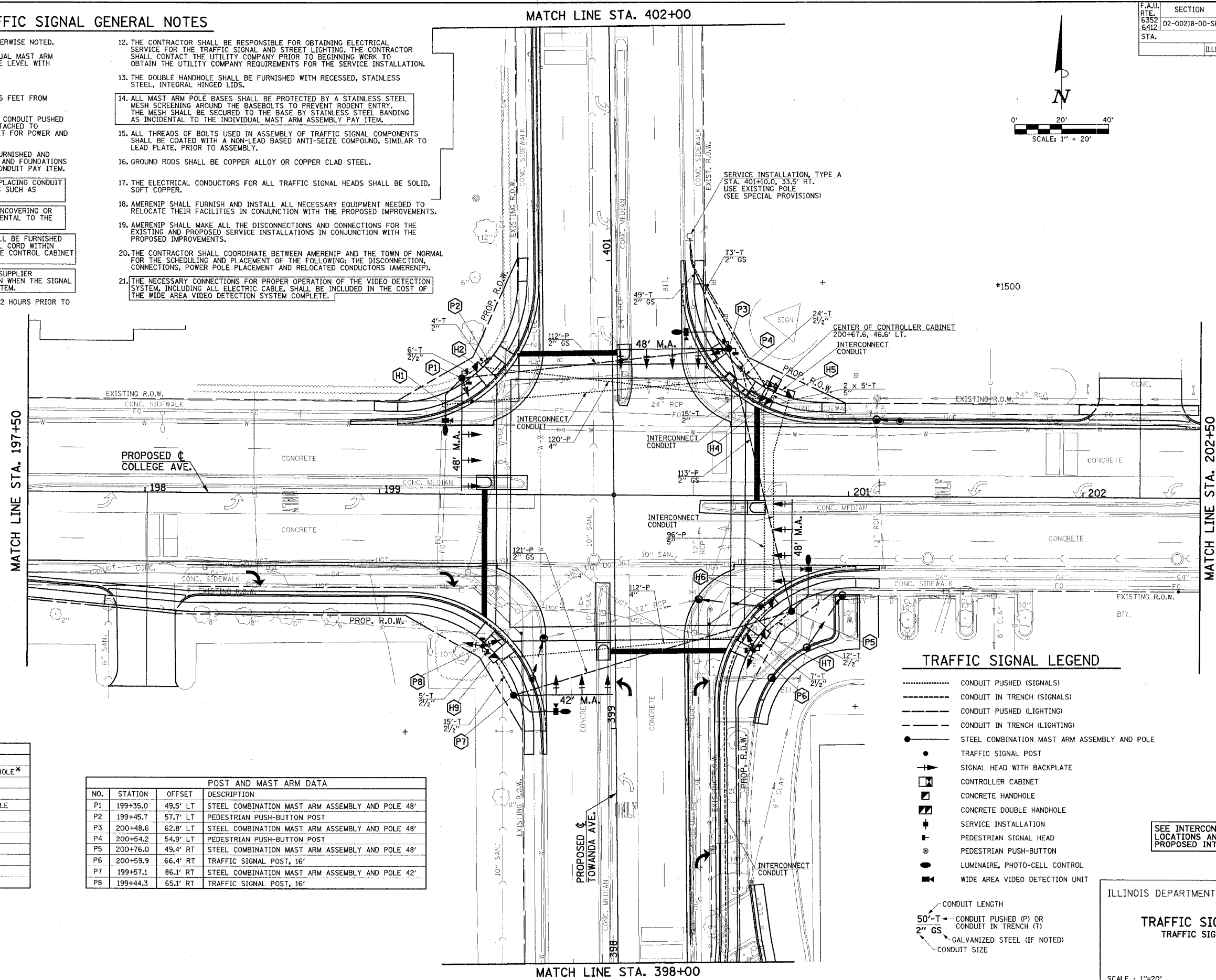
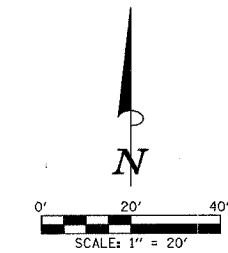


