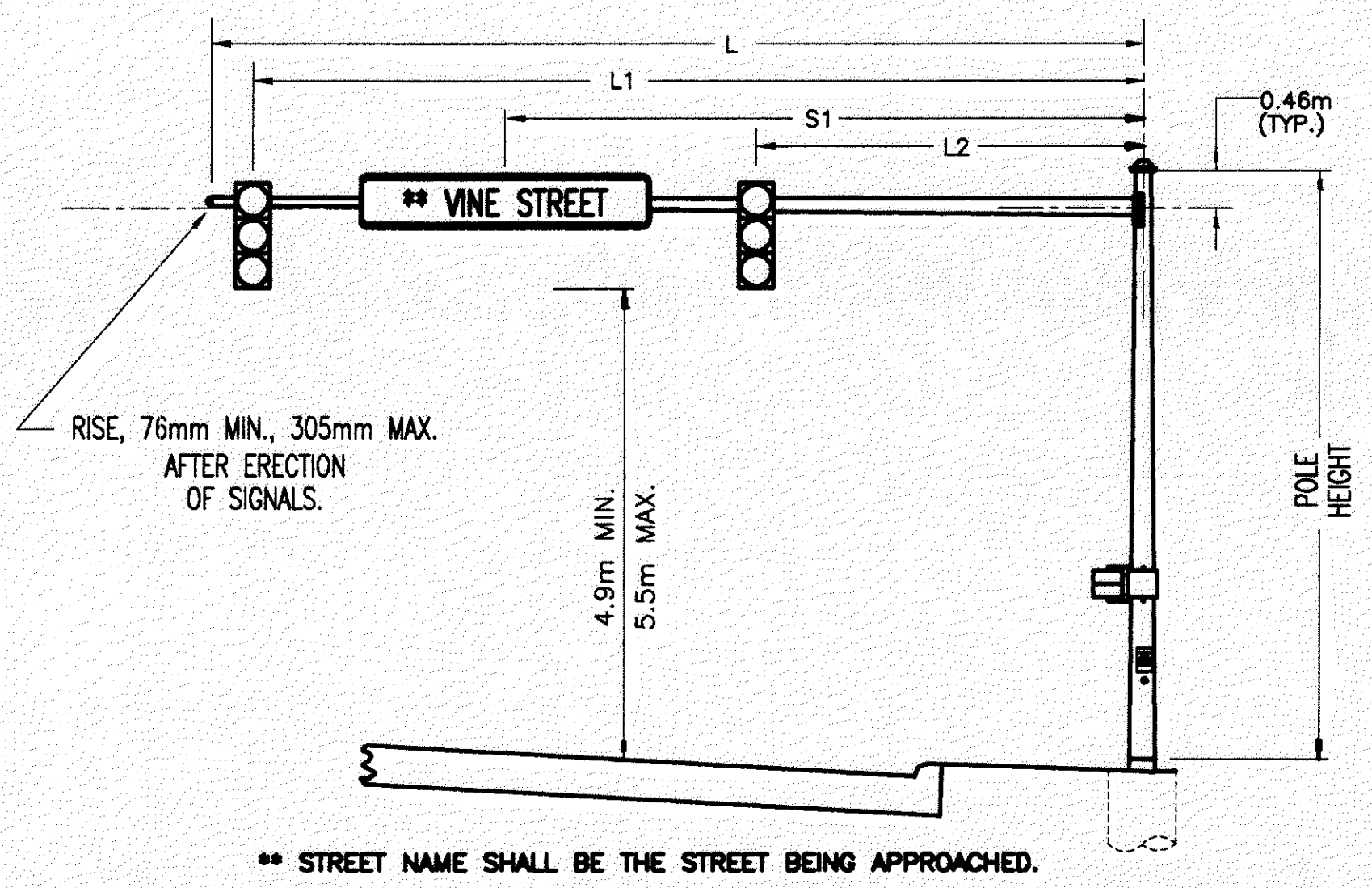
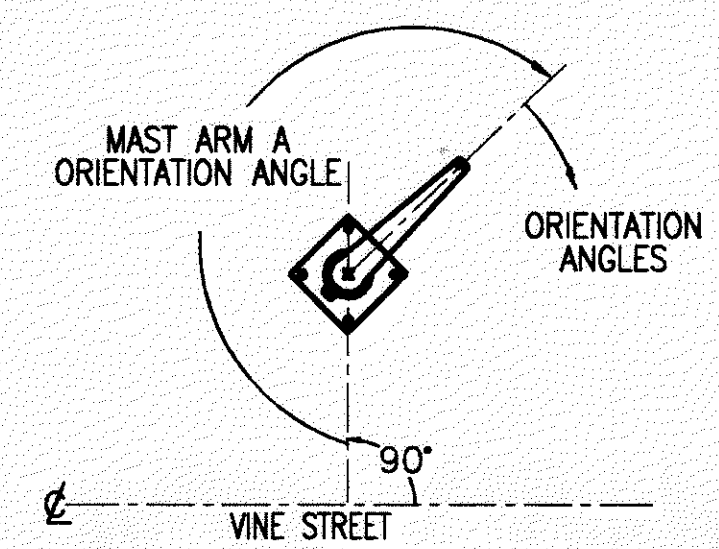


