





11-OCT-2017 08:56 1:*2018 Std Drawinas*Plate Sheets*2018 Plate Sheet .



| | YPE / | <u>and s</u> | SIZE | | | | | | R | EIN | FOF | RCING | STE | EL | SCH | EDU |
|----|--------------------------|--------------------------|-----------------|---------------------------------|---|------|-----------|-----|--------|--------|-----------|-------------------------|------------------------------|-------|----------|-------------|
| | | ANCHOR | BOLT | INSTALL | | | | | V-BAR | | | | | ST | IRRUP | |
| Н | CONCRETE VOLUME CY | DIAMETER (MIN.) IN | LENGTH FT-IN | GROUNDING SYSTEM (YES/NO) | | ТҮРЕ | SIZE # | QTY | LENGTH | WEIGHT | SIZE # | QU VERTICAL ON 6" | JANTITY SPACING ON 12" | TOTAL | LENGTH | DIAME "C |
| " | .41 | 1/2 | 1'-6" | NO | | | | | | | | CENTERS | CENTERS | TOTAL | <u> </u> | <u>FT</u> |
| " | -58 | 3⁄1 | 2'-0" | YES | | I | 8 | 6 | 3'-0'' | 56 | 4 | 0 | 4 | 4 | 5'-7'' | 1'-6 |
| ,, | 1 27 | | <u> </u> | VES | | II | 8 | 6 | 4'-6" | 86 | 4 | 5 | 3 | 8 | 5'-7" | 1'-6 |
| | 1.21 | I | 4-0 | 120 | I | III | 8 | 6 | 6'-6" | 122 | 4 | 7 | 4 | 11 | 7'-2" | 2'-0 |
| | | | | | | | | | | | | | | | | |

| | | PROJECT NO. | sheet no. Sig. |
|---|--|---|-------------------|
| URBED SOIL WHEREVER SOIL, CAST-IN-PLACE PROVAL. ONS OF SECTION 825 ETS THE REQUIREMENTS OF N STRENGTH AT 28 DAYS S FOR ALL REINFORCING OR FLATTER. FOUNDATION HE FOLLOWING SOIL DESIGN -O" OF SURFACE ELEVATION 140 MPH TANTIALLY FROM THOSE | 1-18 STATE OF NORTH CAROLINA NORTH CAROLINA DEPT. OF TRANSPORTATION DIVISION OF HIGHWAYS RALEIGH, N.C. | | |
| MAY BE ADJUSTED. IN THIS ALL REINFORCEMENT. THE DESIGN OR AS ED COUPLING INSERT. SARY IS 0'-4½" AND FOR Y IS 0'-65%". FOLLOW TRUCTIONS. -1" MIN DIA. CONDUIT FOR GROUNDIN REFER TO PEDESTAL FOUNDATION CHA CONDUIT AS REQUIRED. (STUB AND CAP UNUSED CONDUIT) UNUSED CONDUIT) | ENGLISH STANDARD DRAWING FOR PEDESTALS FOUNDATIONS | | |
| TER OVERLAP MIN. WEIGHT LBS TOTAL STEEL WEIGHT LBS "0'-10" 15 71 "0'-10" 30 116 "0'-10" 53 175 | See Plate | for Tit | ·1e |
| T CONSIDERED LESS ALL COMPLETED | Prepared in the Offices of: NOBILITY ON NOBILITY ON Signals 750 N. Greenfield Parkway Garner, NC 27529 | SEAL SEAL OF ES SIONA SEAL O28094 SEAL O28094 C. SAR DocuSigned by: Dubuslu (. Sarkar 44E8E32E147E4C4 | |

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| | | | | | PROJECT REFERENCE N | U. SHEET NO. |
|---|-------------|-----------------------|----------------------------|-----------------------|---------------------------------------|------------------------|
| ALLATION CHART | | | | | U - 5808 | Sig 2.0 |
| PROGRAMMING | | | | 2 Pha | se | |
| | | | Fu] | Lly Act | uated | |
| I I I I | GREI | | w/ Alternat | te [°] Phas | sing Operation | n l |
| | ING CARD | | US 74 1 | [ndian | Trail CLS | |
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| | DE | | | <u>NOTE</u> | <u>S</u> | |
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| X X > | < - X | 1. | Keter to "R | | standard Dro | awings |
| X X > | < - X | | "Stondard S | JUDO Soecifi | ury 2018 and cations for " | onde and |
| 15.0° - X - > | < - X | | Structures" | dated | Januarv 2018 | |
| | | 2. | Do not proc | prom si | gnal for late | e niaht |
| | | _ * | flashina on | peratio | n unless othe | erwise |
| | | | directed by | , the E | ngineer. | |
| | | 3. | Phase 7 may | be la | igged. | |
| | | 4. | Set all det | ector | units to pres | sence |
| | R/W | _ | mode. | - | - | |
| | | 5. | The Divisio | n Traf | fic Engineer | will |
| | | | determine t | ne hou | irs of use for | each |
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| | | _ل_ | Pedestr | rian Siar | nal Head | |
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| 74 (Independence | 0 Dluch | 0 | —) Signa | l Pole w | ith Guy 🔴 | _) |
| | e dtag) | 0— | J Signal Pol | e with S | Gidewalk Guy 💻 | |
| | | | Inducti | ve Loop | Detector CIII | |
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| | | | Ju | unction (| Box | |
| | | |) Oversiz | zed Junc [.] | tion Box | • |
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| 1 | n/W | | → Dire | ctional | Arrow — | \rightarrow |
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| | | | | | | TCONSIDERES |
| Installatio | n | | | | DOCUMENT NO FINAL UN SIGNATURFS | LESS ALL |
| repared for the Offices of: | | | | | CE | |
| Mobility and | US 74 (| Indepe | endence Bo | uleva | rd) | |
| AND | Ì | 1 | at | | NURTH C | ROLINE |
| Ogge | | WB US | 74 U-Turr | ו | NO FES | ION NA |
| Sion Sion | | | | - | SE/ | |
| G TRANSPORT | Division 10 | Unior | County | Indian | Irail 029 | |
| Design Sev' | PREPADED ON | june 2023 P Kolori | REVIEWED BY: | з. . . Науп | IE STANGIN | HAVIN |
| SCALE | PEREV BY: | IINUIUSKI VISIONS | INCALCHEN RAS | IN T. | DATE | |
| | | | | | JIEWEN G. HO | mpros/21/2023 |
| 1 "=20' | ····· | | | | SIGNATURE | DATE 10-2426 |
| | <u> </u> | | | | | 10-2420 |



| LOOP NO. | LOOP TERMINAL | INPUT FILE POS. | pin No. | INPUT POINT | DETECTOR NO. | CALL PHÀSE | DEĻAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | DELAY DURING GREEN |
|----------------|-----------------------|--------------------|------------------|----------------|-----------------|---------------|---------------|----------------|----------|------------------|----------|--------------------------|
| 2:A | TB2-5,6 | I2U | 39 | 1 | 2 | 2 | | | <u>X</u> | <u>X</u> | <u>X</u> | _ |
| 2 B | TB2-7,8 | I2L | 4 [:] 3 | 5 | 3 | 2 | | | <u>X</u> | <u>X</u> | <u>X</u> | _ |
| 2C | TB2 - 9,10 | 13U | 63 | 29 | 4 | 2 | | | X | X | X | _ |
| 7A | TB5-5,6 | J5U | 57 | 19 | 21 | 7 | 15.0 | | X | _ | X | _ |

| PROJECT REFERENCE NO. | SHEET NO. |
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| U-5808 | Sig. 2.1 |

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|----|--------------|----------|-----|-----|----------|-----------------|----|----------|---------|-----|----------|-----------|-----------|-----------|-----------------|-----------|-----------|
| S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | S10 | S11 | S12 | AUX S1 | AUX S2 | AUX S3 | AUX S4 | AUX S5 | AUX S6 |
| 1 | 2 | 13 | 3 | 4 | 14 | 5 | 6 | 15 | 7 | 8 | 16 | 9 | 10 | 17 | 11 | 12 | 18 |
| 1 | 2 | 2 PED | 3 | 4 | 4 PED | OL7 | 6 | 6 PED | 7 | 8 | 8 PED | OL1 | OL2 | SPARE | OL3 | OL4 | SPARE |
| NU | 21, 22,23 | NU | NU | NU | NU | 72 [★] | NU | NU | ★ 71 | NU | NU | NU | NU | NU | 72 [★] | ★ 71 | NU |
| | 128 | | | | | | | | | | | | | | | | |
| | 129 | | | | | * | | | * | | | | | | | | |
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| | | | | | | | | | | | | | | | A114 | A101 | |
| | | | | | | | | | | | | | | | A115 | A102 | |
| | | | | | | | | | | | | | | | A116 | A103 | |
| | 130 | | | | | 133 | | | 124 | | | | | | | | |

| rrical Detail - Shee Installation | et 1 of 3 | | | | | DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED |
|--|--------------|---------------|-----------------|---|----------|---|
| lectrical and Programming Details For | US | 74 (Indepen | idence Bou | ilevard) | | SEAL |
| Prepared in the Offices of: | Division 10 | WB US Unio | at 74 U-Turn | India | an Trail | SEAL 029531 |
| | PLAN DATE: | June 2023 | REVIEWED BY: | O. Drobn | у | STATISTICS INFERT |
| | PREPARED BY: | S. G. Haynie | REVIEWED BY: | | | Pocusigned by |
| eenfield Pkwy, Garner, NC 27529 | | REVISIONS | | INIT. | DATE | Steven G. Hayne/21/2023 |
| | | | | • | | DATE SIG. INVENTORY NO. 10-2426 |

OUTPUT CHANNEL CONFIGURATION

Front Panel Main Menu >Controller >More>Channels>Channels Config

Web Interface Home >Controller >Advanced IO>Channels>Channels Configuration

Channel Configuration

NOTE CHANGE IN CONTROL

| | Channel | Control Type | Control Source | Flash Yellow | Flash Red | Flash Alt | MMU Channel |
|-------------------|---------|---------------|----------------|--------------|-----------|-----------|-------------|
| | 1 | Phase Vehicle | 1 | | Х | Х | 1 |
| | 2 | Phase Vehicle | 2 | Х | | | 2 |
| | 3 | Phase Vehicle | 3 | | Х | Х | 3 |
| CHANGE IN CONTROL | 4 | Phase Vehicle | 4 | | Х | | 4 |
| TYPE AND SOURCE | 5 | Overlap | 7 | | Х | | 5 |
| | 6 | Phase Vehicle | 6 | Х | | Х | 6 |
| | 7 | Phase Vehicle | 7 | | Х | | 7 |
| | 8 | Phase Vehicle | 8 | | Х | Х | 8 |
| | 9 | Overlap | 1 | Х | | Х | 9 |
| | 10 | Overlap | 2 | | Х | Х | 10 |
| | 1.1 | Overlap | 3 | Х | | | 11 |
| | 1.2 | Overlap | 4 | Х | | | 1.2 |
| | 1.3 | Phase Ped | 2 | | | | 1.3 |
| | 14 | Phase Ped | 4 | | | | 1:4 |
| | 15 | Phase Ped | 6 | | | | 15 |
| | 16 | Phase Ped | 8 | | | | 16 |
| | 1.7 | Overlap | 5 | | Х | Х | 1.7 |
| | 1.8 | Overlap | 6 | | Х | | 1.8 |