# TRAFFIC SIGNAL GENERAL NOTES

- ALL TRAFFIC SIGNAL HEADS SHALL BE 12" UNLESS OTHERWISE NOTED.
- ALL MAST ARM MOUNTED SIGNAL HEADS ON AN INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER.
- PEDESTRIAN SIGNAL HEAD FACES SHALL BE SYMBOLS.
- ALL SIGNAL BASES SHALL BE LOCATED A MINIMUM OF 6 FEET FROM THE FACE OF CURB.
- ALL CONDUIT IN TRENCH SHALL BE SCH. 80 PVC. ALL CONDUIT PUSHED MAY BE GALVANIZED STEEL OR PVC. ALL CONDUIT ATTACHED TO STRUCTURES SHALL BE GALVANIZED STEEL. ALL CONDUIT FOR POWER AND LIGHTING SHALL BE GALVANIZED STEEL.
- A 1/4" DIAMETER CONTINUOUS NYLON ROPE SHALL BE FURNISHED AND LEFT IN PLACE IN ALL CONDUITS BETWEEN HANDHOLES AND FOUNDATIONS OR CONTROLLER AS INCIDENTAL TO THE RESPECTIVE CONDUIT PAY ITEM.
- NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FEET DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.
- THE CONTRACTOR IS RESPONSIBLE FOR THE COST OF UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY, INCIDENTAL TO THE CONDUIT PAY ITEM.
- THE PROPOSED TRAFFIC SIGNAL CONTROL CABINET SHALL BE FURNISHED WITH A MANUAL CONTROL SWITCH AND MANUAL CONTROL CORD WITHIN THE POLICE DOOR COMPARTMENT AS INCIDENTAL TO THE CONTROL CABINET PAY ITEM.
- THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNAL IS TURNED ON, INCIDENTAL TO THE CONTROLLER PAY ITEM.
- THE TOWN OF NORMAL SHALL BE NOTIFIED AT LEAST 72 HOURS PRIOR TO THE TURNING ON OF THE CONTROLLER UNIT.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ELECTRICAL SERVICE FOR THE TRAFFIC SIGNAL AND STREET LIGHTING. THE CONTRACTOR SHALL CONTACT THE UTILITY COMPANY PRIOR TO BEGINNING WORK TO OBTAIN THE UTILITY COMPANY REQUIREMENTS FOR THE SERVICE INSTALLATION.
- THE DOUBLE HANDHOLE SHALL BE FURNISHED WITH RECESSED, STAINLESS STEEL, INTEGRAL HINGED LIDS.
- ALL MAST ARM POLE BASES SHALL BE PROTECTED BY A STAINLESS STEEL MESH SCREENING AROUND THE BASEBOLTS TO PREVENT RODENT ENTRY. THE MESH SHALL BE SECURED TO THE BASE BY STAINLESS STEEL BANDING AS INCIDENTAL TO THE INDIVIDUAL MAST ARM ASSEMBLY PAY ITEM.
- ALL THREADS OF BOLTS USED IN ASSEMBLY OF TRAFFIC SIGNAL COMPONENTS SHALL BE COATED WITH A NON-LEAD BASED ANTI-SEIZE COMPOUND, SIMILAR TO LEAD PLATE, PRIOR TO ASSEMBLY.
- GROUND RODS SHALL BE COPPER ALLOY OR COPPER CLAD STEEL.
- THE ELECTRICAL CONDUCTORS FOR ALL TRAFFIC SIGNAL HEADS SHALL BE SOLID, SOFT COPPER.
- AMERENIP SHALL FURNISH AND INSTALL ALL NECESSARY EQUIPMENT NEEDED TO RELOCATE THEIR FACILITIES IN CONJUNCTION WITH THE PROPOSED IMPROVEMENTS.
- AMERENIP SHALL MAKE ALL THE DISCONNECTIONS AND CONNECTIONS FOR THE EXISTING AND PROPOSED SERVICE INSTALLATIONS IN CONJUNCTION WITH THE PROPOSED IMPROVEMENTS.
- THE CONTRACTOR SHALL COORDINATE BETWEEN AMERENIP AND THE TOWN OF NORMAL FOR THE SCHEDULING AND PLACEMENT OF THE FOLLOWING: THE DISCONNECTION, CONNECTIONS, POWER POLE PLACEMENT AND RELOCATED CONDUCTORS (AMERENIP).
- THE NECESSARY CONNECTIONS FOR PROPER OPERATION OF THE VIDEO DETECTION SYSTEM, INCLUDING ALL ELECTRIC CABLE, SHALL BE INCLUDED IN THE COST OF THE WIDE AREA VIDEO DETECTION SYSTEM COMPLETE.

