

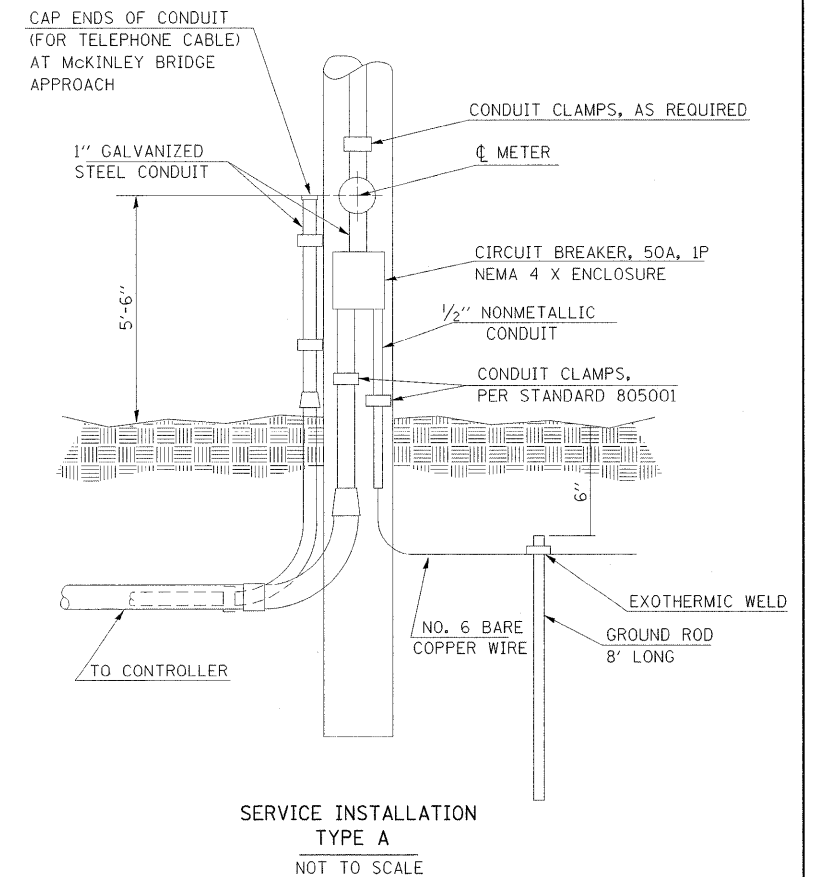
GENERAL NOTES FOR TRAFFIC SIGNALS

TRAFFIC SIGNALS LEGEND

1. ALL VEHICLE AND PEDESTRIAN SIGNAL HEADS SHALL HAVE 12" SECTIONS. MOUNTING HARDWARE SHALL BE UNPAINTED ALUMINUM. ALL BOLTS, SCREWS, NUTS, AND WASHERS SHALL BE STAINLESS STEEL. ANTI-SEIZE PASTE COMPOUND SHALL BE USED ON ALL MOUNTING HARDWARE FIELD CONNECTIONS.
2. BACKPLATES SHALL BE ABS PLASTIC.
3. THE CONTROLLER CABINET SHALL BE UNPAINTED ALUMINUM.
4. THE LOCATION OF MAST ARM SUPPORTS SHALL BE APPROVED BY THE ENGINEER BEFORE FOUNDATIONS ARE CONSTRUCTED. MAST ARM POLES SHALL BE LOCATED A MINIMUM OF 10'-0" FROM THE EDGE OF PAVEMENT OR 2'-0" FROM THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. IN CURBED SECTIONS, THE MAST ARM POLES SHALL BE LOCATED A MINIMUM OF 5'-0" FROM THE FACE OF THE CURB. THESE DISTANCES ARE TO THE NEAR FACE OF THE MAST ARM POLE.
5. ALL TRAFFIC SIGNAL CABLE SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED. TERMINAL ENDS SHALL HAVE CRIMPED-ON RING TONGUE CONNECTOR. NO TERMINAL ENDS FOR DETECTOR LOOP LEAD-INS.
6. THE LOCATION OF ALL DETECTOR LOOPS SHALL BE APPROVED BY THE ENGINEER BEFORE ANY SLOTS ARE SAWED IN THE PAVEMENT. THE NUMBER OF TURNS OF WIRE FOR INDUCTIVE LOOP DETECTOR INSTALLATION SHALL BE AS SHOWN ON THE PLANS.
7. DETECTOR LOOP LEAD-IN SPLICE SHALL BE MADE IN A HANDHOLE PER SECTION 870 OF THE STANDARD SPECIFICATION. CONDUCTORS SHALL BE SPLICED IN A RIGID MOLD. ROSIN-CORE SOLDER SHALL BE USED.
8. CALL DELAY SHALL NOT FUNCTION WHEN THE RELATED PHASES ARE IN THE GREEN MODE.
9. CALL CARRY-OVER SHALL FUNCTION ONLY WHEN THE RELATED PHASES ARE IN THE GREEN MODE.
10. ALL INDUCTION LOOP DETECTOR AMPLIFIERS SUPPLIED FOR THIS PROJECT SHALL BE RACK MOUNTED AND SHALL HAVE THE CAPACITY OF OPERATING WITH BOTH DELAY AND EXTENSION MODES ACTIVE, IF A TIME SETTING IS PROGRAMMED.
11. ALL HANDHOLES SHALL BE CONSTRUCTED OF PORTLAND CEMENT CONCRETE (PER ARTICLE 814.03(b)). ALL HANDHOLES SHALL BE CAST IN PLACE. THE CAST IN PLACE LEGEND IN THE COVER SHALL BE "TRAFFIC SIGNALS". SLOPE HANDHOLE COVERS TO MATCH PROPOSED GRADE ELEVATIONS.
12. THE CONTRACTOR SHALL FABRICATE, DELIVER AND INSTALL A STREET NAME SIGN AT THE SPECIFIED LOCATION. THE SIGN AND INSTALLATION SHALL CONFORM TO SECTION 720 OF THE STANDARD SPECIFICATIONS AND STANDARDS 720016 AND 720001 EXCEPT THAT THE SIGN PANEL SHALL BE POSITIONED IMMEDIATELY TO THE RIGHT OF THE RIGHT-HAND MAST ARM MOUNTED SIGNAL HEAD.
13. THE CONTRACTOR SHALL INSTALL THE STREET NAME SIGNS ON THE MAST ARMS AS SHOWN ON THE PLAN.
14. THE TRANSCEIVER SHALL BE INTEGRAL TO THE CONTROLLER.
15. A 9-1-1 ADDRESS MUST BE OBTAINED FROM THE MADISON COUNTY 9-1-1 COORDINATOR PRIOR TO OBTAINING NEW ELECTRICAL/TELEPHONE SERVICE AT THIS LOCATION. THE CONTRACTOR SHALL NOTIFY THE RESIDENTS ENGINEER/TECHNICIAN A MINIMUM OF SIX WEEKS IN ADVANCE OF THE ANTICIPATED DATE THAT ELECTRICAL/TELEPHONE SERVICE WILL BE REQUIRED IN ORDER THAT THE NECESSARY ADDRESS CAN BE OBTAINED. IF THERE ARE ANY QUESTIONS REGARDING THE ABOVE, CONTACT WILLIAM GAMBLIN AT (618) 296-5914

