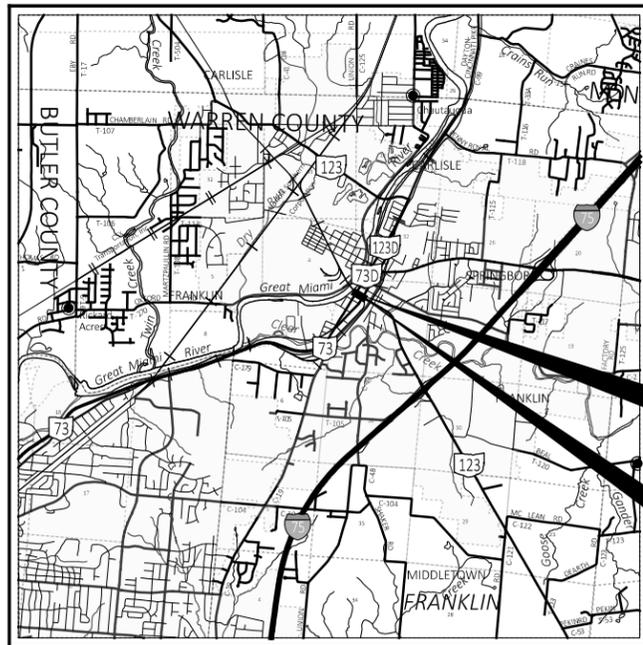


# STATE OF OHIO DEPARTMENT OF TRANSPORTATION

## WAR S RIVER & S MAIN NS

CITY OF FRANKLIN  
WARREN COUNTY



**LOCATION MAP**

LATITUDE: 39°33'29" LONGITUDE: -84°18'24"



PORTION TO BE IMPROVED	—————
INTERSTATE HIGHWAY	=====
FEDERAL ROUTES	—————
STATE ROUTES	—————
COUNTY & TOWNSHIP ROADS	—————
OTHER ROADS	—————

**DESIGN DESIGNATION**

	W 6TH ST.	S RIVER ST. (SR73D)	S MAIN ST. (SR73)
CURRENT ADT (2025)	1568	3906	2873
DESIGN YEAR ADT (2045)	1733	4316	3174
DESIGN HOURLY VOLUME (2045)	184	369	331
DIRECTIONAL DISTRIBUTION	93%	100%	100%
TRUCKS (24 HOUR B&C)	1%	1%	1%
DESIGN SPEED	35 MPH	25 MPH	25 MPH
LEGAL SPEED	35 MPH	25 MPH	25 MPH
DESIGN FUNCTIONAL CLASSIFICATION:	MINOR ARTERIAL	PRINCIPAL ARTERIAL	PRINCIPAL ARTERIAL
NHS PROJECT	NO	YES	YES

**DESIGN EXCEPTIONS**

NONE REQUIRED

**ADA DESIGN WAIVERS**

NONE REQUIRED

**UNDERGROUND UTILITIES**  
Contact Two Working Days  
Before You Dig

**OHIO811.org**  
Before You Dig

**OHIO811, 8-1-1, or 1-800-362-2764**  
(Non members must be called directly)

PLAN PREPARED BY:  
**MEAD & HUNT**  
4700 LAKEHURST CT, SUITE 110  
COLUMBUS OH, 43016



**INDEX OF SHEETS:**

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STANDARD CONSTRUCTION DRAWINGS				SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS
BP-3.1	1/19/24	TC-52.20	1/15/21	800-2023	10/18/24
BP-5.1	7/15/22	TC-71.10	4/21/23	809	7/19/24
BP-7.1	7/19/24	TC-74.10	7/21/23	819	1/17/20
		TC-81.22	7/21/23	825	7/19/24
DM-4.3	1/15/16	TC-83.10	1/17/20	828	1/19/18
DM-4.4	1/15/16	TC-83.20	7/19/24	832	7/19/24
		TC-85.10	1/19/24	909	7/19/24
MT-97.10	4/19/19	TC-85.20	4/21/23	916	7/19/24
MT-97.12	1/20/17	TC-86.10	7/21/23	919	1/17/20
				928	1/19/18
TC-12.31	4/15/22				
TC-21.21	1/20/23				
TC-41.20	10/18/13				
TC-41.41	7/19/19				
TC-42.20	10/18/13				
TC-52.10	10/18/13				

**FEDERAL PROJECT NUMBER**

E210267

**RAILROAD INVOLVEMENT**

NORFOLK SOUTHERN RAILROAD DOT #524892A and 524894N

**PROJECT DESCRIPTION**

INSTALL NEW TRAFFIC SIGNALS AT W 6TH ST/S RIVER ST AND W 6TH ST/S MAIN ST INTERSECTIONS FOR RAILROAD PREEMPTION AND INTERCONNECTION WITH NORFOLK SOUTHERN GRADE CROSSINGS DOT #524892A AND 524894N. INSTALL CURB RAMPS AROUND THE W 6TH ST/S RIVER ST INTERSECTION AND ON THE SOUTH SIDE OF THE W 6TH ST/S MAIN ST INTERSECTION. INSTALLATION WILL INCLUDE ADA AND MUTCD COMPLIANCE. THE PROJECT LENGTH IS 0.10 MILES.

**EARTH DISTURBED AREAS**

PROJECT EARTH DISTURBED AREA:	0.1 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	0.5 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	N/A (NOI NOT REQUIRED)

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

**2023 SPECIFICATIONS**

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS, CHANGES LISTED IN THE PROPOSAL, AND THE SUPPLEMENTAL SPECIFICATION 800 VERSION INDICATED ON THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

Tammy K. Campbell, P.E.  
District 08 Deputy Director

Pamela Boratyn  
Director, Department of Transportation

**ENGINEER'S SEAL**

DEBORAH LYNN WEAVER  
E-58498  
REGISTERED PROFESSIONAL ENGINEER

DESIGN AGENCY  
**Mead & Hunt**  
CLIENT

DESIGNER  
**ARM**  
REVIEWER  
SJS 06/07/24  
PROJECT ID  
115153  
SHEET TOTAL  
P.01 | 29

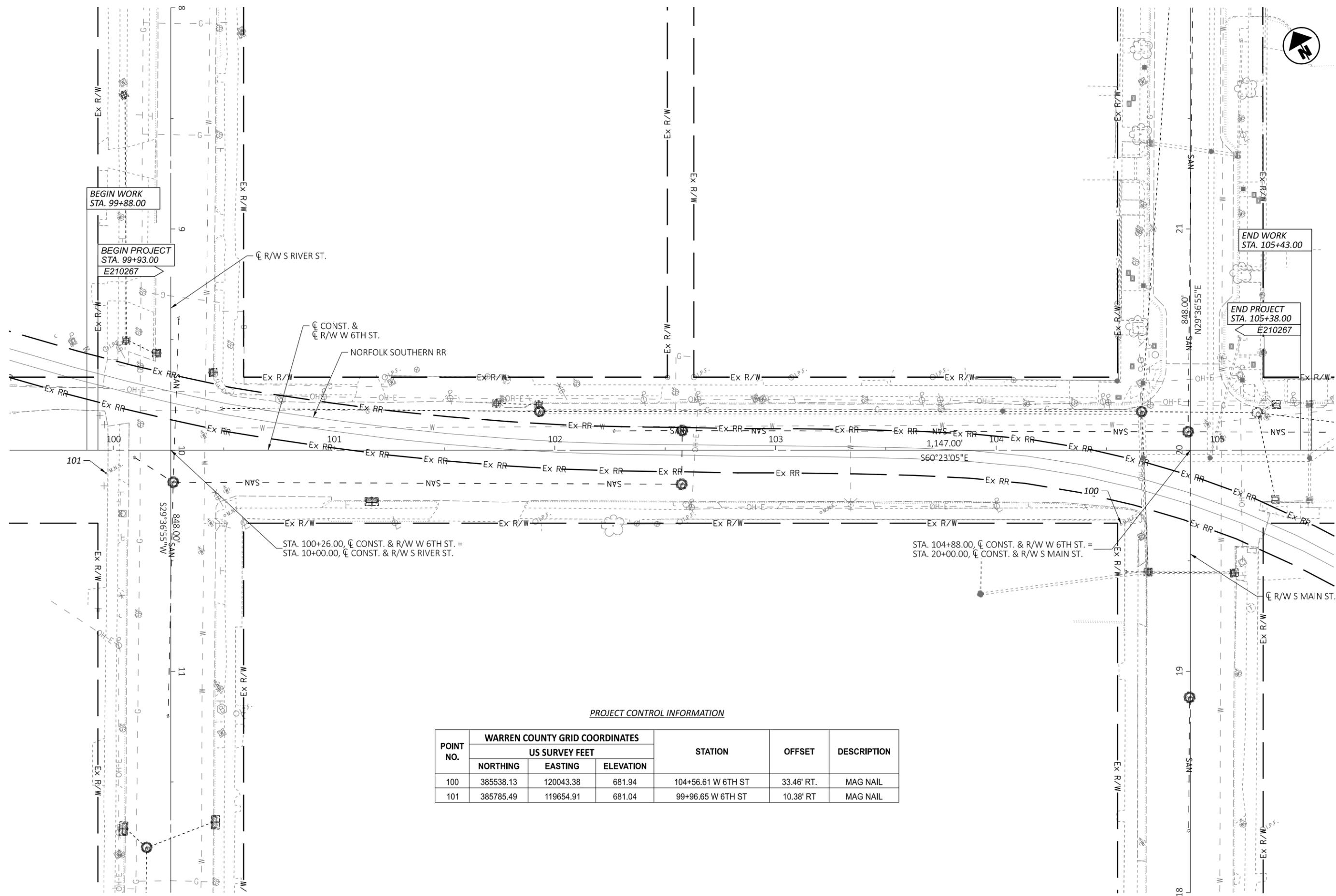
TITLE SHEET

WAR-S RIVER & S MAIN NS

MODEL: Sheet\_SurvF1 PAPER SIZE: 17x11 (in.) DATE: 11/4/2024 TIME: 3:34:10 PM USER: 02686 X:\4012500\220106\01115315\_WAR-STW-CES ORDC 2022\115153\_WAR-S RIVER & S MAIN NS\400-Engineering\Roadway\Sheets\115153\_GT001.dgn

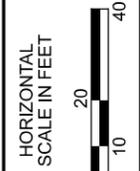
**WAR-S RIVER & S MAIN NS**

MODEL: Plan 1 - Schematic Plan [Sheet] PAPER SIZE: 17x11 (in.) DATE: 11/17/2024 TIME: 3:34:13 PM USER: 02686  
 X:\4012500\220106.01\115153\_VAR-STW-GES ORDC 2022\115153\_WAR-S River & S Main NS\400-Engineering\Roadway\Sheets\115153\_GB001.dgn



PROJECT CONTROL INFORMATION

POINT NO.	WARREN COUNTY GRID COORDINATES			STATION	OFFSET	DESCRIPTION
	NORTHING	EASTING	ELEVATION			
100	385538.13	120043.38	681.94	104+56.61 W 6TH ST	33.46' RT.	MAG NAIL
101	385785.49	119654.91	681.04	99+96.65 W 6TH ST	10.38' RT	MAG NAIL



**SCHEMATIC PLAN**

DESIGN AGENCY  
**Mead & Hunt**  
 CLIENT

DESIGNER  
 ARM

REVIEWER  
 SJS 06/07/24

PROJECT ID  
 115153

SHEET TOTAL  
 P.02 29

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

**UTILITIES**

LISTED BELOW ARE ALL UTILITIES LOCATED WITHIN THE PROJECT CONSTRUCTION LIMITS TOGETHER WITH THEIR RESPECTIVE OWNERS:

UTILITY CONTACTS ARE TO BE PROVIDED BY ODOT DISTRICT 8 UTILITY ENGINEER.

DUKE ENERGY ELECTRIC  
2010 Dana Ave, EF324  
Cincinnati, Ohio 45207  
Chris Tepe  
513-514-8209  
chris.tepe@duke-energy.com

DUKE ENERGY GAS  
139 E. Fourth St., Rm. 460A  
Cincinnati, Ohio 45202  
Mark Branscum or Denise Gross  
OH/KYHouseBill@duke-energy.com

ALTA FIBER (FORMERLY CINCINNATI BELL)  
201 E Fourth St. Bldg. 121-900  
Cincinnati, Ohio 45201  
513-565-7043  
Robert Wittenberg  
robert.wittenberg@altafiber.com

AT&T OHIO  
7201 Far Hills Avenue  
Dayton, Ohio 45459  
Alan Stutes  
937-708-1026  
AS1634@att.com

WARREN COUNTY WATER & SEWER  
406 Justice Drive  
Lebanon, Ohio 45036  
Chris Brausch  
513-695-1377  
Chris.brausch@co.warren.oh.us

CITY OF FRANKLIN  
Nick Miller, Assistant Public Works Director  
937-746-5001  
nmiller@Franklinohio.org

INDEPENDENTS FIBER NETWORK/COMNET  
13888 S Dixie Drive  
Wapakoneta, Ohio 45895  
OSPeng@cniteam.com

THE LOCATION OF THE UNDERGROUND UTILITIES SHOWN ON THE PLANS ARE AS OBTAINED FROM THE OWNERS AS REQUIRED BY SECTION 153.64 O.R.C.

**ADDITIONAL PROJECT CONTACTS**

LISTED BELOW IS INFORMATION FOR ADDITIONAL PROJECT CONTACTS:

Ohio Rail Development Commission  
Allen Bell - Safety Manager  
614-644-0313  
allen.bell@dot.ohio.gov

Ohio Rail Development Commission  
Heather Hamilton - Safety Division Coordinator  
614-644-0307  
heather.hamilton@dot.ohio.gov

Ohio Rail Development Commission Representative  
Mott MacDonald  
Zoltan Szabo  
216-535-3642  
zoltan.szabo@mottmac.com

Norfolk Southern Railroad  
Aaron Pease  
440-429-1960  
aaron.pease@nscorp.com

CITY OF FRANKLIN  
Nick Miller, Assistant Public Works Director  
937-746-5001  
nmiller@Franklinohio.org

**CLEARING AND GRUBBING**

ALTHOUGH THERE ARE NO TREES OR STUMPS SPECIFICALLY MARKED FOR REMOVAL WITHIN THE LIMITS OF THE PROJECT, A LUMP SUM QUANTITY IS INCLUDED IN THE GENERAL SUMMARY FOR ITEM 201, CLEARING AND GRUBBING. ALL PROVISIONS AS SET FORTH IN THE SPECIFICATIONS UNDER THIS ITEM ARE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 201, CLEARING AND GRUBBING.

**ITEM 204 - SUBGRADE COMPACTION AND PROOF ROLLING**

CONSTRUCT THE SUBGRADE AS FOLLOWS AND IN THE FOLLOWING SEQUENCE:

- 1. SHAPE THE SUBGRADE TO WITHIN 0.2 FEET OF THE PLAN SUBGRADE ELEVATION.
- 2. COMPACT THE SUBGRADE ACCORDING TO C&MS 204.03.
- 3. PROOF ROLL THE COMPACTED SUBGRADE ACCORDING TO C&MS 204.06.
- 4. FINE GRADE THE SUBGRADE TO THE SPECIFIED GRADE.

**ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN**

REMOVE AND REPLACE THE EXISTING ROCK BEHIND CR-2 AND CR-3 WITH IN-KIND MATERIAL. IF POSSIBLE, REUSE THE EXISTING ROCK.

A CONTINGENCY QUANTITY HAS BEEN INCLUDED AND CARRIED TO THE SUBSUMMARY ON SHEET P.09

ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTIONS, AS PER PLAN  
9 SQ. YD.

**MANHOLE AND VALVES ADJUSTED TO GRADE (PRIVATELY OWNED)**

ALL MANHOLES AND VALVES ENCOUNTERED IN AREAS THAT REQUIRE GRADE ADJUSTMENT WILL BE PERFORMED PRIOR TO THE APPLICATION OF THE SURFACE COURSE BY THE UTILITY OWNER. CONTACT THE UTILITY OWNER 2 WEEKS PRIOR TO WHEN THE ADJUSTMENTS ARE TO BE COMPLETED.

**SURVEYING PARAMETERS**

PRIMARY PROJECT CONTROL MONUMENTS GOVERN ALL POSITIONING ON ODOT PROJECTS. SEE SHEET P.02 OF THE PLANS FOR A TABLE CONTAINING PROJECT CONTROL INFORMATION.

USE THE FOLLOWING PROJECT CONTROL, VERTICAL POSITIONING, AND HORIZONTAL POSITIONING PARAMETERS FOR ALL SURVEYING ON THIS PROJECT:

**PROJECT CONTROL**

POSITIONING METHOD: ODOT REAL TIME NETWORK (2011) AND DIFFERENTIAL LEVELING  
MONUMENT TYPE: B

**VERTICAL POSITIONING**

ORTHOMETRIC HEIGHT DATUM: NAVD88  
GEOID: 12B

**HORIZONTAL POSITIONING**

REFERENCE FRAME: NAD83(2011)  
ELLIPSOID: GRS80  
OHIO COUNTY COORDINATE SYSTEM: WARREN  
WARREN LDP PROJECTION PARAMETERS:  
PROJECTION: LCC 1 PARALLEL  
CENTRAL LATITUDE: N 39°24'00"  
CENTRAL LONGITUDE: E 275°51'00"  
FALSE NORTHING: 100,000 METERS  
FALSE EASTING: 50,000 METERS  
PROJECTION SCALE FACTOR: 1.000035

\*THE LOW DISTORTION PROJECTION (LDP) IS A LOCAL COUNTY PROJECTION DEVELOPED BY O.D.O.T. THE DISTORTION BETWEEN GROUND AND GRID IS SO MINIMAL THAT THERE IS NO NEED FOR A SCALE FACTOR TO ADJUST BETWEEN GRID AND GROUND COORDINATES. CONTACT THE DISTRICT SURVEY DEPARTMENT FOR FURTHER INFORMATION OR QUESTIONS.

UNITS ARE IN U.S. SURVEY FEET. USE THE FOLLOWING CONVERSION FACTOR: 1 METER = 3.280833333 U.S. SURVEY FEET.

USE THE POSITIONING METHODS AND MONUMENT TYPE USED IN THE ORIGINAL SURVEY TO RESTORE ALL MONUMENTS RELATED TO PRIMARY PROJECT CONTROL THAT ARE DAMAGED OR DESTROYED BY CONSTRUCTION ACTIVITIES. RESTORE THE DAMAGED OR DESTROYED MONUMENTS IN ACCORDANCE WITH CMS 623.

BASIS OF BEARINGS  
BEARINGS ARE BASED ON GRID NORTH OF THE O.D.O.T. LOW DISTORTION PROJECTION – WARREN COUNTY

**SEEDING AND MULCHING**

THE FOLLOWING QUANTITIES ARE PROVIDED TO PROMOTE GROWTH AND CARE OF PERMANENT SEEDED AREAS:

659, TOPSOIL	4	CU. YD.
659, SEEDING AND MULCHING	30	SQ. YD.
659, REPAIR SEEDING AND MULCHING	2	SQ. YD.
659, INTER-SEEDING	2	SQ. YD.
659, COMMERCIAL FERTILIZER	0.01	TON
659, LIME	0.01	ACRE
659, WATER	1	M. GAL.

SEEDING AND MULCHING SHALL BE APPLIED TO ALL AREAS OF EXPOSED SOIL BETWEEN THE RIGHT-OF-WAY LINES, AND WITHIN THE CONSTRUCTION LIMITS FOR AREAS OUTSIDE THE RIGHT-OF-WAY LINES COVERED BY WORK AGREEMENT OR SLOPE EASEMENT. QUANTITY CALCULATIONS FOR SEEDING AND MULCHING ARE BASED ON THESE LIMITS. THE SEEDING AND MULCHING QUANTITIES SHOWN ABOVE HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

**ITEM 608 - CURB RAMP, AS PER PLAN**

IN AREAS OF INTERSECTION WHERE CURB IS REPLACED, WHEEL CHAIR RAMPS SHALL BE CONSTRUCTED TO MEET ADA REQUIREMENTS IN ACCORDANCE WITH ODOT STANDARD DRAWING BP-7.1 AND AS DIRECTED BY THE ENGINEER.

