

SIGNAL FACE CHART

FACE	R	Y	G
2-1, 2-2, 2-3	●	●	●
4-1, 4-2, 4-3	●	●	●
6-1, 6-2, 6-3	●	●	●
8-1, 8-2, 8-3	●	●	●

ALL SIGNAL INDICATIONS SHALL BE 12" AND SHALL BE LED. ALL SIGNAL FACES SHALL HAVE A BACKGROUND SHIELD. ALL SIGNAL HEADS SHALL BE BLACK POLYCARBONITE.

LOOP DETECTOR CHART

NUMBER	FUNCTION	SIZE	LOCATION
D2-1	1	6'x6'	120'
D2-2	1	2-6'x6'	5',20'
D4-1	1	6'x6'	120'
D4-2	7	6'x6'	0'
D4-3	1	2-6'x6'	5',20'
D4-4	1	2-6'x6'	5',20'
D6-1	1	6'x6'	120'
D6-2	1	2-6'x6'	5',20'
D8-1	1	6'x6'	120'
D8-2	7	6'x6'	0'
D8-3	1	2-6'x6'	5',20'
D8-4	1	2-6'x6'	5',20'

-ALL LOOP DETECTORS SHALL BE 6' X 6' NMC UNLESS OTHERWISE SPECIFIED
 -LOCATION: DISTANCE FROM CROSSWALK/STOP LINE IN FEET
 -DETECTOR FUNCTION
 1-CALL & EXTEND
 7-DELAY CALL IMMEDIATE EXTEND

NOTES:

- SEE SPECIAL PROVISIONS FOR STATE FURNISHED MATERIALS, LED VEHICLE INDICATIONS, PAINTING OF SIGNAL SYSTEM AND SALVAGED ITEMS. EXACT LOCATION OF HANDHOLES, POLES, LOOP DETECTORS AND CABINET SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- A 3/4 INCH HALF COUPLING, 3/4 INCH PIPE NIPPLE AND CONDUIT OUTLET BODY FOR EMERGENCY VEHICLE PREEMPTION EQUIPMENT SHALL BE FURNISHED AND MOUNTED 6' FROM THE END OF THE MAST ARM.
- ALL LOOPS SHALL BE NMC TYPE, SEE DETAIL SHEET.

NOTES CONTINUED:

- FOR PAVEMENT MARKINGS, SEE SIGNING AND STRIPING PLANS.
- FOR TYPE "D" SIGNS, SEE TYPE D SIGNS DETAIL SHEET.
- HANDHOLES SHALL BE PVC TYPE WITH METAL FRAMES AND COVERS. SEE SPECIAL PROVISIONS.
- THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE POWER COMPANY TO ARRANGE FOR THE POWER CONNECTION.
- THE CONTRACTOR SHALL LOCATE AND VERIFY INPLACE UTILITIES PRIOR TO COMMENCING WORK.
- ALL CONDUIT SHALL BE NMC - SCHEDULE 80 OR HDPE SCHEDULE 80 AND CARRY 1-1/2" INSULATED GROUNDING CONDUCTOR AS SHOWN IN PLAN.
- SALVAGE AND INSTALL INPLACE LED COUNTDOWN PEDESTRIAN INDICATIONS FROM EXISTING SYSTEM.
- THE FOLLOWING Mn/DOT STANDARD PLATES APPLY (CURRENT EDITION):
 8114 - P.V.C HANDHOLE/PULLBOX
 8124 - MAST ARM SIGNAL HEAD MOUNTS
 8126 - POLE FOUNDATION (PA-90)
- ITEMS DENOTED WITH AN * ARE PAID FOR AS PART OF THE EVP SYSTEM PAY ITEM.

SIGNAL ADDRESS: TH 21 (BROADWAY ST.) & TH 282 (2nd ST.)
 SYSTEM ID: 20389

DRAWN BY: JWB REVISIONS BY: PLS REVISIONS BY: NRA AS BUILT BY:

CHECKED: DATE: CHECKED: DATE: CHECKED: DATE: CHECKED: DATE:

SYSTEM ID: 20389
 TE NUMBER: 4654
 METER ADDRESS: 219 2ND ST. E, JORDAN, MN 55352
 MASTER ID:

CERTIFIED BY: *Christopher S. Chromy* REG. NO. 26512 DATE: 8/12/08
 CHRISTOPHER S. CHROMY

