



01\_2013\_2013\_13013\_MED\_92965\_ROADWAY\_SHEETS\_929500001.DGN  
 2/5/2021  
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STATION TO STATION		SIDE	LENGTH	AVERAGE WIDTH W	CURVE CORRECTION	SURFACE AREA A A=LxW	CADD AREAS	608			608			608			608		
								4" CONCRETE WALK			6" CONCRETE WALK, AS PER PLAN			8" CONCRETE WALK, AS PER PLAN			CURB RAMP		
FROM	TO							SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	SF	
								01/NHS/PV 02/NHS/PV	03/ENH/PV 04/ENH/PV	08/ENH/OT	01/NHS/PV 02/NHS/PV	03/ENH/PV 04/ENH/PV	08/ENH/OT	01/NHS/PV 02/NHS/PV	03/ENH/PV 04/ENH/PV	08/ENH/OT	01/NHS/PV 02/NHS/PV	03/ENH/PV 04/ENH/PV	08/ENH/OT
S.R. 18																			
85+31.78	85+41.78	LT	10.00	4.48	1.0075	45.13		45.13											
85+41.78	86+17.03	LT	75.25	5.00	1.0075	379.05		379.05											
86+17.03	86+38.88	LT	21.85	5.00	1.0075	110.06					110.06								
86+38.88	88+31.16	LT	CADD				969.19	969.19											
89+09.03	92+68.54	LT	359.51	5.00	1.0075	1810.94		1810.94											
92+68.54	CURB RAMP	LT	CADD				116.92										116.92		
92+83.41	CURB RAMP	LT	CADD				23.87	23.87											
93+46.83	CURB RAMP	LT	CADD				77.69	77.69											
93+61.34	CURB RAMP	LT	CADD				121.27										121.27		
CURB RAMP	99+35.50	LT	CADD				93.75										93.75		
99+35.50	CURB RAMP	LT	CADD				430.09	430.09											
CURB RAMP	137+29.07	LT	CADD				250.94												250.94
137+29.07	138+81.11	LT	152.04	10.00	0.9843	1496.52			1496.52										
138+81.11	139+63.91	LT	CADD				815.05	815.05											
139+63.91	139+73.92	LT	CADD				98.65						98.65						
CURB RAMP	144+70.26	LT	CADD				140.44										140.44		
144+70.26	147+93.82	LT	323.56	6.00		1941.36		1941.36											
147+93.82	CURB RAMP	LT	CADD				156.79										156.79		
CURB RAMP	148+56.18	LT	CADD				62.72										62.72		
148+56.18	148+67.93	LT	11.75	6.00		70.50		70.50											
148+67.93	CURB RAMP	LT	CADD				62.72										62.72		
CURB RAMP	149+25.28	LT	CADD				121.79										121.79		
149+25.28	153+98.07	LT	472.79	6.00		2836.74		2836.74											
153+98.07	CURB RAMP	LT	CADD				148.92										148.92		
CURB RAMP	154+21.25	LT	CADD				60.84	60.84											
154+21.25	CURB RAMP	LT	CADD				141.03										141.03		
CURB RAMP	155+35.14	LT	CADD				140.61										140.61		
155+35.14	155+40.76	LT	CADD				40.29	40.29											
CURB RAMP	155+55.63	LT	CADD				156.63										156.63		
155+55.63	161+99.85	LT	CADD				3863.26	3863.26											
161+99.85	162+07.21	LT	CADD				45.58					45.58							
169+65.40	CURB RAMP	LT	CADD				51.81										51.81		
82+83.44	83+06.44	RT	23.00	4.28		98.44		98.44											
83+06.44	83+08.44	RT	2.00	4.95	0.9925	9.83		9.83											
83+08.44	85+39.28	RT	230.84	5.00	0.9925	1145.60		1145.60											
85+39.28	85+63.79	RT	24.51	5.00	0.9925	121.64					121.64								
85+63.79	85+69.24	RT	5.45	5.00	0.9925	27.05		27.05											
85+69.24	85+92.45	RT	23.21	5.00	0.9925	115.19					115.19								
85+92.45	90+43.88	RT	451.43	5.00	0.9925	2240.33		2240.33											
90+43.88	90+93.88	RT	CADD				247.75	247.75											
90+93.88	92+58.34	RT	164.46	5.00	0.9925	816.17		816.17											
92+58.34	CURB RAMP	RT	CADD				194.61										194.61		
CURB RAMP	93+75.65	RT	CADD				316.87										316.87		
CURB RAMP	97+62.03	RT	CADD				3835.59		3835.59										
97+62.03	CURB RAMP	RT	CADD				1005.23										1005.23		
SUBTOTALS CARRIED TO SHEET 336								17135		6148	347		46		99		3033		251

