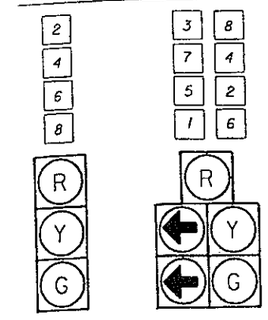
SHEET NO. T-4

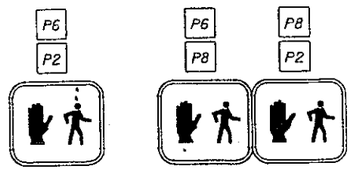
SIGNAL HEAD DETAILS



650-51-313 — 4 AS. REQD.
659-101 — 2 EA. REQD.

650-51-513 — 4 AS. REQD.
659-118 — 2 EA. REQD.

PEDESTRIAN HEAD DETAILS

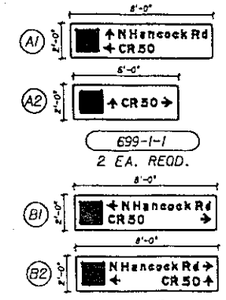


653-181 — 2 AS. REQD.

653-182 — 2 AS. REQD.

ITEM NO. 665-11 PEDESTRIAN DETECTOR SHALL INCLUDE PEDESTRIAN SIGNS FTP-49 "INTERNATIONAL" & FTP-47.

INTERNALLY ILLUMINATED OVERHEAD SIGNS

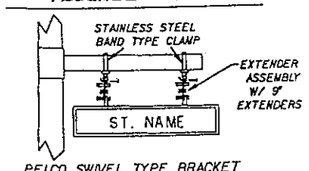


699-1-1 — 2 EA. REQD.

699-1-1 — 2 EA. REQD.