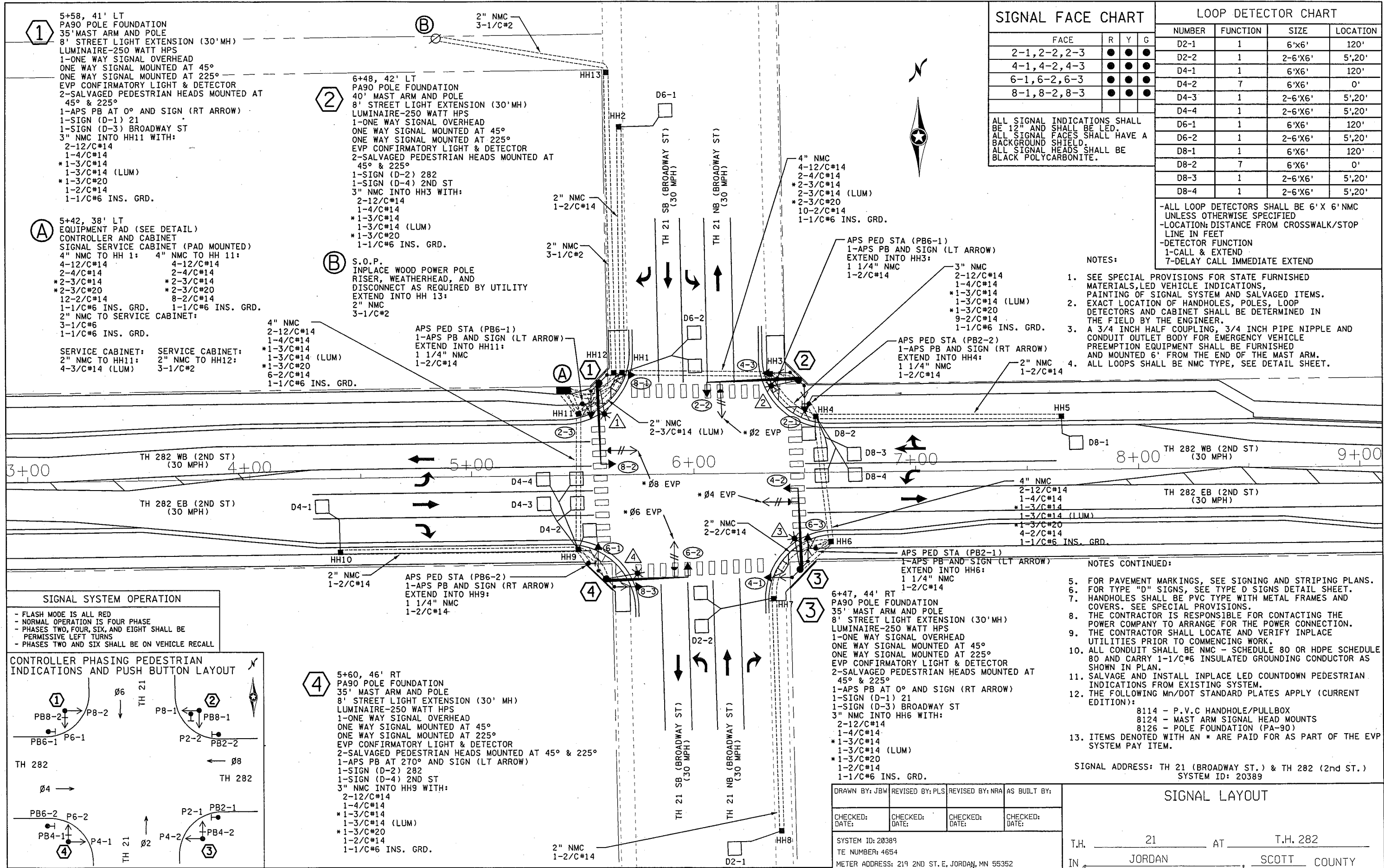
S.A.P. 246-010-002 S.P. 7011-21 (T.H. 282)

SIGNAL LAYOUT

T.H. 21 AT T.H. 282
 IN JORDAN, SCOTT COUNTY

REG. NO. 26512 DATE: 8/12/08

SHEET NO. 25 OF 40



1 5+58, 41' LT
 PA90 POLE FOUNDATION
 35' MAST ARM AND POLE
 8' STREET LIGHT EXTENSION (30'MH)
 LUMINAIRE-250 WATT HPS
 1-ONE WAY SIGNAL OVERHEAD
 ONE WAY SIGNAL MOUNTED AT 45°
 ONE WAY SIGNAL MOUNTED AT 225°
 EVP CONFIRMATORY LIGHT & DETECTOR
 2-SALVAGED PEDESTRIAN HEADS MOUNTED AT 45° & 225°
 1-APS PB AT 0° AND SIGN (RT ARROW)
 1-SIGN (D-1) 21
 1-SIGN (D-3) BROADWAY ST
 3" NMC INTO HH11 WITH:
 2-12/C#14
 1-4/C#14
 *1-3/C#14
 1-3/C#14 (LUM)
 *1-3/C#20
 1-2/C#14
 1-1/C#6 INS. GRD.

