

P:\TRA\Certified\US 23 Certified - Scioto Downs Signal Design\Signals\000000CP002.dgn Sheet 5/21/2019 8:23:59 AM CMT031

LEGEND

SIGNAL HEADS:

PR. VEHICULAR

EX. VEHICULAR

RELOCATED VEHICULAR

PR. PEDESTRIAN

EX. PEDESTRIAN

CONTROLLERS AND CABINETS:

EX. CABINET W/PAD

SIGNAL POLES:

EX. STRAIN POLE

PR. PUSHBUTTON

PR. STRAIN POLE

PR. PEDESTAL

PULL BOXES:

PR. PULL BOX

EX. PULL BOX

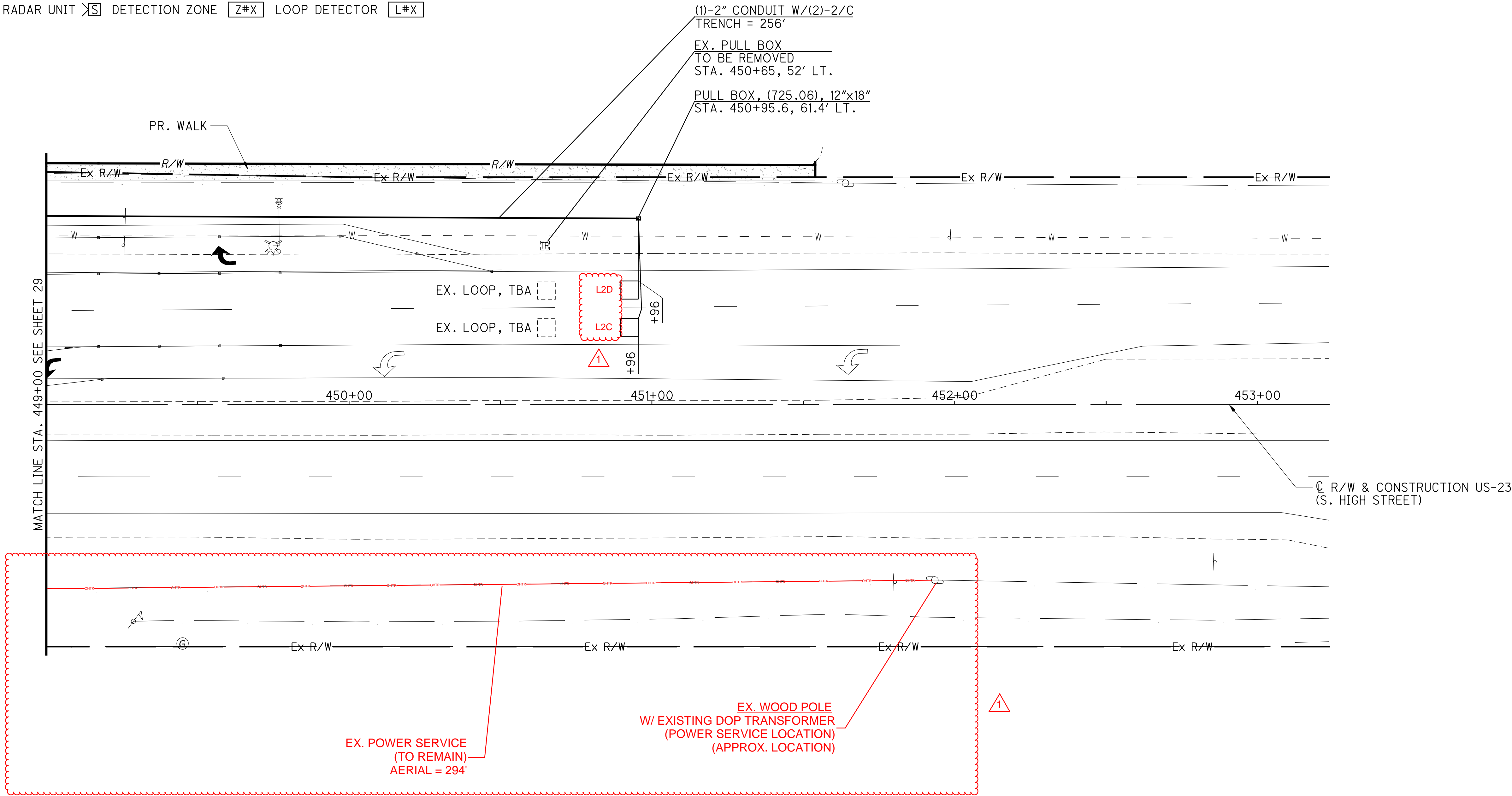
DETECTION:

STOP BAR RADAR UNIT

DETECTION ZONE

LOOP DETECTOR

ADDED LOCATION OF
POWER SERVICE;
UPDATED LOOP LABELS
TO NEW PHASING



- NOTES:
- ALL STATIONING AND OFFSETS FROM C R/W & CONSTRUCTION US-23 (S. HIGH STREET) UNLESS OTHERWISE INDICATED.
 - ABBREVIATIONS
RADAR - RADAR DETECTOR UNIT CABLE
DND - DO NOT DISTURB
TBA - TO BE ABANDONED
TBRLBO - TO BE RELOCATED BY OTHERS
 - THE CONTRACTOR SHALL PLATE/PLUG ALL UNUSED HOLES ON STRAIN POLES TO BE REUSED AFTER REMOVING OR ROTATING EXISTING ATTACHED ITEMS.
 - FOR ADDITIONAL PLAN SHEET NOTES, SEE SHEET 31.
 - FOR TRAFFIC SIGNAL REMOVAL CHART, SEE SHEET 31.

TRAFFIC SIGNAL MODIFICATION PLAN

HIGH ST. AT SCIOTO DOWNS DRIVEWAY

S. HIGH STREET

INTERSECTION

IMPROVEMENTS

30

33

CALCULATED

NAU

CHECKED

JUG

0

20

40

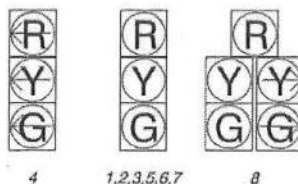
HORIZONTAL

SCALE IN FEET

SYMBOL LEGEND:

---	EX. ELECTRIC CABLE (UNDERGROUND)
---	PROP. ELECTRIC CABLE (UNDERGROUND)
---	EX. GAS LINE
---	PROP. GAS LINE
---	EX. RIGHT-OF-WAY
---	PROP. RIGHT-OF-WAY
SAN---	EX. SANITARY SEWER
SAN---	PROP. SANITARY SEWER
STM---	EX. STORM SEWER
STM---	PROP. STORM SEWER
T---	EX. TELEPHONE CABLE (UNDERGROUND)
T---	PROP. TELEPHONE CABLE (UNDERGROUND)
W---	EX. WATER LINE
W---	PROP. WATER LINE
TR---	EX. TRAFFIC CONDUIT
TR---	PROP. TRAFFIC CONDUIT

---	CATCH BASIN
---	FIRE HYDRANT
---	GAS VALVE
---	LIGHT POLE
---	POWER POLE
---	TELEPHONE POLE
---	WATER VALVE
---	PROPOSED CONTROLLER W/ WORK PAD
---	PROPOSED DETECTOR LOOP
---	PROPOSED PULL BOX
---	PROPOSED SIGNAL POLE
---	EXISTING 3 SECTION SIGNAL HEAD
---	EXISTING 5 SECTION SIGNAL HEAD
---	PROPOSED 3 SECTION SIGNAL HEAD
---	PROPOSED 3 SECTION LEFT TURN SIGNAL HEAD
---	PROPOSED PEDESTRIAN SIGNAL HEAD

PROPOSED VEHICULAR
SIGNAL HEADS
12" (L.E.D.)