LOOP	SIZE	TURNS	MODE	DELAY	PHASE	REMARK	LOCATION 1st FRONT CORNER	LOCATION 2nd FRONT CORNER
L-1	1.8X9.1	2	PRESENCE	-	φ2	STANDARD	3+359.9	3+361.7
L-2	1.8X9.1	2	PRESENCE	-	φ2	STANDARD	3+356.4	3+358.2
L-3	1.8X9.1	2	PRESENCE	-	φ3	STANDARD	3+319.6	3+321.4
SL3	1.8X1.8	3	SYSTEM				3+392.2	3+394.0
SL4	1.8X1.8	3	SYSTEM				3+392.2	3+394.0
SL5	1.8X1.8	3	SYSTEM				3+306.4	3+308.2
SL6	1.8X1.8	3	SYSTEM				3+306.4	3+308.2

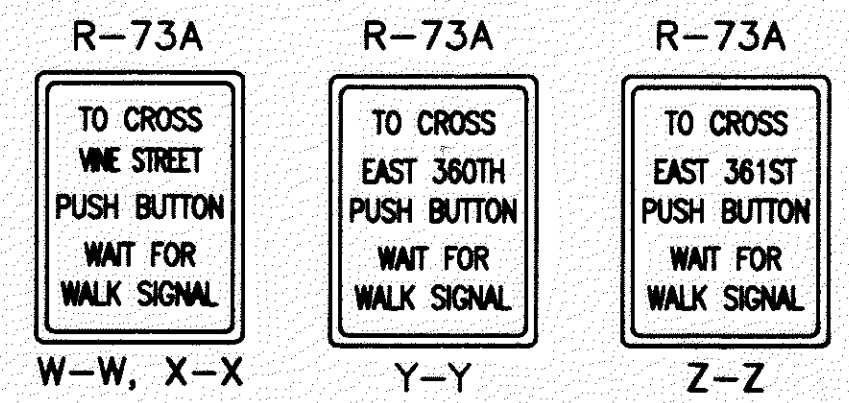