A 5+42, 38' LT
 EQUIPMENT PAD (SEE DETAIL)
 CONTROLLER AND CABINET
 SIGNAL SERVICE CABINET (PAD MOUNTED)
 4" NMC TO HH 1: 4" NMC TO HH 11:
 4-12/C#14 4-12/C#14
 2-4/C#14 2-4/C#14
 *2-3/C#14 *2-3/C#14
 *2-3/C#20 *2-3/C#20
 12-2/C#14 8-2/C#14
 1-1/C#6 INS. GRD. 1-1/C#6 INS. GRD.
 2" NMC TO SERVICE CABINET:
 3-1/C#6
 1-1/C#6 INS. GRD.
 SERVICE CABINET: SERVICE CABINET:
 2" NMC TO HH11: 2" NMC TO HH12:
 4-3/C#14 (LUM) 3-1/C#2

2 6+48, 42' LT
 PA90 POLE FOUNDATION
 40' MAST ARM AND POLE
 8' STREET LIGHT EXTENSION (30'MH)
 LUMINAIRE-250 WATT HPS
 1-ONE WAY SIGNAL OVERHEAD
 ONE WAY SIGNAL MOUNTED AT 45°
 ONE WAY SIGNAL MOUNTED AT 225°
 EVP CONFIRMATORY LIGHT & DETECTOR
 2-SALVAGED PEDESTRIAN HEADS MOUNTED AT 45° & 225°
 1-SIGN (D-2) 282
 1-SIGN (D-4) 2ND ST
 3" NMC INTO HH3 WITH:
 2-12/C#14
 1-4/C#14
 *1-3/C#14
 1-3/C#14 (LUM)
 *1-3/C#20
 1-1/C#6 INS. GRD.

B S.O.P.
 INPLACE WOOD POWER POLE
 RISER, WEATHERHEAD, AND
 DISCONNECT AS REQUIRED BY UTILITY
 EXTEND INTO HH 13:
 2" NMC
 3-1/C#2

4" NMC
 2-12/C#14
 1-4/C#14
 *1-3/C#14
 1-3/C#14 (LUM)
 *1-3/C#20
 6-2/C#14
 1-1/C#6 INS. GRD.

APS PED STA (PB6-1)
 1-APS PB AND SIGN (LT ARROW)
 EXTEND INTO HH11:
 1 1/4" NMC
 1-2/C#14

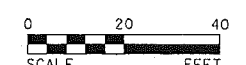
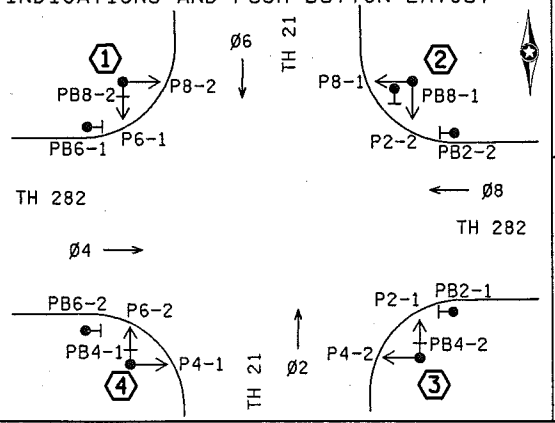
3 6+47, 44' RT
 PA90 POLE FOUNDATION
 35' MAST ARM AND POLE
 8' STREET LIGHT EXTENSION (30'MH)
 LUMINAIRE-250 WATT HPS
 1-ONE WAY SIGNAL OVERHEAD
 ONE WAY SIGNAL MOUNTED AT 45°
 ONE WAY SIGNAL MOUNTED AT 225°
 EVP CONFIRMATORY LIGHT & DETECTOR
 2-SALVAGED PEDESTRIAN HEADS MOUNTED AT 45° & 225°
 1-APS PB AT 0° AND SIGN (RT ARROW)
 1-SIGN (D-1) 21
 1-SIGN (D-3) BROADWAY ST
 3" NMC INTO HH6 WITH:
 2-12/C#14
 1-4/C#14
 *1-3/C#14
 1-3/C#14 (LUM)
 *1-3/C#20
 1-2/C#14
 1-1/C#6 INS. GRD.

