

### NOTES:

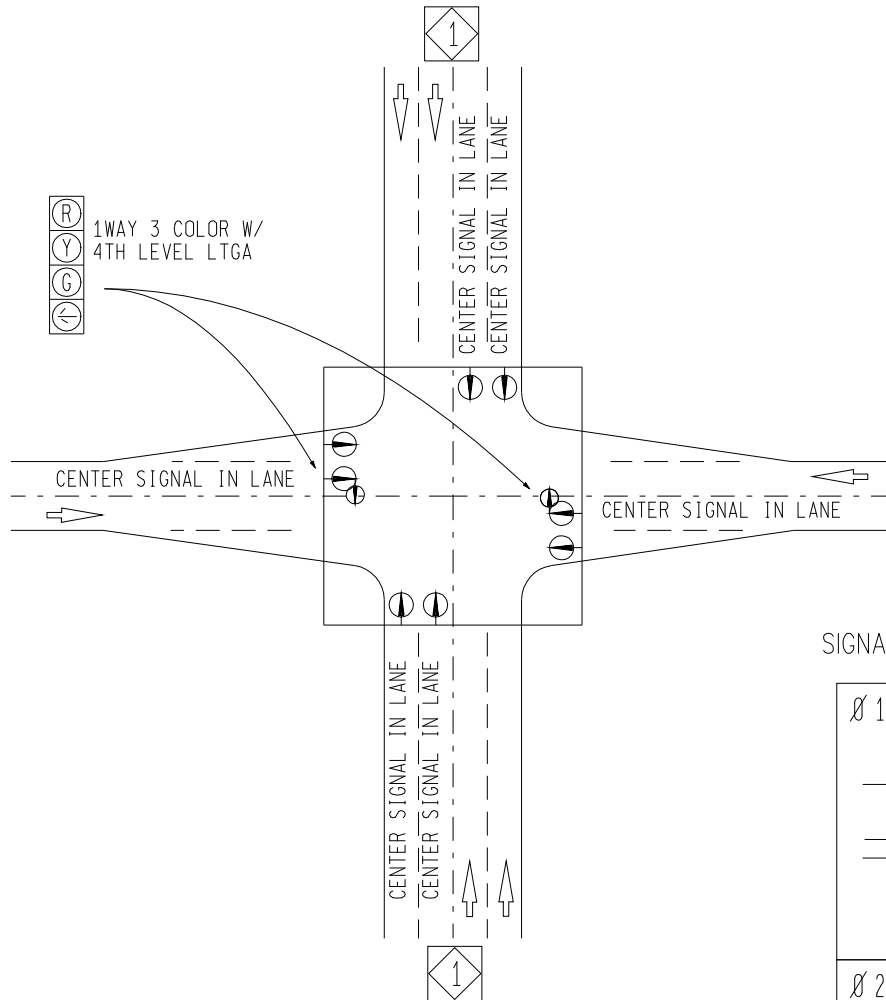
- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 2 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.



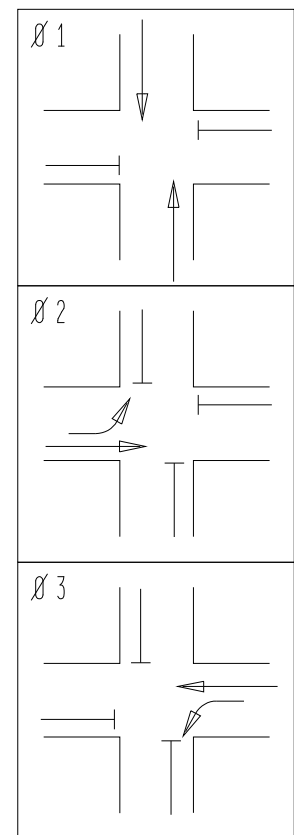
SHEET 1 OF 26

HEAD PLACEMENT DIAGRAM

2 PHASE OPERATION

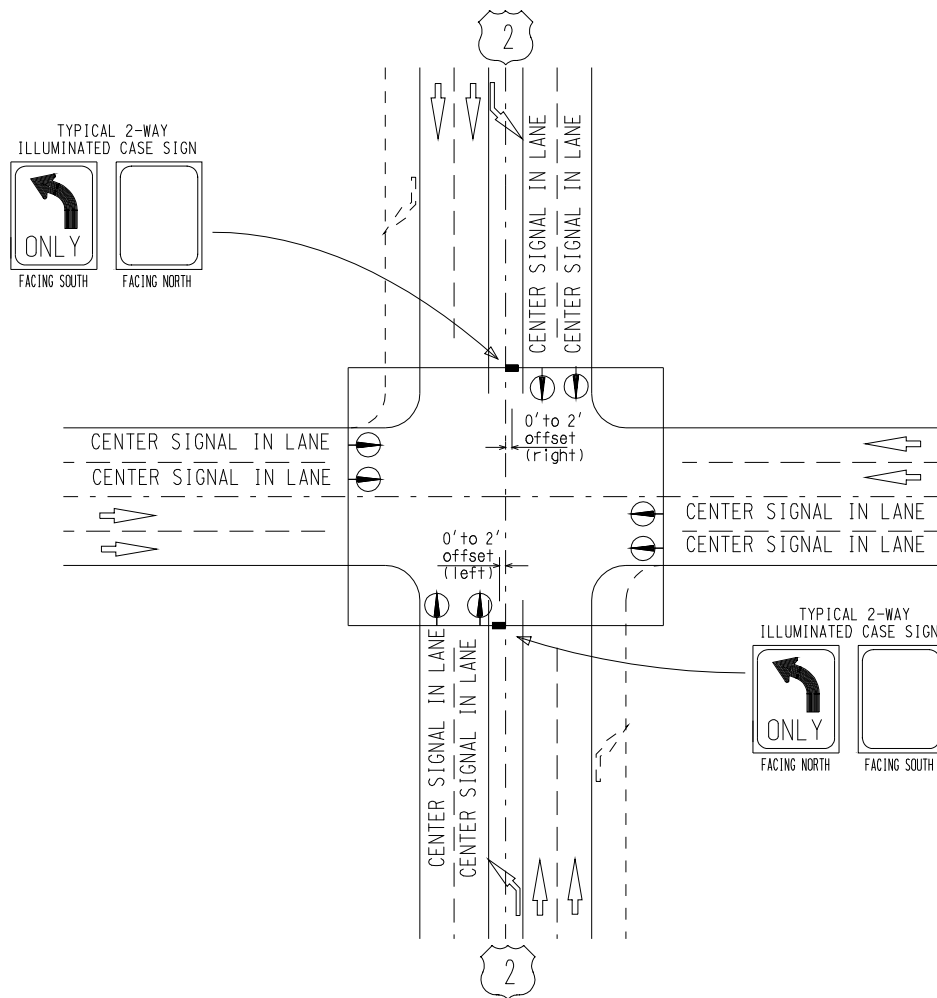


SIGNAL PHASING DIAGRAM



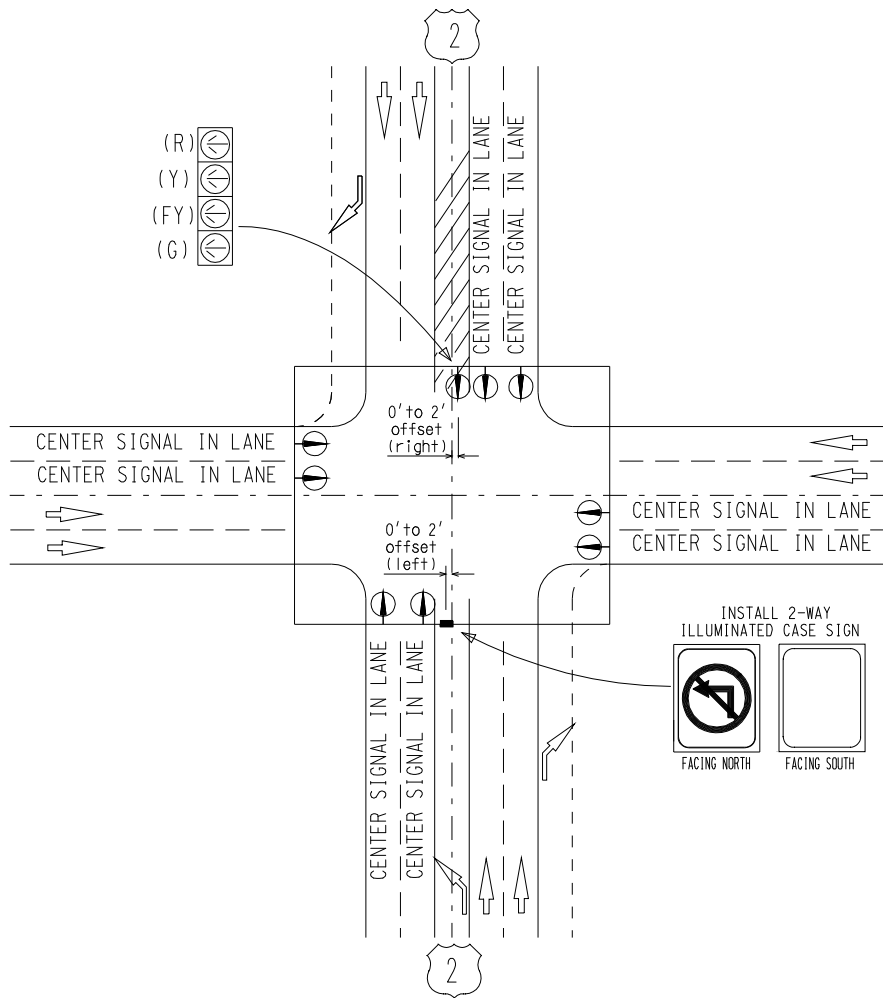
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- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 UTILIZE A 4TH LEVEL LTGA FOR THE EAST & WEST PROTECTED LEFT MOVEMENTS.

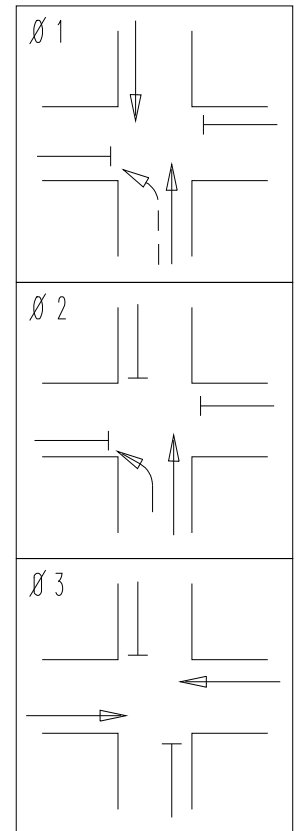


## NOTES:

- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 2 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.