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel

Web Interface

Overlap Plan 1

| Overlap | 3 | 4 | 7 |
|------------------------|-----------------|-----------------|--------|
| Туре | FYA 4 - Section | FYA 4 - Section | Normal |
| Included Phases | 2 | 2 | 7 |
| Modifier Phases | | 7 | |
| Modifier Overlap | 7 | | |
| Trail Green | 0 | 0 | 0 |
| Trail Yellow | 0:0 | 0:0 | 0:0 |
| Trail [.] Red | 0:0 | 0:0 | 0:0 |

| Т | ⊦ | 1 | |
|---|---|---|---|
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| PROJECT REFERENCE NO. | SHEET NO. |
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| U-5808 | Sig. 2.2 |

Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Home >Controller >Overlap Configuration >Overlaps

| IS ELECTRICAL DETAIL IS FOR |
|-----------------------------|
| E SIGNAL DESIGN: 10-2426 |
| SIGNED: June 2023 |
| ALED: June 21, 2023 |
| VISED: |

| Installation | t 2 of 3 | | | | | DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED |
|---|--------------|--------------|----------------|---------|------------|---|
| lectrical and Programming Details For: | US | 74 (Indeper | idence Boi | ulevard | 3) | SEAL |
| Prepared in the Offices of: | | WB US | SEAL 029531 | | | |
| | Division 10 | Unic | on County | In | dian Trail | |
| | PLAN DATE: | June 2023 | REVIEWED BY: | O. Drot | ony | MARKEN WE INE WINE |
| | PREPARED BY: | S. G. Haynie | REVIEWED BY: | | | DocuSigned by |
| als Management | | REVISIONS | | INIT. | DATE | Steven G. Hayne/21/2023 |
| reenfield Pkwy, Garner, NC 27529 | | | | | | |
| | | | | | | SIG. INVENTORY NO. 10-2426 |

MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel

Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

Web Interface

Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

| Overlap | 3 | 4 | 7 |
|-------------------------------|-----------------|-----------------|--------|
| Туре | FYA 4 - Section | FYA 4 - Section | Normal |
| Included Phases | • | | 7 |
| Modifier Phases | | 7 | |
| Modifier [.] Overlap | 7 | • | |
| Trail Green | 0 | 0 | 0 |
| Trail Yellow | 0:0 | 0:0 | 0:0 |
| Trail [.] Red | 0:0 | 0:0 | 0:0 |

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOP 7A

Front Panel

Main Menu >Controller >Detector >Veh Det Plans

Web Interface

Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2 Detector Call Phase Delay 7A 21 7 0

NOTICE INCLUDED PHASE

MAXTIME ALTERNA

To run alternate phasing, select a Pattern t A Pattern can be selected through the sche

PHASING

ACTIVE PLAN REQUIRED TO RUN DEFAULT ACTIVE PLAN REQUIRED TO RUN ALTERNA

ALTEF

THE FOLLOWING IS A S OVERLAP PLAN 2 AND ' TO CALL THE "ALTERNA

OVERLAP PLAN 2: Modi for h run p

VEH DET PLAN 2: Reduc call c

MAXTIME AL PRC

Front Panel Main Menu >Contr

Web Interface

Home >Controller

| Pattern Parameters | | | | | | |
|--------------------|--------------|--|--|--|--|--|
| Pattern | Veh Det Plan | | | | | |
| * | 2 | | | | | |

* The Pattern numb the Division and/o

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 10-2426 DESIGNED: June 2023 SEALED: June 21, 2023 REVISED:

| | | | PROJECT REFERENCE | NO. SHEET NO. |
|--|---|--------------------------------|-------------------------|-----------------------|
| | | l | U-5808 | Sig. 2.3 |
| | | | | |
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| TE PHASING ACT | <u>FIVATION</u> E | DETAIL | | |
| | | | | |
| that is programmed to run Overlap | Plan 2. | | | |
| neduler or manually by changing th | e Operational Mode. | | | |
| | | | | |
| | | | | |
| OVE | RLAP PLAN | VEH DET PLAN | N | |
| | | | | |
| PHASING | Т | 1 | | |
| TE PHASING | 2 | 2 | | |
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| MATE I HASING UTANGE SUMMARI | - | | | |
| SUMMARY OF WHAT TAKES PLACE V VEHICLE DETECTOR PLAN 2 ACTIVA | VHEN ATE | | | |
| ATE PHASING": | | | | |
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| lifies overlap included phases leads 71 and 72 to | | | | |
| protected turns only. | | | | |
| ices delay time for phase 7 | | | | |
| on loop 7A to 0 seconds. | | | | |
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| DGRAMMING DETAIL | | | | |
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| roller >Coordination >Patterns | | | | |
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| Coordination Dattarea | | | | |
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| ers Det Plan Overlap Plan | | | | |
| 2 2 | | | | |
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| per(s) are to be determined by | | | | |
| or City Traffic Engineer. | | | | |
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| | <u>,</u> | | | |
| Electrical Detail - Sheet 3 of 3 New Installation | 5 | | DOCUMENT NO FINAL UI | OT CONSIDERED |
| Electrical and Programming | S 74 (Independer | nce Boulevard) | SIGNATURE | S COMPLETED |
| Details For: | at | | | CARO |
| Prepared in the Offices of: $\int Mobility and S_2$ | WB US 74 | U-Turn | AND R OFFE | SSION T |
| ELE CONCRET H CARE | 10 | | | EAL 9531 |
| Division Plan Date | Union Cou June 2023 REV | Indian VIEWED BY: O. Drobny | n Trall | INEFR |
| PREPARED | BY: S. G. Haynie REV | IEWED BY: | DATE | G HAMMIN |
| 79/s Managem ^{ex} 750 N. Greenfield Pkwy. Garner. NC 27529 | | | Steven G. H | ayn B /21/2023 |
| ······· | • | | SIG. INVENTORY N | о. 10-2426 |

RS&H NC FIRM LICENSE No: F-049 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100

DocuSign Envelope ID: 9F6A2A25-DBB4-40F2-ABF3-2FE57AE3660B



| SPECIAL NO The contractor is responsib that the mast arm attached will provide the "Design Heigh from the roadway before s shop drawings for approval. elevation data below which w by field measurement or fro project survey data. | DIE ole for v ent heigh t"clearar ubmitting Verify was obtai om availa | erifying nt (H1) nce j final ined ble | | | | | | |
|---|---|--|--|--|--|--|--|--|
| Elevation Data for Mast Arm Attachment (H1) | | | | | | | | |
| Elevation Differences for: | Pole 1 | N/A | | | | | | |
| Baseline reference point at © Foundation @ ground level | 0.0 ft. | N⁄A | | | | | | |

5.75 ft.

4.03 ft.

N/A

N/A

Elevation difference at High point of roadway surface

Elevation difference at Edge of travelway or face of curb



POLE RADIAL ORIENTATION





DESIGN REQUIREMENTS

- requirements.

- the following:



| N | IETAL POLE No. 1 | | PR | OJECT REFER | RENCE NO. | SHEET NO. | | | |
|-------------------|---|----------|-----------------------|-------------|-----------|-----------|--|--|--|
| | U-5808 | | | | | | | | |
| | | | | | | | | | |
| | MAST ARM LOADING SC | HEDU | LE | | | | | | |
| loading symbol | DESCRIPTION | AREA | SIZE | WEIGHT | | | | | |
| | RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE | 9.3 S.F. | 25.5″W X 52.5″L | 60 LBS | | | | | |
| 1 | SIGN RIGID MOUNTED | 9.0 S.F. | 36.0″W X 36.0″L | 17 LBS | | | | | |
| | | | | | | | | | |
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<u>NOTES</u>

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with: • The 6th Edition 2013 AASHTO "Standard Specifications for StructuralSupports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions. • The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signalproject specialprovisions. • The 2018 NCDOT Roadway Standard Drawings.

• The traffic signal project plans and special provisions.

• The NCDOT "MetalPole Standards" located at the following NCDOT website:

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation. 3. Design all signal supports using stress ratios that do not exceed 0.9.

4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.

5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design

6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts. 7. The mast arm attachment height (H1) shown is based on the following design assumptions: a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.

b. Signalheads are rigidly mounted and vertically centered on the mast arm.

c. The roadway clearance height for design is as shown in the elevation views.

d. The top of the pole base plate is 0.75 feet above the ground elevation.

e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground leveland the high point of the roadway.

8. The pole manufacturer will determine the total height (H2) of each pole using the greater of

• Mast arm attachment height (H1) plus 2 feet, or

• H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot. 9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the SignalDesign Section Senior StructuralEngineer for assistance at (919) 814-5000.

10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signalheads over the roadway.

11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

> Allmetalpoles and arms should be black in color as specified in the project special provisions.

| | | | | - | | |
|--|---------------------------|----------------------------|--------------------------|------------------|--------------------------------|--|
|)T Wind Zone | 4 (90 | mph) | | | DOCUN | MENT NOT CONSIDERED FINAL S ALL SIGNATURES COMPLETED |
| NODILITY ONCE OF: | US 74 | (Independ a WB US 74 | ence Bo t 4 U-Turi | ulev n | ard) | SEAL TH CAROL OFESSION |
| Signal Decision Section | Division 10 PLAN DATE: |) Union Cou June 2023 | nty REVIEWED BY: | India S.G. Ha | i <mark>n Trail</mark> vnie | SEAL 029531 |
| eenfield Pkwy,Garner,NC 27529 | PREPARED BY: | 0.Drobny | REVIEWED BY: | | | Provisioned by Alanan |
| RSSH NC FIRM LICENSE NO: F-0493 | | REVISIONS | | INIT. | DATE | Steven G. Hayne/21/2023 DB33DCC945D44B6 SIGNATURE DATE |
| 1 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926 4100 | | | | | | Sig Inventory No. 10-2426 |



| TABLE OF OPE | RA | TI(| NC |
|----------------|----|--------|-------|
| | Ρ | has | Ε |
| SIGNAL FACE | Ø2 | Ø 7 | FLANT |
| 21, 22, 23 | 1 | R | Y |
| 71, 72 | R | + | R |

| MAXTIME DETECTOR INSTALLATION CHART | | | | | | | | | | | | |
|-------------------------------------|--------------|-------------------------------------|-------|----------|---------------|---------------|----------------|--------|---------------|------|--------------------|----------|
| | DETE | ECTOR | | | | PRO | GRAMM | INC | 3 | | | |
| LOOP | SIZE (FT) | DISTANCE FROM STOPBAR (FT) | TURNS | NEW LOOP | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | DELAY DURING GREEN | NEW CARD |
| 2A | 6X6 | 385 | 5 | Х | 2 | - | - | Х | Х | Х | - | Х |
| 2B | 6X6 | 385 | 5 | Х | 2 | - | - | Х | Х | Х | - | Х |
| 20 | 6X6 | 385 | 5 | Х | 2 | - | - | Х | Х | Х | - | Х |
| 7A | 6X40 | 0 | 2-4-2 | Х | 7 | 15.0 | - | Х | - | Х | - | Х |
| 7B | 6X40 | 0 | 2-4-2 | Х | 7 | 15.0 | - | X | - | Х | - | Х |