4 5+60, 46' RT
 PA90 POLE FOUNDATION
 35' MAST ARM AND POLE
 8' STREET LIGHT EXTENSION (30' MH)
 LUMINAIRE-250 WATT HPS
 1-ONE WAY SIGNAL OVERHEAD
 ONE WAY SIGNAL MOUNTED AT 45°
 ONE WAY SIGNAL MOUNTED AT 225°
 EVP CONFIRMATORY LIGHT & DETECTOR
 2-SALVAGED PEDESTRIAN HEADS MOUNTED AT 45° & 225°
 1-APS PB AT 270° AND SIGN (LT ARROW)
 1-SIGN (D-2) 282
 1-SIGN (D-4) 2ND ST
 3" NMC INTO HH9 WITH:
 2-12/C#14
 1-4/C#14
 *1-3/C#14
 1-3/C#14 (LUM)
 *1-3/C#20
 1-2/C#14
 1-1/C#6 INS. GRD.

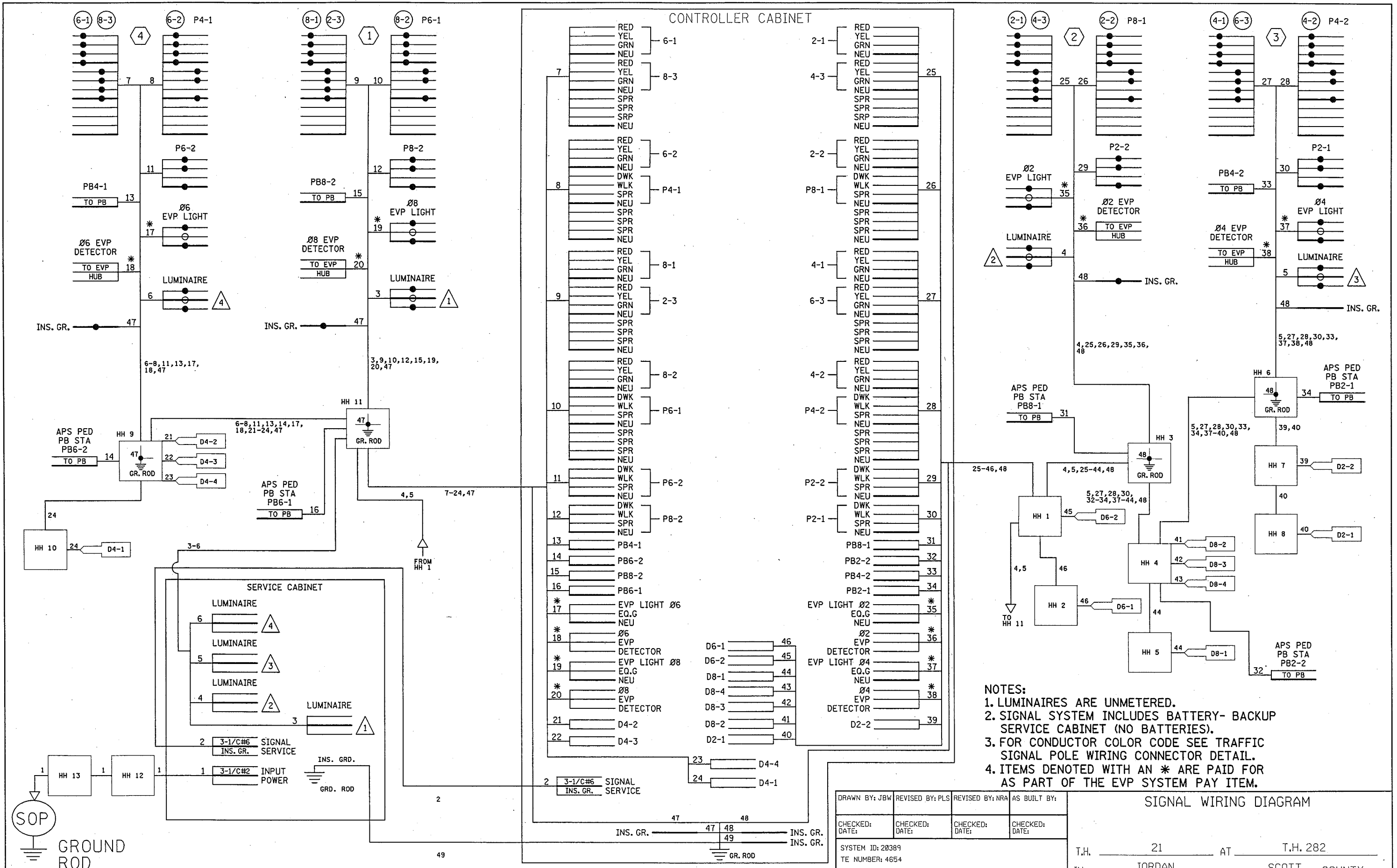
SIGNAL SYSTEM OPERATION

- FLASH MODE IS ALL RED
- NORMAL OPERATION IS FOUR PHASE
- PHASES TWO, FOUR, SIX, AND EIGHT SHALL BE PERMISSIVE LEFT TURNS