LOOP DETECTOR CHART



SIGNAL SUPPORT DETAIL

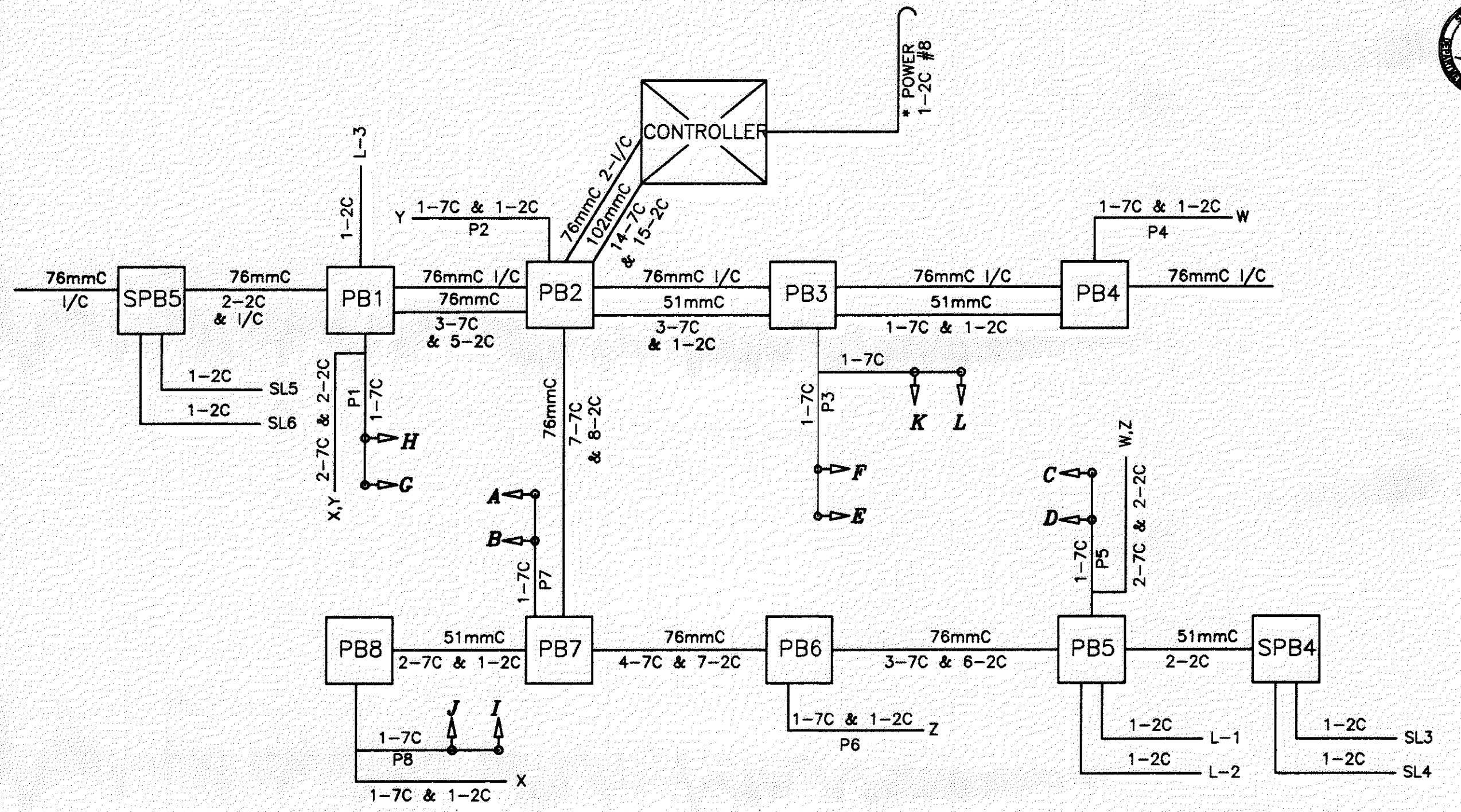


NOTES:
 1) ALL ANGLES MEASURED CLOCKWISE.
 2) BASE PLATE IS ORIENTED SQUARE TO MAST ARM A (LARGEST ARM) EVEN IF SUPPORT HAS TWO MAST ARMS.

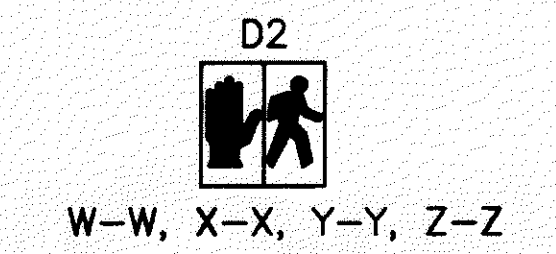


PUSHBUTTON SIGN
225mm x 900mm

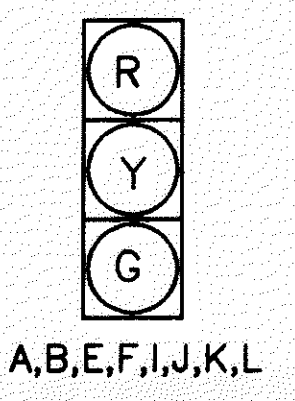
NOTE: SIGNAL SUPPORTS SHALL BE EQUIPPED WITH THE APPROPRIATE PUSHBUTTON SIGN LEGEND.



