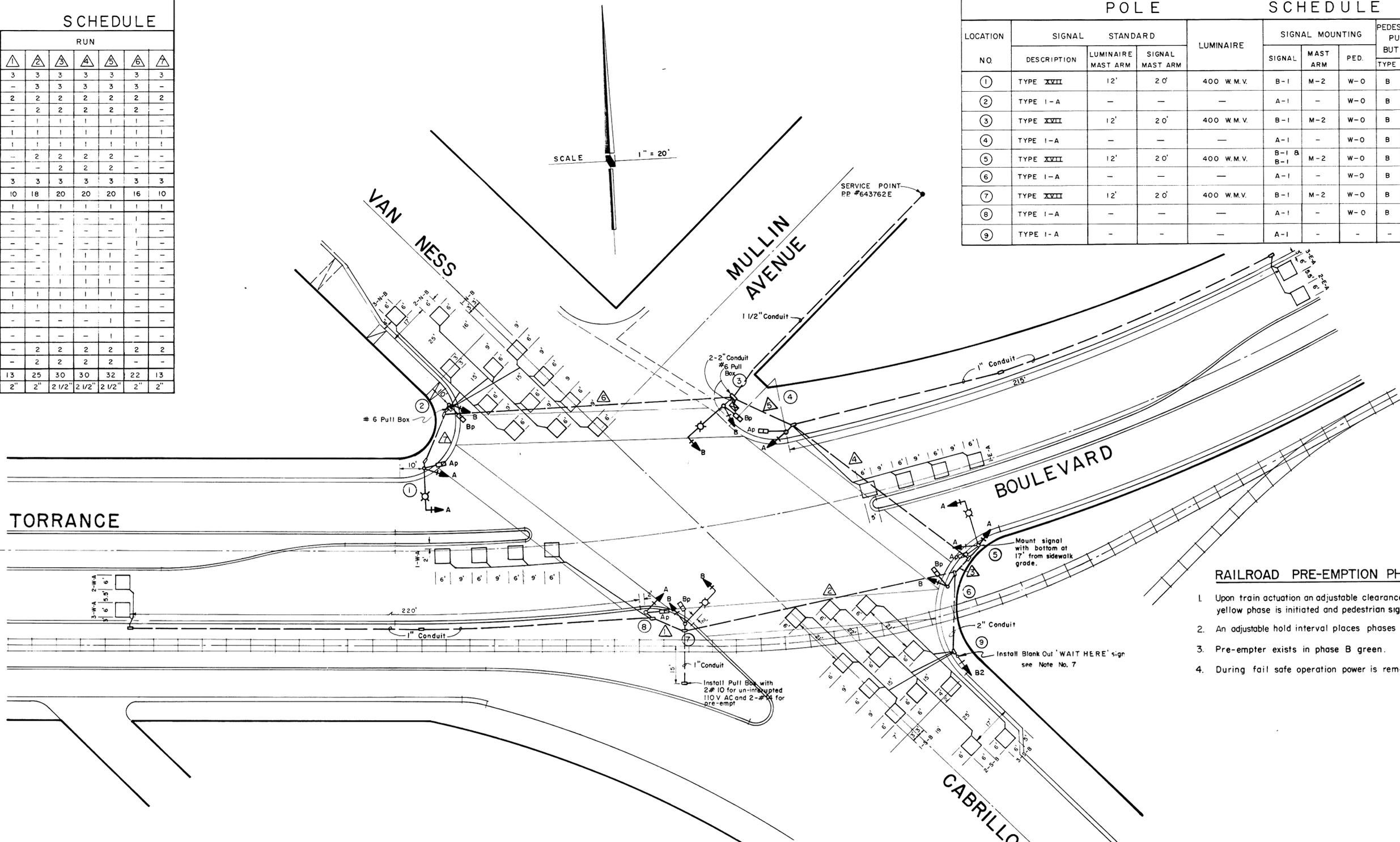


CONDUCTOR		SCHEDULE						
AWG	CIRCUIT	RUN						
		△	△	△	△	△	△	△
#14	ØA	3	3	3	3	3	3	3
	ØB	-	3	3	3	3	3	-
	ØAp	2	2	2	2	2	2	2
	ØBp	-	2	2	2	2	2	-
	ØAPPB	-	1	1	1	1	1	-
	ØBPPB	1	1	1	1	1	1	1
	PPB COMMON	1	1	1	1	1	1	1
	RR. PRE-EMPT	-	2	2	2	2	2	-
	BLANK OUT SIGN	-	-	2	2	2	-	-
	SPARES	3	3	3	3	3	3	3
TOTALS	10	18	20	20	20	16	10	
#10	SIGNAL COMMON	1	1	1	1	1	1	1
2 #12 CABLE	1-N-B	-	-	-	-	-	-	-
	2-N-B	-	-	-	-	-	-	-
	3-N-B	-	-	-	-	-	-	-
	1-S-B	-	-	1	1	1	-	-
	2-S-B	-	-	1	1	1	-	-
	3-S-B	-	-	1	1	1	-	-
	1-W-A	1	1	1	1	1	-	-
	2-W-A & 3-W-A	1	1	1	1	1	-	-
	1-E-A	-	-	-	-	-	1	-
	2-E-A & 3-E-A	-	-	-	-	-	1	-
#10	LUMINAIRE	-	2	2	2	2	2	2
RAILROAD 110V-AC	-	2	2	2	2	-	-	-
TOTALS	13	25	30	30	32	22	13	
CONDUIT SIZE	2"	2"	2 1/2"	2 1/2"	2 1/2"	2"	2"	