THE INTENT OF THIS ITEM IS TO INSTALL ADA CURB RAMPS WHERE INDICATED IN THIS SET OF PLANS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING THE EXISTING WALK AND/OR CURB AND GUTTER IN A MANNER THAT DOES NOT DAMAGE OTHER AREAS MEANT TO REMAIN IN PLACE (SEE CURRENT STANDARD DRAWING BP-7.1). AS THESE INSTALLATIONS ARE BEING MADE TO FIT EXISTING CONDITIONS, VARIATIONS FROM STANDARD MAY OCCUR. ANY DEVIATIONS FROM DETAIL IN THESE PLANS MUST FIRST BE APPROVED BY THE ENGINEER. RESTORATION TO EXISTING PAVEMENT AREAS IN FRONT OF THE PROPOSED CURB RAMPS SHALL BE INCLUDED IN THIS ITEM OF WORK. RESTORATION SHALL BE MADE UP TO AND INCLUDE THE SURFACE COURSE. ALL WORK, LABOR, MATERIAL, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS WORK SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE FOOT FOR ITEM 608, CURB RAMP, AS PER PLAN.

**PAVEMENT REPAIR**

PAVEMENT REPAIR SHALL CONSIST OF PAVEMENT REMOVED AND REPLACED TO CORRECT COUNTER SLOPE AND/OR CROSS SLOPE AT PROPOSED CURB RAMP BASES, AND/OR FOR EASE OF CONSTRUCTION.

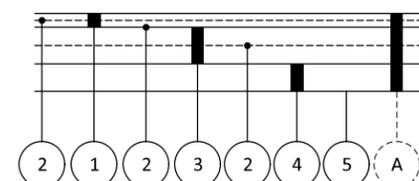
IN ADDITION TO THE REQUIREMENT OF ODOT C&MS SECTION 253, THE CONTRACTOR SHALL REMOVE AN ADDITIONAL WIDTH OF PAVEMENT MEASURED 2 FEET FROM THE FACE OF THE CURB/GUTTER TO BE REMOVED. REFER TO THE TYPICAL SECTION BELOW FOR PAVEMENT BUILD-UP OF THE REPLACEMENT MATERIAL.

ESTIMATED QUANTITIES ARE INCLUDED IN THE SUBSUMMARY ON SHEET P.09

THE 6" AGGREGATE BASE SHALL BE INSTALLED UNDER THE CURB AND SHALL EXTEND WIDTHWISE APPROXIMATELY 10" PAST THE BACK OF CURB.

ALL OF THESE ITEMS, INCLUDING THE PAVEMENT REMOVAL, ARE INCLUDED IN THE SQ FT ITEM, CURB RAMP, AS PER PLAN.

TYPICAL SECTION: PAVEMENT REPAIR, AS PER PLAN



- A ITEM 202 - PAVEMENT REMOVED
- 1 ITEM 441 - 3" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (449), PG64-22 (2 LIFTS)
- 2 ITEM 407 - NON-TRACKING TACK COAT
- 3 ITEM 301 - 8" ASPHALT CONCRETE BASE, PG64-22 (2 LIFTS)
- 4 ITEM 304 - 6" AGGREGATE BASE
- 5 ITEM 204 - SUBGRADE COMPACTION

EXISTING PAVEMENT BUILD-UPS WERE NOT FOUND. THE EXISTING PAVEMENT IS EXPECTED TO BE BITUMINOUS CONCRETE OVER PENETRATION MACADAM. REGARDLESS OF MATERIAL FOUND, BACKFILL AS SHOWN IN TYPICAL SECTION ABOVE.

GENERAL NOTES

DESIGN AGENCY  
**Mead & Hunt**  
CLIENT  
DESIGNER  
ARM  
REVIEWER  
SJS 06/07/24  
PROJECT ID  
115153  
SHEET TOTAL  
P.03 29

**WORK INSPECTION**

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE(S) SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

**CONSTRUCTION NOISE**

ACTIVITIES AND LAND USE ADJACENT TO THIS PROJECT MAY BE AFFECTED BY CONSTRUCTION NOISE. IN ORDER TO MINIMIZE ANY ADVERSE CONSTRUCTION NOISE IMPACTS, DO NOT OPERATE POWER-OPERATED CONSTRUCTION-TYPE DEVICES BETWEEN THE HOURS OF 8:00 PM AND 7:00 AM. IN ADDITION, DO NOT OPERATE AT ANY TIME ANY DEVICE IN SUCH A MANNER THAT THE NOISE CREATED SUBSTANTIALLY EXCEEDS THE NOISE CUSTOMARILY AND NECESSARILY ATTENDANT TO THE REASONABLE AND EFFICIENT PERFORMANCE OF SUCH EQUIPMENT.

**COORDINATION WITH RAILROAD**

THE CONTRACTOR IS RESPONSIBLE FOR ALL COORDINATION WITH NORFOLK SOUTHERN RAILROAD ON THIS PROJECT.

THE CONTRACTOR WILL NEED TO COORDINATE WITH NORFOLK SOUTHERN TO DETERMINE THE METHOD AND SCHEDULE OF INTERCONNECTION. AT MINIMUM, THE CONTRACTOR SHALL CONNECT THE PROVIDED 200' OF INTERCONNECT CABLE TO THE TRAFFIC SIGNAL CONTROL CABINET. THE CONTRACTOR SHALL COMPLETE THE CONNECTION BETWEEN THE TRAFFIC SIGNAL CONTROLLER CABINET AND THE RAILROAD BUNGALOW IN ACCORDANCE WITH SS819. SPLICES ARE NOT ACCEPTABLE.

**ITEM 202 - CURB REMOVED, AS PER PLAN**

SAW CUT THE EXISTING CURB FOR THE LIMITS SHOWN ON THE PLANS SUCH THAT THE CURB IS FLUSH WITH THE ADJACENT SURFACES.

**WORK NEAR GAS LINE**

BEFORE WORKING IN THE AREA AROUND SIGNAL SUPPORT SP-2 IN THE NORTHEAST CORNER OF THE S RIVER ST./W 6TH ST. INTERSECTION, CONTACT DUKE GAS AT THE NUMBER BELOW:

JOHN REICHENBERGER  
513-497-8423

GENERAL NOTES



DESIGNER  
ARM

REVIEWER  
SJS 06/07/24

PROJECT ID  
115153

SHEET TOTAL  
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**MAINTENANCE OF TRAFFIC SIGNAL INSTALLATION**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING TRAFFIC SIGNAL INSTALLATIONS WITHIN THE PROJECT UNDER THE FOLLOWING CONDITION:

NEW SIGNAL INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE FOR POLICE SERVICES AND MAINTENANCE SERVICES SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

**MAINTENANCE OF TRAFFIC SIGNAL INSTALLATION (CONT)**

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 6 HOURS AND SHALL NOT INCLUDE THE HOURS OF 7:00 TO 9:00 AM AND 3:00 TO 6:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY THE CONTRACTOR, BY THE INSTALLATION OF TEMPORARY "STOP" SIGNS.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;
2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;
3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;
4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;
5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.

A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

**ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES)**

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES BY USE OF THE EXISTING PAVEMENT, FLAGGER CONTROL PER SCD MT-97.10, AND MT-97.12. MAINTAIN A MINIMUM OF 1 SIDEWALK ON EITHER SIDE OF THE ROAD AT ALL TIMES.

LANE RESTRICTIONS OR LANE REDUCTIONS SHALL NOT BE PERMITTED AFTER NORMAL WORKING HOURS. NORMAL WORKING HOURS SHALL BE THOSE HOURS DURING WHICH THE CONTRACTOR HAS A FULL COMPLEMENT OF EMPLOYEES AND EQUIPMENT ACTIVELY REMOVING AND/OR PLACING PAVEMENT MATERIALS.

IF IT IS NECESSARY TO STOP ALL TRAFFIC THE WORK SHALL BE SO ARRANGED THAT THE STOPPAGE IS LESS THAN TEN (10) MINUTES IN ANY ONE (1) THIRTY (30) MINUTE PERIOD. NO STOPPAGE OF TRAFFIC SHALL OCCUR FOR THE ERECTION OF SIGNAL SUPPORTS OR HANGING SIGNAL HEADS WITHOUT A LAW ENFORCEMENT OFFICER WITH PATROL CAR AT THE SITE FOR ASSISTANCE IN CONTROLLING TRAFFIC. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE THE SERVICES AND SCHEDULING OF SAID LAW ENFORCEMENT OFFICER WITH PATROL CAR.

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

**ITEM 614, MAINTAINING TRAFFIC (AT ALL TIMES) (CONT)**

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC UNLESS SEPARATELY ITEMIZED IN THE PLANS.

**NOTIFICATION OF TRAFFIC RESTRICTIONS**

THROUGHOUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE, MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTICE DUE TO PERMITS AND PIO
LANE CLOSURES AND RESTRICTIONS	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	<2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION AND TRAFFIC PATTERN CHANGES	N/A	14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

**WINDOW CONTRACT TABLE**

**WORK LIMITS**

THE WORK LIMITS SHOWN ON THESE PLANS ARE FOR PHYSICAL CONSTRUCTION ONLY. PROVIDE THE INSTALLATION AND OPERATION OF ALL WORK ZONE TRAFFIC CONTROL AND WORK ZONE TRAFFIC CONTROL DEVICES REQUIRED BY THESE PLANS WHETHER INSIDE OR OUTSIDE THESE WORK LIMITS.

DESCRIPTION OF CRITICAL WORK	CALENDAR DAYS TO COMPLETE
ALL WORK ON PROJECT	60 DAYS

THE CONSTRUCTION COMPLETION DATE IS 10/31/2025

**DUST CONTROL**

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

ITEM 616, WATER 1 M. GAL.

**ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS**

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMUTCD INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF C&MS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

DURING A TRAFFIC SIGNAL INSTALLATION WHEN IMPACTING THE NORMAL FUNCTION OF THE SIGNAL OR THE FLOW OF TRAFFIC, OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN GENERAL, LEOS SHOULD BE POSITIONED IN ADVANCE OF AND ON THE SAME SIDE AS THE LANE RESTRICTION OR AT THE POINT OF ROAD CLOSURE, AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH SIGNALIZED INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

ENSURE PROVIDED LEOS HAVE BEEN TRAINED APPROPRIATE TO THE JOB DECISIONS THEY ARE REQUIRED TO MAKE WHILE ON THE PROJECT, IN ACCORDANCE WITH C&MS 614.03.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING THE SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 48 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE) INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF A LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE. THE QUANTITY HAS BEEN CARRIED TO THE GENERAL SUMMARY.

**ITEM 900, SPECIAL - RAILROAD FLAGGING SERVICES**

FLAGGING FOR WORK ON RAILROAD RIGHT OF WAY SHALL BE COORDINATED, OBTAINED AND PAID FOR BY THE CONTRACTOR. FLAGGING SHALL BE PROVIDED BY THE CONTRACTOR WHENEVER REQUIRED BY THE NORFOLK SOUTHERN SPECIAL PROVISIONS FOR THE PROTECTION OF RAILWAY INTEREST. NORFOLK SOUTHERN SHALL APPROVE THE FLAGGING SERVICE PROVIDER AND THEIR STAFF.

SEE ADDITIONAL NS REQUIREMENTS IN THE "SPECIAL CLAUSES IN THE PROPOSAL". REFER TO DRAWING P6/22 UNDER ITEM 900-SPECIAL-RAILROAD FLAGGING SERVICES.

NORFOLK SOUTHERN HAS THE SOLE AUTHORITY TO DETERMINE THE NEED FOR PROTECTION SERVICES TO PROTECT ITS OPERATIONS IN GENERAL. THE REQUIREMENTS OF SUCH SERVICES WILL BE WHENEVER THE CONTRACTOR'S PERSONNEL OR EQUIPMENT ARE OR ARE LIKELY TO BE, WORKING ON THE RAILROAD'S RIGHT OF WAY, OR ACROSS, OVER, ADJACENT TO, OR UNDER A TRACK, OR WHEN SUCH WORK HAS DISTURBED OR IS LIKELY TO DISTURB A RAILROAD STRUCTURE OR THE RAILROAD ROADBED OR SURFACE AND ALIGNMENT OF ANY TRACK TO SUCH EXTENT THAT THE MOVEMENT OF TRAINS MUST BE CONTROLLED BY FLAGGING.

THE TOTAL DOLLARS IN THE ESTIMATED QUANTITIES IS BASED UPON AN ESTIMATE OF TOTAL FLAGGING DOLLARS NEEDED TO COMPLETE THE PLANNED WORK.

ONLY THE FOLLOWING CERTIFIED FLAGGING PROVIDERS ARE ACCEPTABLE BY NORFOLK SOUTHERN:

R&R CONSULTING TEAM  
DAVID N. CRAFT  
CO-OWNER & PRESIDENT  
R&R CONSULTING TEAM LLC.  
P.O. BOX 4739  
HARRISBURG, PA 17111  
717-497-4373 (CELL)  
775-521-2495 (E-FAX)  
dcraft@rrconsultingteam.com  
www.rrconsultingteam.com

RAILROAD CONSULTANTS  
STEVE LLOYD (VP BUSINESS DEVELOPMENT)  
(615) 542-8901

RAILPROS  
1320 GREENWAY DR., SUITE 490  
IRVING, TX 75038  
(877) 315-0513  
HTTP://WWW.RAILPROS.COM/SERVICES-CATEGORY/FIELD-SERVICES/

PAYMENT FOR CERTIFIED FLAGGING PROVIDERS WILL BE MADE PER ITEM 900, RAILROAD FLAGGING SERVICES, EACH BASED UPON THE INVOICES RECEIVED FROM THE FLAGGING SERVICE FOR THE DOLLARS USED, INCLUDING A FIVE PERCENT MARKUP FOR CONTRACTOR OVERHEAD FOR ADMINISTERING THE CONTRACT WITH THE FLAGGING SERVICE. AN ESTIMATED QUANTITY OF \$5000 HAS BEEN CARRIED TO THE GENERAL SUMMARY.

IN THE EVENT THE PROJECT IS DELAYED DUE TO RAILROAD FLAGGER AVAILABILITY, THE CONTRACTOR WILL PROVIDE DOCUMENTATION SUPPORTING THEIR EFFORTS TO SCHEDULE A FLAGGER FROM THE FLAGGING SERVICE.

**MAINTAINING TRAFFIC FOR PEDESTRIAN AND CYCLIST**

THE CONTRACTOR SHALL BE RESPONSIBLE TO MAINTAIN BOTH PEDESTRIAN AND BICYCLIST TRAFFIC AS OUTLINED BELOW:

**PEDESTRIAN DETOUR:**

THE CONTRACTOR SHALL SHIFT PEDESTRIAN TRAFFIC ONTO THE EXISTING BICYCLIST ROUTE LOCATED ON SOUTH RIVER STREET WITH THE USE OF PEDESTRIAN DETOUR SIGNING M4-9bR(L)-30 (PEDESTRIAN DETOUR). THE DETOUR SIGNS SHALL BE PLACED IN ADVANCE OF THE TEMPORARY ROUTE. THE CONTRACTOR CAN USE THE DRIVE APPROACH AND THE BICYCLIST ROUTE ON THE LEFT SIDE SOUTH RIVER STREET NORTH OF THE 6TH STREET INTERSECTION.

THE CONTRACTOR SHALL INSTALL DRUMS TO PROTECT USERS FROM THE CONSTRUCTION WORK AREA. ONCE THE DETOUR ROUTE AND THE WORK AREA HAS BEEN PROTECTED THE CONTRACTOR CAN CONSTRUCT THE PROPOSED PEDESTAL AND CURB RAMPS.

**BICYCLIST DETOUR:**

ONCE THE SIDEWALK CURB RAMPS ARE COMPLETED AND OPEN TO PEDESTRIAN TRAFFIC AT THE INTERSECTION OF SOUTH RIVER STREET AND 6TH STREET ARE COMPLETED, THE CONTRACTOR SHALL DETOUR THE BICYCLIST TRAFFIC ONTO THE SIDEWALK AND THEN BACK ONTO THE BICYCLIST ROUTE. THE CONTRACTOR SHALL INSTALL DRUMS TO PROTECT CYCLIST FROM THE CONSTRUCTION AREA. DETOUR SIGNS M4-9cR(L)-30 (BICYCLIST DETOUR) SHALL BE USED TO DIRECT USERS AROUND THE CONSTRUCTION AREA.

THE CONTRACTOR CAN CONSTRUCT THE PROPOSED WALK AND CURB RAMP ON THE LEFT SIDE OF SOUTH RIVER STREET.

THE WORK AS DESCRIBED ABOVE INCLUDING INSTALLING AND THE REMOVAL OF THE DETOUR SIGNS AND DRUMS SHALL BE INCLUDED IN THE LUMP SUM BID OF ITEM 614 MAINTAINING TRAFFIC