- PHASES TWO AND SIX SHALL BE ON VEHICLE RECALL

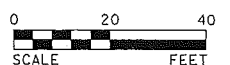
CONTROLLER PHASING PEDESTRIAN INDICATIONS AND PUSH BUTTON LAYOUT



BOLTON & MENK, INC.
 CONSULTING ENGINEERS & SURVEYORS
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
 BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA



DRAWN BY: JWB				REVISED BY: PLS				REVISED BY: NRA				AS BUILT BY:			
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CERTIFIED BY: <i>Christopher S. Chromy</i>								REG. NO. 26512 DATE: 8/12/08							
S.A.P. 246-010-002								S.P. 7011-21 (T.H. 282)							
SHEET NO. 26 OF 40															

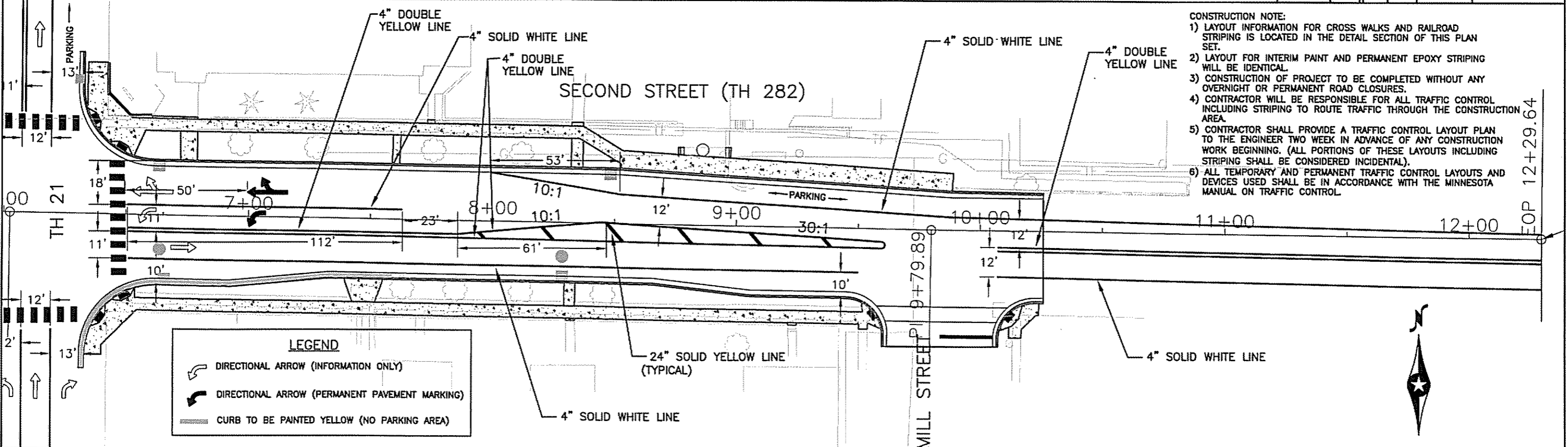
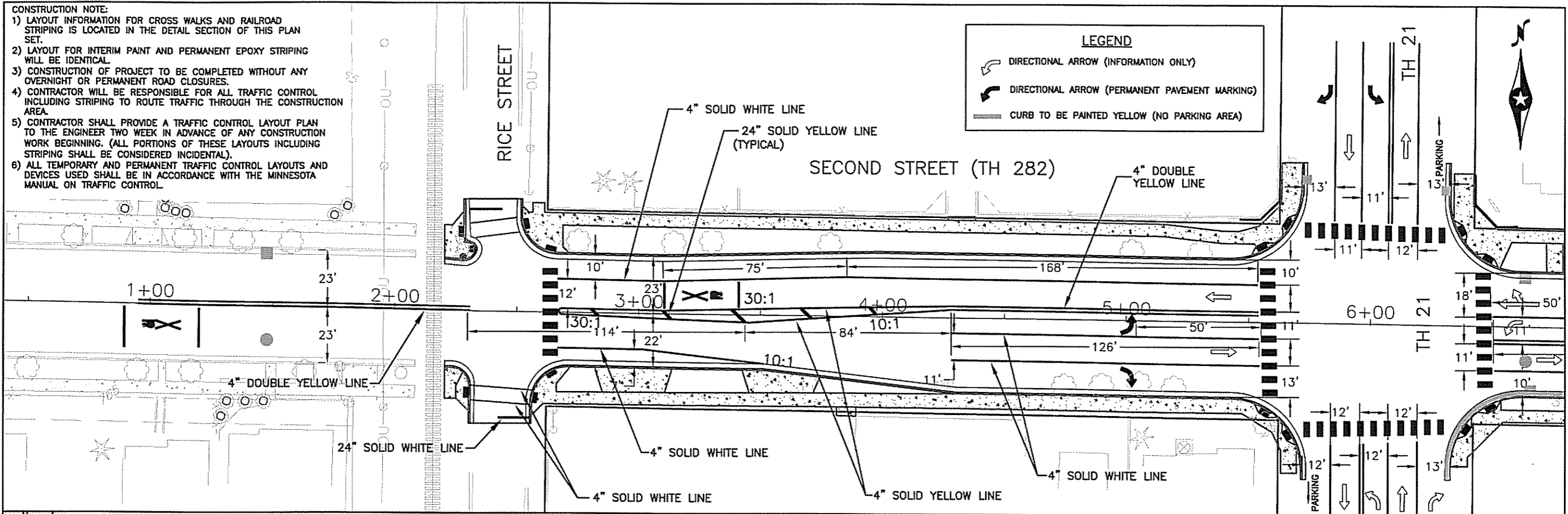