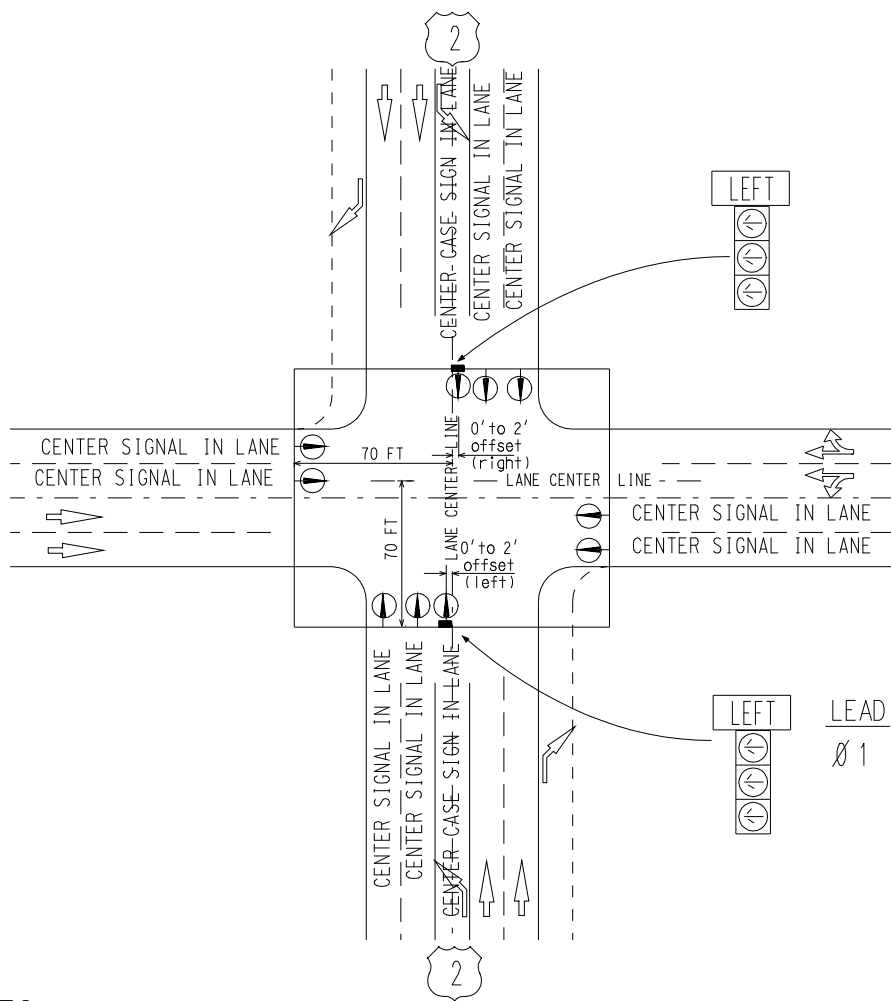


SIGNAL PHASING DIAGRAM

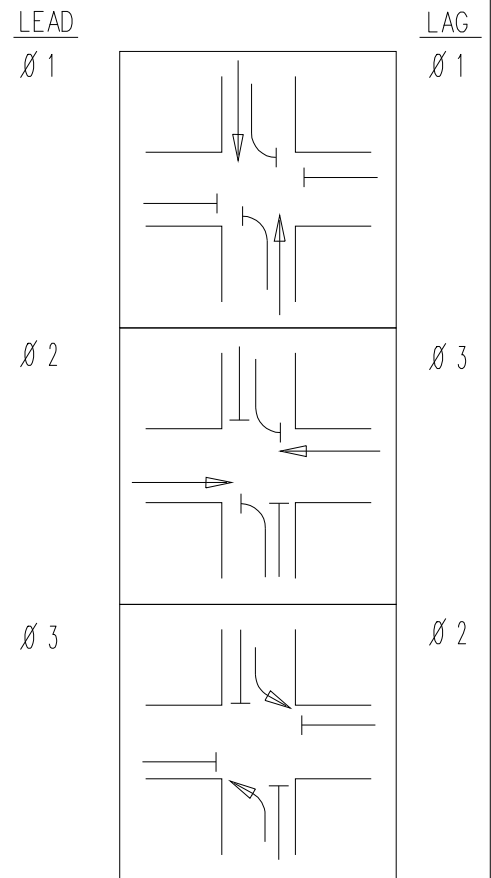


## NOTES:

- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
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- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.
- 5 USE PERMISSIVE FLASHING YELLOW LEFT TURN.



SIGNAL PHASING DIAGRAM



## NOTES:

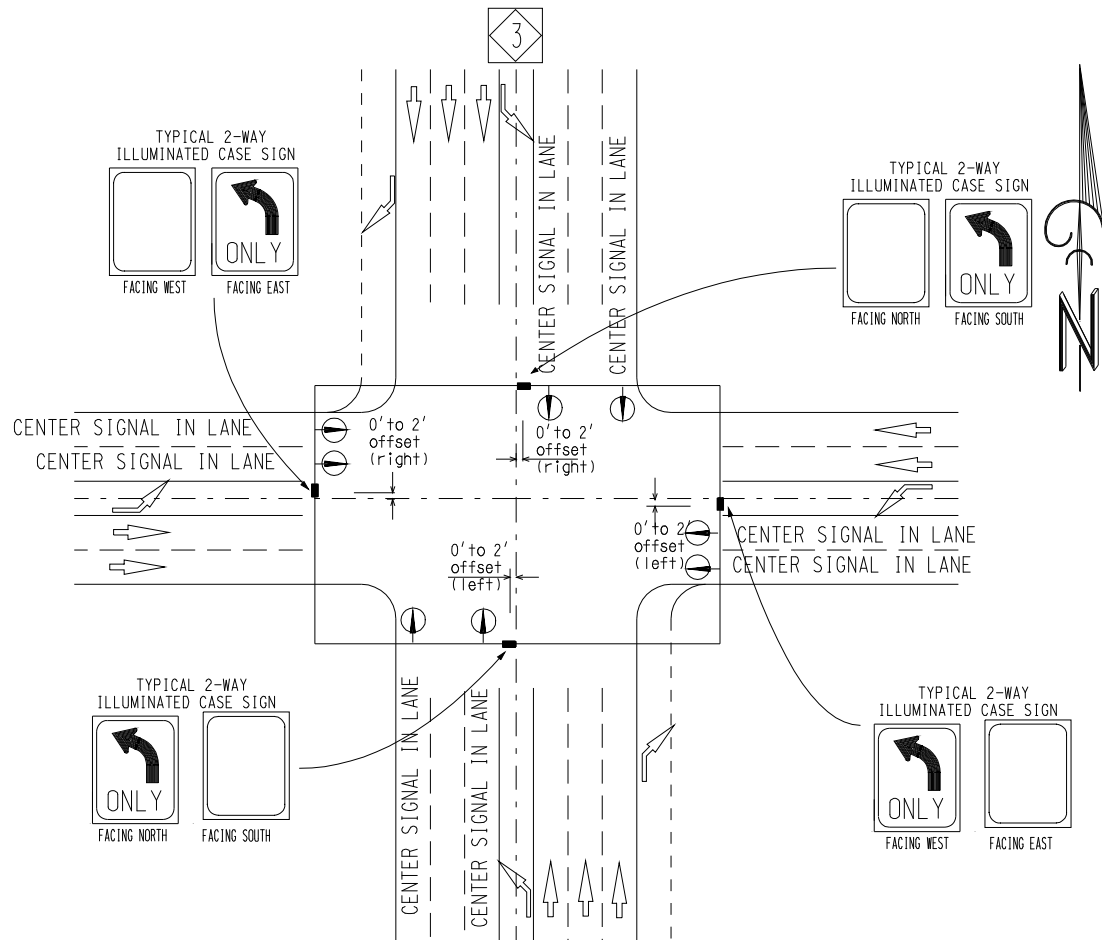
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- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.
- 5 LEAD LEFT-TURN SHALL NOT BE PERMISSIVE.
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 7 THE MAXIMUM DESIRED DISTANCE FROM THE CENTER OF THE LANE TURNING LEFT, TO THE CROSSROAD THROUGH SIGNAL (LOCATED ON THE SPAN, LEFT OF THE LANE TURNING LEFT) SHOULD NOT EXCEED 70 FEET. ADDITIONAL SIGNS AND ENGINEERING JUDGMENT MAY BE REQUIRED FOR DISTANCES IN EXCESS OF 70 FEET; OR AT SKEWED INTERSECTIONS.



SHEET 5 OF 26

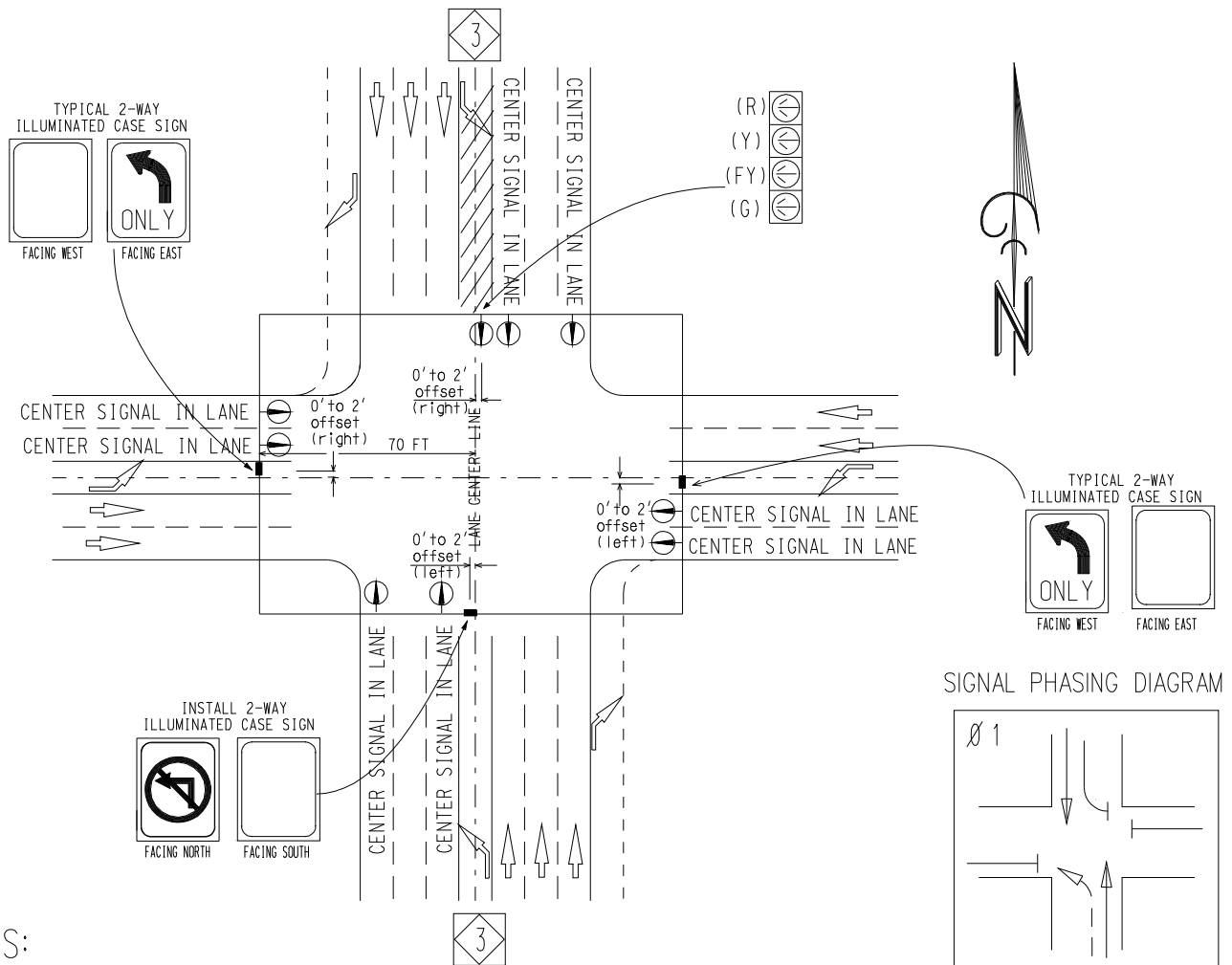
## HEAD PLACEMENT DIAGRAM

3 PHASE OPERATION WITH DUAL  
LEAD OR LAG LEFT TURN PHASE  
ON TRUNKLINE



## NOTES:

- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 2 IN THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.
- 5 PEDESTRIAN SIGNALS OPTIONAL.





1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL  
SHALL NOT EXCEED 150 FEET.

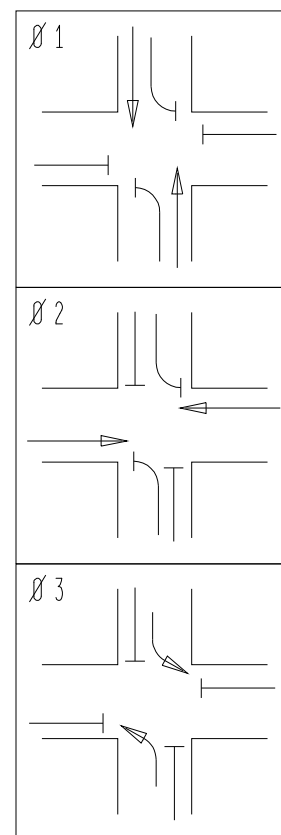
2 IN THE ABSENCE OF A STOP BAR, THE CURB RADIUS  
SPRING POINT SHOULD BE USED.