CALCULATED	CJC	CHECKED	MDG
WALK CALCULATIONS			
MED - 18 - 12.99			
NO.	DESCRIPTION	REV. BY	DATE
7	REVISED CURB RAMP QUANTITY	TMT	2/5/2021
(333)			
(1085)			

STATION TO STATION		SIDE	LENGTH	AVERAGE WIDTH W	CURVE CORRECTION	SURFACE AREA A A=LxW	CADD AREAS	608			608			608			608				
								4" CONCRETE WALK			6" CONCRETE WALK, AS PER PLAN			8" CONCRETE WALK, AS PER PLAN			CURB RAMP				
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FOOTE RD.																					
10+37.00	10+50.00	RT																			
10+50.00	11+97.03	RT	147.03	6.00		882.18			882.18												
11+97.03	CURB RAMP	RT																	77.54		
CURB RAMP	12+54.45	RT																	117.43		
12+54.45	14+27.95	RT	173.50	6.00		1041.00			1041.00												
14+27.95	15+20.98	RT	93.03	6.00	0.9742	543.76			543.76												
15+20.98	15+91.49	RT	70.51	6.00		423.06			423.06												
15+91.49	16+44.97	RT							343.90												
CURB RAMP	17+69.81	RT							116.84								116.84				
17+69.81	18+79.77	RT						764.90	764.90												
18+79.77	19+43.61	RT	63.84	6.00	1.0258	392.93			392.93												
19+43.61	19+72.78	RT	29.17	6.00		175.02			175.02												
19+72.78	CURB RAMP	RT																	114.96		
CURB RAMP	20+39.75	RT																	149.67		
20+39.75	21+00.00	RT	60.25	6.00		361.50			361.50												
21+00.00	21+40.00	RT	40.00	6.00		240.00			240.00												
21+40.00	23+26.67	RT	186.67	6.00		1120.02			1120.02												
23+26.67	23+86.50	RT	59.83	6.00		358.98			358.98												
23+86.50	24+08.50	RT	22.00	6.00		132.00			132.00												
24+08.50	24+13.50	RT	5.00	6.00		30.00			30.00												
24+13.50	24+26.24	RT	12.74	6.00		76.44			76.44												
24+26.24	24+68.82	RT															255.53				
24+68.82	25+07.19	RT	38.37	6.00		230.22			230.22												
25+07.19	25+29.18	RT	21.99	6.00		131.94						131.94									
25+29.18	25+33.00	RT	3.82	6.00		22.92			22.92												
25+33.00	25+53.00	RT							99.37												
SUBTOTALS THIS SHEET								765	6551			132		256			117	460			
SUBTOTALS SHEET 333								17135		6148	347		46		99	3033	7	251			
SUBTOTALS SHEET 334										66962			592		2308	415		5716			
SUBTOTALS SHEET 335								1066		14129	89					718		2302			
TOTALS CARRIED TO GENERAL SUMMARY								18966	6551	87239	436	132	592	46	256	2407	4283	7	460	8269	

