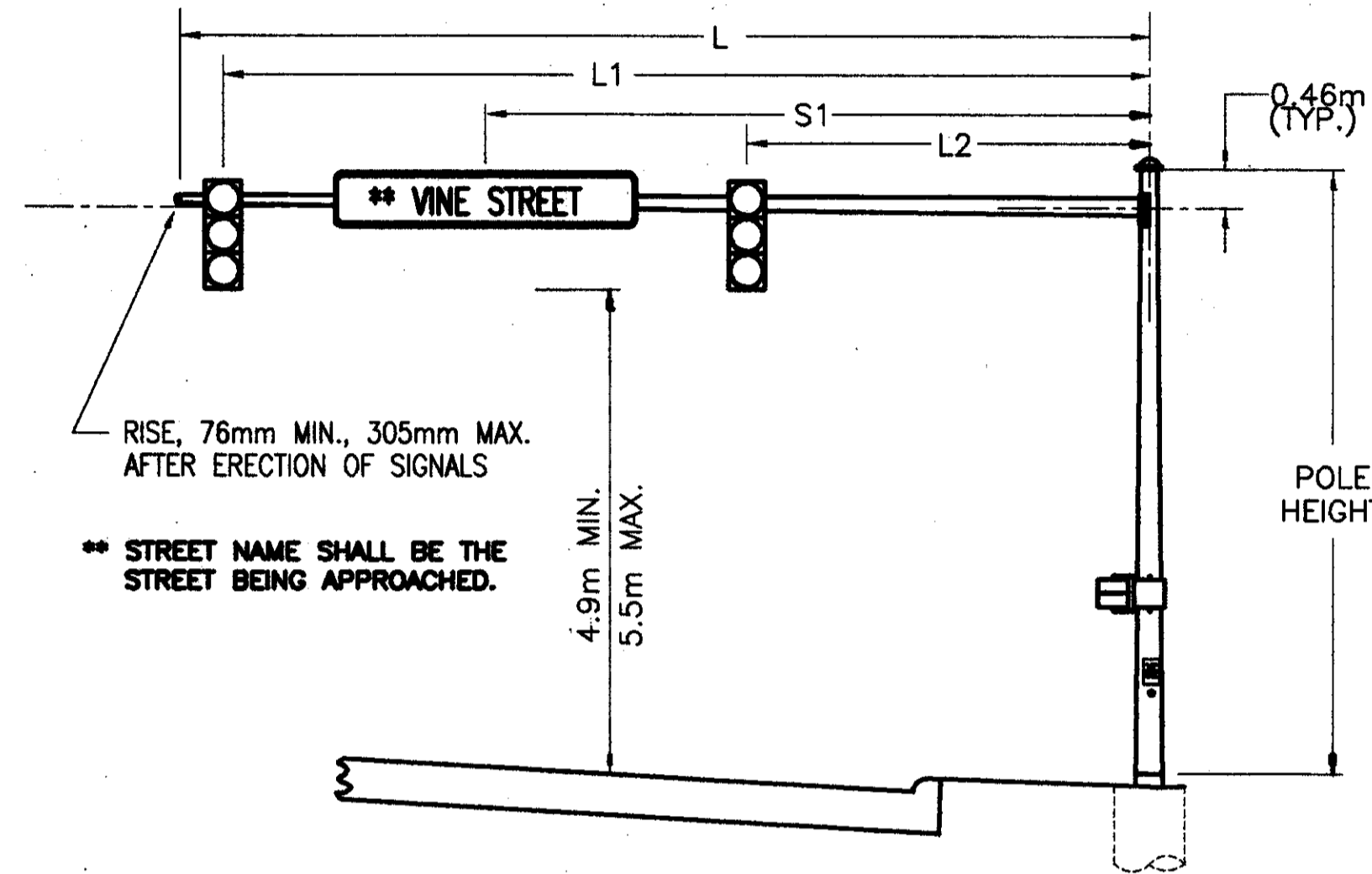


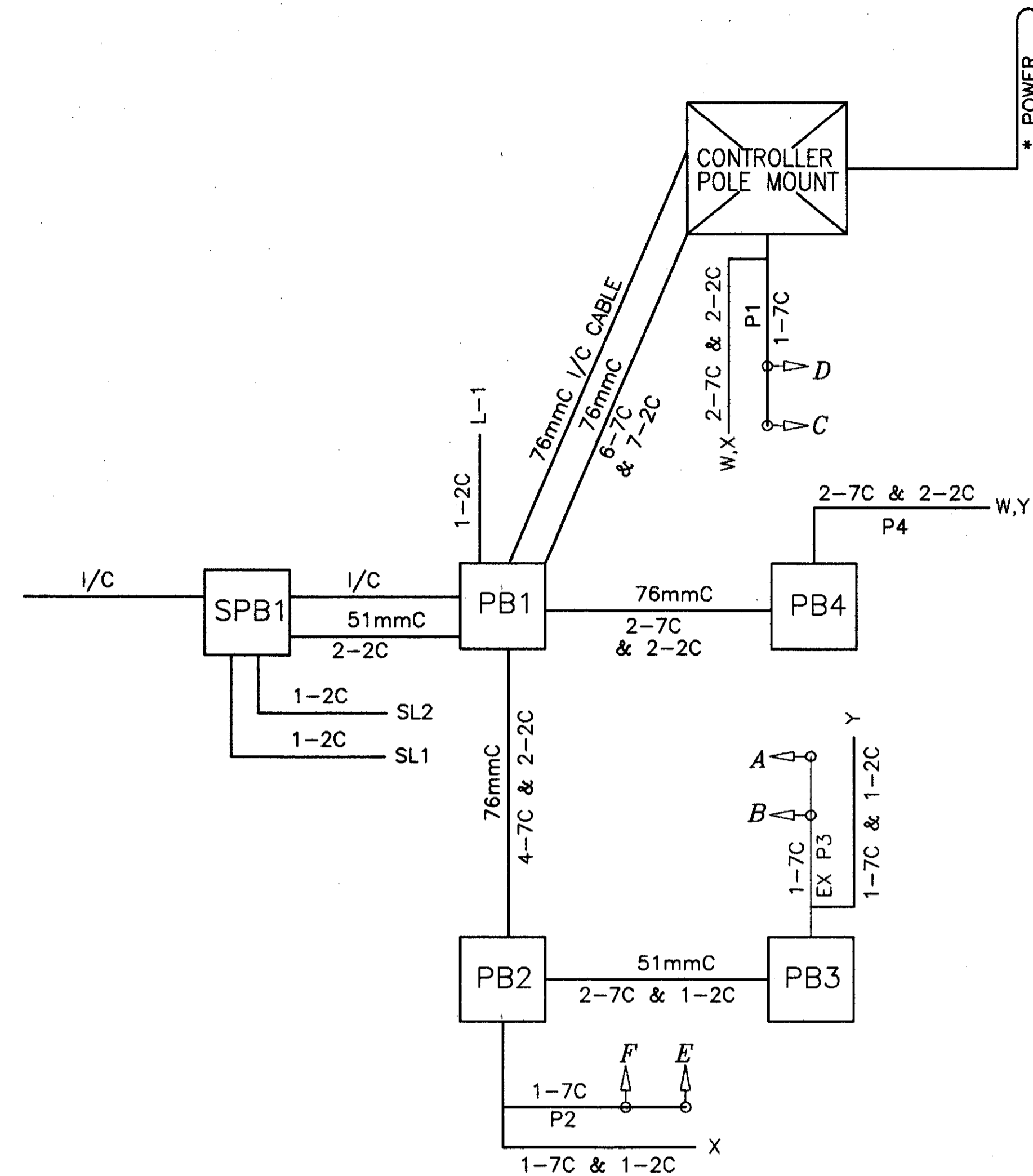
PUSHBUTTON SIGN
225mm x 900mm

NOTES:
1) ALL ANGLES MEASURED CLOCKWISE.
2) BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM) EVEN IF SUPPORT HAS TWO MAST ARMS.

NOTE: SIGNAL SUPPORTS SHALL BE EQUIPPED WITH THE APPROPRIATE PUSHBUTTON SIGN LEGEND.



SIGNAL SUPPORT DETAIL & ORIENTATION ANGLE



* POWER CABLE SHALL BE RUN FROM THE NEAREST POWER POLE TO THE CONTROLLER IN A SEPARATE 51mm(2") CONDUIT.

