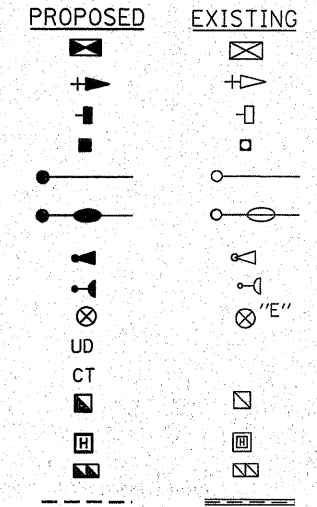


**TRAFFIC SIGNAL LEGEND**

- CONTROLLER
- SIGNAL HEAD WITH BACK PLATE
- SIGNAL HEAD, PEDESTRIAN
- PEDESTRIAN PUSH BUTTON POST
- MAST ARM ASSEMBLY AND POLE, STEEL
- COMBINATION MAST ARM ASSEMBLY AND POLE, STEEL WITH LUMINAIRE
- EMERGENCY VEHICLE LIGHT DETECTOR
- CONFIRMATION BEACON
- WOOD POLE
- UNIT DUCT
- COMMON TRENCH
- HANDHOLE
- HEAVY DUTY HANDHOLE
- DOUBLE HANDHOLE
- G.S. CONDUIT IN TRENCH (T) OR PUSHED (P)



**SIGNAL INSTALLATION STATIONING**

QUADRANT	ITEM	STATION	OFFSET
SOUTHEAST	CONTROLLER	129+83.20	42.9' RT
	DOUBLE HANDHOLE	129+83.12	36.5' RT
	MANHOLE	129+87.35	42.4' RT
	SIGNAL POST	129+92.30	40.2' RT
	PUSH BUTTON	130+03.70	50.3' RT
	MAST ARM	130+04.00	64.6 RT
SOUTHWEST	TEMP SIGNAL POST	130+09.70	55.5' RT
	HANDHOLE	129+91.11	35.1' LT
	MAST ARM	130+04.94	43.4' LT
NORTHEAST	TEMP SIGNAL POST	130+15.93	45.0' LT
	HANDHOLE	130+98.94	37.2' RT
	MAST ARM	131+08.84	42.4' RT
NORTHWEST	PUSH BUTTON	130+97.08	42.8' RT
	SIGNAL POST	130+88.91	54.1' RT
	HANDHOLE	130+79.00	40.1' LT
	MAST ARM	130+72.81	53.4' LT
	SIGNAL POST	130+87.62	41.3' LT

**FOUNDATION DEPTHS**

MAST ARM	ARM LENGTH	STATION	OFFSET	DEPTH
36" DIAMETER				
SOUTHEAST	42'	130+04.00	64.6 RT'	13
SOUTHWEST	42'	130+04.94	43.4' LT	13
NORTHEAST	42'	131+08.84	42.4' RT	13
NORTHWEST	27'	130+72.81	53.4' LT'	10

**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, MEDIANS, 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 SEED IN ACCORDANCE WITH STANDARD SPECIFICATIONS 252 AND 250 RESPECTIVELY.

LOCATIONS OF MAST ARM ASSEMBLIES MAY BE CHANGED IN THE FIELD AS NECESSARY IN ORDER TO AVOID UTILITIES. THE NEW LOCATIONS SHALL BE COORDINATED WITH THE ENGINEER AND APPROVED BY THE DISTRICT TRAFFIC SIGNAL SECTION TO ENSURE THE NEW LOCATIONS MEET OPERATIONAL OFFSET AND CLEAR ZONE REQUIREMENTS AND MAINTAIN PROPER POSITION OF SIGNAL HEADS IN RELATION TO THE TRAVELED LANES.

