

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. Carboline Rustbond Penetrating Sealer SG shall be used as a base coat, with Carboline 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.
- Battery backup shall be installed in the controller cabinet. There will be no direct pay item for the battery backup equipment, materials, cable, or any other items required for the complete and satisfactory operation of the battery backup system.

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".

PAVEMENT MARKING NOTES:

- All pavement markings shall be water-borne paint, meeting current requirements of the City of O'Fallon, Missouri.
- All existing pavement markings to be removed shall be obliterated in such a manner as to minimize damage to the pavement. The pavement surface shall not be left scarred with an image which may mislead traffic.
- All proposed left or right turn arrows shall be centered in their respective lanes.

GBA GEORGE BUTLER ASSOCIATES, INC. Engineers - Architects Kansas - Missouri - Illinois	DATE: APRIL, 2003
	DESIGN BY: DTS
	DRAWN BY: TMW
PROJECT NO.: 10081	SHEET NO. 2
TRAFFIC SIGNAL MODIFICATION TR. HUGHES AND WIDEL LANE O'FALLON, MISSOURI	
TOTAL SHEETS: 7	

LEGEND

- CONVENTIONAL SIGNAL HEAD WITH BACKPLATE
- TYPE A BASE
- CONTROLLER WITH PAD
- PULLBOX, PREFORMED
- 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
- BORED CONDUIT
- SIGNAL FACE NUMBER
- POST NUMBER
- DETECTOR NUMBER
- PULLBOX NUMBER
- LANE USE
- PROPOSED PAVEMENT MARKINGS
- EXISTING PAVEMENT MARKINGS (USE IN PLACE)
- EXISTING PAVEMENT MARKINGS (TO BE REMOVED)