DESIGN AGENCY



DESIGNER  
DLW

REVIEWER  
SJS 06/07/24

PROJECT ID  
115153

SHEET TOTAL  
P.06 | 29





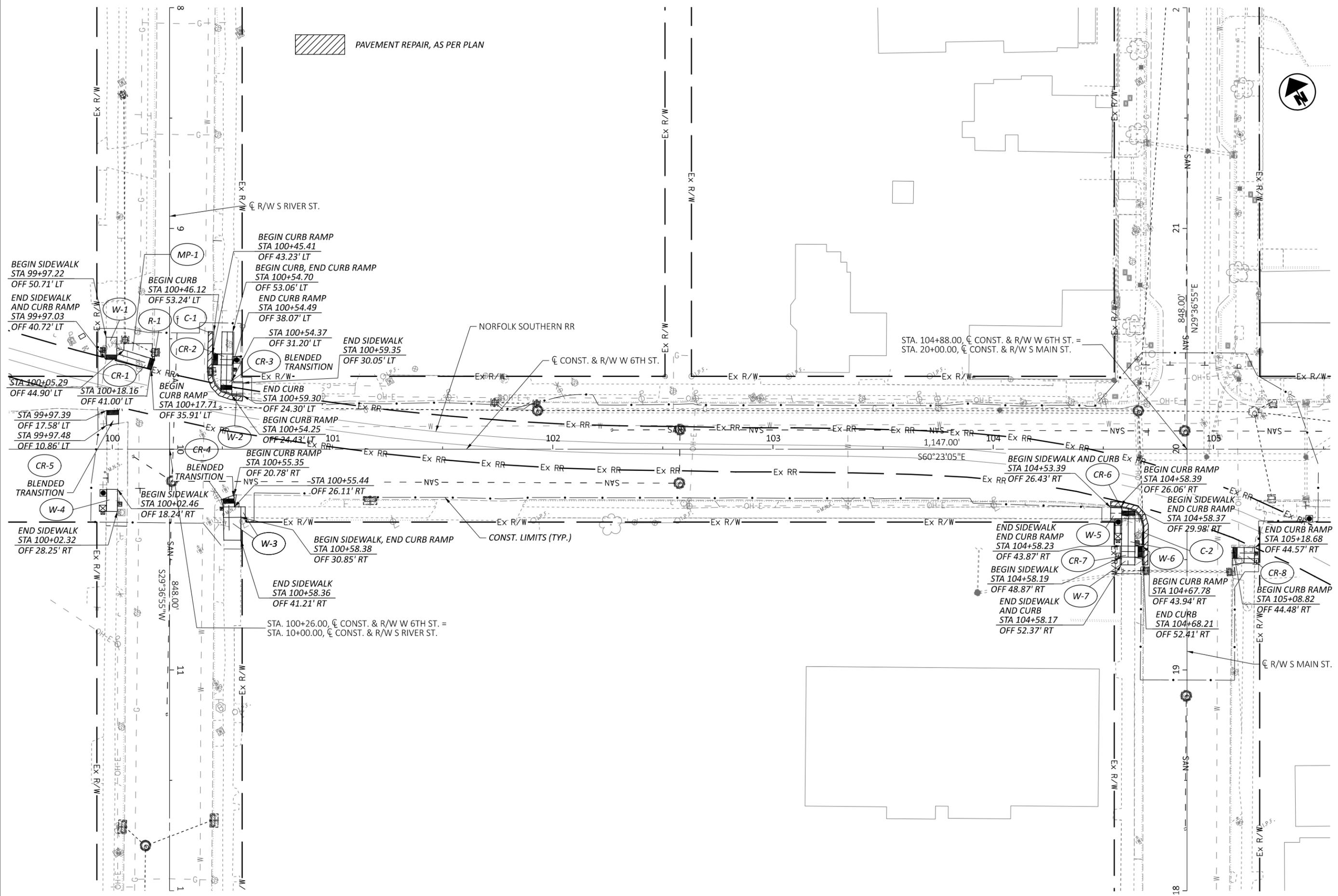
**WAR-S RIVER & S MAIN NS**

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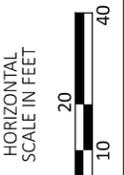
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						CLEARING AND GRUBBING	PAVEMENT REMOVED	WALK REMOVED	CURB REMOVED	CURB REMOVED, AS PER PLAN	EXCAVATION	EMBANKMENT	4" NON-REINFORCED CONCRETE PAVEMENT, CLASS QC 1P	CRUSHED AGGREGATE SLOPE PROTECTION, AS PER PLAN	4" CONCRETE WALK	CURB RAMP, AS PER PLAN	DETECTABLE WARNING	CURB, TYPE 4-C	CURB, TYPE 6	TOPSOIL	SEEDING AND MULCHING	REPAIR SEEDING AND MULCHING	INTER-SEEDING	COMMERCIAL FERTILIZER	LIME	WATER
						LS	SY	SF	FT	FT	CY	CY	SY	SY	SF	SF	SF	FT	FT	CY	SY	SY	SY	TON	ACRE	MGAL
	3	GENERAL NOTES				LS							9							4	30	2	2	0.01	0.01	1
CR-1	10	99+97.00	LT	100+19.00	LT		7								86											
W-1	10	99+97.00	LT	100+02.00	LT			47						50		10										
R-1	10	100+18.00	LT	100+19.00	LT				2																	
MP-1	10	100+05.00	LT	100+18.00	LT			63						63												
CR-2	10	100+45.00	LT	100+55.00	LT			71								103										
CR-3	10	100+49.00	LT	100+54.00	LT			70								68										
C-1	10	100+45.00	LT	100+59.00	LT				38								28									
W-2	10	100+54.00	LT	100+59.00	LT			26						25				5								
CR-4	10	100+50.00	RT	100+55.00	RT			76								65										
W-3	10	100+50.00	RT	100+58.00	RT			90						90												
CR-5	10	99+97.00	LT	100+03.00	LT			35								35										
W-4	10	99+97.00	RT	100+02.00	RT			50						50												
CR-6	10	104+58.00	RT	104+63.00	RT			32								29										
CR-7	10	104+58.00	RT	104+68.00	RT			51								57										
C-2	10	104+53.00	RT	104+68.00	RT				37			5					26									
W-5	10	104+53.00	RT	104+58.00	RT			25						25				5								
W-6	10	104+58.00	RT	104+64.00	RT			103						75				6								
W-7	10	104+58.00	RT	104+64.00	RT			21						21				4								
CR-8	10	105+08.00	RT	105+19.00	RT			72	8							72										
		ENTIRE PROJECT									5	5														
TOTALS CARRIED TO GENERAL SUMMARY						LS	7	832	83	2	5	5	5	9	399	515	10	54	20	4	30	2	2	0.01	0.01	1

**ROADWAY SUBSUMMARY**

DESIGN AGENCY  
  
 CLIENT  
  
 DESIGNER  
**ARM**  
 REVIEWER  
 SJS 06/07/24  
 PROJECT ID  
**115153**  
 SHEET TOTAL  
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PAVEMENT REPAIR, AS PER PLAN



ROADWAY PLAN SHEET  
 STA. 99+53 TO STA. 105+53

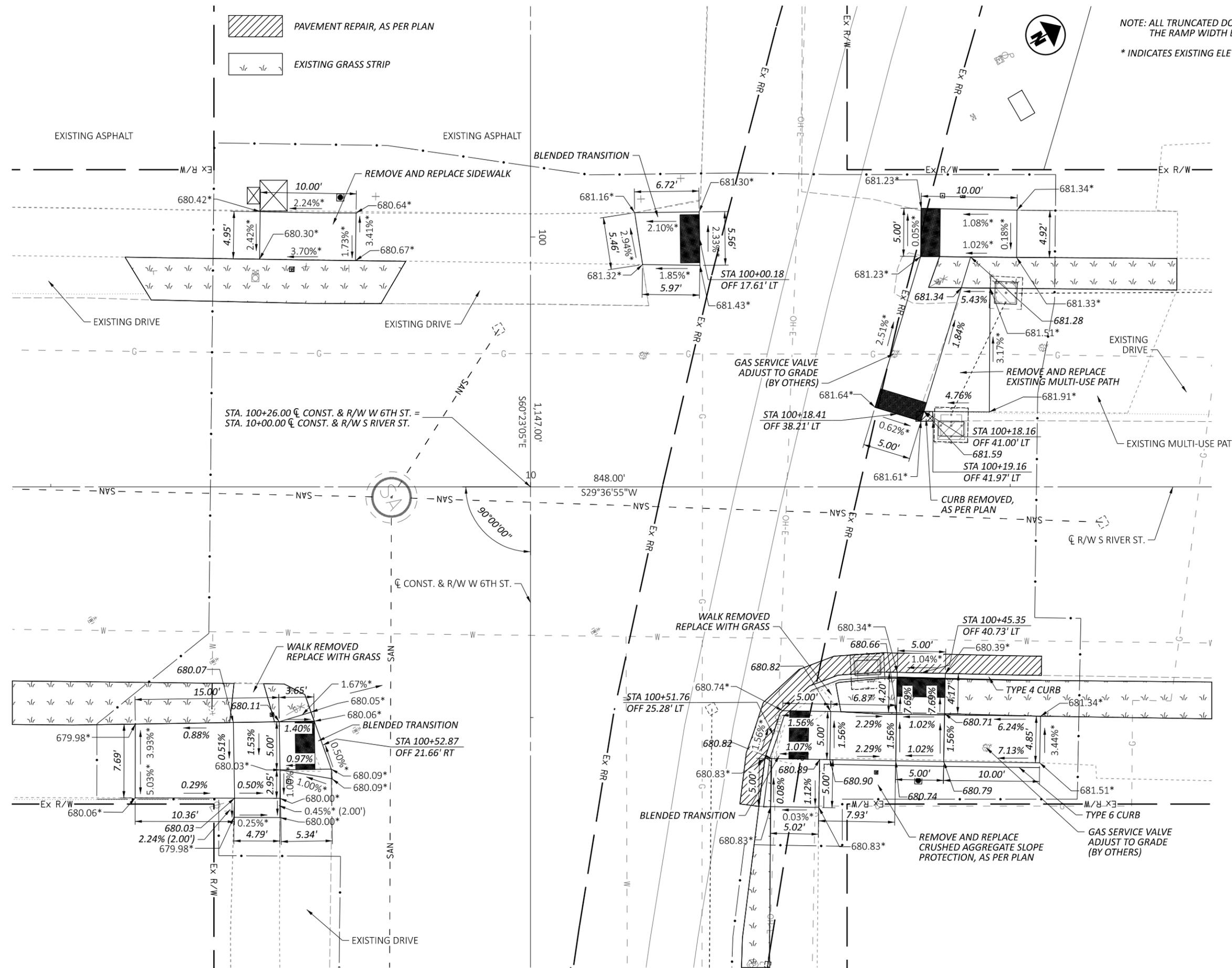
DESIGN AGENCY  
**Mead & Hunt**  
 CLIENT

DESIGNER  
 ARM

REVIEWER  
 SJS 06/07/24

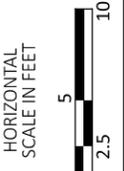
PROJECT ID  
 115153

SHEET TOTAL  
 P.10 29



 PAVEMENT REPAIR, AS PER PLAN  
 EXISTING GRASS STRIP

NOTE: ALL TRUNCATED DOMES SHALL BE THE RAMP WIDTH BY 24"  
 \* INDICATES EXISTING ELEVATION OR SLOPE



CURB RAMP DETAILS  
 W 6TH ST AND S RIVER ST

DESIGN AGENCY  
**Mead & Hunt**  
 CLIENT  
 DESIGNER  
 ARM  
 REVIEWER  
 SJS 06/07/24  
 PROJECT ID  
 115153  
 SHEET TOTAL  
 P.11 29



REF NO.	SHEET NO.	LOCATION	STATION	SIDE	CODE	SIZE (INCHES)	630		630		630		630		631	
							GROUND MOUNTED SUPPORT, NO. 3 POST	SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN	SIGN, FLAT SHEET	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	INTERNALLY ILLUMINATED FIXED MESSAGE SIGN, AS PER PLAN, STREET NAME SIGN				
							FT	EACH	SF	EACH	EACH	EACH				
SR-1	15	SIXTH STREET	101+60	LT							2	1				
SR-2	15	SIXTH STREET	101+20	RT							2	1				
SR-3	15	SIXTH STREET	104+40	RT							2	1				
SR-4	15	SIXTH STREET	104+55	RT							2	1				
SR-5	15	SIXTH STREET	104+60	RT							1	1				
SR-6	15	SIXTH STREET	104+60	RT							2	1				
SR-7	15	SIXTH STREET	105+10	RT							2	1				
SR-8	15	SIXTH STREET	105+10	RT							1	1				
SR-9	15	SIXTH STREET	105+30	LT							2	1				
SR-10	15	SIXTH STREET	104+60	LT							2	1				
S-1	16	SIXTH STREET	103+20	RT	W10-1-36 R8-3a-24	36" DIA. 24"X30"	14.5		9.0 5.0							
S-2	16	SIXTH STREET	104+18	RT	R10-6-24	24"X36"	13.5		6.0							
S-3	16	SIXTH STREET	102+65	LT	R6-1L-36 R6-1R-36	36"X12" 36"X12"	11.5		3.0 3.0							
S-4	16	SIXTH STREET	102+90	LT	W10-1-36	36" DIA.	13.5		9.0							
S2	22	RIVER & SIXTH INT.	MAST ARM												1	
S3	22	RIVER & SIXTH INT.	MAST ARM												1	
S4	22	RIVER & SIXTH INT.	MAST ARM												1	
S2	26	MAIN & SIXTH INT.	MAST ARM												2	
S3	26	MAIN & SIXTH INT.	MAST ARM												2	
TOTALS CARRIED TO GENERAL SUMMARY							53.0	7	35.0	18	10	7				

SIGNING SUBSUMMARY

DESIGN AGENCY  
**Mead & Hunt**  
 CLIENT



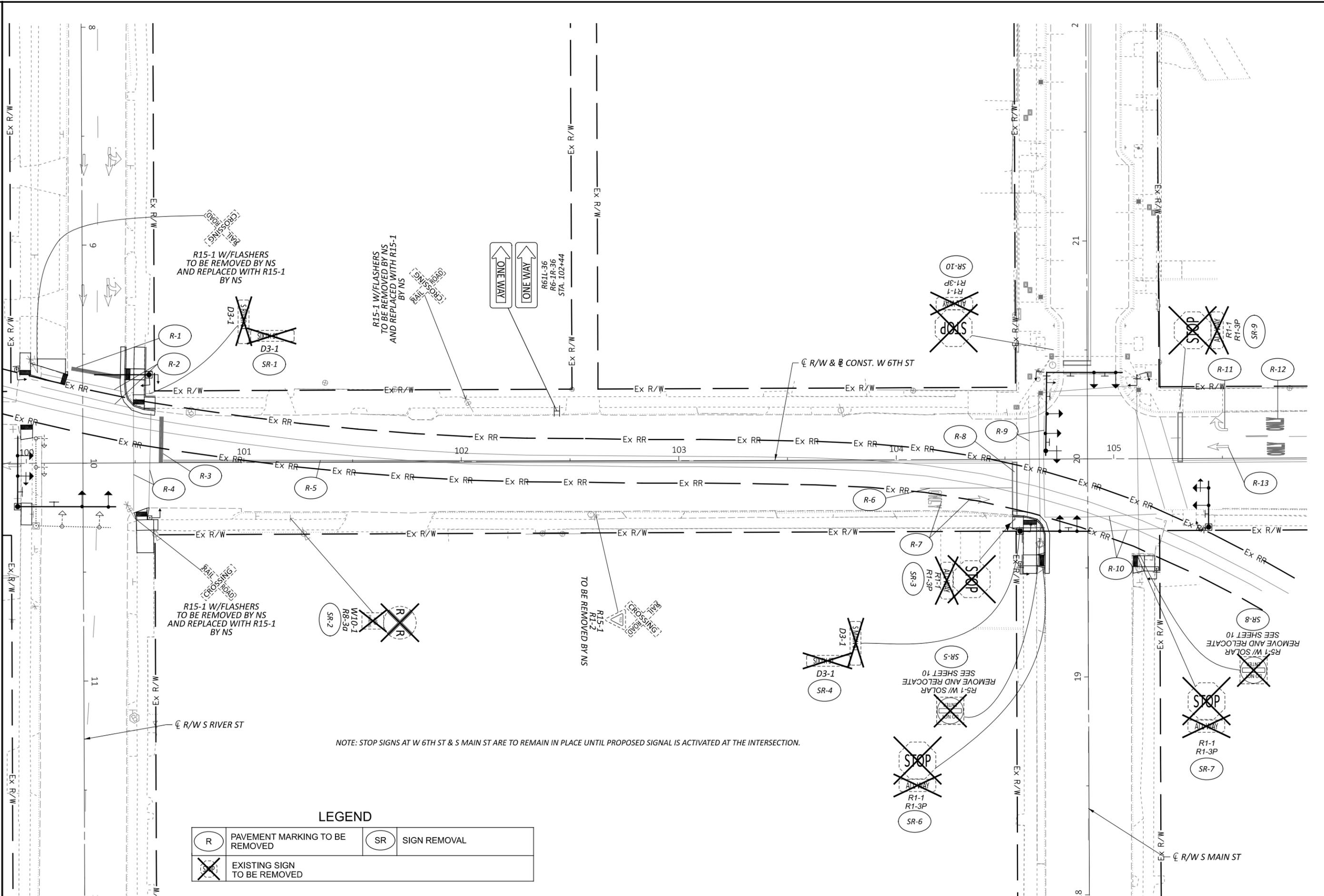
DESIGNER  
**DLW**

REVIEWER  
**SJS 06/07/24**

PROJECT ID  
**115153**

SHEET TOTAL  
 P.13 | 29

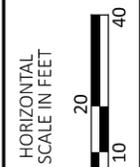




NOTE: STOP SIGNS AT W 6TH ST & S MAIN ST ARE TO REMAIN IN PLACE UNTIL PROPOSED SIGNAL IS ACTIVATED AT THE INTERSECTION.

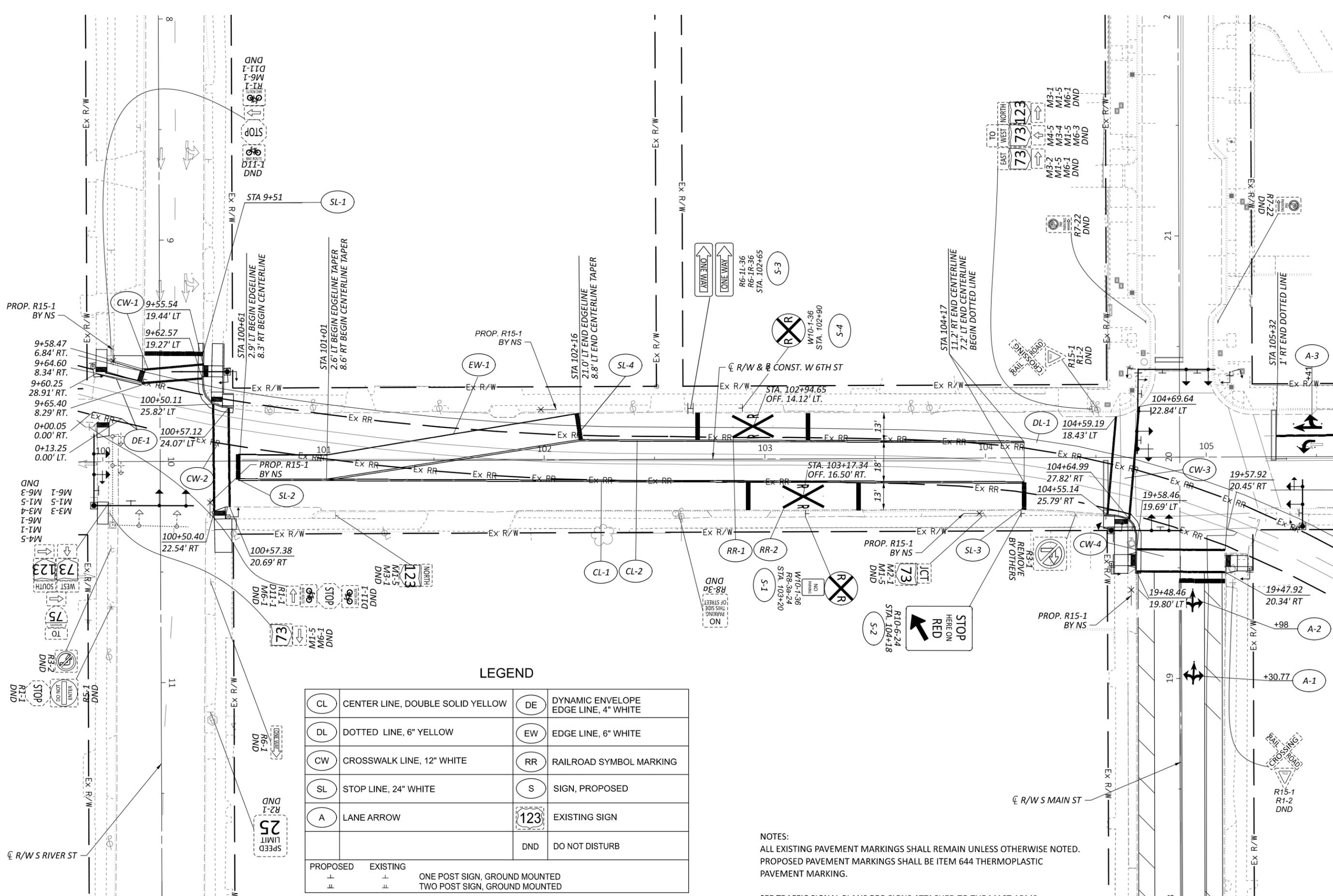
LEGEND

	PAVEMENT MARKING TO BE REMOVED		SIGN REMOVAL
	EXISTING SIGN TO BE REMOVED		



SIGNING AND PAVEMENT MARKING REMOVAL PLAN  
 WEST 6TH STREET

DESIGN AGENCY  
  
 CLIENT  
  
 DESIGNER  
 TK  
 REVIEWER  
 DLW 05/31/24  
 PROJECT ID  
 115153  
 SHEET TOTAL  
 P.15 29

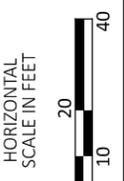


LEGEND

(CL)	CENTER LINE, DOUBLE SOLID YELLOW	(DE)	DYNAMIC ENVELOPE EDGE LINE, 4" WHITE
(DL)	DOTTED LINE, 6" YELLOW	(EW)	EDGE LINE, 6" WHITE
(CW)	CROSSWALK LINE, 12" WHITE	(RR)	RAILROAD SYMBOL MARKING
(SL)	STOP LINE, 24" WHITE	(S)	SIGN, PROPOSED
(A)	LANE ARROW	(123)	EXISTING SIGN
		(DND)	DO NOT DISTURB
PROPOSED	EXISTING	ONE POST SIGN, GROUND MOUNTED	
±	±	TWO POST SIGN, GROUND MOUNTED	

NOTES:  
 ALL EXISTING PAVEMENT MARKINGS SHALL REMAIN UNLESS OTHERWISE NOTED.  
 PROPOSED PAVEMENT MARKINGS SHALL BE ITEM 644 THERMOPLASTIC PAVEMENT MARKING.

SEE TRAFFIC SIGNAL PLANS FOR SIGNS ATTACHED TO THE MAST ARMS.



