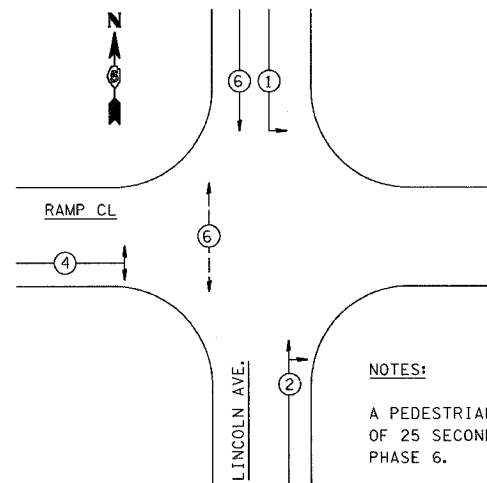


## DETAILS

### PHASE DESIGNATION DIAGRAM

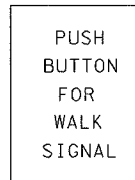


**NOTES:**

A PEDESTRIAN CLEARANCE INTERVAL OF 25 SECONDS SHALL BE USED FOR PHASE 6.

ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON CONTROLLER CABINET BACK PANEL.

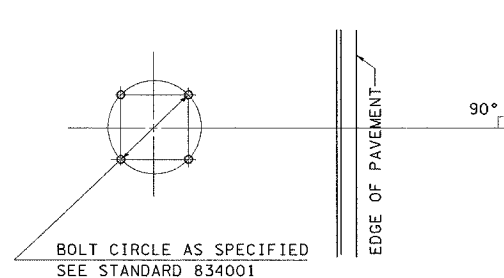
### PEDESTRIAN PUSH-BUTTON SIGN



**NOTE:**

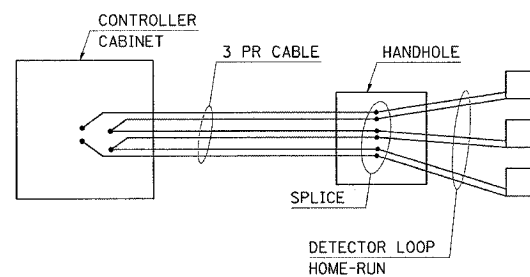
PEDESTRIAN PUSH-BUTTON SIGNS SHALL BE MOUNTED ABOVE THE PEDESTRIAN PUSH-BUTTONS. THE SIGNS SHALL BE BOLTED TO THE POSTS. THE SIGNS SHALL BE CONSIDERED AS INCLUDED IN THE COST OF PEDESTRIAN PUSH-BUTTONS IN ACCORDANCE WITH SECTION 888 OF THE STANDARD SPECIFICATIONS.

### DETAIL OF MAST ARM FOUNDATION BOLT PATTERN



### DETAIL OF DETECTOR LOOP WIRING

WIRED IN SERIES WITH MULTI-PAIR CABLE



### ITEMS TO BE RETURNED TO THE CITY OF URBANA

- CONTROLLER CABINET & PERIPHERAL EQUIPMENT
- CONTROLLER
- ALL ALUMINUM TRAFFIC SIGNAL POSTS & BASES
- ALL STEEL MAST ARM ASSEMBLY AND POLES
- ALL L.E.D. SIGNAL MODULES

## BILL OF MATERIALS

I-74 EASTBOUND RAMPS & LINCOLN AVENUE

F.A.I. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
74		CHAMPAIGN	115	67

CONTRACT NO. T0141  
• 1065-1-RS-1,14-1(R)RS & 6RS-3)

