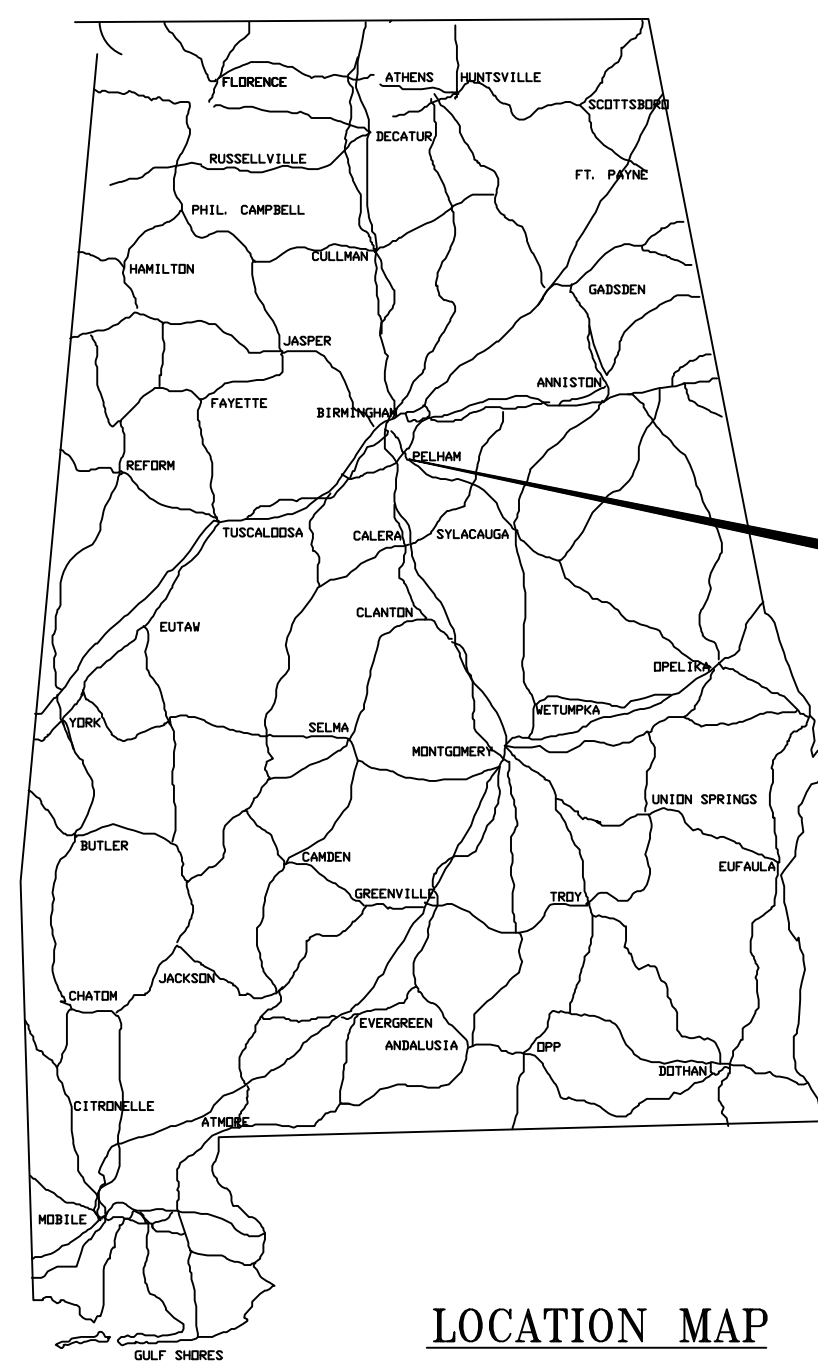


TRAFFIC SIGNAL INSTALLATION PLANS



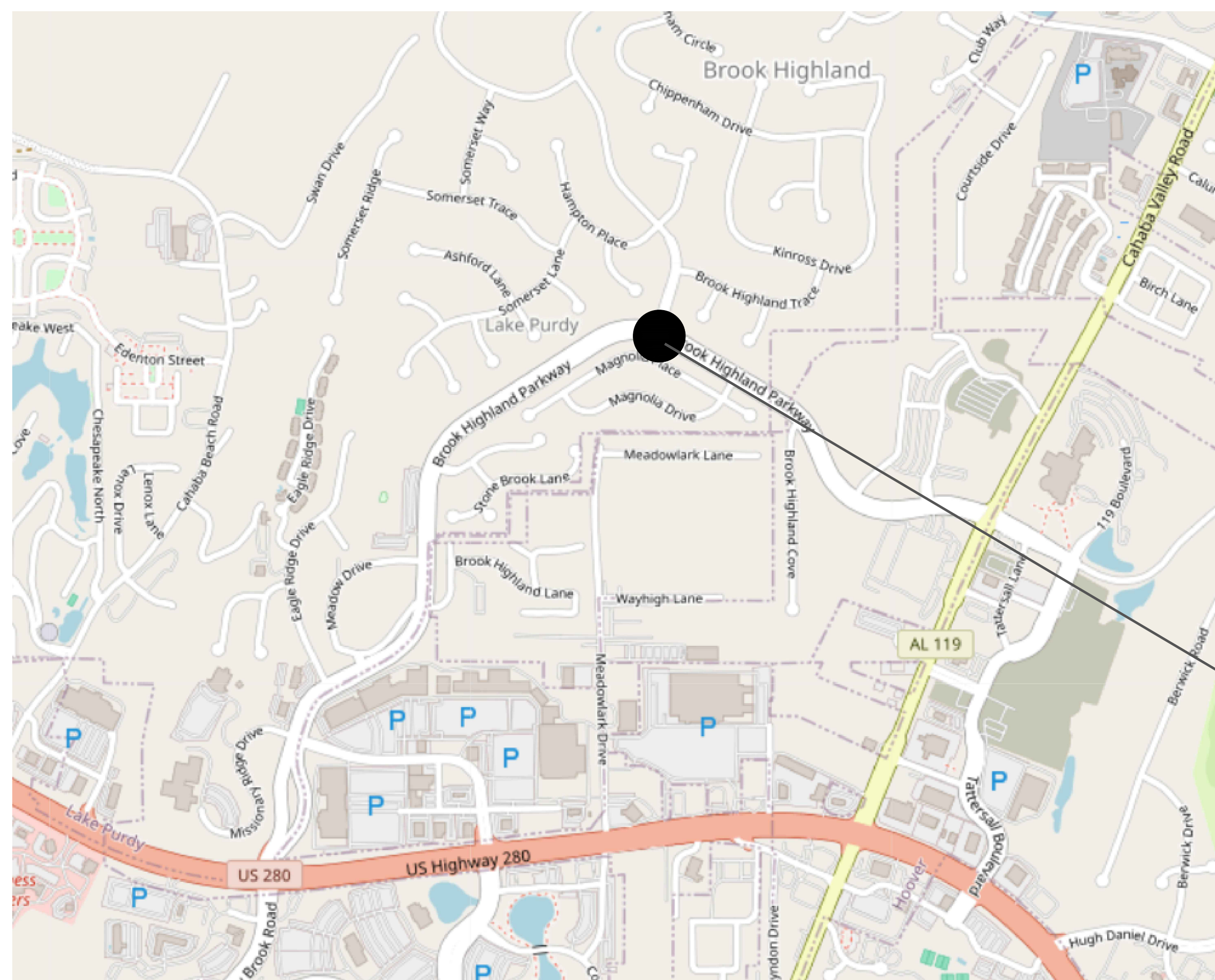
Project Location

LOCATION MAP

*BROOK HIGHLAND PARKWAY AT BROOK HIGHLAND DRIVE
SHELBY COUNTY, ALABAMA*

PROJECT NO. SCP 59-995-26

*PLANS PREPARED FOR:
SHELBY COUNTY HIGHWAY DEPARTMENT*



PROJECT LOCATION

SHEET INDEX

NO.	DESCRIPTION
TS1	TITLE SHEET
TS2	TRAFFIC SIGNAL NOTES
TS3	TRAFFIC SIGNAL PLAN (SHEET 1 OF 2)
TS4	TRAFFIC SIGNAL PLAN (SHEET 2 OF 2)
TS5	TRAFFIC SIGNAL DETAILS
TS6	TRAFFIC CONTROL PLAN

*PROJECT LOCATION MAP
N.T.S.*

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Date: 09/01/26
Sheet No.

