RAS PRAS CHECKED

2

0 Z

AL

~

Ш Z

(5

N N

SIG

FIC

A

STRAIN POLE FOUNDATIONS

ELEVATIONS FOR STRAIN POLE FOUNDATIONS SHALL BE IN ACCORDANCE WITH TC-21.20 PROVIDED THE EXISTING SLOPE IS LESS THAN 6:1. AT LOCATIONS WHERE THE EXISTING SLOPE IS 6:1 OR GREATER, THE BURIED DEPTH OF FOUNDATION, AS SHOWN IN STANDARD DRAWING TC-21.20, SHALL APPLY TO THE LOW SIDE OF THE SLOPE. THE TOP OF THE FOUNDATION SHALL BE SET 2-INCHES ABOVE THE EXISTING SURFACE ON THE HIGH SIDE OF THE SLOPE. THE ADDITIONAL DEPTH OF FOUNDATION NECESSARY TO MEET THESE REQUIREMENTS SHALL BE ADDED TO THE FORMED TOP.

PAYMENT FOR ADDITIONAL CONCRETE SHALL BE INCIDENTAL TO THE CONTRACT UNIT PRICE FOR ITEM 632 STRAIN POLE FOUNDATION.

ITEM 632 - SERVICE CABLE. 3 CONDUCTOR, NO. 6 AWG, AS PER PLAN

THIS ITEM SHALL CONFORM TO 632 AND STANDARD CONSTRUCTION DRAWING TC-83.10. THE SERVICE CABLE SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AS DESCRIBED IN THIS NOTE AND SHOWN IN THESE PLANS.

SR44 @ AUBURN RD. - THE SERVICE CABLE SHALL BE 3 CONDUCTOR NO. 6 AWG, ALUMINUM TRIPLEX WITH MESSENGER. THE SERVICE CABLE SHALL RUN FROM THE POWER SERVICE POLE IN THE SE QUADRANT TO THE TOP OF STRAIN POLE 4.

SR44 @ I-90 RAMPS A & B. - THE SERVICE CABLE SHALL BE 3 CONDUCTOR NO. 2 AWG, ALUMINUM TRIPLEX WITH MESSENGER. THE SERVICE CABLE SHALL BE SPLICED INTO THE EXISTING SERVICE CABLE, LOCATED IN THE NE QUADRANT, AND CONNECT TO THE TOP OF STRAIN POLE 4.

ITEM 632 - SERVICE CABLE. MISC.: 3 CONDUCTOR, NO. 1/O AWG

THIS ITEM SHALL CONFORM TO 632 AND STANDARD CONSTRUCTION DRAWING TC-83.10. THE SERVICE CABLE SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR AS DESCRIBED IN THIS NOTE AND SHOWN IN THESE PLANS. ALL SPLICES INTO AN EXISTING POWER LINE SHALL BE PERFORMED BY THE POWER CO.

SR44 @ I-90 RAMPS A&B- THE SERVICE CABLE SHALL BE 3 CONDUCTOR I/O AWG, ALUMINUM TRIPLEX WITH MESSENGER. THE SERVICE CABLE SHALL RUN FROM THE POWER SERVICE POLE IN THE SOUTHEAST QUADRANT OF SR44/I-90 RAMPS A&B, CONNECT TO STRAIN POLE 4 (NE QUAD), AND SPLICE INTO THE EXISTING SERVICE CABLE LOCATED ON THE FIRST POWER POLE NORTH OF SR44/AUBURN. SERVICE CABLE SHALL ALSO BE SPLICED INTO THE EXISTING SERVICE CABLE IN THE SE QUADRANT OF SR44/I-90 RAMP D AND RUN TO THE TOP OF STRAIN POLE 4 (SR44/RAMP D).

