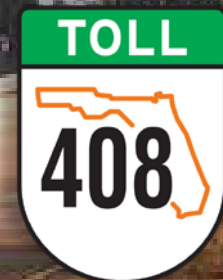


CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

CFX ITS Design
Standards



March 2021

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

ITS DESIGN STANDARDS

*FOR DESIGN, CONSTRUCTION, MAINTENANCE AND UTILITY
OPERATIONS ON THE STATE HIGHWAY SYSTEM*

MARCH 2021

CENTRAL FLORIDA EXPRESSWAY AUTHORITY
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GENERAL NOTES:						
VERSION 9	1.	THE CONTRACTOR SHALL NOTIFY THE CENTRAL FLORIDA EXPRESSWAY AUTHORITY (CFX) 48 HOURS PRIOR TO BEGINNING CONSTRUCTION.	18.	ALL APPLICABLE PROVISIONS OF EXISTING UTILITY EASEMENTS WILL BE ADHERED TO BY THE CONTRACTOR.	33.	THE CONTRACTOR SHALL ACQUIRE ALL PERMITS BY OTHER AGENCIES FOR INSTALLATION OF INFRASTRUCTURE NOT ON CFX FACILITIES. NO ADDITIONAL TIME OR MONEY WILL BE ALLOTTED.
	2.	THESE PLANS REFLECT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT ACTUAL PHYSICAL CONDITIONS PREVENT THE APPLICATION OR THE PROGRESSION OF ANY WORK SPECIFIED IN THESE PLANS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY AND PRIOR TO ANY FURTHER WORK ACTIVITY.	19.	PULLING INSTRUCTIONS FOR POWER CONDUCTORS: CONNECT PULLING DEVICES TO COPPER WIRE AND NOT TO JACKET AND MEET MANUFACTURERS REQUIREMENTS. USE PULLING COMPOUND PER MANUFACTURES REQUIREMENTS. ALL BENDS SHALL NOT BE LESS THAN RECOMMENDED BY N.E.C. OR N.E.S.C. FOR CABLE USED.	34.	MAINTENANCE OF TRAFFIC:
	3.	IN ORDER TO MINIMIZE IMPACT TO LANDSCAPING MATERIAL, THE CONTRACTOR SHALL EXERCISE CAUTION THROUGH LANDSCAPING LIMITS DURING ALL PHASES OF CONSTRUCTION ACTIVITY. ANY LANDSCAPE MATERIAL DAMAGED DURING THE CONSTRUCTION PROCESS SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL AVOID AND/OR PROTECT ALL TREES AND ROOTS BY HAND DIGGING AS NECESSARY. ANY TREES, SHRUBS OR VEGETATION DAMAGED BY THE CONTRACTOR SHALL BE REPLACED IN KIND AT NO COST TO CFX.	20.	ALL MISCELLANEOUS WORK NECESSARY IN THE SHOULDER AREA TO CONSTRUCT ITS POLES, PULL BOXES, ETC. (I.E. GRADING, SODDING, CLEARING AND GRUBBING, GUARDRAIL OR FENCE RESETTNG) IS CONSIDERED INCIDENTAL, AND IS TO BE INCLUDED IN THE COST OF RELATED WORK. ALL DISTURBED AREAS SHALL BE SODDED. THE CONTRACTOR SHALL HAUL ALL EXCESS EXCAVATION AND WASTE MATERIALS OFF-SITE. REMOVAL OF THESE MATERIALS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF RELATED WORK.	A.	CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO CFX FOR APPROVAL WHICH CONSISTS OF UNMODIFIED FDOT DESIGN STANDARDS (600 SERIES); OTHERWISE THE CONTRACTOR MUST PROVIDE A TRAFFIC CONTROL PLAN WHICH IS SIGNED AND SEALED BY A PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF FLORIDA. ONCE APPROVED BY CFX, THE TRAFFIC CONTROL PLAN MUST BE IN PLACE PRIOR TO THE COMMENCEMENT OF CONSTRUCTION ACTIVITIES. ALL COSTS ASSOCIATED WITH THE MAINTENANCE OF TRAFFIC SHALL BE INCLUDED IN PAY ITEM 102-1 MAINTENANCE OF TRAFFIC (LUMP SUM).
	4.	CONTRACTOR SHALL COORDINATE THEIR ACTIVITIES WITH ALL OTHER CONTRACTORS OPERATING WITHIN THE PROJECT AREA.	21.	THE CONTRACTOR SHALL ESTABLISH, STAKE AND PAINT POLE LOCATIONS WITH THE USE OF A FLORIDA REGISTERED LAND SURVEYOR. IF, DURING THE CONSTRUCTION PROCESS, THE STAKES AND/OR PAINTED MARKS ARE OBLITERATED, IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE POLE LOCATIONS RE-ESTABLISHED BY A FLORIDA REGISTERED LAND SURVEYOR. NO ADDITIONAL PAYMENT WILL BE ALLOWED.	B.	TRAFFIC SHALL BE MAINTAINED IN ACCORDANCE WITH FDOT DESIGN STANDARDS, INDEX 102-600 SERIES.
	5.	THE CONTRACTOR SHALL EXERCISE ALL APPROPRIATE SAFETY MEASURES WHEN WORKING IN OR AROUND AREAS OF OVERHEAD ELECTRICAL/TRANSMISSION LINES OR UNDERGROUND UTILITIES. HAND DIGGING SHALL BE USED AROUND ALL KNOWN AND LOCATED UTILITIES.	22.	VEGETATION SHALL BE REMOVED OR CUT BACK AS DIRECTED BY THE CONSTRUCTION ENGINEER TO PROVIDE ADEQUATE SIGHT DISTANCE FOR ALL CAMERA LOCATIONS. VEGETATION REMOVAL AND TRIMMING SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE OF THE POLE.	C.	LANE WIDTH SHALL NOT BE LESS THAN 11 FEET. LANES SHALL BE PROPERLY DELINEATED DURING ALL PHASES OF CONSTRUCTION.
	6.	FLORIDA STATUTE 556 REQUIRES CONTRACTORS TO CALL SUNSHINE STATE ONE-CALL OF FLORIDA, INC., AT 1-800-432-4770, NO LESS THAN 2 OR MORE THAN 5 BUSINESS DAYS BEFORE BEGINNING ANY EXCAVATION OR DEMOLITION. NOT ALL UTILITY AGENCIES/OWNERS ARE MEMBERS OF SUNSHINE STATE ONE-CALL OF FLORIDA, INC.	23.	A GROUNDING SYSTEM IS REQUIRED FOR ALL ITS CABINETS, POLES AND STRUCTURES. INSTALLATION SHALL BE IN ACCORDANCE WITH CFX SPECIFICATION 620A AND THE LATEST CFX ITS DESIGN STANDARDS.	D.	THE FOLLOWING REGULATORY SPEED LIMITS SHALL BE MAINTAINED DURING CONSTRUCTION: SR 408 (EAST-WEST EXPRESSWAY) 60 MPH TO 65 MPH SR 528 (MARTIN ANDERSEN BEACHLINE EXPRESSWAY) 55 MPH TO 70 MPH SR 417 (CENTRAL FLORIDA GREENEWAY) 70 MPH SR 429 (DANIEL WEBSTER WESTERN BELTWAY) 70 MPH SR 429 (WEKIVA PARKWAY) 70 MPH SR 451 (WESTERN EXPRESSWAY EXTENSION) 45 MPH TO 65 MPH SR 414 (MAITLAND BOULEVARD EXTENSION) 65 MPH
	7.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLYING WITH THE CITY OF ORLANDO NOISE ORDINANCE CHAPTER 42.	24.	THE CONTRACTOR SHALL MAINTAIN THE EXISTING FIBER OPTIC NETWORK WITHIN THE LIMITS OF CONSTRUCTION. AT NO TIME SHALL THERE BE ANY LOSS OF COMMUNICATIONS OR DATA ALONG THE CFX FIBER OPTIC NETWORK. ANY CONSTRUCTION ACTIVITIES WITHIN TEN FEET OF THE FIBER OPTIC NETWORK SHALL BE PERFORMED ON ONE SIDE OF THE ROAD AT A TIME. THE CONTRACTOR SHALL REVIEW CFX SPECIFICATIONS 603A & 631 FOR OTHER FON PRESERVATION DETAILS.	E.	FOR ADDITIONAL SIGN INFORMATION, INCLUDING SIZES, REFER TO STANDARD HIGHWAY SIGNS MANUAL SPECIFIED IN THE MUTCD
	8.	THE CONTRACTOR IS RESPONSIBLE FOR PAYING ALL TOLLS INCURRED FROM USING CFX'S SYSTEM IN TRANSPORTING WORKERS, EQUIPMENT OR MATERIALS TO AND FROM THE SITE OF WORK AT NO ADDITIONAL COST TO CFX. CONTRACTOR SHALL ACCESS THE PROJECT BY EXISTING RAMPS. NO ACCESS WILL BE ALLOWED THROUGH THE RIGHT-OF-WAY FENCE UNLESS APPROVED BY CFX. NO U-TURNS SHALL BE PERMITTED IN THE MEDIAN.	25.	ALL OF THE GENERAL NOTES FOR THE CONTRACT CONSTRUCTION DOCUMENT SET WILL APPLY TO THIS PLAN SET.	F.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING A LAW ENFORCEMENT OFFICER DURING ALL LANE CLOSURE OPERATIONS AND DURING ALL NIGHT OPERATIONS.
	9.	VIBRATORY ROLLERS SHALL NOT BE PERMITTED FOR COMPACTION OPERATIONS OF PAVEMENT, SOILS, ETC. ABOVE FIBER OPTIC CABLES (AT&T, MCI WORLD COM, CFX FIBER OPTIC, ETC). THE LOCATION OF ALL PROPOSED EQUIPMENT TO BE INSTALLED SHALL BE CONSIDERED TO BE APPROXIMATE.	26.	THE CONTRACTOR SHALL PROVIDE A COMPLETE SET OF AS-BUILT PLANS WITH ALL CHANGES MARKED IN RED ALONG WITH THE REQUIRED GEOLocate DATA AS SPECIFIED IN SECTION 612 TO CFX FOR REVIEW 30 DAYS PRIOR TO FINAL ACCEPTANCE OF THE PROJECT. THE AS-BUILTS SHALL CONTAIN ACCURATELY DIMENSIONED LOCATIONS FOR FIBER OPTIC CABLE, PULL BOXES, POWER SERVICES, CONDUITS, STRUCTURES, AND FIELD COMPONENTS. THE AS-BUILT PLANS SHALL INCLUDE A RECORD OF THE COLOR DESIGNATIONS OF ALL HDPE CONDUIT USED, AS WELL AS FIBER SPlicing AND PORT ASSIGNMENTS. THIS SUBMITTAL SHALL BE IN BOTH ELECTRONIC AND PAPER FORMAT. THE CONTRACTOR SHALL REVIEW CFX SPECIFICATION 612 FOR ALL GEOLocation AND DOCUMENTATION REQUIREMENTS.	G.	IT IS THE CONTRACTOR'S RESPONSIBILITY TO REMOVE ALL UNUSED BARRICADES, TEMPORARY SIGNS, AND/OR WARNING DEVICES TO THE APPROPRIATE STORAGE FACILITY UPON COMPLETION OF THEIR USE FOR THE DESIGNED TRAFFIC CONTROL OPERATION. DURING RESTRICTED HOURS OF OPERATION, UNUSED PERMANENT MOUNTED MOT SIGNS MAY REMAIN IN PLACE, BUT SHALL NOT FACE TRAFFIC AND SHALL BE COMPLETELY COVERED SO AS NOT TO BE READABLE.
	10.	POLE LOCATIONS SHOWN ON PLANS WHICH ARE IN CONFLICT WITH LIGHTING, UTILITIES, DRIVEWAYS, WHEELCHAIR RAMP, ETC. MAY BE ADJUSTED SLIGHTLY(+/- 5') AS DIRECTED BY THE CEI ENGINEER. THE ENGINEER OF RECORD SHALL APPROVE ALL LOCATION CHANGESE OVER 5' FROM PLANNED LOCATION.	27.	ALL ELECTRICAL EQUIPMENT SHALL BE WEATHERPROOF. ANY OPENINGS WHICH MAY ALLOW WATER TO ENTER, SHALL BE SEALED INSIDE AND OUT WITH SILICONE. PLACE SILICONE SEALANT AROUND THE OUTSIDE EDGE OF THE DISCONNECT WHERE THE ENCLOSURE COMES INTO CONTACT WITH THE CONCRETE PEDESTAL. SEAL AROUND THE TOP AND SIDES OF THE DISCONNECT AND LEAVE THE BOTTOM EDGE UNSEALED. SILICONE SEAL-INSIDE AND OUT- ANY SMALL HOLES (LESS THAN 1/10TH OF INCH) TO INHIBIT WATER AND PEST INTRUSION.	H.	THE CONTRACTOR IS ADVISED THAT LANE CLOSURES ARE PERMITTED AT THE FOLLOWING TIMES: SR 408 - FLORIDA TURNPIKE TO I-4: 9 PM TO 6 AM SR 408 - I-4 TO SR 417: 10 PM TO 6 AM SR 408 - SR 417 TO SR 50: 11 PM TO 6 AM SR 417 - I-DRIVE TO FLORIDA'S TURNPIKE : 11 PM TO 6 AM SR 417 - FLORIDA'S TURNPIKE TO ORANGE/SEMINOLE COUNTY LINE: 10 PM TO 6 AM SR 429 - SEIDEL RD SR 46: 10 PM TO 6 AM SR 414 - SR 429/ 414 SYSTEMS INTERCHANGE TO US 441: 9 PM TO 6 AM SR 451 - SR 429 TO US 441: 9 PM TO 6 AM SR 453 - SR 429 TO SR 46: 9 PM TO 6 AM SR 528 - BOGGY CREEK RD TO SR 417: 11 PM TO 6 AM SR 528 - SR 417 TO SR 520: 10 PM TO 6 AM THE CONTRACTOR IS ADVISED THAT LANE CLOSURES ARE NOT PERMITTED FROM 5:00 A.M. TO 11:00 P.M. ON THE RAMPS. IF THE DIRECTOR OF CONSTRUCTION OR CFX DESIGNEE DETERMINES ANY LANE CLOSURE IS CAUSING EXTENDED TRAFFIC CONGESTION, THE DIRECTOR OF CONSTRUCTION OR CFX DESIGNEE MAY DIRECT THE CONTRACTOR TO OPEN THE LANE CLOSURE UNTIL TRAFFIC RETURNS TO AN ACCEPTABLE FLOW. EITHER THE DIRECTOR OF CONSTRUCTION OR CFX DESIGNEE WILL DETERMINE WHEN THE FLOW OF TRAFFIC IS ACCEPTABLE.
	11.	THE WORK CORRIDOR SHALL BE RESTORED TO PRE-WORK CONDITIONS.	28.	THE MIXING OF LINE (SUPPLY SIDE) AND LOAD (EQUIPMENT SIDE) SHALL NOT OCCUR IN EITHER THE CONDUITS OR PULL BOXES.	I.	DELAY COSTS TO THE CONTRACTOR WILL RESULT IF ALL TRAVEL LANES AND RAMPS ARE NOT OPEN TO TRAFFIC DURING THE TIMES OUTSIDE OF THE PERMITTED LANE CLOSURE HOURS. THE CONTRACTOR SHALL PLAN OPERATIONS SUCH THAT ALL EQUIPMENT AND MATERIALS INSTALLED BY THE CONTRACTOR FOR LANE CLOSURES ARE REMOVED FROM THE CLEAR ZONE AND TRAVEL LANES ARE REOPENED TO TRAFFIC. FOR MAINLINE AND RAMP CLOSURES THAT OCCUR OUTSIDE THE PERMITTED LANE CLOSURE HOURS, A LANE RENTAL FEE WILL BE ASSESSED TO THE CONTRACTOR IN THE AMOUNT OF \$1,000 PER LANE/RAMP FOR EACH MINUTE THAT ANY LANE/RAMP IS NOT OPEN TO TRAFFIC.
	12.	ALL CONCRETE GUTTERS SHALL BE MAINTAINED OR RESTORED TO PRE-WORK CONDITIONS.	29.	IN ACCORDANCE WITH N.E.C. IDENTIFY ALL CIRCUITS AND EQUIPMENT WITH "LAMICOID TAGS".		
	13.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LOCATIONS OF EXISTING ROADWAY LIGHTING CONDUIT PRIOR TO INSTALLATION OF POLE FOUNDATIONS.	30.	THE LOCATION OF THE CONDUCTORS, CONDUITS, JUNCTION BOXES, SERVICE POINTS, AND CONTROLLER BOXES ARE DIAGRAMMATIC ONLY AND MAY BE SHIFTED BY THE ENGINEER TO ACCOMMODATE LOCAL CONDITIONS AND EXISTING UTILITY LOCATIONS. CONDUIT SHALL BE PLACED WITHIN EXISTING RIGHT-OF-WAY.		
	14.	FOR ALL OVERHEAD SIGN STRUCTURES, THE CONTRACTOR SHALL EXERCISE ALL APPROPRIATE SAFETY MEASURES WHEN WORKING IN OR AROUND THESE AREAS. CAUTION SHALL BE TAKEN IN RESPECT TO MAINTAINING THE POWER FEED AND GROUNDING CIRCUITRY. ALL FEATURES SHALL BE RESTORED TO ORIGINAL PRE-WORK CONDITIONS.	31.	ALL SYMBOLS FOR ROADWAY LIGHTING ARE SHOWN FOR REFERENCE ONLY.		
	15.	THE CONTRACTOR SHALL HAND DIG THE FIRST 4' AT EACH POLE INSTALLATION LOCATION. BACKFILLING AROUND POLE SHALL CONFORM TO SECTION 125 OF THE LATEST FDOT STANDARD SPECIFICATIONS.	32.	AERIAL PHOTOGRAPHY IN THESE PLANS MAY NOT REPRESENT CURRENT SITE CONDITIONS. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO REVIEW THE PROJECT SITE PRIOR TO BIDDING.		
	16.	CONTRACTOR SHALL TAKE ALL NECESSARY PROTECTIVE MEASURES ARE TAKEN TO SAFEGUARD EXISTING UTILITIES DURING FIBER/EQUIPMENT INSTALLATIONS.				
	17.	ALL ELECTRICAL WORK SHALL CONFORM TO ALL REQUIREMENTS OF THE LATEST EDITIONS OF THE NATIONAL ELECTRICAL CODE, NATIONAL ELECTRIC SAFETY CODE, AND THE STATE OF FLORIDA D.O.T. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. IN ADDITION ALL ELECTRICAL MATERIALS SHALL MEET CFX DESIGN STANDARDS AND CFX SPECIFICATION 639A.				
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GENERAL NOTES (CONTINUED):						CONDUIT:						PULL BOX:											
J. LANE RENTAL FEES WILL BE ASSESSED AND WILL CONTINUE TO ACCRUE UNTIL SUBJECT LANE/RAMP IS OPEN TO A TRAFFIC FLOW AS RECORDED BY CFX. CFX SHALL HAVE THE RIGHT TO APPLY AS PAYMENT ON SUCH FEES ANY MONEY THAT IS DUE TO THE CONTRACTOR BY CFX. AT THE DISCRETION OF THE DIRECTOR OF CONSTRUCTION AND/OR CFX DESIGNEE, LANE RENTAL FEES WILL NOT BE CHARGED FOR FAILURE TO OPEN TRAFFIC LANES/RAMPS IF SUCH CAUSE IS BEYOND THE CONTROL OF THE CONTRACTOR, I.E. CATASTROPHIC EVENTS, AND ACCIDENTS NOT RELATED OR CAUSED BY THE CONTRACTOR'S OPERATIONS.						1. THE BACKBONE FIBER OPTIC CONDUIT NETWORK SHALL BE MAINTAINED AT A CONSTANT HORIZONTAL AND VERTICAL LOCATION AS SHOWN IN THE ROADWAY CROSS SECTIONS OF THE ROADWAY PLANS, DRAINAGE PLANS, STRUCTURE PLANS AND OTHER PLAN COMPONENTS OF THIS PROJECT.						1. FIBER OPTIC PULL BOXES AT EACH END OF THE TONE WIRE RUN SHALL INCLUDE A MINIMUM OF 10 LF OF GROUNDING ELECTRODES.											
K. CONTRACTOR SHALL COORDINATE WITH TOLL PLAZA MANAGERS 72 HOURS PRIOR TO PERFORMING ANY WORK WITHIN 2,000 FEET OF A TOLL PLAZA.						2. ALL FIBER OPTIC CONDUIT SHALL HAVE A "CFX FIBER OPTIC CABLE BURIED BELOW" WARNING TAPE CONTINUOUSLY RUN IN THE TRENCH 18" BELOW GRADE. IN ADDITION, ROUTE MARKERS INDICATING F.O. CABLE BURIED BELOW SHALL BE INSTALLED AT EACH MANHOLE ALONG THE FIBER ROUTE AND AT ANY TURNS IN THE CONDUIT RUN. FIBER OPTIC ROUTE MARKERS ARE NOT REQUIRED WHEN CONDUIT IS PLACED WITHIN A PAVED SHOULDER.						2. ALL FIBER OPTIC PULL BOXES SHALL HAVE "CFX FIBER" STAMPED ON THE COVER, ALL POWER PULL BOXES SHALL HAVE "CFX POWER" STAMPED ON THE COVER AND ALL GROUNDING PULL BOXES SHALL HAVE "CFX GROUNDING" ON THE COVER. ALL NON-FIBER OPTIC COMMUNICATIONS PULL BOXES SHALL HAVE "CFX COMM" ON THE COVER											
L. CFX PROPERTY AFFECTED BY THE CONSTRUCTION WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING PRE-CONSTRUCTION CONDITION UNLESS SPECIFICALLY EXEMPT IN THE PLANS. ALL COST SHALL BE INCIDENTAL TO EXISTING PAY ITEMS.						3. CONDUIT RUN SHALL NOT EXCEED 270° OF BENDS BETWEEN MANHOLES OR JUNCTION BOXES.						3. MAXIMUM PULL BOX SPACING FOR POWER SERVICE ELECTRICAL WIRE SHALL BE 500'.											
34. FON UTILITY WORK GUIDELINES:						4. THE BLUE HDPE CONDUIT ENTERING A PROPOSED FIBER OPTIC MANHOLE (FOMH) SHOULD CONNECT TO THE BLUE 1" CONDUITS LOCATED INSIDE THE 4" STUBOUT. A 4" DUCT ORGANIZER IS REQUIRED FOR CONDUIT ENTRY INTO THE MANHOLES.						DMS:											
A. NO CONTRACTOR SHALL BE PERMITTED TO ENTER THE MAINLINE OR RAMP PLAZAS WITHOUT PRIOR APPROVAL FROM CFX.						5. ALL HDPE CONDUIT CONNECTIONS SHALL BE JOINED WITH ELECTROFUSION COUPLERS.						1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LOCATIONS OF EXISTING ROADWAY LIGHTING AND OTHER CFX CONDUIT PRIOR TO INSTALLATION OF DMS STRUCTURE FOUNDATIONS.											
B. NO CONTRACTOR SHALL BE PERMITTED TO MOVE ANY PATCH PANEL CONNECTIONS UNLESS INDICATED ON THE PLANS AND WITHOUT PRIOR APPROVAL. ANY PATCH PANEL CHANGES SHALL BE DOCUMENTED IN WRITING.						6. ALL 1" HDPE CONDUITS SHALL BE SEALED AT BOTH ENDS WITH DUCT PLUGS. ALL POWER AND COMMUNICATION CONDUITS SHALL BE PROPERLY SEALED AT BOTH ENDS WITH DUCT SEALANT. ALL SPARE POWER CONDUITS SHALL BE FURNISHED WITH A PULL STRING FOR FUTURE USE.						2. IN AREAS WHERE DIMENSIONS ARE NOT PROVIDED ON THE PLANS OR WHERE THE EXISTING MONUMENTS HAVE BEEN OBLITERATED THE CONTRACTOR SHALL ESTABLISH, STAKE AND PAINT DMS LOCATIONS WITH THE USE OF A FLORIDA REGISTERED LAND SURVEYOR. IF, DURING THE CONSTRUCTION PROCESS, THE STAKES AND/OR PAINTED MARKS ARE OBLITERATED, IT IS THE CONTRACTOR'S RESPONSIBILITY TO HAVE THE DMS LOCATIONS RE-ESTABLISHED BY A FLORIDA REGISTERED LAND SURVEYOR. NO ADDITIONAL PAYMENT WILL BE ALLOWED.											
C. FOR ALL WORK INVOLVING THE DISRUPTION OF LIVE NETWORK TRAFFIC, THE CONTRACTOR SHALL PROVIDE A HIGH LEVEL METHOD OF PROCEDURE (MOP) AT LEAST FOUR (4) WEEKS IN ADVANCE OF THE PRE-SPLICING MEETING. THIS MOP MUST BE REVIEWED AND APPROVED PRIOR TO BEGINNING WORK. PAYMENT FOR THIS WORK SHALL BE INCIDENTAL TO FIBER OPTIC SPLICING PAY ITEMS.						7. MINIMUM REQUIRED CONDUIT BURY DEPTHS SHALL BE MAINTAINED WHERE CONFLICTS OCCUR WITH DRAINAGE OR OTHER UTILITIES PER THESE PLANS.						3. DCS EQUIPMENT IS NOT TO UTILIZE THE GFCI RECEPTACLE FOR POWERING EQUIPMENT. THE CONTRACTOR SHALL POWER THE DCS EQUIPMENT FROM A CONTRACTOR FURNISHED UPS CONNECTED TO THE EXSITING "AUX" CIRCUIT OUTLET AS SHOWN IN THE BLOCK DIAGRAMS.											
D. A PRE-SPLICE MEETING SHALL BE HELD AT LEAST TWO (2) WEEKS IN ADVANCE OF THE PROPOSED SPLICING DATE.						8. THE TONE WIRE FOR ALL ITS DEVICE LOCATIONS SHALL BE CONNECTED TO THE GROUNDING SYSTEM IN THE FIBER OPTIC MANHOLE AND 10 FEET OF TONE WIRE SHALL BE COILED IN THE FIBER OPTIC PULL BOX AT THE DEVICE LOCATION. THE TONE WIRE FOR THE 9-1" BACKBONE FON CONDUIT SHALL BE SPLICED CONTINUOUS IN THE FIBER OPTIC MANHOLES. SPLICING THE TONE WIRE FOR ALL ITS DEVICE LOCATIONS TO THE BACKBONE TONE WIRE WILL NOT BE PERMITTED. THE TONE WIRE SHALL NEVER BE STORED INSIDE THE DEVICE CABINET.						4. THE 3-LINE DMS SHALL BE POWERED BY A DEDICATED 120/240V CIRCUIT ORIGINATING FROM THE SAFETY DISCONNECT PANEL. THE DMS CONTROLLER SHALL BE POWERED FROM THE REMOTE POWER MANAGER LOCATED IN THE ITS CABINET.											
E. A PRIMARY AND BACKUP EMERGENCY CONTACT SHALL BE PROVIDED AS WELL AS AN ESCALATION CONTACT BEFORE BEGINNING WORK.						9. ALL CONDUIT TRENCHES SHALL BE BACK FILLED COMPLETELY TO PROVIDE SAFE CROSSING BY THE END OF EACH WORKING DAY OR WHENEVER THE WORK ZONE BECOMES INACTIVE. THE CONTRACTOR SHALL NOT OPEN ANY AREA THAT CANNOT BE BACK FILLED IN THE SAME DAY/NIGHT OPERATION.						5. THE FIBER OPTIC LOCATE WIRE IS NOT TO BE RUN INTO THE CABINET OR DMS HOUSING.											
F. THE CONTRACTOR SHALL VERIFY WITH THE CEI THAT THEY ARE IN POSSESSION OF THE MOST RECENT PLAN UPDATES BEFORE BEGINNING ANY WORK. ALL REQUESTS SHALL BE MADE THROUGH THE CEI TO THE GEC.						10. IT SHOULD BE NOTED THAT NO TEST BORINGS WERE MADE WHERE CONDUIT RUNS ARE TO BE INSTALLED BY JACKING OR TRENCHING. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO EXAMINE JOB SITE CONDITIONS BEFORE SUBMITTING BID PROPOSALS IN ACCORDANCE WITH CFX INSTRUCTIONS TO BIDDERS, SECTION 4.0 EXAMINATION OF CONTRACT DOCUMENTS AND SITE. THE CONTRACTOR SHALL HAND DIG THE FIRST FOUR (4) FEET TO VERIFY POSSIBLE UTILITY CONFLICT AT UTILITY CROSSINGS.						6. THE GALVANIZED RIGID STEEL CONDUITS TO BE LOCATED ON EACH OF THE OVERHEAD SIGN SHALL BE 2" FOR THE COMMUNICATIONS CABLE.											
G. A CFX REPRESENTATIVE SHALL BE PRESENT ON-SITE WHEN SPLICING LIVE FIBER, OR "HOT CUTS", ARE TAKING PLACE.						11. ALL HARDWARE AND BRACKETS ASSOCIATED WITH BRIDGE-MOUNTED BRFG SHALL BE INCIDENTAL TO THE COST OF BRFG.						DCS:											
I. ALL WORK INVOLVING THE SPLICING OR TESTING OF LIVE FIBERS IS TO BE PERFORMED OUTSIDE OF NORMAL BUSINESS HOURS (7AM-6PM MONDAY-FRIDAY) UNLESS APPROVED BY CFX.						12. ALL UNDERGROUND HDPE CONDUIT SHALL BE SMOOTH WALL AND HAVE A RATING OF SDR-11 OR THICKER. ALL PVC CONDUIT SHALL BE RATED SCHEDULE 40 OR THICKER. ABOVE GROUND PVC IS REQUIRED TO BE SCHEDULE 80. ALL RIGID GALVANIZED STEEL (RGS) CONDUIT SHALL BE HOT DIPPED GALVANIZED OR PAINTED PER CFX COLOR REQUIREMENTS AND THE PROCESS SPECIFIED IN THE FDOT SPEC. SECTION 649. BULLET RESISTANT CONDUIT SHALL BE PLACED IN BRIDGE CROSS LINE AND WHEN HUNG FROM HANGER SYSTEMS UNDER BRIDGES OR OVERPASSES. PER CFX SPECIFICATION 638. BRFG SHALL BE SIZED AND PAINTED PER CFX COLOR REQUIREMENTS AND THE PLANS.						1. A CFX SPECIFIC SCRIPT SHALL BE UPLOADED TO THE DCS READER DURING CONFIGURATION. A REQUEST SHALL BE SUBMITTED TO CFX TO OBTAIN THE CURRENT VERSION OF THE SCRIPT PRIOR TO CONFIGURATION.											
35. CABINET EQUIPMENT IS NOT TO BE STACKED. THE WIRING DIAGRAMS SHOW BLOCKS ON TOP OF ONE ANOTHER FOR CLARITY ONLY.						13. AT DIRECTIONAL BORE LOCATIONS WHICH ARE CROSSING UTILITIES, THE CONTRACTOR IS REQUIRED TO LOCATE THE UTILITIES BY VVH METHODS IN ORDER TO AVOID CONFLICTS WITH EXISTING UTILITIES.						FIBER OPTIC CABLE:											
36. FIBER OPTIC MANHOLE SPACING: THE SPACING BETWEEN FIBER OPTIC MANHOLES (FOMH) INSTALLED IN A PAVED SHOULDER SHALL NOT EXCEED 1500'. SPACING BETWEEN FOMH INSTALLED IN AN UNPAVED SHOULDER SHALL NOT EXCEED 4000'.						14. PROVIDE A MINIMUM OF 5 FOOT SEPERATION BETWEEN EXISTING AND PROPOSED CONDUIT.						1. THE FIBER OPTIC CABLE INSTALLATION TECHNIQUES AND PROCEDURES SHALL BE AS SPECIFIED BY THE CABLE MANUFACTURER & INDUSTRY STANDARDS AND SHALL BE SUCH THAT THE OPTICAL AND MECHANICAL CHARACTERISTICS OF THE CABLES ARE NOT DEGRADED AT THE TIME OF INSTALLATION. THE CENTRAL STRENGTH MEMBER AND ARAMID YARN SHALL BE ATTACHED DIRECTLY TO THE PULLING EYE DURING CABLE PULLING. "BASKET GRIP" OR "CHINESE FINGER" TYPE ATTACHMENTS TO THE CABLE SHALL NOT EXCEED THE CABLES OUTSIDE TENSILE RATING ON ALL PULLS.											
37. ALL EQUIPMENT ASSOCIATED WITH WRONG WAY DRIVING (WWD) SHALL REMAIN OPERATIONAL AND SENDING INFORMATION TO THE RTMC ONE HUNDRED PERCENT OF THE TIME. THERE SHALL BE NO DOWN TIME ALLOWED FOR THE WWD SYSTEM WHILE THE RAMP IS OPEN TO TRAFFIC UNLESS APPROVED IN WRITING BY THE MANAGER OF TRAFFIC OPERATIONS.						15. ANY REMOVAL AND RESTORATION OF CONCRTE, ASPHALT, OR GROUND COVER THAT MAY BE REQUIRED TO INSTALL THE PROPOSED CONDUIT INTO EXISTING PULL BOXES SHALL BE INCIDENTAL TO THE RESPECTIVE CONDUIT PAY ITEM.						2. CONTRACTOR SHALL COORDINATE WITH CFX REPRESENTATIVE PRIOR TO DISCONNECTING ANY FIBERS AND ALL FIBER SPLICING.											
38. CONTACT CFX ITS SYSTEMS ANALYST AND FON MAINTENANCE PROJECT MANAGER PRIOR TO ENTERING ANY FIBER OPTIC MANHOLE.												3. UNDER NO CIRCUMSTANCES SHALL ENERGIZED CABLE BE PLACED IN THE SAME CONDUIT OR PULL BOX AS FIBER OPTIC CABLE.											
39. THE LOCATION OF ALL PROPOSED EQUIPMENT TO BE INSTALLED SHALL BE CONSIDERED TO BE APPROXIMATE.																							
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FIBER CABLE AND CONNECTION DISTRIBUTION:

BACKBONE CABLE:

EXISTING 8-1" HDPE CONDUITS WITH 72 SM FOC IN ORANGE CONDUIT FOR BACKBONE TRUNK CABLE AND 72 SM FOC IN BLUE CONDUIT FOR FEEDER TRUNK CABLE. THE TONE WIRE SHALL BE INSTALLED WITHIN YELLOW CONDUIT.

PROPOSED 9-1" HDPE CONDUITS WITH 72 SM FOC IN ORANGE CONDUIT FOR BACKBONE TRUNK CABLE AND 72 SM FOC IN BLUE CONDUIT FOR FEEDER TRUNK CABLE. THE TONE WIRE SHALL BE INSTALLED WITHIN BLACK CONDUIT W/RED STRIPES.

FEEDER DROP CABLE:

3-1" BLUE AND ORANGE HDPE CONDUITS W/ 1-12 SM DROP FOC IN BLUE CONDUIT. THE TONE WIRE SHALL BE INSTALLED WITHIN BLACK CONDUIT W/RED STRIPES.

TMS:

- EACH TMS SENSOR SHALL READ ONE DIRECTION OF TRAVEL AS INDICATED IN THE PLANS. THIS SHALL INCLUDE ALL LANES IN THE DIRECTION, THROUGH LANES AND RAMP LANES (IF APPLICABLE).
- WHEN MOUNTING MORE THAN ONE SENSOR PER LOCATION, ENSURE THAT THEY ARE ON DIFFERENT CHANNELS TO AVOID INTERFERENCE.
- USE TMS MANUFACTURER CABLE AS REQUIRED FROM SENSOR TO CONTROLLER CABINET.

POWER CONNECTIONS:

- POWER SUPPLY LOCATIONS HAVE BEEN COORDINATED WITH DUKE ENERGY AND ORLANDO UTILITIES COMMISSION. IT IS RECOMMENDED THAT THE CONTRACTOR CONTACT EACH RESPECTIVE POWER COMPANY CONTACT PERSON AS SOON AS POSSIBLE TO ENSURE ALL POWER SOURCES CAN BE INSTALLED AS SHOWN IN THE PLANS OR IN THE EVENT A PROPOSED POWER SOURCE IS NOT READILY AVAILABLE.
 - OUC SERVICE: CONTRACTOR TO RUN UNDERGROUND CONDUIT TO THE BASE OF OUC POWER POLE AND SET A PULL BOX WITH APPROX. 30' OF ELECTRICAL SERVICE WIRE COILED INSIDE. THEN INSTALL RIGID CONDUIT UP THE OUC POLE TO A HEIGHT OF 25' WITH A WEATHER HEAD. CONTRACTOR TO PULL SERVICE WIRE THROUGH CONDUIT AND COIL EXCESS AROUND WEATHER HEAD. CONTACT OUC CUSTOMER SERVICE AT 407-423-9018 TO REQUEST FINAL CONNECTION.
 - DUKE ENERGY SERVICE: CONTRACTOR TO RUN UNDERGROUND CONDUIT TO THE BASE OF PEDESTAL THAT EXISTS OR CONTRACTOR INSTALLS AND SET A PULL BOX WITH APPROX. 10' OF ELECTRICAL SERVICE WIRE COILED INSIDE. CONTACT DUKE ENERGY NEW CONSTRUCTION AT 800-700-8744 FOR FINAL CONNECTION BY DUKE ENERGY PERSONNEL.
- CONNECTIONS TO EXISTING POWER METERS TO BE ACCOMPLISHED PER STATE AND LOCAL CODES. EACH POWER SERVICE METER ENCLOSURE SHALL BE CORRECTLY IDENTIFIED ON THE OUTSIDE FRONT BY A NON-FERROUS METAL OR PLASTIC PLATE PER DUKE ENERGY OR OUC STANDARDS. THE PLATE SHALL BE RIVETED TO THE METER ENCLOSURE. CONTRACTOR'S ELECTRICIAN TO PRE-EXAMINE EACH SITE TO DETERMINE THE FEASIBILITY OF CONNECTING TO THE PROPOSED POWER SOURCE. CONNECTIONS MUST BE MADE THROUGH AN EXISTING OR NEW BREAKER PANEL WITH THE APPROPRIATE CIRCUIT BREAKER. ALL MATERIALS, EQUIPMENT AND LABOR TO BE SUPPLIED FOR A COMPLETE CONNECTION AND IS TO BE PAID UNDER PAY ITEM NUMBER 639-1-11 AND 639-1-12.

UTILITIES:

- THE CONTRACTOR SHALL NOTIFY THE POWER COMPANY AT LEAST 48 HOURS PRIOR TO ANY INSTALLATION THAT IS WITHIN 10 FEET OF ENERGIZED ELECTRICAL CONDUCTORS. THE POWER COMPANY, AT ITS OPTION, SHALL ASSIST THE CFX CONTRACTOR. COVER UP ENERGIZED CONDUCTORS AT THE INSTALLATION SITE, OR TAKE OTHER SAFETY PRECAUTIONS AS NECESSARY. EXTREME CAUTION SHALL BE EXERCISED AT ALL TIMES IN PERFORMANCE OF WORK AROUND THE PRIMARY HIGH VOLTAGE COMPONENTS. CONTRACTOR SHALL OBSERVE OSHA CLEARANCE REGULATIONS WHEN WORKING IN CLOSE PROXIMITY TO OVERHEAD POWER LINES.
- THE LOCATION OF EXISTING UTILITIES, AS SHOWN ON THESE PLANS, ARE APPROXIMATE AND BASED ON THE INFORMATION FURNISHED TO THE ENGINEER BY THE UTILITY OWNER(S) AND ARE SHOWN AS NOTICE TO THE CONTRACTOR THAT UNDERGROUND UTILITIES EXIST. BEFORE EXCAVATING THE CONTRACTOR SHALL NOTIFY THE UTILITY COMPANY OWNER(S) AND REQUEST THEM TO LOCATE AND STAKE THEIR UNDERGROUND FACILITIES. UTILITIES ARE TO BE ADJUSTED BY OTHERS AS DIRECTED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING UNDERGROUND UTILITIES VERTICALLY AND HORIZONTALLY (VVH) FOR ALL CONDUIT INSTALLATIONS. THE COST FOR THE VVH'S SHALL BE INCLUDED IN THE COST OF THE CONDUIT. WHEN BORING UNDER PAVEMENT, THE CONTRACTOR SHALL VERIFY DEPTH BY POT HOLING PRIOR TO SHOOTING THE BORE. ANY OTHER METHOD MUST BE APPROVED BY THE ENGINEER.
- CONTRACTOR SHALL STAKE ALL POLE LOCATIONS AND REQUEST UTILITY COMPANIES TO LOCATE AND STAKE UNDERGROUND UTILITIES PRIOR TO EXCAVATING.
- CONTRACTOR SHALL LOCATE AND PROTECT EXISTING CFX OWNER FIBER OPTIC CABLES AND BURIED ELECTRICAL LINES DURING THE INSTALLATION OF NEW CONDUIT AND PULL BOXES.

EQUIPMENT WARRANTY:

- THE CONTRACTOR SHALL SUBMIT A WARRANTY PACKAGE WHICH TRANSFERS ALL MANUFACTURERS' NORMAL WARRANTIES AND GUARANTEES ON ALL APPLICABLE ITS EQUIPMENT AND DEVICES FURNISHED AND INSTALLED ON THE PROJECT TO CFX UPON FINAL ACCEPTANCE.
- THE WARRANTY PACKAGE SHALL INCLUDE A COVER LETTER ON EACH EQUIPMENT MANUFACTURER'S LETTERHEAD STATING THE BEGINNING AND END DATE OF THE APPICABLE WARRANTY PERIOD AND AN ITEMIZED LIST OF THE MODEL AND SERIAL NUMBERS FOR THE WARRANTED EQUIPMENT.

PAY ITEM NOTES:

NOTE TO EOR:
PAY ITEMS THAT DEVIATE FROM THE TSP'S AND SUMMARY OF PAY ITEMS AS STATED IN SECTION A OF THESE ITS DESIGN STANDARDS SHALL BE PROVIDED HERE AS A PAY ITEM NOTE. ALL PAY ITEM NOTES SHALL INCLUDE ALL WORK THE CONTRACTOR SHALL PERFORM, INCLUDING INCIDENTALS SO THAT NO ADDITIONAL COMPENSATION OR TIME CAN BE REQUESTED BY THE CONTRACTOR.

NOTE TO EOR:
ANY NOTE REMOVED FROM THESE SHEETS SHALL HAVE A PLACE HOLDER "NOTE REMOVED". NOTE NUMBERING SHALL NOT CHANGE.

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MAINTENANCE OF EXISTING FIBER OPTIC NETWORK:

1. THE CONSTRUCTION CONFLICTS SHOWN IN THE PLANS SHALL BE CONSIDERED THE MINIMUM NUMBER OF CONFLICTS WHICH CAN BE EXPECTED WITH THE EXISTING FON. THE CONTRACTOR SHALL DEVELOP A PLAN TO AVOID SUCH CONFLICTS AND MAINTAIN COMMUNICATIONS AT ALL TIMES. THIS PLAN SHALL BE SUBMITTED TO CFX FOR APPROVAL. THE PLAN SHALL INCLUDE SPECIFIC MEANS, METHODS AND QUANTITIES FOR ALL CONFLICT LOCATIONS.

SPECIAL NOTES:

1. THE CONTRACTOR SHALL IDENTIFY AN INDIVIDUAL FROM THE CONTRACTOR'S STAFF OR SUBCONTRACTOR'S STAFF TO BE RESPONSIBLE FOR THE PROTECTION AND LOCATING OF THE EXISTING FON DURING THIS CONSTRUCTION PROJECT. QUALIFICATIONS OF THIS INDIVIDUAL SHALL BE SUBMITTED FOR CFX APPROVAL.
2. SECTION 600 OF THE CFX SPECIFICATIONS ESTABLISHES THE MINIMUM TECHNICAL QUALIFICATIONS AND CERTIFICATIONS REQUIRED TO WORK ON CFX'S FIBER OPTIC NETWORK. ALL ITS TRAINING SHALL BE COORDINATED THROUGH CFX FOR AUTHORIZATION OF THE TRAINING AND ATTENDEES.
3. CONTINUOUS OPERATION OF EXISTING ITS DEVICES SHALL BE MAINTAINED THROUGHOUT CONSTRUCTION, EXCEPT DURING RELOCATION OF DEVICE, AS GOVERNED BY CFX SPECIFICATIONS 603A.
4. SECTION 631 OF THE CFX SPECIFICATIONS ESTABLISHES THE GENERAL REQUIREMENTS FOR THE PROTECTION AND LOCATION OF THE EXISTING CFX FIBER OPTIC NETWORK (FON) SYSTEM.

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PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS																TOTAL THIS SHEET		GRAND TOTAL		REF. SHEET
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL			
0600-100-000	INSPECTOR TRAINING FOR TRAFFIC MONITORING STATION	EA																					
0600-101-000	INSPECTOR TRAINING FOR DATA COLLECTION SENSORS	EA																					
0600-102-000	INSPECTOR TRAINING FOR CLOSED CIRCUIT TELEVISION SYSTEM AND CAMERA LOWERING DEVICE	EA																					
0600-103-000	INSPECTOR TRAINING FOR DYNAMIC MESSAGE SIGNS	EA																					
0600-104-000	INSPECTOR TRAINING FOR FIBER OPTIC NETWORK	EA																					
0600-106-000	INSPECTOR TRAINING FOR LOCATE SYSTEM AND EQUIPMENT	EA																					
603A-100-000	CONTINUOUS OPERATION OF EXISTING ITS DEVICES	LS																					
0612-100-000	GEOLOCATION OF ITS EQUIPMENT AND INFRASTRUCTURE	LS																					
0631-100-000	FIBER OPTIC CABLE INVENTORY	EA																					
0631-101-000	FIBER OPTIC SPLICE HOUSING INVENTORY	EA																					
0631-102-000	RADIODETECTION™ LOCATION DEVICE	EA																					
0631-103-000	RADIODETECTION™ TRANSMITTER UNIT	EA																					
633A-121-002	FIBER OPTIC CABLE (12 SM FIBER) (F&I)	LF																					
633A-121-003	FIBER OPTIC CABLE (24 SM FIBER) (F&I)	LF																					
633A-121-004	FIBER OPTIC CABLE (72 SM FIBER) (F&I)	LF																					
633A-121-005	FIBER OPTIC CABLE (12 SM FIBER) (F&I) (ABOVEGROUND INSTALLATION)	LF																					
633A-121-006	FIBER OPTIC CABLE (EXISTING) (WITHDRAW AND RELOCATE)	LF																					
633A-131-002	FIBER OPTIC CABLE (12 MM FIBER) (F&I)	LF																					
633A-131-003	FIBER OPTIC CABLE (24 MM FIBER) (F&I)	LF																					
633A-141-004	FIBER OPTIC SPLICE ENCLOSURE (72 SPLICE) (F&I)	EA																					
633A-141-005	FIBER OPTIC SPLICE ENCLOSURE (144 SPLICE) (F&I)	EA																					
633A-141-006	FIBER OPTIC SPLICE ENCLOSURE (288 SPLICE) (F&I)	EA																					
633A-141-007	FIBER OPTIC FUSION SPLICE	EA																					
633A-141-008	EXISTING FIBER OPTIC SPLICE ENCLOSURE RE-ENTRY	EA																					
635A-001-011	PULL BOX (F&I)	EA																					
635A-001-012	SMALL FIBER OPTIC PULL BOX, 24" DIA, (F&I)	EA																					
635A-001-013	LARGE FIBER OPTIC PULL BOX, 36" DIA, (F&I)	EA																					
635A-001-014	JUNCTION BOX (SURFACE MOUNTED) (F&I)	EA																					
635A-001-030	PULL BOX (ADJUST - ALL TYPES)	EA																					
635A-001-060	PULL BOX (REMOVE - ALL TYPES)	EA																					
0636-011-000	4 X 4 X 4 CONCRETE MANHOLE (F&I)	EA																					
0636-012-000	4 X 6.5 X 6.5 CONCRETE MANHOLE (F&I)	EA																					
0636-013-000	4 X 6.5 X 6.5 CONCRETE MANHOLE (DOGHOUSE) (F&I)	EA																					
0636-040-000	CONCRETE MANHOLE (ADJUST)	EA																					
0636-060-000	CONCRETE MANHOLE (REMOVE)	EA																					
0638-001-031	FIBER OPTIC CONDUIT, 3-1" HDPE SDR 11, TRENCH OR PLOW (F&I)	LF																					
0638-001-041	FIBER OPTIC CONDUIT, 4-1" HDPE SDR 11, TRENCH OR PLOW (F&I)	LF																					
0638-001-091	FIBER OPTIC CONDUIT, 9-1" HDPE SDR 11, TRENCH OR PLOW (F&I)	LF																					
0638-001-092	FIBER OPTIC CONDUIT, 9-1" HDPE SDR 11, DIRECTIONAL BORE (F&I)	LF																					
0638-002-021	ELECTRICAL CONDUIT, 2-2" HDPE SDR 11, TRENCH OR PLOW (F&I)	LF																					
0638-002-022	ELECTRICAL CONDUIT, 2-2" HDPE SDR 11, DIRECTIONAL BORE (F&I)	LF																					
0638-004-XX5	CONDUIT, ABOVEGROUND, 1" RGS (F&I)	LF																					
0638-005-XX5	CONDUIT, ABOVEGROUND, 2" RGS (F&I)	LF																					
0638-006-XX5	CONDUIT, ABOVEGROUND, 4" RGS (F&I)	LF																					
0638-161-002	FIBER OPTIC CONDUIT, 6" HDPE SDR 11 OUTER DUCT, DIRECTIONAL BORE (F&I)	LF																					
0638-261-093	CONDUIT, 6" BULLET-RESISTIVE FIBERGLASS OUTER DUCT W/ 9-1" HDPE SDR 11, BRIDGE MOUNTED (F&I)	LF																					
0638-561-093	CONDUIT, 6" PVC OUTER DUCT W/ 9-1" HDPE SDR 11, BRIDGE MOUNTED (F&I)	LF																					
0638-3XX-XXX	BSP OR SBSP OUTER DUCT W/ XX HDPE AND/OR XX PVC INNER DUCTS (F&I)	LF																					
639A-001-011	ELECTRICAL POWER SERVICE ASSEMBLY (FURNISH AND INSTALL) (UNDERGROUND)	AS																					
639A-001-012	ELECTRICAL POWER SERVICE ASSEMBLY (FURNISH AND INSTALL) (OVERHEAD)	AS																					
639A-001-013	ELECTRICAL POWER SERVICE ASSEMBLY (ADJUST)	AS																					

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	TABULATION OF QUANTITIES (1 OF 4)		SHEET NO.
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PAY ITEM NO.	DESCRIPTION	UNIT	SHEET NUMBERS																TOTAL THIS SHEET		GRAND TOTAL		REF. SHEET
			PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL	PLAN	FINAL			
639A-001-014	ELECTRICAL POWER SERVICE ASSEMBLY (REMOVE)	AS																					
639A-002-011	ELECTRICAL SERVICE DISCONNECT (FURNISH AND INSTALL)	EA																					
639A-002-11A	ELECTRICAL MANUAL TRANSFER SWITCH (FURNISH AND INSTALL)	EA																					
639A-002-012	ELECTRICAL SERVICE DISCONNECT (ADJUST)	EA																					
639A-002-013	ELECTRICAL SERVICE DISCONNECT (REMOVE)	EA																					
639A-002-014	ELECTRICAL POWER TRANSFORMER (FURNISH AND INSTALL)	EA																					
639A-002-015	ELECTRICAL POWER TRANSFORMER (REMOVE)	EA																					
639A-003-001	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 1)	LF																					
639A-003-002	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 2)	LF																					
639A-003-003	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 3)	LF																					
639A-003-004	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 4)	LF																					
639A-003-006	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 6)	LF																					
639A-003-008	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 8)	LF																					
639A-003-010	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 10)	LF																					
639A-003-012	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 12)	LF																					
639A-003-100	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 1/0)	LF																					
639A-003-200	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 2/0)	LF																					
639A-003-300	ELECTRICAL CONDUCTORS (FURNISH AND INSTALL) (INSULATED) (NO. 3/0)	LF																					
639A-003-400	ELECTRICAL CONDUCTORS (REMOVE)	LF																					
663A-074-141	DCS FIELD EQUIPMENT (1 LANE) (F&I)	EA																					
663A-074-142	DCS FIELD EQUIPMENT (2 LANES) (F&I)	EA																					
663A-074-143	DCS FIELD EQUIPMENT (3 LANES) (F&I)	EA																					
663A-074-144	DCS FIELD EQUIPMENT (4 LANES) (F&I)	EA																					
663A-074-145	DCS FIELD EQUIPMENT (5 LANES) (F&I)	EA																					
663A-074-146	DCS FIELD EQUIPMENT (6 LANES) (F&I)	EA																					
663A-074-147	DCS FIELD EQUIPMENT (7 LANES) (F&I)	EA																					
663A-074-241	DCS FIELD EQUIPMENT (UP TO 3 ADDITIONAL LANE OF COVERAGE) (F&I)	EA																					
663A-074-440	DCS FIELD EQUIPMENT (RELOCATE)	EA																					
663A-074-640	DCS FIELD EQUIPMENT (REMOVE)	EA																					
663A-074-OSP	DATA COLLECTION SENSORS SPARE PARTS KIT (FURNISH ONLY)	EA																					
663A-074-W00	DATA COLLECTION SENSORS WARRANTY (6 YEAR WARRANTY) (FURNISH ONLY)	EA																					
0664-001-040	TMS - POLE MOUNTED (F&I)	EA																					
0664-001-041	TMS - TRUSS MOUNTED (F&I)	EA																					
0664-002-042	TMS POLE - 30' POLE (F&I)	EA																					
0664-002-043	TMS POLE - 40' POLE (F&I)	EA																					
0664-003-144	TMS COMPOSITE CABLE (F&I)	LF																					
0664-004-144	TMS ASSEMBLY REMOVAL	EA																					
0664-004-145	TMS POLE REMOVAL SHALLOW	EA																					
0664-004-146	TMS POLE REMOVAL DEEP	EA																					
0664-004-147	TMS ASSEMBLY (ADJUST)	EA																					
0664-001-OSP	TRAFFIC MONITORING STATION SPARE PARTS KIT - (FURNISH ONLY)	EA																					
0664-001-W00	TRAFFIC MONITORING STATION WARRANTY (6 YEAR WARRANTY) (FURNISH ONLY)	EA																					
0668-011-000	ITS DEVICE CABINET (POLE MOUNTED) (HEAT SHIELD) (F&I)	EA																					
0668-012-000	ITS DEVICE CABINET (BASE MOUNTED) (HEAT SHIELD) (334) (F&I)	EA																					
0668-013-000	ITS NEMA 3R INTERMEDIATE / REMOTE CABINET (POLE MOUNTED) (F&I)	EA																					
0668-13A-000	ITS NEMA 3R DCS READER CABINET (POLE MOUNTED) (F&I)	EA																					
0668-13B-000	ITS NEMA 3R PTSU CABINET (POLE MOUNTED) (F&I)	EA																					
0668-014-000	ITS DEVICE CABINET (BASE MOUNTED) (HEAT SHIELD) (332D) (F&I)	EA																					
0668-021-000	FULLY OPERABLE CYBERLOCK ASSEMBLY (PER CABINET DOOR) (FURNISH ONLY)	EA																					
0668-022-000	CORBIN LOCKS (PER CABINET) (REMOVE)	EA																					
0668-040-000	ITS DEVICE CABINET (RELOCATE - ALL TYPES)	EA																					

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UTILITY CONTACTS

UTILITY LOCATES PROVIDED BY NO-CUTS: 1-800-432-4770

CFX (FIBER)	WILLIAM COLLINS	407-690-5000
CFX FACILITIES MAINTENANCE	ICA	407-730-8923
CFX ROADWAY MAINTENANCE (SR429,SR414,SR451)	ICA	407-730-8923
CFX ROADWAY MAINTENANCE (SR408,SR417,SR528)	JCS	407-249-9122

ALL OTHER PROJECT SPECIFIC CONTACTS
SHALL BE COMPLETED BY THE DESIGNER

DISRUPTION OF COMMUNICATIONS OR ELECTRICAL TO TOLL PLAZA: IN THE EVENT COMMUNICATION
OR POWER LOSS TO ANY TOLL PLAZA(S) SYSTEM WIDE, THE CONTRACTOR SHALL CONTACT THE
FOLLOWING PERSONNEL.

DAVID WYNNE	David.Wynne@CFXway.com	407-690-5000
RAFAEL MILLAN	Rafael.Millan@CFXway.com	407-690-5000

OTHER CONTACTS

CITY OF APOPKA PUBLIC SERVICES-DESIGN ENGINEERING	407-703-1731
CITY OF OCOEE PUBLIC WORKS	407-905-3170
CITY OF ORLANDO TRANSPORTATION ENGINEERING	407-246-2281
CITY OF WINTER GARDEN PUBLIC SERVICES	407-656-2256
ORANGE COUNTY TRAFFIC ENGINEERING	407-836-7890

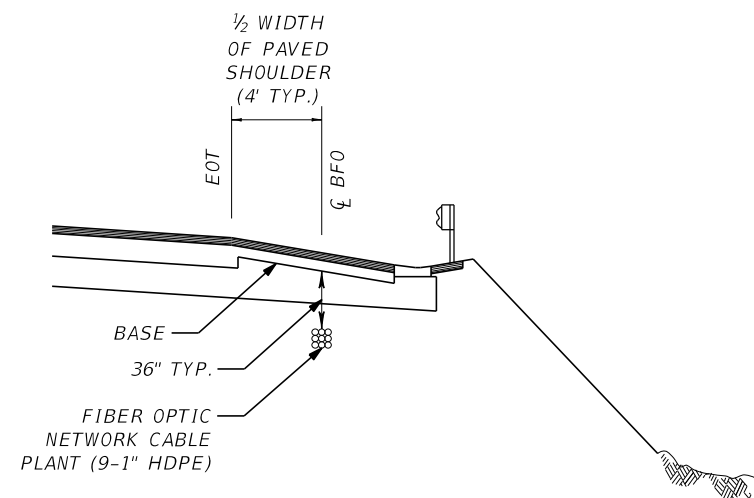
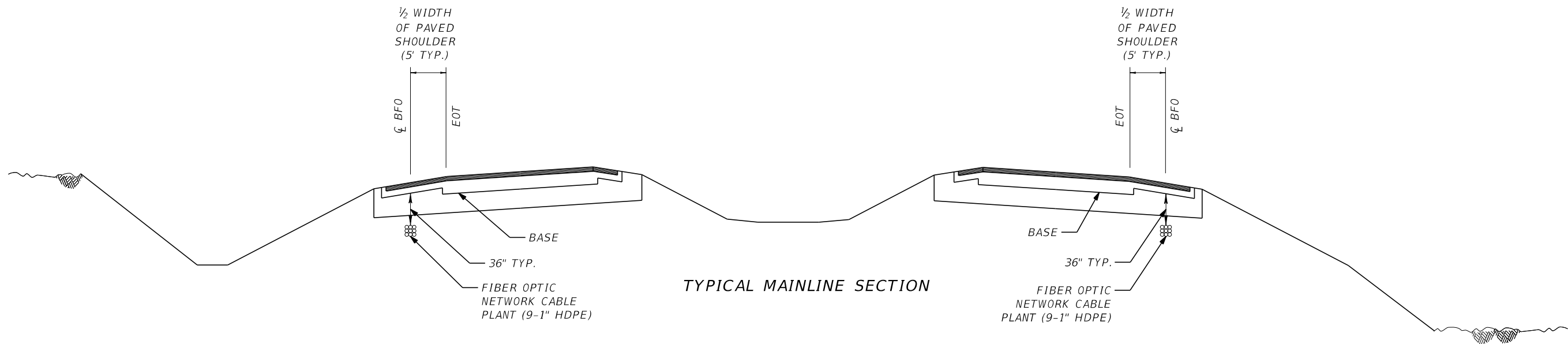
ABBREVIATIONS		
BRFG = BULLET RESISTIVE FIBERGLASS OUTER DUCT		
BSP = BLACK STEEL PIPE (USE W/PROPOSED CONDUITS)		
SBSP = SPLIT BLACK STEEL PIPE (USE W/EXISITNG CONDUITS)		
DCS = DATA COLLECTION SENSOR		
DMS = DYNAMIC MESSAGE SIGN		
FO = FIBER OPTIC		
FOMH = FIBER OPTIC MANHOLE (SECTION J)		
PVC = POLYVINYL CHLORIDE OUTER DUCT		
E/W = EQUIPPED WITH		
SDR = SIZE DIMENSION RATIO		
COND.1 = CONDITION 1 CROSSING (SEE FIBER OPTIC TRENCHING DETAILS)		
COND.2 = CONDITION 2 CROSSING (SEE FIBER OPTIC TRENCHING DETAILS)		
TMS = TRAFFIC MONITORING STATION		
VSL = VARIABLE SPEED LIMIT		

LEGEND

	PROPOSED UNDERGROUND POWER 2" SCHEDULE 40 P.V.C UNDERGROUND CONDUIT WITH AWG XHHW STRANDED COPPER CIRCUIT INSULATED CONDUCTORS INSIDE (CONDUCTOR AND GROUND WIRE SIZES SHOWN ON DETAIL SHEETS) AND INSULATED GREEN STRANDED CU BOND WIRE CONNECTING ALL ITEMS.
	DIRECTIONAL BORE CONDUIT
	BRIDGE MOUNT CONDUIT
	1-6" BULLET RESISTIVE FIBERGLASS (BRFG) CONDUIT ATTACHED TO BRIDGE E/W HDPE 9-1" CONDUITS
	6" PVC, SCHEDULE 40 E/W 9-1" HDPE
	3-1" HDPE CONDUITS (FEEDER)
	9-1" HDPE CONDUITS (BACKBONE)
	EXISTING 9-1" HDPE CONDUITS
	PROPOSED BLACK STEEL PIPE (BSP) OR PROPOSED SPLIT BLACK STEEL PIPE (SBSP)
	EXISTING BLACK STEEL PIPE (BSP) OR EXISTING SPLIT BLACK STEEL PIPE (SBSP)
	OVERHEAD SIGN TRUSS AND STATIC SIGN PANELS TO BE INSTALLED BY SIGNING AND MARKING CONTRACTOR AS PART OF THE SIGNING AND PAVEMENT MARKING PLAN SET.

	EXISTING POLE MOUNTED CABINET & CAMERA W/ LOWERING SYSTEM ON STEEL POLE W/ FOUNDATION
	PROPOSED POLE MOUNTED CABINET & CAMERA W/ LOWERING SYSTEM ON STEEL POLE W/ NEW FOUNDATION
	EXISTING FIBER OPTIC ROUND PULL BOX (OPENING 24" OR 36")
	PROPOSED FIBER OPTIC ROUND PULL BOX (OPENING 24" OR 36")
	EXISTING ELECTRIC OR GROUNDING PULL BOX (13"x24"x12"D)
	PROPOSED ELECTRIC OR GROUNDING PULL BOX (13"x24"x12"D)
	EXISTING FIBER OPTIC PULL BOX (17"x30"x12"D)
	PROPOSED CONCRETE PEDESTAL FOR POWER SERVICE
	EXISTING CONCRETE PEDESTAL FOR POWER SERVICE
	EXISTING FIBER OPTIC MANHOLE
	PROPOSED FIBER OPTIC MANHOLE (4'x4'x4')
	PROPOSED FIBER OPTIC MANHOLE (4'x6.5'x6.5')
	PROPOSED FIBER OPTIC MANHOLE WITH STUB-OUT (4'x4'x4')
	PROPOSED FIBER OPTIC MANHOLE WITH STUB-OUT (4'x6.5'x6.5')
	PROPOSED POLE MOUNTED CABINET TYPE 336S / NEMA 3R
	PROPOSED GROUND MOUNTED CABINET TYPE 334
	EXISTING POINT OF ELECTRICAL SERVICE
	PROPOSED POINT OF ELECTRICAL SERVICE
	PROPOSED DMS ELECTRICAL SERVICE EQUIPMENT ON H-FRAME SUPPORT WITH CONCRETE PAD.
	PROPOSED TMS
	PROPOSED TMS DETECTION ZONES (SYMBOL SHOULD BE PLACED OVER EACH LANE DETECTED)
	DATA COLLECTION SENSOR ANTENNA SITE (# INDICATES NUMBER OF LANES READ, ARROW POINTS IN DIRECTION OF TRAVEL)
	VARIABLE SPEED LIMIT SIGN

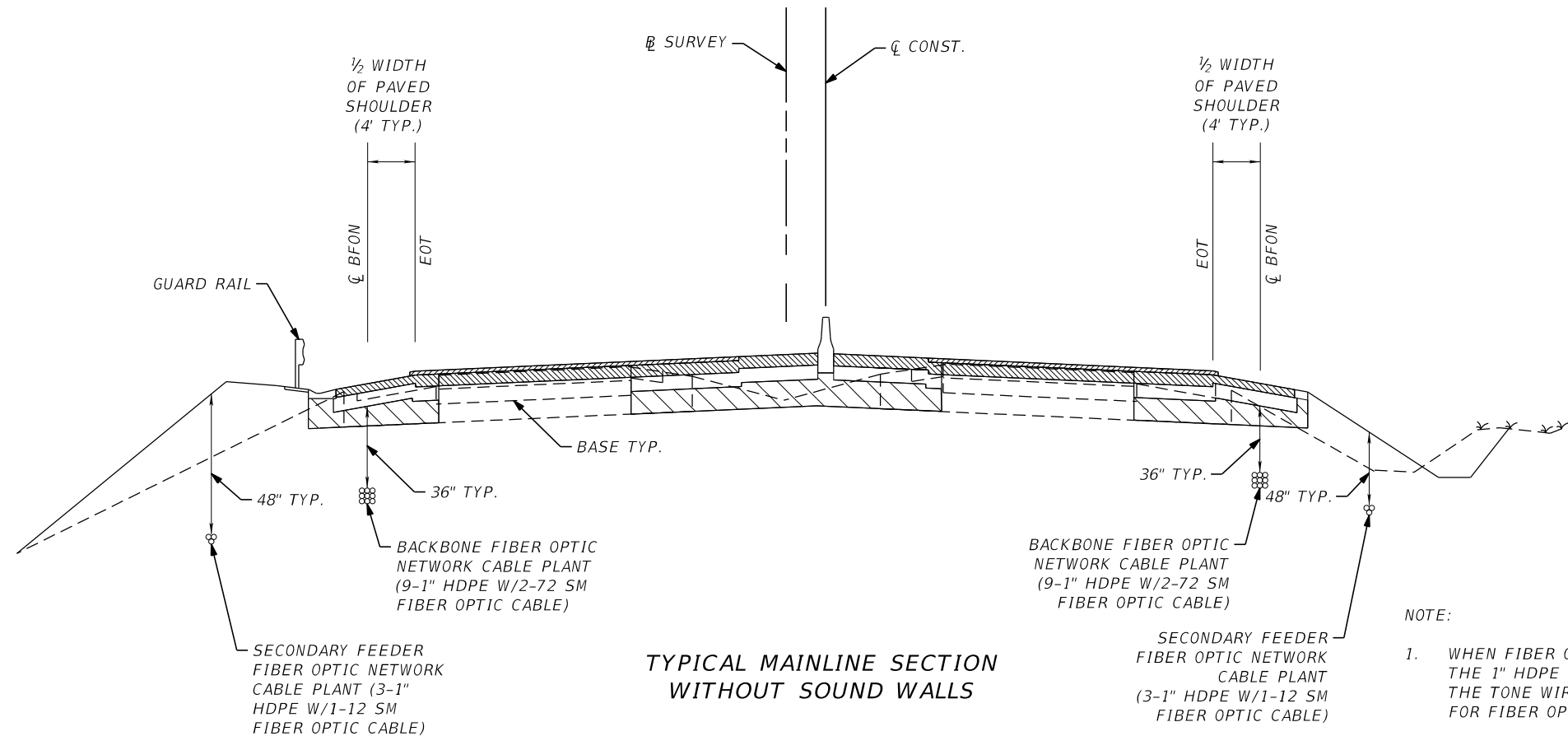
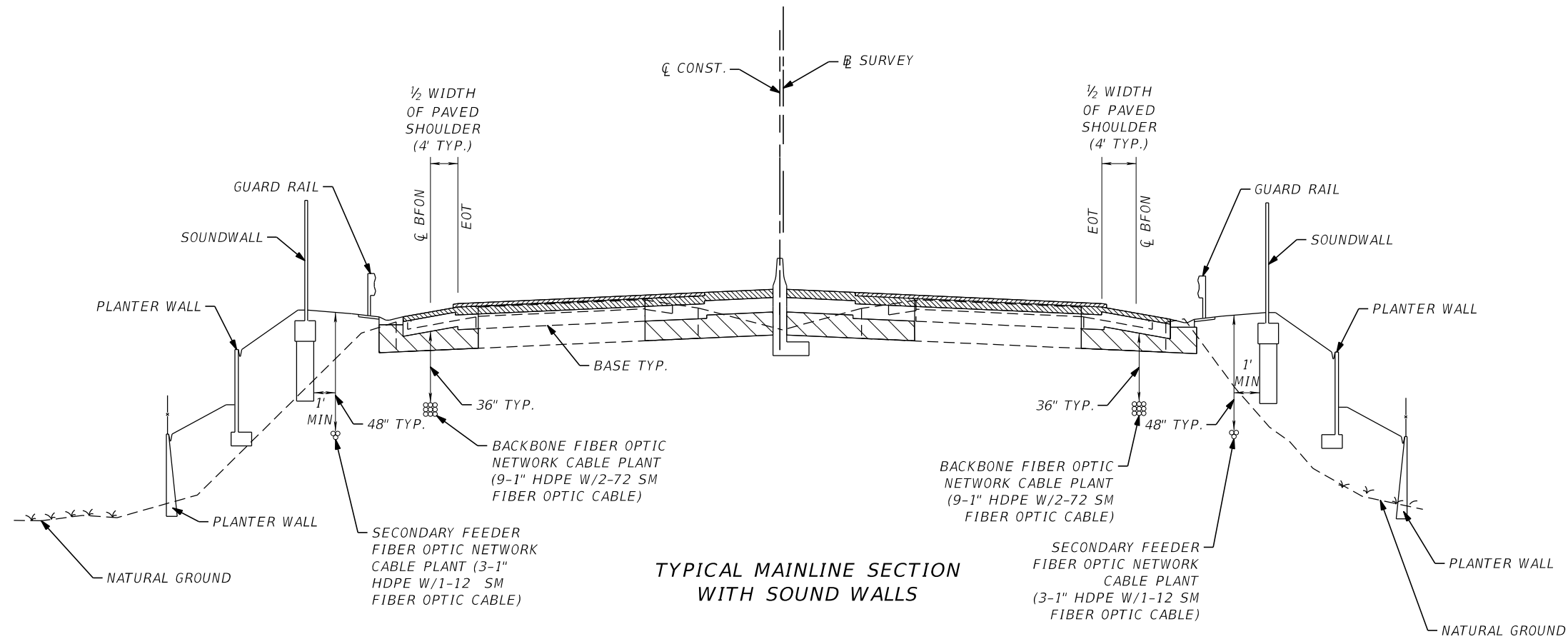
VERSION 9	REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	LEGEND AND UTILITY CONTACTS		SHEET NO.
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NOTE:

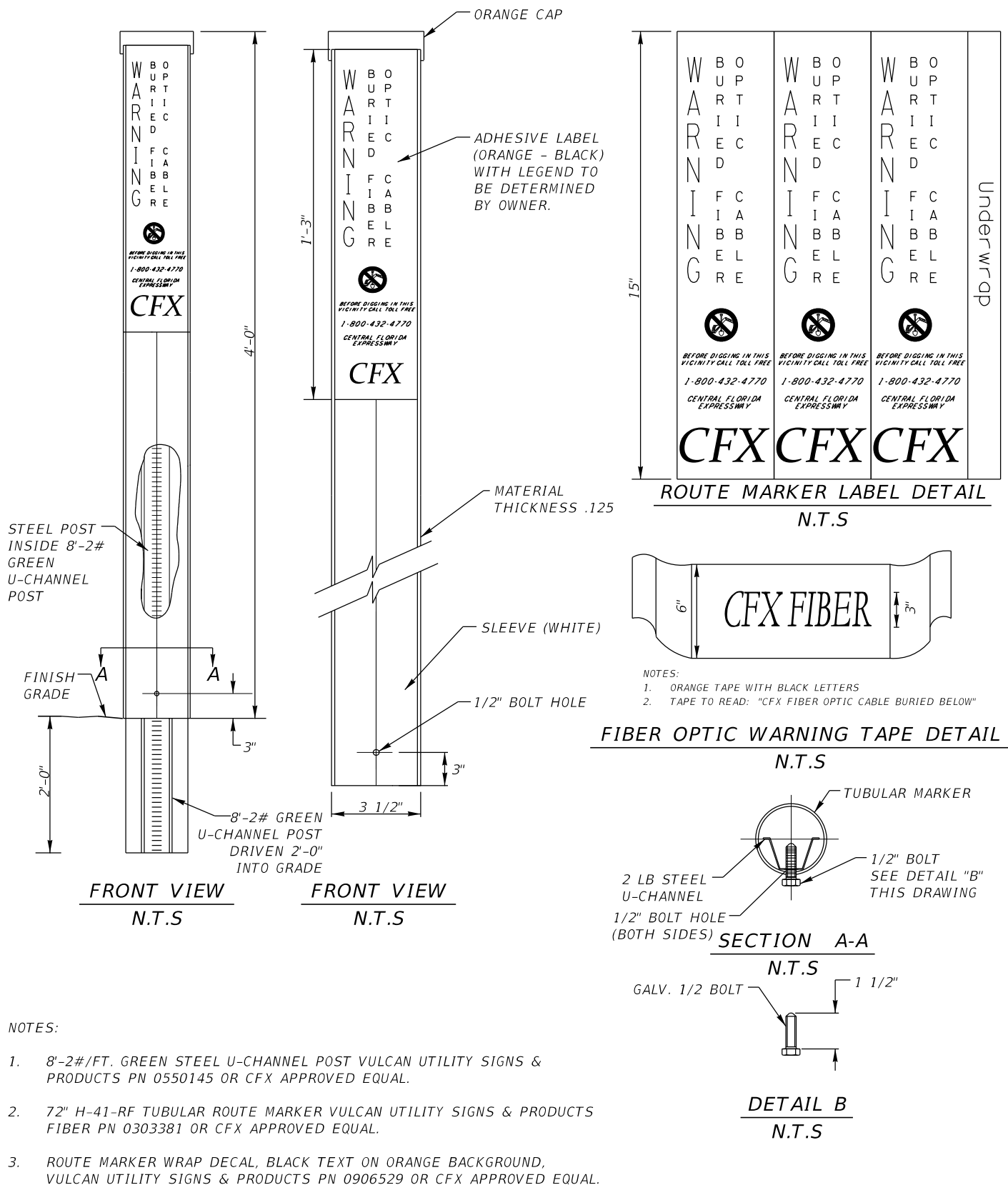
1. WHEN FIBER OPTIC CONDUIT BANK IS INSTALLED, ONE OF THE 1" HDPE CONDUIT SHALL BE INSTALLED TO SLEEVE THE TONE WIRE. 8 HDPE CONDUITS SHALL BE RESERVED FOR FIBER OPTIC CABLE.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC NETWORK TYPICAL MAINLINE AND RAMP CROSS SECTION		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						A-10

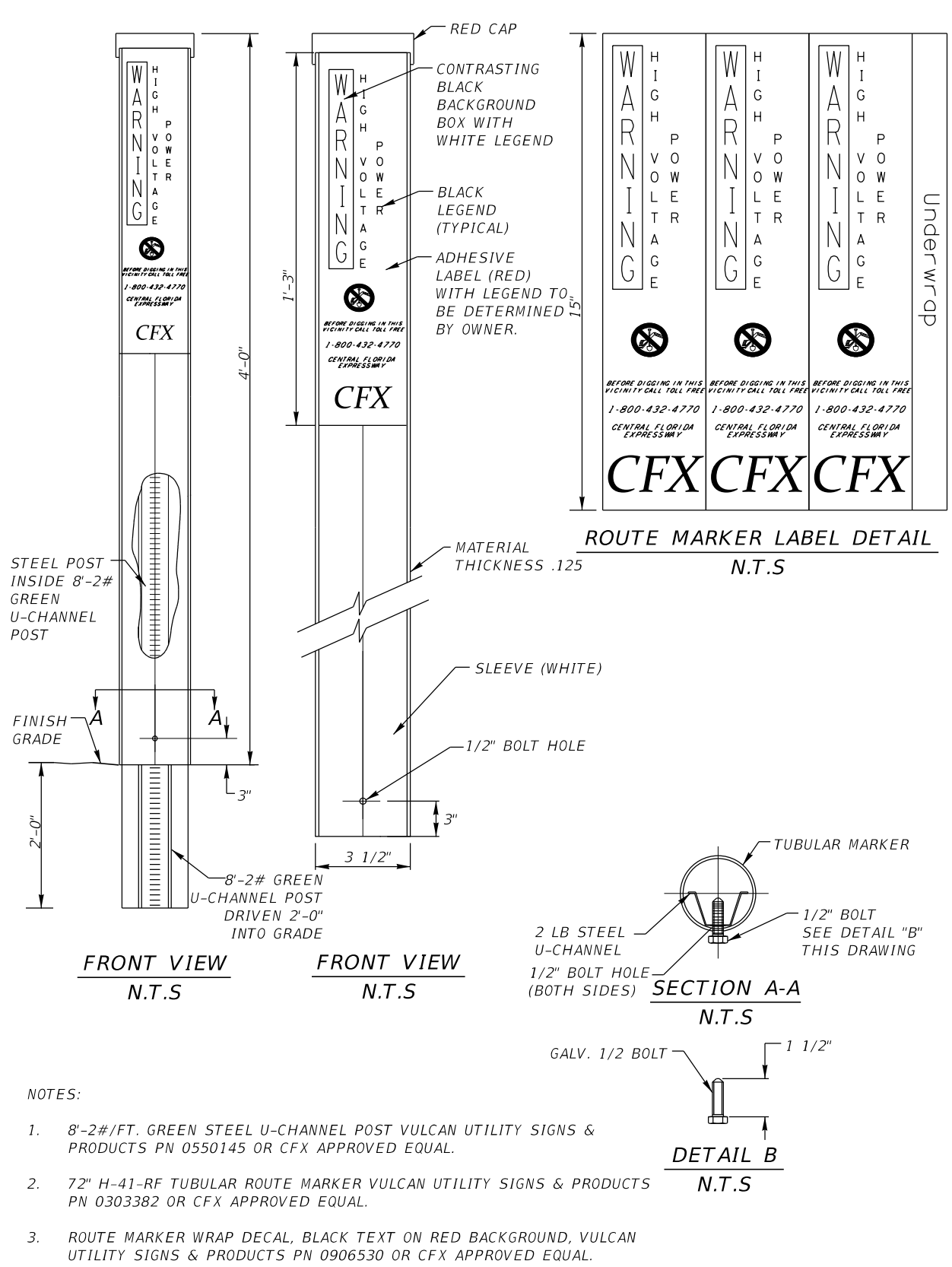


REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC NETWORK TYPICAL MAINLINE SECTION WITH SECONDARY FEEDER		SHEET NO.
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FIBER OPTIC ROUTE MARKER



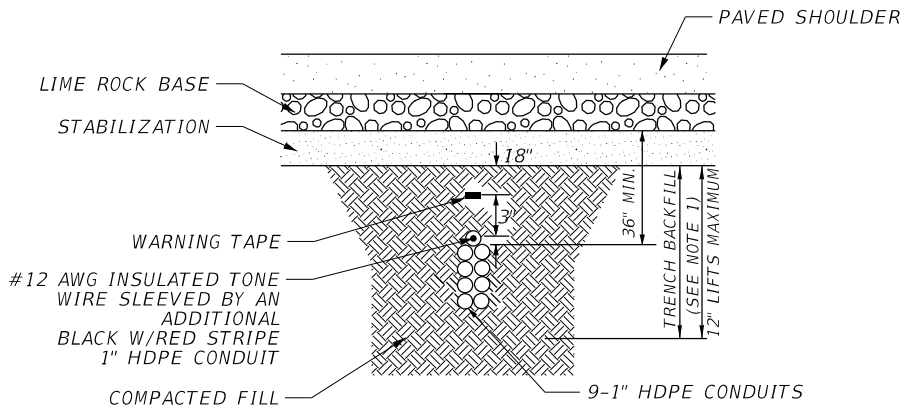
POWER ROUTE MARKER



REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC / POWER CABLE ROUTE MARKER DETAIL	SHEET NO.	
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VERSION 9

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											B-1

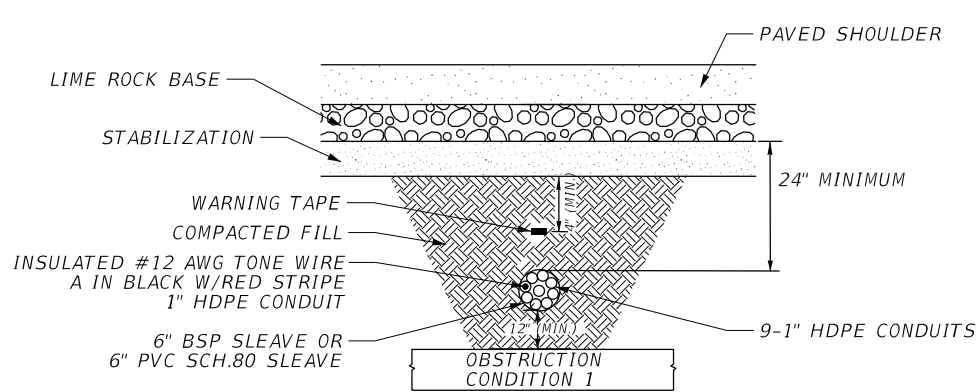


NOTE TO EOR:
FOR EXISTING INFRASTRUCTURE USE SBSP.
FOR NEW INFRASTRUCTURE USE BSP.

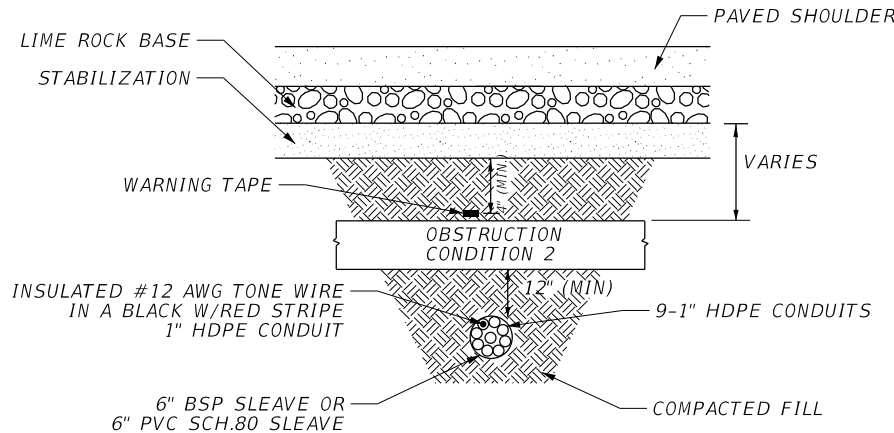
DETAIL "A"
TYPICAL BEDDING AND TRENCHING DETAIL

NOTES:

1. THE F.O. CONDUIT SHALL BE INSTALLED SUCH THAT IT MAINTAINS A SUBSTANTIALLY UNIFORM ALIGNMENT (+/- 4 INCHES) BOTH HORIZONTALLY AND VERTICALLY RELATIVE TO THE PAVED SHOULDER AS DETAILED IN THE TYPICAL MAINLINE SECTION.



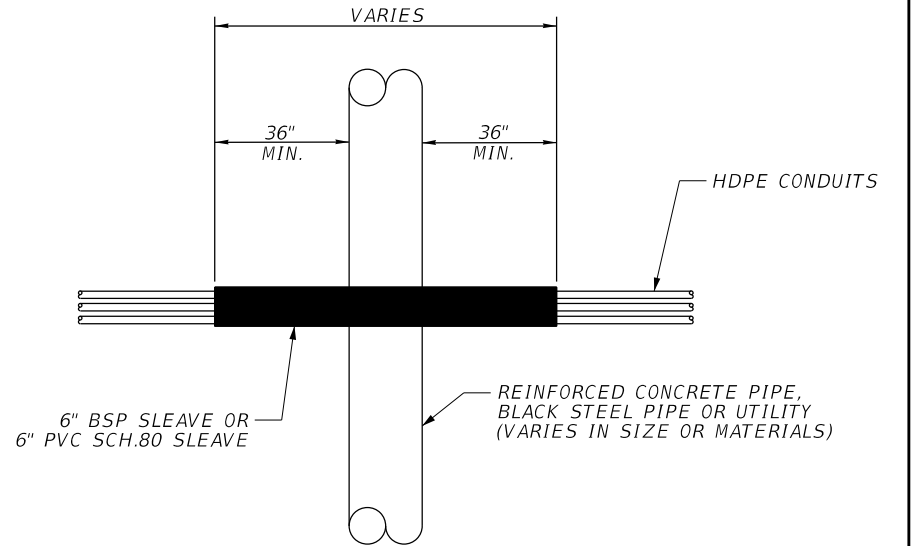
DETAIL "B"
TYPICAL BSP OR PVC SLEEVE TRENCH
DETAIL TO ABOVE CROSS OBSTRUCTION



DETAIL "C"
TYPICAL BSP OR PVC SLEEVE TRENCH
DETAIL TO BELOW CROSS OBSTRUCTION

NOTES:

1. HDPE SDR 11 SLEEVE TO EXTEND A MIN. OF 3' PAST ENDS OF OBSTRUCTION.
2. 6" HDPE SDR 11 SLEEVE SHALL BE SEALED AT BOTH ENDS WITH A NON SHRINK GROUT OR FOAM SEALANT AND WITH THE F.O. CONDUITS TO PREVENT THE INFILTRATION OF SURROUNDING FILL. METHOD AND MATERIALS TO BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
3. F.O. CONDUITS MAY ALSO BE ROUTED UNDER OBSTRUCTIONS AS SHOWN IN CONDITION 2, IF MINIMUM COVERS SHOWN IN CONDITION 1 CAN NOT BE MET.
4. PROPOSED OBSTRUCTION CROSSING PLANS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.
5. OBSTRUCTION CROSSINGS ARE LABELED ON THE PLAN SHEETS AS COND. 1 FOR A CONDITION 1 CROSSING & COND. 2 FOR A CONDITION 2 CROSSING.
6. DURING ALL HDPE INTERDUCT INSTALLATION INSIDE PVC, HDPE SDR 11, BRFG CONDUIT THE CONTRACTOR SHALL USE POLYWATER FRONT END PACKS, PART NUMBERS J-27 OR J-55, AS APPROPRIATE, OR APPROVED EQUIVALENT AS PULLING LUBRICANT.
7. A MINIMUM HORIZONTAL CLEARANCE OF 12" SHALL BE MAINTAINED FROM ANY OBSTRUCTION.

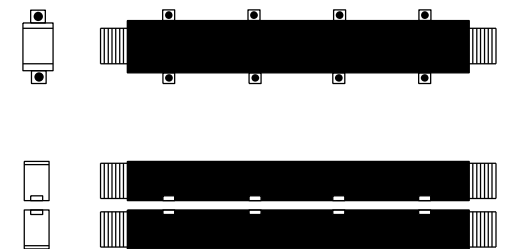


APPLIES FOR ABOVE AND
BELOW OBSTRUCTION DETAILS

DETAIL "D"
PLAN DETAIL AT STORM
DRAIN PIPE OR UTILITY CROSSINGS

ABBREVIATIONS

BRFG= BULLET RESISTIVE FIBERGLASS OUTER DUCT
BSP= BLACK STEEL PIPE
SBSP= SPLIT BLACK STEEL PIPE
HDPE= HIGH DENSITY POLYETHYLENE CONDUIT
FO= FIBER OPTIC
FOMH= FIBER OPTIC MANHOLE
PVC= POLYVINYL CHLORIDE OUTER DUCT
E/W= EQUIPPED WITH
SDR= SIZE DIMENSION RATIO
COND.1= CONDITION 1 CROSSING (SEE DETAIL 'B')
COND.2= CONDITION 2 CROSSING (SEE DETAIL 'B')
COND.3= CONDITION 3 CROSSING (SEE DETAIL 'B')



DETAIL "E"
SPLIT BLACK STEEL PIPE (SBSP) DETAIL

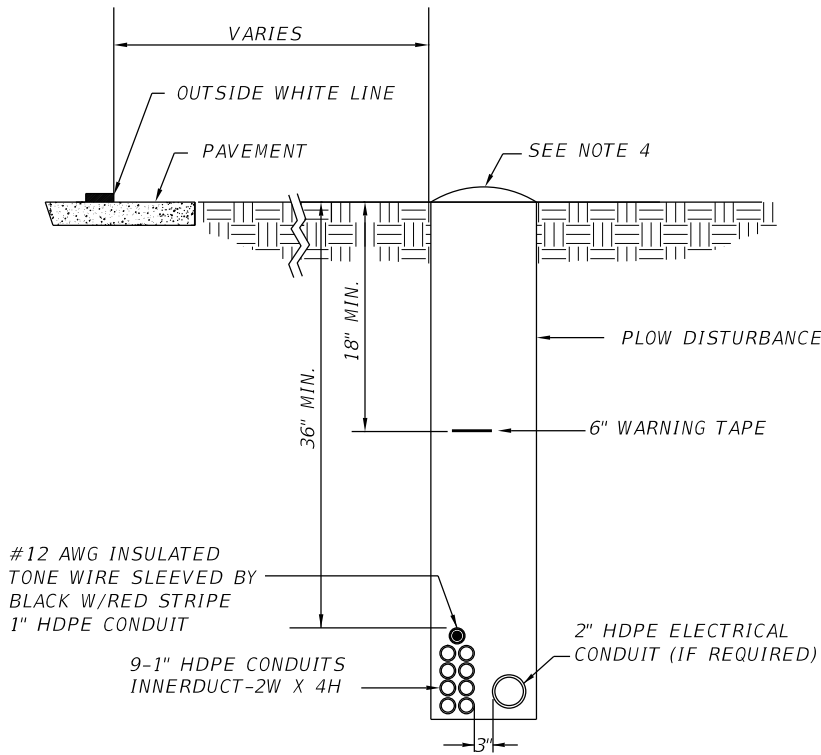
NOTES:

1. SCHEDULE 80 SPLIT BLACK STEEL PIPE IN 10' UNIDROM LENGTHS.
2. BLACK CONDUIT COUPLING.
3. PIPE SPLIT LONGITUDINALLY WITH PLASMA CUTTER IN ORDER TO PREVENT WARPING.
4. STEEL TABS WELDED AT APPROX. 2.5' CENTERS.
5. GALVANIZED NUTS AND BOLTS.

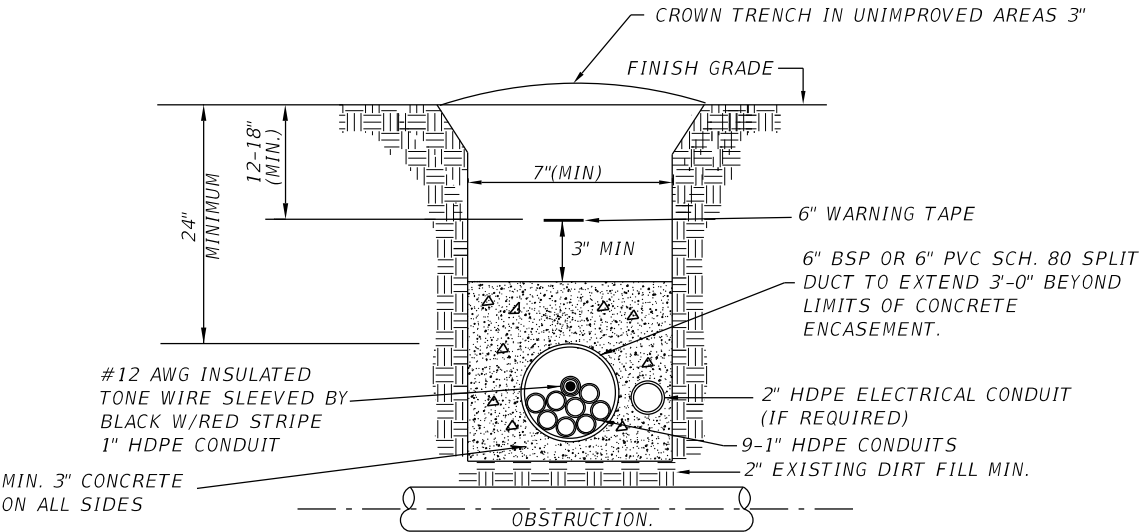
NTS

NOTES:

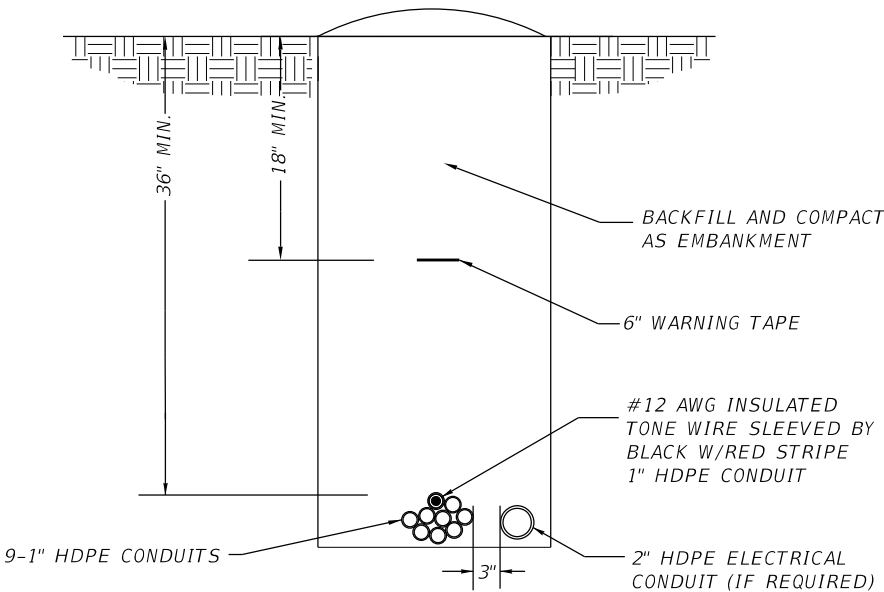
1. A MINIMUM OF 2'- 0" SHALL BE MAINTAINED FROM EXISTING LANDSCAPE FEATURES. LANDSCAPE REPLACEMENT SHALL BE IN KIND AND SUBJECT TO THE APPROVAL OF CFX.
2. REPLACEMENT OF FILL, BASE, SURFACE (ASPHALT), CURB AND DRAINAGE STRUCTURES WILL BE IN ACCORDANCE WITH APPLICABLE COUNTY AND CITY UTILITY AND PUBLIC WORKS STANDARDS FOR COUNTY ROADS AND THE LATEST FDOT UTILITY ACCOMMODATION MANUAL.
3. CONSTRUCTION CORRIDOR SHALL BE RESTORED TO ORIGINAL OR IMPROVED CONDITION AND VERIFIED BY CFX OR THEIR APPROVED AGENTS.
4. ALL TRENCH WIDTHS SHALL BE WIDE ENOUGH TO ACCOMMODATE MECHANICAL COMPACTION EQUIPMENT FOR PROPER COMPACTION IN ACCORDANCE WITH FDOT STANDARD SPECS.
5. ALL TRENCHES SHALL BE BACKFILLED & COMPACTED BY THE END OF EACH WORK DAY.
6. CFX APPROVED JOINT COUPLINGS SHALL BE USED.
7. CONDUIT PATH WILL BE ROUTED TO AVOID ANY OBSTRUCTIONS SHOULD OBSTRUCTIONS BE ENCOUNTERED, THE FOLLOWING HIERARCHY WILL BE STRICTLY ADHERED TO:
 - A. ROUTE CONDUIT AROUND OBSTRUCTION USING SWEEPING BENDS. IF THIS CANNOT BE ACCOMPLISHED, CONDUIT ROUTING WILL BE MADE UNDER THE OBSTRUCTION.
 - B. IF THE ABOVE CANNOT BE ACCOMPLISHED, THEN USE OF ONE OF THE OBSTRUCTION DETAILS WILL BE ALLOWED. PRIOR TO COMMENCING DETAIL A OR B, OWNERS APPROVAL MUST BE OBTAINED. DETAIL A IS THE PREFERRED METHOD.
8. ALL CONCRETE SHALL BE IN ACCORDANCE WITH FDOT SPECIFICATION 347.



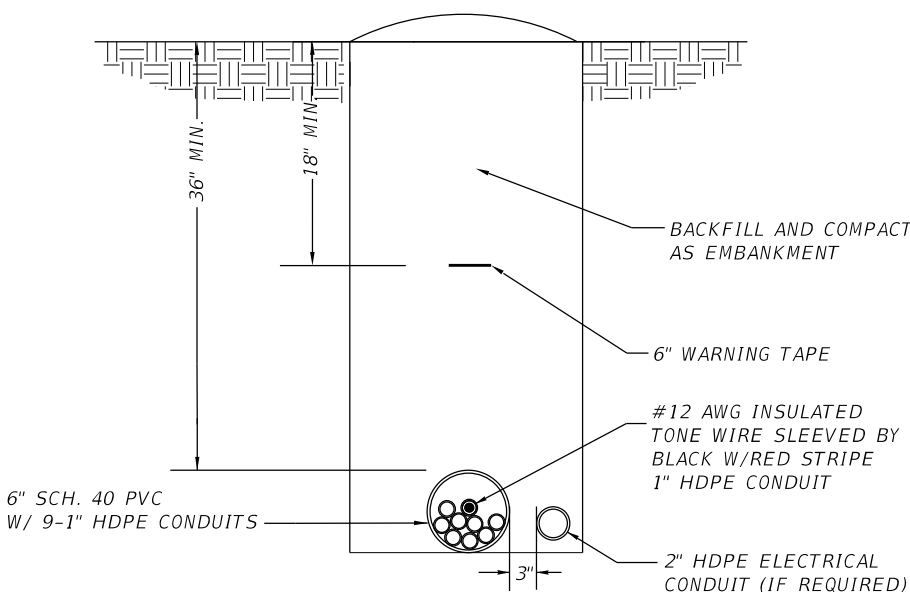
STANDARD CROSS SECTION OF PLOWED CONDUIT



TYPICAL CROSSING WHERE OBSTRUCTION IS 35" TO 44" IN DEPTH.



