

**TRAFFIC SIGNAL GENERAL NOTES**

THE TRAFFIC SIGNAL PORTION OF THIS PROJECT CONSISTS OF MODIFICATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF US 45 & RICKELMAN AVENUE, EFFINGHAM COUNTY.

THE EXISTING UTILITY LINES ARE SHOWN ON THE PLANS TO INDICATE THEIR PRESENCE AND APPROXIMATE LOCATION. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF ALL UNDERGROUND UTILITIES PRIOR TO BEGINNING CONSTRUCTION. CALL J.U.L.J.E. AT 1-800-892-0123. THE TRAFFIC SIGNAL UTILITY LINES WILL BE LOCATED BY THE CONTRACTOR.

THE TRAFFIC SIGNAL ENGINEER AT THE ILLINOIS DEPARTMENT OF TRANSPORTATION SHALL BE NOTIFIED AT 217-342-8291 AT LEAST 72 HOURS PRIOR TO TURNING ON ANY FLASHER OR CONTROLLER UNIT.

THE CONTRACTOR SHALL ARRANGE FOR A FACTORY OR SUPPLIER REPRESENTATIVE TO BE PRESENT AT THE INTERSECTION WHEN THE SIGNALS ARE TURNED ON. THE REPRESENTATIVE SHALL MAKE CERTAIN THAT ALL EQUIPMENT OPERATES TO THE SATISFACTION OF THE ENGINEER.

A 2 FOOT MINIMUM, 6 FOOT DESIRABLE, HORIZONTAL CLEARANCE SHALL BE MAINTAINED FROM THE BACK OF CURB TO THE EDGE OF HANDHOLES, JUNCTION BOXES AND SIGNAL POST FOUNDATIONS.

ALL HARDWARE SHALL BE TIGHTENED AND WELL SECURED. CABLES SHALL BE NEATLY WOUND IN HANDHOLES. CABLES SHALL BE NEATLY TRAINED IN THE CONTROLLER CABINET.

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.

NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR PLACING CONDUIT AT GREATER THAN 2 FOOT MINIMUM DEPTH TO AVOID OBSTACLES SUCH AS UNDERGROUND UTILITIES.

THE CONTRACTOR IS RESPONSIBLE FOR UNCOVERING OR HAND DIGGING AROUND UTILITIES AS NECESSARY. THE COST OF THIS WORK SHALL BE INCLUDED WITH THE UNDERGROUND CONDUIT PAY ITEM.