NOTE: THE DEVELOPER IS COORDINATING DIRECTLY WITH AEP TO RAISE LINES ON THE WEST SIDE IN ORDER TO PROVIDE PROPER CLEARANCES FOR THE PROPOSED SIGNAL POLES. NO SIGNAL WORK SHALL BEGIN UNTIL AEP HAS COMPLETED THIS WORK.

PROPOSED PEDESTRIAN
SIGNALS
TYPE D2
(L.E.D.)

PROPOSED SIGN LEGEND



NOTE: NO PEDESTRIAN CROSSING IS PERMITTED ACROSS US 23. SEE SIGNING PLAN (SHEETS 29-31) FOR QUANTITIES AND LOCATIONS OF R9-3A SIGNS.

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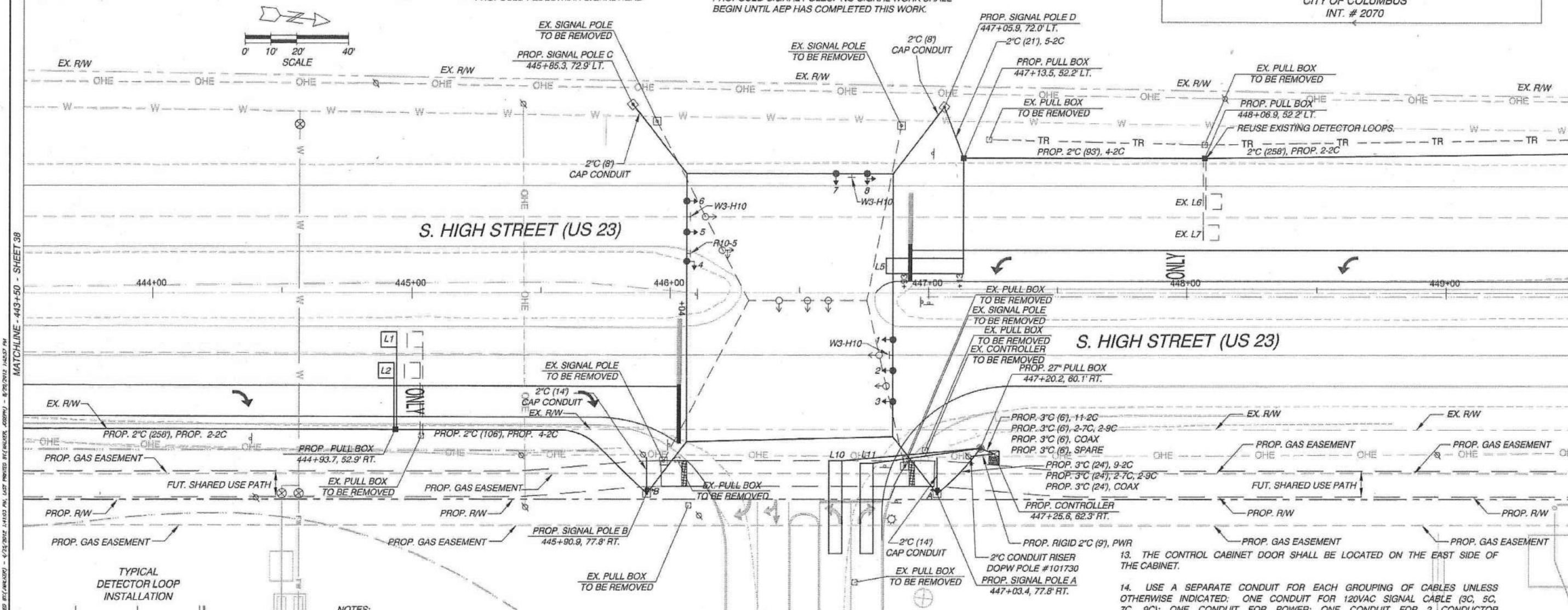
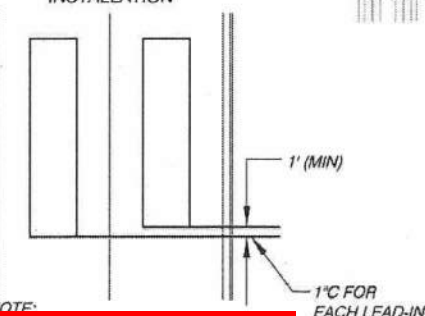
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CITY OF COLUMBUS
INT. # 2070

MATCHLINE - 443+50 - SHEET 38

DATE: 04/23/2012 14:10:03 PM, LAST PRINTED BY: (NICKEL, JORDAN) - 8/29/2012 14:03:57 PM

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TYPICAL
DETECTOR LOOP
INSTALLATION

NOTES:

- ALL CABLES UNLESS SPECIFIED IN THE PLANS ARE TO BE ROUTED INSIDE THE ANCHOR BASE SIGNAL SUPPORT POLE OR PEDESTAL.
- POWER AND SERVICE CABLE SHALL BE CONTINUOUS WITH NO SPLICES EXCEPT AS NOTED.
- FOR SIGNING AND PAVEMENT MARKINGS, SEE SHEETS 29-31.
- CENTER ALL LOOPS IN THE CENTER OF THEIR LANE UNLESS SPECIFIED OTHERWISE. INSTALL LOOPS AFTER THE ASPHALT SURFACE COURSE IS LAID.
- THE TOP OF THE POLE BASE FOUNDATION SHALL BE EDGED USING A 1/2\"/>

- DO NOT ENCASE THE GROUND ROD, THE GROUNDING WIRE OR THE EMT CONDUIT ENDS IN CONCRETE THAT FALL OUTSIDE OF THE FOUNDATION. FULL ACCESS TO THESE ITEMS MUST BE MAINTAINED AT ALL TIMES. PERMANENTLY MARK THE TOP OF CONCRETE, IF VISIBLE, WITH A MARKER OR SYMBOL SO THE ROD LOCATION CAN BE KNOWN BY OTHERS.
- THE CONTRACTOR SHALL NOT INSTALL POLE FOUNDATIONS UNTIL THE POLE LOCATION AREA IS AT FINISHED GRADE.
- UNDERGROUND CONDUIT AND TRENCH THAT ARE UNDER PROPOSED SIDEWALK OR ROADWAY AREAS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF SIDEWALKS OR ANY ASPHALT OR CONCRETE ROADWAY COURSE.
- THE CONTRACTOR SHALL PROVIDE AND INSTALL POWER AND/OR SERVICE CABLE BETWEEN THE CONTROL CABINET AND THE DESIGNATED POWER SOURCE LOCATION. THE DUPLEX POWER SERVICE CABLE SHALL BE RUN SEPARATELY AND SHALL NOT BE BUNDLE WITH ANY OTHER CABLE.
- FOR CONTINUATION OF CONDUIT, SEE SHEET 38.

