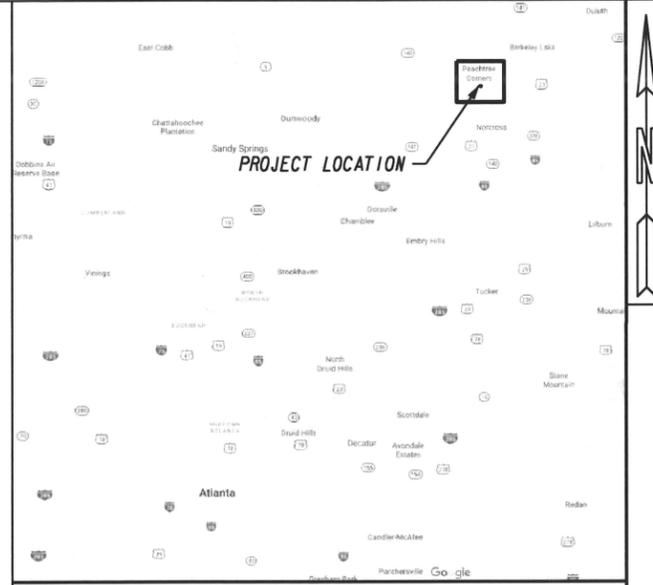


CITY OF PEACHTREE CORNERS DEPARTMENT OF PUBLIC WORKS GWINNETT COUNTY, GEORGIA

CONSTRUCTION PLANS FOR TRAFFIC SIGNAL INSTALLATION TECHNOLOGY PARKWAY AT TECHNOLOGY PARKWAY SOUTH



LOCATION SKETCH NTS

MAYOR, MIKE MASON
 CITY COUNCIL DISTRICT 1: PHIL SADD
 CITY COUNCIL DISTRICT 2: ERIC CHRIST
 CITY COUNCIL DISTRICT 3: ALEX WRIGHT
 CITY COUNCIL POST 4 AT LARGE: JEANNE AULBACH
 CITY COUNCIL POST 5 AT LARGE: LORRI CHRISTOPHER
 CITY COUNCIL POST 6 AT LARGE: WEARE GRATWICK
 CITY MANAGER: BRIAN L. JOHNSON

FUNCTIONAL CLASS:
 MINOR COLLECTORS STREET

THIS PROJECT IS 100% IN GWINNETT COUNTY AND IS 100% IN CONGRESSIONAL DISTRICT 7

LAND DISTRICT NUMBER 6
 LAND LOT 285
 SPEED LIMIT: 35MPH
 SPEED DESIGN: 35MPH

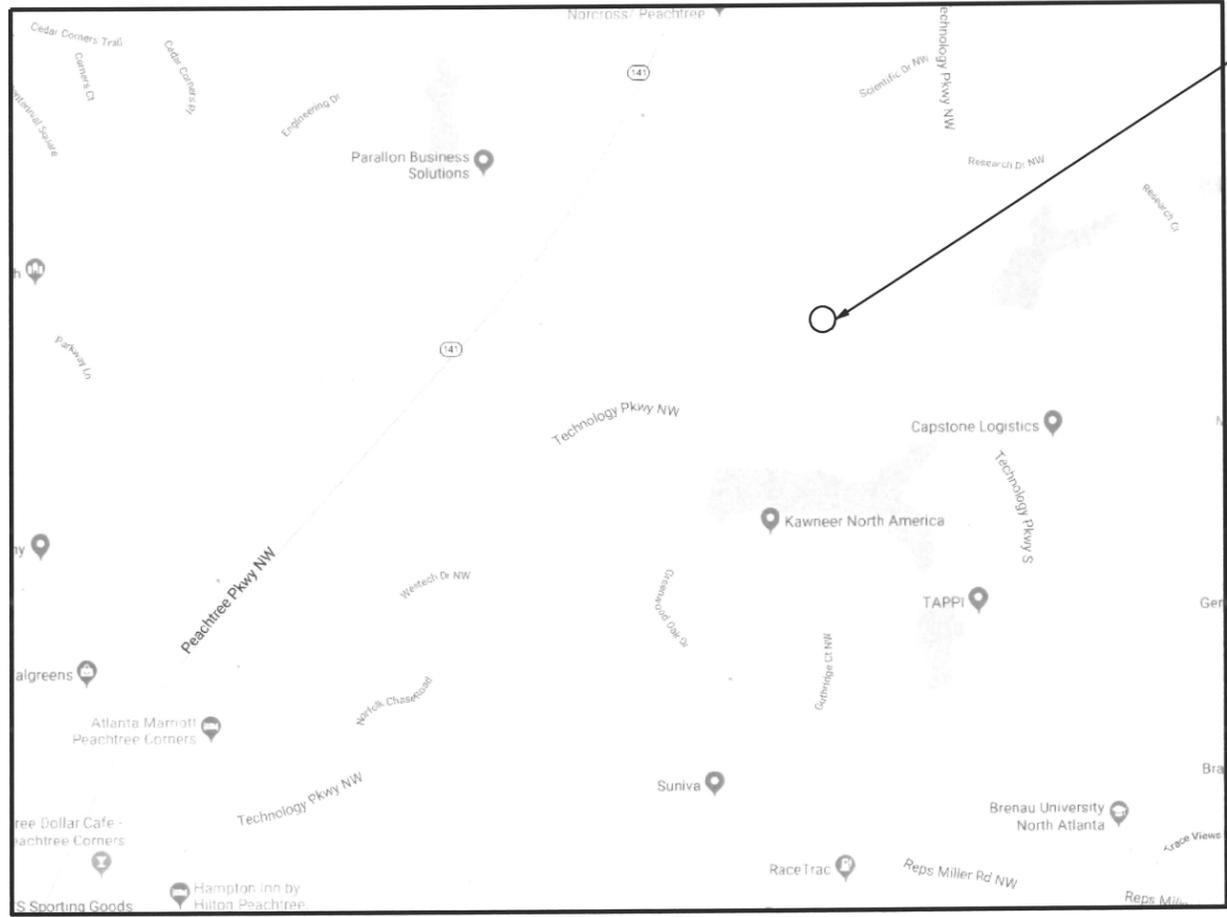
DESIGNED IN ENGLISH UNITS

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF (NAD 83)/11 WEST ZONE, AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