SIGNING AND MARKING PLANS  
 WEST 6TH STREET

DESIGN AGENCY  
**Mead & Hunt**  
 CLIENT

DESIGNER  
 TK

REVIEWER  
 DLW 05/31/24

PROJECT ID  
 115153

SHEET TOTAL  
 P.16 29

**SIGNAL ACTIVATION**

PRIOR TO ACTIVATING THE NEW TRAFFIC SIGNAL TO STOP-AND-GO MODE AND/OR REMOVING THE EXISTING TRAFFIC SIGNAL FROM SERVICE, ALL ITEMS IN THE PROPOSED SIGNAL PLAN SHALL BE FULLY COMPLETED, (I.E., VEHICLE DETECTION, PEDESTRIAN SIGNAL HEADS, ETC.) IF THERE ARE CONSTRUCTABILITY ISSUES (I.E., ROADWAY WIDENING, ETC.) THAT PREVENT THE SIGNAL FROM BEING COMPLETED PRIOR TO ACTIVATION, IT SHALL BE BROUGHT TO THE ATTENTION OF THE CITY OF FRANKLIN ENGINEER. THE CITY OF FRANKLIN ENGINEER WILL THEN REVIEW, APPROVE OR REJECT PROPOSALS TO ACTIVATE THE TRAFFIC SIGNAL PRIOR TO COMPLETION.

THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER AND THE CITY OF FRANKLIN ENGINEER AT LEAST 10 WORKING DAYS PRIOR TO SCHEDULING THE FINAL INSPECTION OF THE SIGNAL INSTALLATION. FINAL INSPECTION IS NOT CONSIDERED COMPLETE UNTIL THE CITY OF FRANKLIN TRAFFIC PERSONNEL INSPECT THE TRAFFIC SIGNAL AND ISSUE WRITTEN APPROVAL. IF ISSUES ARE FOUND DURING THE FINAL INSPECTION THAT EFFECT THE SAFETY OF THE TRAVELING PUBLIC AND/OR THE EFFICIENCY OF THE INTERSECTION, THE SIGNAL SHALL NOT BE ACTIVATED ON THE PROPOSED DATE. ANY PUNCH LIST ITEMS THAT ARE FOUND SHALL BE CORRECTED AND REINSPECTED BY CITY OF FRANKLIN TRAFFIC PERSONNEL PRIOR TO FINAL ACCEPTANCE. THE CITY OF FRANKLIN SHALL ONLY ASSUME DAY TO DAY MAINTENANCE OF THE TRAFFIC SIGNAL AFTER FINAL WRITTEN ACCEPTANCE HAS BEEN ISSUED.

**GUARANTEE**

THE CONTRACTOR SHALL GUARANTEE THAT THE TRAFFIC CONTROL SYSTEM INSTALLED AS PART OF THIS CONTRACT SHALL OPERATE SATISFACTORILY FOR A PERIOD OF 90 DAYS FOLLOWING COMPLETION OF THE 10-DAY PERFORMANCE TEST. IN THE EVENT OF UNSATISFACTORY OPERATION, THE CONTRACTOR SHALL CORRECT FAULTY INSTALLATIONS, MAKE REPAIRS AND REPLACE DEFECTIVE PARTS WITH NEW PARTS OF EQUAL OR BETTER QUALITY.

EQUIPMENT, MATERIAL AND LABOR COSTS INCURRED IN CORRECTING AN UNSATISFACTORY OPERATION SHALL BE BORNE BY THE CONTRACTOR.

THE GUARANTEE SHALL COVER THE FOLLOWING ITEMS OF THE TRAFFIC CONTROL SYSTEM: CONTROLLER, CABINET, UNINTERRUPTIBLE POWER SUPPLY, VEHICLE DETECTION EQUIPMENT, LED LAMP UNITS, NETWORK AND COMMUNICATION/ INTERCONNECT EQUIPMENT.

CUSTOMARY MANUFACTURER'S GUARANTEES FOR THE FOREGOING ITEMS SHALL BE TURNED OVER TO THE STATE OR THE MAINTAINING AGENCY FOLLOWING ACCEPTANCE OF THE EQUIPMENT.

THE COST OF GUARANTEEING THE TRAFFIC CONTROL SYSTEM WILL BE INCIDENTAL TO AND INCLUDED IN THE CONTRACT UNIT PRICE OF THE VARIOUS ITEMS MAKING UP THE SYSTEM.

**625 ARC FLASH CALCULATIONS AND LABEL, SIGNAL CONTROLLER**

FOR THE FOLLOWING LOCATION(S), PERFORM AND SUBMIT ARC FLASH HAZARD CALCULATIONS, PREPARE THE NECESSARY LABEL, AND AFIX THE LABEL TO THE ELECTRICAL DEVICE PER SS 825.

**LOCATIONS:**

- SIGNAL CONTROLLER AT S 6TH ST/S RIVER ST INTERSECTION
- SIGNAL CONTROLLER AT S 6TH ST/S MAIN ST INTERSECTION

**POWER SUPPLY FOR TRAFFIC SIGNALS**

ELECTRIC POWER SHALL BE OBTAINED FROM DUKE ENERGY AT THE LOCATION INDICATED ON THE PLANS. POWER SUPPLIED SHALL BE 120/240 VOLTS FOR THE SIGNALS.

**GROUNDING AND BONDING**

THE REQUIREMENTS OF THE CONSTRUCTION AND MATERIALS SPECIFICATIONS (C&MS) AND THE TC SERIES OF STANDARD CONSTRUCTION DRAWINGS ARE MODIFIED AS FOLLOWS: ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL

- A. ALL METALLIC PARTS CONTAINING ELECTRICAL CONDUCTORS SHALL BE PERMANENTLY JOINED TO FORM AN EFFECTIVE GROUND FAULT CURRENT PATH BACK TO THE GROUNDED CONDUCTOR IN THE POWER SERVICE DISCONNECT SWITCH.

PROVIDE AN EQUIPMENT GROUNDING CONDUCTOR IN METALLIC CONDUITS (725.04) IN ADDITION TO THE CONDUCTORS SPECIFIED AND BOND THE CONDUIT TO THIS GROUNDING CONDUCTOR.

- B. WHEN AN EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED IN PLASTIC CONDUIT (725.05), THE INSTALLATION SHALL INCLUDE A SEPARATE EQUIPMENT GROUNDING CONDUCTOR IN ADDITION TO THE CONDUCTORS SPECIFIED.

- C. METALLIC CONDUIT CARRYING THE LOOP WIRES FROM IN THE PAVEMENT TO THE PULL BOX SPLICE LOCATION WILL ONLY BE BONDED AT THE PULL BOX END, AND WILL NOT CONTAIN AN EQUIPMENT GROUNDING CONDUCTOR.

- D. IF MULTIPLE CONDUIT RUNS BEGIN AND END AT THE SAME POINTS, ONLY ONE EQUIPMENT GROUNDING CONDUCTOR IS REQUIRED.

- E. IF AN EQUIPMENT GROUNDING CONDUCTOR IS NEEDED IN CONDUIT BETWEEN SIGNALIZED INTERSECTIONS FOR UNDERGROUND INTERCONNECT CABLE, THE GROUNDING SYSTEM FOR EACH SIGNALIZED INTERSECTION WILL BE SEPARATED ABOUT MIDWAY BETWEEN THE INTERSECTIONS.

- F. THE MESSENGER WIRE AT SIGNALIZED INTERSECTIONS WILL BE USED AS THE CONDUCTIVE PATH FROM CORNER TO CORNER IF CONDUIT IS NOT PROVIDED UNDER THE ROADWAY. WHEN CONDUIT CONNECTS THE CORNERS OF AN INTERSECTION, AN EQUIPMENT GROUNDING CONDUCTOR SHALL BE USED IN THE CONDUIT.

**2. CONDUITS.**

- A. THE 725.04 CONDUIT SHALL HAVE GROUNDING BUSHINGS INSTALLED AT ALL TERMINATION POINTS. THE BUSHING MATERIAL SHALL BE COMPATIBLE WITH GALVANIZED STEEL CONDUIT AND THE GROUNDING LUG MATERIAL SHALL BE COMPATIBLE FOR SWITCH COPPER WIRE. THREADED OR COMPRESSION TYPE BUSHINGS MAY BE USED.

- B. THE 725.05 CONDUIT SHALL HAVE THE INSIDE AND OUTSIDE DIAMETERS OF THE CONDUIT DEBURRED AT ALL TERMINATION POINTS.

- C. BOTH ENDS OF METALLIC CONDUIT SHALL BE BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

- D. METALLIC CONDUIT MAY BE BONDED TO METALLIC BOXES THROUGH THE USE OF CONDUIT FITTINGS UL APPROVED FOR THIS TYPE OF CONNECTION, WITH THE BOX BONDED TO THE EQUIPMENT GROUNDING CONDUCTOR.

**3. WIRE FOR GROUNDING AND BONDING.**

- A. USE INSULATED, COPPER WIRE FOR THE EQUIPMENT GROUNDING CONDUCTOR. BONDING JUMPERS IN BOXES AND ENCLOSURES MAY BE BARE OR INSULATED COPPER WIRE. WIRE SIZE SHALL BE AS FOLLOWS:

- I. USE 4 AWG BETWEEN THE POWER SERVICE AND SUPPORTS, POLES, PEDESTALS, CONTROLLER OR FLASHER CABINETS.

**GROUNDING AND BONDING (CONT)**

- II. USE A MINIMUM 8 AWG BETWEEN LOOP DETECTOR PULL BOXES AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

- III. USE A MINIMUM 8 AWG BETWEEN THE "PREPARE TO STOP WHEN FLASHING" INSTALLATION (INCLUDING SUPPORT) AND THE FIRST CONDUIT THAT REQUIRES A LARGER SIZE AS SPECIFIED IN 3.A.I ABOVE.

- IV. THE INSULATION SHALL BE GREEN OR GREEN WITH YELLOW STRIPE(S). FOR 4 AWG OR LARGER, INSULATION MAY ALSO BE BLACK WITH GREEN TAPE/LABELS INSTALLED AT ALL ACCESS POINTS.

- B. IN A HIGHWAY LIGHTING SYSTEM, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE THE SAME WIRE SIZE AS THE DUCT CABLE OR DISTRIBUTION CABLE CIRCUIT CONDUCTORS, WITH THE MINIMUM CONDUCTOR SIZE OF 4 AWG. BONDING JUMPERS WILL BE MINIMUM SIZE 4 AWG.

**4. GROUND ROD.**

- A. A 3/4-INCH SCHEDULE 40 PVC CONDUIT WILL BE USED IN FOUNDATIONS AND CONCRETE WALLS FOR THE GROUNDING CONDUCTOR (GROUND WIRE) RACEWAY TO THE GROUND ROD. SHOULD METALLIC CONDUIT BE USED, BOTH ENDS OF THE CONDUIT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

- B. THE TYPICAL GROUNDING CONDUCTOR (GROUND WIRE) SHALL BE 4 AWG INSULATED, COPPER.

- 5. THE GREEN CONDUCTOR IN SIGNAL CABLES (CONDUCTOR #4) SHALL NOT BE USED TO SUPPLY POWER TO A SIGNAL INDICATION. IT WILL BE CONNECTED TO THE SIGNAL BODY AS AN EQUIPMENT GROUND IN ALUMINUM HEADS AND IT WILL BE UNUSED IN PLASTIC HEADS. UNUSED CONDUCTORS SHALL BE GROUNDED IN THE CABINET. TYPICAL USE OF CONDUCTORS IS AS FOLLOWS:

COND. NO.	COLOR	VEHICLE SIGNAL	PEDESTRIAN SIGNAL
1	BLACK	GREEN BALL	#1 WALK
2	WHITE	AC NEUTRAL	AC NEUTRAL
3	RED	RED BALL	#1 DW/FDW
4	GREEN	EQUIPMENT GROUND	EQUIPMENT GROUND
5	ORANGE	YELLOW BALL	#2 DW/FDW
6	BLUE	GREEN ARROW	#2 WALK
7	WHITE/BLACK STRIPE	YELLOW ARROW	NOT USED

**6. POWER SERVICE AND DISCONNECT SWITCH.**

- A. AT THE POWER SERVICE LOCATION, THE GROUNDING CONDUCTOR (GROUND WIRE) FROM THE DISCONNECT SWITCH NEUTRAL (AC-) BAR TO THE GROUND ROD SHALL BE A CONTINUOUS, UNSPLICED CONDUCTOR. IF SPLICED, IT SHALL BE AN EXOTHERMIC WELD BUTT SPLICE.

- B. THE SERVICE NEUTRAL (AC-) SHALL ONLY BE CONNECTED TO GROUND AT THE PRIMARY POWER SERVICE DISCONNECT SWITCH.

- I. NEMA CONTROLLER CABINETS: IF A POWER SERVICE DISCONNECT SWITCH IS LOCATED BEFORE THE CONTROLLER CABINET, THE NEUTRAL (AC-) AND THE GROUNDING BARS IN THE CONTROLLER CABINET SHALL NOT BE CONNECTED TOGETHER AS SHOWN IN NEMA TS-2, FIGURE 5-4.

**GROUNDING AND BONDING (CONT)**

- II. IF SECONDARY DISCONNECT SWITCHES ARE CONNECTED AFTER THE PRIMARY DISCONNECT SWITCH, THE NEUTRAL (AC-) SHALL ONLY BE GROUNDED AT THE PRIMARY SWITCH. EQUIPMENT GROUNDING CONDUCTORS SHALL BE BROUGHT TO THE PRIMARY SWITCH, BUT SHALL BE GROUNDED AT BOTH SECONDARY AND PRIMARY SWITCHES.

- 7. PAYMENT - ALL MATERIALS AND WORK REQUIRED TO COMPLETE THE EFFECTIVE GROUND FAULT CURRENT PATH SYSTEM ARE INCIDENTAL TO THE CONDUCTORS INSTALLED BY CONTRACT.

**632 REMOVAL OF TRAFFIC SIGNAL INSTALLATION**

TRAFFIC SIGNAL INSTALLATIONS, INCLUDING SIGNAL HEADS, CABLE, SIGNAL SUPPORTS, CABINET, CONTROLLER ETC., SHALL BE REMOVED IN ACCORDANCE WITH C&MS 632.26 AND AS INDICATED ON THE PLANS. POWER SERVICE SHALL BE REMOVE IN ACCORDANCE WITH C&MS 625.21.F.

REMOVED ITEMS LISTED BELOW SHALL BE DELIVERED TO THE CITY OF FRANKLIN FACILITY PROVIDED HERE.

SIGNAL HEADS  
CABINET  
CONTROLLER

REMOVED ITEMS SHALL BE DELIVERED TO THE CITY OF FRANKLIN FACILITY WHOSE ADDRESS IS LISTED BELOW:

FRANKLIN PUBLIC WORKS DEPARTMENT  
202 BAXTER DRIVE  
FRANKLIN, OH 45005  
M-F, 7:00 AM - 4:00 PM  
ATTN: STEVE INMAN, PUBLIC WORKS DIRECTOR  
PHONE: 937-743-1701

IN THE EVENT THE ITEMS LISTED HERE FOR SALVAGE ARE NOT WANTED BY THE LOCAL AGENCY, THE CONTRACTOR SHALL, WHEN DIRECTED BY THE ENGINEER IN WRITING, REMOVE AND DISPOSE OF THE ITEMS AT NO ADDITIONAL COST TO THE PROJECT.

**SIGNAL INSPECTION**

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER, CITY TRAFFIC ENGINEER AND ORDC WITH 72-HOUR NOTICE OF THE FINAL SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITE. THIS IS FOR THE PURPOSE OF TESTING THE TRAFFIC SIGNAL AND THE RAILROAD SIGNAL EQUIPMENT INTERFACE. A REPRESENTATIVE FROM ORDC SHALL BE ON SITE TO OVERSEE THE FINAL INSPECTION AND CONFIRM THAT THE TRAFFIC SIGNAL AND THE RAILROAD DEVICES ARE WORKING PER THE REQUIREMENTS SET FORTH IN THE TEM FOR RAILROAD PREEMPTION.

THIS INSPECTION WILL BE IN ADDITION TO THE FINAL SIGNAL INSPECTION. PAYMENT FOR THE SECOND INSPECTION SHALL BE INCLUDED IN PAYMENT WITH ITEM 819 RAILROAD PREEMPTION INTERFACE.

DESIGN AGENCY



CLIENT



DESIGNER

DLW

REVIEWER

SJS 06/07/24

PROJECT ID

115153

SHEET TOTAL

P.17 | 29

**633 UNINTERRUPTIBLE POWER SUPPLY (UPS), 1000 WATT, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF C&MS 633 AND 733, POLE ATTACHMENT HARDWARE WILL BE INCLUDED FOR POLE-MOUNTED CABINETS, AND A CABINET RISER (8-INCH MINIMUM) AND ANCHOR BOLTS WILL BE PROVIDED FOR BASE-MOUNTED CABINETS. BEFORE PERFORMING THE WORK, THE CONTRACTOR, THE CITY TRAFFIC ENGINEER AND THE PROJECT ENGINEER WILL PERFORM A SITE INSPECTION TO ESTABLISH THE LOCATION OF THE UPS CABINET AND FOUNDATION.

THE UPS CABINET SHALL INCLUDE A GENERATOR POWER PANEL WITH A HEAVY-DUTY POWER RELAY VERSUS THE LINE VOLTAGE GENERATOR SWITCH. THE GENERATOR INLET SHALL BE A RECESSED PANEL WITH A DOOR THAT IS FLUSH WITH THE EXTERNAL SIDE OF THE UPS CABINET. IT SHALL INCLUDE A RECESSED PLUG, AUTOMATIC TRANSFER SWITCH AND A DOOR THAT SECURELY CLOSURES OVER THE POWER CORD.

THE CABINET SHALL HAVE A DOOR STOP MECHANISM AND THERMOSTATICALLY CONTROLLED FAN. ADDITIONALLY, THE CABINET SHALL BE BUILT WITH ALL BATTERIES ALWAYS BELOW THE INVERTER TO AVOID POTENTIAL FUTURE BATTERY LEAKAGE ISSUES. THE CABINET SHALL INCLUDE A BATTERY BALANCING DEVICE THAT REGULATES THE BATTERIES AND OPTIMIZES PERFORMANCE.

AFTER FOUR (4) HOURS OF BATTERY RUNTIME, THE SYSTEM SHALL BE PROGRAMMED TO SWITCH THE INTERSECTION FROM FULL OPERATION TO CONTROLLER AUTOMATIC FLASH OPERATION THROUGH THE MONITOR. THE CONTROLLER SHALL BE PROGRAMMED SO THAT FLASH OPERATION SHALL BEGIN ONCE THE INTERSECTION RUNS MINOR STREET GREEN (TYP. PH. 4 & 8), ALL-RED CLEARANCE, AND THEN FLASH OPERATION.

THE UPS OUTPUT NOTIFICATIONS FOR ON BATTERY, BATTERY 2-HOUR TIMER, AND LOW BATTERY SHALL BE WIRED INTO THE TRAFFIC SIGNAL CABINET BACK PANEL OR THROUGH THE CONTROLLER WITH A C11 TO PROVIDE SPECIAL STATUS ALARMS FOR EACH OUTPUT INTO THE SIGNAL CONTROLLER.