- THE CONTROL CABINET DOOR SHALL BE LOCATED ON THE EAST SIDE OF THE CABINET.
- USE A SEPARATE CONDUIT FOR EACH GROUPING OF CABLES UNLESS OTHERWISE INDICATED: ONE CONDUIT FOR 120VAC SIGNAL CABLE (3C, 5C, 7C, 9C); ONE CONDUIT FOR POWER; ONE CONDUIT FOR 2 CONDUCTOR CABLE (LOOP & PUSHBUTTON); AND ONE CONDUIT FOR INTERCONNECT CABLE (TWISTED PAIR, FIBER OPTICS OR COAX). ANY OTHER LOW VOLTAGE CABLE NOT SPECIFIED ABOVE CAN BE PLACED IN THE 2 CONDUCTOR CABLE CONDUIT. POWER CABLE IF NOT IN ITS OWN CONDUIT CAN BE PLACED IN THE SIGNAL CABLE CONDUIT.
- UNLESS OTHERWISE SPECIFIED THE FOLLOWING SHALL APPLY. A PREFORMED PVC CONDUIT ELBOW SHALL BE USED TO CHANGE THE PVC CONDUIT DIRECTION BEYOND WHAT ITS NATURAL BENDING FLEX WOULD YIELD. RIGID METAL CONDUIT CAN BE BENT TO FORM AN ELBOW OR ANY OTHER BENDING ANGLE REQUIRED ONLY IF A PROPER CONDUIT BENDING MACHINE IS USED. THE ELBOW RADIUS FOR ANY NON-INTERCONNECT CONDUIT SHALL BE 24\"/>

MATCHLINE - 449+50 - SHEET 39

S. HIGH STREET

FROM A POINT ±1.50' NORTH OF LONDON-GROVEPORT RD.
TO A POINT ±7.41' SOUTH OF RATHMELL RD.

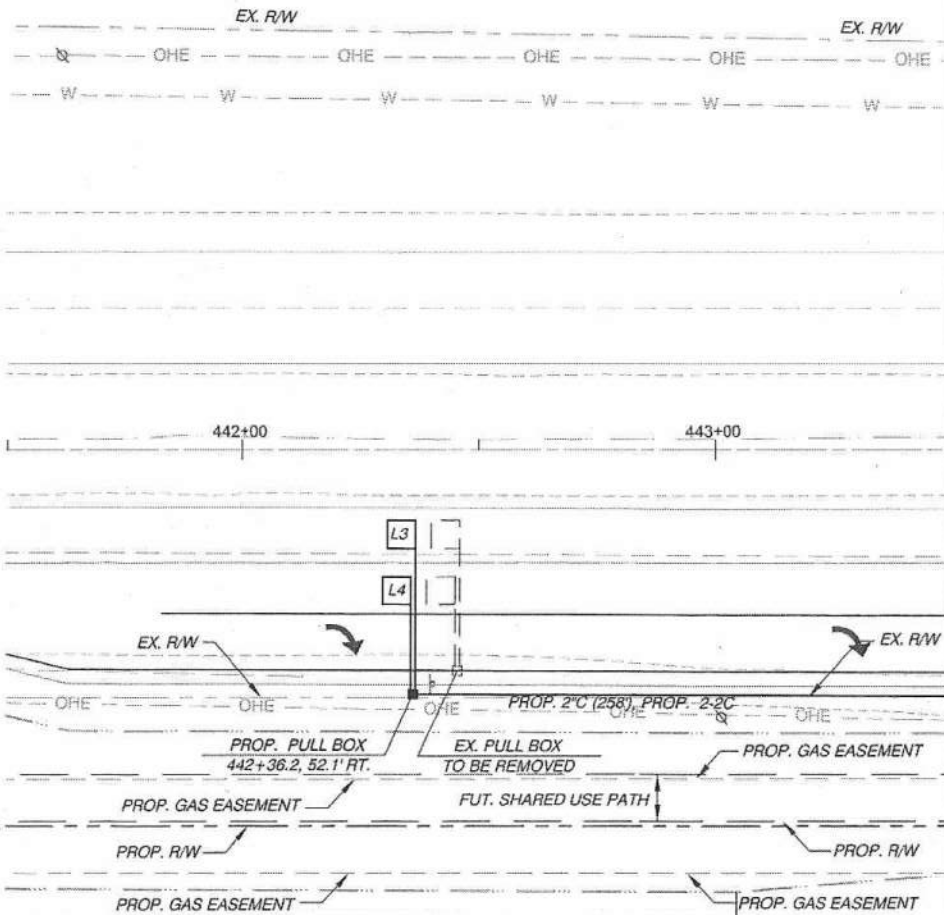
TRAFFIC SIGNAL PLAN S. HIGH ST.
(U.S. 23) AT SOUTH DRIVE (PRIVATE)

Civil & Environmental Consultants, Inc.
1740 Cedar Plaza, Suite 100 - Columbus, OH 43260
614-261-9600
www.cedire.com

DATE: APR 2012
PROJECT NO: 111-402
DRAFT
CHECKED BY: [Signature]
BTW

2946-E

37
39



FIELD WIRING HOOK-UP CHART

SIGNAL HEAD #	INDICATION	DRIVEN BY	FLASH
1,2,3 (NB)	R	Ø1	R
	Y	Ø1	
	G	Ø1	
4 (SBLT)	R	Ø4	R
	Y	Ø4	
	G	Ø4	
5,6 (SB)	R	OLA	R
	Y	OLA	
	G	OLA	
7 (WB)	R	Ø3	R
	Y	Ø3	
	G	Ø3	
8 (WBRT)	R	Ø3	R
	Y	Ø3	
	G	Ø3	
A,B	W	Ø1 W	OUT
	DW	Ø1 DW	

OLA = Ø1 + Ø4

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PED UNIT FIELD WIRING HOOKUP

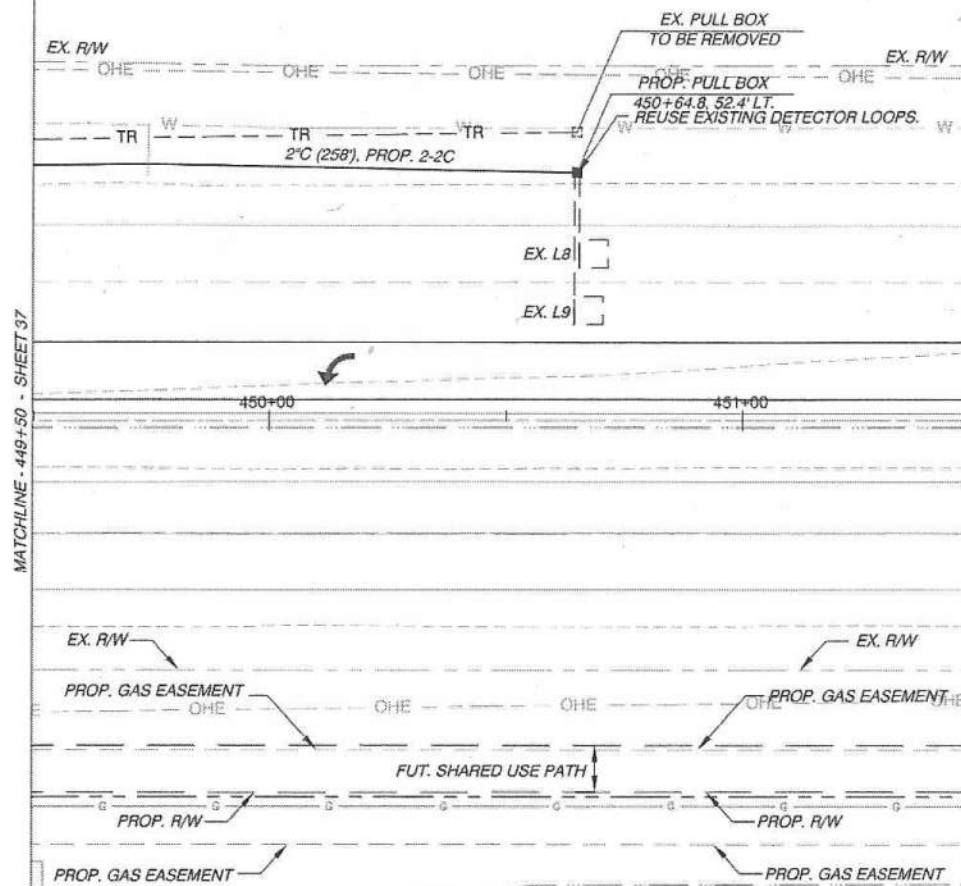
5-6-02

PED UNIT LOCATION	CROSSWALK DISPLAY	WIRE COLOR
SOUTH	WALK	BLACK
CROSSWALK	DONT WALK	ORANGE
WEST	WALK	GREEN
CROSSWALK	DONT WALK	RED
NORTH	WALK	BLUE
CROSSWALK	DONT WALK	WHITE W/BLACK TRACER
EAST	WALK	GREEN W/BLACK TRACER
CROSSWALK	DONT WALK	RED W/BLACK TRACER