THIS PROJECT HAS BEEN DESIGNED TO COMPLY WITH TITLE II PROVISIONS OF THE AMERICANS WITH DISABILITY ACT (ada)

NOTE :
 ALL REFERENCES IN THIS DOCUMENT, WHICH INCLUDES ALL PAPERS, WRITINGS, DOCUMENTS, DRAWINGS, OR PHOTOGRAPHS USED, OR TO BE USED IN CONNECTION WITH THIS DOCUMENT, TO "STATE HIGHWAY DEPARTMENT OF GEORGIA"; "STATE HIGHWAY DEPARTMENT"; "GEORGIA STATE HIGHWAY DEPARTMENT"; "HIGHWAY DEPARTMENT"; OR "DEPARTMENT" WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA, AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANYWAY INDICATED THEREBY, WHETHER BY DRAWINGS OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS. HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THE DEPARTMENT OF TRANSPORTATION IN ANY WAY. THE ATTENTION OF BIDDER IS SPECIFICALLY DIRECTED TO SUBSECTIONS 102.04, 102.05, AND 104.03 OF THE SPECIFICATIONS.



NTS

TECHNOLOGY PKWY @ TECHNOLOGY PKWY SOUTH
 N 1441003.58
 E 2280211.36

PEACHTREE CORNERS CONTACT:
GREGG RAMSEY
 PUBLIC WORKS DIRECTOR
 310 TECHNOLOGY PARKWAY
 PEACHTREE CORNERS, GA 30092
 PH: (470) 395-7021

PREPARED BY: **JACOBS**
 DESIGN



LENGTH OF PROJECT	COUNTY No. 121
	Project No. 0013204
	MILES
NET LENGTH OF ROADWAY	0.000
NET LENGTH OF BRIDGES	0.000
NET LENGTH OF PROJECT	0.000
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF PROJECT	0.000

PLANS COMPLETED	05-23-2019
REVISIONS	

DRAWING No. 01-0001

TRAFFIC SIGNAL GENERAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION.
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.
3. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET. DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.
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 A MAXIMUM OF 5 FEET), 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.
5. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATIONS(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 UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
7. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.
8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC OPERATIONS DISTRICT SIGNAL SHOP. CONTACT THE DISTRICT SIGNAL ENGINEER 48 HOURS IN ADVANCE AT (770)986-1775.
9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATION.
11. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CENTRAL COMPUTERS OR VIA "CLOSED LOOP" MONITORING, PER THE DISTRICT SIGNAL ENGINEER. CENTRAL COMUPTERS ARE LOCATED AT 935 EAST CONFEDERATE AVENUE BLDG. 24 ATLANTA, GEORGIA 30316. NETWORK ABILITIES DEMONSTRATION IS REQUIRED AT CENTRAL SITES. NOTED PRIOR TO FINAL ACCEPTANCE.
12. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.
13. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE PROVIDED AS GENERAL GUIDELINES TO INSTALLER. ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.
14. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.
15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE DEPARTMENT, 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 ACTIVITY.
16. 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.
17. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.
18. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING EXISTING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SINGAL, RADAR 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 AS PART OF THEIR BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLTION
19. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL MONTHLY POWER AND COMMUNICATION SERVICE TO THE TRAFFIC SIGNAL INSTALLTION AND SUPPORT DEVICES, UNTIL THE NEW TRAFFIC SIGNAL INSTALLTION HAS SATISFACTORILY COMPLETED A TEST PERIOD OF UNINTERRUPTED OPERTATION, FOR 30 DAYS, UPON COMPLETION OF THE TEST PERIOD, THE CONTRACTOR WILL COMPLETE A TRANSFER OF UTILITY COST TO THE CITY OF PEACHTREE CORNERS



