

OPTIONS DEVELOPED FOR PHASE 2B

Based on the rating of projects, the Steering Committee agreed to proceed with interconnecting the remaining signalized intersections in East Multnomah County for Phase 2B. As a result, three separate options for interconnecting the remaining signalized intersections within the Phase 2B budget have been developed.

Options for Phase 2B

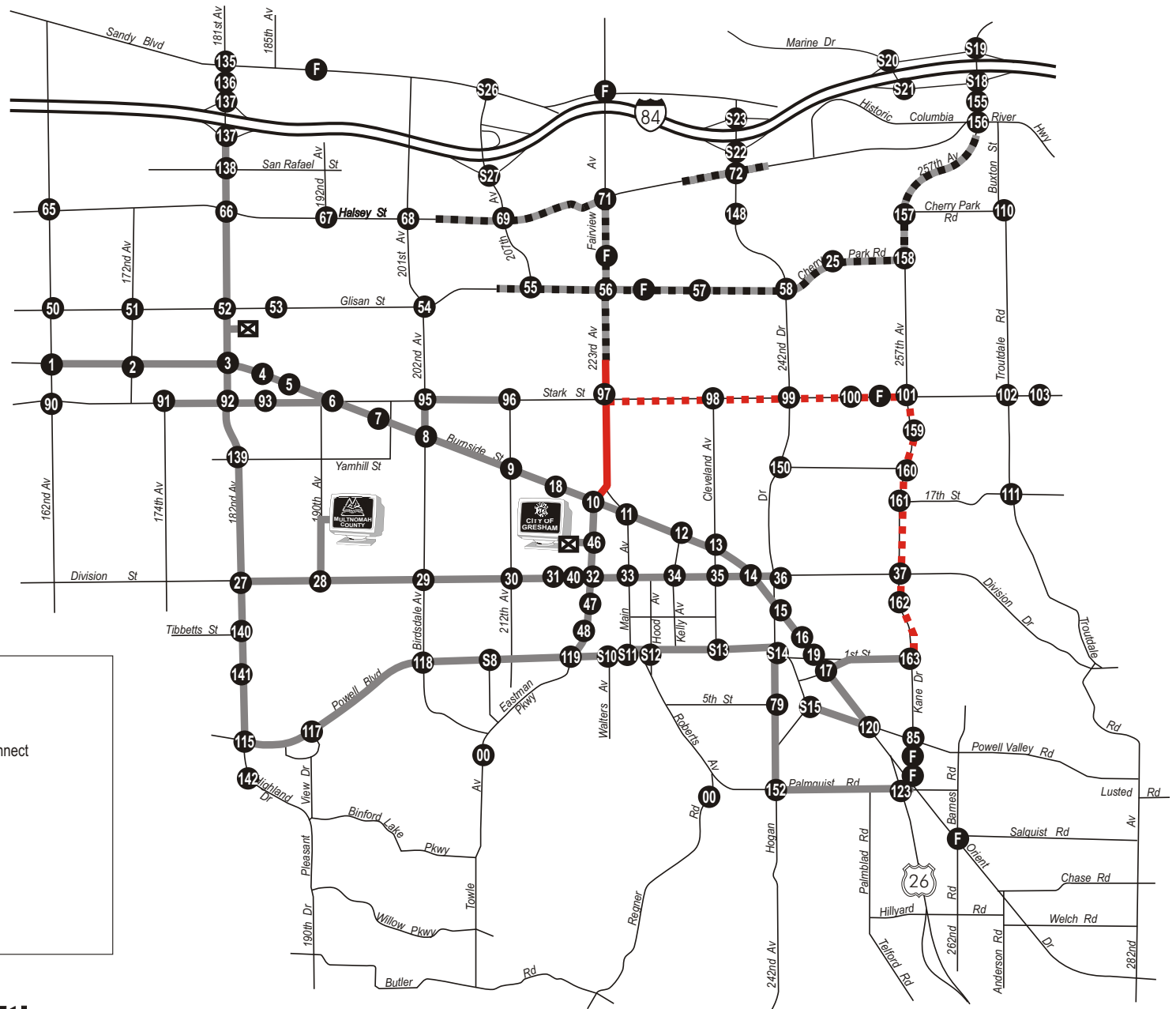
Options	Theme
Phase 2B Option 1:	Interconnect signals on Stark Street and 257 th Avenue
Phase 2B Option 2	Interconnect signals on Halsey Street and Glisan Street
Phase 2B Option 3	Install aerial interconnect on Stark Street, 257 th Avenue,

