




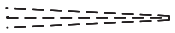
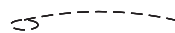









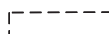
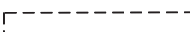
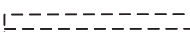






















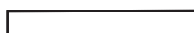










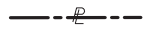



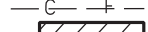
			CITY OF DUNWOODY			PROJECT NO. 17-TP-024																																									
<div>TRAFFIC SIGNAL GENERAL NOTES</div> <div><div><p>1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION; INCLUDING SUBSEQUENT PUBLISHED RULINGS.</p><p>2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.</p><p>3. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET. DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROLLER CABINET.</p><p>4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES PRIOR TO ORDERING. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS (UP TO 5 FEET, MAXIMUM) IN LOCATION OF NEW SIGNAL POLES ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.</p><p>5. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.</p><p>6. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE CITY OF DUNWOODY TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.</p><p>7. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET. (GDOT DETAIL TS-06)</p></div><div><p>8. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN GDOT SPECIFICATIONS (WITH EXCEPTIONS AS DIRECTED BY THESE PLANS OR THE CITY OF DUNWOODY). INSTALLATION SHALL MEET CURRENT NEPA, NATIONAL ELECTRICAL CODE AND ANSI NATIONAL ELECTRICAL SAFETY CODE.</p><p>9. ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.</p><p>10. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO DUNWOODY, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED DUE TO CONTRACTOR'S ACTIVITIES.</p><p>11. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.</p><p>12. ALL TRAFFIC MARKINGS, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.</p><p>13. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNALS, DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INCLUDE THE COST, AS PART OF THE BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION, IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLATION.</p></div><div><p>14. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLATION AND SUPPORT DEVICES UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION HAS SATISFACTORILY COMPLETED A TEST PERIOD, 30 DAYS OF UNINTERRUPTED OPERATION. THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE CITY OF DUNWOODY.</p><p>15. CONTRACTOR SHALL SUBMIT LOAD CALCULATIONS, SHOP DRAWINGS AND FOUNDATION DIMENSIONS OF POLES AND CATALOG CUTS OF PROPOSED SIGNAL EQUIPMENT AND ELECTRICAL/LINE HARDWARE MATERIALS TO THE CITY OF DUNWOODY FOR APPROVAL.</p><p>16. LOOP DETECTOR UNIT SHALL ENERGIZE ITS INDIVIDUAL LOOP CHANNELS NONCONCURRENTLY. DETECTOR UNIT SHALL BE FAIL SAFE (PROVIDE A CONSTANT CALL TO THE CONTROLLER IF LOOP FAILURE OCCURS).</p><p>17. CONDUIT ROUTED UNDER DRIVEWAYS OR ROADWAYS SHALL BE TYPE 3 (HDPE).</p><p>18. ALL VEHICULAR AND PEDESTRIAN SIGNALS SHALL HAVE BLACK FACES AND BLACK BACKS. ALL SIGNAL HARDWARE SHALL BE BLACK. VEHICULAR SIGNALS SHALL ALSO HAVE ALUMINUM BACKPLATES WITH 2" RETROREFLECTIVE BORDER.</p><p>19. THE CONTRACTOR WILL BE RESPONSIBLE FOR TRAFFIC CONTROL DURING CONSTRUCTION.</p><p>20. THE QUANTITIES PROVIDED IN THIS PLANS SET ARE AN ESTIMATE ONLY AND MAY NOT BE ACCURATE. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE THE BID PRICE COVERS ALL MATERIALS REQUIRED TO COMPLETE THE INSTALLATION.</p></div></div>																																															
		<div><div><div><div>WOLVERTON</div><div>Engineering Solutions You Can Trust</div></div><div>6745 Sugarloaf Parkway • Suite 100 • Duluth, Georgia 30097 Phone: 770-447-8999 www.wolvertoninc.com</div></div></div>		<div>BID DOCUMENTS JANUARY 11, 2019</div>		<div>REVISION DATES</div> <table><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr><tr><td></td><td></td><td></td></tr></table>																							<div><div>SIGNAL PLANS</div><div>ROBERTS DRIVE @ ROBERTS PARK ROAD</div><table><tr><td>CHECKED:</td><td></td><td>DATE:</td><td></td><td rowspan="4">DRAWING No. <div>27-0001</div></td></tr><tr><td>BACKCHECKED:</td><td></td><td>DATE:</td><td></td></tr><tr><td>CORRECTED:</td><td></td><td>DATE:</td><td></td></tr><tr><td>VERIFIED:</td><td></td><td>DATE:</td><td></td></tr></table></div>		CHECKED:		DATE:		DRAWING No. <div>27-0001</div>	BACKCHECKED:		DATE:		CORRECTED:		DATE:		VERIFIED:		DATE:	
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EXISTING SIGNAL

