

TRAFFIC SIGNAL LEGEND

EXISTING	PROPOSED	
		TRAFFIC SIGNAL CONTROLLER
		ELEC. CONDUIT (SIZE NOTED ON PLANS)
		SIZE II PULL BOX
		SIZE II PULL BOX WITH APRON
		SIZE III PULL BOX
		SIZE III PULL BOX WITH APRON
		VEHICULAR SIGNAL HEAD WITH BACKPLATE
		PEDESTRIAN SIGNAL HEAD
		VIDEO DETECTION CAMERA
		OPTICAL DETECTOR SYMBOL
		PEDESTRIAN PUSH BUTTON
		MAST ARM MOUNTED SIGN
		PEDESTAL POLE
		SERVICE POLE
		MAST ARM WITH POLE AND LUMINAIRE
		SIGNAL HEAD NUMBER (SEE TABLE #1)
		VIDEO DETECTION AREA

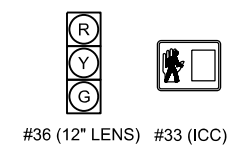
TABLE #4 EXISTING SIGNAL EQUIPMENT TO BE REMOVED

STATION	OFFSET	COMMENT
18+03	41' LT	SPAN POLE
18+10	48' RT	SPAN POLE
18+10	48' RT	CONTROLLER
18+61	52' RT	SPAN POLE
18+66	35' LT	SPAN POLE

TABLE #1 SIGNAL HEADS

SIGNAL HEAD NUMBER	NUMBER & TYPE	MOUNTING	VISOR	BACKPLATE
1-8	8 - #36 (12" LENS) (S-6)	MAST ARM	V-1	B-2
9-16	8 - #33 (ICC) (S-20)	CLAMP	N/A	N/A

SIGNAL HEAD DIAGRAMS



- NOTES:
- VIDEO VEHICLE DETECTION WILL BE PROVIDED FOR THIS INTERSECTION. THE DETECTOR LOOPS SHOWN ON THE PAVEMENT ARE SHOWN ONLY TO DEPICT THE AREAS OF DETECTION FOR THE VIDEO DETECTION UNITS ALONG WITH THE PHASES THAT EACH VIDEO DETECTOR UNIT WILL CALL.
 - EXISTING CONDUITS TO BE ABANDONED.
 - THE PLACEMENT OF THE PEDESTRIAN PUSH BUTTONS AND SIGNAL HEADS SHALL BE INSTALLED ON THE POLES SUCH THAT THE SIGNAL HEADS ARE VISIBLE FROM THE CROSSWALK AND THE PUSH BUTTONS ARE UNOBSTRUCTED AND ADJACENT TO AND WITHIN 10" MAXIMUM TO A LEVEL, ALL-WEATHER SURFACE, AND NO MORE THAN 10' MAXIMUM FROM THE FACE OF CURB AT RAMP, TO PROVIDE ACCESS FROM A WHEELCHAIR. THE PUSH BUTTONS ARE TO BE MOUNTED ON THE SIDE OF THE POLE CLOSEST TO THE CORRESPONDING CROSSWALK.

TABLE #3 ELECTRICAL CABLE TO CONTROLLER "A" LOCATION

B - 20C#14/7C#14/2C#12UF/VIDEO/OC/#12 THHN GREEN/#6 THHN GREEN
D - 20C#14/7C#14/2C#12UF/VIDEO/OC/#12 THHN GREEN/#6 THHN GREEN
E - 20C#14/7C#14/2C#12UF/VIDEO/OC/#12 THHN GREEN/#6 THHN GREEN
F - 7C#14/4C#14/#12 THHN GREEN/#6 THHN GREEN
G - 7C#14/4C#14/#12 THHN GREEN/#6 THHN GREEN
H - 20C#14/7C#14/2C#12UF/VIDEO/OC/#12 THHN GREEN/#6 THHN GREEN

CABLE TERMINAL IDENTIFICATION CODE

EXAMPLE: B - 12C
(B) SIGNAL POLE LOCATION
(12C) TWELVE CONDUCTOR CABLE

TABLE #2 MAST ARMS AND POLES

POLE	STATION	OFFSET	POLE TYPE	MAST ARM	FOOTING
* B	18+11.67	57.0' LT	SIGNAL POLE (30' HT.)	54' T.S.	S-54/58
C	18+20.82	49.3' LT	PEDESTAL POLE (10' HT.)	-	F-1
* D	18+21.81	48.3' LT	SIGNAL POLE (30' HT.)	50' T.S.	S-42/50
E	18+07.35	61.2' RT	SIGNAL POLE (30' HT.)	62' T.S.	S-62/70
F	17+21.19	60.1' RT	PEDESTAL POLE (10' HT.)	-	F-1
G	17+14.45	52.1' RT	PEDESTAL POLE (10' HT.)	-	F-1
* H	17+13.70	47.3' RT	SIGNAL POLE (30' HT.)	50' T.S.	S-42/50
I	17+21.20	56.2' RT	PEDESTAL POLE (10' HT.)	-	F-1

* MAST ARM LENGTH ALLOWS FOR FUTURE LEFT TURN SIGNAL.

TABLE #5 6'X6' VIRTUAL LOOPS

SPEED (MPH)	DISTANCE (FEET)
30	220
35	256
40	293
45	330

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DESIGN	CEM	05/20	OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	TCC	05/20	
CHECKED	CEM	05/20	
APPROVED	CEM	05/20	
SQUAD	GARVER		
COUNTY	TULSA	HIGHWAY UNION AVE STATE JOB NO. 29694(04)	SHEET NO. T017

SIGNAL PLAN (UNION AT SKELLY)