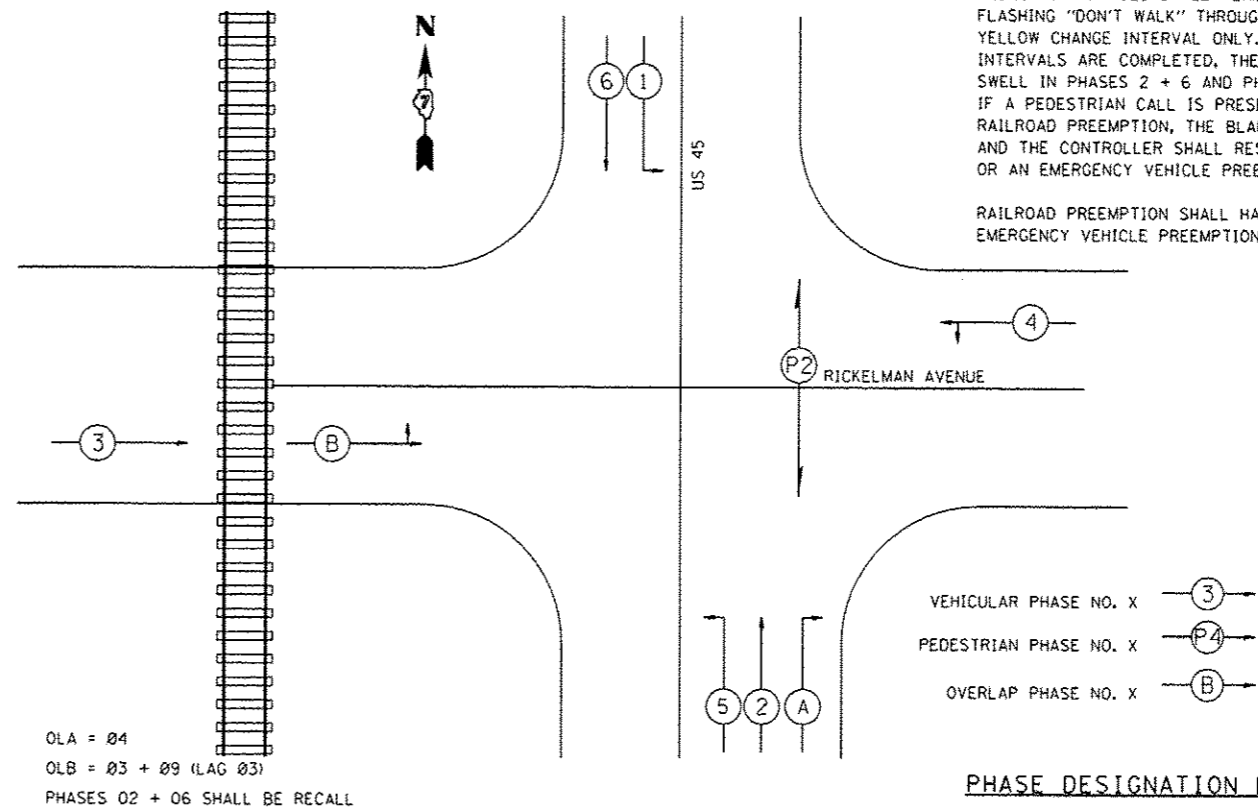
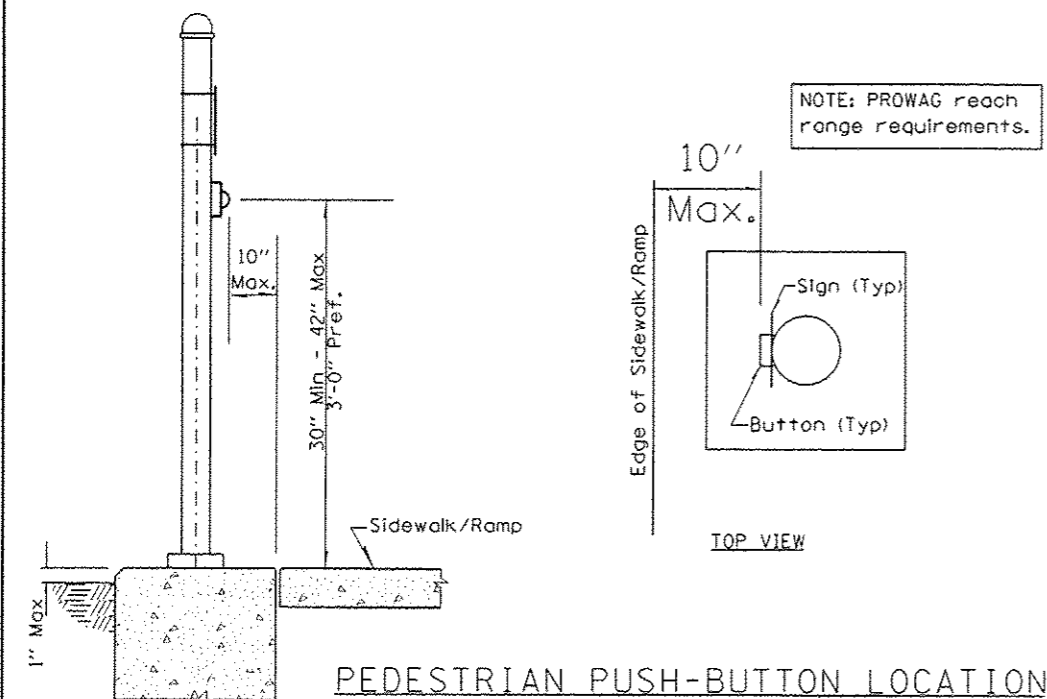
THE NUMBER OF CONDUCTORS FOR ELECTRIC CABLES AS SHOWN ON THE PLANS SHALL BE THE MINIMUM NUMBER OF CONDUCTORS FURNISHED FOR EACH LOCATION. THE CONTRACTOR MAY SUBSTITUTE AN ELECTRIC CABLE WITH MORE CONDUCTORS THAN SPECIFIED BUT NO ADDITIONAL COMPENSATION WILL BE MADE FOR THE EXTRA CONDUCTORS.

ALL NEW TRAFFIC SIGNAL WIRING SHALL EXTEND FROM CONTROLLER TO SIGNAL. SPLICES IN HANDHOLES WILL NOT BE ALLOWED.

ALL MAST ARM MOUNTED SIGNAL HEADS ON AN INDIVIDUAL MAST ARM SHALL BE MOUNTED SO THAT THE RED INDICATIONS ARE LEVEL WITH EACH OTHER.