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| U-5808 | Sig 3.0 |







| LOOP NO. | LOOP TERMINAL | INPUT FILE POS. | PIN NO. | INPUT POINT | DETECTOR NO. | CALL PHASE | DELAY TIME | EXTEND TIME | EXTEND | ADDED INITIAL | CALL | DELAY DURING GREEN |
|----------------|-----------------------|--------------------|------------------|----------------|-----------------|---------------|---------------|----------------|----------|------------------|----------|--------------------------|
| 2A | TB2-5,6 | I2U | 39 | 1 | 2 | 2 | | | <u>X</u> | <u>X</u> | <u>X</u> | _ |
| 2 B | TB2-7,8 | I2L | 4 : 3 | 5 | 3 | 2 | | | <u>X</u> | <u>X</u> | <u>X</u> | _ |
| 2C | TB2 - 9,10 | 13U | 63 | 29 | 4 | 2 | | | X | <u>X</u> | <u>X</u> | _ |
| 7A | TB5-9,10 | J6U | 4 ² | 4 | 22 | 7 | 1 <u>5.</u> 0 | | X | _ | X | _ |
| 7 B | TB5-11,12 | J6L | 46 | 8 | 23 | 7 | 1 <u>5.</u> 0 | | X | _ | X | _ |

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| U-5808 | Sig. 3.1 |

| | SIGNAL HEAD HOOK-UP CHART | | | | | | | | | | | | | | | | | |
|----------------|---------------------------|--------------|----------|----|----|----------|----|----|----------|-------|-----|----------|-----------|-----------|-----------|-----------|-----------|-----------|
| 10. | S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | S10 | S11 | S12 | AUX S1 | AUX S2 | AUX S3 | AUX S4 | AUX S5 | AUX S6 |
| EL | 1 | 2 | 13 | 3 | 4 | 14 | 5 | 6 | 15 | 7 | 8 | 16 | 9 | 10 | 17 | 11 | 12 | 18 |
| | 1 | 2 | 2 PED | 3 | 4 | 4 PED | 5 | 6 | 6 PED | 7 | 8 | 8 PED | OL1 | OL2 | SPARE | OL3 | OL4 | SPARE |
| <u>-</u> D. | NU | 21, 22,23 | NU | NU | NU | NU | NU | NU | NU | 71,72 | NU | NU | NU | NU | NU | NU | NU | NU |
| | | 128 | | | | | | | | 122 | | | | | | | | |
| V | | 129 | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | |
| / | | | | | | | | | | | | | | | | | | |
| V V | | | | | | | | | | 123 | | | | | | | | |
| G / | | | | | | | | | | | | | | | | | | |
| , | | 130 | | | | | | | | 124 | | | | | | | | |

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| Attachment (H1) | | | | | | | | |
|--|----------|-----|--|--|--|--|--|--|
| Elevation Differences for: | Pole 1 | N/A | | | | | | |
| Baseline reference point at © Foundation @ ground level | 0.0 ft. | N⁄A | | | | | | |
| Elevation difference at High point of roadway surface | 1.85 ft. | N⁄A | | | | | | |
| Elevation difference at Edge of travelway or face of curb | 1.12 ft. | N/A | | | | | | |



DESIGN REFEREN

- 1. Design the
- The 6th Signs, Lun
- The 2018
- the spec
- The 2018 • The traf
- The NCDO
- https://c

DESIGN REQUIR

- 2. Design the views. These loads that traffic sigr 3. Design all sig
- 4. The camber pitched arc horizontal w
- 5. A clamp-type stiffened t requirement
- 6. Design base 7. The mast ar
- a. Mast arm height as
- b. Signalhec
- c. The road
- d. The top
- e.Refer to
- foundatio 8. The pole mo
- the followin
- Mast arm • H1 plus 1/ 9. If pole loco
- Engineer as contractor
- assistance 10.The contrac
- proper posi
- 11. The contrac
- manufacture



| METAI | POLE No 1 | | PROJECT REFERENCE NO. | SHEET NO. |
|--|---|------------------------------|---|--|
| | | | U - 5808 | Sig. 3.2 |
| | | | | |
| MAS | T ARM LOADING SC | HEDULE | | |
| | DESCRIPTION | AREA SIZ | ZE WEIGHT | |
| | IGTD MOUNTED STGNAL HEAD | 25.5 | 5″ W | |
| 12" | -3 SECTION-WITH BACKPLATE | 9.3 S.F. > 52.5 | 60 LBS 5″L | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | NOTES | | | |
| RENCE MATERTAI | <u></u> | | | |
| ne traffic signalstr | ructure and foundation in ac | cordance wi | ith: | |
| th Edition 2013 AASH | TO "Standard Specifications for | or Structur | alSupports for Hi | ghway |
|)18 NCDOT "Standard | Specifications for Roads and | Structures | s."The latest adde | nda to |
| pecifications can be 018 NCDOT Roadway S | e found in the traffic signal; tandard Drawings. | project spe | cialprovisions. | |
| raffic signalproject CDOT "MetalPole Star | plans and specialprovisions. Idards"located at the followin | g NCDOT wel | bsite: | |
| //connect.ncdot.gov | //resources/safety/Pages/ITS | -Design-Res | ources.aspx | |
| JIREMENTS | | | | |
| ne traffic signalstr | ructure using the loading con | ditions show | wn in the elevatio | |
| ese are anticipatea at willbe applied at | the time of the installation. | i may not r The contrac | represent the act ctor should refer | uai to the |
| signalplans for the Isignalsupports usir | actualloads that willbe applie ng stress ratios that do not | d at the ti exceed 0.9 | ime of the installc | tion. |
| per design for the arch where the tip | mast arm deflection should p or the free end of the mas | rovide an c t arm does | appearance of a lo s not deflect below | V W |
| alwhen fully loaded. | m-to-pole connection may be | used insta | nd of the welded | cina |
| d box connection st | nown as long as the connection | on meets al | lof the design | ng |
| ase plate with 8 and | chor bolt holes. Provide 2 inch | x 60 inch | anchor bolts. | |
| arm attachment h arm slope and defle | eight (H1) shown is based on t ction are not considered in a | the tollowing determining | g design assumptio the arm attachme | ns: ent |
| as they are assum neads are rigidly mo | ned to offset each other. Sounted and vertically centered | d on the ma | ast arm. | |
| padway clearance he | eight for design is as shown | in the eleve around ele | ation views. evation | |
| to the Elevation Do | ata Chart for the elevation of the read | differences | between the prop | posed |
| manufacturer willde | etermine the totalheight (H2) | of each pol | le using the great | er of |
| wing: orm attachment heid | ght (H1)plus 2 feet,or | | | |
| 1/2 of the totalhe ocation adjustments | eight of the mast arm attack s are required, the contracto | nment asser r must gair | nbly plus 1 foot. n approvalfrom th | е |
| as this may affect | t the mast arm lengths and c e SignalDesign Section Senior | ırm attachn Structural | nent heights.The Engineer for | |
| ce at $(919) 814-5000$. | No for vorifying that the ma | st arm long | th chown will allow | |
| positioning of the s | ignalheads over the roadway. | | | |
| uctor is responsib Turer so site speci- | fic foundations can be design | ion resting ed. | UUIU (SMI) TO THE | hoie |
| All motal colors | d arms should be black in each | | fied in the | |
| | project special provisions | . us spech | | |
| | | | - | |
| DOT Wind Zone | 4 (90 mph) | | DOCUMENT NOT CONSIDE | RED FINAL COMPLETED |
| Prepared in the Offices of: NODILITY ONCE NORTH S | US 74 (Independence | Boulevar | CODE SEAL | 1111 |
| | SR 1362 (Chestnut | Parkway |) | N. N |
| NOT THE REAL PROPERTY OF THE P | Division 10 Union County | • الم م T | Trail SEAL 02953 | |
| Design Section | PLAN DATE: June 2023 REVIEWED B | riulan Y: S.G. Hayn | ie | t |
| I.Greenfield Pkwy.Garner.NC 27529 | REVISIONS | Y: INIT. | DATE Steven G. Havin | ₩ ⁻ ₿/21/2023 |
| NC FIRM LICENSE NO: F-0493 8521 SIX FORKS ROAD, SUITE 400 | · · · · · · · · · · · · · · · · · · · | ····· | | |
| (919) 926-4100 | | 1 1 | | 10-2423 |

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2.0 6.0 Passage * 30 90 Max 1 * Yellow Change 3.0 5.3 1.1 2.1 Red Clear 1.5 Added Initial * — 46 Maximum Initial * -Time Before Reduction 15 — 40 Time To Reduce * -3.4 Minimum Gap -Advance Walk _ _ Non Lock Detector Х — Vehicle Recall MIN. RECALL — Dual Entry _ _ * These values may be field adjusted. Do not adjust Min Green and Extension times for phases 2 lower than what is shown. Min Green for all other phases should not be lower than 4 seconds.