ITEM 632 - POWER CABLE. 3 CONDUCTOR, NO. 6 AWG. AS PER PLAN

THIS ITEM SHALL CONFORM TO 632 AND STANDARD CONSTRUCTION DRAWING TC-83.10. THE POWER CABLE SHALL BE 3 CONDUCTOR, NO. 6 AWG, ALUMINUM TRIPLEX. THE POWER CABLE SHALL CONNECT THE SERVICE CABLE AT THE TOP OF THE CONTROL POLE TO THE CABINET. SPLICES LOCATED AT THE TOP OF CONTROL POLES SHALL BE PERFORMED BY THE CONTRACTOR.

POWER CABLE, MISC.: 3 CONDUCTOR, NO. 1/O AWG

THIS ITEM SHALL CONFORM TO 632 AND STANDARD CONSTRUCTION DRAWING TC-83.10. THE POWER CABLE SHALL BE 3 CONDUCTOR, NO. 1/0 AWG, ALUMINUM TRIPLEX. THE POWER CABLE SHALL CONNECT THE SERVICE CABLE AT THE TOP OF THE CONTROL POLE TO THE CABINET. SPLICES LOCATED AT THE TOP OF CONTROL POLES SHALL BE PERFORMED BY THE CONTRACTOR.

ITEM 632 - POWER SERVICE. AS PER PLAN

ELECTRIC POWER SHALL BE OBTAINED FROM CLEVELAND ELECTRIC ILLUMINATING CO. 7755 AUBURN RD. PAINESVILLE, OH 44077

AT THE LOCATION INDICATED ON THE PLANS. THE POWER SERVICE SHALL CONFORM TO STANDARD CONSTRUCTION DRAWING TC-83.10 WITH THE EXCEPTION OF THE METER AND METER AND METER BASE SHALL BE EXCLUDED FROM TC-83.10 AND THE POWER SERVICE SHALL BE CONNECTED DIRECTLY TO THE DISCONNECT SWITCH.

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

THE CONTRACTOR WILL BE RESPONSIBLE FOR REQUESTING AND SCHEDULING ANY INSPECTIONS THE POWER COMPANY MAY REQUIRE FOR THE POWER SERVICE HOOK UP. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT THE POWER COMPANY FOR THE ELECTRICAL SERVICE CONNECTION. UNDER NO CIRCUMSTANCES SHALL THE CONTRACTOR SPLICE POWER CABLE INTO THE POWER COMPANY'S CIRCUITS. THE VOLTAGE SUPPLIED SHALL BE NOMINALLY 120 VOLTS. THE CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS AND THE PAYING OF ALL

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATIONS

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

A) EXISTING SIGNAL INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, AND/OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

B) NEW, REUSED AND/OR TEMPORARY SIGNAL INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS COMPLETED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE DISTRICT AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BÉ CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR(4) HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF OUTAGE. IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATÍSFACTION OF THE ENGINEER. THE SIGNAL SHALL BE BACK IN SERVICE WITHIN EIGHT (8) HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE OR MALFUNCTION. IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

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

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF MALFUNCTIONS INCLUDING:

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

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

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT, THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE AS PER 107.16.

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

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATICE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, TWO (2) WEEKS BEFORE ANY SIGNAL WORK IS TO BEGIN OF THE MAINTENANCE METHOD SELECTED. THE CONTRACTOR SHALL NOT CHANGE HIS SELECTED METHOD OF MAINTENANCE SERVICE AFTER THE ENGINEER HAS BEEN NOTIFIED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM.

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING, WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN SECTION 632.24.

ALL INTERSECTIONS SHALL BE OPEN TO TRAFFIC DURING THE FOLLOWING HOURS: 7AM-9AM, IIAM-IPM, 4PM-6PM. AT ANY TIME A SIGNAL IS TAKEN OUT OF SERVICE, THE INTERSECTION SHALL BE PROTECTED BY AN LEO HIRED BY THE CONTRACTOR. THE INTERSECTION MAY BE CLOSED TO TRAFFIC OTHER TIMES TO ALLOW FOR SIGNAL CONSTRUCTION FOR A PERIOD NOT TO EXCEED TEN MINUTES.

THIS ITEM SHALL BE CONSIDERED SUBSIDIARY WORK AND THE COST SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE VARIOUS ITEMS MAKING UP THE SIGNAL SYSTEM.