STANDARD CROSS SECTION OF OPEN TRENCH CONDUIT (NOT IN CASING)

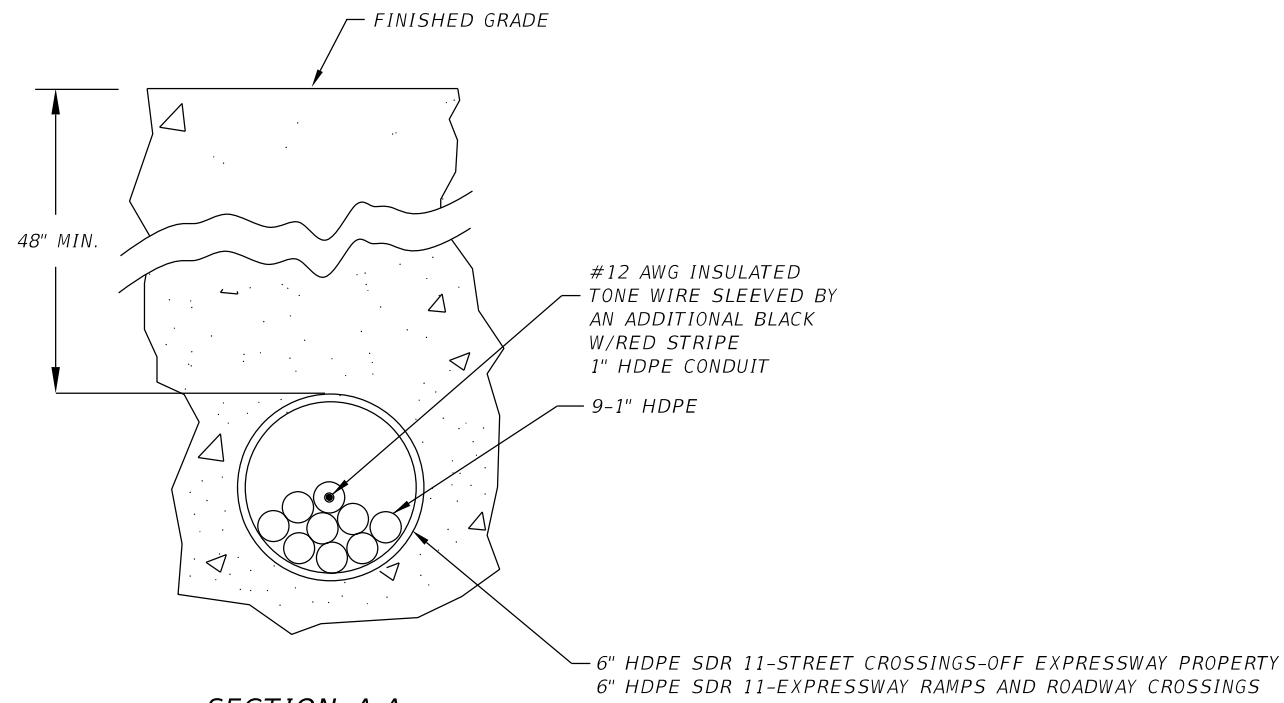
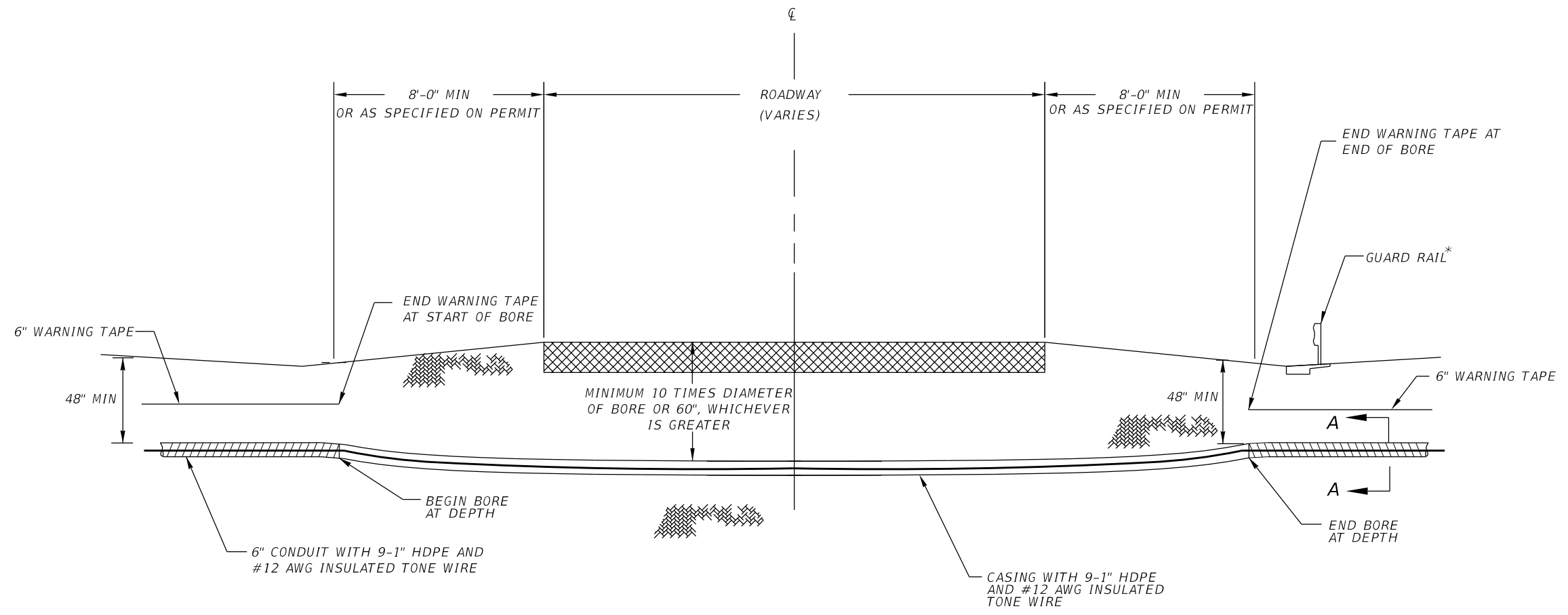


STANDARD CROSS SECTION OF OPEN TRENCH CONDUIT (IN CASING)

NTS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TRENCHING AND PLOWING DETAILS SINGLE CONDUIT BANK		SHEET NO.
					B-2



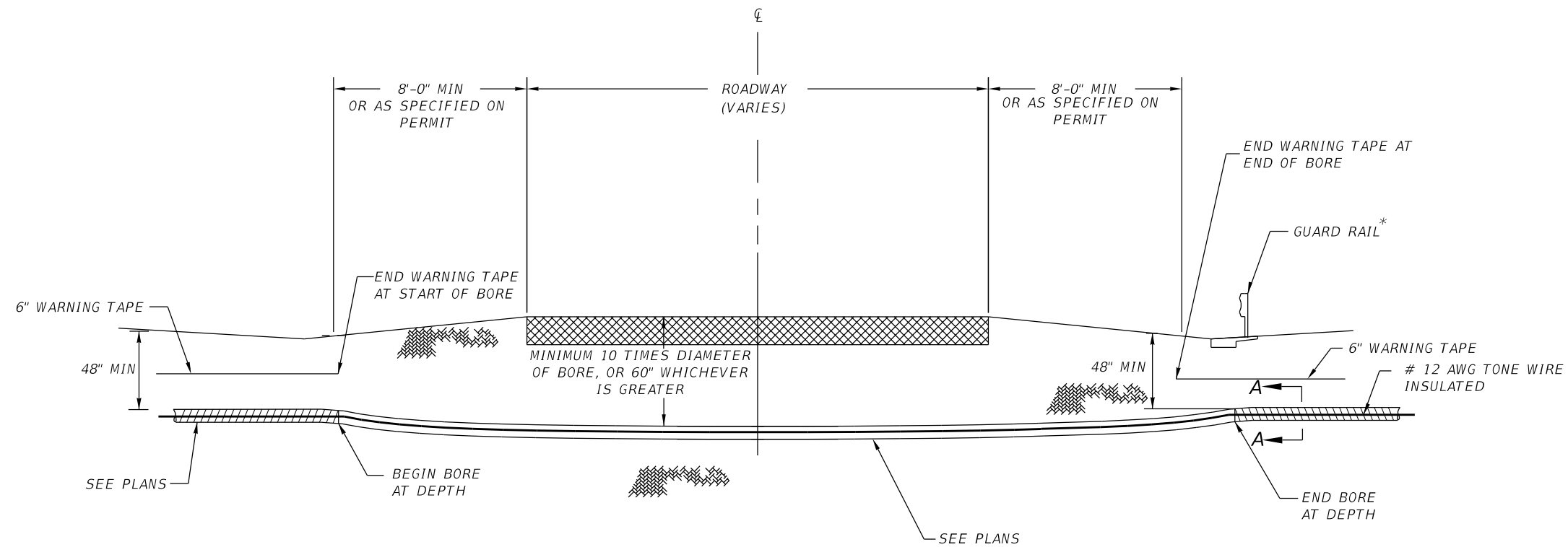
NOTES:

1. UTILITY IN THE PATH OF THE BORE SHALL BE LOCATED AND THE DEPTH OF THE BORE CROSSING SHALL BE DELINEATED TO CROSS UNDER OR OVER UTILITY WITH 12" MINIMUM SEPARATION.
2. ALL ENDS OF BORES SHALL BE SEALED WITH NON-SHRINK GROUT OR FOAM SEALANT.
3. * IN CASES OF NEW OR EXISTING GUARD RAILS, SEE SHEET E-4.

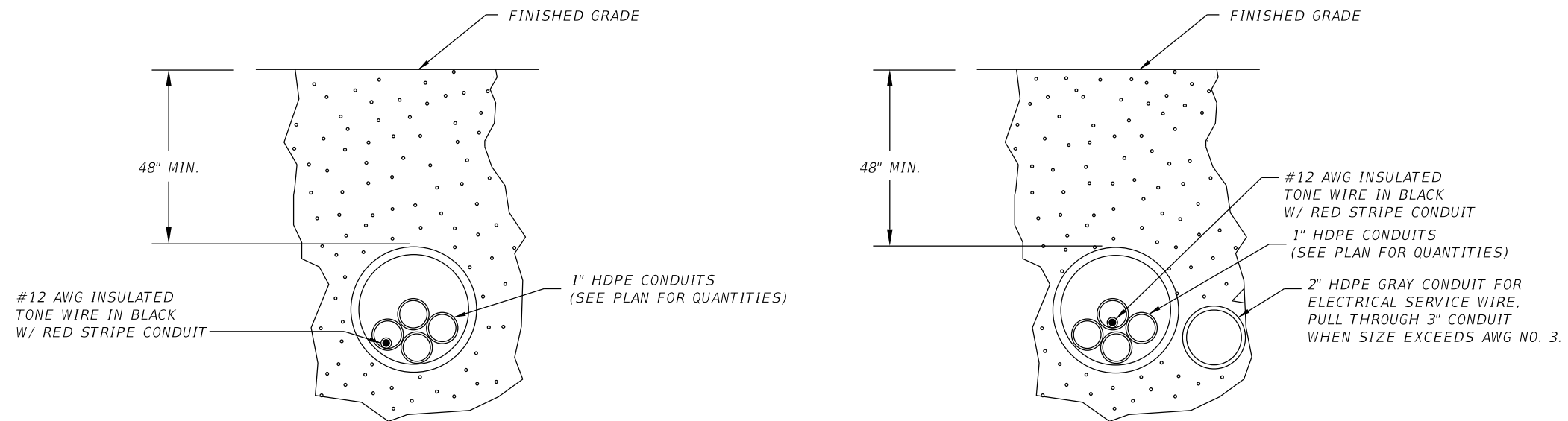
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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DIRECTIONAL BORE DETAIL FIBER OPTIC BACKBONE CONDUIT		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						B-3

VERSION 9



TYPICAL DIRECTIONAL BORE
N.T.S.



SECTION A-A

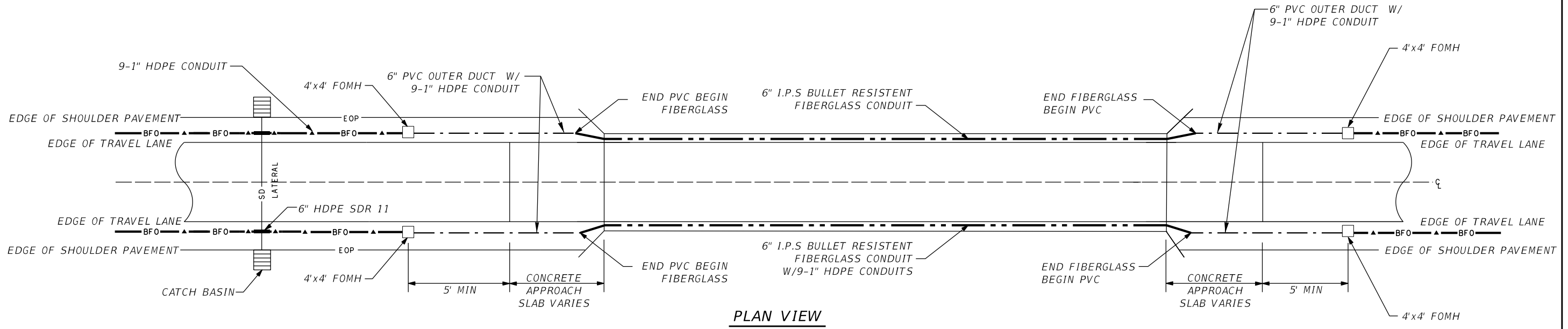
NOTES:

- UTILITY IN THE PATH OF THE BORE SHALL BE LOCATED AND THE DEPTH OF THE BORE CROSSING SHALL BE DELINEATED TO CROSS UNDER OR OVER UTILITY WITH 12" MINIMUM SEPARATION.
- ALL ENDS OF BORES SHALL BE SEALED WITH NON-SHRINK GROUT OR FOAM SEALANT.
- * IN CASES OF NEW OR EXISTING GUARD RAILS, SEE SHEET E-4.

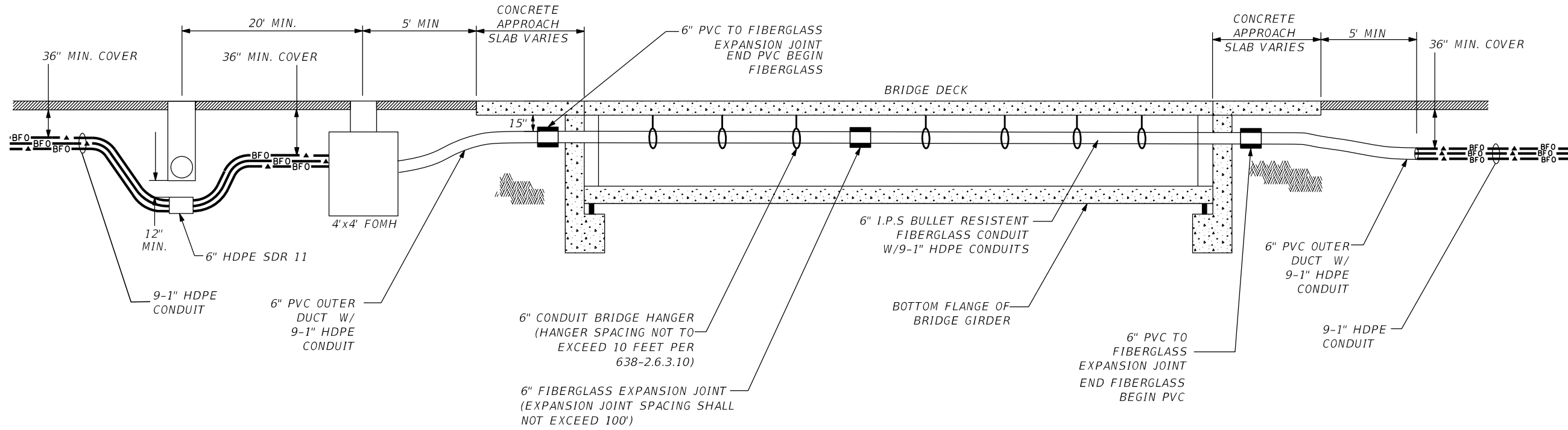
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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DIRECTIONAL BORE DETAIL ITS DEVICE DROP		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						B-4

TYPICAL BRIDGE APPROACH ATTACHMENT DETAIL



PLAN VIEW



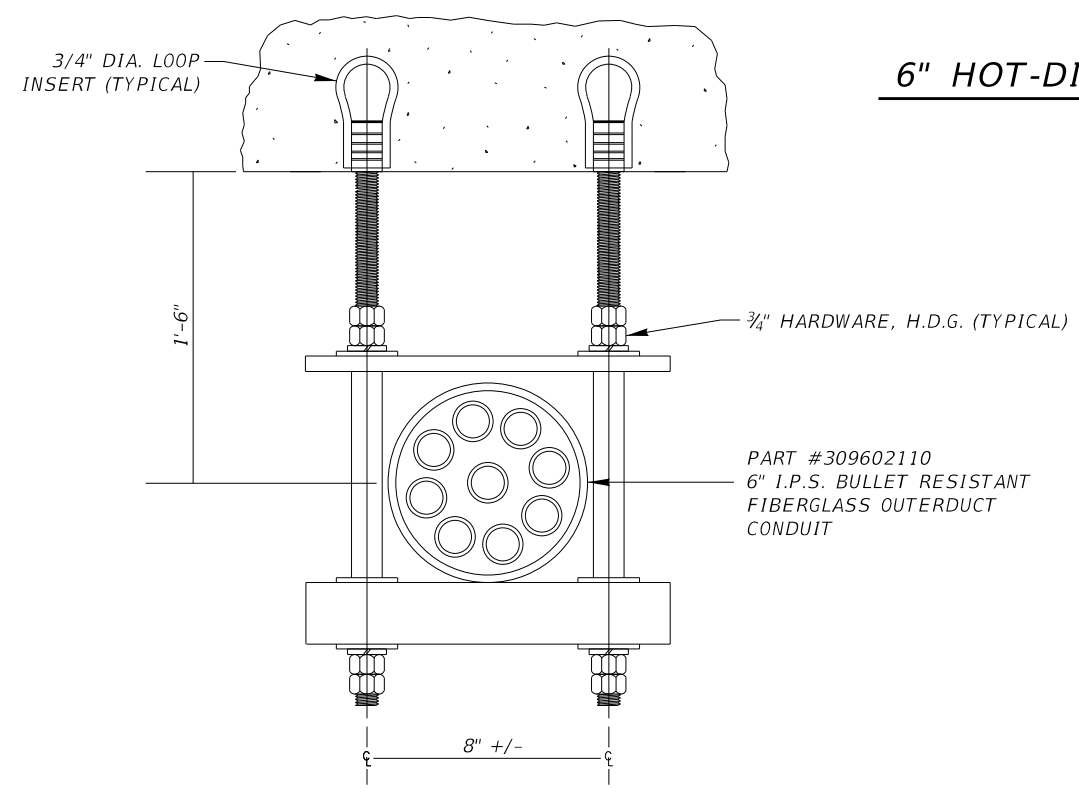
PROFILE

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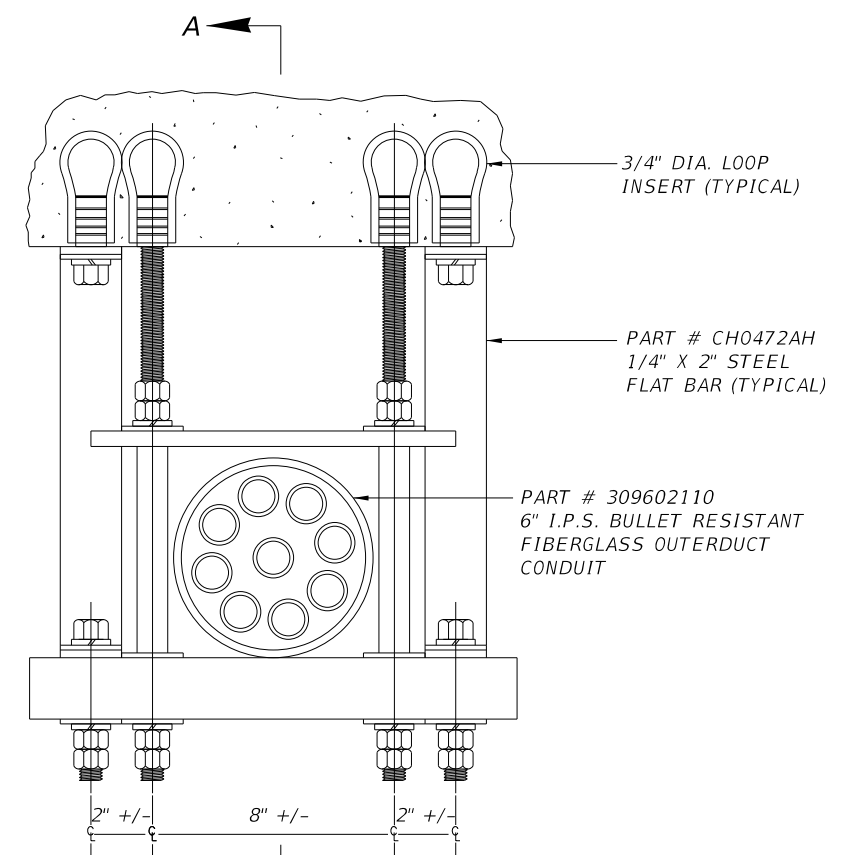
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL BRIDGE APPROACH DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											C-1

VERSION 9

6" HOT-DIPPED GALVANIZED UNISTRUT BRIDGE HANGERS

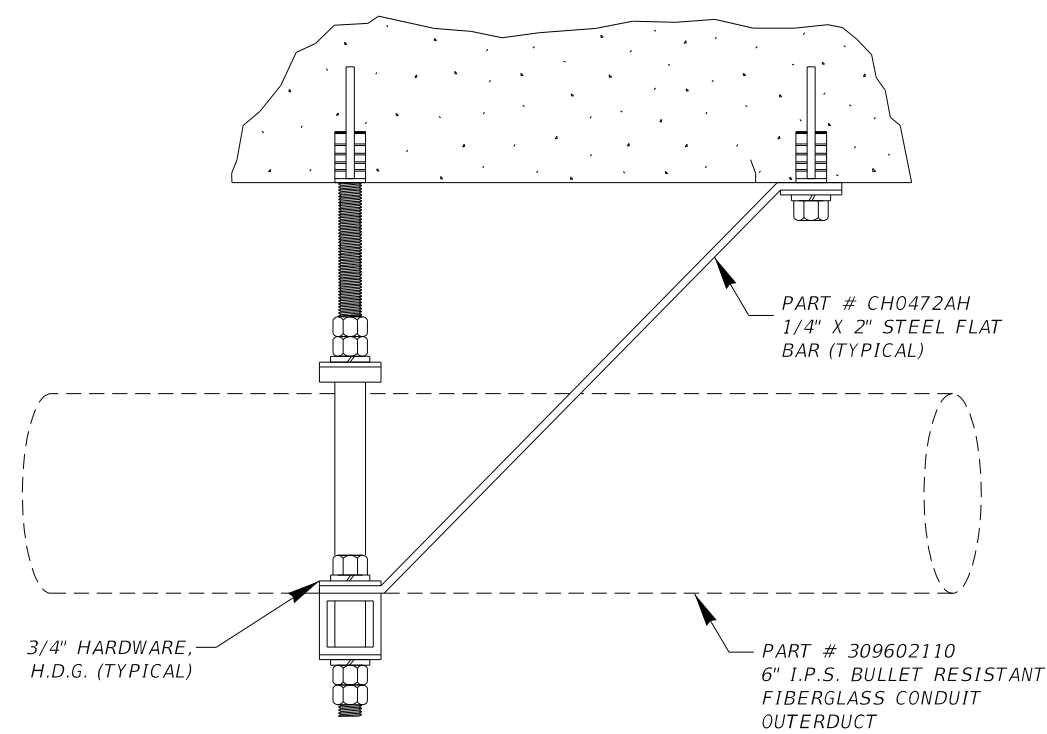


INTERMEDIATE SUPPORT HANGER
PART #CHO472AG



ANCHOR POINT SUPPORT HANGER
PART #CHO472AH
FRONT VIEW

- NOTES:
- THE FIBER OPTIC CABLE (FOC) SHALL BE CONTAINED WITHIN A 6" DIAMETER I.P.S. BULLET RESISTANT FIBERGLASS OUTERDUCT CONDUIT AS MANUFACTURED BY OPTI-COM MANUFACTURING NETWORK, INC. (OMNI), PART #309602110 OR APPROVED EQUAL.
 - THE HANGER SUPPORT ASSEMBLIES SHALL BE OMNI PART #CH0472AG. THE HANGER ANCHOR ASSEMBLY SHALL BE OMNI PART #CH0472AH OR APPROVED EQUAL.
 - THE MAXIMUM ANCHORING HANGER SPACING SHALL NOT EXCEED 10 FEET AND THE EXPANSION JOINT SHALL BE PLACED AT EVERY 100 FEET MAXIMUM, OR WITHIN 5 FEET OF A PIER OR ABUTMENT PER SPECIFICATION 638-2.6.3.10.
 - HANGER INSERTS SHALL BE 3/4" HOT DIP GALVANIZED LOOP INSERTS, HAVING A SAFE WORKING LOAD OF 1.5 KIP TENSION AND 2.7 KIP SHEAR MINIMUM. AT CONTRACTORS OPTION, OTHER METHODS OF SECURING HANGERS TO DECK UNDERSIDE MAY BE ACCEPTABLE PROVIDED THAT:
 - CALCULATIONS FOR THE HANGER SYSTEM ARE INCLUDED.
 - SHOP DRAWINGS ARE SIGNED AND SEALED BY A FLORIDA PROFESSIONAL ENGINEER AND ARE SUBMITTED FOR APPROVAL BY THE ENGINEER OF RECORD.
 - THE INSTALLATION OF HANGER INSERTS SHALL BE IN STRICT ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.
 - THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR THE FOLLOWING ITEMS:
 - INSERT AND HANGER LAYOUT
 - CATALOG CUTS FOR HANGER AND ANCHOR ASSEMBLIES.
 - INSERTS AND THREADED RODS ARE INCLUDED IN BRIDGE CONSTRUCTION. PAYMENT SHALL BE INCLUDED IN THE PRICE BID FOR SUPERSTRUCTURE CONCRETE FOR THE INDIVIDUAL BRIDGES. LOCATION OF INSERTS TO BE DETERMINED BY CONTRACTOR.

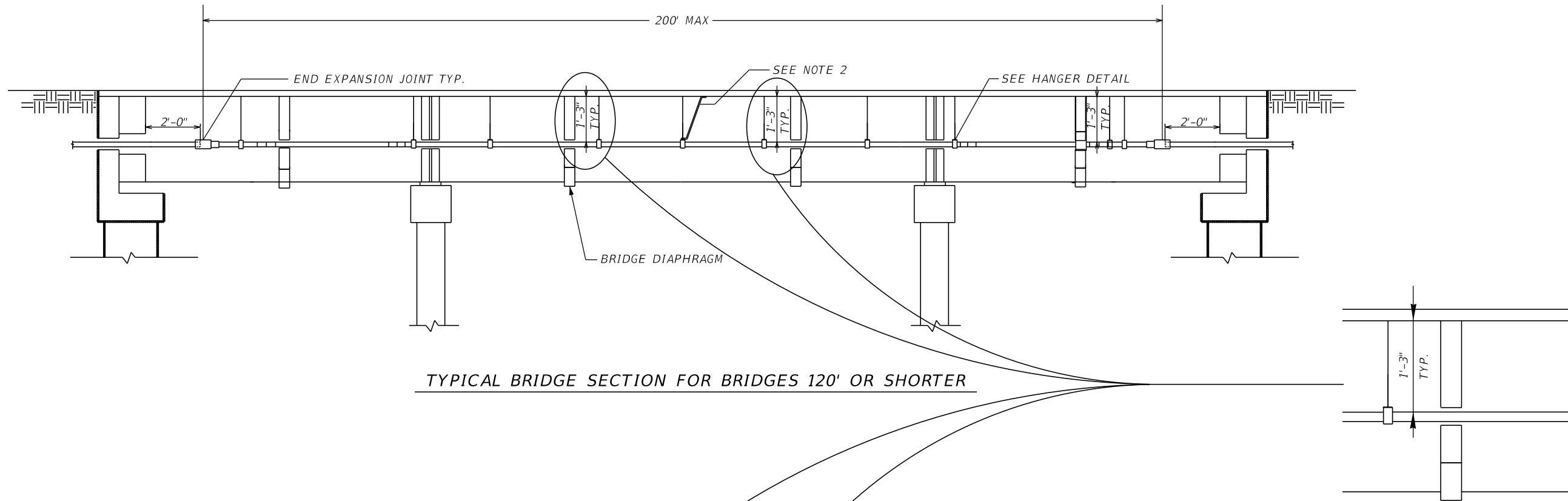


SECTION A-A

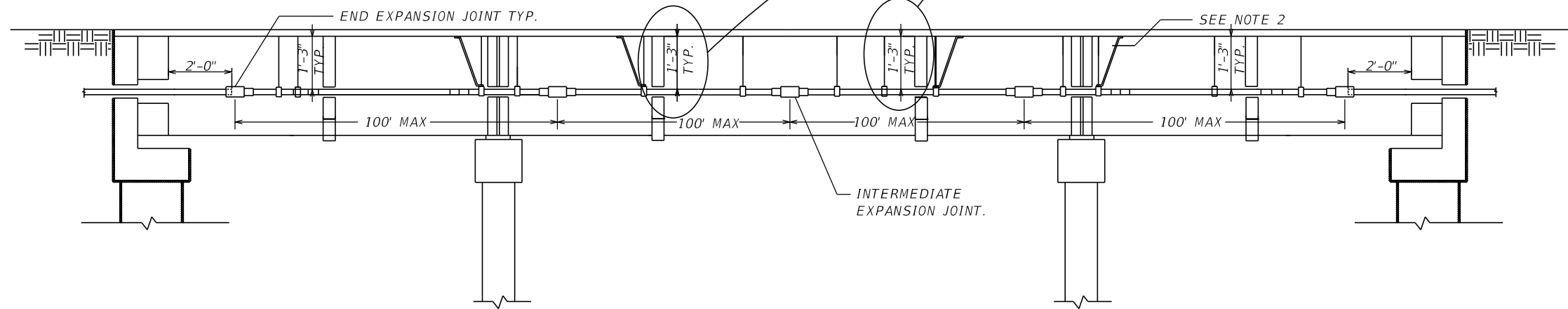
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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	BRIDGE HANGER DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						C-2

VERSION 9



TYPICAL BRIDGE SECTION FOR BRIDGES 120' OR SHORTER



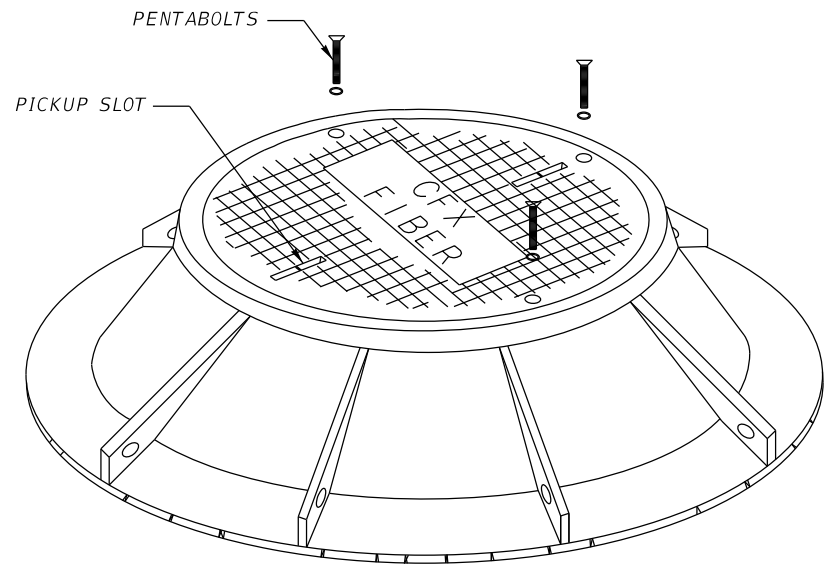
TYPICAL BRIDGE SECTION FOR BRIDGES 200' OR LONGER

NOTES:

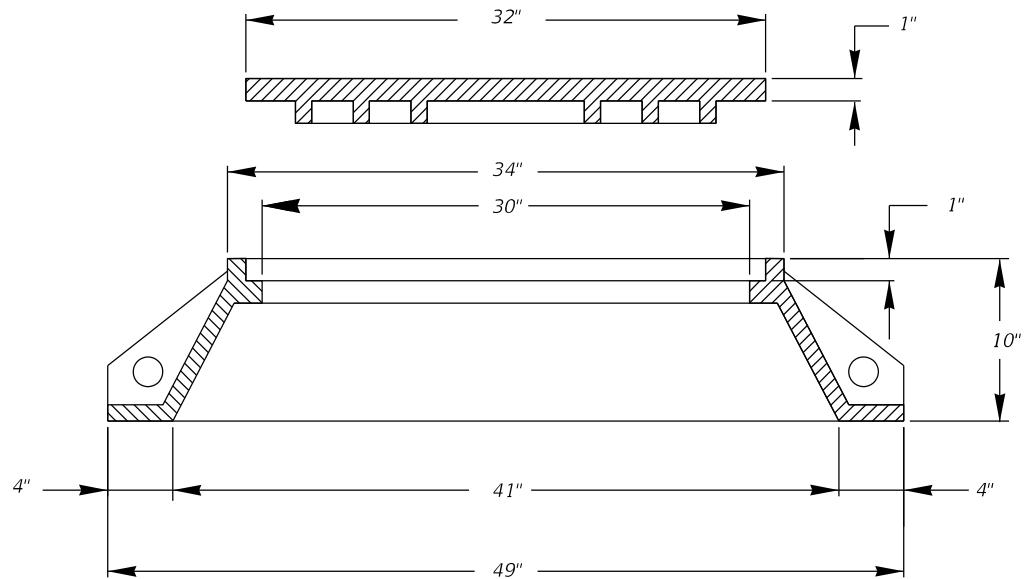
1. SEE BRIDGE HANGER DETAIL SHEET FOR ANCHORING HANGER AND EXPANSION JOINT SPACING.
2. LATERAL MOVEMENT IS FIXED AT MID SPAN BETWEEN EXPANSION JOINT BY USE OF HANGER BRACE.

NTS

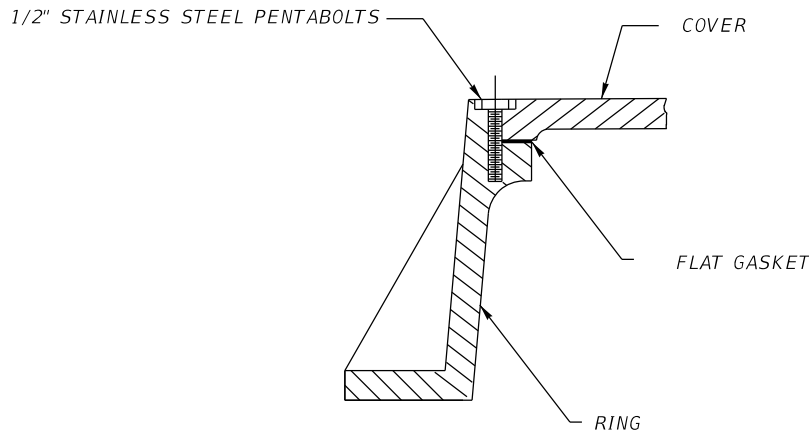
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBERGLASS EXPANSION JOINT DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						C-3



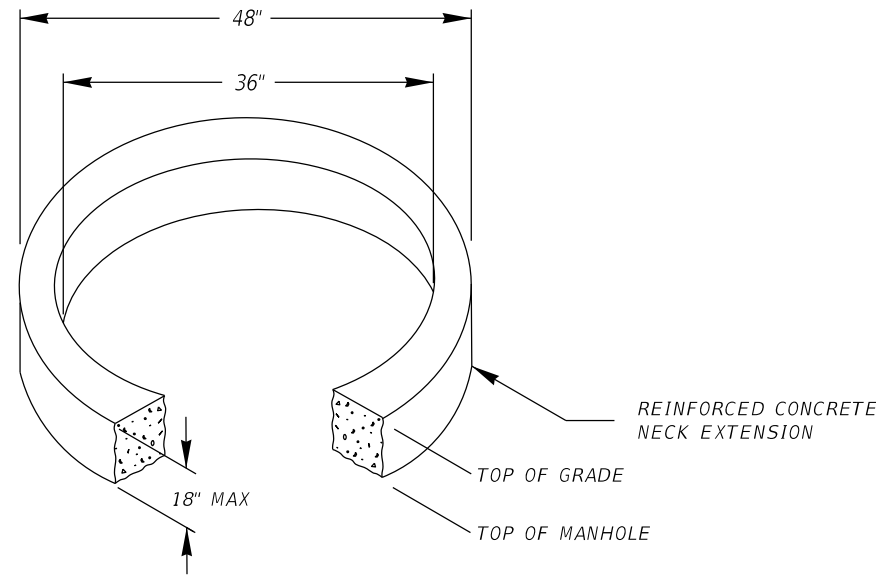
MANHOLE RING AND COVER



RING AND COVER DETAIL



BOLTED WATERTIGHT DETAIL



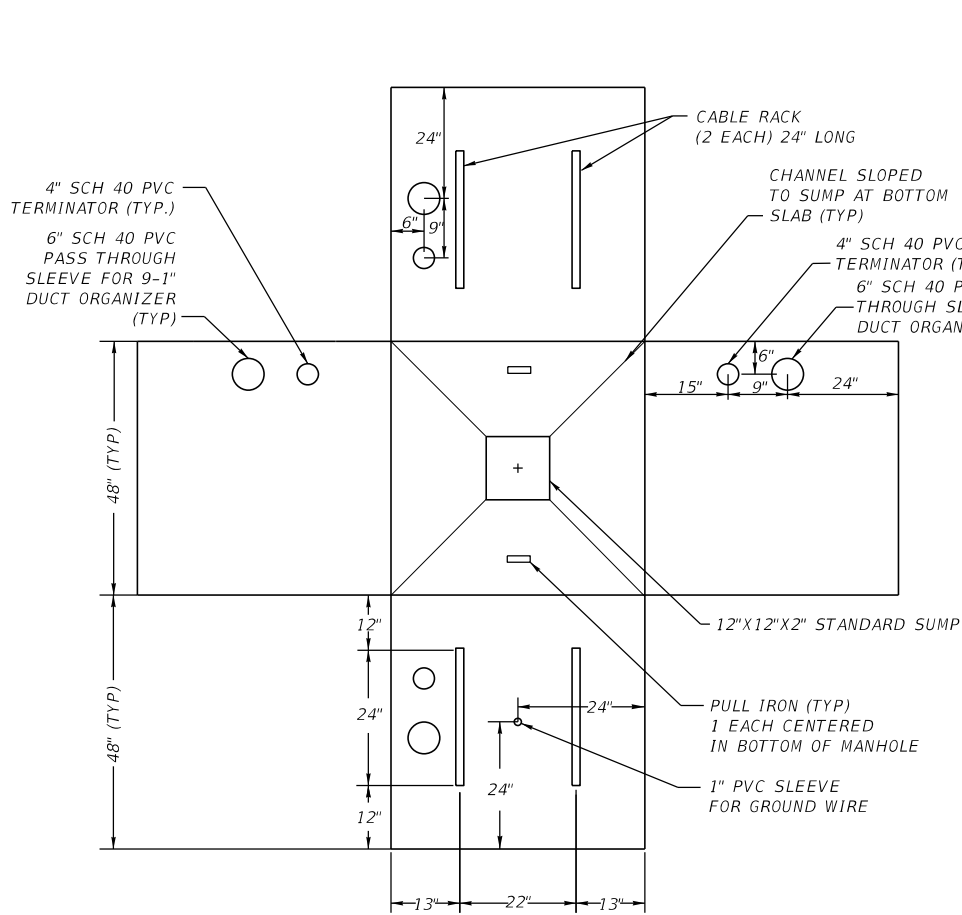
TYPICAL NECK EXTENSION DETAIL

- NOTES:
- EACH COVER TO HAVE (2) PICKUP SLOTS FOR REMOVING.
 - THE LETTERS "CFX FIBER" SHALL BE STAMPED ON COVER.
 - ACCESS HOLE: 30".
 - MANHOLE RING AND COVER SHALL CONFORM TO HS-20-44 TRAFFIC RATED-HEAVY DUTY LOAD RATING.
 - ANCHOR RING TO MANHOLE TOP SHALL BE SECURED BY 1/2" GALVANIZED BOLTS.
 - MANHOLE RING AND COVER TO BE WATERTIGHT AND GROUNDED TO COMMON GROUND.
 - ALL MATERIAL SHALL CONFORM TO ASTM-A48 CLASS 35B GRAY IRON.
 - CEMENT BRICK AND MORTAR MAY BE USED WHERE NEEDED TO ADJUST THE MANHOLE RING AND COVER TOT HE PROPER SLOPE AND GRADE WHEN INSTALLED IN THE PAVED SHOULDER.

NTS

VERSION 9

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC MANHOLE COVER DETAILS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											D-1

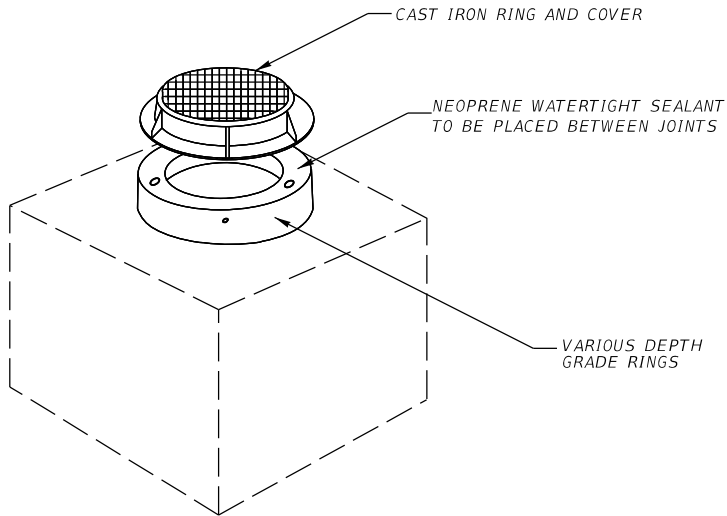
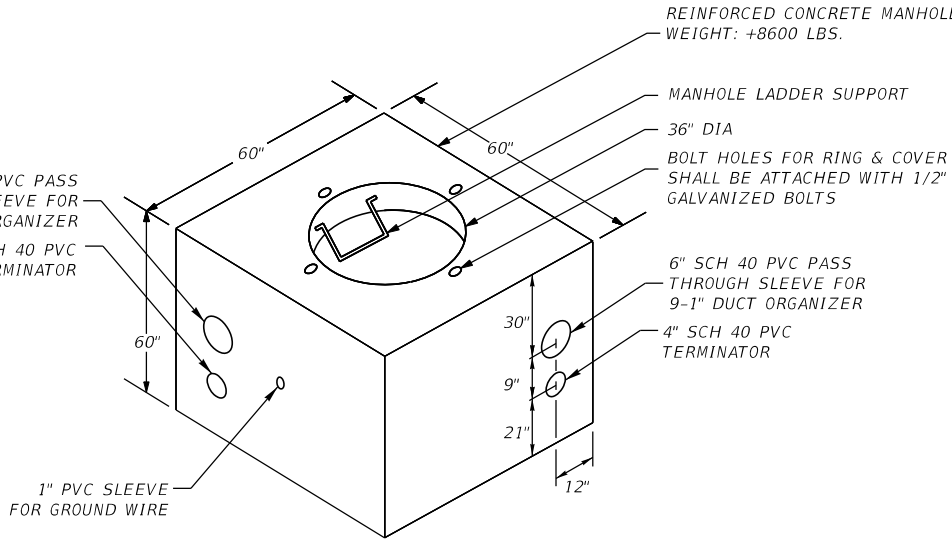


4'X4'X4' MANHOLE
6" WALLS, TOP AND FLOOR
48" HEADROOM

DIMENSIONS SHOWN ARE INNER DIMENSIONS

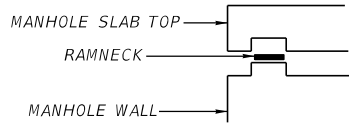
NOTES:

- CONTRACTOR SHALL SUBMIT PRECAST CONCRETE MANHOLE AND RING WEIR CUT SHEETS AND CAPACITIES VERIFICATIONS FOR ENGINEER'S REVIEW AND APPROVAL
- MANHOLE SHALL CONFORM TO HL93 FULL VEHICULAR LOADING.
- ALL MANHOLES SHALL BE PROVIDED WITH AN INWESCO SERIES I-3600 OR EQUIVALENT LADDER THAT EXTENDS TO THE FLOOR.
- ALL UNUSED ACCESS POINT SHALL BE EQUIPPED WITH COMPRESSION TYPE SNUG PLUGS OR PRECAST TERMINATORS.
- ALL MANHOLES SHALL BE PLACED WITH COVER FLUSH WITH FINISHED GRADE ON PAVED SHOULDER. MANHOLE COVERS SHALL BE BOLTED IN PLACE WITH STAINLESS STEEL TAMPER-RESISTANT PENTABOLTS.
- GROUND RODS SHALL BE INSTALLED OUTSIDE OF MANHOLE AND #6 BARE WIRE SHALL BE BROUGHT INTO MANHOLE THROUGH THE 1" PVC SLEEVE ON SIDE OF MANHOLE.
- ALL MANHOLES SHALL HAVE 12" OF ½" CRUSHED ROCK PLACED UNDER MANHOLES.
- ALL MANHOLE PENETRATIONS SHALL BE SEALED WITH NON SHRINK GROUT TO PREVENT WATER INGRESS.
- MANHOLE WALL THICKNESS SHALL BE A MINIMUM OF 6".
- RAMNECK SHALL BE USED TO SEAL ALL MANHOLE JOINTS.
- CABLE RACKS SHALL BE INSTALLED USING 1/2" x 2½" GALVANIZED MACHINE BOLTS AND GALVANIZED ANCHORS CAST INTO THE WALLS. A MINIMUM OF EIGHT (8) CABLE RACK HOOKS FOR THE 4' X 4' X 4' MANHOLE AND A MINIMUM OF TWELVE (12) CABLE RACK HOOKS FOR THE 4' X 6.5' X 6.5' MANHOLE SHALL BE PROVIDED IN ACCORDANCE WITH 636-2.3.1.9.1. FIBER OPTIC CABLES SHALL BE STORED ON CABLE RACK HOOKS.



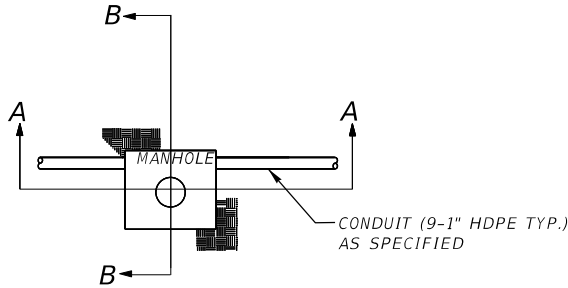
60" OD SQUARE MANHOLE

DIMENSIONS SHOWN ARE OUTER DIMENSIONS

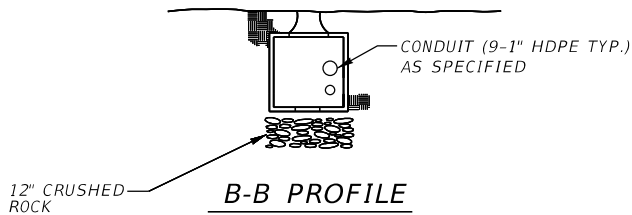


RING & COVER GENERAL NOTES - SEE SHEET D-1

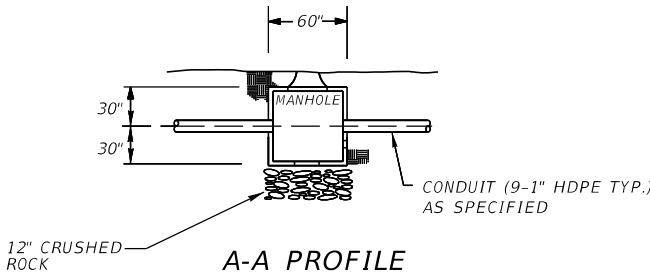
MANHOLE JOINT CONFIGURATION



PLAN



B-B PROFILE

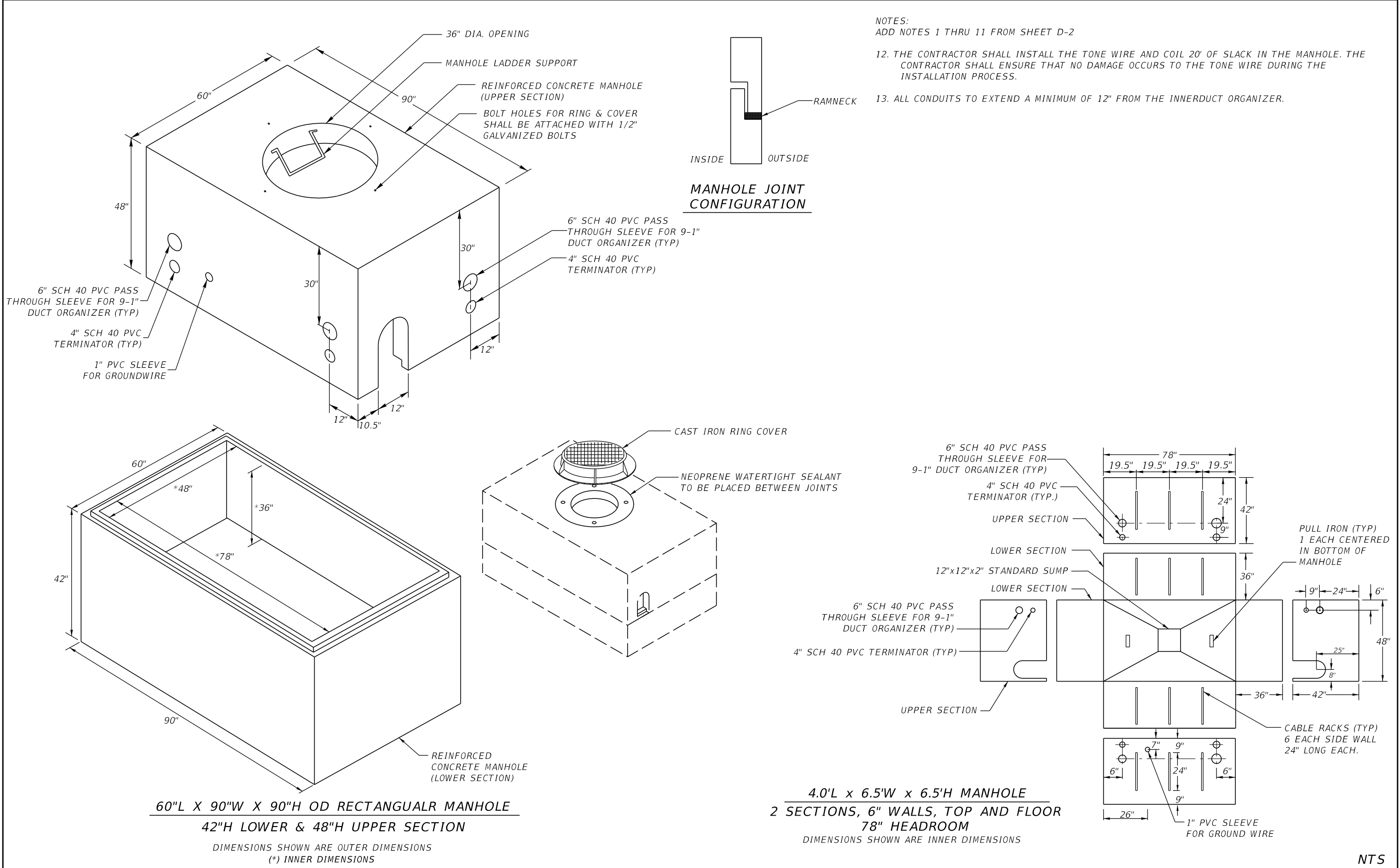


A-A PROFILE

NTS

VERSION 9

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC MANHOLE DETAIL 4' X 4' X 4'		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											D-2

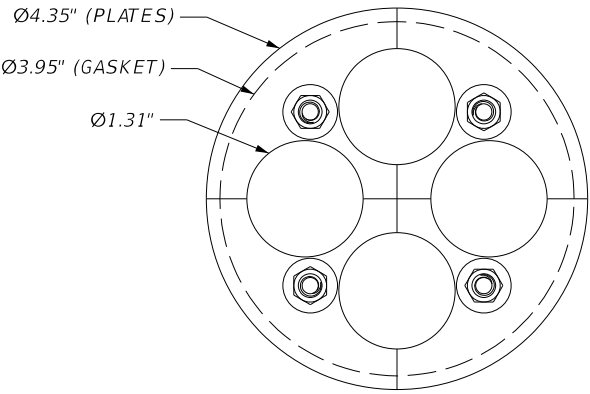
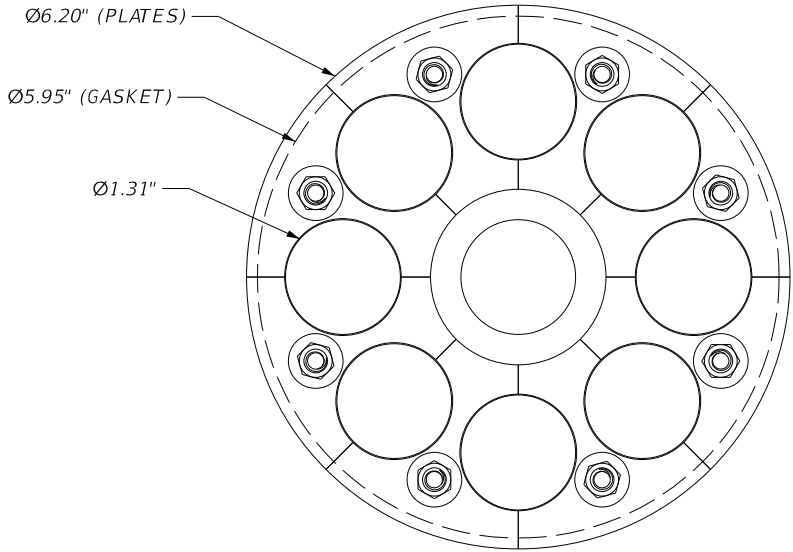


REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC MANHOLE DETAIL 4.0' X 6.5' X 6.5' (DOGHOUSE)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											D-4

VERSION 9

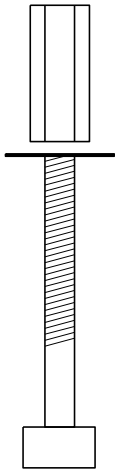
TOP VIEW

PLUG USES 8-3½" X ¼" STAINLESS STEEL BOLTS WITH COUPLER NUTS TO BOTH HOLD THE PIECE TOGETHER AND PROVIDE COMPRESSION WHEN INSTALLED.

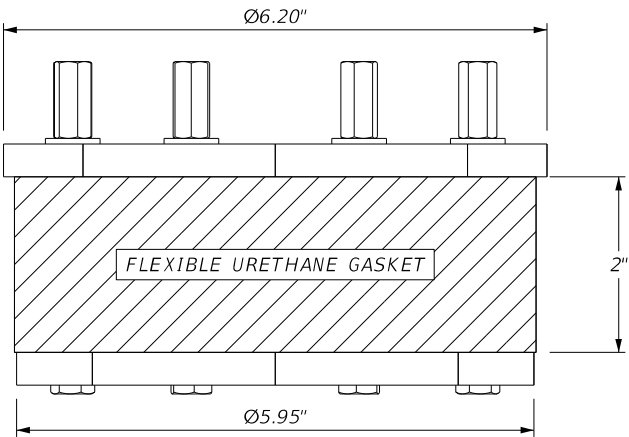


SIDE VIEW

GASKET IS SLIT AND PLATES ARE IN SECTIONS TO ALLOW UNFOLDING OF THE ENTIRE PLUG AND WRAPPING AROUND THE INNER CONDUITS.

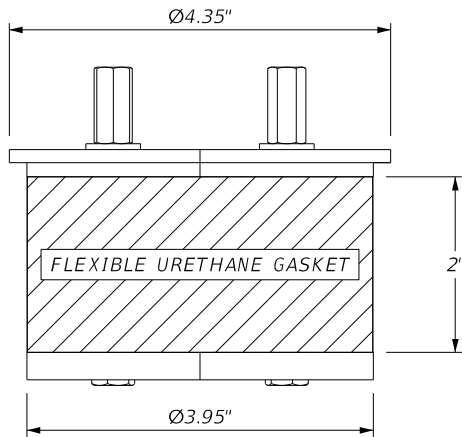


SZ-595-9131L



6"- 9(1") DUCT ORGANIZER

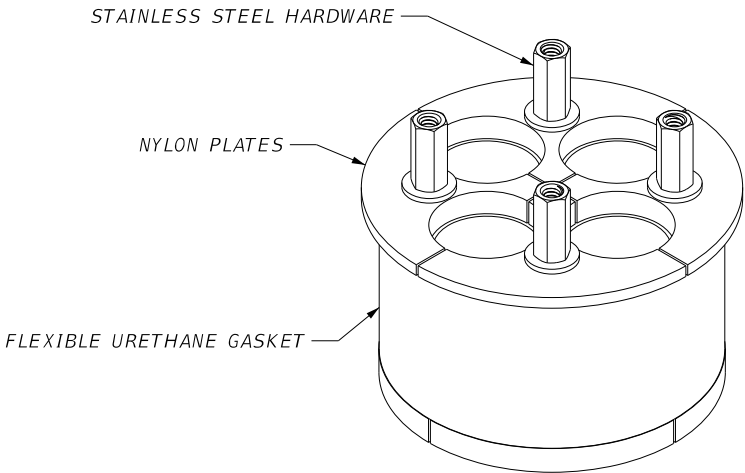
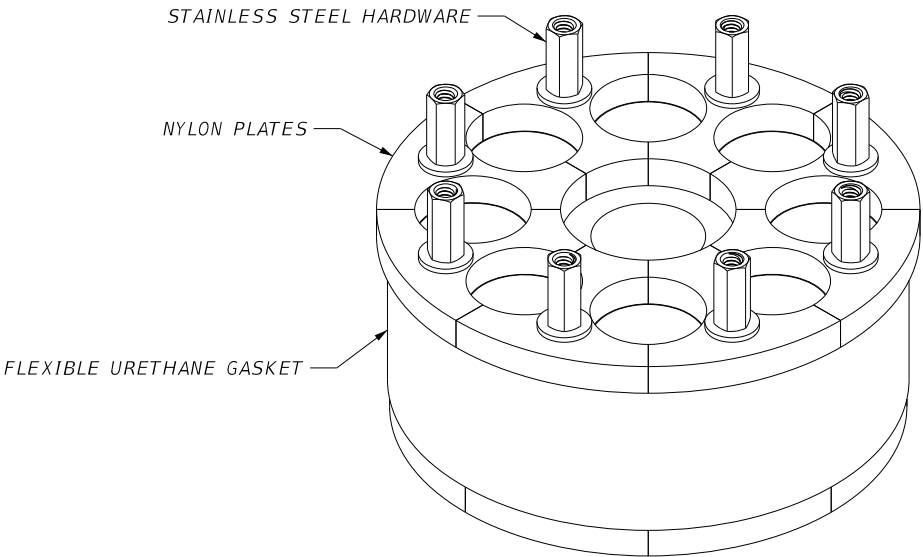
SZ-395-4131



4"- 4(1") DUCT ORGANIZER

ISOMETRIC VIEW

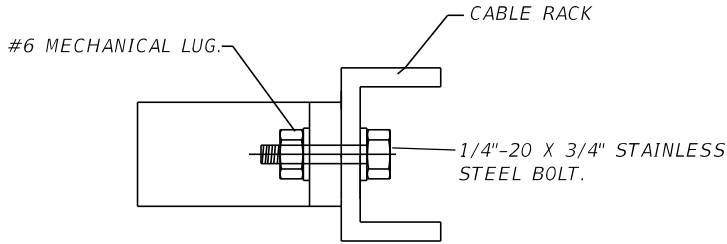
HOLES THROUGH THE GASKET CAN BE FORMED TO ANY SIZE UP TO 1.315" DIAMETER.



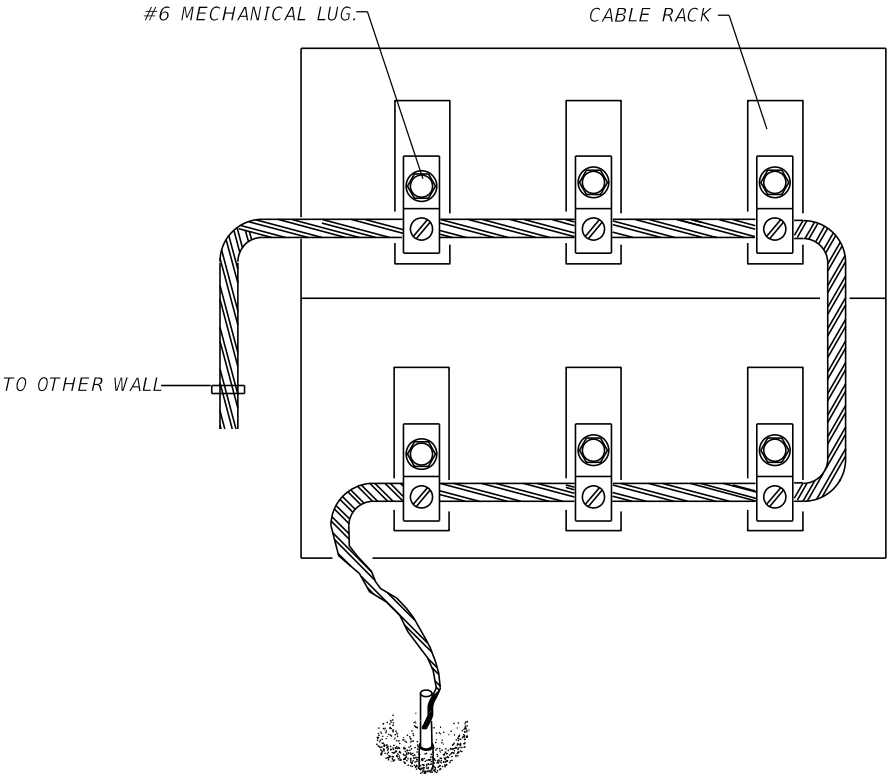
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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC MANHOLE INNERDUCT ORGANIZER		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						D-5

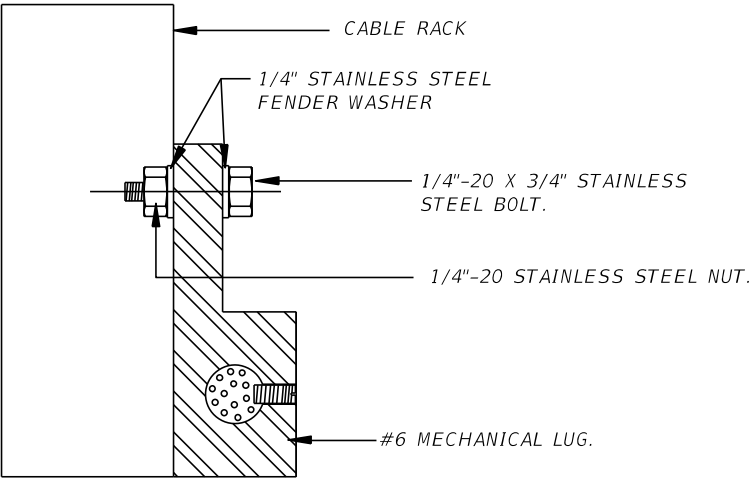
BONDING & GROUNDING DETAIL



MECHANICAL LUG
PLAN VIEW



MANHOLE GROUNDING
TYPICAL WALL

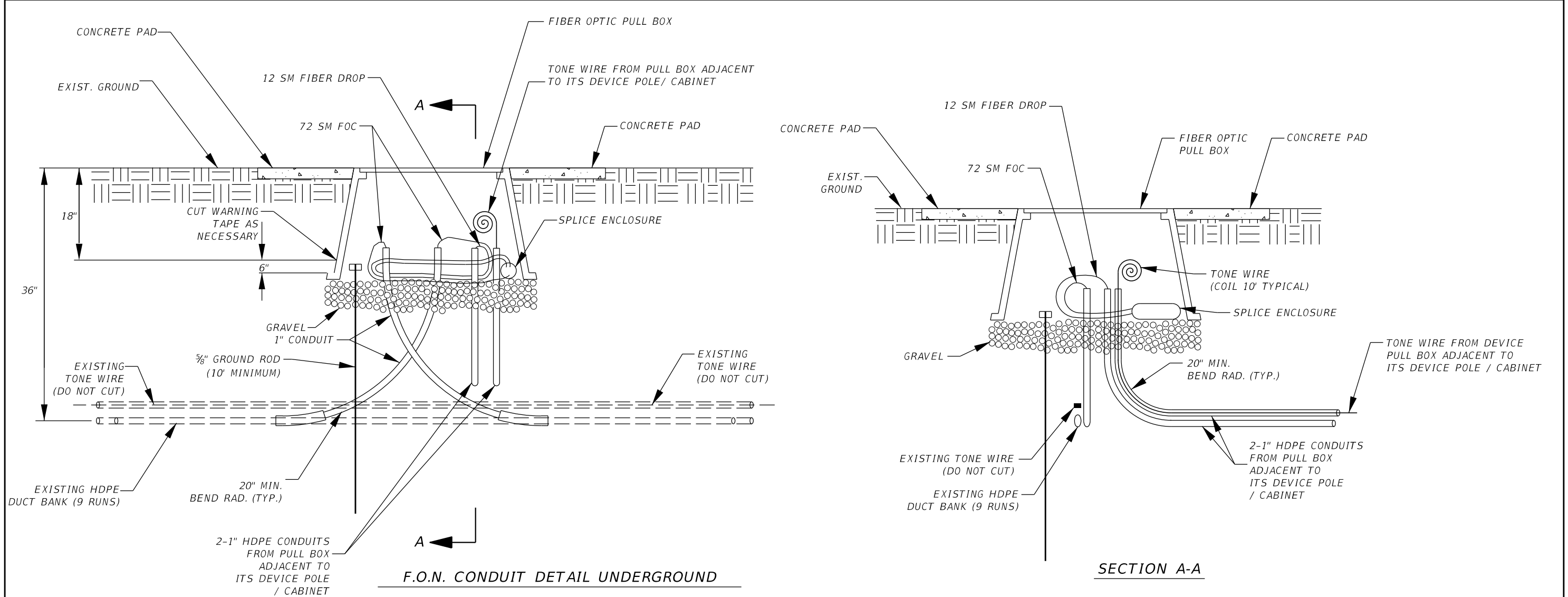


MECHANICAL LUG
PROFILE VIEW

- NOTES:
- 1. GROUND RODS SHALL HAVE A RESISTANCE TO GROUND NOT TO EXCEED 25 OHM.
 - 2. ALL CONNECTIONS BETWEEN BARE COPPER GROUNDING WIRE AND GROUND ROD SHALL BE EXOTHERMIC WELD PER MANUFACTURER STANDARDS.
 - 3. #6 AWG GROUND WIRE TO BE ROUTED THROUGH 1" PVC SLEEVE IN SIDEWALL OF MANHOLE AND EXOTHERMICALLY WELDED TO THE GROUNDING ELECTRODE.
 - 4. THE #6 BARE COPPER GROUNDING WIRE SHALL BE ROUTED ALONG THE INSIDE PERIMETER WALL OF THE MANHOLE CONNECTING TO EACH CABLE RACK AND SHALL BE SECURELY ATTACHED ON EACH END OF THE MANHOLE WITH A MECHANICAL LUG. THE GROUNDING WIRE SHALL NOT BE ROUTED ACROSS THE MANHOLE OR IN ANY OTHER FASHION THAT WOULD IMPEDE THE INGRESS OR EGRESS OF THE MANHOLE OR THE INSTALLATION AND STORAGE OF THE FIBER OPTIC CABLE.

NTS

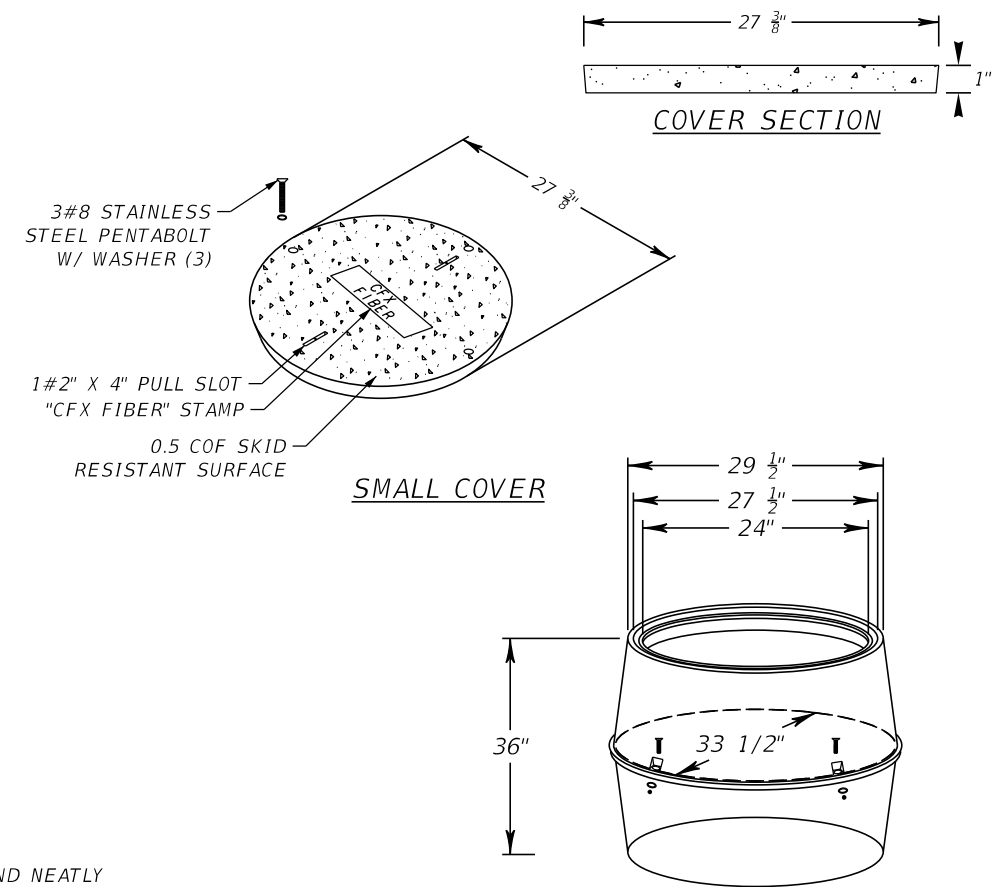
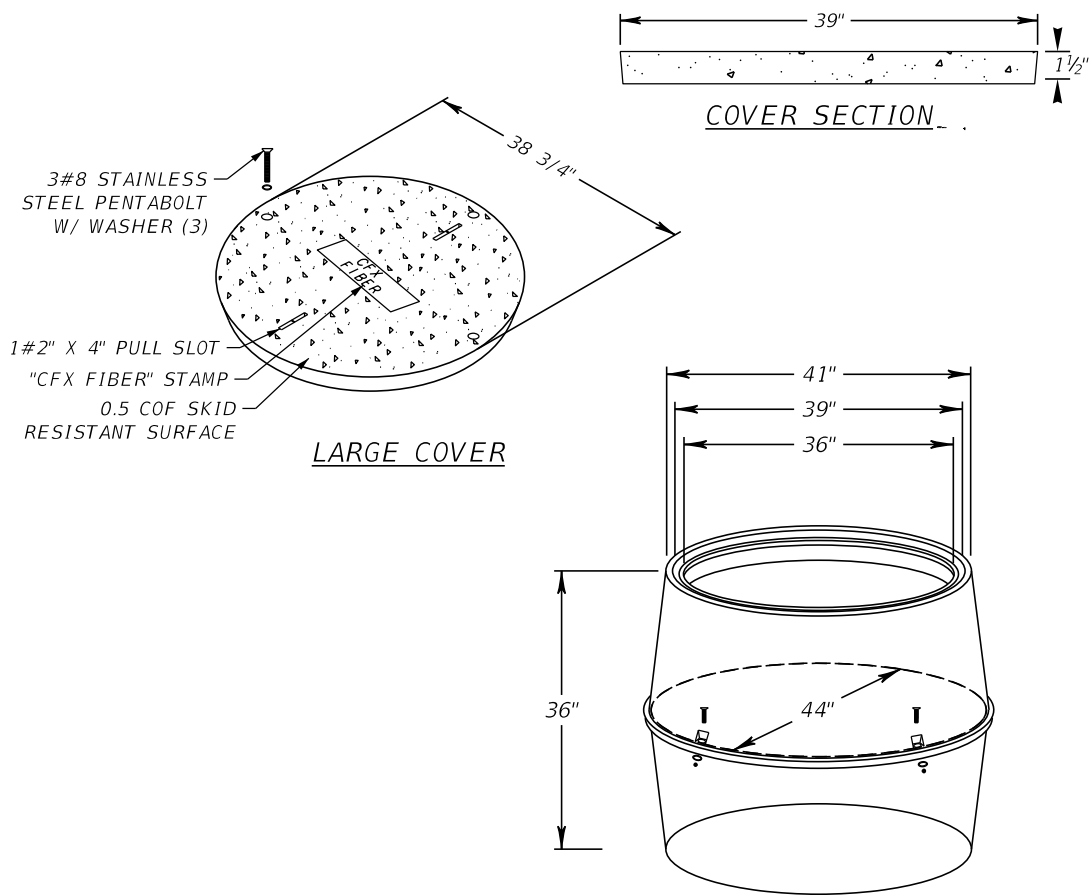
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC MANHOLE GROUNDING DETAILS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						D-6



- NOTES:
- 1. CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING CONDUIT OR F.O.N. CABLE AND TONE WIRE. ANY DAMAGE SHALL BE REPLACED IN KIND AT THE CONTRACTORS EXPENSE.
 - 2. EXTEND THE FEEDER BLUE CONDUIT INTO THE PULL BOX FOR THE 72 SM FIBER OPTIC CABLE.
 - 3. INSTALLATION OF PULL BOX, ASSOCIATED EQUIPMENT AND MATERIALS SHALL BE PAID UNDER THE PULL BOX PAY ITEM.
 - 4. EXTEND AND COIL TONE WIRE INTO PULL BOX. DO NOT SPLICE INTO EXISTING TONE WIRE.
 - 5. FIBER GLASS LIDS SHALL BE 20,000 LB RATED.
 - 6. TONE WIRE SHALL BE CONTINUOUS RUN FROM PULL BOX TO PULL BOX ADJACENT TO ITS DEVICE POLE/CABINET.
 - 7. FIBER OPTIC PULL BOXES AT EACH END OF THE TONE WIRE RUN SHALL INCLUDE A MINIMUM OF 10 LF OF GROUNDING ELECTRODES.
 - 8. THE TONE WIRE SHALL NOT ENTER INTO THE ITS CABINET BUT TERMINATE IN THE PULL BOX ADJACENT TO THE ITS DEVICE CABINET WITH A COIL OF 10 FEET.

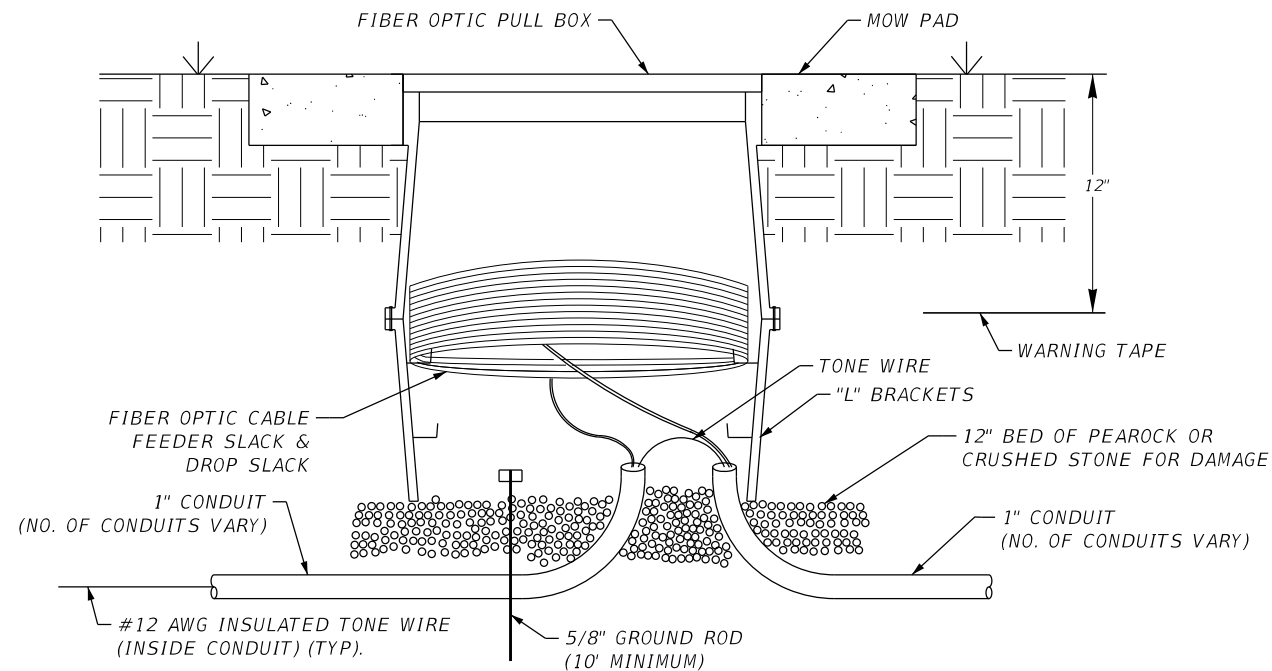
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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC PULL BOX DETAIL TO DEVICE PULL BOX		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						E-1

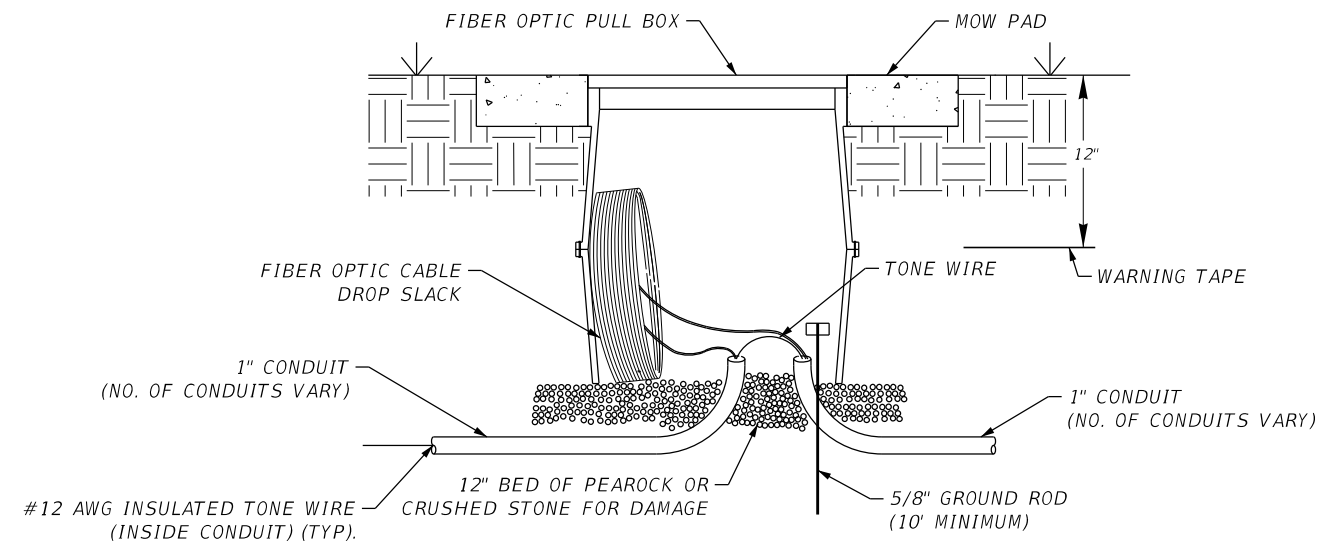


FIBER OPTIC PULL BOX NOTES:

1. SPARE FIBER OPTIC CABLE IS TO BE WOUND NEATLY AND CAREFULLY, AS NOT TO EXCEED THE MAXIMUM BENDING RADIUS OF THE FIBER OPTIC CABLE.
2. FIBER OPTIC PULL BOXES AT EACH END OF THE TONE WIRE RUN SHALL INCLUDE A MINIMUM OF 10 LF OF GROUNDING ELECTRODES.



FIBER OPTIC LARGE PULL BOX



FIBER OPTIC SMALL PULL BOX (DEVICE PULL BOX)

NTS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY

CENTRAL FLORIDA
EXPRESSWAY AUTHORITY

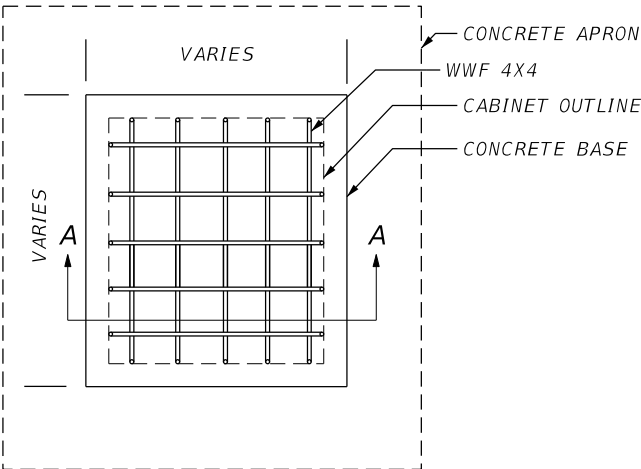
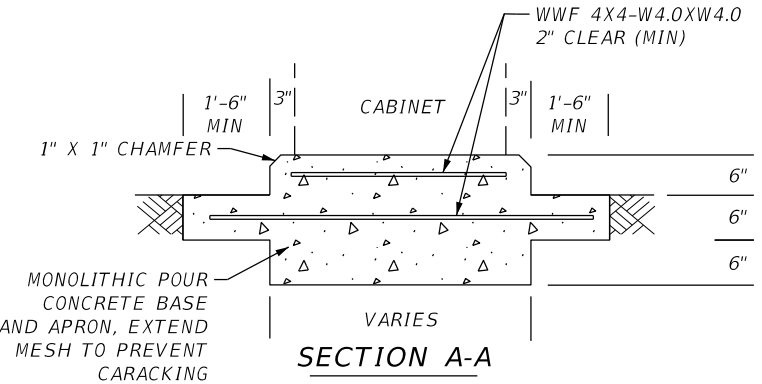
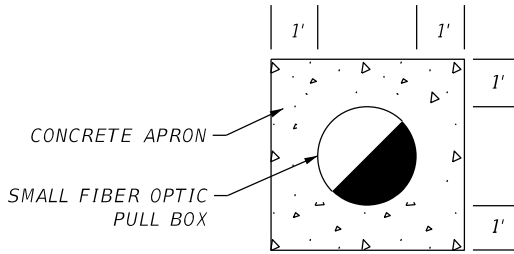
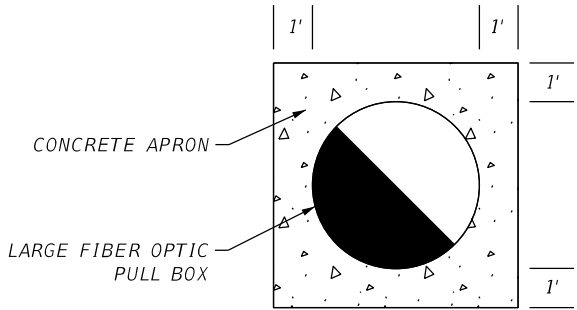
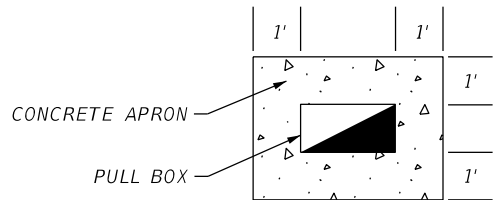
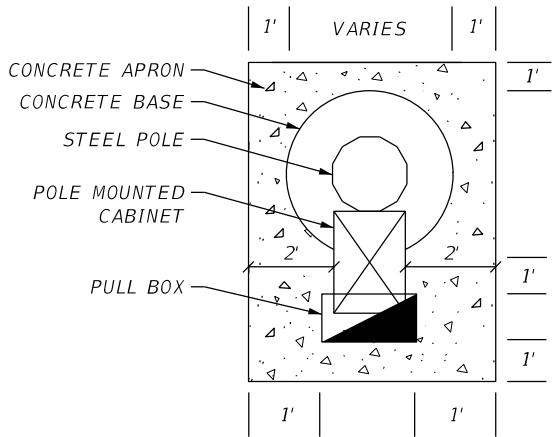
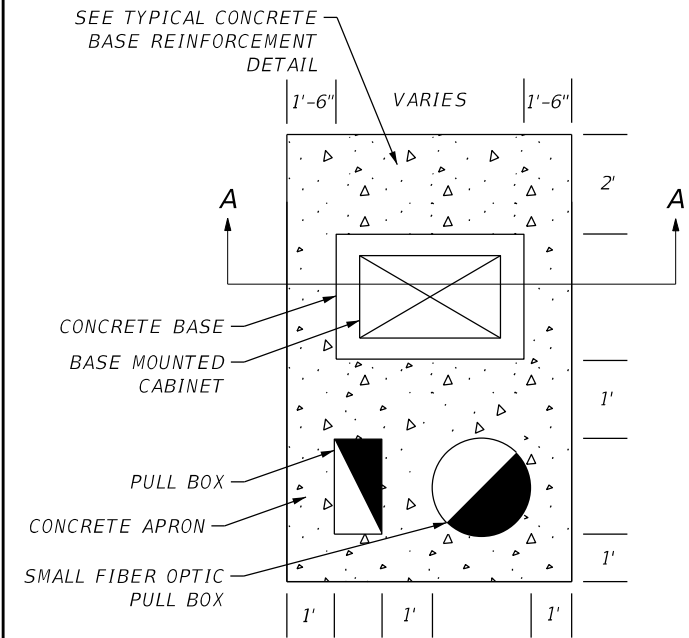
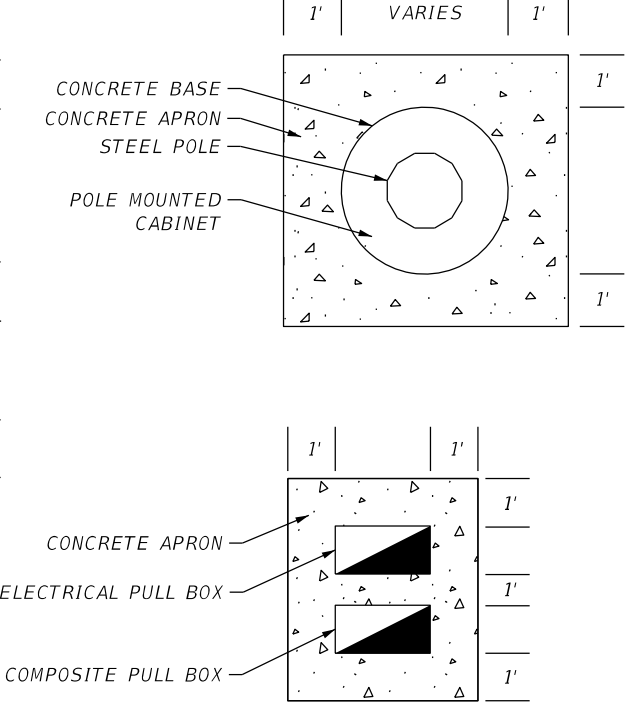
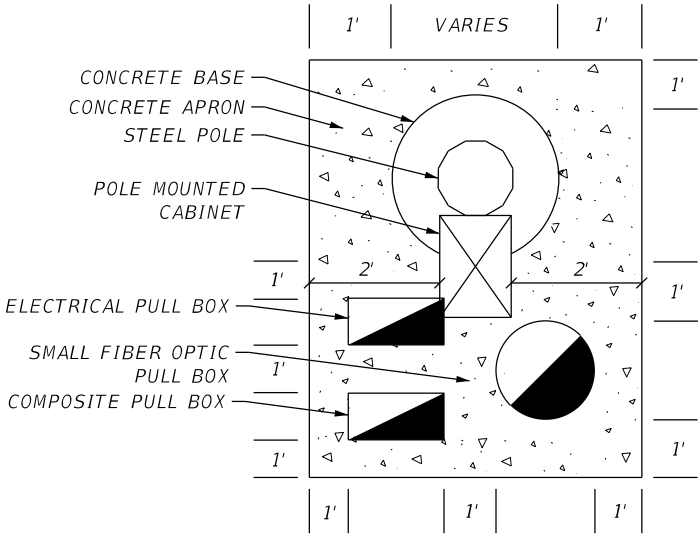
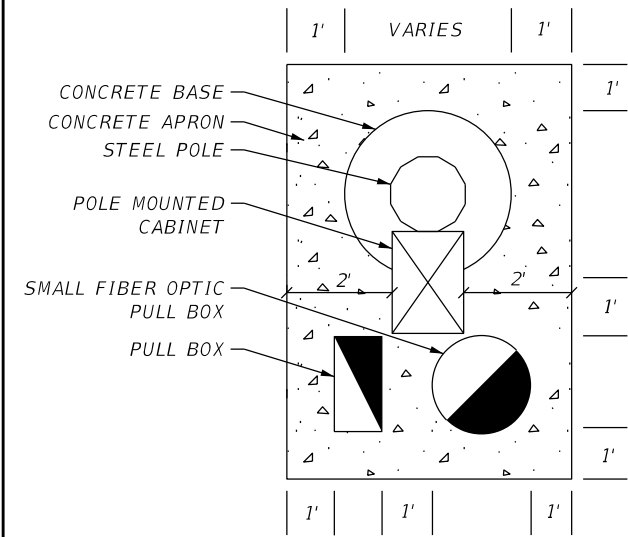
CENTRAL
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AUTHORITY

FIBER OPTIC PULL BOX DETAILS

SHEET
NO.

E-2

CONCRETE MOW PAD DETAILS



PLAN VIEW

TYPICAL CONCRETE BASE REINFORCEMENT DETAILS

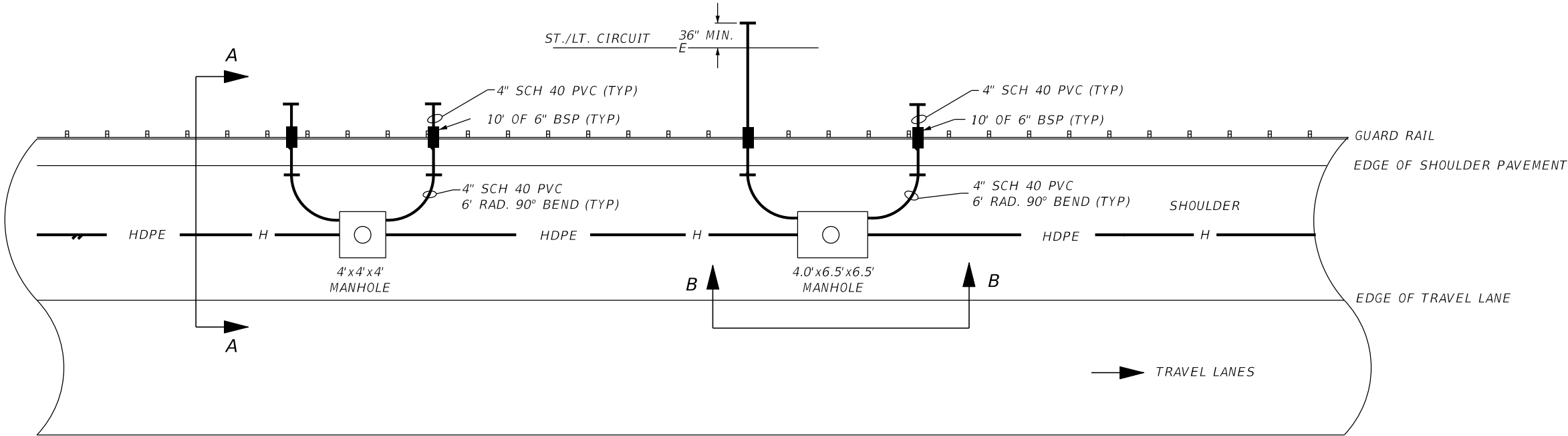
NOTE:
1. REINFORCEMENT STEEL SHALL BE ASTM A615, GRADE 60.

NTS

- NOTES:
1. ALL DIMENSIONS ARE MINIMUM REQUIRED SEPARATION.
2. ALL CONCRETE MOW PADS SHALL BE SIX (6) INCHES THICK. CABINET BASE SHALL EXTEND SIX (6) INCHES ABOVE GRADE.
3. MOW PADS SHALL BE SLOPED AWAY FROM THE CENTER OF CABINET, PULL BOXES AND POLES WITH A SLOPE 1/4" TO 1".
4. CONDUIT SWEEPS SHALL BE CAST IN PLACE FOR THE CABINET BASE AND POLE BASE. CONDUITS NOT SHOWN.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL CONCRETE PULL BOX MOW PAD DETAILS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											E-3

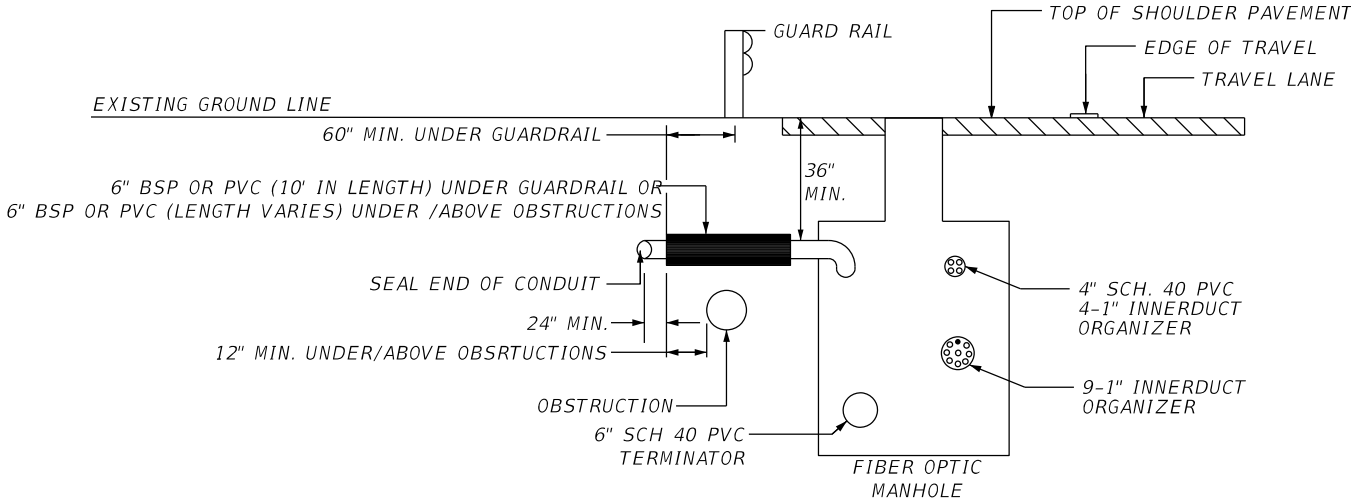
LATERAL CONDUIT FROM MANHOLE DETAIL



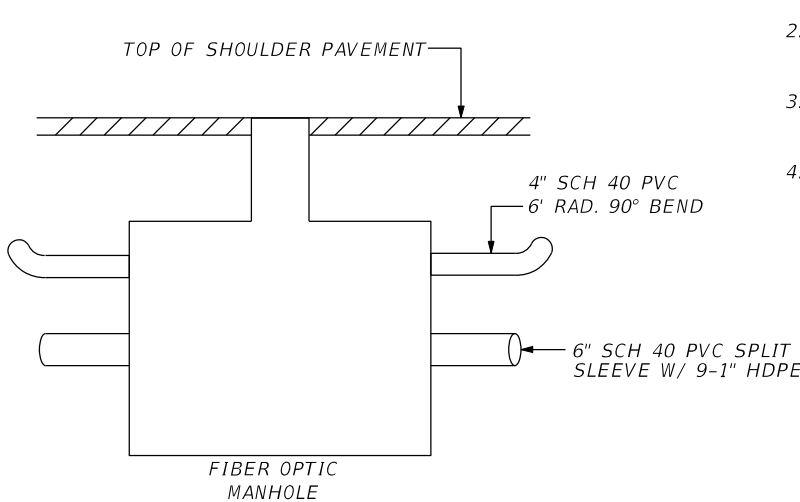
PLAN VIEW

NOTES:

1. ALL MANHOLES INSTALLED UNDER THE PAVED SHOULDER REQUIRE 4" LATERAL CONDUIT AS SHOWN IN DETAILS ABOVE.
2. THE 4" LATERAL CONDUIT SHALL BE EQUIPPED WITH 4-1" HDPE AND SHALL EXTEND A MINIMUM OF 24" BEYOND BSP.
3. LATERAL CONDUITS SHALL BE SEALED IN MANHOLE AND AT END OF CONDUIT.
4. PAYMENT FOR THE 4" SCH. 40 PVC 90° SWEEP LATERAL CONDUIT & 6" BSP SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE MANHOLE.



SECTION A-A



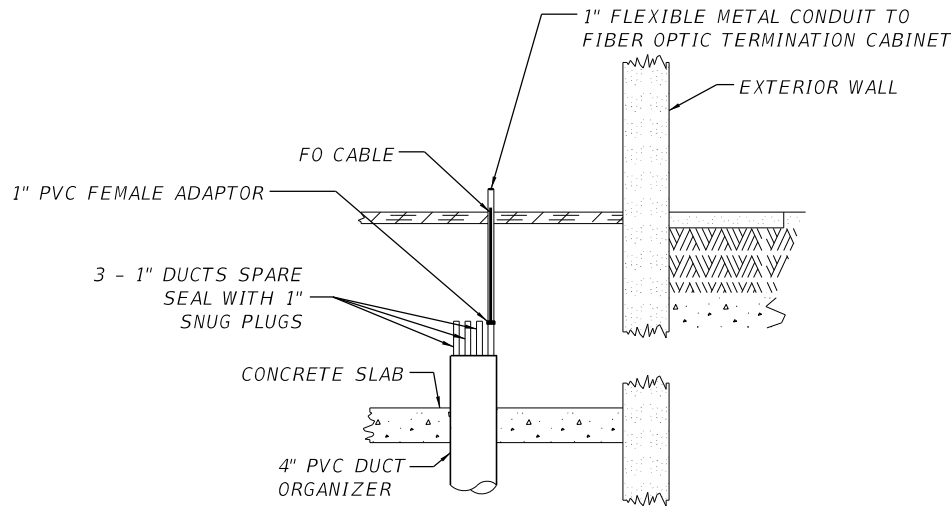
SECTION B-B

NOTE TO EOR:
FOR EXISTING INFRASTRUCTURE USE SBSP.
FOR NEW INFRASTRUCTURE USE BSP.

NTS

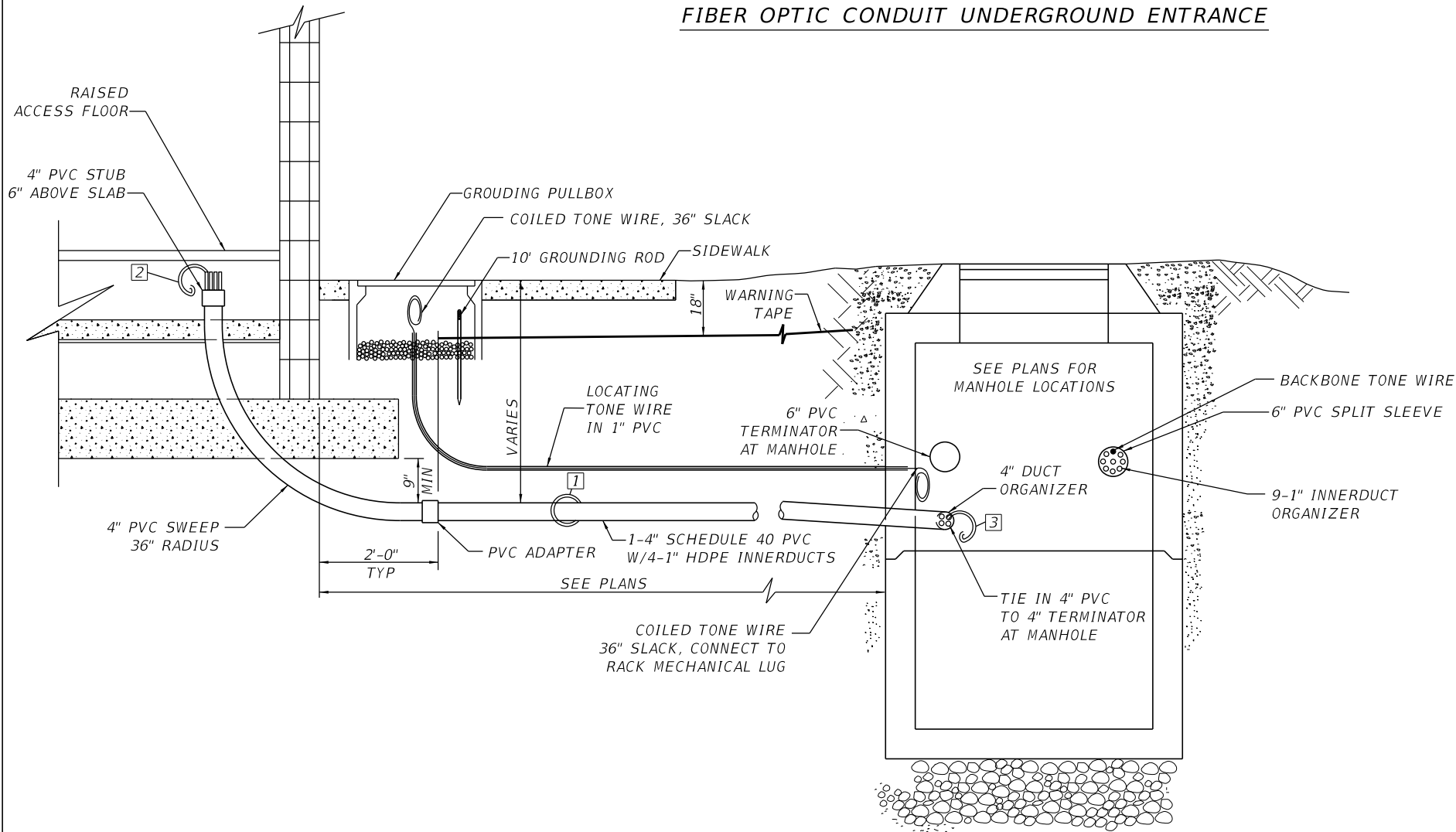
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC MANHOLE STUBOUT DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						E-4

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- NOTES:
- 1. HAND DIG AS NEEDED TO EXPOSE ANY EXISTING UTILITIES.
 - 2. ALL CONDUITS TO EXTEND A MINIMUM OF 12" FROM THE INNERDUCT ORGANIZER.
 - 3. IF CONDUIT TO BE INSTALLED IS LESS THAN 36" DEEP:
 - A. USE RGC OR
 - B. CONCRETE ENCASED WITH 3" OF 3000 PSI CONCRETE
 - 4. ALL CONCRETE PENETRATIONS AROUND CONDUITS SHALL BE WATERPROOF.
 - 5. PAYMENT FOR THE 9-1" INNERDUCT ORGANIZER SHALL BE CONSIDERED INCIDENTAL TO THE COST OF FON SYSTEM INSTALLATION.
 - 6. LATERAL TONE WIRE SHALL BE LOCATED IN THE 1" PVC CONDUIT BETWEEN THE MANHOLE AND THE GROUNDING PULL BOX.