| | | | | | | I | Ι | |
|--|---|--|---|---|---|---|--|----------------------|
| NAL FACE I.D. | DEFAULT PHASING | ALTERNATE PHASING | MAXTIME DETECTOR | INSTALLATION CHART | | PROJECT | REFERENCE NO. S | SHEET NO. Sig 4.0 |
| II Heads L.E.D. | TABLE OF OPERATION | TABLE OF OPERATION | DETECTOR | PROGRAMMING | z | 2 Phase | | |
| R | SIGNAL ØØ& | SIGNAL ØØ | | | W/ Alt | ernate Phasing Op 74 Indian Trail | eration CLS | |
| 12" Y 12" | $\begin{array}{c c} & FHCE & 3 & 6 & S \\ & & H \\ & & T & T & T & T \\ \end{array}$ | | LOOP (FT) STOPBAR URNS | PHASE TIME TIME TIME ADDED | NEW C | Signal System #110 | 33 | |
| $\begin{array}{c} \hline \\ \hline $ | 51, 52 Image: | $\begin{array}{c c} 51, 52 \\ \hline 61, 62 \\ \hline R \\ \hline Y \\ \hline \end{array}$ | 3A 6X40 0 5 X | 3 15.0 [*] - X - X | - X | <u>NOTES</u> | | |
| , 32 | | | 6A6X64202-4-2X6B6X64202-4-2X | 6 - X X X 6 - - X X X | - X 1. Refer - X NCDOT" | to "Roadway Stand dated January 20 Vard Specification | ard Drawing 18 and s for Roads | gs s and |
| | | | * Remove Delay During Alternate Phasing Oper | ation. | Struct 2. Do not | ures" dated Janua program signal f | ry 2018. or late nig | ght |
| | | | | | flashi direct | ng operation unle ed by the Enginee | ss otherwis r. | se |
| | | | | | 3. Phase 4. Set al | 3 may be lagged. I detector units | to presence | e |
| | | | | | 5. The Di determ | vision Traffic En nine the hours of | gineer wil use for ead | l ch |
| | | | | R / W | phasir 6. Maximu | ng plan. Im times shown in | timing char | r† |
| | Ν. | | | | are fo Coordi | nated signal syst | ion only. em timing | |
| | | | | | | SUPELSEUE INESE | VUIU62. | |
| | | | | | | | | |
| | | | | | - - | | / | |
| | | · | | (| _ | 55 MF | ' <u>H</u> -1%_Grade | e |
| | | | | | | | | |
| | | < | | | | 6A | | |
| | | | | | | | | |
| JA T | <u>−</u> 31 − − − − − − − − − − | | | | | | | |
| | | <u></u> | = = = // | | PROPOSED | | <u>EXISTING</u> | |
| | | | | | | Traffic Signal Head Modified Signal Head | N/A | |
| | | | | | | Sign Pedestrian Signal Head lith Push Button & Sian | | |
| | | | | | O) ○) Sigr | Signal Pole with Guy nal Pole with Sidewalk | Guy | |
| | | | | | | nductive Loop Detector Controller & Cabinet | | |
| | | 55 /4 (Independence BIVA) | | | | Junction Box Oversized Junction Box | | |
| | | | | | ×> 2 Ν/Δ | ype III Signal Pedestal -in Underground Condui Right of Way | • • • • • • • • • • • • • • • • • • • | |
| | | | | | | Directional Arrow | N/A | |
| | | K / W | | | | letal Pole with Mastarm 5 Left Turn Sign (R3-2 | | |
| | | | | | | Stop Sign (R1-1) |) (B) (C) | |
| | | | | | | une way sign (Kb-1) | | SIDERED |
| | | | Г | New Installation | IIQ 71 (Indonondono | a Roulovond) | FINAL UNLESS A IGNATURES COMP SEAL | LETED |
| | | | | MODILIV ONA OF WORTH CARE | | | TH CAROLINA | |
| | | | | D I I I I I I I I I I I I I I I I I I I | Division 10 Union County | Indian Trail | SEAL 72 029531 | |
| | | | RS&H | 50 N.Greenfield Pkwy.Garner,NC 27529 P | PLAN DATE: JULY 2023 REVIEW PREPARED BY: P.Koloski REVIEW REVISIONS | ED BY: S.G. Haynie ED BY: INIT. DATE | PocuSigned by | I.I.I. |
| | | | NC FIRM LICENSE No: F-0493 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100 | 0 20 | | | INVENTORY NO. | /13/2023 |





13/20 *Desi :54:0

| | | | | | | | | | | | | | PROJE | CT REFI | ERENCI | E NO. | SHEET | ΓNO. |
|----------------|----------------------------|----------|-----------------|----|----------|----|-------|----------|-----|-----|----------|-----------|-------------|-----------|-----------|-----------|-----------|------|
| | | | | | | | | | | | | | | U-58 | 808 | | Sig. | 4.1 |
| | | | | | | | | | | | | - | | | | | | |
| | SIGNAL HEAD HOOK-LIP CHART | | | | | | | | | | | | | | | | | |
| | SIGNAL HEAD HOOK-UP CHART | | | | | | | | | | | | | | | | | |
| S1 | S2 | S3 | S4 | S5 | S6 | S7 | S8 | S9 | S10 | S11 | S12 | AUX S1 | AUX S2 | AUX S3 | AUX S4 | AUX S5 | AUX S6 | |
| 1 | 2 | 13 | 3 | 4 | 14 | 5 | 6 | 15 | 7 | 8 | 16 | 9 | 10 | 17 | 11 | 12 | 18 | |
| OL7 | 2 | 2 PED | 3 | 4 | 4 PED | 5 | 6 | 6 PED | 7 | 8 | 8 PED | OL1 | OL2 | SPARE | OL3 | OL4 | SPARE | |
| * 31 | NU | NU | 32 [★] | NU | NU | NU | 61,62 | NU | NU | NU | NU | ★ 31 | 32 * | NU | NU | NU | NU | |
| | | | | | | | 134 | | | | | | | | | | | |
| * | | | * | | | | 135 | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | A121 | A124 | | | | | |
| | | | | | | | | | | | | A122 | A125 | | | | | |
| | | | | | | | | | | | | A123 | A126 | | | | | |
| 127 | | | 118 | | | | 136 | | | | | | | | | | | |

| | OUTPL | JT CHAN | NEL CO | NFIGURA | ATION | | | | | | | | |
|------------------------|-----------------------|--|----------------|--------------|--------------|-----------|-------------|--|--|--|--|--|--|
| | | | | | | | | | | | | | |
| | Front Panel | Front Panel | | | | | | | | | | | |
| | Main Menu > | Main Menu >Controller >More>Channels>Channels Config | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Web Interfac | e | | | | | | | | | | | |
| | Home >Cont | troller >Adva | nced IO>Ch | annels>Cha | nnels Config | guration | | | | | | | |
| | | | | | | | | | | | | | |
| | Channel Configuration | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | Channel | Control Type | Control Source | Flash Yellow | Flash Red | Flash Alt | MMU Channel | | | | | | |
| NOTE CHANGE IN CONTROL | | | | | | | | | | | | | |
| TYPE AND SOURCE | 1 | Overlap | 7 | | X | Х | 1 | | | | | | |
| | 2 | Phase Vehicle | 2 | X | | | 2 | | | | | | |
| | 3 | Phase Vehicle | 3 | | <u>X</u> | X | 3 | | | | | | |
| | 4 | Phase Vehicle | 4 | | <u>X</u> | | 4 | | | | | | |
| | 5 | Phase Vehicle | 5 | | Χ | | 5 | | | | | | |
| | 6 | Phase Vehicle | 6 | Х | | X | 6 | | | | | | |
| | 7 | Phase Vehicle | 7 | | Х | | 7 | | | | | | |
| | 8 | Phase Vehicle | 8 | | Х | X | 8 | | | | | | |
| | 9 | Overlap | 1 | Х | | X | 9 | | | | | | |
| | 10 | Overlap | 2 | Х | | Х | 10 | | | | | | |
| | 11 | Overlap | 3 | Х | | | 11 | | | | | | |
| | 12 | Overlap | 4 | | Х | | 12 | | | | | | |
| | 13 | Phase Ped | 2 | | | | 13 | | | | | | |
| | 14 | Phase Ped | 4 | | | | 14 | | | | | | |
| | 15 | Phase Ped | 6 | | | | 15 | | | | | | |
| | 16 | Phase Ped | 8 | | | | 16 | | | | | | |
| | 17 | Overlap | 5 | | Х | Х | 17 | | | | | | |
| | 18 | Overlap | 6 | | Х | | 18 | | | | | | |

MAXTIME OVERLAP PROGRAMMING DETAIL FOR DEFAULT PHASING

Front Panel

Web Interface Home >Controller >Overlap Configuration >Overlaps

Overlap Plan 1

| Overlap | 1 | 2 | 7 |
|-------------------|-----------------|-----------------|--------|
| Туре | FYA 4 - Section | FYA 4 - Section | Normal |
| Included Phases | 6 | 6 | 3 |
| Modifier Phases | | 3 | |
| Modifier Overlaps | 7 | ÷ | ÷ |
| Trail Green | 0 | 0 | 0 |
| Trail Yellow | 0.0 | 0.0 | 0.0 |
| Trail Red | 0.0 | 0.0 | 0.0 |



Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 10-2424 DESIGNED: July 2023 SEALED: July 13, 2023 REVISED:



MAXTIME OVERLAP PROGRAMMING DETAIL FOR ALTERNATE PHASING

Front Panel

Main Menu >Controller >Overlap >Overlap Parameters/Overlap

Web Interface

Home >Controller >Overlap Configuration >Overlaps

In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes.

Overlap Plan 2

| Overlap | 1 | 2 | 7 |
|-------------------|-----------------|-----------------|--------|
| Туре | FYA 4 - Section | FYA 4 - Section | Normal |
| Included Phases | | | 3 |
| Modifier Phases | | 3 | |
| Modifier Overlaps | 7 | ÷ | - |
| Trail Green | 0 | 0 | 0 |
| Trail Yellow | 0.0 | 0:0 | 0.0 |
| Trail Red | 0.0 | 0.0 | 0.0 |

MAXTIME DETECTOR PROGRAMMING DI FOR ALTERNATE PHASING LOOP 3/

Front Panel

Main Menu >Controller >Detector >Veh Det Plans

Web Interface

Home >Controller >Detector Configuration >Vehicle Dete

In the table view of web interface right click on "Detector the top left corner of the table. Copy the entire contents Detector Plan 1. Paste Detector Plan 1 into Detector Pla Modify Detector Plan 2 as shown below and save chang

Plan 2 Detector Call Phase Delay 3A 7 3 0

| <u>G DETAIL</u> | INAX HIVE ALTERNATE PHA To run alternate phasing, select a Pattern that is programmed a Pattern can be selected through the scheduler or manual | | | | | |
|---|---|--|--|--|--|--|
| eters/Overlap Timings | PHASING | | | | | |
| ips n ne | ACTIVE PLAN REQUIRED TO <u>RUN DEFAULT PHASING</u> ACTIVE PLAN REQUIRED TO <u>RUN ALTERNATE PHASING</u> | | | | | |
| 'lan 1 wn | ALTERNATE PHASING THE FOLLOWING IS A SUMMARY OF WH OVERLAP PLAN 2 AND VEHICLE DETECT TO CALL THE "ALTERNATE PHASING": OVERLAP PLAN 2: Modifies overlap includ for heads 31 and 32 to run protected turns only | | | | | |
| | VEH DET PLAN 2: Reduces delay time for call on loop 3A to 0 sec | | | | | |
| MMING DETAIL 3 LOOP 3A | MAXTIME ALTERNATE PROGRAMMI Front Panel Main Menu >Controller >Coordin | | | | | |
| et Plans >Vehicle Detectors | Web Interface Home >Controller >Coordination Pattern Parameters Pattern Veh Det Plan Verlation | | | | | |
| c on "Detector" in ntire contents of o Detector Plan 2. nd save changes. | * The Pattern number(s) are to be on the Division and/or City Traffic Eng | | | | | |
| | THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 10-2424 DESIGNED: July 2023 SEALED: July 13, 2023 REVISED: | | | | | |
| | NC FIRM LICENSE NO: F-0493 NC FIRM LICENSE NO: F-0493 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100 750 N. Gree | | | | | |

| | | | | PROJE | | SHEET NO. |
|------------------------------|----------------------------------|----------------------------------|-------------------|---------------|----------------------------------|------------------------|
| | | | | | U-5808 | S1g. 4.3 |
| | | | | | | |
| SING ACT | IVATION | | | | | |
| | | | | | | |
| ed to run Overlap | Plan 2. | | | | | |
| ly by changing the | Operational Mod | de. | | | | |
| | | | | | | |
| | | | | | 7 | |
| OVER | LAP PLAN | VEH DET PL | AN. | | | |
| | | 4 | | | | |
| | | 1 | | | | |
| | 2 | 2 | | | | |
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| HANGE SUMMARY | | | | | | |
| T TAKES PI ACF W | HEN | | | | | |
| OR PLAN 2 ACTIVAT | E | | | | | |
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| d phases | | | | | | |
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| 1350 3 | | | | | | |
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| PHASING P | ATTERN | | | | | |
| IG DETAIL | | | | | | |
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| ation >Patterns | | | | | | |
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| Dottorno | | | | | | |
| >Pallerns | | | | | | |
| Plan | | | | | | |
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| atermined by | | | | | | |
| ineer. | | | | | | |
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| | | | | | | |
| trical Detail - She | et 3 of 3 | | | 1 | DOCUMENT NOT | CONSIDERED |
| installation | | | | | FINAL UNL SIGNATURES (| ESS ALL COMPLETED |
| Details For: | US 74 (In | dependence Bou | ulevard) | | SEA | - |
| ared in the Offices of: | | at | | | AND FESS | KOI NA MA |
| OF NORTH CAROLOGY | Et | 5 US /4 U-Iurn | | | SEA | |
| NO C | Division 10 PLAN DATE: July 2 | Union County 023 REVIEWED BY: | India O. Drobn | an Trail y | U295 | |
| THE OF TRANSPORT | PREPARED BY: S. G. H | aynie REVIEWED BY: | | | DocuSigned by: | HAMME |
| field Pkwy, Garner, NC 27529 | | | | | Steven G. Hay D633DCC9A5D44B6 | nic7/13/2023 |
| ,, <u> </u> | | | | · | SIG. INVENTORY NO. | <u>DATE</u> 10-2424 |