3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN  
SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.

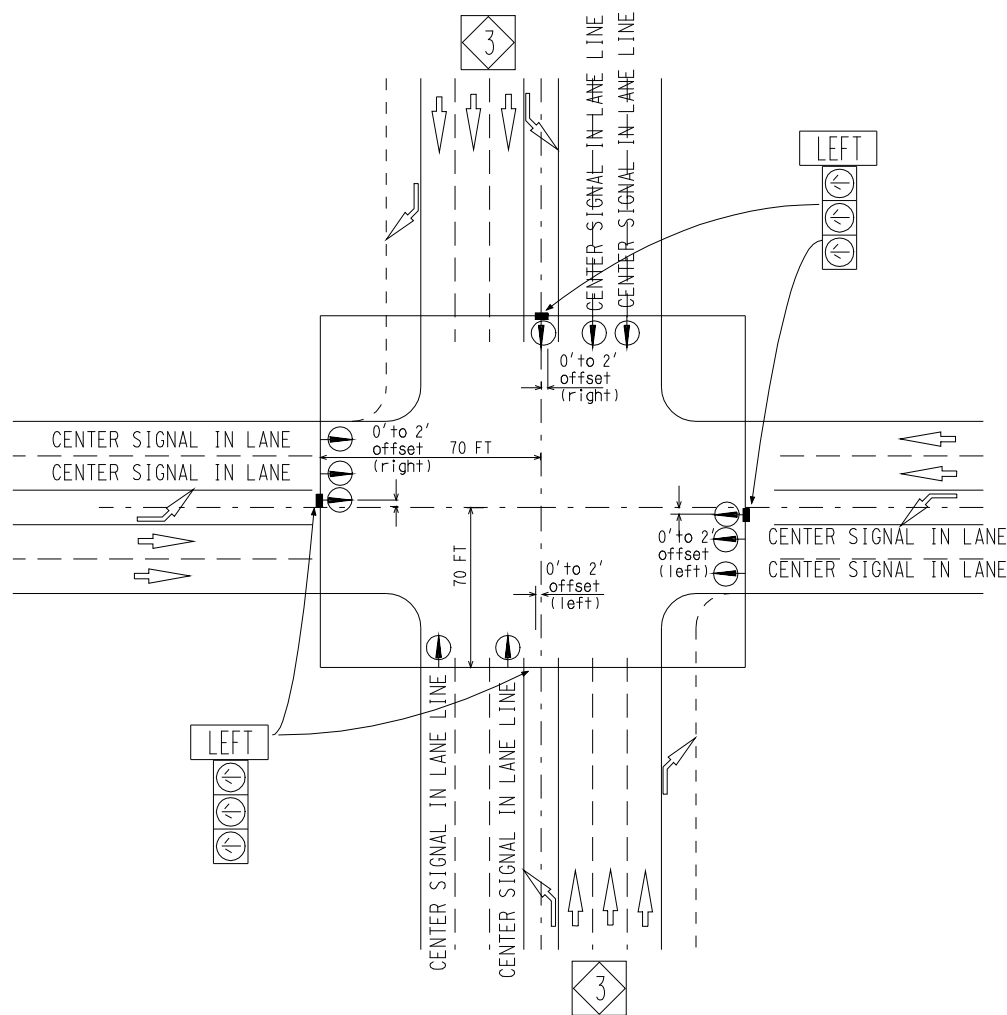
4 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN  
SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE  
THE CASE SIGN LEGEND ON THE FAR SIDE OF  
THE INTERSECTION.

5 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE  
PEDESTRIAN ACTIVITY IS EVIDENT.

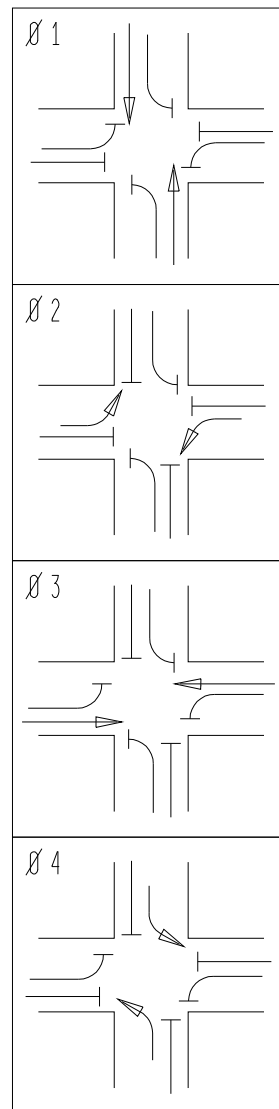
6 THE MAXIMUM DESIRED DISTANCE FROM THE CENTER OF  
THE LANE TURNING LEFT, TO THE CROSSROAD THROUGH  
SIGNAL (LOCATED ON THE SPAN, LEFT OF THE LANE  
TURNING LEFT) SHOULD NOT EXCEED 70 FEET.  
ADDITIONAL SIGNS AND ENGINEERING JUDGMENT MAY  
BE REQUIRED FOR DISTANCES IN EXCESS OF 70 FEET;  
OR AT SKEWED INTERSECTIONS.







SIGNAL PHASING DIAGRAM



## NOTES:

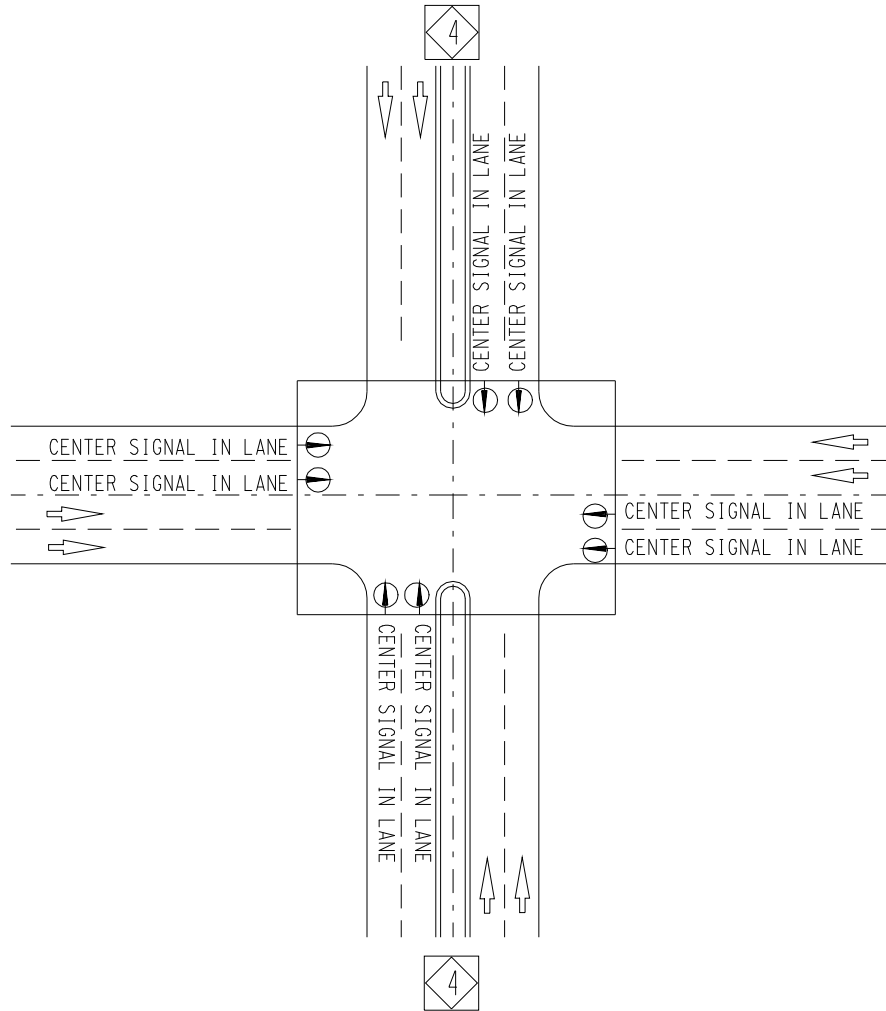
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- 4 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 5 THE MAXIMUM DESIRED DISTANCE FROM THE CENTER OF THE LANE TURNING LEFT, TO THE CROSSROAD THROUGH SIGNAL (LOCATED ON THE SPAN, LEFT OF THE LANE TURNING LEFT) SHOULD NOT EXCEED 70 FEET. ADDITIONAL SIGNS AND ENGINEERING JUDGMENT MAY BE REQUIRED FOR DISTANCES IN EXCESS OF 70 FEET; OR AT SKEWED INTERSECTIONS.



SHEET 9 OF 26

## HEAD PLACEMENT DIAGRAM

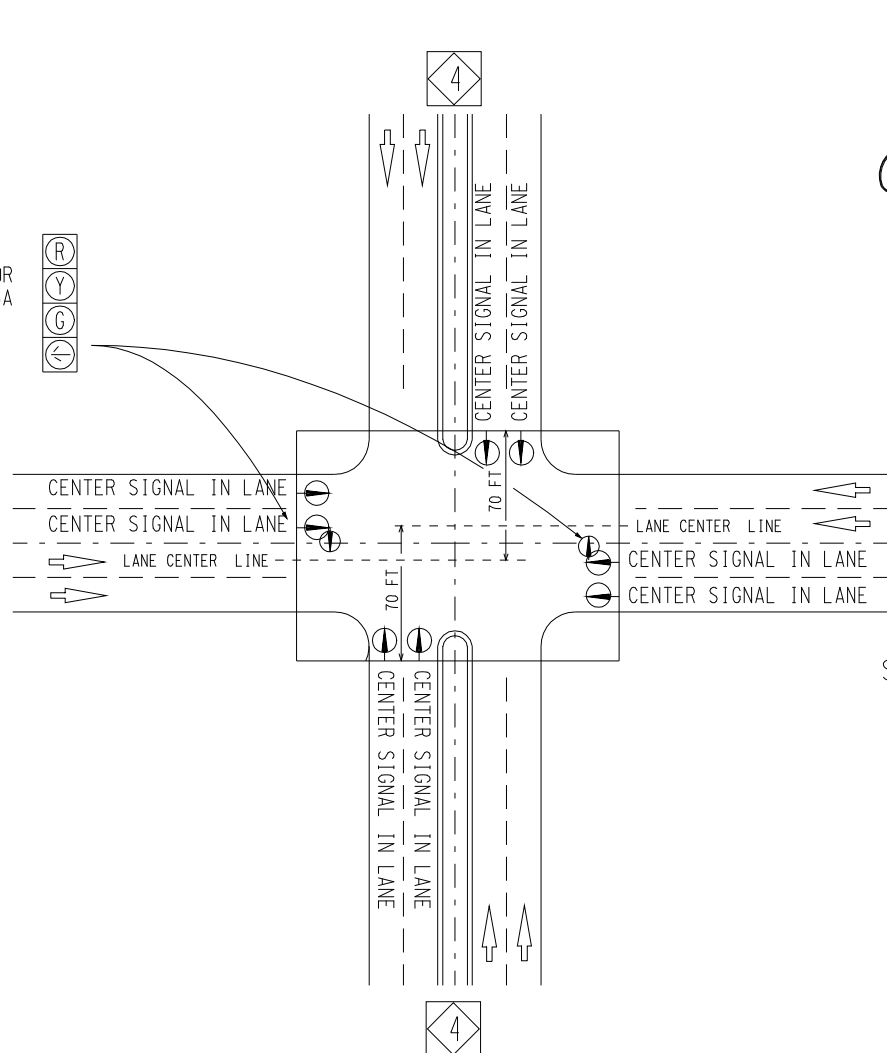
4 PHASE OPERATION WITH  
LEADING LEFT TURNS FOR BOTH ROADS  
(SAME OPERATION AS 8 PHASE)



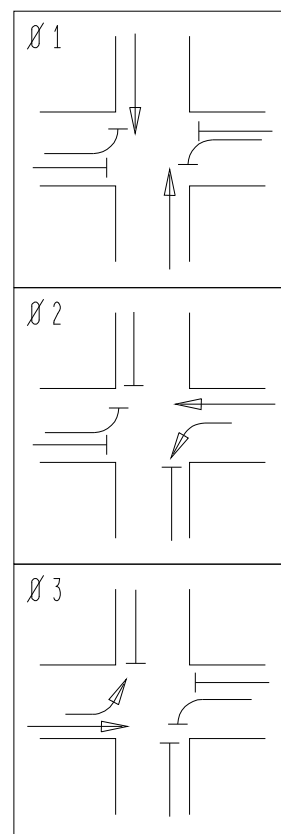
# NOTES:

- 1 MEDIAN WIDTH LESS THAN 30'.
- 2 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 3 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.