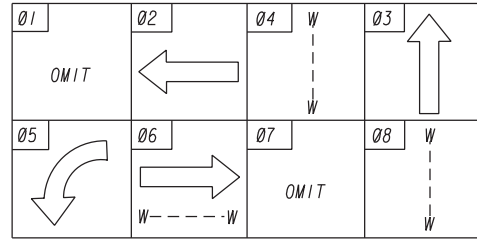
-  CONTROLLER CABINET
-  STRAIN POLE
-  TIMBER POLE
-  DOWN GUY
-  MAST ARM
-  STREET LIGHT
-  3 SECTION HEAD
-  4 SECTION HEAD W/BACKPLATE
-  4/5 SECTION (CLUSTER/T-SHAPE) HEAD
-  OVERHEAD SIGN
-  PEDESTAL POLE
-  PED SIGNAL HEAD
-  CURB CUT RAMP
-  PULLBOX, (TYPE TO BE CALLED OUT)
-  6x6 PULSE LOOP
-  6x18 CALL LOOP
-  6x40 PRESENCE LOOP (DIPOLE)
-  6x40 PRESENCE LOOP (QUADRUPOLE)
-  CONDUIT
-  RAILROAD CONTROLLER
-  SIGN POST

PROPOSED SIGNAL

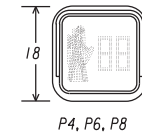
-  CONTROLLER CABINET
-  STRAIN POLE
-  TIMBER POLE
-  DOWN GUY
-  MAST ARM
-  STREET LIGHT
-  3 SECTION HEAD
-  4 SECTION HEAD W/BACKPLATE
-  4 SECTION HEAD
-  4 SECTION HEAD W/BACKPLATE
-  4/5 SECTION (CLUSTER/T-SHAPE) HEAD
-  4/5 SECTION (CLUSTER/T-SHAPE) HEAD W/ BACKPLATE
-  OVERHEAD SIGN
-  PEDESTAL POLE
-  PED SIGNAL HEAD
-  CURB CUT RAMP - (SEE ADA DETAIL)
-  PULLBOX, (TYPE TO BE CALLED OUT)
-  6x6 PULSE LOOP
-  6x18 CALL LOOP
-  6x40 PRESENCE LOOP (DIPOLE)
-  6x40 PRESENCE LOOP (QUADRUPOLE)
-  CONDUIT, (TYPE TO BE CALLED OUT)
-  RAILROAD CONTROLLER
-  SIGN POST
-  RADAR DETECTION DEVICE
-  MAGNETOMETER DETECTION DEVICE
-  VIDEO DETECTION DEVICE
-  VIRTUAL DETECTION ZONE (RADAR, VIDEO, ETC)

PROPERTY AND EXISTING R/W LINE REQUIRED R/W LINE CONSTRUCTION LIMITS EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES EASEMENT FOR CONSTR OF SLOPES EASEMENT FOR CONSTR OF DRIVES		BEGIN LIMIT OF ACCESS.....BLA	
		END LIMIT OF ACCESS.....ELA	
		LIMIT OF ACCESS	
		REQ'D R/W & LIMIT OF ACCESS	

