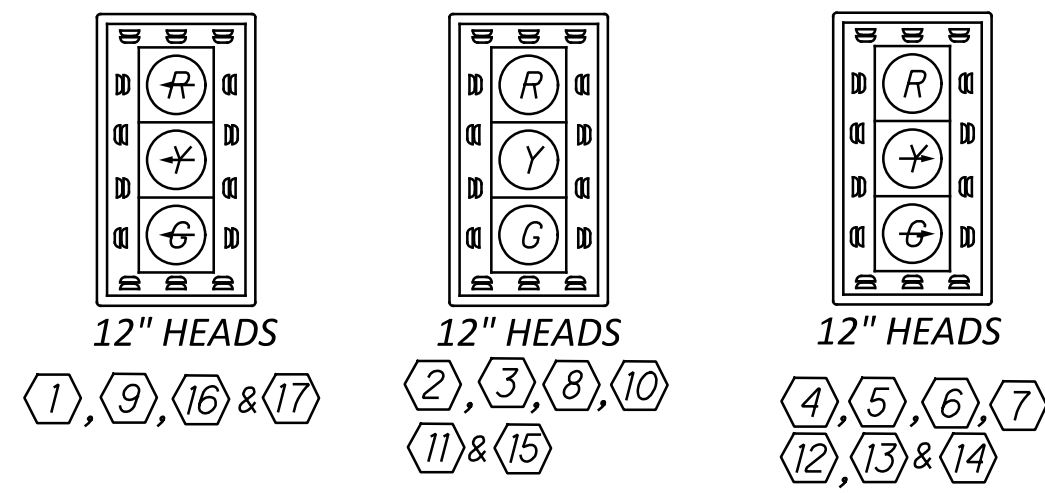
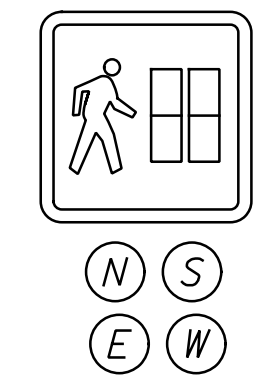