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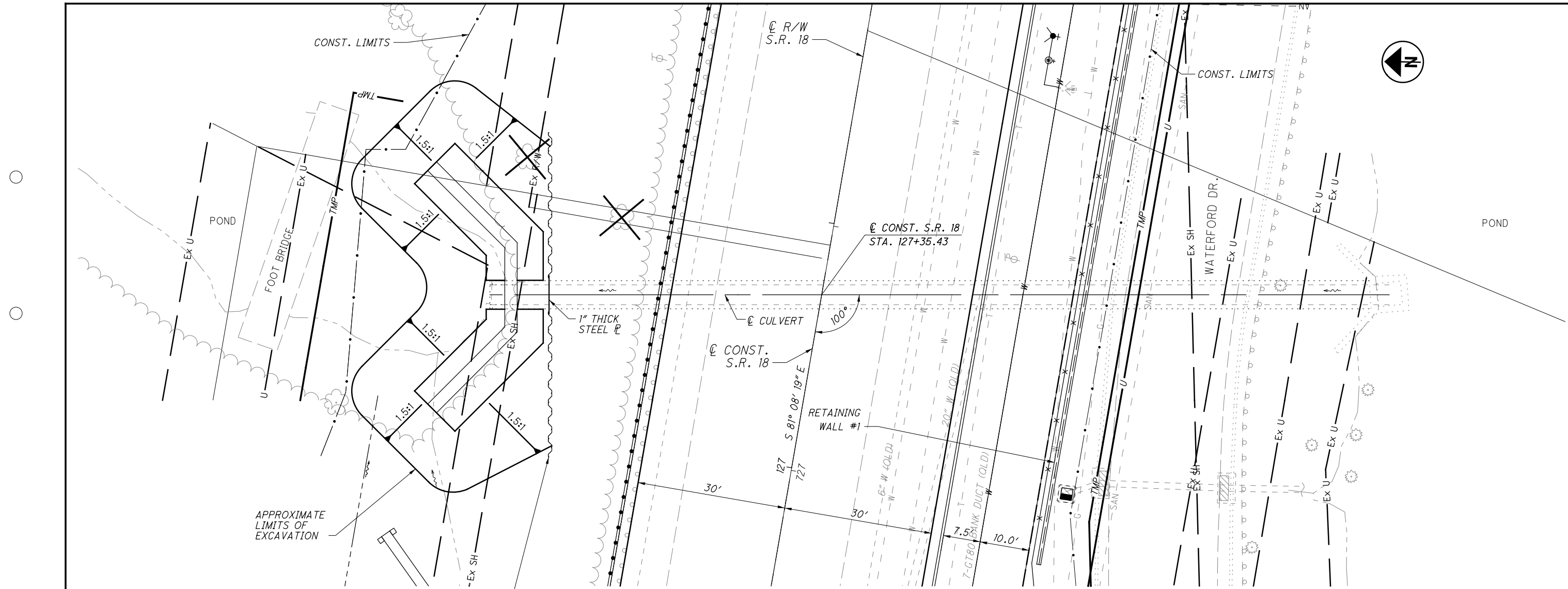
WALK CALCULATIONS