DocuSign Envelope ID: 007F4114-E7EA-45C8-9B49-144353887BDC



| Attachment (H1) | | | | | | | | |
|--|----------|-----|--|--|--|--|--|--|
| Elevation Differences for: | Pole 1 | N/A | | | | | | |
| Baseline reference point at © Foundation @ ground level | 0.0 ft. | N⁄A | | | | | | |
| Elevation difference at High point of roadway surface | 1.75 ft. | N⁄A | | | | | | |
| Elevation difference at Edge of travelway or face of curb | 0.31 ft. | N⁄A | | | | | | |

DESIGN REQUIREMENTS

- requirements.

- the following:
- assistance at (919)814-5000.

NCDC

750 N.Gre

| N | IETAL POLE No. 1 | PR | OJECT REFER | RENCE NO. | SHEET NO. Sig. 4.4 | |
|-------------------|---|----------|-----------------------|-----------|-----------------------|--|
| | MAST ARM LOADING SC | HEDU | LE | | | |
| loading Symbol | DESCRIPTION | AREA | SIZE | WEIGHT | | |
| | RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE | 9.3 S.F. | 25.5″W X 52.5″L | 60 LBS | | |
| 1 | SIGN RIGID MOUNTED | 9.0 S.F. | 36.0″W X 36.0″L | 17 LBS | | |
| | | | | | - | |

<u>NOTES</u>

DESIGN REFERENCE MATERIAL

1. Design the traffic signalstructure and foundation in accordance with: • The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions. • The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signalproject specialprovisions. • The 2018 NCDOT Roadway Standard Drawings.

• The traffic signalproject plans and specialprovisions.

• The NCDOT "MetalPole Standards" located at the following NCDOT website:

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signalplans for the actualloads that willbe applied at the time of the installation. 3. Design all signal supports using stress ratios that do not exceed 0.9.

4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontalwhen fully loaded.

5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design

6. Design base plate with 8 anchor bolt holes. Provide 2 inch x 60 inch anchor bolts. 7. The mast arm attachment height (H1) shown is based on the following design assumptions: a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.

b. Signalheads are rigidly mounted and vertically centered on the mast arm.

c. The roadway clearance height for design is as shown in the elevation views.

d. The top of the pole base plate is 0.75 feet above the ground elevation.

e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground leveland the high point of the roadway.

8. The pole manufacturer will determine the total height (H2) of each pole using the greater of

• Mast arm attachment height (H1) plus 2 feet, or

• H1 plus 1/2 of the totalheight of the mast arm attachment assembly plus 1 foot. 9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the SignalDesign Section Senior StructuralEngineer for

10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signalheads over the roadway.

11. The contractor is responsible for providing soilpenetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

> Allmetalpoles and arms should be black in color as specified in the project special provisions.

|)T Wind Zone | 4 (90 m | ıph) | | | DOCUN Unless | MENT NOT CONSIDERED FINAL ALL SIGNATURES COMPLETED |
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@ Disable call during Alt Phasing Ops

8 Phase Fully Actuated with Alternate Phasing Operation US 74 Indian Trail CLS

PROJECT REFERENCE NO.

U-5808

SHEET NO.

Sig 5.0

<u>NOTES</u>

- 1. Refer to "Roadway Standard Drawings NCDOT" dated January 2018 and "Standard Specifications for Roads and
- Structures" dated January 2018. 2. Do not program signal for late night flashing operation unless otherwise directed by the Engineer.
- 3. Phase 1 and/or Phase 5 may be lagged.
- 4. Phase 3 and/or Phase 7 may be lagged.
- 5. Set all detector units to presence mode.
- 6. Locate new cabinet so as not to obstruct sight distance of vehicles turning right on red.
- 7. Omit "WALK" and flashing "DON'T WALK" with no pedestrian calls.
- 8. Program pedestrian heads to countdown the flashing "Don't Walk" time only.
- 9. The Division Traffic Engineer will determine the hours of use for each phasing plan.
- 10. See pavement marking plans for proposed stop bar and crosswalk locations.
- 11. Maximum times shown in timing chart are for free-run operation only. Coordinated signal system timing values supersede these values.
- 12. Portions of high-visibility crosswalk masked for clarity.
- 13. Closed loop system data: Controller Asset #2336.

R/W

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| 1B | TB2-5,6 | I2U | 39 | 1 | 2 | 1 | 15.0 | | <u>X</u> | _ | <u>X</u> | _ | |
| 2A | TB2-9,10 | 13U | 63 | 29 | 4 | 2 | | | <u>X</u> | _ | <u>X</u> | _ | |
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| ۲ ۸ | TB3-1,2 | J1U | 55 | 17 | 15 | 5 | 15.0 | | <u>X</u> | _ | <u>X</u> | _ | |
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| 6A | TB3-5,6 | J2U | 40 | 2 | 16 | 6 | | | <u>X</u> | _ | <u>X</u> | _ | |
| 6B | TB3-7,8 | J2L | 44 | 6 | 17 | 6 | | | <u>X</u> | _ | <u>X</u> | _ | |
| 7.5 | TB5-5,6 | J5U | 57 | 19 | 21 | 7 | 15.0 | | <u>X</u> | _ | <u>X</u> | _ | |
| /A | - | - | - | - | 32 | 4 | | | <u>X</u> | _ | <u>X</u> | _ | |
| 8A | TB5-9,10 | J6U | 42 | 4 | 2:2 | 8 | | | <u>X</u> | _ | <u>X</u> | _ | |
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| P41,P42 | TB8-5,6 | I12L | 69 | 35 | 4 | PED 4 | | | | | | | |
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| P81,P82 | TB8-8,9 | [13L | 70 | 36 | 8 | PED 8 | | | | | | | |

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| Web Interface Home >Controller >Overlap Configuration >Overlaps In the table view of the web Interface, right click on "Overlap Tin the top Left corner of the table. Copy the entire contents of Overlap Plan 1. Plaste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes. Overlap 1 2 3 4 Type FYA4-Section FYA4-Section FYA4-Section Trail Overlap Plan 2. 6 - Modifer Phases 1 3 5 7 Trail Overlap 0.00 0.0 0.0 0.0 0.0 Trail Velow 0.0 0.0 0.0 0.0 Web Network N | Main Menu >Controller >Overlap >Overlap Parameters/Overlap Timings | |
| Home >Controller >Overlap Configuration >Overlaps | Web Interface | |
| In the table view of the web interface, right click on "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. A solution Plan 2 as shown below and save changes. Overlap Plan 2 Overlap P | Home >Controller >Overlap Configuration >Overlaps | |
| "Overlap" in the top left corner of the table. Copy the entire contents of Overlap Plan 1. Paste Overlap Plan 1 The entire contents of Overlap Plan 1. Paste Overlap Plan 1 The entire contents of Overlap Plan 1. Paste Overlap Plan 1 The entire contents of Overlap Plan 2 as shown below and save changes. Overlap Plan 2 Overlap Plan 2 3 4 Type FYA4-Section FYA4-Section FYA4-Section Modifier Phases 2 6 - Modifier Phases 1 3 5 7 Trail Green 0 0.0 0.0 0.0 Trail Red 0.0 0.0 0.0 0.0 New Elector New New Statistic Red 0.0 0.0 0.0 0.0 Trail Red 0.0 0.0 0.0 0.0 0.0 | In the table view of the web interface, right click on | |
| entire contents of Overlap Plan 1. Paste Overlap Plan 1 into Overlap Plan 2. Modify Overlap Plan 2 as shown below and save changes. Overlap Plan 2 Overlap Plan 2 Overlap Plan 2 Overlap Plan 2 Included Phases 1 3 5 7 Trail Green 0.0 1 0.0 | "Overlap" in the top left corner of the table. Copy the | |
| below and save changes. Display Overlap Plan 2 Image: Comparison of the section of the sect | into Overlap Plan 2. Modify Overlap Plan 2 as shown | |
| Overlap Plan 2 0 1 2 3 4 Type FYA 4 - Section FYA 4 - | below and save changes. | DE |
| Overlap 1 2 3 4 Type FYA 4 - Section | Overlap Plan 2 | RE |
| Overlap 1 2 3 4 Type FYA 4 - Section FYA + Section | | |
| Type FYA 4 - Section Included Phases 2 - 6 - - 6 - Modifier Phases 1 3 5 7 - 6 - - 6 - - Eler - - 6 - </td <td>Overlap 1 2 3 4</td> <td></td> | Overlap 1 2 3 4 | |
| Include T Phases 2 1 3 5 7 Trail Green 0 0 0 0 0 0 Trail Yellow 0.0 0.0 0.0 0.0 0.0 0.0 Trail Red 0.0 0.0 0.0 0.0 0.0 0.0 0.0 Statistics Statistics Statistics Statistics Statistics Statistics Statistics New Trail Red 0.0 | Type FYA 4 - Section FYA 4 - Section FYA 4 - Section Included Phases 2 6 FYA 4 - Section | |
| Trail Green 0 0 0 Trail Yellow 0.0 0.0 0.0 New Trail Red 0.0 0.0 0.0 0.0 | Modifier Phases 1 3 5 7 | Flee |
| Trail Red 0.0 0.0 0.0 RSSEM NC FIRM LICENSE NO. F-0493 NC FIRM LICENSE NO. F-0493 NC FIRM LICENSE NO. F-0493 8521 SIX FORKS ROAD, SUITE 400 750 N. C NC FIRM LICENSE NO. 276115 400 | Trail Green 0 0 0 Trail Yellow 0.0 0.0 0.0 | New |
| RSSH NC FIRM LICENSE NO: F-0493 8521 SIX FACTORS ROAD, 2501TE 400 RALEGISH, NO, 2501TE 400 RALEGISH, NO, 2501S (919) 926-4100 | Trail Red 0.0 0.0 0.0 0.0 | |
| RSSA NC FIRM LICENSE NO. F-0493 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100 | | |
| RSSEA NC FIRM LICENSE NO: F-0493 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100 | | |
| NC FIRM LICENSE No: F-0493 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100 | | |
| NC FIRM LICENSE No: F-0493 8521 SIX FORKS ROAD, SUITE 400 750 N. (RALEIGH, NC 27615 (919) 926-4100 | | RS8H |
| RALEIGH, NC 27615 (919) 926-4100 | | NC FIRM LICENSE No: F-0493 |
| | | 8521 SIX FORKS ROAD, SUITE 400 750 N.G |

\$\$\$\$\$\$\$YSTIME\$\$\$\$ \$\$\$\$\$\$\$\$\$\$\$\$ \$\$\$USERNAME\$\$\$ \$

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| U-5808 | Sig. 5.2 |
| | |

CUIT MODIFICATION DETAIL

T SIGNALS FLASH CONCURRENTLY ON THE THE FOLLOWING FLASHER CIRCUIT CHANGES:

VIRE FROM TERM. T2-4 AND TERMINATE ON T2-2. WIRE FROM TERM. T2-5 AND TERMINATE ON T2-3.