VEHICULAR TRAFFIC SIGNAL HEAD CONFIGURATION

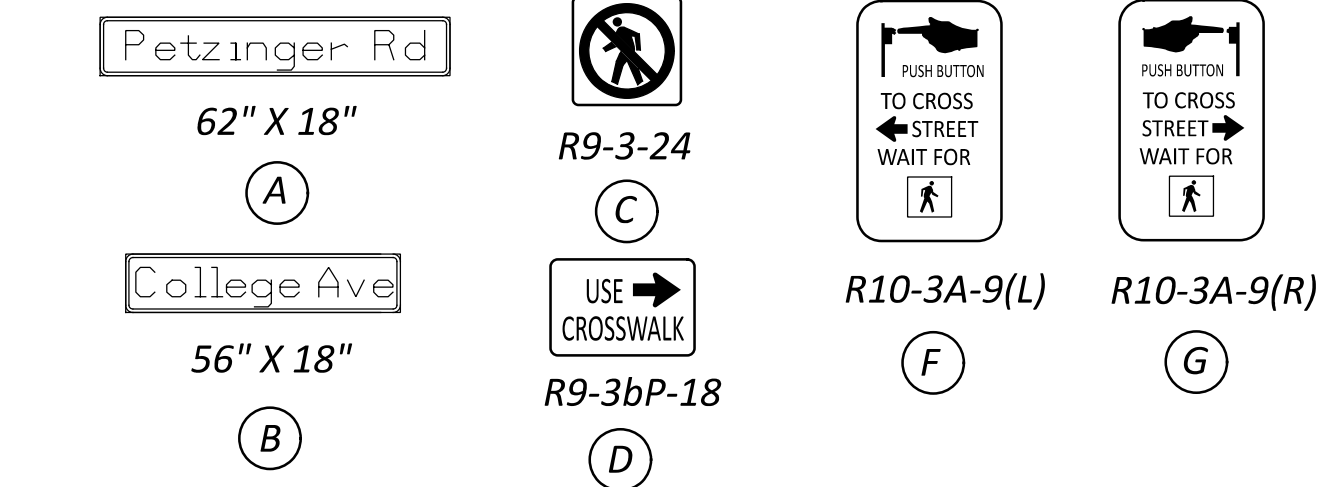


PROPOSED PEDESTRIAN SIGNAL HEAD CONFIGURATION

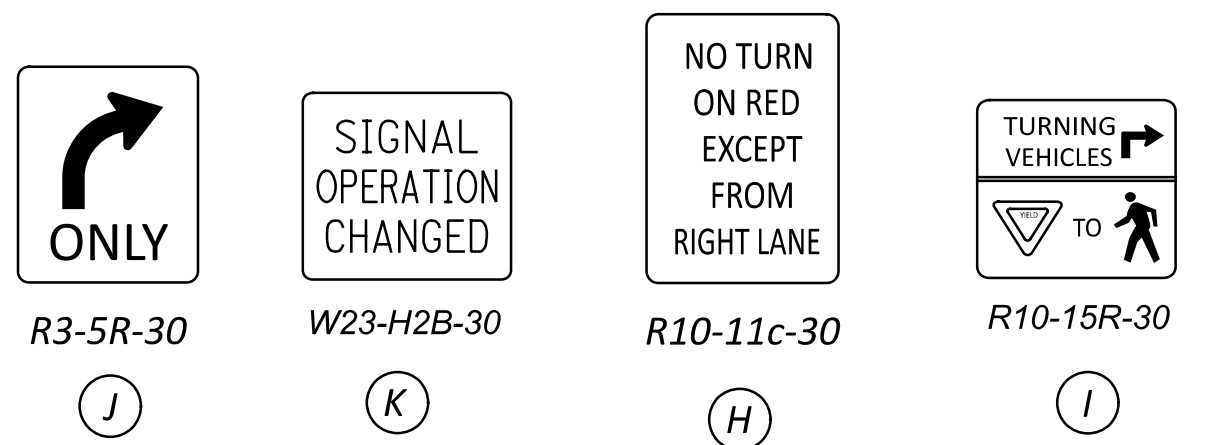


POLE N/E-1 COMBINATION STRAIN POLE
W/30' BRACKET ARM
W/TRAFFIC FLOW MONITOR
STA. 157+17.9, 78.8' LT.

POLE MOUNTED SIGNS



SPAN WIRE MOUNTED SIGNS



PULL BOX, 27"
STA. 157+47.8, 21.0' RT.
(1) - 2" CONDUIT W/ (1) - 2C
(1) - 2" CONDUIT W/ (3) - 7C & (3) - GND
IN TRENCH = 13'

BORE PIT
POLE N/W-4 PEDESTRIAN PEDESTAL, 12.7'
W/ PEDESTRIAN PUSHBUTTON
W/ PEDESTRIAN SIGNAL HEAD
W/SUPPLEMENTAL SIGNAL HEAD
STA. 157+59.9', 21.4' RT.
DILEMMA ZONE RADAR UNIT #1

(1) - 2" CONDUIT W/ (2) - 2C
(1) - 2" CONDUIT W/ (3) - 7C & (1) - GND
DIRECTIONALLY DRILLED = 69'

POLE N/W-5 PEDESTRIAN PEDESTAL, 21.0'
W/SUPPLEMENTAL SIGNAL HEAD
(1) - 2" CONDUIT W/ (1) - 7C & (1) - GND
(1) - 2" CONDUIT (EMPTY)
IN TRENCH = 32'

POLE N/W-2 PEDESTRIAN PEDESTAL, 10.7'
W/ PEDESTRIAN PUSHBUTTON
W/ PEDESTRIAN SIGNAL HEAD
STA. 157+25.6, 86.7' RT.

(1) - 2" CONDUIT W/ (2) - 2C
(1) - 2" CONDUIT W/ (2) - 7C & (1) - GND
IN TRENCH = 16'

(1) - 2" CONDUIT W/ (2) - 2C
(1) - 2" CONDUIT W/ (3) - 7C & (5) - GND
IN TRENCH = 22'

POLE N/W-1 STRAIN POLE W/DEEP FOUNDATION (20')
W/ (2) - STOP BAR LINE RADAR UNITS #2 (SB) AND #3 (WB)
STA. 157+16.9, 111.5' RT.