The proposed options for the Phase 2B project are shown in figures A-1 to A-3.

In addition to interconnecting traffic signals, the Phase 2B project would include a fiber optic connection to the existing fiber optic cable along the Tri-Met Light Rail line. Current communications to the central traffic signal computer is provided via INET, leased from the local Cable Company. This connection has historically been unreliable and the connection is frequently disconnected. For a minimal installation cost, this mainline communication connection could be established via an owned fiber optic cable system, which would eliminate ongoing monthly fees and provide a more reliable connection. To create this connection over fiber to the central computer, the proposed Phase 2B project would include a fiber optic connection from Gresham City Hall to the adjacent Light Rail station and from the Multnomah County building to the nearest Light Rail Station west of 190th Avenue on Burnside. The proposed trunkline communications connection described above is illustrated in Figure A-4.



Gresham/East Multnomah
County Traffic Signal and
Communications Master Plan



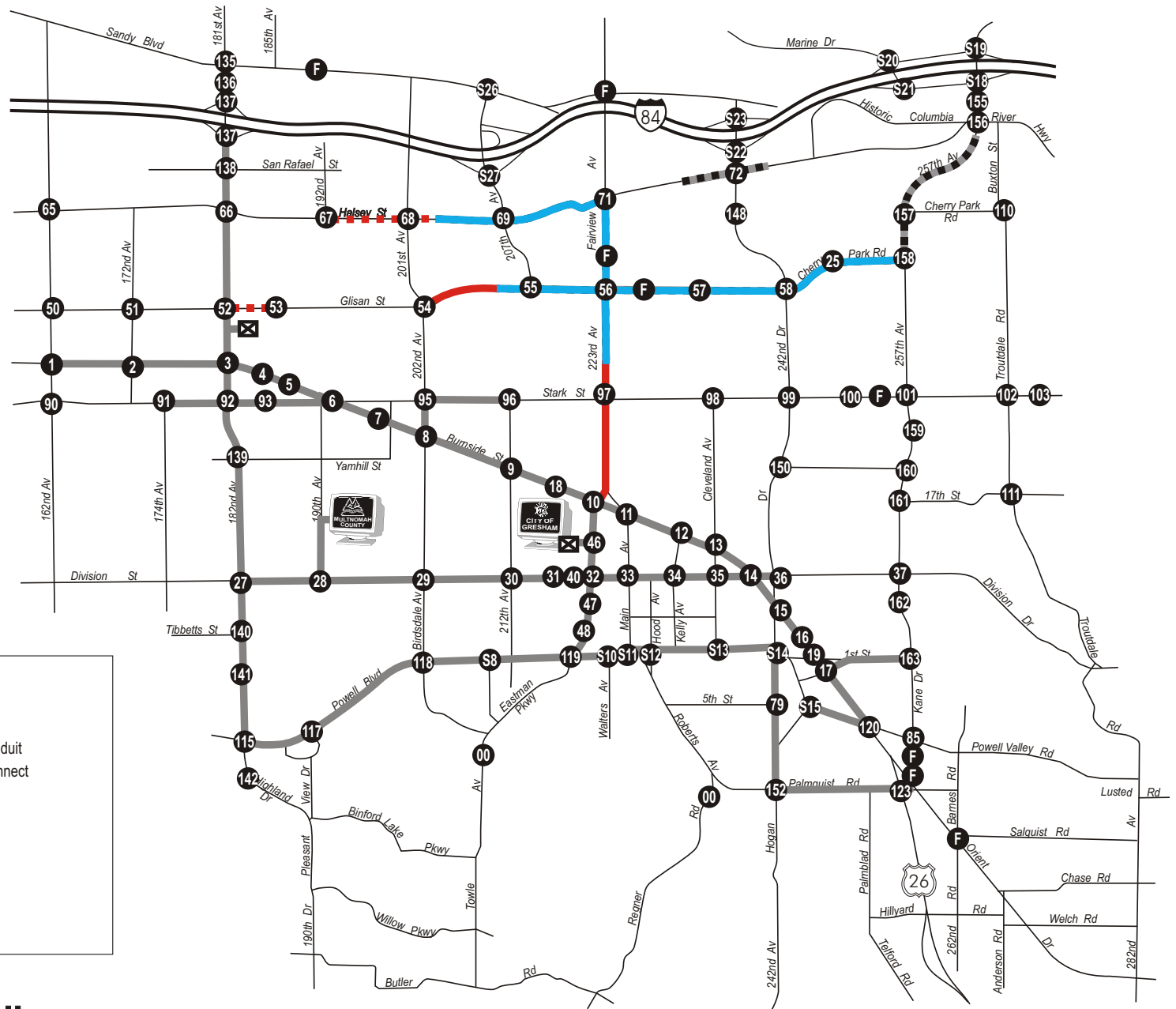
LEGEND

- Existing 3-inch Conduit
- Existing Aerial 12-Pair Interconnect
- New 3-inch Conduit with 25-Pair Interconnect
- New Aerial 12-Pair Interconnect
- Existing Communication Hub
- Existing Signalized Intersection
- Future Signalized Intersection
- Operations Center