MED - 18 - 12.99

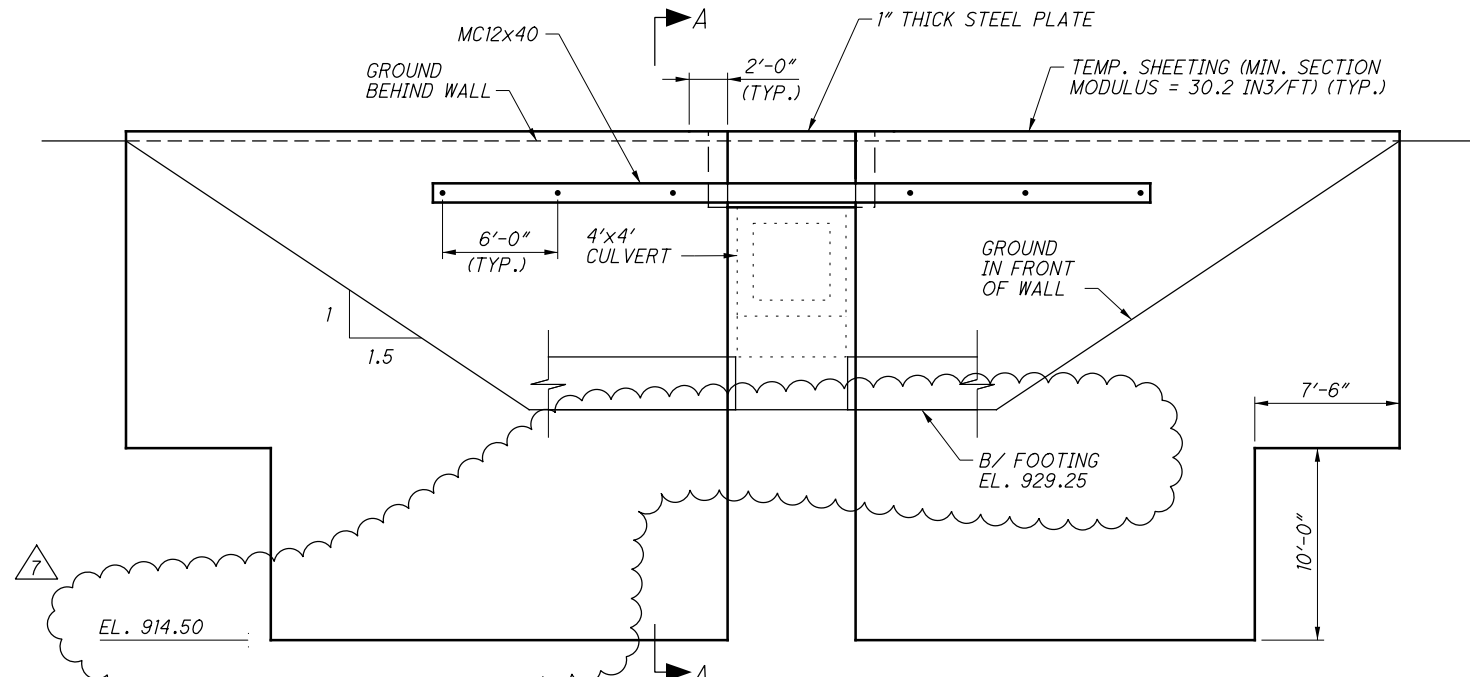
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NO.	DESCRIPTION	REV. BY	DATE
7	REVISED CURB RAMP QUANTITY		2/15/2021



**PLAN**



**CULVERT #3 EXCAVATION BRACING DETAILS**

**NOTES:**

1. FOR THIS CULVERT, THE CONTRACTOR SHALL PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE CULVERT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATION. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

ALL STEEL SHEETING, WALER, AND STEEL PLATES SHALL BE ASTM A572, GRADE 50.

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH ODOT CMS 503. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR ITEM 503 - COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.

2. FOR SECTION A-A, SEE SHEET 686.

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DESIGNED DGN	CHECKED REV	DRAWN MOJ	REVIEWED DJC	DATE 9-21-20	STRUCTURE FILE NUMBER								
<b>EXCAVATION BRACING DETAILS</b>													
CULVERT #3 STA. 127+35.43													
<b>MED - 18 - 12.99</b>													
PID No. 92953													
2 / 9													
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NO.	DESCRIPTION	REV. BY	DATE										
7	REVISED TIP ELEVATION OF SHEETING	TMT	2/5/21										

DESIGN AGENCY  
**GPD GROUP**  
 200 South Main Street, Suite 2021, Akron, OH 44311, 330.572.2100  
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**ITEM 632 - SIGNAL SUPPORT FOUNDATION**

PRIOR TO ORDERING THE SIGNAL SUPPORTS, THE CONTRACTOR SHALL CONTACT OUPS TO HAVE ALL THE UTILITIES LOCATED IN THE FIELD THEN MEET WITH THE PROJECT ENGINEER TO LOCATE THE PROPOSED SUPPORT LOCATIONS TO INSURE THERE ARE NO CONFLICTS WITH UTILITIES. IF THERE ARE ISSUES, THE PROJECT ENGINEER SHALL PROVIDE GUIDANCE AS TO THE RELOCATION OF THE SUPPORT POLES.

PAYMENT WILL BE AT THE CONTRACT UNIT PRICE AND WILL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, TOOLS, EQUIPMENT AND OTHER INCIDENTALS NECESSARY FOR EACH SUPPORT FURNISHED, IN PLACE, COMPLETE AND ACCEPTED.