BORE PIT
PULL BOX, 27"
STA. 157+41.1, 89.9' RT.

(1) - 2" CONDUIT W/ (1) - 2C
(1) - 2" CONDUIT W/ (2) - 7C & (1) - GND
IN TRENCH IN PAVED AREA = 18'

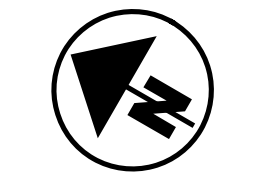
POLE N/W-3 PEDESTRIAN PEDESTAL, 10.7'
STA. 157+46.5, 105.2' RT

(1) - 2" CONDUIT W/ (1) - 2C
(1) - 2" CONDUIT W/ (1) - 10C, (1) - 9C & (2) - GND
ENCASED IN TRENCH = 24'

PULL BOX, 27"
STA. 157+28.5, 97.9' LT.
(1) - 2" CONDUIT W/ (1) - 2C
(1) - 2" CONDUIT W/ (1) - 10C, (1) - 9C & (1) - GND
IN TRENCH = 7'

POLE N/E-2 PEDESTRIAN PEDESTAL, 21.0'
W/ PEDESTRIAN PUSHBUTTON
W/ PEDESTRIAN SIGNAL HEAD
W/ SUPPLEMENTAL SIGNAL HEAD
STA. 157+33.6, 94.0' LT.

NOTE: R/W IS BEYOND EXTENT OF THE SHEET ON THE EAST SIDE



POLE S/E-3 PEDESTRIAN PEDESTAL, 21.0'
W/ PEDESTRIAN PUSHBUTTON
W/ PEDESTRIAN SIGNAL HEAD
W/ SUPPLEMENTAL SIGNAL HEAD
STA. 158+23.8, 94' LT.

(1) - 2" CONDUIT W/ (2) - 2C
(1) - 2" CONDUIT W/ (2) - 10C, (2) - 9C & (1) - GND
IN TRENCH = 28'

POLE S/E-1 STRAIN POLE
W/ (2) - STOP BAR LINE RADAR UNITS #5 (NB) AND #6 (EB)
STA. 158+64.1, 98.6' LT.

(1) - 2" CONDUIT W/ (2) - 2C
(1) - 2" CONDUIT W/ (2) - 10C, (2) - 9C, (1) - 7C & (3) - GND
IN TRENCH = 18'

PULL BOX, 27"
STA. 158+40.6, 94.7' LT.

(1) - 2" CONDUIT W/ (1) - 2C
(1) - 2" CONDUIT W/ (2) - 9C, (1) - 7C & (1) - GND
IN TRENCH = 11'

POLE S/E-2 PEDESTRIAN PEDESTAL, 21'
W/ PEDESTRIAN PUSHBUTTON
W/ PEDESTRIAN SIGNAL HEAD
W/ SUPPLEMENTAL SIGNAL HEAD
STA. 158+50.9, 78.9' LT.

DILEMMA ZONE RADAR UNIT #4

POLE S/E-4 PEDESTRIAN PEDESTAL, 12.7'
W/ PEDESTRIAN PUSHBUTTON
W/ PEDESTRIAN SIGNAL HEAD
W/ SUPPLEMENTAL SIGNAL HEAD
STA. 158+40.3, 23.2' LT.

(1) - 2" CONDUIT W/ (1) - 2C
(1) - 2" CONDUIT W/ (2) - 7C & (1) - GND
IN TRENCH = 108'

POLE S/W-2 PEDESTRIAN PEDESTAL, 10.7'
W/ PEDESTRIAN PUSH BUTTON
W/ PEDESTRIAN SIGNAL HEAD
STA. 158+52.2, 104.9' RT

(1) - 2" CONDUIT W/ (2) - 2C
(1) - 2" CONDUIT W/ (1) - 7C & (1) - GND
IN TRENCH = 25'

POLE S/W-1 STRAIN POLE
W/ SUPPLEMENTAL SIGNAL HEAD
STA. 158+55.64, 110.6' RT

PULL BOX, 48"
STA. 158+74.6, 113.3' RT.