TS1



TRAFFIC SIGNAL NOTES

GENERAL

- ALL SIGNAL AND STRIPING CONSTRUCTION SHALL COMPLY WITH ALL APPLICABLE ALABAMA DEPARTMENT OF TRANSPORTATION STANDARDS. STANDARDS SHALL INCLUDE BUT NOT BE LIMITED TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, ALABAMA SPECIAL AND STANDARD DRAWINGS, AND THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, LATEST EDITIONS. IN THE EVENT OF A CONFLICT BETWEEN THE PLANS AND THE STANDARDS, THE INSTALLER SHALL CONTACT THE DESIGN ENGINEER TO RESOLVE.
2. THE INSTALLER SHALL PROVIDE THE DESIGN ENGINEER WITH A COPY OF THE EQUIPMENT SUBMITTAL PACKAGE FOR REVIEW FOR COMPLIANCE WITH THE SIGNAL PLANS. IT IS THEN THE INSTALLER'S RESPONSIBILITY TO PROVIDE THE EQUIPMENT SUBMITTAL PACKAGE TO SHELBY COUNTY. IT IS THE RESPONSIBILITY OF THE INSTALLER TO OBTAIN EQUIPMENT SUBMITTAL APPROVAL FROM SHELBY COUNTY. THE INSTALLER SHALL PROVIDE THE EQUIPMENT SUBMITTAL PACKAGE IN A TIMELY MANNER SO AS NOT TO ADVERSELY IMPACT THE SCHEDULE FOR INSTALLATION OF THE SIGNAL.
3. THE INSTALLER IS REQUIRED TO HAVE AN IMSA CERTIFIED LEVEL II TRAFFIC SIGNAL TECHNICIAN ON SITE AT ALL TIMES DURING CONSTRUCTION ACTIVITY.
4. SHELBY COUNTY RESERVES THE RIGHT TO RESPOND TO TRAFFIC SIGNAL MALFUNCTIONS IN EMERGENCIES OR NATURAL DISASTERS. IN DOING SO, THE CONTRACTOR'S LIABILITY AND RESPONSIBILITY RELATED TO MAINTAINING THE TRAFFIC SIGNAL SYSTEM OR UNIT REMAINS IN EFFECT.
5. THE TRAFFIC SIGNAL INSTALLATION, CONTROLLER, AND RELATED EQUIPMENT SHALL BE MAINTAINED IN OPERATION BY THE INSTALLER FOR A PERIOD OF THIRTY (30) DAYS WITHOUT EQUIPMENT FAILURE BEFORE THE CITY OF HOOVER WILL ACCEPT MAINTENANCE OF THE TRAFFIC SIGNAL. ALL EQUIPMENT FAILURES SHALL BE CORRECTED BY THE CONTRACTOR DURING THIS THIRTY (30) DAY PERIOD. IN THE EVENT OF AN EQUIPMENT FAILURE DURING THE THIRTY (30) DAY BURN-IN PERIOD, THE THIRTY (30) DAY BURN-IN PERIOD SHALL BE RESTARTED ONCE THE FAILURE HAS BEEN CORRECTED BY THE CONTRACTOR.

ELECTRICAL

6. THE LOCATION OF THE UTILITIES SHOWN ON THE SIGNAL PLANS IS APPROXIMATE. EXISTING UNDERGROUND AND OVERHEAD ELECTRICAL SYSTEMS AND OTHER UTILITIES MAY BE IN PLACE AND NOT LOCATED ON THE PLANS. IT SHALL BE THE RESPONSIBILITY OF THE INSTALLER TO DETERMINE THE LOCATION OF THE UTILITIES AND TO PROTECT THESE FACILITIES AND THE PUBLIC DURING THE WORK. THE INSTALLER SHALL BE RESPONSIBLE FOR THE COST AND REPAIR OF ANY DAMAGES CAUSED TO EXISTING UTILITIES DURING THE WORK TO THE SATISFACTION OF THE UTILITY COMPANY.
7. THE POWER SOURCE LOCATION SHOWN ON THE PLANS IS APPROXIMATE. PROVISION OF POWER IS THE RESPONSIBILITY OF THE INSTALLER IN CONJUNCTION WITH SHELBY COUNTY.

WORK AREA

8. THE INSTALLER SHALL PROTECT THE EXISTING CURB AND OTHER FACILITIES FROM DAMAGE DURING INSTALLATION OF SIGNAL EQUIPMENT AND IS REQUIRED TO REPLACE/REPAIR ANY FACILITIES THAT ARE DAMAGED DURING CONSTRUCTION.
9. THE INSTALLER SHALL PROVIDE ALL NECESSARY STANDARD CONSTRUCTION WARNING SIGNS, BARRICADES, DRUMS OR OTHER TRAFFIC HANDLING DEVICES AS REQUIRED BY THE TRAFFIC CONTROL PLAN OR PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (LATEST EDITION).
10. THE INSTALLER SHALL BE REQUIRED TO ESTABLISH A SATISFACTORY GROWTH OF GRASS ON ALL AREAS DISTURBED IN PLACING THE SIGNALS OR IN HIS OPERATIONS.
11. IN CONJUNCTION WITH TRAFFIC SIGNAL INSTALLATION, REMOVAL AND SATISFACTORY DISPOSAL OF ANY MISCELLANEOUS ITEMS SUCH AS PAVEMENT, EXCAVATED MATERIALS, CURB AND GUTTER, CONCRETE, ETC., FROM THE JOB SITE SHALL BE PERFORMED BY THE INSTALLER.

TRAFFIC SIGNAL POLES

12. THE INSTALLER SHALL PROVIDE POLE HEIGHTS SUFFICIENT TO ASSURE THAT THE LOWEST SIGNAL ON AN ASSEMBLY IS TO BE 17'-0" FROM THE PAVEMENT; MAXIMUM HEIGHT IS TO BE 20'-0".

POLE FOUNDATIONS & UNDERGROUND CONDUITS

13. ALL CONDUIT CONNECTIONS SHALL BE SEALED WITH A WEATHERPROOF SEALING COMPOUND. ALL CABLE AND WIRE ENTRANCES SHALL BE SEALED AFTER INSTALLATION.
14. WHEN PVC CONDUIT IS USED FROM THE CONTROLLER TO THE STEEL STRAIN POLE OR MAST ARM POLE, THE CONTRACTOR SHALL BOND THE CONTROLLER TO THE POLE WITH A #6-10 BONDING CABLE.
15. MARKING TAPE SHALL BE BURIED OVER CONDUIT. THE TAPE SHALL BE 4 INCH POLYETHYLENE, RED IN COLOR WITH BLACK LETTERING.

16. THE CONTRACTOR SHALL INSTALL A SPARE 2" CONDUIT IN EACH NEW SIGNAL POLE FOUNDATION FOR FUTURE USE. THE CONDUIT SHALL BE INSTALLED ON THE HANDHOLE SIDE OF THE POLE.

SIGNAL

17. THE INSTALLER SHALL LOCATE EACH SIGNAL HEAD ON THE MESSENGER WIRE TO ENSURE THAT THE SIGNAL HEAD IS LOCATED ON THE EXTENDED CENTER OF THE APPROACH LANE FOR WHICH IT APPLIES OR AS SHOWN IN THE PLANS IN CONFORMANCE WITH THE MUTCD.

18. AFTER THE SIGNAL HEADS HAVE BEEN LOCATED ON THE MESSENGER WIRE, THEY SHALL BE ALIGNED WITHIN A MAXIMUM TOLERANCE OF 2-1/2 DEGREES OF THE VERTICAL AXIS FROM THE ROADBED AND SHALL BE AIMED WITHIN A MAXIMUM OF 3 DEGREES EITHER SIDE OF THE EXTENDED CENTER OF THE APPROACH LANE TO WHICH IT APPLIES.