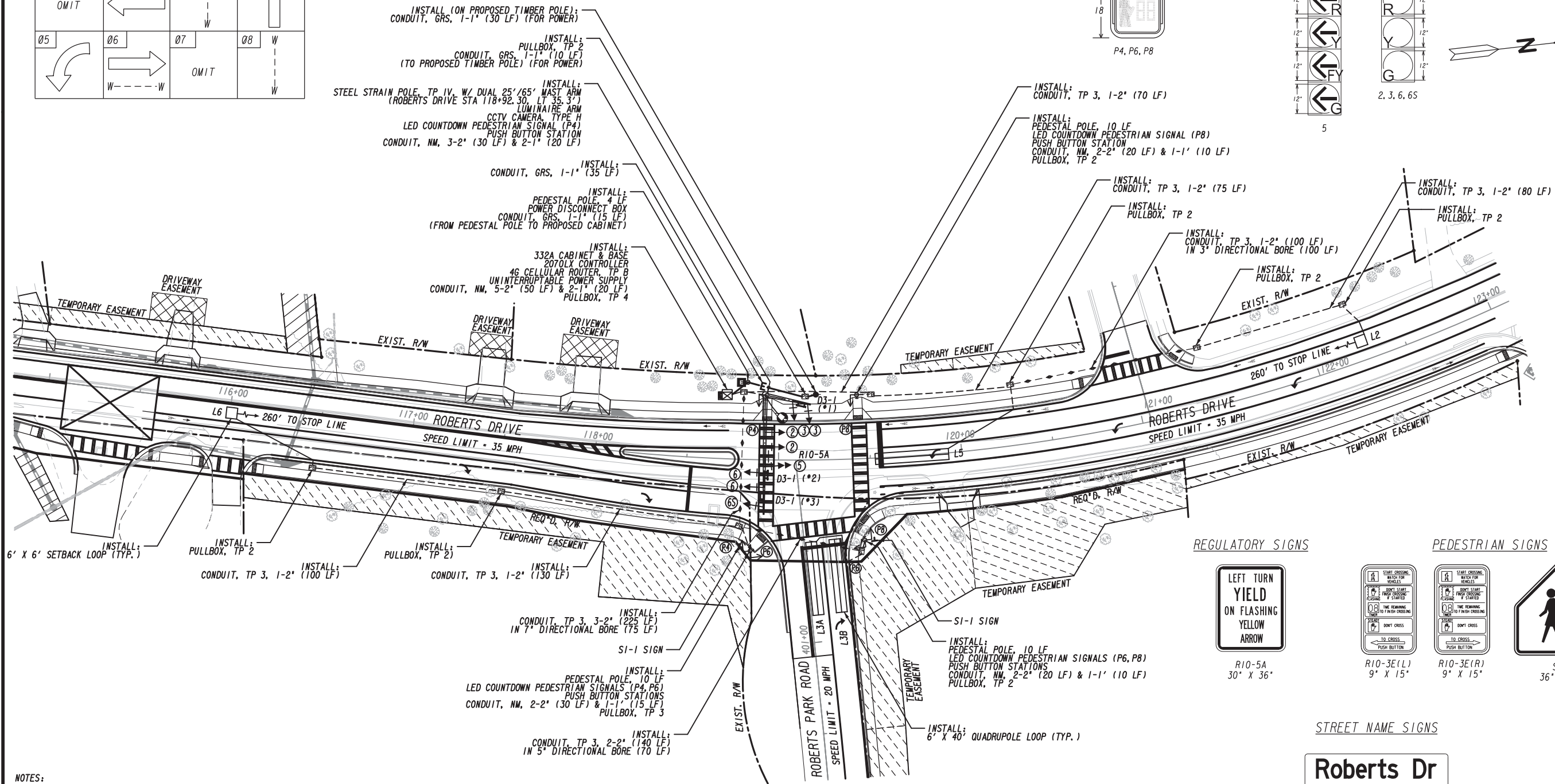
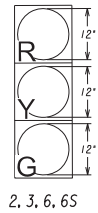
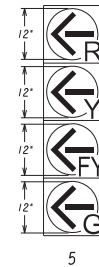
PHASING DIAGRAM



PEDESTRIAN HEADS



LED SIGNAL HEADS WITH 2" RETRO-REFLECTIVE BORDER ON BACKPLATE



REGULATORY SIGNS

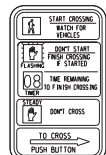


R10-5A
30" X 36"

PEDESTRIAN SIGNS



R10-3E(L)
9" X 15"



R10-3E(R)
9" X 15"



SI-1
36" X 36"

STREET NAME SIGNS

Roberts Dr

D3-1 (*1)

← Roberts Park Rd

D3-1 (*2)

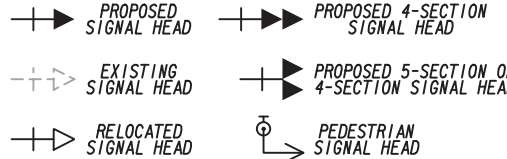
Roberts Park Rd →

D3-1 (*3)

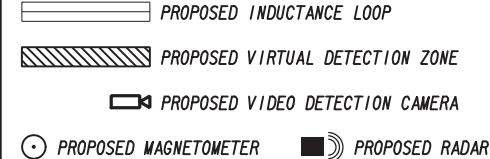
NOTES:

1. ALL MAST ARM POLES AND MAST ARMS SHALL BE POWDER COATED BLACK.
2. THE MAST ARM ON THE SOUTHWEST CORNER SHALL HAVE ADDITIONAL HEIGHT TO ACCOMMODATE CCTV CAMERA.
2. SEE SHEET 27-0005 FOR INTERSECTION DETAIL.