THIS ITEM SHALL INCLUDE A RED LED STATUS INDICATOR LAMP TO ALLOW MAINTENANCE PERSONNEL AND LAW ENFORCEMENT TO QUICKLY ASSESS WHETHER A TRAFFIC SIGNAL CABINET IS BEING POWERED BY A UPS. THE LED HOUSING SHALL BE NEMA 4X, IP65 OR IP66, RATED FOR OUTDOOR USE AND BE TAMPER/SHATTER RESISTANT. IT SHALL BE A DOMED ENCLOSURE CONTAINING A RED LENS WITH LED THAT IS VISIBLE FROM 100 FOOT MINIMUM. THE ENCLOSURE AND LED MODULE SHOULD BE PLACED ON THE SIDE OF THE UPS CABINET FACING TOWARDS THE MAINLINE ROADWAY AND SEALED FROM WATER INTRUSION. IT SHOULD BE WIRED USING MINIMUM 20GA STRANDED, INSULATED HOOKUP WIRE TO THE STATUS RELAY OUTPUTS OF THE UPS. THE WIRES SHALL BE TERMINATED BY LUGS AT THE DISPLAY END AND PERMANENTLY LABELED "BACKUP POWER STATUS DISPLAY," WITH WIRE POLARITY INDICATED. THE RED LED SHALL ONLY ILLUMINATE TO INDICATE THE CABINET IS OPERATING UNDER UPS BACKUP POWER (THE "BACKUP" OPERATING CONDITION). THIS ITEM INCLUDES PROGRAMMING THE UPS STATUS RELAY OUTPUTS TO PRODUCE THE LAMP STATUS DISPLAYS. THESE STATUS DISPLAYS WILL BE SOLID 100% DUTY CYCLE (NOT FLASHING) DISPLAYS. THE OPERATING VOLTAGE OF THE LED LAMP SHALL BE 120V AC UNLESS OTHERWISE INDICATED.

THE UPS INVERTER SHALL BE CONNECTED TO THE CONTROLLER ETHERNET PORT USING A CAT-5 CABLE AND PROGRAMMED FOR THE REMOTE COMMUNICATIONS.

IP ADDRESS INFORMATION:

<b>6TH AT RIVER</b>	<b>6TH AT MAIN</b>
UPS IP: 10.35.30.17	UPS IP: 10.35.30.20
DEFAULT GATEWAY: 10.35.63.254	DEFAULT GATEWAY: 10.35.63.254
SUBNET MASK: 255.255.0.0	SUBNET MASK: 255.255.0.0

**828 LED BLANKOUT SIGN (NO TURN - TRAIN)**

THE CONTRACTOR SHALL PROVIDE AND INSTALL A SOLID FILLED RED SYMBOL, SOLID FILLED WHITE ARROW NO RIGHT TURN SYMBOL SIGN ON THE TRAFFIC SIGNAL MAST ARM AT THE LOCATIONS INDICATED ON THE PLANS. THE SYMBOL SIGN SHALL BE A WEATHER TIGHT NEMA ENCLOSURE. THE FOLLOWING SPECIFICATIONS SHALL APPLY:

VOLTAGE: 120V  
ILLUMINATION: LED  
SYMBOL HEIGHT: 20.0"  
CABINET SIZE: 30"H x 24"W x 5.5" D  
FINISH: BLACK  
WARRANTY: 5 YEARS



THE SIGNS SHALL BE WIRED TO ACTIVATE DURING THE RAILROAD PREEMPTION PHASES AND REMAIN ON FOR THE ENTIRE RAILROAD PREEMPTION CYCLE.

THE MAST ARM MOUNTING BRACKET SHALL BE SUPPLIED BY THE SIGN MANUFACTURER AND INSTALLED BY THE CONTRACTOR. THE SIGN SHALL BE ACTIVATED (ON) WHEN THE CONTROLLER RECEIVES A RAILROAD PREEMPTION CALL. THE REMAINING TIME THE SIGN SHALL BE BLANK OR OFF.

PAYMENT FOR THE ABOVE ITEM SHALL BE PAID AT THE UNIT PRICE BID PER EACH FOR ITEM 828, LED BLANKOUT SIGN, LED BLANKOUT SIGN COMPLETE. PRICE SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS, MOUNTING HARDWARE FOR RIGID MOUNTING, POWER CABLE AND ALL INCIDENTALS TO COMPLETE THE WORK.

**632 PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF C&MS 632 AND 732 THE FOLLOWING SHALL APPLY:

1. SIGNAL HEADS AND VISORS SHALL BE CONSTRUCTED OF BLACK POLYCARBONATE PLASTIC AND MEET ITC SPECIFICATIONS.
2. PROPER EXTERIOR COLORS SHALL BE OBTAINED BY USE OF COLORED PLASTIC MATERIAL RATHER THAN PAINTING.
3. PIPE, SPACERS AND FITTINGS CONSTRUCTED OF POLYCARBONATE PLASTIC MAY BE USED IN LIEU OF GALVANIZED STEEL OR ALUMINUM.
4. THE PEDESTRIAN SIGNAL HEAD SHALL BE OF THE LED COUNTDOWN TYPE.
5. NEW ATTACHMENT HARDWARE AND FITTINGS SHALL BE USED.
6. THE LIGHT EMITTING DIODE (LED) MODULES SHALL MEET THE REQUIREMENTS OF C&MS 732.04. THE CONTRACTOR SHALL PROVIDE THE CITY OF FRANKLIN ENGINEER, IN WRITING, WITH THE LED MANUFACTURER NAME SERIAL NUMBER, PART NUMBER, DESCRIPTION OF LAMP, AND DATE OF MANUFACTURE FOR ALL LED UNITS THAT ARE TO BE USED IN THE SIGNAL HEAD PRIOR TO INSTALLATION, FOR ACCEPTANCE AND WARRANTY PURPOSES.

PAYMENT FOR ITEM 632 PEDESTRIAN SIGNAL HEAD (LED), (COUNTDOWN), TYPE D2, AS PER PLAN SHALL BE MADE FOR THE NUMBER OF COMPLETE SIGNAL HEAD FURNISHED AND INSTALLED, INCLUDING ALL LABOR, EQUIPMENT, MATERIALS AND NEW ATTACHMENT HARDWARE.

**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 THE CONTRACTOR SHALL MEET 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 SUPPORTS.

DUE TO THE FURTHER POSSIBILITY OF CONFLICT WITH EXISTING OR PROPOSED UNDERGROUND OBSTRUCTIONS (INCLUDING THE POSSIBILITY OF UNRECORDED OBSTRUCTIONS) WHICH COULD AFFECT THE LOCATION OF THE FOUNDATION FOR THIS ITEM, AND CONSEQUENTLY, THE DESIGN OF THE SUPPORT AND/OR ARMS, THE CONTRACTOR SHALL NOT PLACE FINAL ORDERS FOR THE ITEM UNTIL THE FOUNDATIONS HAVE BEEN INSTALLED, AT FINAL GRADE, AND THE CONTRACTOR HAS RECEIVED, FROM ENGINEER, WRITTEN NOTICE TO PROCEED WITH THE ORDERS FOR THE ITEM.

IF ANY FOUNDATION LOCATIONS MUST BE ADJUSTED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER AND MAINTAINING AGENCY, WHO WILL DETERMINE THE REVISED LOCATION AND IF NEEDED, THE SUPPORT DESIGN. THE CONTRACTOR WILL NOT BE RESPONSIBLE FOR DETERMINING THE REVISED DESIGN. THE ENGINEER WILL INFORM THE CONTRACTOR OF ANY CHANGES NECESSARY AND AUTHORIZE THE CONTRACTOR TO ORDER THE SUPPORT.

THE CONTRACTOR SHALL, WHEN DEVELOPING THE PROGRESS SCHEDULE, AND THOSE OF SUBCONTRACTORS, ENSURE THAT THE FOUNDATIONS ARE INSTALLED AT THE EARLIEST TIME AS IS FEASIBLE AND PRACTICAL, AND SHALL INCLUDE SUFFICIENT TIME IN THE PROGRESS SCHEDULE FOR ORDERING, MANUFACTURING, DELIVERY, AND INSTALLATION OF THE SUPPORT ITEMS AFTER THE FOUNDATIONS ARE IN PLACE.

NO PAYMENTS FOR DELIVERED MATERIALS FOR THE FOUNDATION OR SUPPORT ITEMS SHALL BE MADE UNTIL THE FOUNDATIONS ARE IN PLACE, AND IF CHANGES IN THE DESIGN OF THIS ITEM ARE REQUIRED, NO PAYMENT SHALL BE MADE FOR THE ITEMS MANUFACTURED TO THE ORIGINAL DESIGN.

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.

**819 RAILROAD PREEMPTION INTERFACE**

IN ADDITION TO THE REQUIREMENTS OF THE ODOT SUPPLEMENTAL SPECIFICATIONS 819 INDICATOR PANELS SHALL BE INSTALLED ON THE PROPOSED SIGNAL POLES SP-1 AT THE INTERSECTIONS OF W 6TH STREET/S RIVER STREET AND THE INTERSECTION OF W 6TH STREET/S MAIN STREET. THE INDICATOR PANELS SHALL BE FACING THE TRAFFIC SIGNAL CABINET. MOUNT THE INDICATOR PANEL NO LESS THAN TEN FEET ABOVE THE ROADWAY LEVEL. ALSO, LOCATE THE INDICATORS SO AS TO PROVIDE MINIMAL VISIBILITY TO ROADWAY USERS AT OR APPROACHING THE INTERSECTION.

THE CONTRACTOR SHALL SCHEDULE A FINAL FIELD TEST, AFTER THE 10-DAY SIGNAL BURN TEST, WITH THE RAILROAD OWNER, OHIO RAIL DEVELOPMENT COMMISSION REPRESENTATIVE AND THE SIGNAL CONTRACTOR. THE FINAL FIELD TEST SHALL INCLUDE CHECKING THAT THE SIGNAL IS CONNECTED TO THE RAILROAD CONTROLLER AND OPERATES PER THE PLANS DURING A PREEMPTION CALL.

PAYMENT- ALL MATERIALS AND COST FOR THIS ITEM SHALL BE COMPLETE AND INCLUDED IN ITEM 819 - RAILROAD PREEMPTION INTERFACE, 1 EACH PER INTERSECTION AND INCLUDES THE INDICATOR PANEL.

**UNDERDRAINS FOR PULL BOXES**

REFERENCE TRAFFIC SCD HL-30.11 FOR DETAILS ABOUT DRAINING PULL BOXES. UNDERDRAINS FOR PULL BOXES SHALL BE USED AS DIRECTED BY THE ENGINEER AND SHALL BE PROVIDED WHERE THE LENGTH REQUIRED FOR A SATISFACTORY OUTLET DOES NOT EXCEED 20 FEET. THE FOLLOWING ESTIMATED QUANTITY IS CARRIED TO THE GENERAL SUMMARY FOR THIS PURPOSE:

ITEM 611 4" CONDUIT, TYPE E 100 FT.

**631, INTERNALLY ILLUMINATED FIXED MESSAGE SIGN, AS PER PLAN (STREET NAME SIGN)**

THIS ITEM SHALL CONSIST OF SUPPLYING AND INSTALLING INTERNALLY ILLUMINATED FIXED MESSAGE STREET NAME SIGNS WITH EDGE LIT LIGHT EMITTING DIODES (LED) OR LIGHT EMITTING CAPACITORS (LEC). THE SIGNS SHALL CONFORM TO ODOT CMS 631 AND 731.05. THE SIGN LEGEND SHALL CONFORM THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (O.M.U.T.C.D.).

STREET NAME SIGNS SHALL HAVE ONE (1) FACE. THE LEGEND BACKGROUND SHALL BE GREEN WITH WHITE LETTERS FOR THE STREET NAME SIGNS. THE SIGN HOUSING ENCLOSURE AND ALL MOUNTING HARDWARE SHALL BE BLACK IN COLOR. SIGN HANGER ASSEMBLIES (SUPPLIED AS PART OF A SEPARATE ITEM) SHALL BE USED TO RIGIDLY MOUNT THE ILLUMINATED STREET NAME SIGN ON THE MAST ARM. THE SIZE OF THE VIEWABLE SIGN LEGEND SHALL BE PER THE DETAILS IN THE PLANS. THIS ITEM SHALL INCLUDE SUPPLYING AND INSTALLING A WATERPROOF SPLICE KIT APPROVED BY THE CITY IF PIGTAILS ARE SUPPLIED WITH THE SIGN. THE CONTRACTOR SHALL SUPPLY SHOP DRAWINGS TO THE CITY FOR REVIEW PRIOR TO FABRICATION.

THE COST FOR THIS ITEM SHALL INCLUDE ALL LABOR, MATERIAL AND EQUIPMENT FOR A COMPLETE AND OPERATIONAL INTERNALLY ILLUMINATED SIGN, TESTED AND ACCEPTED.

**630, SIGN HANGER ASSEMBLY, MAST ARM, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF CMS 630 (SIGN HANGER ASSEMBLY, MAST ARM) THE CONTRACTOR SHALL SUPPLY A RIGID MOUNT TYPE SIGN HANGER ASSEMBLY. THE SIGN HANGER ASSEMBLY SHALL CONTAIN A BRACE THAT RUNS ALONG THE COMPLETE VERTICAL HEIGHT OF THE SIGNS. THE SIGN HANGER ASSEMBLY AND ALL MISCELLANEOUS HARDWARE SHALL BE BLACK IN COLOR.

PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT BID PRICE PER EACH AND SHALL INCLUDE ALL LABOR, EQUIPMENT AND MATERIAL, INCLUDING HARDWARE, INSTALLED COMPLETE.



**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. 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.
4. 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. A SERIAL TO ETHERNET COMMUNICATIONS MODULE AND ETHERNET CABLE (MINIMUM 7 FEET).
5. 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.
6. THE CONTRACTOR SHALL INSTALL THE RADAR DETECTION PRIOR TO MILLING/DISABLING EXISTING LOOPS.
7. THE INSTALLATION SHALL INCLUDE ALL CONTROLLER PROGRAMMING FOR COMPLETE INSTALLATION, WHICH INCLUDES MODIFICATIONS FOR REMOVAL OF EXISTING DETECTION.

THE RADAR DETECTION SYSTEM HUB SHALL BE CONNECTED TO A CONTROLLER ETHERNET PORT USING A CAT-5 CABLE AND PROGRAMMED FOR REMOTE COMMUNICATIONS

IP ADDRESS INFORMATION:

<b>6TH AT RIVER</b>	<b>6TH AT MAIN</b>
HUB IP: 10.35.70.17	HUB IP: 10.35.70.20
DEFAULT GATEWAY: 10.35.79.254	DEFAULT GATEWAY: 10.35.79.254
SUBNET MASK: 255.255.0.0	SUBNET MASK: 255.255.0.0
VLAN ID 4005 IN SWITCH	VLAN ID 4006 IN SWITCH

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.

**WORK INSPECTION**

THE CONTRACTOR SHALL PROVIDE THE PROJECT ENGINEER, ORDC AND THE CITY OF FRANKLIN ENGINEER WITH 72-HOUR NOTICE OF ANY SIGNAL WORK TO BE PERFORMED AT THE INTERSECTION SITES SO THAT INSPECTION SERVICES CAN BE SUPPLIED.

**809 ATC CONTROLLER, AS PER PLAN**

THE CONTROLLER UNIT SHALL BE FURNISHED AND INSTALLED PER SS 809 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

THE CONTROLLER SHALL BE A YUNEX TRAFFIC MODEL M-60 AND COMPATIBLE WITH THE CABINET TYPE BEING INSTALLED.

THE ATC CONTROLLER SHALL BE CONNECTED TO THE ETHERNET SWITCH USING A CAT-5 CABLE AND PROGRAMMED FOR REMOTE COMMUNICATIONS.

IP ADDRESS INFORMATION:

<b>6TH AT RIVER</b>	<b>6TH AT MAIN</b>
M-60 IP: 10.35.10.17	M-60 IP: 10.35.10.20
DEFAULT GATEWAY: 10.35.63.254	DEFAULT GATEWAY: 10.35.63.254
VLAN ID 4005 IN SWITCH	VLAN ID 4005 IN SWITCH

**809 ITS DEVICE MISC., HIGH-SPEED ETHERNET RADIO**

A HIGH-SPEED ETHERNET RADIO SHALL BE FURNISHED AND INSTALLED PER SS 809 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS (TAP) LIST.

THE HIGH -SPEED ETHERNET RADIO WILL INCLUDE AN 8 PORT MANAGED, HARDENED ETHERNET SWITCH WITH VLAN CAPABILITIES FOR COMMUNICATIONS WITH THE CITY'S EXISTING NETWORK. THE SWITCH SHALL BE CONNECTED TO THE HIGH-SPEED ETHERNET RADIO WITH A CAT-5 CABLE.

IP ADDRESS INFORMATION:

<b>6TH AT RIVER</b>	<b>RADIO IP:</b> 10.35.20.17
<b>SWITCH IP:</b> 10.35.1.17	<b>DEFAULT GATEWAY:</b> 10.35.63.254
<b>DEFAULT GATEWAY:</b> 10.35.63.254	<b>SUBNET MASK:</b> 255.255.0.0
<b>SUBNET MASK:</b> 255.255.0.0	<b>VLAN ID 4005 IN SWITCH</b>

**6TH AT MAIN**

<b>SWITCH IP:</b> 10.35.1.20	<b>RADIO IP:</b> 10.35.20.20
<b>DEFAULT GATEWAY:</b> 10.35.63.254	<b>DEFAULT GATEWAY:</b> 10.35.63.254
<b>SUBNET MASK:</b> 255.255.0.0	<b>SUBNET MASK:</b> 255.255.0.0
<b>VLAN ID 4005 IN SWITCH</b>	<b>VLAN ID 4005 IN SWITCH</b>

**633 CABINET, TYPE TS-2, AS PER PLAN**

THE CABINET SHALL BE FURNISHED AND INSTALLED ACCORDING TO CMS 633 AND 733 AND BE LISTED ON THE TRAFFIC AUTHORIZED PRODUCTS LIST (TAP).

THE GROUND-MOUNTED CABINET SHALL BE A NEMA TS-2, TYPE 1, CABINET SIZE 7 WITH 16 LOAD SWITCH BAYS, LED UNDER-SHELF LIGHTING, POWER HARNESSSES FOR BOTH TS2 TYPE 1 AND TYPE 2 CONTROLLERS AND SHALL HAVE A MINIMUM OF THREE SHELVES. THE CABINET SHALL AHAVE A BLACK POLYESTER POWER COAT FINISH.

EACH CABINET SHALL COME EQUIPPED WITH TWO 16-CHANNEL CABINET DETECTOR RACKS (CDR) INCLUDING BUS INTERFACE UNITS (BIU). THE LOOP DETECTOR TERMINATION PANEL FOR THE SECOND DETECTOR RACK SHALL BE OMITTED.

THE CABINET SHALL BE FURNISHED WITH AN EDI MMU AS ALLOWED ON THE TAP/APPROVED PRODUCTS LIST.

PAYMENT FOR ITEM 633 CABINET, TYPE TS-2, AS PER PLAN WILL BE AT THE CONTRACT BID PRICE PER EACH COMPLETE AND IN PLACE INCLUDING ALL CONNECTIONS TESTED AND ACCEPTED.

**632, SIGNAL SUPPORT, BY TYPE, AS PER PLAN**

IN ADDITION TO THE REQUIREMENTS OF THE 632.16, 732.11 AND ODOT STANDARD CONSTRUCTION DRAWINGS TC-81.22 AND TC-12.31 SIGNAL SUPPORTS SHALL CONFORM TO THE FOLLOWING:

- A) STAINLESS STEEL SCREWS, NUTS, BOLTS AND WASHERS MEETING THE REQUIREMENTS OF 730.10 SHALL BE USED FOR MOUNTING PEDESTRIAN PUSH BUTTONS, SIGNS CONDUIT CLAMPS ETC. TO STEEL POLES.
- B) THE SIGNAL SUPPORT FINISH SHALL CONSIST OF BLACK SEMI GLOSS POLYESTER, ANTI GASSING, POWDER COAT FINISH APPLIED DIRECTLY OVER HOT DIPPED GALVANIZING THAT CONFORMS TO ASTM A 123.
- C) PROVIDE A "BALL" STYLE POLE CAP WITH FINISH COLOR TO MATCH POLE.
- D) THE CONTRACTOR IS RESPONSIBLE TO PROVIDE ADEQUATE PROTECTION FOR THE FINISH OF THE POLES. IF THE FINISH IS DAMAGED DURING HANDLING AND /OR INSTALLATION, THE CONTRACTOR SHALL REPAIR THE FINISH PER THE POLE MANAUFATURE'S RECOMMENDATIONS.

ALL COST RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE PRICE PER EACH FOR ITEM 632, SIGNAL SUPPORT, BY TYPE, AS PER PLAN.