19. LAMPS USED IN TRAFFIC SIGNAL HEADS SHALL BE L.E.D.'S, SHALL CONFORM TO THE LATEST ITE STANDARDS FOR L.E.D. SIGNAL LAMPS, AND SHALL BE APPROVED FOR USE BY ALDOT. ANTI-SWAY LAMP DESIGN SHALL BE USED.

20. WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON BROOK HIGHLAND PARKWAY, RED ON BROOK HIGHLAND DRIVE, AND RED ON PROTECTED LEFT TURNS.

21. ALL REQUIRED SPLICES IN TRAFFIC SIGNAL CABLE SHALL BE MADE IN SIGNAL HEADS ONLY. NO EXTERIOR SPLICING OF SIGNAL CABLE SHALL BE PERMITTED.

22. A 12 INCH DRIP COIL WITH 3 LOOPS SHALL BE PROVIDED TO THE RIGHTS OF EACH VEHICULAR TRAFFIC SIGNAL HEAD. A DRIP LOOP SHALL BE FORMED SO THAT WATER CANNOT ENTER THE ENTRANCE CLAMP. THE WIRE SHALL ENTER THE CLAMP FROM THE BOTTOM OF THE DRIP LOOP.

23. ALL SIGNALS SHALL HAVE TUNNEL VISORS. THE EXTERIOR SHALL BE YELLOW AND THE INTERIOR SHALL BE BLACK. BACKPLATES SHALL BE BLACK. BACKPLATES SHALL PROVIDE A 5" BORDER AROUND THE SIGNAL HEAD AND BE CONSTRUCTED OF BLACK METAL WITH A YELLOW RETROREFLECTIVE STRIP WITH A 2" WIDTH.

24. THE INSTALLER SHALL FURNISH ALL MISCELLANEOUS HARDWARE AND EQUIPMENT FOR FURNISHING AND INSTALLING TRAFFIC CONTROL UNIT OR SYSTEM, SUCH AS BOLTS, NUTS, WASHERS, STEEL BARS, ETC.

25. ALL TRAFFIC CONTROL EQUIPMENT USED ON THIS PROJECT SHALL BE PRE-QUALIFIED AND APPROVED, IN ACCORDANCE WITH ALABAMA LAW (REGULAR SESSION 1980 - ACT NUMBER 80-434), PRIOR TO THE LETTING OF THIS CONTRACT.

26. A LIST OF PRE-QUALIFIED TRAFFIC CONTROL EQUIPMENT APPROVED FOR USE ON U.S. AND STATE ROUTES IS AVAILABLE FROM THE ALABAMA DEPARTMENT OF TRANSPORTATION WEBSITE.

27. ALL EQUIPMENT USED ON THIS PROJECT SHALL BE NEW, UNDAMAGED, AND FREE OF DEFECT.

INSPECTION & FINAL ACCEPTANCE

28. PRIOR TO BEGINNING CONSTRUCTION, THE INSTALLER SHALL CONTACT AND MEET WITH SHELBY COUNTY. THE PURPOSE OF THESE DISCUSSIONS AND/OR MEETINGS WILL BE TO COORDINATE LOCATION OF ALL UNDERGROUND AND OVERHEAD UTILITIES AND SET INSPECTION SCHEDULES FOR CONSTRUCTION.

29. THE INSTALLER SHALL PROVIDE A SET OF AS-BUILT PLANS TO SHELBY COUNTY UPON COMPLETION OF THE PROJECT.

30. SHELBY COUNTY SHALL BE NOTIFIED A MINIMUM OF SEVEN (7) DAYS PRIOR TO THE REQUIRED INSPECTION OF THE TRAFFIC SIGNAL.

31. FINAL INSPECTIONS SHALL BE CONDUCTED BY SHELBY COUNTY. IT IS THE RESPONSIBILITY OF THE INSTALLER TO GAIN APPROVAL OF THE TRAFFIC SIGNAL CONSTRUCTION. SHELBY COUNTY SHALL GIVE FINAL APPROVAL PRIOR TO THE TRAFFIC SIGNAL BEING PUT INTO OPERATION.

MISCELLANEOUS NOTES

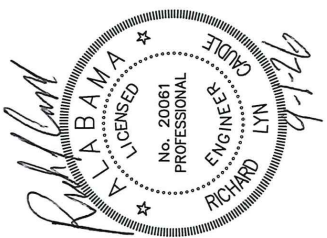
32. CARE SHALL BE TAKEN TO MAINTAIN AT LEAST ONE OPEN DRIVEWAY TO AFFECTED BUSINESSES AND RESIDENCES AT ALL TIMES DURING CONSTRUCTION.

33. THE INSTALLER IS REQUIRED TO PROVIDE A PROPERLY FUNCTIONING TRAFFIC SIGNAL WITH ALL PHASES AND FUNCTIONALITY AS SET FORTH IN THIS PLAN.

34. NO LANE CLOSURES WILL BE ALLOWED FROM 6:30AM TO 9:00AM OR FROM 2:30PM TO 6:00PM ON WEEKDAYS.

35. POLE FOUNDATION DESIGNS INCLUDING GEOTECHNICAL INVESTIGATIONS SHALL BE PROVIDED TO THE CONTRACTOR BY THE PROJECT ENGINEER.

36. THE CONTRACTOR IS REQUIRED TO PROVIDE SIGNAL POLE DESIGNS PREPARED BY A LICENSED PROFESSIONAL ENGINEER IN THE STATE OF ALABAMA. POLE DESIGNS SHALL BE PROVIDED AS PART OF THE EQUIPMENT SUBMITTAL PACKAGE.



NO.	REVISIONS	DRN	CHK	DATE

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BROOK HIGHLAND PARKWAY AT
BROOK HIGHLAND DRIVE
SHELBY COUNTY, ALABAMA