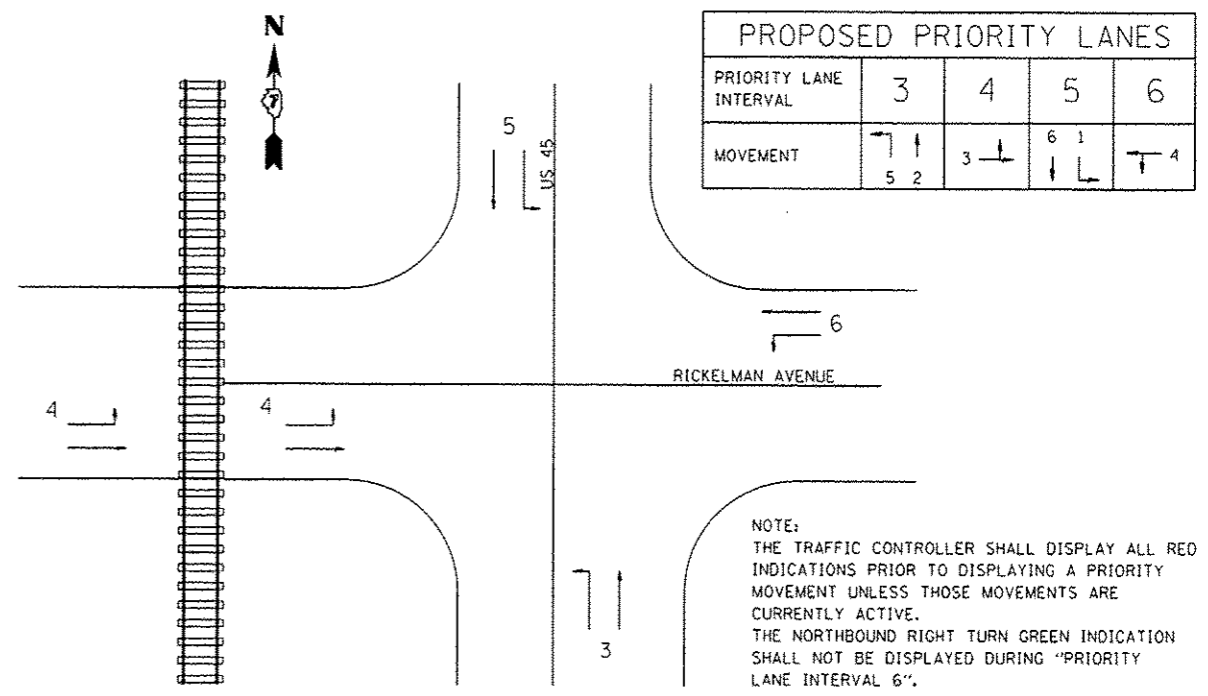
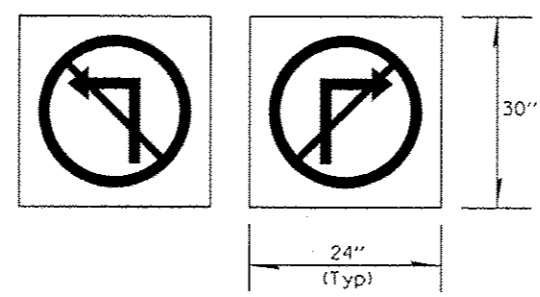
ALL MAST ARM MOUNTED SIGNAL HEADS SHALL BE MOUNTED AS TO ALIGN WITH THE CENTER OF THE LANE.

IN ADDITION TO THE STOP SIGNS REQUIRED BY ARTICLE 801.11(b)(3), THE CONTRACTOR SHALL PROVIDE TWO FLAGGERS TO CONTROL TRAFFIC AT THE INTERSECTION DURING THE TIME(S) WHEN THE SIGNALS ARE NOT OPERATING. COST SHALL BE INCLUDED IN THE TRAFFIC SIGNAL ITEMS.



NOTE:  
UPON ACTIVATION OF RAILROAD PREEMPTION, THE BLANK-OUT SIGNS SHALL ILLUMINATE AND THE PHASES IN SERVICE SHALL TERMINATE TO PHASE 9 (OVERLAP B) FOR TRACK CLEARANCE. ANY ACTIVE PEDESTRIAN PHASES SHALL TERMINATE AND BE LIMITED TO FLASHING "DON'T WALK" THROUGH THE ASSOCIATED VEHICULAR YELLOW CHANGE INTERVAL ONLY. WHEN THE TRACK CLEARANCE INTERVALS ARE COMPLETED, THE TRAFFIC CONTROLLER SHALL SWELL IN PHASES 2 + 6 AND PHASE 2 PEDESTRIAN INDICATIONS. IF A PEDESTRIAN CALL IS PRESENT. UPON COMPLETION OF THE RAILROAD PREEMPTION, THE BLANK-OUT SIGNS SHALL GO DARK AND THE CONTROLLER SHALL RESUME NORMAL OPERATIONS OR AN EMERGENCY VEHICLE PREEMPTION INTERVAL, IF ACTIVE.

RAILROAD PREEMPTION SHALL HAVE PRIORITY OVER EMERGENCY VEHICLE PREEMPTION.



9-3-14 REVISED SHEET