1WAY 3 COLOR  
W/4TH LEVEL LTGA



SIGNAL PHASING DIAGRAM



## NOTES:

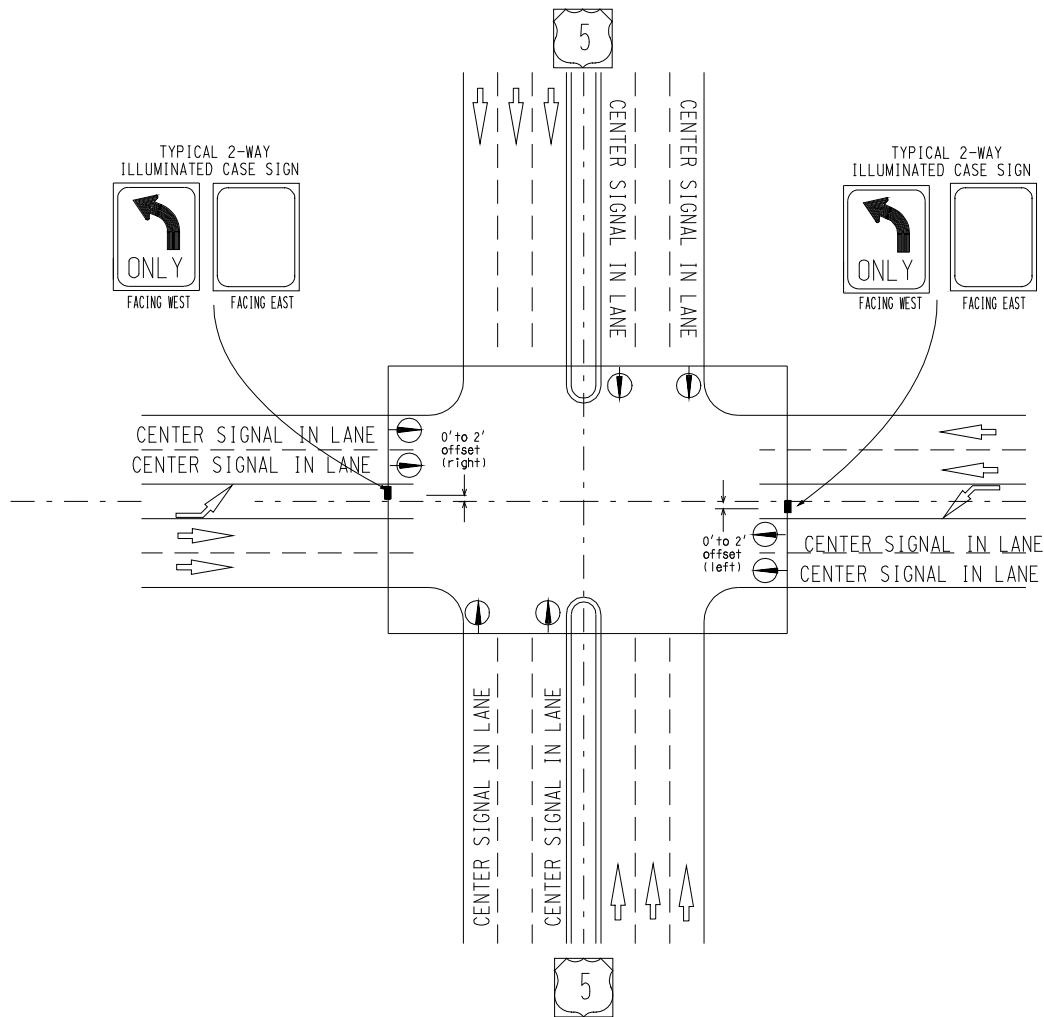
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- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 5 UTILIZE A 4TH LEVEL LTGA FOR THE EAST & WEST PROTECTED LEFT MOVEMENTS.
- 6 THE MAXIMUM DESIRED DISTANCE FROM THE CENTER OF THE LANE TURNING LEFT, TO THE CROSSROAD THROUGH SIGNAL (LOCATED ON THE SPAN, LEFT OF THE LANE TURNING LEFT) SHOULD NOT EXCEED 70 FEET. ADDITIONAL SIGNS AND ENGINEERING JUDGMENT MAY BE REQUIRED FOR DISTANCES IN EXCESS OF 70 FEET; OR AT SKEWED INTERSECTIONS.



SHEET 11 OF 26

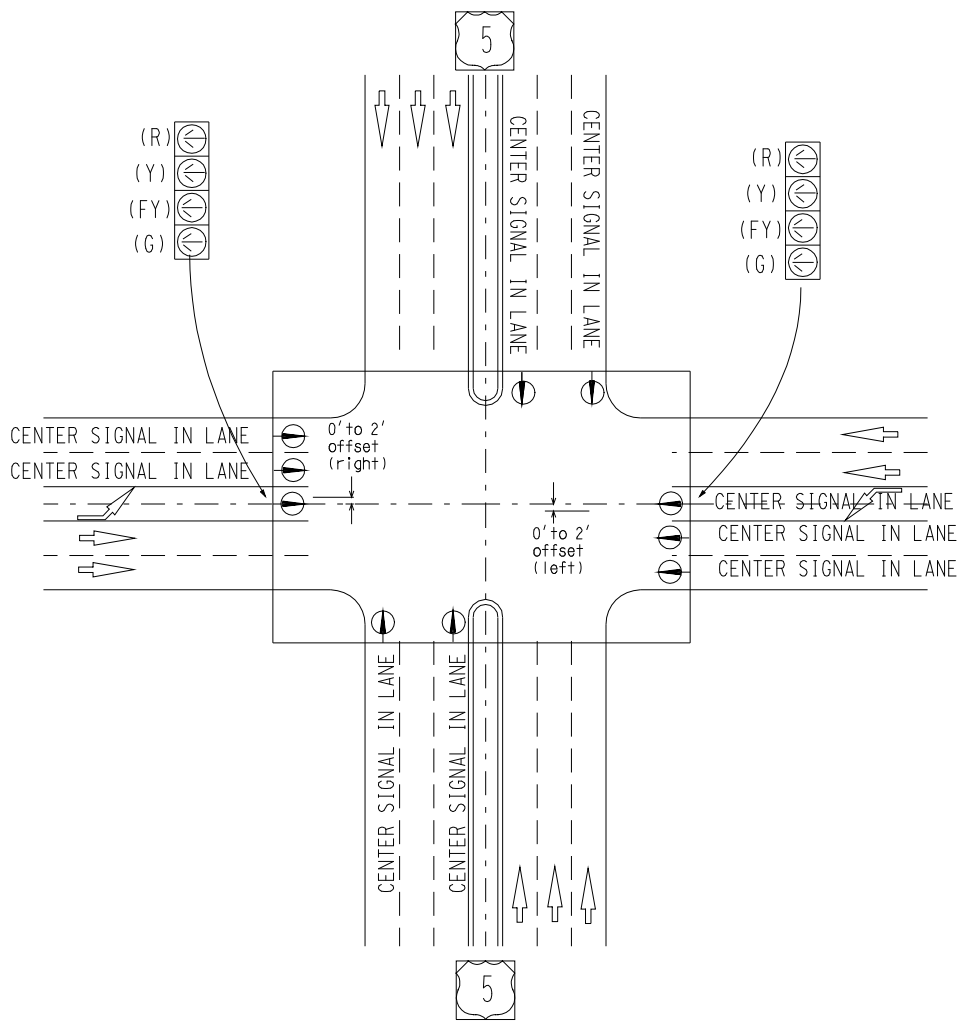
HEAD PLACEMENT DIAGRAM

3 PHASE OPERATION  
SPLIT PHASE

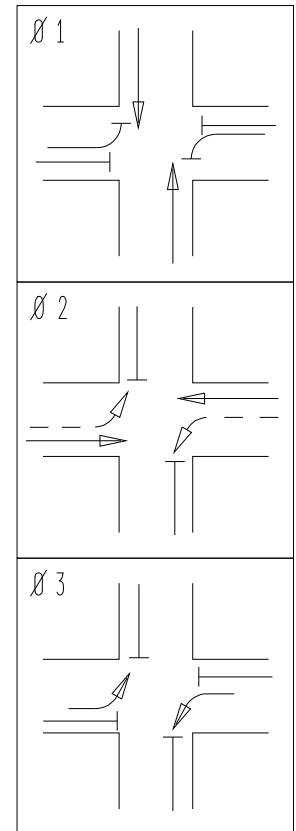


## NOTES:

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- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 5 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.



SIGNAL PHASING DIAGRAM



## NOTES:

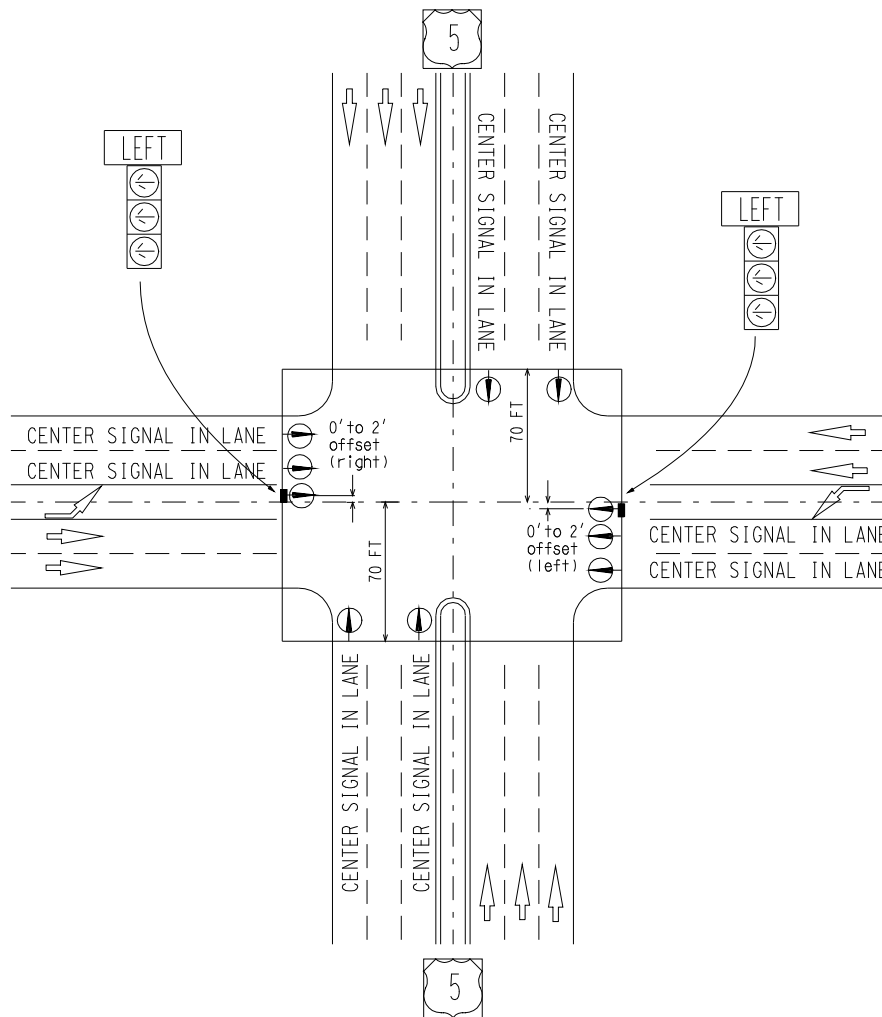
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- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 5 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 7 USE PERMISSIVE FLASHING YELLOW LEFT TURN.