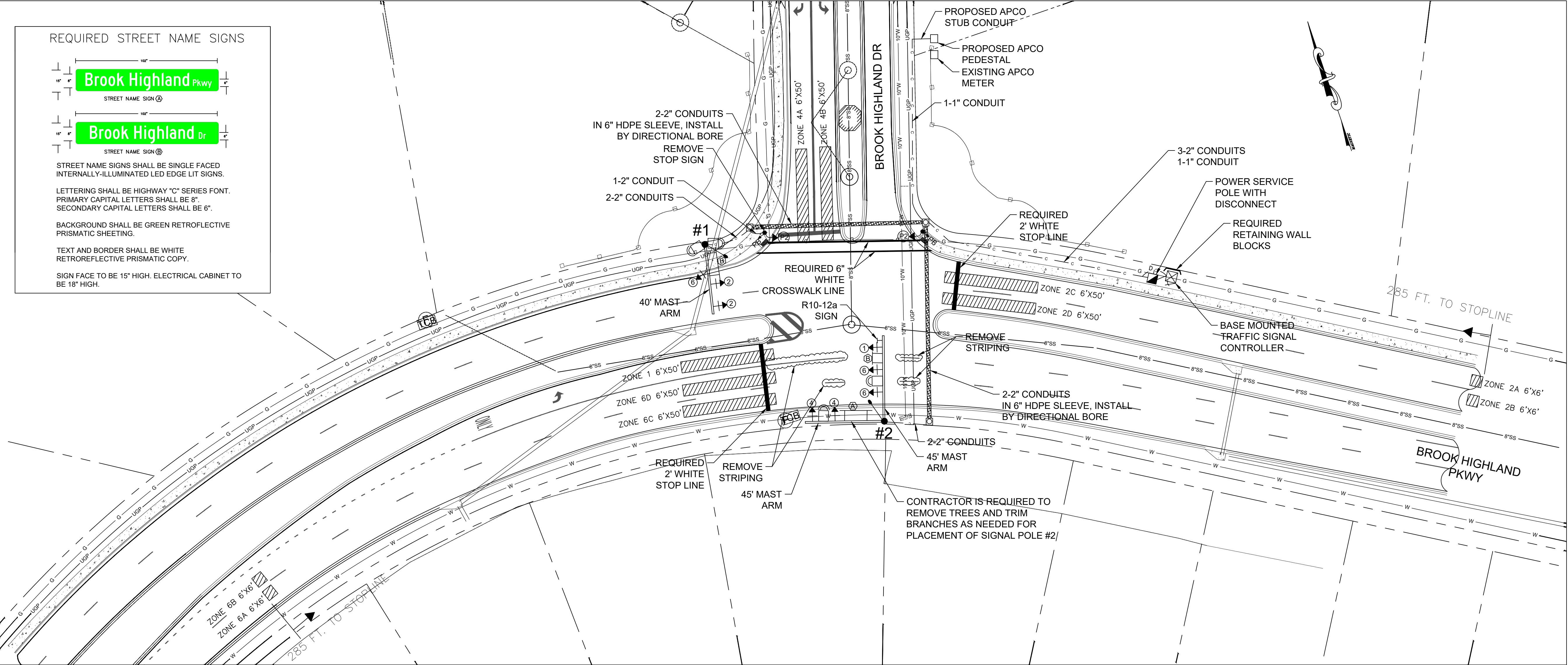
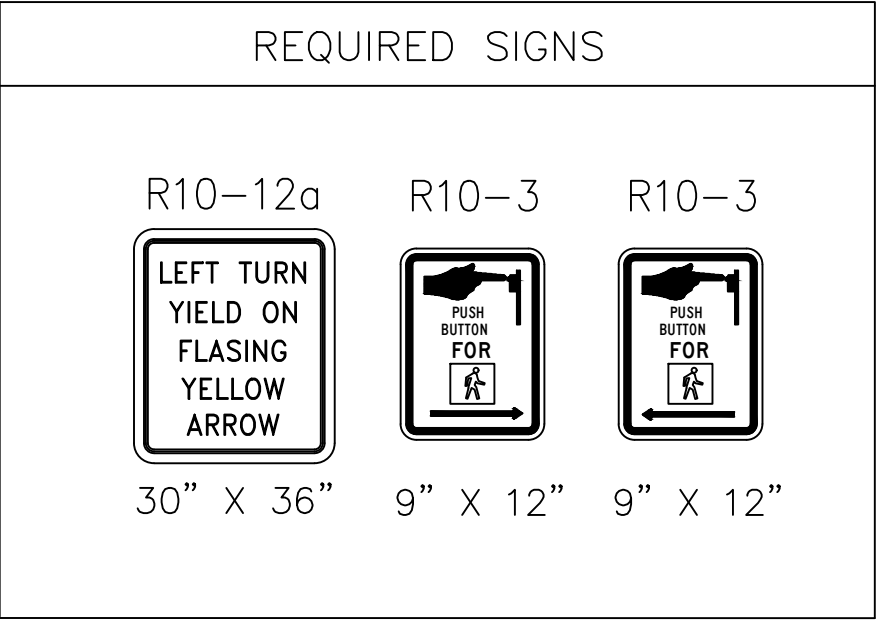
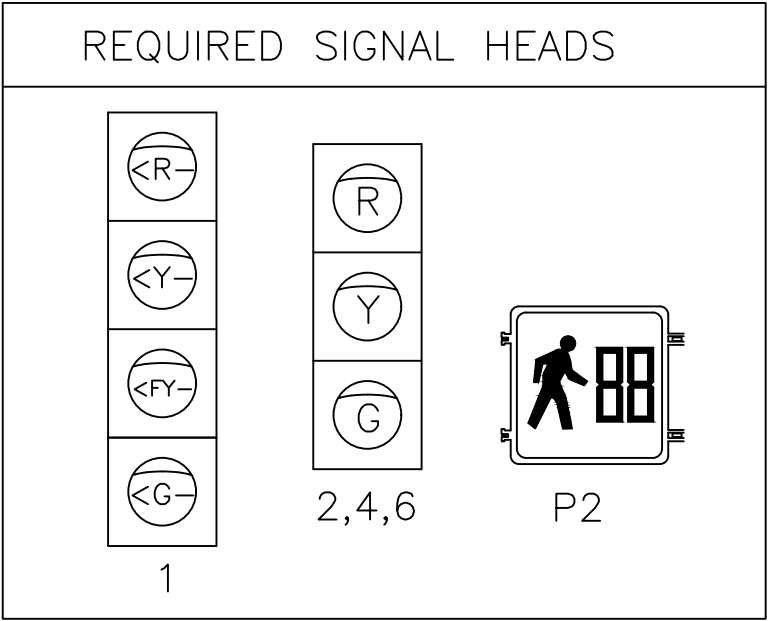
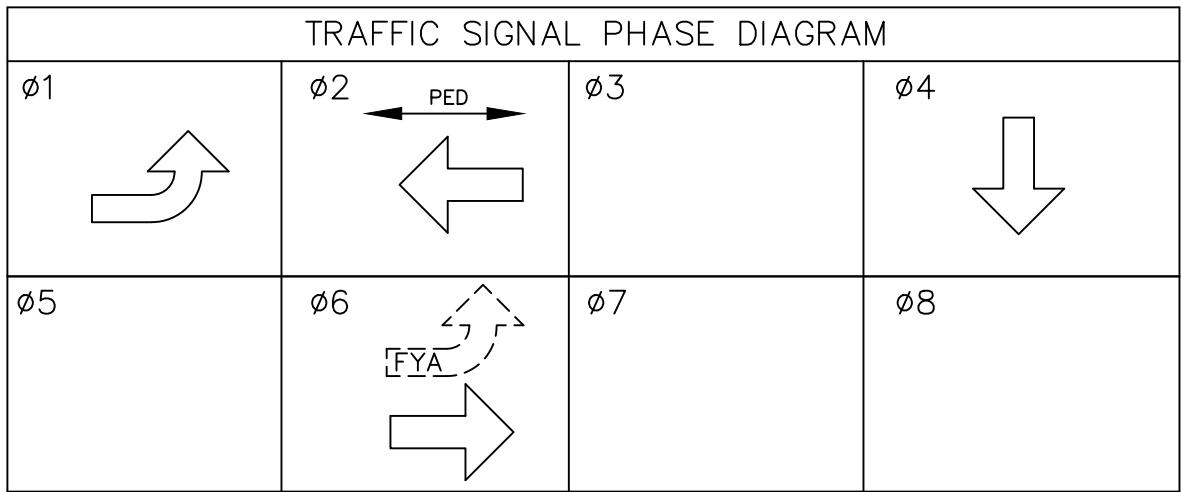
TRAFFIC SIGNAL NOTES

SCALE NOT TO SCALE	DRAWN BY RLC	CHECKED RLC	PROJECT NO. 1032.029
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TS2

LOCAL CONTROLLER PROGRAMMING CHART													
PHASE	MIN INITIAL	DENSITY ACTIVE	PASSAGE	YELLOW	ALL RED	MAX 1	MAX 2	WALK	FLASHING DONT WALK	PED OMIT	MIN RECALL	PHASE OMIT	NON-LOCK
1	4	N	2.0	4.7	1.7	25	25			Y	N	N	Y
2	20	N	4.0	4.7	1.8	60	60	7	23	N	Y	N	N
3										Y		Y	
4	6	N	2.0	3.2	3.0	30	30			Y	N	N	Y
5										Y		Y	
6	20	N	4.0	4.7	1.8	60	60			Y	Y	N	N
7										Y		Y	
8										Y		Y	

NOTES:
1. CONTRACTOR SHALL INSTALL LOCAL CONTROLLER TIMINGS.