SIGNAL HEAD & CABINET FIELD WIRING HOOKUP

SIGNAL DISPLAY	WIRE COLOR	PER APPROACH
THRU R	RED	
THRU Y	ORANGE	
THRU G	GREEN	
L/T-R	BLACK	
L/T-Y	WHITE W/BLACK TRACER	
L/T-G	BLUE	
R/T-R	NOT USED BY CITY	
R/T-Y	RED W/BLACK TRACER	
R/T-G	GREEN W/BLACK TRACER	

WHITE SHALL BE USED FOR THE COMMON. SPLICE ALL WIRES IN THE SIGNAL HEAD OR PED UNIT. USE A #14 AWG 2 WIRE SPADE TERMINAL FOR EVERY 2 WIRES PER CONNECTION AND A #14 AWG 1 WIRE SPADE TERMINAL FOR EACH SINGLE WIRE CONNECTION TO CONNECT ALL WIRES TO ALL FIELD TERMINALS. USE BUTT SPLICES ON ALL THROUGH WIRES. ALL UNUSED WIRES SHALL BE SPLICED THROUGH AND SHALL HAVE A DEAD-END TERMINAL AT THE END OF THE WIRE.



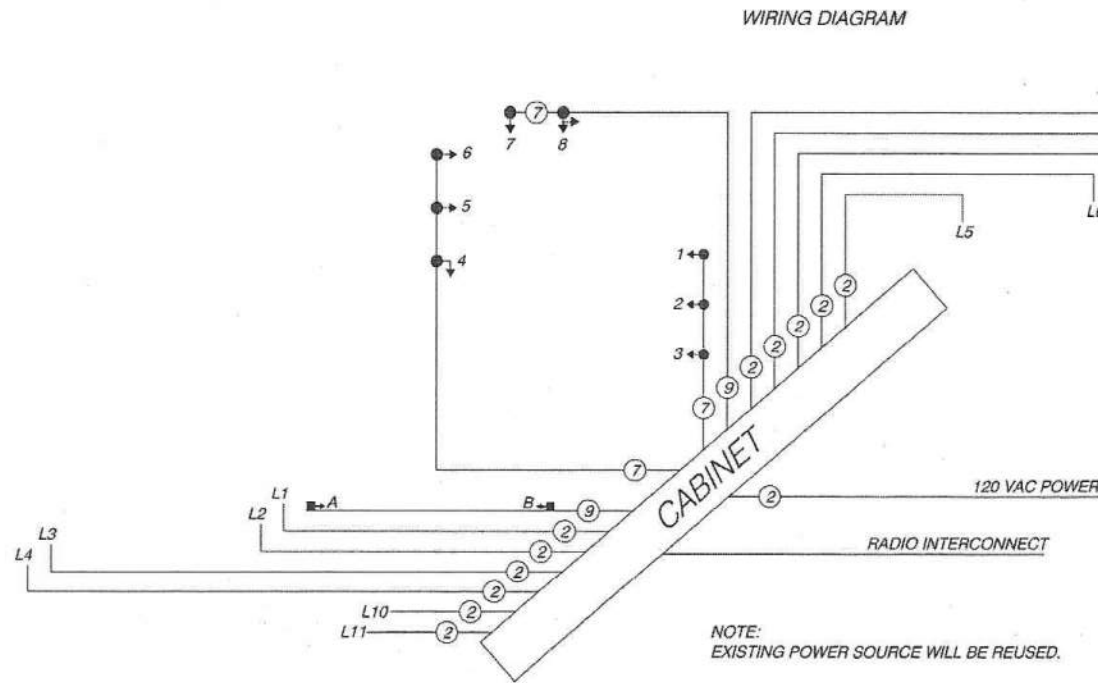
TIMING CHART

PHASE	Ø1	Ø2	Ø3	Ø4
MOVEMENT	NB-SB	WB	SB	
MIN GREEN	15	10	7	
PASS/EXT	2.0	3.7	3.7	
MAX GRN 1	60	50	40	
MAX GRN 2	60	50	40	
YELLOW	5.0	3.6	3.6	
RED CLR	2.0	2.1	2.8	
WALK	7	-	-	
PED CLR	25	-	-	
PED RECALL	ON	OFF	OFF	
VEH RECALL	MIN	OFF	OFF	
MEMORY	ON	OFF	OFF	

NOTES:
INITIALIZE IN Ø1 GREEN
Ø1 VEHICLE CALL JUMPERED TO GROUND

NOTES:

- SET CONFLICT MONITOR FOR 10 SEC FLASH.
- SET ALL MAINLINE FAR (F) LOOP CHANNELS ON PRESENCE MODE. SET EXTENSION TIME TO 2.0 SECONDS ON ALL FAR (F) LOOP UNITS. SET ALL PRESENCE LOOP CHANNELS TO COUNT MODE.
- ALL LOOP SPADE TERMINALS SHALL HAVE THE LOOP HOMERUN WIRE SOLDERED TO THE SPADE TERMINAL. THE LOOP HOMERUN WIRES SHALL BE TWISTED TOGETHER AS CLOSE TO THE SPADE TERMINAL SCREWS AS POSSIBLE. THE CABLE DRAIN WIRE SHALL BE CONNECTED TO THE CLOSEST GROUNDING POINT. SOLDER THE LOOP WIRE AND HOMERUN CONNECTION.
- BACK PANEL WIRING (FRONT SIDE JUMPERS ONLY)
 - HARD WIRE 'PED RECYCLE' AND 'REST-IN-WALK' TO GROUND.
 - USE DIODES TO PREVENT FEEDBACK ON MULTI-USE TERMINALS.
- CONTROLLER SOFTWARE PROGRAMMING
 - INITIALIZE IN Ø1 GREEN
 - ENABLE ACTUATED REST-IN-WALK. ACTIVATE PHASE Ø1.



