

GENERAL NOTES:

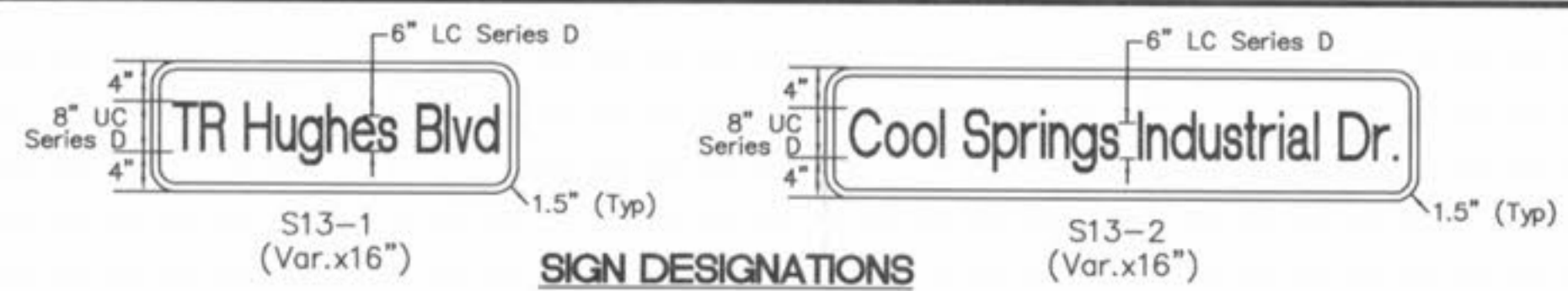
- All proposed traffic signal and street lighting equipment, materials, and construction methods shall conform to the requirements and specifications described in the latest version of the Missouri Standard Plans for Highway Construction, (Section 901 & 902).
- Signal timings to be provided by DESIGN ENGINEER.
- Existing underground (U/G), overhead (OHP) utilities and drainage structures have been plotted from available information and therefore, their locations must be considered approximate only. It is the responsibility of the individual contractors to exactly locate each utility before actual construction.
- 2" Rigid Conduit shall be furnished and installed by Contractor to the base of the Secondary Service Point. Power Cable shall be coiled and left at base of Secondary Service point for hook-up by Ameren UE.
- All mast arms and signal poles shall be painted black. Carbolite Rustbond Penetrating Scaler SG shall be used as a base coat, with Carbolite 133HB as the final coat. The City Engineer must approve all other products. Materials and labor for this work shall be considered SUBSIDIARY to other bid items.
- All signal indications shall be illuminated with light emitting diode (LED) modules. LED modules shall conform to ITE specifications and standards, and requirements set forth in the Missouri Standard Specifications for Highway Construction (Section 902.4.1).
- All luminaire fixtures shall be installed at a mounting height of 30'.
- Traffic control shall be the responsibility of the Contractor and shall conform to the Manual on Uniform Traffic Control Devices for streets and highways, and MoDOT standards.

VIDEO DETECTION NOTES:

- All video camera units to be mounted on luminaire bracket arms as per manufacturer's specifications.
- Video detection zones shall be 6' x 30', unless otherwise noted on plans. All video detection zones are to be considered approximate only, and may be adjusted with approval of the Design Engineer.
- All video detection equipment, materials, mounting hardware, software, cables, or any other items required for the complete and satisfactory operation of the video detection system shall be considered SUBSIDIARY to the bid item "Video Detection System".

LEGEND

- ➔ CONVENTIONAL SIGNAL HEAD WITH BACKPLATE
- ➔ SIGNAL HEAD - PEDESTRIAN
- TYPE B BASE
- ☒ CONTROLLER WITH PAD
- ☑ PULLBOX, PREFORMED
- ☐ PUSH BUTTON DETECTOR
- DOUBLE PULLBOX, CONCRETE
- 📷 VIDEO DETECTION CAMERA
- ⊗ TYPE II POWER SUPPLY
- ⊗ SECONDARY SERVICE POINT
- 📏 MAST ARM WITH SIGNAL HEADS, AND SIGN
- ▬ VIDEO DETECTION ZONE
- CONDUIT IN TRENCH
- 50 SIGNAL FACE NUMBER
- ① POST NUMBER
- 31 DETECTOR NUMBER
- 8 PULLBOX NUMBER
- ↔ LANE USE



