

SUMMARY OF STRIPING QUANTITIES

	THERMOPLASTIC PAVEMENT MARKING										
	SOLID STRIPE				SKIP STRIPE		HATCHING		THEMOPLASTIC	RAISED PVMNT MARKERS	
	WHITE	YELLOW	WHITE	WHITE	WHITE	YELLOW	WHITE	YELLOW	ARROW		
	5 INCH	5 INCH	8 INCH	24 INCH	5 INCH	5 INCH			TYPE 2	TYPE 1	TYPE 3
LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	GLF	GLF	SQ. YDS.	SQ. YDS.	EACH	EACH	EACH	
PROJECT TOTAL:	7900	6870	2300	210	2350	290	2790	270	24	118	137

SIGNALIZATION				
INSTALLATION NO.	STRAIN POLE TYPE IV	TRAFFIC SIGNAL INSTALLATION	CONDUIT, RIGID, 2 IN LIN. FT.	DIRECTIONAL BORE, 3 IN LIN. FT.
1	EA	LUMP	285	160
PROJECT TOTAL:	4	1	285	160

OVERHEAD STREET NAME SIGNS	
LOCATION	TYPE 3 SHEETING
	TYPE 2 (0.100 +.006 IN.)
	SQ. FT.
INSTALLATION NO. 1	36.00
PROJECT TOTAL:	36.00

STANDARD HIGHWAY SIGN GENERAL NOTES

- ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
- SIGN ERECTION STATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE OFFICE OF TRAFFIC OPERATIONS.
- ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT A HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT TO THE BOTTOM OF THE SIGN.
- 4a. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON INTERSTATE HIGHWAYS SHALL BE 32 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), UNLESS SPECIFIED OTHERWISE IN THE PLANS. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON RAMPS SHALL BE 2 FEET FROM THE NORMAL EDGE OF PAVED SHOULDER, OR EDGE OF GRADED SHOULDER WHEN PRESENT.
- 4b. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL OTHER ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTIONS SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).
- 4c. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS MOUNTED BEHIND GUARD RAIL SHALL BE 6 FEET FROM THE FACE OF THE GUARD RAIL TO THE NEARER EDGE OF THE SIGN(S).
- SINGLE PLATE, HORIZONTAL RECTANGULAR SIGNS OVER 48 INCHES IN WIDTH SHALL BE MOUNTED ON TWO POSTS WITH 2 EACH 2 INCH X 1/2 INCH X (WIDTH OF

