FAI ROUTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
64	82-6K-1	ST. CLAIR	188	79

STA. _____ TO STA. _____

CONTRACT NO.: ~~76796~~ 76E15

TRAFFIC SIGNAL GENERAL NOTES

1. ALL VEHICLE 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. THE CONTROLLER CABINET SHALL BE UNPAINTED ALUMINUM.

3. 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 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.

4. ALL TRAFFIC SIGNAL CABLES SHALL BE #14 AWG STRANDED COPPER UNLESS OTHERWISE SPECIFIED. TERMINAL ENDS SHALL HAVE CRIMPED-ON RING TONGUE CONNECTORS.

5. THE LOCATION OF ALL DETECTOR LOOPS SHALL BE APPROVED BY THE ENGINEER BEFORE ANY SLOTS ARE SAWED IN THE PAVEMENT.

6. 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.

7. CALL CARRY-OVER SHALL FUNCTION ONLY WHEN THE RELATED PHASES ARE IN THE GREEN MODE.

8. 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.

9. 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.

10. REFER TO GENERAL NOTES FOR USE OF J.U.L.I.E. AND NON-J.U.L.I.E. MEMBERS.

11. LOCATE UNDERGROUND CABLES PRIOR TO ATTEMPTING TO CONSTRUCT THIS PROJECT.

12. THE DEPTH OF THE CONCRETE FOUNDATIONS FOR THE MAST ARM SUPPORT POLE FOR NW QUADRANT OF THE NW/SW I-64 RAMPS IS 13'-6" DEEP.

13. ABANDON EXISTING CONDUIT AND CABLES IN PLACE, AS SHOWN ON THE PLAN.
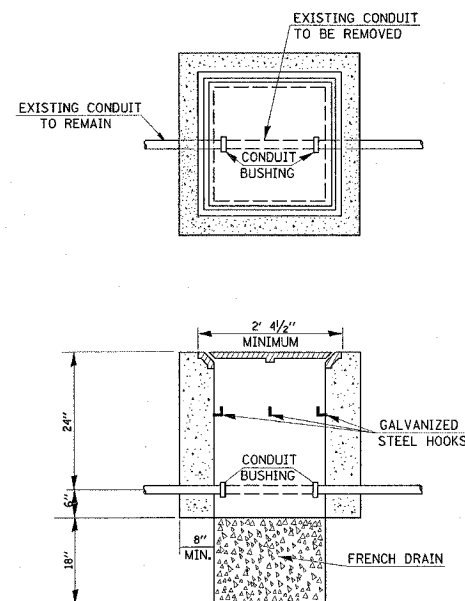
DETAIL F
HANDHOLE TO INTERCEPT EXISTING CONDUIT ✳
✳ NOT A PAY ITEM

NOTES:

1. REMOVAL OF EXISTING CONDUIT FROM THE HANDHOLE AND THE INSTALLATION OF THE CONDUIT BUSHING SHALL BE INCIDENTAL TO THE HANDHOLE.

2. THE CONTRACTOR SHALL BE PAID TO LOCATE THE CONDUIT UNDER OTHER PROVISIONS OF THIS CONTRACT. SEE LOCATING UNDERGROUND CABLE IN THE STANDARD SPECIFICTIONS.