CONSTRUCTION NOTES:

1. THE CONTRACTOR IS RESPONSIBLE TO HAVE ALL UNDERGROUND UTILITIES LOCATED PRIOR TO DIGGING. A 48 HOUR NOTIFICATION IS REQUIRED BEFORE EXCAVATION ACTIVITIES.
2. THE CONTRACTOR IS RESPONSIBLE FOR CONSTRUCTION ZONE TRAFFIC CONTROL FOR THOSE WORK ITEMS HE WILL UNDERTAKE AND TO PROTECT THE PUBLIC AND CONSTRUCTION PERSONNEL.
3. PAVEMENT MARKINGS SHOWN ARE FOR ILLUSTRATIVE PURPOSES UNLESS OTHERWISE NOTED.
4. CONTRACTOR SHALL COORDINATE LOCATION OF CABINET AND SIGNAL POLES WITH SHELBY COUNTY PRIOR TO BEGINNING CONSTRUCTION.
5. ALL DISTURBED AREAS TO BE RE-SODDED AND/OR RE-LANSCAPED AFTER CONSTRUCTION IS COMPLETED.
6. ALL POLE FOUNDATIONS SHALL BE INSPECTED AND APPROVED BY SHELBY COUNTY PRIOR TO POURING ANY CONCRETE IN THE DRILLED SHAFT.
7. ALL SIGNAL HEADS SHALL HAVE BACKPLATES WITH YELLOW RETROREFLECTIVE BORDERS.
8. ALL PRESENCE DETECTION ZONES SHALL EXTEND 5 FEET BEYOND THE STOPLINE.
9. SEE SHEET TS4 FOR WIRING DIAGRAM.
10. ALABAMA POWER COMPANY ENGINEER CONTACT INFORMATION: CHRISTIAN MCINTOSH, OFFICE # 205-226-1792 CELL # 334-850-0259 EMAIL CMMCINTO@SOUTHERNCO.COM

EQUIPMENT NOTES

1. REQUIRED SIGNAL CONTROLLER SHALL BE AN ECONOLITE COBALT EOS CONTROLLER.
2. REQUIRED CONFLICT MONITOR SHALL BE A RENO MMU-1600GE "SMART MONITOR" WITH ETHERNET PORT.
3. CABINET SHALL BE AN ECONOLITE SUPER P44 TS-2 CABINET AND SHALL INCLUDE A SLIDE-OUT STORAGE SHELF.
4. THE FOLLOWING EQUIPMENT SHALL BE POWDER COAT PAINTED MATTE OR LOW GLASS BLACK: STEEL POLES, MAST ARMS, LUMINAIRE ARMS, AND LUMINAIRE FIXTURES. CONTROLLER CABINET AND DISCONNECT POLE AND SWITCH SHALL BE PAINTED MATTE BLACK.
5. PEDESTRIAN PUSHBUTTONS SHALL BE APS.
6. REQUIRED DETECTION DEVICES SHALL BE EITHER RADAR OR HYBRID RADAR/VIDEO.
7. MAST ARMS ARE TO BE UPSWEPT DESIGN.

RADAR DETECTION ZONE CHART			
ZONE	PHASE	SIZE	COMMENTS
ZONE 1	1	6'X50'	
ZONE 2A	2	6'X6'	
ZONE 2B	2	6'X6'	
ZONE 2C	2	6'X50'	
ZONE 2D	2	6'X50'	
ZONE 4A	4	6'X50'	
ZONE 4B	4	6'X50'	
ZONE 6A	6	6'X6'	
ZONE 6B	6	6'X6'	
ZONE 6C	6	6'X50'	
ZONE 6D	6	6'X50'	

- REQUIRED
- BASE MOUNTED CONTROLLER
 - TRAFFIC SIGNAL HEAD
 - STEEL TRAFFIC SIGNAL POLE
 - LUMINAIRE ASSEMBLY
 - DETECTION DEVICE
 - SIGN (MAST ARM MOUNTED)
 - JUNCTION BOX
 - CONDUIT
 - DETECTION ZONE
 - DIRECTIONAL BORE
 - POWER SERVICE POLE W/ DISCONNECT
 - PEDESTRIAN PEDESTAL POLE
 - APS PUSHBUTTON
 - PEDESTRIAN SIGNAL HEAD



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BROOK HIGHLAND PARKWAY AT
BROOK HIGHLAND DRIVE
SHELBY COUNTY, ALABAMA

TRAFFIC SIGNAL PLAN
(SHEET 1 OF 2)

DATE
09/01/26

SHEET NO.
TS3

SCALE
1"=30'

DRAWN BY
RLC

CHECKED
RLC

PROJECT NO.
1032.029

NO.

REVISIONS

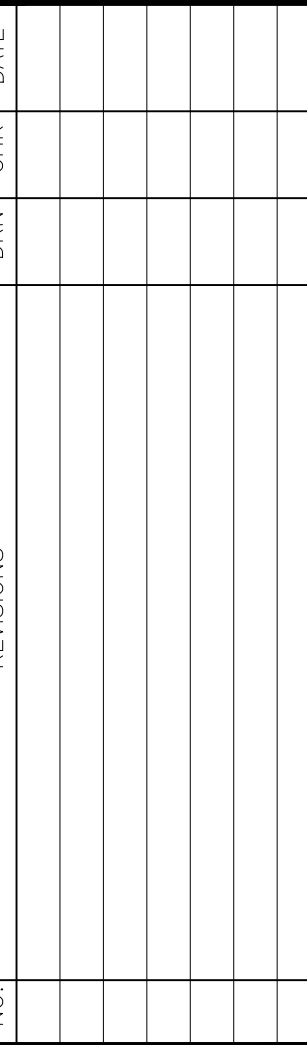
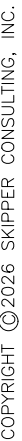
DRN

CHK

DATE

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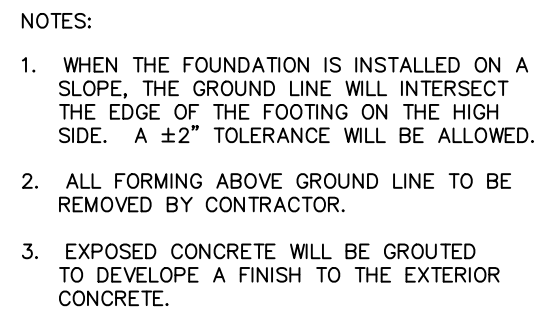
*EQUIPMENT AND MATERIALS SHOWN ARE ESTIMATES, THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ALL EQUIPMENT AND MATERIALS REQUIRED TO INSTALL A COMPLETE TRAFFIC SIGNAL INSTALLATION.



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TRAFFIC SIGNAL PLAN
(SHEET 2 OF 2)

09/01/26	NOT TO SCALE		
SHEET NO.	DRAWN BY RLC		
TS4	CHECKED RLC		
	PROJECT NO. 1032.029		



4" x 8" HANDHOLE COMPLETE WITH REINFORCING FRAME AND COVER

1" R

1/2"

1/6"

1"

24" MIN.

REMOVABLE NUT COVERS (TYP.)

2 EA. 1/4" x 1" BARS WELDED INSIDE POLE BY POLE FABRICATOR. HOLES ARE TO BE DRILLED IN THE FIELD FOR ATTACHMENT OF TERMINAL BLOCK.

4" x 10" HANDHOLE

SECTION "A-A"

HEIGHT

WIDTH

DEPTH

POLICE PANEL DOOR W/ SEPARATE ACCESS

CABINET DOOR TO BE LOCATED AWAY FROM TRAFFIC

VENT

CONCRETE PAD (CLASS A)

4"

4"

4"

26"

1/2" MIN. 1" MAX.

4" (TYP.)