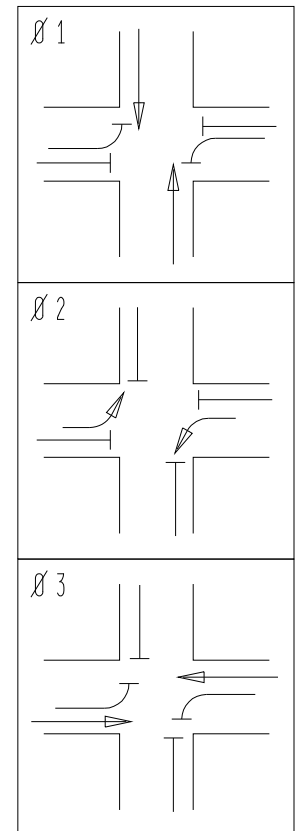
SHEET 13 OF 26

## HEAD PLACEMENT DIAGRAM

3 PHASE OPERATION WITH  
DUAL LAGGING LEFT TURN PHASE  
ON X-RD

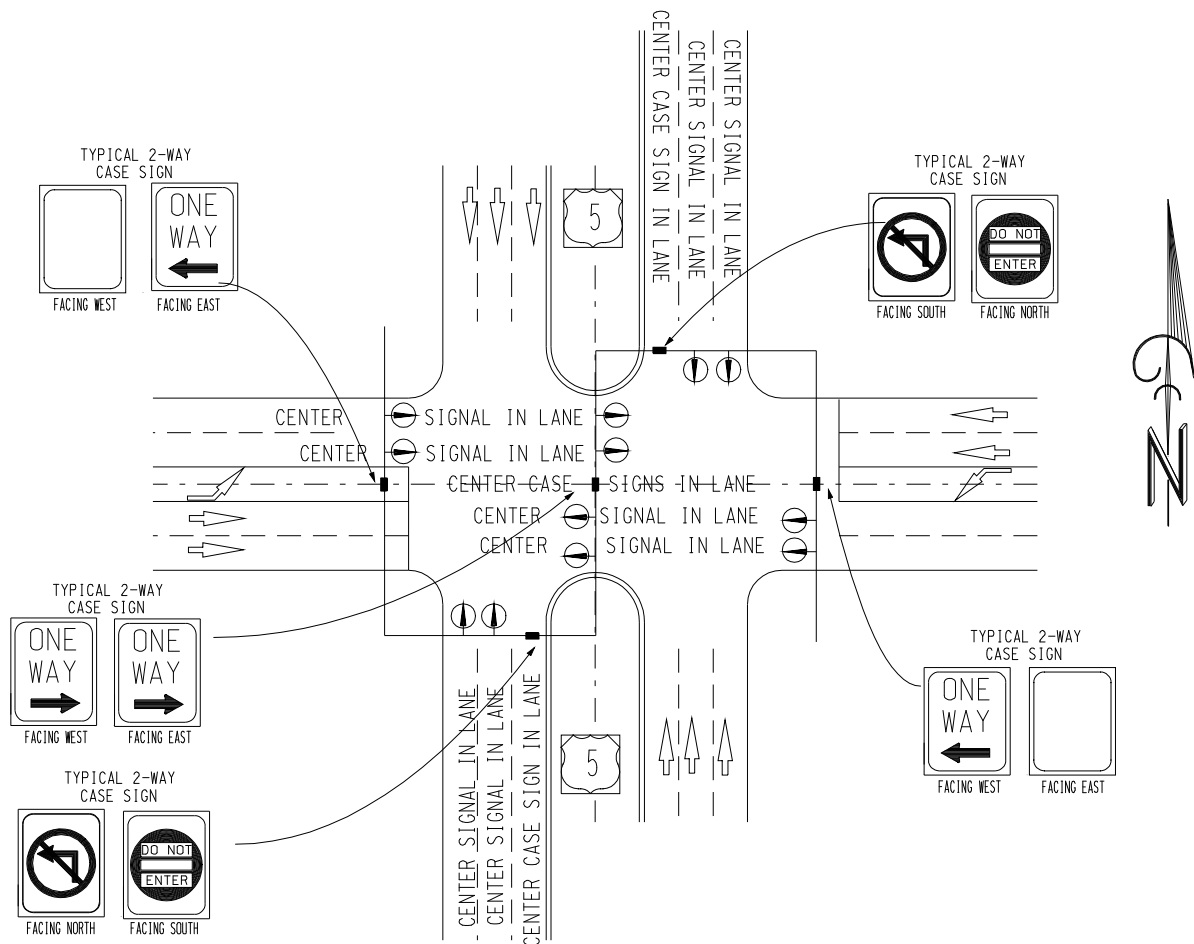


SIGNAL PHASING DIAGRAM



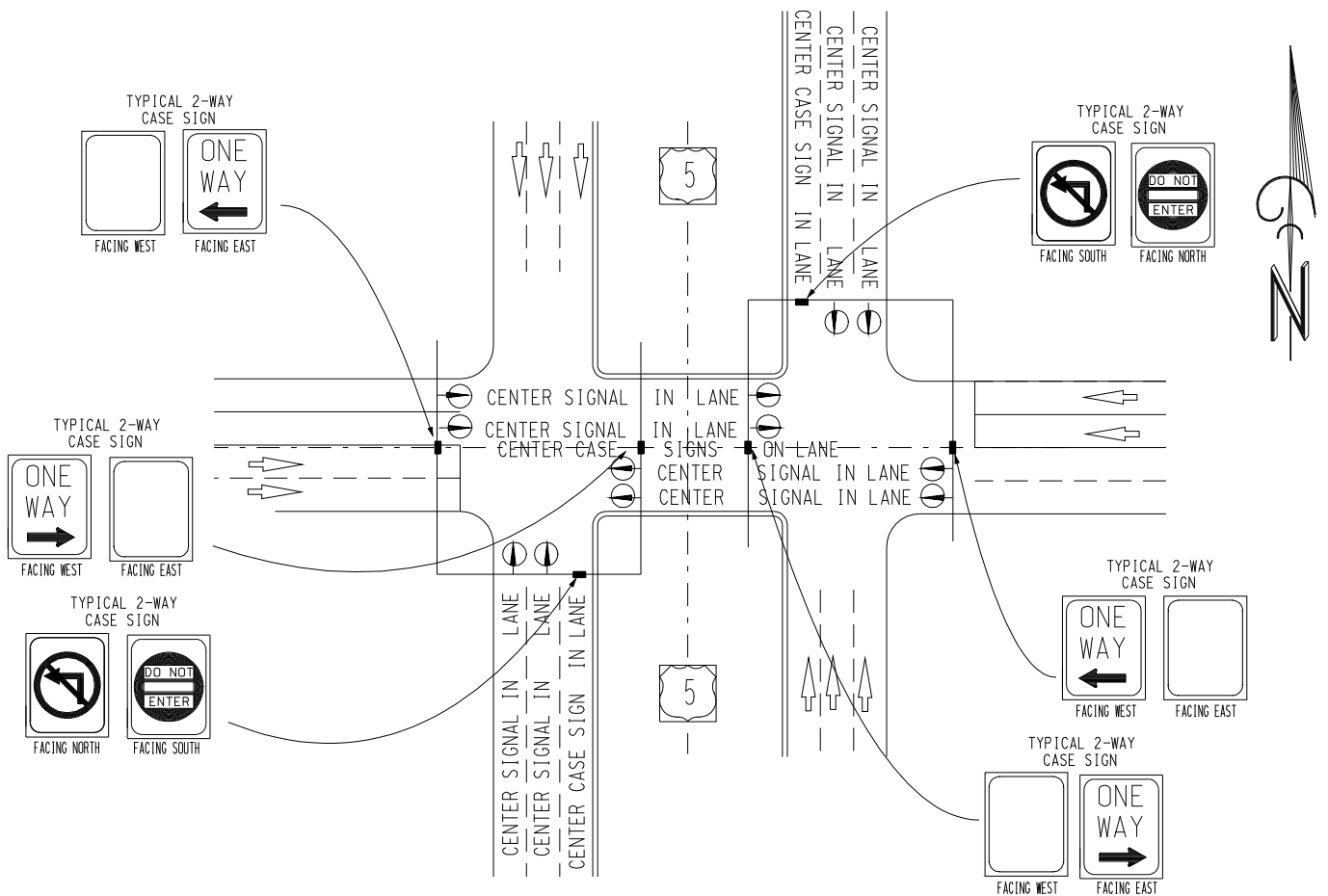
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- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 5 LEAD LEFT-TURN SHALL NOT BE PERMISSIVE.
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 7 THE MAXIMUM DESIRED DISTANCE FROM THE CENTER OF THE LANE TURNING LEFT, TO THE CROSSROAD THROUGH SIGNAL (LOCATED ON THE SPAN, LEFT OF THE LANE TURNING LEFT) SHOULD NOT EXCEED 70 FEET. ADDITIONAL SIGNS AND ENGINEERING JUDGMENT MAY BE REQUIRED FOR DISTANCES IN EXCESS OF 70 FEET; OR AT SKEWED INTERSECTIONS.



## NOTES:

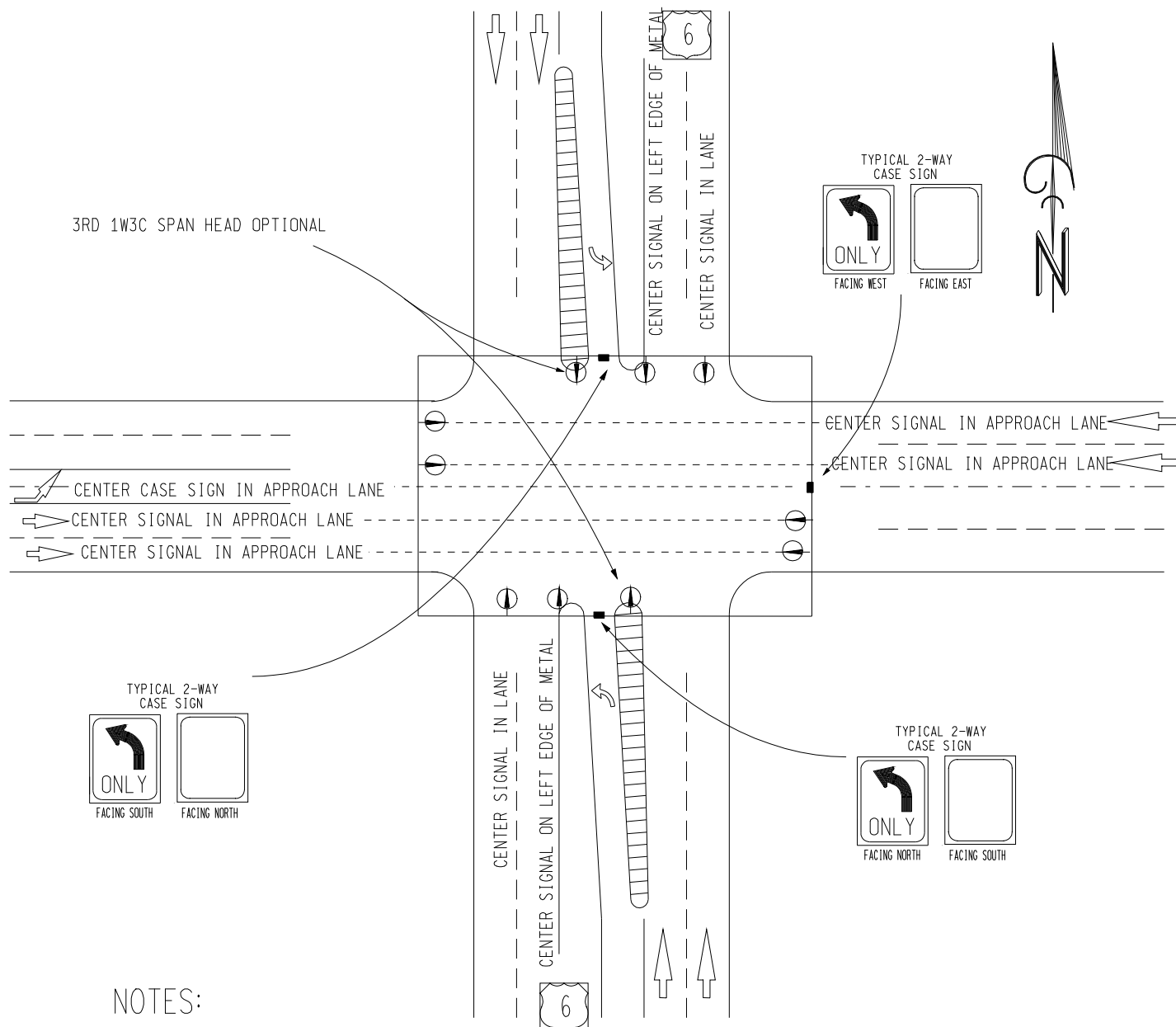
- 1 MEDIAN WIDTH IS 30' OR MORE, AND THE DISTANCE FROM THE X-ROAD STOP BAR TO THE MEDIAN SIGNAL IS LESS THAN OR EQUAL TO 150 FEET.
- 2 IN THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.
- 5 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 6 WHILE PHASING IS POSSIBLE FOR EITHER ROADWAY, USUALLY LEFT TURNS ARE PROHIBITED AT THE INTERSECTION PROPER AND REDIRECTED THROUGH MEDIAN CROSSOVERS. THE MAIN PROBLEM IS THE INTERLOCKING OF LEFT TURN MOVEMENTS.
- 7 TO REDUCE THE NUMBER OF CONDUCTOR CABLES CROSSING A SPAN, CONSIDERATION SHOULD BE GIVEN TO PLACING THE CONTROLLER IN THE MEDIAN.
- 8 A DIRECTIONAL BORE CONDUIT MAY BE REQUIRED TO REDUCE THE NUMBER OF OVERHEAD CONDUCTORS CABLES CROSSING THE SPAN TO 10 OR LESS.