SIGNAL LEGEND

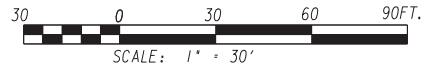


DETECTION LEGEND



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REVISION DATES

NO.	DATE	DESCRIPTION

SIGNAL PLANS

ROBERTS DRIVE @ ROBERTS PARK ROAD

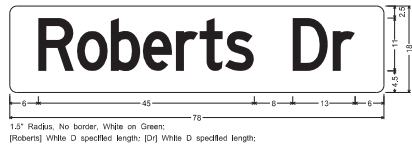
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BACKCHECKED:	DATE:	27-0003
CORRECTED:	DATE:	
VERIFIED:	DATE:	

332 CABINET INPUT ASSIGNMENT

SLOT		1	2	3	4	5	6	7	8	9	10	11	12	13	14
UPPER INPUT FILE															
	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		2-CH			2-CH							DC ISO	DC ISO	DC ISO
CHANNEL 1	C1 PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
	FUNCTION		L2			L3A						ADVANCE		Ø 6 PED	FLASH
	FIELD TERM	TB2 1, 2	TB2 5, 6	TB2 9, 10	TB4 1, 2	TB4 5, 6	TB4 9, 10	TB6 1, 2	TB6 5, 6	TB6 9, 10			TB8 4, 6	TB8 7, 9	N/C
	DETECTOR	1	3	5	7	9	11	13	15	17			PED 2	PED 6	
	ASSIGNED	1	2	2	2	3	4	4	4	1				Ø6	
CHANNEL 2	C1 PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
	FUNCTION					L3B						ENABLE	Ø 4 PED	Ø 8 PED	STOP TIME
	FIELD TERM	TB2 3, 4	TB2 7, 8	TB2 11, 12	TB4 3, 4	TB4 7, 8	TB4 11, 12	TB6 3, 4	TB6 7, 8	TB6 11, 12			TB8 5, 6	TB8 8, 9	N/C
	DETECTOR	1	4	6	7	9	12	14	15	18			PED 4	PED 8	
	ASSIGNED	1	2	2	2	3	4	4	4	3			Ø4	Ø8	

LOWER INPUT FILE															
	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD	2-CH	2-CH												
CHANNEL 1	C1 PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
	FUNCTION	L5	L6										EVA	EVR	RR 1
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12
	DETECTOR	19	21	23	25	29	31	33	35	37		SPARE 2	PRE 3	PRE 4	PRE 1
	ASSIGNED	5	6	6	6	7	8	8	8	5					
CHANNEL 2	C1 PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
	FUNCTION											SPARE 3	EVC	EVD	RR 2
	FIELD TERM	TB3 3,4	TB3 7,8	TB3 11,12	TB5 3,4	TB5 7,8	TB5 11,12	TB7 3,4	TB7 7,8	TB7 11,12			TB9 5,6	TB9 8,9	TB9 11,12
	DETECTOR	19	22	24	25	29	32	34	35	38			PRE 5	PRE 6	PRE 2
	ASSIGNED	5	6	6	6	7	8	8	8	7					

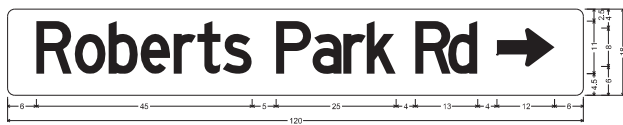
ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED.



D3-1 (*1)



D3-1 (*2)

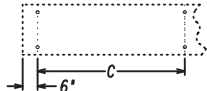


D3-1 (•3)

GENERAL NOTES

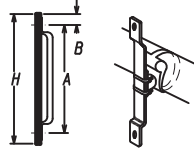
1. EACH SIGN SHALL CONTAIN A MINIMUM OF (2) HANGERS OR BRACKETS.
2. SIGN LEGEND SHALL BE 11-IN. UPPER CASE & 8-IN. LOWER CASE SERIES "D" LETTERS. ALL ARROWS SHALL BE 8-IN. TALL & 12-IN. LONG.
3. EACH SIGN SHALL CONTAIN 1 1/2-IN. RADII.
4. EACH SIGN SHALL BE MADE OF ONE CONTINUOUS PIECE OF ALUMINUM.
5. SIGNS SHALL HAVE STANDARD REFLECTORIZED INTERSTATE GREEN BACKGROUND WITH WHITE REFLECTORIZED LEGENDS, BORDERS AND ARROWS.
6. FOR SIGNS THAT ARE 72-IN. OR GREATER THEY SHALL CONTAIN A MINIMUM OF THREE (3) HANGERS OR BRACKETS.