(1) - 3" CONDUIT W/ INTERCONNECT & (1) CAT5E (SEE INTERCONNECT PLANS)
(1) - 3" CONDUIT W/ (4) - 10C
(1) - 3" CONDUIT W/ (1) - 9C, (7) - 7C & (2) - GND
(1) - 3" CONDUIT W/ (5) - 2C & (6) - RADAR
IN TRENCH = 13'

GROUND MOUNTED CONTROLLER CABINET WITH UPS AND WORK PAD
STA. 158+88.6, 114.4' RT.

(1) - 3" CONDUIT W/ (4) - 10C
(1) - 3" CONDUIT W/ (1) - 9C, (7) - 7C & (2) - GND
(1) - 3" CONDUIT W/ (5) - 2C, (6) - RADAR & (1) - CAT5E
IN TRENCH = 19'

(1) - 2" CONDUIT W/ (1) - 2/C NO. 6 AWG POWER & (1) - GND
ENCASED IN TRENCH = 4'

PULL BOX, 12"X18"
STA. 158+81.72, 115.3' RT.

(1) - 2" CONDUIT W/ (1) - 2/C NO. 6 AWG POWER & (1) - GND
ENCASED IN TRENCH = 2'

POWER METER CABINET*
STA. 158+81.03, 118.0' RT

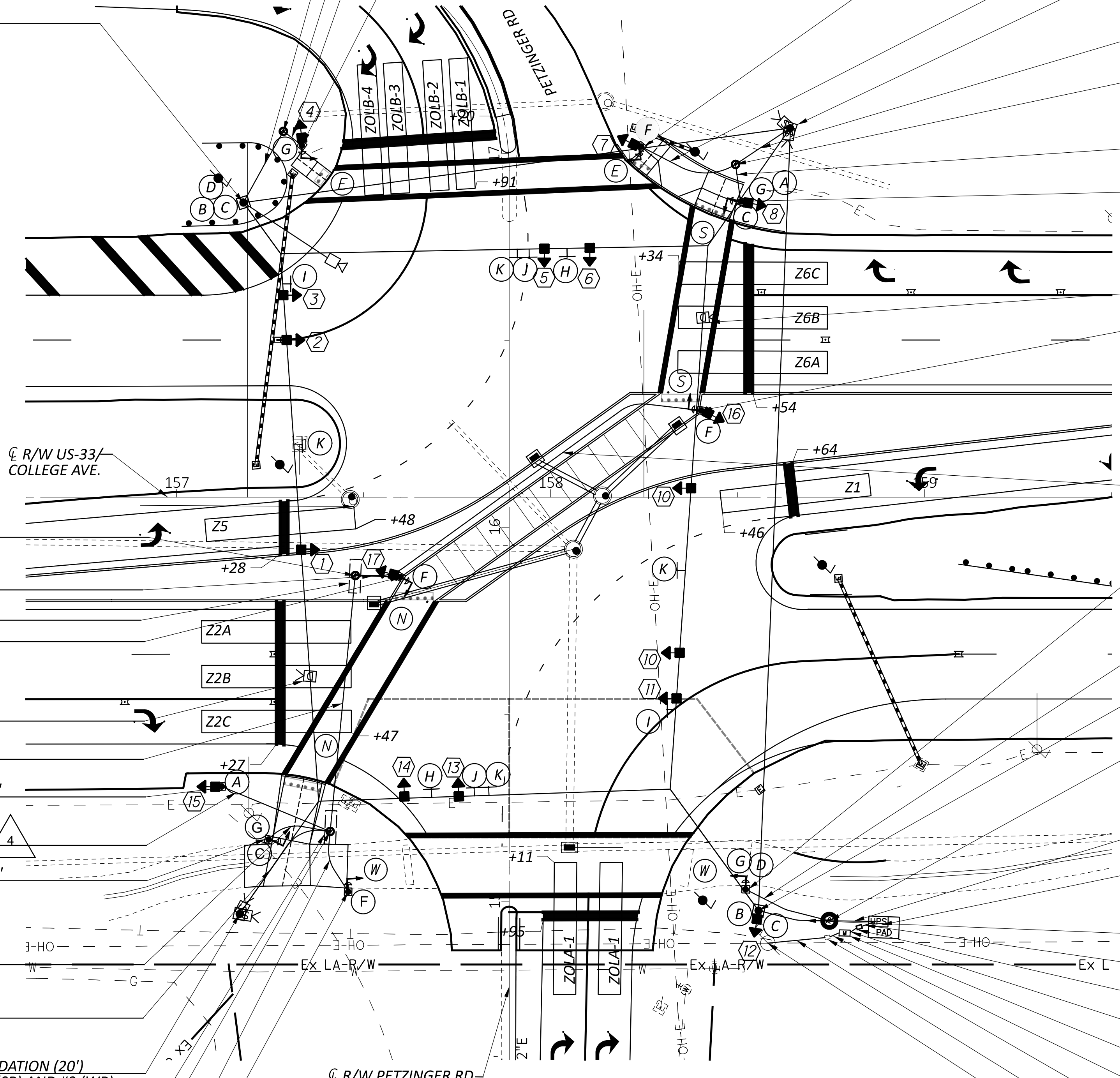
(1) - 2" CONDUIT W/ (1) - 3/C NO. 6 AWG POWER
ENCASED IN TRENCH = 2'