## NOTES:

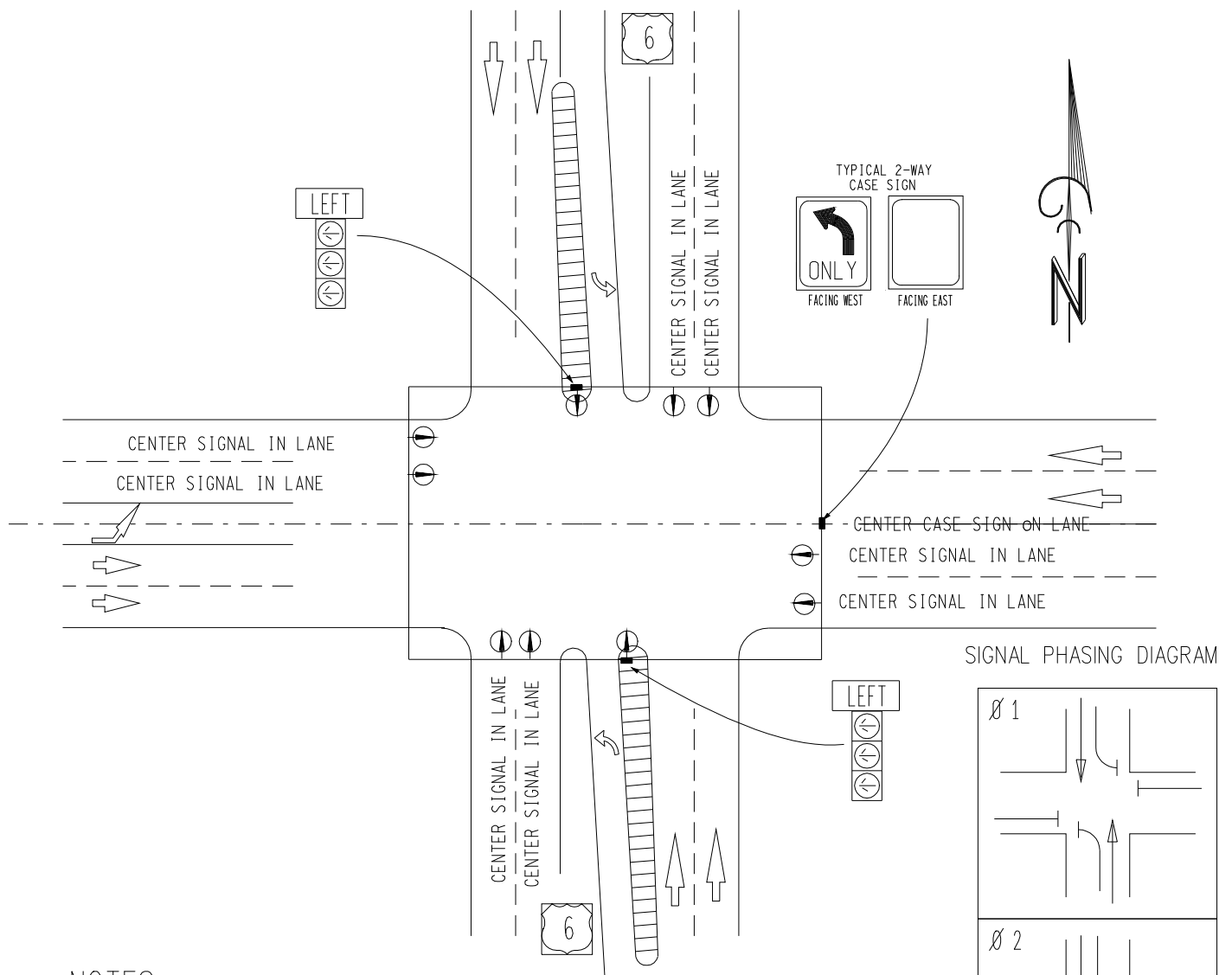
- 1 MEDIAN WIDTH IS 30' OR MORE, AND THE DISTANCE FROM THE X-ROAD STOP BAR TO THE CENTER LINE OF THE MEDIAN IS GREATER THAN 150 FEET
- 2 DESIGN AS TWO SEPARATE INTERSECTIONS.
- 3 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 4 in THE ABSENCE OF A STOP BAR, THE CURB RADI SPRING POINT SHOULD BE USED.
- 5 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 6 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION.
- 7 WHILE PHASING IS POSSIBLE FOR EITHER ROADWAY, USUALLY LEFT TURNS ARE PROHIBITED AT THE INTERSECTION PROPER AND REDIRECTED THROUGH MEDIAN CROSSOVERS. THE MAIN PROBLEM IS THE INTERLOCKING OF LEFT TURN MOVEMENTS.
- 8 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 9 A BASE MOUNTED CABINET MAY BE REQUIRED TO REDUCE THE NUMBER OF CONDUCTOR CABLES CROSSING A SPAN, CONSIDERATION SHOULD BE GIVEN TO PLACING THE CONTROLLER IN THE MEDIAN.
- 10 A DIRECTIONAL BORE CONDUIT MAY BE REQUIRED TO REDUCE THE NUMBER OF OVERHEAD CONDUCTORS CABLES CROSSING THE SPAN TO 10 OR LESS.
- 11



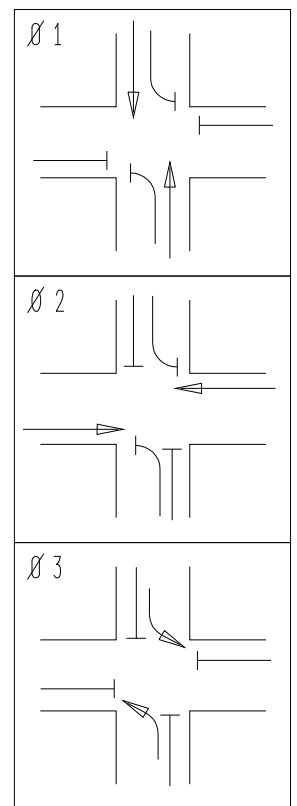


# NOTES:

- 1 EXCLUSIVE LEFT TURN SLOTS
- 2 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 3 in THE ABSENCE OF A STOP BAR, THE CURB RADI SPRING POINT SHOULD BE USED.
- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 5 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION (IF THERE ARE CASE SIGNS).
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 7 TO MEET THE REQUIREMENTS FOR CONE OF VISION A 3RD 1W3C SPAN HEAD OR LOW LEVEL MAY BE REQUIRED.



SIGNAL PHASING DIAGRAM

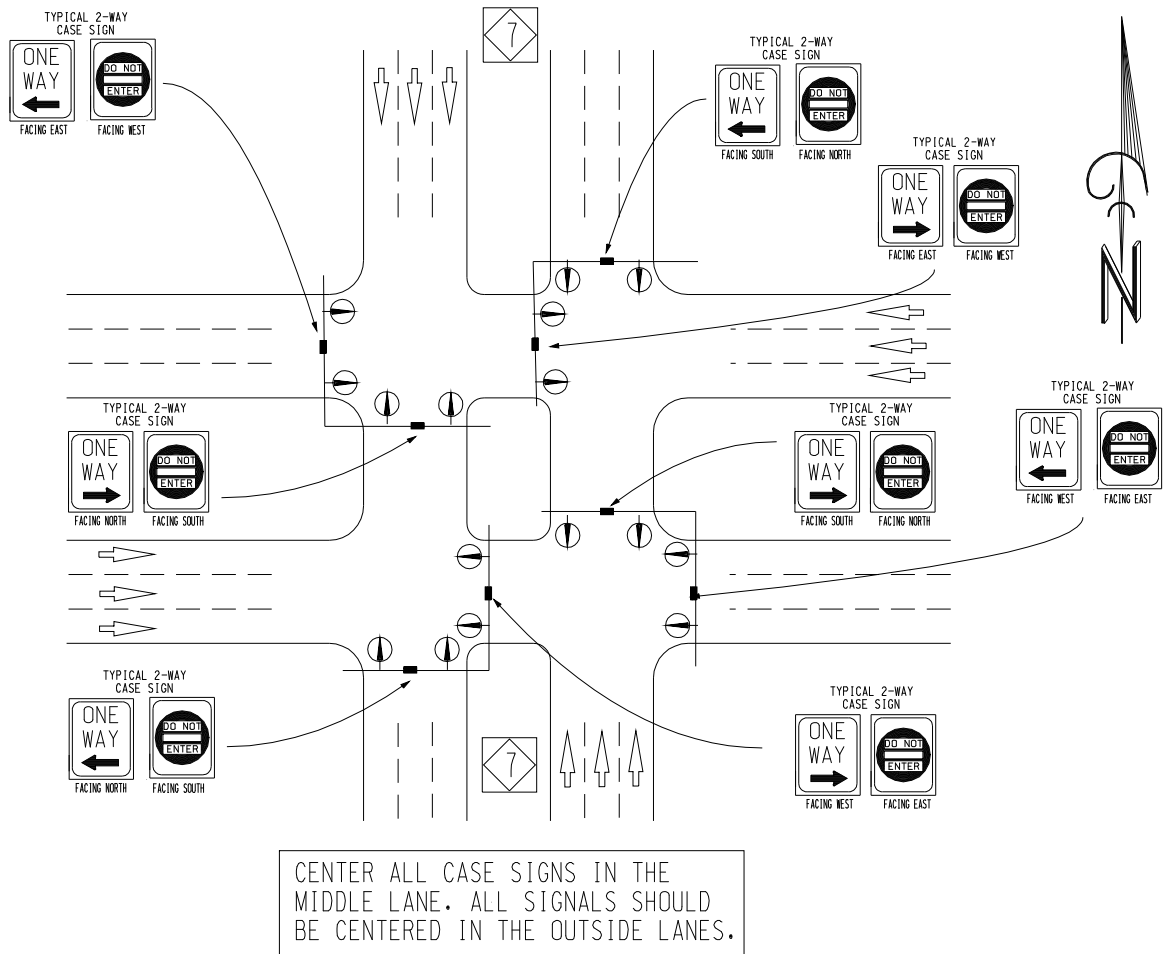


## NOTES:

- 1 EXCLUSIVE LEFT TURN SLOTS
- 2 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 3 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
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- 5 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION (IF THERE ARE CASE SIGNS).
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.