JACOBS

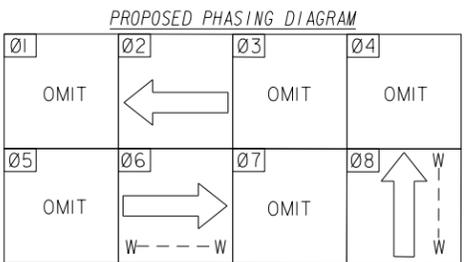
REVISION DATES

NO.	DATE	DESCRIPTION

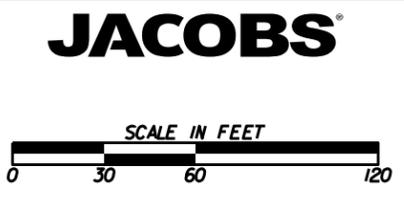
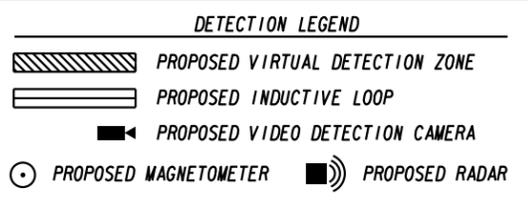
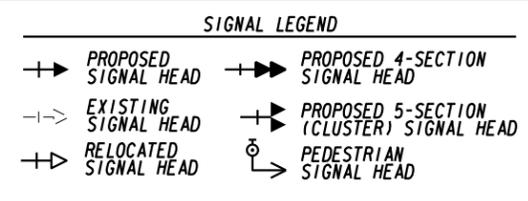
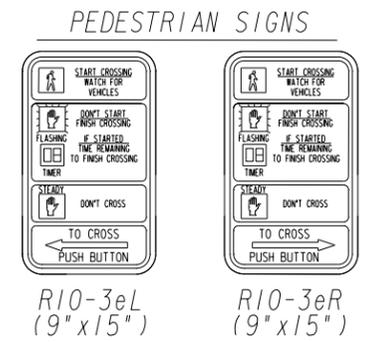
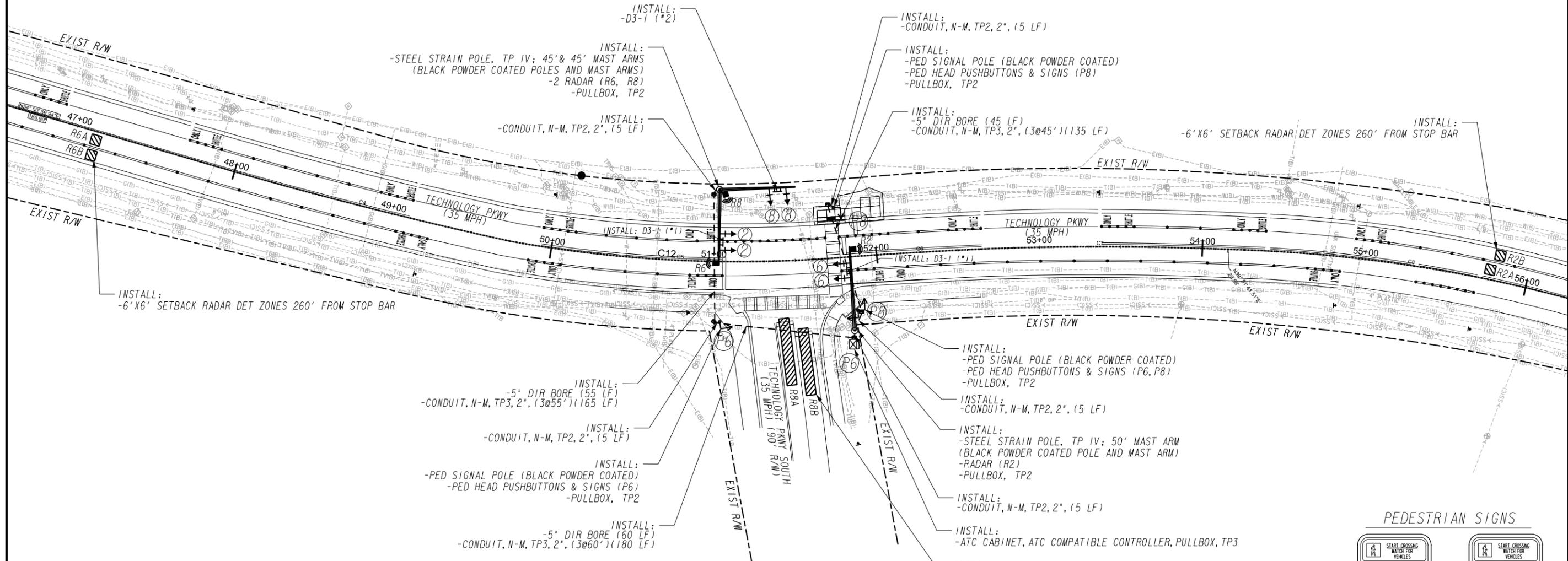
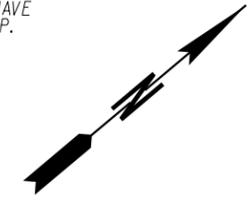
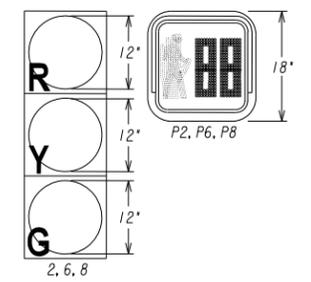
GENERAL NOTES

TECHNOLOGY PKWY @ TECHNOLOGY PKWY SOUTH

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BACKCHECKED:	DATE:	04-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	



PROPOSED LED TRAFFIC/ PEDESTRIAN SIGNAL HEADS
 NOTE: EACH TRAFFIC SIGNAL HEAD SHALL HAVE A BACKPLATE AND A 2" REFLECTIVE STRIP.



REVISION DATES

SIGNAL PLANS

TECHNOLOGY PKWY @ TECHNOLOGY PKWY SOUTH

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	

PROPOSED 332 CABINET INPUT ASSIGNMENTS

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		4 CHANNEL										DC ISO	DC ISO	DC ISO
CHANNEL 1	CI PIN	56	39	63	47	58	41	65	49	60		80	67	68	81
	FUNCTION		R2A										Ø2 PED	Ø6 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

CHANNEL 2	CI PIN	56	43	76	47	58	45	78	49	62		53	69	70	82
	FUNCTION		R2B											Ø8 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

LOWER INPUT FILE

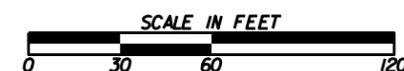
	TYPE	DET	DET	DET	DET	DET	DET	DET	DET	DET	TBA	TBA	DC	DC	DC
	CARD		4 CHANNEL												
CHANNEL 1	CI PIN	55	40	64	48	57	42	66	50	59		54	71	72	51
	FUNCTION		R6A					R8A							
	FIELD TERM	TB3 1,2	TB3 5,6	TB3 9,10	TB5 1,2	TB5 5,6	TB5 9,10	TB7 1,2	TB7 5,6	TB7 9,10			TB9 4,6	TB9 7,9	TB9 10,12

CHANNEL 2	CI PIN	55	44	77	48	57	46	79	50	61		75	73	74	52
	FUNCTION		R6B					R8B							
	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

NOTE: QUANTITIES ARE FOR INFORMATION ONLY. CONTRACTOR SHALL FIELD VERIFY PRIOR TO ORDERING MATERIALS.

LIST OF MATERIALS	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
A. CONTROLLER UNIT, ATC COMPATIBLE (Preferred)	EA	1
E. CABINET ASSEMBLY, ATC	EA	1
F. SWITCH PACK (High Density)	EA	6
G. DC ISOLATOR	EA	3
I. LOOP DETECTOR, 4 CHANNEL	EA	3
K. SIGNAL MONITOR, (ETHERNET) (Preferred), ATC	EA	1
332 PREFABRICATED CONTROLLER CABINET BASE	EA	1
PC642-200 (OR EQUIVALENT), SURGE PROTECTOR	EA	1
LOOP/PED LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG	REEL	1
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	1
3-SECTION, 12" SIGNAL HEAD LED - , BLACK HOUSING w/ BLACK FRONT, PLASTIC	EA	6
1-SECTION, 16" x 18" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP		
9" HIGH, Numbers & 12" Symbols	EA	4
PEDESTRIAN PUSHBUTTON STATION ADAPTERS (ONLY)		
9" x 15", Double Push Button Station Adapter for 4" Dia Pedestrian Pole, Adjustable	EA	1
PEDESTRIAN PUSHBUTTONS STATIONS, w/BUTTONS and SIGNS:		
9" x 15", R10-3e, (L)eft or (R)ight, Countdown	EA	2
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETROREFLECTIVE STRIP	EA	6
HARDWARE FOR MAST ARM MOUNTING	EA	6
HARDWARE FOR SIDE-OF-POLE MOUNTING, ONE-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE	EA	2
HARDWARE FOR SIDE-OF-POLE MOUNTING, TWO-WAY BRACKET ASSEMBLY; CONCRETE, TIMBER, STEEL POLE	EA	1
PEDESTAL POLE & SQUARE BASE (BLACK)	EA	3
PULL BOX, PB-2	EA	5
PULL BOX, PB-3	EA	1
CONDUIT, RIGID, 1"	LF	10
CONDUIT, 2"	LF	40
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP

PAY ITEMS FOR TRAFFIC SIGNAL INSTALLATION		UNIT	QUANTITY
PAY ITEMS	DESCRIPTION		
636-1041	HIGHWAY SIGNS, TP 2, REFL SHEETING, TP 9	SF	51
639-3004	STEEL STRAIN POLE, TP IV W/ 45 & 45' MAST ARMS (BLACK)	EA	1
639-3004	STEEL STRAIN POLE, TP IV W/ 50' MAST ARM (BLACK)	EA	1
647-1000	TRAFFIC SIGNAL INSTALLATION	LUMP	1
682-5222	CONDUIT, NM, TP 2, 2 IN	LF	25
682-5233	CONDUIT, NM, TP 3, 2 IN	LF	480
682-9950	DIRECTIONAL BORE, 5 IN	LF	160



REVISION DATES

SIGNAL PLANS

TECHNOLOGY PKWY @ TECHNOLOGY PKWY SOUTH

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0002
CORRECTED:	DATE:	
VERIFIED:	DATE:	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

RAISED EDGE WITH CONCRETE GUTTER

SCALE: 1" = 1 FT.

RAISED EDGE TO BE CONSTRUCTED WITH SAME CONCRETE MIX AS THE GUTTER AND SHALL BE FORMED MONOLITHIC WITH GUTTER. JOINTS IN RAISED EDGE SHALL MATCH THOSE IN THE GUTTER.

CONCRETE MEDIAN (Between Curbs)

NOTE: CURB TYPES SHOWN ARE TYPICAL. OTHER TYPES MAY BE SPECIFIED.

SCALE: 3/4" = 1 FT.

NOTE: WIDTH OF CONCRETE MEDIAN WILL BE AS SHOWN IN PLANS

CONCRETE MEDIANS (Integral)

SCALE: 1" = 1 FT.

-WITH TIE BARS-

#4 TIE BARS AT 3 FT. C. TO C.

-WITHOUT TIE BARS-

#3 BARS AT 12" C. TO C. BOTH WAYS OR
6 x 6-W2.9 x W2.9 WELDED WIRE FABRIC OR
4 x 4-W2.0 x W2.0 WELDED WIRE FABRIC

NOTE: IF FINAL SURFACE COURSE IN PRESENT OR MUST BE INSTALLED BEFORE THE CONCRETE MEDIAN CAN BE INSTALLED, THEN DOWELED IN CONCRETE MEDIAN IS REQUIRED.

TYPE 8

TYPE 8 CURB IS USED IN CONJUNCTION WITH GUARDRAIL CONNECTIONS TO CONCRETE BARRIER AS NOTED ON GA. STD. 40/2C.

CONCRETE HEADER CURBS

CURB TYPE	h	d
1	4"	6" min.
2	6"	8" min.
3	8"	10" min.
4	10"	12" min.
6	6"	6" min.
7	6"	8" min.
9	4"	8" min.

THE DIMENSION d MAY BE INCREASED AT CONTRACTOR'S OPTION SO BOTTOM OF HEADER CURB WILL ALIGN WITH BOTTOM OF PAVEMENT TYPICAL SECTION.

SCALE: 1/2" = 1 FT.

CONCRETE DOWELED INTEGRAL CURBS

SCALE: 1" = 1 FT.

NOTE: 1. CONCRETE CURB CAN BE INSTALLED AFTER INITIAL SET AS LONG AS TIE BARS ARE DRILLED INTO UNDERLYING CONCRETE PAVEMENT.
2. CONCRETE CURB CAN BE INSTALLED BEFORE INITIAL SET WITH DOWELS THAT ARE DRIVEN INTO UNDERLYING CONCRETE PAVEMENT.
3. JOINTS IN CURB AND CONCRETE MEDIAN WILL MATCH THOSE IN THE CONCRETE PAVEMENT.
4. ALL TYPES OF CONCRETE CURB CAN BE PLACED ON ASPHALT PAVEMENTS WHERE TIE BARS MAY BE EITHER DRIVEN OR DRILLED INTO THE UNDERLYING PAVEMENT. CONTRACTION JOINTS SHALL BE CONSTRUCTED IN CURB OR CONCRETE MEDIAN AT 20 FT. SPACING.

MINIMUM TIE BAR LENGTHS (FOR CONC. DOWELED CURBS OR CONC. MEDIAN)		
CURB TYPE	P.C. CONC. PAV.	ASPHALT PAV.
1	6"	8"
2, 3 or 4	8"	12"
7	6"	8"

NOTE: TIE BARS FOR DOWELED CURBS MAY BE UNCOATED PLAIN OR DEFORMED BILLET-STEEL BARS (GRADE 40) AS USED FOR CONCRETE REINFORCEMENT. (AASHTO M-30)

DETAILS OF RECESSED CURB FOR DRIVEWAYS

NO SCALE

PICTORIAL VIEW

NOTE: CURB & GUTTER WILL BE MEASURED FOR PAYMENT THROUGH THE DRIVE

SECTIONAL VIEW SECTION A-A

(SEE SEPARATE CONSTRUCTION DETAILS FOR DRIVEWAYS)

CONCRETE CURB & GUTTER

SCALE: 1" = 1 FT.