- SIGN) ALUMINUM OR GALVANIZED STEEL STRAPS. THE STRAPS SHALL BE FLUSH WITH THE BACK OF THE SIGN WITH ONE EACH ACROSS THE TOP AND BOTTOM OF THE SIGN. THE CENTERLINE OF EACH POST SHALL BE INSET 1/6TH OF THE SIGN WIDTH FROM THE EDGE OF THE SIGN. SIGN PLATE BOLT HOLES SHALL BE 3/8 INCH DIAMETER, DRILLED OR PUNCHED, AS SHOWN ON THE SIGN PLATE DETAILS.
- EACH 42 OR 48 INCH WIDE X 18 OR 24 INCH HIGH SIGN REQUIRES ONE 2 INCH X 1/2 INCH X (WIDTH OF SIGN) ALUMINUM OR GALVANIZED STEEL STRAP LOCATED
- TYPE 4 POST SHALL BE INSTALLED WITH A BREAK AWAY FOOTING. SEE DETAIL FOR ADDITIONAL INFORMATION ON BREAK AWAY FOOTING DESIGN.
- SIGN ASSEMBLIES SHALL BE MOUNTED ON ALUMINUM OR GALVANIZED STEEL STRAP FRAMES. FOR DETAILS AND STRAP SPECIFICATIONS REFER TO SIGN ASSEMBLY-TYPICAL FRAMING DETAILS.
- TYPE III (ENCAPSULATED LENS) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
- TYPE VI (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1).
- TYPE VI (WIDE ANGLE PRISMATIC) FLUORESCENT YELLOW GREEN REFLECTIVE SHEETING SHALL BE USED FOR SCHOOL ZONE (S1-1, S2-1, S3-1, S4-3, AND THE TOP PORTION OF THE S5-1) SIGNS, BICYCLE CROSSING (W11-1) SIGNS, AND PEDESTRIAN CROSSING (W11-2 AND W11A-2) SIGNS. SIGNS WITHIN THE SAME ASSEMBLY AS THE SCHOOL ZONE SIGNS SPECIFICALLY LISTED ABOVE AND ALL REGULATORY SIGNS PLACED AS PART OF THE SCHOOL ZONE SIGNING SHALL HAVE TYPE VI (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING BACKGROUNDS OF THE APPROPRIATE COLOR.
- A 1/2 INCH MINIMUM AIR SPACE SHALL BE REQUIRED BETWEEN ALL SIGN PLATES WITHIN AN ASSEMBLY.
- WHERE SIGNS WITHIN AN ASSEMBLY EXTEND BELOW THE STANDARD MOUNTING HOLES ON THE POST(S), ADDITIONAL 3/8 INCH DIAMETER HOLE(S), DRILLED OR PUNCHED, SHALL BE REQUIRED TO PROPERLY MOUNT THE ASSEMBLY.
- INTERSTATE SHIELDS SHALL CONTAIN THE WORD GEORGIA. ALL INTERSTATE, U.S., AND GEORGIA SHIELDS REQUIRING ALT, BUS, CONN, LOOP, OR SPUR SHALL USE 4 INCH SERIES "D" LETTERS. REFER TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, FOR DETAILS.
- FOR DETAILS OF SPECIAL DESIGN HIGHWAY SIGNS, SEE DETAILS OF MISCELLANEOUS SIGNS.
- REFER TO PLAN SHEETS FOR LOCATION OF THE DISTRICT ENGINEERS' OFFICE TO BE SHOWN ON ALL R552-1 (LIMITED ACCESS) SIGNS IN THIS PROJECT, IF ANY.
- CONTRACTOR WILL, AS REQUESTED BY THE DISTRICT TRAFFIC OPERATIONS ENGINEER, BE REQUIRED TO REMOVE ANY EXISTING SIGNS THAT ARE DUPLICATED OR ARE CONTRARY TO THESE SIGN PLANS.

TRAFFIC SIGNAL GENERAL NOTES

- THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION, INCLUDING SUBSEQUENT PUBLISHED RULINGS.
- 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.
- 3 PAIR 14 AWG SHIELDED CABLE SHALL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET. DETECTORS SHALL HAVE SEPERATE LEAD-INS TO THE CONTROL CABINET.
- THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES BEFORE INSTALLATION. MINOR SHIFTS (UP TO A MAXIMUM OF 5 FEET) IN LOCATION OF NEW SIGNAL POLES, AT THE DISCRETION OF THE ENGINEER, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS MUST BE RETAINED AS SHOWN ON THE PLANS.
- INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.
- FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
- MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE SPECIFICATION.
- THE INSTALLATIONS SHALL BE CAPABLE OF "CLOSED LOOP" ISOLATED MONITORING OVER TELEPHONE LINES FROM EXISTING CENTRAL COMPUTERS LOCATED AT BOTH THE LOCAL DOT DISTRICT OFFICE, TRAFFIC ENGINEERING SECTION, AND THE DOT OFFICE OF TRAFFIC OPERATIONS ELECTRICAL FACILITIES, 935 CONFEDERATE AVE., BLDG. 5 ATLANTA, GEORGIA 30316. CLOSED LOOP SYSTEM DEMONSTRATION IS REQUIRED AT BOTH CENTRAL SITES, NOTED PRIOR TO FINAL ACCEPTANCE

	GEORGIA DEPARTMENT OF TRANSPORTATION		SR 400/US 19 AT CR 176/SETTINGDOWN ROAD			
	SUMMARY OF QUANTITIES					
	DESIGNED: MW	CHECKED: LJJ	DATE:	6.05	REV	
NO.	DATE	DESCRIPTION OF REVISION	DRAWN: CEC	JOB NO. 2077-758	SCALE: NONE	

THIS LINE IS ONE INCH LONG WHEN PLOTTED FULL SCALE