**ITEM 632 - SIGNALIZATION, MISC.: SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.21 MAST ARM (GREATER THAN 59' IN LENGTH)**

THIS ITEM SHALL CONSIST OF THE CONTRACTOR INSTALLING A TUNED MASS-SPRING TYPE DAMPER ON A TC-81.21 MAST ARM SIGNAL SUPPORT TO REDUCE THE POSSIBILITY OF HARMONIC VIBRATIONS CAUSED BY WIND LOADS. A MECHANICAL DAMPER SHALL BE APPLIED TO ALL MAST ARMS OVER 59 FEET IN LENGTH. THE INSTALLED DAMPER SHALL BE CAPABLE OF REDUCING THE LOADED MAXIMUM VERTICAL MOVEMENT AT THE TIP OF THE ARM TO 8 INCHES MEASURED FROM THE HIGHEST TO THE LOWEST POINT OF DEFLECTION AT WIND SPEEDS OF 5-20 MPH. THE DAMPER SHALL INCREASE THE INHERENT DAMPING RATIO OF A TYPICAL UNLEADED MAST ARM SUPPORT (Fn=1-2 Hz) BY 0.01. THIS INCREASE SHALL BE DOCUMENTED BY LABORATORY TESTING AVAILABLE FROM THE MANUFACTURER.

ALL ATTACHMENT HARDWARE CONNECTIONS SHALL BE STAINLESS STEEL. THE DAMPER SHALL BE ATTACHED TO THE ARM WITHIN 8 FEET OF MAST ARM TIP. INSTALLATION SHALL BE PER THE MANUFACTURER'S GUIDELINES. STATIC DAMPERS SUCH AS HORIZONTAL FLAT SIGN MOUNTINGS SHALL NOT BE USED. ACCEPTABLE DEVICES INCLUDE THE FOLLOWING OR APPROVED EQUAL:

1. VALMONT STRUCTURES MITIGATOR - MODEL TRI

PAYMENT FOR ITEM 632 - SIGNALIZATION, MISC.: SIGNAL SUPPORT, MECHANICAL DAMPER FOR TC-81.21 MAST ARM (GREATER THAN 59' IN LENGTH) SHALL BE MADE AT THE CONTRACT UNIT PRICE PER EACH COMPLETE AND IN PLACE, AND SHALL INCLUDE ALL LABOR, MATERIALS, AND EQUIPMENT NECESSARY TO COMPLETE THE WORK.

**ITEM 809 - ADVANCE RADAR DETECTION, AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR ADVANCE DETECTION UNIT (MODEL SS-200E). THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.

**ITEM 809 - ADVANCE RADAR DETECTION (CONTINUED)**

8. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO REMOVING THE TEMPORARY DETECTION.
9. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION.

PAYMENT FOR ITEM 809 - ADVANCE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT, CONNECTIONS TESTED AND ACCEPTED, AND ANY OTHER NECESSARY HARDWARE TO ESTABLISH A FULLY FUNCTIONAL DETECTION SYSTEM.

**ITEM 809 - STOP LINE RADAR DETECTION, AS PER PLAN**

THIS ITEM OF WORK SHALL CONSIST OF FURNISHING AND INSTALLING A WAVETRONIX SMARTSENSOR MATRIX DETECTION UNIT. THE DETECTION UNIT SHALL INCLUDE THE FOLLOWING:

1. POWER SHALL BE PROVIDED FROM THE TRAFFIC CABINET.
2. ALL REQUIRED INPUTS CARDS SHALL BE INCLUDED IN THE TRAFFIC CABINET AND SHALL BE COMPATIBLE WITH CALTRANS, NEMA TS1 AND NEMA TS2 DETECTOR RACKS. THE CARDS SHALL PROVIDE TRUE PRESENCE DETECTOR CALLS OR CONTACT CLOSURE TO THE TRAFFIC CONTROLLER.
3. THE UNIT SHALL BE MOUNTED DIRECTLY TO A POLE OR MAST ARM, AS RECOMMENDED BY THE MANUFACTURER. CABLE(S) SHALL BE PROVIDED AS REQUIRED AND RECOMMENDED BY THE MANUFACTURER.
4. SURGE PROTECTION DEVICES, AS RECOMMENDED BY THE MANUFACTURER SHALL BE INCLUDED BOTH AT THE POLE WHERE THE UNIT IS LOCATED TO PROTECT THE UNIT AND IN THE TRAFFIC CABINET TO PROTECT THE CABINET ELECTRONICS.
5. THE MANUFACTURER'S REPRESENTATIVE SHALL BE ON SITE DURING INSTALLATION AND TESTING AND SHALL PROVIDE ONSITE TRAINING ON THE SETUP, OPERATION AND MAINTENANCE OF THE UNIT.
6. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
7. THE POWER SUPPLY AND COMMUNICATION MODULES SHALL BE SECURED TO A SINGLE PANEL THAT CAN BE MOUNTED INTERIOR TO THE TRAFFIC CABINET. THE PANEL SHALL INCLUDE MODULAR-PLUG STYLE CONNECTIONS FOR UP TO FOUR (4) SENSOR CABLES. ADDITIONAL SENSORS MAY BE HARD-WIRED TO THE COMMUNICATION MODULES, AS NECESSARY.
8. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO REMOVING THE TEMPORARY DETECTION.
9. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION.

PAYMENT FOR ITEM 809 - STOP LINE RADAR DETECTION, AS PER PLAN SHALL BE MADE AT THE CONTRACT UNIT PRICE FOR EACH UNIT, COMPLETE AND IN PLACE INCLUDING ALL REQUIRED CABINET HARDWARE, MOUNTING BRACKETS, CABLES, CONDUIT AND CONNECTIONS TESTED AND ACCEPTED.

**ITEM 632 - SIGNALIZATION, MISC.: TEST HOLE PERFORMED**

IT IS ANTICIPATED THAT THE CONTRACTOR WILL ENCOUNTER UNDERGROUND UTILITIES WHILE EXCAVATING FOR SIGNAL SUPPORT FOUNDATIONS. IF, AFTER ACCURATELY IDENTIFYING THE PROPOSED LOCATION OF THE FOUNDATION, AS SHOWN IN THE PLAN, AND AFTER MODIFYING THAT LOCATION, IF NECESSARY, BASED ON THE FIELD MARKING OF UNDERGROUND UTILITY LOCATION, THE CONTRACTOR DISCOVERS A UTILITY CONFLICT DURING HIS EXCAVATION OPERATION, HE WILL BE COMPENSATED FOR THE LABOR AND EQUIPMENT COST ASSOCIATED FOR EACH PARTIAL FOUNDATION EXCAVATION ACCORDING TO HIS BID PRICE.

**ITEM 632 - SIGNALIZATION, MISC.: TEST HOLE PERFORMED (CONTINUED)**

BEFORE THE CONTRACTOR BEGINS THE EXCAVATION AT THE MODIFIED LOCATION, HE SHALL VERIFY THAT THERE WILL BE NO OVERHEAD UTILITY CONFLICTS RESULTING FROM THE NEW SIGNAL SUPPORT LOCATION. NEW SUPPORT LOCATIONS ARE TO BE APPROVED BY THE ENGINEER.

THE CONTRACTOR'S WORK UNDER THIS BID ITEM SHALL INCLUDE BACKFILLING, COMPACTING, AND RESTORATION OF THE EXCAVATION TO ITS ORIGINAL CONDITION.

EXCAVATIONS SHALL NOT BE LEFT OPEN OVERNIGHT.

PAYMENT FOR THIS ITEM SHALL BE AT THE UNIT PRICE BID PER EACH ITEM 632 - SIGNALIZATION - MISC.: TEST HOLE PERFORMED. A QUANTITY OF 8 HAS BEEN CARRIED TO THE SIGNALIZATION GENERAL SUMMARY. TO BE USED AS DIRECTED BY THE ENGINEER.