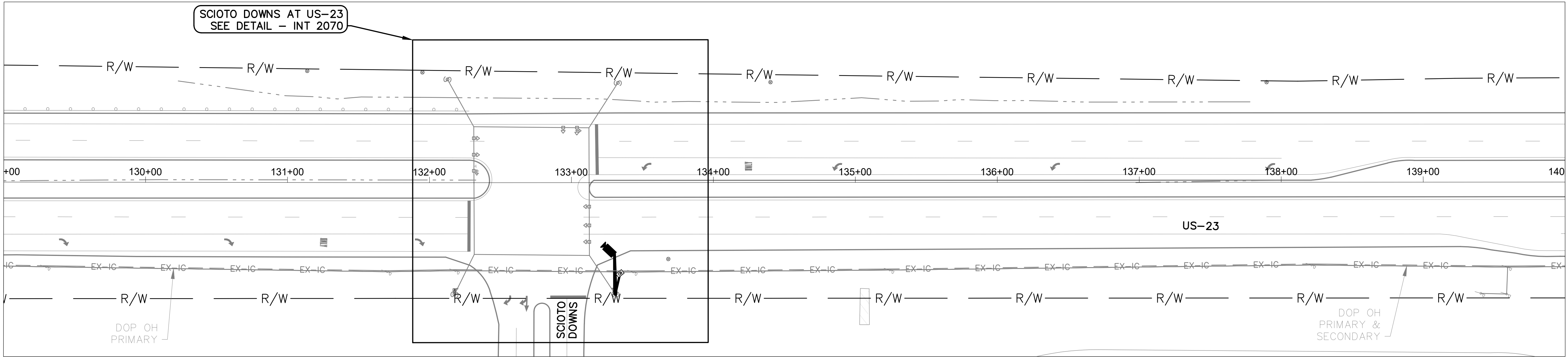
DRAWN BY: BTW
CHECKED BY: DRAFT
APPROVED BY: DRAFT
PROJECT NO: 111-482
DATE: APR 2012

Civil & Environmental Consultants, Inc.
2240 Glen Place, Suite 100 - Columbus, OH 43220
614-461-4668
www.cedcinc.com

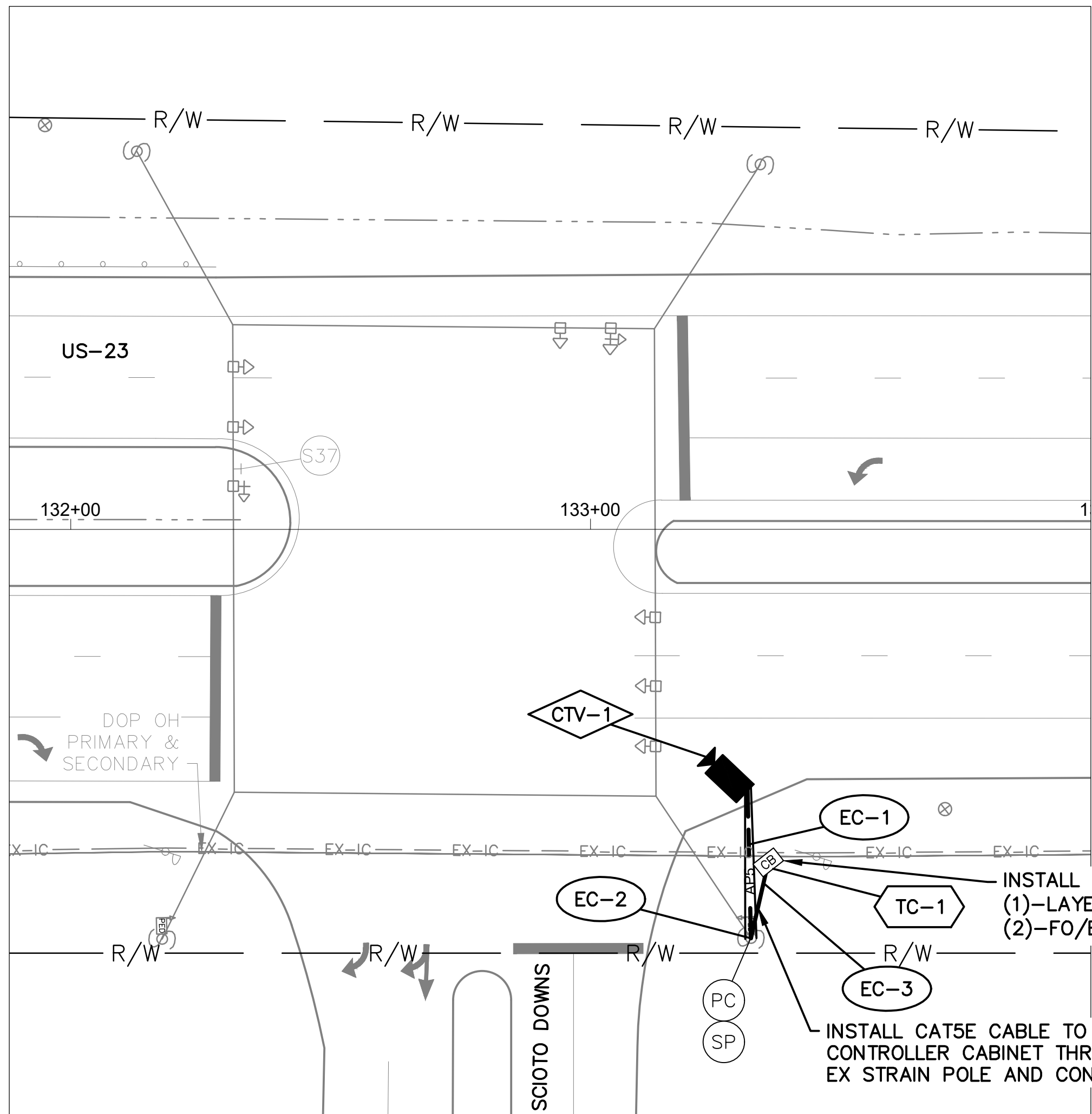
TRAFFIC SIGNAL PLAN S. HIGH ST.
(U.S. 23) AT SOUTH DRIVE (PRIVATE)

S. HIGH STREET
FROM A POINT ±1,504' NORTH OF LONDON-GROVEPORT RD.
TO A POINT ±1,410' SOUTH OF RATHMELL RD.

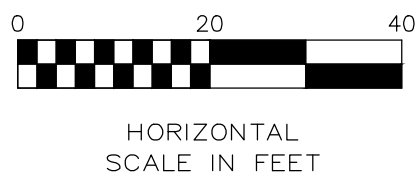
J:\Jobs\63721 CTSS Phase E\TECHPROD\Sheets\CTSS_PHE_Trip4_US-23_INTERCONNECT.dwg -- HIGH-10 layout -- last saved by: neeling 03/30/2022 01:02pm -- printed 06/08/2022 03:01pm PSLTS: 1 LTS: 1 CAS: 1:1