ES ALL PHASES AND OVERLAPS TO FLASHER UNIT 1.

HIS ELECTRICAL DETAIL IS FOR HE SIGNAL DESIGN: 10-2336 ESIGNED: September 2023 EALED: September 8, 2023 «EVISED: _____

MAXTIME DETECTOR PROGRAMMING DETAIL FOR ALTERNATE PHASING LOOPS 3A & 7A

Front Panel

Main Menu >Controller >Detector >Veh Det Plans

Web Interface

Home >Controller >Detector Configuration >Vehicle Detectors

In the table view of web interface right click on "Detector" in the top left corner of the table. Copy the entire contents of Detector Plan 1. Paste Detector Plan 1 into Detector Plan 2. Modify Detector Plan 2 as shown below and save changes.

Plan 2 Detector Call Phase Delay 3A 7 3 0 30 0 0

| | Detector | Call Phase | Delay |
|----|----------|------------|-------|
| 7A | 21 | 7 | 0 |
| | 32 | 0 | 0 |

MAXTIME ALTERNATE PHASING PATTERN **PROGRAMMING DETAIL**

Front Panel

Main Menu >Controller >Coordination >Patterns

Web Interface

Home >Controller >Coordination >Patterns

***** The Pattern number(s) are to be determined by the Division and/or City Traffic Engineer.

\$\$\$\$\$\$\$\$\$\$\$\$ \$\$\$\$\$\$\$\$\$\$\$\$\$\$ \$\$\$\$UCERNAME \$\$\$

MAXTIME ALTERNATE PHASING ACTIVATION DETAIL

To run alternate phasing, select a Pattern that is programmed to run Overlap Plan 2 and Detector Plan 2. A Pattern can be selected through the scheduler or manually by changing the Operational Mode.

PHASING

ACTIVE PLAN REQUIRED TO RUN DEFAULT PH ACTIVE PLAN REQUIRED TO RUN ALTERNATE

ALTERNA

| THE FOLLOWING IS A SUMMARY C |
|-------------------------------|
| OVERLAP PLAN 2 AND VEHICLE DE |
| TO CALL THE "ALTERNATE PHASIN |
| |

| OVERLAP PLAN 2: | Modifies overlap for heads 31 and run protected turr |
|-----------------|---|
| VEH DET PLAN 2: | Disables phase 8 and reduces delay call on loop 3A to |
| | Disables phase 4 |

THIS ELECTRICAL DETAIL IS FOR THE SIGNAL DESIGN: 10-2336 DESIGNED: September 2023 SEALED: September 8, 2023 REVISED:

| | | OVERLAP PLAN | VEH DET PLAN | |
|---|--|--|---|--|
| ULT PHA | SING | 1 | 1 | |
| RNATE P | HASING | 2 | 2 | |
| | | | | |
| ALTERNATI | E PHASING CHANGE SU | IMMARY | | |
| IS A SUMM, AND VEHIC FERNATE P | ARY OF WHAT TAKES F CLE DETECTOR PLAN 2 'HASING": | PLACE WHEN ACTIVATE | | |
| Modifies o for heads 3 run protect | verlap included phases 31 and 71 to ed turns only. | | | |
| Disables pl and reduce call on loop | hase 8 call on loop 3A es delay time for phase 3 o 3A to 0 seconds. | | | |
| Disables pl and reduce call on loop | hase 4 call on loop 7A es delay time for phase 7 o 7A to 0 seconds. | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | | | | |
| | Electrical Detail - Sh | neet 3 of 3 | | |
| | New Installation | | | FINAL UNLESS ALL SIGNATURES COMPLETED |
| | Electrical and Programm Details Prepared in the Offices of: | ning SR 1362 (Chestn Chest | nut Parkway Connector, nut Parkway) | SEAL |
| | Nobility and Sales | SR 1367 (Matthe | aı ews-Indian Trail Road nion County Indian T |) seal 029531 |
| 4 | THE REAL OF THE RE | PLAN DATE: September 2023 PREPARED BY: S. G. Haynie | 3 REVIEWED BY: O. Drobny REVIEWED BY: | DocuSigned by |
| 0493 SUITE 400 | 750 N. Greenfield Pkwy, Garner, NC 2 | 7529 | INIT. DATI | E Steven G. Hayny/8/2023 |
| • 5 | | | | SIG. INVENTORY NO. 10-2336 |

RS& NC FIRM LICENSE No: F-049 8521 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 (919) 926-4100

| PROJECT REFERENCE NO. | SHEET NO. |
|-----------------------|-----------|
| U-5808 | Sig 5.3 |

DocuSign Envelope ID: D5DF4F82-F8B3-4754-869B-EBE464ED52DE

| METAI | POLES No. 1 and 2 | | PR | OJECT REFE | RENCE NO. | SHEET NO. |
|-------------------|---|-----------|---|------------|-----------|-----------|
| | | | | U - 58(|) 8 | Sig. 5.4 |
| | | | | | • | |
| | MAST ARM LOADING SC | HEDU | LE | | | |
| loading Symbol | DESCRIPTION | AREA | SIZE | WEIGHT | | |
| | RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE | 9.3 S.F. | 25 . 5″ W X 52 . 5″ L | 60 LBS | | |
| | RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE | 11.7 S.F. | 25 . 5″ W X 66 . 0″ L | 74 LBS | | |
| | RIGID MOUNTED SIGNAL HEAD 12"-5 SECTION-WITH BACKPLATE | 16.3 S.F. | 42.0″W X 56.0″L | 103 · LBS | | |
| 2 | SIGN RIGID MOUNTED | 7.5 S.F. | 30.0″ W X 36.0″ L | 14 LBS | | |
| Street Name | STREET NAME SIGN RIGID MOUNTED | 16.0 S.F. | 24.0″W X 96.0″L | 36 LBS | | |

<u>NOTES</u>

DESIGN REFERENCE MATERIAL

1. Design the traffic signal structure and foundation in accordance with: • The 6th Edition 2013 AASHTO "Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals, including all of the latest interim revisions. • The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions. • The 2018 NCDOT Roadway Standard Drawings.

• The traffic signal project plans and special provisions.

• The NCDOT "MetalPole Standards" located at the following NCDOT website:

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation. 3. Design all signal supports using stress ratios that do not exceed 0.9.

4. The camber design for the mast arm deflection should provide an appearance of a low pitched arch where the tip or the free end of the mast arm does not deflect below horizontal when fully loaded.

5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design

6. Design base plate with 8 anchor bolt holes. Provide 2 inch \times 60 inch anchor bolts. 7. The mast arm attachment height (H1) shown is based on the following design assumptions:

a. Mast arm slope and deflection are not considered in determining the arm attachment height as they are assumed to offset each other.

b. Signalheads are rigidly mounted and vertically centered on the mast arm.

c. The roadway clearance height for design is as shown in the elevation views. d. The top of the pole base plate is 0.75 feet above the ground elevation.

e. Refer to the Elevation Data Chart for the elevation differences between the proposed foundation ground leveland the high point of the roadway.

8. The pole manufacturer will determine the total height (H2) of each pole using the greater of

• Mast arm attachment height (H1) plus 2 feet, or

• H1 plus 1/2 of the total height of the mast arm attachment assembly plus 1 foot. 9. If pole location adjustments are required, the contractor must gain approval from the Engineer as this may affect the mast arm lengths and arm attachment heights. The contractor may contact the SignalDesign Section Senior StructuralEngineer for

10. The contractor is responsible for verifying that the mast arm length shown will allow proper positioning of the signalheads over the roadway.

11. The contractor is responsible for providing soil penetration testing data (SPT) to the pole manufacturer so site specific foundations can be designed.

All metalpoles and arms should be black in color as specified in the project special provisions.

|)T Wind Zone | 4 (90 mph) | | DOCUN UNLESS | MENT NOT CONSIDERED FINAL ALL SIGNATURES COMPLETED |
|--|---|---|----------------------------|---|
| epored in the Offices of: | SR 1362 (Chestnut Chestnut a SR 1367 (Matthews- Division 10 Union Cou | Parkway Connec Parkway) t Indian Trail I Inty India | ctor/ Road) an Trail | SEAL H CARO/ P FESS/ON SEAL 029531 |
| Design Sect | PLAN DATE: September 2023 | REVIEWED BY: S.G. Ha | ynie | A CLARK CONTRACTOR |
| eenfield Pkwy.Garner.NC 27529 | PREPARED BY: O. Drobny | REVIEWED BY: | | |
| RSSH NC FIRM LICENSE NO: F-0493 | REVISIONS | INIT. | DATE | Sturn G. Hayney 8/2023 |
| 1 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 | | | | Sig Inventory No. 10-2336 |

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5 Y S T I ME \$\$\$\$ \$\$\$\$\$\$\$\$\$ E RNAME \$\$\$\$

METAL POLES No. 3 and 4

| PROJECT REFERENCE NO. | SHEET NO |
|-----------------------|----------|
| U-5808 | Sig. 5.5 |

| | MAST ARM LOADING SC | HEDU | LE | |
|-------------------|---|-----------|---|---------|
| loading Symbol | DESCRIPTION | AREA | SIZE | WEIGHT |
| | RIGID MOUNTED SIGNAL HEAD 12"-3 SECTION-WITH BACKPLATE | 9.3 S.F. | 25 . 5″₩ X 52 . 5″L | 60 LBS |
| | RIGID MOUNTED SIGNAL HEAD 12"-4 SECTION-WITH BACKPLATE | 11.7 S.F. | 25 . 5″W X 66 . 0″L | 74 LBS |
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| 2 | SIGN RIGID MOUNTED | 7.5 S.F. | 30.0" W X 36.0" L | 14 LBS |
| Street Name | STREET NAME SIGN RIGID MOUNTED | 16.0 S.F. | 24.0″W X 96.0″L | 36 LBS |

NOTES

DESIGN REFERENCE MATERIAL

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• The 2018 NCDOT "Standard Specifications for Roads and Structures." The latest addenda to the specifications can be found in the traffic signal project special provisions.