WIRING DIAGRAM

| LOCATION | | POLE NUMBER | SIGNAL SUPPORT TYPE TC-81.20M | | | | | | ORIENTATION ANGLE (DEG) FROM MAST ARM A | | | | | | | | | | | | |
|----------|------------|-------------|---|----------------------|---------|-------|------|-------|---|------------|-----|-----|-------------------|-----------------|---------------|------------|-------------------|----------|----------------|--|--|
| | | | DESIGN NUMBER | POLE HEIGHT (Meters) | SIGNALS | | | SIGNS | MAST ARM A ANGLE (DEGREES) | MAST ARM B | | | | | | | | | | | |
| | | | | | L1 | L2 | L3 | | | PREEMPT | S1 | S2 | PEDESTRIAN SIGNAL | PED. PUSHBUTTON | POWER SERVICE | CONTROLLER | LUMINAIRE BRACKET | HANDHOLE | CABLE ENTRANCE | | |
| 3+513.72 | 11.48m LT. | P1 | 3 | 6.4 | 10.36 | 9.88 | 6.48 | | 8.18 | 0 | 0 | 270 | 270 | 90 | 180 | | | | | | |
| 3+516.63 | 13.35m RT. | P2 | 4 | 6.4 | 10.97 | 10.49 | 7.49 | | 8.99 | 90 | 0 | 270 | | | | | | | | | |
| 3+535.05 | 11.52m RT. | P3 | EXISTING POLE - REWIRE AND USE EXISTING EQUIPMENT | | | | | | | | | | | | | | | | | | |
| 3+533.70 | 14.91m LT. | P4 | PED | 2.4 | | | | | | | 180 | 180 | 270 | 270 | | | | | | | |

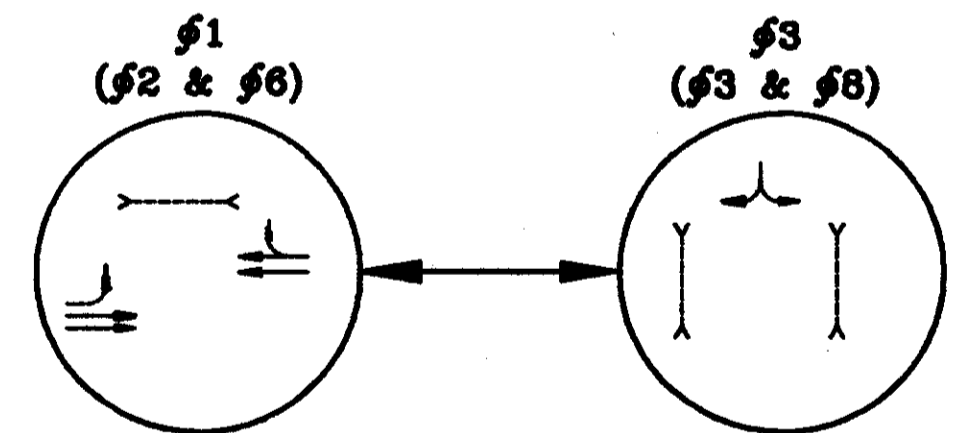
NOTE: PED ORIENTATION REFERENCED TO HANDHOLE * - HANDHOLE TO BE ORIENTED 180° FROM ROADWAY

| LOOP | SIZE | TURNS | MODE | DELAY | PHASE | REMARK | LOCATION 1st FRONT CORNER | LOCATION 2nd FRONT CORNER |
|------|---------|-------|----------|-------|-------|----------|---------------------------|---------------------------|
| L-1 | 1.8X9.1 | 2 | PRESENCE | - | φ2 | STANDARD | 3+523.3 | 3+525.1 |
| SL1 | 1.8X1.8 | 3 | SYSTEM | | | | 3+499.6 | 3+501.4 |
| SL2 | 1.8X1.8 | 3 | SYSTEM | | | | 3+499.6 | 3+501.4 |

LOOP DETECTOR CHART

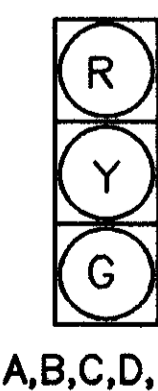
| SIGNAL HEAD | φ1 | | φ2 | | FLASH | DWELL |
|-------------|-----|-------|-----|-------|-------|-------|
| | R/W | CLEAR | R/W | CLEAR | | |
| A | G | Y | R | R | R | Y |
| B | G | Y | R | R | R | Y |
| C | G | Y | R | R | R | Y |
| D | G | Y | R | R | R | Y |
| E | R | R | R | G | Y | R |
| F | R | R | R | G | Y | R |
| W-W | W | FDW | DW | DW | DW | DW |
| X-X | DW | DW | DW | W | FDW | DW |
| Y-Y | DW | DW | DW | W | FDW | DW |

SIGNAL SEQUENCE CHART

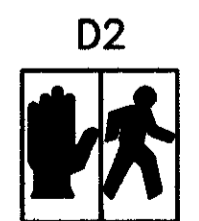


PHASING DIAGRAM

NOTE: EXISTING SIGNAL TIMING SHALL BE MAINTAINED UNLESS OTHERWISE DIRECTED BY THE ENGINEER.



A,B,C,D,E,F



W-W, X-X, Y-Y

300mm POLYCARBONATE VEHICULAR SIGNAL HEADS (RELOCATE EXISTING)

PEDESTRIAN SIGNAL HEADS (RELOCATE EXISTING)