Figure A-1
OPTION 1 - Stark/257th
PHASE 2B PROPOSED EXPANSION



Gresham/East Multnomah
County Traffic Signal and
Communications Master Plan



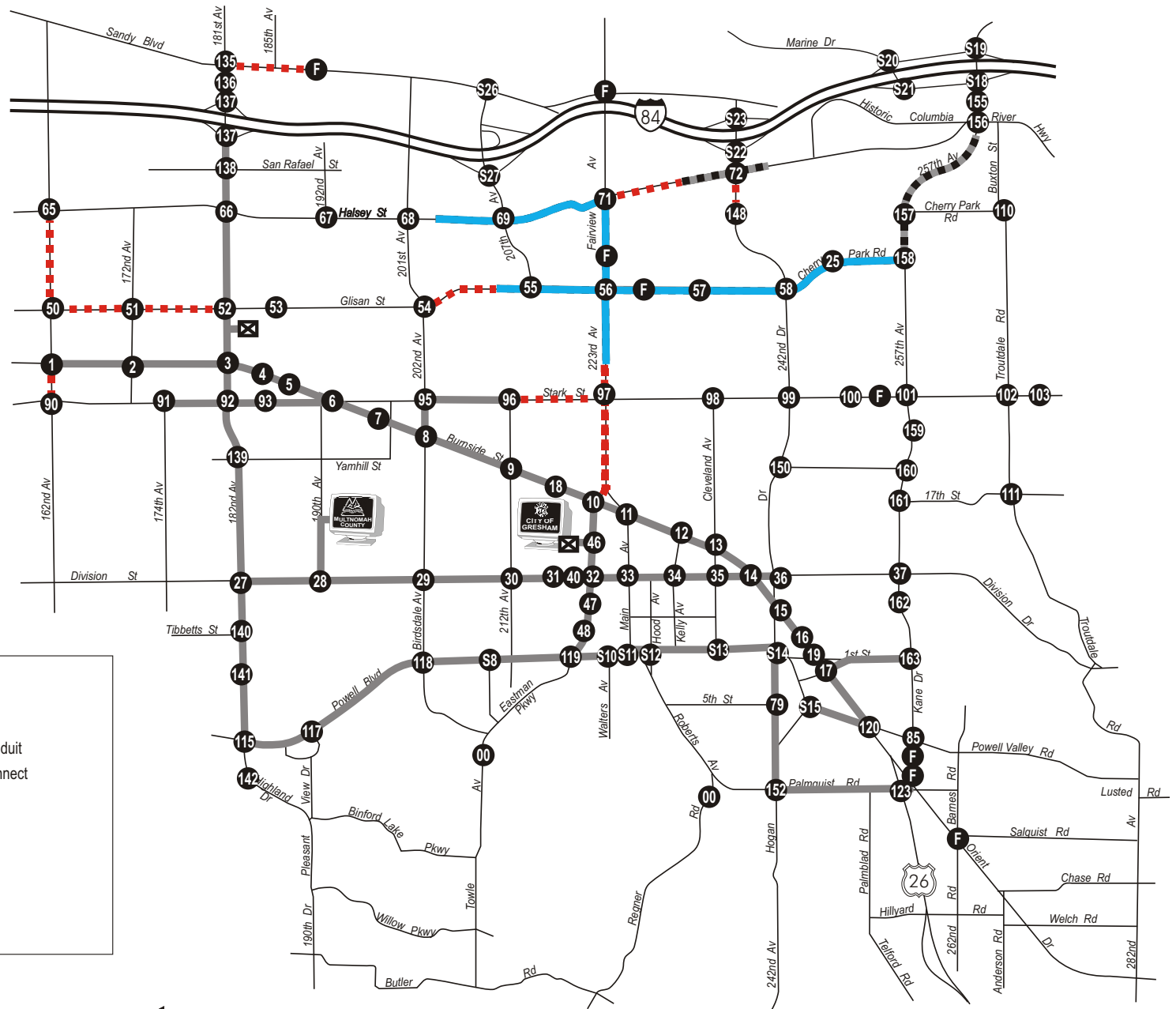
LEGEND

- ▬ - Existing 3-inch Conduit
- ▬ - Existing Aerial 12-Pair Interconnect
- ▬ - New 12-Pair Interconnect in Existing Conduit
- ▬ - New 3-inch Conduit with 25-Pair Interconnect
- ▬ - New Aerial 12-Pair Interconnect
- ⊠ - Existing Communication Hub
- 00 - Existing Signalized Intersection
- F - Future Signalized Intersection
- 🖥️ - Operations Center