• The 2018 NCDOT Roadway Standard Drawings.

• The traffic signal project plans and special provisions. • The NCDOT "MetalPole Standards" located at the following NCDOT website:

https://connect.ncdot.gov/resources/safety/Pages/ITS-Design-Resources.aspx

2. Design the traffic signal structure using the loading conditions shown in the elevation views. These are anticipated worst case "design loads" and may not represent the actual loads that will be applied at the time of the installation. The contractor should refer to the traffic signal plans for the actual loads that will be applied at the time of the installation. 3. Design all signal supports using stress ratios that do not exceed 0.9.

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5. A clamp-type bolted mast arm-to-pole connection may be used instead of the welded ring stiffened box connection shown as long as the connection meets all of the design

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|)T Wind Zone | 4 (90 mph) | | DOCUN UNLESS | MENT NOT CONSIDERED FINAL ALL SIGNATURES COMPLETED |
|--|---|---|---------------------------------------|---|
| Nobility one wold and the offices of: | SR 1362 (Chestnut Chestnut a SR 1367 (Matthews- Division 10 Union Cou | Parkway Connec Parkway) t Indian Trail F | ctor/ Road) ^{In Trail} | SEAL WH CAROL OFESSION SEAL 029531 |
| Design Sect | PLAN DATE: September 2023 | REVIEWED BY: S.G. Ha | ynie | KAN THE |
| eenfield Pkwy.Garner.NC 27529 | PREPARED BY: 0. Drobny | REVIEWED BY: | | |
| RSSH NC FIRM LICENSE NO: F-0493 | REVISIONS | INIT. | DATE | Steven G. Haynig/8/2023 <u>D633DCC9A5D44B6</u> SIGNATURE DATE |
| 1 SIX FORKS ROAD, SUITE 400 RALEIGH, NC 27615 | | | | Sig Inventory No. 10-2336 |

11-OCT-2017 08:25 S:*ITS&SU#ITS Signals*Signal Design Section*Eastern Region*M Sheets*2016*2014 Sig.M3 Std. Fabrication Details-Stra

11-DCT-2017 08:

| TTING | REVIEWED BY: | D.C. | SARKAR |
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| SIONS | | INIT. | DATE |
| | | | |
| | | | |
| | | | |

| | | | ST | stan Rain | IDARD POL | ES | | | S 48″ | TANDAR Diameter D | D FOU | NDATIO Length (L) | NS – Feet | | | Reinfor | cement | |
|---------------|-------------|-------------|-----------------|--------------|----------------|----------------|--------------------|--------------------------|--------------------------|--------------------------------|------------------------|--------------------------|----------------------------|-------------------------|-----------------|-------------------|-----------------|------------------|
| | | | Polo | Base | Reaction | ns at the | Pole Base | | Cl | ay | | | Sand | | Longi | tudinal | Stiri | rups |
| | | Case No. | Height (Ft.) | BC (In.) | Axial (kip) | Shear (kip) | Moment (ft–kip) | Medium N–Value 4–8 | Stiff N–Value 9–15 | Very Stiff N–Value 16–30 | Hard N–Value >30 | Loose N–Value 4–10 | Medium N–Value 11–30 | Dense N–Value >30 | Bar Size (#) | Quantity (ea.) | Bar Size (#) | Spacing (in.) |
| W I | L | S26L3 | 26 | 25 | 2 | 11 | 270 | 19 | 13 | 10 | 8 | 17 | 14.5 | 12.5 | 8 | 12 | 4 | 12 |
| Ñ D | G H | S30L3 | 30 | 25 | 2 | 11 | 300 | 19.5 | 13.5 | 10 | 8 | 17.5 | 15 | 13 | 8 | 14 | 4 | 12 |
| Z O | Ť | S35L3 | 35 | 25 | 3 | 11 | 320 | 20 | 13.5 | 10.5 | 8 | 17.5 | 15 | 13 | 8 | 14 | 4 | 12 |
| N E | H E A | S30H3 | 30 | 29 | 3 | 16 | 450 | 24.5 | 16 | 12 | 9 | 21 | 17.5 | 15 | 8 | 16 | 4 | 6 |
| 1 | V Y | S35H3 | 35 | 29 | 4 | 16 | 515 | 26 | 17 | 12.5 | 9.5 | 22 | 18.5 | 16 | 8 | 16 | 4 | 6 |
| Ņ | Ļ | S26L2 | 26 | 23 | 2 | 10 | 245 | 18 | 12.5 | 9.5 | 8 | 16.5 | 14 | 12 | 8 | 12 | 4 | 12 |
| | ц С Н | S30L2 | 30 | 23 | 2 | 10 | 270 | 18.5 | 12.5 | 10 | 8 | 16.5 | 14 | 12.5 | 8 | 12 | 4 | 12 |
| z | Ť | S35L2 | 35 | 23 | 3 | 10 | 300 | 19.5 | 13 | 10 | 8 | 17 | 14.5 | 13 | 8 | 12 | 4 | 12 |
| | H E △ | S30H2 | 30 | 29 | 3 | 15 | 415 | 23 | 15.5 | 11.5 | 9 | 20 | 17 | 14.5 | 8 | 16 | 4 | 6 |
| 2 | V Y | S35H2 | 35 | 29 | 4 | 15 | 475 | 25 | 16.5 | 12 | 9.5 | 21 | 17.5 | 15.5 | 8 | 16 | 4 | 6 |
| N T | L | S26L2 | 26 | 23 | 2 | 10 | 245 | 18 | 12.5 | 9.5 | 8 | 16.5 | 14 | 12 | 8 | 12 | 4 | 12 |
| | G H | S30L2 | 30 | 23 | 2 | 10 | 270 | 18.5 | 12.5 | 10 | 8 | 16.5 | 14 | 12.5 | 8 | 12 | 4 | 12 |
| 7 | Ť | S35L2 | 35 | 23 | 3 | 10 | 300 | 19.5 | 13 | 10 | 8 | 17 | 14.5 | 13 | 8 | 12 | 4 | 12 |
| N E | H E ⊿ | S30H2 | 30 | 29 | 3 | 15 | 415 | 23 | 15.5 | 11.5 | 9 | 20 | 17 | 14.5 | 8 | 16 | 4 | 6 |
| 3 | V Y | S35H2 | 35 | 29 | 4 | 15 | 475 | 25 | 16.5 | 12 | 9.5 | 21 | 17.5 | 15.5 | 8 | 16 | 4 | 6 |
| v | Ļ | S26L1 | 26 | 22 | 2 | 8 | 190 | 16 | 11.5 | 8.5 | 8 | 15 | 12.5 | 11 | 8 | 12 | 4 | 12 |
| J | G H | S30L1 | 30 | 22 | 2 | 8 | 205 | 16.5 | 11.5 | 9 | 8 | 15 | 13 | 11.5 | 8 | 12 | 4 | 12 |
| | Ť | S35L1 | 35 | 22 | 3 | 8 | 230 | 17 | 12 | 9 | 8 | 15.5 | 13.5 | 11.5 | 8 | 12 | 4 | 12 |
| | H E A | S30H1 | 30 | 25 | 3 | 12 | 320 | 20.5 | 13.5 | 10.5 | 8 | 18 | 15 | 13.5 | 8 | 16 | 4 | 6 |
| 1 | V Y | S35H1 | 35 | 25 | 4 | 12 | 350 | 21 | 14 | 10.5 | 8.5 | 18.5 | 15.5 | 13.5 | 8 | 16 | 4 | 6 |
| N I | Ļ | S26L2 | 26 | 23 | 2 | 10 | 245 | 18 | 12.5 | 9.5 | 8 | 16.5 | 14 | 12 | 8 | 12 | 4 | 12 |
| N D | ц С Ц | S30L2 | 30 | 23 | 2 | 10 | 270 | 18.5 | 12.5 | 10 | 8 | 16.5 | 14 | 12.5 | 8 | 12 | 4 | 12 |
| $\frac{7}{5}$ | Ť | S35L2 | 35 | 23 | 3 | 10 | 300 | 19.5 | 13 | 10 | 8 | 17 | 14.5 | 13 | 8 | 12 | 4 | 12 |
| | H E ^ | S30H2 | 30 | 29 | 3 | 15 | 415 | 23 | 15.5 | 11.5 | 9 | 20 | 17 | 14.5 | 8 | 16 | 4 | 6 |
| 5 | A V V | S35H2 | 35 | 29 | 4 | 15 | 475 | 25 | 16.5 | 12 | 9.5 | 21 | 17.5 | 15.5 | 8 | 16 | 4 | 6 |

| Prepared In the Offices of: Notifice of the providence of the prov | |
|---|-------|
| "Design "So" | PLAN |
| 750 N.Greenfield Pkwy,Garner,NC 27529 | PREP |
| SCALE | Chang |
| | |
| NONE | |

PROJECT ID. NO.

General Notes:

1. Values shown in the "Reactions at the Pole Base" column represent the minimum acceptable capacity allowed for design using a design CSR of 1.00. 2. Use chairs and spacers to maintain proper clearance. 3. For foundation, always use air-entrain concrete mix.

Foundation Selection:

1. Perform a standard penetration test at each proposed foundation site to determine "N" value. 2. Select the appropriate wind zone from M 1 drawing. 3. Select the soil type (Clay or Sand) that best describes the soil characteristics. 4. Get the appropriate standard pole case number from the plans or from the Engineer. 5. Select the appropriate column under "Standard Foundations" based on soil type and "N" value. Select the appropriate row based on the pole load case. 6. The foundation depth is the value shown in the "Standard Foundations" category where the column and the row intersect. 7. Use Construction Procedures and Design Methods prescribed

by FHWA-NHI-10-016 for Reference Drilled Shafts.

