-E	NB	E-N	WB	N-W	SB
SPLITS	10	42	16	32	10	42	16	32

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	3:30	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

Intersection No.: 200

CENTRAC

1

Intersection Name: GIBSON - MAXWELL

Revision Date 9/29/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:		EB			E-N	WB		SB
Min Grn		20			3	20		8
Walk:		7			0	7		7
Ped Clr:		13			0	13		25
Veh Ext:		4.0			1.5	4.0		4.0
Veh Ext2:		4.0			1.5	4.0		4.0
Max 1:		36			16	36		24
Max 2:		36			16	36		24
Max 3:								
Yellow:		4.0			3.0	4.0		3.5
Red Clr		1.0			0.5	1.0		2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. Timing sheet updated, 9/26/05.
	2. New Coordination Plan - Lee Engineering. 03/23/11
	3. Clearance intervals updated to NMDOT standard by BB, 12/16/13.
	4. Timing sheet updated to current timing sheet, 9-29-16 RS.

COORDINATION TIMING PLAN DATA

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Intersection # and Name:

508 - Gibson & Maxwell

COORDINATOR OPTIONS

SPLIT UNITS	%	ACT CRD PHASE	X
OFFSET UNITS	%	ACT WALK/REST	.
INTERCNT FMT	PLAN	INHIBIT MAX	X
INTERCNT SRC	NIC	MAX2 SELECT	.
RESYNC COUNT	0	MULTISYNC	.
TRANSITION	SMOOTH	FLOAT FORCE OFF	X
DEWLL PERIOD	0%		

FREE ALT SEQUENCE

A	B	C	D	E	F

COORDINATION PATTERN DATA PATTERN 1

CYCLE LENGTH	120	PLAN	1					
OFFSET	80							
PHASE	1	2	3	4				
DIRECTION		EB						
SPLITS		74						
PHASE	5	6	7	8				
DIRECTION	E-N	WB		SB				
SPLITS	10	64		26				
PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		
ALT SEQUENCE	A	B	C	D	E	F		

COORDINATION PATTERN DATA PATTERN 3

CYCLE LENGTH	110	PLAN	3					
OFFSET	2							
PHASE	1	2	3	4				
DIRECTION		EB						
SPLITS		72						
PHASE	5	6	7	8				
DIRECTION	E-N	WB		SB				
SPLITS	10	62		28				
PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		
ALT SEQUENCE	A	B	C	D	E	F		

COORDINATION TIMING PLAN DATA

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<u>COORDINATION PATTERN DATA PATTERN 5</u>									
CYCLE LENGTH	130				PLAN				5
OFFSET	97								
PHASE	1		2		3		4		
DIRECTION			EB						
SPLITS			76						
PHASE	5		6		7		8		
DIRECTION	E-N		WB				SB		
SPLITS	10		66				24		
PHASE	1	2	3	4	5	6	7	8	
COORD PHASE		X				X			
VEH RECALL									
MAX RECALL		X				X			
ALT SEQUENCE	A	B	C	D	E	F			

<u>CLOCK / CALENDAR</u>	
DATE SET:	CURRENT DATE
TIME SET:	CURRENT TIME
SYNC REFERENCE TIME:	3:30

<u>WEEKLY PROGRAM</u>							
WEEK	SUN	MON	TUE	WED	THU	FRI	SAT
1	1	2	2	2	2	2	3
2	1	1	1	1	1	1	1
3	1	1	1	1	1	1	1
4	1	1	1	1	1	1	1
5	1	1	1	1	1	1	1
6	1	1	1	1	1	1	1
7	1	1	1	1	1	1	1
8	1	1	1	1	1	1	1
9	1	1	1	1	1	1	1
10	1	1	1	1	1	1	1

<u>NIC PROGRAM STEPS</u>			
STEP	PGM	TIME	PATTERN
1	1	10:00	3
2	1	18:00	0
3	2	6:30	1
4	2	9:00	3
5	2	15:00	5
6	2	18:30	3
7	2	22:00	0
8	3	9:00	3
9	3	20:00	0

COORDINATION TIMING PLAN DATA

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NOTES:

Intersection No.: 505

CENTRAC

1

Intersection Name: GIBSON - TRUMAN

Revision Date 9/29/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB		NB		WB		SB
Min Grn	3	20		8		20		8
Walk:	0	7		7		7		7
Ped Clr:	0	13		25		17		25
Veh Ext:	1.5	4.0		3.0		4.0		3.0
Veh Ext2:	1.5	4.0		3.0		4.0		3.0
Max 1:	16	36		24		36		24
Max 2:	16	36		24		36		24
Max 3:								
Yellow:	3.0	4.2		3.5		4.2		3.5
Red Clr	0.5	1.5		2.0		1.5		2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES: 1. New coord values as of 11/7/90 -- New 95 second cycle in effect.

