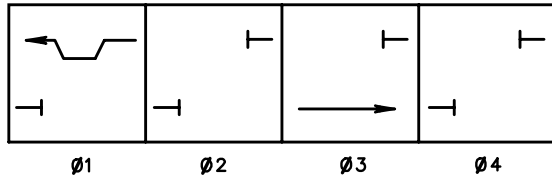


PHASING DIAGRAM



SIGNAL HEAD



LEGEND

- M** METER BASE (IF REQUIRED)
- C** CONTROLLER
- S** BREAKER BOX OR SAFETY SWITCH

NOTES:

CONTROLLER SHALL BE POLE MOUNTED OR GROUND MOUNTED NEXT TO THE WOOD POLE CLOSEST TO THE POWER SOURCE.

PLACEMENT OF POLES ARE TYPICAL. EXACT DISTANCES FOR POLE PLACEMENTS, STOP BAR LOCATIONS, ETC. SHALL BE DETERMINED BY THE ENGINEER AT THE TIME OF INSTALLATION.

SIGNAL AHEAD SIGNS SHALL BE INSTALLED WHEN SIGHT DISTANCE IS LIMITED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING AND IMPLEMENTING SIGNAL TIMINGS UNLESS OTHERWISE SPECIFIED.

SIGNAL HEADS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARDS SW-1 OR 2 AND TA-1.

WOOD POLE WIRING AND RIGGING FOR SPAN WIRE SHALL BE IN ACCORDANCE WITH STANDARD WD-2.

ELECTRICAL SERVICE SHALL BE IN ACCORDANCE WITH STANDARD SE-2 UNLESS A GENERATOR IS USED.

WHEN AN INTERSECTION IS LOCATED BETWEEN THE STOP LINES FOR THE TWO APPROACHES, ADDITIONAL PHASING AND SIGNALS SHALL BE PROVIDED TO ACCOMMODATE THOSE TRAFFIC MOVEMENTS.

IF REQUIRED BY PLANS, ENTRANCES LOCATED BETWEEN THE STOP LINES FOR THE TWO APPROACHES SHALL BE PROVIDED WITH ADDITIONAL PHASING AND SIGNALS TO ACCOMMODATE THOSE TRAFFIC MOVEMENTS.

VEHICLE DETECTION OF EACH APPROACH SHALL BE PROVIDED UNLESS OTHERWISE SPECIFIED.

COLOR SEQUENCE CHART

SIGNAL	Ø1		Ø2		Ø3		Ø4		FLASH
	Ry	Ry	Ry	Ry	Ry	Ry	Ry		
1	G	Y	R	R	R	R	R	R	R
3	R	R	R	R	R	R	G	Y	R