

**TRAFFIC SIGNALS GENERAL NOTES**

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 FEET FROM THE EDGE OF PAVEMENT OR 2 FEET FROM THE EDGE OF SHOULDER, WHICHEVER DISTANCE IS GREATER. IN CURBED SECTIONS, THE MAST ARM POLES SHALL BE LOCATED A MINIMUM OF 5 FEET FROM THE FACE OF THE CURB. THESE DISTANCES ARE TO THE NEAR FACE OF THE MAST ARM POLE.
5. ALL TRAFFIC SIGNAL CABLES SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED. TERMINAL ENDS SHALL HAVE CRIMPED-ON RING TONGUE CONNECTORS.
6. THE LOCATION OF ALL DETECTOR LOOPS SHALL BE APPROVED BY THE ENGINEER BEFORE ANY SLOTS ARE SAWED IN THE PAVEMENT.
7. DETECTOR LOOP LEAD-IN SPLICES SHALL BE MADE IN A HANDHOLE PER SECTION 873 OF THE STANDARD SPECIFICATIONS. CONDUCTORS SHALL BE SPLICED IN A RIGID MOLD FILLED WITH NON-HARDENING EPOXY FILLER. 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 INDUCTIVE LOOP DETECTORS SUPPLIED FOR THIS PROJECT SHALL HAVE THE CAPACITY OF OPERATING WITH BOTH DELAY AND EXTENSION MODES ACTIVE, IF A TIME SETTING IS PROGRAMMED. THEY SHALL BE RACK MOUNTED.
11. ALL HANDHOLES SHALL BE CAST-IN-PLACE PORTLAND CEMENT CONCRETE (PER ARTICLE 814.03(b)). THE CAST IN PLACE LEGEND IN THE COVER SHALL BE "TRAFFIC SIGNALS". SLOPE HANDHOLE COVERS TO MATCH PROPOSED GRADE ELEVATIONS.
12. LOCATE UNDERGROUND CABLES PRIOR TO ATTEMPTING TO CONSTRUCT THIS PROJECT.
13. ACTUAL DEPTHS OF THE CONCRETE FOUNDATIONS FOR THE MAST ARM SUPPORT POLES ARE AS FOLLOWS:  
CHURCH STREET  
 N-E CORNER, 42' M.A.: 13' DEEP, 36" DIA.  
 N-W CORNER, 52' M.A.: 15' DEEP, 36" DIA.  
 S-E CORNER, 48' M.A.: 13' DEEP, 36" DIA.  
 S-W CORNER, 48' M.A.: 13' DEEP, 36" DIA.  
  
MID BLOCK CROSSING:  
 EAST OF IL 159, 32' M.A.: 11' DEEP, 36" DIA.  
 WEST OF IL 159: 32' M.A.: 11' DEEP, 36" DIA.  
  
 THESE DEPTHS ARE DETERMINED BY THE DEPARTMENT FROM THE SOIL BORING DATA.
14. ABANDON EXISTING CONDUIT AND CABLES IN PLACE.
15. CENTER TO CENTER DISTANCE BETWEEN THE CONDUITS, WHERE TWO OR MORE LOOP LEAD-IN CONDUITS ARE INSTALLED FROM THE EDGE OF THE PAVEMENT TO THE NEAREST HANDHOLE, SHALL BE SIX INCHES MINIMUM AT THE EDGE OF PAVEMENT.
16. EXISTING CONDUITS WILL BE USED FOR NEW DETECTOR LOOPS AS SHOWN IN THE PLANS. THE CONTRACTOR WILL BE RESPONSIBLE FOR PROTECTING THE EXISTING CONDUITS DURING CONSTRUCTION. SHOULD ANY DAMAGE TO CONDUITS OCCUR DUE TO THE CONTRACTOR'S OPERATION, THE REPAIR SHALL BE MADE TO THE SATISFACTION OF THE ENGINEER AND WILL BE DONE AT THE CONTRACTOR'S EXPENSE.
17. A CONTROLLER CABINET TYPE III AT MID BLOCK CROSSING SHALL BE MOUNTED ON THE PROPOSED SERVICE POLE TO THE SATISFACTION OF THE ENGINEER. THE COST SHALL BE INCLUDED IN PAY ITEM "FULL ACUATED CONTROLLER AND TYPE III CABINET".
18. THE BOTTOM OF THE HOUSING OF A VEHICLE FACE SHALL BE ATLEAST 8' ABOVE THE SIDEWALK.

**TRAFFIC SIGNALS LEGEND**

- GSC GALVANIZED STEEL CONDUIT
- PVCC POLYVINYL CHLORIDE CONDUIT
- EXISTING SIGNAL POST
- EXISTING SIGNAL POST WITH BACKPLATE
- EXISTING TRAFFIC SIGNAL MAST ARM
- EXISTING HANDHOLE
- EXISTING DOUBLE HANDHOLE
- EXISTING DETECTOR LOOP
- EXISTING CONTROLLER
- EXISTING STREET NAME SIGN/TRAFFIC SIGN
- EXISTING SERVICE INSTALLATION
- EXISTING SIGNAL HEAD, PEDESTRIAN
- EXISTING PEDESTRIAN PUSHBUTTON DETECTOR
- EXISTING UNDER GROUND CONDUIT
- PROPOSED SIGNAL HEAD WITH BACKPLATE, MAST ARM MOUNTED
- PROPOSED HANDHOLE
- PROPOSED DOUBLE HANDHOLE
- PROPOSED DETECTOR LOOP
- PROPOSED CONTROLLER
- PROPOSED PEDESTRIAN PUSHBUTTON DETECTOR
- PROPOSED SIGNAL HEAD, PEDESTRIAN
- PROPOSED CONDUIT: "T" TRENCH, "P" PUSH, SIZE SPECIFIED
- PROPOSED STREET NAME SIGN/TRAFFIC SIGN
- PROPOSED SERVICE INSTALLATION
- PROPOSED SIGNAL POST
- PROPOSED SIGNAL POST WITH BACKPLATE

FILE NAME =	USER NAME = keplarc1	DESIGNED -	REVISED -	<b>STATE OF ILLINOIS DEPARTMENT OF TRANSPORTATION</b>	<b>TRAFFIC SIGNALS GENERAL NOTES AND LEGEND</b>	F.A.P. R.T.E.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
et\pw_work\PWIDOT\KEPLARCL\dms79810\0828830-shr-ts.dgn	DRAWN -	REVISED -	600			60-(30,31,128)-1	MADISON	399	176	
PLOT SCALE = 28,0000' / IN.	CHECKED -	REVISED -	<b>CONTRACT NO. 76830</b>							
PLOT DATE = 11/18/2009	DATE -	REVISED -	ILLINOIS FED. AID PROJECT							
SCALE:					SHEET NO. OF SHEETS		STA. TO STA.			