FIBER OPTIC CONDUIT UNDERGROUND ENTRANCE

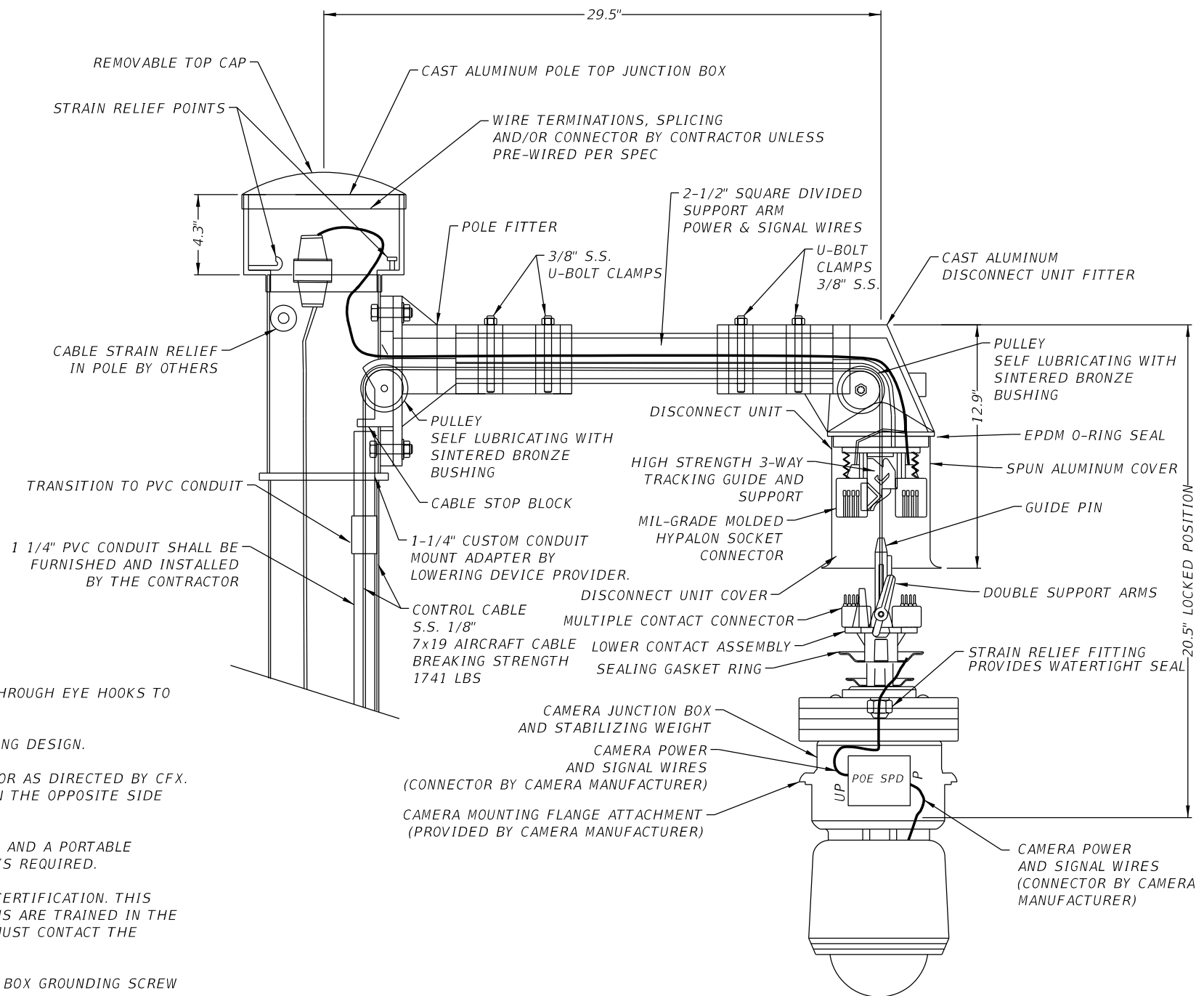
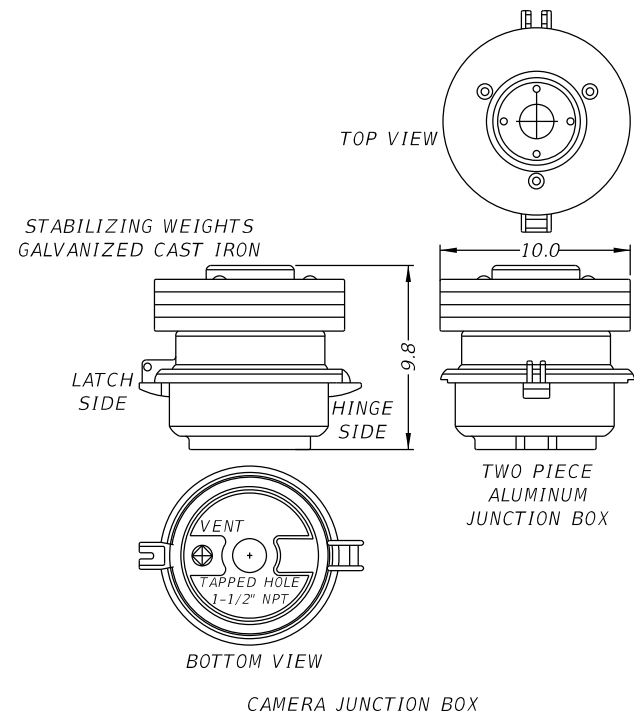


- REFERENCE NOTES:
- 1. INSTALL FIBER OPTIC CABLE 72 SINGLE MODE.
 - 2. LEAVE 100' OF SLACK FIBER OPTIC CABLE COILED UNDER RAISED FLOOR.
 - 3. LEAVE 100' OF SLACK FIBER OPTIC CABLE COILED IN UTILITY VAULT.

FIBER OPTIC CONDUIT JUNCTION BOX ENTRANCE AT TOLL PLAZA

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	FIBER OPTIC NETWORK TOLL PLAZA ENTRANCE DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						E-5



NOTES:

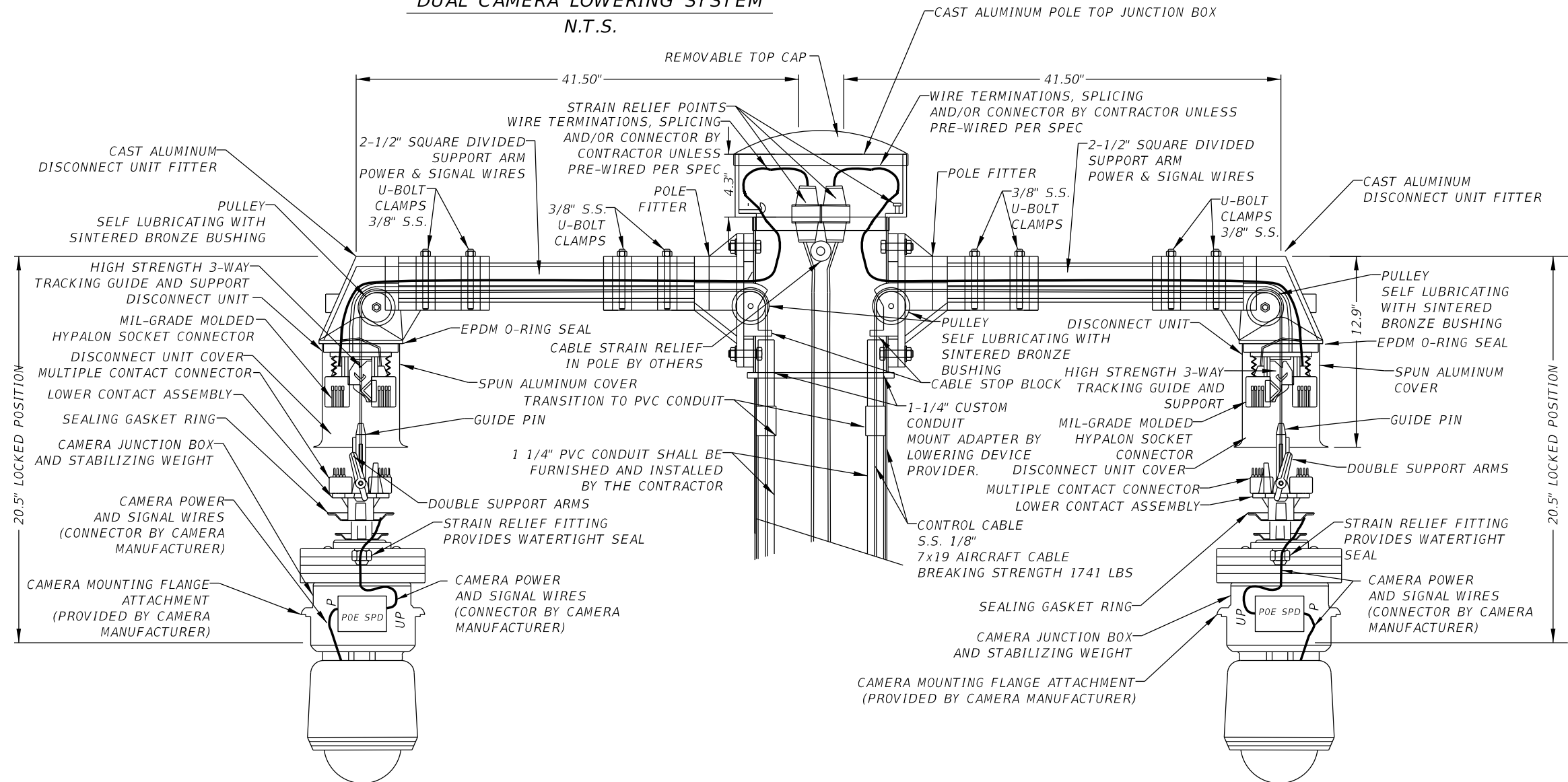
- INTERNAL CAMERA SUPPLY CABLES RUN THROUGH THE INSIDE OF THE POLE SHALL BE INSTALLED THROUGH EYE HOOKS TO PREVENT INTERFERENCE WITH LOWERING MECHANISM CABLE, UNLESS OTHERWISE NOTED.
- CAMERA LOWERING DEVICE DETAILS ARE REPRESENTATIVE AND DO NOT REFLECT ACTUAL ENGINEERING DESIGN.
- LOWERING ARM SHALL BE MOUNTED PERPENDICULAR TO THE ROADWAY OR AS SHOWN IN THE PLANS OR AS DIRECTED BY CFX. THE CCTV POLE SHALL BE POSITIONED SO THAT THE DOME ENCLOSURE CAN BE SAFELY LOWERED ON THE OPPOSITE SIDE OF THE HAND CRANK.
- [MG]2 INC. PART NO. LWR5-100 FOR THE PORTABLE LOWERING TOOL WITH BOTH MANUAL HAND CRANK AND A PORTABLE ELECTRIC DRILL MOTOR WITH CUSTOM CLUTCH ADAPTER. ONE LOWERING TOOL PER EVERY 10 POLES IS REQUIRED.
- [MG]2 INC. PART NO. CLDMG2-ON SITE IS FOR ON SITE INSTALLATION/OPERATION INSTRUCTION AND CERTIFICATION. THIS ENSURES THE PRODUCT IS ASSEMBLED CORRECTLY AND MORE IMPORTANTLY ALL NECESSARY PERSONS ARE TRAINED IN THE PROPER SAFE OPERATION OF THE SYSTEM. PRIOR TO ERECTING THE FIRST POLE THE CONTRACTOR MUST CONTACT THE LOWERING DEVICE SUPPLIER AND SCHEDULE FOR A FACTORY REPRESENTATIVE TO BE ON SITE.
- THE SPD WITHIN THE CAMERA JUNCTION BOX SHALL BE ELECTRICALLY GROUNDED TO THE JUNCTION BOX GROUNDING SCREW BY A #10 GREEN INSULATED WIRE.
- CAMERA LOWERING SYSTEM, [MG]2 INC. MODEL NOS. (DESIGNER TO ENTER MODEL # BASED OFF CFX SPECIFICATIONS) TO INCLUDE POLE TOP J-BOX, MOUNTING HARDWARE, LOWERING CABLE, MOLDED HYPALON CONTACT BLOCK, CAMERA J-BOX AND HOUSING.
- CAMERA LOWERING DEVICE TO BE SHIPPED READY FOR POLE ATTACHMENT TO INCLUDE ADEQUATE CAT5e CABLE PRE-WIRED TO LOWERING DEVICE AT THE FACTORY. THE CONTRACTOR SHALL BE RESPONSIBLE TO PROVIDE ADEQUATE CABLE LENGTH BETWEEN EACH CCTV LOWERING DEVICE ASSEMBLY.
- CAMERA LOWERING DEVICE TO BE POWDER COATED FLAT BLACK BY MANUFACTURER.

NTS

VERSION 9

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CCTV CAMERA LOWERING DEVICE DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						F-1

DUAL CAMERA LOWERING SYSTEM
N.T.S.



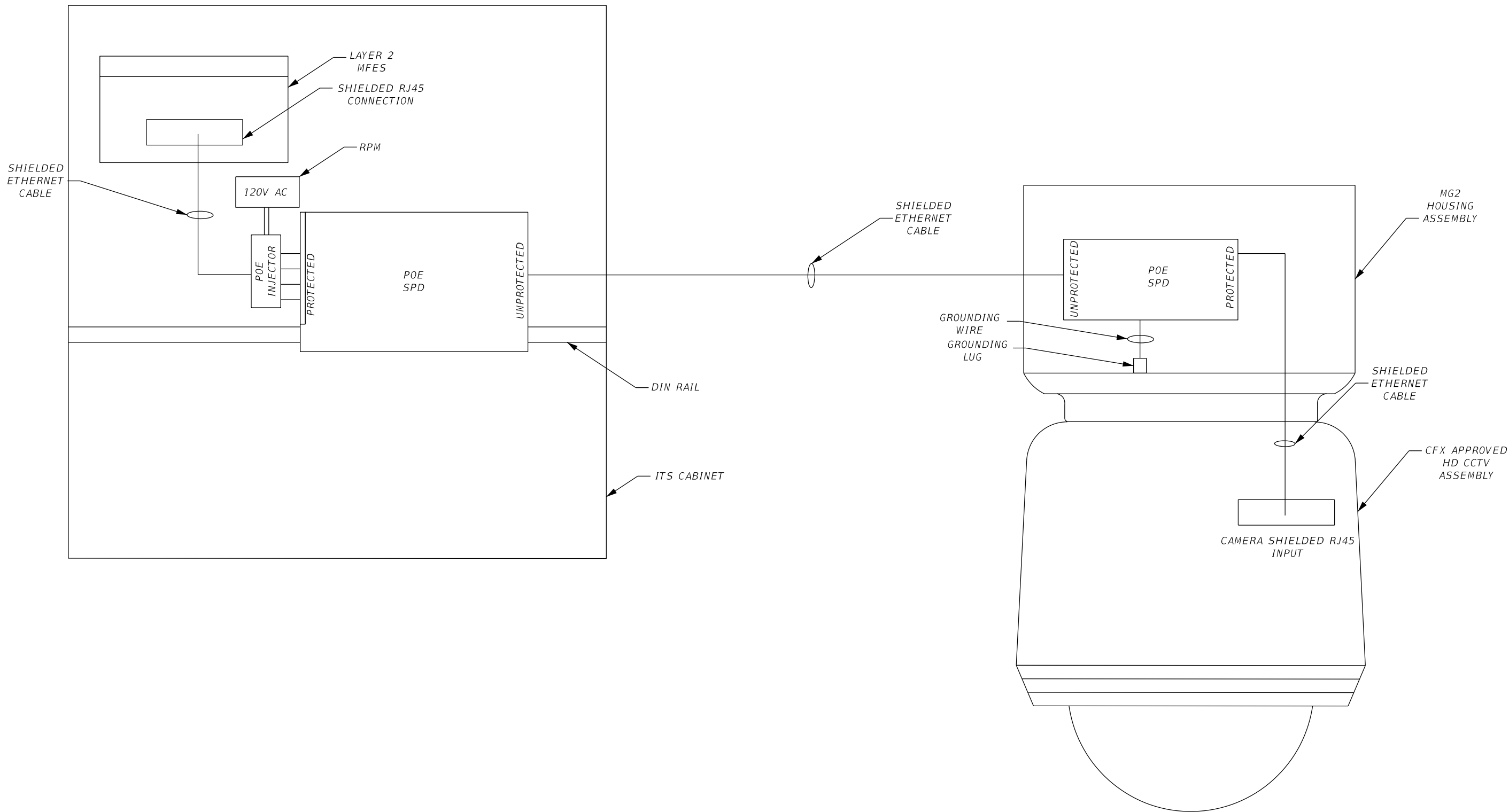
NOTES:

- CAMERA LOWERING SYSTEM, [MG]2 INC. MODEL NOS. TO BE ENTERED BY DESIGNER BASED OFF CFX SPECIFICATIONS (DUAL) TO INCLUDE POLE TOP J-BOX, MOUNTING HARDWARE, LOWERING CABLE, MOLDED HYPALON CONTACT BLOCK, CAMERA J-BOX, HOUSING, CUSTOM XX FT AS INDICATED IN THE PLANS.
- SEE SHEET F-1 FOR ADDITIONAL NOTES.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DUAL CCTV CAMERA LOWERING DEVICE DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						F-2

ITS CABINET TO CAMERA JUNCTION BOX WIRING DIAGRAM



NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ITS CABINET TO CAMERA JUNCTION BOX WIRING DIAGRAM		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						F-3

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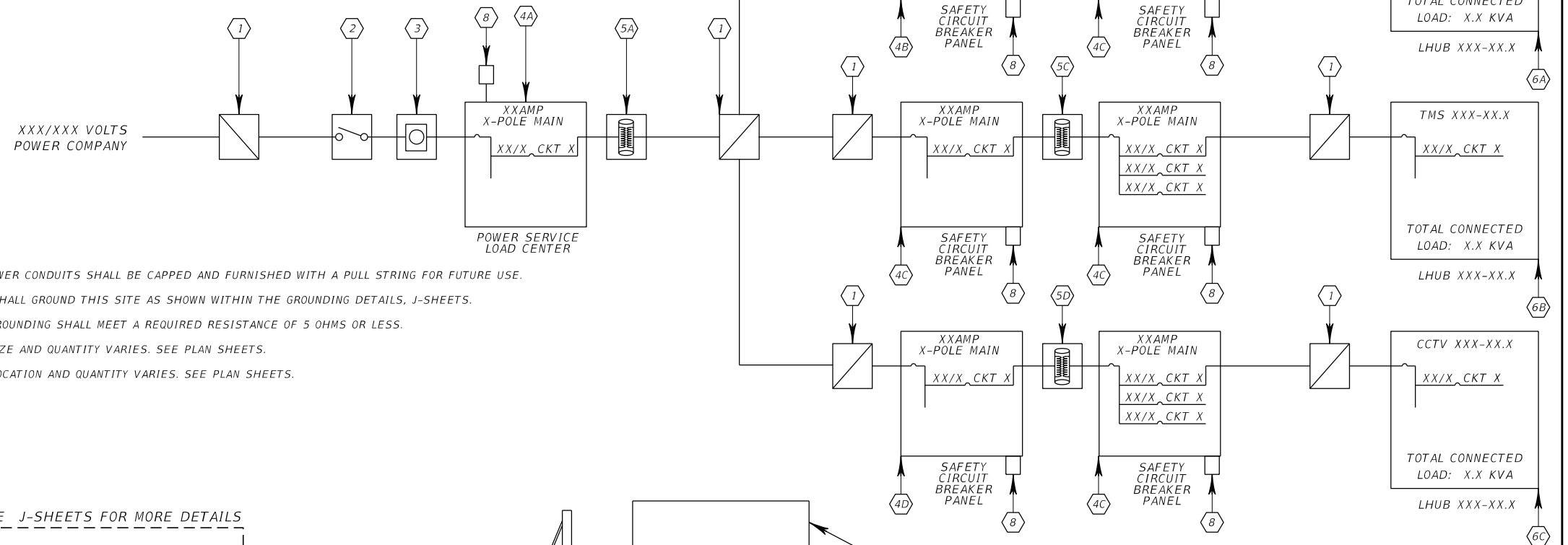
1	PULL BOX
2	XX AMP, XXX/XXXV NON-FUSED DISCONNECT (IF REQUIRED BY SERVICE PROVIDER)
3	METER SOCKET BY CONTRACTOR, METER BY POWER COMPANY (IF REQUIRED)
4A	XX AMP X-POLE, XXX/XXXV MAIN CIRCUIT BREAKER PANEL (MODEL #XXXXXXX) CONTRACTOR SHALL SUBMIT SQUARE-D MODEL NUMBER TO CFX FOR APPROVAL
4B	XX AMP X-POLE, XXX/XXXV SAFETY CIRCUIT BREAKER PANEL (MODEL #XXXXXXX) CONTRACTOR SHALL SUBMIT SQUARE-D MODEL NUMBER TO CFX FOR APPROVAL
4C	XX AMP X-POLE, XXX/XXXV SAFETY CIRCUIT BREAKER PANEL (MODEL #XXXXXXX) CONTRACTOR SHALL SUBMIT SQUARE-D MODEL NUMBER TO CFX FOR APPROVAL
4D	XX AMP X-POLE, XXX/XXXV SAFETY CIRCUIT BREAKER PANEL (MODEL #XXXXXXX) CONTRACTOR SHALL SUBMIT SQUARE-D MODEL NUMBER TO CFX FOR APPROVAL
5A	XFMR (X KVA) (XXX/XXXV PRIMARY, XXX/XXXV SECONDARY) (IF REQUIRED)
5B	XFMR (X KVA) (XXX/XXXV PRIMARY, XXX/XXXV SECONDARY) (IF REQUIRED)
5C	XFMR (X KVA) (XXX/XXXV PRIMARY, XXX/XXXV SECONDARY) (IF REQUIRED)
5D	XFMR (X KVA) (XXX/XXXV PRIMARY, XXX/XXXV SECONDARY) (IF REQUIRED)
6A	TYPE XXXX CABINET W/CIRCUIT BREAKER
6B	TYPE XXXX CABINET W/CIRCUIT BREAKER
6C	TYPE XXXX CABINET W/CIRCUIT BREAKER
7A	X'-X" CONDUIT TYPE XX
8	SURGE PROTECTION DEVICE

NOTES:

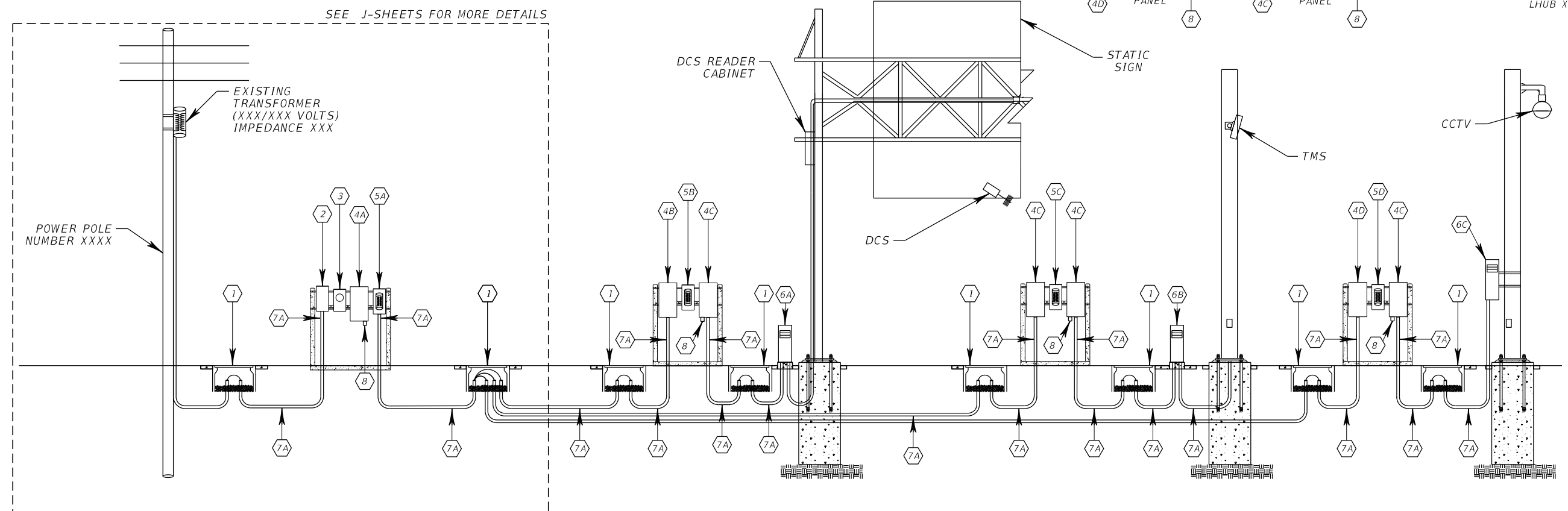
1. ALL EMPTY

2. CONTRACTOR

NOTES TO EOR:
1. THIS DETAIL IS FOR CADD LOOK AND FEEL REFERENCE ONLY. ALL VOLTAGES, CONDUITS, TRANSFORMERS, BREAKERS AND SPD's SHALL BE SIZED BY THE EOR.
2. MAXIMUM VOLTAGE THROUGHOUT THE POWER ASSEMBLY IS NOT TO EXCEED 480V.



1. ALL EMPTY POWER CONDUITS SHALL BE CAPPED AND FURNISHED WITH A PULL STRING FOR FUTURE USE.
2. CONTRACTOR SHALL GROUND THIS SITE AS SHOWN WITHIN THE GROUNDING DETAILS, J-SHEETS.
3. ELECTRICAL GROUNDING SHALL MEET A REQUIRED RESISTANCE OF 5 OHMS OR LESS.
4. CONDUCTOR SIZE AND QUANTITY VARIES. SEE PLAN SHEETS.
5. PULL BOXES LOCATION AND QUANTITY VARIES. SEE PLAN SHEETS.



VERSION 9	REVISIONS					FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	SERVICE POINT DETAIL	SHEET NO.	
	DATE	BY	DESCRIPTION	DATE	BY					DESCRIPTION	G-1

ONE LINE DIAGRAM

-
- XXX/XXX VOLTS
POWER COMPANY
- 1 2 3 4A 5A 1 1 4B 5B 4C 1 1 4D 6A 6B
- XXAMP
X-POLE MAIN
XX/X_CKT X
- POWER SERVICE
LOAD CENTER
- XXAMP
X-POLE MAIN
XX/X_CKT X
- SAFETY CIRCUIT
BREAKER PANEL
- XXAMP
X-POLE MAIN
XX/X_CKT X
XX/X_CKT X
XX/X_CKT X
- SAFETY CIRCUIT
BREAKER PANEL
- XXAMP
X-POLE MAIN
XX/X_CKT X
- SAFETY CIRCUIT
BREAKER PANEL
- DMS XXX-XX.X
XX/X_CKT X
- TOTAL CONNECTED
LOAD: X.X KVA
- LHUB XXX-XX.X
- XXAMP
X-POLE MAIN
XX/X_CKT X
- SAFETY CIRCUIT
BREAKER PANEL
- TMS XXX-XX.X
XX/X_CKT X
XX/X_CKT X
- TOTAL CONNECTED
LOAD: X.X KVA
- LHUB XXX-XX.X
- NOTES TO EOR:
1. THIS DETAIL IS FOR CADD LOOK AND FEEL REFERENCE ONLY. ALL VOLTAGES, CONDUITS, TRANSFORMERS, BREAKERS AND SPD's SHALL BE SIZED BY THE EOR.
2. MAXIMUM VOLTAGE THROUGHOUT THE POWER ASSEMBLY IS NOT TO EXCEED 480V.

1. ALL EMPTY POWER CONDUITS SHALL BE CAPPED AND FURNISHED WITH A PULL STRING FOR FUTURE USE.
2. CONTRACTOR SHALL GROUND THIS SITE AS SHOWN WITHIN THE GROUNDING DETAILS, J-SHEETS.
3. ELECTRICAL GROUNDING SHALL MEET A REQUIRED RESISTANCE OF 5 OHMS OR LESS.
4. CONDUCTOR SIZE AND QUANTITY VARIES. SEE PLAN SHEETS.
5. PULL BOXES LOCATION AND QUANTITY VARIES. SEE PLAN SHEETS.

VERSION 9

VERSION 3	REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DMS SERVICE POINT DETAIL	SHEET NO.
	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					G-2

ITS DEVICE AND CCTV CAMERA POLE, LOWERING SYSTEM & FOUNDATION GENERAL NOTES

1.

DESIGN CRITERIA: DESIGNED IN ACCORDANCE WITH AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" 1ST EDITION, 2015. THE DESIGN WIND SPEED OF 150 MPH IS IN CONFORMANCE WITH THE FDOT "PLANS PREPARATION MANUAL" AND "STRUCTURES MANUAL" (CURRENT EDITION).
- THE STRUCTURE SHALL NOT EXCEED 1" DEFLECTION IN A 30 MPH (NON-GUST) WIND.

FOUNDATION DESIGN PARAMETERS:
(DETERMINED BY GEOTECHNICAL ENGINEER BASED ON SITE SPECIFIC BORINGS)
SOIL TYPE:C XXXXX
SOIL LAYER THICKNESS: XX FEET
SOIL FRICTION ANGLE: XX DEGREES
SOIL WEIGHT (ASSUME SATURATED): XX.X PCF
SLOPE (V:H) X:X MAX
2.

POLE SHAFT: THE POLE SHAFT SHALL BE 12 SIDED WITH A 4" CORNER RADIUS, HAVE A CONSTANT LINEAR TAPER OF 0.14 IN/FT, AND CONTAIN ONLY ONE LONGITUDINAL SEAM WELD. CIRCUMFERENTIAL WELDED TUBE BUTT SPLICES AND LAMINATED TUBES ARE NOT PERMITTED. LONGITUDINAL SEAM WELDS WITHIN 6" OF COMPLETE PENETRATION POLE TO BASE PLATE WELDS SHALL BE COMPLETE PENETRATION WELDS.
3.

HAND HOLES: SEE DETAILS
4.

CABLE SUPPORTS: ELECTRICAL CABLE GUIDES AND PARKING STAND (EYEBOLTS): TOP AND BOTTOM ELECTRICAL CABLE GUIDES SHALL BE LOCATED WITHIN THE POLE ALIGNED WITH EACH OTHER. ONE CABLE GUIDE SHALL BE POSITIONED 2" BELOW THE HANDHOLE AND THE OTHER SHALL BE POSITIONED 1" DIRECTLY BELOW THE TOP OF TENON. PARKING STANDS SHALL BE POSITIONED 2" BELOW THE TOP OF THE HANDHOLE.
5.

ITS DEVICE AND CCTV POLE STRUCTURE MATERIALS SHALL BE AS FOLLOWS:

POLES

-> ASTM A1011 GRADE 50, 55, 60 OR 65 (LESS THAN 1/4"), OR
ASTM A572 GRADE 50, 55, 60 OR 65
(GREATER THAN OR EQUAL TO 1/4"), OR
ASTM A595 GRADE A (55 KSI YIELD) OR
GRADE B (60 KSI YIELD)

STEEL PLATES & POLE CAP

-> ASTM A709 GRADE 50 OR ASTM A36

WELD METAL

-> E70XX

ANCHOR BOLTS

->ASTM F1554 GRADE 55 (MEETING THE REQUIREMENTS OF SUPPLEMENT S1)

NUTS FOR ANCHOR BOLTS

-> ASTM A563 GRADE A HEAVY HEX

WASHERS FOR ANCHOR BOLTS

-> ASTM F436 TYPE 1

HANDHOLE FRAME

-> ASTM A709 GRADE 36 OR ASTM A36

HANDHOLE COVER

-> ASTM A1011 GRADE 50, 55, 60 OR 65

STAINLESS STEEL SCREWS

-> AISI TYPE 316

NUT COVERS

-> ASTM B26 (319-F) OR PLASTIC COVERS

BOLTS

-> ASTM F3125, GRADE A325, TYPE 1

NUTS

-> ASTM A563 GRADE DH

WASHERS

-> ASTM F436, TYPE 1

6.

ALL STEEL ITEMS SHALL BE HOT DIP GALVANIZED AS FOLLOWS:

ALL NUTS, BOLTS AND WASHERS

-> ASTM F2329

ALL OTHER STEEL ITEMS

-> ASTM A123

7.

REINFORCING STEEL SHALL BE ASTM A615, GRADE 60.

8.

CONCRETE SHALL BE CLASS IV (DRILLED SHAFT) WITH A MINIMUM 28-DAY COMPRESSIVE STRENGTH OF 4 KSI FOR ALL ENVIRONMENTAL CLASSIFICATIONS.

9.

INSTALL WIRE SCREEN AT THE BASE PLATE PER FDOT SPECIFCIATION 649-6. WIRE SCREEN SHALL BE PAINTED TO MATCH POLE COLOR.

10.

ALL WELDING SHALL CONFORM TO AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE (STEEL) ANSI/AWS D1.1 (CURRENT EDITION). FOR ADDITIONAL WELDING REQUIREMENTS SEE AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES AND TRAFFIC SIGNALS, SECTION 5.14, WELDED CONNECTIONS."

11.

SHOP DRAWINGS FOR THIS STRUCTURE ARE REQUIRED AND ARE TO INCLUDE POLE AND TENON DESIGN CALCULATIONS AND DETAIL DRAWINGS SIGNED AND SEALED BY A FLORIDA REGISTERED P.E. FABRICATION SHALL NOT BEGIN UNTIL THESE SHOP DRAWINGS ARE APPROVED.

12.

THE FOUNDATION FOR THE CCTV STRUCTURE SHALL BE CONSTRUCTED IN ACCORDANCE WITH FDOT SPECIFICATION SECTION 455 OF THE SPECIFICATIONS EXCEPT THAT NO PAYMENT FOR THE FOUNDATION SHALL BE MADE UNDER FDOT SPECIFICATIONS SECTION 455. (THE COST OF PROVIDING THE FOUNDATION SHALL BE INCLUDED IN THE PAY ITEM 686-XXX ITS POLE (FURNISH & INSTALL XX FT STEEL POLE WITH LOWERING DEVICE) AND 686-XXX ITS POLE FURNISH & INSTALL XX FT STEEL POLE WITH LOWERING DEVICE), THESE PAY ITEMS SHALL ALSO INCLUDE ANY INCIDENTAL ITEMS INCURRED IN FURNISHING AND INSTALLING THIS CCTV STRUCTURE.)

13.

EXCEPT FOR ANCHOR BOLTS, ALL BOLT HOLE DIAMETERS SHALL BE EQUAL TO THE BOLT DIAMETER PLUS 1/16", PRIOR TO GALVANIZING. HOLE DIAMETERS FOR ANCHOR BOLTS SHALL NOT EXCEED THE BOLT DIAMETER PLUS 1/2".

14.

THE STRUCTURE SHALL BE INSTALLED PLUMB.

15.

THE STRUCTURE SHALL NOT BE ERECTED UNTIL THE FOUNDATION CONCRETE HAS ACHIEVED A MINIMUM OF 70% OF THE SPECIFIED 28-DAY COMPRESSIVE STRENGTH.

16.

CONTRACTOR SHALL TAKE CARE NOT TO DAMAGE EXISTING CONDUIT OR FIBER OPTIC CABLE AND TONE WIRE. ANY DAMAGE SHALL BE REPLACED IN KIND AT THE CONTRACTOR'S EXPENSE.

17.

POLE SHALL BE GALVANIZED ACCORDING TO SPECIFICATION 962 AND POWDER COATED FLAT BLACK OVER GALVANIZATION BY THE MANUFACTURER.

18.

CONTRACTOR SHALL CONTACT UTILITY COMPANIES PRIOR TO FOUNDATION CONSTRUCTION AND FIELD VERIFY ADJACENT UTILITIES PRIOR TO DRILLING.

19.

100% OF FULL-PENETRATION GROOVE WELDS AND A RANDOM 25% OF PARTIAL PENETRATION GROOVE SHALL BE INSPECTED. FULL PENETRATION GROOVE WELDS SHALL BE PERFORMED BY RADIOGRAPHY OR ULTRASONICS.

LOWERING DEVICE:

1.

POLE TOP TENON: A TENON SHALL BE ATTACHED TO THE POLE TOP WITH MOUNTING HOLES AND SLOT AS REQUIRED FOR THE MOUNTING OF THE CAMERA-LOWERING SYSTEM. THE TENON SHALL BE OF DIMENSIONS NECESSARY TO FACILITATE CAMERA LOWERING DEVICE COMPONENT INSTALLATION. EACH SLOT SHALL BE PARALLEL TO THE POLE CENTERLINE FOR MOUNTING THE LOWERING DEVICE.

2.

ALL CABLES SHALL BE SECURED IN A MANNER THAT PREVENTS THEM FROM INTERFERING WITH OR BEING DAMAGED BY THE LOWERING CABLE THAT MOVES WITHIN THE POLE.

3.

SET ORIENTATION OF POLE SUCH THAT THE CAMERA LOWERING DEVICE ARM IS ORIENTED PERPENDICULAR TO THE ROADWAY OR AS DIRECTED BY THE ENGINEER. THE CCTV POLE SHALL BE POSITIONED SO THAT THE CAMERA CAN BE SAFELY LOWERED WITHOUT REQUIRING LANE CLOSURES

4.

POLE SHALL INCLUDE LOWERING DEVICE WHICH INCLUDES TOP J-BOX, MOUNTING HARDWARE, LOWERING CABLE, CONTACT BLOCK, WATERPROOF ELECTRICAL CONNECTORS, CAMERA J-BOX, HOUSING AND STEEL POLE.

NOTE TO EOR:

1.

THESE SHEETS ARE PROVIDED FOR REFERENCE ONLY. PROJECT SPECIFIC CONDITIONS SHALL BE CONSIDERED IN DESIGN.

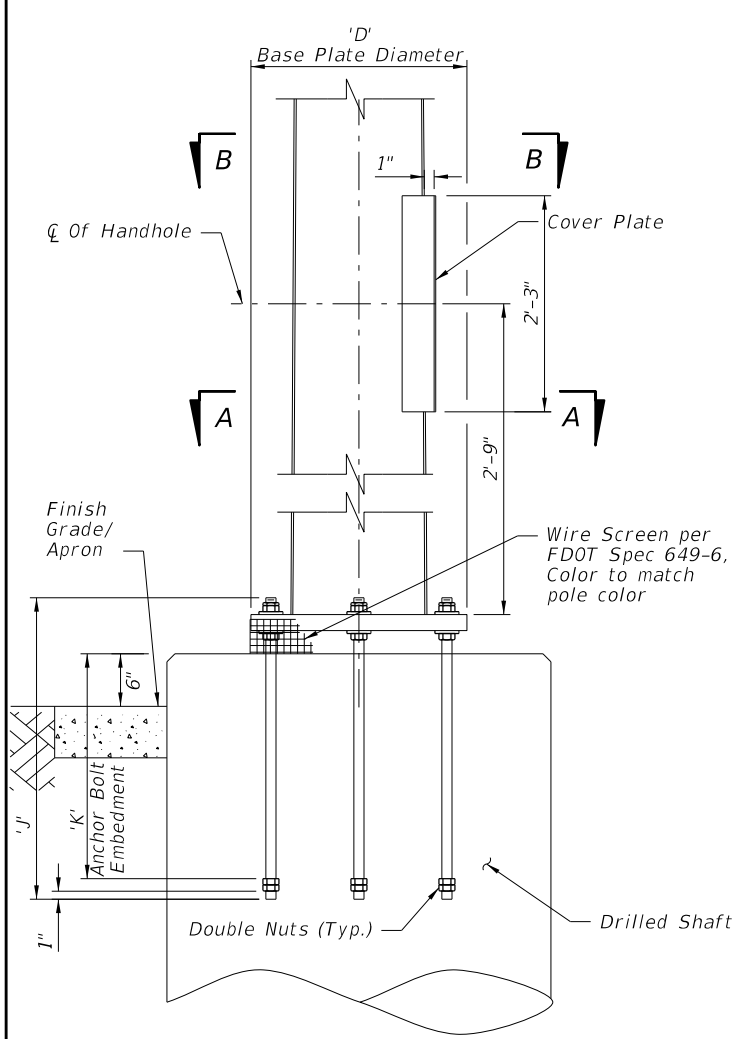
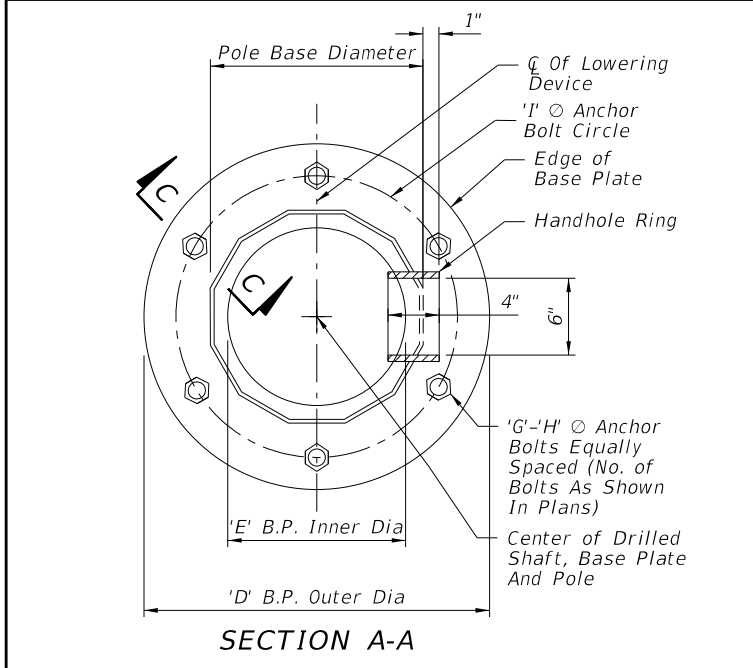
2.

SOIL BORING DATA SHALL BE PROVIDED WITH THE SUBMITTAL.

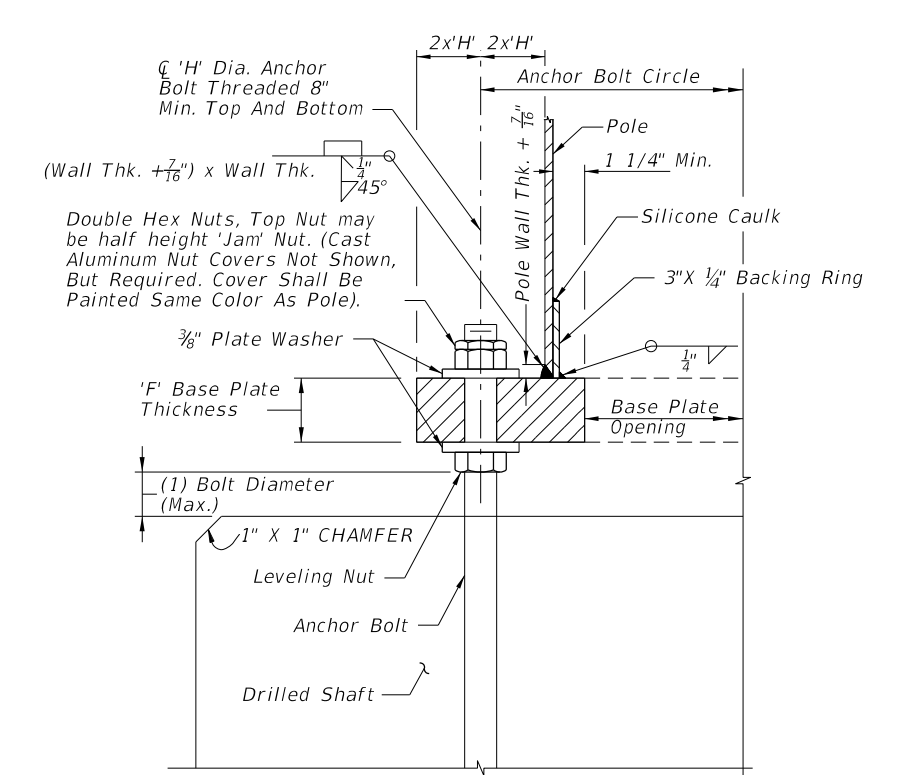
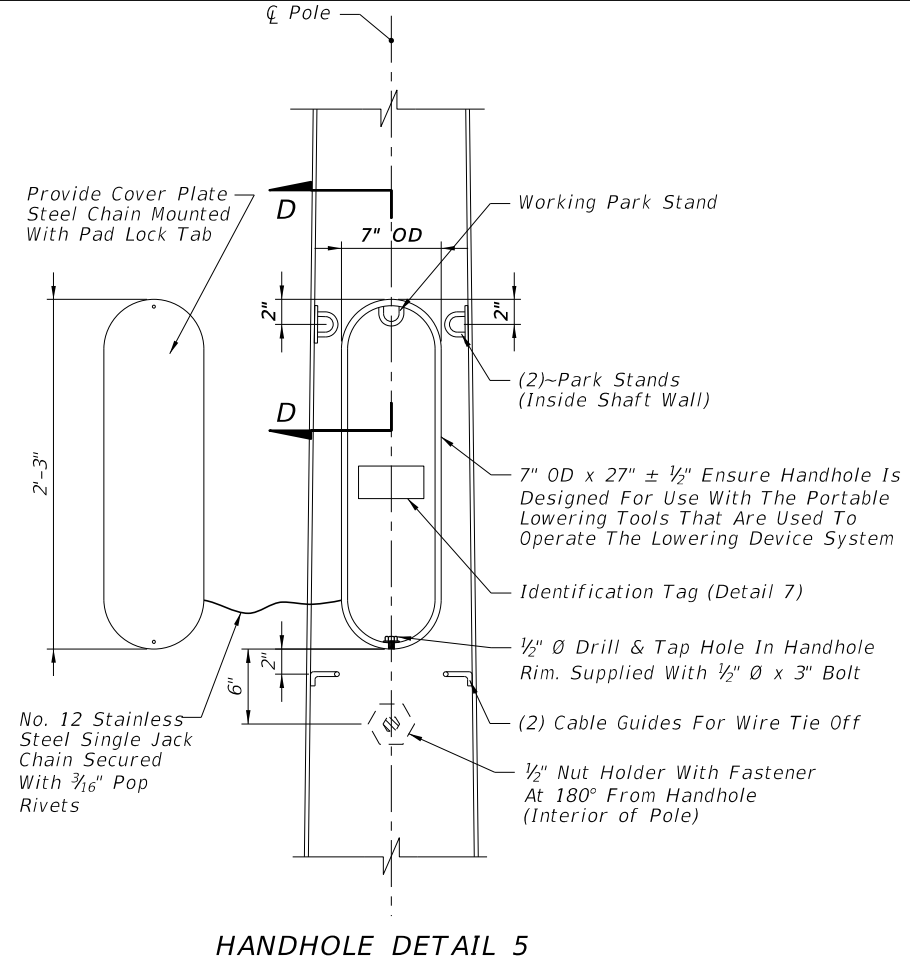
VERSION 9

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ITS DEVICE & CCTV POLE STRUCTURE AND FOUNDATION (SHEET 1 OF 3)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											H-1

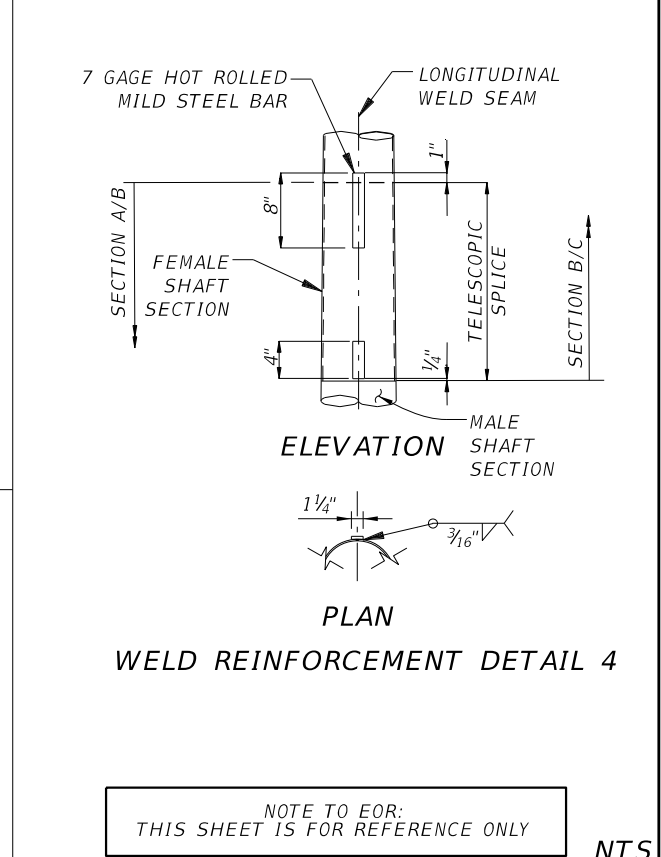
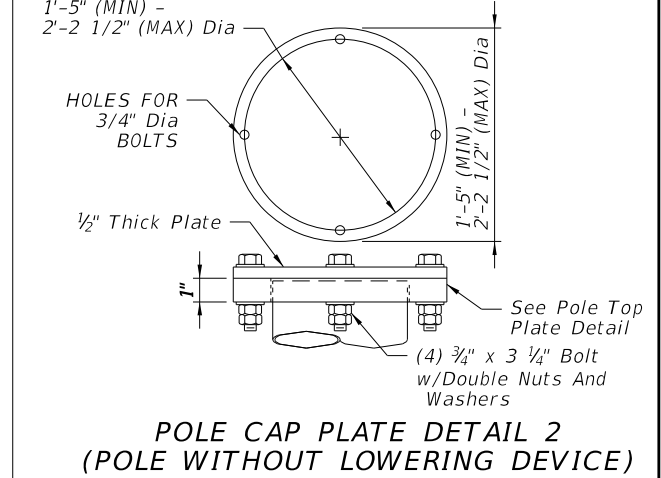
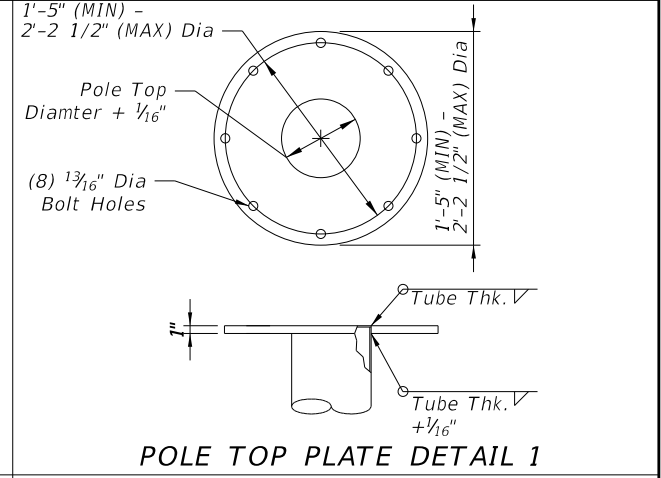
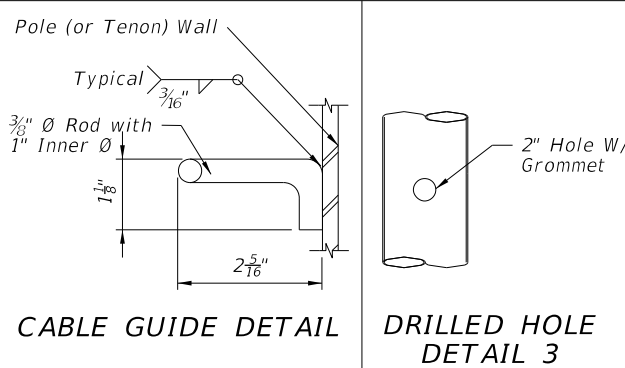
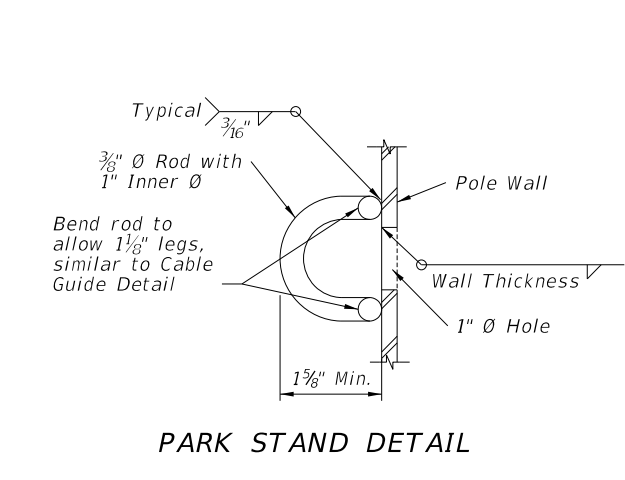
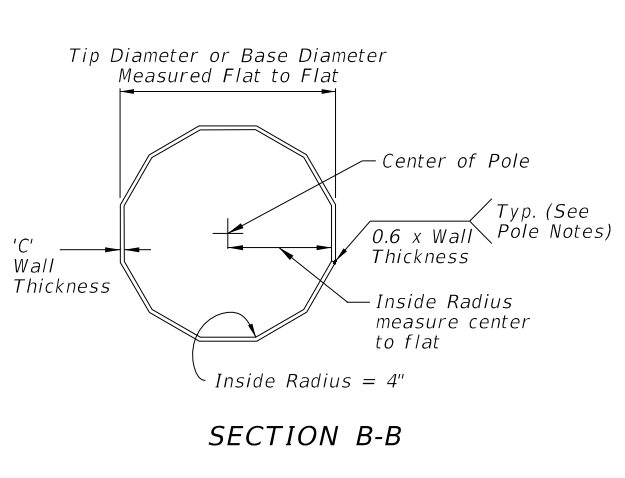
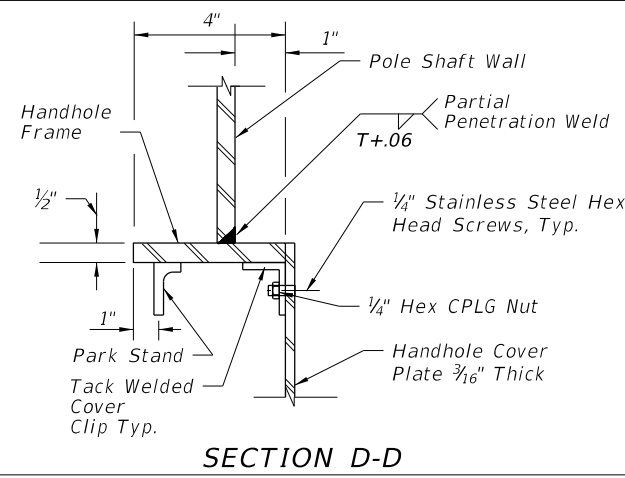
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BASE PLATE AND ANCHORAGE ELEVATION DETAIL 6
(Conduits, Reinforcement, and CSL Tubes Not Shown)



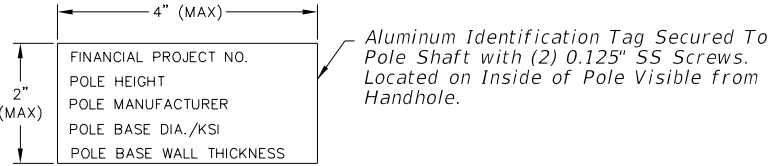
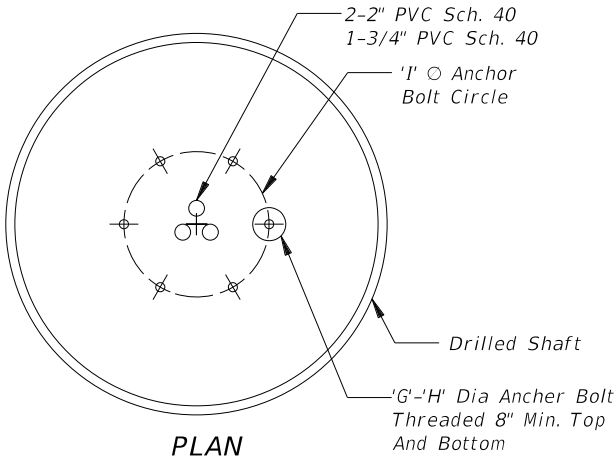
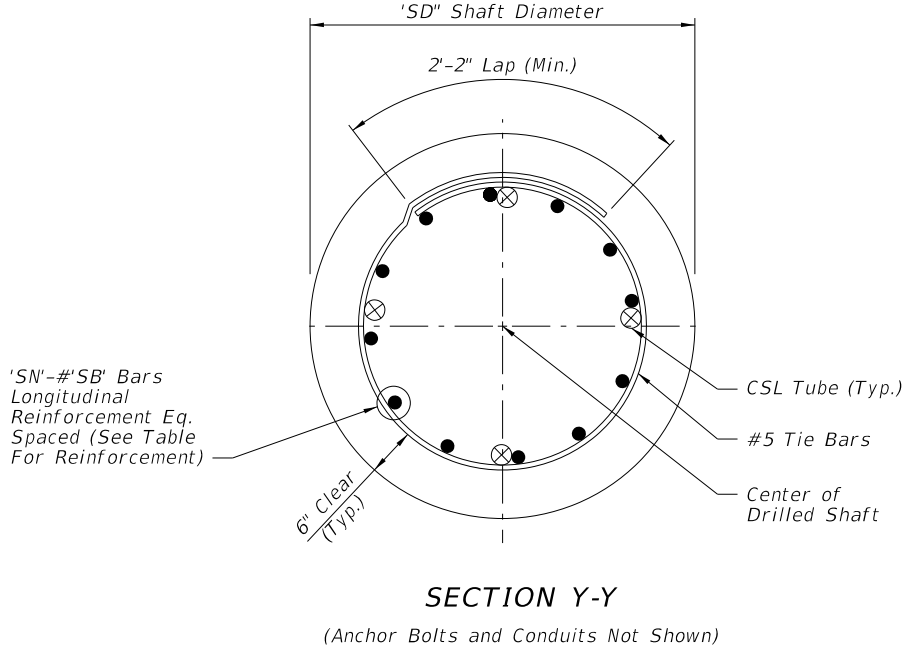
SECTION C-C
Note: Install all handhole and opening covers prior to shipping. For Poles with Lowering Device, install Pole Cap Plate when Tenon Assembly is not installed.



1. MINIMUM POLE WALL THICKNESS 'C' SHALL NOT BE LESS THAN 3/16".
2. MINIMUM NUMBER OF ANCHOR BOLTS 'G' SHALL NOT BE LESS THAN 6.
3. MINIMUM ANCHOR BOLT DIAMETER 'H' SHALL NOT BE LESS THAN 1".
4. BASE PLATE THICKNESS 'F' SHALL NOT BE LESS THAN 2" INCHES FOR 30 OR 40 FOOT POLES AND 2 1/2" INCHES FOR LARGER POLES.
5. MINIMUM DIAMETER OF DRILLED SHAFT 'SD' SHALL NOT BE LESS THAN 3'-6".

[illegible][illegible]

FOUNDATION DESIGN ASSUMPTIONS		
REACTION ON FOUNDATION	POLE HEIGHT	
	XX (FT)	XX (FT)
OVERTURN	XX.XX kip-ft	XX.XX kip-ft
HORIZONTAL LOAD	X.XX kip	X.XX kip
AXIAL LOAD	X.XX kip	X.XX kip

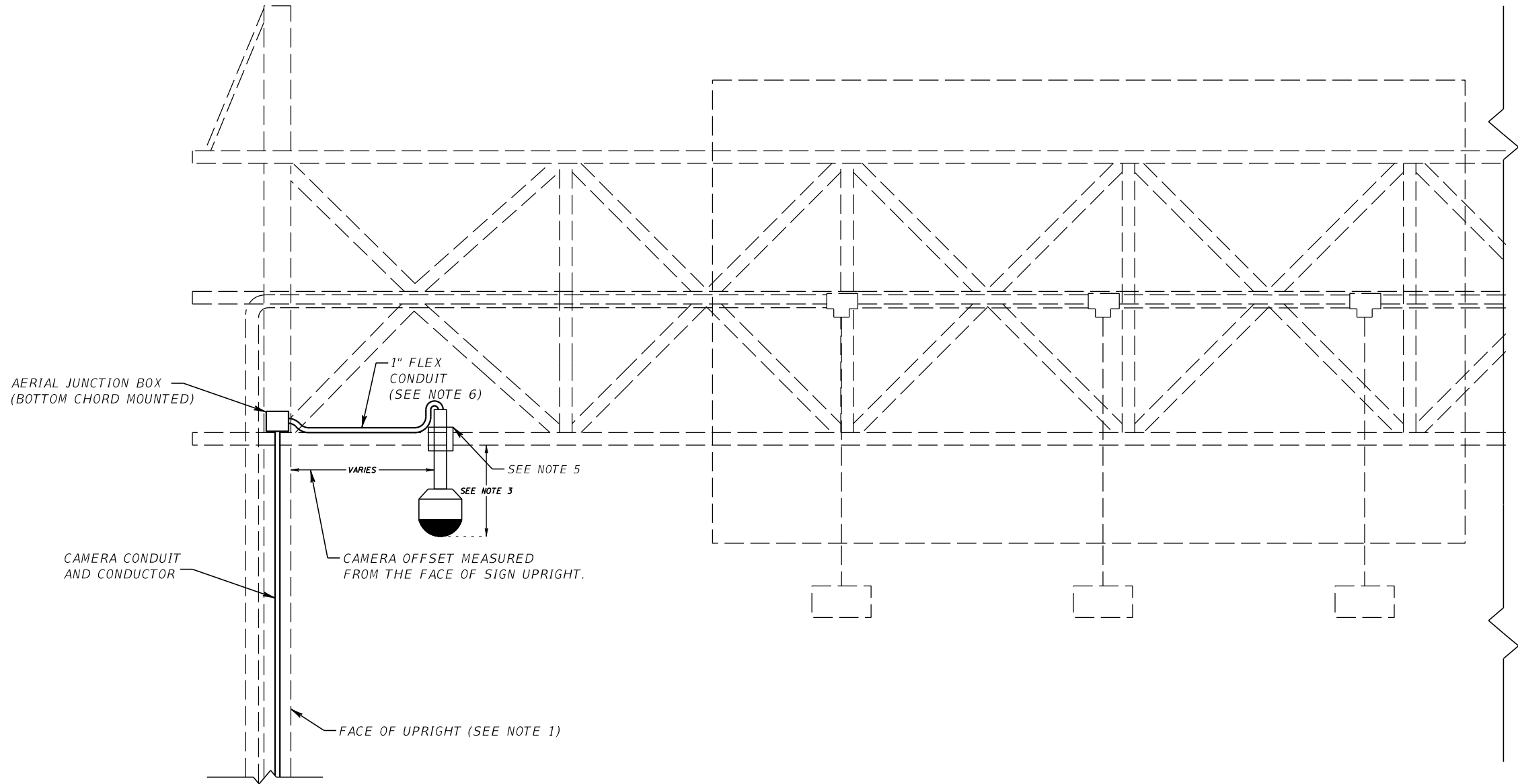


IDENTIFICATION TAG DETAIL 7

NOTE TO EOR:
THIS SHEET IS FOR REFERENCE ONLY

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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	ITS DEVICE & CCTV POLE STRUCTURE AND FOUNDATION (SHEET 3 OF 3)	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					H-3



- NOTES:
- 1. FOR PURPOSES OF THIS DETAIL, THE FACE OF UPRIGHT SHALL BE CONSIDERED THE SURFACE OF THE UPRIGHT NEAREST THE EDGE OF TRAVEL
 - 2. AERIAL MOUNTED JUNCTION BOX FOR CAMERA CABLE SHALL BE 8"W X 8"H X 3"D (MIN.). JUNCTION BOX SHALL BE ATTACHED TO SIGN UPRIGHT IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.
 - 3. ENSURE THE BOTTOM OF THE DOME OF THE CAMERA EXTENDS BENEATH THE CHORD TO WHICH IT IS MOUNTED BY A MINIMUM OF 1 FOOT AND NO MORE THAN 3 FEET.
 - 4. GRAPHICAL REPRESENTATION OF BACK CHORD MOUNTING. FOR REFERENCE ONLY.
 - 5. PTM01: PIPE THREAD ADAPTER-TYPE MOUNTING BRACKET. INSTALL PER MANUFACTURER'S SPECIFICATIONS.
 - 6. HORIZONTAL FLEXIBLE CONDUIT SHALL BE SECURED TO THE STRUCTURE IN ACCORDANCE WITH THE NATIONAL ELECTRIC CODE.

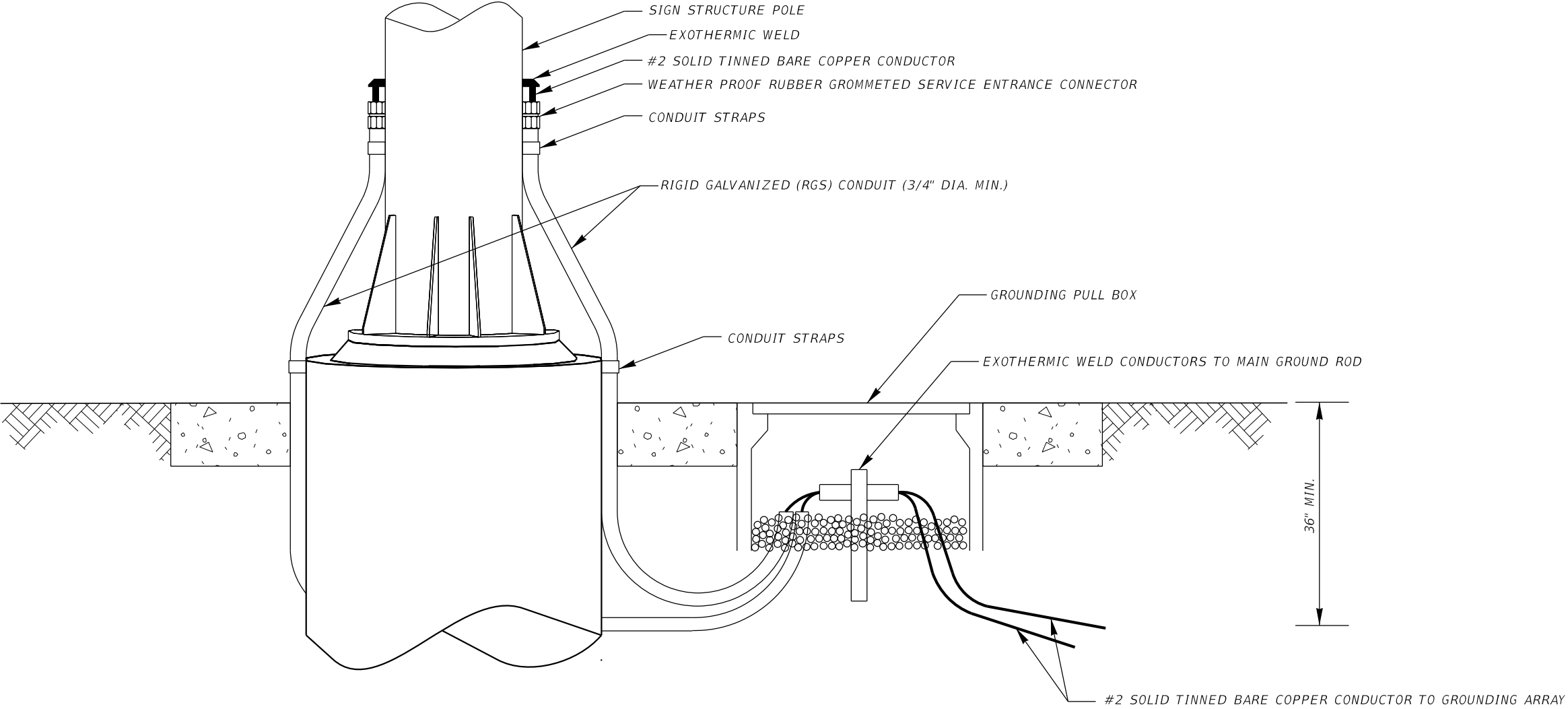
NOTE TO EOR:
TYPE OF CABINET SHALL BE DETERMINED BY THE DESIGNER.

CAMERA OFFSET SHALL BE SHOWN ON THE PLAN SHEET OR WITHIN A TABLE FORMAT.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	EXISTING SIGN STRUCTURE CAMERA MOUNTING DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						H-4

GROUNDING NOTES:

- 1. ALL GROUNDING CONNECTIONS MADE BETWEEN THE STRUCTURE AND GROUND RODS SHALL BE MADE USING #2 AWG SOLID CONDUCTOR TINNED BARE COPPER WIRE. THE CONNECTING WIRE SHALL BE BURIED PER CFX SPECIFICATIONS 620A-4.1 AND SHALL BE ATTACHED TO GROUND RODS USING EXOTHERMIC WELDS.
- 2. THE STRUCTURE SHALL BE CONNECTED TO THE GROUNDING ARRAY. BASE-MOUNTED CABINETS WHICH SUPPORT ITS DEVICES ON THE STRUCTURE SHALL ALSO BE GROUNDED TO THE COMMON GROUNDING ARRAY IF THE CABINETS ARE WITHIN 60 FEET OF THE STRUCTURE.
- 3. THE DMS ENCLOSURE SHALL BE GROUNDED TO THE SIGN STRUCTURE WITH A GROUNDING CONDUCTOR PER MANUFACTURER'S RECOMMENDATIONS.
- 4. FOR EXISTING STRUCTURES, GROUND WIRE LEADS SHALL BE EXOTHERMICALLY WELDED TO THE STRUCTURAL POLES. WELDS SHALL BE LOCATED ON THE SIDE OF THE STRUCTURAL POLE AT LEAST 1 FOOT ABOVE THE BOLT FLANGE. GRIND THROUGH GALVANIZED COATING TO EXPOSE BARE STEEL. ONCE BARE STEEL IS EXPOSED, WORK CALLED FOR IN THE REMAINDER OF THIS NOTE SHALL BE COMPLETED WITHOUT INTERRUPTION. HEAT BARE STEEL WITH TORCH FOR SEVERAL MINUTES AND MAKE WELD WHILE BARE STEEL IS WARM. AFTER WELD IS COMPLETE, COAT WELD AND ASSOCIATED STEEL WITH COLD GALVANIZING SPRAY WHILE WELD IS STILL WARM.
- 5. HALF-SPAN OR FULL-SPAN STRUCTURES SHALL BE EQUIPPED WITH COMPLETE GROUNDING ARRAYS ATTACHED TO EACH UPRIGHTS.
- 6. ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM DIMENSIONS.
- 7. GROUNDING SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 620A.



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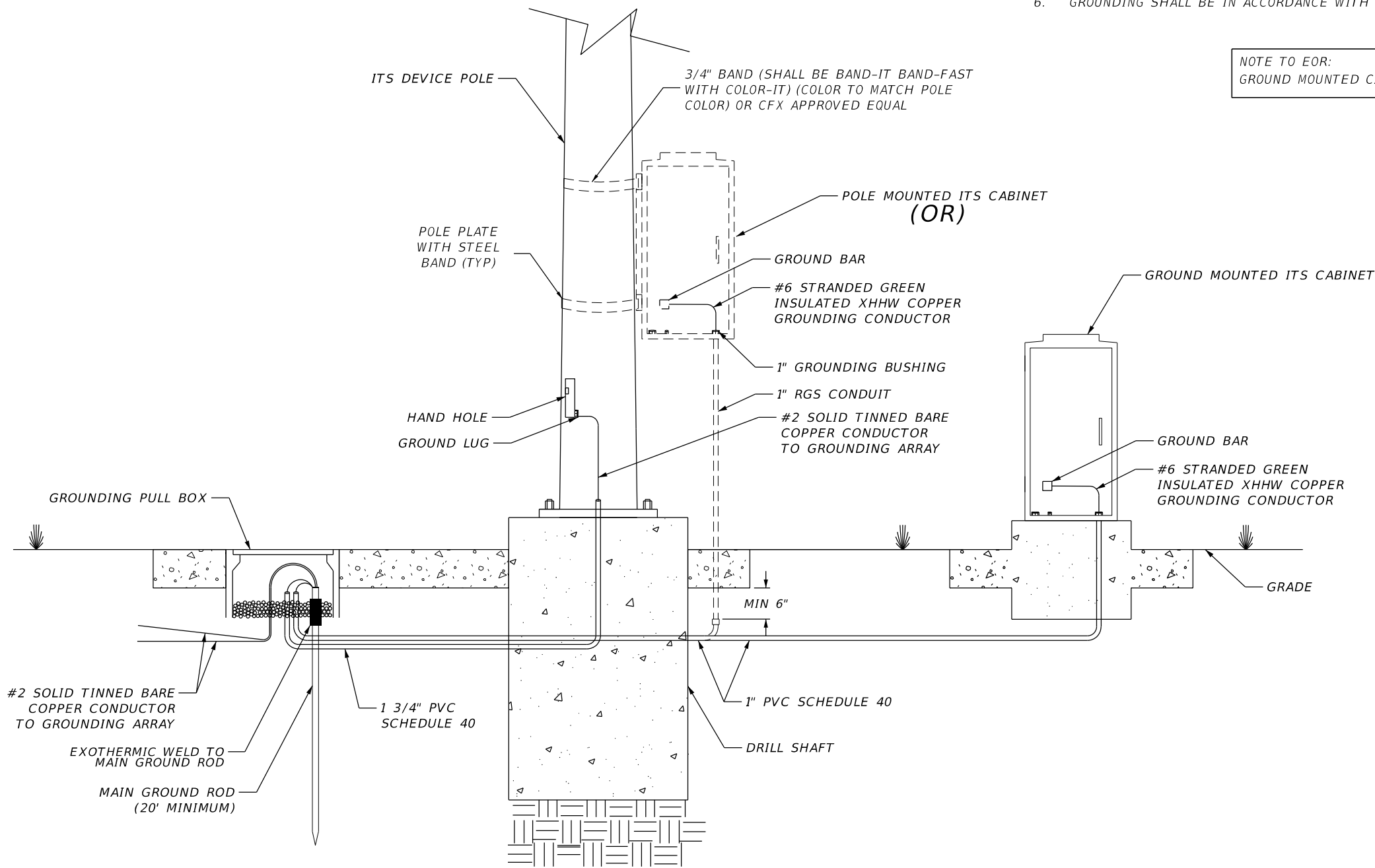
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	STRUCTURE GROUNDING		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-1

VERSION 9

GROUNDING NOTES:

1. ALL GROUNDING CONNECTIONS MADE BETWEEN THE STRUCTURE AND GROUND RODS SHALL BE MADE USING #2 AWG SOLID CONDUCTOR TINNED BARE COPPER WIRE. THE CONNECTING WIRE SHALL BE BURIED PER CFX SPECIFICATIONS 620A-4.1 AND SHALL BE ATTACHED TO GROUND RODS USING EXOTHERMIC WELDS.
2. THE STRUCTURE SHALL BE CONNECTED TO THE GROUNDING ARRAY. BASE-MOUNTED CABINETS WHICH SUPPORT ITS DEVICES ON THE STRUCTURE SHALL ALSO BE GROUNDED TO THE COMMON GROUNDING ARRAY IF THE CABINETS ARE WITHIN 60 FEET OF THE STRUCTURE.
3. FOR ITS DEVICE POLES, THE BOND WIRE SHALL BE AFFIXED TO THE POLE VIA A MECHANICAL CONNECTION USING A LUG, WHICH IS TO BE LOCATED INSIDE THE POLE WITHIN CLOSE PROXIMITY TO THE HAND HOLE.
4. GROUNDING PULL BOXES SHALL BE STAMPED WITH "CFX GROUNDING" ON TOP OF THE LID.
5. ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM DIMENSIONS.
6. GROUNDING SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 620A.

NOTE TO EOR:
GROUND MOUNTED CABINET IS CFX PREFERRED.



NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ITS DEVICE POLE & ITS CABINET GROUNDING		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-2

GENERAL NOTES

1. DESIGN INTENT OF THIS DRAWING IS TO PROVIDE AN OVERALL GROUNDING CONCEPT THAT SHOWS ALL GROUNDS FOR CABINETS, POLES, AND SERVICE.
2. THE POWER PANEL (SERVICE) GROUND BUS BAR SHALL BE BONDED TO THE CABINET (CHASSIS) GROUND BUS BAR WITH A #6 AWG GREEN INSULATED XHHW COPPER GROUND CONDUCTOR (BONDING JUMPER).
3. SYSTEM SHOWN IS TO CLARIFY AND MEET THE INTENT OF NEC ARTICLE 250.
4. REFER TO THE OTHER SECTION-J SHEETS FOR ADDITIONAL GROUNDING DETAILS
5. NUMBER OF GROUND RODS WILL VARY DEPENDING ON SITE CONDITION. CONTRACTOR TO PROVIDE PROPER NUMBER OF GROUND RODS IN ORDER TO OBTAIN THE 5 OHM REQUIREMENT PER SPECIFICATION.
6. ALLOW 2 FEET OF SLACK FOR THE EQUIPMENT AND LIGHTNING GROUND CONDUCTOR, SO A CLAMP ON MEGGER CAN BE ATTACHED BETWEEN THE CABINET GROUND BAR AND MAIN GROUND ROD FOR THE GROUNDING ARRAY.

KEYED NOTES

- 1

#6 GREEN INSULATED XHHW COPPER SERVICE GROUND CONDUCTOR.
- 2

POWER PANEL GROUND BAR.
- 3

SURGE PROTECTION DEVICE DIN RAIL MOUNTED INSIDE CABINET.
- 4

#10 GREEN INSULATED XHHW COPPER CONDUCTOR FROM DIN RAIL TO CABINET GROUND BAR.
- 5

SAFETY CIRCUIT BREAKER PANEL FOR AC POWER TO CABINET (IF REQUIRED).
- 6

CABINET MAIN POWER SPD (SURGE SUPPRESSION DEVICE).
- 7

SAFETY CIRCUIT BREAKER PANEL GROUND ROD.
- 8

POWER PANEL FOR ELECTRICAL OUTLETS, FANS, AND LIGHTS.
- 9

#6 GREEN INSULATED XHHW COPPER CABINET GROUND CONDUCTOR (EQUIPMENT/LIGHTNING).
- 10

GROUNDING ARRAY MAIN GROUND ROD.
- 11

STEP UP/STEP DOWN TRANSFORMER ASSEMBLY, GROUND PER NEC (IF REQUIRED). N-G BONDING SHALL OCCUR INSIDE THE TRANSFORMER.
- 12

ITS CABINET.
- 13

ITS DEVICE POLE.
- 14

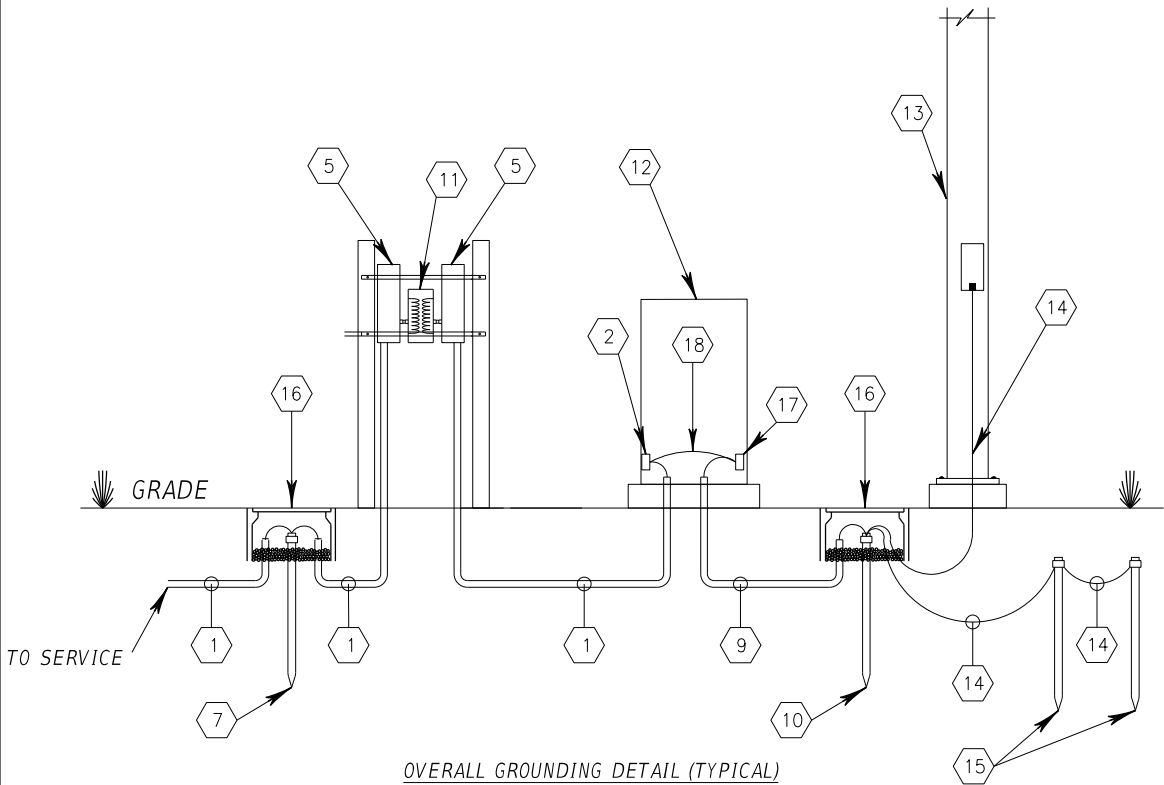
#2 SOLID TINNED BARE COPPER GROUND CONDUCTOR.
- 15

GROUND RODS, SEE ITS DEVICE GROUNDING ARRAYS.
- 16

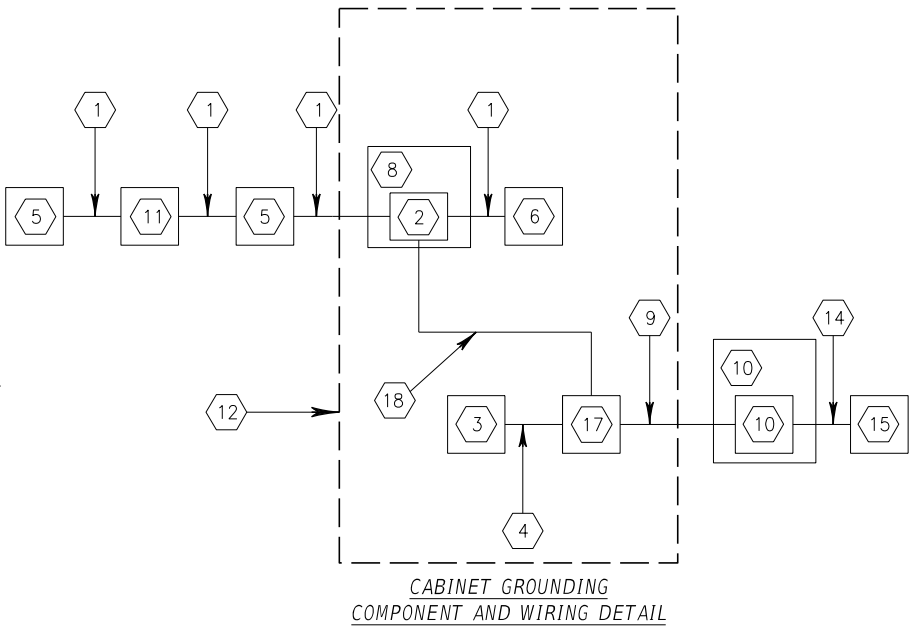
GROUNDING PULL BOX.
- 17

CABINET GROUND BAR (EQUIPMENT/LIGHTNING).
- 18

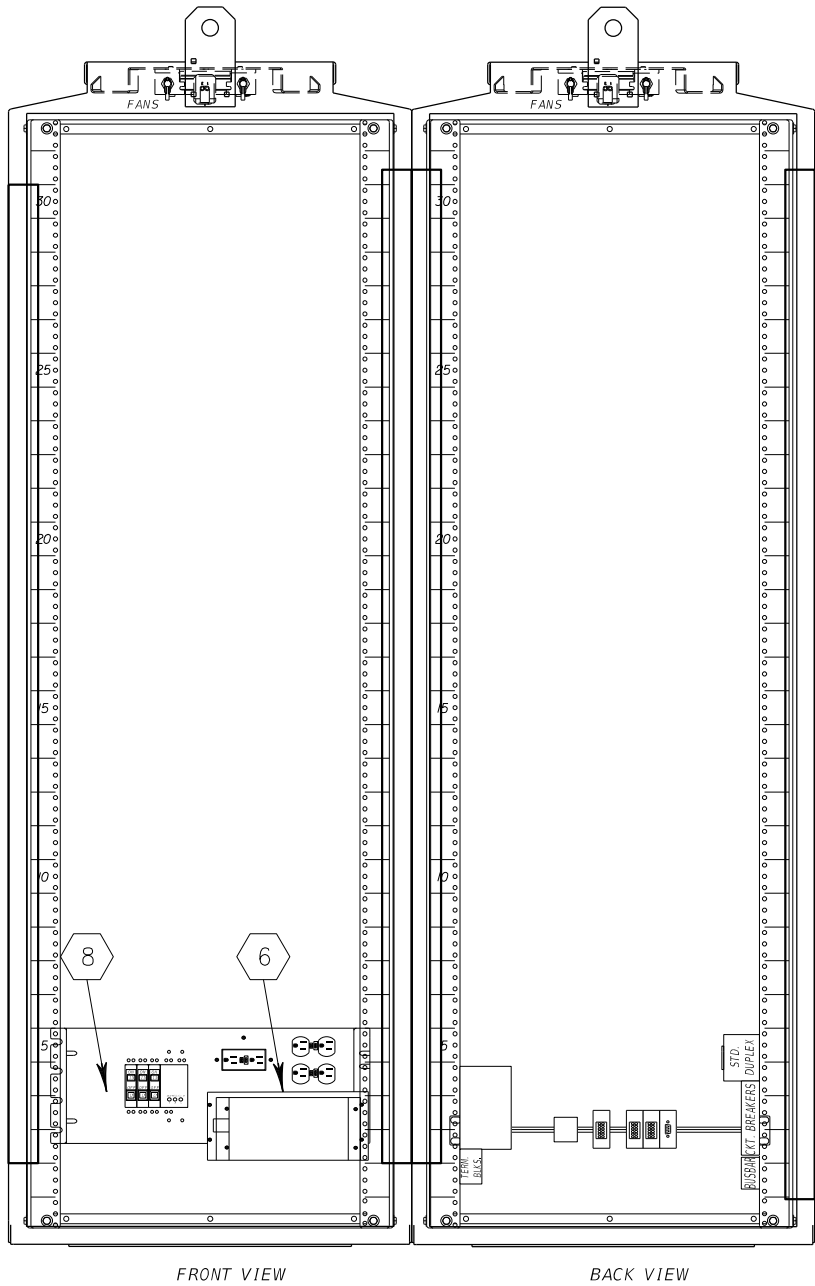
#6 AWG GREEN INSULATED XHHW COPPER GROUND CONDUCTOR (BONDING JUMPER)



OVERALL GROUNDING DETAIL (TYPICAL)



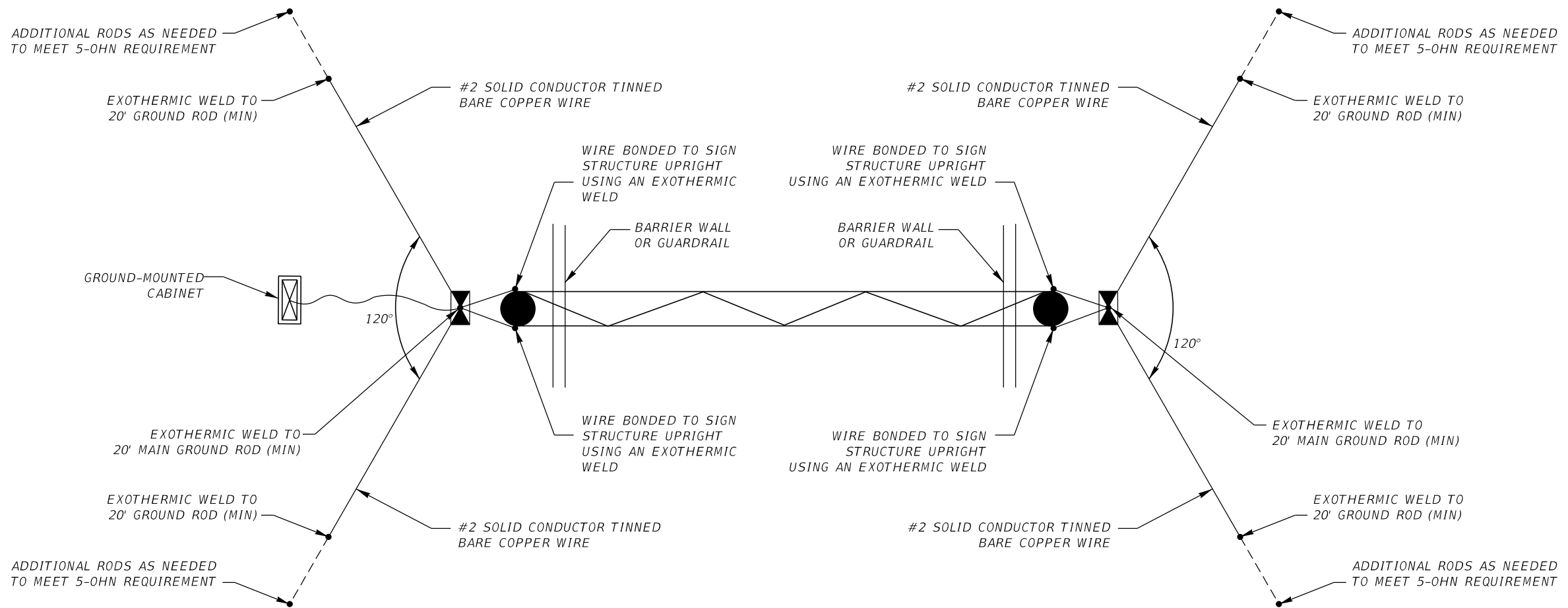
CABINET GROUNDING
COMPONENT AND WIRING DETAIL



CABINET EQUIPMENT LAYOUT

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ITS DEVICE GROUNDING ARRAY (1 OF 5)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-3



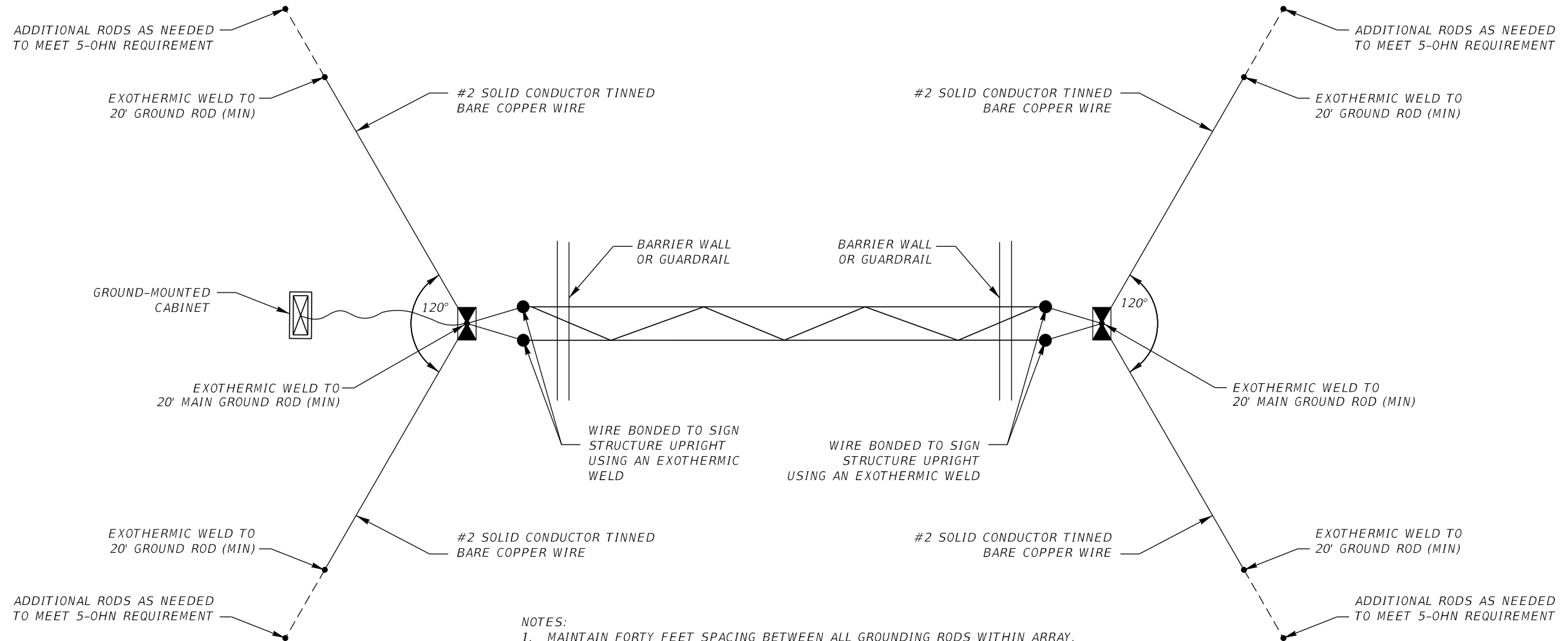
NOTES:

1. MAINTAIN FORTY FEET SPACING BETWEEN ALL GROUNDING RODS WITHIN ARRAY.
2. THE STRUCTURE SHALL BE CONNECTED TO THE GROUNDING ARRAY. BASE-MOUNTED CABINETS WHICH SUPPORT ITS DEVICES ON THE STRUCTURE SHALL ALSO BE GROUNDED TO THE COMMON GROUNDING ARRAY IF THE CABINETS ARE WITHIN 10 FEET OF THE STRUCTURE PER CFX SPECIFICATIONS 620A.

ROADWAY SPAN STRUCTURE WITH SINGLE-POLE UPRIGHTS

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ITS DEVICE GROUNDING ARRAY (2 OF 5)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-4



- NOTES:
1. MAINTAIN FORTY FEET SPACING BETWEEN ALL GROUNDING RODS WITHIN ARRAY.
 2. THE STRUCTURE SHALL BE CONNECTED TO THE GROUNDING ARRAY. BASE-MOUNTED CABINETS WHICH SUPPORT ITS DEVICES ON THE STRUCTURE SHALL ALSO BE GROUNDED TO THE COMMON GROUNDING ARRAY IF THE CABINETS ARE WITHIN 10 FEET OF THE STRUCTURE PER CFX SPECIFICATIONS 620A.

ROADWAY SPAN STRUCTURE WITH DUAL-POLE UPRIGHTS

NTS

REVISIONS					
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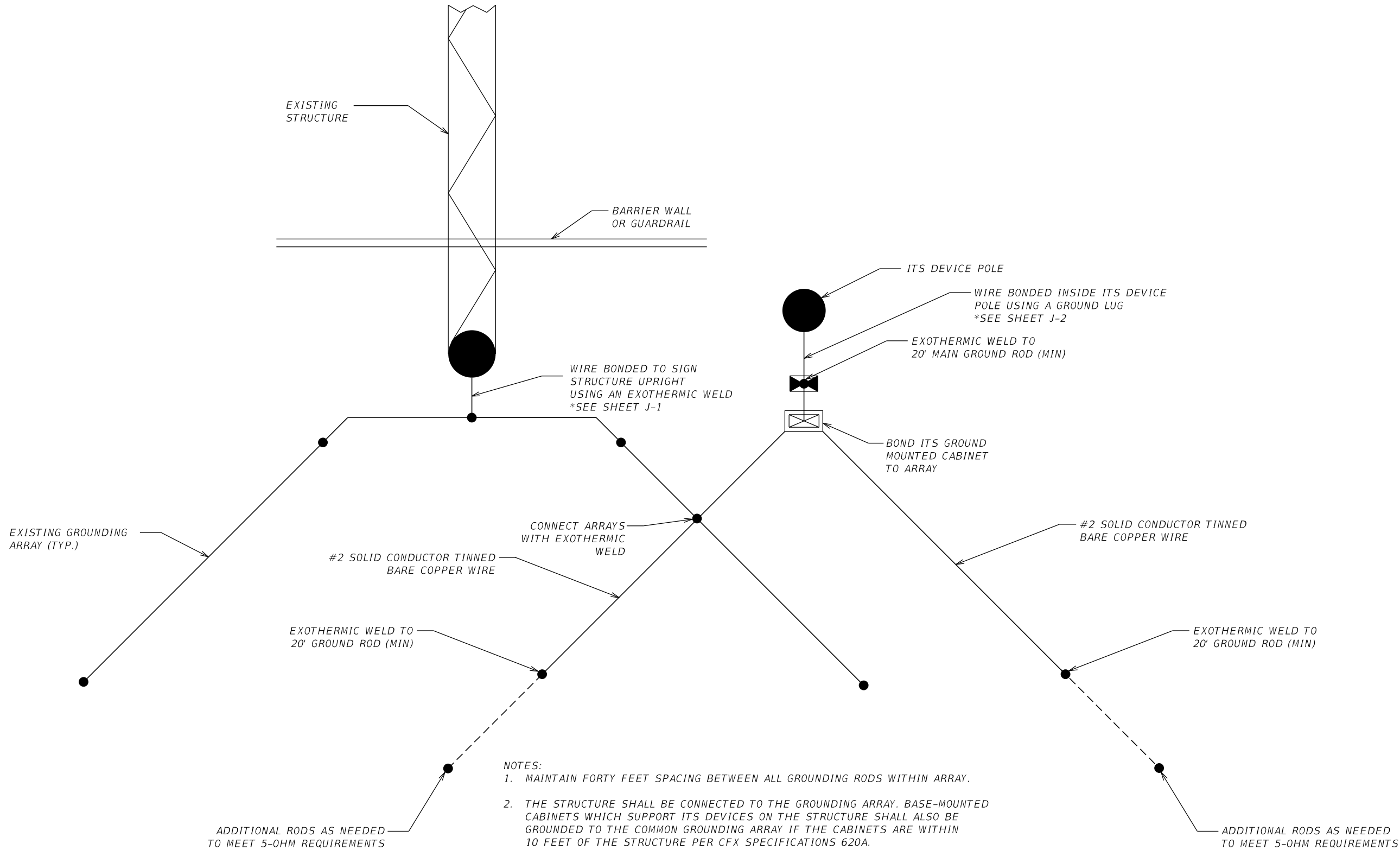
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EXPRESSWAY AUTHORITY



ITS DEVICE GROUNDING
ARRAY (3 OF 5)

SHEET NO.
J-5



- NOTES:
- 1. MAINTAIN FORTY FEET SPACING BETWEEN ALL GROUNDING RODS WITHIN ARRAY.
 - 2. THE STRUCTURE SHALL BE CONNECTED TO THE GROUNDING ARRAY. BASE-MOUNTED CABINETS WHICH SUPPORT ITS DEVICES ON THE STRUCTURE SHALL ALSO BE GROUNDED TO THE COMMON GROUNDING ARRAY IF THE CABINETS ARE WITHIN 10 FEET OF THE STRUCTURE PER CFX SPECIFICATIONS 620A.

**GROUNDING DETAIL IN PROXIMITY
TO ITS SIGN STRUCTURE**

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ITS DEVICE GROUNDING ARRAY (4 OF 5)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-6

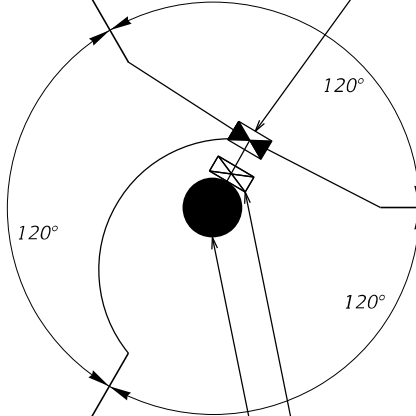
VERSION 9

ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

#2 SOLID TINNED
BARE COPPER WIRE

PULL BOX WITH AN
EXOTHERMIC WELD TO
20' GROUND ROD (MIN)



ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

#2 SOLID TINNED
BARE COPPER WIRE

BOND ITS POLE
MOUNTED CABINET
TO ARRAY

ITS DEVICE POLE

#2 SOLID TINNED
BARE COPPER WIRE

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

STANDARD GROUNDING ARRAY

EXOTHERMICALLY WELD ALL FENCE POSTS
WITHIN 6' OF THE GROUNDING ARRAY

R/W FENCE

BOND ITS GROUND
MOUNTED CABINET
TO ARRAY

PULL BOX WITH AN
EXOTHERMIC WELD TO
20' MAIN GROUND ROD (MIN)

ITS DEVICE POLE

#2 SOLID TINNED
BARE COPPER WIRE

#2 SOLID TINNED
BARE COPPER WIRE

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

GROUNDING ARRAY - LIMITED R/W

#2 SOLID TINNED
BARE COPPER WIRE

BOND ITS POLE
MOUNTED CABINET
TO ARRAY

BARRIER WALL
OR GUARDRAIL

ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

#2 SOLID TINNED
BARE COPPER WIRE

ITS DEVICE POLE

180°

#2 SOLID TINNED
BARE COPPER WIRE

ADDITIONAL RODS
AS NEEDED TO MEET
5-OHM REQUIREMENTS

EXOTHERMIC WELD TO
20' GROUND ROD (MIN)

PULL BOX WITH AN
EXOTHERMIC WELD TO
20' MAIN GROUND ROD (MIN)

WALL OR OBSTRUCTION

GROUNDING ARRAY - LIMITED R/W

NOTES:

1. MAINTAIN FORTY FEET SPACING BETWEEN ALL GROUNDING RODS WITHIN ARRAY.
2. THE STRUCTURE SHALL BE CONNECTED TO THE GROUNDING ARRAY. BASE-MOUNTED CABINETS WHICH SUPPORT ITS DEVICES ON THE STRUCTURE SHALL ALSO BE GROUNDED TO THE COMMON GROUNDING ARRAY IF THE CABINETS ARE WITHIN 10 FEET OF THE STRUCTURE PER CFX SPECIFICATIONS 620A.

