

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	STP-2928(1)	217	324
REVISION DATES			

LIST OF MATERIALS	UNIT	QUANTITY
<b>CONTROLLER CABINET ASSEMBLIES</b>		
A. CONTROLLER UNIT, MODEL 2070L (MASTER)	EA	1
B. CABINET ASSEMBLY, MODEL 332	EA	1
C. SWITCH PACK	EA	11
D. DC ISOLATOR	EA	4
E. 2010 CONFLICT MONITOR, EXTENDED FEATURES	EA	1
F. BATTERY BACKUP SYSTEM EXTERNAL MOUNTED, (per GDOT specs)	EA	1
G. PRE-FAB CONTROLLER BASE AND WORK PADS (2)	UNIT	1
H. COMMUNICATIONS MODEM	EA	2
<b>LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT)</b>		
A. 3 PAIR, 18 AWG	REEL	1
<b>SIGNAL CABLE (14 AWG)</b>		
B. 7 CONDUCTOR, PER 1000 FT.	REEL	2
ONE-WAY, 3-SECTION, 12" PIXILATED LED SIGNAL HEAD (CLUSTER), PLASTIC	EA	5
ONE-WAY, 5-SECTION, 12" PIXILATED LED SIGNAL HEAD (CLUSTER), PLASTIC	EA	3
ONE-WAY, 1-SECTION, 18" PEDESTRIAN LED SIGNAL HEAD, FULL, SIDE BY SIDE	EA	8
PEDESTRIAN PUSH BUTTON STATION WITH PEDESTRIAN SIGN	EA	8
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD	EA	5
BACK PLATE FOR ONE-WAY, 5-SECTION, CLUSTERED 12" SIGNAL HEAD	EA	3
HARDWARE FOR PEDESTAL ERECTION FOR 18" PEDESTRIAN SIGNAL HEADS, TWO-WAY MOUNTING	EA	4
HARDWARE FOR BRACKET ERECTION ON STEEL, CONCRETE OR WOOD POLES FOR 18 IN PEDESTRIAN SIGNAL HEADS, ONE-WAY MOUNTING	EA	4
PEDESTAL POLE 8 FT WITH BASE AND ANCHOR BOLTS	EA	4
PULL BOX, PB-1	EA	14
PULL BOX, PB-3	EA	1
CONDUIT, 2"	LF	1200
R10-12, LEFT TURN YIELD ON GREEN SIGN	EA	3
MISC MATL TO COMPLETE INSTALLATION	LUMP	LUMP

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.
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 AS CONDITIONS ALLOW
3. SEPARATE SHIELDED CABLE WILL BE USED ALL DETECTORS  
DETECTORS SHALL HAVE SEPERATE LEAD-INS TO THE CONTROL CABINET.
4. 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.
5. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS OPERATIONS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATION(S) REQUIRED BY THE PROJECT DURING THE INTERIM PERIOD THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES; WHEN REQUIRED, AS DIRECTED BY THE ENGINEER.
7. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE. A COMPLETE SET OF WIRING DIAGRAMS SHALL BE PROVIDED THE DISTRICT SIGNAL ENGINEER BY CONTRACTOR PRIOR TO FINAL ACCEPTANCE.
8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED BY THE CONTRACTOR TO THE DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC OPERATIONS IN THE DISTRICT OFFICE.
9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND SIGNAL DETAIL SHEETS FOR POLE FOUNDATIONS AND CONDUIT REQUIREMENTS
10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE SPECIAL PROVISIONS.
11. THE INSTALLATIONS SHALL BE CAPABLE OF COMMUNICATIONS BY TELEPHONE/DSL CONECTION PRIOR TO FINAL ACCEPTANCE
12. THE CONTRACTOR SHALL PROVIDE 10 DAYS NOTICE TO THE DEPARTMENT PRIOR TO REQUESTING ANY INSPECTION
13. THE CONTRACTOR SHALL PROVIDE 10 DAYS NOTICE TO THE DEPARTMENT PRIOR TO REQUESTING SIGNAL ACTIVATION FOR DEVELOPMENT OF TRAFFIC SIGNAL TIMING
14. THE CONTRACTOR WILL BE RESPONSIBLE FOR RESPONDING TO REPORTS OF TRAFFIC SIGNAL MALFUNCTION OR PERATIONAL PROBLEMS UNTIL THE SIGNAL SYSTEM HAS COMPLETED A SUCCESSFUL TEST PERIOD OF 30 DAYS CONTINUOUS OPERATION PRIOR TO FINAL ACCEPTANCE
15. ALL TRAFFIC SIGNAL WORK ON THIS PROJECT WILL BE PERFORMED ON A LUMP SUM BASIS AND INCLUDE ALL NECESSARY MATERIALS, AND EQUIPMENT TO INSTALL A COMPLETE TRAFFIC SIGNAL INSTALLATION INCLUDING ALL UNDER-PAVEMENT BORING, STRAIN POLE INSTALLATION, LABOR, EQUIPMENT AND MISCELLANEOUS MATERIALS NECESSARY TO COMPLETE THE INSTALLATION.