2. Revised yellow & red clearance times, 1/17/92.

3. Timing sheet updated, 10/28/03.

4. New Coordination Plan - Lee Engineering. 03/23/11

5. Clearance intervals updated to NMDOT standard by BB, 12/16/13.

6. Timing sheet updated to current timing sheet, 9-29-16 RS.

506- Gibson & Truman**COORDINATOR OPTIONS (MM 3-1)**

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	TBC	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	3%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB		WB		SB
SPLITS	25	45		30		70		30

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	89%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB		WB		SB
SPLITS	20	47		33		67		33

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	7%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB		WB		SB
SPLITS	10	49		41		59		41

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	3:30	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

Intersection No.: 505

CENTRAC

1

Intersection Name: GIBSON - SAN MATEO

Revision Date 9/29/2016

Timing Data

Phase I.D.:	1	2	3	4	5	6	7	8
Phase Dir.:	W-S	EB		NB	E-N	WB		SB
Min Grn	3	10		8	3	10		8
Walk:	0	7		7	0	7		7
Ped Clr:	0	13		30	0	24		26
Veh Ext:	1.5	3.0		2.5	1.5	3.0		2.0
Veh Ext2:	1.5	3.0		2.5	1.5	3.0		2.0
Max 1:	16	32		24	16	32		32
Max 2:	16	32		24	16	32		32
Max 3:								
Yellow:	3.0	4.0		4.0	3.0	4.0		4.0
Red Clr	0.5	2.0		2.0	0.5	2.0		2.0

Recall Data

Locking Memory:							
Vehicle Recall:							
Ped Recall:							
Recall To Max:		X				X	

Flash Mode: ALL RED

Start Up Mode: ALL RED

Time: 8 SEC.

First Phases: 2 & 6

Start In: GREEN

Overlap Phases: NONE

Overlap	Par Ph	Grn	Yel	Red
A				
B				
C				
D				

NOTES:	1. New controller installed.
	2. Intersection under major construction by State HW Dept. All detection in operation. Timings adjusted in field, 11/28/89.
	3. Inter. back to full operation with all detect. working. Ped heads & buttons added for EB & WB. Ped & ped clearance timings adjusted.
	4. New coord values as of 11/7/90 -- New 95 second cycle in effect.
	5. Revised yellow & red clearance times, 1/17/92.
	6. Split phases 4 and 8, 9/26/05.

7. Timing sheet updated, 9/26/05.
8. Timing sheet changed to reflect change of I2 address and controller, 1/7/08.
9. New Coordination Plan - Lee Engineering. 03/23/11
10. Ped walk and clearance times adjusted. 08/29/11
11. Clearance intervals updated to NMDOT standard by BB, 12/5/13.
12. Timing sheet updated to current timing sheet, 9-29-16 RS.

505- Gibson & San Mateo**COORDINATOR OPTIONS (MM 3-1)**

MANUAL PATTERN	AUTO	ECPI COORD	YES
SYSTEM SOURCE	TBC	SYSTEM FORMAT	PTN
SPLITS IN	PERCENT	OFFSET IN	PERCENT
TRANSITION	SMOOTH	MAX SELECT	MAXINH
DWELL/ADD TIME	0	ENABLE MAN SYNC	NO
DLY COORD WK-LZ	NO	FORCE OFF	FLOAT
OFFSET REF	LEAD	CAL USE PED TM	NO
PED RECALL	NO	PED RESERVE	YES
LOCAL ZERO OVRD	NO	FO ADD INI GRN	NO
RE-SYNC COUNT	0	MULTISYNC	NO

COORDINATION PATTERN 21 (MM 3-2)

USE SPLIT PATTERN	21	SPLIT SUM	100%
TS2 (PAT-OFF)	6,3		
CYCLE	120s	STD (COS)	211
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB		SB
SPLITS	12	53		15	18	47		20

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

COORDINATION PATTERN 23

USE SPLIT PATTERN	23	SPLIT SUM	100%
TS2 (PAT-OFF)	7,2		
CYCLE	110s	STD (COS)	231
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB		SB
SPLITS	12	30		29	15	27		29

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

ASC3 COORDINATION PLAN DATA

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COORDINATION PATTERN 25

USE SPLIT PATTERN	25	SPLIT SUM	100%
TS2 (PAT-OFF)	8,1		
CYCLE	130s	STD (COS)	251
OFFSET VAL	0%		
ACTUATED COORD	YES	TIMING PLAN	0
ACT WALK REST	NO	SEQUENCE	0
PHASE RESRVCE	NO	ACTION PLAN	0

PHASE	1	2	3	4	5	6	7	8
DIRECTION	W-S	EB		NB	E-N	WB		SB
SPLITS	12	30		29	14	28		29

PHASE	1	2	3	4	5	6	7	8
COORD PHASE		X				X		
VEH RECALL								
MAX RECALL		X				X		

CLOCK / CALENDAR DATA (MM 5-1)

CURRENT DATE	CURRENT DOW	CURRENT TOD
ENA ACTION PLAN	0	
SYNC REF TIME	3:30	SYNC REF REF TIME
TIME FROM GMT	+00	DAY LIGHT SAVE NO
TIME RESET INPUT SET TIME		3:30:00

ACTION PLAN 21 (MM 5-2)

PATTERN	21	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 23

PATTERN	23	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		

ACTION PLAN 25

PATTERN	25	SYS OVERRIDE	NO
TIMING PLAN	0	SEQUENCE	0
VEHICLE DETECTOR PLAN	0.00	DET LOG	NONE
FLASH	--	RED REST	NO
VEH DET DIAG PLN	0	PED DET DIAG PLN	0
DIMMING ENABLE	NO		