Figure A-2
OPTION 2 - Halsey/Glisan
PHASE 2B PROPOSED EXPANSION



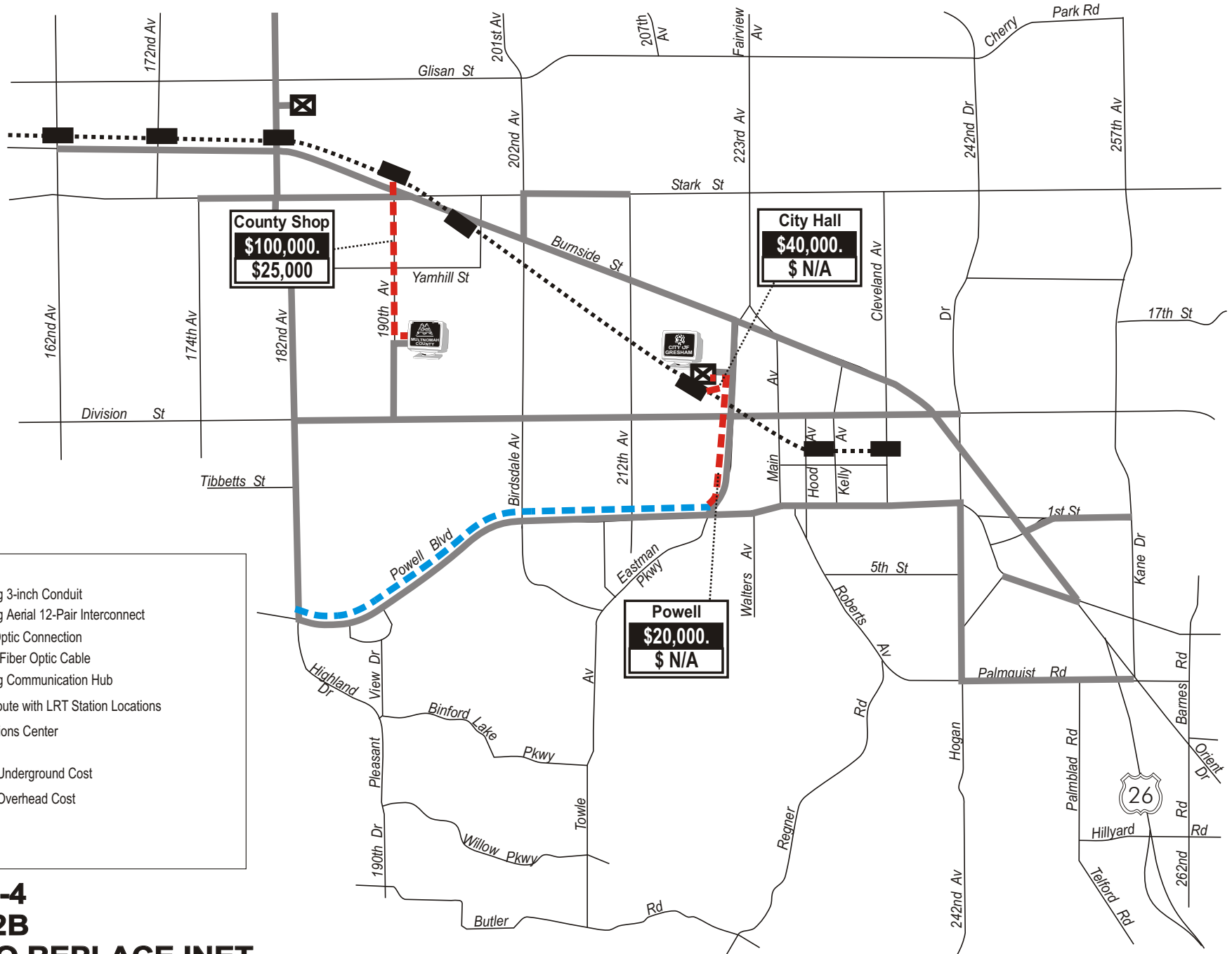
Gresham/East Multnomah County Traffic Signal and Communications Master Plan



LEGEND

- ▬▬▬▬ - Existing 3-inch Conduit
- ▬▬▬▬ - Existing Aerial 12-Pair Interconnect
- ▬▬▬▬ - New 12-Pair Interconnect in Existing Conduit
- ▬▬▬▬ - New 3-inch Conduit with 25-Pair Interconnect
- ▬▬▬▬ - New Aerial 12-Pair Interconnect
- ⊠ - Existing Communication Hub
- ⊙ - Existing Signalized Intersection
- ⊙ - Future Signalized Intersection
- 🖥️ - Operations Center

Figure A-3
OPTION 3 - Aerial Interconnect
PHASE 2B PROPOSED EXPANSION



LEGEND

- Existing 3-inch Conduit
- Existing Aerial 12-Pair Interconnect
- Fiber Optic Connection
- Future Fiber Optic Cable
- Existing Communication Hub
- Max Route with LRT Station Locations
- Operations Center

\$0000.00	- Underground Cost
\$0000.00	- Overhead Cost

**Figure A-4
PHASE 2B
FIBER TO REPLACE INET**