TRAFFIC SIGNALS LEGEND

GSC	GALVANIZED STEEL CONDUIT
PVCC	POLYVINYL CHLORIDE CONDUIT
REC	REMOVE ELECTRIC CABLE FROM CONDUIT
RREC	REMOVE AND RE-INSTALL ELECTRIC CABLE FROM CONDUIT
	EXISTING PRIORITY 1 GPS PREEMPTION UNIT
	EXISTING SIGNAL POST
	EXISTING TRAFFIC SIGNAL MAST ARM
	EXISTING HANDHOLE
	EXISTING DOUBLE HANDHOLE
	EXISTING DETECTOR LOOP
	EXISTING CONTROLLER
	EXISTING STREET NAME SIGN/TRAFFIC SIGN
	EXISTING GALVANIZED STEEL CONDUIT
	PROPOSED SIGNAL HEAD WITH BACKPLATE, MAST ARM MOUNTED
	PROPOSED HANDHOLE
	PROPOSED DOUBLE HANDHOLE
	PROPOSED DETECTOR LOOP
	PROPOSED CONTROLLER
	PROPOSED CONDUIT: "T" TRENCH, "P" PUSH, SIZE SPECIFIED
	PROPOSED STREET NAME SIGN/TRAFFIC SIGN
	PROPOSED SIGNAL POST
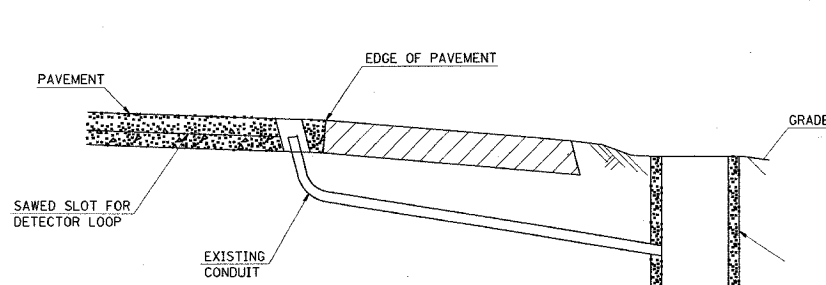
DETAIL E
(NO SCALE)
### RE-USE EXISTING DETECTOR LOOP LEAD-IN CONDUIT

1. DRILL OUT PAVEMENT SEALANT AND CLEAN EXISTING CONDUIT.
2. REMOVE EXISTING CABLE TO HANDHOLE.
3. INSTALL LOOP LEAD-IN CONDUCTORS IN CONDUIT.
4. SPLICE NEW DETECTOR LOOP LEAD-IN CONDUCTORS TO EXISTING LEAD-IN CABLE IN HANDHOLE.
5. FILL HOLE WITH APPROVED SEALER. PREVENT SEALER FROM ENTERING INTO CONDUIT.

NOT A PAY ITEM. THE COST OF THIS WORK SHALL BE
INCLUDED IN THE PAY ITEM "DETECTOR LOOP, TYPE I"
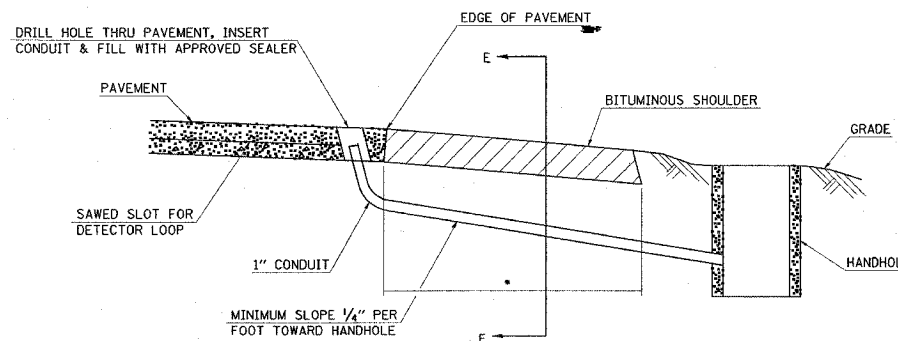
* LIMITS OF "TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)"

DETAIL G
TRENCH AND BACKFILL FOR ELECTRICAL WORK (SPECIAL)
(NO SCALE)
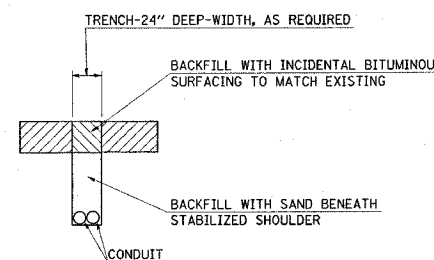
SEC. E-E

REVISIONS	
NAME	DATE

DRAWN BY:

PLOT DATE: 7/1/2005