US-23 BETWEEN STATION 129+00 AND 140+00



DETAIL - INT 2070



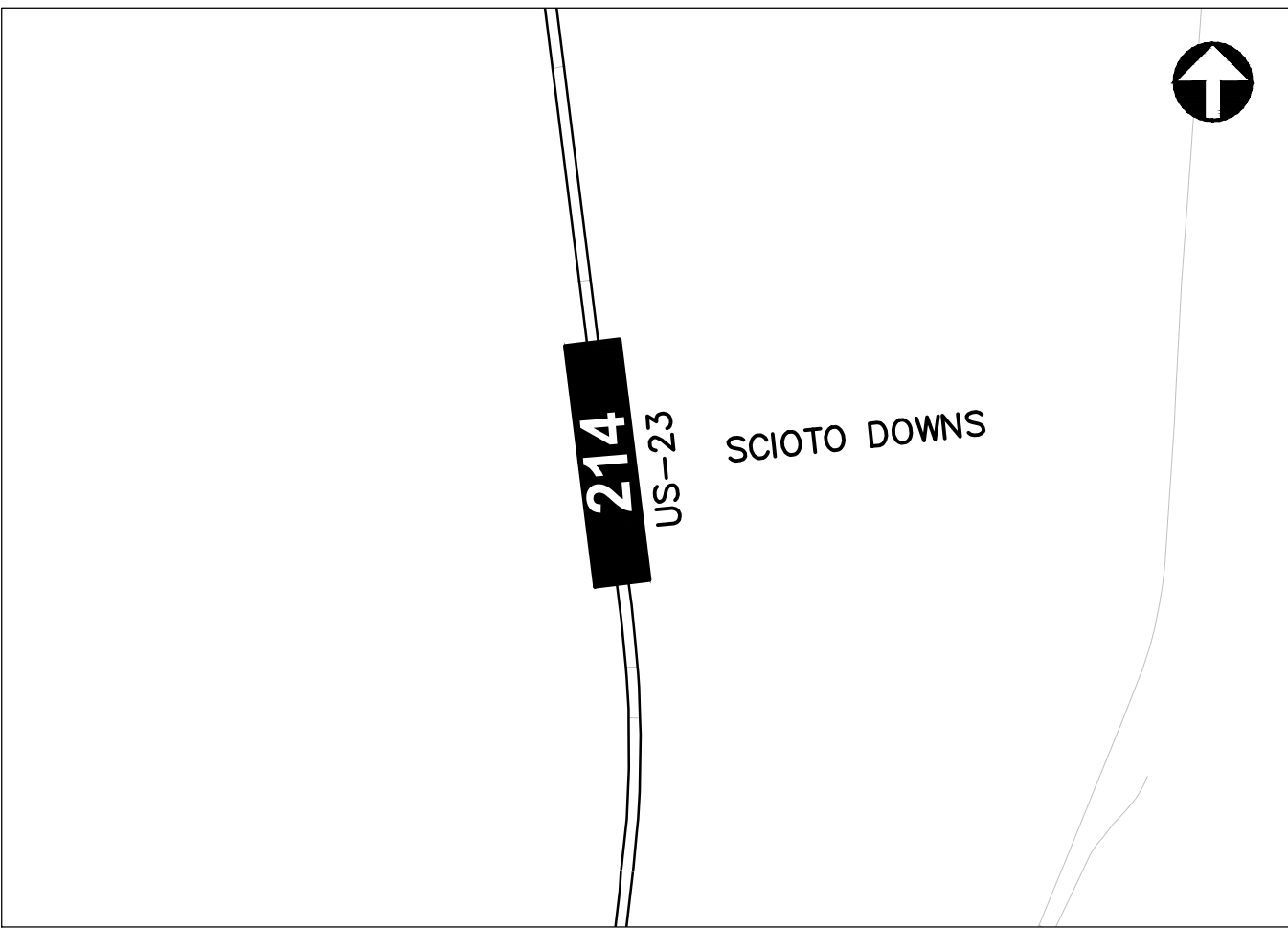
NOTES:

1. SEE SHEET 216 FOR QUANTITIES.
2. SEE SHEETS 628 & 818 FOR COMMUNICATION DETAILS.



CITY OF COLUMBUS UTILITY LEGEND

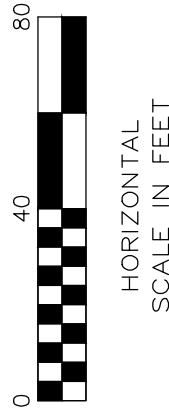
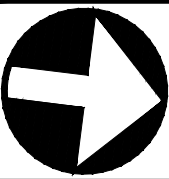
- ☐ SEWER
- ☐ WATER
- ☒ POWER
- ☐ LIGHTING



REFER TO SHEET 14 FOR INTERCONNECT SHEET INDEX

KEY PLAN
NOT TO SCALE

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CIP: 540007-100012
PID NUMBER: 99733