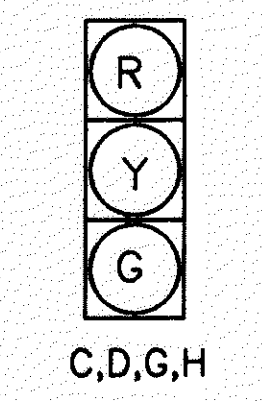
WIRING DIAGRAM



PEDESTRIAN SIGNAL HEADS
RELOCATE EXISTING



300mm POLYCARBONATE VEHICULAR SIGNAL HEADS
RELOCATE EXISTING



300mm OPTICALLY PROGRAMMED VEHICULAR SIGNAL HEADS
RELOCATE EXISTING

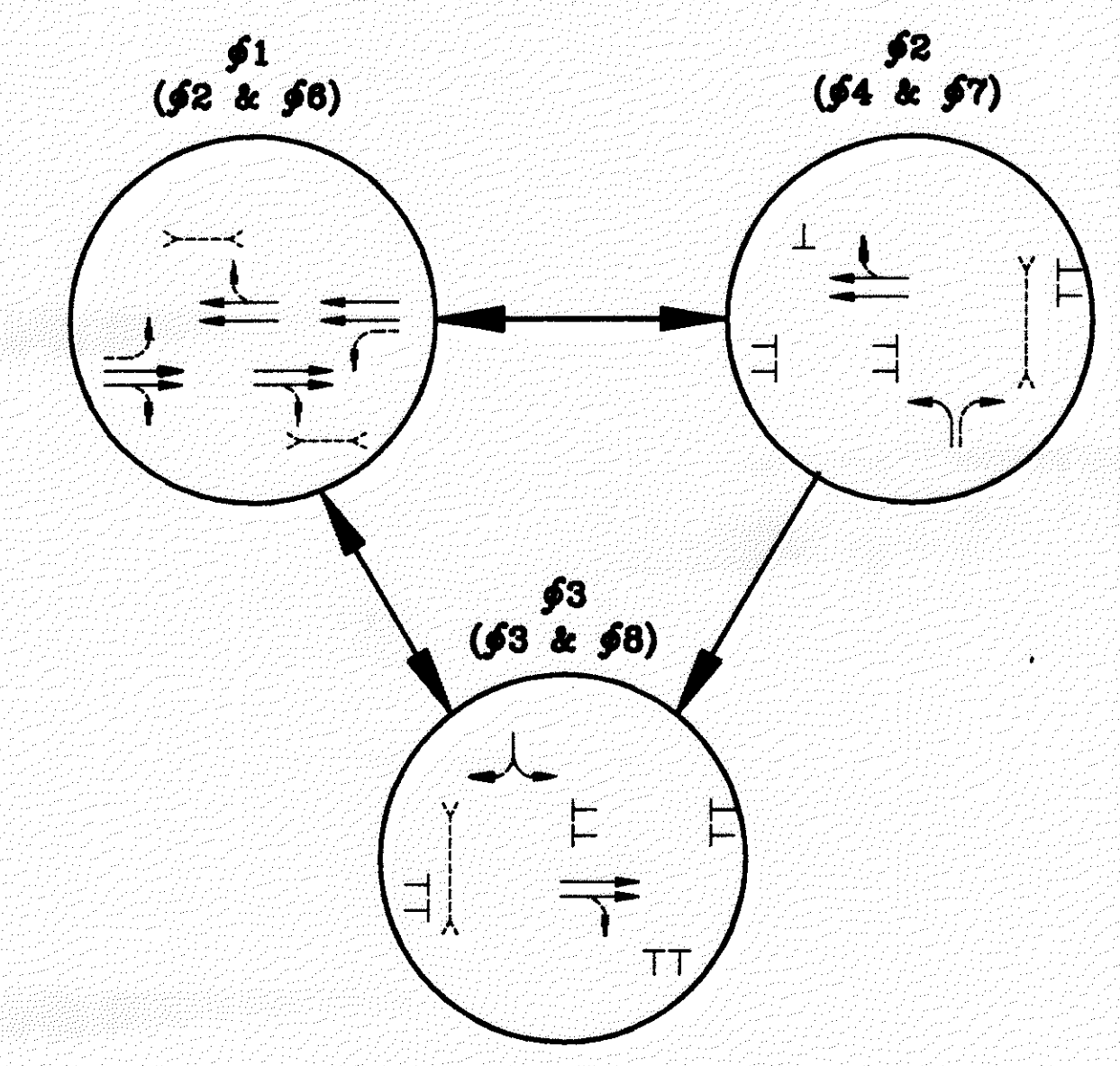
LOCATION		SIGNAL SUPPORT TYPE TC-81.20M						ORIENTATION ANGLE (DEG) FROM MAST ARM A											
		POLE NUMBER	DESIGN NUMBER	POLE HEIGHT (Meters)	SIGNALS			SIGNS	MAST ARM A ANGLE (DEGREES)	MAST ARM B									
ARM LENGTH 'L' (Meters)	L1				L2	L3	PREEMPT			S1	S2	PEDESTRIAN SIGNAL	PED. PUSHBUTTON	POWER SERVICE	CONTROLLER	LUMINAIRE BRACKET	HANDHOLE	CABLE ENTRANCE	
3+309.74	11.70m LT.	P1	3	6.4	9.14	8.35	5.35		6.85	0	0/270	0/270					180		
3+334.28	11.72m LT.	P2	PED	2.4						180	180						*		
3+346.32	11.70m LT.	P3	5	6.4	14.02	13.33	10.33		11.83	270							270		
					10.36	10.08	6.66		8.37	90									
3+368.91	11.72m LT.	P4	PED	2.4						270	180						*		
3+371.43	13.03m RT.	P5	4	6.4	10.36	9.52	6.52		8.02	0	0/270	0/270					180		
3+342.66	13.50m RT.	P6	PED	2.4						180	180						*		
3+333.50	11.77m RT.	P7	3	6.4	10.36	9.97	6.54		8.25	0							180		
3+318.34	11.72m RT.	P8	1	6.4	4.88	4.45	1.45		2.95	90							90		