H	A	B	C
12"	9"	1½"	36"
18"	15"	1½"	24"
24"	18"	1½"	18"
30"	24"	3"	12"



**FOR MOUNTING TO
MAST ARMS STRUCTURES.
(NOT TO SCALE)**

**NOTE: USE ASTRO MINI SIGN BRACKET
AND CLAMP OR EQUIVALENT**



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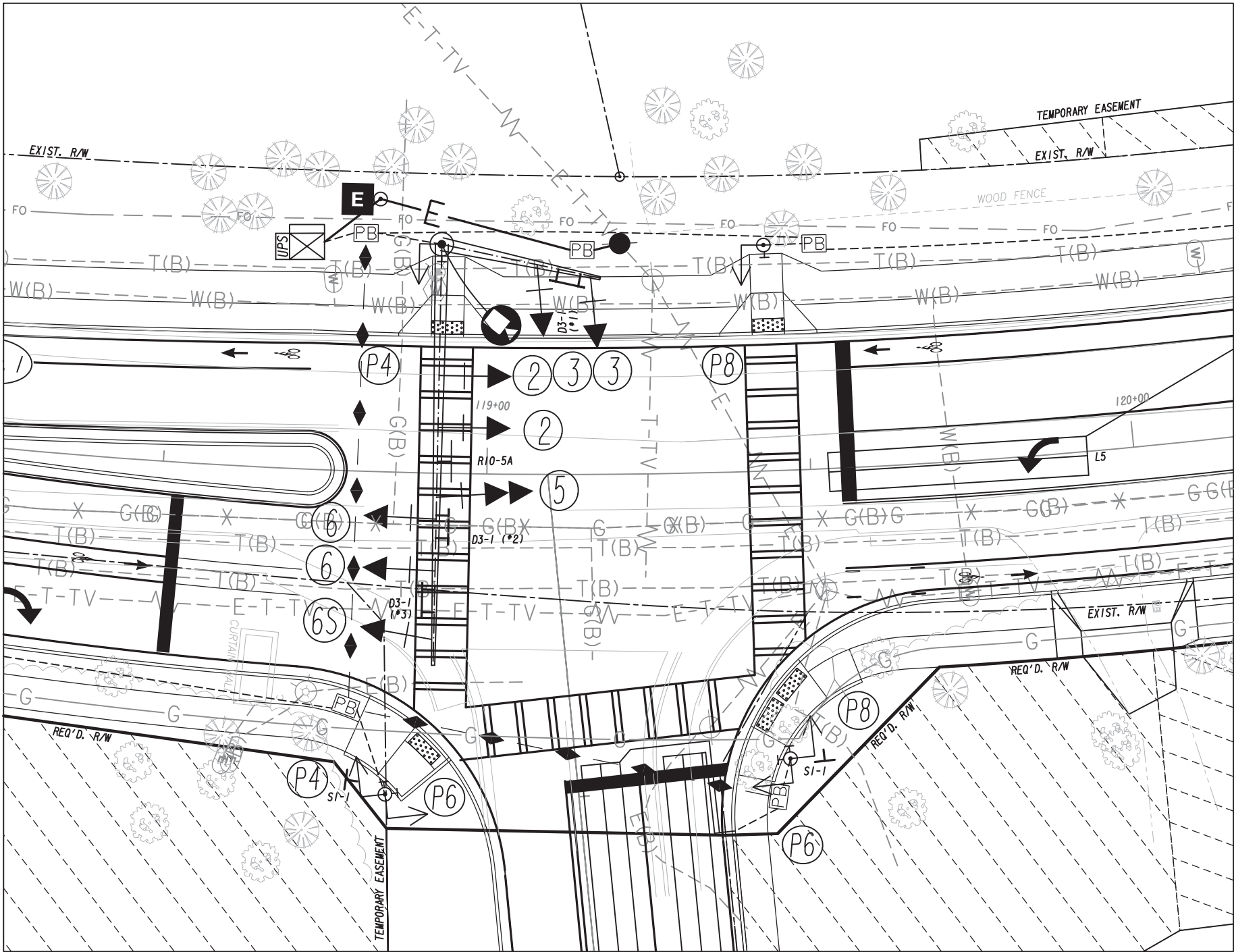
BID DOCUMENTS
JANUARY 11, 2019

REVISION DATES

SIGNAL PLANS

ROBERTS DRIVE @ ROBERTS PARK ROAD

CHECKED:		DATE:		DRAWING No. 27-0004
BACKCHECKED:		DATE:		
CORRECTED:		DATE:		
VERIFIED:		DATE:		



INTERSECTION DETAIL

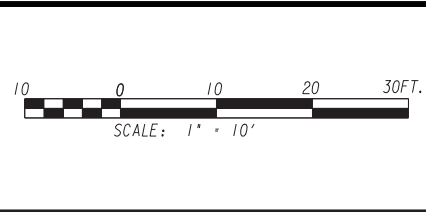
BID DOCUMENTS
JANUARY 11, 2019

SIGNAL LEGEND			
	PROPOSED SIGNAL HEAD		PROPOSED 4-SECTION SIGNAL HEAD
	EXISTING SIGNAL HEAD		PROPOSED 5-SECTION OR 4-SECTION SIGNAL HEAD
	RELOCATED SIGNAL HEAD		PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND	
	PROPOSED INDUCTANCE LOOP
	PROPOSED VIRTUAL DETECTION ZONE
	PROPOSED VIDEO DETECTION CAMERA
	PROPOSED MAGNETOMETER
	PROPOSED RADAR