** AT CONTRACTOR'S OPTION THE GUTTER THICKNESS MAY BE INCREASED AT EDGE OF PAVEMENT TO MAKE BOTTOM OF GUTTER PARALLEL WITH PAVING OF BASE COURSE, BUT THE GUTTER THICKNESS MUST NOT BE LESS THAN THE SPECIFIED 6" OR 8" AT ANY POINT.

CONCRETE INTEGRAL CURB

SCALE: 1/2" = 1 FT.

CURB FACE DESIGN

TYPE	h
1	4"
2	6"
3	8"
4	10"
6	6"
7	6"
9	4"

SCALE: 2" = 1 FT.

REV. TYPE 9 CURB DETAIL & RECONSTRUCT LAYOUT	11-15-11	
REV. MEDIAN NOTE AND ADDED TYPE 9 CURB DETAIL	1-27-11	
BY	3-03	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
CONCRETE CURB & GUTTER
CONCRETE CURBS, CONCRETE MEDIANS

SCALE: AS SHOWN REVISED AND REDRAWN OCT. 2011

DES. (SUBMITTED):	STATE DESIGN POLICY ENGINEER	NUMBER
TRN. (APPROVED):	DR. M. BOYD	9032B
CHK. (APPROVED):	DR. M. BOYD	
	CHEF ENGINEER	

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

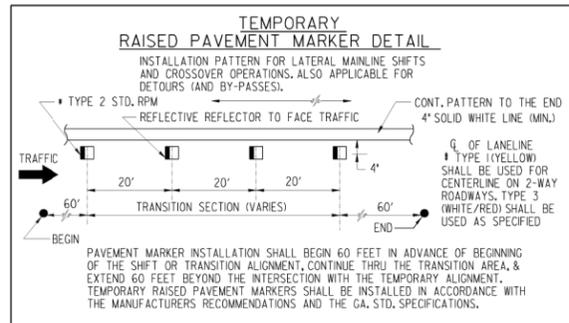
GENERAL NOTES :

- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
- WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMP OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED AS REQUIRED TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMP/INTERSECTIONS ARE IMPASSABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
- FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6) INCH ORANGE REFLECTORIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
- SIGN LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS BUT MUST BE WITHIN THE LIMITATIONS SET FORTH IN THE MUTCD.
- A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE ON MULTI-LANE HIGHWAYS. ARROW PANELS SHALL NOT BE USED ON TWO-LANE TWO-WAY HIGHWAYS EXCEPT IN CAUTION MODE.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENTLY MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
- PROJECT SIGNS W20-1, G20-1 & G20-2 FOR THIS PROJECT SHALL BE COORDINATED WITH ADJACENT CONSTRUCTION PROJECTS. ONLY ONE SET OF SIGNS IS REQUIRED IN EACH DIRECTION FOR THE TOTAL LENGTH OF ALL PROJECTS- AT THE BEGINNING OF THE FIRST PROJECT AND AT THE ENDING OF THE LAST PROJECT. ADVANCE CONSTRUCTION SIGNS ARE NOT REQUIRED ON INTERMEDIATE PROJECTS, UNLESS CONSTRUCTION ON THE ADJACENT PROJECTS IS COMPLETED BEFOREHAND, THEN PROJECT CONSTRUCTION SIGNS WILL BE ADDED AS NECESSARY.
- ALL THE COST OF THE MATERIALS, LABOR AND EQUIPMENT NECESSARY TO COMPLETE THE WORK SHALL BE INCLUDED IN THE PRICE BID FOR TRAFFIC CONTROL SECTION 150, LUMP SUM, WHEN SHOWN AS A PAYMENT ITEM IN THE PROPOSAL. OTHERWISE, ALL THE COST WILL BE INCLUDED IN THE OVER-ALL BID SUBMITTED, EXCEPT ON CERTAIN PROJECTS SOME ITEMS MAY BE PAID FOR SEPARATELY BY THE UNIT WHEN SPECIFIED ON THE PLANS AND IN THE PROPOSAL.
- FOR FREEWAY CONSTRUCTION THE CONTRACTOR SHALL ARRANGE HIS WORK SO THAT THERE IS AN EXIT GORE SIGN AND AN EXIT DIRECTION SIGN IN PLACE FOR ALL EXIT RAMP AT ALL TIMES.
- ALL CROSSROADS, SIDEROADS, RAMPS OR OTHER ENTRANCES TO MAINLINE CONSTRUCTION SHALL REQUIRE W20-1 SIGNS LOCATED AS SHOWN IN THE PLANS, OR AS DIRECTED BY THE ENGINEER.
- MARKINGS AND/OR SIGNS IN CONFLICT WITH INTERIM TRAFFIC CONTROL SHALL BE REMOVED, RELOCATED OR COVERED; APPLICABLE EXISTING AND INTERIM MARKINGS AND/OR SIGNING SHALL BE MAINTAINED PER SECTION 150.
- ANY CHANNELIZING DEVICES (DRUMS OR BARRICADES) IN CONFLICT WITH CONCRETE BARRIERS SHALL BE OMITTED.
- CONTRACTOR SHALL PROVIDE THE NECESSARY TRAFFIC CONTROL DURING THE TIE-IN OPERATION.
- THE TRAFFIC CONTROL DEVICES SHOWN FOR ANY STAGE CONSTRUCTION SHALL REMAIN IN PLACE AND BE UTILIZED SO LONG AS NECESSARY FOR THE FOLLOWING STAGES AND SHALL BE REMOVED IMMEDIATELY WHEN NO LONGER REQUIRED. THE DEVICES MAY OR MAY NOT BE SHOWN ON THE PLANS FOR THESE FOLLOWING STAGES. REFER TO THE PLAN SHEET FOR THE INITIAL STAGE FOR THESE TRAFFIC CONTROLS.
- EXISTING GUIDE SIGNS SHALL REMAIN IN PLACE SO LONG AS THEY DO NOT CONFLICT WITH THE CONSTRUCTION OF THIS PROJECT. WHEN IN CONFLICT, THEY SHALL BE RELOCATED ON TEMPORARY POSTS AT THE LOCATION AS DIRECTED BY THE ENGINEER. ANY DISTANCE SHOWN ON THE SIGN SHALL BE ADJUSTED ACCORDINGLY. IF THE SIGNS CANNOT BE RELOCATED, THEN THE SIGN SHALL BE REMOVED AND STORED AT A PLACE DESIGNATED BY THE ENGINEER. IF NEITHER OF THE ABOVE CAN BE DONE, THEN THE CONTRACTOR SHALL PROVIDE INTERIM GUIDE SIGNS AS COVERED IN SECTION 150.
- (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINI. AT INTERVALS NOT TO EXCEED 1 MILE AND IMMEDIATELY PAST EACH CROSSROAD.