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

SIGNAL HEAD	φ1		φ2		φ3		FLASH	DWELL
	R/W	CLEAR	R/W	CLEAR	R/W	CLEAR		
A	G	Y	R	R	R	R	R	Y
B	G	Y	R	R	R	R	R	Y
C	G	Y	R	R	R	R	G	Y
D	G	Y	R	R	R	R	G	Y
E	G	Y	R	R	R	R	R	Y
F	G	Y	R	R	R	R	R	Y
G	G	Y	R	G	G	Y	R	Y
H	G	Y	R	G	G	Y	R	Y
I	R	R	R	R	R	R	G	Y
J	R	R	R	R	R	R	G	Y
K	R	R	R	G	Y	R	R	R
L	R	R	R	G	Y	R	R	R
W-W	W	FDW	DW	DW	DW	DW	DW	DW
X-X	W	FDW	DW	DW	DW	DW	DW	DW
Y-Y	DW	DW	DW	W	FDW	DW	DW	DW
Z-Z	DW	DW	DW	W	FDW	DW	DW	DW

SIGNAL SEQUENCE CHART

① G IF φ3 NEXT ② G IF φ1 NEXT



PHASING DIAGRAM

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

CALC. BY: A.E.P.
CHECKED BY: I.M.H.

SIGNAL PLAN - E. 360 AND E. 361

LAK-640-2865 (1.78)