**632, PEDESTAL, 11' TRANSFORMER BASE, AS PER PLAN**

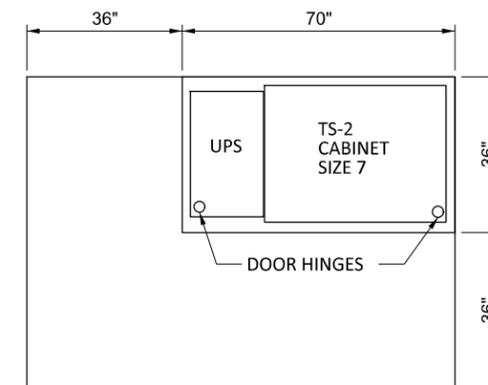
IN ADDITION TO THE REQUIREMENTS OF THE 632.19, AND ODOT STANDARD CONSTRUCTION DRAWINGS TC-83.20 THE TRANSFORMER BASE PEDESTALS PROVIDED SHALL CONFORM TO THE FOLLOWING:

- A) THE FINISH OF THE BASE, PEDESTAL, AND HARDWARE SHALL HAVE A "BLACK" POLYESTER POWDER COAT FINISH TO MATCH THE COLOR OF THE SIGNAL SUPPORTS AT THIS INTERSECTION.

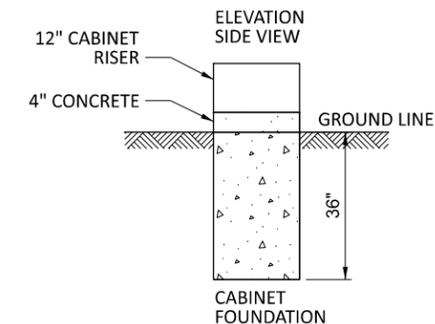
PAYMENT FOR THIS ITEM SHALL BE AT THE CONTRACT UNIT BID PRICE PER EACH AND SHALL INCLUDE ALL MATERIAL, LABOR AND EQUIPMENT REQUIRED FOR A COMPLETE TRANSFORMER BASE PEDESTAL INSTALLATION.

TS2 SIZE 7 CABINET DETAIL (TYP.)

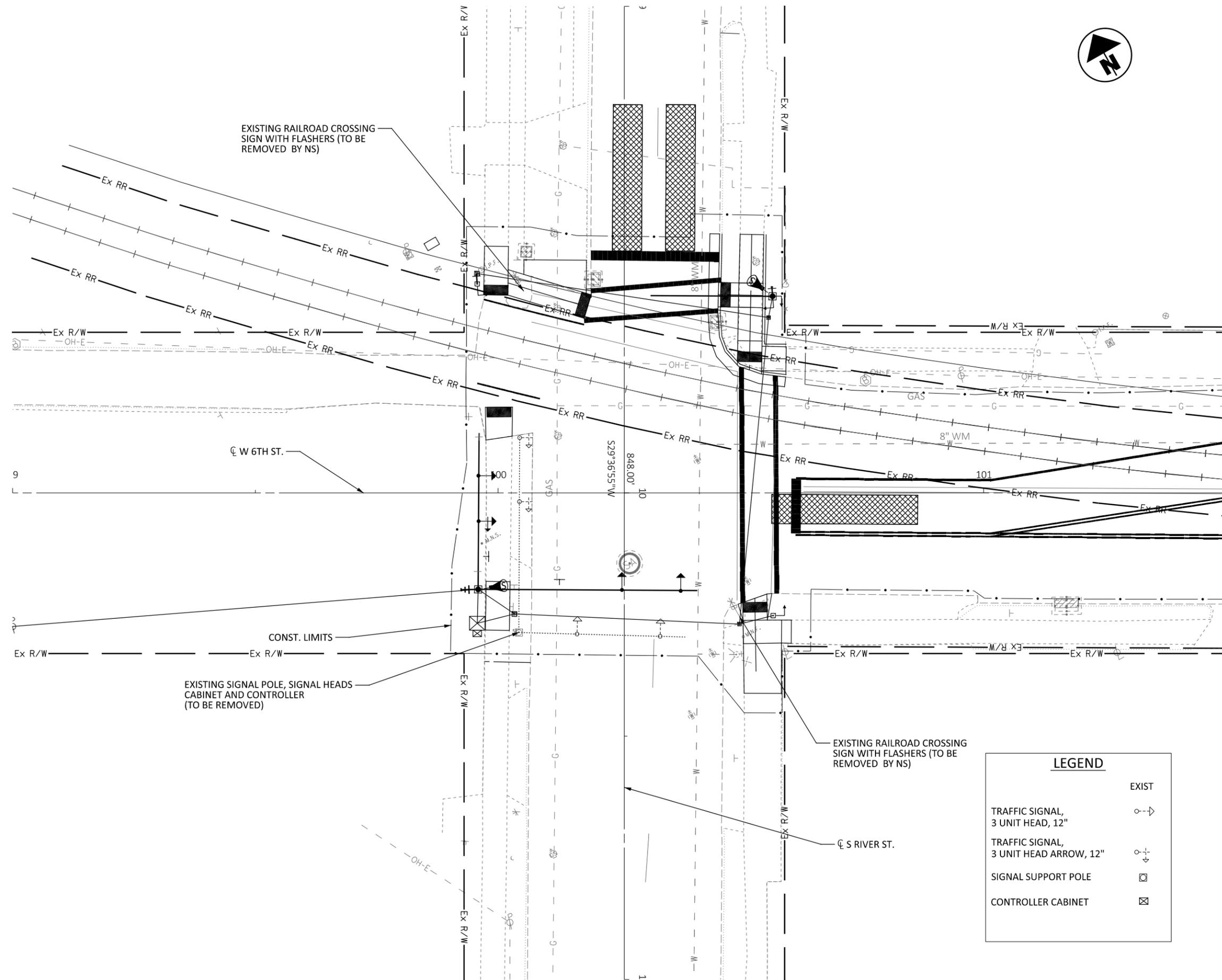
CABINET & WORK PAD DETAIL PLAN VIEW



CABINET FOUNDATION DETAIL





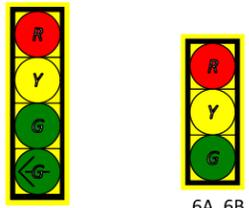


**SOUTH RIVER ST. & WEST 6TH ST.  
 SIGNAL REMOVAL PLAN**

LEGEND	
EXIST	○ →
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"	○ →
TRAFFIC SIGNAL, 3 UNIT HEAD ARROW, 12"	○ ↗
SIGNAL SUPPORT POLE	⊠
CONTROLLER CABINET	⊞

DESIGN AGENCY	<b>Mead &amp; Hunt</b>
CLIENT	
DESIGNER	DLW
REVIEWER	SJS 06/07/24
PROJECT ID	115153
SHEET	P.21
TOTAL	29

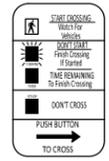
**SIGNAL HEADS**



ALL SIGNAL HEADS SHALL BE 12" LED WITH BACKPLATES.

**PEDESTRIAN SIGNS**

S1 (2-SIGNS)  
THESE SIGNS ARE INCLUDED IN PAYMENT WITH THE PED PUSHBUTTON AND ARE LOCATED ABOVE THE PUSHBUTTON

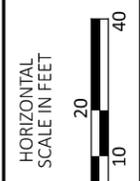


R10-3E-9  
1-LEFT ARROWS  
1-RIGHT ARROWS

LAYOUT ON THIS SHEET ACCEPTABLE  
819 RRPE INTERFACE REQUIRED AT SIGNAL CONTROLLER PER SIGNAL QUANTITIES AND NOTES

**PROPOSED PULL BOX TABLE**

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	100+03	RIGHT	25'	24
PB-2	99+96	LEFT	45'	24
PB-3	100+56	LEFT	36'	18
PB-4	100+50	RIGHT	27'	18



**PEDESTRIAN SIGNAL HEADS**



PH2A, PH2B  
PH8A, PH8B

This will be the preemption interconnection pull box for NS project 10.3273

**LED INTERNALLY ILLUMINATED SIGNS**

SIGNS TO BE MOUNTED ON SIGNAL MAST ARM SP-2 AND ARE PAID UNDER THE TRAFFIC CONTROL QUANTITIES

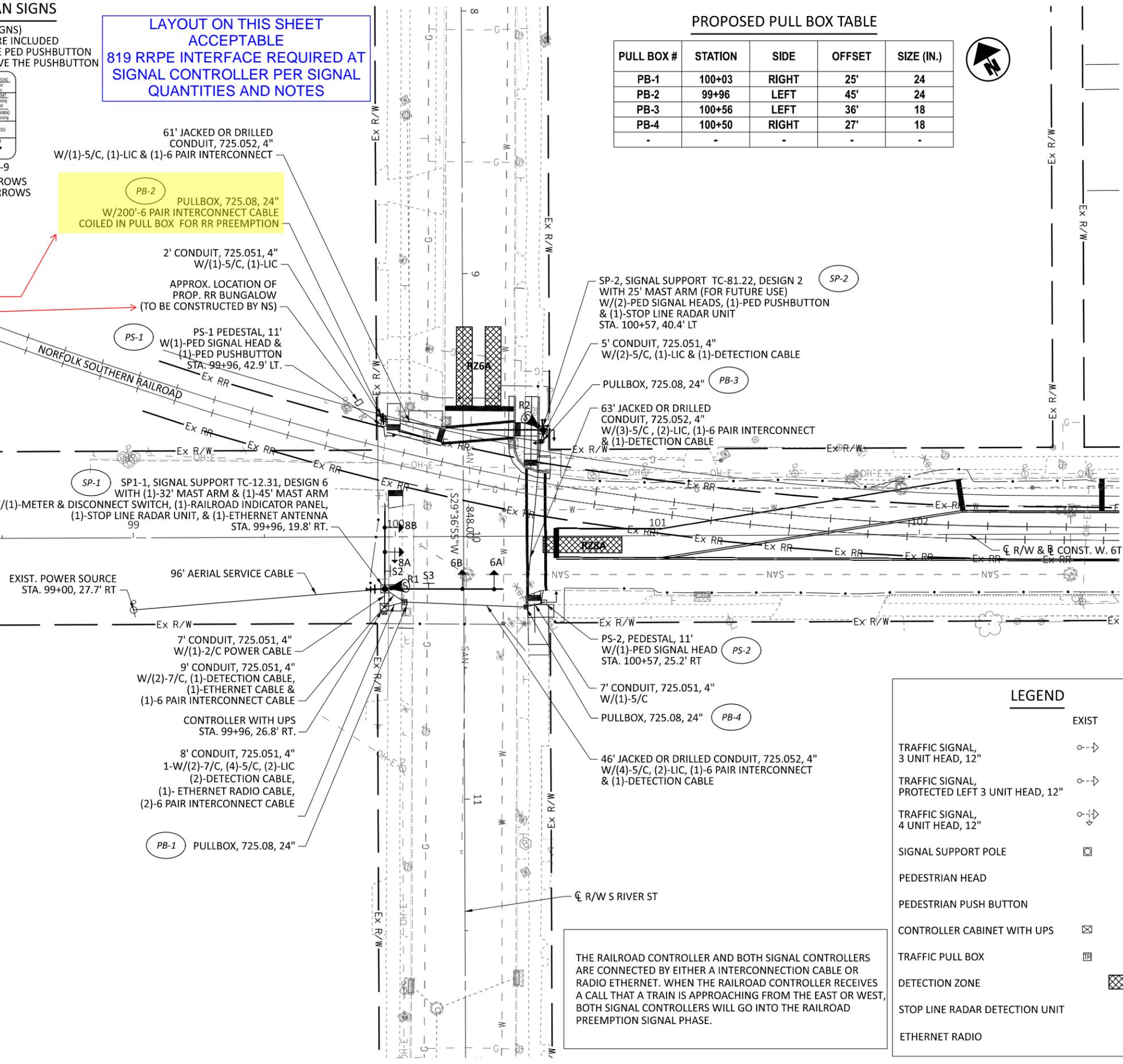
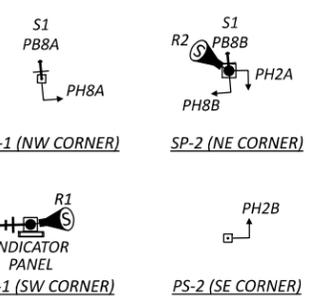
**S River St**

S2  
D3-1, 78"X18" (SIGN FACE),  
1-WAY LED INTERNALLY ILLUMINATED,  
8" INCH "STANDARD HIGHWAY  
SERIES D" LETTERS

**Sixth St**

S3  
D3-1, 72"X18" (SIGN FACE),  
1-WAY LED INTERNALLY ILLUMINATED,  
8" INCH "STANDARD HIGHWAY  
SERIES D" LETTERS

**SIGNAL POLE & PEDESTRIAN POLE DETAILS**



**LEGEND**

	EXIST	PROP
TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, PROTECTED LEFT 3 UNIT HEAD, 12"		
TRAFFIC SIGNAL, 4 UNIT HEAD, 12"		
SIGNAL SUPPORT POLE		
PEDESTRIAN HEAD		
PEDESTRIAN PUSH BUTTON		
CONTROLLER CABINET WITH UPS		
TRAFFIC PULL BOX		
DETECTION ZONE		
STOP LINE RADAR DETECTION UNIT		
ETHERNET RADIO		

THE RAILROAD CONTROLLER AND BOTH SIGNAL CONTROLLERS ARE CONNECTED BY EITHER A INTERCONNECTION CABLE OR RADIO ETHERNET. WHEN THE RAILROAD CONTROLLER RECEIVES A CALL THAT A TRAIN IS APPROACHING FROM THE EAST OR WEST, BOTH SIGNAL CONTROLLERS WILL GO INTO THE RAILROAD PREEMPTION SIGNAL PHASE.

SOUTH RIVER ST & WEST 6TH ST  
TRAFFIC SIGNAL PLAN

SIGNAL TIMING CHART

INTERSECTION: WAR-S RIVER & S MAIN NS MAINTAINING AGENCY: CITY OF FRANKLIN									
START UP		DUAL ENTRY: YES		PHASES:					
START IN:	ALL RED			RING 1		RING 2			
TIME FOR FLASH OR ALL RED:	8 sec	REST IN RED:		YES		-			
FIRST PHASE(S):	6	OVERLAP		A	B	C	D		
COLOR DISPLAYED:	GREEN	PHASES		-	-	-	-		
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	-	-	-	-	SB	-	WB LT
MINIMUM GREEN (INITIAL) (SEC.)							10		5
ADDED INITIAL *(SEC./ACTUATION)									
MAXIMUM INITIAL (SEC.)									
PASSAGE TIME (PRESET GAP) (SEC.)							2		2
TIME BEFORE REDUCTION *(SEC.)									
MINIMUM GAP *(SEC.)									
TIME TO REDUCE *(SEC.)									
MAXIMUM GREEN I (SEC.)							40		20
MAXIMUM GREEN II (SEC.)							50		20
YELLOW CHANGE (SEC.)							3.5		4
ALL RED CLEARANCE (SEC.)			1						1
WALK (SEC.)			9						8
PEDESTRIAN CLEARANCE (SEC.)			5						11
RECALL	MAXIMUM (ON/OFF)		OFF				OFF		OFF
	MINIMUM (ON/OFF)		OFF				ON		OFF
	PEDESTRIAN (ON/OFF)		ON				ON		OFF
MEMORY (ON/OFF)									

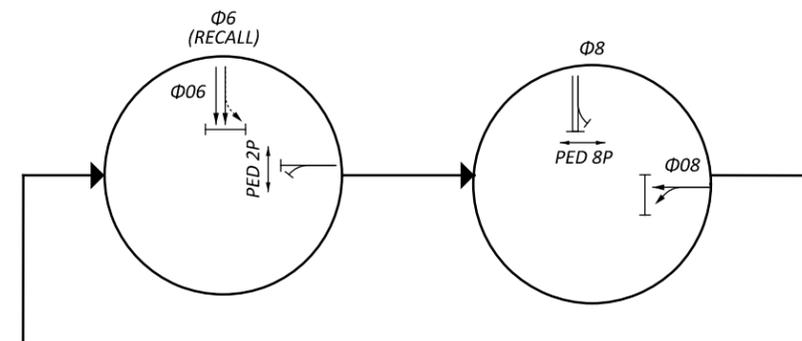
\*VOLUME DENSITY CONTROLS

NOTES:  
1. COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.

RADAR DETECTION CHART

DETECTION ZONE	RADAR NO.	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DELAY INHIBITED PHASE	PURPOSE	DETECTION ZONE LENGTH (FT)
RZ8A	R1	WB	PRESENCE	8				CALL/EXTEND PHASE 8	30'
RZ8A	R2	SB	PRESENCE	6				CALL/EXTEND PHASE 6	30'

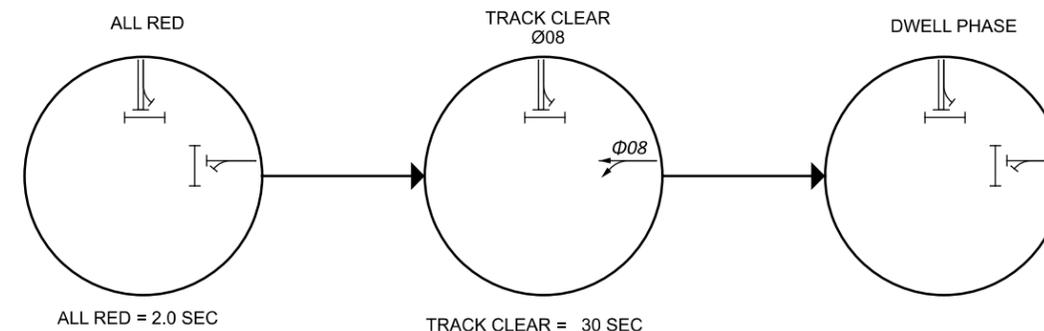
PHASING DIAGRAM



LEGEND	
VEHICLE $\Phi$	
PERMITTED $\Phi$	
PEDESTRIAN $\Phi$	

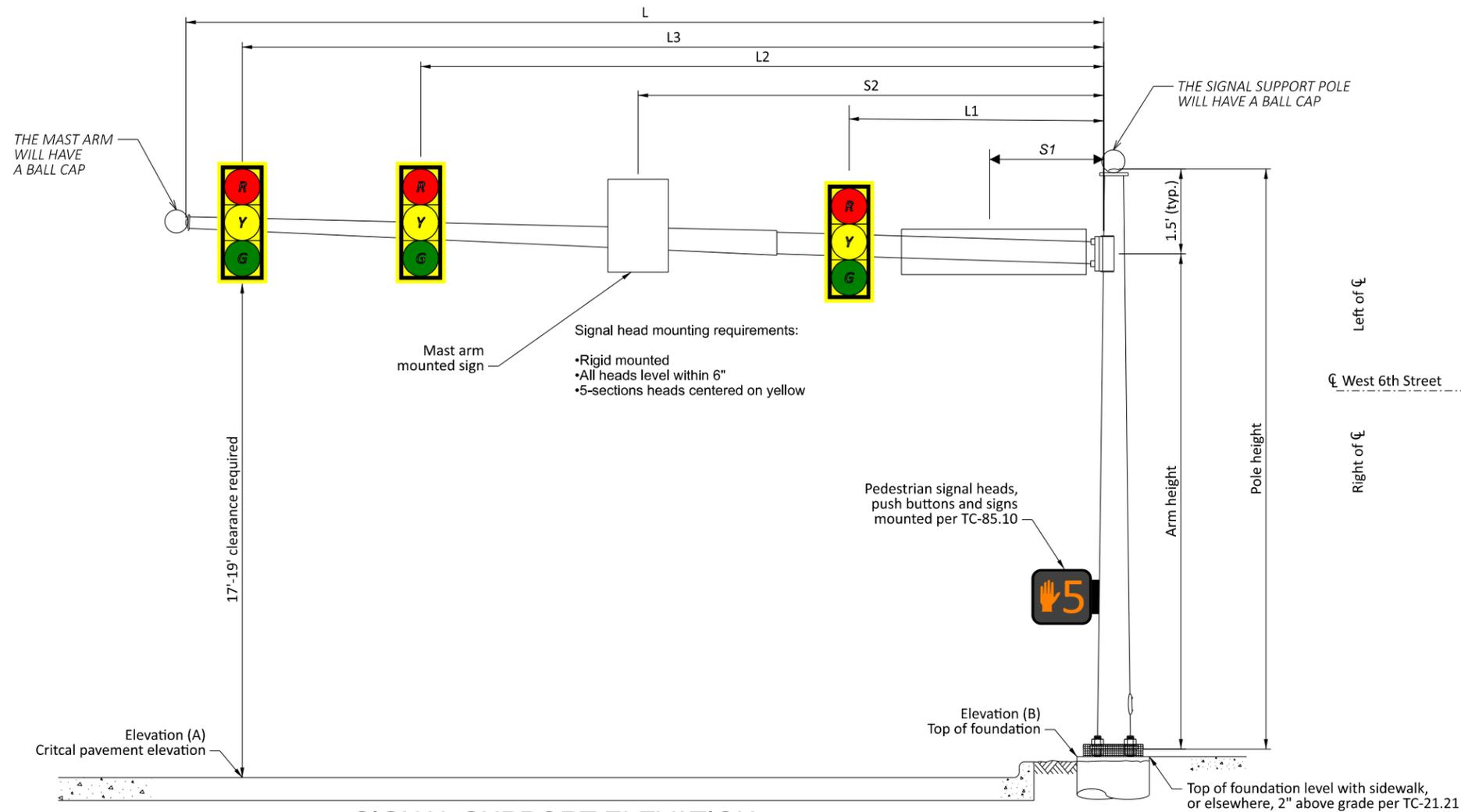
RRPE AT THIS SIGNAL SHALL BE INITIATED BY INPUT FROM RIVER/6TH ST NS RRPE PEDESTAL