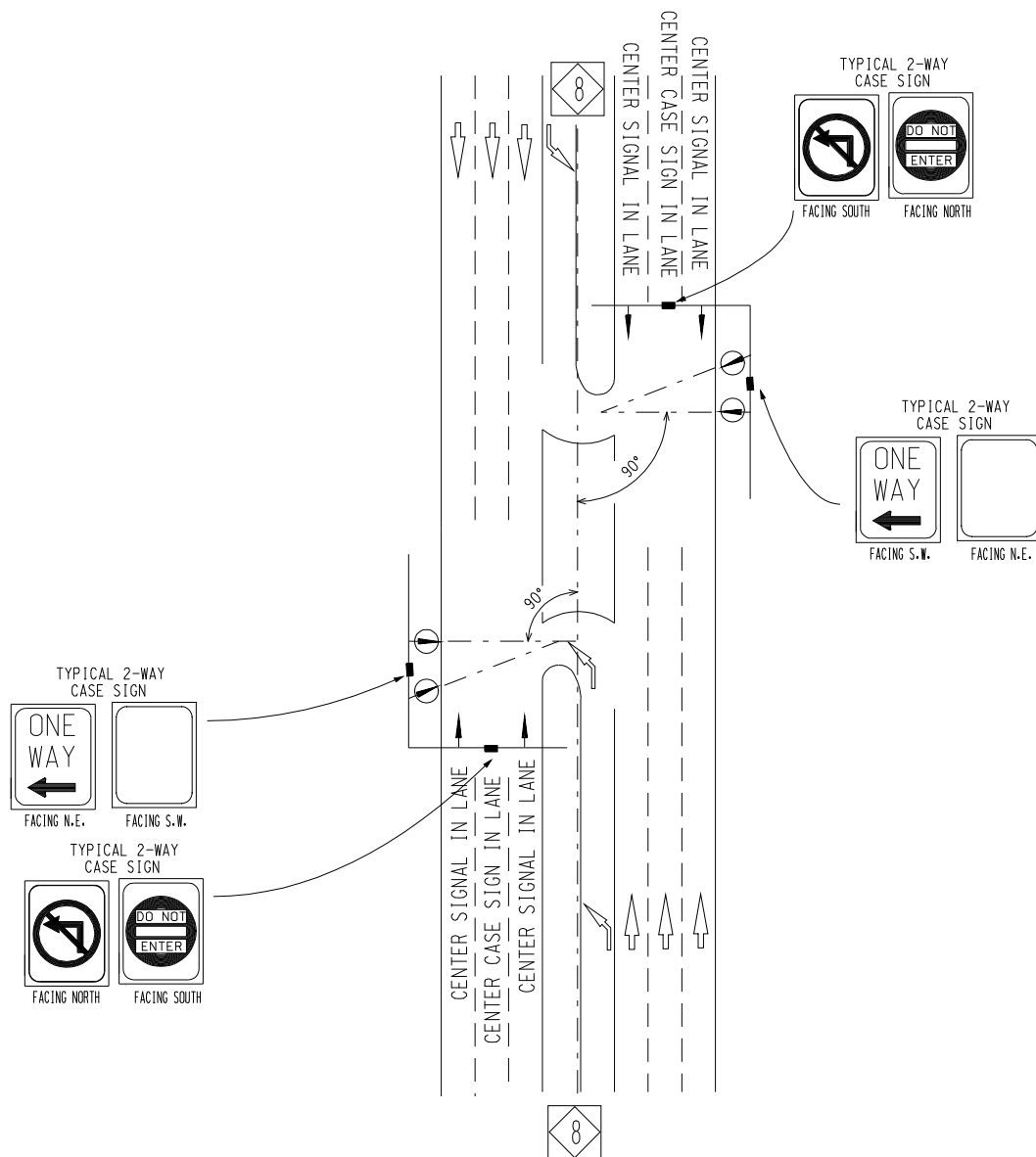
## HEAD PLACEMENT DIAGRAM

3 PHASE OPERATION WITH  
DUAL LEADING LEFT-TURN PHASE  
( SAME FOR LAGGING LEFT-TURN )



## NOTES:

- 1 MEDIAN WIDTH IS 30' OR MORE, AND THE DISTANCE FROM THE X-ROAD STOP BAR TO THE MEDIAN SIGNAL IS GREATER THAN 150 FEET.
- 2 DESIGN AS FOUR SEPARATE INTERSECTIONS
- 3 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 4 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 5 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.
- 7 WHILE PHASING IS POSSIBLE FOR EITHER ROADWAY, USUALLY LEFT TURNS ARE PROHIBITED AT THE INTERSECTION PROPER AND REDIRECTED THROUGH MEDIAN Crossovers. THE MAIN PROBLEM IS THE INTERLOCKING OF LEFT TURN MOVEMENTS.
- 8 TO REDUCE THE NUMBER OF CONDUCTOR CABLES CROSSING A SPAN, CONSIDERATION SHOULD BE GIVEN TO PLACING THE CONTROLLER IN THE MEDIAN.
- 9 A BASE MOUNTED CABINET MAY BE REQUIRED

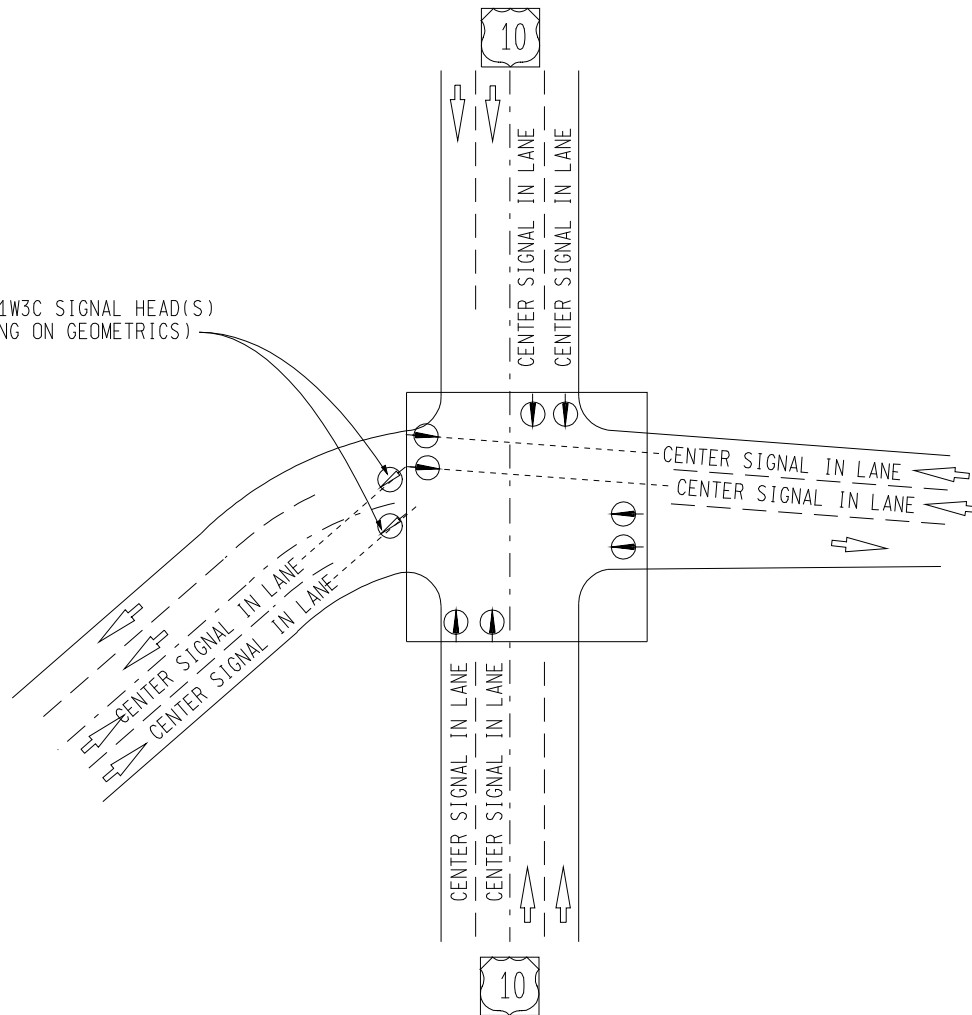


## NOTES:

- 1 TREAT EACH CROSS OVER AS A SEPARATE INTERSECTION
- 2 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.

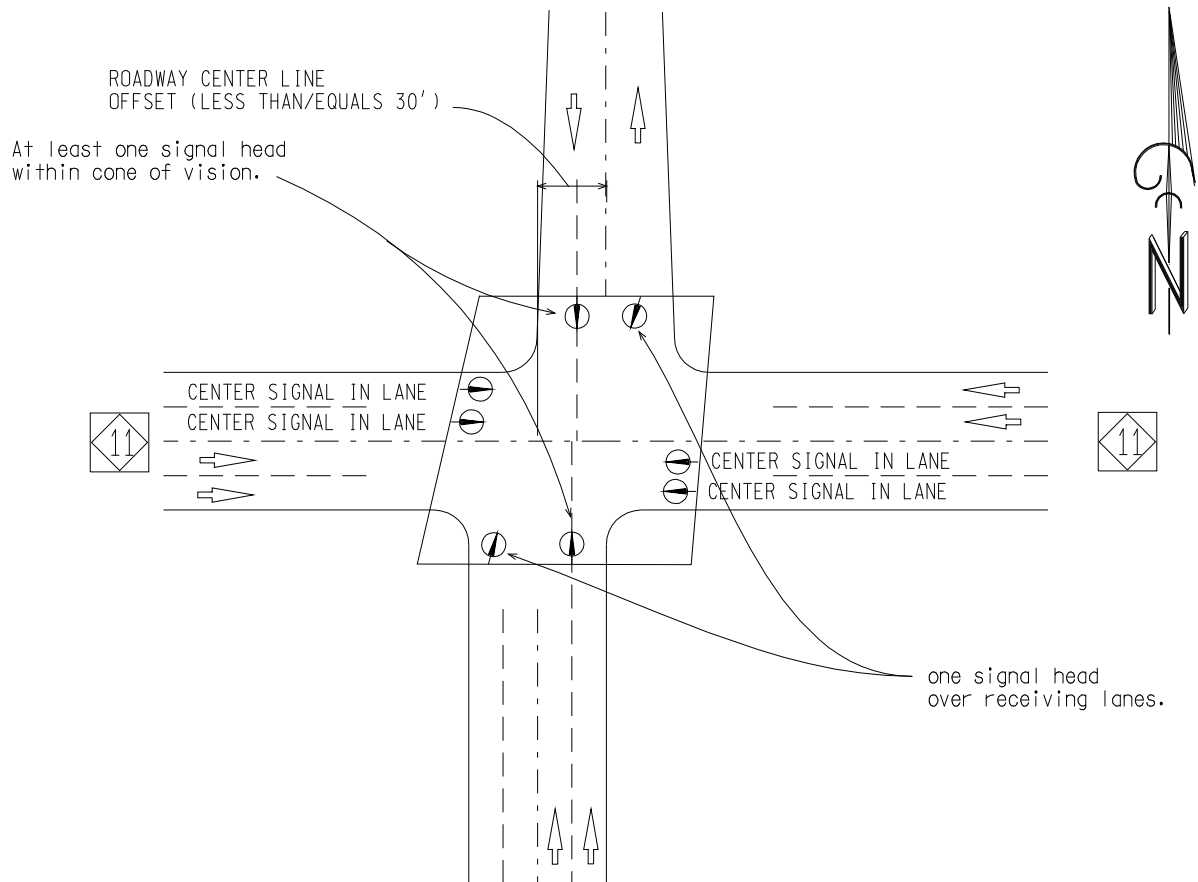


OPTIONAL 1W3C SIGNAL HEAD(S)  
( DEPENDING ON GEOMETRICS)