INTERCONNECT PLAN
US-23 BETWEEN STA. 129+00 AND 140+00, INT 2070

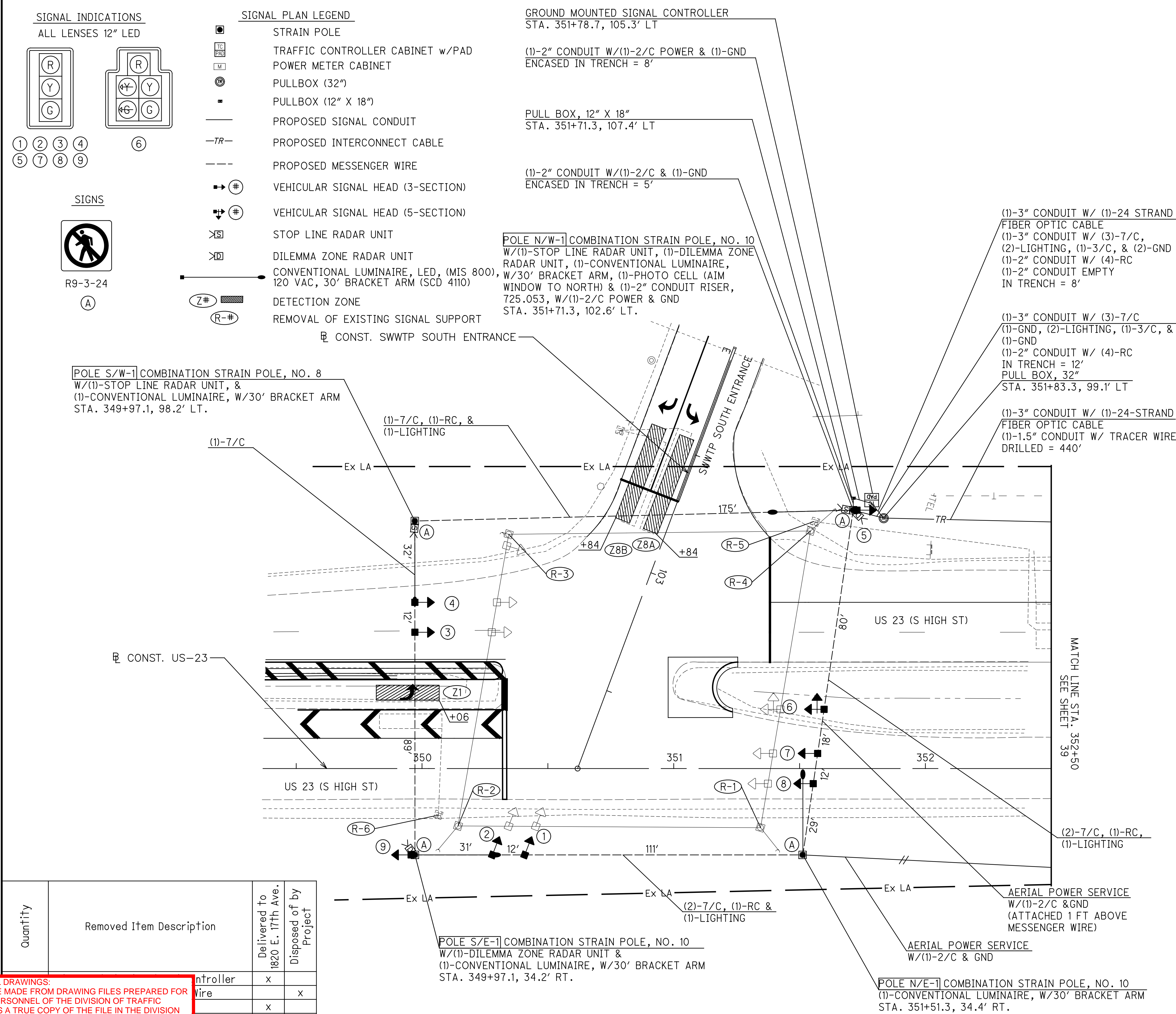
CITY OF COLUMBUS TRAFFIC SIGNAL SYSTEM
(CTSS) PHASE E - CONSTRUCTION AS-BUILT

214
915

3378-E

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- GENERAL NOTES:**
- N/A
 - N/A
 - ALL CABLES, UNLESS SPECIFIED IN THE PLANS, ARE TO BE ROUTED INSIDE THE ANCHOR BASE SIGNAL SUPPORT POLE OR PEDESTAL. CABLES NOT SERVING A GIVEN POLE OR PEDESTAL SHALL NOT BE ROUTED THROUGH THE POLE.
 - POWER, SERVICE AND INTERCONNECT CABLE SHALL BE CONTINUOUS WITH NO SPLICES, EXCEPT AS NOTED.
 - FOR SIGNING AND PAVEMENT MARKINGS, SEE SHEET 26.
 - CENTER ALL DETECTION ZONES IN THE CENTER OF THEIR LANE, UNLESS SPECIFIED OTHERWISE.
 - THE TOP OF THE POLE BASE FOUNDATION SHALL BE EDGED USING A 1/2" SIDEWALK EDGER INSTEAD OF BEING CHAMFERED.
 - THE CITY OF COLUMBUS SHALL APPROVE BOLT ALIGNMENT, POLE/PEDESTAL FOUNDATION LOCATION, AND ELEVATION PRIOR TO THE CONTRACTOR INSTALLING THE FOUNDATION.
 - TAGGING OF CABLE IN THE PULL BOX IMMEDIATELY ADJACENT TO THE CONTROL CABINET IS NOT REQUIRED EXCEPT FOR TAGGING OF CERTAIN CABLE AS DIRECTED BY THE PROJECT ENGINEER, OR AS PER PLAN.
 - DO NOT ENCASE THE GROUND ROD, THE GROUNDING WIRE, OR THE EMT CONDUIT ENDS IN CONCRETE THAT FALL OUTSIDE OF THE FOUNDATION. FULL ACCESS TO THESE ITEMS MUST BE MAINTAINED AT ALL TIMES. PERMANENTLY MARK THE TOP OF FOUNDATION CONCRETE, WITH A MARKER OR SYMBOL SO THE ROD LOCATION CAN BE IDENTIFIED BY OTHERS.
 - N/A
 - THE CONTRACTOR SHALL NOT INSTALL POLE FOUNDATIONS UNTIL THE POLE LOCATION AREA IS AT FINISHED GRADE.
 - UNDERGROUND CONDUIT AND TRENCH THAT ARE UNDER PROPOSED SIDEWALK OR ROADWAY AREAS SHALL BE INSTALLED PRIOR TO THE PLACEMENT OF SIDEWALKS OR ANY ASPHALT OR CONCRETE ROADWAY COURSE.
 - THE CONTRACTOR SHALL PROVIDE AND INSTALL POWER CABLE/CONDUIT FROM THE TRAFFIC SIGNAL CONTROLLER CABINET, THROUGH THE POWER METER CABINET, AND TO THE POWER/WOOD POLE AT STA. 353+46, 51.0' RT. COIL ENOUGH CABLE AT THE BOTTOM OF THE POWER POLE TO REACH THE POWER HOOK-UP POINT ON THE POLE.
 - THE CONTRACTOR SHALL PROVIDE AND INSTALL POWER CABLE/CONDUIT FROM THE TRAFFIC SIGNAL CONTROLLER CABINET TO THE EXISTING POLE MOUNTED TRANSFORMER.
 - FOR INTERCONNECT ITEMS SEE INTERCONNECT SHEETS 39 - 47.
 - FOR CONTINUATION OF CONDUIT, SEE SHEETS 39 - 40.
 - THE CONTROL CABINET DOOR SHALL BE LOCATED ON THE WEST SIDE OF THE CABINET
 - THE CABINET FOUNDATION SHALL BE PLACED ADJACENT TO THE BACK OF THE SIDEWALK. THE TOP SURFACE OF A CABINET FOUNDATION LOCATED NEXT TO SIDEWALK AREAS SHALL BE 4" ABOVE THE SURROUNDING WALK. EXPANSION MATERIAL SHALL BE USED BETWEEN ALL FOUNDATIONS AND ADJACENT SIDEWALKS. WORK PAD SIZE SHALL BE 48"W X 36"D X 4"H.
 - USE A SEPARATE CONDUIT FOR EACH GROUPING OF CABLES UNLESS OTHERWISE INDICATED: ONE CONDUIT FOR 120VAC SIGNAL CABLE (3/C, 7/C, 9/C); ONE CONDUIT FOR POWER; ONE CONDUIT FOR 2 CONDUCTOR CABLE (LOOP & PUSHBUTTON); AND ONE CONDUIT FOR INTERCONNECT/COMMUNICATIONS CABLE (TWISTED PAIR, FIBER OPTICS OR COAX). ANY OTHER LOW VOLTAGE CABLE NOT SPECIFIED ABOVE CAN BE PLACED IN THE 2 CONDUCTOR CABLE CONDUIT. POWER CABLE MUST BE PLACED IN ITS OWN CONDUIT.
 - UNLESS OTHERWISE SPECIFIED THE FOLLOWING SHALL APPLY. A PREFORMED PVC CONDUIT ELBOW SHALL BE USED TO CHANGE THE PVC CONDUIT DIRECTION BEYOND WHAT ITS NATURAL BENDING FLEX WOULD YIELD. RIGID METAL CONDUIT CAN BE BENT TO FORM AN ELBOW OR ANY OTHER BENDING ANGLE REQUIRED ONLY IF A PROPER CONDUIT BENDING MACHINE IS USED. THE ELBOW RADIUS FOR ANY NON-INTERCONNECT CONDUIT SHALL BE 24" OR LARGER WHEN USED IN A HORIZONTAL OR VERTICAL MANNER. ANY TYPE OF ELBOW USED FOR INTERCONNECT CONDUIT SHALL HAVE A RADIUS OF 36" OR LARGER WHEN USED IN A HORIZONTAL DIRECTION OR IN A VERTICAL DIRECTION WHEN THE TRENCH IS 36" OR DEEPER. IF THE TRENCH IS LESS THAN 36" THEN THE VERTICAL ELBOW RADIUS SHALL BE 24".
 - ALL CLAMPS AND BANDING MATERIAL SHALL BE PAINTED TO MATCH THE SIGNAL SUPPORTS.
 - N/A
 - N/A
- SIGNAL NOTES:**
- EXISTING LOOP DETECTORS ARE TO BE ABANDONED.