(b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION, THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK UP, TRANSPORT, AND ERECT. THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.

STANDARD LEGEND

- STRIPED DRUM
- ▨ TYPE III BARRICADES
- × SPECIAL BARRICADE WITH BI-DIRECTIONAL, TYPE 'C' STEADY BURNING LIGHT OR HIGHWAY SIGN AS SPECIFIED (SEE DETAIL)
- ⋮ SEQUENTIAL OR FLASHING ARROW
- ⎓ PORTABLE CHANGEABLE MESSAGE SIGN
- ⊥ PERMANENT TYPE POST MOUNTED SIGN
- ⊕ TEMPORARY POST MOUNTED SIGN
- Ⓚ PORTABLE MOUNTED SIGN - FLAGS NOT REQUIRED
- ▨ WORK AREA
- ▲ TRAFFIC CONE - 28" MIN. - (DAYTIME USE ONLY)
- FLAGGER WITH STOP-SLOW PADDLE
- ⊗ TRAFFIC IMPACT ATTENUATOR (CRASH CUSHION)
- TYPE I CLEAR (WHITE) DELINEATOR - SINGLE FACE
- TYPE I YELLOW DELINEATOR - SINGLE FACE
- TYPE I CLEAR (WHITE) DELINEATOR DOUBLE FACE
- TYPE I YELLOW DELINEATOR DOUBLE FACE



3-30-06	REVISED GENERAL NOTES AND LEGEND, DELETED TWO DETAILS.	4-24-01	DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA
				STANDARD TRAFFIC CONTROL GENERAL NOTES, STANDARD LEGEND, MISCELLANEOUS DETAILS
				NO SCALE AUG., 1999
GLD				DES. (SUBMITTED) <i>B.A.H.</i> STATE ROAD & AIRPORT DESIGN ENGINEER TRA. (APPROVED) <i>D.S. Hill</i> CHIEF ENGINEER
				NUMBER 9100

JACOBS®

REVISION DATES

CONSTRUCTION DETAILS

TECHNOLOGY PKWY @ TECHNOLOGY PKWY SOUTH

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	41-0002
CORRECTED:	DATE:	
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GENERAL NOTES:

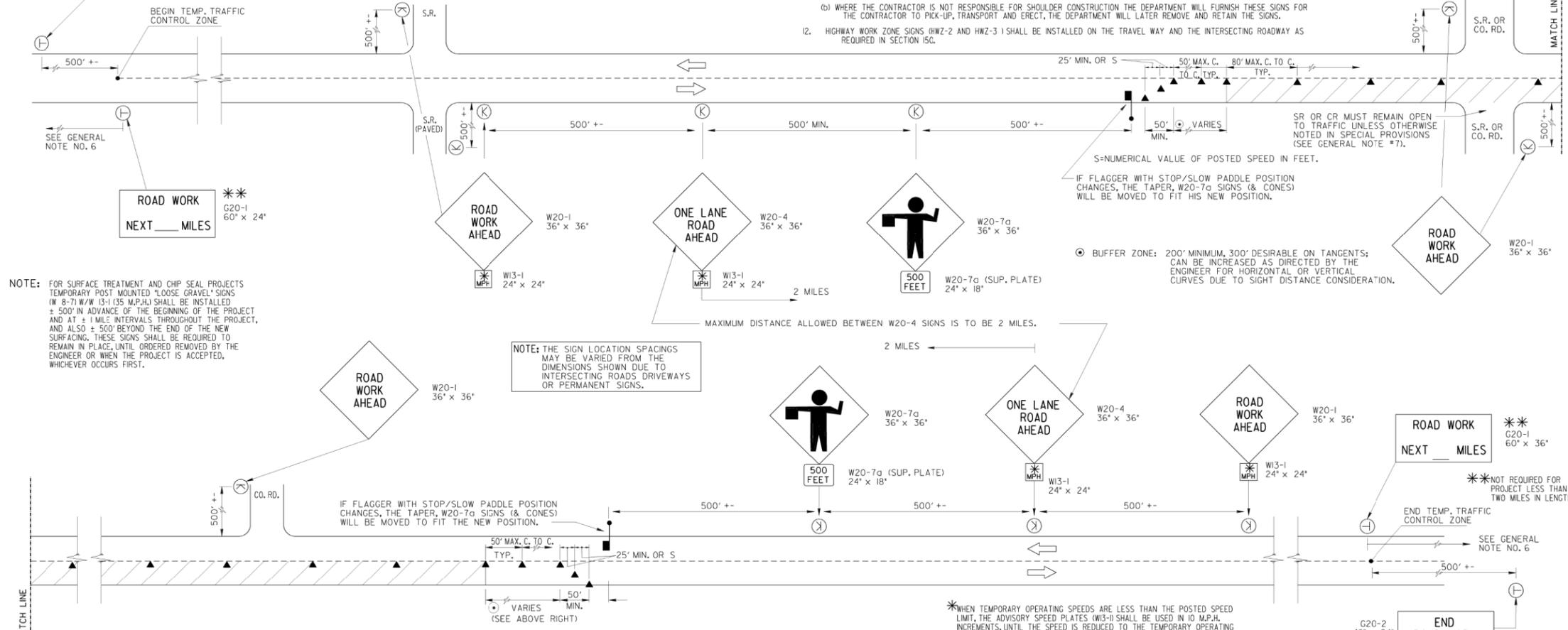
- ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD, THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS. (SEE SECTION 150)
- ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
- ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF 1 FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
- WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMP(S) OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED, AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE RAMP(S)/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.