CONSTRUCTION NOTE:

- LAYOUT INFORMATION FOR CROSS WALKS AND RAILROAD STRIPING IS LOCATED IN THE DETAIL SECTION OF THIS PLAN SET.
- LAYOUT FOR INTERIM PAINT AND PERMANENT EPOXY STRIPING WILL BE IDENTICAL.
- CONSTRUCTION OF PROJECT TO BE COMPLETED WITHOUT ANY OVERNIGHT OR PERMANENT ROAD CLOSURES.
- CONTRACTOR WILL BE RESPONSIBLE FOR ALL TRAFFIC CONTROL INCLUDING STRIPING TO ROUTE TRAFFIC THROUGH THE CONSTRUCTION AREA.
- CONTRACTOR SHALL PROVIDE A TRAFFIC CONTROL LAYOUT PLAN TO THE ENGINEER TWO WEEK IN ADVANCE OF ANY CONSTRUCTION WORK BEGINNING. (ALL PORTIONS OF THESE LAYOUTS INCLUDING STRIPING SHALL BE CONSIDERED INCIDENTAL).
- ALL TEMPORARY AND PERMANENT TRAFFIC CONTROL LAYOUTS AND DEVICES USED SHALL BE IN ACCORDANCE WITH THE MINNESOTA MANUAL ON TRAFFIC CONTROL.

LEGEND

- DIRECTIONAL ARROW (INFORMATION ONLY)
- DIRECTIONAL ARROW (PERMANENT PAVEMENT MARKING)
- CURB TO BE PAINTED YELLOW (NO PARKING AREA)

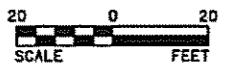


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I HEREBY CERTIFY THAT THIS PLAN, SPECIFICATION, OR REPORT WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.

Carol W. Caron
 CAROL W. CARON, P.E.
 LIC. NO. 25554 DATE 8/12/08

BOLTON & MENK, INC.
 Consulting Engineers & Surveyors
 MANKATO, MN FAIRMONT, MN SLEEPY EYE, MN WILLMAR, MN
 BURNSVILLE, MN CHASKA, MN RAMSEY, MN AMES, IA

REV.	BY	DATE

CITY OF JORDAN, MINNESOTA
 T.H. 282 / T.H. 21 RECONSTRUCTION PROJECT
STRIPING PLAN
 BMI 17.22120 S.A.P. 246-010-002 S.P. 7011-21(T.H.282)

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