NTS

REVISIONS

DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY

CENTRAL FLORIDA
EXPRESSWAY AUTHORITY

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FLORIDA
EXPRESSWAY
AUTHORITY

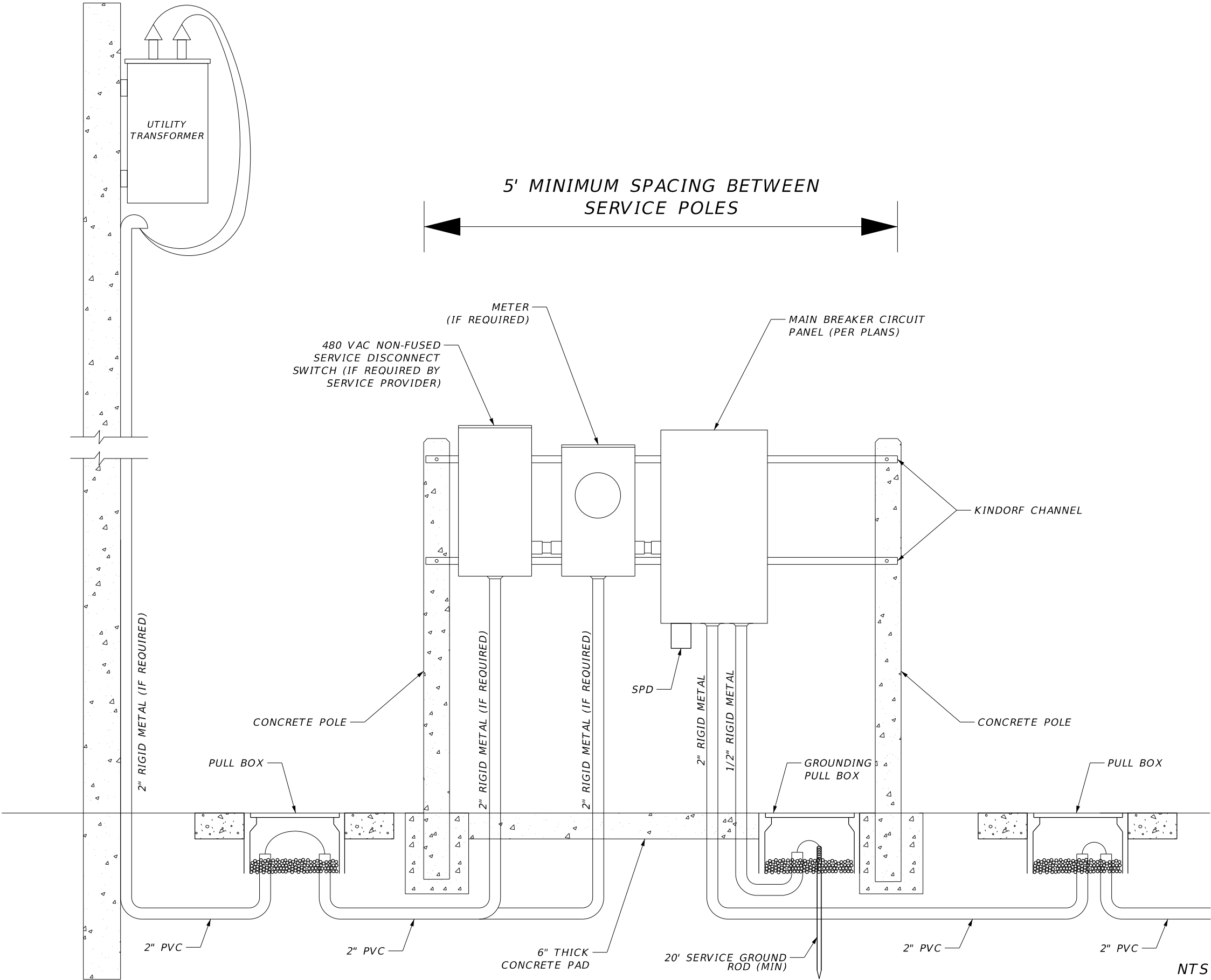
ITS DEVICE GROUNDING
ARRAY (5 OF 5)

SHEET
NO.

J-7

VERSION 9

- NOTES:
- 1. THE ENCLOSURES SHALL BE NEMA 3R. THE SIDES AND TOP OF ALL EQUIPMENT MOUNTED TO THE H-FRAME ASSEMBLY SHALL BE SEALED WITH SILICONE. HOLES SMALLER THAN 1/8" SHALL BE SEALED WITH SILICONE SEALANT INSIDE AND OUT. DO NOT PLACE SILICONE AROUND THE BOTTOM OF THE DEVICE.
 - 2. ENCLOSURES SHALL BE ATTACHED WITH RGS TO THE H-FRAME ASSEMBLY.
 - 3. THE SPD SHALL HAVE A LED INDICATOR AND BE LIT TO SHOW PROTECTION.
 - 4. A MAIN BREAKER IS REQUIRED IN ALL SERVICE PANELS WITH TWO OR MORE BRANCH BREAKERS.
 - 5. ALL SERVICE EQUIPMENT SHALL BE U.L. APPROVED.
 - 6. ALL EDGES TO HAVE 1/2" CHAMFER.
 - 7. DO NOT DRILL OR PUNCH HOLES IN METER BASE. USE PROVIDED KNOCKOUTS.
 - 8. MOUNT KINDORF CHANNEL USING 1/2" BOLT THROUGH POST OR LEAD ANCHOR AND BOLT. DO NOT USE POWER GUN TO SHOOT FASTENERS INTO POST. DO NOT USE PLASTIC ANCHORS.
 - 9. KINDORF CHANNEL IS NOT TO EXTEND PAST THE OUTER SIDES OF THE H-FRAME CONCRETE POSTS.
 - 10. CONCRETE POLES SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 639A-3.10.
 - 11. RGS SHALL TRANSITION TO PVC NO LESS THAN 6" BELOW GRADE. A CFX APPROVED RGS TO PVC CONNECTOR MUST BE USED.
 - 12. 6" THICK CONCRETE PAD SHALL BE A MINIMUM OF CLASS I NON -STRUCTURAL 2500 PSI CONCRETE.
 - 13. GROUNDING SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 620A-2.2.



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

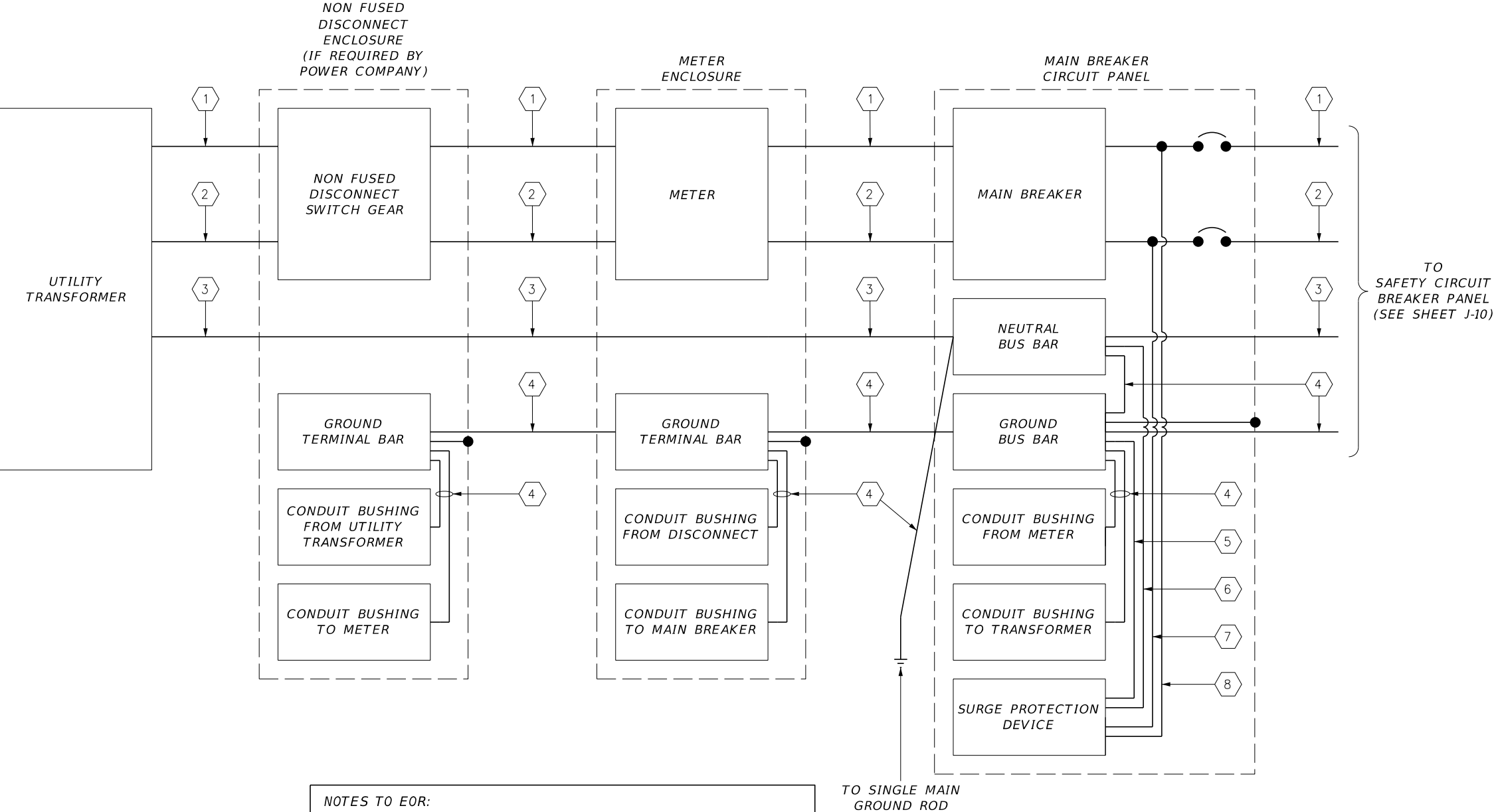
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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

CENTRAL FLORIDA EXPRESSWAY AUTHORITY

ELECTRICAL SERVICE ASSEMBLY WITHOUT A TRANSFORMER

SHEET NO. J-8



NOTES TO EOR:

1. CHANGE WIRING AS NEEDED TO MEET PROJECT REQUIREMENTS.

2. THIS IS FOR 120/240 AND 240/480 VAC APPLICATIONS.

3. UPDATE SHEET NUMBER REFERENCES ON THIS SHEET.

GENERAL NOTES

1. ALL CONDUCTORS ARE TO BE SIZED AS REQUIRED BY THE N.E.C. THE SMALLEST GROUND CONDUCTOR TO BE USED THROUGHOUT THE SERVICE ASSEMBLY IS #6 AWG COPPER XHHW.

KEYED NOTES

- 1 BLACK INSULATED LOAD CONDUCTOR A
- 2 RED INSULATED LOAD CONDUCTOR B WHEN PROVIDED/REQUIRED
- 3 WHITE INSULATED NEUTRAL CONDUCTOR
- 4 GREEN INSULATED GROUND CONDUCTOR
- 5 SURGE PROTECTION DEVICE GROUND WIRE
- 6 SURGE PROTECTION DEVICE NEUTRAL WIRE
- 7 SURGE PROTECTION DEVICE LOAD WIRE B
- 8 SURGE PROTECTION DEVICE LOAD WIRE A

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ELECTRICAL SERVICE ASSEMBLY WITHOUT A STEP-UP TRANSFORMER WIRING DIAGRAM		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-9

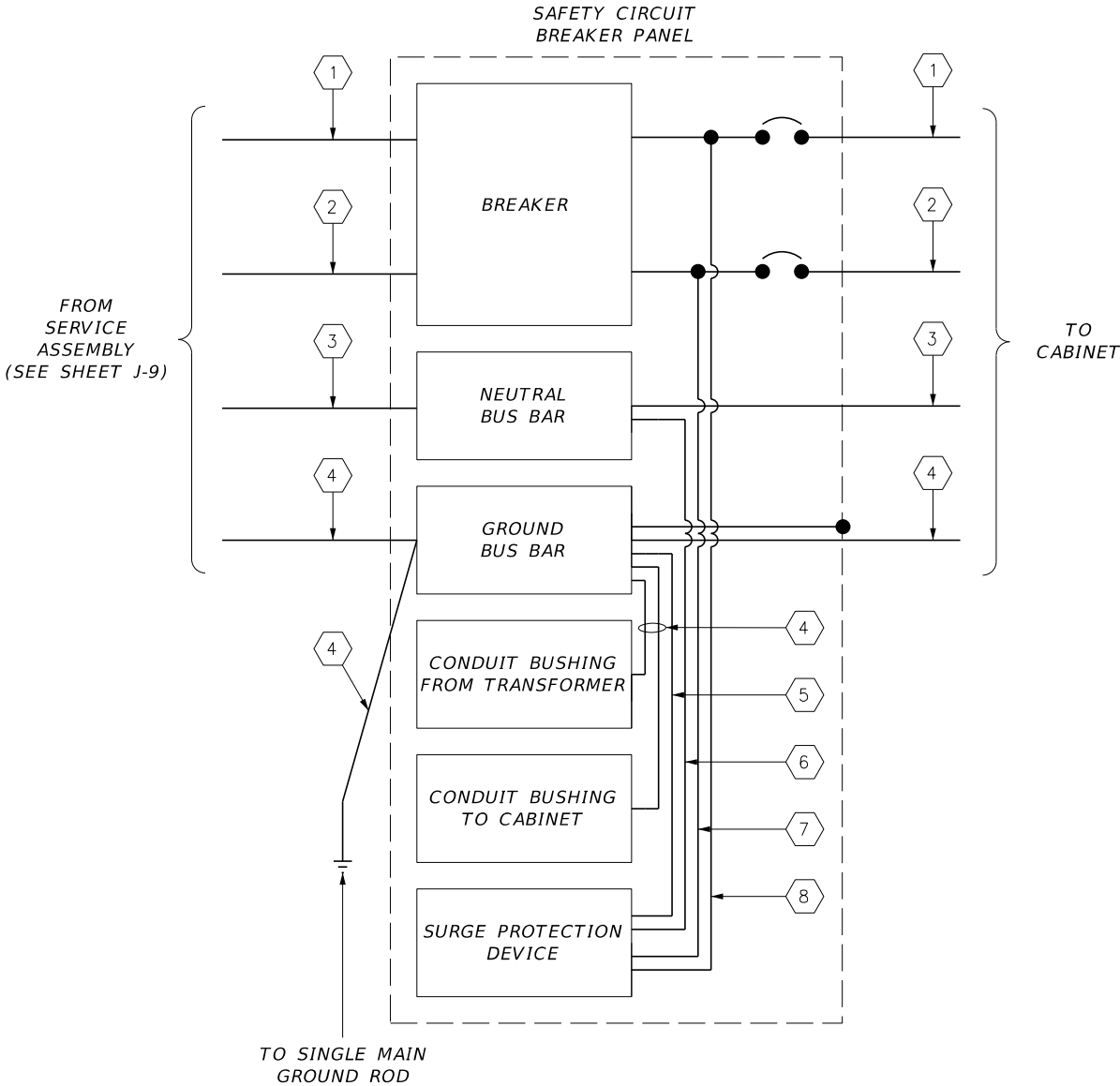
VERSION 9

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	SAFETY PANEL WITHOUT A STEP-DOWN TRANSFROMER WIRING DIAGRAM		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-10

NOTES TO EOR:
1. CHANGE WIRING AS NEEDED TO MEET PROJECT REQUIREMENTS.
2. THIS IS FOR 120/240 AND 240/480 VAC APPLICATIONS.
3. UPDATE SHEET NUMBER REFERENCES ON THIS SHEET.

GENERAL NOTES

1. ALL CONDUCTORS ARE TO BE SIZED AS REQUIRED BY THE N.E.C. THE SMALLEST GROUND CONDUCTOR TO BE USED THROUGHOUT THE SAFTEY DISCONNECT ASSEMBLY IS #6 AWG COPPER XHHW.
2. NO NEUTRAL TO GROUND BOND IS MADE IN THIS PANEL.

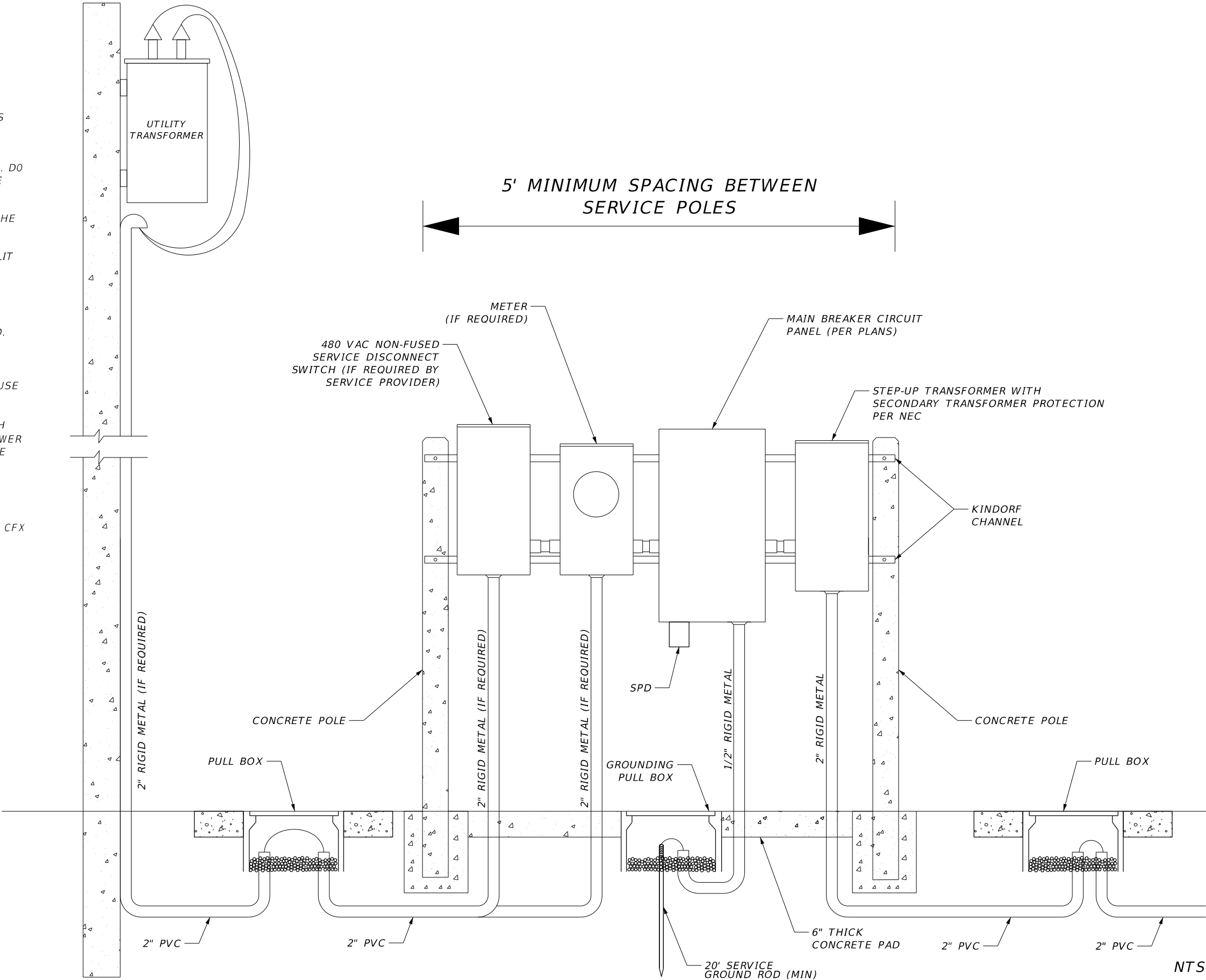


KEYED NOTES

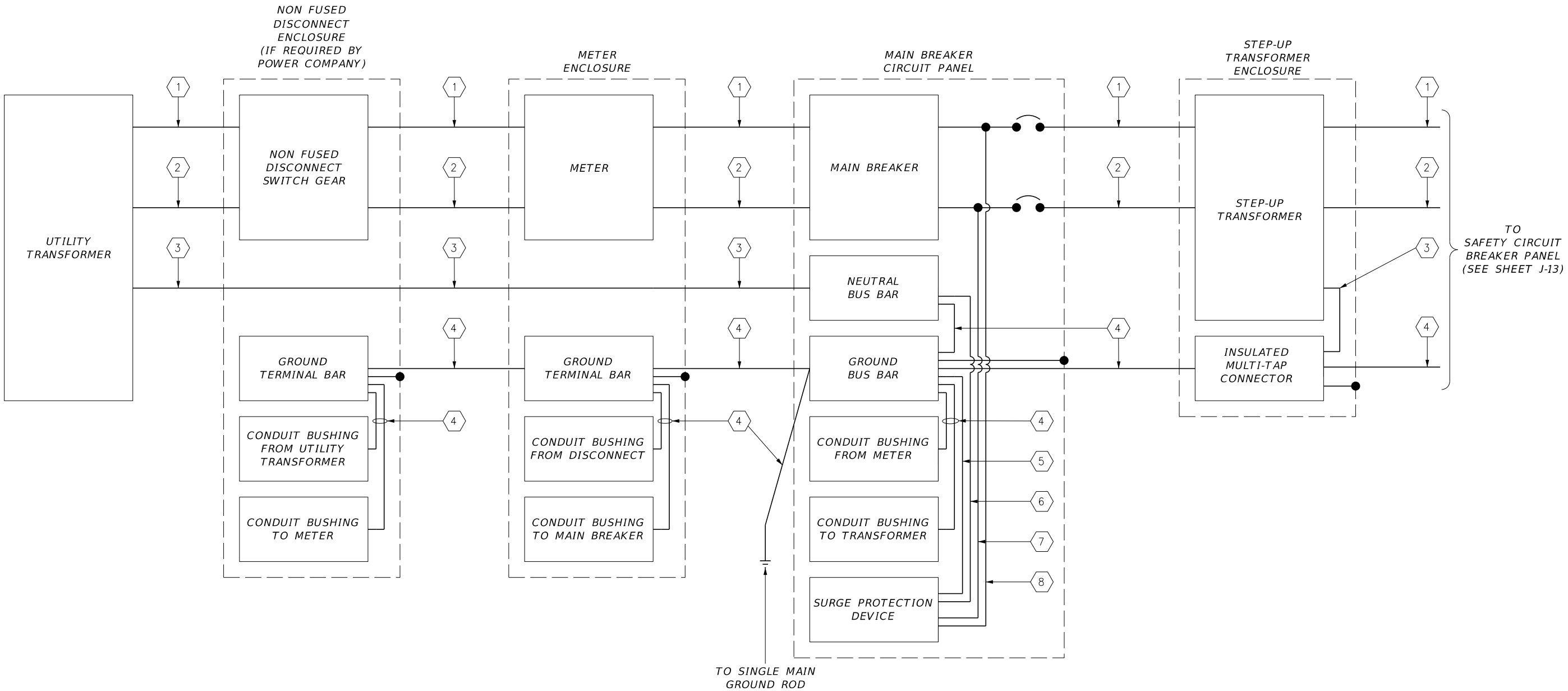
- 1 BLACK INSULATED LOAD CONDUCTOR A
- 2 RED INSULATED LOAD CONDUCTOR B WHEN PROVIDED/REQUIRED
- 3 WHITE INSULATED NEUTRAL CONDUCTOR
- 4 GREEN INSULATED GROUND CONDUCTOR
- 5 SURGE PROTECTION DEVICE GROUND WIRE
- 6 SURGE PROTECTION DEVICE NEUTRAL WIRE
- 7 SURGE PROTECTION DEVICE LOAD WIRE B
- 8 SURGE PROTECTION DEVICE LOAD WIRE A

NOTES:

1. THE ENCLOSURES SHALL BE NEMA 3R. THE SIDES AND TOP OF ALL EQUIPMENT MOUNTED TO THE H-FRAME ASSEMBLY SHALL BE SEALED WITH SILICONE. HOLES SMALLER THAN 1/8" SHALL BE SEALED WITH SILICONE SEALANT INSIDE AND OUT. DO NOT PLACE SILICONE AROUND THE BOTTOM OF THE DEVICE.
2. ENCLOSURES SHALL BE ATTACHED WITH RGS TO THE H-FRAME ASSEMBLY.
3. THE SPD SHALL HAVE A LED INDICATOR AND BE LIT TO SHOW PROTECTION.
4. A MAIN BREAKER IS REQUIRED IN ALL SERVICE PANELS WITH TWO OR MORE BRANCH BREAKERS.
5. ALL SERVICE EQUIPMENT SHALL BE U.L. APPROVED.
6. ALL EDGES TO HAVE 1/2" CHAMFER.
7. DO NOT DRILL OR PUNCH HOLES IN METER BASE. USE PROVIDED KNOCKOUTS.
8. MOUNT KINDORF CHANNEL USING 1/2" BOLT THROUGH POST OR LEAD ANCHOR AND BOLT. DO NOT USE POWER GUN TO SHOOT FASTENERS INTO POST. DO NOT USE PLASTIC ANCHORS.
9. KINDORF CHANNEL IS NOT TO EXTEND PAST THE OUTER SIDES OF THE H-FRAME CONCRETE POSTS.
10. CONCRETE POLES SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 639A-3.10.
11. RGS SHALL TRANSITION TO PVC NO LESS THAN 6" BELOW GRADE. A CFX APPROVED RGS TO PVC CONNECTOR MUST BE USED.
12. 6" THICK CONCRETE PAD SHALL BE A MINIMUM OF CLASS I NON -STRUCTURAL 2500 PSI CONCRETE.
13. GROUNDING SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 620A-2.2.
14. PROVIDE OVERCURRENT PROTECTION FOR THE SECONDARY WIRES OF THE TRANSFORMER AS REQUIRED BY N.E.C.



REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ELECTRICAL SERVICE ASSEMBLY WITH A STEP-UP TRANSFORMER	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										J-11	



NOTES TO EOR:

1. CHANGE WIRING AS NEEDED TO MEET PROJECT REQUIREMENTS.

2. THIS IS FOR 120/240 AND 240/480 VAC APPLICATIONS.

3. UPDATE SHEET NUMBER REFERENCES ON THIS SHEET.

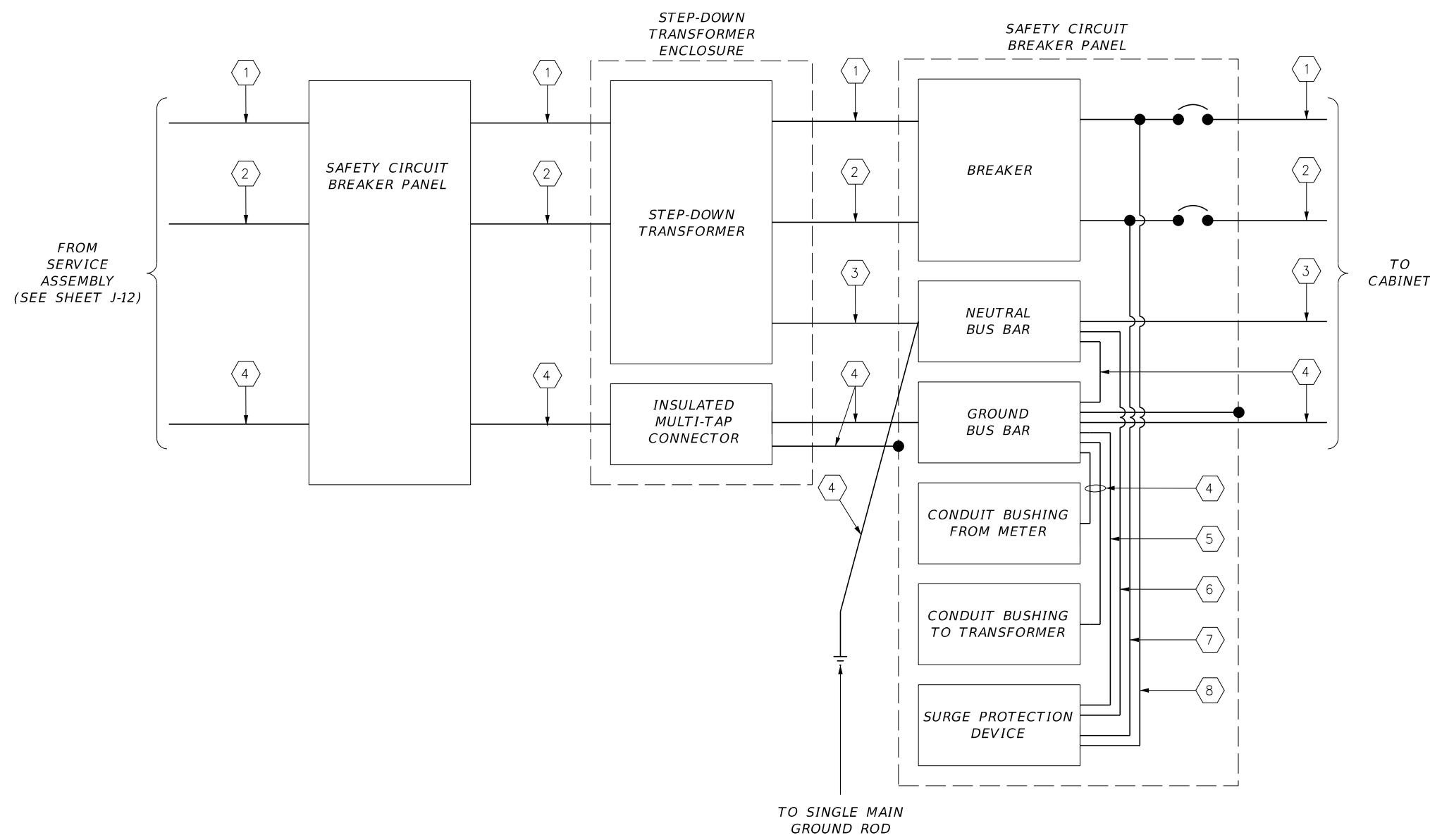
GENERAL NOTES

1. ALL CONDUCTORS ARE TO BE SIZED AS REQUIRED BY THE N.E.C. THE SMALLEST GROUND CONDUCTOR TO BE USED THROUGHOUT THE SERVICE ASSEMBLY IS #6 AWG COPPER XHHW.

KEYED NOTES

- 1 BLACK INSULATED LOAD CONDUCTOR A
- 2 RED INSULATED LOAD CONDUCTOR B WHEN PROVIDED/REQUIRED
- 3 WHITE INSULATED NEUTRAL CONDUCTOR
- 4 GREEN INSULATED GROUND CONDUCTOR
- 5 SURGE PROTECTION DEVICE GROUND WIRE
- 6 SURGE PROTECTION DEVICE NEUTRAL WIRE
- 7 SURGE PROTECTION DEVICE LOAD WIRE B
- 8 SURGE PROTECTION DEVICE LOAD WIRE A

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	ELECTRICAL SERVICE ASSEMBLY WITH A STEP-UP TRANSFORMER WIRING DIAGRAM		SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						J-12	



NOTES TO EOR:

1. CHANGE WIRING AS NEEDED TO MEET PROJECT REQUIREMENTS.

2. THIS IS FOR 120/240 AND 240/480 VAC APPLICATIONS.

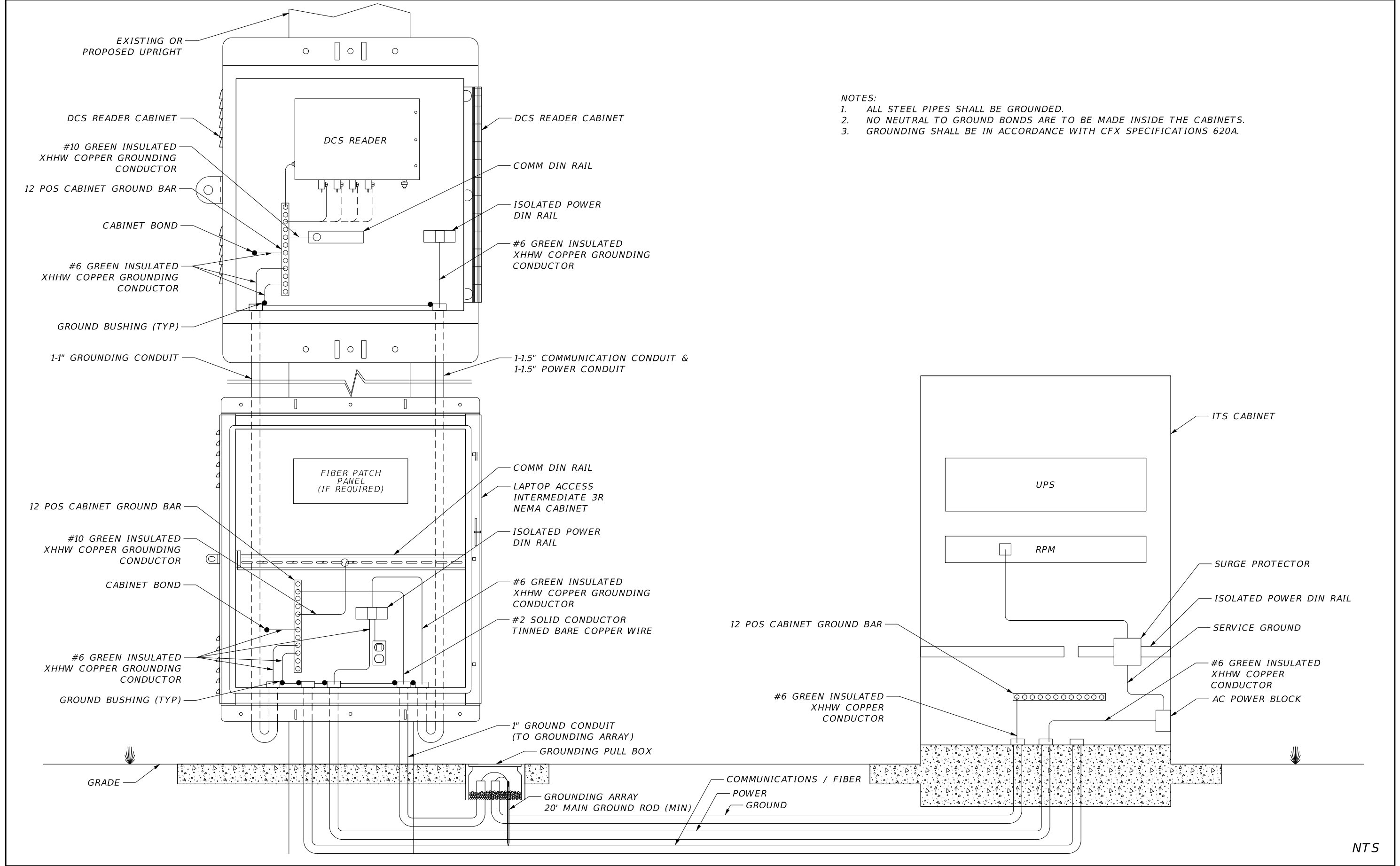
3. UPDATE SHEET NUMBER REFERENCES ON THIS SHEET.

GENERAL NOTES

1. ALL CONDUCTORS ARE TO BE SIZED AS REQUIRED BY THE N.E.C. THE SMALLEST GROUND CONDUCTOR TO BE USED THROUGHOUT THE SAFETY DISCONNECT ASSEMBLY IS #6 AWG COPPER XHHW.

KEYED NOTES

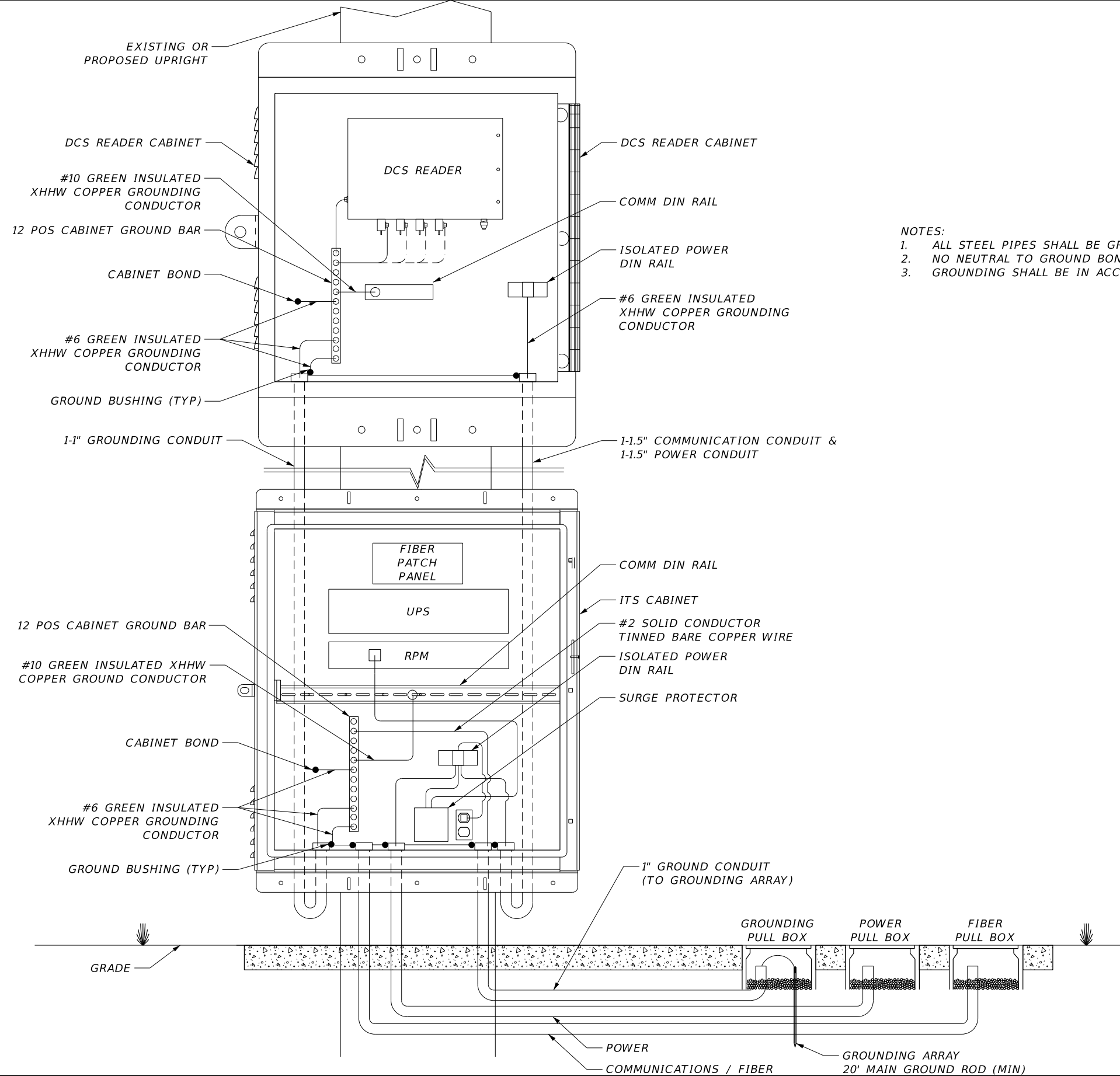
- 1 BLACK INSULATED LOAD CONDUCTOR A
- 2 RED INSULATED LOAD CONDUCTOR B WHEN PROVIDED/REQUIRED
- 3 WHITE INSULATED NEUTRAL CONDUCTOR
- 4 GREEN INSULATED GROUND CONDUCTOR
- 5 SURGE PROTECTION DEVICE GROUND WIRE
- 6 SURGE PROTECTION DEVICE NEUTRAL WIRE
- 7 SURGE PROTECTION DEVICE LOAD WIRE B
- 8 SURGE PROTECTION DEVICE LOAD WIRE A



- NOTES:
- 1. ALL STEEL PIPES SHALL BE GROUNDED.
 - 2. NO NEUTRAL TO GROUND BONDS ARE TO BE MADE INSIDE THE CABINETS.
 - 3. GROUNDING SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 620A.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS READER CABINET (1 OF 2)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											J-14



- NOTES:
1. ALL STEEL PIPES SHALL BE GROUNDED.
 2. NO NEUTRAL TO GROUND BONDS ARE TO BE MADE INSIDE THE CABINETS.
 3. GROUNDING SHALL BE IN ACCORDANCE WITH CFX SPECIFICATIONS 620A.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS READER CABINET (2 OF 2)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											J-15

VERSION 9

VERSION 9

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

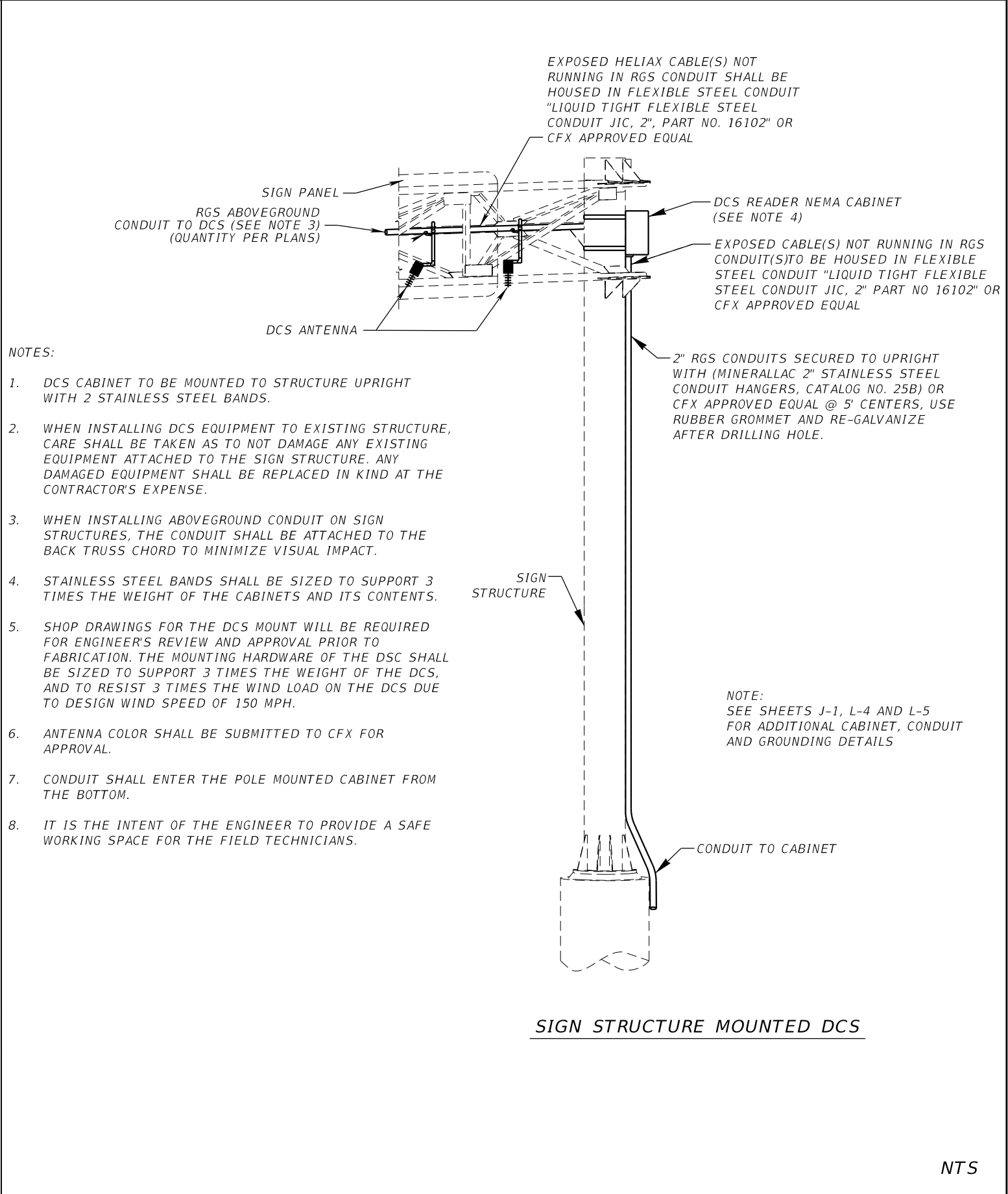
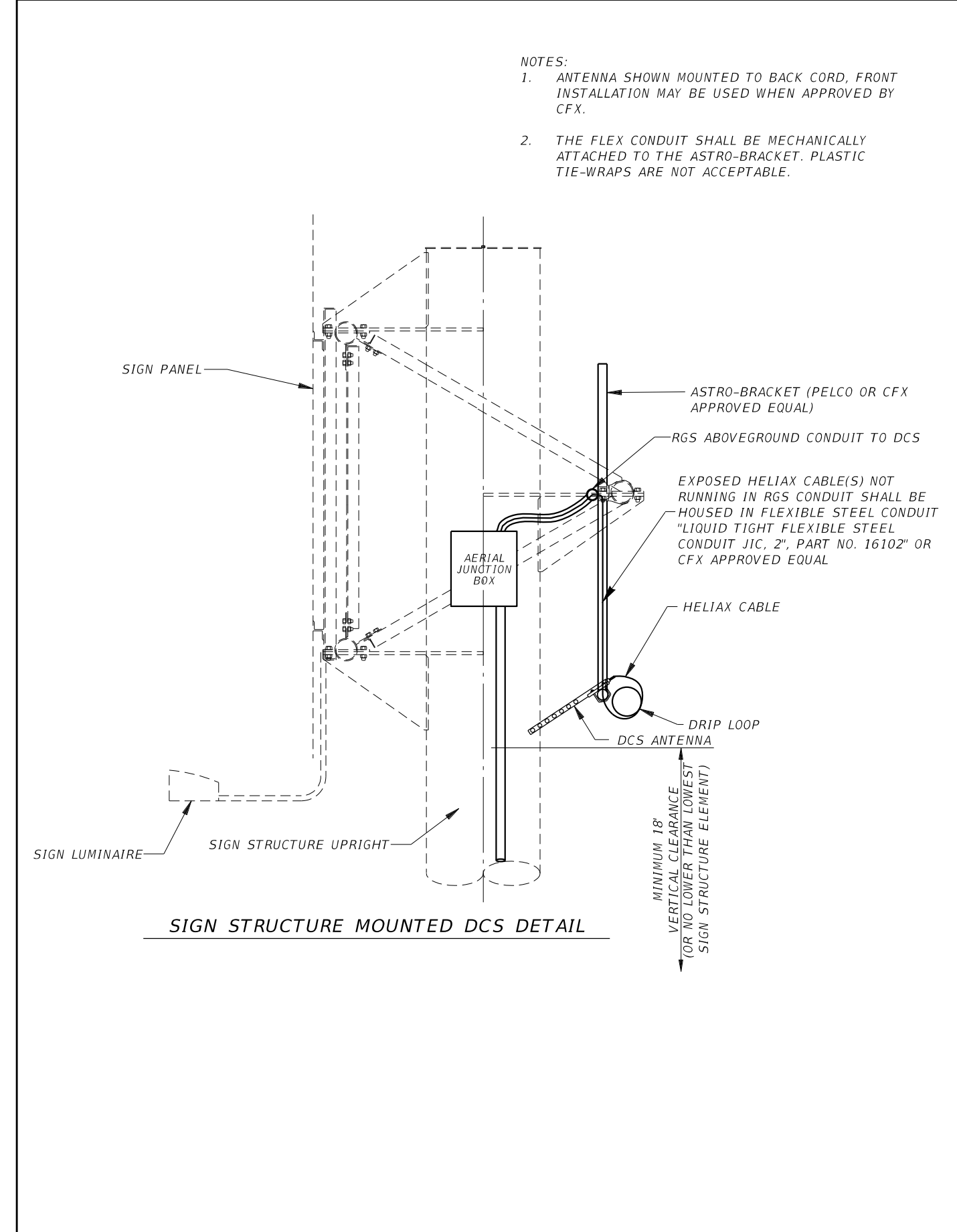
FOR INFORMATIONAL PURPOSES ONLY

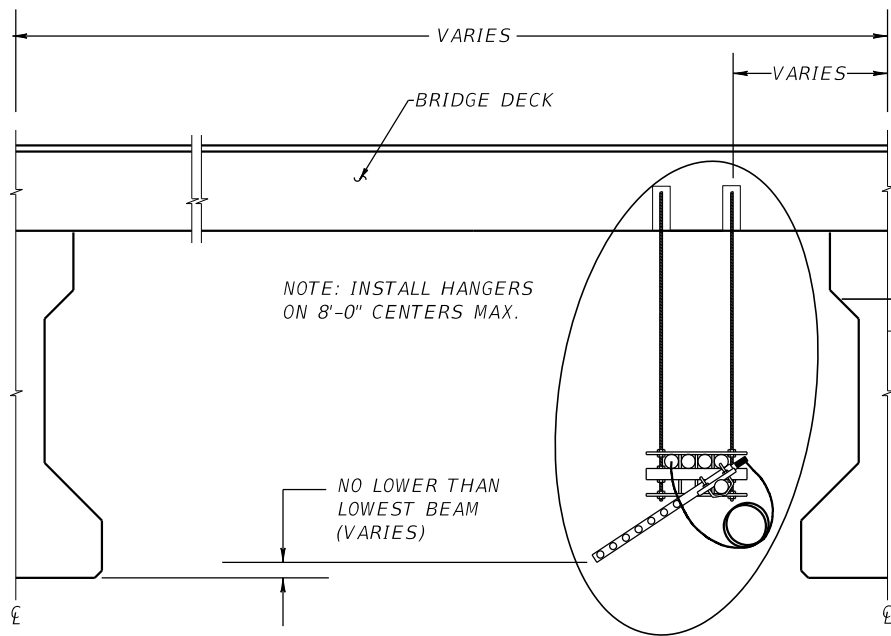
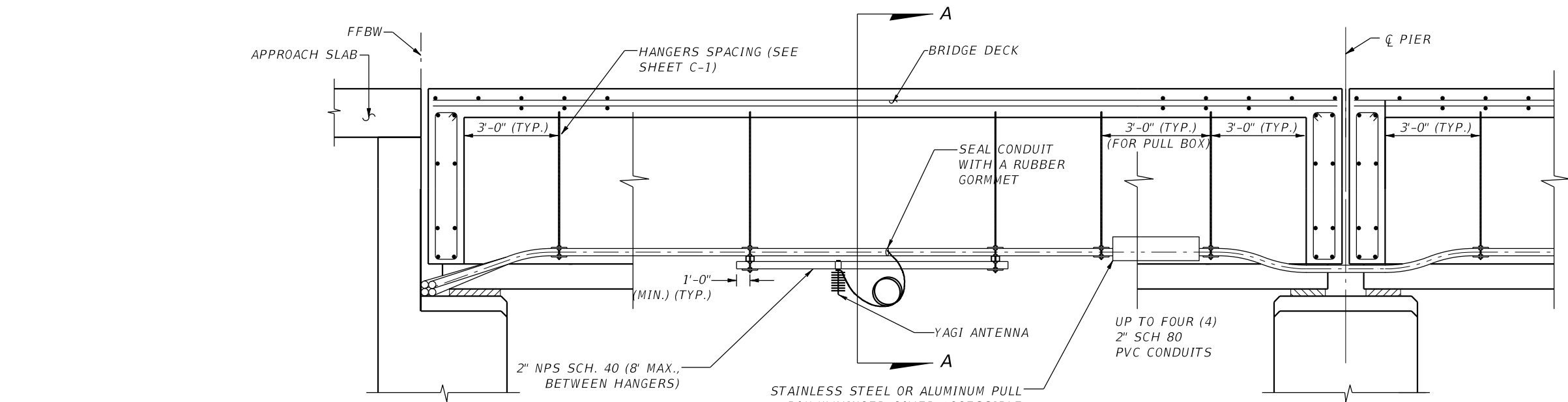
CENTRAL FLORIDA
EXPRESSWAY AUTHORITY



DCS INSTALLATION ON
SIGN STRUCTURES
MOUNTING DETAIL

SHEET NO.
K-1



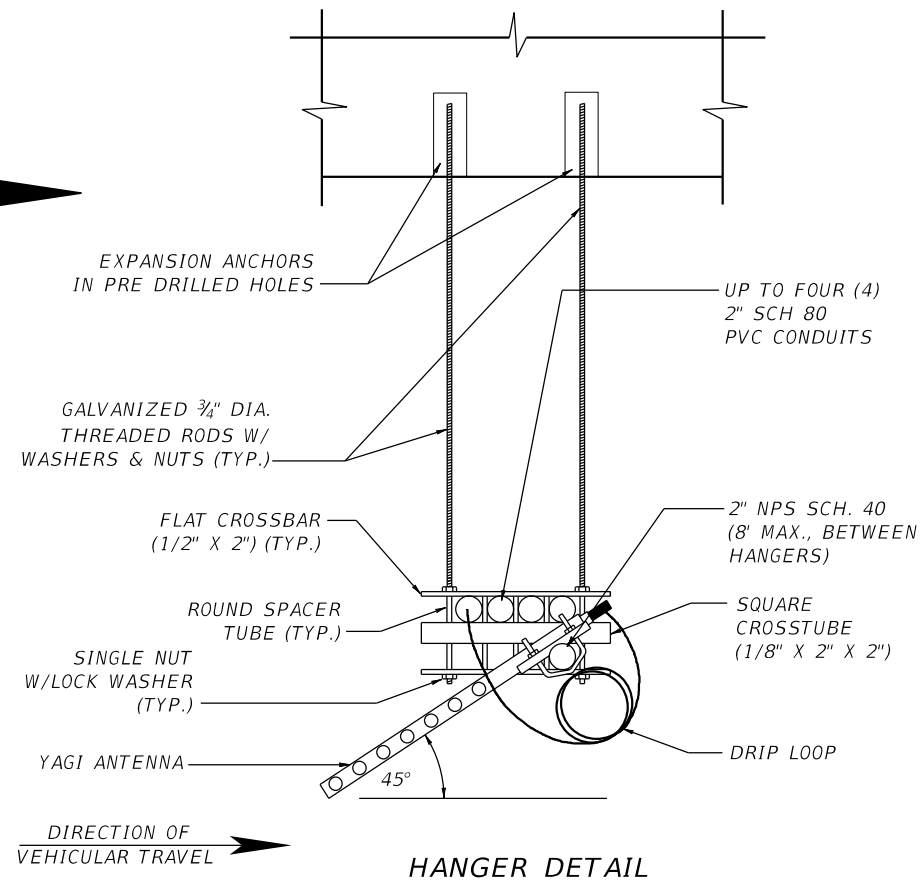


SECTION A-A

**SECTION (THRU PIERS AND END BENTS)
WITH ANTENNA HANGER**
SEE HANGER DETAIL FOR UNDER BRIDGE DECK INSTALLATION

NOTES:

1. THE MECHANICAL EXPANSION ANCHORS INSTALLED IN PRE-DRILLED HOLES IN THE EXISTING BRIDGE DECK SHALL BE SIZED WITH A MINIMUM FACTOR OF SAFETY OF FOUR.
2. THE EXPANSION ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
3. THE THREADED RODS SHALL BE IN ACCORDANCE WITH ASTM A36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.
4. 2" RDS SCH. 40 STRUCTURAL PIPE SHALL BE IN ACCORDANCE WITH ASTM A53 FOR STANDARD WEIGHT PIPE (SCHEDULE 40) AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123. THE PIPE SHALL BE SECURED TO THE HANGERS WITH U-BOLTS TO AVOID MOVEMENT AND ROTATION.
5. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF THE HANGER SYSTEM FOR APPROVAL PRIOR TO FABRICATION. THE SHOP DRAWINGS SHALL INCLUDE, AT A MINIMUM, HANGER LAYOUT AND HANGER DETAILS. LOCATIONS OF EXPANSION JOINTS AND ANCHOR POINTS, MOUNTING DETAILS OF ANTENNA TO PIPE AND ALL OTHER DETAILS REQUIRED FOR INSTALLATION OF ANTENNAS, CONDUITS AND HANGERS.
6. THE FURNISHING AND INSTALLATION OF THE HANGER SYSTEM, CONDUITS, ANTENNAS AND RELATED HARDWARE SHALL BE PAID UNDER PAY ITEM SERIES 663-74-14X.
7. IF OTHER TYPE OF ANTENNA IS TO BE INSTALLED, THE CONTRACTOR SHALL SUBMIT DESIGN, SHOP DRAWINGS, AND DESIGN CALCULATIONS FOR APPROVAL BY CFX.



HANGER DETAIL

NTS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY

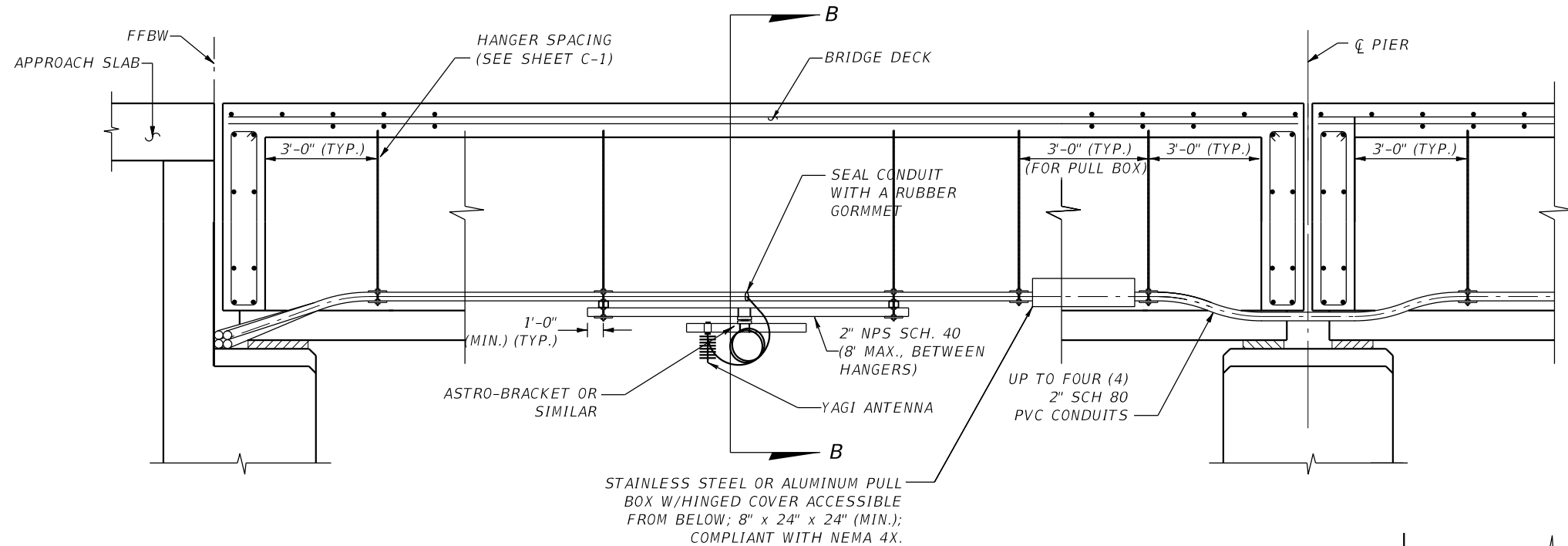
CENTRAL FLORIDA
EXPRESSWAY AUTHORITY

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

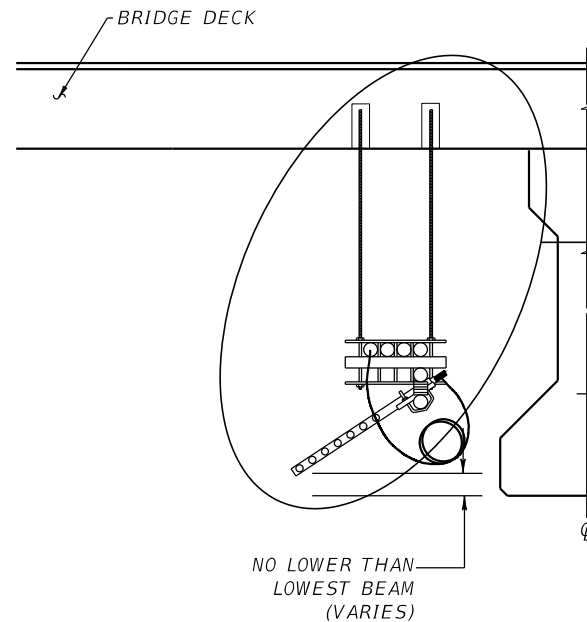
**DCS BRIDGE MOUNTING
DETAIL (STRAIGHT BRIDGE)**

SHEET
NO.

K-2



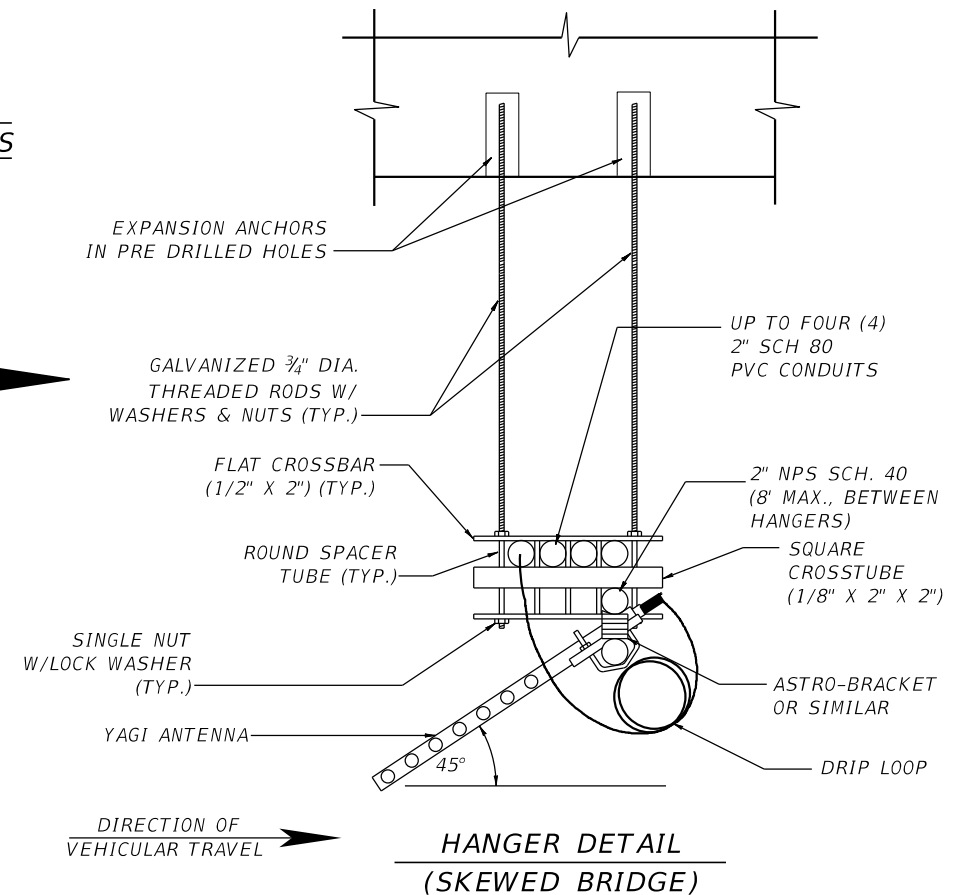
**SECTION (THRU PIERS AND END BENTS)
WITH ANTENNA HANGER FOR SKEWED BRIDGES**
SEE HANGER DETAIL FOR UNDER BRIDGE DECK INSTALLATION



**SECTION B-B
(SKEWED BRIDGE)**

NOTES:

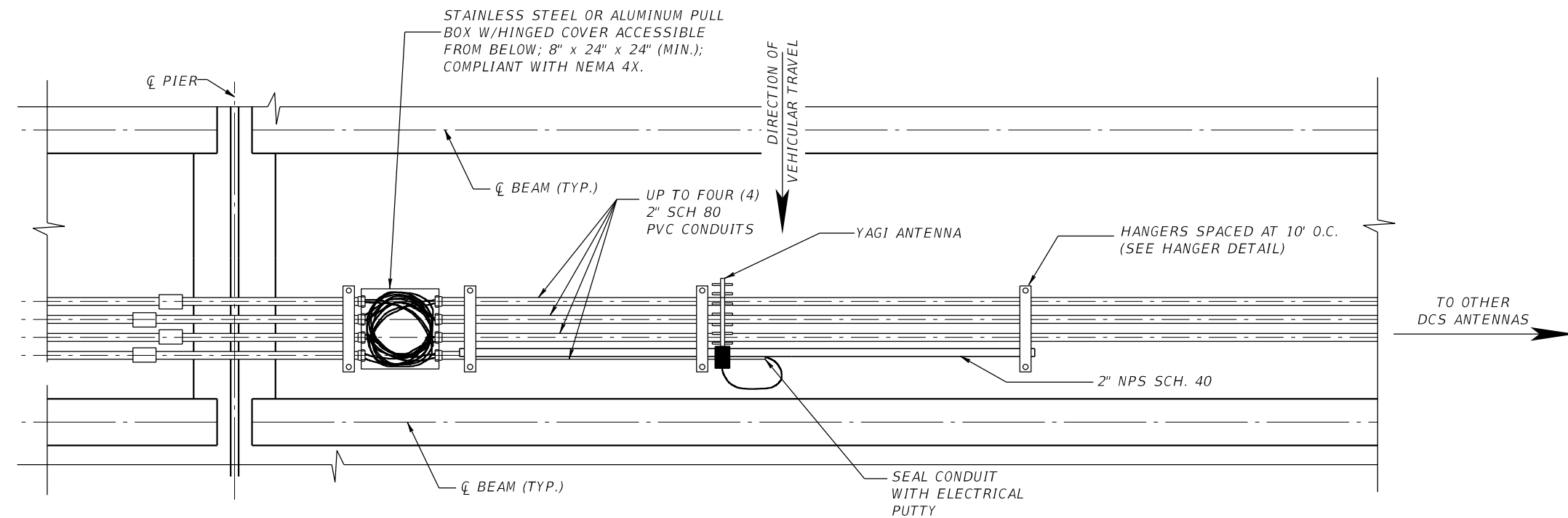
1. THE MECHANICAL EXPANSION ANCHORS INSTALLED IN PRE-DRILLED HOLES IN THE EXISTING BRIDGE DECK SHALL BE SIZED WITH A MINIMUM FACTOR OF SAFETY OF FOUR.
2. THE EXPANSION ANCHORS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.
3. THE THREADED RODS SHALL BE IN ACCORDANCE WITH ASTM A36 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153.
4. 2" RDS SCH. 40 STRUCTURAL PIPE SHALL BE IN ACCORDANCE WITH ASTM A53 FOR STANDARD WEIGHT PIPE (SCHEDULE 40) AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A123. THE PIPE SHALL BE SECURED TO THE HANGERS WITH U-BOLTS TO AVOID MOVEMENT AND ROTATION.
5. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS OF THE HANGER SYSTEM FOR APPROVAL PRIOR TO FABRICATION. THE SHOP DRAWINGS SHALL INCLUDE, AT A MINIMUM, HANGER LAYOUT AND HANGER DETAILS. LOCATIONS OF EXPANSION JOINTS AND ANCHOR POINTS, MOUNTING DETAILS OF ANTENNA TO PIPE AND ALL OTHER DETAILS REQUIRED FOR INSTALLATION OF ANTENNAS, CONDUITS AND HANGERS.
6. THE FURNISHING AND INSTALLATION OF THE HANGER SYSTEM, CONDUITS, ANTENNAS AND RELATED HARDWARE SHALL BE PAID UNDER PAY ITEM SERIES 663-74-14X.
7. IF OTHER TYPE OF ANTENNA IS TO BE INSTALLED, THE CONTRACTOR SHALL SUBMIT DESIGN, SHOP DRAWINGS, AND DESIGN CALCULATIONS FOR APPROVAL BY CFX.



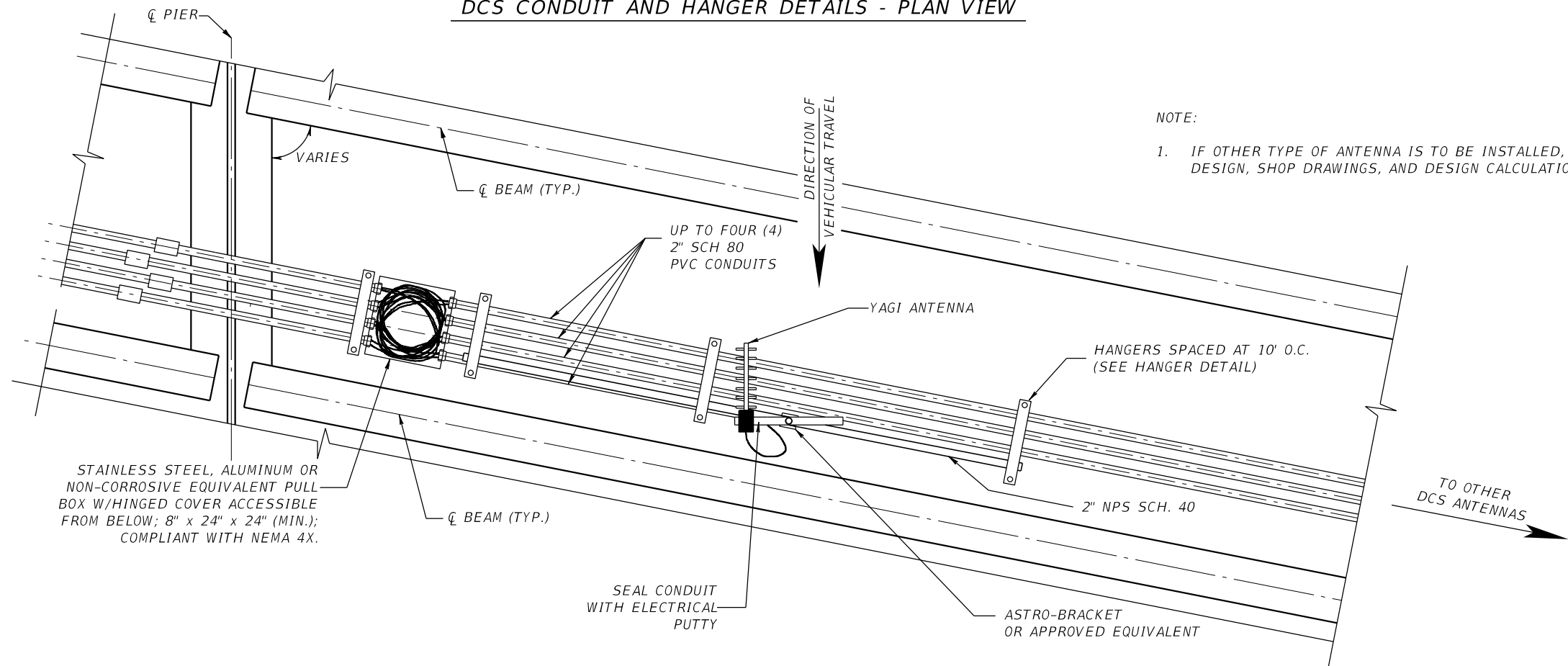
**HANGER DETAIL
(SKEWED BRIDGE)**

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS BRIDGE MOUNTING DETAIL (SKEWED BRIDGE)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											K-3



DCS CONDUIT AND HANGER DETAILS - PLAN VIEW



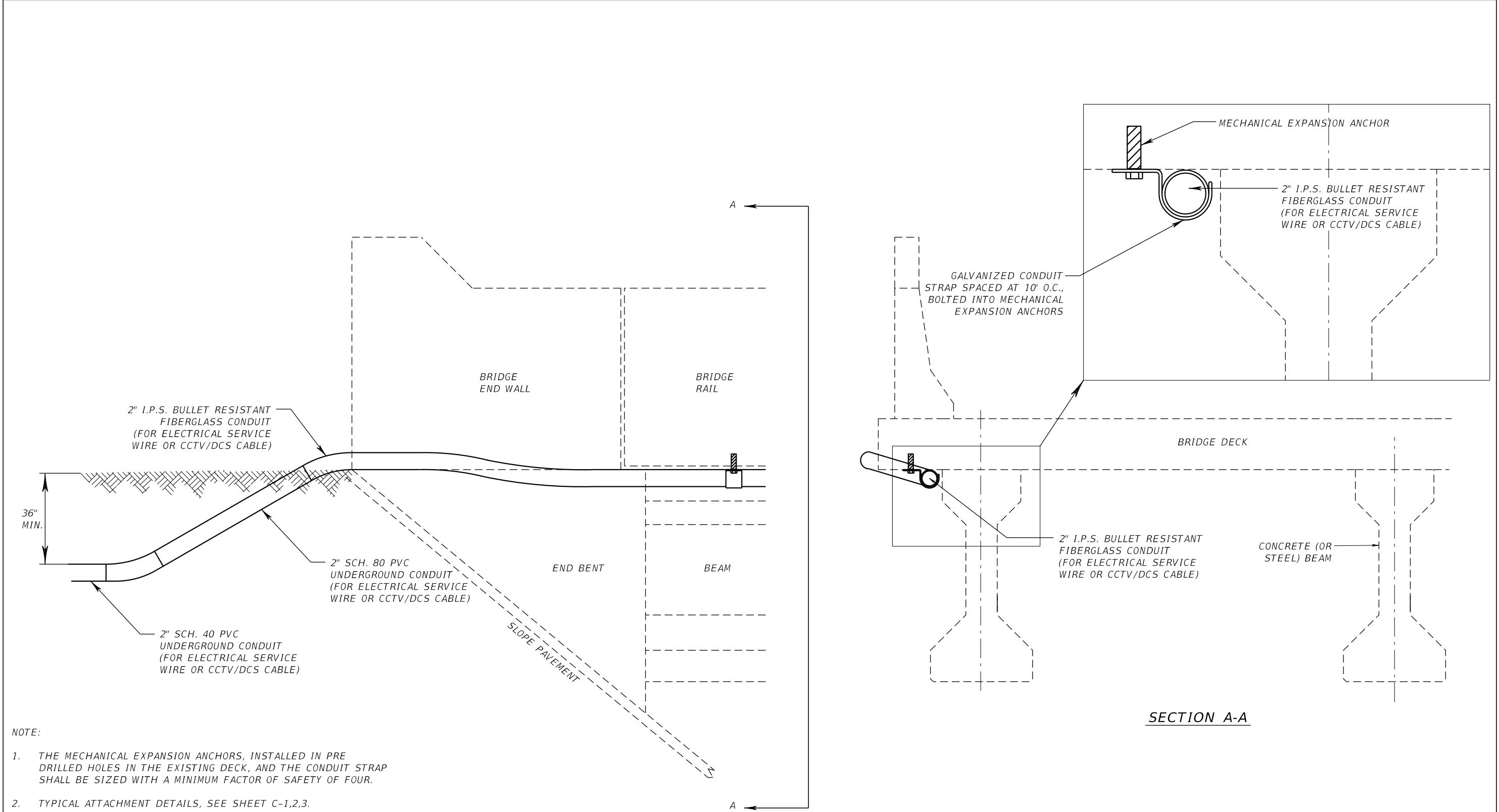
NOTE:

1. IF OTHER TYPE OF ANTENNA IS TO BE INSTALLED, THE CONTRACTOR SHALL SUBMIT DESIGN, SHOP DRAWINGS, AND DESIGN CALCULATIONS FOR APPROVAL BY CFX.

**DCS CONDUIT AND HANGER DETAILS - PLAN VIEW
SKEWED BRIDGE**

NTS

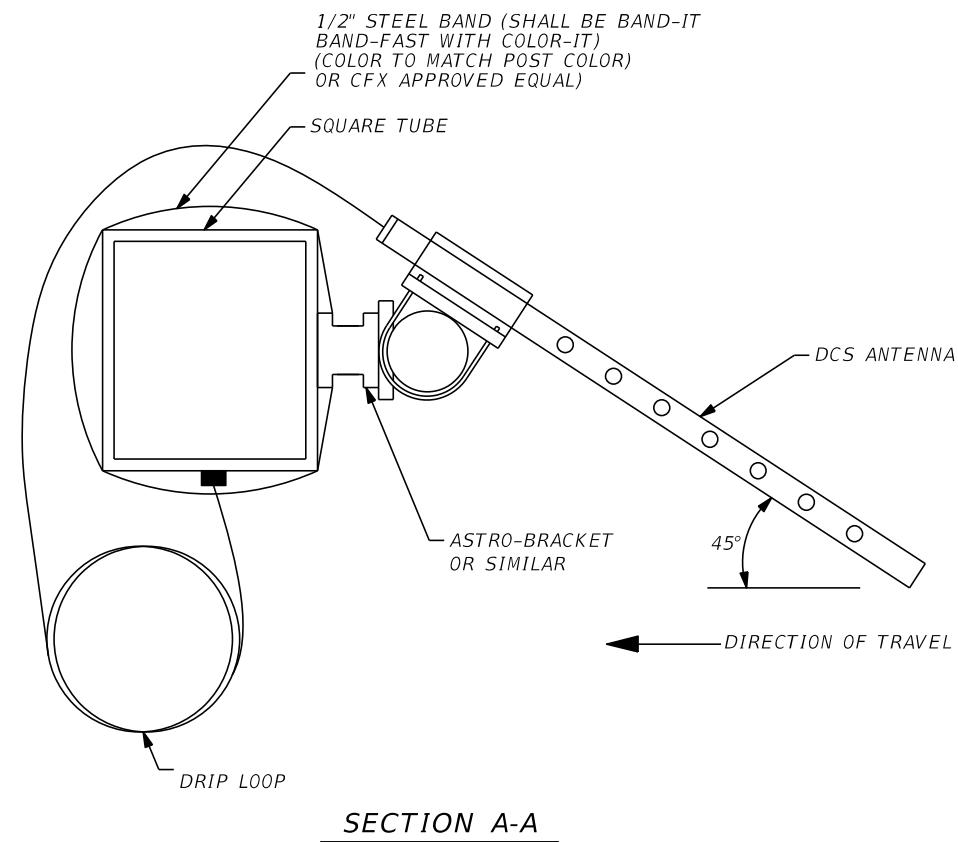
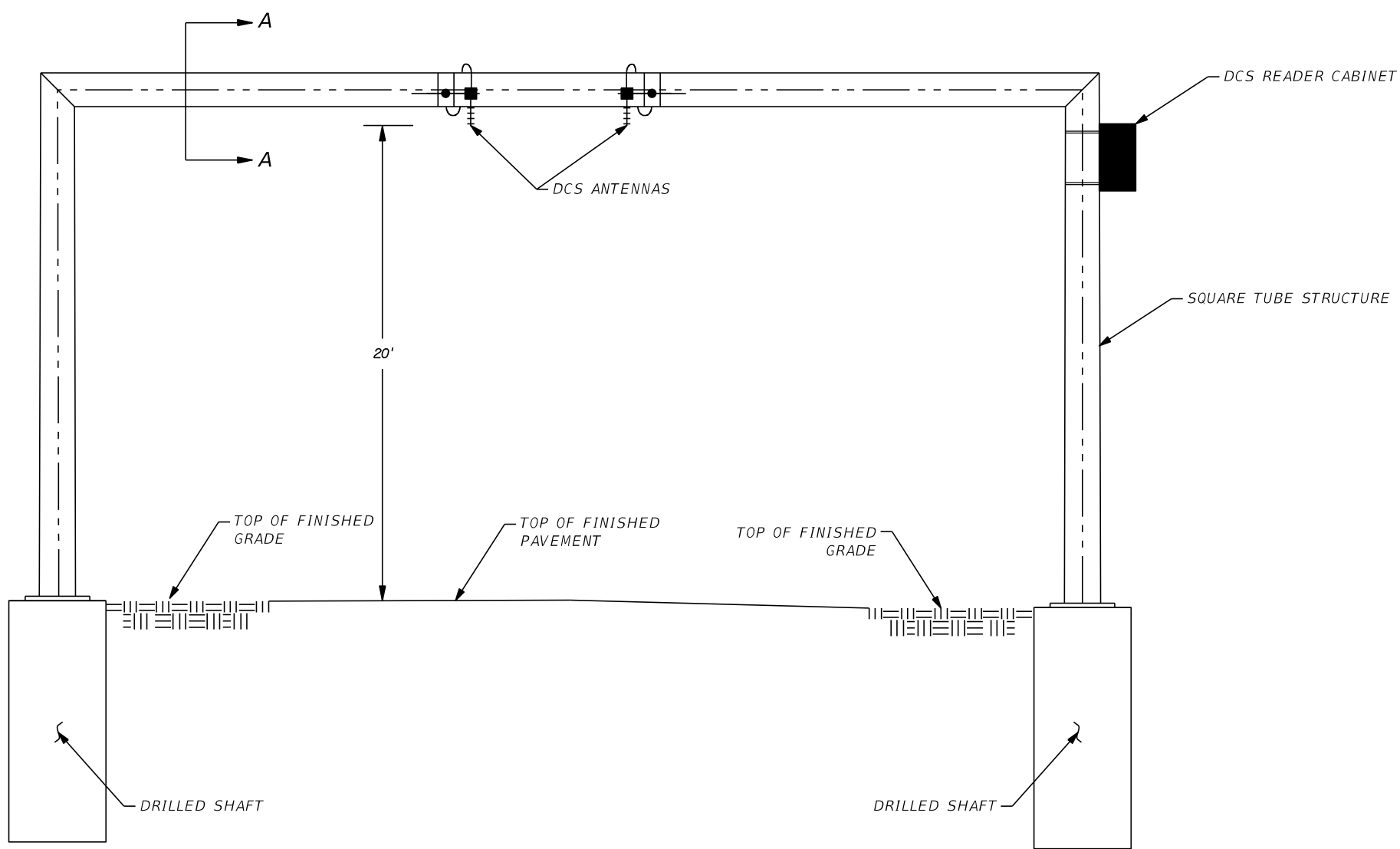
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS BRIDGE MOUNTED CONDUIT DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-4



- NOTE:
1. THE MECHANICAL EXPANSION ANCHORS, INSTALLED IN PRE DRILLED HOLES IN THE EXISTING DECK, AND THE CONDUIT STRAP SHALL BE SIZED WITH A MINIMUM FACTOR OF SAFETY OF FOUR.
 2. TYPICAL ATTACHMENT DETAILS, SEE SHEET C-1,2,3.

BRIDGE STRUCTURE MOUNTED CONDUIT FOR ELECTRICAL AND CCTV/DCS CABLES (TYPICAL)

VERSION 9	REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS BRIDGE MOUNTED CONDUIT TRANSITION DETAIL		NTS	
	DATE	BY	DESCRIPTION		DATE	BY						SHEET NO.	
												K-5	

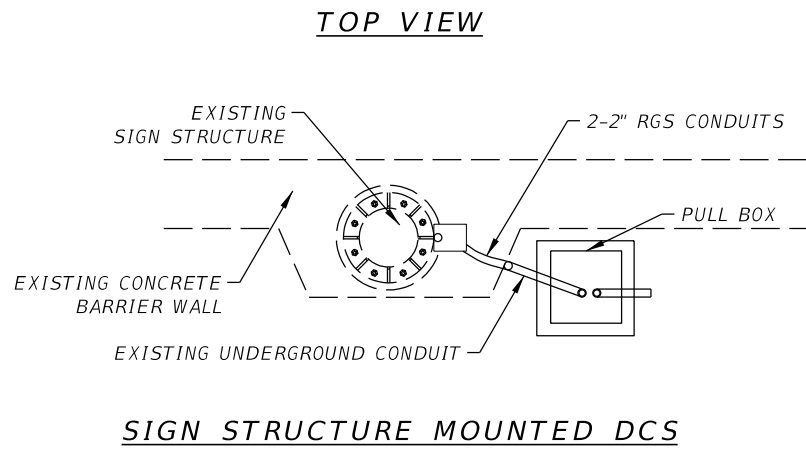
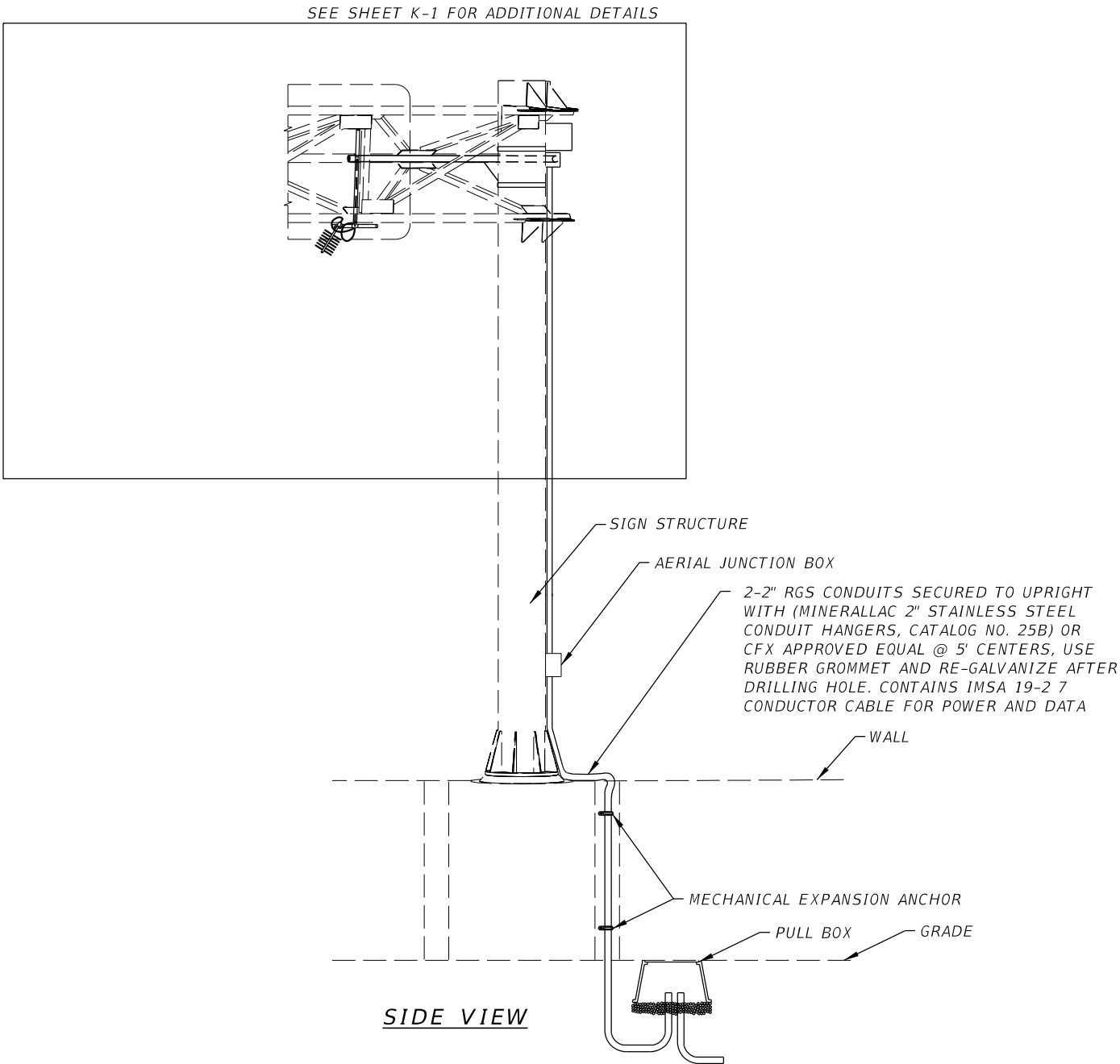


DCS ON STEEL TUBE STRUCTURE MOUNTING DETAIL

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS STEEL TUBE STRUCTURE ANTENNA DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-6

DCS MOUNTING DETAIL

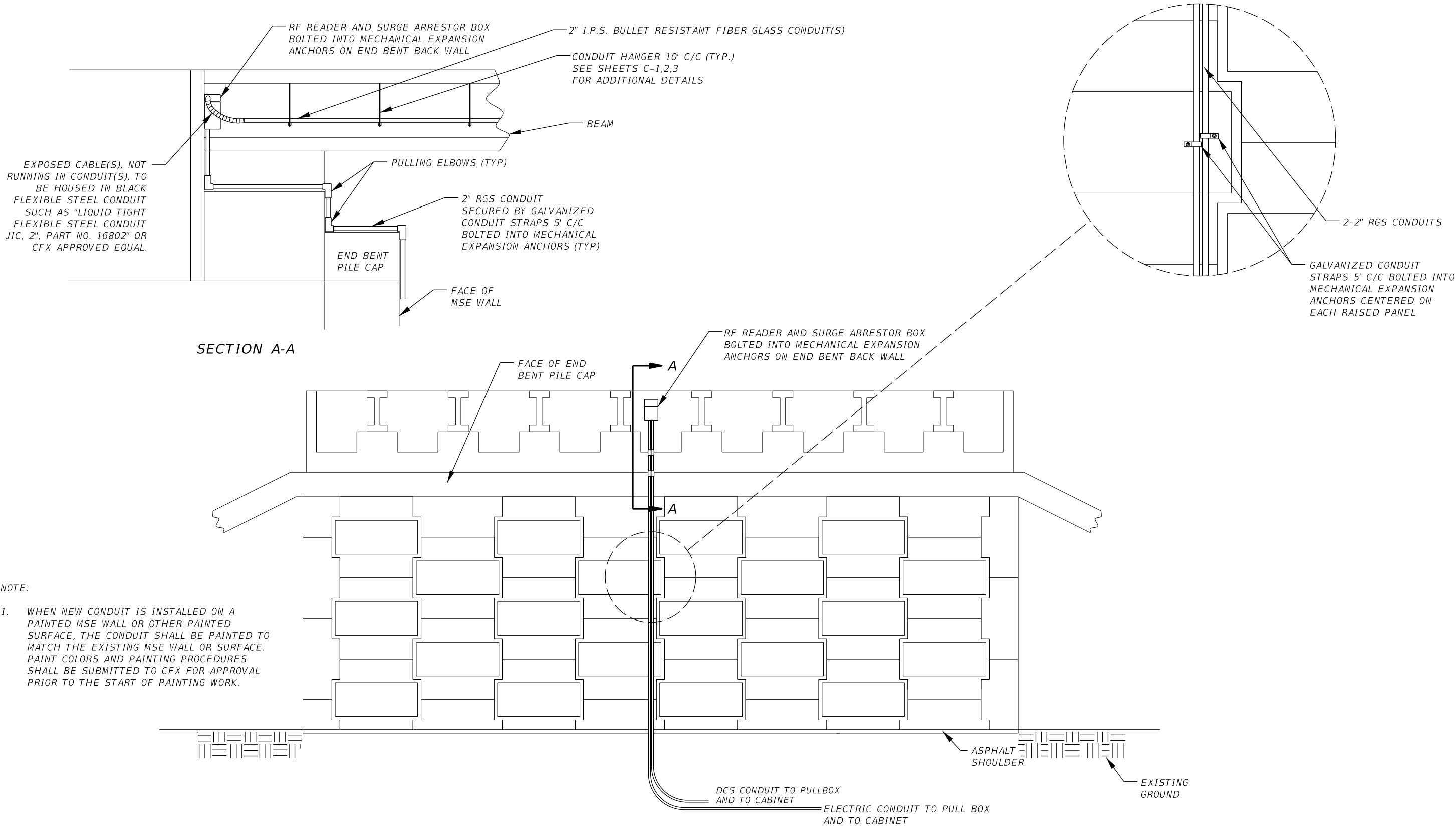


- NOTES:
1. WHEN NEW CONDUIT IS INSTALLED ON A PAINTED MECHANICAL STABILIZED EARTH (MSE) WALL OR OTHER PAINTED SURFACE, THE CONDUIT SHALL BE PAINTED TO MATCH THE EXISTING MSE WALL OR SURFACE. PAINT COLORS AND PAINTING PROCEDURES SHALL BE SUBMITTED TO CFX FOR APPROVAL PRIOR TO THE START OF PAINTING WORK.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	MSE WALL DCS MOUNTING DETAIL	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										K-7	

BRIDGE STRUCTURE MOUNTED DCS EQUIPMENT AND CONDUIT FOR ELECTRICAL AND DCS CABLES



NOTE:

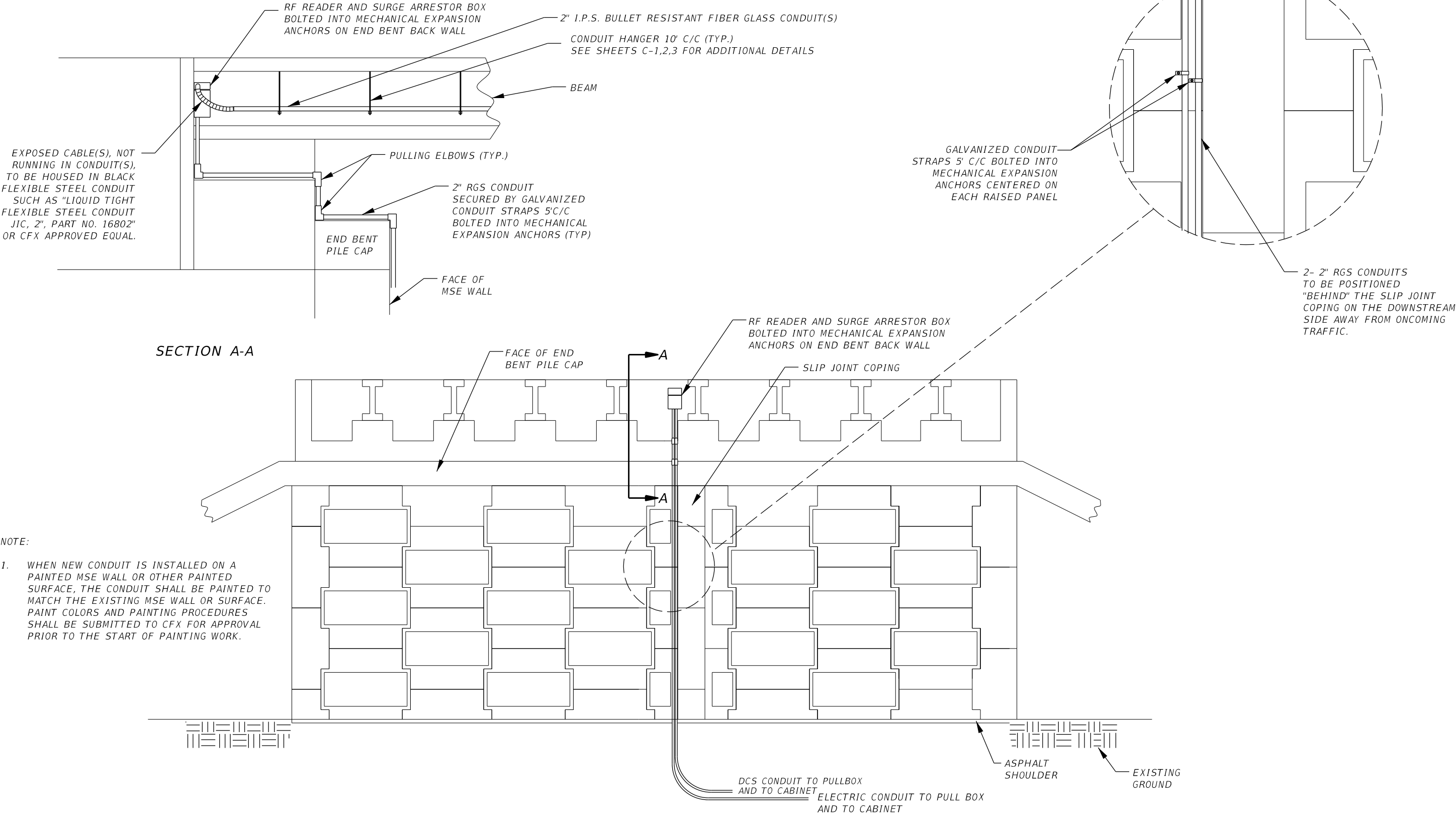
1. WHEN NEW CONDUIT IS INSTALLED ON A PAINTED MSE WALL OR OTHER PAINTED SURFACE, THE CONDUIT SHALL BE PAINTED TO MATCH THE EXISTING MSE WALL OR SURFACE. PAINT COLORS AND PAINTING PROCEDURES SHALL BE SUBMITTED TO CFX FOR APPROVAL PRIOR TO THE START OF PAINTING WORK.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS DETAILS FOR BRIDGE STRUCTURE MOUNTED EQUIPMENT AND CONDUIT (1 OF 4)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-8

VERSION 9

BRIDGE STRUCTURE MOUNTED EQUIPMENT AND CONDUIT FOR ELECTRICAL AND DCS CABLES



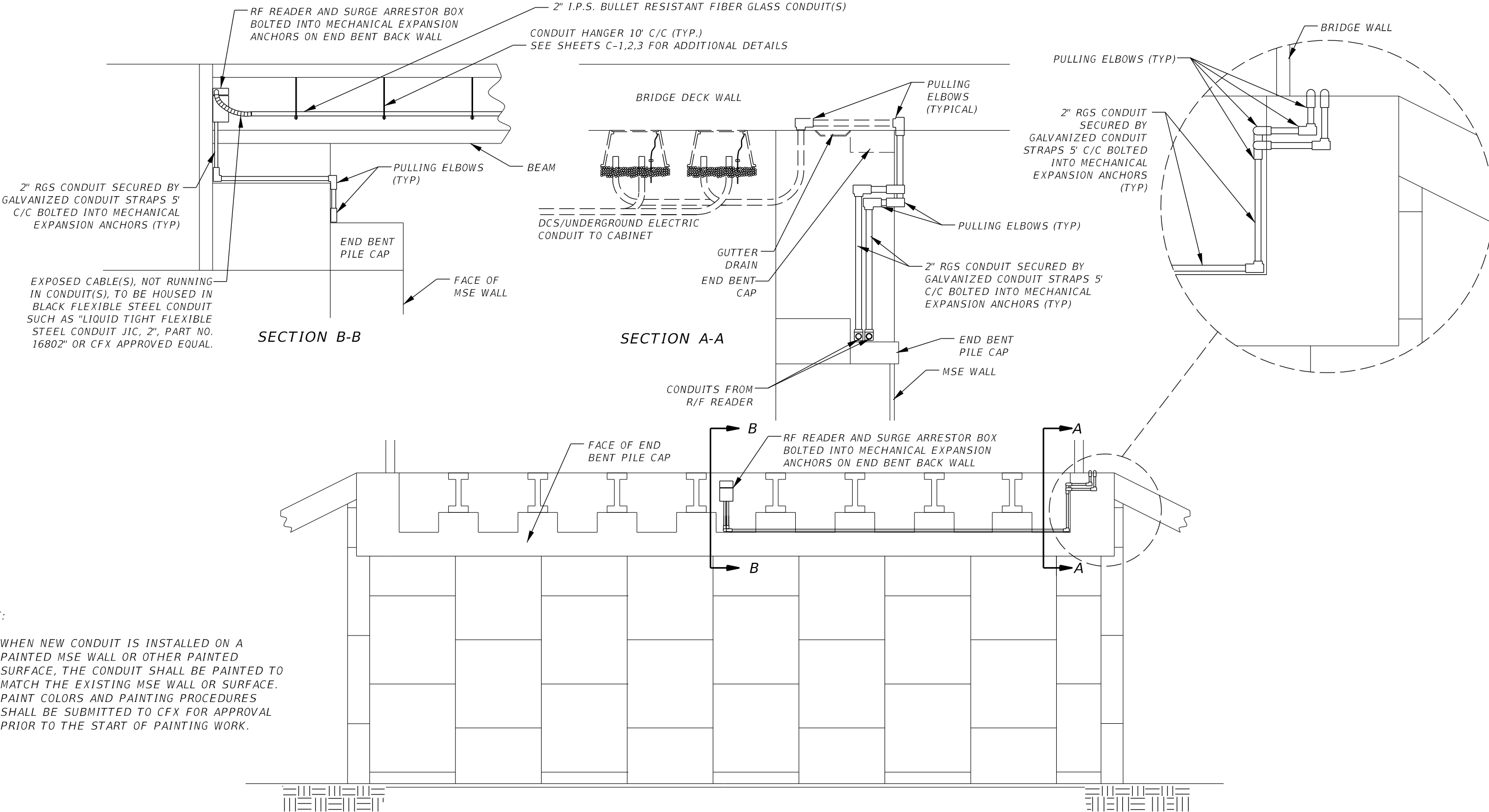
NOTE:

1. WHEN NEW CONDUIT IS INSTALLED ON A PAINTED MSE WALL OR OTHER PAINTED SURFACE, THE CONDUIT SHALL BE PAINTED TO MATCH THE EXISTING MSE WALL OR SURFACE. PAINT COLORS AND PAINTING PROCEDURES SHALL BE SUBMITTED TO CFX FOR APPROVAL PRIOR TO THE START OF PAINTING WORK.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS DETAILS FOR BRIDGE STRUCTURE MOUNTED EQUIPMENT AND CONDUIT (2 OF 4)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-9

BRIDGE STRUCTURE MOUNTED EQUIPMENT AND CONDUIT FOR ELECTRICAL AND DCS CABLES



NOTE:

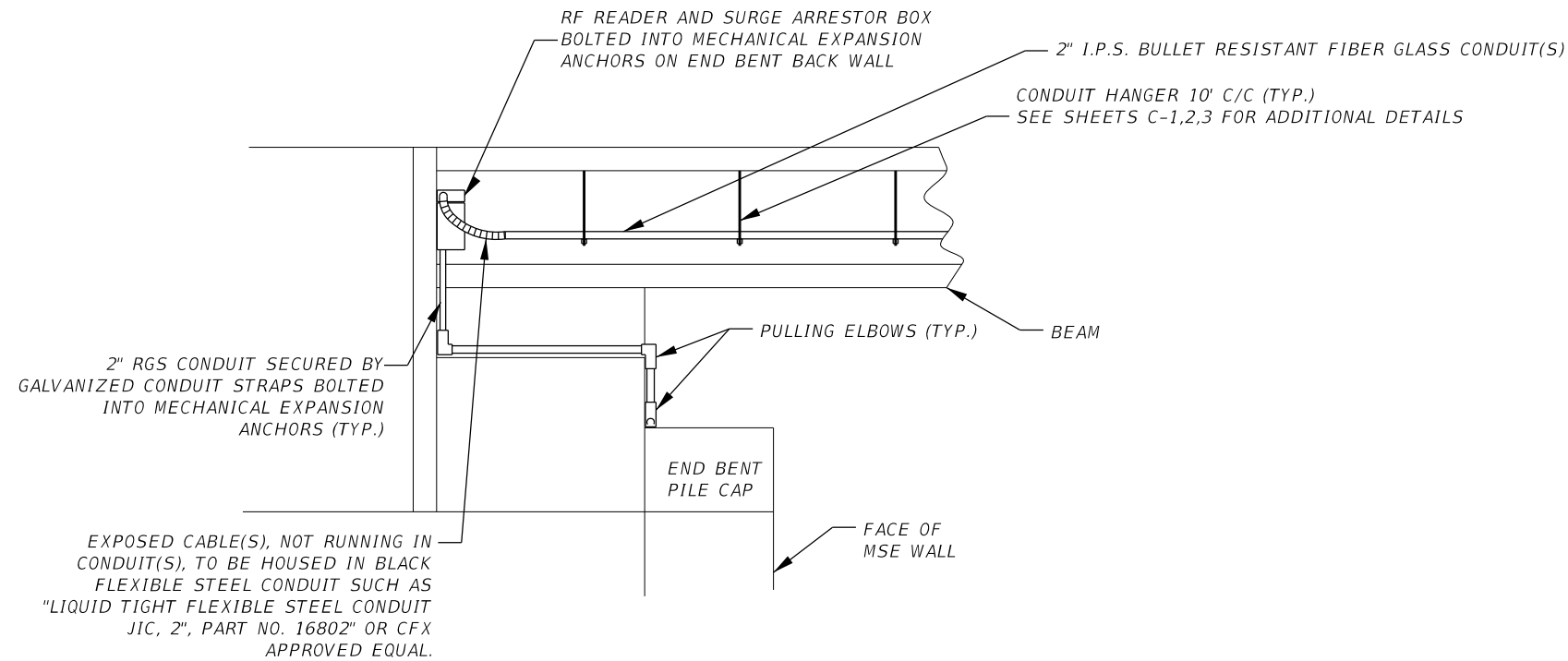
1. WHEN NEW CONDUIT IS INSTALLED ON A PAINTED MSE WALL OR OTHER PAINTED SURFACE, THE CONDUIT SHALL BE PAINTED TO MATCH THE EXISTING MSE WALL OR SURFACE. PAINT COLORS AND PAINTING PROCEDURES SHALL BE SUBMITTED TO CFX FOR APPROVAL PRIOR TO THE START OF PAINTING WORK.

