

MATCH LINE A-A

| | | | | |
|----------------------------------|----------------------------------|---------------------------------|-----------------------------------|---|
| | | | | |
| R10-6 24" x 36" 1 REQUIRED | R10-6 24" x 36" 1 REQUIRED | R8-8 24" x 36" 3 REQUIRED | R10-11 24" x 36" 1 REQUIRED | CAUTION WALK TIME SHORTENED WHEN TRAIN APPROACHES 18" x 18" 2 REQUIRED |

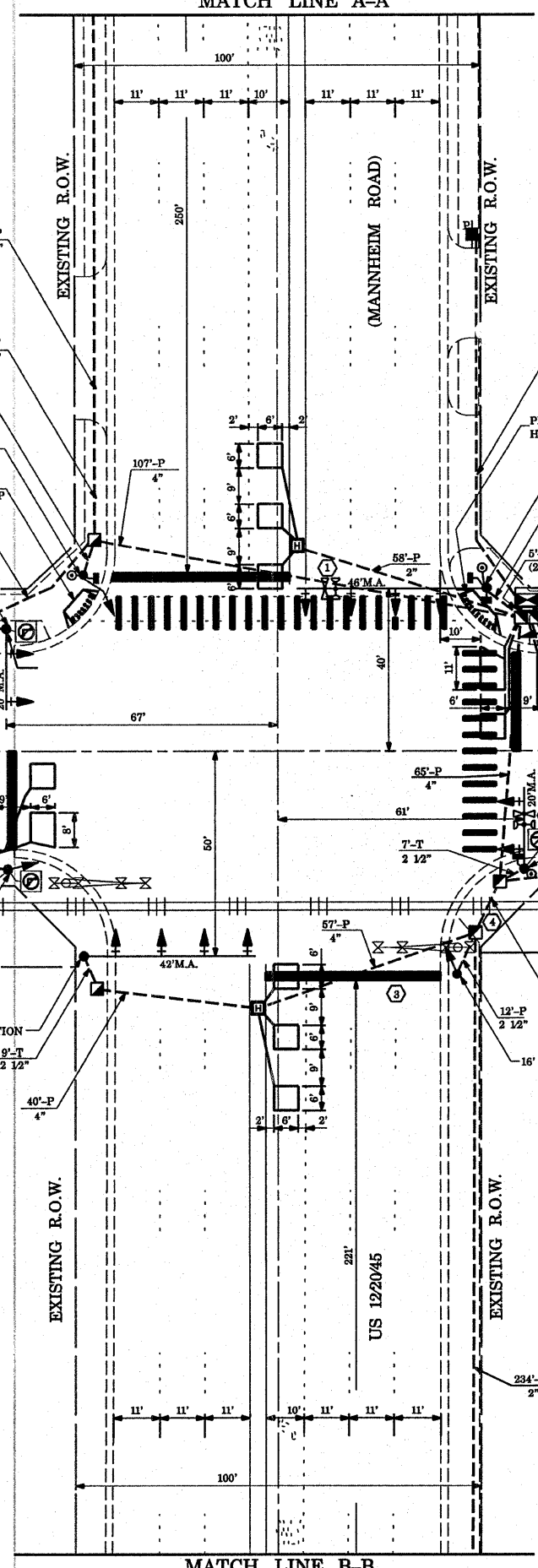
RESTORATION OF WORK AREA RESTORATION OF THE TRAFFIC SIGNAL WORK AREA SHALL BE INCIDENTAL TO THE RELATED PAY ITEM SUCH AS FOUNDATION, CONDUIT, HANDHOLE, TRENCH AND BACKFILL, ETC., AND NO EXTRA COMPENSATION SHALL BE ALLOWED. ALL ROADWAY SURFACES SUCH AS SHOULDERS, MEDIAN, SIDEWALKS, PAVEMENT, ETC. SHALL BE REPLACED IN KIND. ALL DAMAGE TO MOWED LAWNS SHALL BE REPLACED WITH AN APPROVED SOD, AND ALL DAMAGE TO UNMOWED FIELDS SHALL BE SEEDED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

INTERCONNECT TO FULLERTON AVE. (SEE INTERCONNECT PLAN)
 INTERCEPT EXISTING CONDUIT WITH PROPOSED HANDHOLE
 PROPOSED INTERSECTION AND SAMPLING (SYSTEM) DETECTORS