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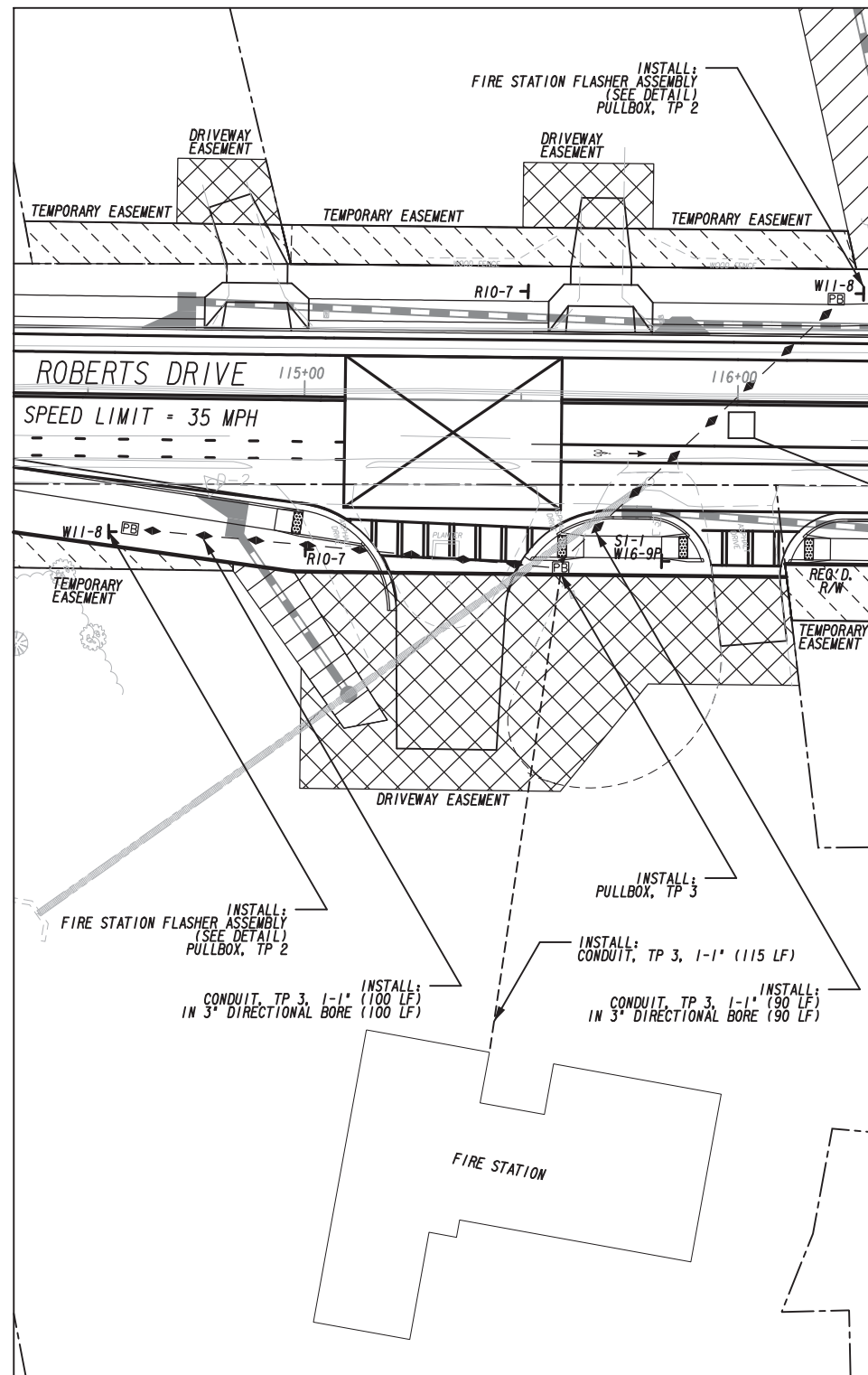
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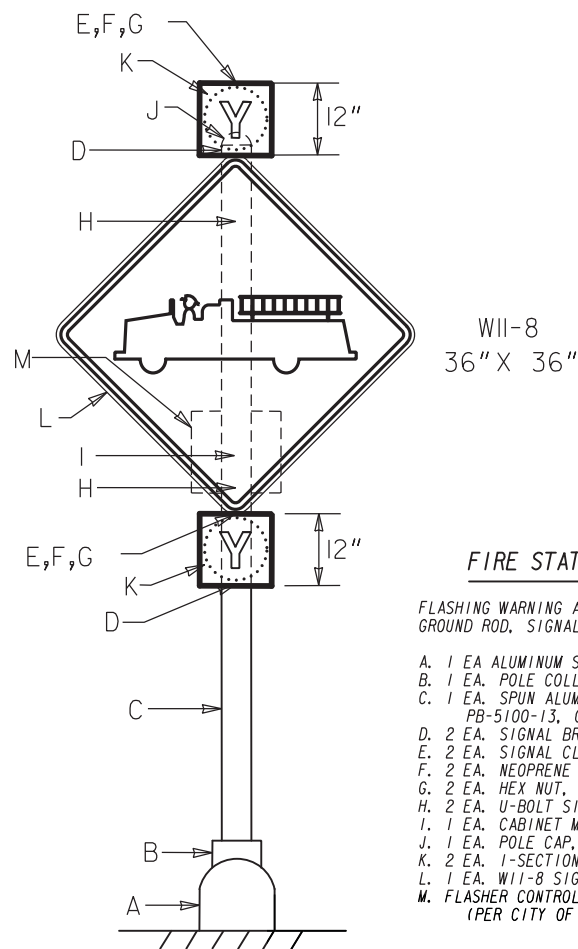
SIGNAL PLANS
ROBERTS DRIVE @ ROBERTS PARK ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0005
CORRECTED:	DATE:	
VERIFIED:	DATE:	