NTS

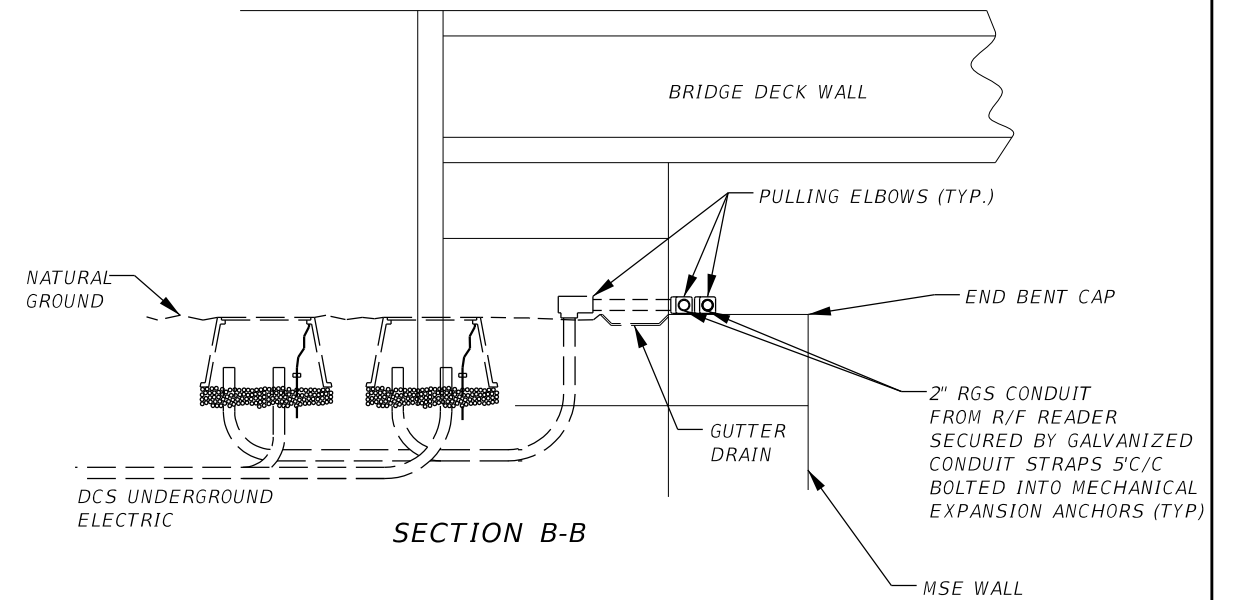
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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-10

VERSION 9

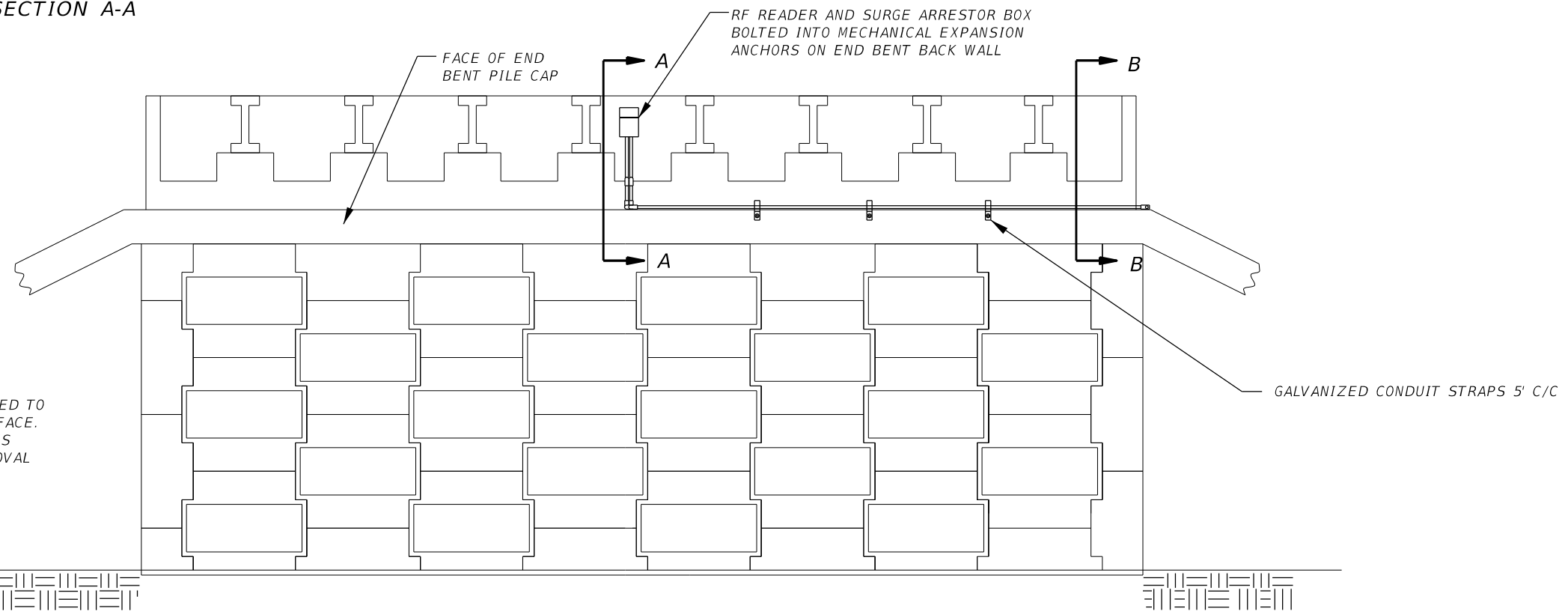
BRIDGE STRUCTURE MOUNTED DCS EQUIPMENT AND CONDUIT FOR ELECTRICAL AND DCS CABLES



SECTION A-A



SECTION B-B



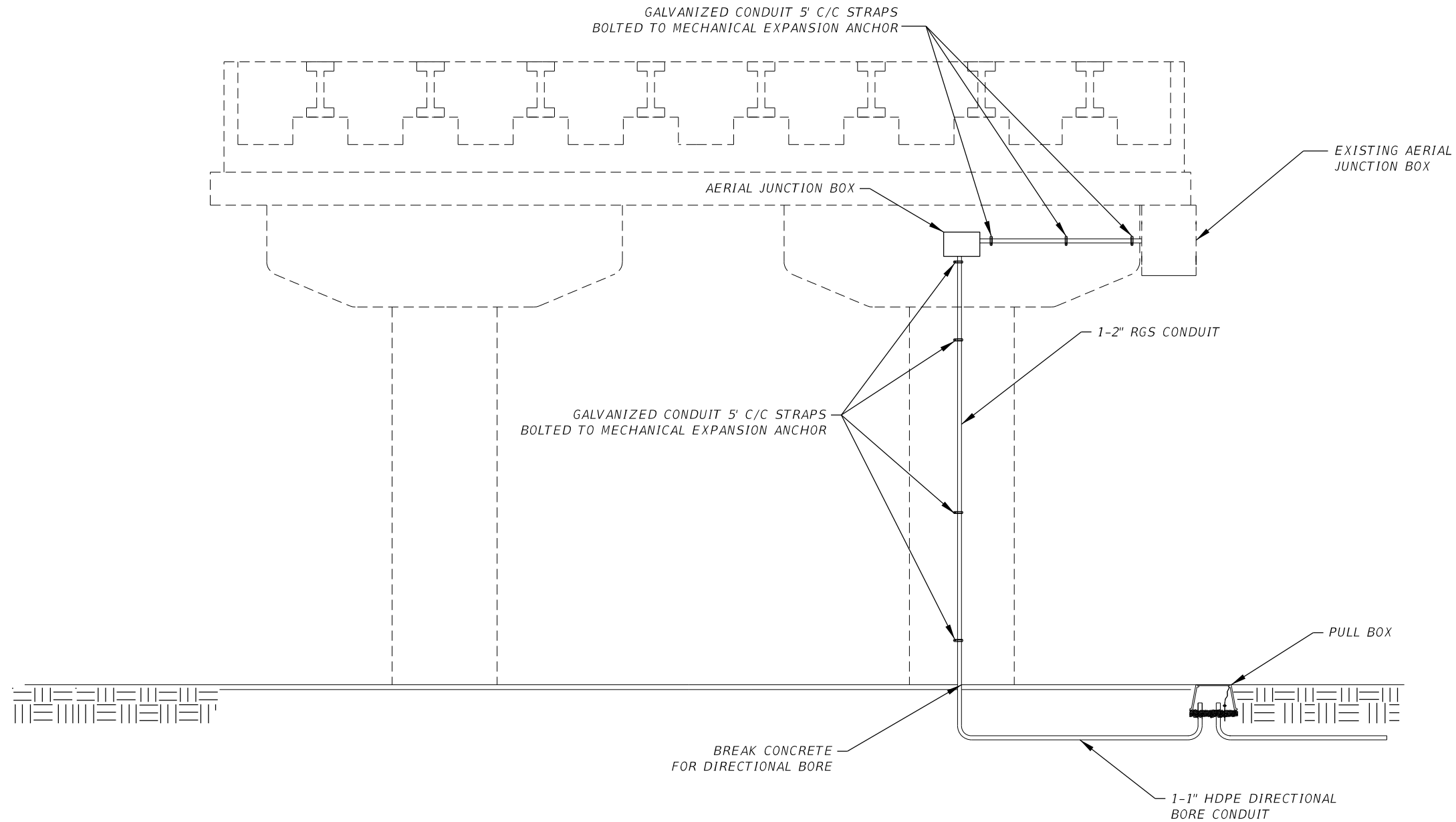
NOTE:

1. WHEN NEW CONDUIT IS INSTALLED ON A PAINTED MSE WALL OR OTHER PAINTED SURFACE, THE CONDUIT SHALL BE PAINTED TO MATCH THE EXISTING MSE WALL OR SURFACE. PAINT COLORS AND PAINTING PROCEDURES SHALL BE SUBMITTED TO CFX FOR APPROVAL PRIOR TO THE START OF PAINTING WORK.

NTS

VERSION 9	REVISIONS					FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	DCS DETAILS FOR BRIDGE STRUCTURE MOUNTED EQUIPMENT AND CONDUIT (4 OF 4)	SHEET NO.	
	DATE	BY	DESCRIPTION	DATE	BY					DESCRIPTION	K-11

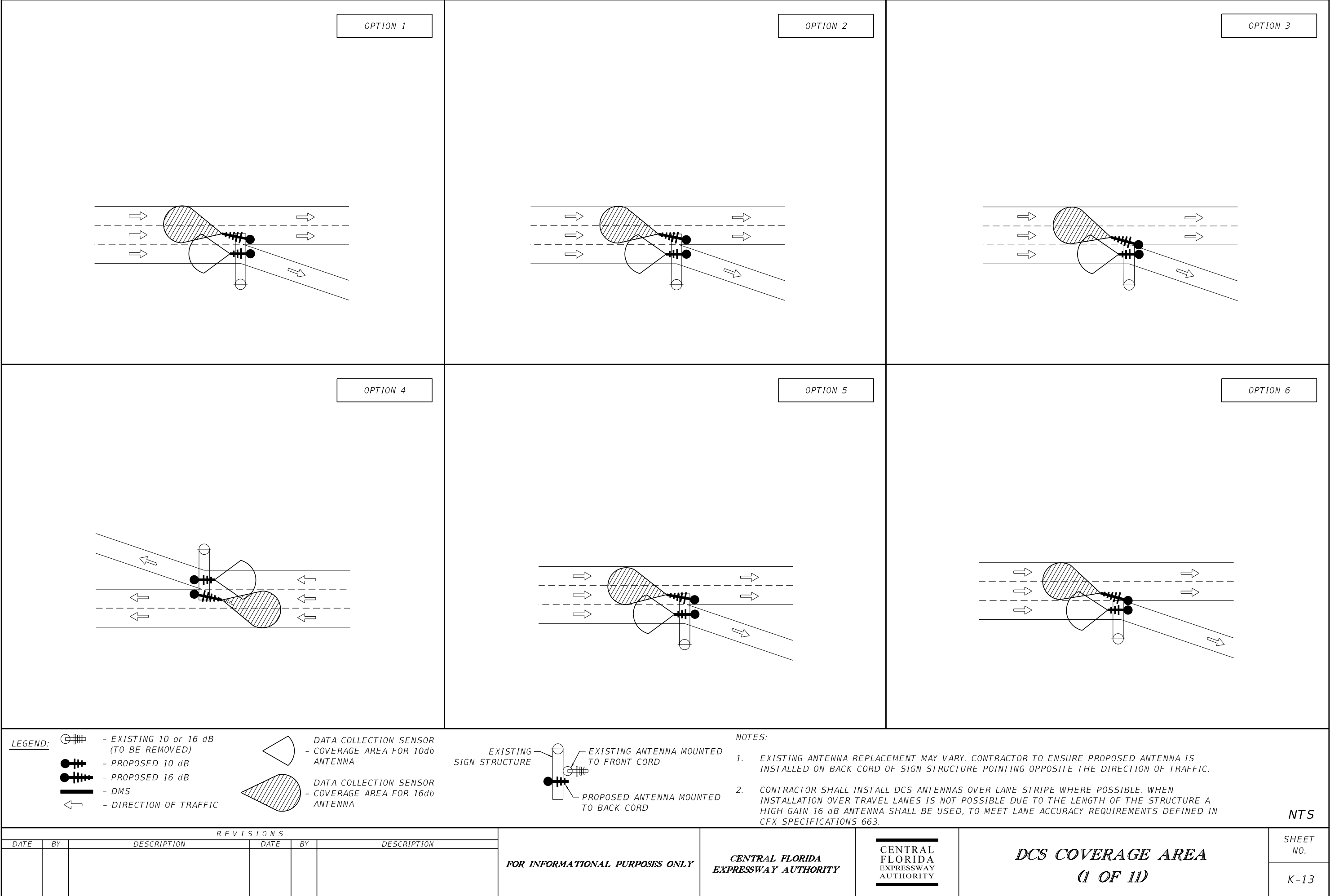
BRIDGE STRUCTURE MOUNTED CONDUIT FOR FIBER OPTIC CABLE

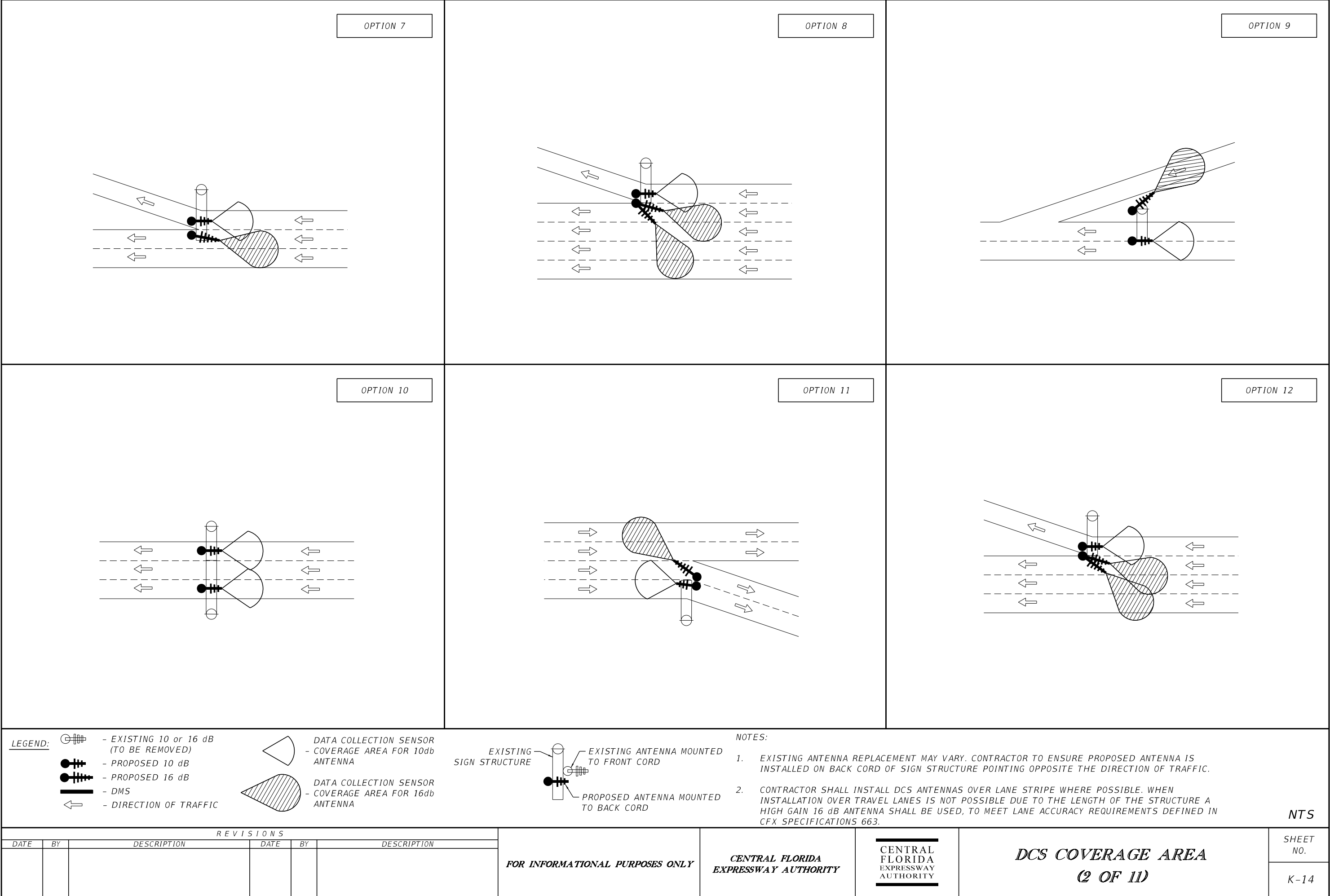


- NOTES:
1. WHEN NEW CONDUIT IS INSTALLED ON A PAINTED MSE WALL OR OTHER PAINTED SURFACE, THE CONDUIT SHALL BE PAINTED TO MATCH THE EXISTING MSE WALL OR SURFACE. PAINT COLORS AND PAINTING PROCEDURES SHALL BE SUBMITTED TO CFX FOR APPROVAL PRIOR TO THE START OF PAINTING WORK.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	BRIDGE MOUNTED FIBER OPTIC CONDUIT DROP		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-12





LEGEND:

- EXISTING 10 or 16 dB (TO BE REMOVED)

- PROPOSED 10 dB

- PROPOSED 16 dB

- DMS

- DIRECTION OF TRAFFIC

DATA COLLECTION SENSOR - COVERAGE AREA FOR 10db ANTENNA

DATA COLLECTION SENSOR - COVERAGE AREA FOR 16db ANTENNA

EXISTING SIGN STRUCTURE

EXISTING ANTENNA MOUNTED TO FRONT CORD

PROPOSED ANTENNA MOUNTED TO BACK CORD

NOTES:

1. EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.

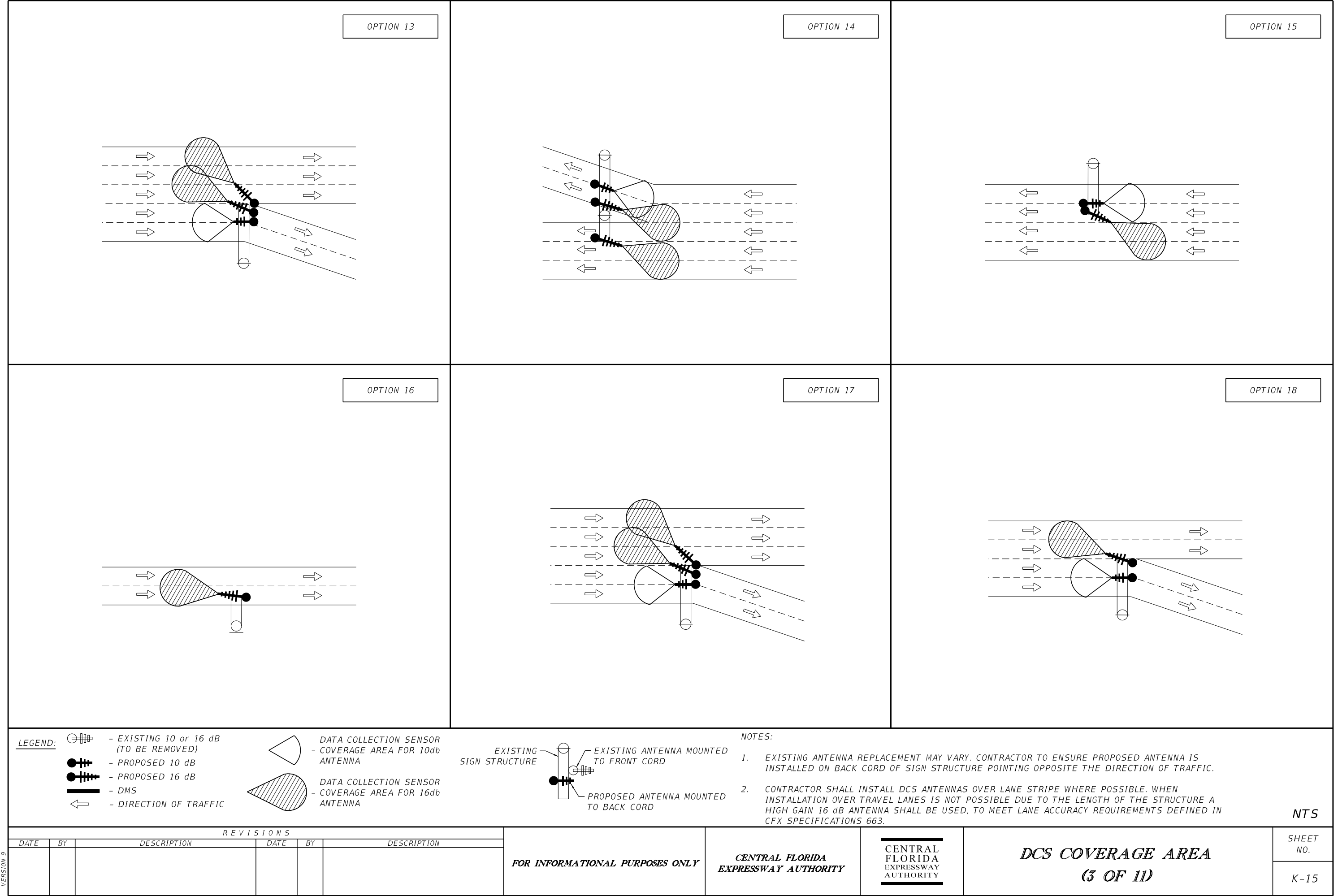
2. CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS COVERAGE AREA (2 OF 11)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-14

VERSION 9

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LEGEND:

- EXISTING 10 or 16 dB (TO BE REMOVED)

- PROPOSED 10 dB

- PROPOSED 16 dB

- DMS

- DIRECTION OF TRAFFIC

DATA COLLECTION SENSOR - COVERAGE AREA FOR 10db ANTENNA

DATA COLLECTION SENSOR - COVERAGE AREA FOR 16db ANTENNA

EXISTING SIGN STRUCTURE

EXISTING ANTENNA MOUNTED TO FRONT CORD

PROPOSED ANTENNA MOUNTED TO BACK CORD

NOTES:

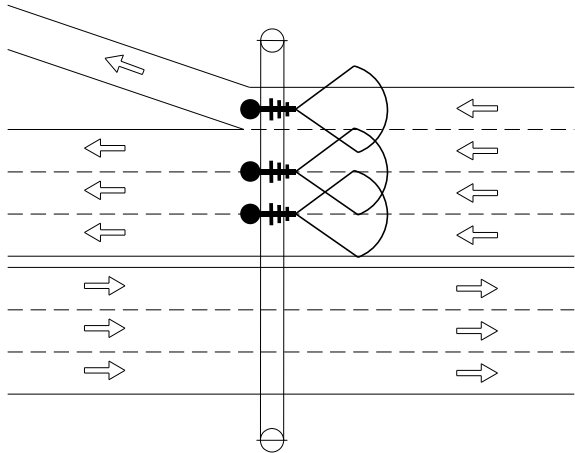
1. EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.

2. CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

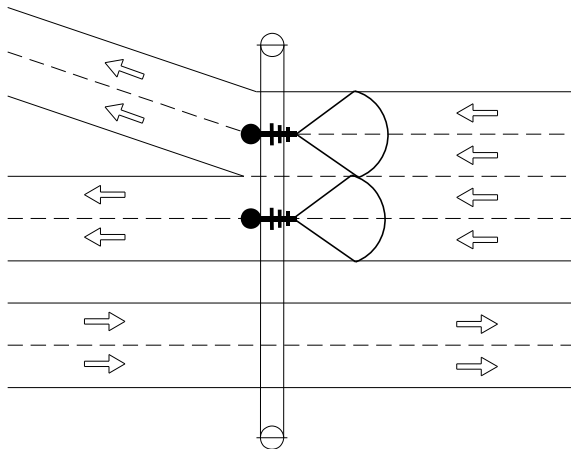
NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS COVERAGE AREA (3 OF 11)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-15

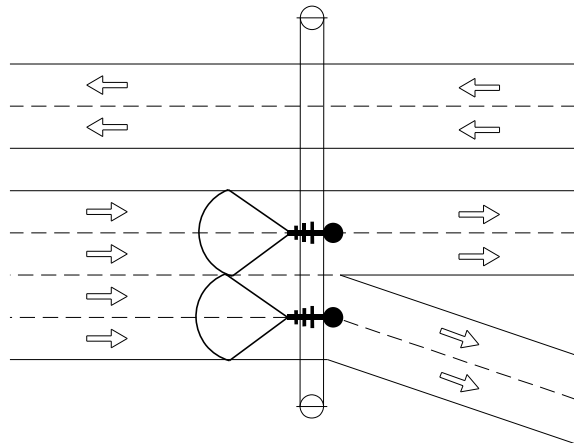
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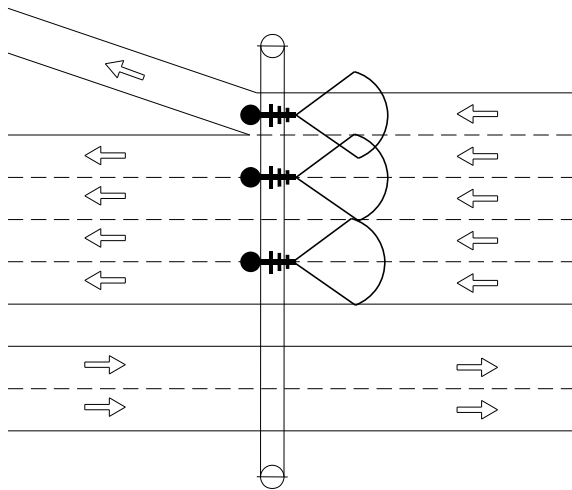
OPTION 20



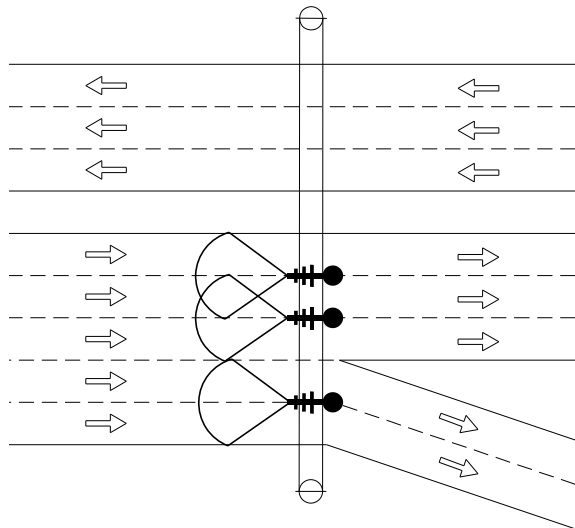
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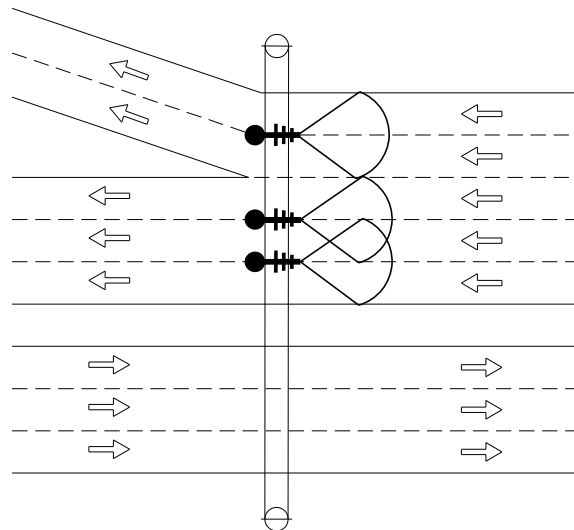
OPTION 22



OPTION 23



OPTION 24



- LEGEND:**
- EXISTING 10 or 16 dB (TO BE REMOVED)
 - PROPOSED 10 dB
 - PROPOSED 16 dB
 - DMS
 - DIRECTION OF TRAFFIC

- DATA COLLECTION SENSOR
- COVERAGE AREA FOR 10db ANTENNA
- DATA COLLECTION SENSOR
- COVERAGE AREA FOR 16db ANTENNA

- EXISTING SIGN STRUCTURE
- EXISTING ANTENNA MOUNTED TO FRONT CORD
- PROPOSED ANTENNA MOUNTED TO BACK CORD

NOTES:

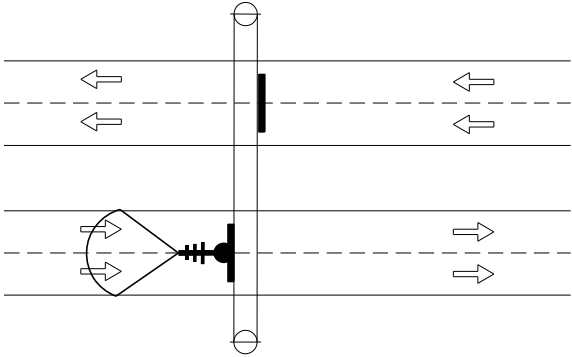
- EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.
- CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

NTS

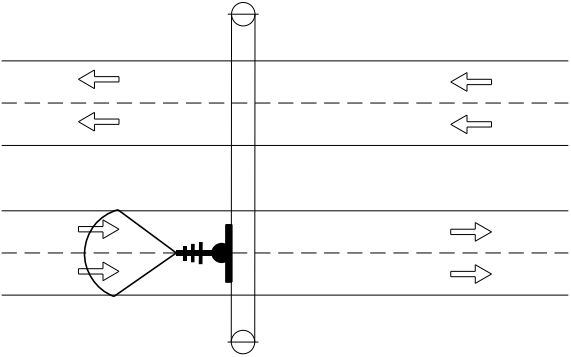
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY		DCS COVERAGE AREA (4 OF 11)	SHEET NO.
				K-16

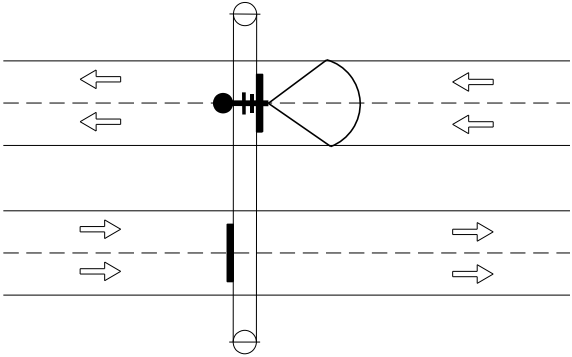
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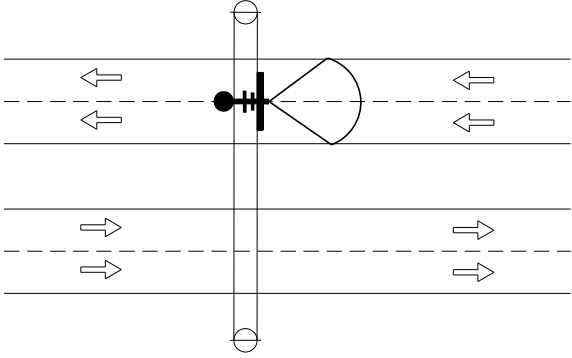
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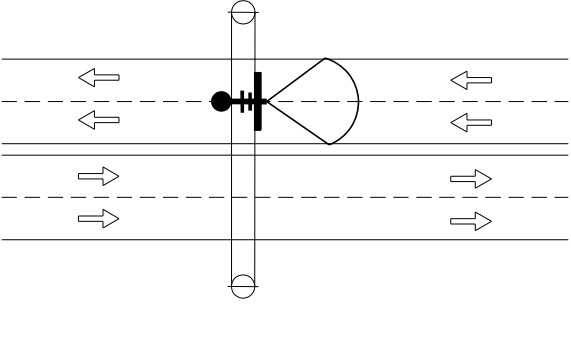
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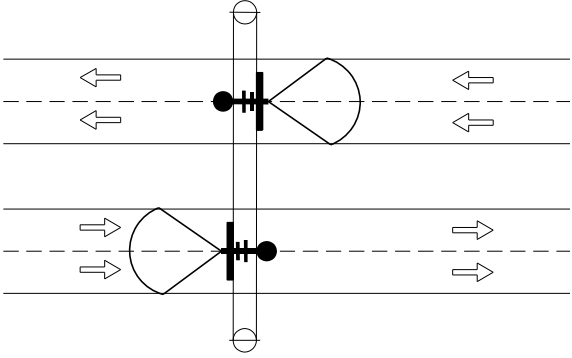
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
OPTION 29





OPTION 30





LEGEND:


 - EXISTING 10 or 16 dB (TO BE REMOVED)

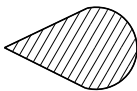
 - PROPOSED 10 dB

 - PROPOSED 16 dB


 - DMS


 - DIRECTION OF TRAFFIC

 DATA COLLECTION SENSOR - COVERAGE AREA FOR 10db ANTENNA

 DATA COLLECTION SENSOR - COVERAGE AREA FOR 16db ANTENNA

EXISTING SIGN STRUCTURE

 EXISTING ANTENNA MOUNTED TO FRONT CORD

 PROPOSED ANTENNA MOUNTED TO BACK CORD

NOTES:

1. EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.

2. CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

NTS

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DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

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CENTRAL FLORIDA EXPRESSWAY AUTHORITY

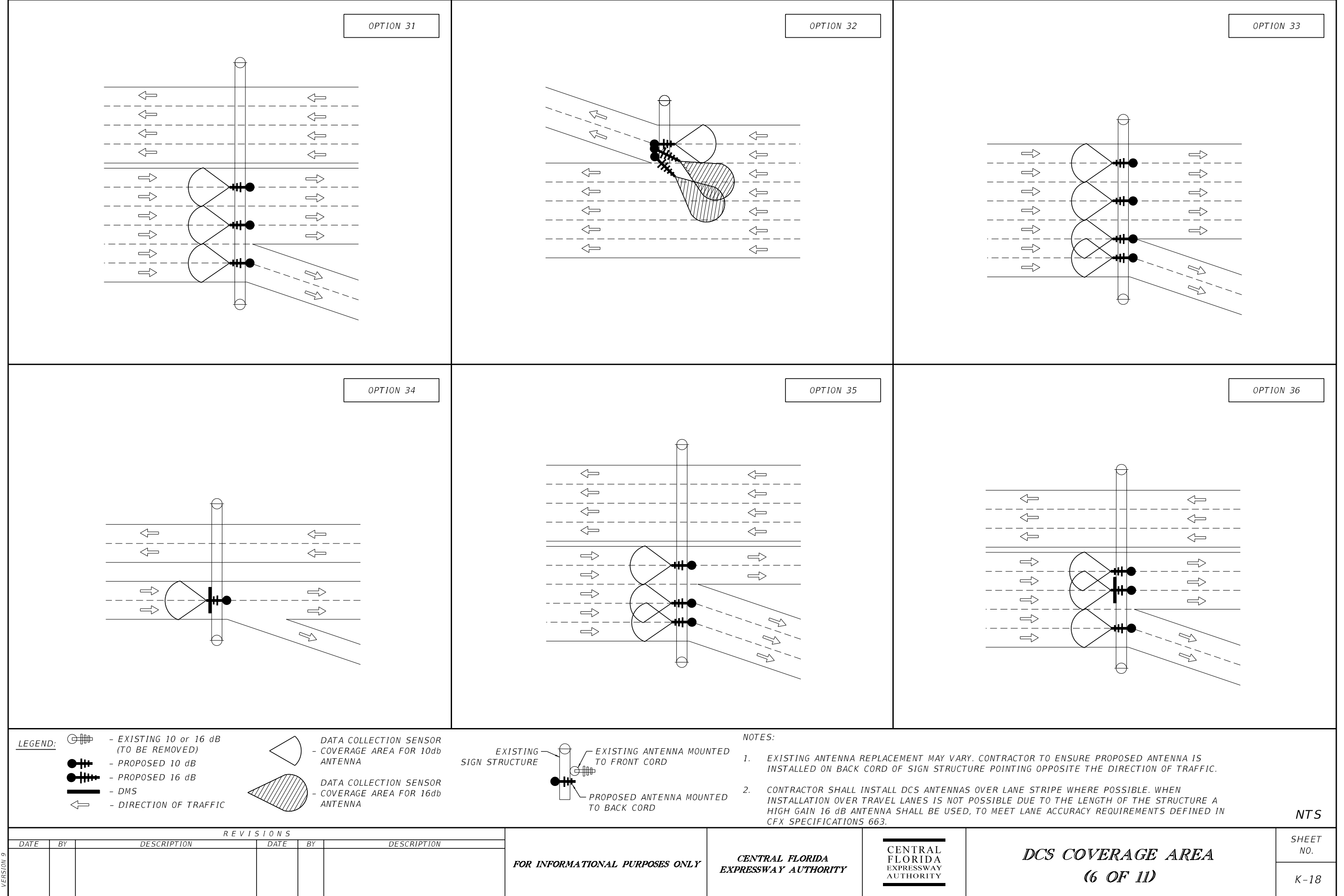
CENTRAL FLORIDA EXPRESSWAY AUTHORITY

DCS COVERAGE AREA
(5 OF 11)

SHEET NO.
K-17

VERSION 9

3/10/2021 4:03:45 PM



LEGEND:

- EXISTING 10 or 16 dB (TO BE REMOVED)

- PROPOSED 10 dB

- PROPOSED 16 dB

- DMS

- DIRECTION OF TRAFFIC

DATA COLLECTION SENSOR - COVERAGE AREA FOR 10db ANTENNA

DATA COLLECTION SENSOR - COVERAGE AREA FOR 16db ANTENNA

EXISTING SIGN STRUCTURE

EXISTING ANTENNA MOUNTED TO FRONT CORD

PROPOSED ANTENNA MOUNTED TO BACK CORD

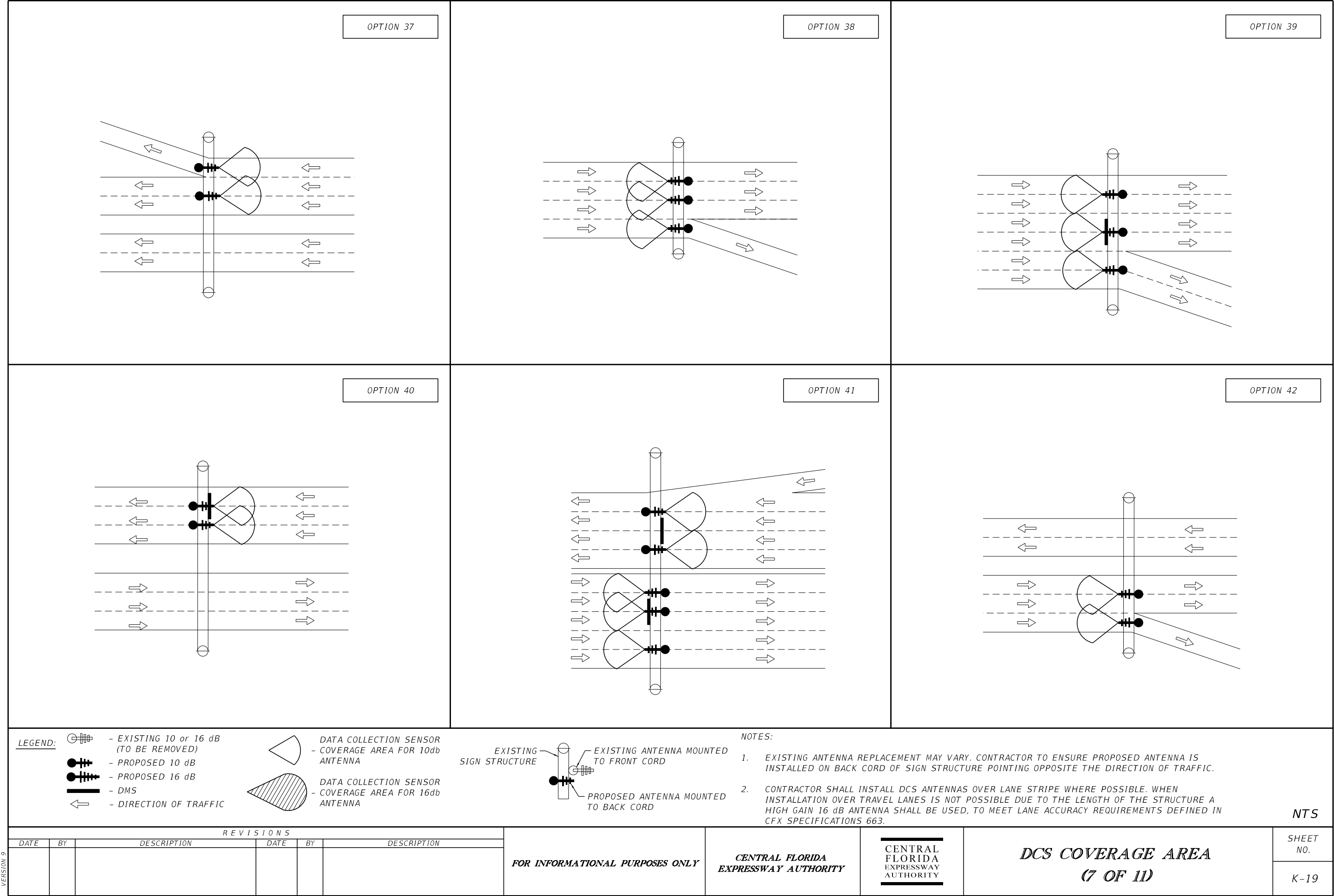
NOTES:

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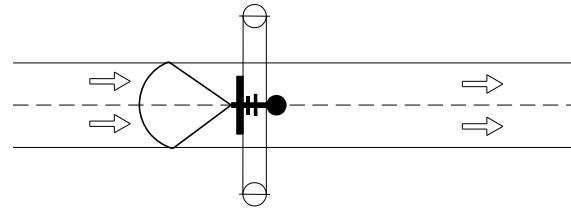
2. CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

NTS

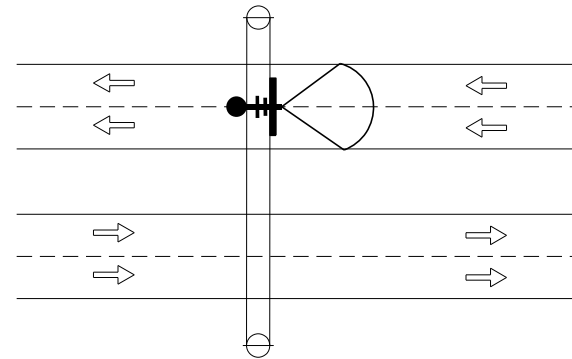
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS COVERAGE AREA (6 OF 11)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-18



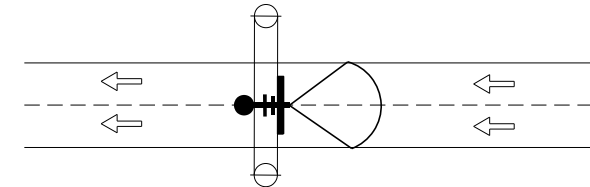
OPTION 43



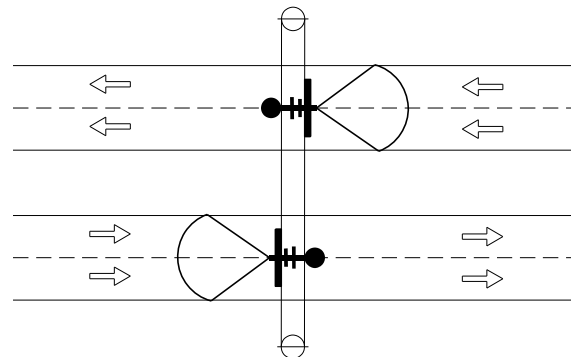
OPTION 44



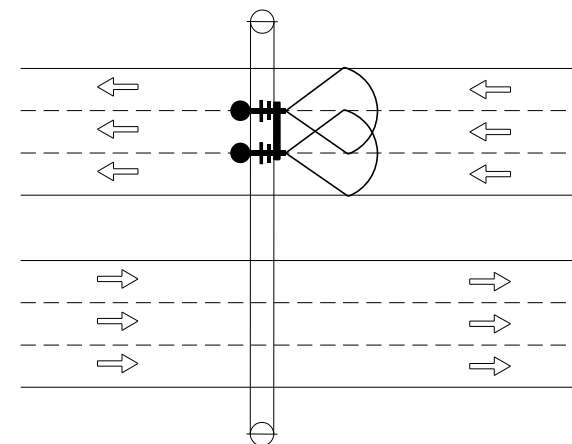
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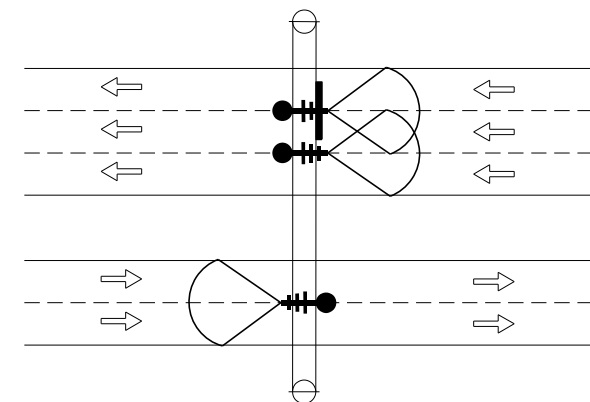
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
OPTION 47



OPTION 48

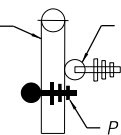


LEGEND:

- 
 - EXISTING 10 or 16 dB
 (TO BE REMOVED)
 - PROPOSED 10 dB
 - PROPOSED 16 dB
 - DMS
 - DIRECTION OF TRAFFIC

-
- DATA COLLECTION SENSOR
- COVERAGE AREA FOR 10db
ANTENNA
- DATA COLLECTION SENSOR
- COVERAGE AREA FOR 16db
ANTENNA

EXISTING
SIGN STRUCTURE



✓ EXISTING ANTENNA MOUNTED
TO FRONT CORD

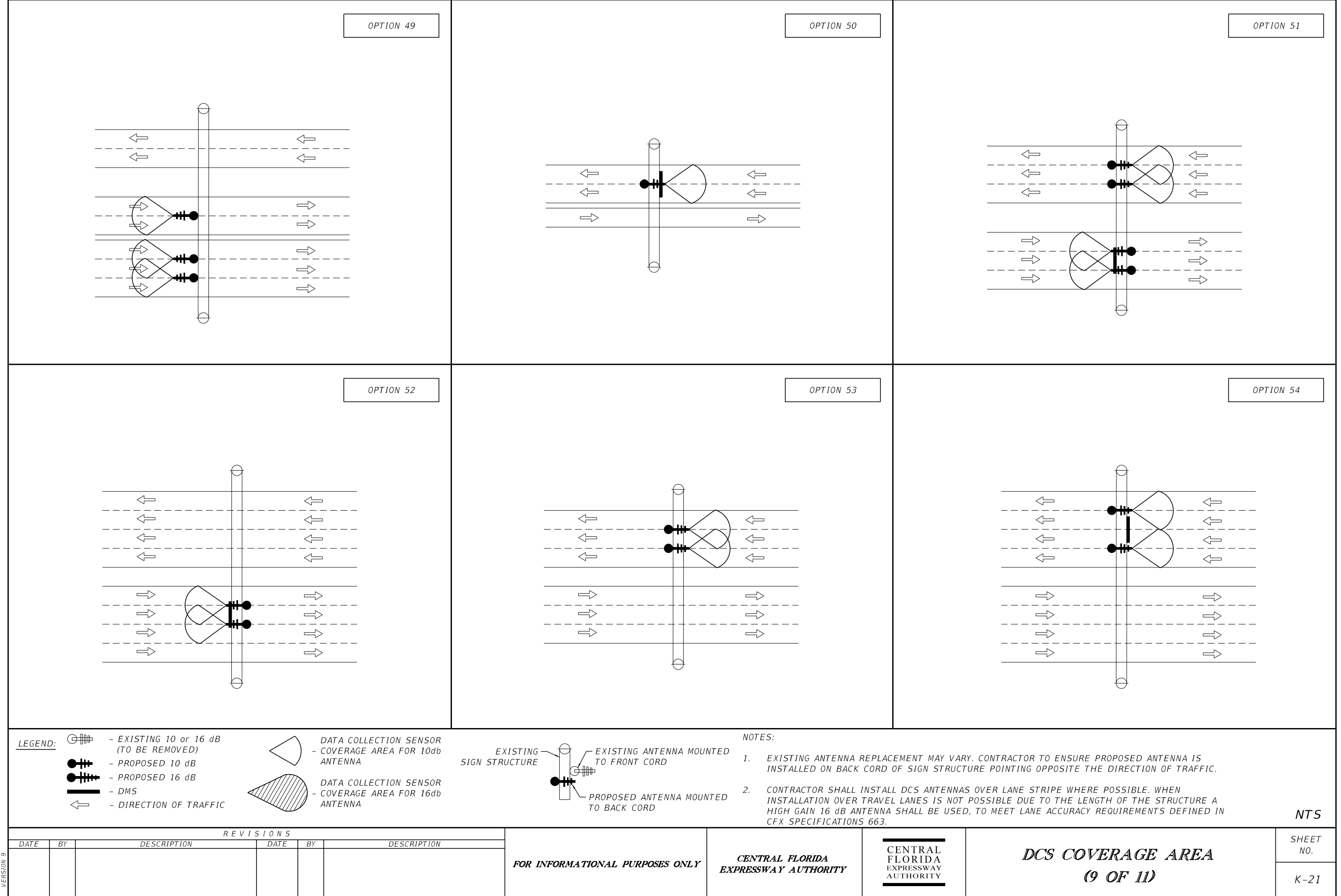
— PROPOSED ANTENNA MOUNTED
TO BACK CORD

NOTES:

1. EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.
2. CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

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VERSION 9	REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS COVERAGE AREA (8 OF 11)	SHEET NO.
	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					K-20



LEGEND:

- EXISTING 10 or 16 dB (TO BE REMOVED)

- PROPOSED 10 dB

- PROPOSED 16 dB

- DMS

- DIRECTION OF TRAFFIC

DATA COLLECTION SENSOR - COVERAGE AREA FOR 10db ANTENNA

DATA COLLECTION SENSOR - COVERAGE AREA FOR 16db ANTENNA

EXISTING SIGN STRUCTURE

EXISTING ANTENNA MOUNTED TO FRONT CORD

PROPOSED ANTENNA MOUNTED TO BACK CORD

NOTES:

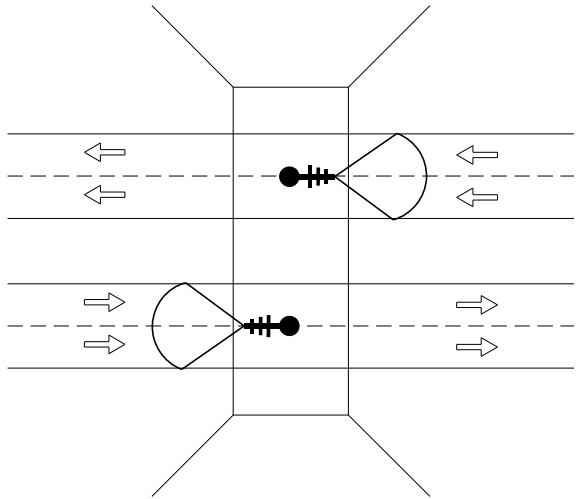
1. EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.

2. CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

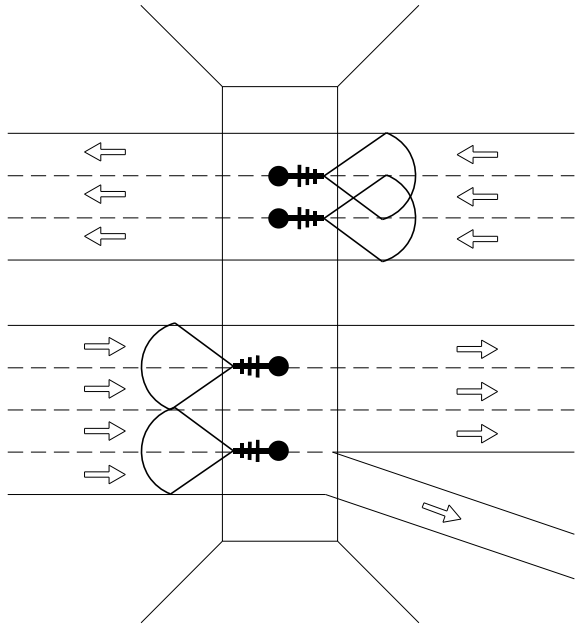
NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS COVERAGE AREA (9 OF 11)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						K-21

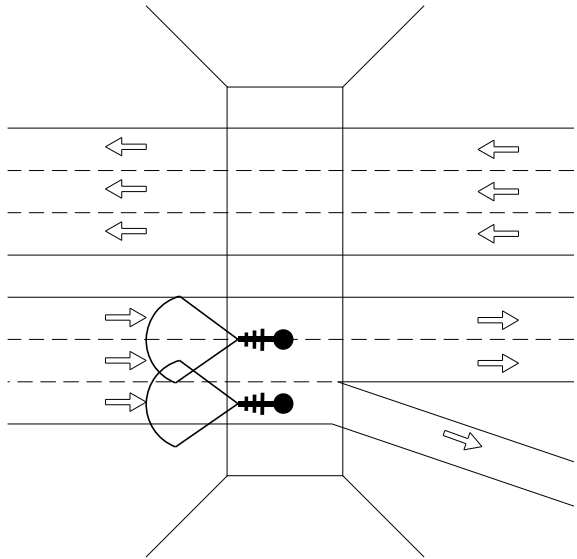
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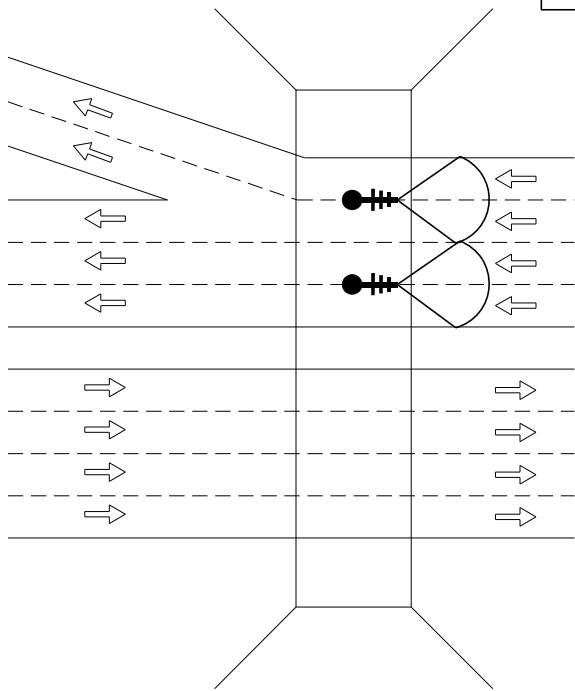
OPTION 56



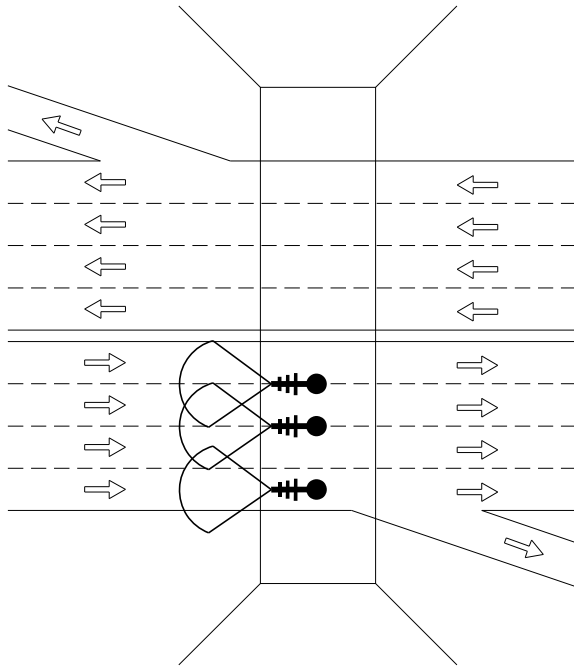
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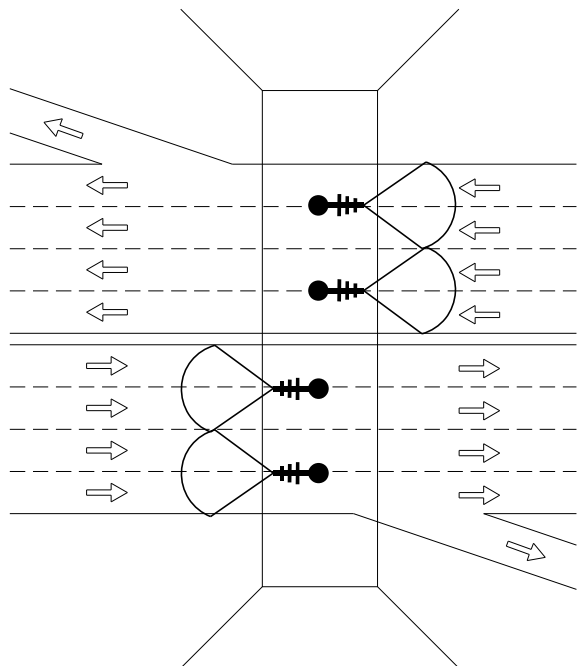
OPTION 58



OPTION 59



OPTION 60



- LEGEND:**
- EXISTING 10 or 16 dB (TO BE REMOVED)
 - PROPOSED 10 dB
 - PROPOSED 16 dB
 - DMS
 - DIRECTION OF TRAFFIC

- DATA COLLECTION SENSOR - COVERAGE AREA FOR 10db ANTENNA
- DATA COLLECTION SENSOR - COVERAGE AREA FOR 16db ANTENNA

- EXISTING SIGN STRUCTURE
- EXISTING ANTENNA MOUNTED TO FRONT CORD
- PROPOSED ANTENNA MOUNTED TO BACK CORD

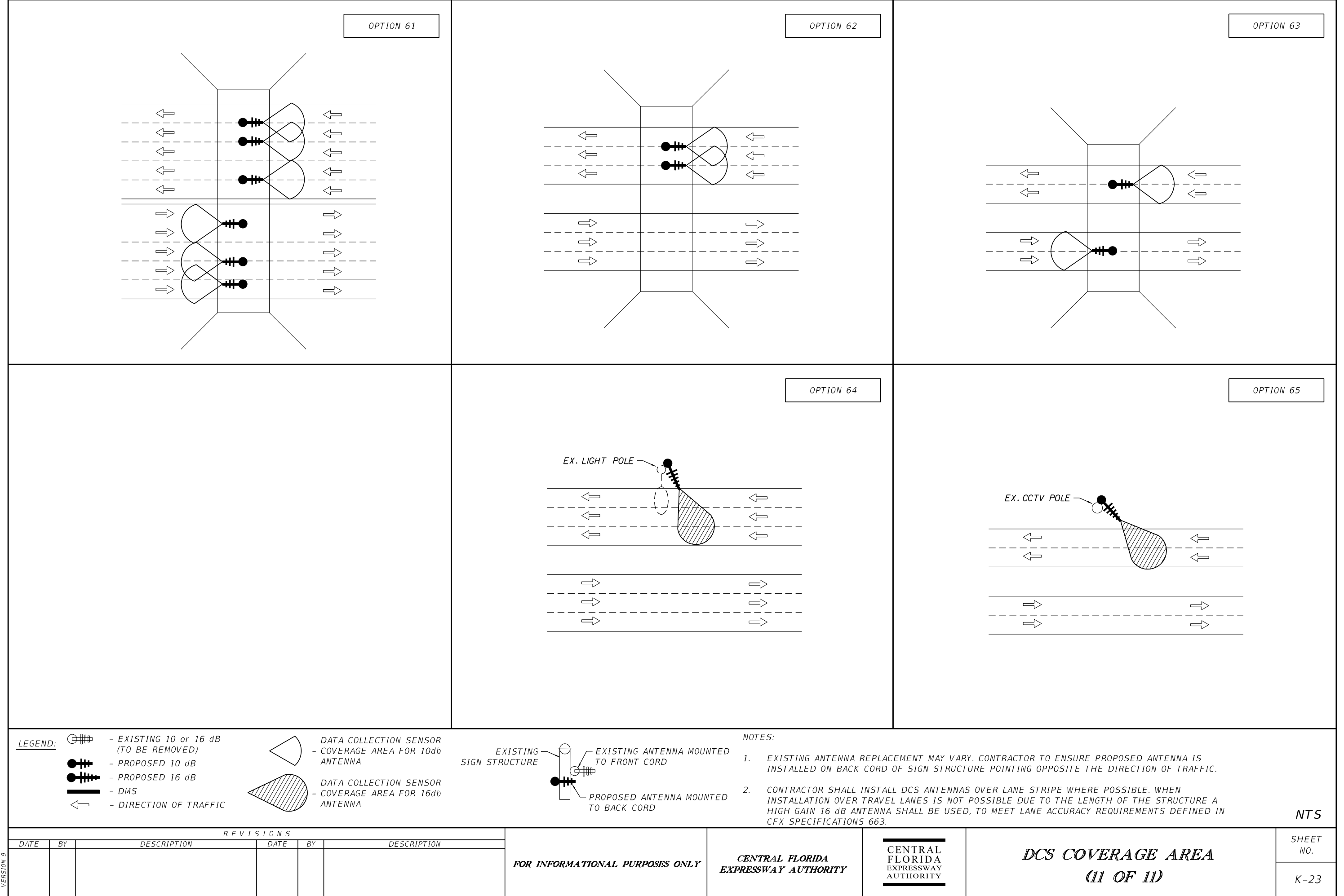
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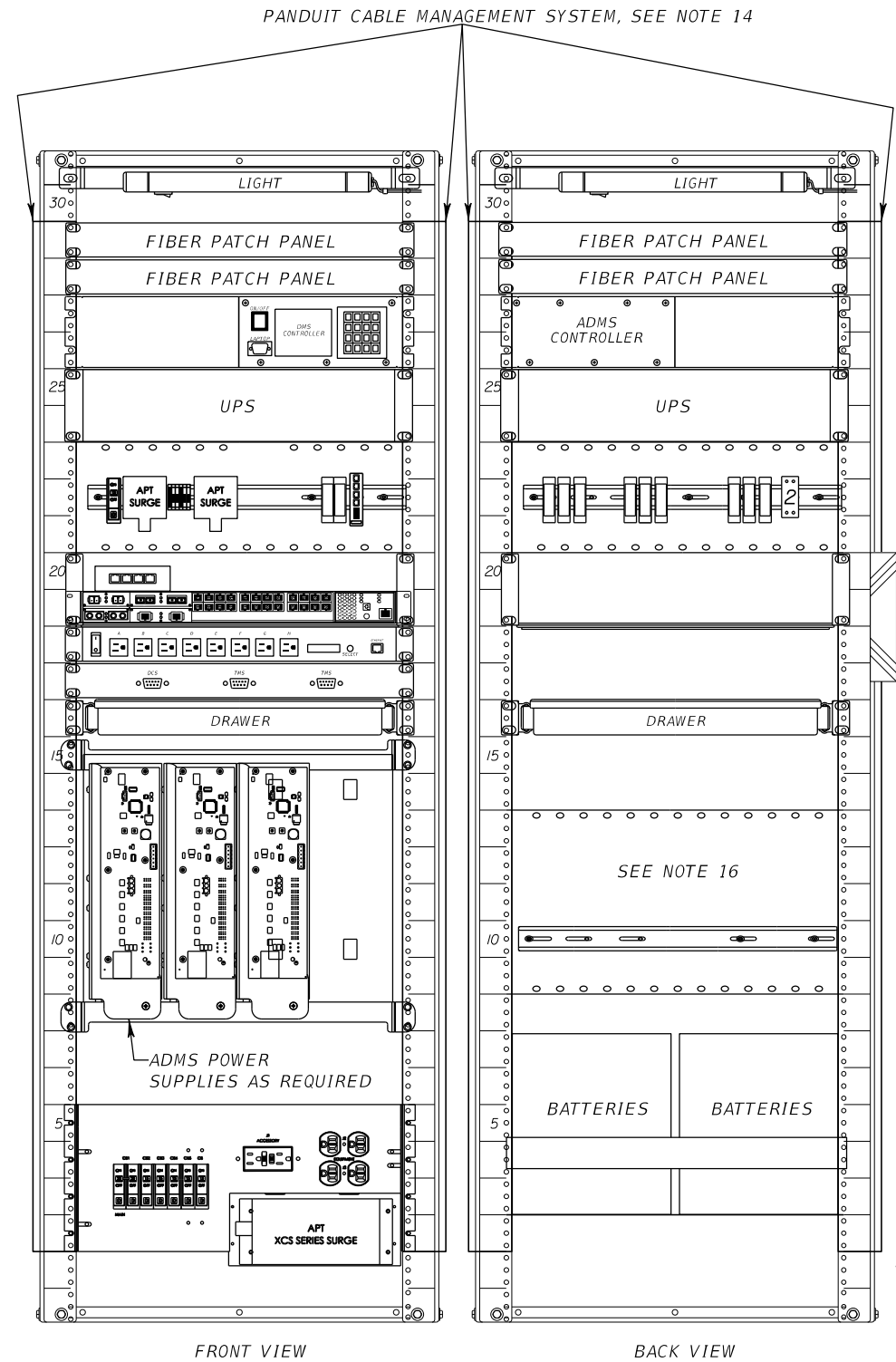
- EXISTING ANTENNA REPLACEMENT MAY VARY. CONTRACTOR TO ENSURE PROPOSED ANTENNA IS INSTALLED ON BACK CORD OF SIGN STRUCTURE POINTING OPPOSITE THE DIRECTION OF TRAFFIC.
- CONTRACTOR SHALL INSTALL DCS ANTENNAS OVER LANE STRIPE WHERE POSSIBLE. WHEN INSTALLATION OVER TRAVEL LANES IS NOT POSSIBLE DUE TO THE LENGTH OF THE STRUCTURE A HIGH GAIN 16 dB ANTENNA SHALL BE USED, TO MEET LANE ACCURACY REQUIREMENTS DEFINED IN CFX SPECIFICATIONS 663.

NTS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY		DCS COVERAGE AREA (10 OF 11)	SHEET NO.
				K-22



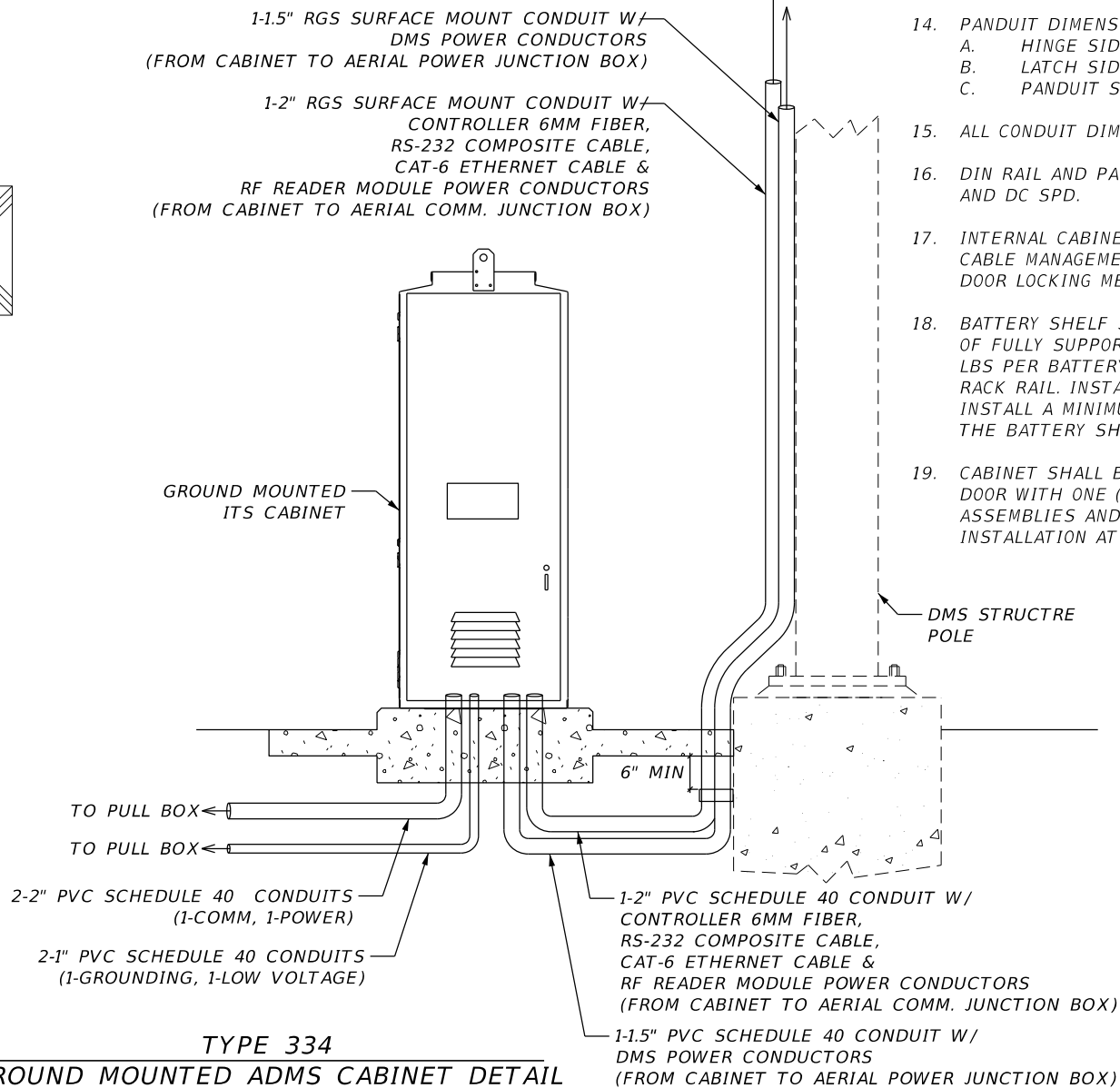


TYPE 334
GROUND MOUNTED ADMS CABINET LAYOUT

NOTES:

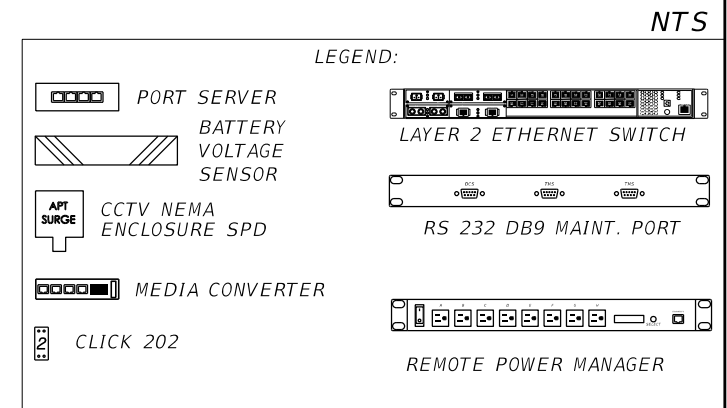
1. THE CABINET SHALL PROVIDE FOR RACK MOUNTING AND SHELVING OF ALL EQUIPMENT.
2. CABINETS SHALL BE TYPE 334 AND FABRICATED IN ACCORDANCE TO SECTION 668 OF CFX SPECIFICATIONS.
3. (SM) = SHELF MOUNT, (RM) = RACK MOUNT
4. BUS RATING SHALL BE A MINIMUM OF THE FULL ELECTRICAL LOAD WHEN ALL CABINET AND EXTERNAL POLE MOUNTED DEVICES ARE ACTIVE.
5. CABINET SPD MODELS SHALL BE AS FOLLOWS:

SPD 1 - ASCO # 107D046S15KXN4D0
SPD 2 - ASCO # 420120NP05NWAJ10 + APT SKIT1 IN-LINE SERIES KIT
SPD 3 - ADVANCED PROTECTION TECHNOLOGIES (APT) - APT SCAT5
SPD 4 - ASCO # 420120NP05NWAJ10 + APT SKIT1 IN-LINE SERIES KIT
SPD 5 - ASCO # 425120SP10AWAJ10



TYPE 334
GROUND MOUNTED ADMS CABINET DETAIL

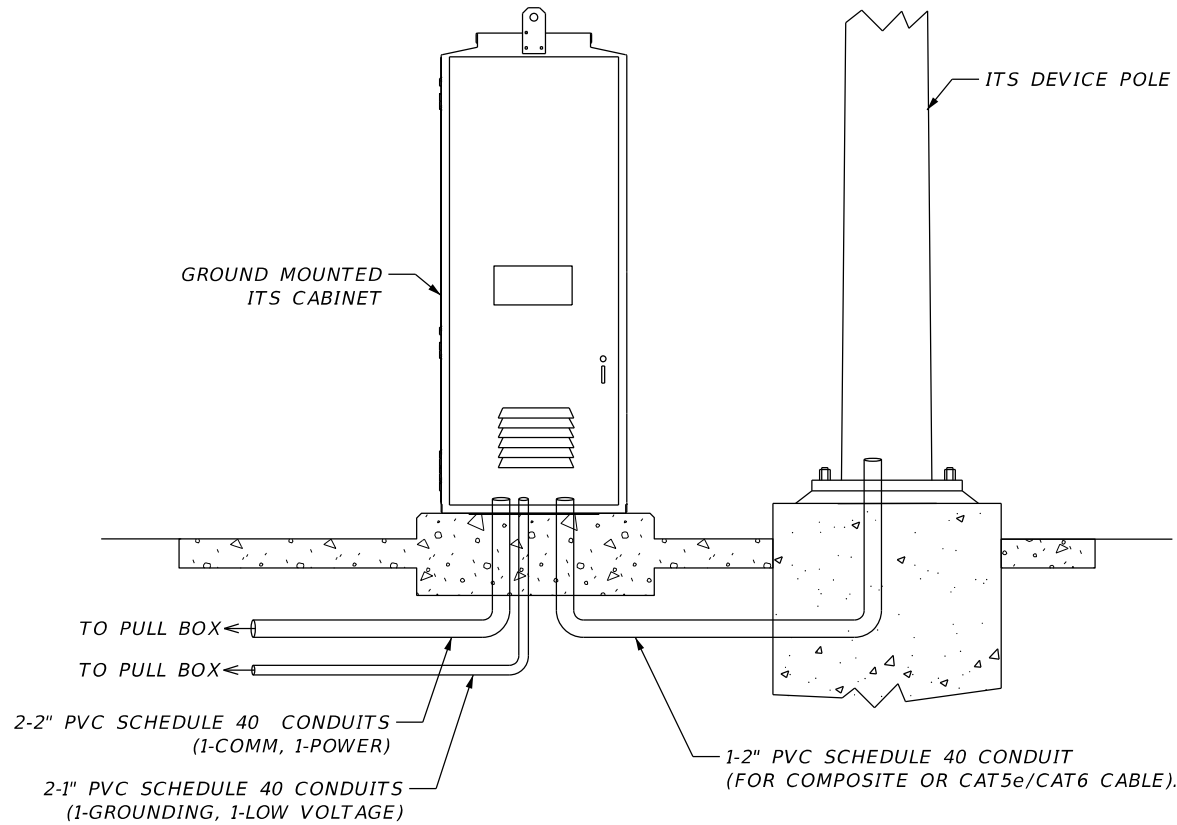
6. CONDUIT RADIUS SHALL BE GREATER THAN FIBER OPTIC CABLE MINIMUM BENDING RADIUS.
7. 19" DOUBLE DIN RAIL SHALL BE GROUNDED PER MANUFACTURER'S RECOMMENDATIONS.
8. CONTRACTOR SHALL SUBMIT A CABINET LAYOUT/WIRING DIAGRAM FOR CFX APPROVAL.
9. FRONT FACE OF EQUIPMENT SHALL BE INSTALLED WITHIN THE CABINET FACING THE OPPOSITE DIRECTIONAL OF TRAVEL.
10. THE DIN RAIL MOUNTED RS-232 CONNECTOR SHALL BE CLEARLY LABELED AS "DCS READER MAINTENANCE PORT - RS-232". SUGGESTED VENDOR/PART NUMBER FOR THE RS-232 CONNECTOR: B&B ELECTRONIC DB9 MTB OR CFX APPROVED EQUAL.
11. GROUND MOUNTED DMS CABINETS SHALL BE PLACED ON A MONOLITHIC POUR CONCRETE EXTENDING SIX (6) INCHES ABOVE THE GRADE.
12. SLIDE OUT TRAY SHALL BE ORIENTED SUCH THAT THE TECHNICIAN SHALL NEVER HAVE THEIR BACK TO THE DIRECTION OF TRAVEL.
13. IT IS THE INTENT OF THE ENGINEER TO PROVIDE A SAFE WORKING SPACE FOR THE FIELD TECHNICIANS.
14. PANDUIT DIMENSIONS ARE AS FOLLOWS:
A. HINGE SIDE OF CABINET; 1.26" WIDE BY 1.59" DEEP
B. LATCH SIDE OF CABINET; 1.26" WIDE BY 1.12" DEEP
C. PANDUIT SHALL VERTICALLY COVER RU'S AS SHOWN
15. ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM.
16. DIN RAIL AND PANEL PROVIDED BY DAKTRONICS FOR DC BREAKERS, GROUND BUS AND DC SPD.
17. INTERNAL CABINET RACK ASSEMBLY SHALL BE ADJUSTED SO THAT THE PANDUIT CABLE MANAGEMENT SYSTEM IS NOT IN CONFLICT WITH THE CABINET INTERNAL DOOR LOCKING MECHANISM.
18. BATTERY SHELF SHALL BE 5052 ALUMINUM WITH FINE BRUSH FINISH AND CAPABLE OF FULLY SUPPORTING THE WEIGHT OF 4 BATTERIES (APPROXIMATE WEIGHT OF 75 LBS PER BATTERY). PANEL SHALL BE STANDARD 19" (1 RU). MOUNT SHELF BEHIND RACK RAIL. INSTALL RACK SCREWS FRONT TO BACK WITH LOCK WASHERS AND NUTS. INSTALL A MINIMUM OF SIX RACK SCREWS, 4 TOP HOLES AND 2 BOTTOM HOLES. THE BATTERY SHELF SHALL BE ATTACHED TO THE FRONT AND BACK RACK RAILS.
19. CABINET SHALL BE PROVIDED WITH CYBERLOCK ASSEMBLY FOR EACH CABINET DOOR WITH ONE (1) CYBERLOCK KEY FOR EVERY 10 LOCKS. THE CYBERLOCK ASSEMBLIES AND KEYS SHALL BE PROVIDED TO CFX FOR PROGRAMMING AND INSTALLATION AT THEIR DISCRETION.



REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ADMS CABINET LAYOUT DETAIL	SHEET NO. L-1
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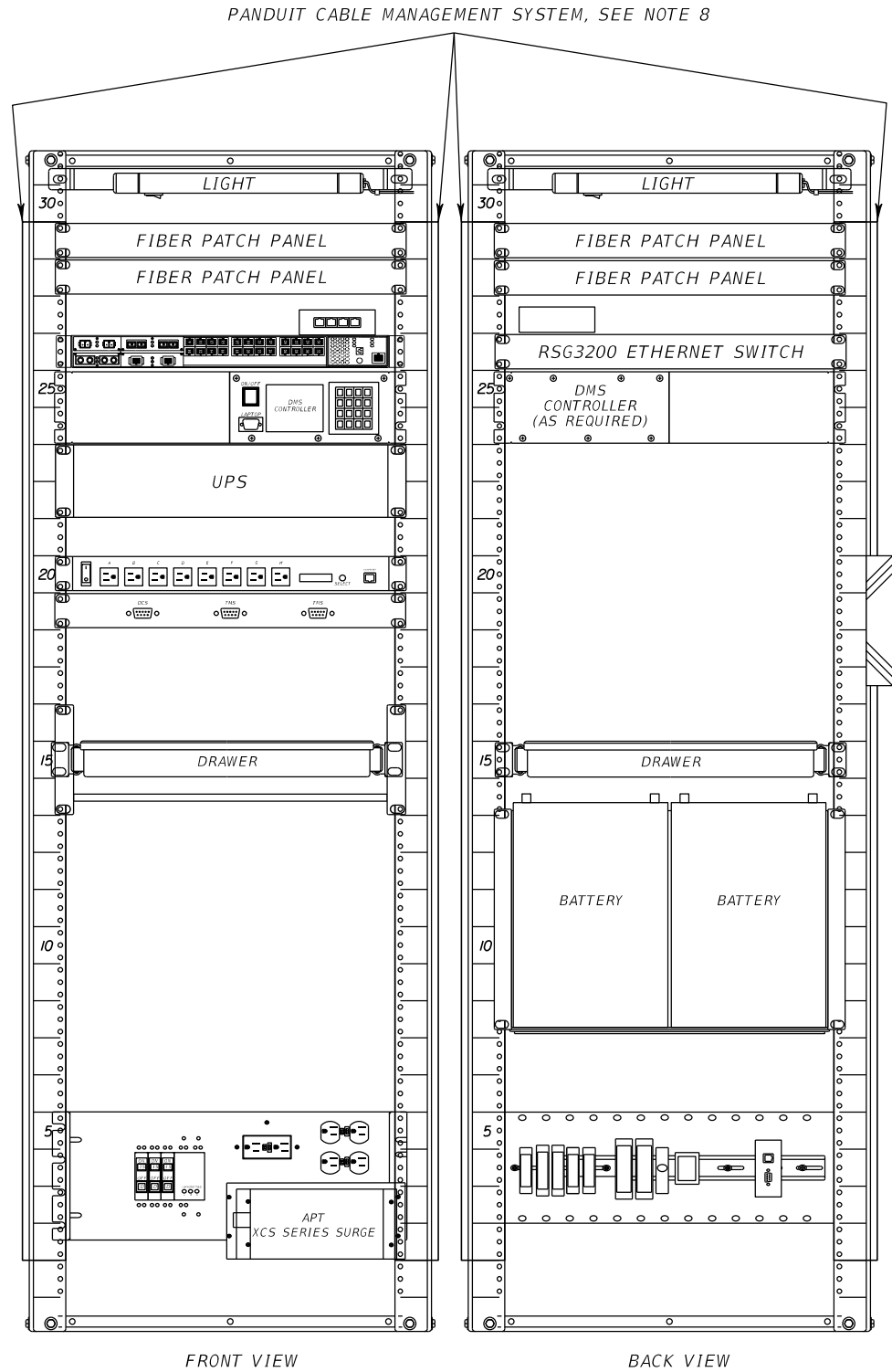
VERSION 9



TYPE 334
GROUND MOUNTED ITS CABINET DETAIL

NOTES:

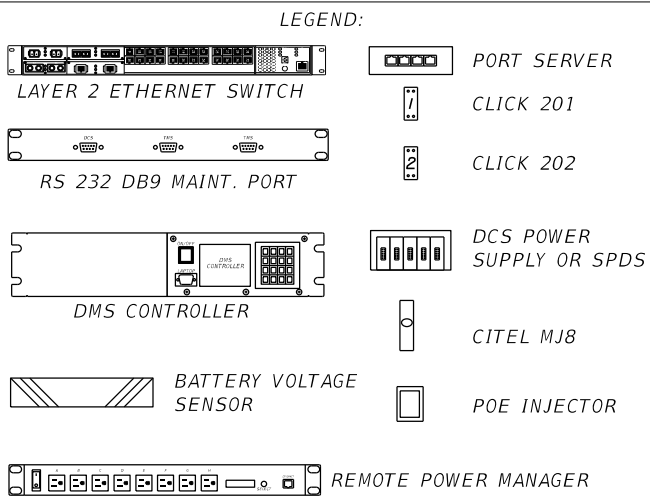
- INTERNAL CABINET RACK ASSEMBLY SHALL BE ADJUSTED SO THAT THE PANDUIT CABLE MANAGEMENT SYSTEM IS NOT IN CONFLICT WITH THE CABINET INTERNAL DOOR LOCKING MECHANISM.
- THE CABINET SHALL PROVIDE FOR RACK MOUNTING AND SHELVING OF ALL EQUIPMENT.
- ALL ITS CABINETS SHALL MEET CFX SPECIFICATION 668.
- GROUND MOUNT CABINETS SHALL BE PLACED ON A MONOLITHIC CONCRETE BASE 6" ABOVE GRADE.
- ALL ITS CABINETS SLIDE OUT TRAYS SHALL BE ORIENTED SUCH THAT THE TECHNICIAN SHALL NEVER HAVE THEIR BACK TO THE DIRECTION OF TRAVEL.
- ALL ITS CABINETS SHALL NEVER BE MOUNTED ON THE APPROACHING SIDE OF TRAFFIC.
- IT IS THE INTENT OF THE ENGINEER TO PROVIDE A SAFE WORKING SPACE FOR THE FIELD TECHNICIANS AT ALL ITS CABINET LOCATIONS.
- PANDUIT DIMENSIONS ARE AS FOLLOWS:
 - HINGE SIDE OF CABINET; 1.26" WIDE BY 1.59" DEEP
 - LATCH SIDE OF CABINET; 1.26" WIDE BY 1.12" DEEP
 - PANDUIT SHALL VERTICALLY COVER 28 RU'S AS SHOWN.
- POE SHALL BE GROUNDED TO DIN RAIL.
- ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM.
- CABINET SHALL BE PROVIDED WITH CYBERLOCK ASSEMBLY FOR EACH CABINET DOOR WITH ONE (1)CYBERLOCK KEY FOR EVERY 10 LOCKS. THE CYBERLOCK ASSEMBLIES AND KEYS SHALL BE PROVIDED TO CFX FOR PROGRAMMING AND INSTALLATION AT THEIR DISCRETION.
- BATTERY SHELF SHALL BE 5052 ALUMINUM WITH FINE BRUSH FINISH AND CAPABLE OF FULLY SUPPORTING THE WEIGHT OF 4 BATTERIES (APPROXIMATE WEIGHT OF 75 LBS PER BATTERY). PANEL SHALL BE STANDARD 19" (1 RU). MOUNT SHELF BEHIND RACK RAIL. INSTALL RACK SCREWS FRONT TO BACK WITH LOCK WASHERS AND NUTS. INSTALL A MINIMUM OF SIX RACK SCREWS, 4 TOP HOLES AND 2 BOTTOM HOLES. THE BATTERY SHELF SHALL BE ATTACHED TO THE FRONT AND BACK RACK RAILS.



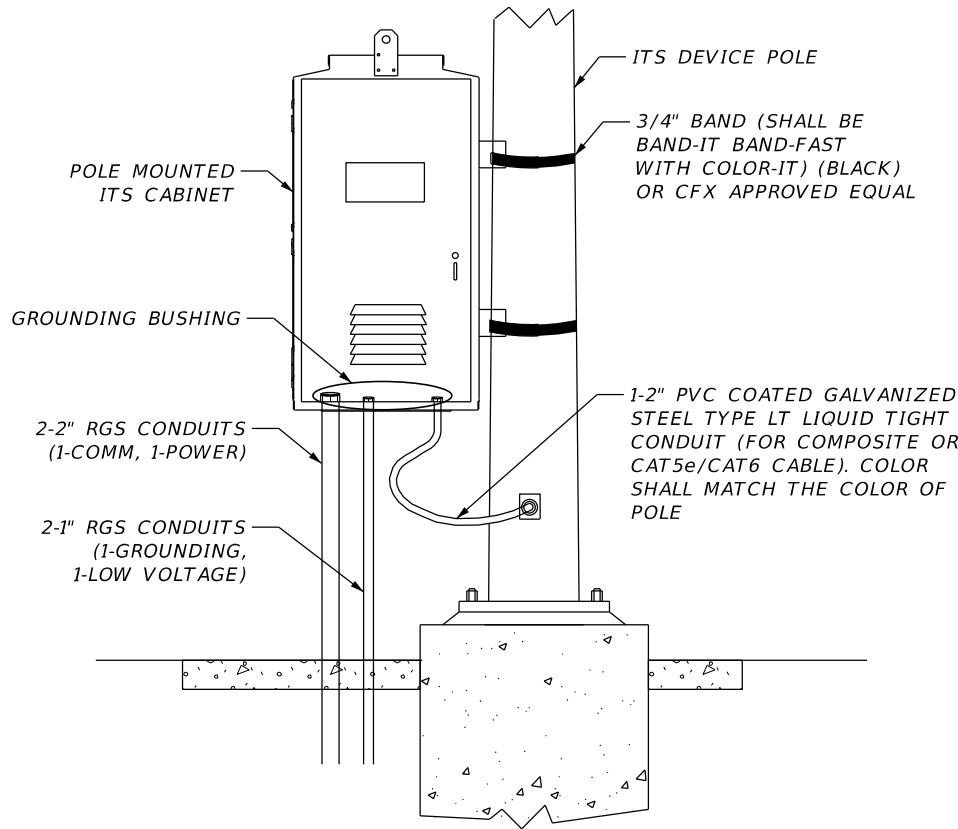
TYPE 334
ITS CABINET LAYOUT

NTS

NOTE TO EOR:
TYPE 334 ITS CABINET IS THE PREFERRED DEFAULT CABINET UNLESS OTHERWISE STATED IN THE PLANS. CFX APPROVAL IS REQUIRED FOR OTHER ALTERNATIVES.



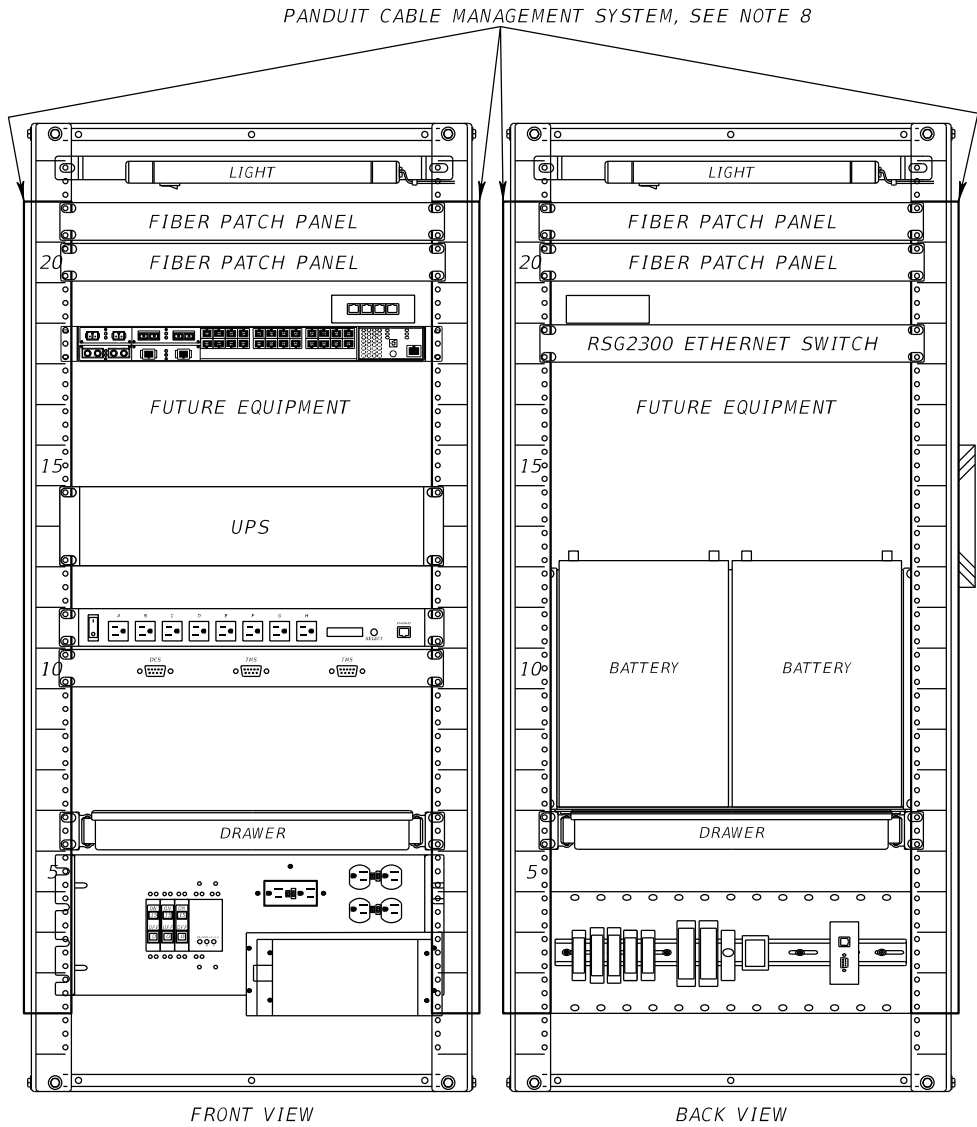
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPE 334 ITS CABINET LAYOUT DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											L-2



TYPE 336S
POLE MOUNTED ITS CABINET DETAIL

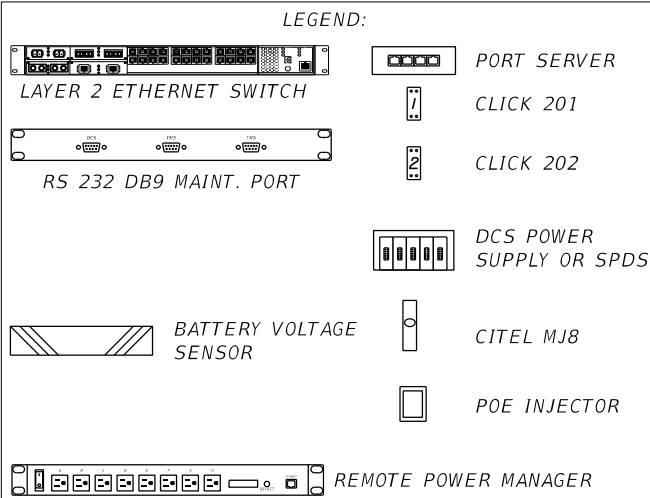
NOTES:

- INTERNAL CABINET RACK ASSEMBLY SHALL BE ADJUSTED SO THAT THE PANDUIT CABLE MANAGEMENT SYSTEM IS NOT IN CONFLICT WITH THE CABINET INTERNAL DOOR LOCKING MECHANISM.
- THE CABINET SHALL PROVIDE FOR RACK MOUNTING AND SHELVING OF ALL EQUIPMENT.
- ALL ITS CABINETS SHALL MEET CFX SPECIFICATION 668.
- POLE MOUNTED 336S CABINETS SHALL BE PLACED AS SHOWN THREE (3) FEET FROM BOTTOM OF CABINET TO GRADE. IF IMPRACTICAL DUE TO SITE GEOMETRICS, AN ALTERNATE LOCATION ADJACENT TO THE STRUCTURE SHALL BE DESIGNED FOR A CABINET PLACEMENT ON A TYPE II POLE WITH THE BOTTOM OF THE CABINET THREE (3) FEET FROM GRADE.
- ALL ITS CABINETS SLIDE OUT TRAYS SHALL BE ORIENTED SUCH THAT THE TECHNICIAN SHALL NEVER HAVE THEIR BACK TO THE DIRECTION OF TRAVEL.
- ALL ITS CABINETS SHALL NEVER BE MOUNTED ON THE APPROACHING SIDE OF TRAFFIC.
- IT IS THE INTENT OF THE ENGINEER TO PROVIDE A SAFE WORKING SPACE FOR THE FIELD TECHNICIANS AT ALL ITS CABINET LOCATIONS.
- PANDUIT DIMENSIONS ARE AS FOLLOWS:
 - HINGE SIDE OF CABINET; 1.26" WIDE BY 1.59" DEEP
 - LATCH SIDE OF CABINET; 1.26" WIDE BY 1.12" DEEP
 - PANDUIT SHALL VERTICALLY COVER RU'S AS SHOWN
- POE SHALL BE GROUNDED TO DIN RAIL.
- ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM.
- CABINET SHALL BE PROVIDED WITH CYBERLOCK ASSEMBLY FOR EACH CABINET DOOR WITH ONE (1)CYBERLOCK KEY FOR EVERY 10 LOCKS. THE CYBERLOCK ASSEMBLIES AND KEYS SHALL BE PROVIDED TO CFX FOR PROGRAMMING AND INSTALLATION AT THEIR DISCRETION.
- BATTERY SHELF SHALL BE 5052 ALUMINUM WITH FINE BRUSH FINISH AND CAPABLE OF FULLY SUPPORTING THE WEIGHT OF 4 BATTERIES (APPROXIMATE WEIGHT OF 75 LBS PER BATTERY). PANEL SHALL BE STANDARD 19" (1 RU). MOUNT SHELF BEHIND RACK RAIL. INSTALL RACK SCREWS FRONT TO BACK WITH LOCK WASHERS AND NUTS. INSTALL A MINIMUM OF SIX RACK SCREWS, 4 TOP HOLES AND 2 BOTTOM HOLES. THE BATTERY SHELF SHALL BE ATTACHED TO THE FRONT AND BACK RACK RAILS.