SEE SHEET T-7 FOR SIGN DETAILS

TWO POINT TAPERED ARM SIGN MOUNTING ASSEMBLY DETAIL

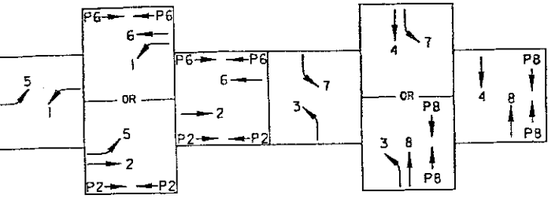


PELCO SWIVEL TYPE BRACKET OR EQUIVALENT ARE ACCEPTABLE

(TAPERED ARM ASSEMBLY INCLUDED IN PAY ITEM NO. 699-1-11

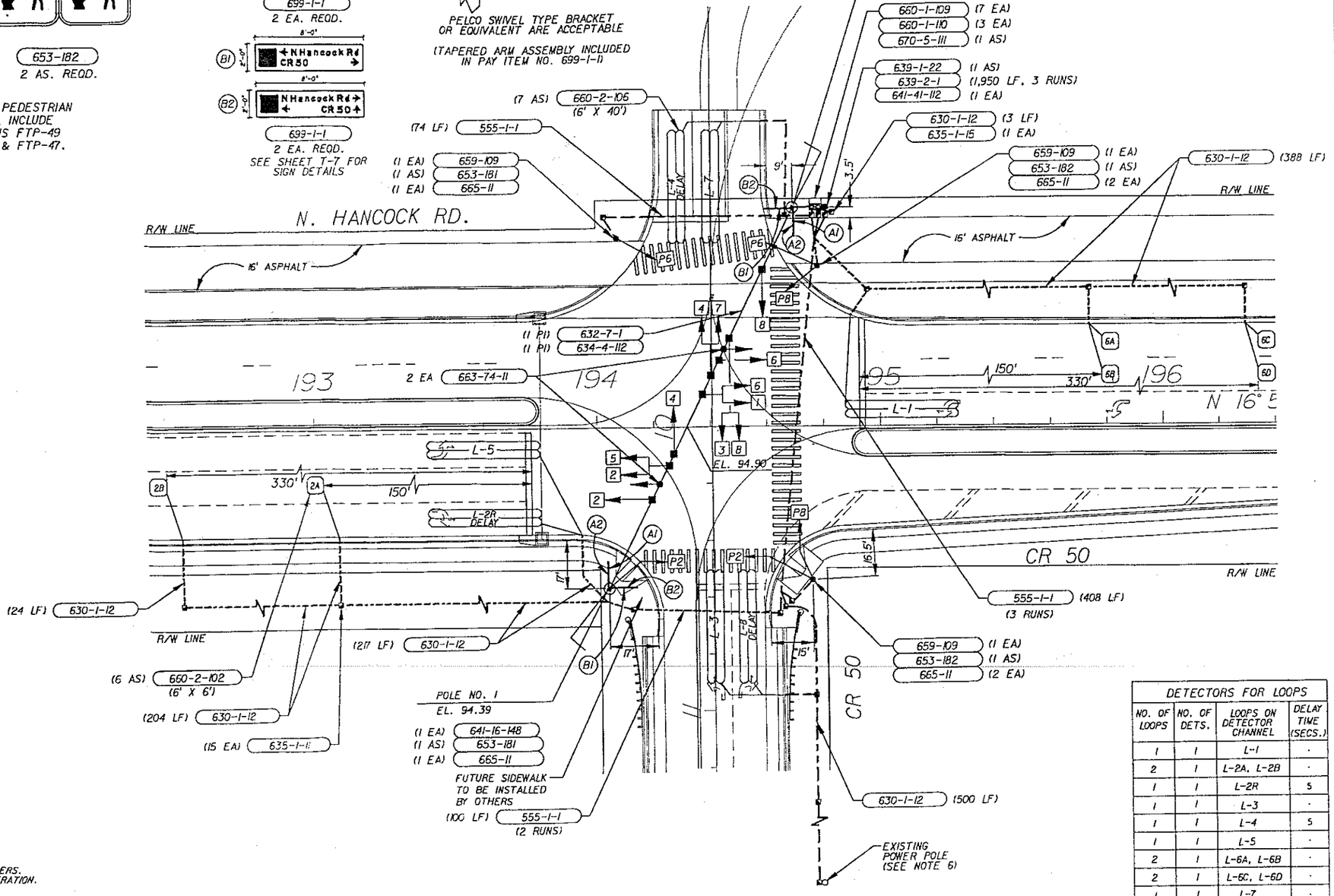
MOVEMENT DIAGRAM

SOP 10



CONTROLLER TIMING PLAN

TIMING INTERVAL	TIMING FUNCTION							
	1	2	3	4	5	6	7	8
MINIMUM GREEN (INITIAL)	5	15	5	5	5	15	5	5
EXTENSION (PASSAGE)	3	3	2.5	2.5	3	3	2.5	2.5
MAXIMUM GREEN I	20	50	20	35	20	50	20	35
MAXIMUM GREEN II	20	50	20	35	20	50	20	35
YELLOW	4.3	4.3	4.3	4.3	4.3	4.3	4.3	4.3
ALL RED	1.0	1.5	1.0	1.5	1.0	1.5	1.0	1.5
PEDESTRIAN WALK	-	7	-	-	-	7	-	7
PEDESTRIAN CLEAR	-	15	-	-	-	15	-	30
RECALL	-	MIN	-	-	-	MIN	-	-
DETECTOR FUNCTION	NL	L	NL	NL	NL	L	NL	NL
FLASH OPERATION	R	Y	R	R	R	Y	R	R



DETECTORS FOR LOOPS

NO. OF LOOPS	NO. OF DETS.	LOOPS ON DETECTOR CHANNEL	DELAY TIME (SECS.)
1	1	L-1	-
2	1	L-2A, L-2B	-
1	1	L-2R	5
1	1	L-3	-
1	1	L-4	5
1	1	L-5	-
2	1	L-6A, L-6B	-
2	1	L-6C, L-6D	-
1	1	L-7	-
1	1	L-8	5

CONTROLLER OPERATIONS:

1. THE MAJOR STREET IS N. HANCOCK RD./CR 50 AND THE MINOR STREET IS CR 50.
2. DURING FLASHING OPERATION, MOVEMENTS 2 & 6 SHALL FLASH YELLOW AND MOVEMENTS 1, 3, 4, 5, 7, AND 8 SHALL FLASH RED.
3. THE SIGNAL CABINET AND CONTROLLER SHALL BE WIRED AND PROGRAMMED FOR CONCURRENT TIMING OF THE INITIAL AND PASSAGE INTERVALS. THE CABINET SHALL BE WIRED TO ACCOMMODATE SOP 10.

NOTES:

1. SPEED LIMIT ON N. HANCOCK RD./CR 50 - 45 MPH AND CR 50 - 45 MPH.
2. CONTRACTOR IS TO ENSURE THAT LOOP WINDOWS ARE LOCATED OFF THE RADII.
3. ALL SIGNAL INDICATIONS ARE TO BE LED'S.
4. REMOVE ALL STRIPING BETWEEN THE STOP BARS.
5. TWO VARIABLE MESSAGE SIGNS SHALL BE UTILIZED TO INDICATE TO MOTORISTS THE OPERATION OF THE NEW SIGNAL. THE MESSAGES SHALL BE APPROVED BY FDOT ENGINEERS. THE VMS BOARDS SHALL BE UTILIZED FOR THE FIRST 2 WEEKS THE SIGNAL IS IN OPERATION.
6. EXISTING POWER POLE LOCATION WAS THE CLOSEST PHYSICAL POINT FOUND IN THE FIELD. CONTRACTOR SHALL VERIFY WITH POWER COMPANY FOR FINAL POINT OF SERVICE.
7. ELEVATION DATA WAS OBTAINED ASSUMING A BASE ELEVATION OF 100'. ELEVATION OF 100'. ELEVATIONS SHOWN ARE RELATIVE TO THE ASSUMED 100' DATUM.

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

	NAME	DATE		NAME	DATE
DESIGNED BY	CNC	03/05	DRAWN BY	CNC	03/05
CHECKED BY	AJA	03/05	CHECKED BY	AJA	03/05

SUPERVISED BY: ANDREW J. AMES, P.E.

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LAKE COUNTY

SIGNALIZATION PLAN