FIRE STATION FLASHER DETAIL

FIRE STATION FLASHER ASSEMBLY



FIRE STATION FLASHER ASSEMBLY PARTS LIST

FLASHING WARNING ASSEMBLY SHALL INCLUDE PEDESTAL POLE, FOUNDATION, GROUND ROD, SIGNAL HEADS, SIGNS AND BRACKETS.

- A. 1 EA ALUMINUM SQUARE BASE ASSY. W/ALUMINUM DOOR, PELCO PB-5335, OR EQUIV.
- B. 1 EA. POLE COLLAR ASSY., PELCO PB-5325, OR EQUIV.
- C. 1 EA. SPUN ALUMINUM POLE, SCH 40, 13 FEET LONG, 4 1/2" O.D. X .237 WALL, PELCO PB-5100-13, OR EQUIV.
- D. 2 EA. SIGNAL BRACKET ASSY., 4" POLE SIDE MOUNT, PELCO SE-5053, OR EQUIV.
- E. 2 EA. SIGNAL CLOSURE CAP, 1 1/2" X 2" THREADED, PELCO SE-0442, OR EQUIV.
- F. 2 EA. NEOPRENE GASKET, PELCO SE-0354, OR EQUIV.
- G. 2 EA. HEX NUT, 1 1/2", PELCO SE-4017, OR EQUIV.
- H. 2 EA. U-BOLT SIGN CLAMP, PELCO SH-0206, OR EQUIV.
- I. 1 EA. CABINET MOUNTING ASSY, 4" POLE, PELCO SE-1100 OR EQUIV.
- J. 1 EA. POLE CAP, ALUM., ACORN TYPE, PELCO PB-5401, OR EQUIV.
- K. 2 EA. 1-SECTION, 12" TRAFFIC SIGNAL HEAD, PLASTIC, BLACK, W/5MM PIXELATED LEDS
- L. 1 EA. W11-8 SIGN, 36" X 36", TP 2 MATL, REFL SHEETING TP 9
- M. FLASHER CONTROL CABINET ASSY, PAGER PROGRAMMABLE (PER CITY OF DUNWOODY SPEC.)

FIRE STATION FLASHER SPECIFICATIONS:

CABINET ASSEMBLY WITH PAGER-PROGRAMMABLE TIME SWITCH;
CABINET ASSEMBLY SHALL INCLUDE A 0.125-INCH OR THICKER SHEET ALUMINUM CABINET AND HAVE A SMOOTH, UNIFORM, NATURAL FINISH. ALL EXTERNAL WELDS SHALL BE MADE BY USING THE HELIARC WELDING METHOD, WHEREAS INTERNAL WELDS SHALL BE MADE BY USING THE WIRE WELDING METHOD. ALL WELDS SHALL BE NEATLY FORMED AND FREE OF CRACKS, BLOW-HOLES, AND OTHER IRREGULARITIES. EXTERNAL SPOT WELDING IS NOT ACCEPTABLE. ALL EXTERNAL JOINTS SHALL BE WELDED.

THE CABINET DIMENSIONS SHALL BE APPROXIMATELY 14 INCHES HIGH X 14 INCHES WIDE X 7 INCHES DEEP. THE DOOR SHALL BE FURNISHED WITH A NEOPRENE GASKET THAT SHALL FORM A WEATHER TIGHT SEAL BETWEEN THE CABINET AND DOOR. THE DOOR SHALL BE HINGED ON ONE SIDE. THE LOCK MOUNTED ON THE INSIDE OF THE DOOR SHALL BE A CORBIN PIN TUMBLER TYPE LOCK WITH A NUMBER 2 KEY.