Condition Soil oundation-All ЦĽ ole Δ Strain Standard

| Standard S Foundatic Soil Co | train on for nditio | Pole All ns | | |
|--|---------------------------|-------------------|-----------|--|
| DATE: OCTOBER 2017 | DESIGNED BY: | C.B. CO(| GDELL | |
| ARED BY: N. BITTING | REVIEWED BY: | D.C. SA | RKAR | |
| REVISIONS | INIT. | DATE | | |
| ed "Foundation Depth" to "Drilled Pier L | ength"in Conc. Eqn. | N.B. | 7/12/2015 | |
| | | | | |

DATE

4/2023 #Design#Traffic#Signals#Design#Plan Sheets#U-5808scp01.dgn

| | | | | | END | | PROJECT REFERENCE NO. U-5808 | SHEET NO. |
|-----|---|--|---------------------------------------|---------------------------------------|---|---|--|---------------------------|
| 34 | | | | EXISTING | COMMUNICATIONS CABL | .E | | |
| 35 | INSTALL CCTV CAMERA POLE MOUNTED CABINET | | REM | EXISTING | COMMUNICATIONS CABL | e to be removed. | | |
| 36 | INSTALL CCTV CAMERA ASSEMBLY | | | NEW AERI | AL GUY ASSEMBLY | | | |
| 37 | INSTALL CCTV CAMERA WOOD POLE | | | | | | | |
| 38 | INSTALL CCTV CAMERA METAL POLE AND FOUNDATION | | | NEW DIRE | CTIONAL DRILLED CONE | DUIT | | |
| 39 | INSTALL JUNCTION BOX | | | | | | | |
| 40A | INSTALL OVERSIZED JUNCTION BOX | | NEW | | | EXISTING | | |
| 40B | INSTALL SPECIAL OVERSIZED JUNCTION BOX (36" x 24" x | 24") | \square | OVERSIZED JU WOOI | JNCTION BOX D POLE | • | | |
| 41 | REMOVE EXISTING JUNCTION BOX | | S | AERIAL SPLIC | E ENCLOSURE | | | |
| 42 | INSTALL WOOD POLE | | S | UNDERGROUND | SPLICE ENCLOSURE | | | |
| 43 | REMOVE EXISTING WOOD POLE | | | MEIA CCTV A | L POLE SSEMBLY | | | |
| 44 | INSTALL AERIAL GUY ASSEMBLY | | (| STANDARD C | GUY ASSEMBLY | | | |
| 45 | INSTALL STANDARD GUY ASSEMBLY | | | SIDEWALK G CABLE STORAGE RA | UY ASSEMBLY CKS (SNOW SHOES) | | | |
| 46 | INSTALL SIDEWALK GUY ASSEMBLY | | | SIGNAL/EQUIP | MENT CABINET | | | |
| 47 | INSTALL MESSENGER CABLE | | S | SPLICE | CABINET | S | | |
| 48A | REMOVE EXISTING COMMUNICATIONS AND MESSENGER | CABLE | ((- | FLAT PANEL AN | NTENNA (SINGLE) | | | |
| 48B | REMOVE EXISTING COMMUNICATIONS CABLE | | + - | YAGI ANTENNA REPEATER | OPERATION | | | |
| 49 | BACK PULL EXISTING COMMUNICATIONS CABLE | | ((i- `)) | YAGI ANTEN OMNI AN | ina (single) Itenna | <u></u> | | |
| 50 | INSTALL CELL MODEM AND ANTENNA | | SP | SIGNAL | POLE | SP | | |
| 51 | INSTALL CABLE STORAGE RACKS (SNOW SHOES) AND STO 100 FEET OF CABLE | DRE | XX-XXXX | SIGNAL INVER | NTORY NUMBER | XX-XXXX | | |
| 52A | INSTALL DELINEATOR MARKER | | | | | | | |
| 52B | INSTALL JUNCTION BOX MARKER | | | | CONSTRUCTIO | N NOTE SY | MBOLOGY K | |
| 53A | STORE 20 FEET OF COMMUNICATIONS CABLE | | | | | | , LOOPS, ETC. | |
| 53B | STORE 50 FEET OF EACH COMMUNICATIONS CABLE | | | | XX TWISTED F | PAIRS PER CABLE, ETC. | | |
| 54 | LASH CABLE(S) TO EXISTING COMMUNICATIONS CABLE | | | < | | S DIAMETER OF RISER | (S)/CONDUIT(S) (INCI | H) |
| 55 | LASH CABLE(S) TO EXISTING MESSENGER CABLE | | | I | | | NUMBER OF FIBERS/TWISTED PAI | IRS |
| 56 | LASH CABLE(S) TO NEW MESSENGER CABLE | ATTACHMENT PO | <u>DINT:</u> | | | | | |
| 57 | MODIFY EXISTING ELECTRICAL SERVICE | $\begin{array}{c} \hline XX / 33 \\ \hline YYY \end{array} \qquad \begin{array}{c} \text{DISTAINCE } \\ \hline \text{REFERENCE} \end{array}$ | POINT | | | $\begin{array}{c c} (\mathbf{x}\mathbf{x} & \mathbf{x}\mathbf{x}) \\ (\mathbf{x}\mathbf{x} & \mathbf{x}\mathbf{x}) \\ \hline \end{array} \begin{array}{c} - \end{array} \end{array} \begin{array}{c} - \end{array} \begin{array}{c} - \end{array} \begin{array}{c} - \end{array} \begin{array}{c} - \end{array} \end{array} \begin{array}{c} - \end{array} \begin{array}{c} - \end{array} \end{array} \end{array} \begin{array}{c} - \end{array} \end{array} \begin{array}{c} - \end{array} \end{array} \end{array} \begin{array}{c} - \end{array} \end{array} \end{array} \end{array} \end{array} $ \end{array} | | CABLE CABLE |
| 58 | INSTALL NEW ELECTRICAL SERVICE | XX"/SS REFERENCE | POINT BELOW (IN)/ATT/ | ACHMENT POINT | | | | |
| 59 | INSTALL NEW EQUIPMENT CABINET DISCONNECT | "SS" REFERENCE LO | CATION | | NUMBER/ | | DIAMETER | |
| 60 | BOND TRACER WIRE TO EQUIPMENT GROUND BUS | FS = FRONT SIDE G $BS = BACK SIDE C$ | OF POLE OF POLE | | OF RISER(S)/CONDUIT(S |) RISER(S)/C | of Onduit(s) (inch) | |
| 61 | do not bond tracer wire to fquipment ground bus | | | | | | | |
| 62 | BOND RISER AND MESSENGER CABLE TO POLE GROUND | | | | | | | |
| 63 | BOND RISER TO POLE GROUND | | Prepa | red for the Offices of: | | U | DOCUMENT NOT CONSIDE INLESS ALL SIGNATURES O | RED FINAL COMPLETED |
| 64 | BOND MESSENGER CABLE TO POLE GROUND | | | NO WODILITY and Society of WORTH CARE | CONSTRUCT | ION NOTES | ALL CARC | OLINA NATA |
| 65 | INSTALL HEAT SHRINK TUBING RETROFIT KIT | | 1011111111111111111111111111111111111 | Di Ini | vision 10 Union Co | unty Indian | Trail | 31 |
| 66 | INSTALL MOLDABLE DUCT SEAL | RSs | ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | Field Pkwy.Garner.NC 27529 | AN DATE: May 2023 EPARED BY: 0. Drobny | REVIEWED BY: S.G. Hayn REVIEWED BY: V. L. Kais | er | ER |
| 67 | SLACK SPAN | NC FIRM LICENSE No: F- 8521 SIX FORKS ROAD, RALEIGH, NC 27 (919) 926-4100 | 0493 SUITE 400 615 | | REVISIONS | INIT. | DATE Steven G. Hayn DB33DCC9A5D44B6 SIGNATURE CADD Filename: | - %/18/2023 |

LEGEND

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| EXISTING COMMUNICATIONS CABLE EXISTING COMMUNICATIONS CABLE EXISTING COMMUNICATIONS CABLE Soft of the Removie | | F O | — F0 — | NEW FIBER OPTIC COMMUNICATIONS CABLE | | |
| F3P FXISTING COMMUNICATIONS CABLE FX NEW CONDUIT FX NEW CONDUIT FX FX FX | | EXI | | EXISTING COMMUNICATIONS CABLE | \ge | |
| | | REM | | EXISTING COMMUNICATIONS CABLE | | |
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| NEW CCTV CAMERA ASSEMBLY | | NEW JUNCTION BOX |
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| NEW CONTROLLER AND CABINET | | EXISTING JUNCTION BOX |
| EXISTING CONTROLLER AND CABINET | | NEW OVER-SIZED OR SPECIAL-SIZED JUNCTION BOX |
| NEW AERIAL SPLICE ENCLOSURE | | EXISTING OVER-SIZED OR SPECIAL-SIZED JUNCTION BOX |
| EXISTING AERIAL SPLICE ENCLOSURE | 10-XXXX | SIGNAL INVENTORY NUMBER |
| NEW CABLE STORAGE GUIDES (SNOW–SHOES) | EOP | EDGE OF PAVEMENT |
| EXISTING CABLE STORAGE GUIDES (SNOW–SHOES) | EOL | EDGE OF LANE |
| NEW STANDARD GUY ASSEMBLY | BOC | BACK OF CURB |
| EXISTING STANDARD GUY ASSEMBLY | FOC | FACE OF CURB |
| NEW SIDEWALK GUY ASSEMBLY | | NEW SYSTEM DETECTOR |
| EXISTING SIDEWALK GUY ASSEMBLY | | EXISTING SYSTEM DETECTOR |

ONS

| PWR | Power |
|-------|--|
| RSR | Riser |
| SAME | Same Elevation/Attachment Height |
| SEC | Secondary Power |
| SGRSR | Signal Riser |
| SIG | Signal Span |
| SP | Signal Pole |
| SO | Standoff |
| STLT | Streetlight |
| SVRSR | Service Riser |
| TEL | Telephone |
| TFMR | Transformer |
| ТОР | Top of Pole or Top Attachment |
| TRI | Triplex |
| UG | Underground |
| UNK | Unknown |
| X ANY | Crossing Line, where "Any" is the abbreviation for the overhead line that is crossing existing/proposed cable route |

OTES

IRIED UTILITIES AND STRUCTURES: PIPELINES, STORM SEWERS, POWER CABLES, TLITY CABLES, AND OTHER PUBLICLY AND PRIVATELY OWNED UNDERGROUND ISSTRUCTIONS EXIST ADJACENT TO AND WITHIN THE STREET RIGHT-OF-WAY ITHIN THE CONSTRUCTION LIMITS OF THIS PROJECT. INVESTIGATE THE OCATION OF SUCH BURIED UTILITIES AND STRUCTURES WITH PUBLIC AND IVATE UTILITIES.

E PLAN SHEETS HAVE BEEN DEVELOPED AS CLOSE TO SCALE AS ACTICAL. HOWEVER, ACTUAL FIELD CONDITIONS SHALL PROVIDE THE BASIS OR APPLYING THE WORK SHOWN.

E ROADWAY STANDARD DRAWINGS AND THE DETAILS PROVIDED IN THIS AN SHEET SHALL ALL APPLY TO ALL WORK REQUIRED IN THIS PROJECT, HETHER A PARTICULAR DETAIL IS SPECIFICALLY REFERENCED TO A WORK ITEM NOT. IN THE EVENT OF A CONFLICT, THE ORDER OF PRECEDENCE SHALL THE PROJECT SPECIAL PROVISIONS, THE PLAN SET – INCLUDING TAILS – SUPPLEMENTAL SPECIFICATIONS, THE STANDARD SPECIFICATIONS, AND EN THE ROADWAY STANDARD DRAWINGS. THE CONTRACTOR SHALL BE SPONSIBLE FOR APPLYING THE PROPER DETAILS.

NY OF THE CONTRACTOR'S WORK ACTIVITIES WHICH IMPACT ANY UTILITY FACILITY IALL BE COORDINATED WITH THE OWNER OF THE AFFECTED UTILITIES. THE ONTRACTOR SHALL FOLLOW ANY AND ALL WORK PROCEDURES THE UTILITY WNERS MAY REQUIRE.

10. ALL WORK SHOWN ON THESE PLANS SH UNLESS SPECIFICALLY NOTED TO BE PERF11. WORK IS NOT COMPLETE UNTIL THE SIGN

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| CAP OF TRANSPORT | Division 10 Union County Indian | n Trail |
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PROJECT REFERENCE NO. SHEET NO.

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