1" X 45° CHAMFER ALL AROUND

ANCHOR BOLTS PER MFG. (SIZE & LAYOUT)

CONTRACTOR SHALL INSTALL A 2" SPARE CONDUIT BETWEEN THE CONTROLLER AND THE NEAREST SIGNAL POLE

12" MIN. RADIUS

5/8" ROUND X 8' LONG COPPER GROUND ROD

TRAFFIC CONTROL CABINET N.S. TYPES V & VI

CABINET TYPE	MINIMUM HEIGHT	MINIMUM WIDTH	MINIMUM DEPTH
V	56"	40"	27"
VI	75 1/2"	40"	27"

TRAFFIC CONTROL CABINET N.S. TYPES V & VI			
CABINET TYPE	MINIMUM HEIGHT	MINIMUM WIDTH	MINIMUM DEPTH
V	56"	40"	27"
VI	75 1/2"	40"	27"

ELECTRICAL CONDUIT AND CONDUCTOR DETAIL
(FOR USE AREA NOT EXPOSED TO VEHICULAR TRAFFIC)

Diagram illustrating the dimensions and components of a traffic signal cabinet:

- Overall width: 20-1/4" MIN
- Overall height: 12" MIN
- Internal component: TRAFFIC SIGNAL
- Internal component: 1/2" X 2-1/2" PULL SLOT

- NOTES:
1. CONCRETE SHALL BE CLASS A TYPE 1A WITH A MINIMUM 28-DAY STRENGTH OF 3000 PSI.
2. ANCHOR BOLT ASSEMBLIES SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED TRAFFIC SIGNAL FOUNDATION SHOP DRAWINGS.
3. 1/2" THICK STEEL TEMPLATES SHALL BE FOR 1" INCH STEEL PLATE RING. ANCHOR BOLT HOLES SHALL BE OVERSIZED BY 1/8" INCHES AND SHALL HAVE A 1/2" CLEARANCE TO BOTH OUTSIDE AND INSIDE EDGES OF THE RING.
4. THE PROPER DIRECTION TO THE PROPER DIRECTION TO THE PROPER DIRECTION TO THE PROPER DIRECTION TO THE PROPER DIRECTION TO ACCOMMODATE FUTURE EXTENSION AND SECURELY HELD IN PLACE TO ALLOW MOVEMENT. ALL CONDUITS SHALL BE INSTALLED IN ACCORDANCE WITH THE APPROVED TRAFFIC SIGNAL FOUNDATION SHOP DRAWINGS.
5. MINIMUM DEPTH OF FOUNDATION SHALL BE 10 FEET AS BID, UNLESS A LESSER DEPTH IS APPROVED BY THE ENGINEER.
6. ALL EXPOSED REINFORCEMENT SHALL BE PROTECTED BY PLASTIC.
7. BOLT COVERS SHALL BE PLACED OVER ALL EXPOSED ANCHOR BOLTS.
8. IF OVERSIZED HOLES ARE USED IN THE BASE PLATE, TWO (2) (2) NUTS SHALL BE SPECIFIED ABOVE A 1/2" INCH THICK PLATE WASHER IN ACCORDANCE WITH THE APPROVED TRAFFIC SIGNAL FOUNDATION SHOP DRAWINGS.

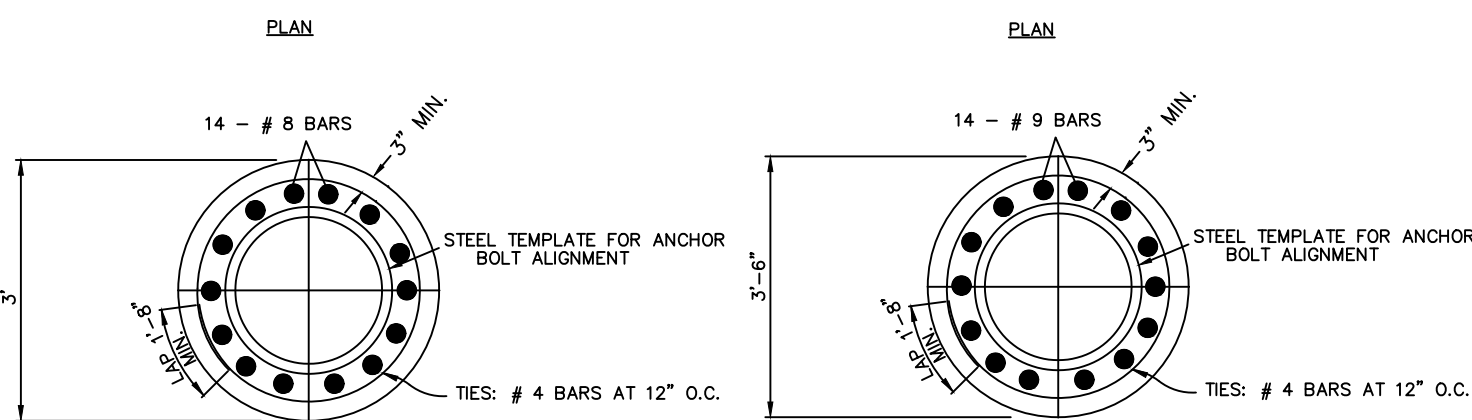
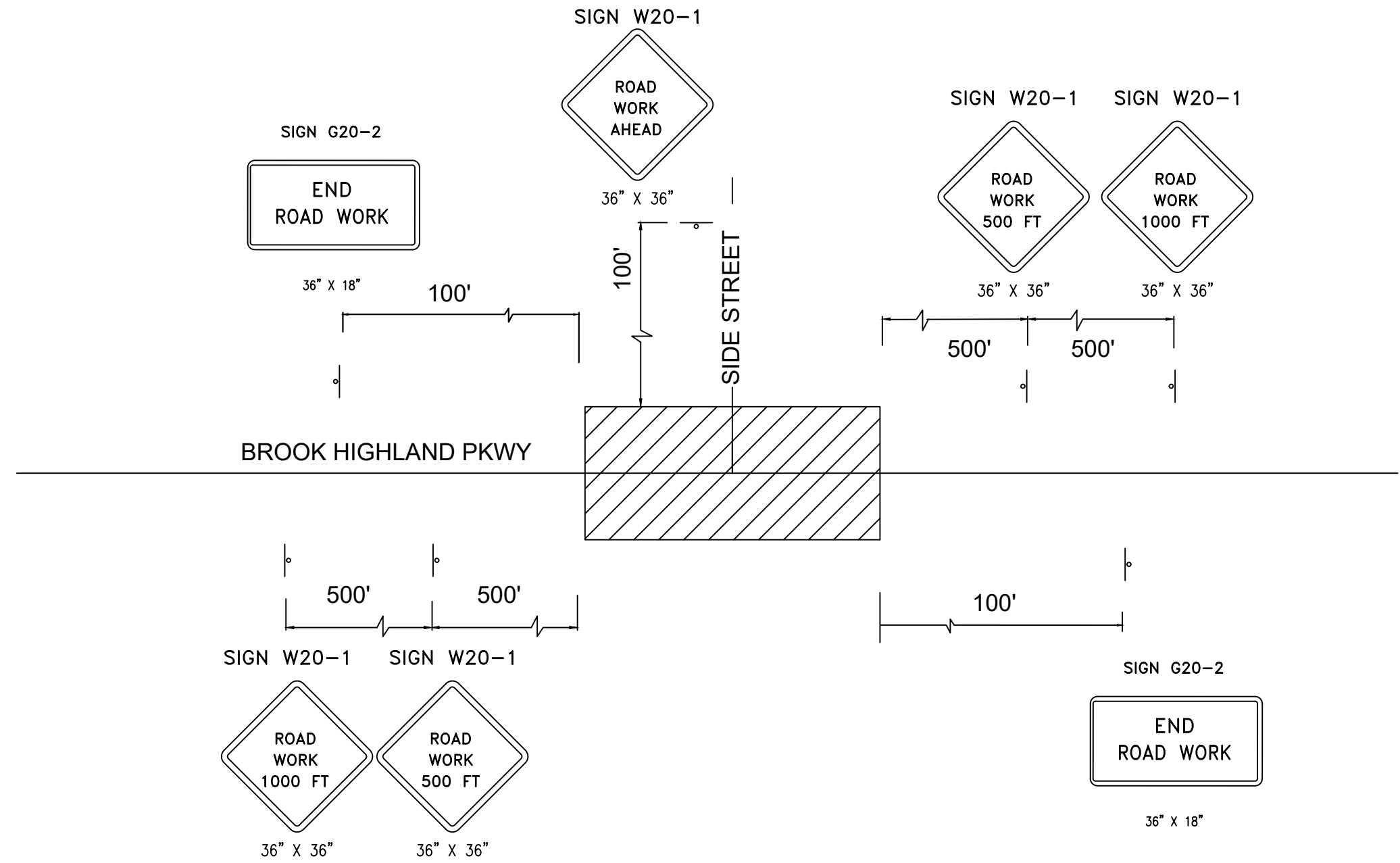
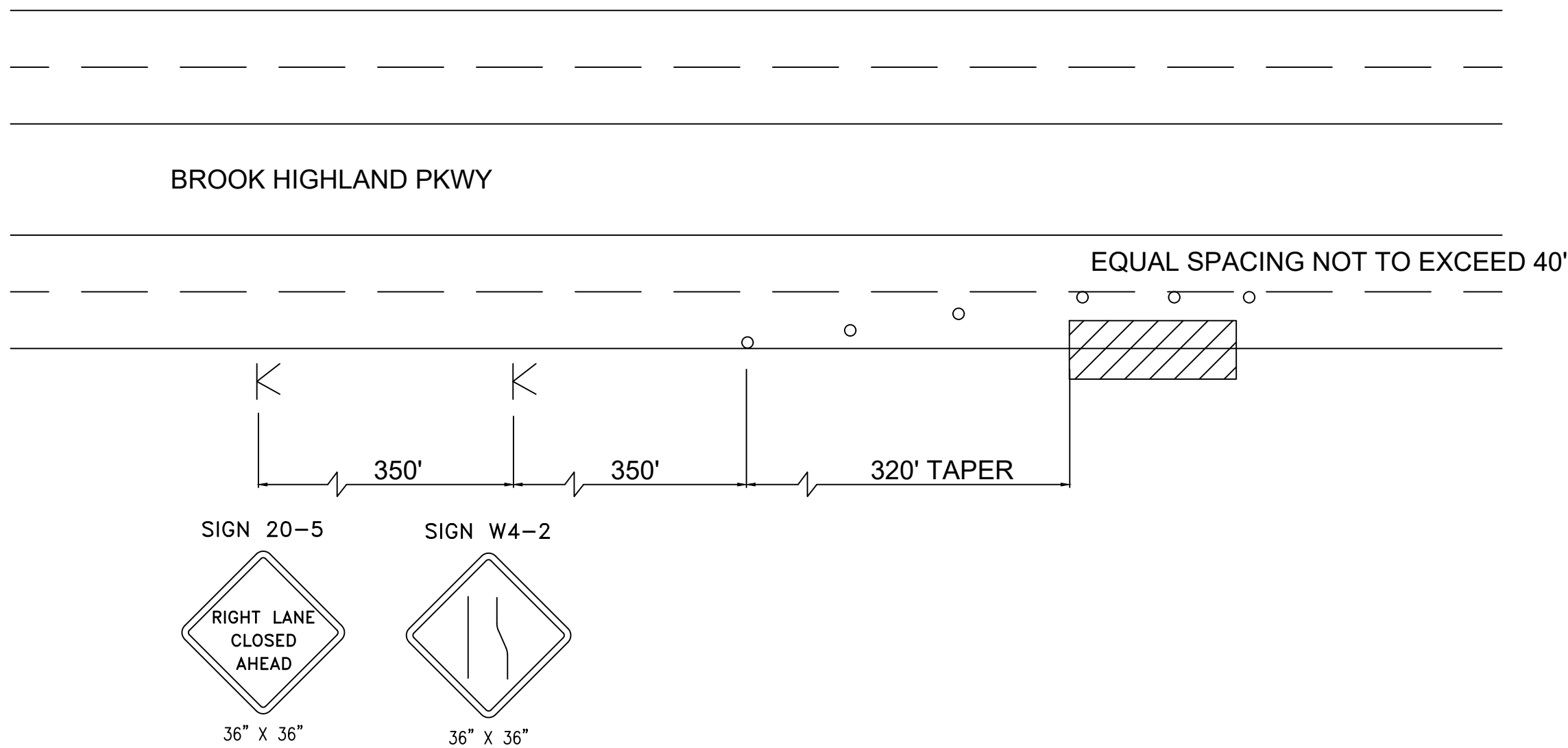