PREEMPTION PHASING DIAGRAM

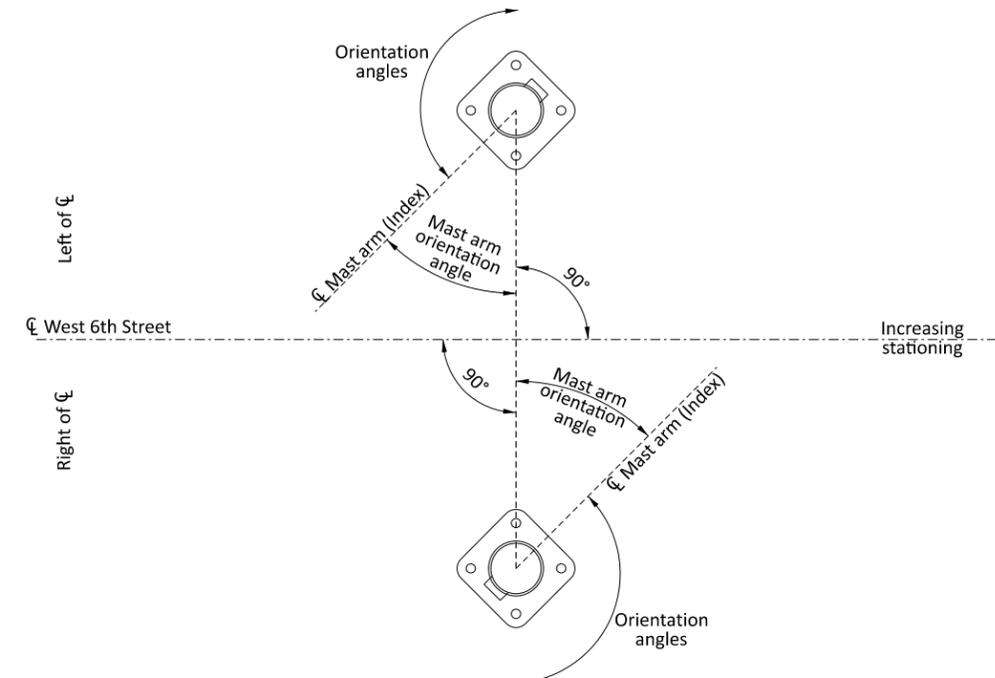


PEDESTRIAN PHASES OPERATING DURING THE PREEMPTION CALL SHALL BE TERMINATED.

LEGEND	
VEHICLE $\Phi$	
PERMITTED $\Phi$	
PEDESTRIAN $\Phi$	



SIGNAL SUPPORT ELEVATION

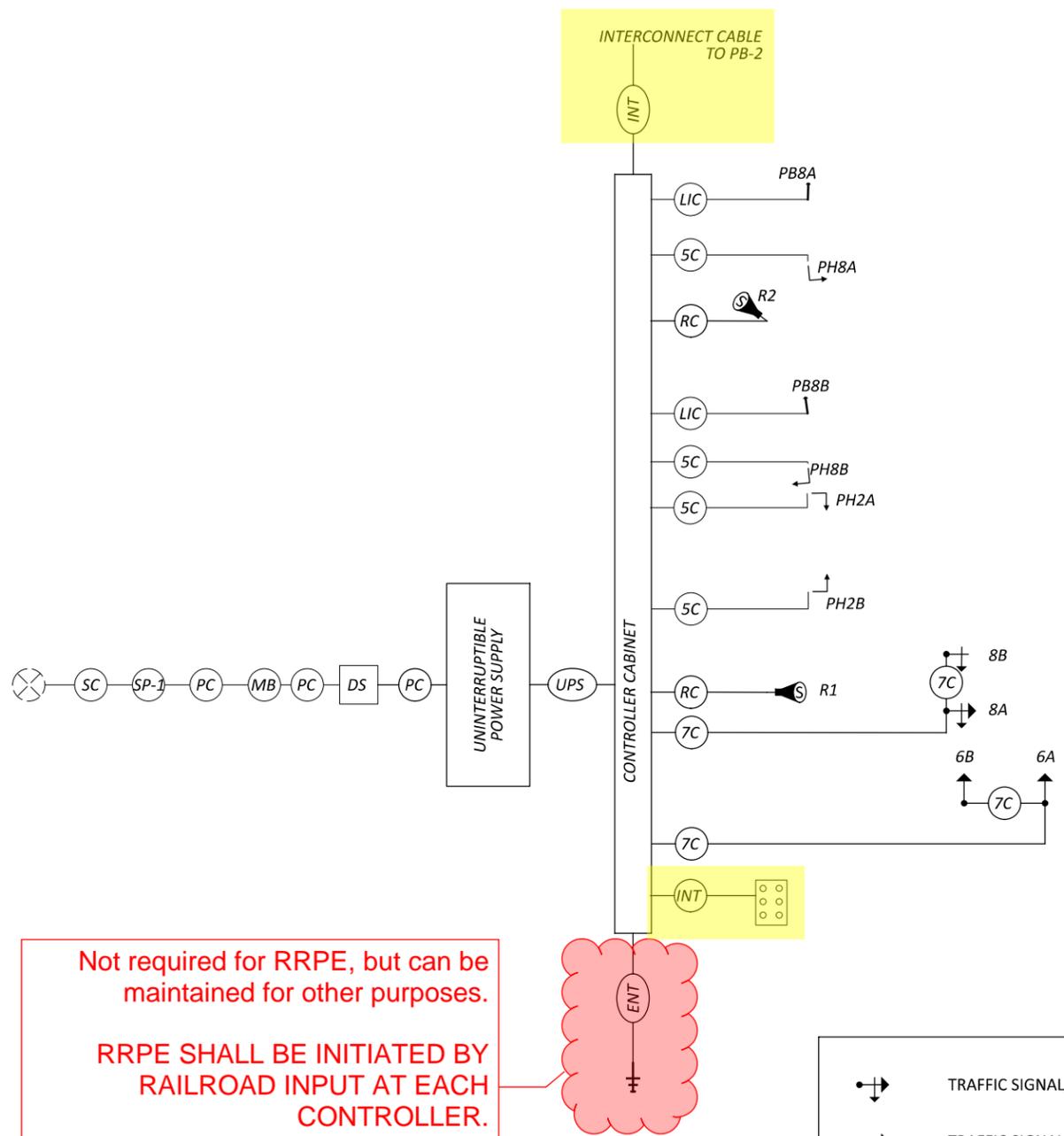


POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS								ORIENTATION ANGLES FROM MAST ARM								
			A	B	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	S1	S2	MAST ARM A ANGLE	MAST ARM B ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	POWER SERVICE	STOP LINE RADAR UNIT	HANDHOLE	CABLE ENTRANCE 12" FROM TOP
SP-1	99+96	19.8' RT		680.62	TC-12.31	6	23														
SP-1(ARM A)			681.02		TC-81.22	2		21.5	32	14	23	7	28	-	0	-	-	268	81		268
SP-1(ARM B)			681.09		TC-81.22	12		20	45	30	42	15	-	90	-	-	-	-	-	180	-
SP-2	100+57	40.4' LT	681.30	681.18	TC-81.22	2	22	20.5	25					90	-	179/265	85	-	-	180	-
PS-1	99+96	42.9' LT	-	-	-	-	11	-	-	-	-			-	-	355	185	-	-	90	-
PS-2	100+57	25.2' RT	-	-	-	-	11	-	-	-	-			-	-	90	-	-	-	180	-

# WIRING DIAGRAM



Not required for RRPE, but can be maintained for other purposes.

RRPE SHALL BE INITIATED BY RAILROAD INPUT AT EACH CONTROLLER.

RRPE SHALL NOT BE INITIATED BY RADIO.

LAYOUT ON THIS SHEET ACCEPTABLE

819 RRPE INTERFACE REQUIRED AT SIGNAL CONTROLLER PER SIGNAL QUANTITIES AND NOTES

# FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
6A, 6B (SB)	R	6R	Y	-	-	-	-
	Y	6Y					
	G	6G					
	-	-					
8A (WB LT)	R	8R/LS 15 R	R	-	-	-	-
	Y	8Y/LS 15 Y					
	G	8G/LS 15 G					
	<-G-	8Y/LS 15G					
PEDESTRIAN MOVEMENTS							
8B (WB LT)	R	8R/LS 15R	R	-	-	-	-
	Y	8Y/LS 15Y					
	G	8G/LS 15G					
	-	-					
-	-	-	-	-	-	-	-
	-	-					
OVERLAPS							
-	-	-	-	-	-	-	-
	-	-					
-	-	-	-	-	-	-	-
	-	-					
LS = LOAD SWITCH							
LS 15 IS ONLY ACTIVATED DURING TRACK CLEAR OF THE PREEMPTION - GREEN (ARROW /BALL)							

# LEGEND

	TRAFFIC SIGNAL, 4 UNIT HEAD, 12"		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 4 AWG
	TRAFFIC SIGNAL, PROTECTED LEFT, 3 UNIT HEAD, 12"		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	PEDESTRIAN SIGNAL		RADAR DETECTION CABLE		SIGNAL DISCONNECT SWITCH
	PEDESTRIAN PUSH BUTTON		6-PAIR INTERCONNECT CABLE		UNINTERRUPTIBLE POWER SUPPLY CABLE
	STOP LINE RADAR DETECTION UNIT		POWER SOURCE		SIGNAL SUPPORT POLE
	ETHERNET RADIO		RAILROAD INDICATOR PANEL		ETHERNET CABLE

TRAFFIC SIGNAL DETAILS  
SOUTH RIVER ST & WEST 6TH ST

WAR-S RIVER & S MAIN NS

MODEL: Sheet\_SurvFt\_PAPER SIZE: 17x11 (in.) DATE: 11/4/2024 TIME: 3:34:51 PM USER: 02686 X:\4012500\220106.01\115153\_VAR-STW-GES ORDC 2022\115153\_WAR-S River & S Main NS\400-Engineering\Signals\Sheets\115153\_CD003.dgn



DESIGN AGENCY  
**Mead & Hunt**  
CLIENT

DESIGNER  
TK

REVIEWER  
DLW 06/07/24

PROJECT ID  
115153

SHEET TOTAL  
P.25 | 29

PEDESTRIAN SIGNAL HEADS



PROPOSED PEDESTRIAN SIGNAL HEADS  
PH2A, PH2B  
PH4A, PH4B  
PH6A, PH6B  
PH8A, PH8B

MAST ARM MOUNTED SIGNS

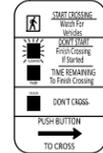


R3-1-30  
S1 (2-SIGNS)  
S1 & S2 ARE LED BLANKOUT SIGNS AND SHALL BE WIRED TO THE SIGNAL CONTROLLER.



R3-1-30  
S2 (1-SIGNS)

PEDESTRIAN SIGNS



R10-3E-9  
S4 (4-SIGNS)  
2-LEFT ARROWS  
2-RIGHT ARROWS

SIGNAL HEADS



APPROX 202' NOT INCLUDING SLACK  
(1)-6 PAIR INTERCONNECT  
RUN THROUGH PROP. AND EX. CONDUIT  
FROM CONTROLLER TO NEW PULL BOX VIA  
PULL BOX PB-1, "C", "B", "A"

ADD 200' EXTRA SLACK AT NEW PULL BOX  
FOR INTERCONNECT WITH NS PROJECT  
10.3274

APPROX 25' NEW JACKED OR DRILLED  
CONDUIT, 725.052, 4"  
W/ (1)-6 PAIR INTERCONNECT

NEW PULL BOX 725.08,  
24" REQUIRED FOR  
INTERCONNECTION TO  
NS PROJECT 10.3274

LED INTERNALLY ILLUMINATED SIGNS

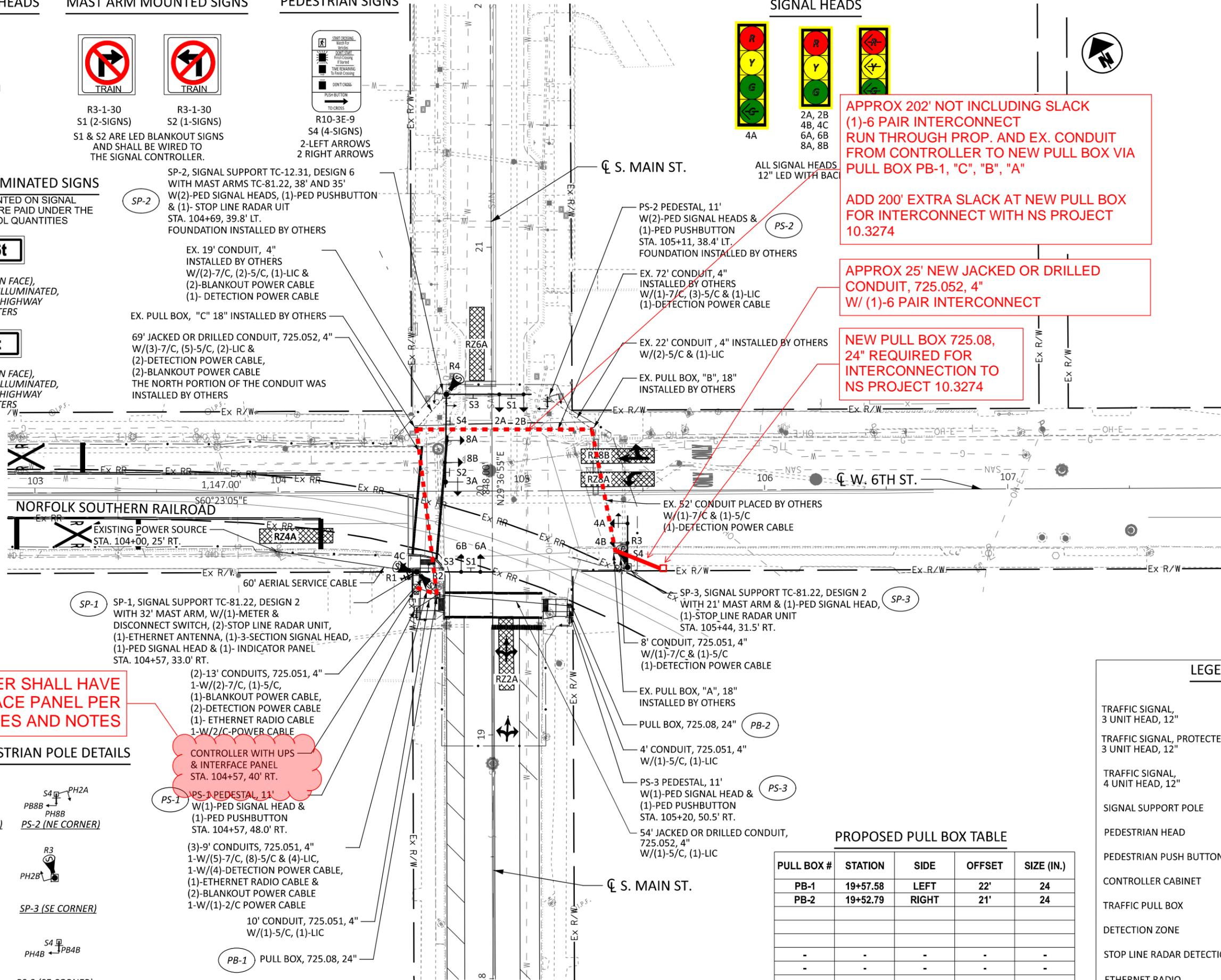
SIGNS TO BE MOUNTED ON SIGNAL  
MAST ARM SP-1 AND ARE PAID UNDER THE  
TRAFFIC CONTROL QUANTITIES

S Main St

S4  
D3-1, 78"X18" (SIGN FACE),  
1-WAY LED INTERNALLY ILLUMINATED,  
8" INCH "STANDARD HIGHWAY  
SERIES D" LETTERS

Sixth St

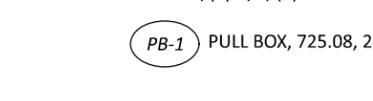
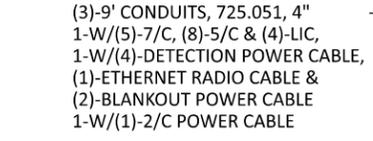
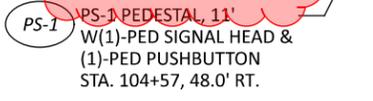
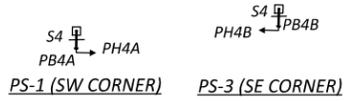
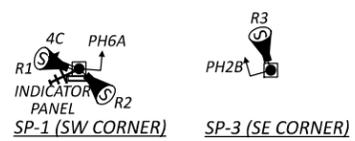
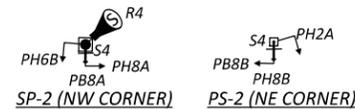
S3  
D3-1, 72"X18" (SIGN FACE),  
1-WAY LED INTERNALLY ILLUMINATED,  
8" INCH "STANDARD HIGHWAY  
SERIES D" LETTERS



CONTROLLER SHALL HAVE  
819 INTERFACE PANEL PER  
QUANTITIES AND NOTES

CONTROLLER WITH UPS  
& INTERFACE PANEL  
STA. 104+57, 40' RT.