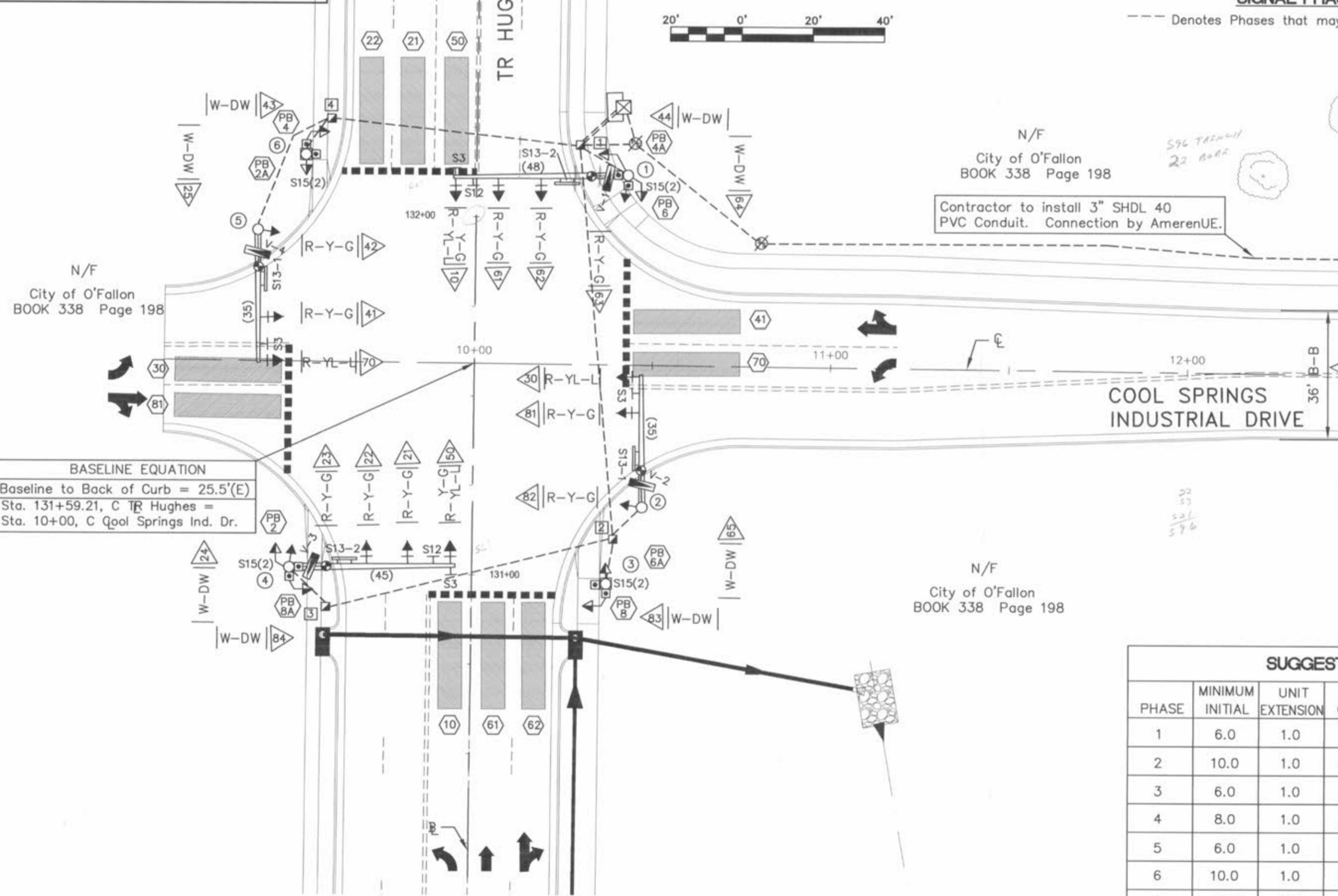
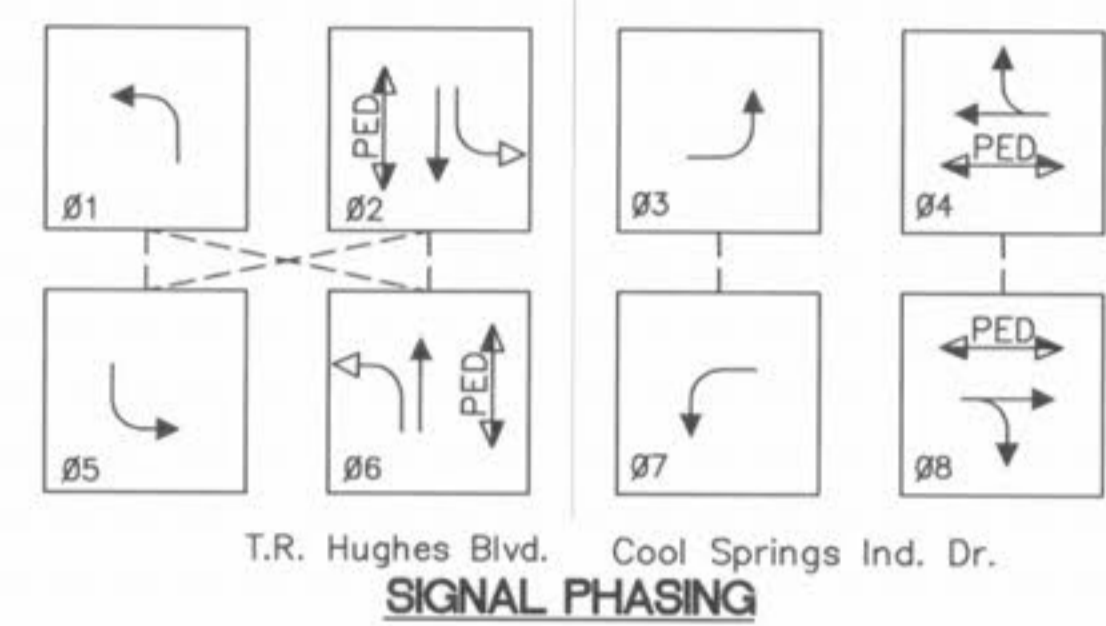
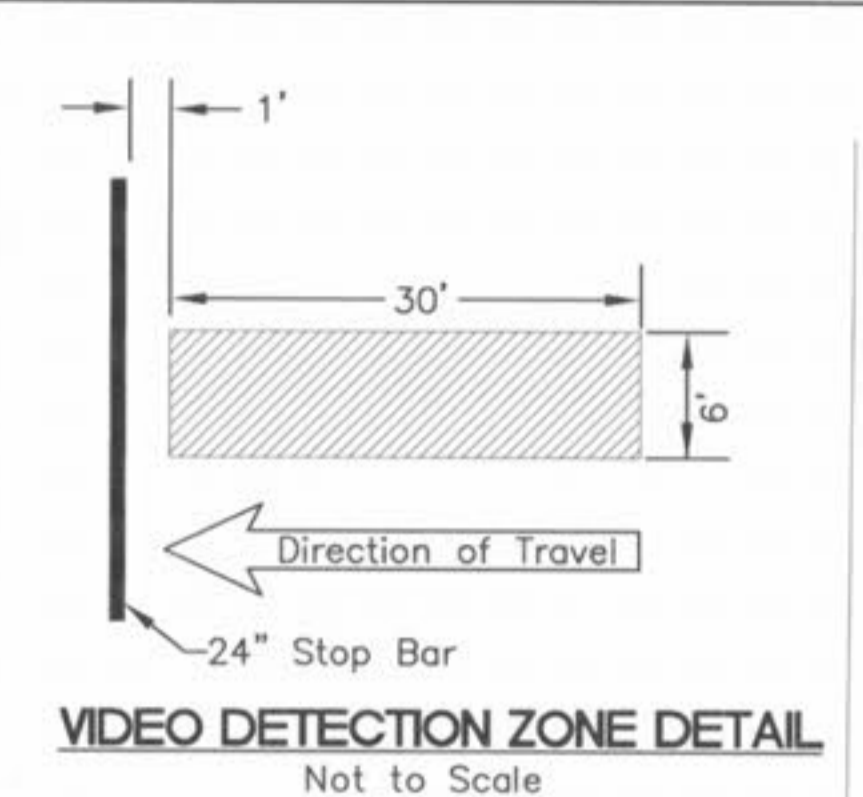
GBA GEORGE BUTLER ASSOCIATES, INC.
Engineers - Architects
Kansas • Missouri • Illinois