Diagram illustrating the lightning protection system for a luminaire. The system includes a stainless steel carriage bolt, a lightning arrestor (Hunt Electronic Systems HE2400AL-1 or approved equal), a ground lug, and a #6 AWG solid grounding wire (5/8" x 8" grounding rod). The luminaire is connected to the system via a 2-#10 AWG stranded cable to the luminaire, a pole, a handhole, and breakaway fuses (Buss Type HEB-KW-RYC or approved equal). The system also includes 2-#8 AWG insulated and 1-#8 AWG stranded bare circuit conductors, and a conduit.

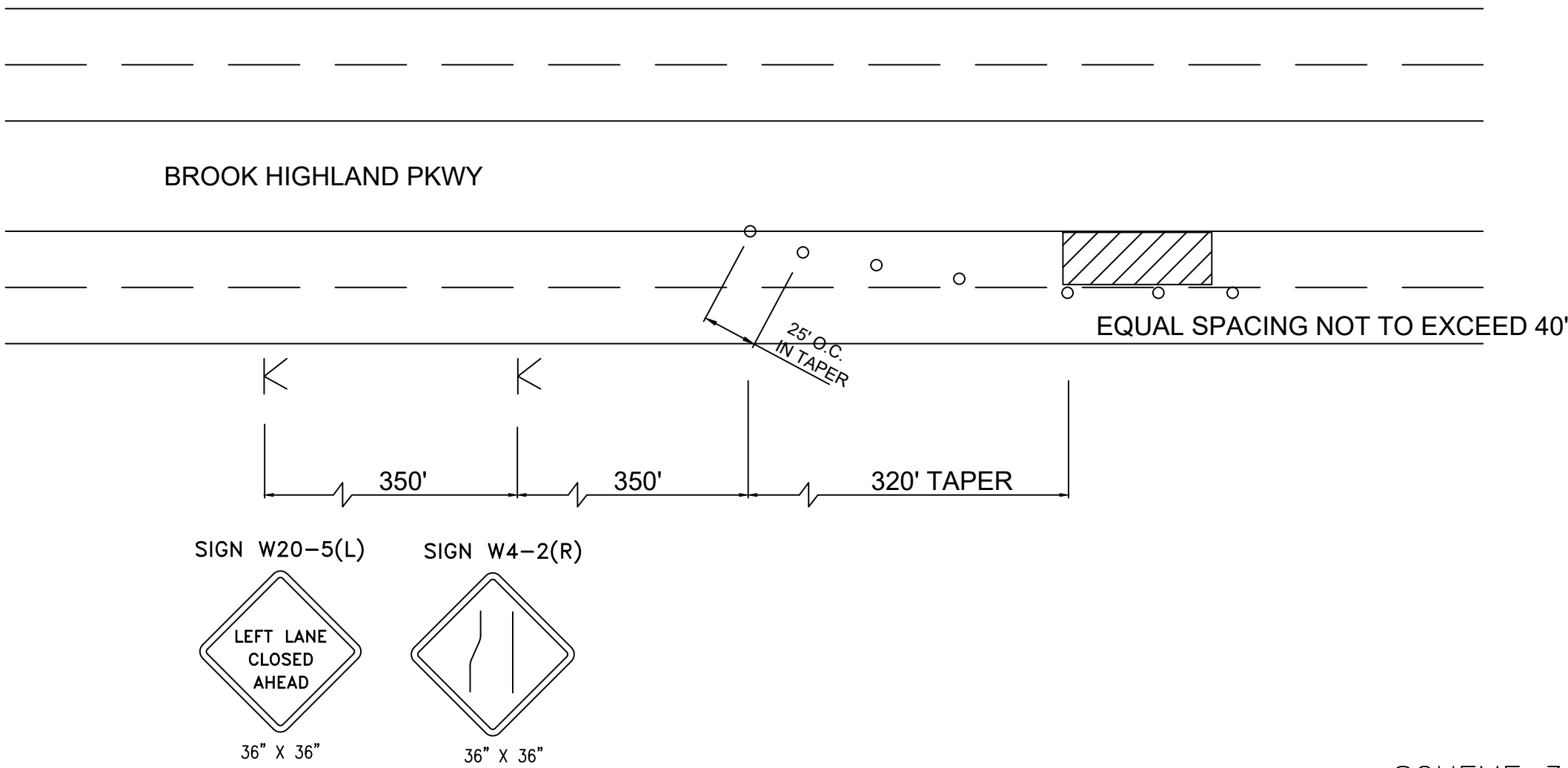


NOTE:
TRAFFIC CONTROL DEVICES REQUIRED IN SCHEME 1 SHALL BE
ERECTED PRIOR TO BEGINNING OF CONSTRUCTION AND SHALL
REMAIN IN PLACE FOR THE DURATION OF CONSTRUCTION.