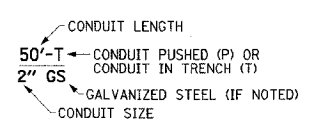
F.A.U. RTE. 6352 6412	SECTION 02-00218-00-SP	COUNTY MCLEAN	TOTAL SHEETS 35	SHEET NO. 17
STA. _____		TO STA. _____		ILLINOIS FED. AID PROJECT

CONTRACT NO. 91363



## TRAFFIC SIGNAL LEGEND

- ..... CONDUIT PUSHED (SIGNALS)
- CONDUIT IN TRENCH (SIGNALS)
- CONDUIT PUSHED (LIGHTING)
- CONDUIT IN TRENCH (LIGHTING)
- STEEL COMBINATION MAST ARM ASSEMBLY AND POLE
- TRAFFIC SIGNAL POST
- ▲ SIGNAL HEAD WITH BACKPLATE
- CONTROLLER CABINET
- CONCRETE HANDHOLE
- CONCRETE DOUBLE HANDHOLE
- SERVICE INSTALLATION
- ⊕ PEDESTRIAN SIGNAL HEAD
- ⊕ PEDESTRIAN PUSH-BUTTON
- LUMINAIRE, PHOTO-CELL CONTROL
- WIDE AREA VIDEO DETECTION UNIT



SEE INTERCONNECT PLAN FOR LOCATIONS AND DETAILS OF THE PROPOSED INTERCONNECT SYSTEM.

NO.	STATION	OFFSET	DESCRIPTION
H1	--	--	EXISTING CONC. HANDHOLE*
H2	199+41.7	54.3' LT	CONC. HANDHOLE
H3	NOT USED		
H4	200+64.6	40.2' LT	CONC. DOUBLE HANDHOLE
H5	200+75.1	43.6' LT	CONC. HANDHOLE*
H6	200+68.2	45.9' RT	CONC. HANDHOLE*
H7	200+64.8	59.1' RT	CONC. HANDHOLE
H8	NOT USED		
H9	199+49.2	70.3' RT	CONC. HANDHOLE
H10	NOT USED		
H11	396+89.9	35.9' RT	CONC. HANDHOLE*

NO.	STATION	OFFSET	DESCRIPTION
P1	199+35.0	49.5' LT	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48'
P2	199+45.7	57.7' LT	PEDESTRIAN PUSH-BUTTON POST
P3	200+48.6	62.8' LT	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48'
P4	200+54.2	54.9' LT	PEDESTRIAN PUSH-BUTTON POST
P5	200+76.0	49.4' RT	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 48'
P6	200+59.9	66.4' RT	TRAFFIC SIGNAL POST, 16'
P7	199+57.1	86.1' RT	STEEL COMBINATION MAST ARM ASSEMBLY AND POLE 42'
P8	199+44.3	65.1' RT	TRAFFIC SIGNAL POST, 16'

\* TRAFFIC SIGNAL INTERCONNECT

ILLINOIS DEPARTMENT OF TRANSPORTATION

## TRAFFIC SIGNAL PLANS TRAFFIC SIGNAL LAYOUT

DATE : 3-07  
DRAWN BY : S.M.W.  
CHECKED BY : J.T.P.

SCALE : 1"=20'