- FOR NIGHT TIME OPERATIONS, DRUMS SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6) INCH ORANGE REFLECTIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
- SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED IN SECTION 150.
- FLAGGERS SHALL BE PROVIDED AS NECESSARY TO PROHIBIT WRONG DIRECTION OF TRAFFIC THRU WORK AREAS.
- WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
- PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.
- PAVEMENT MARKINGS FOR TEMPORARY TRAFFIC CONTROL, IF REQUIRED, SHALL BE IN ACCORDANCE WITH SECTION 150 AND AS DIRECTED BY THE ENGINEER OR SHOWN IN THE PLANS.
- (a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINI, AT INTERVALS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.
- (b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK-UP, TRANSPORT AND ERECT. THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.
- HIGHWAY WORK ZONE SIGNS (HWZ-2 AND HWZ-3) SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 150.

STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

G20-2
48" x 24"

END ROAD WORK



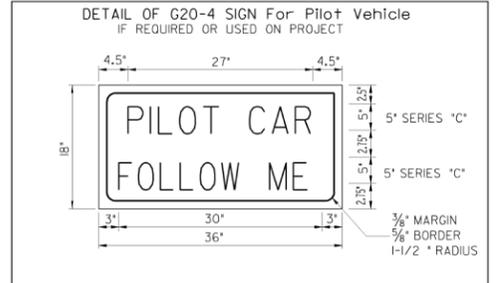
NOTE: FOR SURFACE TREATMENT AND CHIP SEAL PROJECTS TEMPORARY POST MOUNTED "LOOSE GRAVEL" SIGNS (W 8-7) W/W 13-1 (35 M.P.H.) SHALL BE INSTALLED ± 500' IN ADVANCE OF THE BEGINNING OF THE PROJECT AND AT ± 1 MILE INTERVALS THROUGHOUT THE PROJECT, AND ALSO ± 500' BEYOND THE END OF THE NEW SURFACING. THESE SIGNS SHALL BE REQUIRED TO REMAIN IN PLACE, UNTIL ORDERED REMOVED BY THE ENGINEER OR WHEN THE PROJECT IS ACCEPTED, WHICHEVER OCCURS FIRST.

NOTE: THE SIGN LOCATION SPACINGS MAY BE VARIED FROM THE DIMENSIONS SHOWN DUE TO INTERSECTING ROADS, DRIVEWAYS OR PERMANENT SIGNS.

IF FLAGGER WITH STOP/SLOW PADDLE POSITION CHANGES, THE TAPER, W20-7a SIGNS (& CONES) WILL BE MOVED TO FIT HIS NEW POSITION.

● BUFFER ZONE: 200' MINIMUM, 300' DESIRABLE ON TANGENTS; CAN BE INCREASED AS DIRECTED BY THE ENGINEER FOR HORIZONTAL OR VERTICAL CURVES DUE TO SIGHT DISTANCE CONSIDERATION.

*WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED. TEMPORARY OPERATING SPEED SHALL BE 35 M.P.H. UNLESS OTHERWISE DETERMINED BY THE ENGINEER.



- STANDARD LEGEND**
- STRIPED DRUM
 - PERMANENT TYPE POST MOUNTED SIGN (7' MOUNT HEIGHT)
 - ⊕ TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
 - Ⓚ PORTABLE MOUNTED SIGN - MINIMUM HEIGHT OF 1 FT. ABOVE THE EDGE OF PAVEMENT; INSTALLED AS PER NCHRP 350 TESTING REQUIREMENTS.
 - ▨ WORK AREA
 - ▲ TRAFFIC CONE - 28" MIN. - DAYTIME USE ONLY
 - FLAGGER WITH STOP-SLOW PADDLE

REMOVED FLAGS AND REV. 3-30-06		DATE		DEPARTMENT OF TRANSPORTATION	
GENERAL NOTES: REV. SIGN G20-2A TO G20-2.		REVISION		STATE OF GEORGIA	
NO SCALE		REV. & REDR. JULY, 1999		STANDARD TRAFFIC CONTROL DETAIL FOR LANE CLOSURE ON TWO-LANE HIGHWAY	
DES. (SUBMITTED) <i>[Signature]</i>		STATE ROAD & AIRPORT DESIGN ENGINEER		NUMBER 9102	
DRW. (APPROVED) <i>[Signature]</i>		CHIEF ENGINEER			
TRA. (APPROVED) <i>[Signature]</i>					
CHK. (APPROVED) <i>[Signature]</i>					