DATE: APRIL, 2003
DESIGN BY: DTS
DRAWN BY: DTS
PROJECT NO.: 9803

TRAFFIC SIGNAL MODIFICATION
T.R. HUGHES AND
COOL SPRINGS INDUSTRIAL DRIVE
O'FALLON, MISSOURI

REVISD 4/18/2003 AS PER CITY COMMENTS - DTS

| | |
|-----------|--------------|
| SHEET NO. | TOTAL SHEETS |
| 2 | 6 |



BASELINE EQUATION
Baseline to Back of Curb = 25.5'(E)
Sta. 131+59.21, C TR Hughes =
Sta. 10+00, C Cool Springs Ind. Dr.

DESIGN SPEEDS:
T.R. Hughes - 35 mph
Cool Springs Ind. Dr. - 25 mph

SUGGESTED SIGNAL TIMINGS

| PHASE | MINIMUM INITIAL | UNIT EXTENSION | MAX GREEN | PEDESTRIAN* | | CLEARANCE | |
|-------|-----------------|----------------|-----------|-------------|------|-----------|---------|
| | | | | W | FWD | YELLOW | ALL RED |
| 1 | 6.0 | 1.0 | 15.0 | - | - | 3.0 | 2.5 |
| 2 | 10.0 | 1.0 | 45.0 | 4.0 | 20.0 | 3.5 | 2.0 |
| 3 | 6.0 | 1.0 | 15.0 | - | - | 3.0 | 2.5 |
| 4 | 8.0 | 1.0 | 25.0 | 4.0 | 12.0 | 3.0 | 2.5 |
| 5 | 6.0 | 1.0 | 15.0 | - | - | 3.0 | 2.5 |
| 6 | 10.0 | 1.0 | 45.0 | 4.0 | 20.0 | 3.5 | 2.0 |
| 7 | 6.0 | 1.0 | 15.0 | - | - | 3.0 | 2.5 |
| 8 | 8.0 | 1.0 | 25.0 | 4.0 | 12.0 | 3.5 | 2.0 |

* Pedestrian phase shall only be operational during push button activation.