PULL BOX, 12"X18"
STA. 158+74.0, 117.7' RT.

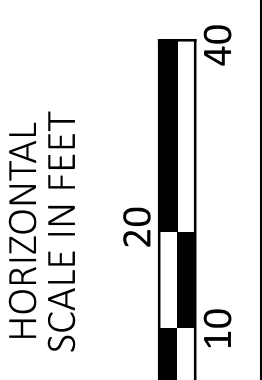
(1) - 2" CONDUIT W/ (1) - 2/C NO. 6 AWG POWER
ENCASED IN TRENCH = 16'

PROPOSED POWER SOURCE
W/ 2" CONDUIT RISER, 725.053
STA. 158+58.14, 119.3' RT

*POWER METER CABINET HOOD SHALL OPEN TOWARDS US33/COLLEGE AVE.



AT THE TIME OF DESIGN, COORDINATION WITH AMERICAN ELECTRIC POWER (AEP) WAS ONGOING. THE RELOCATION AND/OR RAISING OF OVERHEAD POWER LINES IS REQUIRED IN ORDER TO MEET THE MINIMUM CLEARANCE REQUIREMENTS AS SPECIFIED ON OSHA SECTION 1928.1408. IT SHALL BE THE CONTRACTOR AND ODOT'S RESPONSIBILITY TO ENSURE THAT ALL PROPOSED TRAFFIC SIGNAL FACILITIES INCLUDING THE POLES, SIGNAL TETHER, SIGNAL MESSENGER WIRE, AND BRACKET ARMS MEET THE MINIMUM CLEARANCE FROM THE NEUTRAL, SECONDARIES, PRIMARIES, ETC., AS SPECIFIED IN OSHA 1926.1408. ADDITIONALLY, IT SHALL BE THE CONTRACTOR AND ODOT'S RESPONSIBILITY TO ENSURE THAT NO OVERHEAD COMMUNICATION CABLES OBSTRUCT VISIBILITY OF ANY TRAFFIC SIGNAL HEAD OR REST ON OR MAKE ANY CONTACT WITH THE TRAFFIC SIGNAL FACILITIES. THE CONTRACTOR SHALL DEMONSTRATE TO THE ENGINEER THAT THESE CLEARANCE REQUIREMENTS HAVE BEEN SATISFIED PRIOR TO ACCEPTANCE OF THE SIGNAL BY THE CITY. IF THE CLEARANCE REQUIREMENTS CANNOT BE MET, A DESIGN REVISION MAY BE REQUIRED TO REDESIGN THE SIGNAL TO MEET THE REQUIRED CLEARANCES.



TRAFFIC SIGNAL INSTALLATION PLAN
COLLEGE AVE. / U.S. 33 AT PETZINGER RD

DESIGN AGENCY



DESIGNER
AOK

REVIEWER
KMG 12/15/25

PROJECT ID
113744

SHEET TOTAL
P.519 625