SCHEME 1 — ADVANCE WARNING TRAFFIC CONTROL SCHEME



SCHEME 2 — OUTSIDE LANE CLOSURE

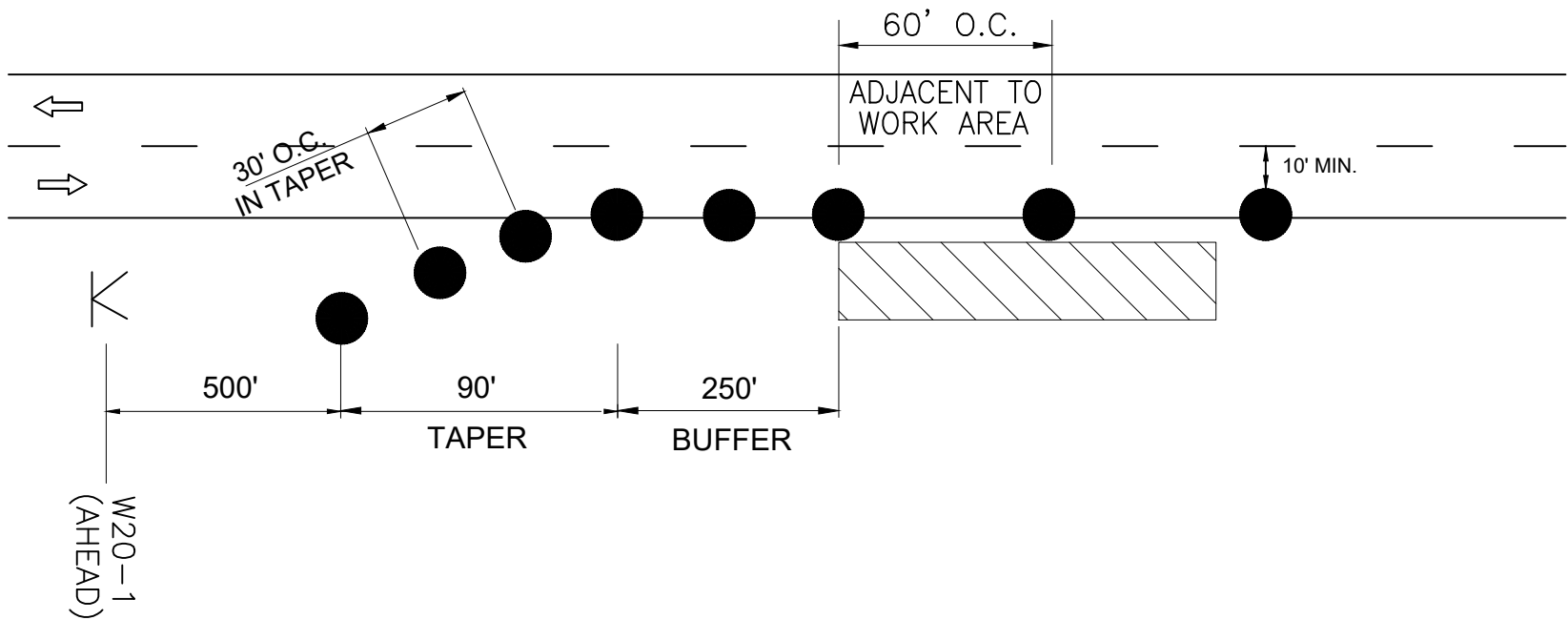
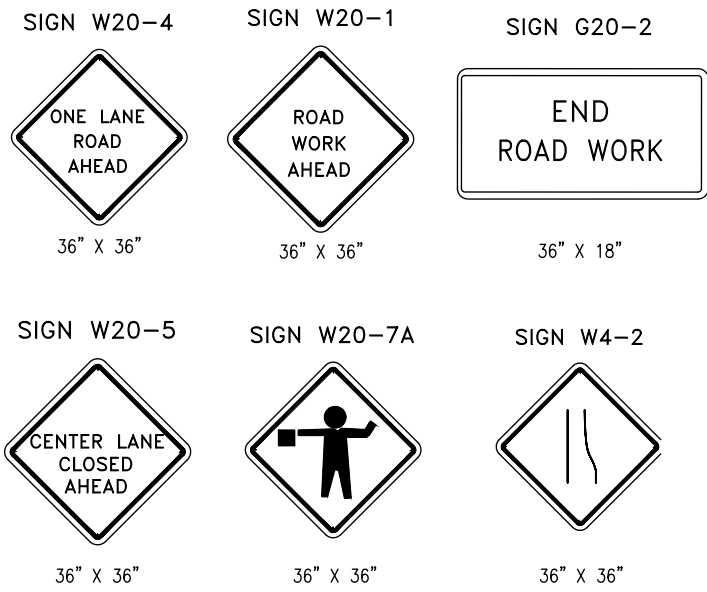


SCHEME 3 — INSIDE LANE CLOSURE

TRAFFIC CONTROL PLAN NOTES:

1. ALL TRAFFIC CONTROL DEVICES SHOWN IN SCHEME #1 SHALL REMAIN IN PLACE DURING ALL CONSTRUCTION ACTIVITIES FOR THE GIVEN INTERSECTION.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC DEVICES (MUTCD).
3. THE TRAFFIC CONTROL SCHEMES SHOWN HAVE BEEN DEVELOPED IN CONFORMANCE WITH THE MUTCD. THE DEVICES SHOWN REPRESENT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT ACTUAL PHYSICAL CONDITIONS WARRANT ADDITIONAL CONTROL DEVICES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL SAME AS OUTLINED IN THE MUTCD, PART IV.
4. ALL TRAFFIC CONTROL DEVICES REQUIRED FOR WORK WITHIN THE ROADWAY SHALL BE IN PLACE PRIOR TO THE CONTRACTOR BEGINNING WORK.
5. ALL PORTABLE SIGNS SHALL BE REMOVED WHEN NOT IN USE OR AT THE END OF THE WORK DAY.
6. IN THOSE WORK AREAS IMMEDIATELY ADJACENT TO A TRAVEL LANE WHERE CONSTRUCTION ACTIVITIES LAST MORE THAN ONE DAY AND A DROP EXIST AT THE PAVEMENT EDGE, CHANNELIZING DRUMS WITH TYPE A LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE PLACED AT 50 FEET CENTERS.
7. A POSTED SPEED OF 40 MILES PER HOUR WAS USED TO DEVELOP TRAFFIC CONTROL SCHEMES FOR BROOK HIGHLAND PARKWAY AND 30 MILES PER HOUR FOR THE SIDE STREET.

SIGNS:



- NOTES:
1. CONSTRUCTION ACTIVITY THAT OCCURS ON THE SHOULDER OR IMMEDIATELY ADJACENT TO THE TRAVEL LANE SUCH AS ADDITIONAL LANE CONSTRUCTION, POLE FOUNDATIONS, BASE/PAVE ACTIVITY, ETC. AND DO NOT REQUIRE A LANE CLOSURE.
 2. SIMILAR TRAFFIC CONTROL MUST BE IN PLACE IF CONSTRUCTION OCCURS ON THE OTHER SIDE OF ROAD.

SCHEME 3 — SHOULDER WORK

LEGEND:

- PORTABLE ARROW PANEL
- POST MOUNTED SIGN
- > REQUIRED SIGN (PORTABLE)
- CHANNELIZING DRUMS
- ▨ WORK AREA

DATE
09/01/26

SHEET NO.
TS6

SCALE
NOT TO SCALE

DRAWN BY
RLC

CHECKED
RLC

PROJECT NO.
1032.029

DATE
09/01/26

CHK
RLC

DRN
RLC

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