Quantity	Removed Item Description	Delivered to 1820 E. 17th Ave.	Disposed of by Project
	Signal Controller	x	
	Interconnect Wire		x
		x	
		x	
		x	
			x

N

0

20

40

HORIZONTAL

SCALE IN FEET

CALCULATED

BPT

CHECKED

EMW

TRAFFIC SIGNAL INSTALLATION PLAN

HIGH ST AT SWWTP

SOUTHERLY SIGNAL REPLACEMENT

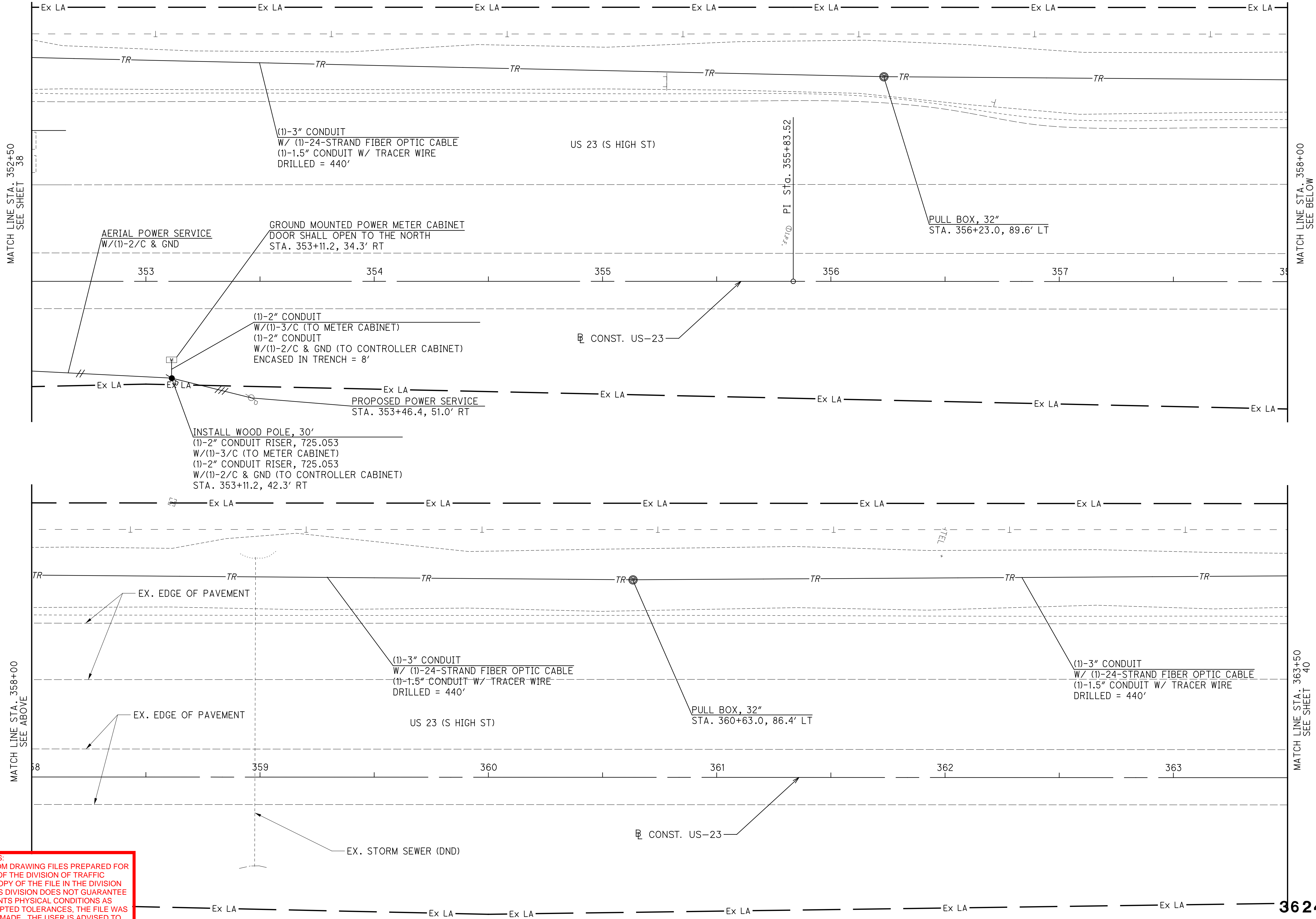
38

47

3624-E

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10

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CALCULATED

BPT

CHECKED

EMW

TRAFFIC SIGNAL PLAN

US-23

SOUTHERLY SIGNAL

REPLACEMENT

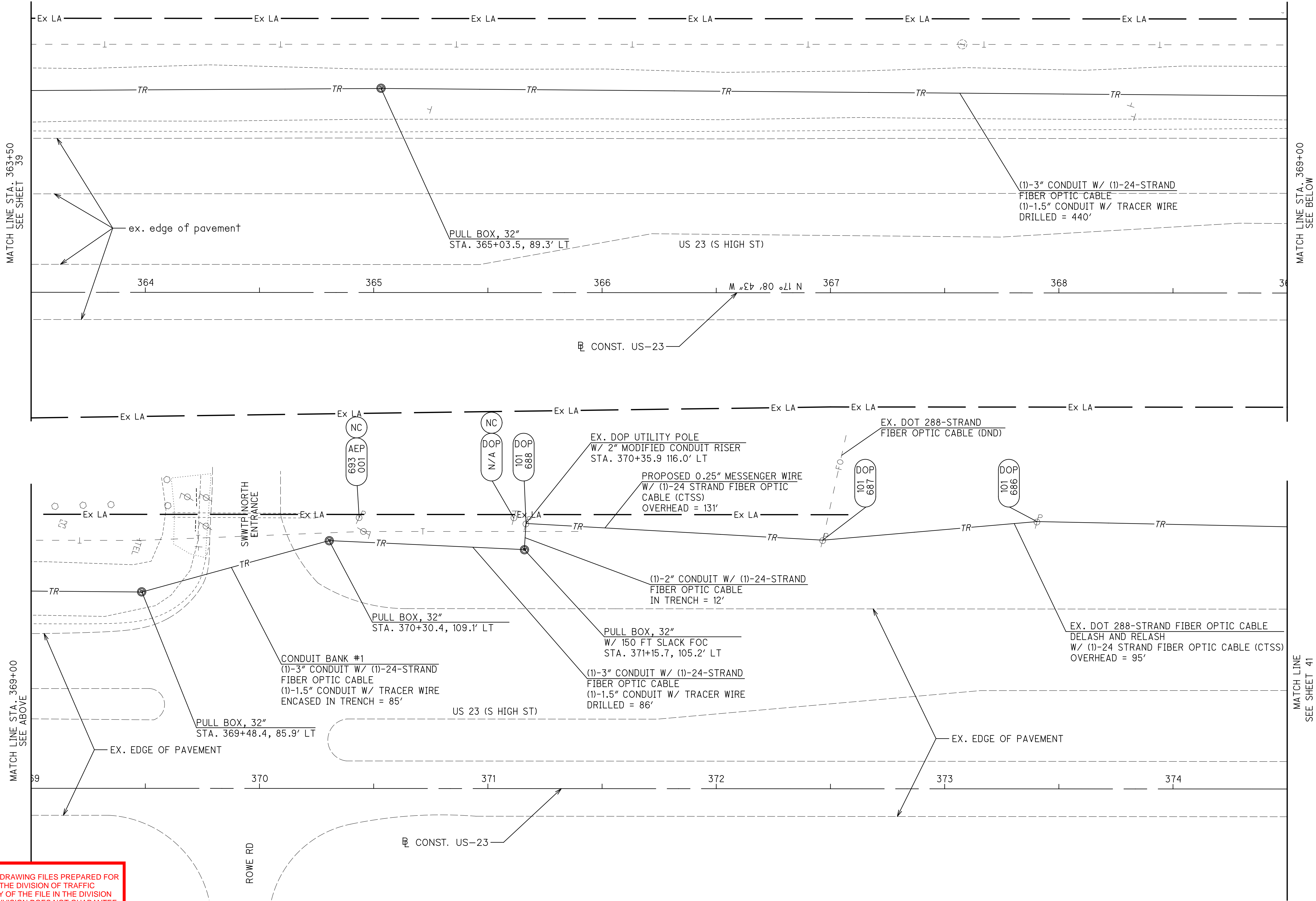
39

47

3624-E

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CALCULATED
BPT

CHECKED
EMW

0 20 40

HORIZONTAL
SCALE IN FEET

SOUTHERLY SIGNAL
REPLACEMENT

TRAFFIC SIGNAL PLAN
US-23

40
47

3624-E