SIGNAL POLE & PEDESTRIAN POLE DETAILS

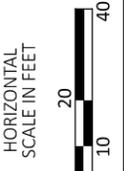


LEGEND

- TRAFFIC SIGNAL, 3 UNIT HEAD, 12" →
- TRAFFIC SIGNAL, PROTECTED LEFT/RIGHT 3 UNIT HEAD, 12" →
- TRAFFIC SIGNAL, 4 UNIT HEAD, 12" →
- SIGNAL SUPPORT POLE →
- PEDESTRIAN HEAD →
- PEDESTRIAN PUSH BUTTON →
- CONTROLLER CABINET →
- TRAFFIC PULL BOX →
- DETECTION ZONE →
- STOP LINE RADAR DETECTION UNIT →
- ETHERNET RADIO →

PROPOSED PULL BOX TABLE

PULL BOX #	STATION	SIDE	OFFSET	SIZE (IN.)
PB-1	19+57.58	LEFT	22'	24
PB-2	19+52.79	RIGHT	21'	24
-	-	-	-	-
-	-	-	-	-
-	-	-	-	-



TRAFFIC SIGNAL PLAN  
SOUTH MAIN STREET & WEST 6TH STREET

DESIGN AGENCY  
**Mead & Hunt**  
CLIENT

DESIGNER  
DLW

REVIEWER  
SJS 06/07/24

PROJECT ID  
115153

SHEET TOTAL  
P.26 29

SIGNAL TIMING CHART

INTERSECTION: WAR-S MAIN ST & W 6TH ST MAINTAINING AGENCY: CITY OF FRANKLIN									
START UP		DUAL ENTRY: YES		PHASES:					
START IN: ALL RED		REST IN RED:		RING 1		RING 2			
TIME FOR FLASH OR ALL RED: 8 sec				A	B	C	D		
FIRST PHASE(S): 6									
COLOR DISPLAYED: GREEN									
INTERVAL OR FEATURE		CONTROLLER MOVEMENT NO.							
INTERSECTION MOVEMENT (PHASE)		1	2	3	4	5	6	7	8
DIRECTION		-	NB	EB LT	EB	-	SB	-	WB
MINIMUM GREEN (INITIAL) (SEC.)			5	5	10		5		10
ADDED INITIAL *(SEC./ACTUATION)									
MAXIMUM INITIAL (SEC.)									
PASSAGE TIME (PRESET GAP) (SEC.)			2		2		2		2
TIME BEFORE REDUCTION *(SEC.)									
MINIMUM GAP *(SEC.)									
TIME TO REDUCE *(SEC.)									
MAXIMUM GREEN I (SEC.)			30	10	45		30		45
MAXIMUM GREEN II (SEC.)									
YELLOW CHANGE (SEC.)			3.5	3.5	4		3.5		4
ALL RED CLEARANCE (SEC.)			1	1.5	2.5		1		2.5
WALK (SEC.)			6		5		5		5
PEDESTRIAN CLEARANCE (SEC.)			8		9		5		5
RECALL	MAXIMUM (ON/OFF)		OFF		OFF		OFF		OFF
	MINIMUM (ON/OFF)		OFF		OFF		OFF		OFF
	PEDESTRIAN (ON/OFF)		OFF		OFF		OFF		OFF
MEMORY (ON/OFF)									

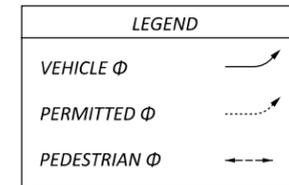
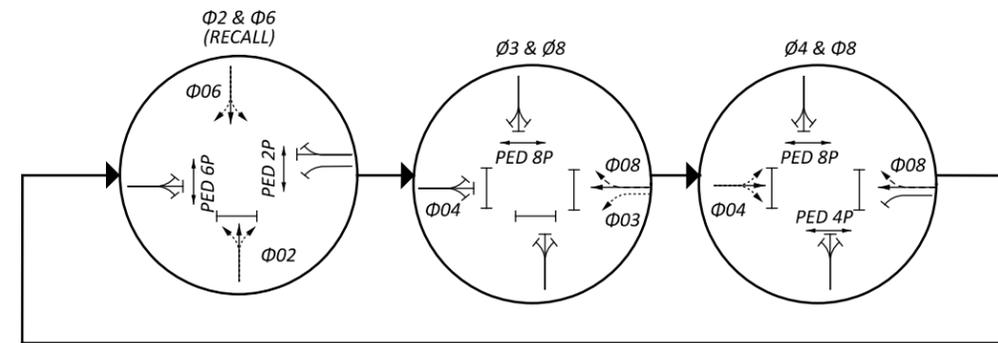
\*VOLUME DENSITY CONTROLS

NOTES:  
1. COUNTDOWN PEDESTRIAN SIGNAL HEADS SHALL GO TO ZERO ON YELLOW PER OMUTCD FIGURE 4E-2.

RADAR DETECTION CHART

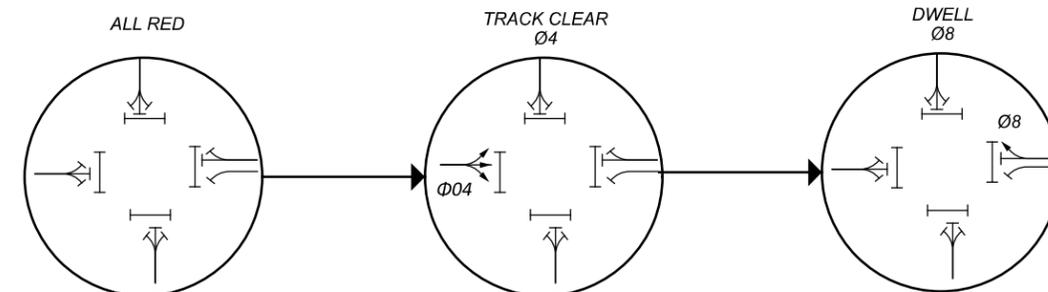
DETECTION ZONE	RADAR NO.	MOVEMENT	PULSE OR PRESENCE	ASSOCIATED PHASE	DELAY PROGRAMMED IN CONTROLLER (SEC.)	EXTENSION PROGRAMMED IN CONTROLLER (SEC.)	DELAY INHIBITED PHASE	PURPOSE	DETECTION ZONE LENGTH (FT)
RZ2A	R2	NB	PRESENCE	2				CALL/EXTEND PHASE 2	30'
RZ3A	R3	WBLT	PRESENCE	3				CALL/EXTEND PHASE 3	30'
RZ4A	R1	EB	PRESENCE	4				CALL/EXTEND PHASE 4	30'
RZ6A	R3	SB	PRESENCE	6				CALL/EXTEND PHASE 6	30'
RZ8A	R3	WB	PRESENCE	8				CALL/EXTEND PHASE 8	30'

PHASING DIAGRAM



RRPE AT THIS SIGNAL SHALL BE INITIATED BY INPUT FROM MAIN/6TH ST NS RRPE PEDESTAL

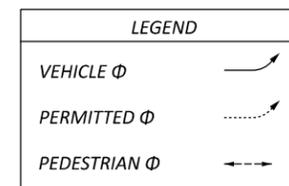
PREEMPTION PHASING DIAGRAM



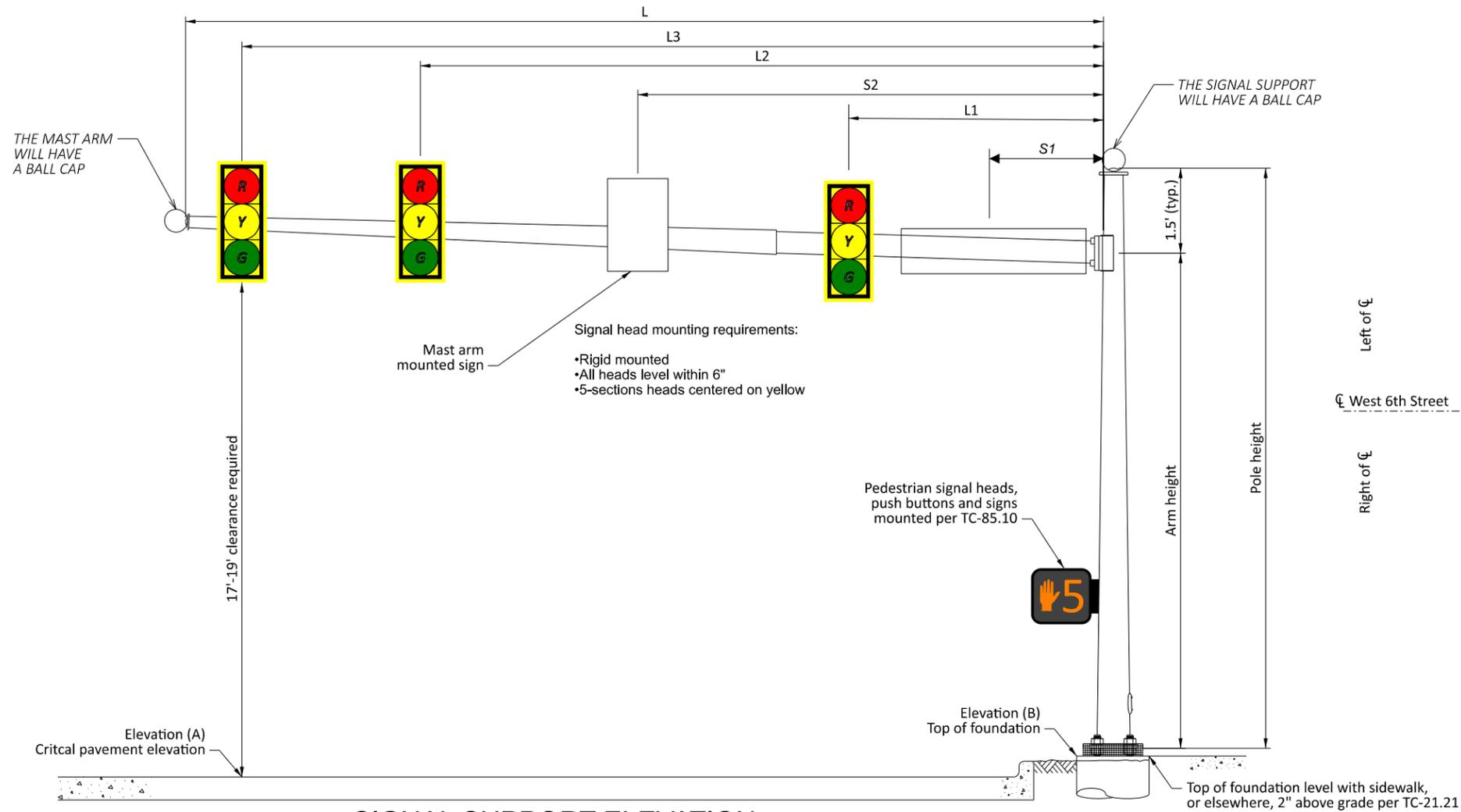
ALL RED = 2.0 SEC

TRACK CLEAR = 30 SEC

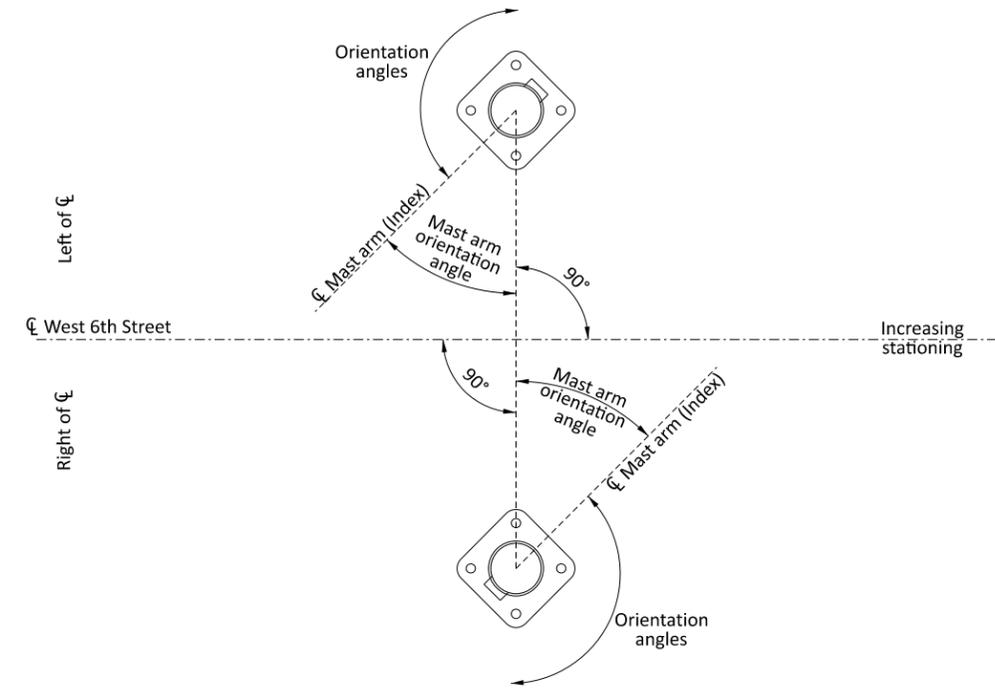
PEDESTRIAN PHASES OPERATING DURING THE PREEMPTION CALL SHALL BE TERMINATED.



LED BLANKOUT SIGN S1 & S2 SHALL BE ACTIVE DURING ALL PHASES OF PREEMPTION



SIGNAL SUPPORT ELEVATION



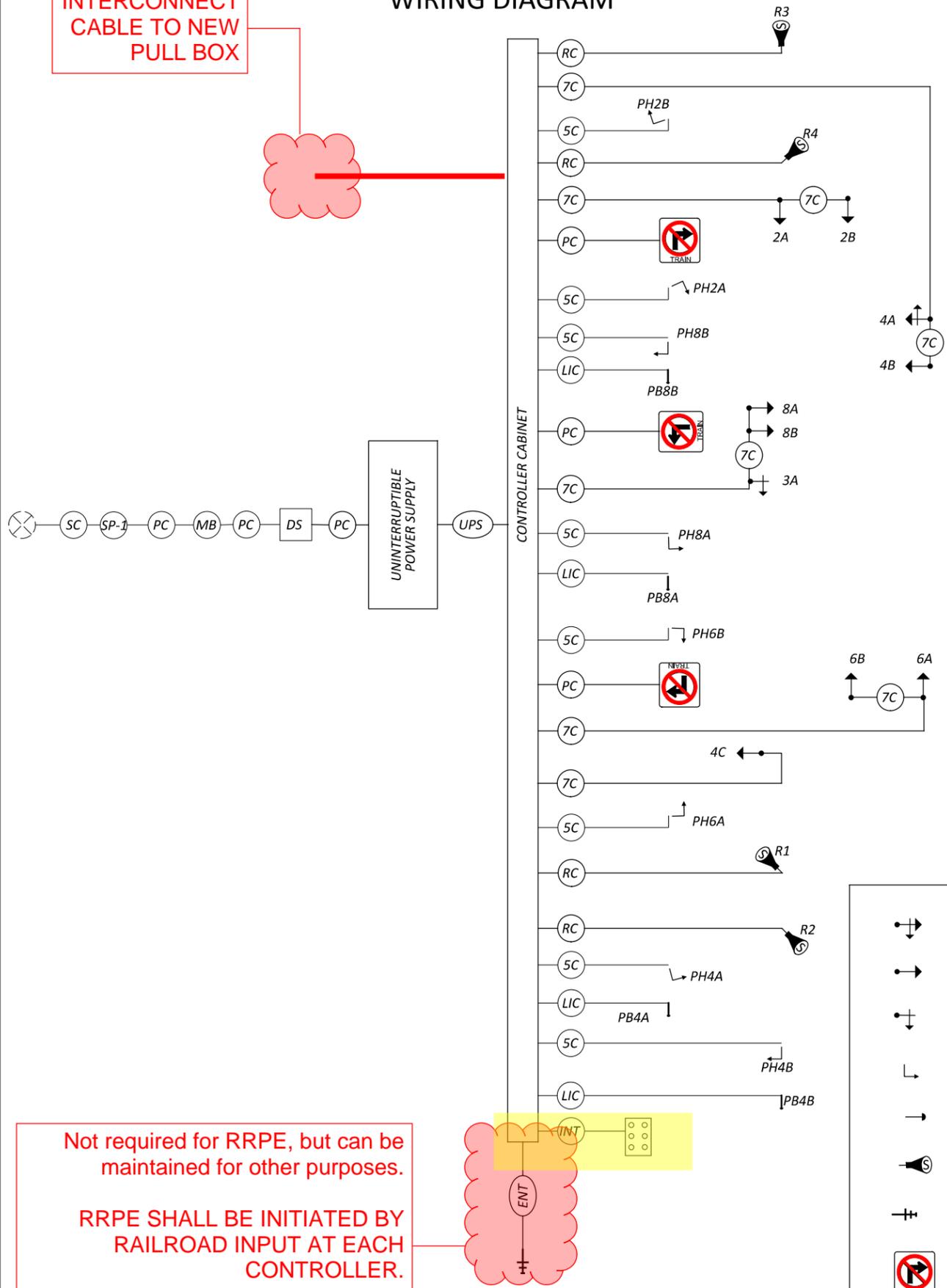
POLE ORIENTATION

MAST ARM TABLE

SUPPORT NO.	STATION	OFFSET	ELEVATION		SIGNAL SUPPORT DETAILS										ORIENTATION ANGLES FROM MAST ARM									
			A	B	DESIGN TYPE	DESIGN NO.	POLE HEIGHT	ARM HEIGHT	L	L1	L2	L3	S1	S2	MAST ARM A ANGLE	MAST ARM B ANGLE	PEDESTRIAN SIGNAL	PEDESTRIAN BUTTON	POWER SERVICE	STOP LINE RADAR UNIT	HANDHOLE	CABLE ENTRANCE 12" FROM TOP	POLE MOUNTED SIGNAL HEAD	STOP BAR DETECTOR
SP-1	104+57	33.0' RT	681.43	681.76	TC-81.22	4	21.5	20	32	18	26		9	22	90	-	4	-	172	44/200	180	172		
SP-2	104+69	39.8' LT		680.97	TC-12.31	6	23								1	-	0/94	0	-	-	90	-		
SP-2 (ARM A)			681.11		TC-81.21	4		19.5	38	19	28	36	11	32										
SP-2 (ARM B)			680.92		TC-81.21	4		21	35	21	32		10	26		270								
SP-3	105+44	31.5' RT	681.75	682.03	TC-81.22	2	21.5	20	21	10	18		5		0	-	254	-	-	343	180	-		
PS-1	104+57	48.0' RT					11										180	180			270			
PS-2	105+11	38.4' LT					11										0/254	0			270			
PS-3	105+20	50.5' RT					11										180	180			90			

INTERCONNECT CABLE TO NEW PULL BOX

WIRING DIAGRAM



Not required for RRPE, but can be maintained for other purposes.

RRPE SHALL BE INITIATED BY RAILROAD INPUT AT EACH CONTROLLER.

RRPE SHALL NOT BE INITIATED BY RADIO.

FIELD WIRING HOOKUP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH	
2A, 2B (NB)	R	2R	R	8A, 8B (WB RT)	R	8R/ LS 14R	R	
	Y	2Y			8Y/LS 14Y			
	G	2G			8G/LS 14G			
	-	-			-			
3A (EB)	R	4R	R	4A (EB LT)	R	4R	R	
	Y	4Y			4Y			
	G	4G			4G			
	-	-			-			
4B,4C (EB)	R	4R	R	PED-2	W	2 PED/LS 10G	OUT	
	Y	4Y			DW	2 PED/LS 10R		
	G	4G			W	4 PED/LS 11G		
	-	-			DW	4 PED/LS 11R		
6A, 6B (SB)	R	6R	R	PED-4	W	6 PED/LS 12G	OUT	
	Y	6Y			DW	6 PED/LS 12R		
	G	6G			W	8 PED/LS/13G		
	-	-			DW	8 PED/LS 13R		
PEDESTRIAN MOVEMENTS								
OVERLAPS								
					OLA	-Y-->	8Y/LS 14Y	
						--G-->	8G/LS 14G	
					S1 & S2		LS 14 R	OUT

LS 14 IS ONLY ACTIVATED DURING TRACK CLEAR OF THE PREEMPTION - GREEN (ARROW /BALL)

LS 14 ACTIVATE DURING ALL PHASES OF PREEMPTION - LED BLANKOUT SIGN S1

LEGEND

	TRAFFIC SIGNAL, 4 UNIT HEAD, 12"		2/C NO. 14 AWG (LEAD-IN CABLE)		SERVICE CABLE, 3 CONDUCTOR, NO. 4 AWG
	TRAFFIC SIGNAL, 3 UNIT HEAD, 12"		SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		POWER CABLE, 2 CONDUCTOR, NO. 4 AWG
	TRAFFIC SIGNAL, PROTECTED LEFT/RIGHT 3 UNIT HEAD, 12"		SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		METER BASE
	PEDESTRIAN SIGNAL		RADAR DETECTION CABLE		SIGNAL DISCONNECT SWITCH
	PEDESTRIAN PUSH BUTTON		6-PAIR INTERCONNECT CABLE		UNINTERRUPTIBLE POWER SUPPLY CABLE
	STOP LINE RADAR DETECTION UNIT		POWER SOURCE		SIGNAL SUPPORT POLE
	ETHERNET RADIO		ETHERNET CABLE		
	LED BLANKOUT SIGN (NO RIGHT TURN)		RAILROAD INDICATOR PANEL		

TRAFFIC SIGNAL DETAILS  
SOUTH MAIN STREET & WEST 6TH STREET