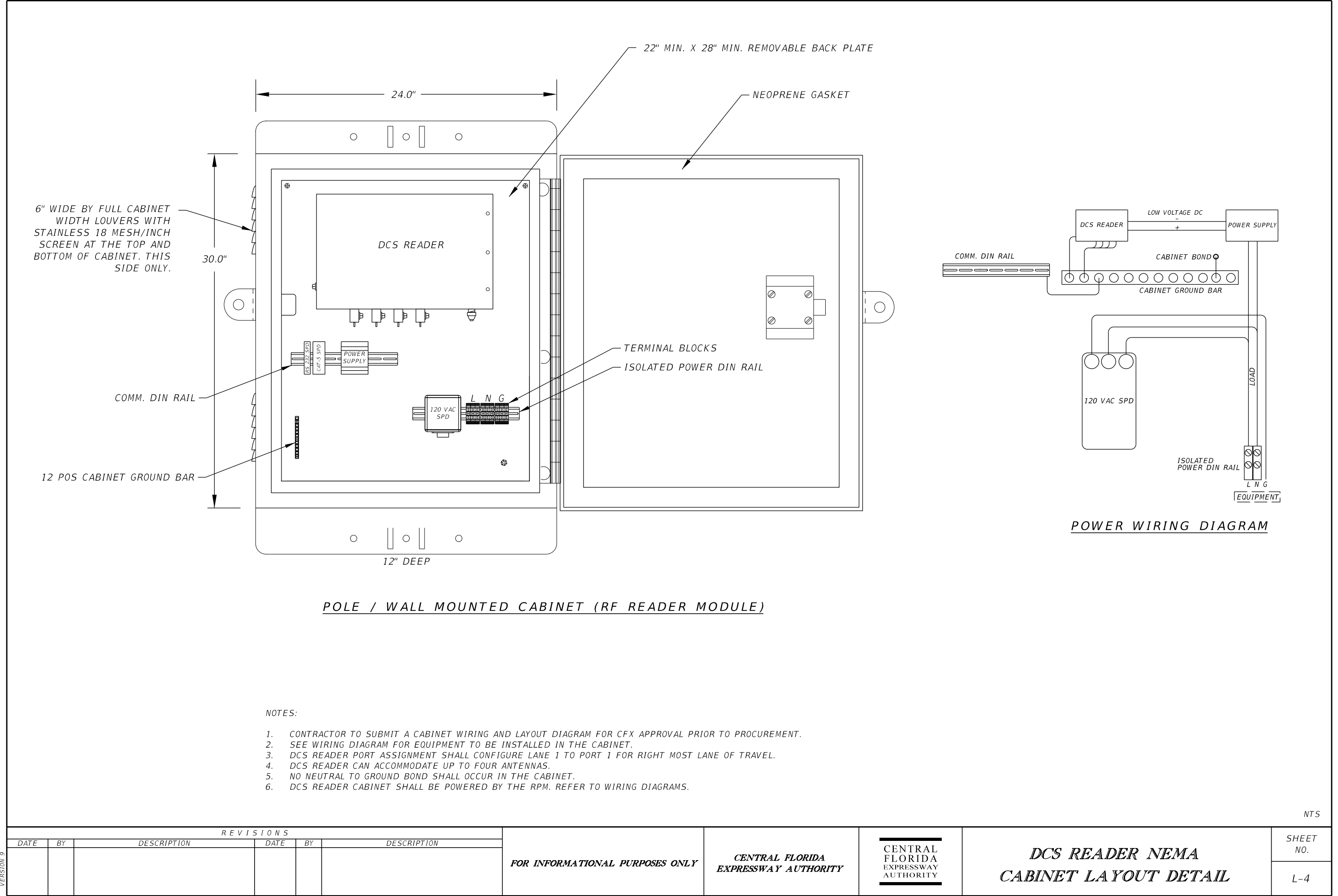


TYPE 336S
ITS CABINET LAYOUT

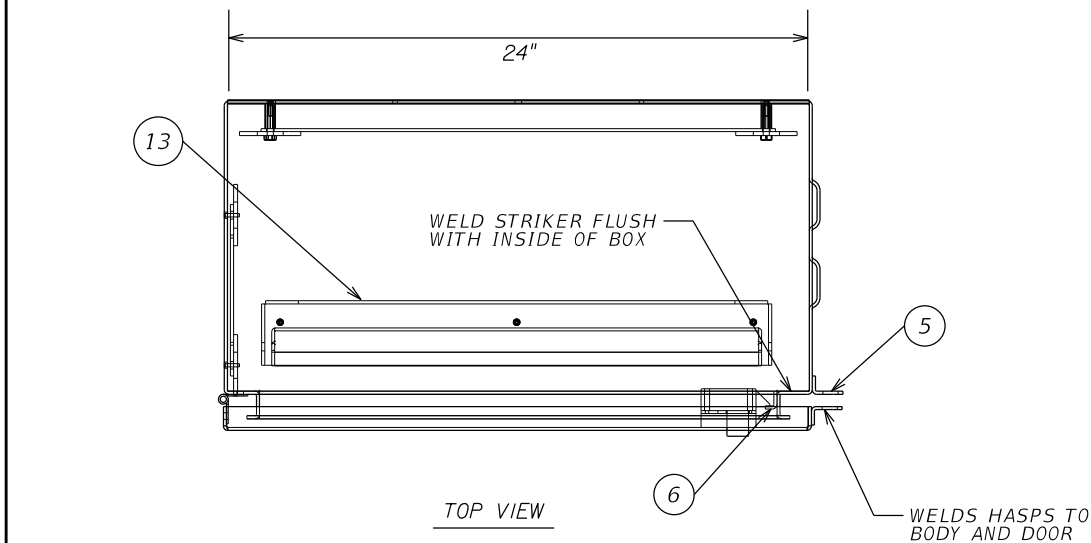
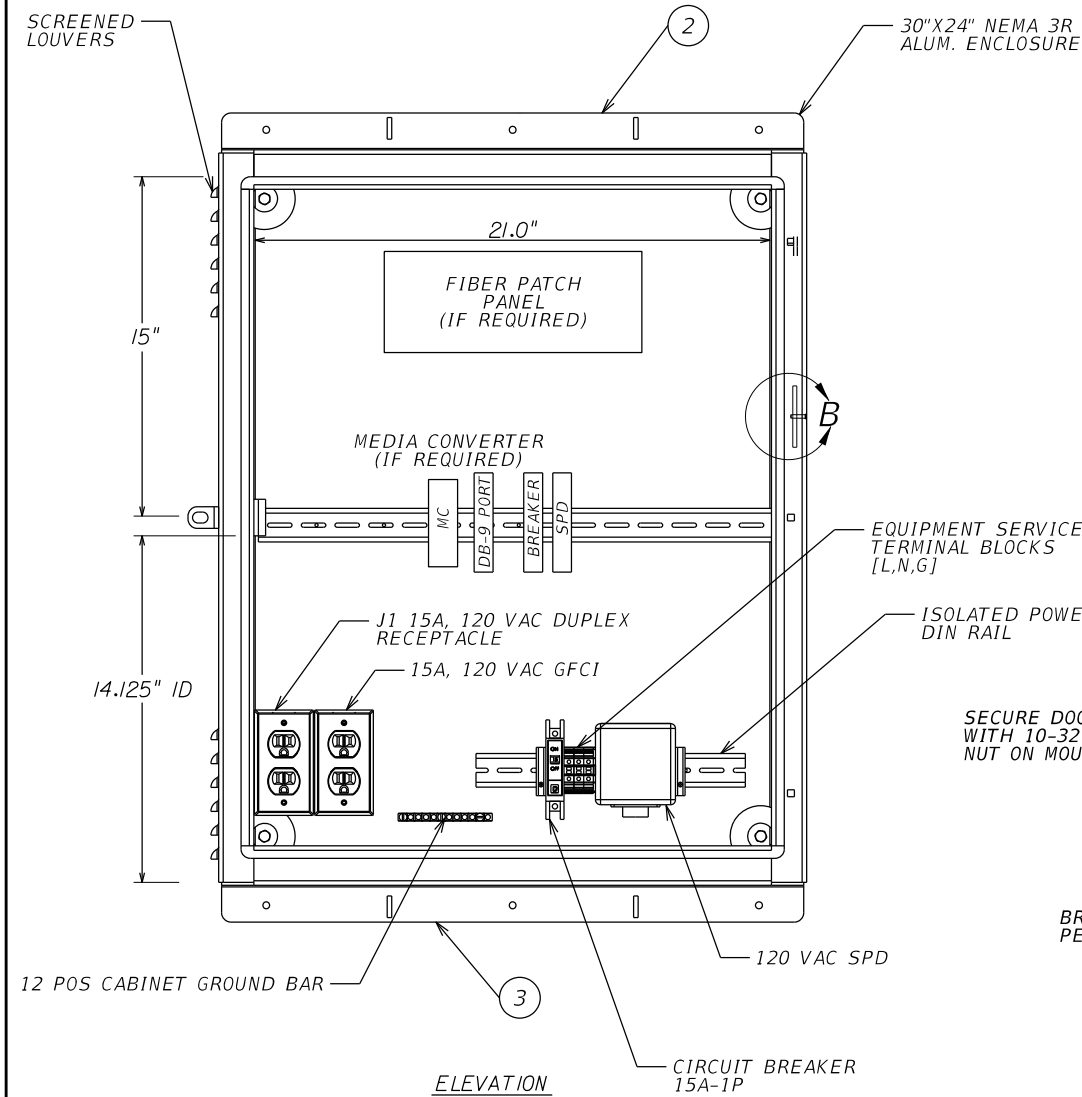
NOTE TO EOR:
TYPE 334 ITS CABINET IS THE PREFERRED DEFAULT CABINET UNLESS OTHERWISE STATED IN THE PLANS. CFX APPROVAL IS REQUIRED FOR OTHER ALTERNATIVES.



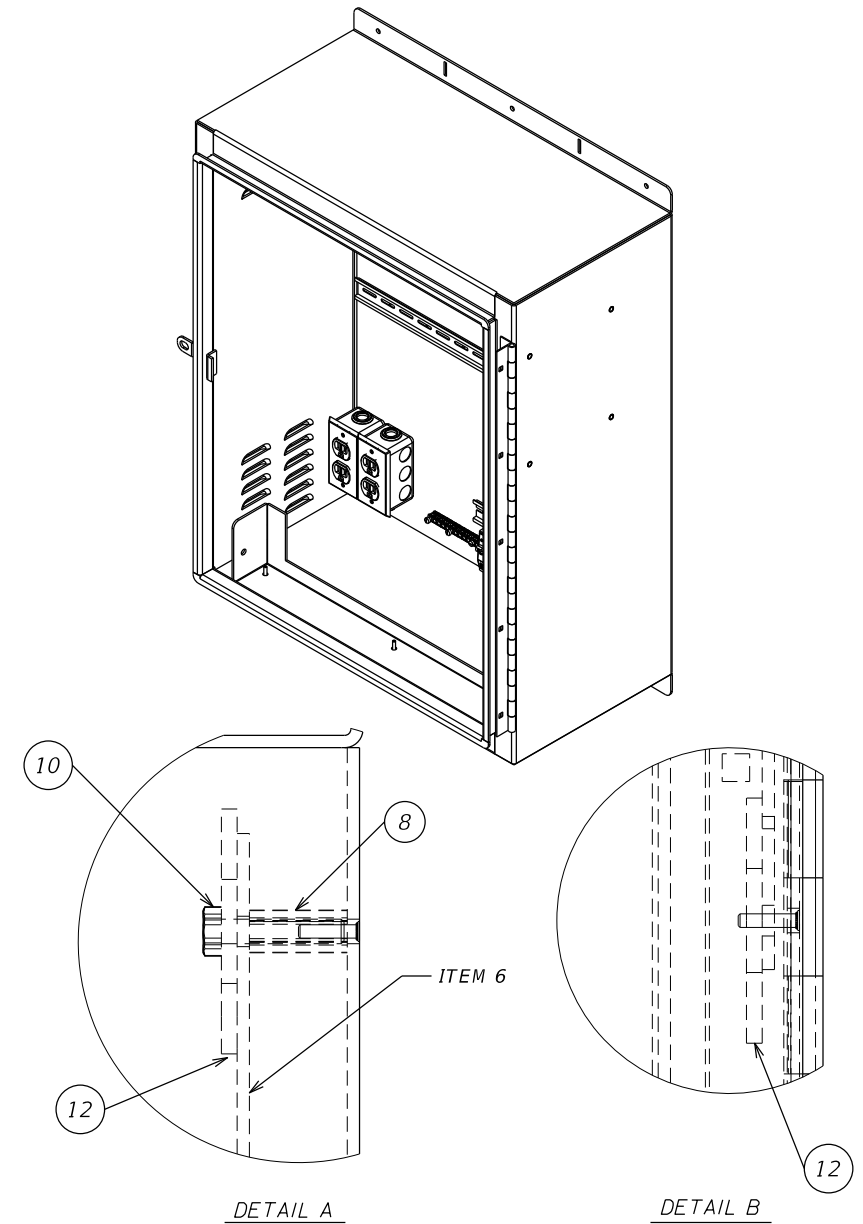
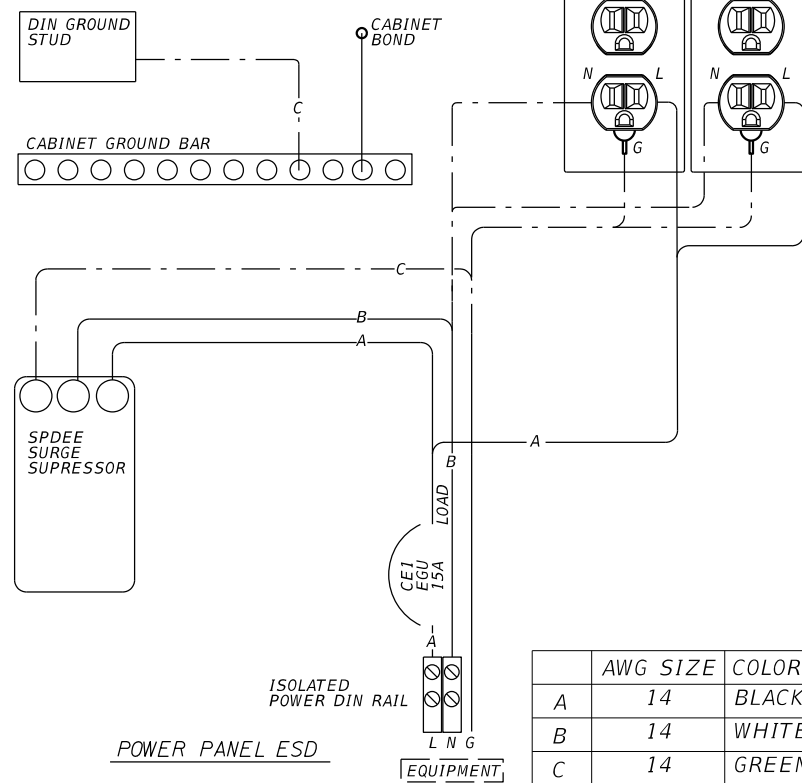
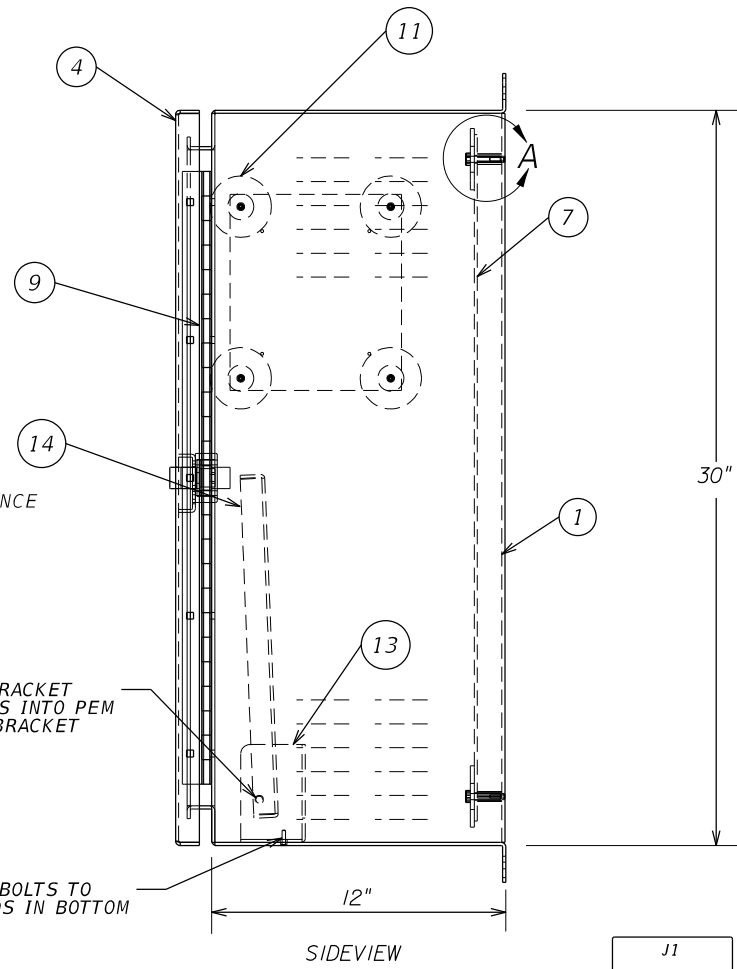
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPE 336S ITS CABINET LAYOUT DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						L-3



VERSION 9



NOTES:
1. ADD TERMINAL BLOCK IF REQUIRED.
2. TERMINATE EACH WIRE IN ITS OWN BLOCK.



ITEM NO.	DESCRIPTION
1	BODY
2	END CAP
3	BOT-END-CAP
4	DOOR-ASSY
5	BDY-HASP
6	STRIKER
7	BACKPLATE-1
8	STANDOFF
9	HINGE-ASSY
10	HEX BOLT
11	BACK PLATE-2
12	FLAT WASHER TYPE B
13	FOLD-DN SHELF BRACKET
14	FOLD DOWN SHELF

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY

CENTRAL FLORIDA
EXPRESSWAY AUTHORITY

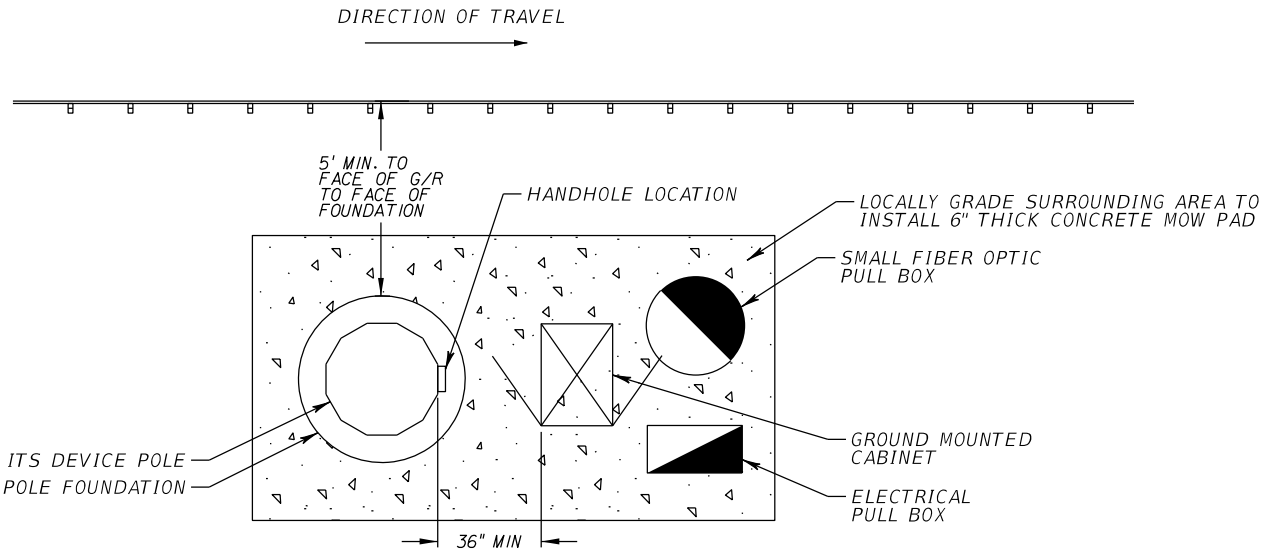
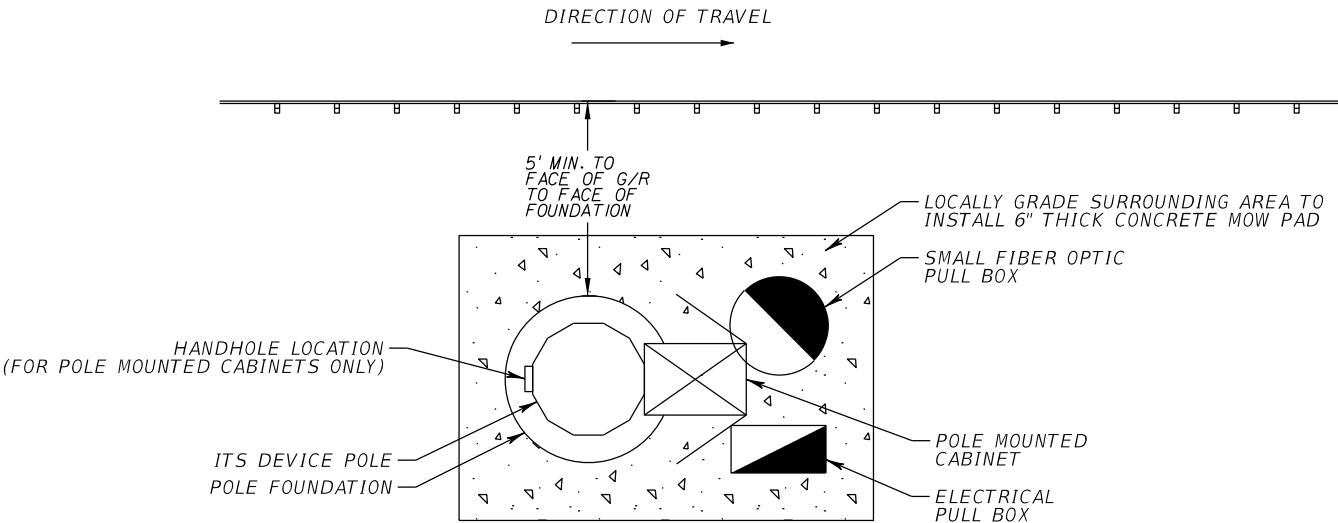
CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

INTERMEDIATE NEMA 3R
CABINET

SHEET
NO.

L-5

TYPICAL CABINET LOCATION DETAIL FOR SLOPES

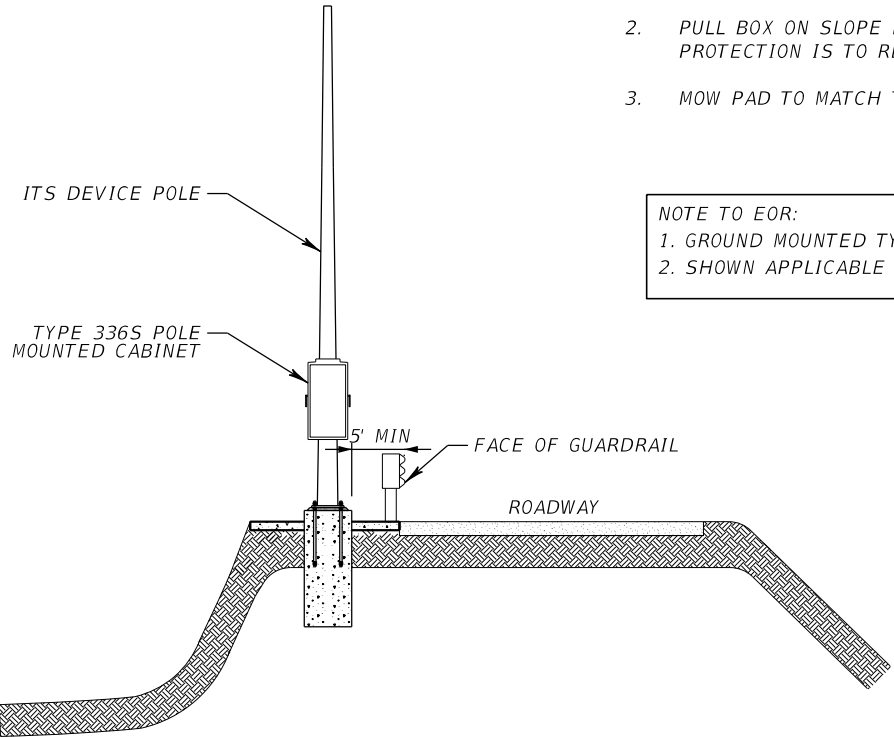


NOTES:

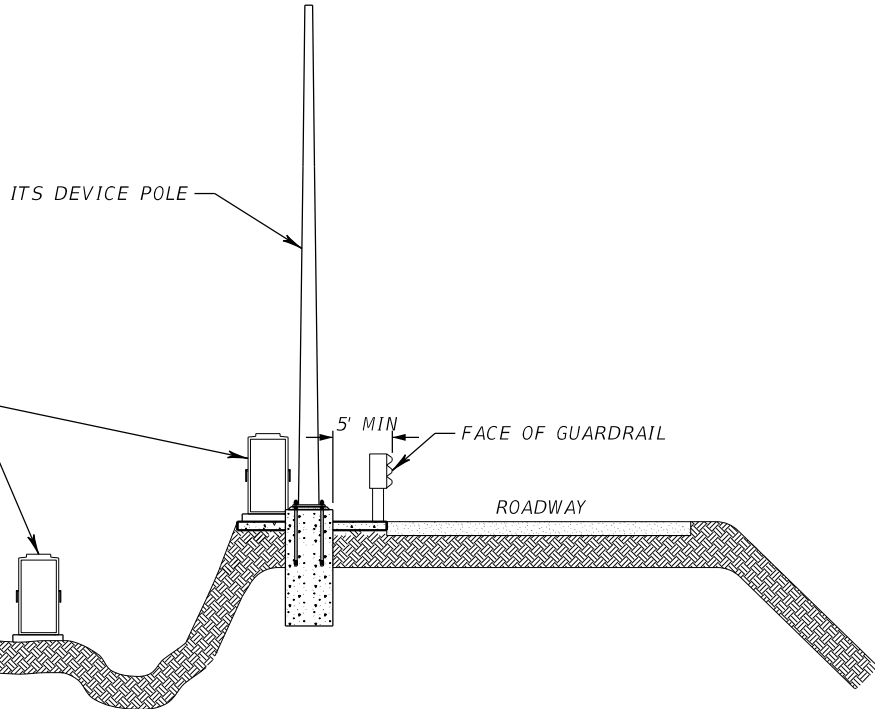
1. NUMBER OF PULL BOXES AND CONFIGURATION TO BE PER PLANS. MINIMUM SPACING IS TO BE MAINTAINED AS SHOWN.
2. PULL BOX ON SLOPE MAY BE MOVED TO FLAT GRADE, BUT SLOPE PROTECTION IS TO REMAIN FOR EROSION CONTROL.
3. MOW PAD TO MATCH THE EXISTING SLOPE.

NOTE TO EOR:

1. GROUND MOUNTED TYPE 334 ITS CABINET IS CFX PREFERRED.
2. SHOWN APPLICABLE DETAIL PER PLANS.



TYPE 334 BASE MOUNTED CABINET
(TYPICAL LOCATION SHALL BE PER
TOPOGRAPHY AND BEST DESIGN PRACTICES)



NTS

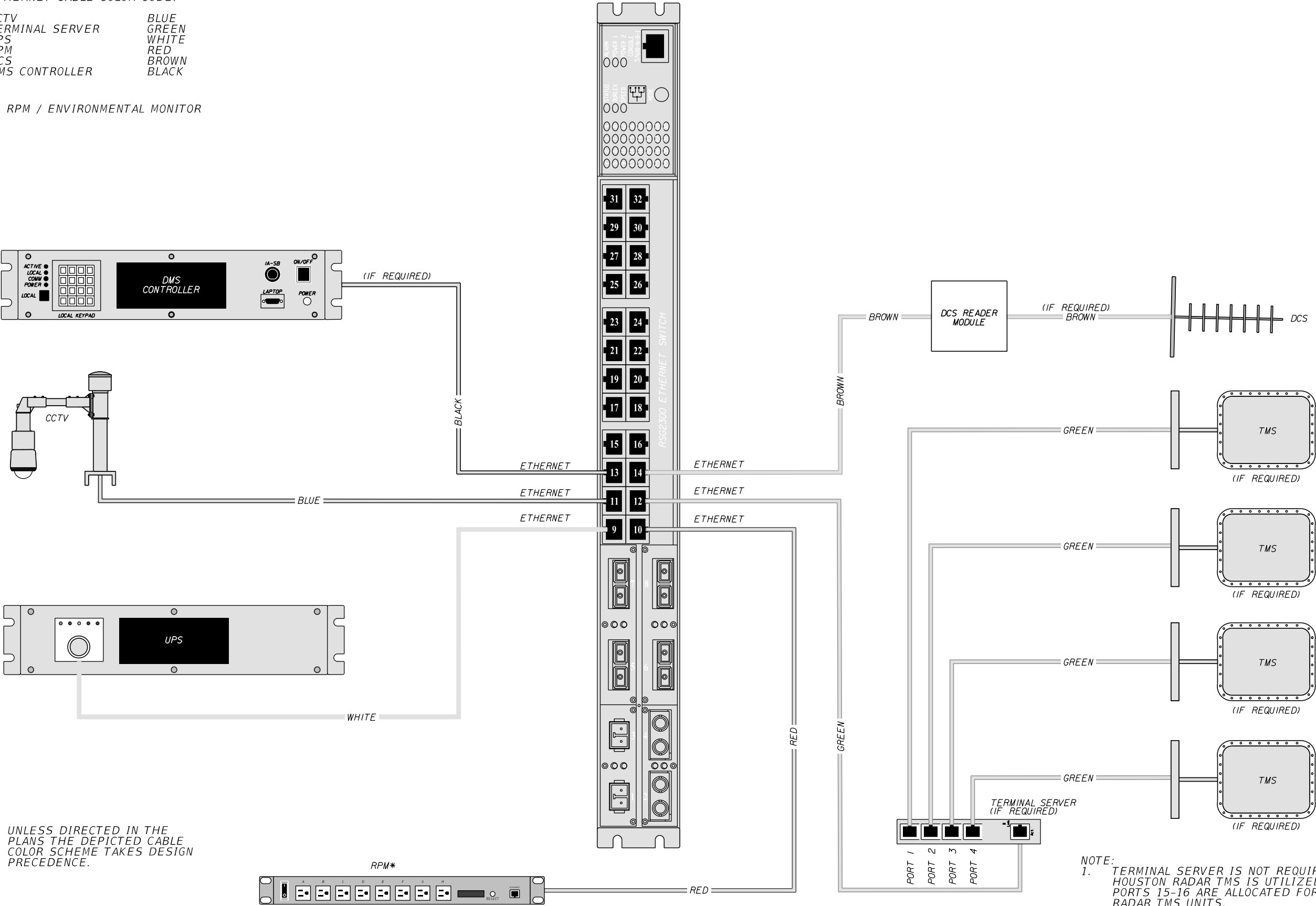
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL CABINET LOCATION DETAIL FOR SLOPES	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					L-6	

ETHERNET CABLE COLOR CODE:

CCTV
TERMINAL SERVER
UPS
RPM
DCS
DMS CONTROLLER

BLUE
GREEN
WHITE
RED
BROWN
BLACK

*= RPM / ENVIRONMENTAL MONITOR



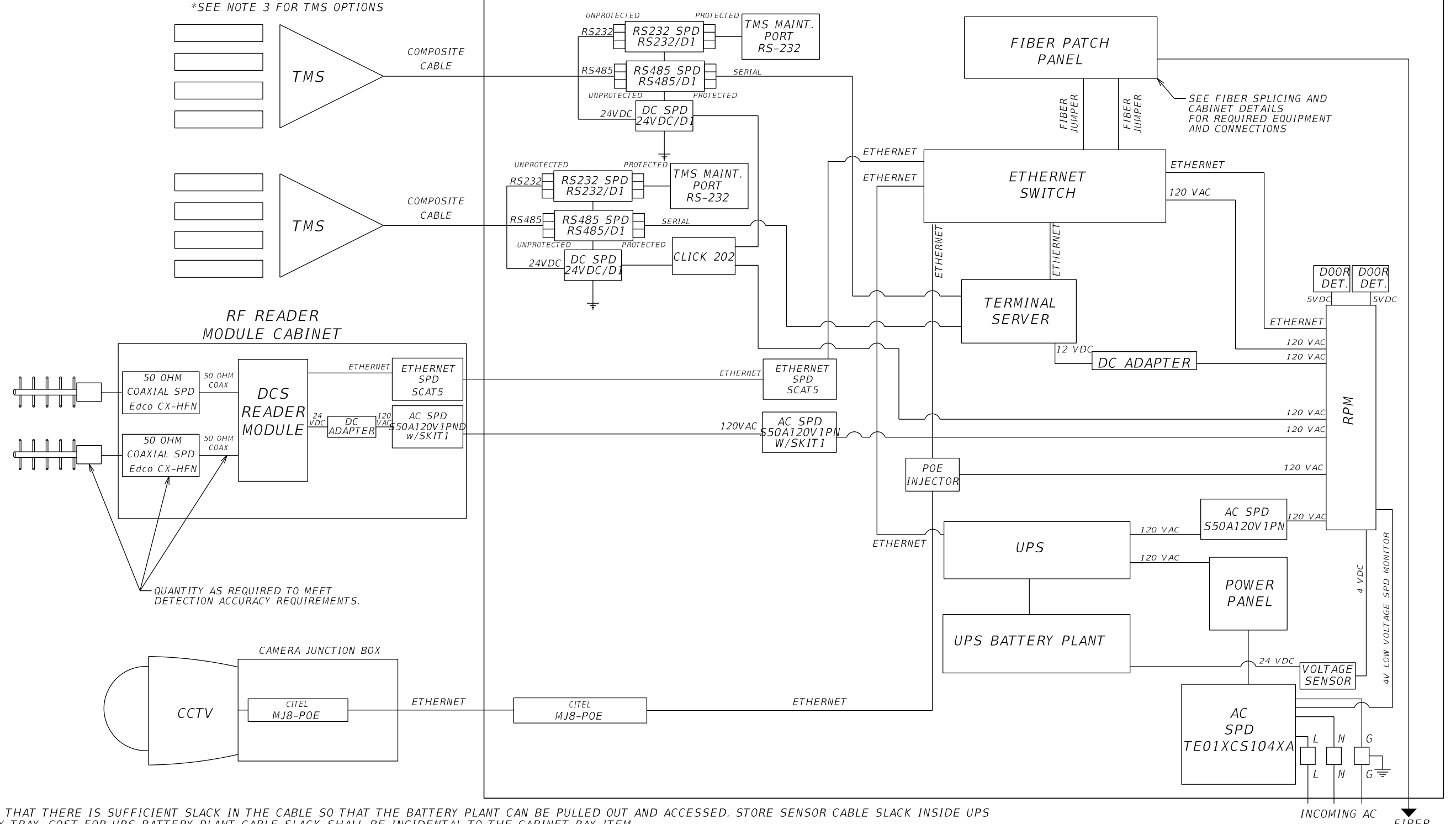
UNLESS DIRECTED IN THE PLANS THE DEPICTED CABLE COLOR SCHEME TAKES DESIGN PRECEDENCE.

NOTE:
1. TERMINAL SERVER IS NOT REQUIRED IF HOUSTON RADAR TMS IS UTILIZED ON PROJECT. PORTS 15-16 ARE ALLOCATED FOR HOUSTON RADAR TMS UNITS.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	ETHERNET SWITCH DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											L-7


NTS

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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1. EI
B.

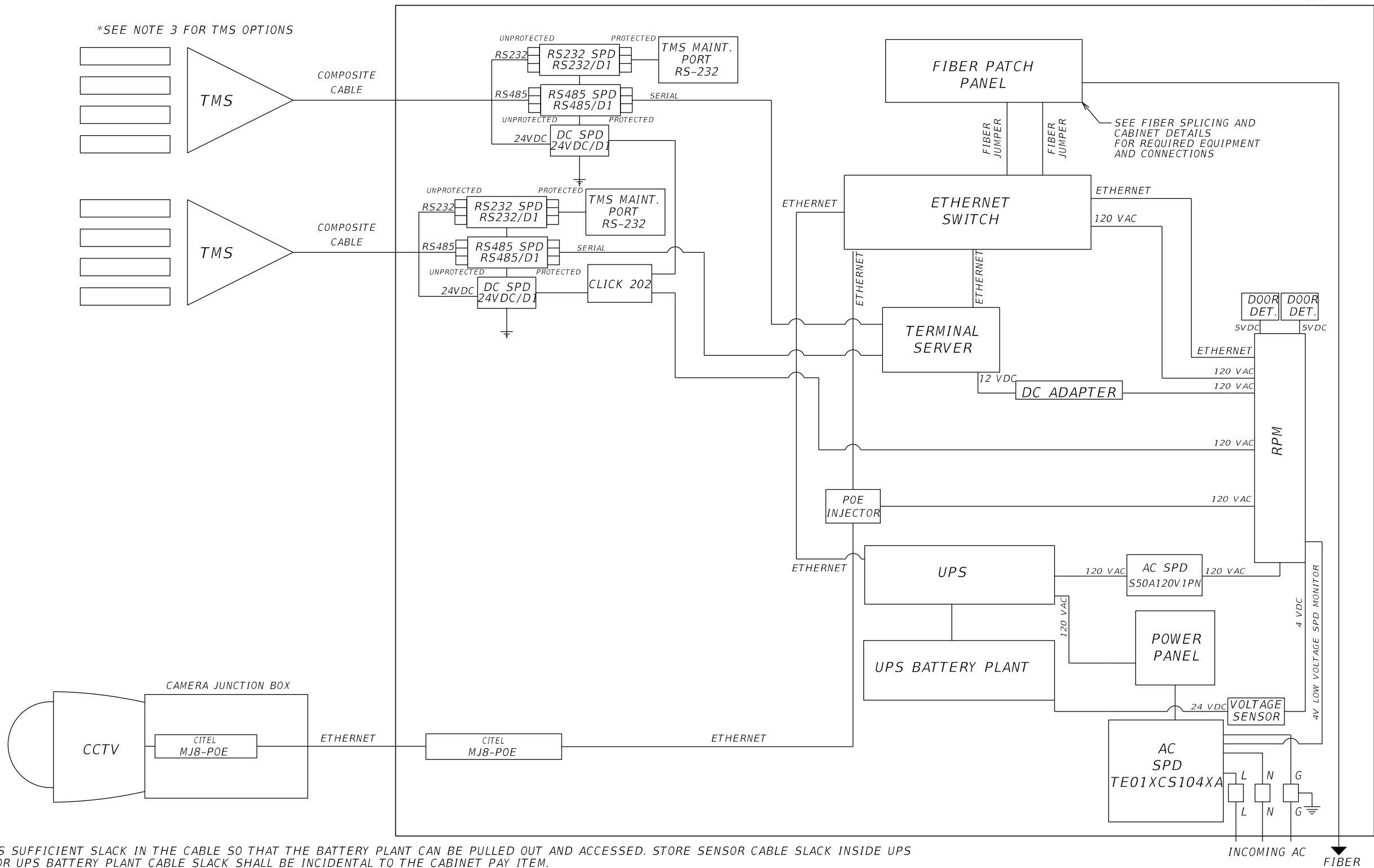
1. ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. COST FOR UPS BATTERY PLANT CABLE SLACK SHALL BE INCIDENTAL TO THE CABINET PAY ITEM.
2. INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.
3. TERMINAL SERVERS ARE NOT REQUIRED IF HOUSTON RADAR TMS ARE USED ON THE PROJECT. HOUSTON RADAR TMS SHALL HAVE A CITEL/BTU SPD LOCATED WITHIN THE LOCAL HUB CABINET BEFORE BEING PLUGGED INTO THE ETHERNET SWITCH.

VERSION 3	LOCAL AND CORDNEY BEFORE DELETED INTO THE ETHERNET SWITCH. R E V I S I O N S						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY		TYPICAL WIRING DIAGRAMS (1 OF 6)	SHEET NO.
	DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					L-8

PROPOSED CCTV & 2 TMS CONNECTION DIAGRAM

NTS

LHUB CABINET



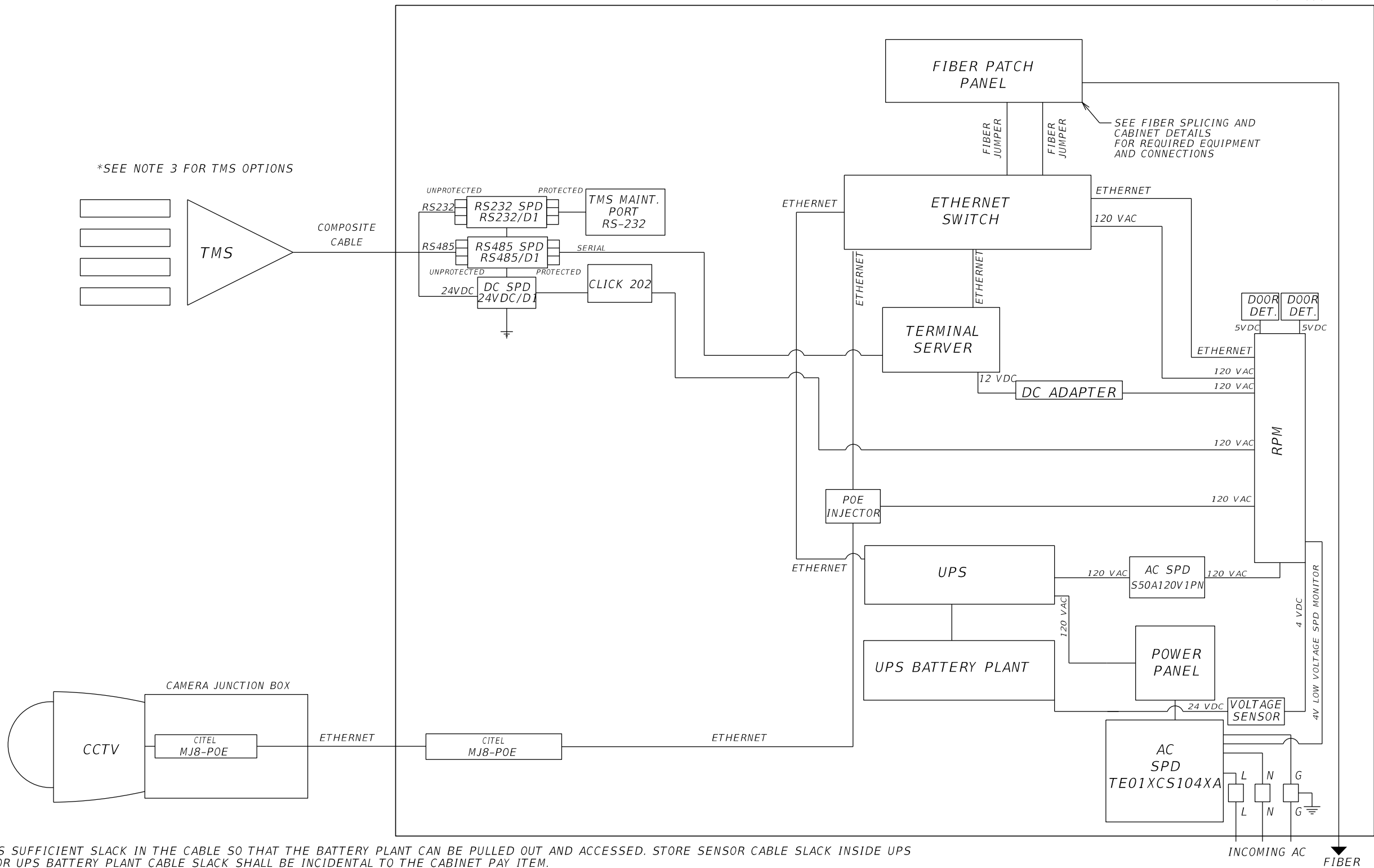
- NOTES:
1. ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. COST FOR UPS BATTERY PLANT CABLE SLACK SHALL BE INCIDENTAL TO THE CABINET PAY ITEM.
 2. INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.
 3. TERMINAL SERVERS ARE NOT REQUIRED IF HOUSTON RADAR TMS ARE USED ON THE PROJECT. HOUSTON RADAR TMS SHALL HAVE A CITEL/BTU SPD LOCATED WITHIN THE LOCAL HUB CABINET BEFORE BEING PLUGGED INTO THE ETHERNET SWITCH.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL WIRING DIAGRAMS (2 OF 6)	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										L-9	

PROPOSED CCTV & TMS CONNECTION DIAGRAM

NTS

LHUB CABINET

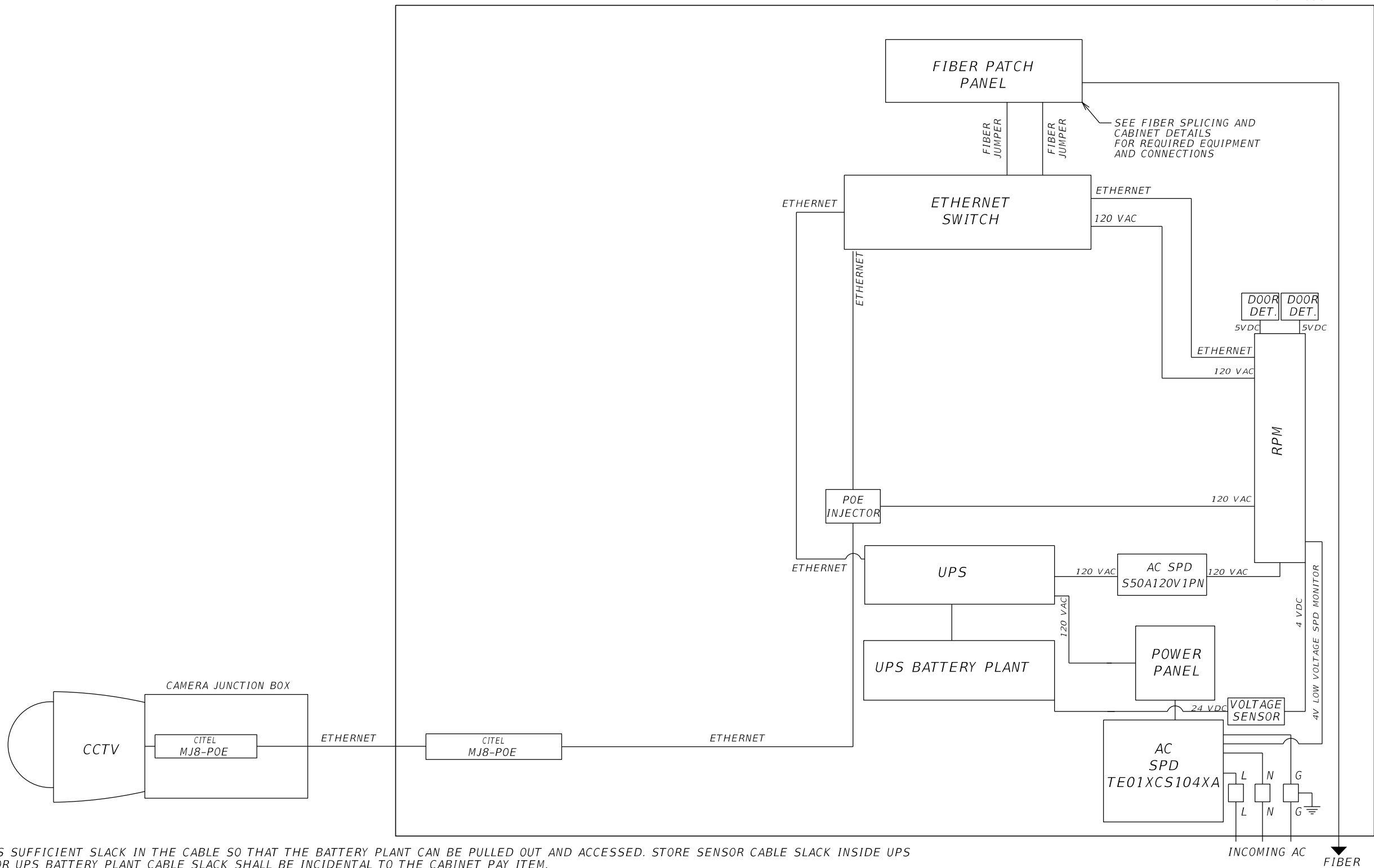


- NOTES:
1. ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. COST FOR UPS BATTERY PLANT CABLE SLACK SHALL BE INCIDENTAL TO THE CABINET PAY ITEM.
 2. INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.
 3. TERMINAL SERVERS ARE NOT REQUIRED IF HOUSTON RADAR TMS ARE USED ON THE PROJECT. HOUSTON RADAR TMS SHALL HAVE A CITEL/BTU SPD LOCATED WITHIN THE LOCAL HUB CABINET BEFORE BEING PLUGGED INTO THE ETHERNET SWITCH.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL WIRING DIAGRAMS (3 OF 6)	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										L-10	

PROPOSED CCTV CONNECTION DIAGRAM
NTS

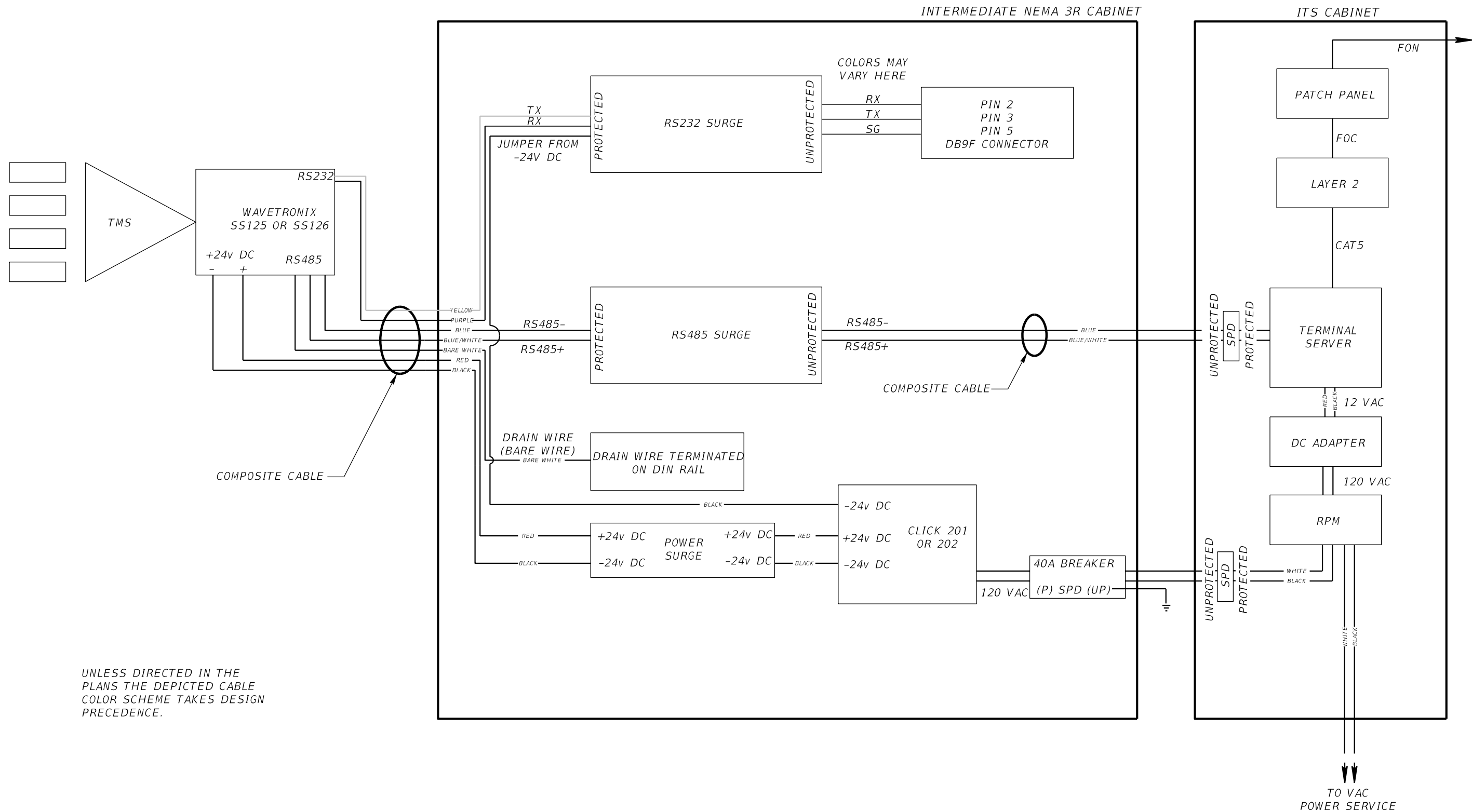
LHUB CABINET



- NOTES:
- ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. COST FOR UPS BATTERY PLANT CABLE SLACK SHALL BE INCIDENTAL TO THE CABINET PAY ITEM.
 - INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL WIRING DIAGRAMS (4 OF 6)	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
										L-11

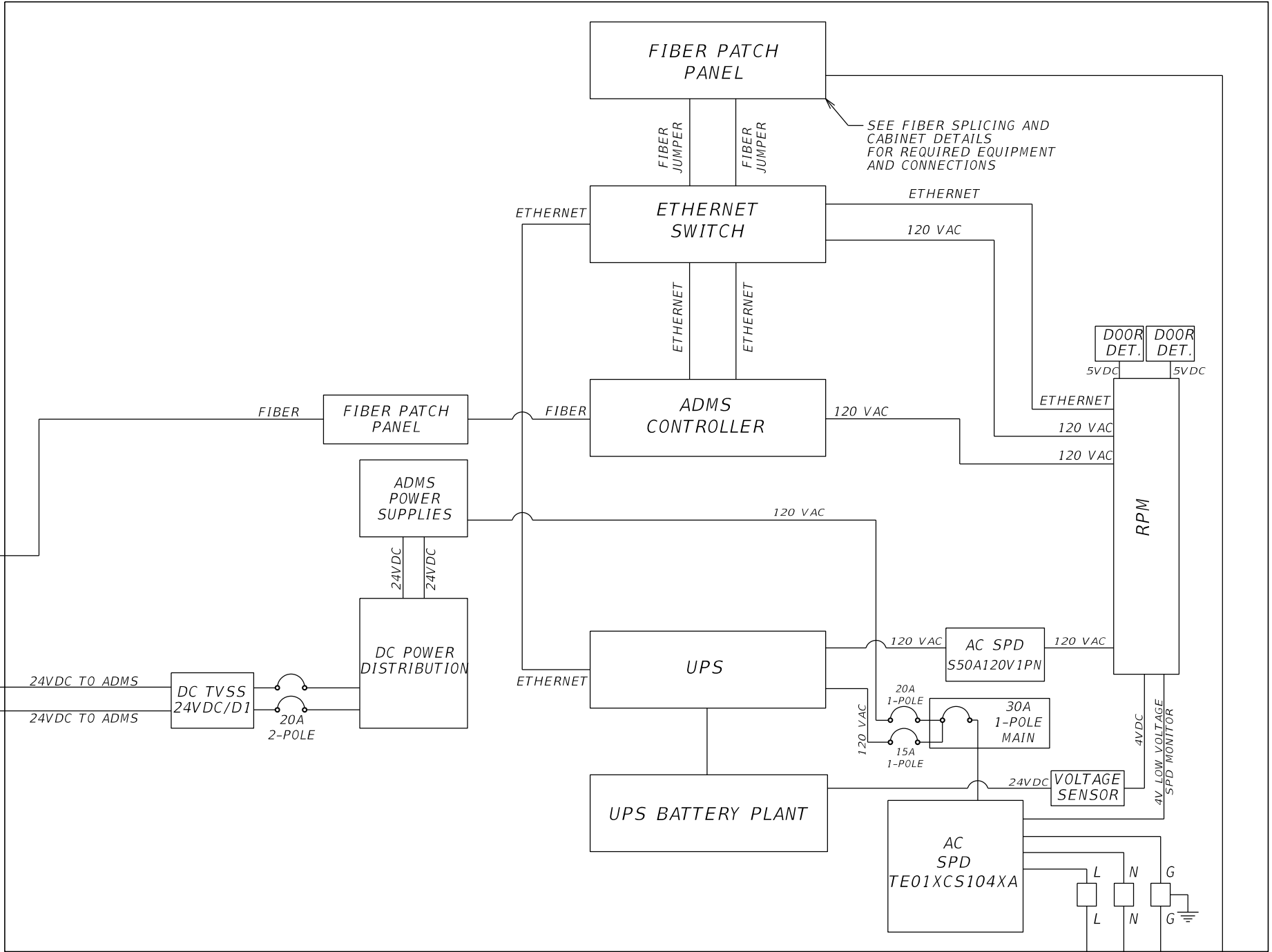
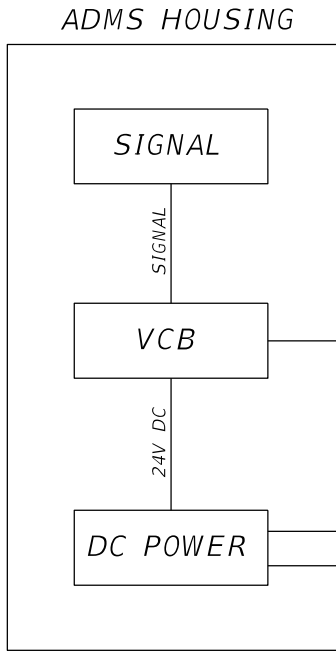
WAVETRONIX CABLE WIRING DIAGRAM
NTS



REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL WIRING DIAGRAM WAVETRONIX (5 OF 6)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						L-12

PROPOSED 1-LINE ADMS CONNECTION DIAGRAM

LHUB CABINET

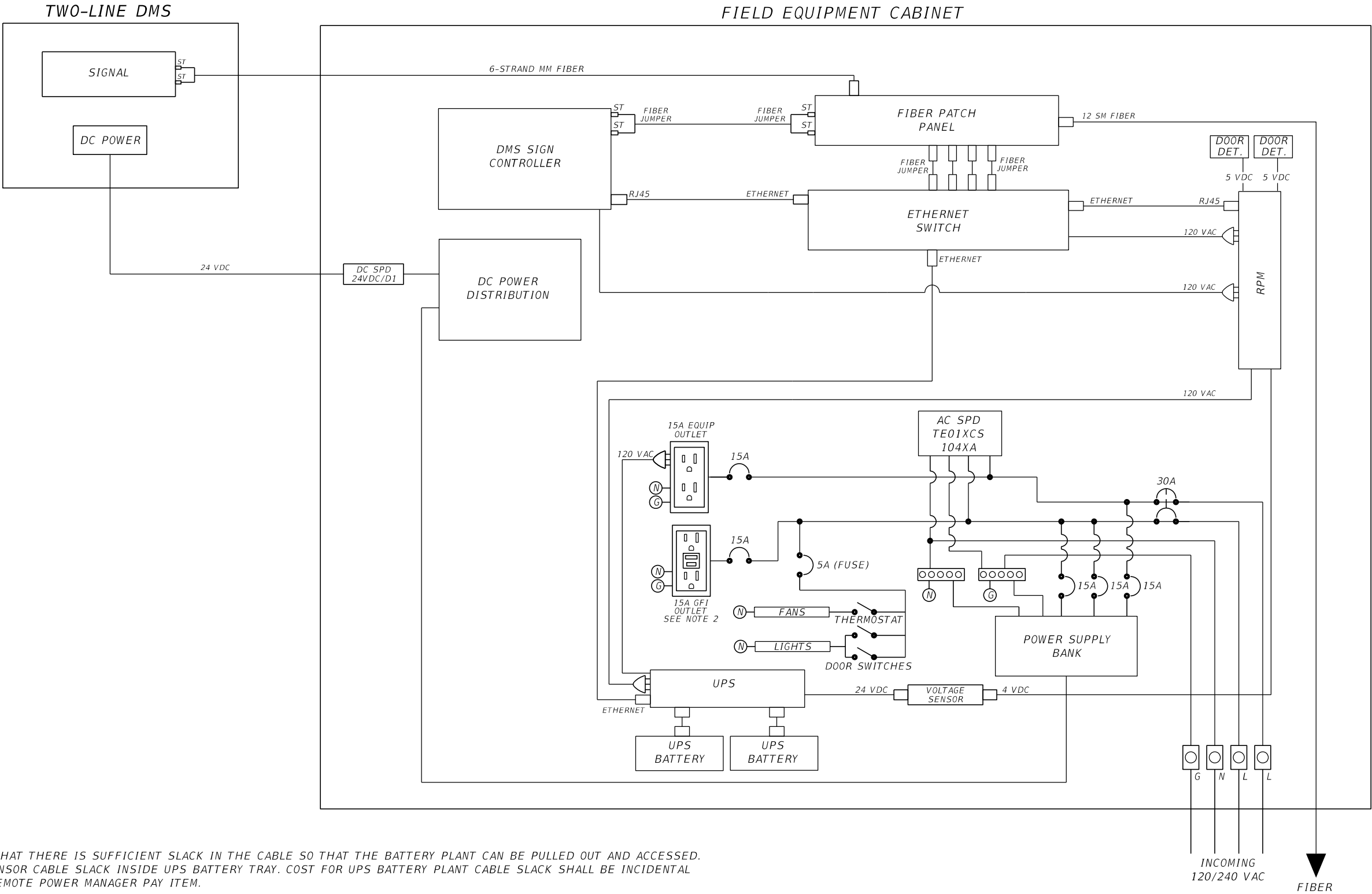


- NOTES:
- ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. UPS BATTERY PLANT CABLE SLACK IS CONSIDERED INCIDENTAL TO THE CABINET PAY ITEM.
 - INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.
 - GROUND SHIELDED CABLE PER MANUFACTURER'S REQUIREMENTS.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL WIRING DIAGRAM 1 - LINE ADMS (6 OF 6)		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											L-13

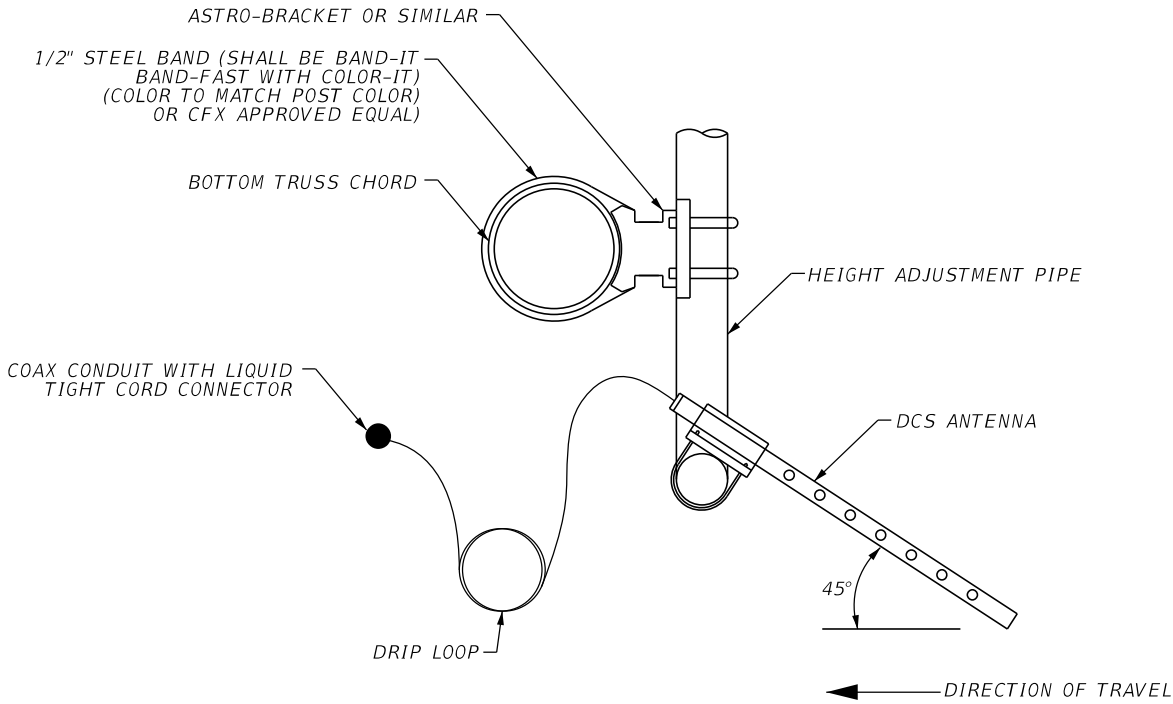
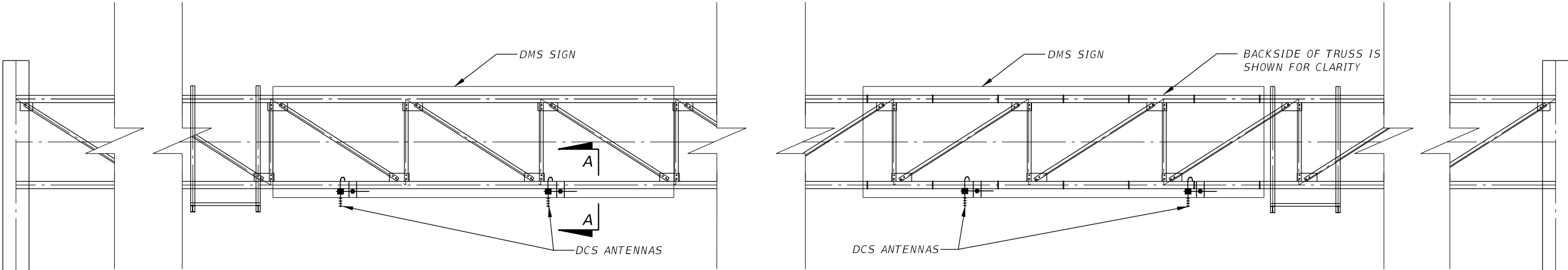
DUAL LINE DMS BLOCK DIAGRAM



- NOTES:
- ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. COST FOR UPS BATTERY PLANT CABLE SLACK SHALL BE INCIDENTAL TO THE REMOTE POWER MANAGER PAY ITEM.
 - ADD 'MAX 1000W' LABEL TO OUTLET.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DUAL LINE DMS BLOCK DIAGRAM		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											L-14

FULL SPAN BOX TRUSS DMS SIGN STRUCTURE DETAIL

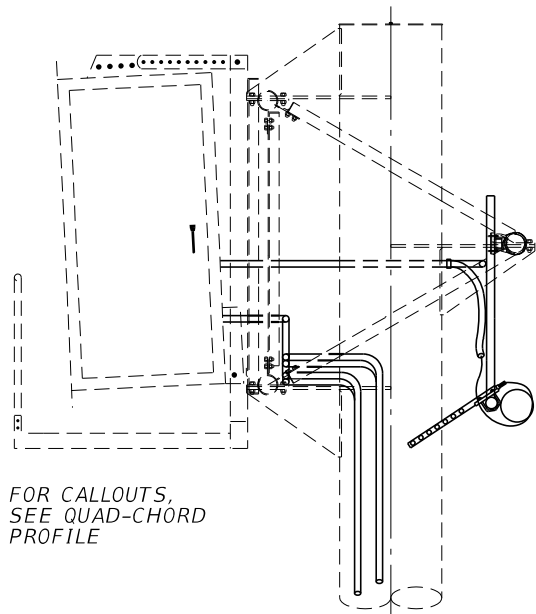


- NOTES:
- 1. THE DCS SHALL BE MOUNTED OVER LANE STRIPES PER DCS COVERAGE DETAILS.
 - 2. CONTRACTOR SHALL ACHIEVE LANE ACCURACY REQUIREMENTS DEFINED IN SPECIFICATION 663.

SECTION A-A

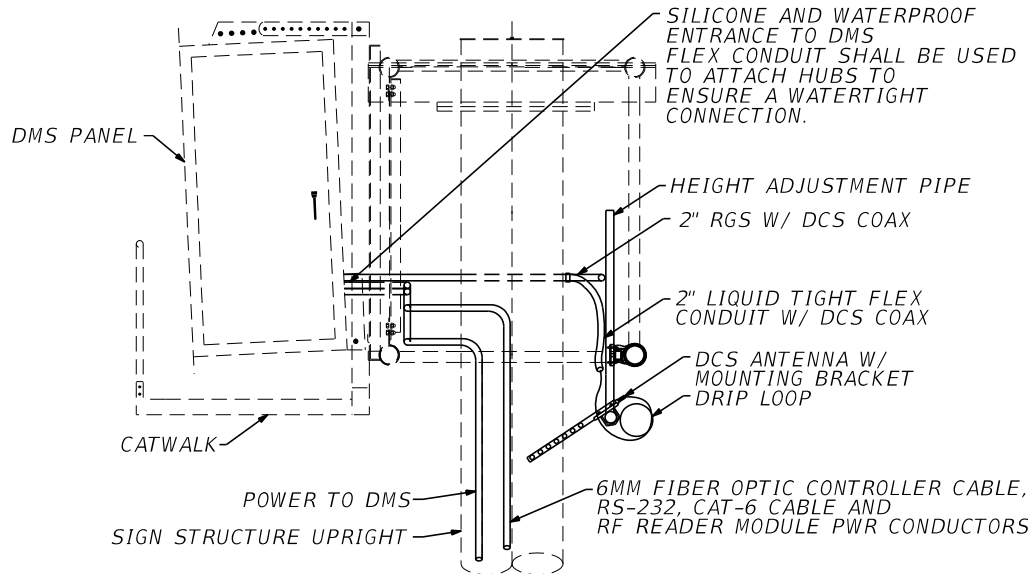
NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS ANTENNA ON DMS TRUSS DETAIL SHEET		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						M-1

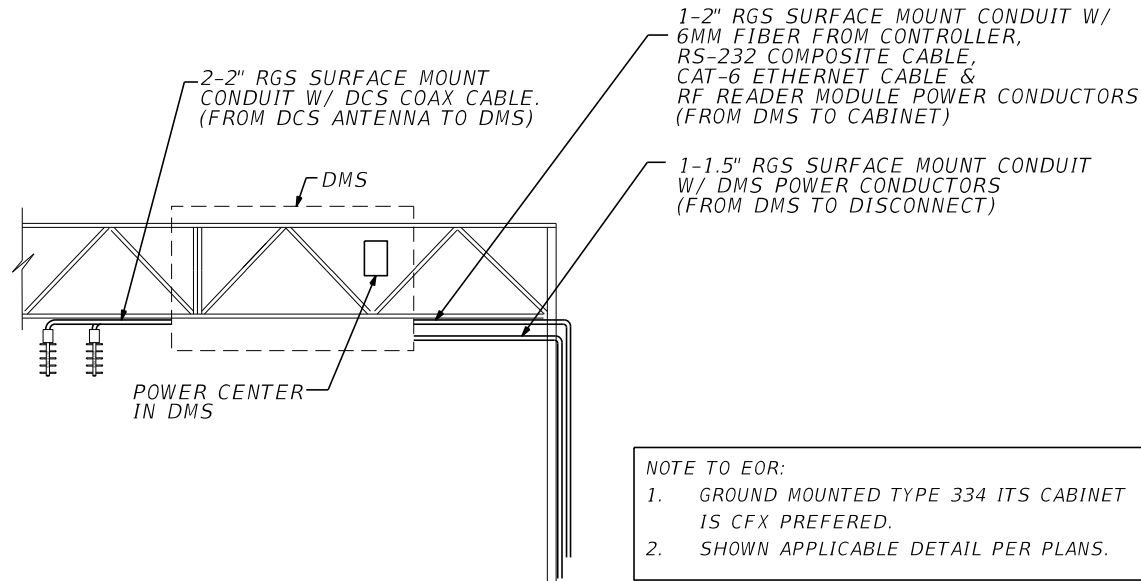


FOR CALLOUTS,
SEE QUAD-CHORD
PROFILE

STRUCTURE POLE - TRI CHORD MOUNTED DMS (PROFILE)
SEE SHEET K-1 FOR ADDITIONAL DCM MOUNTING DETAILS

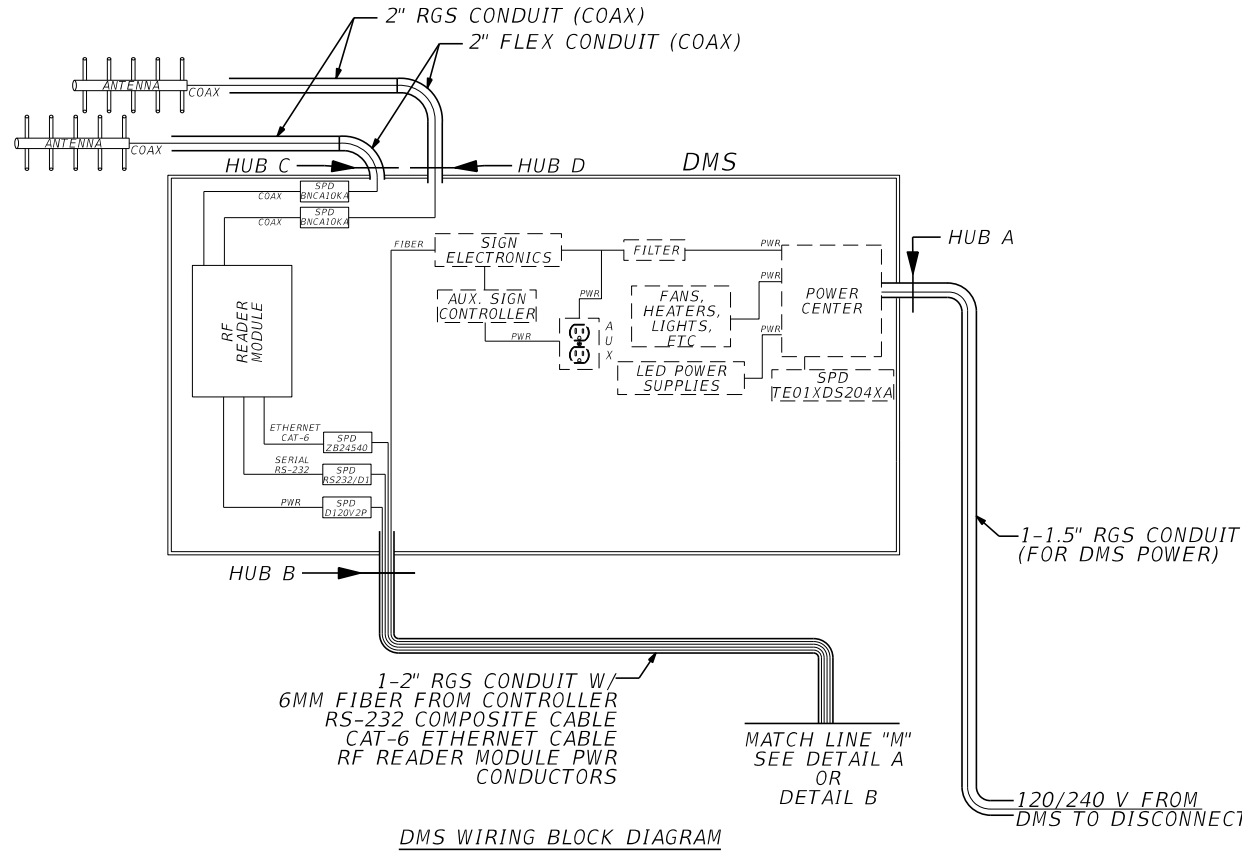


STRUCTURE POLE - QUAD CHORD MOUNTED DMS (PROFILE)
SEE SHEET K-1 FOR ADDITIONAL DCM MOUNTING DETAILS

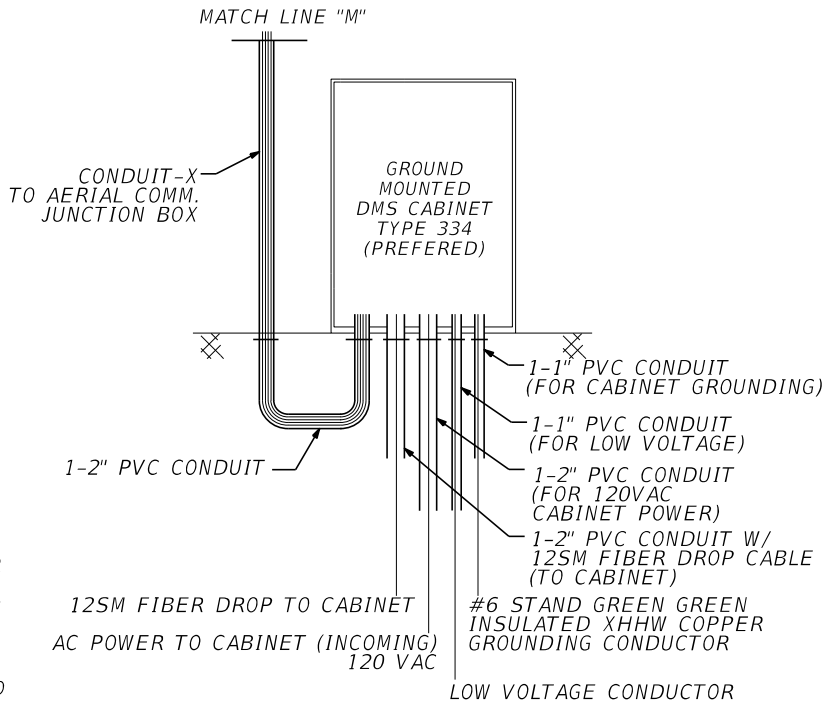


NOTE TO EOR:
1. GROUND MOUNTED TYPE 334 ITS CABINET IS CFX PREFERRED.
2. SHOWN APPLICABLE DETAIL PER PLANS.

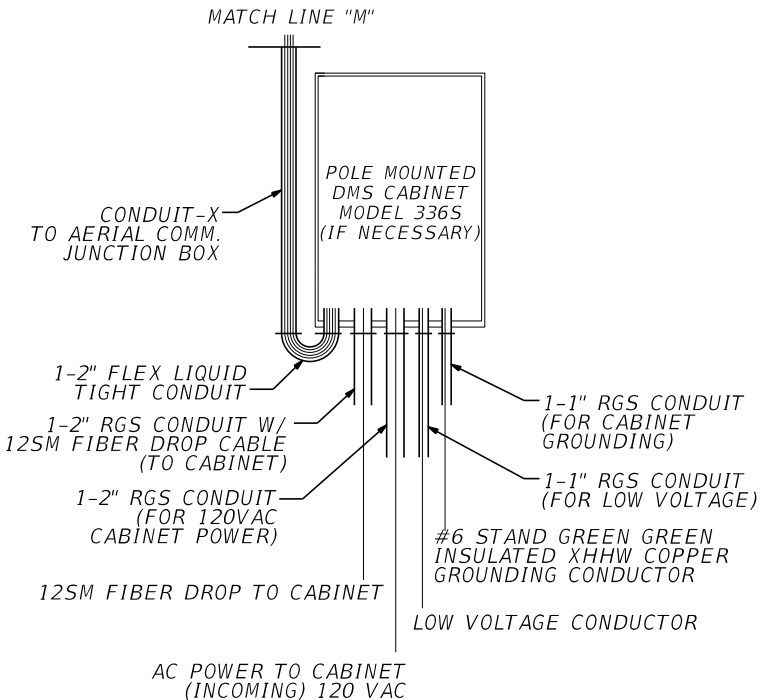
- NOTES:
1. THE SPD MODEL NUMBERS THAT ARE SHOWN ARE APT PRODUCTS.
 2. ALL SPD ARE TO BE MOUNTED ON A DIN RAIL. DIN RAIL SHALL BE GROUNDED PER SPD MANUFACTURER'S RECOMMENDATIONS.
 3. PLAN REQUIREMENTS WILL VARY PER INSTALLATION. THE CONTRACTOR IS TO UTILIZE THIS DETAIL FOR CONSTRUCTION REQUIREMENTS BUT MUST BID EACH INSTALLATION AS REQUIRED BY THE PLAN SHEETS. NO ADDITIONAL COMPENSATION WILL BE GIVEN.
 4. THE CONTRACTOR SHALL SUBMIT A DETAILED WIRE-BY-WIRE DIAGRAM FOR REVIEW AND APPROVAL BY CFX PRIOR TO INSTALLATION.
 5. CONTRACTOR SHALL FURNISH RF READER PER SPECIFICATION 663.
 6. CONTRACTOR TO ATTACH THE RS-232 MAINTENANCE CABLE TO THE DB-9 RS-232 MAINTENANCE PORT ON THE RF READER MODULE.
 7. CONDUIT SHALL BE SECURED TO SIGN STRUCTURE WITH "MINERALLAC CONDUIT CLAMPS AT 5' CENTERS (CATALOG NO. 2SB (1"), 4SB (2"), 5SB (2") OR CFX APPROVED EQUAL). USE SILICONE LOCK TIGHT AFTER DRILLING HOLE.
 8. POLE MOUNTED CABINET GROUNDING SHALL BE PER DCS SIGN STRUCTURE MOUNTING DETAIL AND OTHER APPLICABLE GROUNDING DETAILS.
 9. LIQUID TIGHT FLEXIBLE METAL CONDUIT SHALL BE USED BETWEEN RGS CONDUIT TO JUNCTION BOX AND RGS CONDUIT TO DMS. ENTRANCE TO CONDUIT TO BE SEALED WITH A SIZED LIQUID TIGHT CORD CONNECTOR.
 10. ANY POLE DRILLING FOR CABLE ENTRY SHALL BE SEALED USING RUBBER GROMMET. RE-GALVANIZE AND PAINT AFTER DRILLING.



DMS WIRING BLOCK DIAGRAM



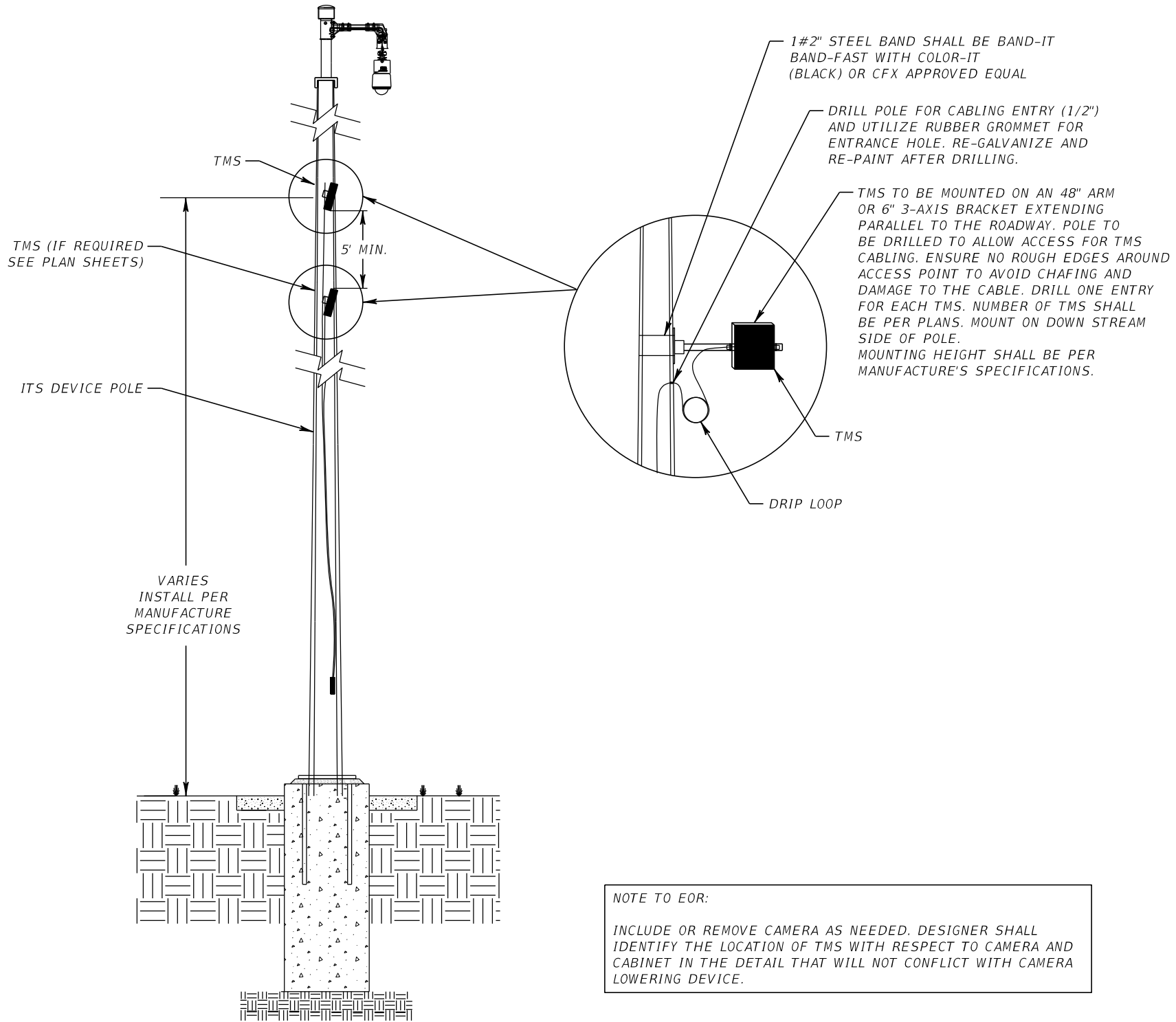
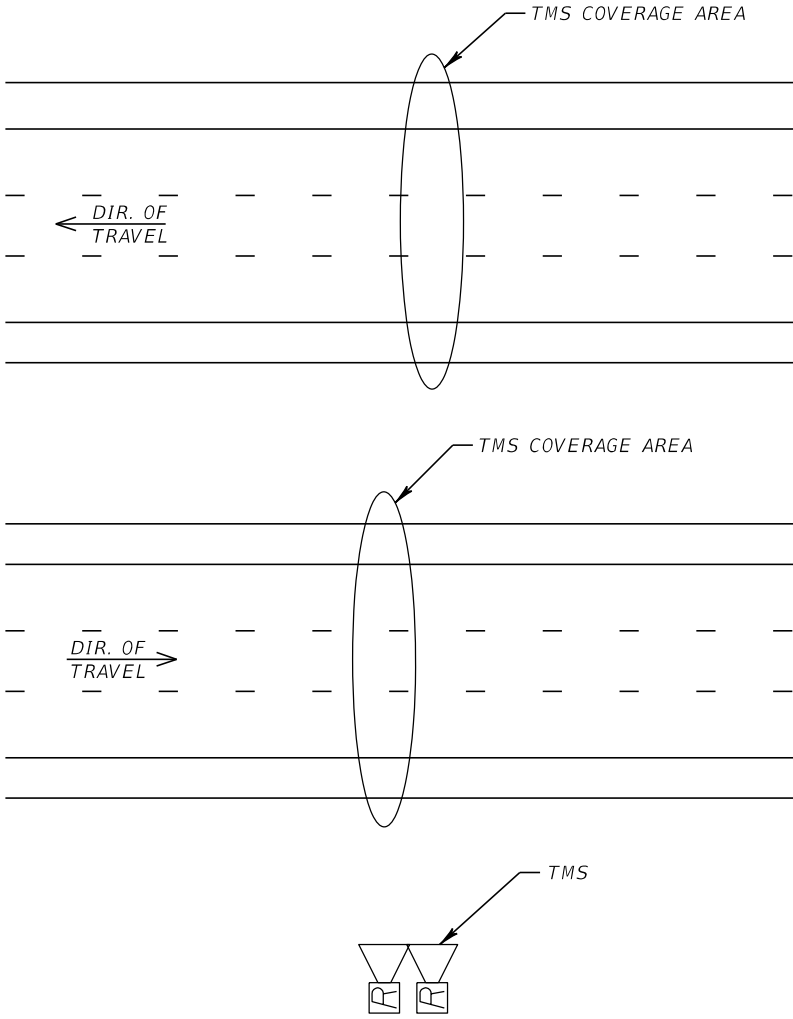
DETAIL-A



DETAIL-B

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	DCS AND THREE LINE DMS DEVICE CO-LOCATION DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						M-2

TYPICAL 4 & 6 LANE DIVIDED HIGHWAY



TYPICAL TMS
INSTALLATION DETAILS
SIDE VIEW

NOTE TO EOR:
INCLUDE OR REMOVE CAMERA AS NEEDED. DESIGNER SHALL IDENTIFY THE LOCATION OF TMS WITH RESPECT TO CAMERA AND CABINET IN THE DETAIL THAT WILL NOT CONFLICT WITH CAMERA LOWERING DEVICE.

- NOTES:
- 1. ONLY MANUFACTURER CABLE SHALL BE USED FROM TMS DEVICE CABINET TO SURGE PROTECTORS IN CABINET.
 - 2. POLE MOUNTED CABINET TO BE ORIENTED PER THE PLAN SHEETS.
 - 3. SEE SHEETS J-SHEETS & L-SHEETS FOR ADDITIONAL CABINET, CONDUITS AND GROUNDING DETAILS

REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY

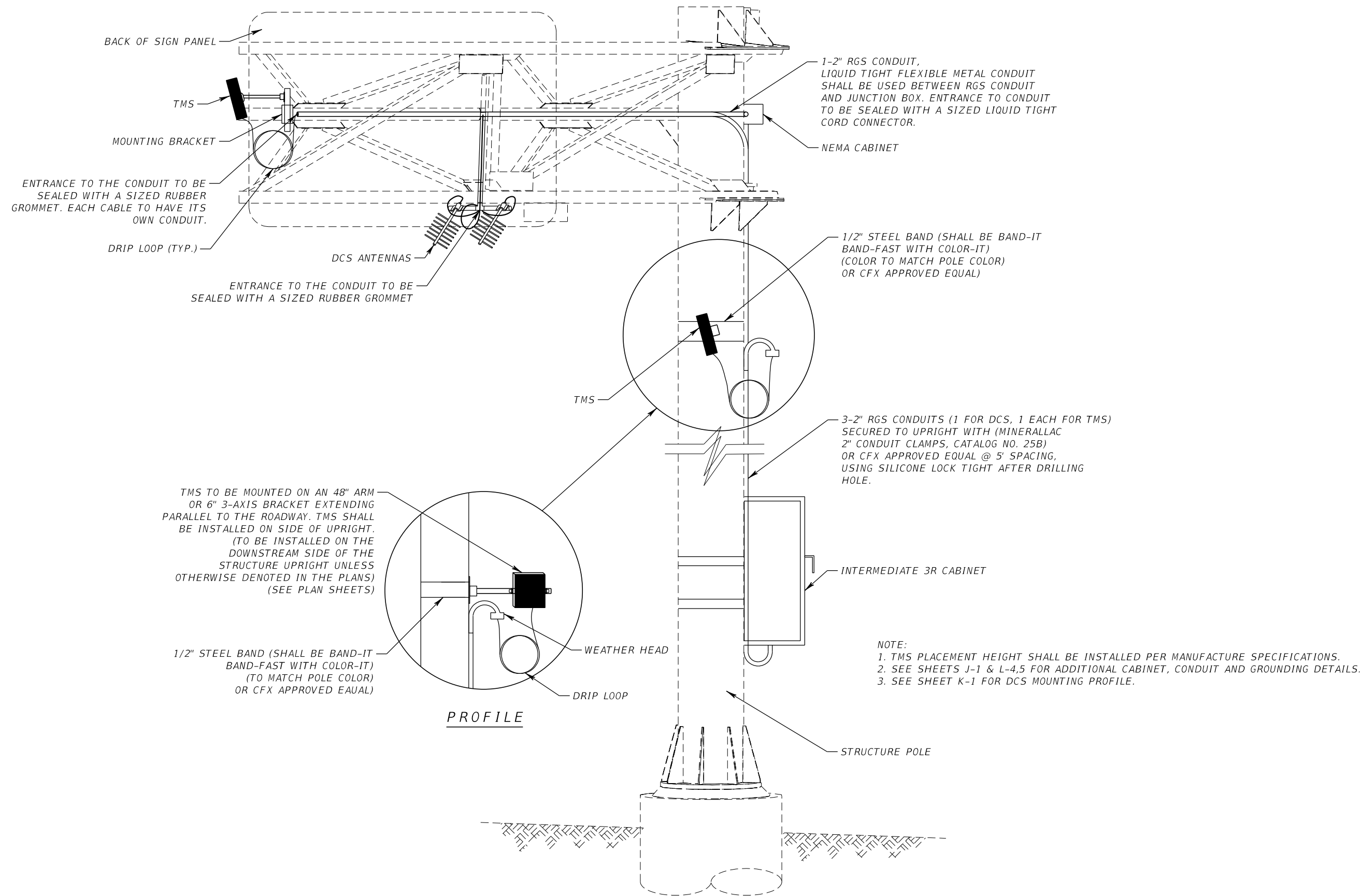
CENTRAL FLORIDA
EXPRESSWAY AUTHORITY

CENTRAL
FLORIDA
EXPRESSWAY
AUTHORITY

TRAFFIC MONITORING STATIONS
INSTALLATION DETAILS

SHEET
NO.
N-1

VERSION 9

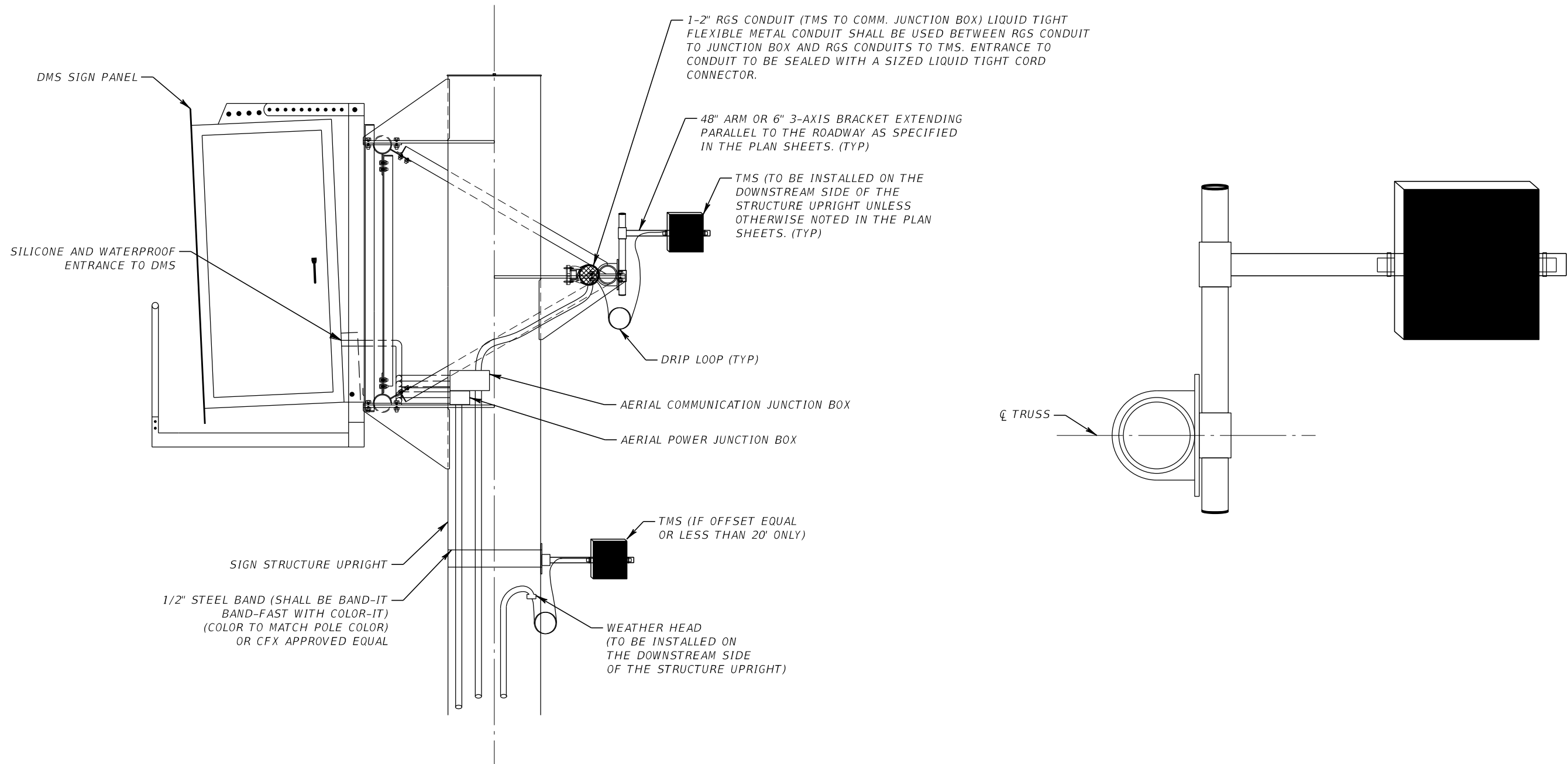


TYPICAL SIGN STRUCTURES WITH TMS & DCS INSTALLATION DETAILS

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TRAFFIC MONITORING STATIONS, DCS AND SIGN CO-LOCATION DETAILS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						N-2

VERSION 9

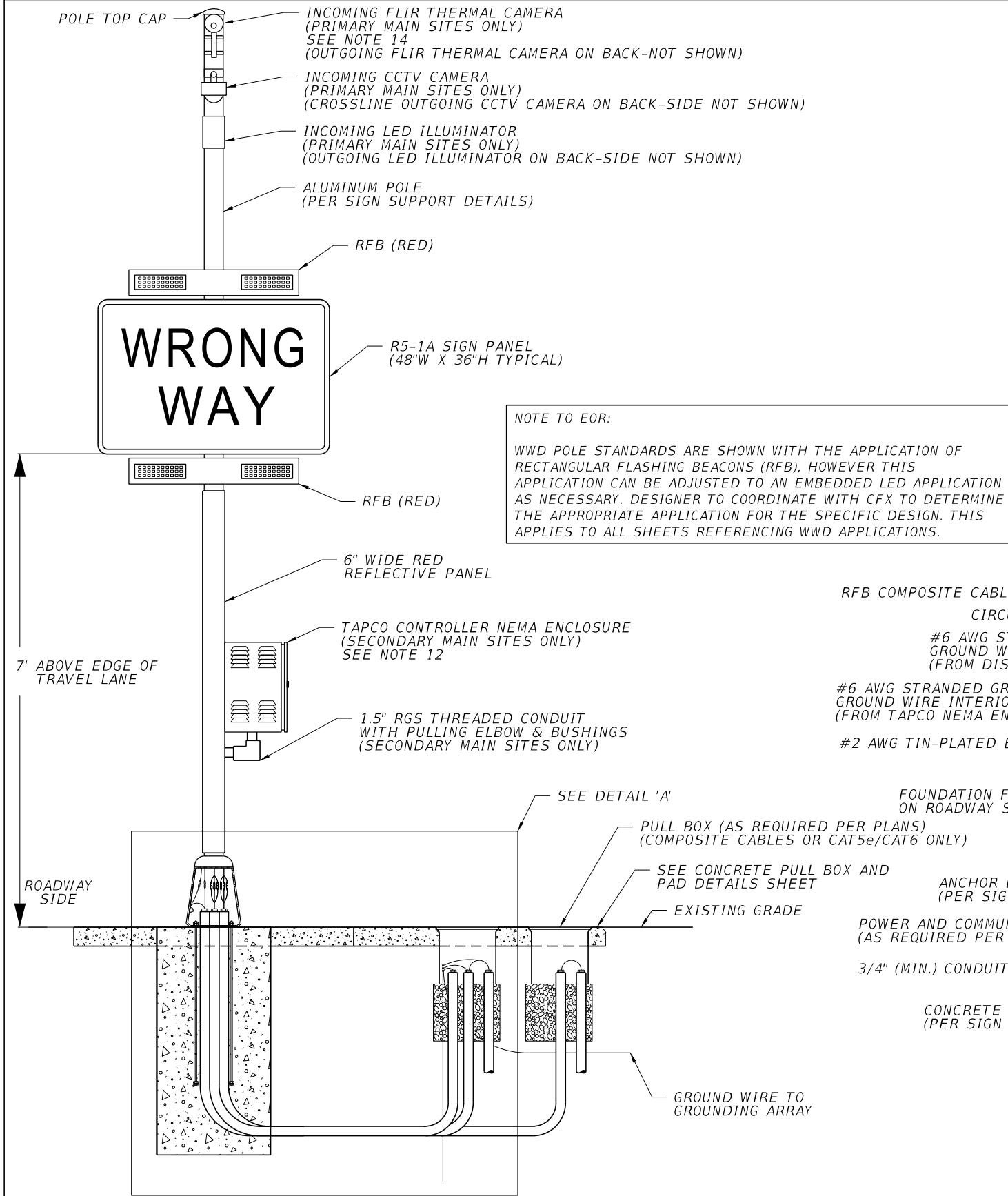


- NOTES:
1. SENSOR SHOWN MOUNTED TO BACK CORD.
 2. SEE SHEET M-2 FOR DMS WIRING DIAGRAM.