16. NO SERVICE POLE SHALL BE LOCATED CLOSER THAN 10'-0" MEASURED FROM THE EDGE OF PAVEMENT FROM F.A. RTE 788 (RELOCATED IL RTE. 3).
17. ANCHOR BOLTS, NUTS AND WASHERS REQUIRED WITH TYPE D FOUNDATION SHALL BE INCLUDED IN THE PAY ITEM " FULL- ACTIVATED CONTROLLER AND TYPE IV CABINET, SPECIAL".
18. THE CONTRACTOR SHALL INSTALL FOUR (4) GROUND RODS (3/4" O X 12'-0") AND #6 AWG BARE COPPER GROUND CONDUCTORS IN THE CONTROLLER FOUNDATION AS PER THE SPECIAL PROVISION, "CONCRETE FOUNDATION, TYPE D".
19. CENTER TO CENTER DISTANCE BETWEEN THE CONDUITS, WHERE TWO OR MORE LOOP LEAD-IN CONDUITS ARE INSTALLED FROM THE EDGE OF PAVEMENT TO THE NEAREST HANDHOLE, SHALL BE 6 INCHES MINIMUM, AT THE EDGE OF PAVEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROTECT CONDUIT STUB-UPS DURING PROPOSED PAVEMENT CONSTRUCTION. A DAMAGED CONDUIT SHALL BE REPAIRED / REPLACED AS DETERMINED BY THE ENGINEER, AT NO ADDITIONAL COST TO THE DEPARTMENT.
20. ESTIMATED DEPTHS OF THE CONCRETE FOUNDATION FOR THE MAST ARM SUPPORT POLES ARE SHOWN ON PLANS. FINAL DEPTHS WILL BE DETERMINED FROM THE SOIL BORING DATA.
21. AN UNDERGROUND "CABLE MARKING TAPE" SHALL BE INSTALLED WITH ALL TRENCH AND BACKFILL FOR ELECTRICAL WORK IN ACCORDANCE WITH THE ARTICLES 815.03(D) AND 1066.05 OF THE STANDARD SPECIFICATION.
22. THE CONDUIT QUANTITIES SHOWN ON THE PLANS ARE PRIOR TO CONSTRUCTING OF NEW PAVEMENT AND SHOULDER. THE CONTRACTOR AT HIS/HER OPTION MAY UTILIZE DIRECTIONAL BORING AND/OR TRENCHING SHOULDER INSTEAD OF TRENCHING AND BACKFILLING PROPOSED CONDUIT AT NO ADDITIONAL COST TO THE DEPARTMENT.
23. PEDESTRIAN PUSH BUTTONS SHALL BE PLACED SUCH THAT THEY ARE ACCESSIBLE BY WHEELCHAIR FROM THE ISLAND CUT-THROUGHS.

- GSC GALVANIZED STEEL CONDUIT
- GPL GEOMETRICALLY PROGRAMMED LOUVER
- PVCC POLYVINYL CHLORIDE CONDUIT
- RREC REMOVE & REINSTALL EXISTING ELECTRIC CABLE
- PROPOSED TRAFFIC POLE WITH MAST ARM
- PROPOSED TRAFFIC SIGNAL POST
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED DETECTOR LOOP
- ⊠ PROPOSED CONTROLLER
- - - PROPOSED CONDUIT: "T" TRENCH, "P" PUSH, SIZE SPECIFIED
- ⊣ PROPOSED STREET NAME SIGN/TRAFFIC SIGN MAST ARM MOUNTED
- PROPOSED SERVICE INSTALLATION
- PROPOSED PEDESTRIAN HEAD
- +▶ PROPOSED VEHICLE SIGNAL HEAD WITH BACKPLATE
- ▶ PROPOSED VEHICLE SIGNAL HEAD
- ⊙ PROPOSED PEDESTRIAN PUSH-BUTTON WITH R10-4b SIGN



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PLOT SCALE = \$SCALE\$	CHECKED - E. WISE	REVISIED -	CONTRACT NO. 76633							
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