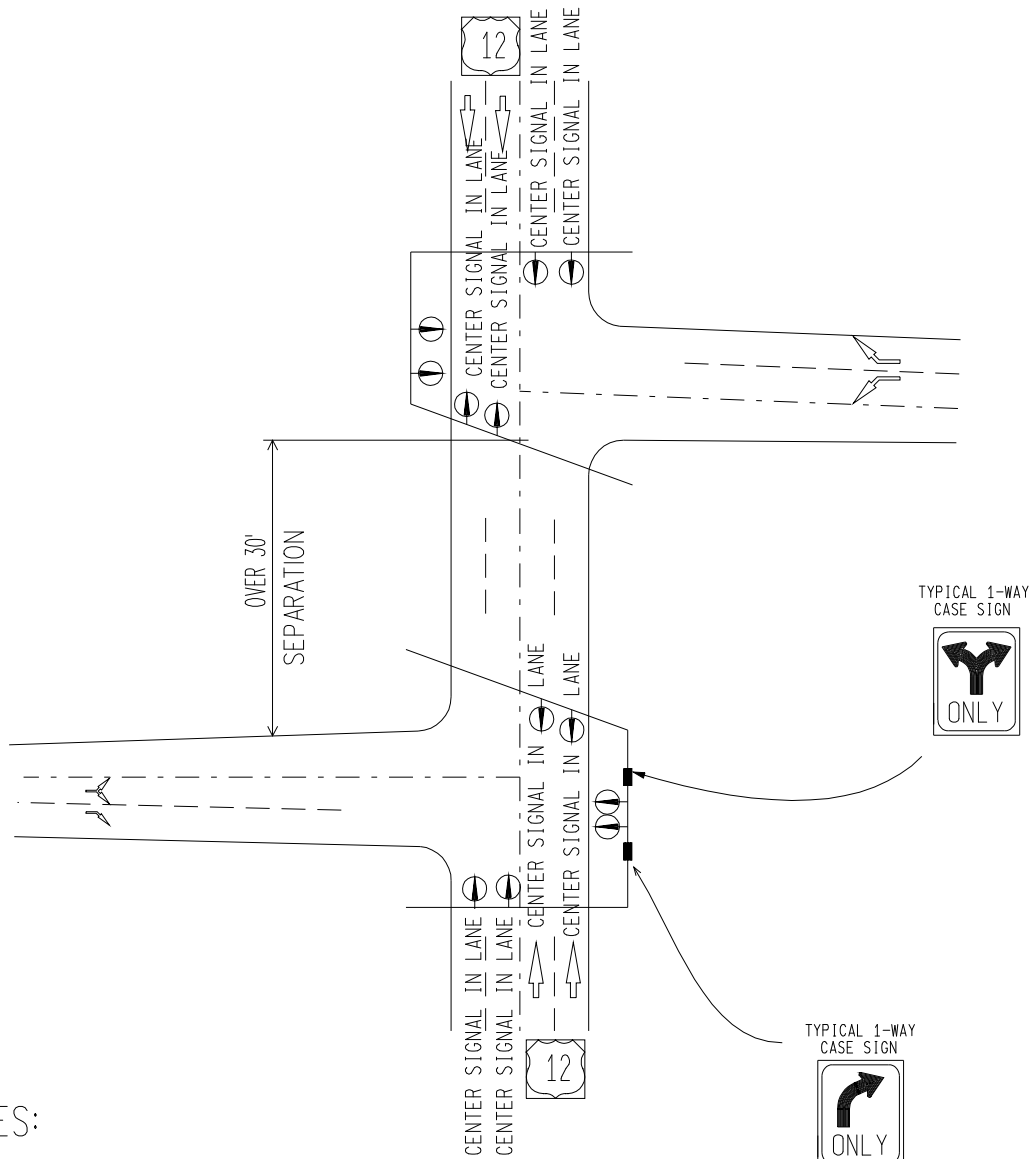
## NOTES:

- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 2 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 3 TO MEET THE REQUIREMENTS FOR CONE OF VISION - 1W3C SPAN HEADS OR LOW LEVEL MAY BE REQUIRED.



## NOTES:

- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 2 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.



## NOTES:

- 1 DESIGN AS TWO SEPARATE INTERSECTIONS (IF SEPARATION IS 30 ' OR MORE)
- 2 DESIGN AS ONE INTERSECTION (IF SEPARATION IS LESS THAN 30').
- 3 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 4 in THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 5 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 6 No case sign is necessary unless one of the approach lanes is a combination lane

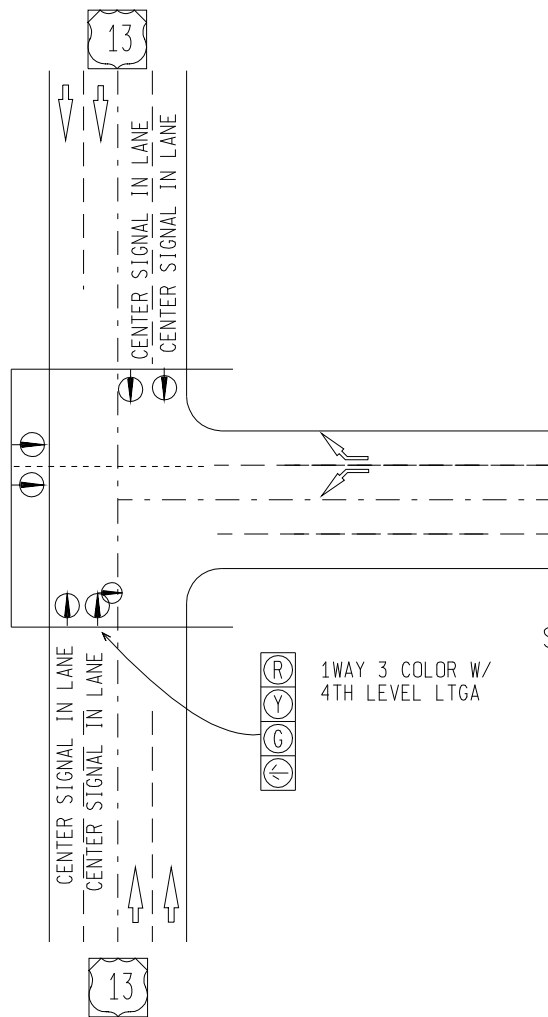


SHEET 24 OF 26

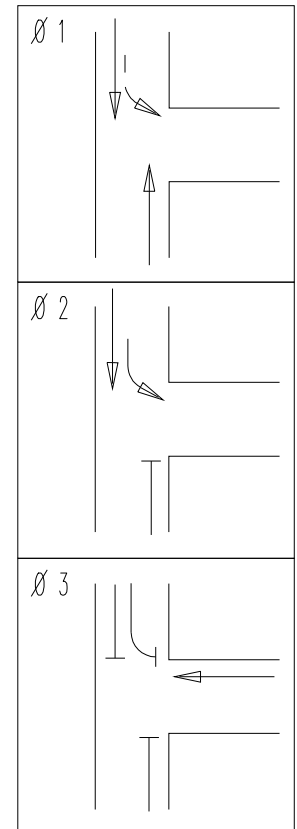
HEAD PLACEMENT DIAGRAM

2 PHASE OPERATION





SIGNAL PHASING DIAGRAM



## NOTES:

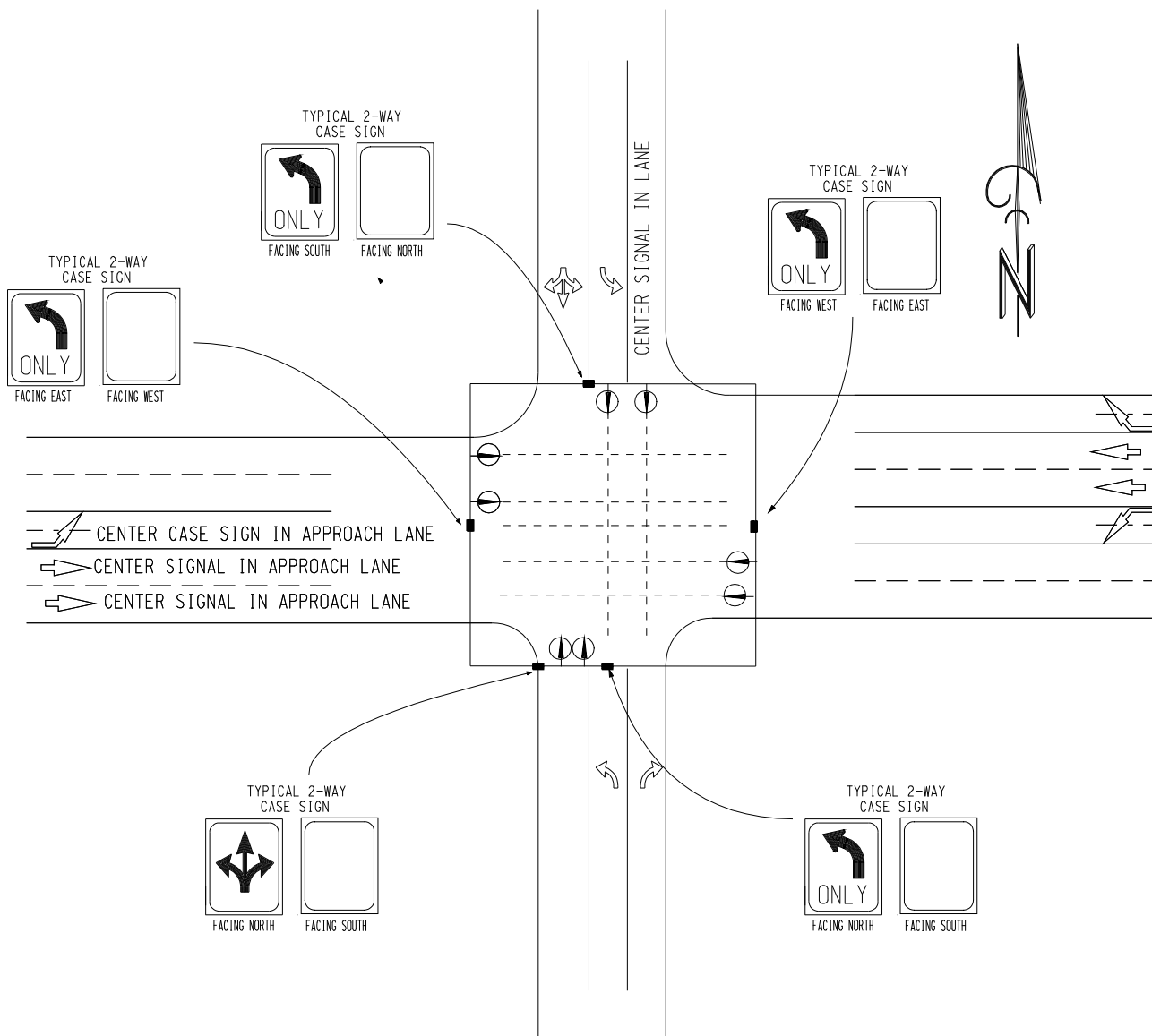
- 1 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 2 IN THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 3 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 4 PEDESTRIAN SIGNALS REQUIRED UNLESS OTHERWISE DIRECTED.
- 5 UTILIZE A 4TH LEVEL LTGA FOR THE SOUTH PROTECTED LEFT MOVEMENTS.



SHEET 25 OF 26

HEAD PLACEMENT DIAGRAM

3 PHASE OPERATION WITH  
SINGLE LAGGING LEFT-TURN PHASE  
ON TRUNKLINE



## NOTES:

- 1 EXCLUSIVE LEFT TURN SLOTS
- 2 THE DISTANCE BETWEEN THE STOP BAR AND SIGNAL SHALL NOT EXCEED 150 FEET.
- 3 IN THE ABSENCE OF A STOP BAR, THE CURB RADIUS SPRING POINT SHOULD BE USED.
- 4 MAINTAIN 8 FEET (MIN) -12 FEET (DESIRED) BETWEEN SIGNAL HEADS, SIGNS, AND OTHER SPAN EQUIPMENT.
- 5 THE APPROACH LEGEND OF THE NEAR SIDE CASE SIGN SHOULD BE BLANKED OUT SO DRIVERS ONLY READ THE CASE SIGN LEGEND ON THE FAR SIDE OF THE INTERSECTION (IF THERE ARE CASE SIGNS).
- 6 PEDESTRIAN SIGNALS SHOULD BE CONSIDERED WHERE PEDESTRIAN ACTIVITY IS EVIDENT.