US 12/20/45 (MANNHEIM ROAD)

155'-T
2"

MATCH LINE A-A



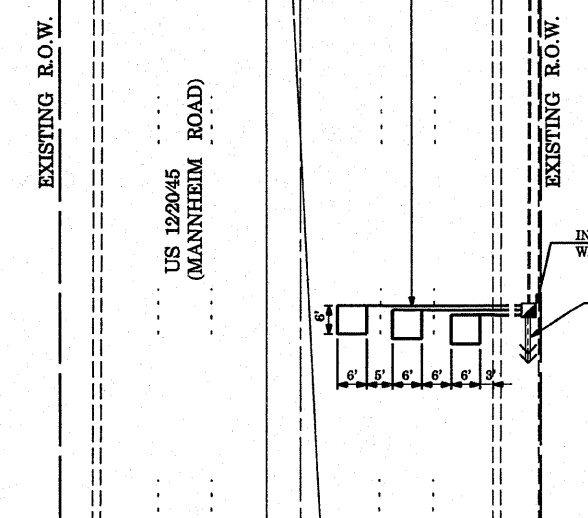
TRAFFIC SIGNAL LEGEND

| | PROPOSED | EXISTING |
|--|----------|----------|
| CONTROLLER | | |
| RAILROAD CONTROL CABINET | | |
| SERVICE INSTALLATION, (P) POLE OR (G) GROUND MOUNTED | | |
| SIGNAL HEAD | | |
| SIGNAL HEAD WITH BACKPLATE | | |
| SIGNAL HEAD, PEDESTRIAN | | |
| SIGNAL POST | | |
| MAST ARM ASSEMBLY AND POLE, STEEL | | |
| MAST ARM ASSEMBLY AND POLE, ALUMINIUM | | |
| COMMON TRENCH | | |
| UNIT DUCT | | |
| HANDHOLE | | |
| HEAVY DUTY HANDHOLE | | |
| DOUBLE HANDHOLE | | |
| G.S.CONDUIT IN TRENCH OR PUSHED | | |
| CAST IRON JUNCTION BOX | | |
| SIGNAL HEAD OPTICALLY PROGRAMMED | | |
| CONDUIT SPLICE | | |
| WOOD POLE | | |
| RACEWAY FOR MAGNETIC DETECTOR, TYPE I OR TYPE II | | |
| VEHICLE DETECTOR, NON COMPENSATED MAGNETIC TYPE | | |
| RAILROAD CONTROL CABINET | | |
| ILLUMINATED SIGN, FIBER OPTIC "NO LEFT TURN" | | |
| ILLUMINATED SIGN, FIBER OPTIC "NO RIGHT TURN" | | |
| TELEPHONE CONNECTION | | |
| PEDESTRIAN PUSHBUTTON DETECTOR | | |
| DETECTOR LOOP, TYPE I | | |
| PREFORMED DETECTOR LOOP | | |
| VIDEO DETECTOR | | |
| CLOSED CIRCUIT TV | | |
| EMERGENCY VEHICLE SYSTEM DETECTOR | | |
| CONFIRMATION BEACON | | |
| UNINTERRUPTIBLE POWER SUPPLY | | |

- CONSTRUCTION NOTES:**
- RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, DETECTOR UNIT AND CONFIRMATION BEACON TO NEW MAST ARM.
 - RELOCATE EXISTING EMERGENCY VEHICLE PRIORITY SYSTEM, PHASING UNIT TO NEW TRAFFIC SIGNAL CONTROLLER.
 - RE-STRIPE EXISTING THERMOPLASTIC PAVEMENT MARKING STOP LINE WITH HIGH VISIBILITY THERMOPLASTIC PAVEMENT MARKING STOP LINE 24" (TYP.)
 - CONDUIT SHALL BE PLACED MINIMUM OF 4" UNDER THE TRACKS

NOTE:
 THE TRAFFIC SIGNAL CONTROLLER EQUIPMENT FOR THIS PROJECT SHALL BE "ECONOLITE" TO MATCH THE EXISTING ADJACENT SYSTEM.

MATCH LINE B-B



MATCH LINE B-B