SIGN STRUCTURE MOUNTED TMS (PROFILE)

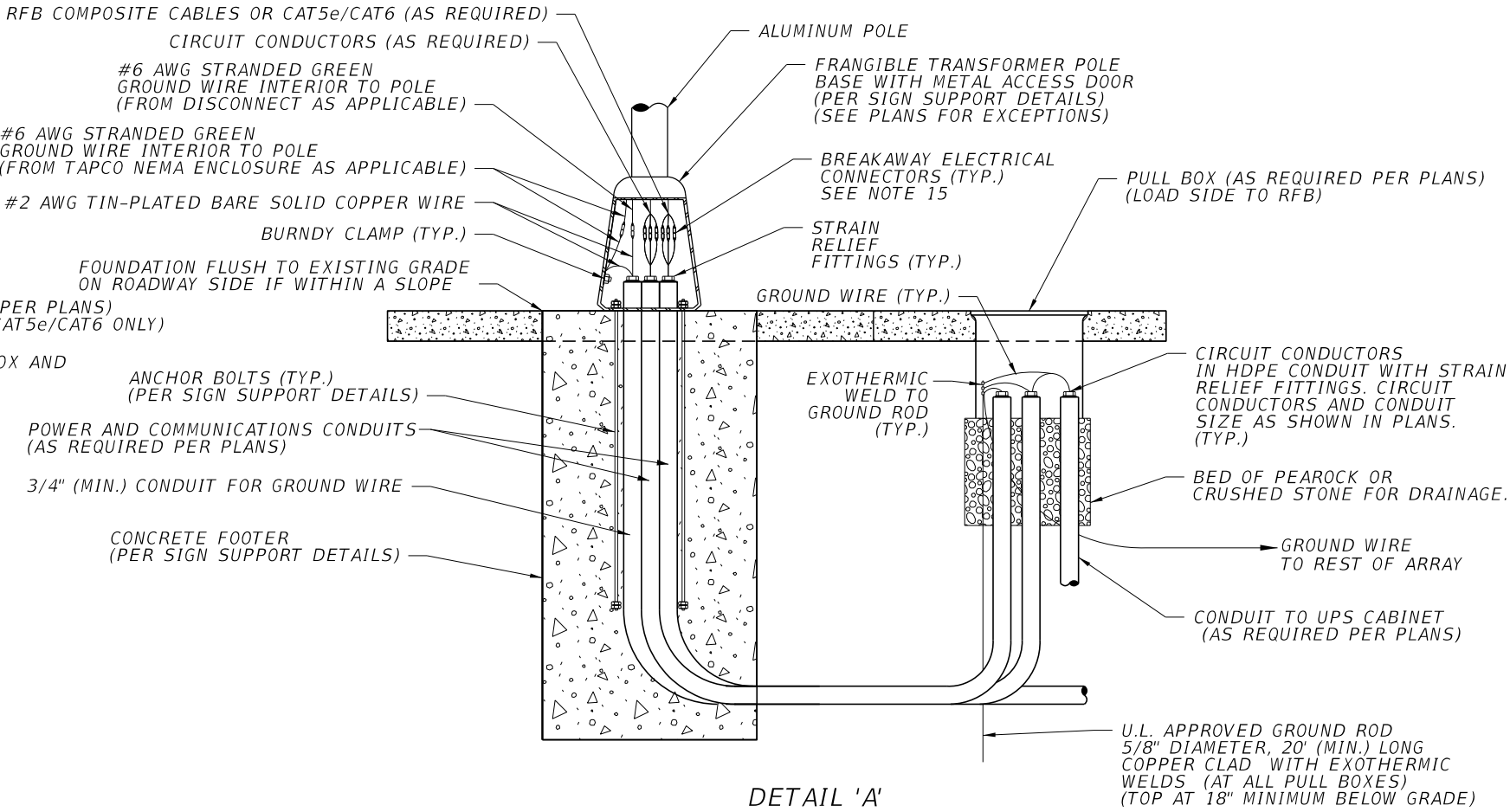
NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TRAFFIC MONITORING STATIONS SIGN STRUCTURE MOUNTING DETAILS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											N-3



NOTES

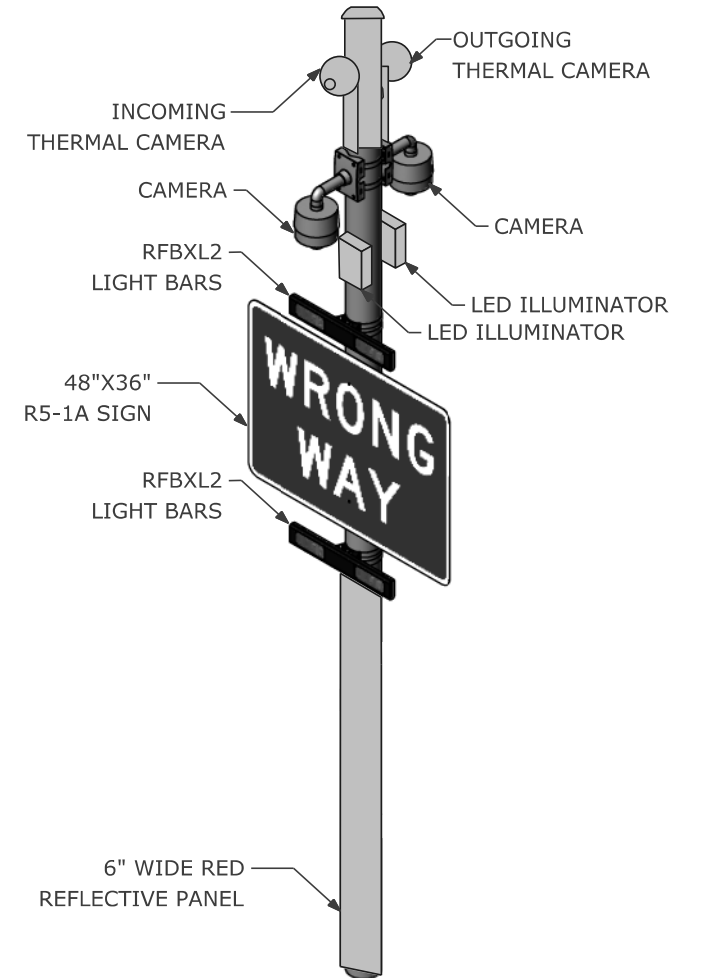
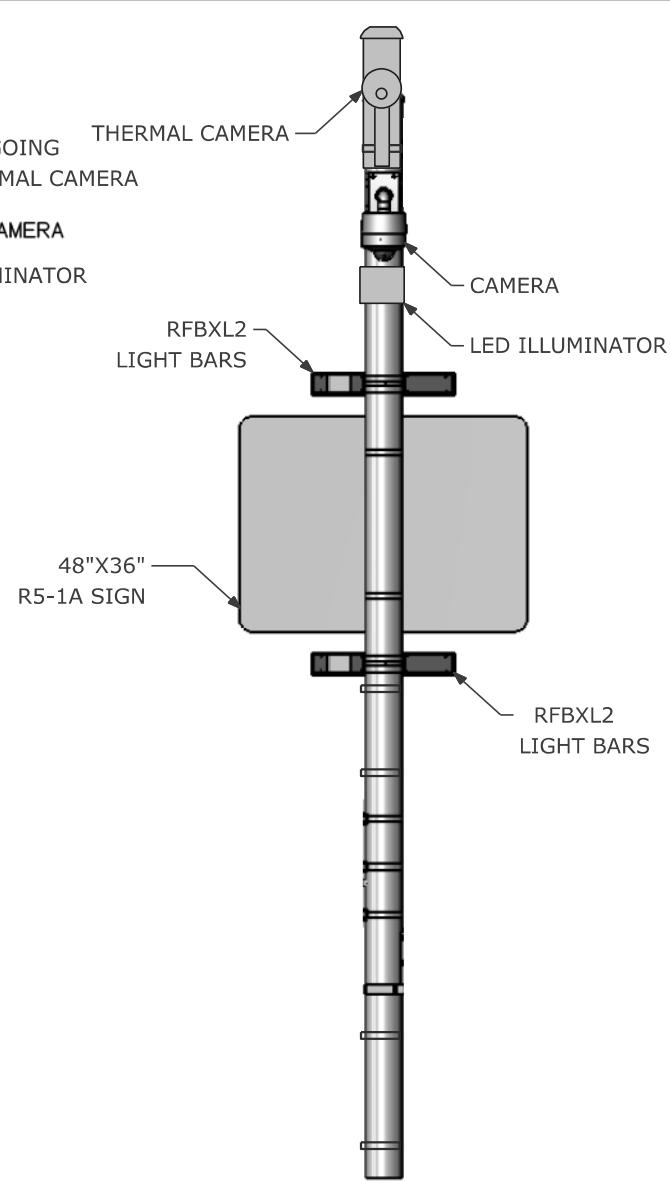
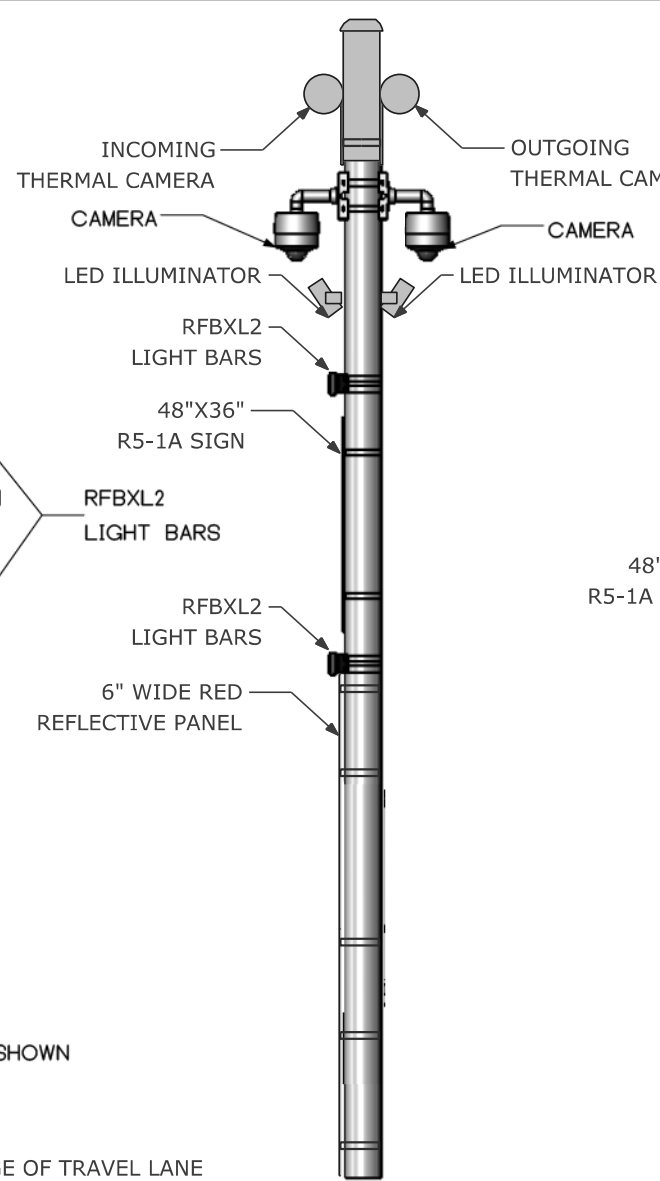
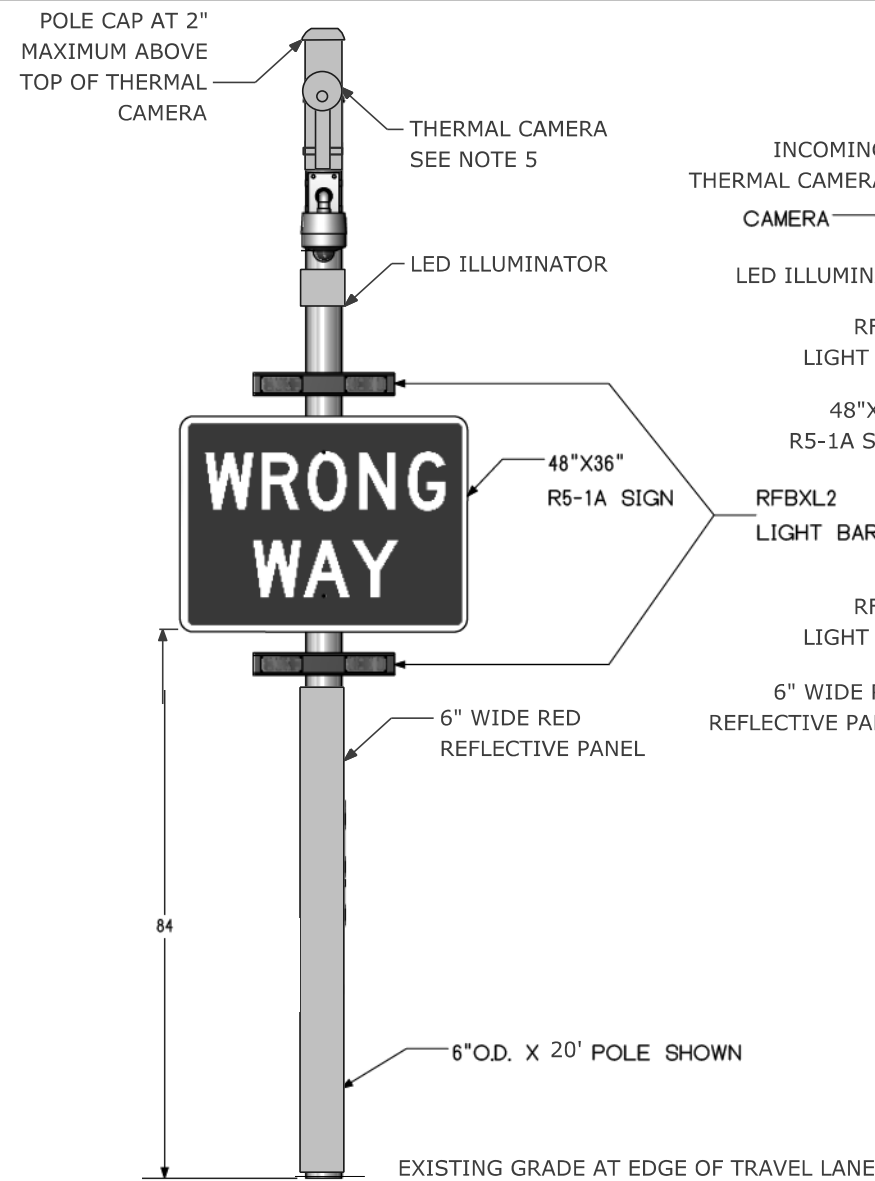
1. ALUMINUM POLES AND TRANSFORMER BASES SHALL MEET THE REQUIREMENTS OF SECTION 646 OF THE FDOT SPECIFICATIONS AND THE SIGN SUPPORT DETAILS SHEETS.
2. SIGN PANEL, WIND BEAM, FOOTER AND COLUMN (POLE) SHALL BE INSTALLED IN ACCORDANCE WITH FDOT INDEX 700-010 AND SECTION 700 OF THE FDOT SPECIFICATIONS. FINISH SHALL BE PER PLANS.
3. HEIGHT AND OFFSET TO SIGN COLUMN SHALL BE IN ACCORDANCE WITH FDOT INDEX 700-101 AND PER PLANS.
4. WHEN ALUMINUM COLUMN (POSTS) ARE INSTALLED WITH A FRANGIBLE PEDESTAL POLE BASES, ENGAGE ALL THREADS ON THE PEDESTAL POLE BASE AND PIPE UNLESS THE PIPE IS FULLY SEATED INTO BASE. CONTRACTOR SHALL PROVIDE A POLE, TRANSFORMER BASE AND ANCHOR BOLTS MEETING THE REQUIREMENTS SHOWN ON THE SIGN SUPPORT DETAILS SHEETS.
5. MECHANICAL FASTENERS USED TO ATTACH SIGN PANELS TO WIND BEAMS, BRACKETS AND SPLICE PLATES FOR ALL PANELS SHALL BE COUNTERSUNK SCREWS. PATCH ALL COUNTERSUNK SCREWS ON ALL NEW SIGN FACES. SEE SPECIAL PROVISIONS.
6. A CONCRETE SLAB SHALL BE INSTALLED AROUND ALL FLASHING BEACON ASSEMBLIES AND CONSIDERED INCIDENTAL TO POLE. IN AREAS WHERE SPACE IS LIMITED SLAB DIMENSIONS MAY BE ADJUSTED AS SHOWN IN THE PLANS AND APPROVED BY THE ENGINEER. SEE CONCRETE PULL BOX AND PAD DETAILS SHEET FOR ADDITIONAL INFORMATION.
7. A CONCRETE SLAB SHALL BE INSTALLED AROUND ALL PULL BOXES AND CONSIDERED INCIDENTAL TO PULL BOX. IN AREAS WHERE SPACE IS LIMITED SLAB DIMENSIONS MAY BE ADJUSTED AS SHOWN IN THE PLANS AND APPROVED BY THE ENGINEER.
8. FOR RFB OR LED ASSEMBLIES CONNECTED TO CONVENTIONAL POWER, PROVIDE SINGLE POLE NON-FUSED WATERTIGHT BREAKAWAY ELECTRICAL CONNECTORS IN THE FRANGIBLE PEDESTAL POLE BASE.
9. CONNECTION OF CONTROLLER CABINET TO THE SIGN COLUMN SHALL BE IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.
10. ALL WIRING SHALL RUN INTERNAL TO POLE. HOLES SHALL BE DRILLED AND DEBURRED TO ALLOW WIRE ENTRY FROM DETECTORS, RFB AND NEMA ENCLOSURES.
11. HOLES DRILLED IN SIGN COLUMN FOR WIRE ENTRY SHALL USE A RUBBER GROMMET OR BUSHING AND SILICONE TO PROTECT WIRING AND PROVIDE A WEATHER TIGHT INSTALLATION.
12. FOR THE SECONDARY MASTER RADIO ACTIVATED SITE ONLY, AN ELECTRICAL DISCONNECT SHALL BE INSTALLED ON THE SIGN COLUMN (POLE). PROVIDE A 1.5\"/>
13. SEE MOUNTING DETAILS FOR ADDITIONAL INFORMATION.
14. INSTALL AT A MOUNTING HEIGHT PER MANUFACTURE'S RECOMMENDATION.
15. BREAKAWAY CONNECTORS SHALL BE INSTALLED IN ADJACENT PULL BOX WHEN NO TRANSFORMER BASE IS INSTALLED. STRAIN RELIEF FITTINGS WILL BE OMITTED IN THIS CASE BETWEEN POLE AND PULL BOX ONLY.



CONVENTIONAL AC POWERED RFB

DETAIL 'A'
POLE WIRING DETAIL
THERMAL DETECTION NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	WWD POLE INSTALLATION DETAIL	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
										0-1



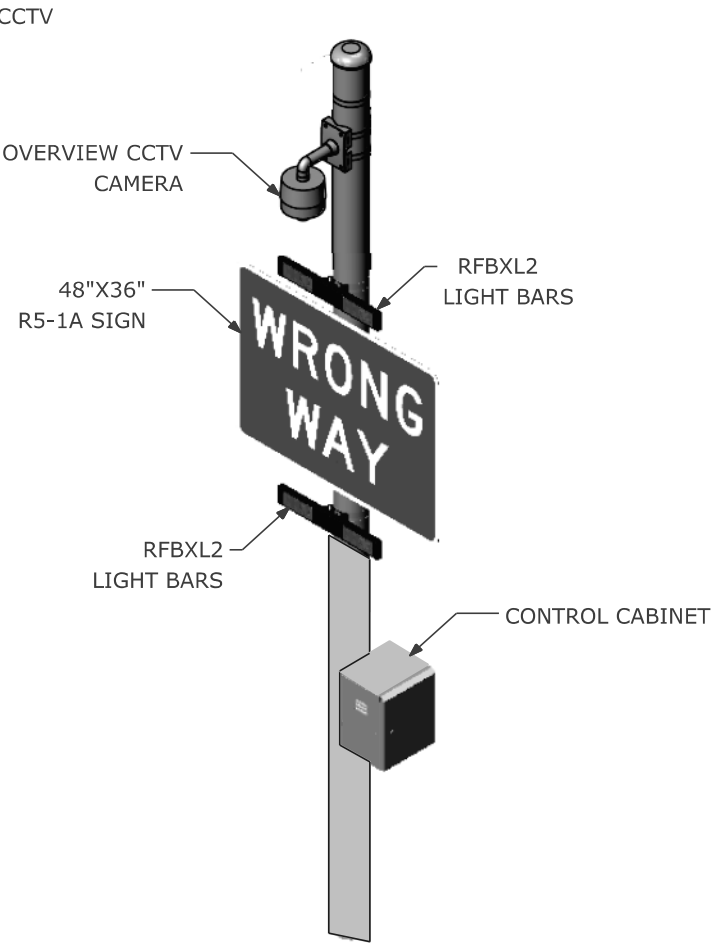
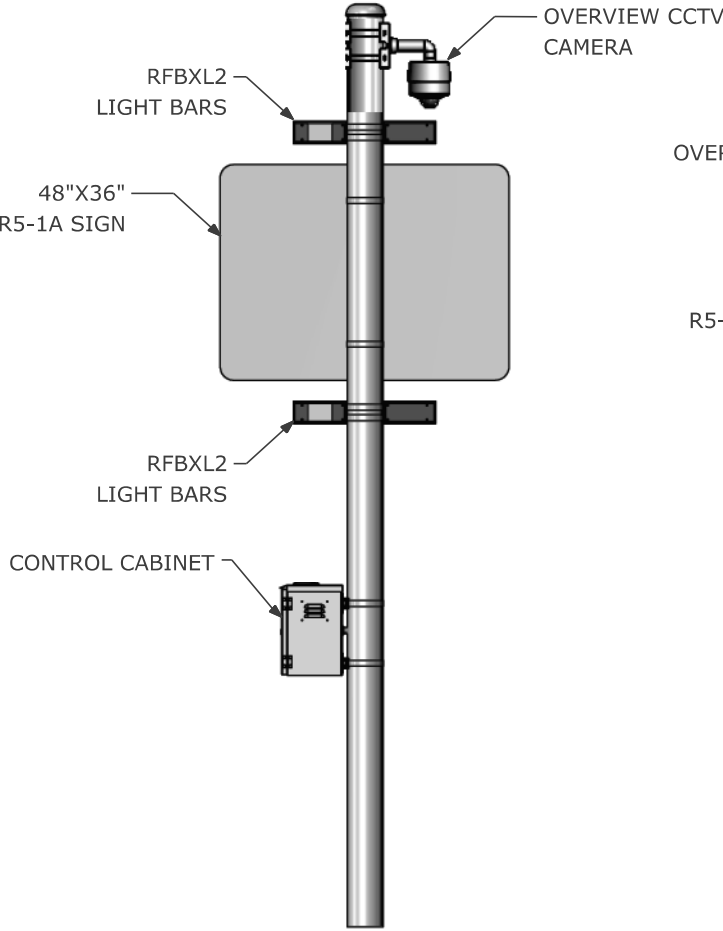
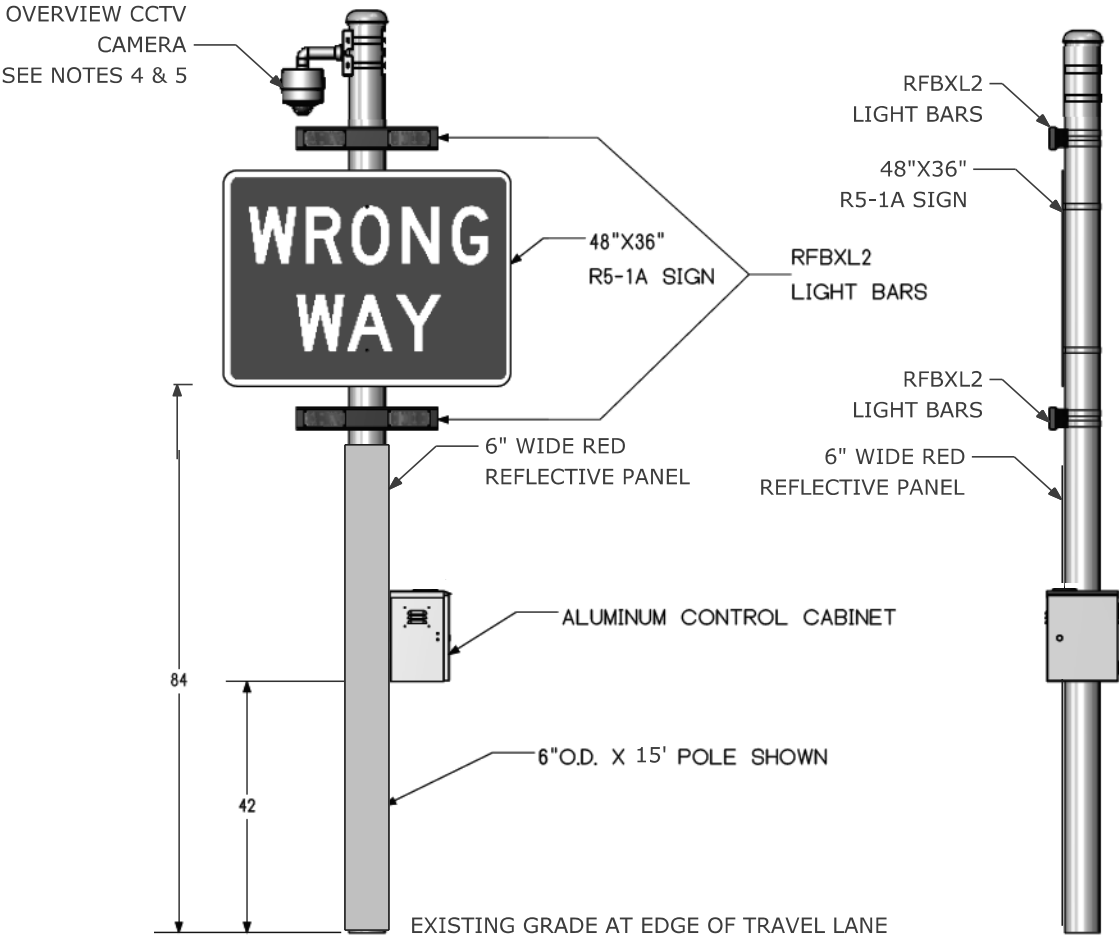
NOTES:

1. CONTROL CABINET HEIGHT MAY VARY.
2. SNAP LOCKS ARE PROVIDED, STANDARD 3/4" S/S BANDING IS RECOMMENDED
3. ALL DIMENSIONS ARE FOR REFERENCE ONLY
4. MOUNT EQUIPMENT PER VENDOR/ MANUFACTURER RECOMMENDATIONS.
5. LENS OF THERMAL CAMERA SHALL BE MOUNTED 20' ABOVE EDGE OF NEAREST TRAVEL LANE.

PRIMARY MAIN RFB POLE

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	RFB MOUNTING DETAILS	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
										0-2

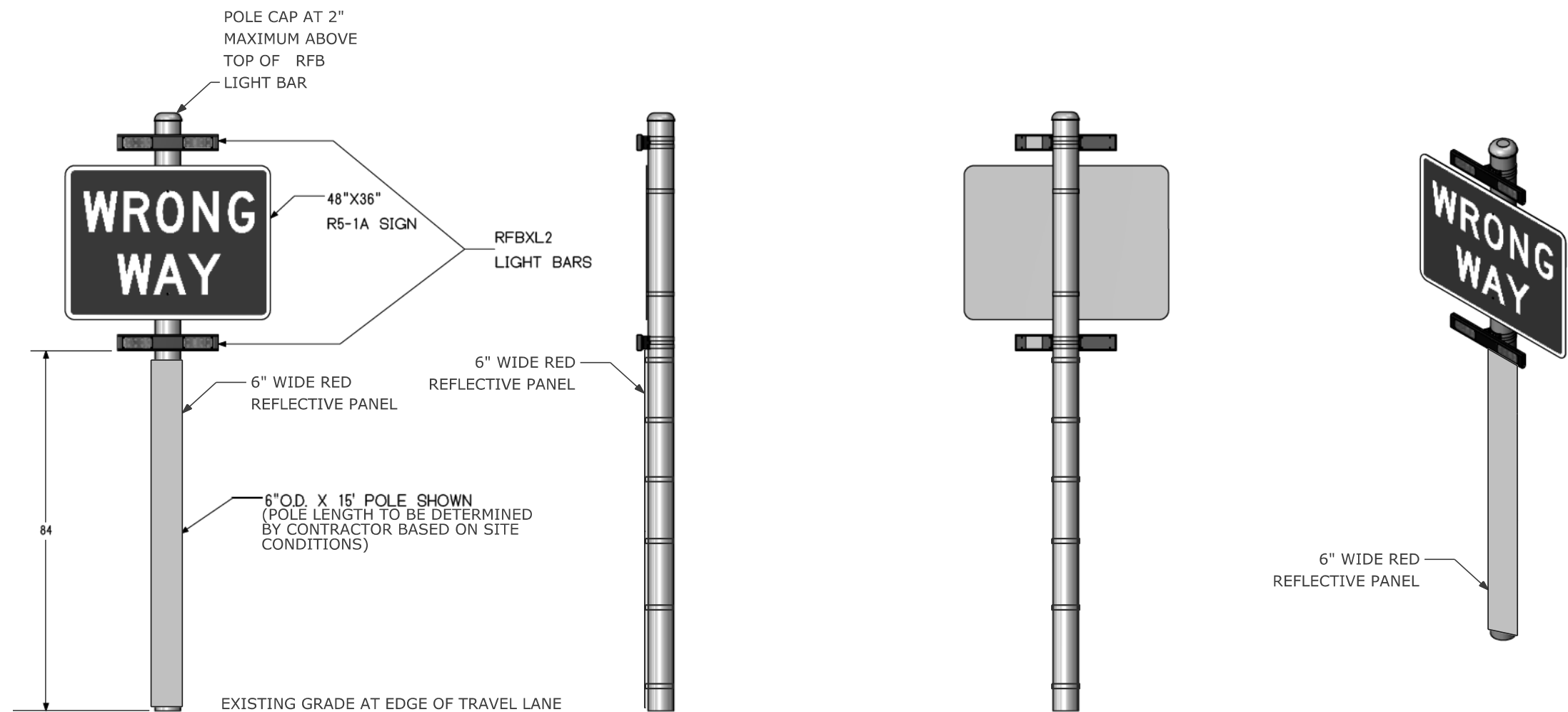
VERSION 9



- NOTES:**
- 1 CONTROL CABINET HEIGHT MAY VARY.
 - 2. SNAP LOCKS ARE PROVIDED, STANDARD 3/4" S/S BANDING IS RECOMMENDED
 - 3. ALL DIMENSIONS ARE FOR REFERENCE ONLY
 - 4. CCTV OVERVIEW CAMERA ORIENTATION SHALL BE COORDINATED WITH TAPCO PRIOR TO INSTALLATION TO ENSURE OPTIMAL VIEW OF THE RAMP.
 - 5. CCTV OVERVIEW CAMERA DOME SHALL HAVE A MINIMUM SEPARATION OF 1-FT BETWEEN BOTTOM OF DOME TO TOP OF RFB.

SECONDARY MAIN RFB POLE

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	RFB MOUNTING DETAILS	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					0-3	



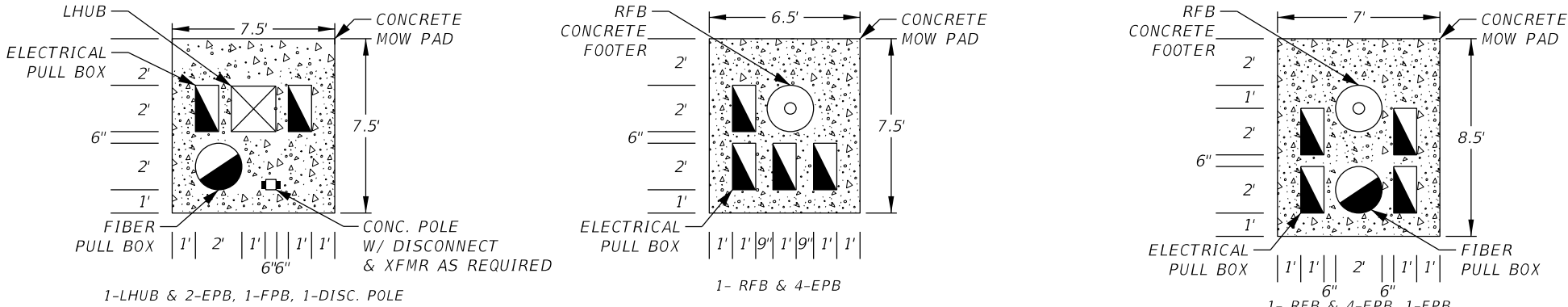
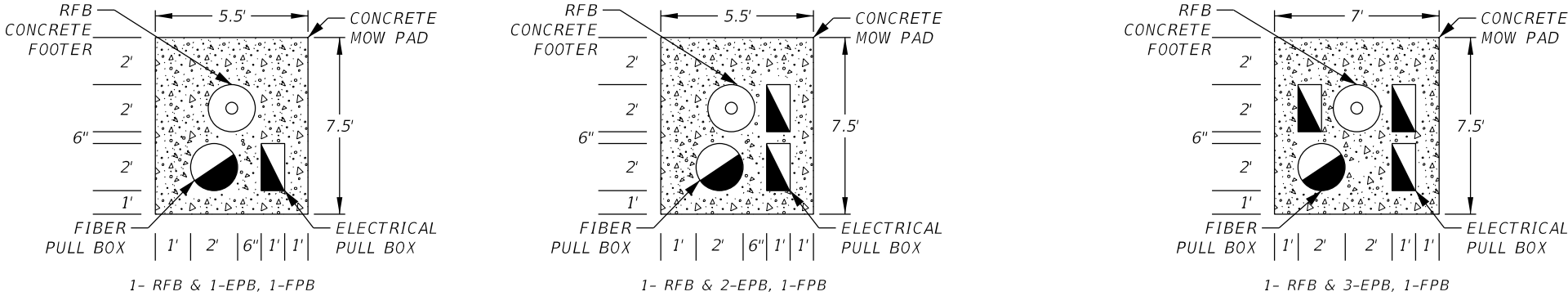
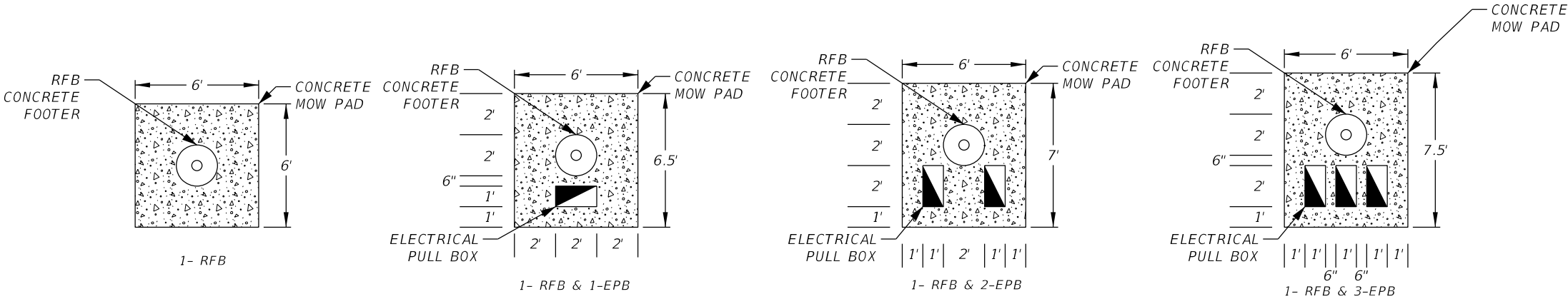
- NOTES:**
- 1. SNAP LOCKS ARE PROVIDED, STANDARD 3/4" S/S BANDING IS RECOMMENDED
 - 2. ALL DIMENSIONS ARE FOR REFERENCE ONLY

PRIMARY AND SECONDARY ANCILLARY RFB POLE

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	RFB MOUNTING DETAILS	SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					
										0-4

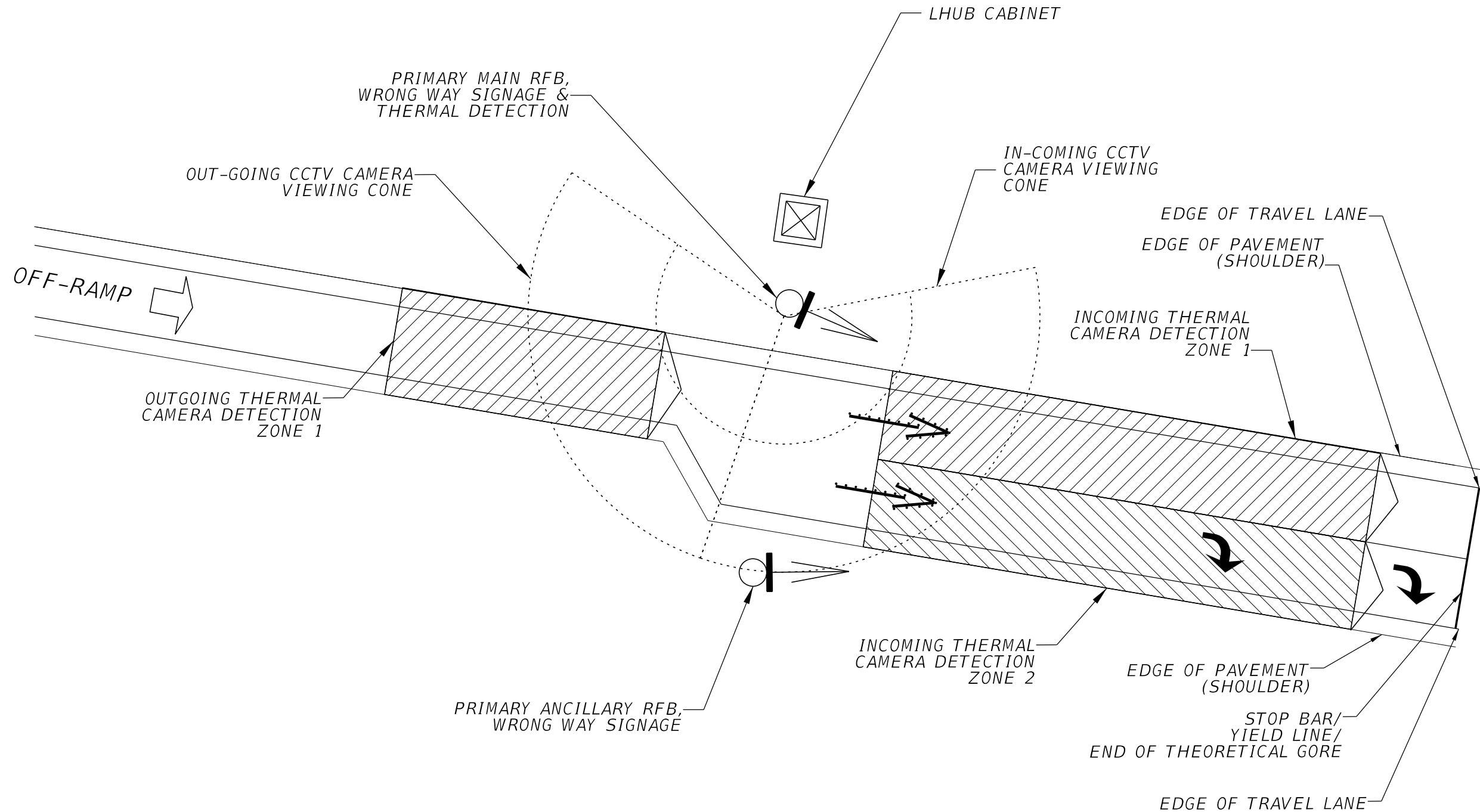
NOTE: CONCRETE PADS MAY REQUIRE FIELD ADJUSTMENTS TO ACCOMMODATE EXISTING CONDITIONS. CONTACT ENGINEER FOR APPROVALS ON PAD ADJUSTMENTS. ALL MOW PADS ARE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE PROPOSED INFRASTRUCTURE. DEPTH OF MOW PAD SHALL BE 6-INCHES.

CONCRETE MOW PAD DETAILS



N.T.S.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	WWD CONCRETE PULL BOX & MOW PAD DETAILS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						0-5



TYPICAL THERMAL CAMERA DETECTION LAYOUT

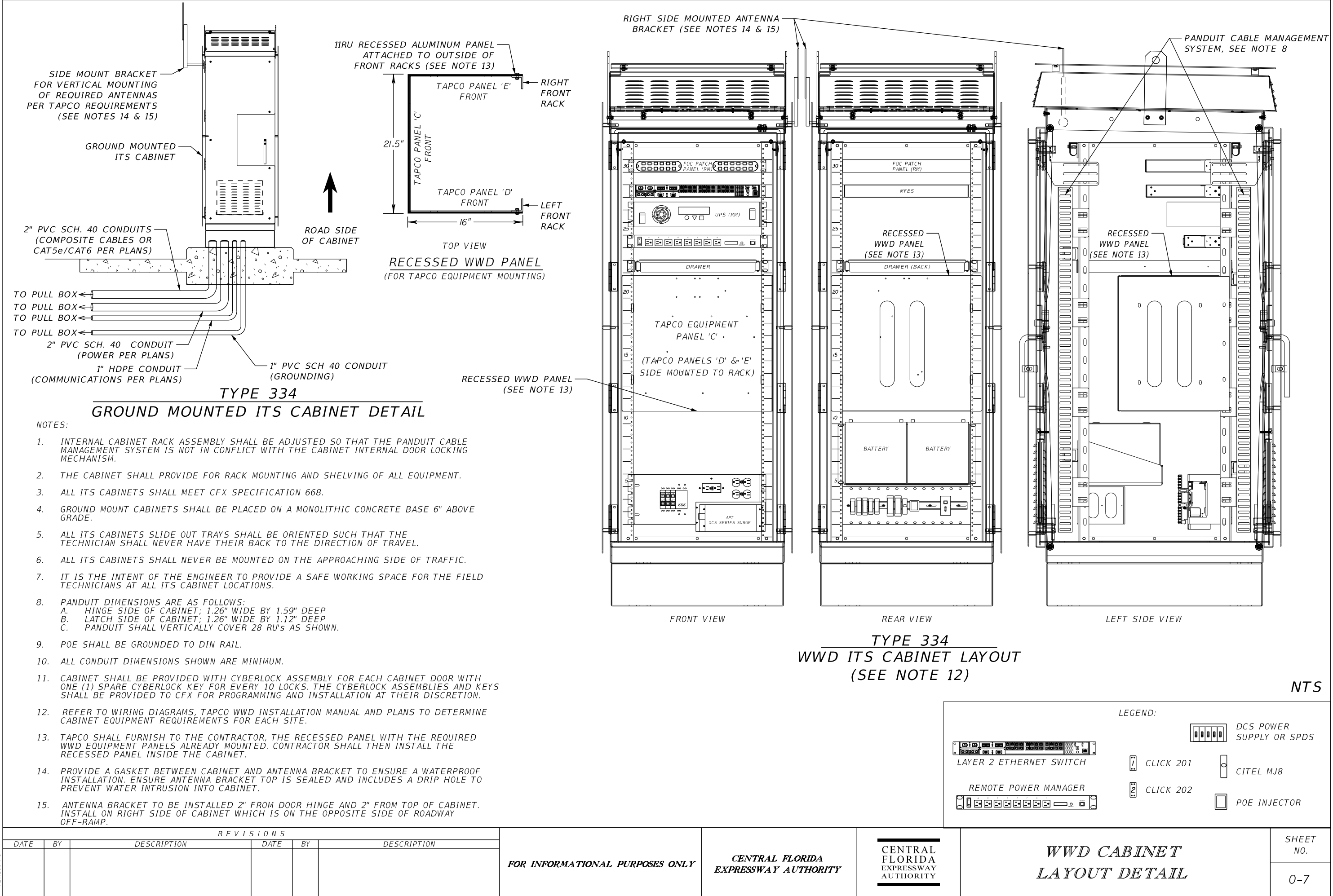
NOTES:

1. CONTRACTOR SHALL COORDINATE WITH
TAPCO REPRESENTATIVE TO FIELD-ADJUST
EACH INSTALLATION FOR MAXIMUM ACCURACY.

2. DETECTION ZONES SHALL INCLUDE
COVERAGE OF THE ROADWAY SHOULDERS.

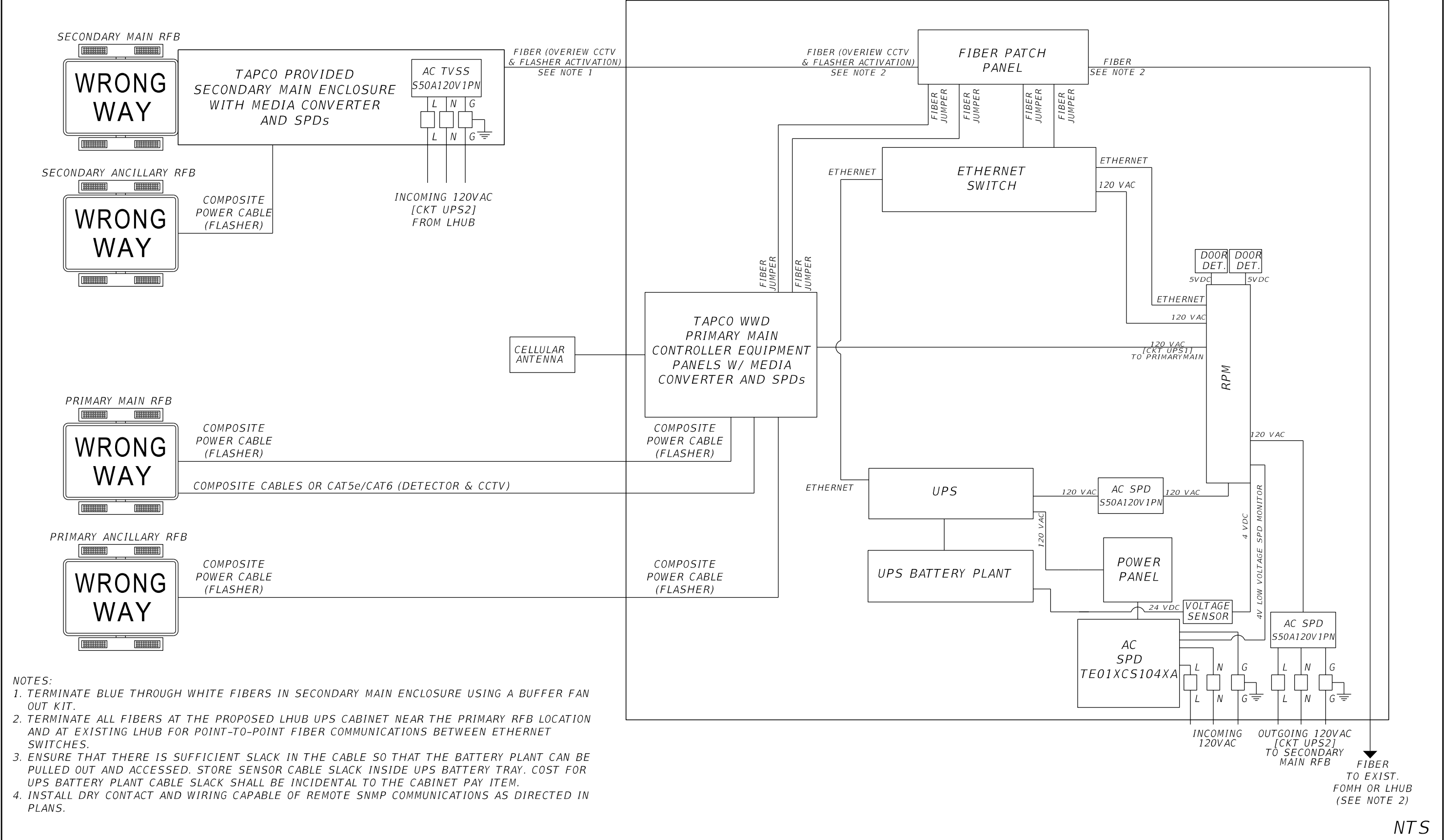
N.T.S

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	TYPICAL RAMP WWD THERMAL DETECTION		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						0-6

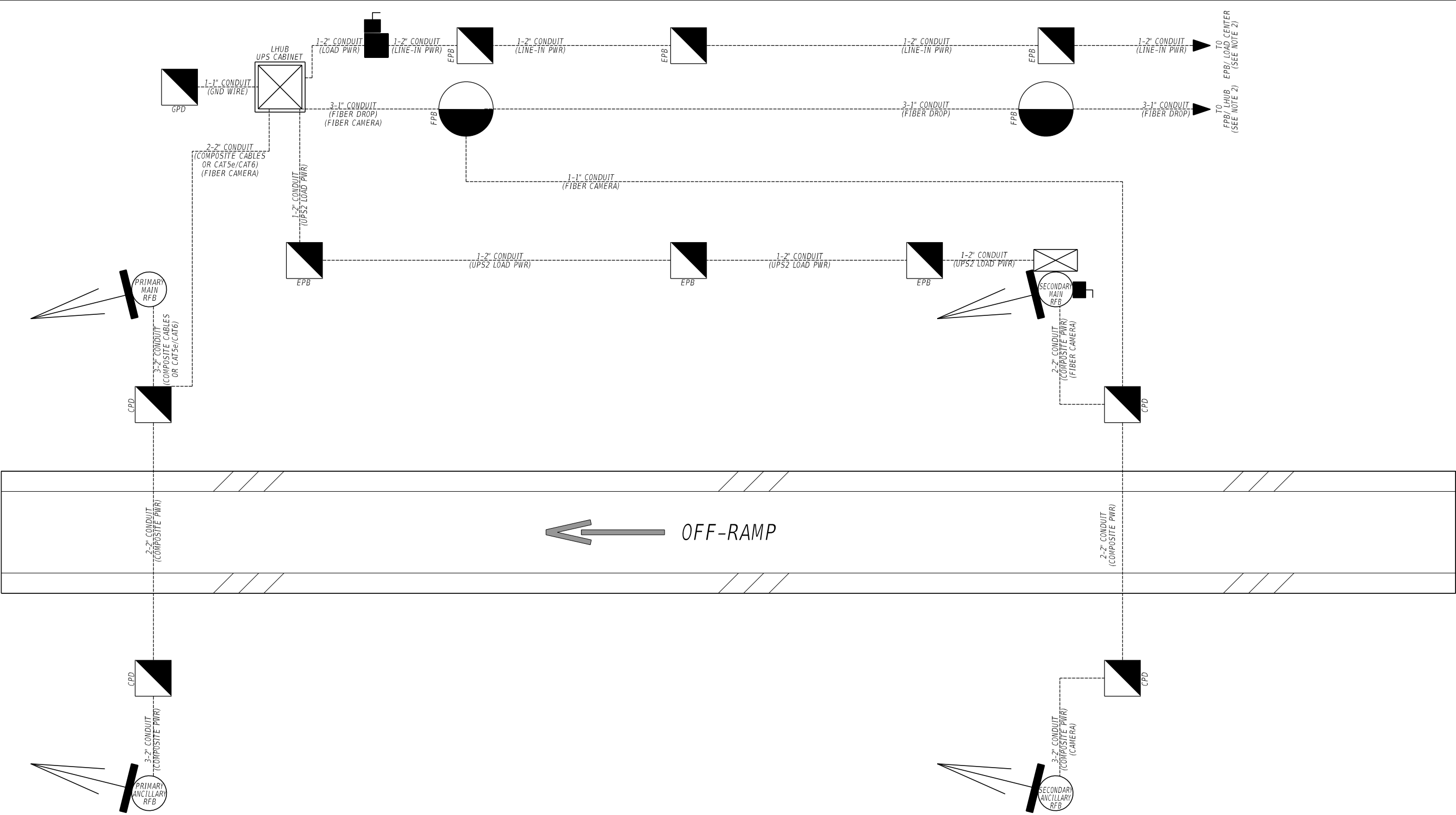


PROPOSED RAMP WWD CONNECTION DIAGRAM

LHUB TYPE 334 UPS CABINET



REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	WWD WIRING DIAGRAM	NTS	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					SHEET NO.	
										0-8	



- NOTES:
- 1. DIRECTIONAL BORE CASINGS NOT SHOWN.
 - 2. NOT ALL CONDUIT ROUTING IS SHOWN FOR FIBER AND POWER CONNECTIONS TO LHUBs, FOMHs, FPBs OR LOAD CENTERS. SEE PLANS FOR ADDITIONAL REQUIREMENTS.
 - 3. VARIATIONS MAY OCCUR DEPENDING ON INCOMING POWER AND FIBER DIRECTION. SEE PLANS FOR ADDITIONAL REQUIREMENTS.

NTS

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	WWD TYPICAL CONDUIT ROUTING DETAIL		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						0-9

WRONG WAY DETECTION DEVICE (WWDD) & FOUNDATION GENERAL NOTES

GN.01. CONSTRUCTION SPECIFICATIONS:

A. FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION JULY 2019 AND SUPPLEMENTS THERETO.

GN.02. DESIGN SPECIFICATIONS:

- A. AASHTO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, FIRST EDITION 2015 AND INTERIMS THROUGH 2017.
- B. FDOT MODIFICATIONS TO LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS (LRFDLTS-1), JANUARY 2019.

GN.03. DESIGN LOADING:

- A. WIND LOADS:
DESIGN WIND SPEED: 140 MPH BASED ON 300 YEAR EXTREME EVENT LIMIT STATE.
- B. ASSUMED WIND AREAS & ASSUMED DEAD LOADS:
- TAPCO CONTROL CABINET: 1.95 SQ. FT. EPA & 68.00 LBS. WEIGHT
 - RFB (RED): 1.5 SQ. FT. EPA & 3.5 LBS. WEIGHT
 - WRONG WAY SIGN (R5-1A) PANEL: 12.0 SQ. FT. EPA & 16.0 LBS. WEIGHT
 - CAMERA: 0.40 SQ. FT. EPA & 6.5 LBS. WEIGHT
 - THERMAL CAMERA: 0.77 SQ. FT. EPA & 3.0 LBS. WEIGHT

IF AN ATTACHMENT INTENDED FOR USE EXCEEDS THE PROJECTED WIND AREA OR TOTAL WEIGHT, NOTIFY THE ENGINEER OF RECORD FOR DESIGN VERIFICATION PRIOR TO PROCUREMENT OR FABRICATION OF THE WWDD.

GN.04. POLE MATERIALS:

- A. POLE AND POLE CONNECTION EXTRUSIONS:
- ALUMINUM ASSOCIATION ALLOY 6061-T6 OR ALLOY 6063-T6 (ASTM B209, B221, B308 OR B429)
- B. BARS, PLATES, STIFFENERS:
- ASTM B221, ALLOY 6062-T6
- C. CAPS AND COVERS:
- ASTM B-26, ALLOY 319-F
- D. ALUMINUM WELD MATERIAL:
- ER 4043
- E. TRANSFORMER AND FRANGIBLE BASE MATERIALS:
- ASTM B26 OR ASTM B108, ALLOY 356-T6
- F. BOLTS, NUTS AND WASHERS:
- SHOE BASE BOLTS:
ASTM F3125, GRADE A325, TYPE 1
 - NUTS:
ASTM A563, GRADE DH HEAVY-HEX
 - WASHERS:
ASTM F436, TYPE 1
- G. ANCHOR BOLTS, NUTS AND WASHERS:
- ANCHOR BOLTS:
1 IN. DIA ASTM F1554, GRADE 55
 - NUTS:
ASTM A563, GRADE A HEAVY-HEX
 - PLATE WASHER:
ASTM A36
- H. STAINLESS STEEL FASTENERS:
- ASTM F593 ALLOY GROUP 2, CONDITION A, CW1 OR SH1
- I. NUT COVERS:
- ASTM B26 (319-F)

GN.05. CONCRETE:

CLASS I CONCRETE, F'C = 3000 PSI (MIN. 28 DAY COMPRESSIVE STRENGTH)

GN.06. REINFORCING STEEL:

REINFORCING STEEL SHALL BE ASTM A 615, GRADE 60

GN.07. FRANGIBLE BASE, BASE SHOE AND CLAMP:

CERTIFY THAT THE CLAMP, TRANSFORMER BASE AND BASE SHOE CONFORM TO THE CURRENT FHWA FRANGIBILITY REQUIREMENTS AND ARE CAPABLE OF PROVIDING THE REQUIRED CAPACITY. ENGAGE ALL THREADS ON THE TRANSFORMER BASE AND POST UNLESS ALUMINUM POLE IS FULLY SEATED INTO BASE.

GN.08. COATINGS/FINISH:

- A. ALL NUTS,BOLTS,WASHERS AND THREADED BARS/STUDS:
- ASTM F2329
- B. ALL OTHER STEEL ITEMS, PLATES, AND WASHERS:
- ASTM A123

GN.09. WELDING:

ALL ALUMINUM WELDING MUST BE IN ACCORDANCE WITH AWS D1.2.

GN.10. SHOP DRAWINGS:

SUBMIT SHOP DRAWINGS FOR THE POLE ASSEMBLY INCLUDING FRANGIBLE BASE INFORMATION CERTIFICATIONS AND TEST DATA FOR REVIEW AND APPROVAL.

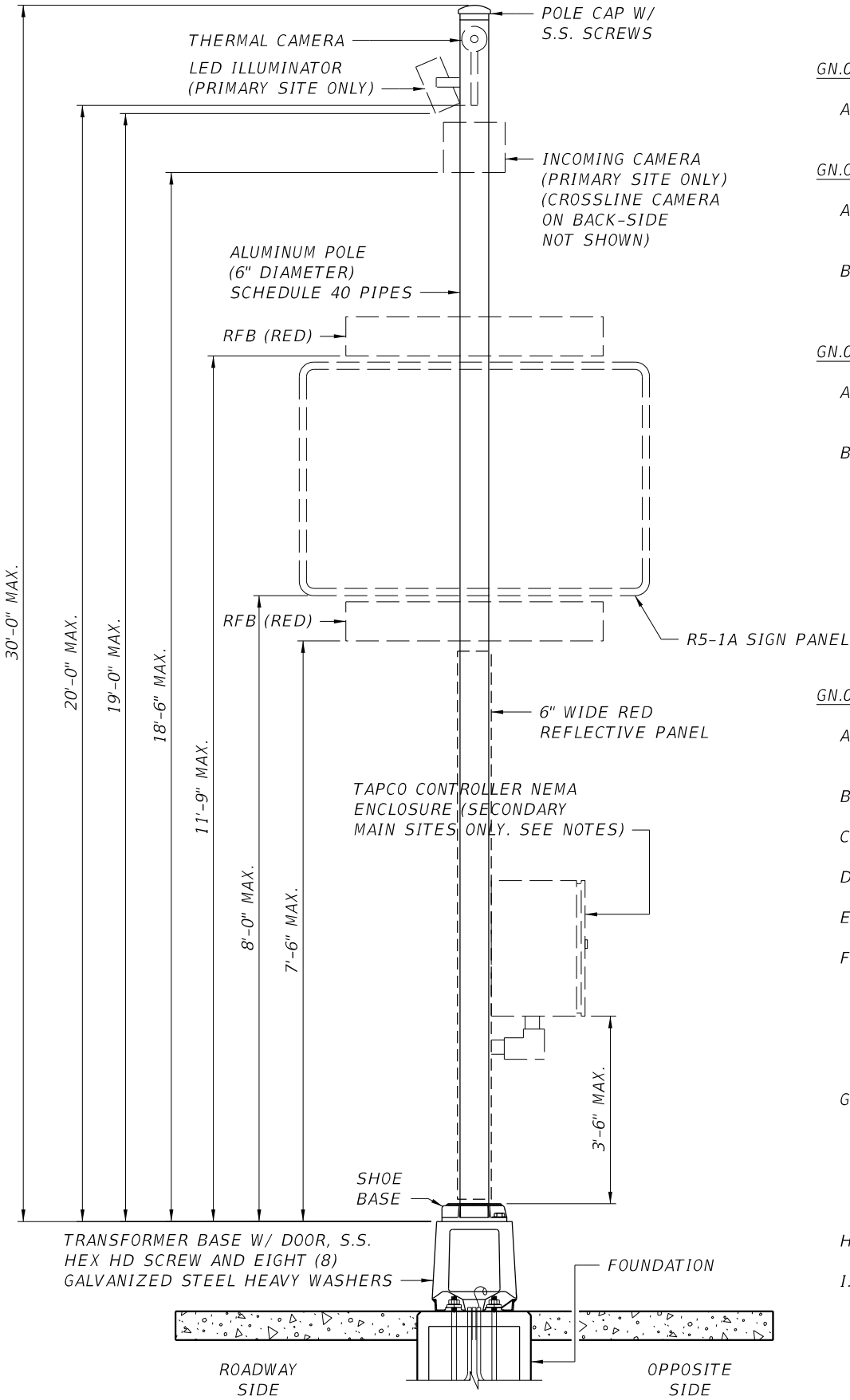
GN.11. PLANS REFERENCES:

FOR LOCATION OF SIGNS AND OTHER ATTACHMENTS TO THE POLE AND POLE HEIGHTS, SEE SIGNING PLANS SHEETS.

INSTALL SIGN PANEL AND WIND BEAM IN ACCORDANCE WITH INDEX 700-010 AND SPECIFICATION 700.

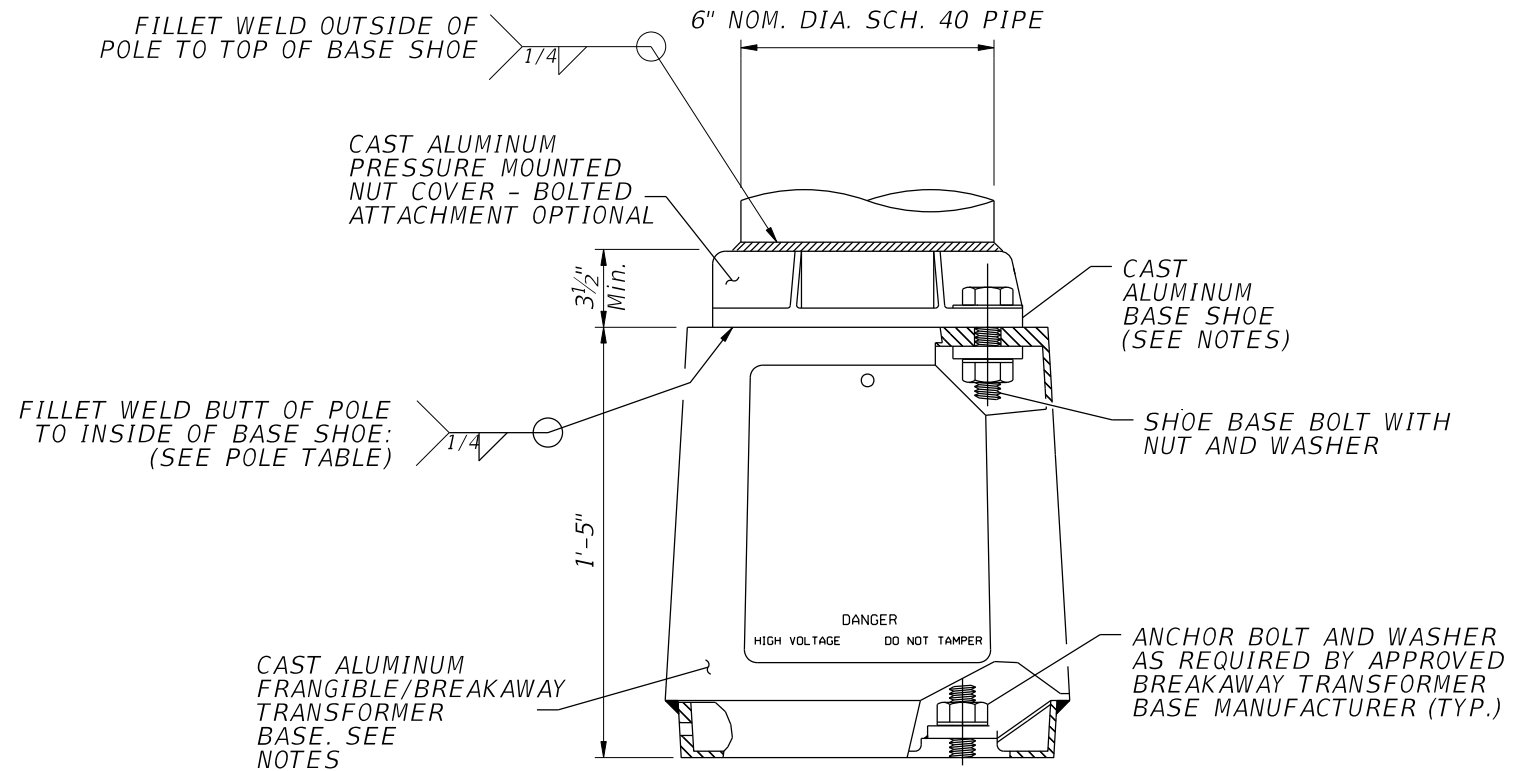
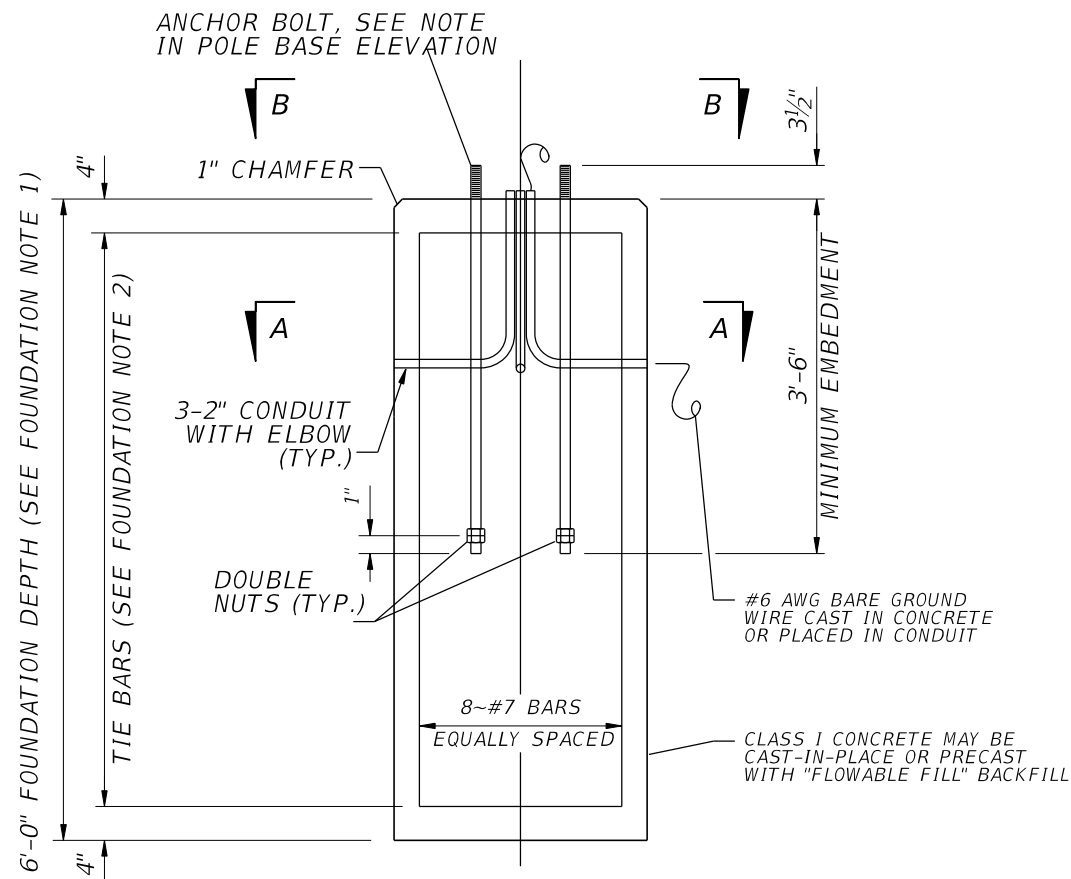
GN.12. ATTACHMENT INSTALLATION:

ORIENTATION OF THE ATTACHMENTS ON THE POLE MAY BE ADJUSTED FROM WHAT IS GRAPHICALLY DEPICTED, AS DIRECTED BY THE ENGINEER DURING PLACEMENT.



TYPICAL ELEVATION

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	SIGN SUPPORT DETAILS (1 OF 3) WRONG WAY DETECTION DEVICE		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						0-10

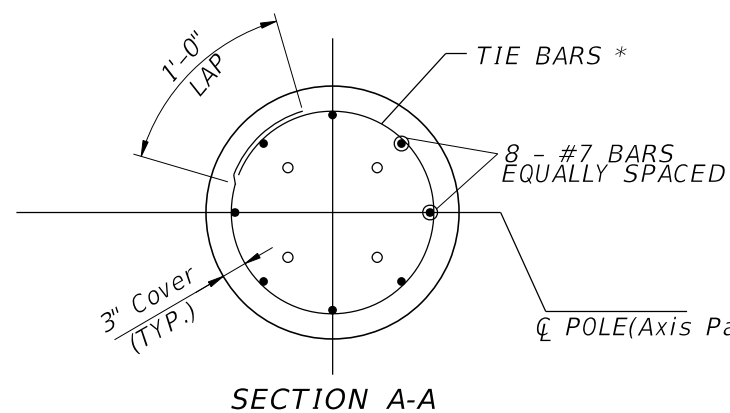


POLE BASE ELEVATION

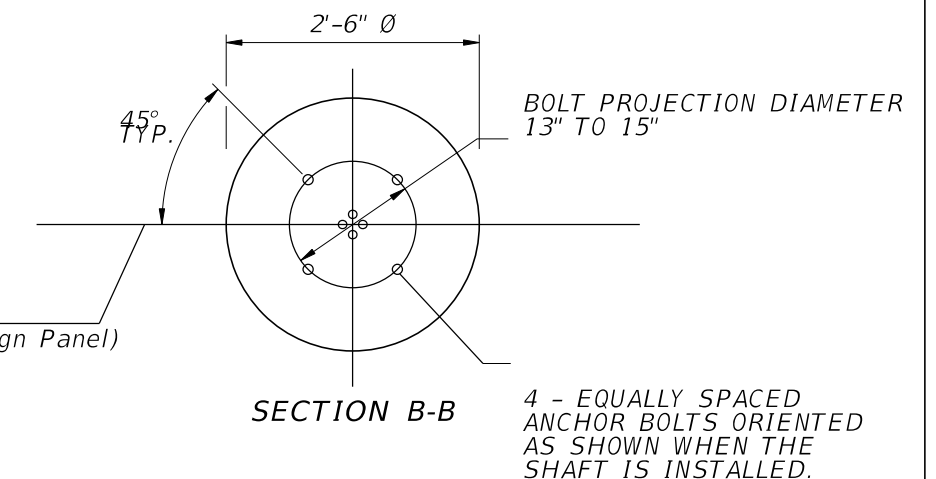
FOUNDATION NOTES:

1. DEPTHS SHOWN ARE FOR SLOPES FLATTER THAN 1:4, FOR SLOPES 1:2 OR FLATTER, ADD 2'-6" TO FOUNDATION DEPTHS SHOWN.
2. FOUNDATION TIE BARS: #4 TIE BARS @ 12" CENTERS (MAX.)
3. STANDARD FOUNDATION CAPACITIES ARE BASED ON THE FOLLOWING CRITERIA:
 CLASSIFICATION: COHESIONLESS (FINE SAND)
 FRICTION ANGLE: 30 DEGREE
 UNIT WEIGHT: 50 PCF (ASSUMED SUBMERGED)
 N-BLOWCOUNT: 5

FOUNDATION



SECTION A-A

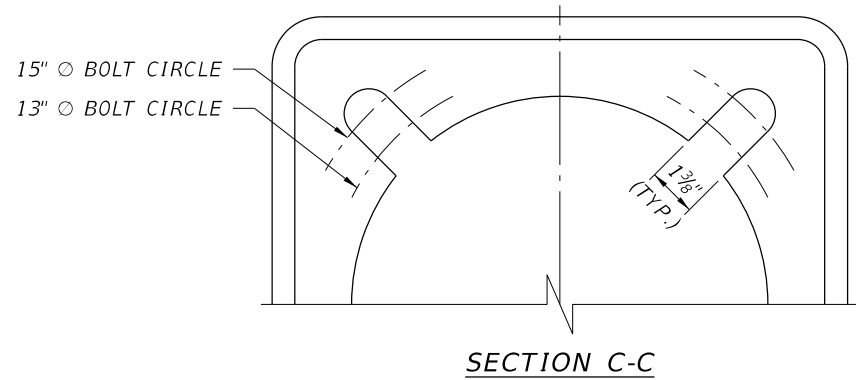
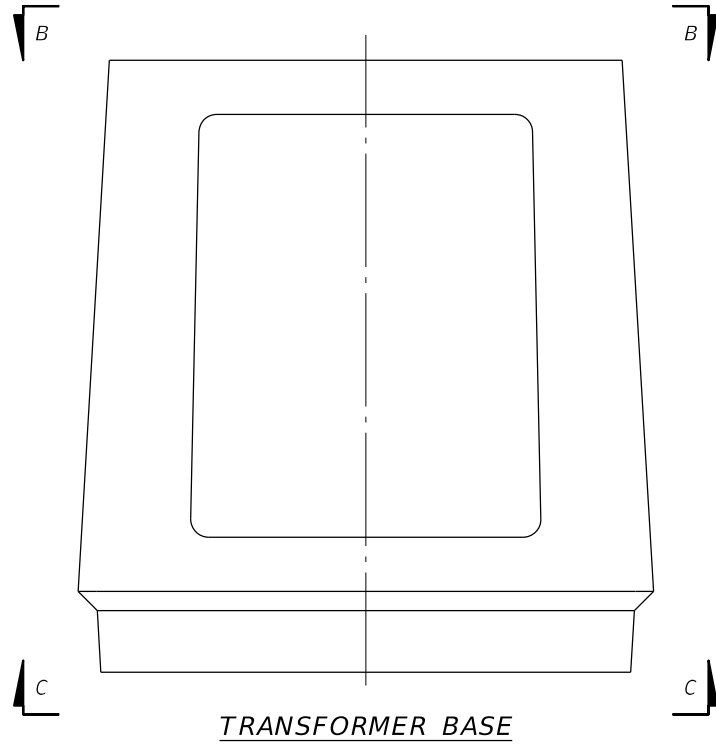
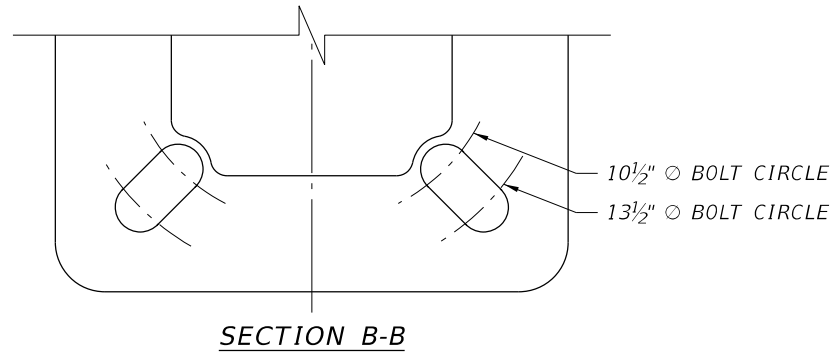
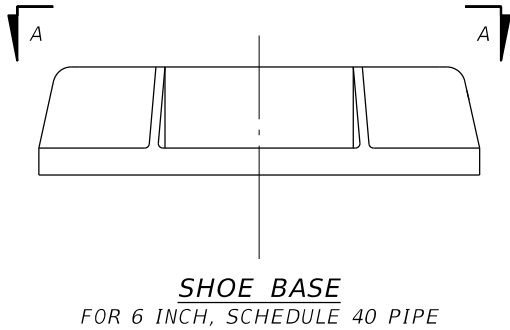
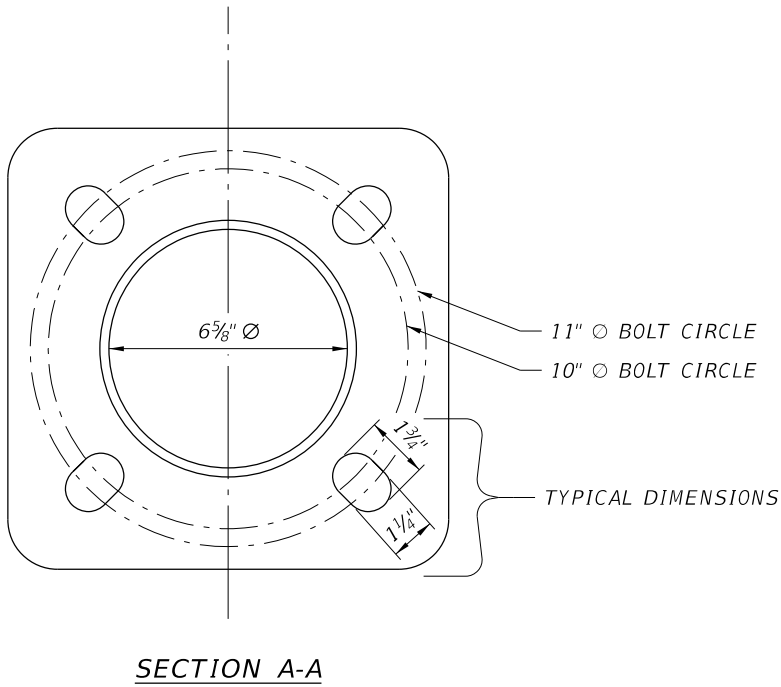


SECTION B-B

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	SIGN SUPPORT DETAILS (2 OF 3) WRONG WAY DETECTION DEVICE	SHEET NO. 0-11
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION					

VERSION 9

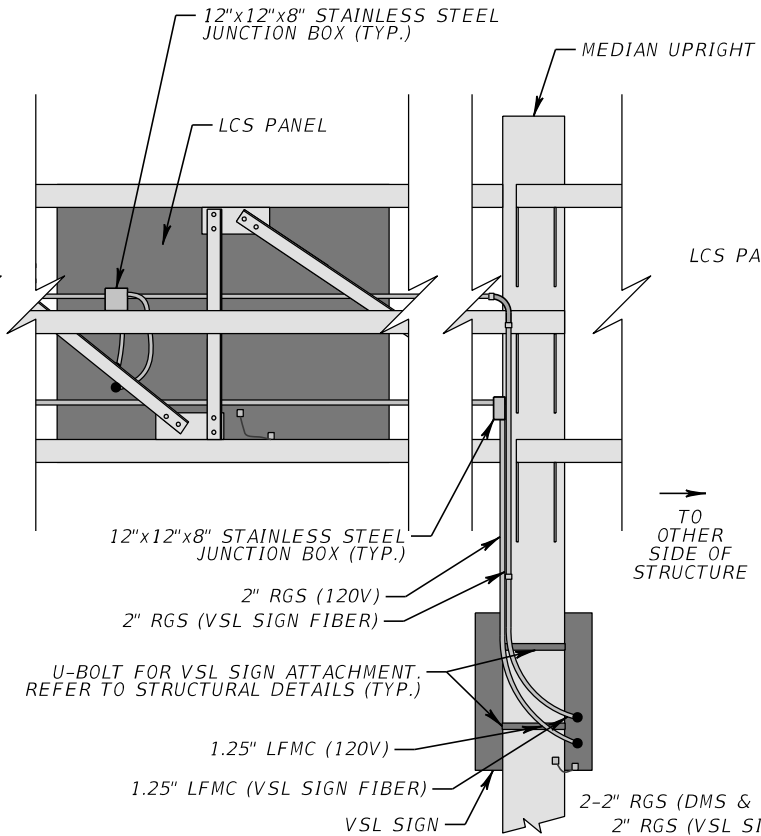
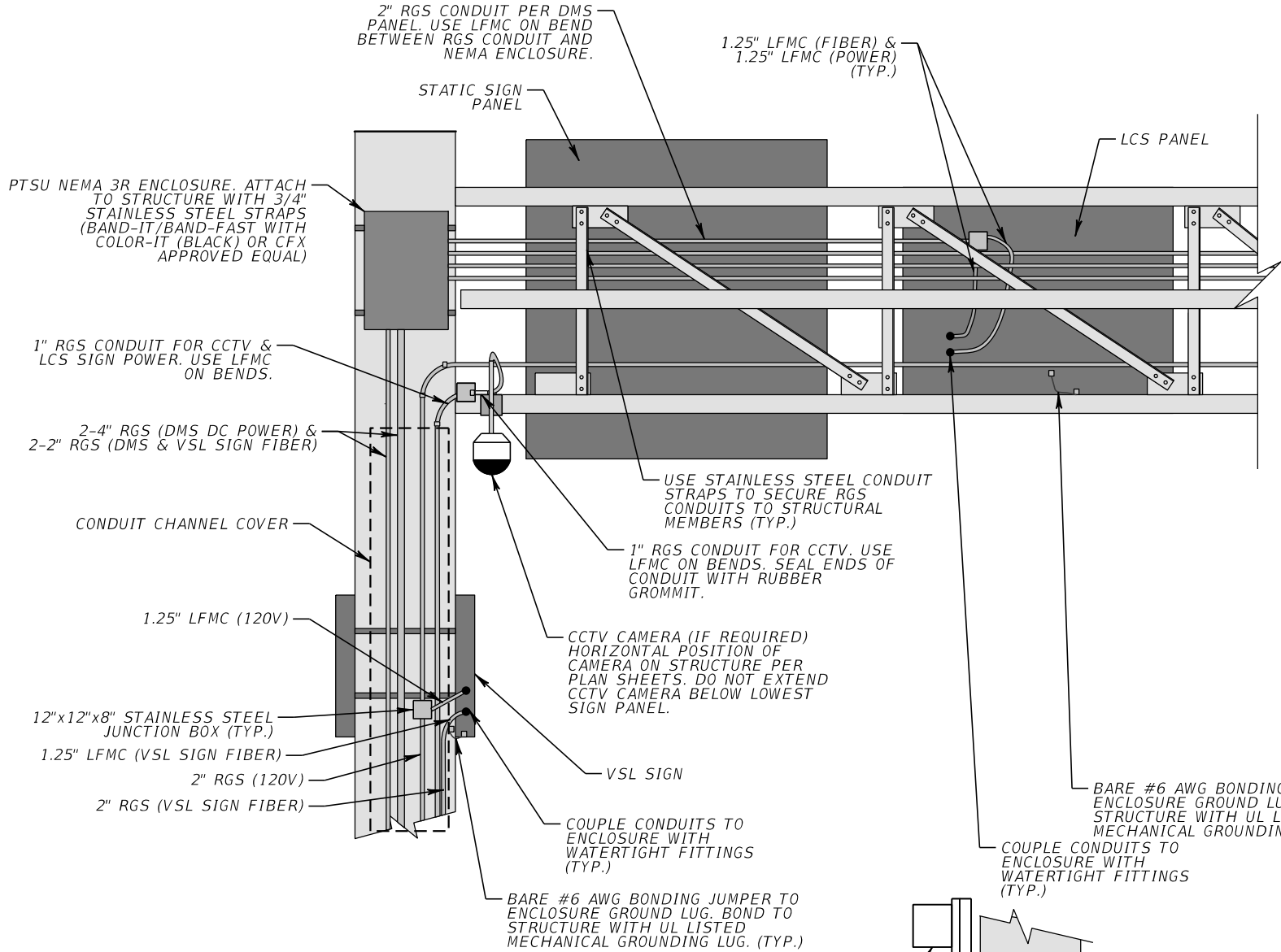
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	<div>CENTRAL FLORIDA EXPRESSWAY AUTHORITY</div>	SIGN SUPPORT DETAILS (3 OF 3) WRONG WAY DETECTION DEVICE		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						0-12



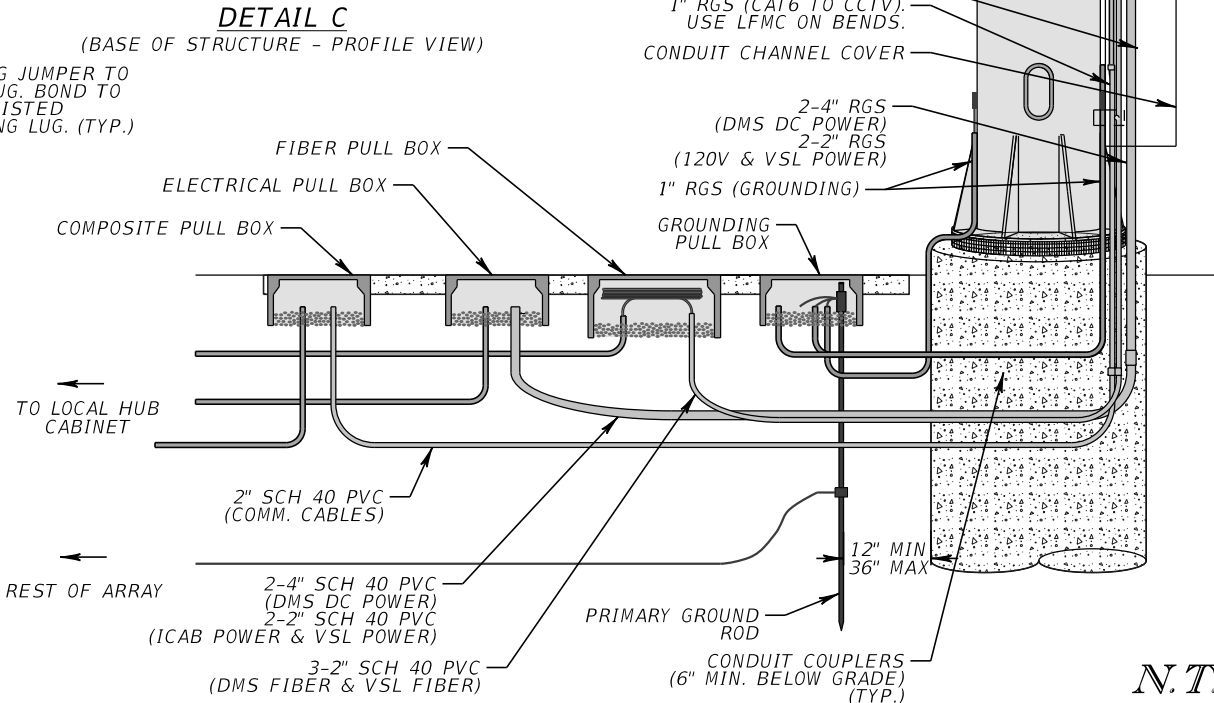
TYPICAL PTSU TYPE 1 GANTRY WITH STATIC SIGN PANEL AND VSL SIGNS

DETAIL A

(VIEWED FACING BACK OF SIGN PANELS)



DETAIL B
(TOP OF STRUCTURE - PROFILE VIEW)

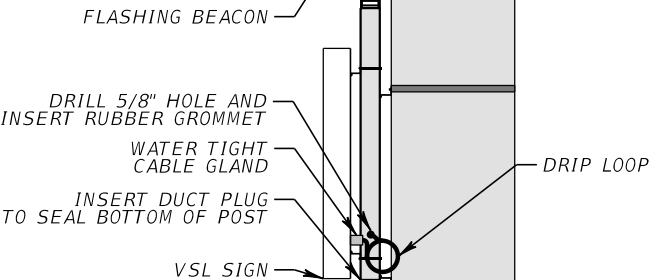


DETAIL C

(BASE OF STRUCTURE - PROFILE VIEW)

BEACON TO VSL CONDUIT DETAIL

- NOTES:
- SUPPORT STRUCTURE IS DEPICTED FOR INFORMATIONAL PURPOSES ONLY. REFER TO STRUCTURAL PLAN SHEETS IN SIGNING AND PAVEMENT MARKING PLANS FOR STRUCTURAL DESIGN DETAILS.
 - SEAL ALL EXPOSED RGS CONDUIT OPENINGS WITH SIZED RUBBER GROMMETS.
 - SECURE RGS CONDUITS AND JUNCTION BOXES TO STRUCTURE WITH MINERALLAC CONDUIT CLAMPS, OR CFX APPROVED EQUAL. INSTALL CONDUIT SUPPORTS AT 5' MAXIMUM SPACING. APPLY SILICONE LOCK TIGHT ON SCREWS WHEN TIGHTENING.
 - NUMBER AND SIZE OF UNDERGROUND CONDUITS LEADING TO LOCAL HUB CABINET VARY. SEE PLANS.
 - REFER TO SIGNING PLANS FOR VLS MOUNTING HEIGHTS AND STRUCTURAL DETAILS FOR VSL AND FLASHING BEACON ATTACHMENT INFORMATION.
 - TRANSITION BETWEEN RGS AND LPMC WITH LIQUID TIGHT FITTINGS. USE REDUCERS WHERE NECESSARY.



N.T.S.

VERSION 9

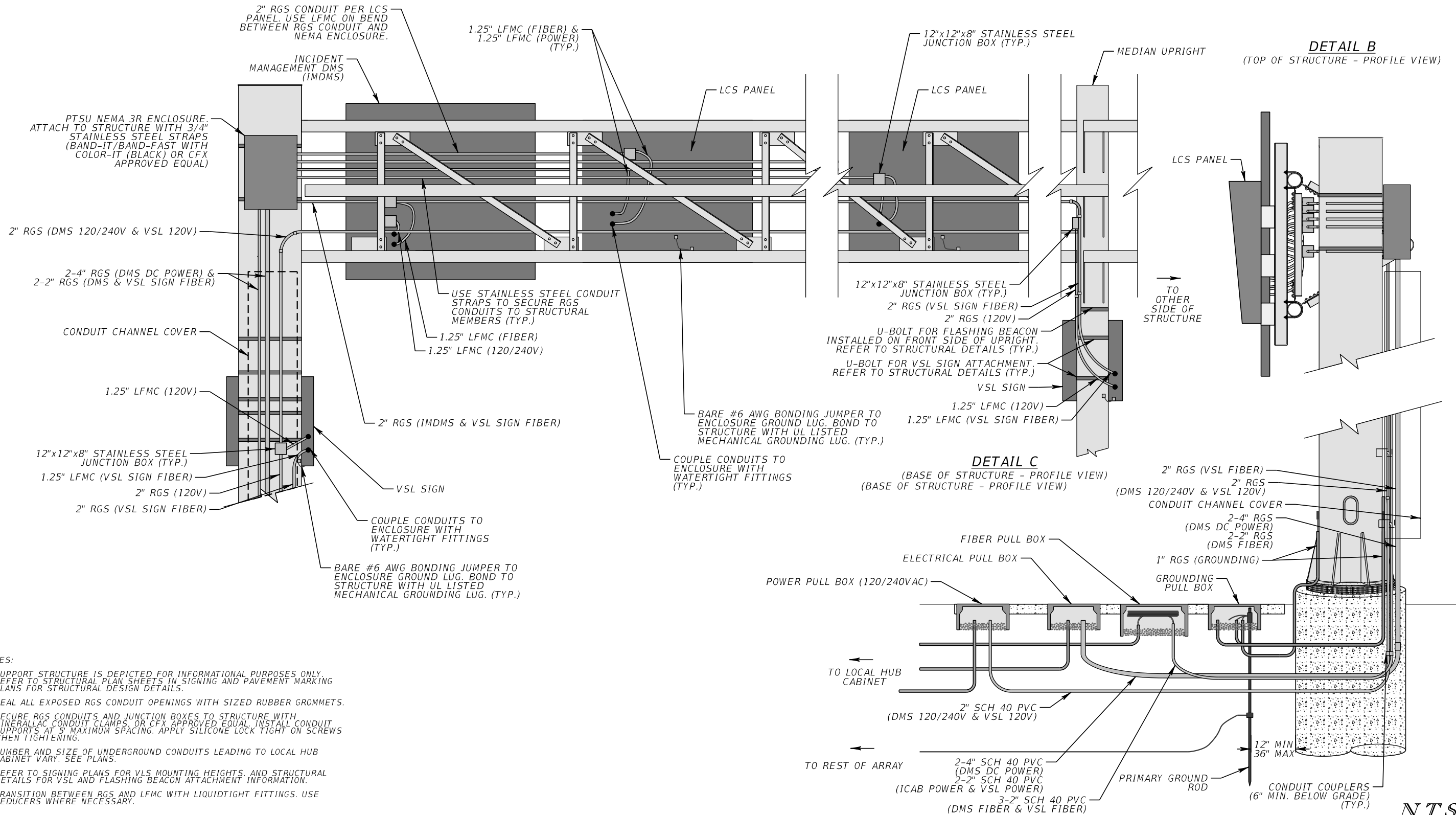
REVISIONS					
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION

FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPE 1 GANTRY INSTALLATION DETAILS	SHEET NO. P-1
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TYPICAL PTSU TYPE 2 GANTRY WITH INCIDENT MANAGEMENT DMS AND VSL SIGNS

DETAIL A

(VIEWED FACING BACK OF SIGN PANELS)



NOTES:

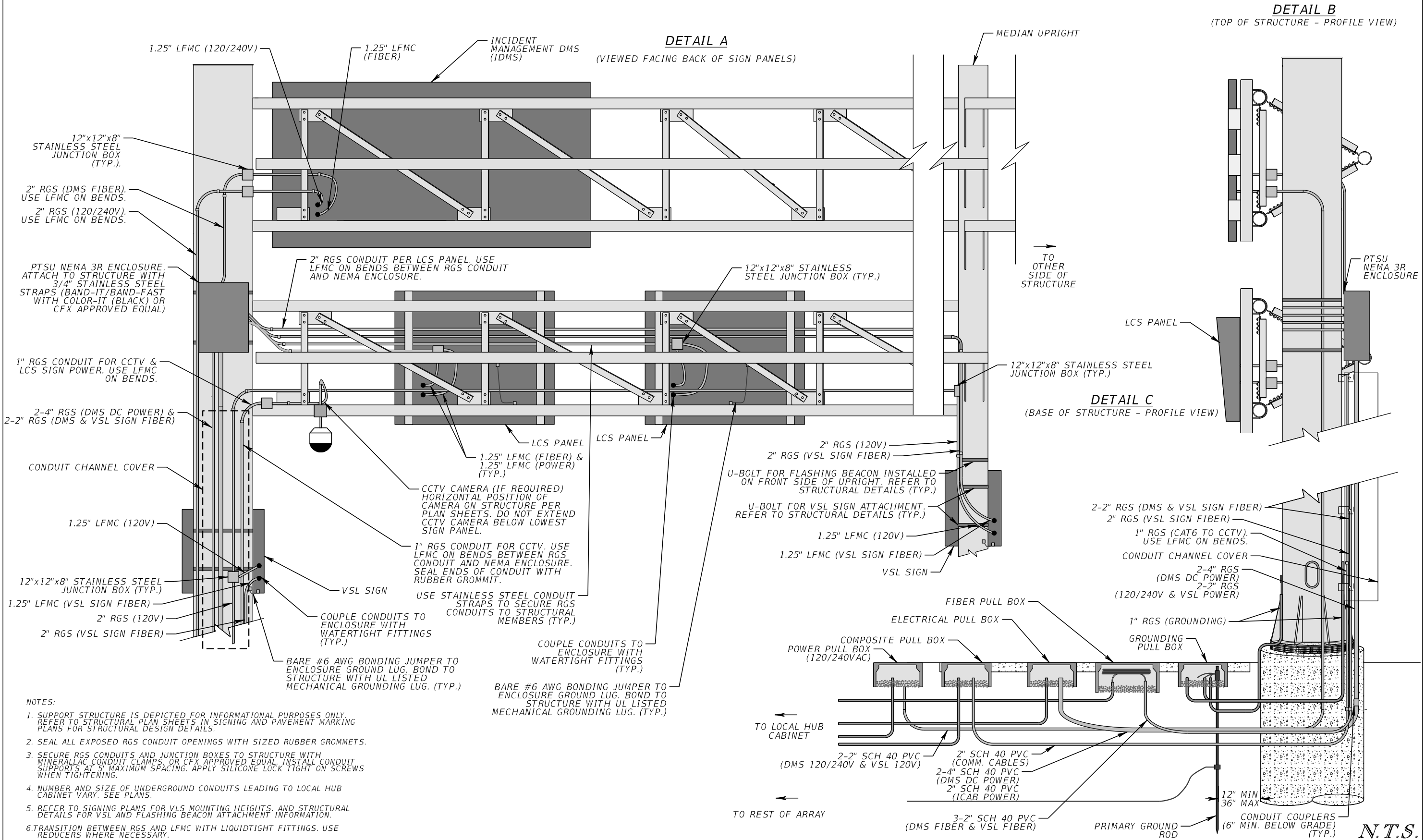
1. SUPPORT STRUCTURE IS DEPICTED FOR INFORMATIONAL PURPOSES ONLY. REFER TO STRUCTURAL PLAN SHEETS IN SIGNING AND PAVEMENT MARKING PLANS FOR STRUCTURAL DESIGN DETAILS.
2. SEAL ALL EXPOSED RGS CONDUIT OPENINGS WITH SIZED RUBBER GROMMETS.
3. SECURE RGS CONDUITS AND JUNCTION BOXES TO STRUCTURE WITH MINERALACC CONDUIT CLAMPS, OR CFX APPROVED EQUAL. INSTALL CONDUIT SUPPORTS AT 5' MAXIMUM SPACING. APPLY SILICONE LOCK TIGHT ON SCREWS WHEN TIGHTENING.
4. NUMBER AND SIZE OF UNDERGROUND CONDUITS LEADING TO LOCAL HUB CABINET VARY. SEE PLANS.
5. REFER TO SIGNING PLANS FOR VLS MOUNTING HEIGHTS, AND STRUCTURAL DETAILS FOR VSL AND FLASHING BEACON ATTACHMENT INFORMATION.
6. TRANSITION BETWEEN RGS AND LFMC WITH LIQUIDTIGHT FITTINGS. USE REDUCERS WHERE NECESSARY.