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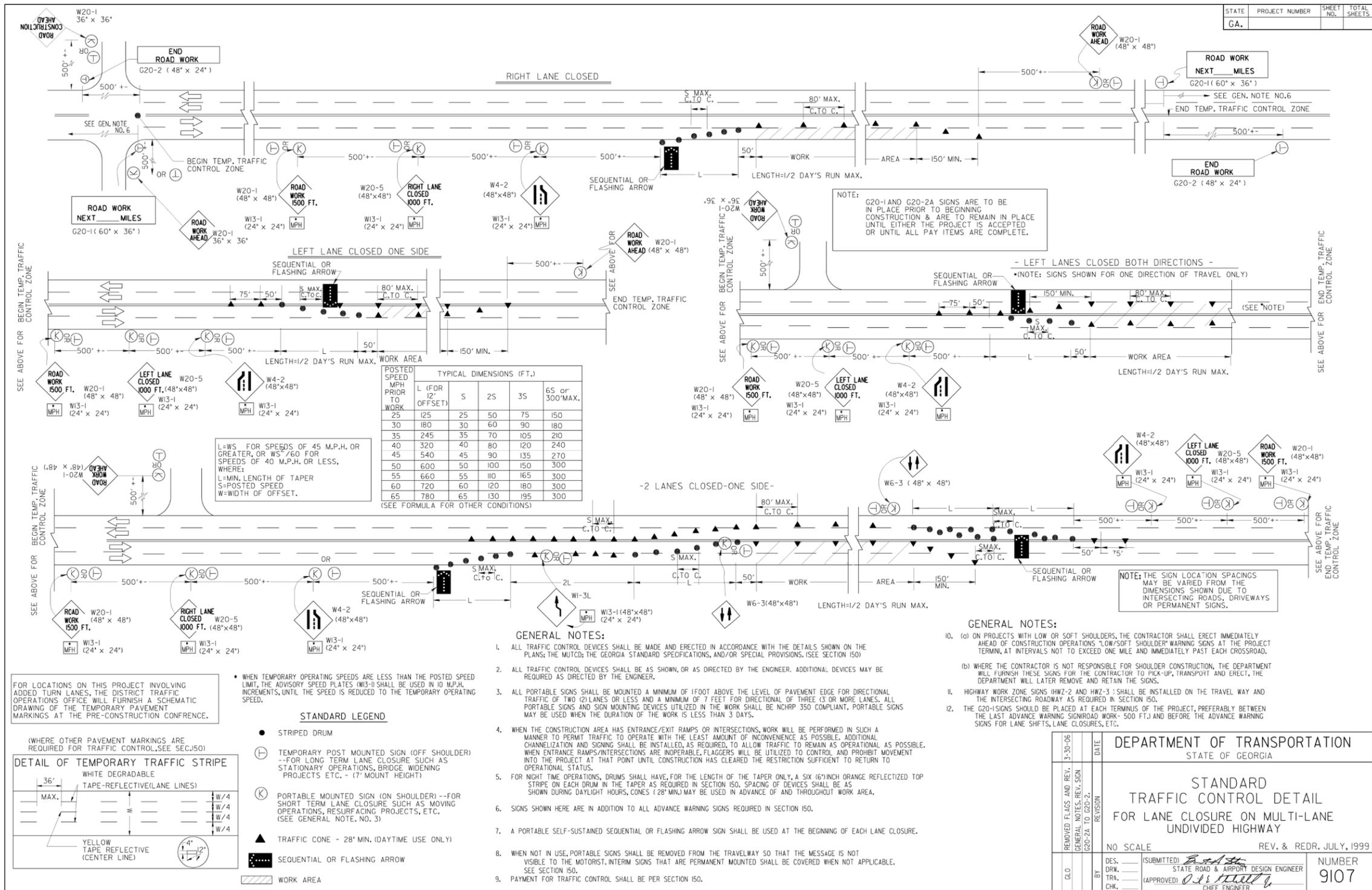
REVISION DATES

CONSTRUCTION DETAILS

TECHNOLOGY PKWY @ TECHNOLOGY PKWY SOUTH

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REVISION DATES

CONSTRUCTION DETAILS

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DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD TRAFFIC CONTROL DETAIL
FOR LANE CLOSURE ON MULTI-LANE UNDIVIDED HIGHWAY

NO SCALE REV. & REDR. JULY, 1999

REMOVED FLAGS AND REV. (G20-2A TO G20-2)	DATE	REVISION
1-30-06		

DES. (SUBMITTED)	DATE	NUMBER
DRW. STATE ROAD & AIRPORT DESIGN ENGINEER		9107
TRA. (APPROVED)		
CHK. CHIEF ENGINEER		

**DEPARTMENT OF PUBLIC WORKS
CITY OF PEACHTREE CORNERS
SPECIAL PROVISION
P. I. No.: 465094CH
COUNTY: GWINNETT**

All work, materials, and equipment shall conform to the Georgia Department of Transportation's Standard Specifications for construction of transportation systems.

SPECIFICATIONS

- Specification 108 – Prosecution and progress**
- Specification 150 – Traffic control**
- Specification 647 – Traffic signal installation**
- Specification 682 – Electrical wire, cable and conduit**
- Specification 925 – Traffic signal equipment**
- Specification 937 – Detection systems**

**DEPARTMENT OF PUBLIC WORKS
CITY OF PEACHTREE CORNERS
SPECIAL PROVISION
P. I. No.: 465094CH
COUNTY: GWINNETT
Section 108 – PROSECUTION AND PROGRESS**

Retain Sub-Section 108.08 as written and add the following:

Reopen Lanes

1. Failure to reopen the lanes as specified in Special Provision 150.6A will result in the assessment of Liquidated Damages at the rate of \$500 per hour or portion of an hour thereof.

All Liquidated Damages specified above are cumulative and are in addition to those which may be assessed in accordance with Subsection 108.08 for failure to complete the overall project.

**DEPARTMENT OF PUBLIC WORKS
CITY OF PEACHTREE CORNERS
SPECIAL PROVISION
P. I. No.: 465094CH
COUNTY: GWINNETT
Section 150 - TRAFFIC CONTROL**

Retain Section 150 and add the following:

150.6 Additional Traffic Control Requirements

A. Lane Closures

The Contractor shall not perform work (i.e. does not have an impact on traffic), close lanes or move equipment or materials on the traveled way that visibly interferes with traffic on the mainline or any local street between the hours of 5:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. Monday through Friday. Equipment or materials moved on or across the traveled way at other times shall be done in a manner as not to interfere with traffic. Contractor shall get approval from City of Peachtree Corners for weekends or before 5:00 a.m. and after 4:00 p.m.

B. Workzone Law Enforcement

Workzone law enforcement consists of utilizing uniformed police officer(s) equipped with a marked patrol vehicle and blue flashing lights to enforce traffic laws in construction workzones and the administration of this service. Payment for workzone law enforcement shall be made only for its utilization in workzones during lane closures, traffic pacing, or other activities that occur within travel lanes. The Contractor shall be responsible for coordinating and scheduling the utilization of the Workzone Law Enforcement.

Workzone Law Enforcement will be measured and paid for by the hour up to the maximum number of hours included in the Contract. The Department will not pay for any Workzone Law Enforcement beyond the number of hours included in the Contract. The cost for utilization above the number of hours included in the Contract shall be included in the Lump Sum price bid for Traffic Control.

The Contractor shall provide a daily work record containing the actual number of hours charged by the police officer, for all hours for which the Department will pay. The daily work record shall be compiled on a form provided by the Department, signed by the police officer and the Contractor's Worksite Traffic Control Supervisor attesting that the police officer was utilized during the hours recorded.

Payment shall be full compensation for reimbursing the law enforcement agency, and for all other costs incurred by the Contractor in coordinating, scheduling, and administering the item Workzone Law Enforcement

Payment will be made under:

ITEM NO. 150-9011	Traffic Control-Workzone Law Enforcement (Contractor Bids)	Per hour (HR)
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