POLE		SCHEDULE							REMARKS	
LOCATION NO.	SIGNAL DESCRIPTION	STANDARD		LUMINAIRE	SIGNAL MOUNTING			PEDESTRIAN PUSH BUTTON		
		LUMINAIRE MAST ARM	SIGNAL MAST ARM		SIGNAL	MAST ARM	PED.	TYPE		PHASE
①	TYPE XVII	12'	2 0'	400 W.M.V.	B-1	M-2	W-0	B	B	
②	TYPE 1-A	-	-	-	A-1	-	W-0	B	A	
③	TYPE XVII	12'	2 0'	400 W.M.V.	B-1	M-2	W-0	B	A	
④	TYPE 1-A	-	-	-	A-1	-	W-0	B	B	
⑤	TYPE XVII	12'	2 0'	400 W.M.V.	B-1 B-1	M-2	W-0	B	B	SEE NOTE ON PLAN
⑥	TYPE 1-A	-	-	-	A-1	-	W-0	B	A	
⑦	TYPE XVII	12'	2 0'	400 W.M.V.	B-1	M-2	W-0	B	A	
⑧	TYPE 1-A	-	-	-	A-1	-	W-0	B	B	
⑨	TYPE 1-A	-	-	-	A-1	-	-	-	-	



RAILROAD PRE-EMPTION PHASE OPERATION

1. Upon train actuation an adjustable clearance interval of any green or yellow phase is initiated and pedestrian signals go to solid "DONT WALK"
2. An adjustable hold interval places phases A & B in solid red.
3. Pre-empter exists in phase B green.
4. During fail safe operation power is removed from pre-empter.

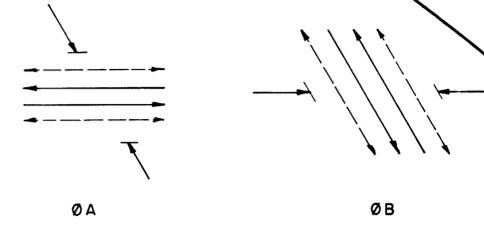
NOTES:

1. All materials and work shall conform to Section 86, California Division of Highways Standard Specifications, January, 19 , and Standard Detail Plans, January, 1971 unless noted otherwise.
2. All striping and pavement markings by others.
3. All signals shall have 12" lenses.
4. All pull boxes shall be No. 5, except as noted otherwise.
5. Pedestrian signals shall be Type A.
6. Controller shall be Type 60 with a Type M-1 Cabinet and delivered to Torrance City Yard 7 working days prior to installation.
7. Blank out 'WAIT HERE' sign shall be 24"x30" internally illuminated and be legible during phases 1 and 2 of railroad pre-emption operation. See Special Provisions
8. Advanced railroad crossing pavement markings and signing by others.
9. Location of standards & detectors is approximate. Exact location to be determined in field by Engineer.
10. All loops shall be 6'x6'.
11. Cabinet shall be wired to accept Econolite Model 2000 as spare.

12. Four conductors shall be provided between the controller and the railroad pre-empter. Two conductors shall be labeled Railroad Pre-empt and two normal power.

SENSOR TABLE	
SENSOR	LOOP(S)
1	1-N-B
2	2-N-B
3	3-N-B
4	1-W-A
5	2-W-A & 3-W-A
6	1-S-B
7	2-S-B
8	3-S-B
9	1-E-A
10	2-E-A & 3-E-A

PHASE DIAGRAM



CITY OF TORRANCE
TRAFFIC & LIGHTING DEPT.
 ARTHUR T. HORKAY, CITY TRAFFIC ENGINEER

TRAFFIC SIGNAL PLAN
 TORRANCE BL. AT VAN NESS/CABRILLO AV.

DRAWN: D.G.	APPROVED: <i>Arthur T. Horkay</i>
DESIGNED: W.S.P.	DATE: 4-11-72 CITY TRAFFIC ENGINEER
REVIEWED: <i>B. Wendt</i>	SCALE: 1" = 20' SHEET 12 OF 29
RECOMMENDED: <i>Charles H. Horkay</i>	DATE: 4-4-72 ASSOCIATE TRAFFIC ENGINEER

PREPARED BY: LAMPMAN & ASSOCIATES
Walter Lampman TRAFFIC ENGINEER R.C.E. NO 16828 DATE: 1-11-72

PLAN NO. ST-547/TL-1356