VERSION 9	REVISIONS					FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPE 2 GANTRY INSTALLATION DETAILS	SHEET NO.	
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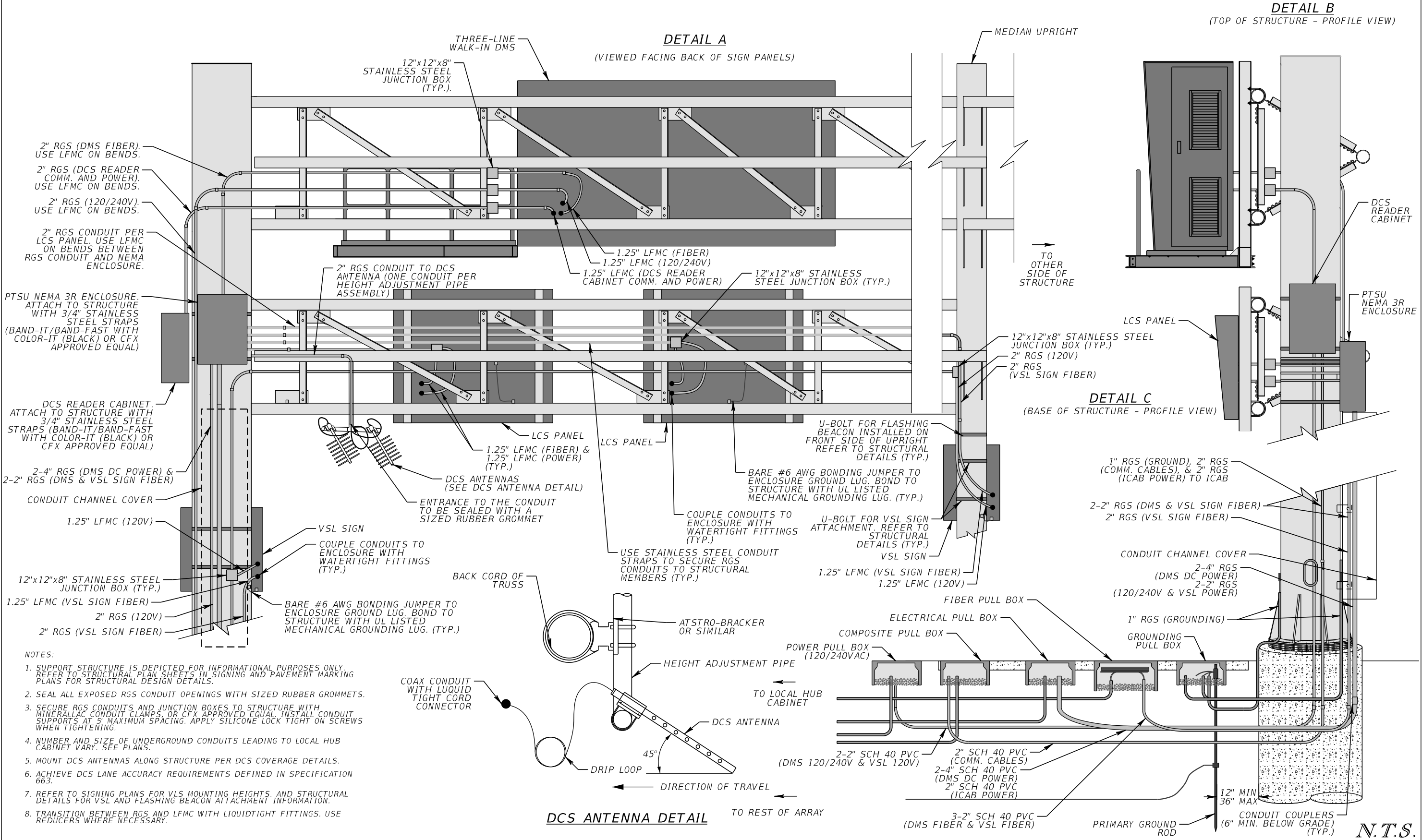
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TYPICAL PTSU TYPE 4 GANTRY WITH INCIDENT MANAGEMENT DMS

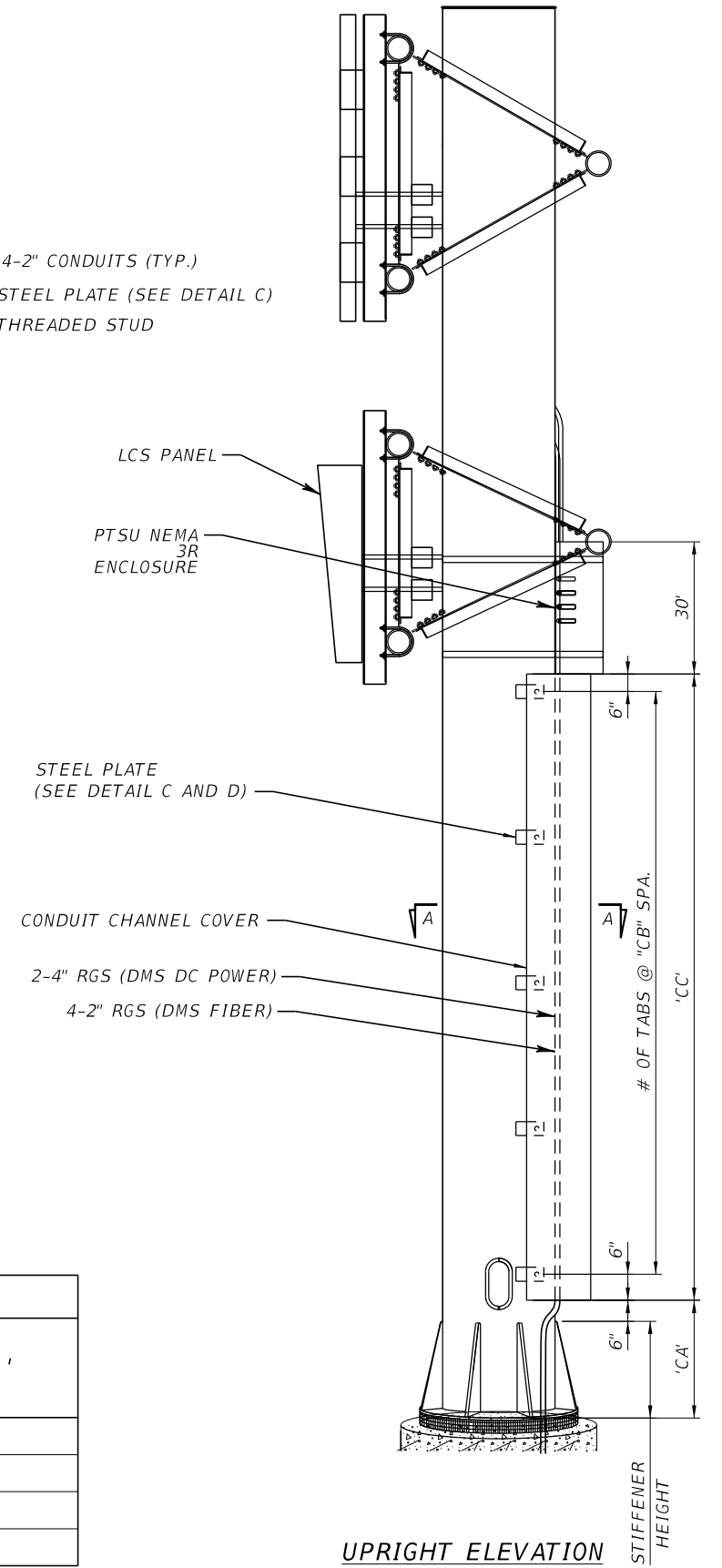
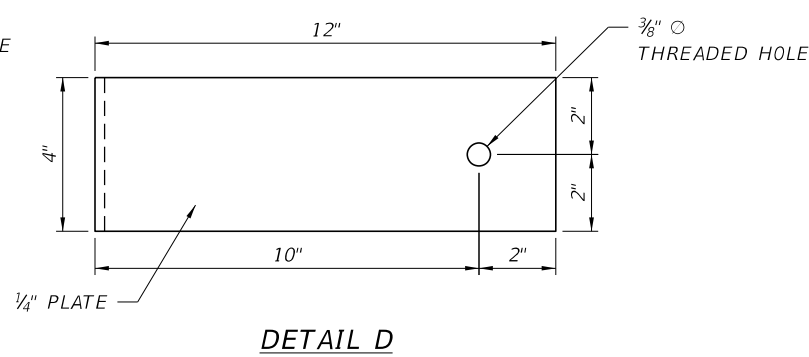
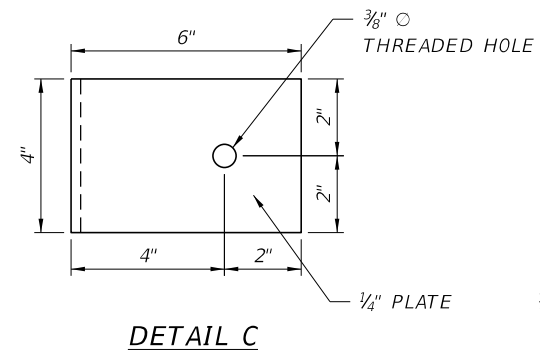
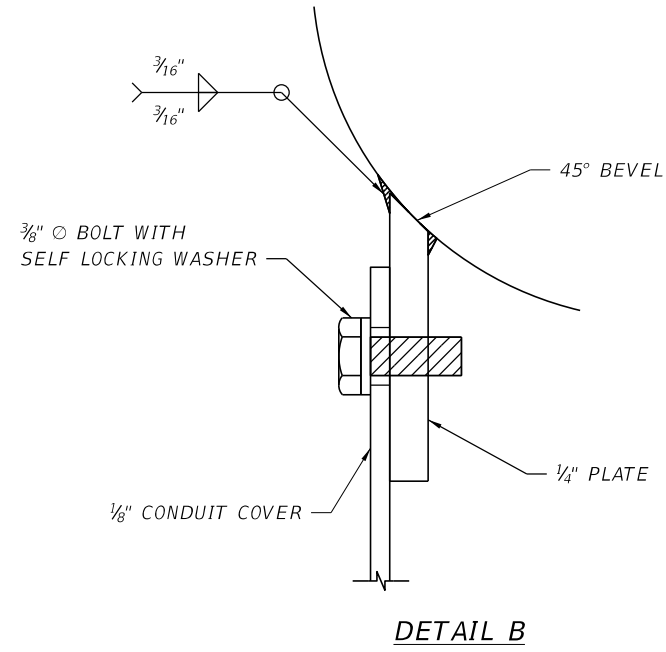
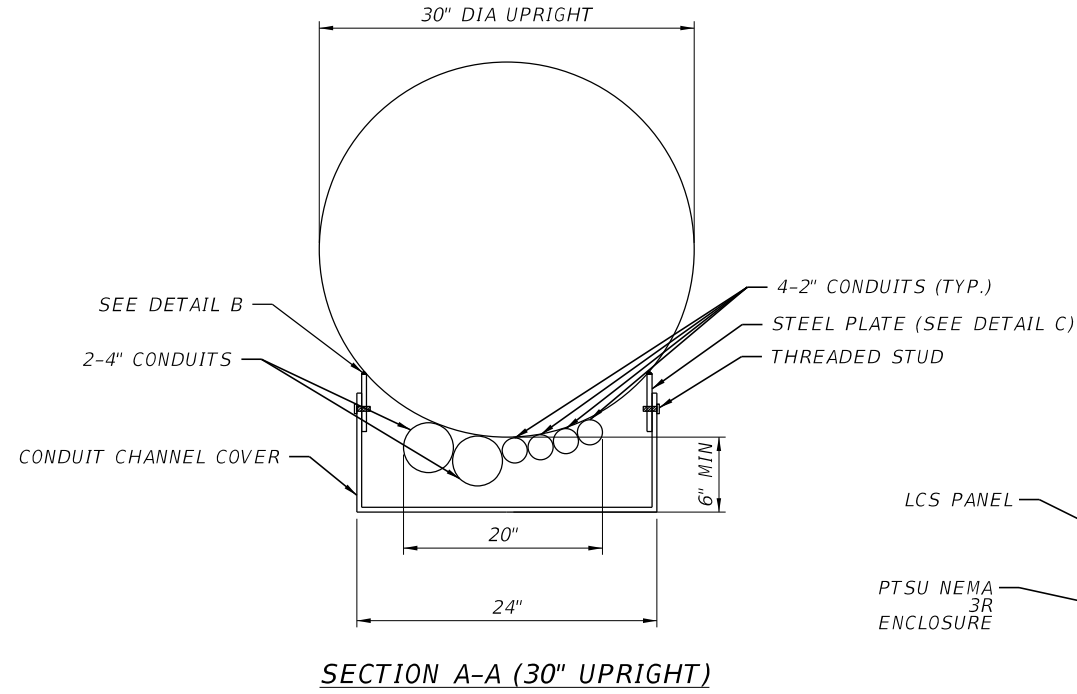
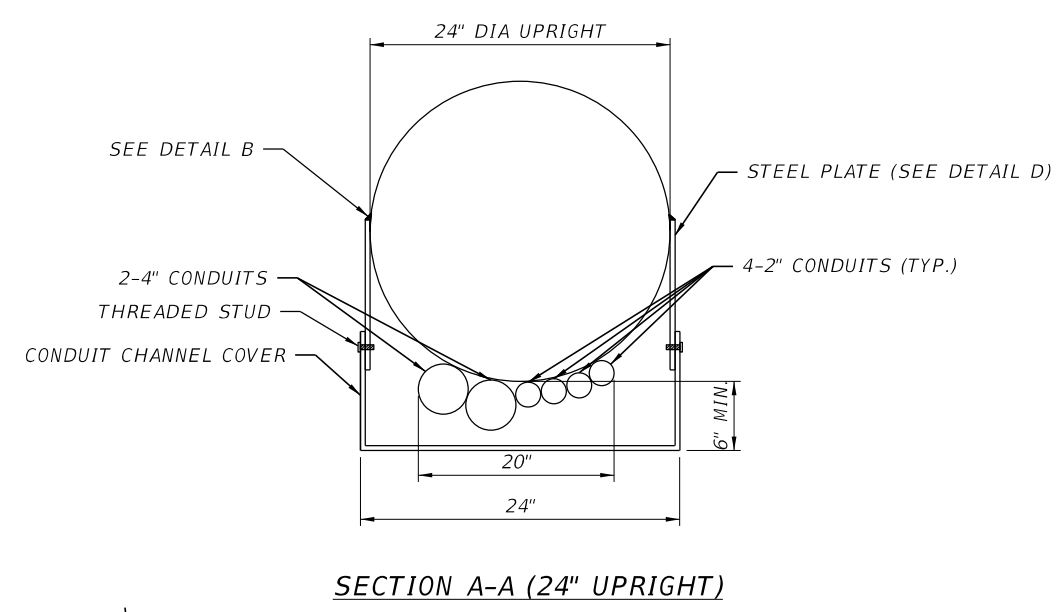


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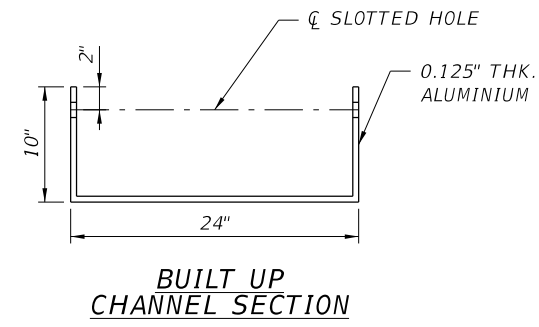
TYPICAL PTSU TYPE 4 GANTRY WITH THREE-LINE WALK-IN DMS AND DCS



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- NOTES**
1. PAINT ALL SURFACES OF CONDUIT ENCLOSURE INCLUDING BOLTS TO MATCH UPRIGHT.
 2. TAB PLATES SHALL BE WELDED TO UPRIGHT IN FABRICATION SHOP, NO FIELD WELDS.
 3. MATERIALS: 5052 ALUMINIUM.
 TAB PLATES: STEEL ASTM A709 GR 36.
 WELDING: SPECIFICATION 460-6.4.
 THREADED STUD: ASTM A307
 NUTS: ASTM A563



CONDUIT COVER VARIABLES				
SIGN STR. #	'CA'	# OF TABS	'CB'	'CC'

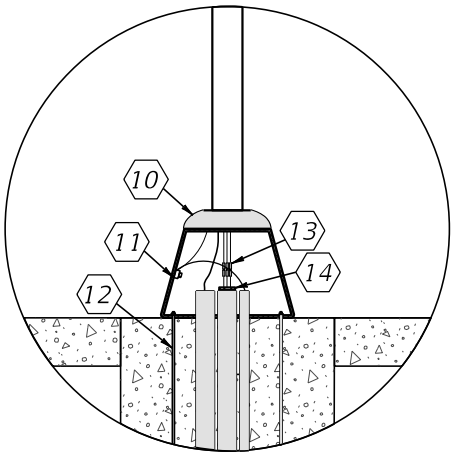
VSL SIGN STANDALONE

N.T.S.

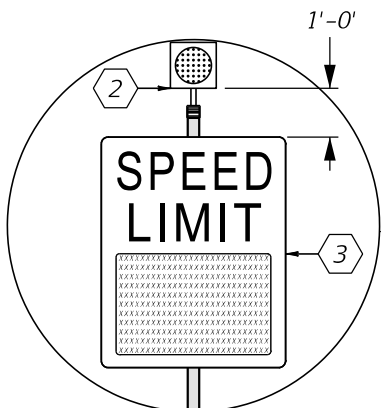
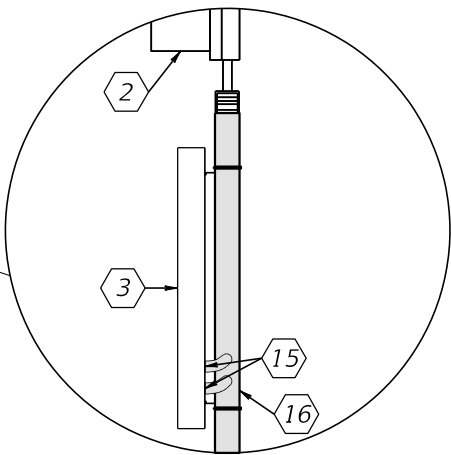
LEGEND

- 1 ALUMINUM POLE PER VSL STRUCTURAL DETAILS
- 2 12" YELLOW FLASHING BEACON
- 3 48" X 60" OR 36" X 48" VSL SIGN REFER TO STRUCTURAL DETAILS FOR MOUNTING HEIGHTS
- 4 ELECTRICAL PULL BOX (120VAC POWER)
- 5 FIBER OPTIC PULL BOX
- 6 GROUND PULL BOX
- 7 1" SCH 40 PVC FIBER CONDUIT
- 8 20' MIN. 5/8" DIA. COPPER CLAD GROUND ROD
- 9 CONCRETE FOUNDATION PER VSL STRUCTURAL DETAILS
- 10 FRANGIBLE TRANSFORMER BASE PER VSL STRUCTURAL DETAILS
- 11 GROUND LUG. RUN #6 AWG BARE COPPER FROM LUG TO GROUND ROD AND BOND WITH EXOTHERMIC WELD
- 12 ANCHOR BOLTS. SEE VSL SIGN SUPPORT DETAILS
- 13 WATERTIGHT BREAKAWAY ELECTRICAL CONNECTORS FOR ALL CABLES EXCEPT GROUND WIRE AND FIBER
- 14 STRAIN RELIEF FITTINGS FOR ALL CABLES EXCEPT GROUND WIRE AND FIBER
- 15 1.25" LPMC (VSL FIBER) AND 1.25" LPMC (POWER). COUPLE LPMC TO VSL HOUSING WITH WATERTIGHT FITTINGS
- 16 COUPLE LPMC TO POLE ENTRY HOLE WITH WATERTIGHT FITTINGS
- 17 2" SCH 40 PVC CONDUIT FOR POWER
- 18 1" SCH 40 PVC CONDUIT FOR GROUNDING
- 19 FIBER CONDUIT TO LOCAL HUB. SEE PLANS
- 20 POWER CONDUIT TO LOCAL HUB. SEE PLANS
- 21 SERVICE POLE WITH TWO CIRCUIT BREAKER ENCLOSURES (WHEN CALLED FOR IN PLANS)
- 22 2" RGS POWER CONDUITS

DETAIL A



PROFILE VIEW



TO VSL SIGN
(WHEN REQUIRED)

FINISHED
GRADE

TO LHUB

NOTES:

- 1. FLASHING BEACON CONTROLLER EQUIPMENT TO BE INTEGRAL TO VSL CABINET.

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VSL SIGN MEDIAN MOUNTED

N.T.S.

LEGEND

- 1

ALUMINUM POLE PER VSL STRUCTURAL DETAILS
- 2

12" YELLOW FLASHING BEACON
- 3

36" X 48" VSL SIGN REFER TO STRUCTURAL DETAILS FOR MOUNTING HEIGHTS
- 4

ELECTRICAL EMBEDDED JUNCTION BOX
- 5

FIBER EMBEDDED JUNCTION BOX
- 6

1" SCH 80 PVC POWER CONDUIT
- 7

1" SCH 80 PVC FIBER CONDUIT
- 8

CONCRETE MEDIAN BARRIER
- 9

BASE PLATE PER VSL STRUCTURAL DETAILS
- 10

ANCHOR BOLTS PER VSL STRUCTURAL DETAILS
- 11

1.25" LFMC (VSL FIBER), AND 1.25" LFMC (POWER).
COUPLE LFMC TO VSL HOUSING WITH WATERTIGHT FITTINGS
- 12

COUPLE LFMC TO POLE ENTRY HOLE WITH WATERTIGHT FITTINGS
- 13

3-1" FIBER CONDUIT TO LOCAL HUB. SEE PLANS
- 14

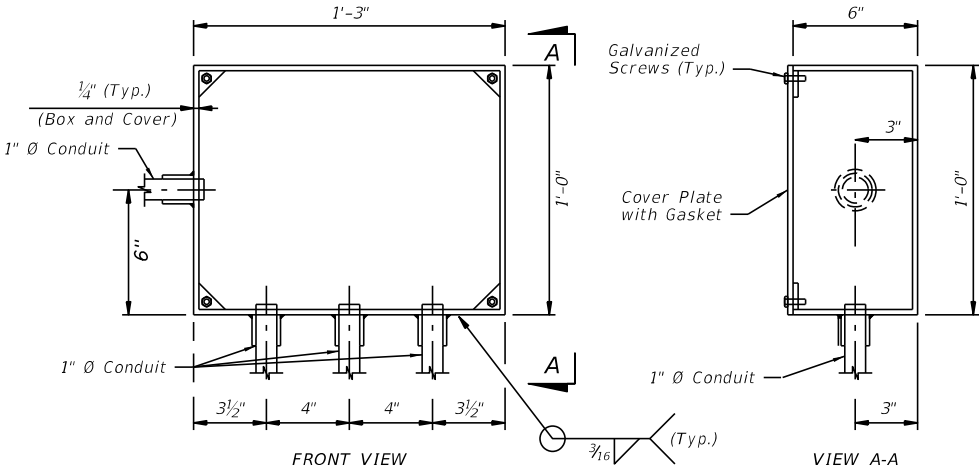
2" POWER CONDUIT TO LOCAL HUB. SEE PLANS
- 15

SHOULDER PAVEMENT (TYP.)
- 16

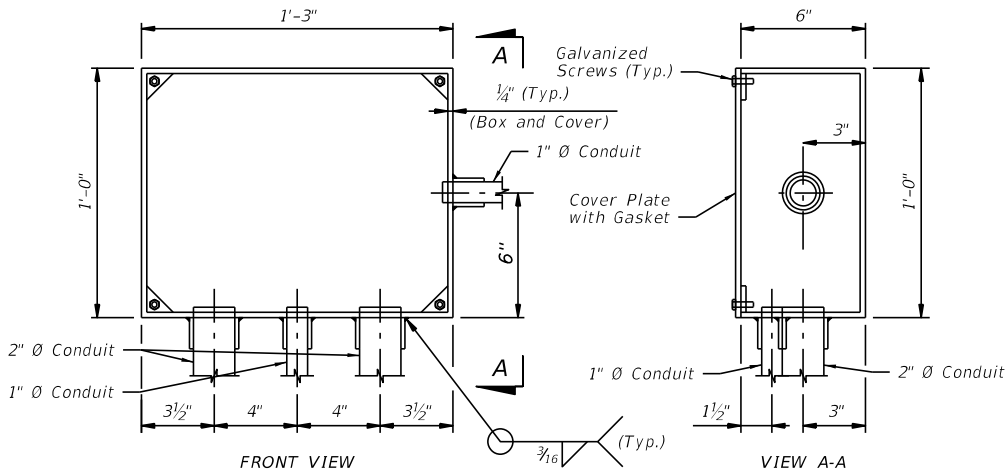
4" OUTERDUCT SEAL END AROUND INNERDUCTS WITH DUCT SEALING COMPOUND
- 17

1" GROUND CONDUIT
- 18

20' MIN. 5/8" DIA. COPPER CLAD GROUND ROD



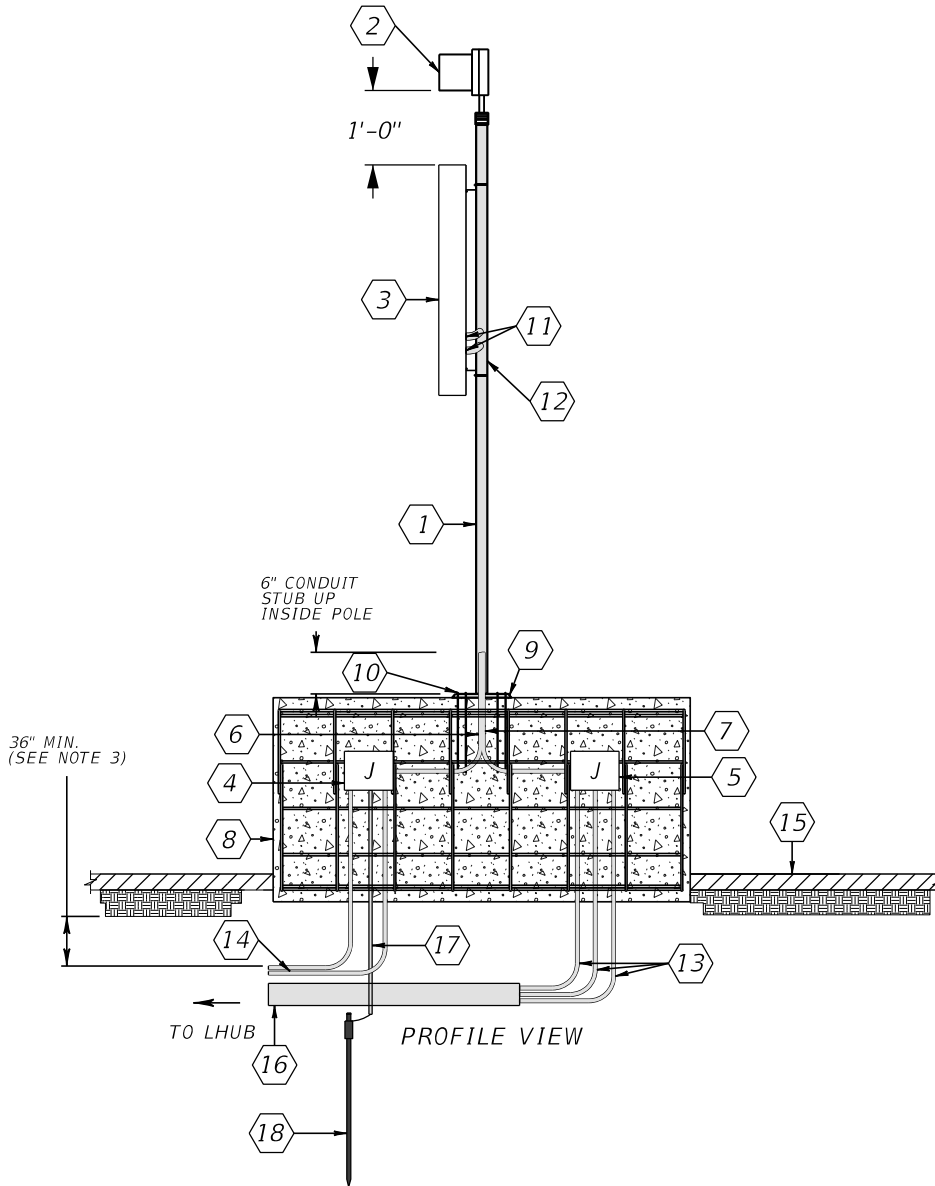
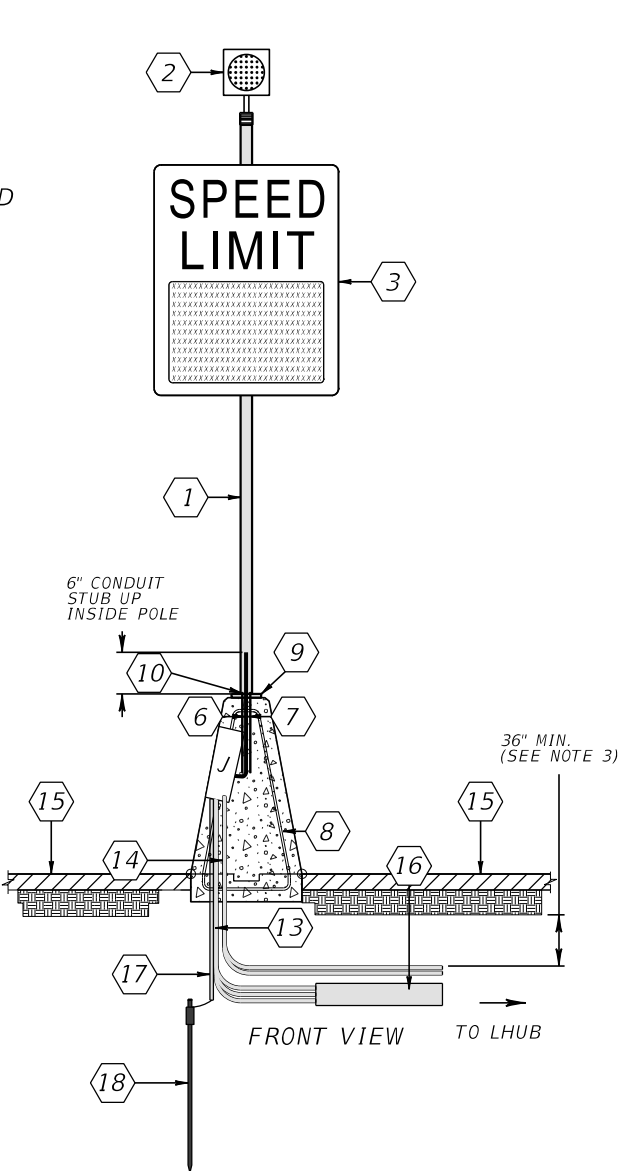
FIBER EMBEDDED JUNCTION BOX DETAILS



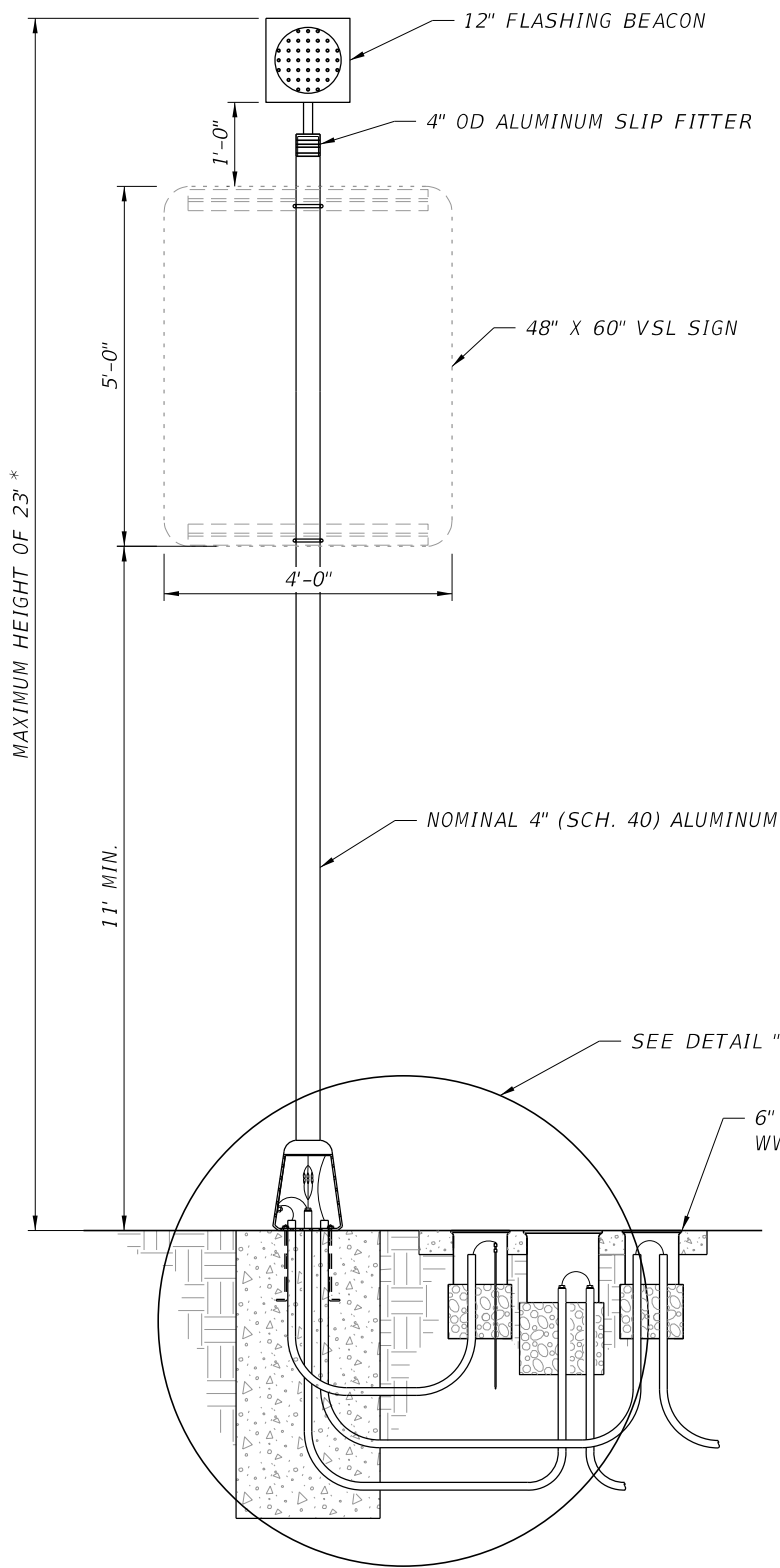
ELECTRICAL EMBEDDED JUNCTION BOX DETAILS

NOTES:

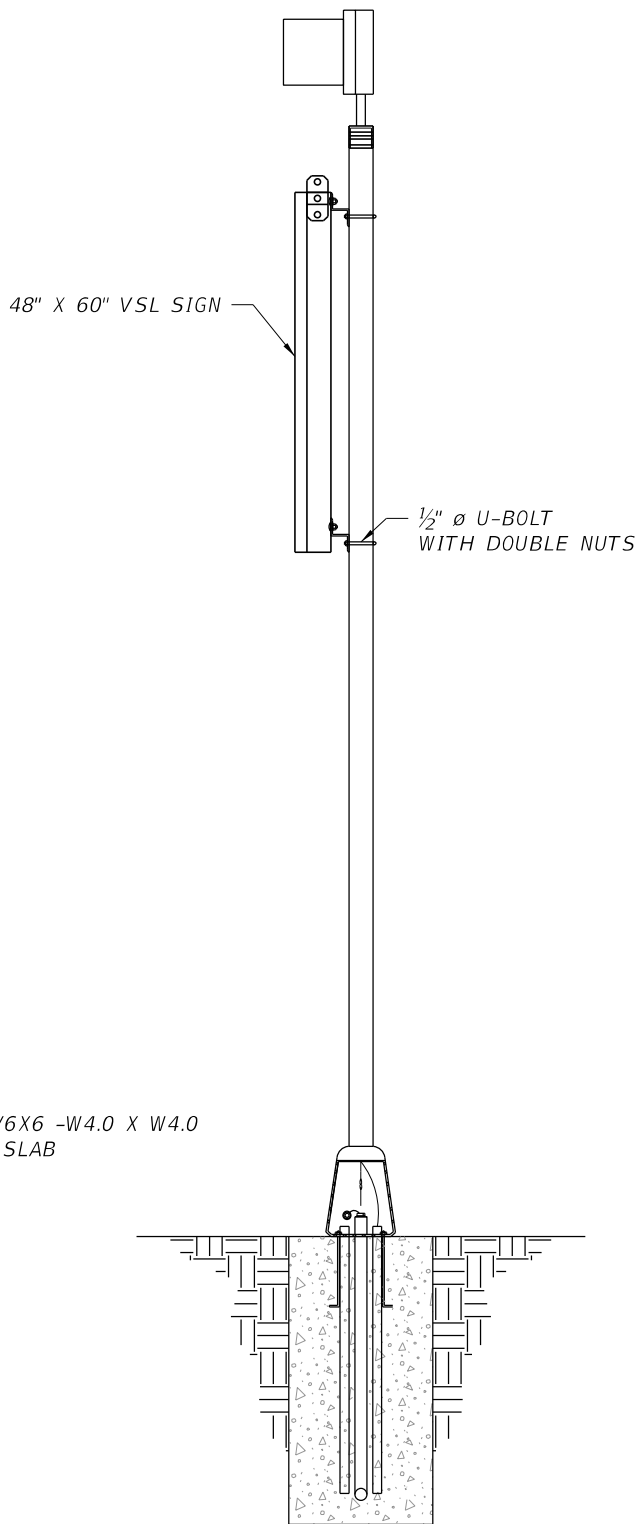
1. FLASHING BEACON CONTROLLER EQUIPMENT TO BE INTEGRAL TO VSL CABINET.
2. INCOMING CONDUITS WILL EXTEND 6" INSIDE THE VSL SIGN POLE.
3. PROVIDE 36" OF COVER FOR ALL COUNDUITS BELOW THE LIMEROCK BASE.



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FRONT VIEW



SIDE VIEW

NOTES:

1. Install sign panel and wind beam in accordance with Index 700-010 and Specification 700.
2. Engage all threads on the transformer base and post unless the aluminum post is fully seated into base.
3. Meet the requirements of Specification 646 for aluminum poles and transformer bases.
4. Install a concrete slab around all roadside assemblies on slopes 6:1 or greater. The minimum slab dimension is 5'-0" by 5'-0".
5. When wire entry holes are drilled in the sign column, use a bushing or rubber grommet to protect conductors.
6. Flashing Beacon controller equipment to be integral to VSL cabinet.
7. Standard foundation (Drilled Shaft) capacities are based on the following soil criteria:

Classification: Cohesionless (Fine Sand)
Friction Angle: 30 Degrees
Unit Weight: 50 pcf (assumed submerged)
N-blowcount: 15

When the designer considers soil types at the specific site location to be of lesser strength properties than shown above, an analysis is required.

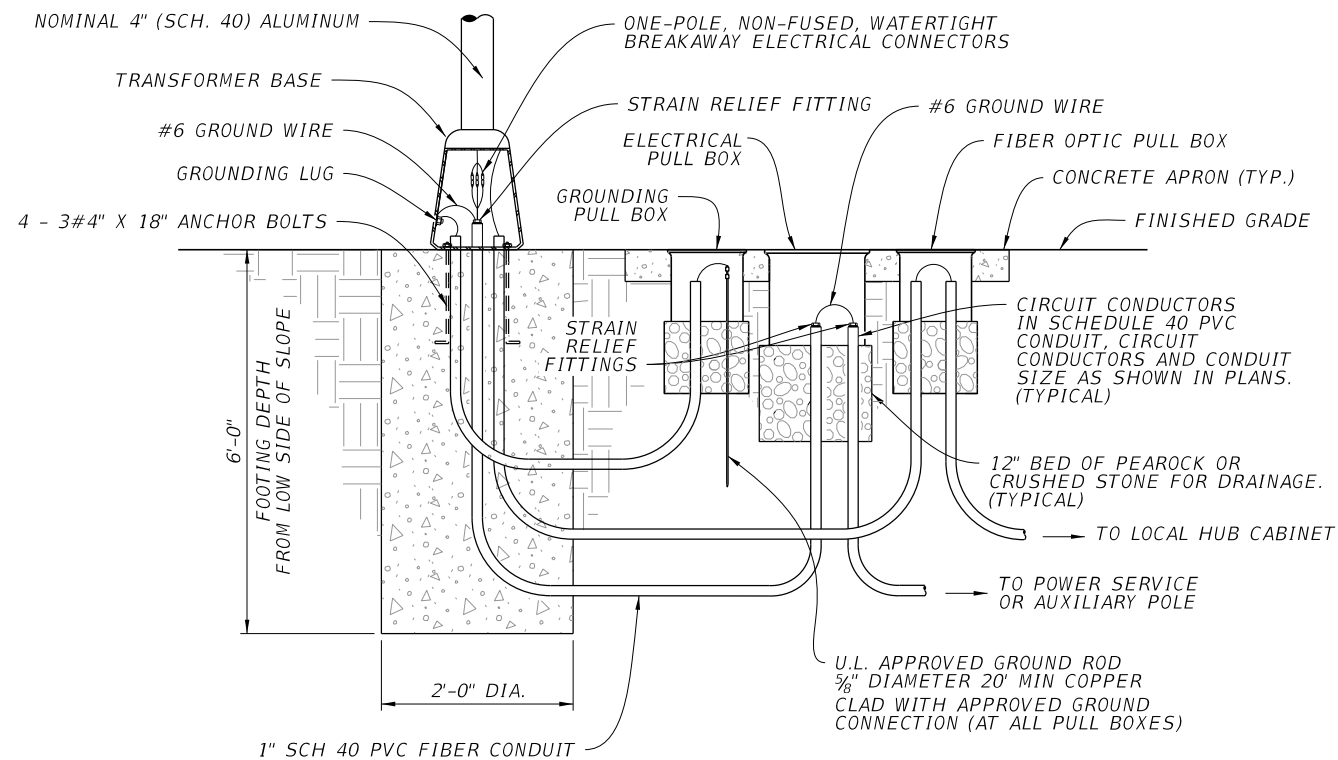
Materials:

1. Aluminum Sign, Wind Beams and Post Materials:
 - A. Aluminum Plates: ASTM B209, Alloy 6061-T6
 - B. Aluminum Bars and Extruded Shapes: ASTM B221, Alloy 6061-T6
 - C. Aluminum Structural Shapes: ASTM B308 Alloy 6061-T6
 - D. Cast Aluminum: ASTM B26 Alloy A356-T6
 - E. Aluminum Weld Material: ER 5556 or 5356
3. Sign Mounting Bolts, Nuts and Washers:
 - A. Aluminum Button Head and Flat Head Bolts: ASTM F468 Alloy 2024-T4
 - B. Aluminum Hex Nuts: ASTM F467 Alloy 6061-T6 or 6262-T9
 - C. Aluminum Washers: ASTM B221, Alloy 7075-T6
4. Stainless Steel Bolts, Nuts and Washers may be used in lieu of the Aluminum button head and flat head bolts as follows:
 - A. Stainless Steel Bolts: ASTM F 593 Alloy Group 2, Condition A, CW1 or SH1
 - B. Stainless Steel Nuts: ASTM F594
5. Sign Column (Post) Bolts, Nuts and Washers:
 - A. Galvanized U-Bolt (Column): ASTM A449 or ASTM A193 B7 according to ASTM F2329 with double nuts.
 - B. Galvanized High Strength Hex Head Bolts (Base Bolts): ASTM F3125, Grade A325, Type 1
 - C. Galvanized Hex Nuts: ASTM A563 Grade DH
 - D. Galvanized Washers: ASTM F436
6. Coatings:
 - A. High Strength Steel Bolts Nuts and Washers: ASTM F2329
 - B. All other steel items (excluding stainless steel): Hot-dip Galvanize - ASTM A123
 - C. Repair damaged galvanizing in accordance with Specification 562
7. Payment:

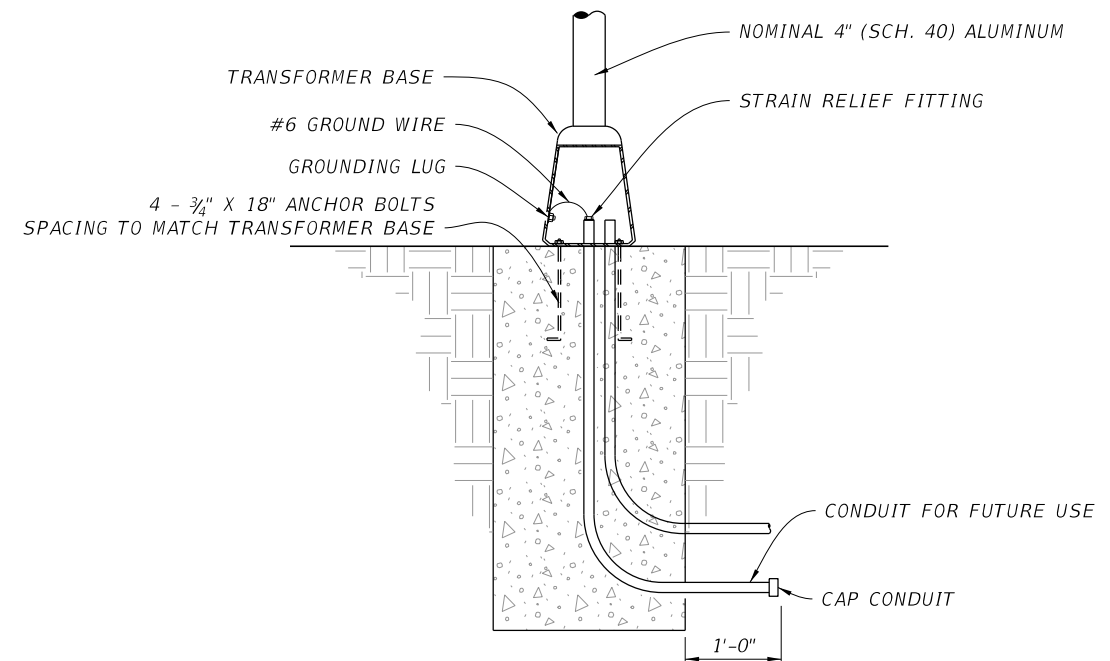
Include the cost of all materials and labor in the cost of the single ground mounted VSL sign assembly pay item. See ITS plans for pay item and quantity.

*NOTE TO EOR: Maximum post height of 23' (If greater designer must provide an analysis)

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DETAIL "A"



DETAIL "B"

NOTE: FOR FOUNDATION REINFORCING, SEE FDOT STANDARD 700-020

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU VSL GROUND MOUNTED SIGN STRUCTURE (2 OF 2)	SHEET NO.
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1. Materials:

- A. Steel Plate: ASTM A36 or ASTM A709 Grade 36
- B. Steel Pipe (Support Post): ASTM A53 Grade B Schedule 40
- C. Galvanized U-Bolts, Nuts and Plate Washer
 - a. U-Bolts: ASTM A449
 - b. Hex Nuts: ASTM A 563 Lock Nuts
 - c. Plate Washer: ASTM A 36 or ASTM A709 Grade 36 or 50
- D. Galvanized Anchor Bolts, Nuts and Washers:
 - a. Anchor Rod: ASTM F1554 Grade 55 fully threaded (for Adhesive Anchors)
 - b. Anchor Bolts: ASTM F1554 Grade 55 Grade A Hex
 - c. Nuts: ASTM A563 Heavy Hex Locking
 - d. Washers: ASTM F436
- E. Adhesive Anchor Bonding Material: Specification 937 Type HV Adhesive
- F. Weld Material: E70XX
- G. Neoprene Pad: Plain or Fiber Reinforced meeting Specification Section 932 for Ancillary Structures.

2. *Coating:*

- A. U-Bolt, Threaded Rods, Nuts and Washers: ASTM F2329
B. Other Steel: ASTM A123

3. Fabrication:

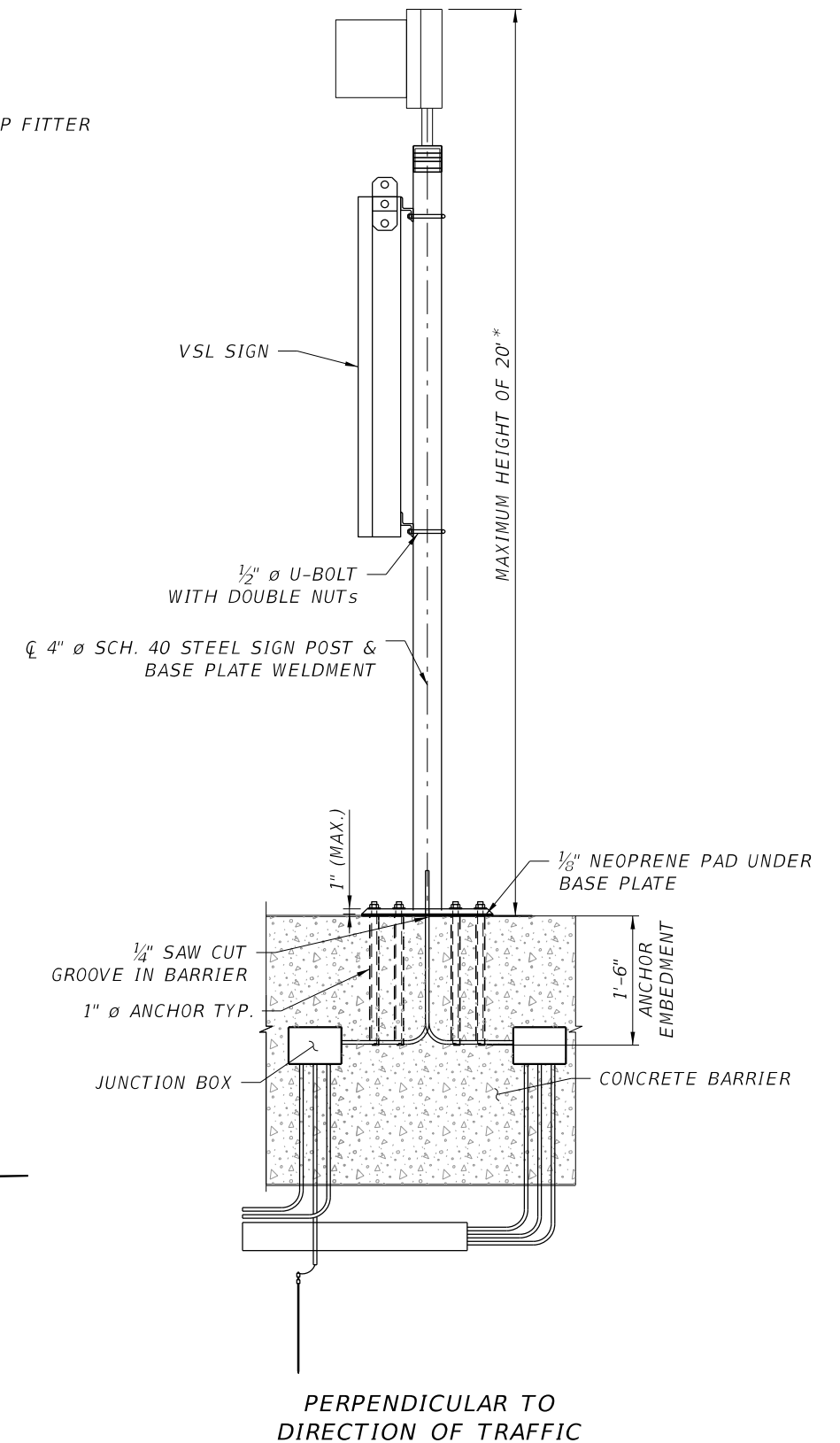
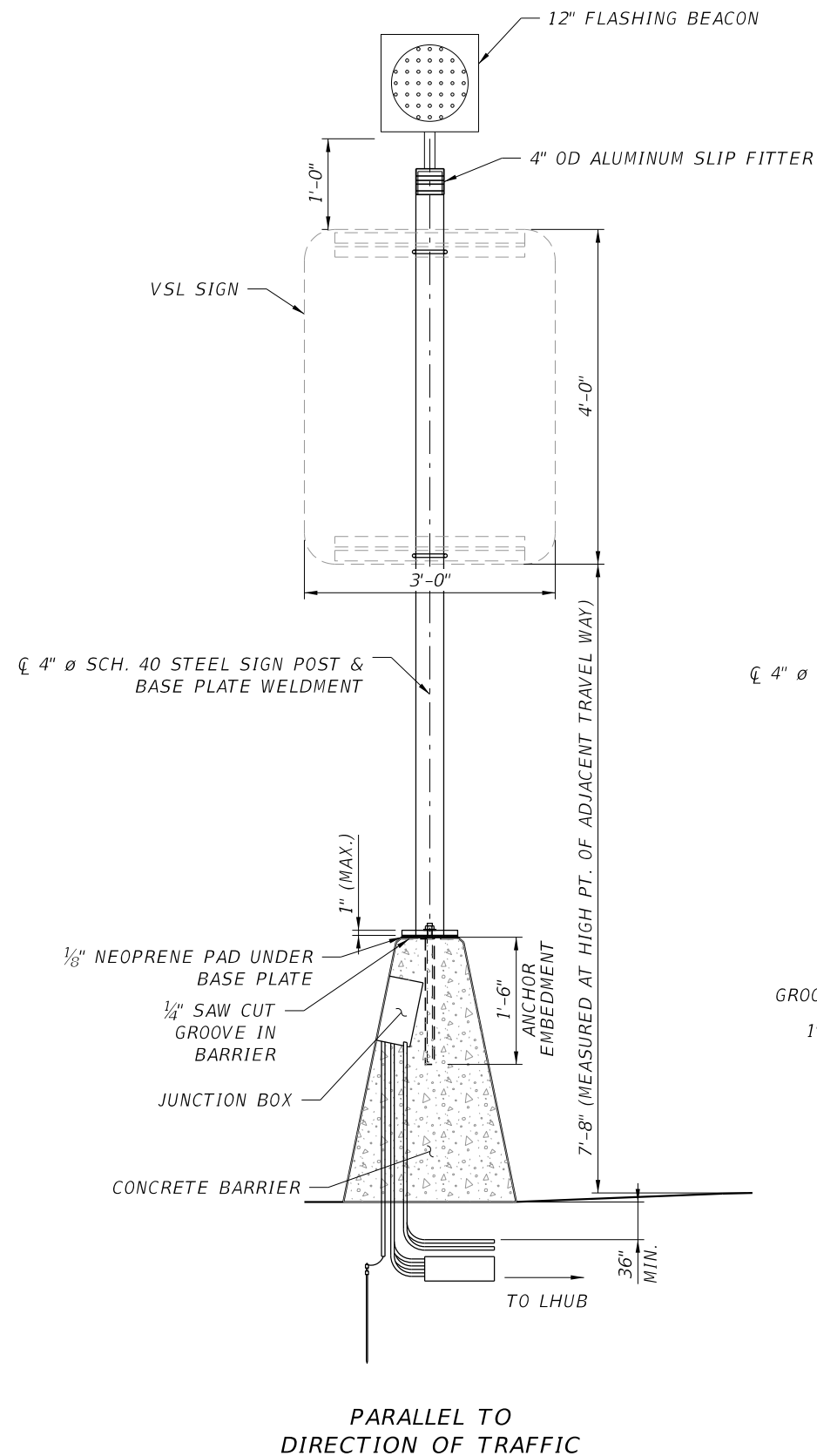
- A. Weld: Specification 460-6.4
B. Hot dip galvanize after fabrication

4. *Construction:*

- A. *Locate Sign Support a minimum of 5 feet from an open joint or transition (sign stationing may be adjusted to accommodate this requirement*
- B. *Base plate must be flush with top of Railing*
- C. *Anchors in Traffic Railings:*
 - a. *Install Adhesive Anchors in accordance with Specification 416 except perform field test on one anchor per sign support location*
 - b. *Use template and tie anchors as necessary to maintain correct placement of C-I-P Embedded Anchors*
 - c. *Do not drill into existing reinforcing*
- D. *Flashing beacon controller equipment to be integral to VSL cabinet.*

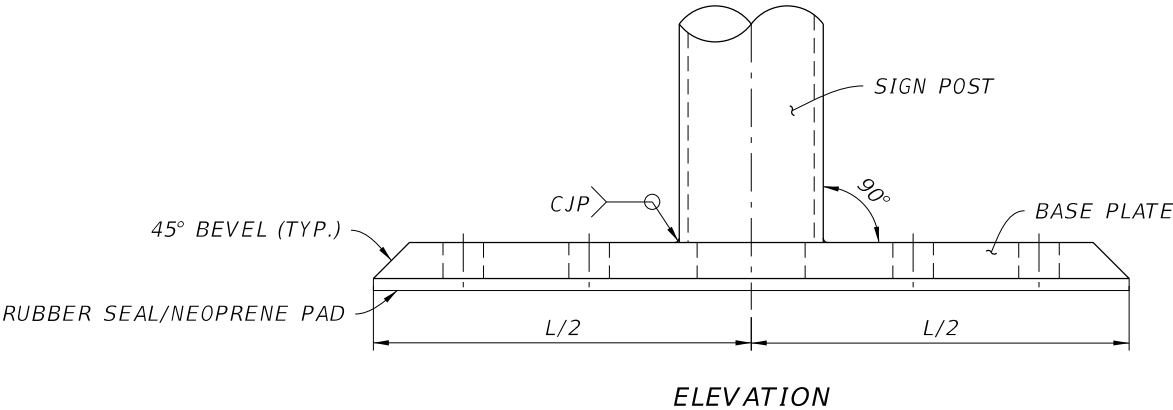
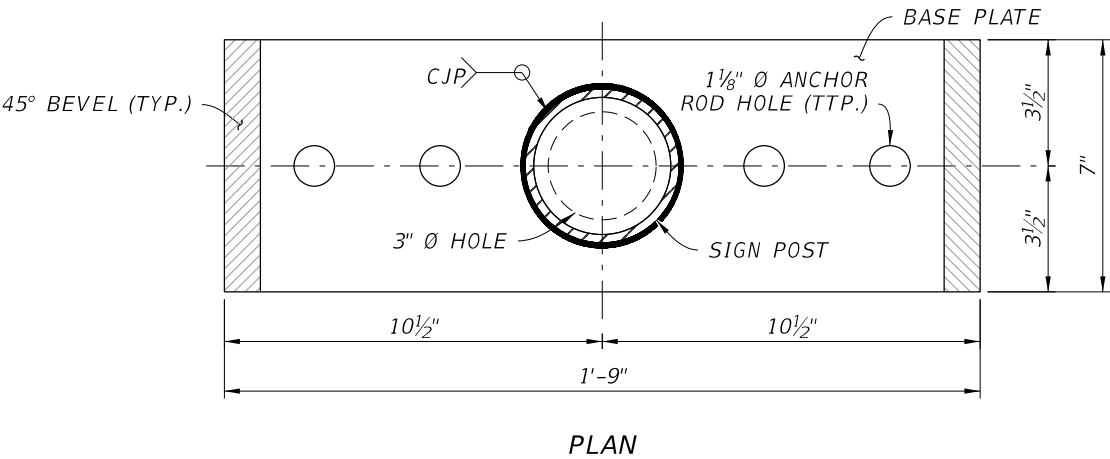
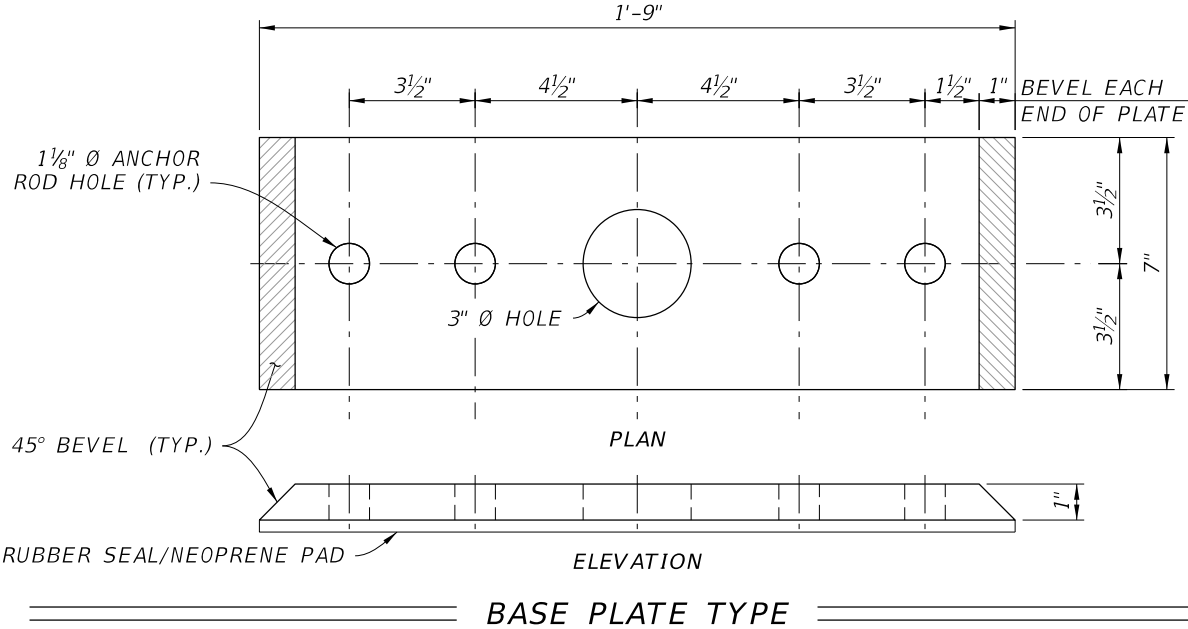
5. *Payment:*

- A. Include the cost of all materials and labor in the cost of the single median post VSL sign assembly. See ITS plans for pay item and quantity.

= *ELEVATION*

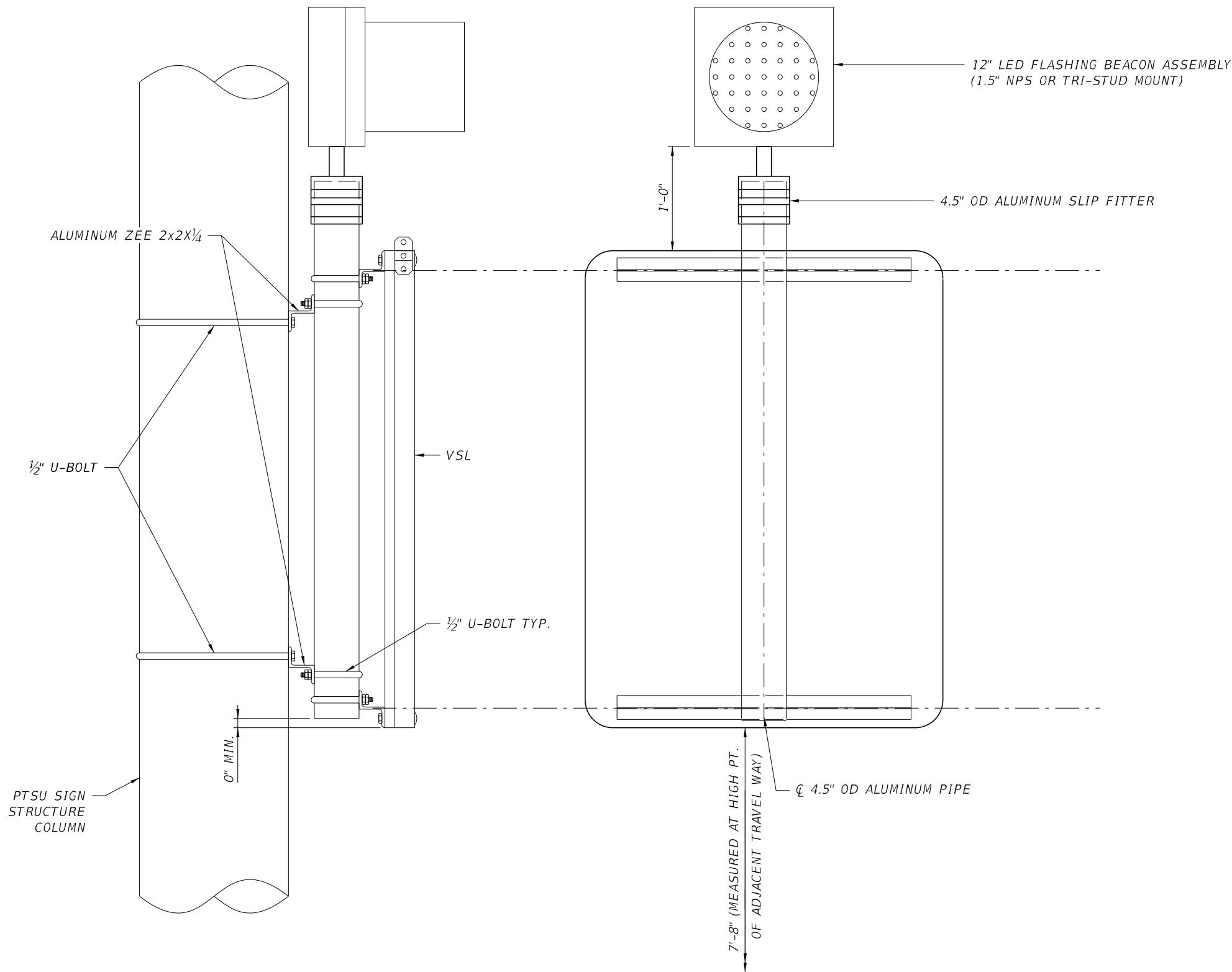
*NOTE TO EOR: Maximum post height of 20' (If greater designer must provide an analysis)

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SIGN SUPPORT WELDMENT DETAIL

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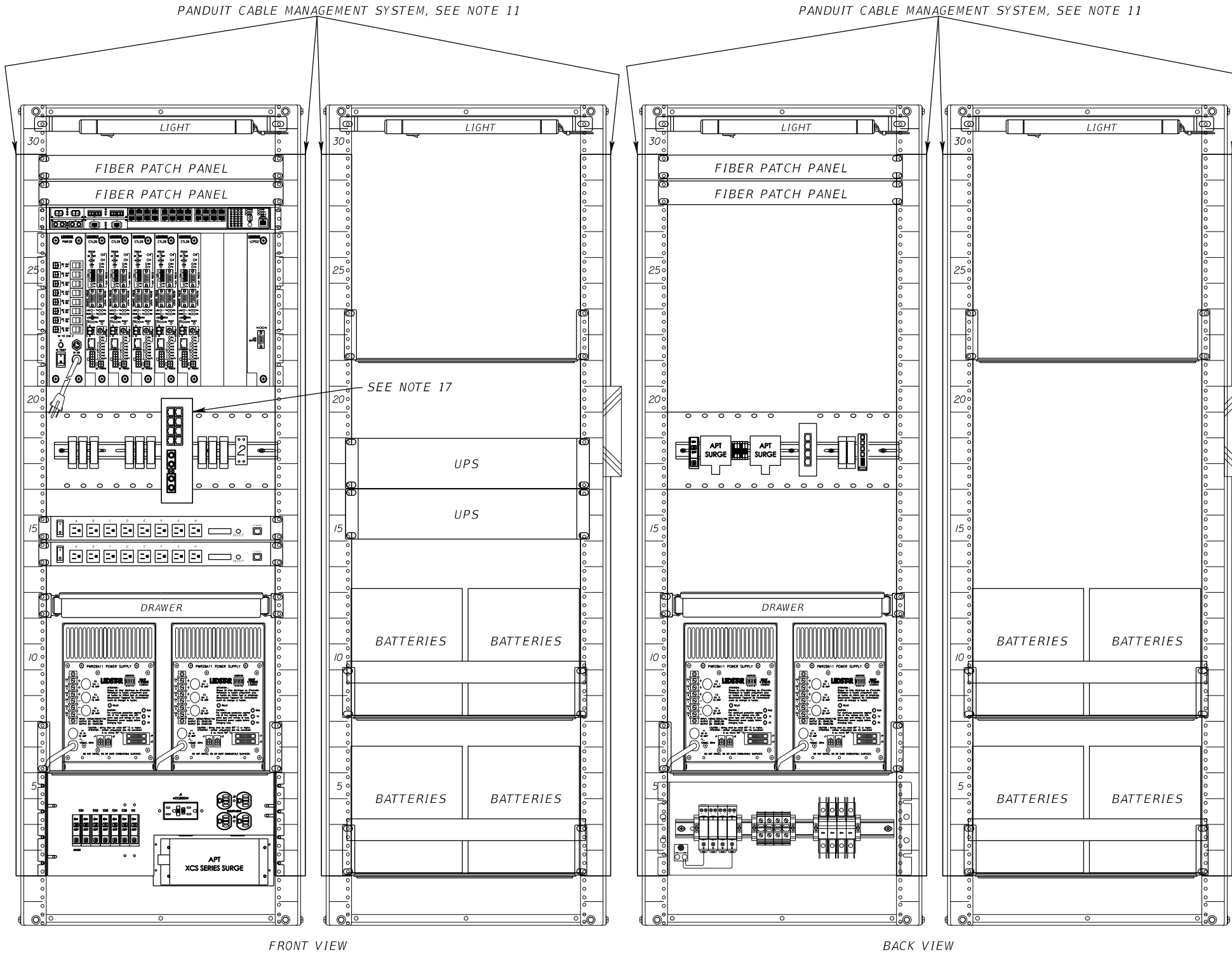
NOTES:

- 1. Install sign panel and wind beam in accordance with Index 700-010 and Specification 700.
- 2. When wire entry holes are drilled in the sign column, use a bushing or rubber grommet to protect conductors.
- 3. Flashing Beacon controller equipment to be integral to VSL cabinet.

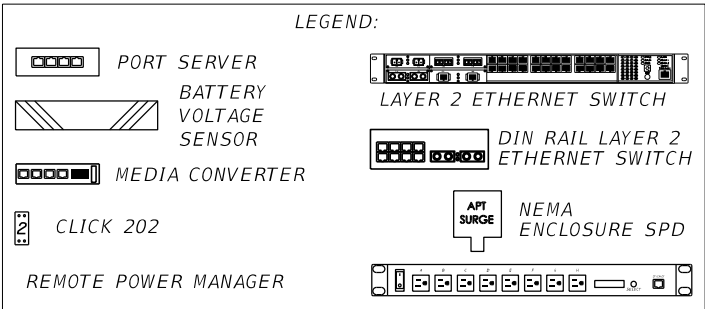
MATERIALS

- 1. Aluminum Sign, Wind Beams and Post Materials:
 - A. Aluminum Plates: ASTM B209, Alloy 6061-T6
 - B. Aluminum Bars and Extruded Shapes: ASTM B221, Alloy 6061-T6
 - C. Aluminum Structural Shapes: ASTM B308 Alloy 6061-T6
 - D. Cast Aluminum: ASTM B26 Alloy A356-T6
 - E. Aluminum Weld Material: ER 5556 or 5356
- 3. Sign Mounting Bolts, Nuts and Washers:
 - A. Aluminum Button Head and Flat Head Bolts: ASTM F468 Alloy 2024-T4
 - B. Aluminum Hex Nuts: ASTM F467 Alloy 6061-T6 or 6262-T9
 - C. Aluminum Washers: ASTM B221, Alloy 7075-T6
- 4. Stainless Steel Bolts, Nuts and Washers may be used in lieu of the Aluminum button head and flat head bolts as follows:
 - A. Stainless Steel Bolts: ASTM F 593 Alloy Group 2, Condition A, CW1 or SH1
 - B. Stainless Steel Nuts: ASTM F594
- 5. Column Connection Bolts, Nuts and Washers:
 - A. Galvanized U-Bolt (Column): ASTM A449 or ASTM A193 B7 according to ASTM F2329 with double nuts.
 - B. Galvanized Hex Nuts: ASTM A563 Grade DH
 - C. Galvanized Washers: ASTM F436
- 6. Coatings:
 - A. High Strength Steel Bolts Nuts and Washers: ASTM F2329
 - B. All other steel items (excluding stainless steel): Hot-dip Galvanize - ASTM A123
- 6. Payment:
 - A. Include the cost of all materials and labor in the cost of the single VSL sign upright mounted assembly. See ITS plans for pay item and quantity.

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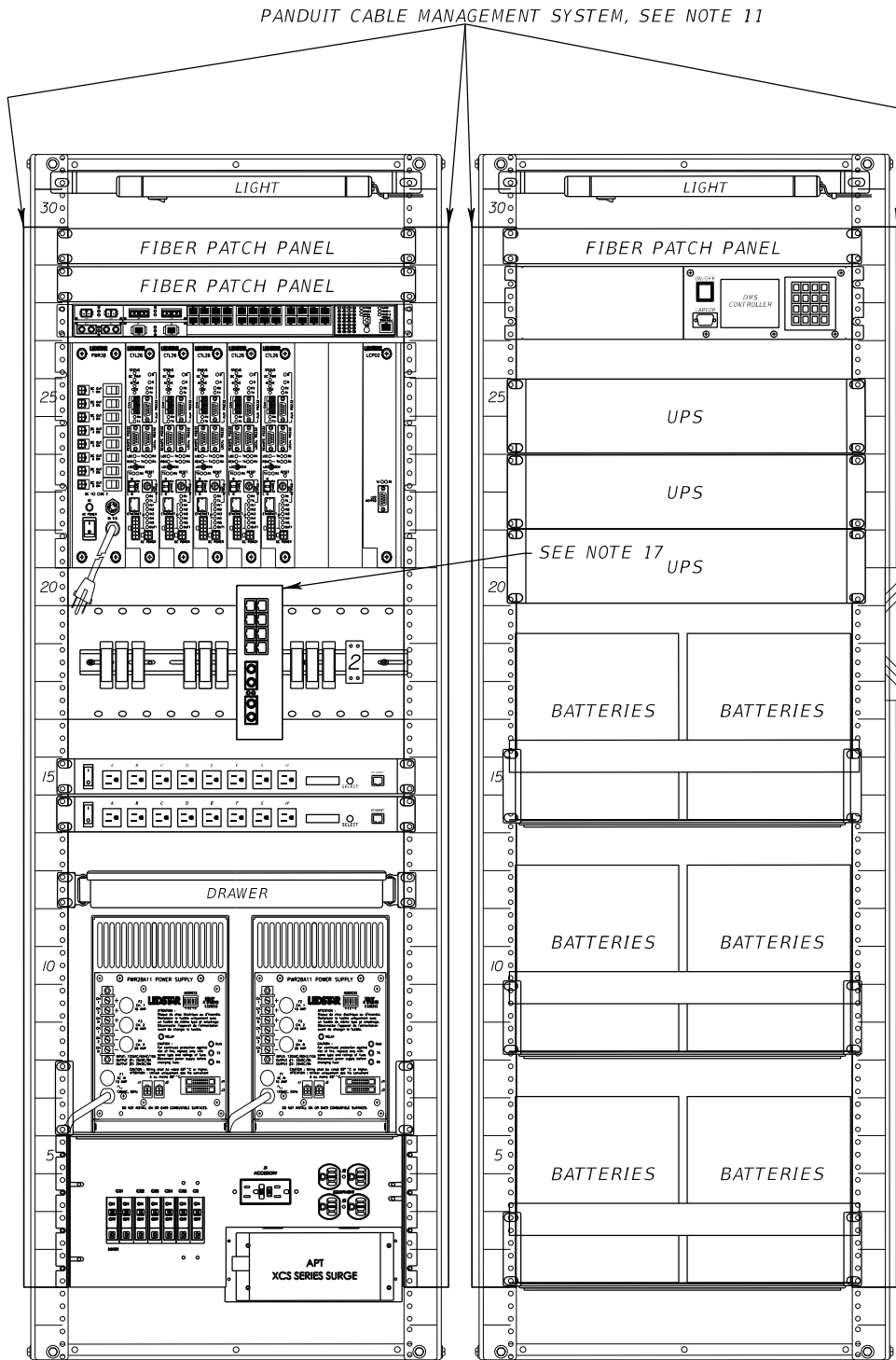


- NOTES:
1. THE CABINET SHALL PROVIDE FOR RACK MOUNTING AND SHELVING OF ALL EQUIPMENT.
 2. CABINETS SHALL BE TYPE 332D AND FABRICATED IN ACCORDANCE TO SECTION 668 OF CFX SPECIFICATIONS.
 3. (SM) = SHELF MOUNT, (RM) = RACK MOUNT
 4. BUS RATING SHALL BE A MINIMUM OF THE FULL ELECTRICAL LOAD WHEN ALL CABINET AND EXTERNAL POLE MOUNTED DEVICES ARE ACTIVE.
 5. 19" DOUBLE DIN RAIL SHALL BE GROUNDED PER MANUFACTURER'S RECOMMENDATIONS.
 6. CONTRACTOR SHALL SUBMIT A CABINET LAYOUT/WIRING DIAGRAM FOR CFX APPROVAL.
 7. FRONT FACE OF EQUIPMENT SHALL BE INSTALLED WITHIN THE CABINET FACING THE OPPOSITE DIRECTIONAL OF TRAVEL.
 8. GROUND MOUNTED DMS CABINETS SHALL BE PLACED ON A MONOLITHIC POUR CONCRETE EXTENDING SIX (6) INCHES ABOVE THE GRADE.
 9. SLIDE OUT TRAY SHALL BE ORIENTED SUCH THAT THE TECHNICIAN SHALL NEVER HAVE THEIR BACK TO THE DIRECTION OF TRAVEL.
 10. IT IS THE INTENT OF THE ENGINEER TO PROVIDE A SAFE WORKING SPACE FOR THE FIELD TECHNICIANS.
 11. PANDUIT DIMENSIONS ARE AS FOLLOWS:
A. HINGE SIDE OF CABINET; 1.26" WIDE BY 1.59" DEEP
B. LATCH SIDE OF CABINET; 1.26" WIDE BY 1.12" DEEP
C. PANDUIT SHALL VERTICALLY COVER RU's AS SHOWN
 12. ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM.
 13. DIN RAIL AND PANEL PROVIDED BY LEDSTAR FOR DC BREAKERS, GROUND BUS AND DC SPD.
 14. INTERNAL CABINET RACK ASSEMBLY SHALL BE ADJUSTED SO THAT THE PANDUIT CABLE MANAGEMENT SYSTEM IS NOT IN CONFLICT WITH THE CABINET INTERNAL DOOR LOCKING MECHANISM.
 15. BATTERY SHELF SHALL BE 5052 ALUMINUM WITH FINE BRUSH FINISH AND CAPABLE OF FULLY SUPPORTING THE WEIGHT OF 4 BATTERIES (APPROXIMATE WEIGHT OF 75 LBS PER BATTERY). PANEL SHALL BE STANDARD 19" (1 RU). MOUNT SHELF BEHIND RACK RAIL. INSTALL RACK SCREWS FRONT TO BACK WITH LOCK WASHERS AND NUTS. INSTALL A MINIMUM OF SIX RACK SCREWS, 4 TOP HOLES AND 2 BOTTOM HOLES. THE BATTERY SHELF SHALL BE ATTACHED TO THE FRONT AND BACK RACK RAILS.
 16. CABINET SHALL BE PROVIDED WITH CYBERLOCK ASSEMBLY FOR EACH CABINET DOOR WITH ONE (1)CYBERLOCK KEY FOR EVERY 10 LOCKS. THE CYBERLOCK ASSEMBLIES AND KEYS SHALL BE PROVIDED TO CFX FOR PROGRAMMING AND INSTALLATION AT THEIR DISCRETION.
 17. SECOND ETHERNET SWITCH REQUIRED WHEN 3-LINE WALK-IN DMS IS CONNECTED TO A PTSU LOCAL HUB CABINET.

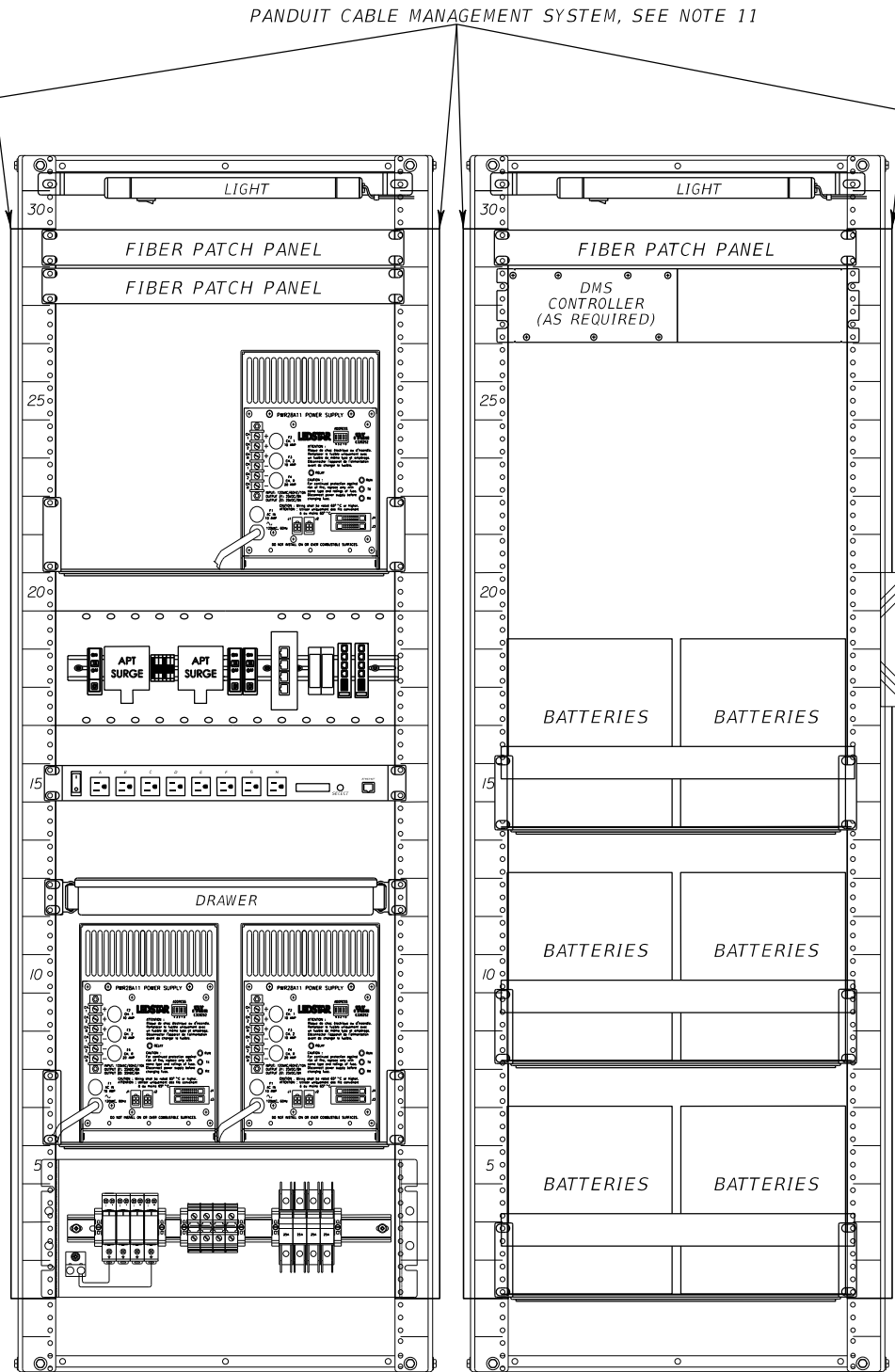


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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPE 332D CABINET LAYOUT DETAIL		SHEET NO.
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FRONT VIEW

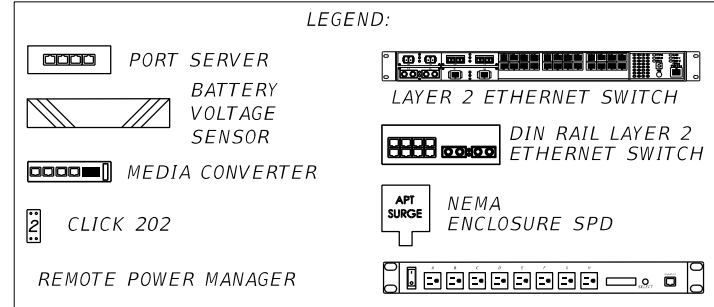


BACK VIEW

TYPE 332D (WITH VSL)
GROUND MOUNTED PTSU CABINET LAYOUT

NOTES:

1. THE CABINET SHALL PROVIDE FOR RACK MOUNTING AND SHELVING OF ALL EQUIPMENT.
2. CABINETS SHALL BE TYPE 332D AND FABRICATED IN ACCORDANCE TO SECTION 668 OF CFX SPECIFICATIONS.
3. (SM) = SHELF MOUNT, (RM) = RACK MOUNT
4. BUS RATING SHALL BE A MINIMUM OF THE FULL ELECTRICAL LOAD WHEN ALL CABINET AND EXTERNAL POLE MOUNTED DEVICES ARE ACTIVE.
5. 19" DOUBLE DIN RAIL SHALL BE GROUNDED PER MANUFACTURER'S RECOMMENDATIONS.
6. CONTRACTOR SHALL SUBMIT A CABINET LAYOUT/WIRING DIAGRAM FOR CFX APPROVAL.
7. FRONT FACE OF EQUIPMENT SHALL BE INSTALLED WITHIN THE CABINET FACING THE OPPOSITE DIRECTIONAL OF TRAVEL.
8. GROUND MOUNTED DMS CABINETS SHALL BE PLACED ON A MONOLITHIC POUR CONCRETE EXTENDING SIX (6) INCHES ABOVE THE GRADE.
9. SLIDE OUT TRAY SHALL BE ORIENTED SUCH THAT THE TECHNICIAN SHALL NEVER HAVE THEIR BACK TO THE DIRECTION OF TRAVEL.
10. IT IS THE INTENT OF THE ENGINEER TO PROVIDE A SAFE WORKING SPACE FOR THE FIELD TECHNICIANS.
11. PANDUIT DIMENSIONS ARE AS FOLLOWS:
A. HINGE SIDE OF CABINET; 1.26" WIDE BY 1.59" DEEP
B. LATCH SIDE OF CABINET; 1.26" WIDE BY 1.12" DEEP
C. PANDUIT SHALL VERTICALLY COVER RU's AS SHOWN
12. ALL CONDUIT DIMENSIONS SHOWN ARE MINIMUM.
13. DIN RAIL AND PANEL PROVIDED BY LEDSTAR FOR DC BREAKERS, GROUND BUS AND DC SPD.
14. INTERNAL CABINET RACK ASSEMBLY SHALL BE ADJUSTED SO THAT THE PANDUIT CABLE MANAGEMENT SYSTEM IS NOT IN CONFLICT WITH THE CABINET INTERNAL DOOR LOCKING MECHANISM.
15. BATTERY SHELF SHALL BE 5052 ALUMINUM WITH FINE BRUSH FINISH AND CAPABLE OF FULLY SUPPORTING THE WEIGHT OF 4 BATTERIES (APPROXIMATE WEIGHT OF 75 LBS PER BATTERY). PANEL SHALL BE STANDARD 19" (1 RU). MOUNT SHELF BEHIND RACK RAIL. INSTALL RACK SCREWS FRONT TO BACK WITH LOCK WASHERS AND NUTS. INSTALL A MINIMUM OF SIX RACK SCREWS, 4 TOP HOLES AND 2 BOTTOM HOLES. THE BATTERY SHELF SHALL BE ATTACHED TO THE FRONT AND BACK RACK RAILS.
16. CABINET SHALL BE PROVIDED WITH CYBERLOCK ASSEMBLY FOR EACH CABINET DOOR WITH ONE (1) CYBERLOCK KEY FOR EVERY 10 LOCKS. THE CYBERLOCK ASSEMBLIES AND KEYS SHALL BE PROVIDED TO CFX FOR PROGRAMMING AND INSTALLATION AT THEIR DISCRETION.
17. SECOND ETHERNET SWITCH REQUIRED WHEN 3-LINE WALK-IN DMS IS CONNECTED TO A PTSU LOCAL HUB CABINET.



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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPE 332D CABINET LAYOUT DETAIL	SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
										P-14	

30"X24" NEMA 3R
ALUM. ENCLOSURE



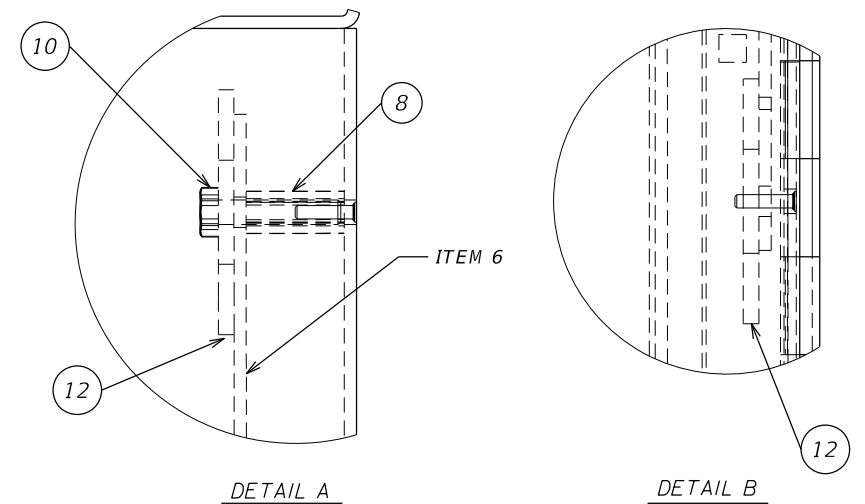
FOR INFORMATIONAL PURPOSES ONLY

CENTRAL
FLORIDA
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AUTHORITY

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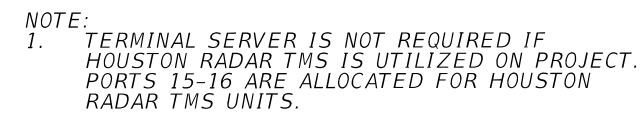
D-16

ITEM NO.	DESCRIPTION
1	BODY
2	END CAP
3	BOT-END-CAP
4	DOOR-ASSY
5	BDY-HASP
6	STRIKER
7	BACKPLATE-1
8	STANDOFF
9	HINGE-ASSY
10	HEX BOLT
11	BACK PLATE-2
12	FLAT WASHER TYPE B
13	FOLD-DN SHELF BRACKET
14	FOLD DOWN SHELF



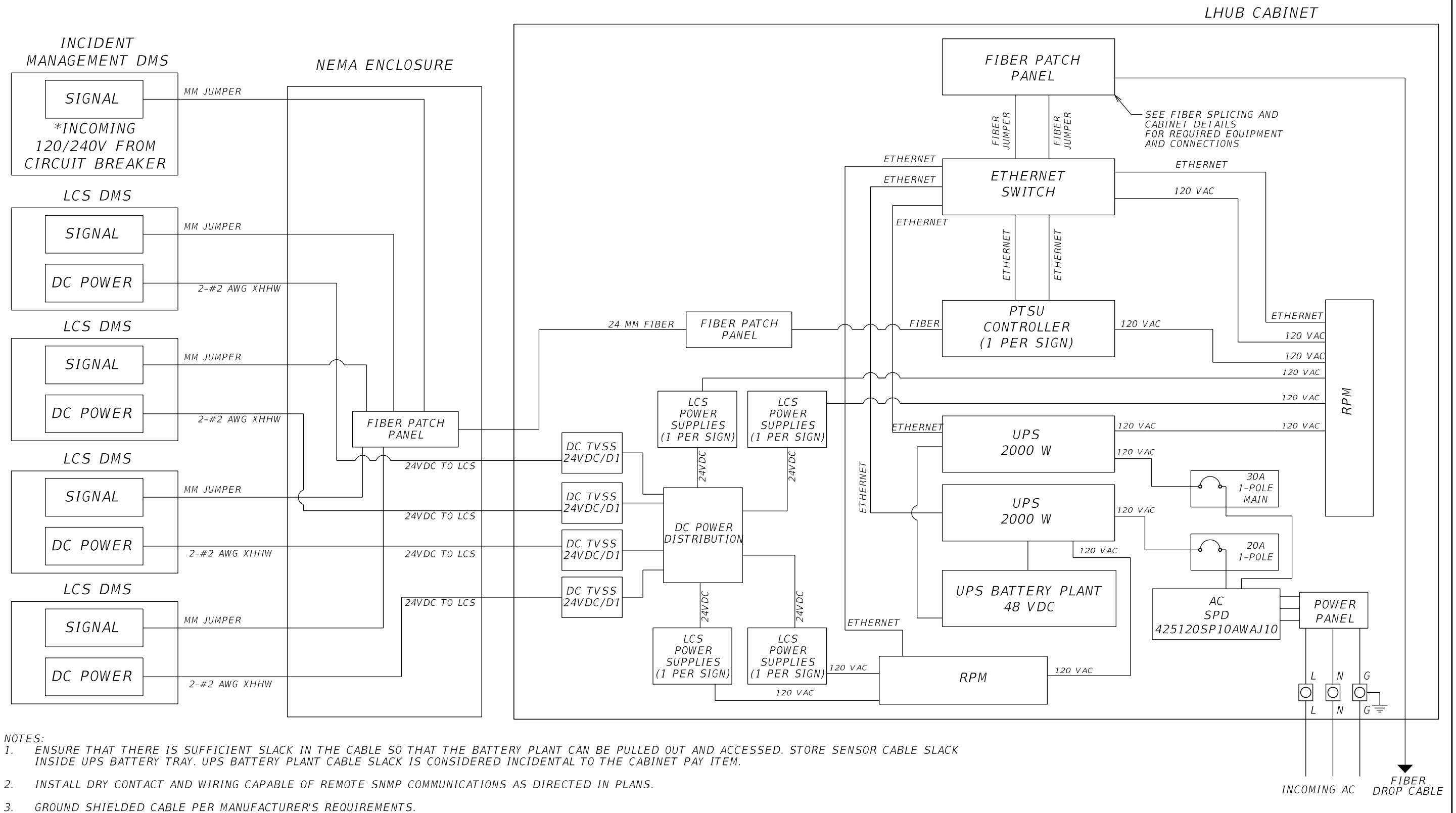
CCTV
TERMINAL SERVER/MEDIA CONVERTER
UPS
RPM
DCS
DMS CONTROLLER

BLUE
GREEN
WHITE
RED
BROWN
BLACK



VERSION 9	REVISIONS					FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU ETHERNET SWITCH DETAIL	SHEET NO.	
	DATE	BY	DESCRIPTION	DATE	BY					DESCRIPTION	P-16

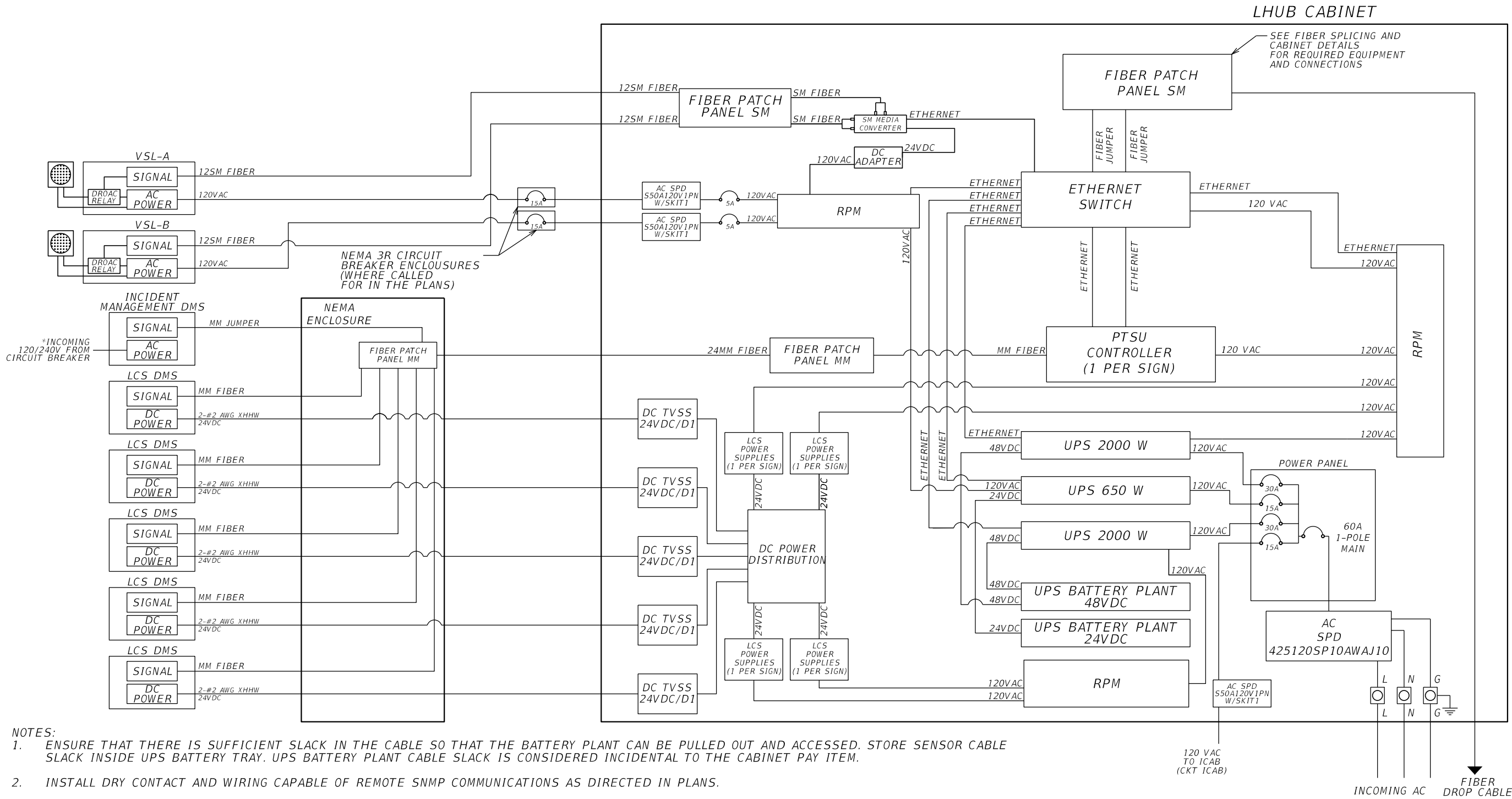
PROPOSED PTSU CONNECTION DIAGRAM WITH
BATTERY BACKUP FOR LCS & IMDMS



NTS

VERSION 9	REVISIONS					FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPICAL WIRING DIAGRAM LCS AND IMDMS	SHEET NO.	
	DATE	BY	DESCRIPTION	DATE	BY					DESCRIPTION	P-18

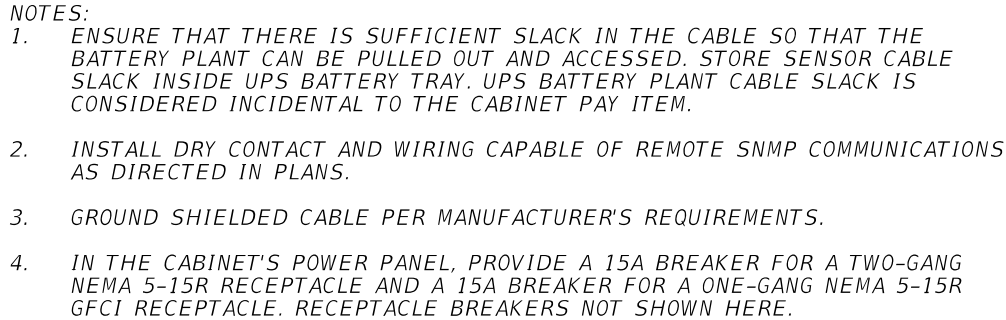
IMDMS, VSL SIGNS & FOUR LCS DMS
(TYPE 332D CABINET)



- NOTES:
1. ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. UPS BATTERY PLANT CABLE SLACK IS CONSIDERED INCIDENTAL TO THE CABINET PAY ITEM.
 2. INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.
 3. GROUND SHIELDED CABLE PER MANUFACTURER'S REQUIREMENTS.
 4. IN THE CABINET'S POWER PANEL, PROVIDE A 15A BREAKER FOR A TWO-GANG NEMA 5-15R RECEPTACLE AND A 15A BREAKER FOR A ONE-GANG 5-15R GFCI RECEPTACLE. RECEPTACLE BREAKERS NOT SHOWN HERE.

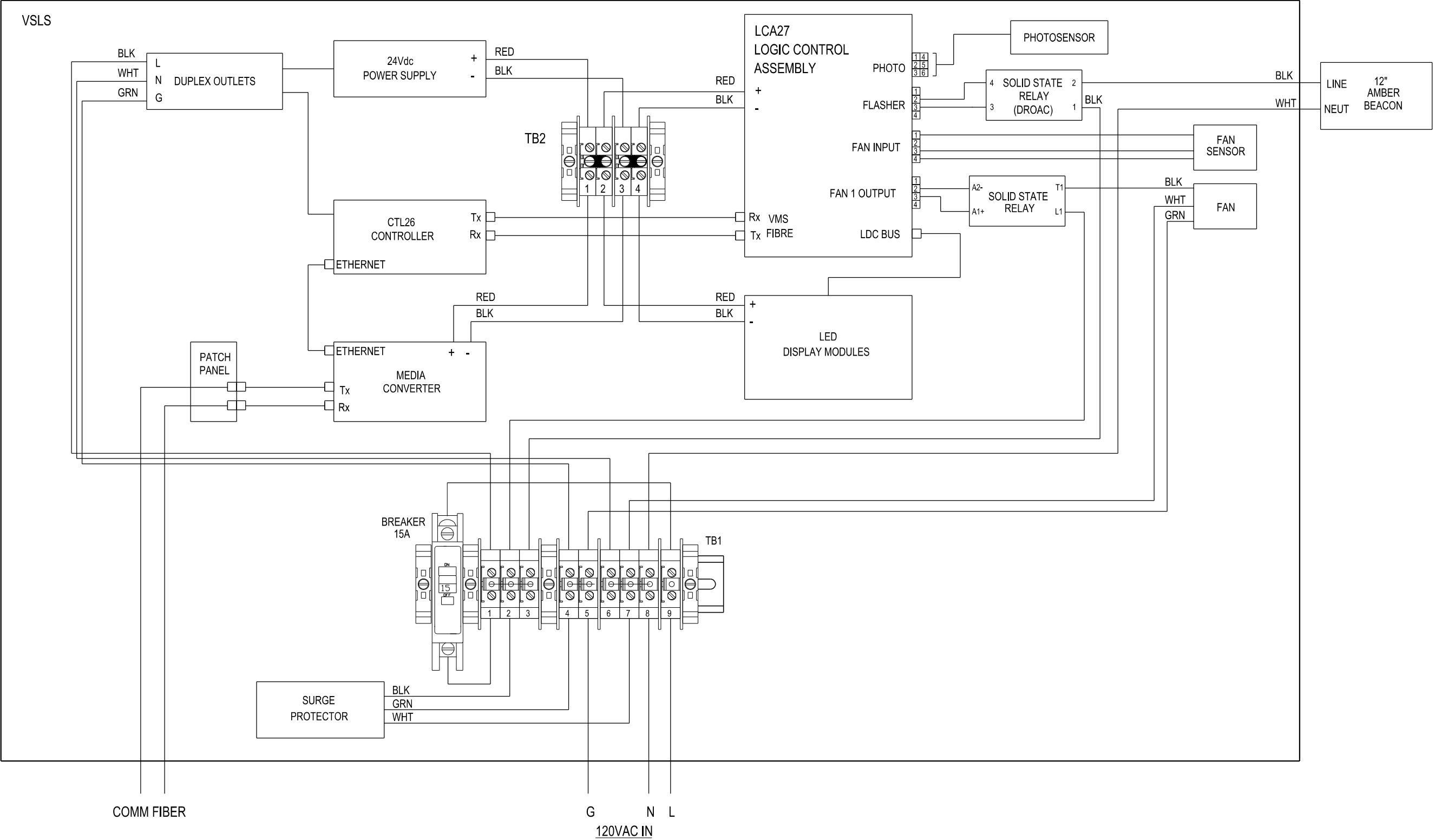
REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPICAL WIRING VSL LCS AND IMDMS		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						
											P-19

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VERSION 9
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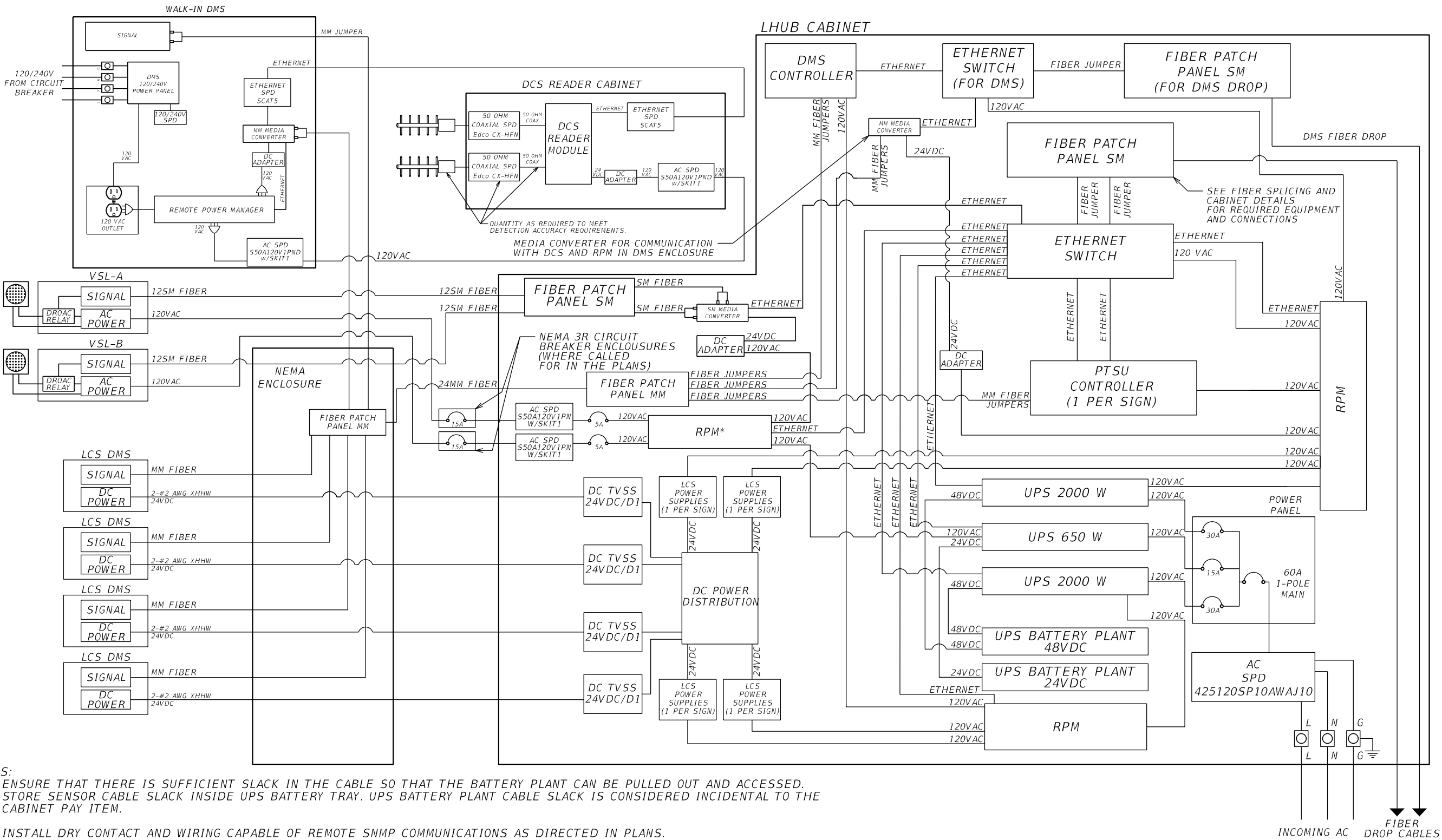
VSL ENCLOSURE WIRING



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REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPICAL WIRING DIAGRAM VSL ENCLOSURE		SHEET NO.
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						P-21

DMS, LCS DMS, VSL SIGNS & DCS
(TYPE 332D CABINET)



- NOTES:
1. ENSURE THAT THERE IS SUFFICIENT SLACK IN THE CABLE SO THAT THE BATTERY PLANT CAN BE PULLED OUT AND ACCESSED. STORE SENSOR CABLE SLACK INSIDE UPS BATTERY TRAY. UPS BATTERY PLANT CABLE SLACK IS CONSIDERED INCIDENTAL TO THE CABINET PAY ITEM.
 2. INSTALL DRY CONTACT AND WIRING CAPABLE OF REMOTE SNMP COMMUNICATIONS AS DIRECTED IN PLANS.
 3. GROUND SHIELDED CABLE PER MANUFACTURER'S REQUIREMENTS.
 4. IN THE CABINET'S POWER PANEL, PROVIDE A 15A BREAKER FOR A TWO-GANG NEMA 5-15R RECEPTACLE AND A 15A BREAKER FOR A ONE-GANG NEMA 5-15R GFCI RECEPTACLE. RECEPTACLE BREAKERS NOT SHOWN HERE.

REVISIONS						FOR INFORMATIONAL PURPOSES ONLY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	CENTRAL FLORIDA EXPRESSWAY AUTHORITY	PTSU TYPICAL WIRING DIAGRAM DMS VSL AND LCS		SHEET NO.	
DATE	BY	DESCRIPTION	DATE	BY	DESCRIPTION						P-22	

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