ITEM	UNIT	QUANTITY
SERVICE INSTALLATION, TYPE A	EACH	1
WOOD POLE, 35 FT., CLASS 4	EACH	1
CONDUIT IN TRENCH, 1" DIA., PVC	FOOT	202
CONDUIT IN TRENCH, 1 1/2" DIA., PVC	FOOT	441
CONDUIT IN TRENCH, 2" DIA., PVC	FOOT	280
CONDUIT IN TRENCH, 2 1/2" DIA., PVC	FOOT	134
CONDUIT IN TRENCH, 3" DIA., PVC	FOOT	52
CONDUIT IN TRENCH, 6" DIA., PVC	FOOT	10
CONDUIT, AUGERED 3" DIA., PVC	FOOT	212
CONDUIT, AUGERED 4" DIA., PVC	FOOT	95
CONDUIT SPLICE	EACH	2
HANDHOLE	EACH	6
DOUBLE HANDHOLE	EACH	1
TRENCH AND BACKFILL FOR ELECTRICAL WORK	FOOT	1114
FULL-ACTUATED CONTROLLER AND TYPE IV CABINET	EACH	1
TRANSCIVER	EACH	1
GULFBOX JUNCTION	EACH	1
GULFBOX JUNCTION REMOVAL	EACH	2
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 2C	FOOT	435
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 4C	FOOT	450
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 5C	FOOT	1575
ELECTRIC CABLE IN CONDUIT, SIGNAL NO. 14 7C	FOOT	303
ELECTRIC CABLE IN CONDUIT, LEAD-IN, NO. 18 3 PAIR	FOOT	3307
ELECTRIC CABLE IN CONDUIT, SERVICE, NO. 6 2 C	FOOT	27
TRAFFIC SIGNAL POST, ALUMINUM 10 FT.	EACH	1
TRAFFIC SIGNAL POST, ALUMINUM 12 FT.	EACH	5
TRAFFIC SIGNAL POST, ALUMINUM 14 FT.	EACH	2
STEEL MAST ARM ASSEMBLY AND POLE, 26 FT.	EACH	1
STEEL MAST ARM ASSEMBLY AND POLE, 36 FT.	EACH	1
CONCRETE FOUNDATION, TYPE A	FOOT	24.8
CONCRETE FOUNDATION, TYPE D	FOOT	3.5
CONCRETE FOUNDATION, TYPE E 30-INCH DIAMETER	FOOT	23.5
TRAFFIC SIGNAL BACKPLATE	EACH	4
INDUCTIVE LOOP DETECTOR	EACH	14
DETECTOR LOOP, TYPE I	FOOT	1108
PEDESTRIAN PUSH-BUTTON	EACH	2
REMOVE ELECTRIC CABLE FROM CONDUIT	FOOT	6816
REMOVE AND REINSTALL ELECTRIC CABLE FROM CONDUIT	FOOT	955
REMOVE EXISTING TRAFFIC SIGNAL EQUIPMENT	EACH	1
REMOVE EXISTING HANDHOLE	EACH	8
REMOVE EXISTING CONCRETE FOUNDATION	EACH	11
ELECTRIC CABLE IN CONDUIT, GROUNDING, NO. 6 1C	FOOT	752
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, BRACKET MOUNTED	EACH	5
SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, 3-SECTION, MAST ARM MOUNTED	EACH	4
SIGNAL HEAD, POLYCARBONATE, LED, 2-FACE, 1-3 SECTION, 1-5 SECTION, BRACKET MOUNTED	EACH	2
PEDESTRIAN SIGNAL HEAD, POLYCARBONATE, LED, 1-FACE, BRACKET MOUNTED	EACH	2
ELECTRIC CABLE IN CONDUIT NO. 20 3/C	FOOT	390
RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, COMPLETE	EACH	1

### GENERAL NOTES

1. THE FOLLOWING SIGNAL HEADS SHALL BE WIRED IN PARALLEL AT THE MAST POLE HANDHOLE: (A2, A3), (B2, B3) - EACH MAST ARM MOUNTED SIGNAL HEAD SHALL HAVE ITS OWN INDIVIDUAL CABLE FROM THE MAST POLE HANDHOLE TO THE SIGNAL HEAD.
2. THE ACTUAL LOCATION OF ALL SIGNAL FOUNDATIONS, HANDHOLES, AND TRAFFIC CONTROLLER WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
3. POST MOUNTED SIGNALS SHALL BE INSTALLED SO THAT NO PART OF THE SIGNAL HEAD IS WITHIN 2 FT. OF THE FACE OF CURB.
4. ALL MAST ARM POLES SHALL BE A MINIMUM OF 6 FT. FROM THE CENTER OF THE POLE TO THE FACE OF CURB (ON THE MAST ARM SIDE) OR AS SHOWN ON THE PLANS.
5. ALIGN ADJACENT RED INDICATIONS TO SAME HEIGHT ABOVE PAVEMENT.
6. THE BASE FOR A TRAFFIC SIGNAL POST SHALL BE SITUATED SUCH THAT THE HANDHOLE IS LOCATED ON A SIDE AWAY FROM A TRAVELED LANE.
7. PEDESTRIAN PUSHBUTTON SIGNAL SIGNS SHALL BE MOUNTED ABOVE THE APPROPRIATE PEDESTRIAN PUSHBUTTON.
8. THE ANTI-BACKUP FEATURE SHALL BE HARDWIRED ON THE BACKPANEL OF THE CONTROLLER CABINET.
9. EACH DETECTOR LOOP SHALL BE WIRED TO INDIVIDUAL PAIRS OF THE LEAD-IN CABLE. DETECTOR LOOPS SHALL BE WIRED IN SERIES AT THE CONTROLLER CABINET DETECTOR PANEL.