THE EQUIPMENT SHALL BE MOUNTED ON A 0.125-IN. THICK ALUMINUM BACK PANEL MEASURING APPROXIMATELY 13 IN. X 13 IN. PANELS ARE TO BE MOUNTED ON STAND OFFS PRESSED THROUGH THE BACK WALL OF THE ENCLOSURE.

A BARRIER TYPE EIGHT POSITION TERMINAL BLOCK SHALL BE USED TO TERMINATE ALL WIRES. THE TERMINATIONS SHALL BE AS FOLLOWS:
1) AC+; 2) AC-; 3) NOT USED; 4) NEUTRAL L-1; 5) NEUTRAL L-2; 6) LOAD 1; 7) LOAD 2; 8) NOT USED. ALL TERMINALS SHALL BE CLEARLY MARKED ON THE PANEL ADJACENT TO THE TERMINAL BLOCK EITHER BY ETCHING, PERMANENT LABEL, OR A SILK SCREENING PROCESS. ALL NEUTRAL AND EARTH GROUND TERMINALS SHALL BE BONDED TOGETHER. (FLOATING NEUTRALS ARE NOT ACCEPTABLE).

EACH CABINET SHALL BE SUPPLIED WITH AN EXTERNAL ANTENNA. THE ANTENNA SHALL HAVE A MINIMUM GAIN OF 3DB AND BE HOUSED IN A PVC PIPE WITH A MEYERS HUB FOR MOUNTING. THE ANTENNA SHALL HAVE A MINIMUM OF FIFTEEN FEET OF COAX CABLE. A BNC (OR EQUAL) CONNECTOR SHALL BE INSTALLED ON THE COAX CABLE FOR CONNECTION TO THE TIME SWITCH.

THE FOLLOWING EQUIPMENT SHALL BE MOUNTED ON THE CABINET PANEL:
RTC CPR2101 PROGRAMMABLE TIME SWITCH, WITH PLUG IN CONNECTOR;
SURGE ARRESTOR (EDCO SPA-100-T) OR EQUIVALENT;
115 VAC CIRCUIT BREAKER (SQUARE "D" BRAND QOU 115 SERIES OR EQUIVALENT);
FLASHER BRACKET WITH NEMA FLASHER SOCKET BASE;
COPPER GROUNDING LUG (FOR # 6 COPPER WIRE OR LARGER).

THE CABINET ASSEMBLY SHALL BE MOUNTED TO THE PEDESTAL POLE WITH A PELCO SE-11 OR EQUIVALENT MOUNTING ASSEMBLY. CABLES SHALL ENTER DIRECTLY FROM THE POLE THROUGH THE MOUNTING ASSEMBLY ON THE BACK OF THE CABINET. EXTERNAL CONDUIT SHALL NOT BE USED ON THE CABINET ASSEMBLY.

THE RTC CPR2101 PROGRAMMABLE TIME SWITCH SHALL BE PROVIDED TO THE CITY OF DUNWOODY TRAFFIC SIGNAL ENGINEER FOR PROGRAMMING PRIOR TO INSTALLATION.

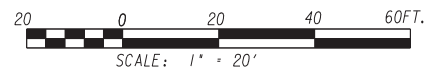
THE FLASHER SIGNAL HEADS SHALL BE 12" EXPANDED VIEW LED, PLASTIC (BLACK HOUSING) W/6ELCORE OR OTHER CITY OF DUNWOODY APPROVED PEXELED LED MODULE.

POWER BREAKER/DISCONNECT SHALL BE INSTALLED ON THE POWER POLE, PER GDOT STANDARDS, TO POWER THE CONTROL CABINET ATTACHED TO THE FIRE STATION FLASHER PEDESTAL POLE.

SIGNAL LEGEND			
	PROPOSED SIGNAL HEAD		PROPOSED 4-SECTION SIGNAL HEAD
	EXISTING SIGNAL HEAD		PROPOSED 5-SECTION OR 4-SECTION SIGNAL HEAD
	RELOCATED SIGNAL HEAD		PEDESTRIAN SIGNAL HEAD

DETECTION LEGEND	
	PROPOSED INDUCTANCE LOOP
	PROPOSED VIRTUAL DETECTION ZONE
	PROPOSED VIDEO DETECTION CAMERA
	PROPOSED MAGNETOMETER
	PROPOSED RADAR

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REVISION DATES

BID DOCUMENTS
JANUARY 11, 2019

SIGNAL PLANS

ROBERTS DRIVE @ ROBERTS PARK ROAD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	
CORRECTED:	DATE:	
VERIFIED:	DATE:	

27-0006