**ITEM 632 - POWER SERVICE, AS PER PLAN**

POWER SERVICE SHALL BE AS PER C&MS ITEM 632 AND SCD TC-83.10 WITH THE FOLLOWING EXCEPTIONS:

1. THE METER BASE MOUNTING HEIGHT SHALL BE NO MORE THAN 5 FEET HIGH TO THE CENTER OF THE METER BASE FROM THE GROUND.
2. THE CONTRACTOR SHALL SUPPLY THE NECESSARY METER BASES.
3. ALL POWER SERVICES SHALL BE METERED. THE METER SHALL HAVE A LEVER OPERATED BYPASS.

DISCONNECT SWITCH ENCLOSURES FURNISHED IN ACCORDANCE WITH CMS ITEM 632, POWER SERVICE, AS PER PLAN, SHALL INCLUDE A PADLOCK EQUAL TO MASTER NO. 4BKA OR WILSON BOHANNON 660, WITH LOCK BODY OF BRONZE OR BRASS AND KEYING SHALL BE TO THE STATE MASTER.

THE POWER SOURCE LOCATION SHALL BE AS INDICATED IN THE PLANS OR AS DETERMINED IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL CONTACT OHIO EDISON FOR INFORMATION REGARDING THE METER BASE INSTALLATION PRIOR TO ORDERING POLES. THE CONTRACTOR WILL BE RESPONSIBLE FOR REQUESTING AND SCHEDULING ANY INSPECTIONS OHIO EDISON MAY REQUIRE FOR THE POWER SERVICE HOOK UP. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT OHIO EDISON FOR THE ELECTRICAL SERVICE CONNECTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR SPLICE POWER CABLE INTO OHIO EDISON'S CIRCUITS. THE VOLTAGE SUPPLIED SHALL BE NOMINALLY 120 VOLTS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND THE PAYING OF ALL FEES. THE CONTRACTOR SHALL PAY ALL POWER CHARGES UNTIL THE SIGNAL IS ACCEPTED BY THE MAINTAINING AGENCY.

DUE TO THE INTENDED RELOCATION OF EXISTING UTILITY POLES, THE PROPOSED POWER SOURCE LOCATION HAS NOT BEEN IDENTIFIED AT ALL PROJECT INTERSECTIONS. DURING CONSTRUCTION, THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE POWER SOURCE LOCATION AT ANY INTERSECTION THAT HAS NOT BEEN PREVIOUSLY IDENTIFIED IN THE PLANS. ALL POWER SOURCE LOCATIONS SHALL BE APPROVED BY THE ENGINEER. REGARDLESS OF WHETHER THE POWER SOURCE LOCATION HAS BEEN IDENTIFIED IN THE PLANS OR NOT, ALL ITEMS ASSOCIATED WITH THE POWER SERVICE THAT ARE NECESSARY TO PROVIDE COMPLETE ELECTRICAL SERVICE TO EACH TRAFFIC SIGNAL INSTALLATION, INCLUDING, BUT NOT LIMITED TO CONDUIT RISERS, CONDUIT, TRENCHING, PULL BOXES AND POWER SERVICE CABLE, SHALL BE INCIDENTAL TO AND INCLUDED UNDER ITEM 632 - POWER SERVICE, AS PER PLAN, AS PER C&MS 632.24.

THE COST FOR ALL NECESSARY ITEMS AND ASSOCIATED LABOR SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 632 - POWER SERVICE, AS PER PLAN.

**ITEM 632 - SIGNAL SUPPORT, TYPE TC-81.21, DESIGN ( ), AS PER PLAN**

**ITEM 632 - SIGNAL SUPPPORT, TYPE TC-12.30, DESIGN ( ), AS PER PLAN**

THIS ITEM SHALL CONFORM TO ITEM 632.15 AND 732.11, EXCEPT THAT POLES SHALL BE TAPERED TUBES OF CONTINUOUS TAPER. POLES CONSISTING OF STRAIGHT SECTIONS WITH A TAPERED EFFECT ACCOMPLISHED BY THE USE OF REDUCERS SHALL NOT BE PERMITTED. POLES SHALL BE ROUND IN SHAPE. OCTAGON SHAPED POLES ARE NOT PERMITTED.

NO.	DESCRIPTION	REV. BY	DATE
7	REVISED RADAR DETECTION NOTE	TMT	2/5/2021