

PULASKI COUNTY, ARKANSAS

CONSTRUCTION PLANS

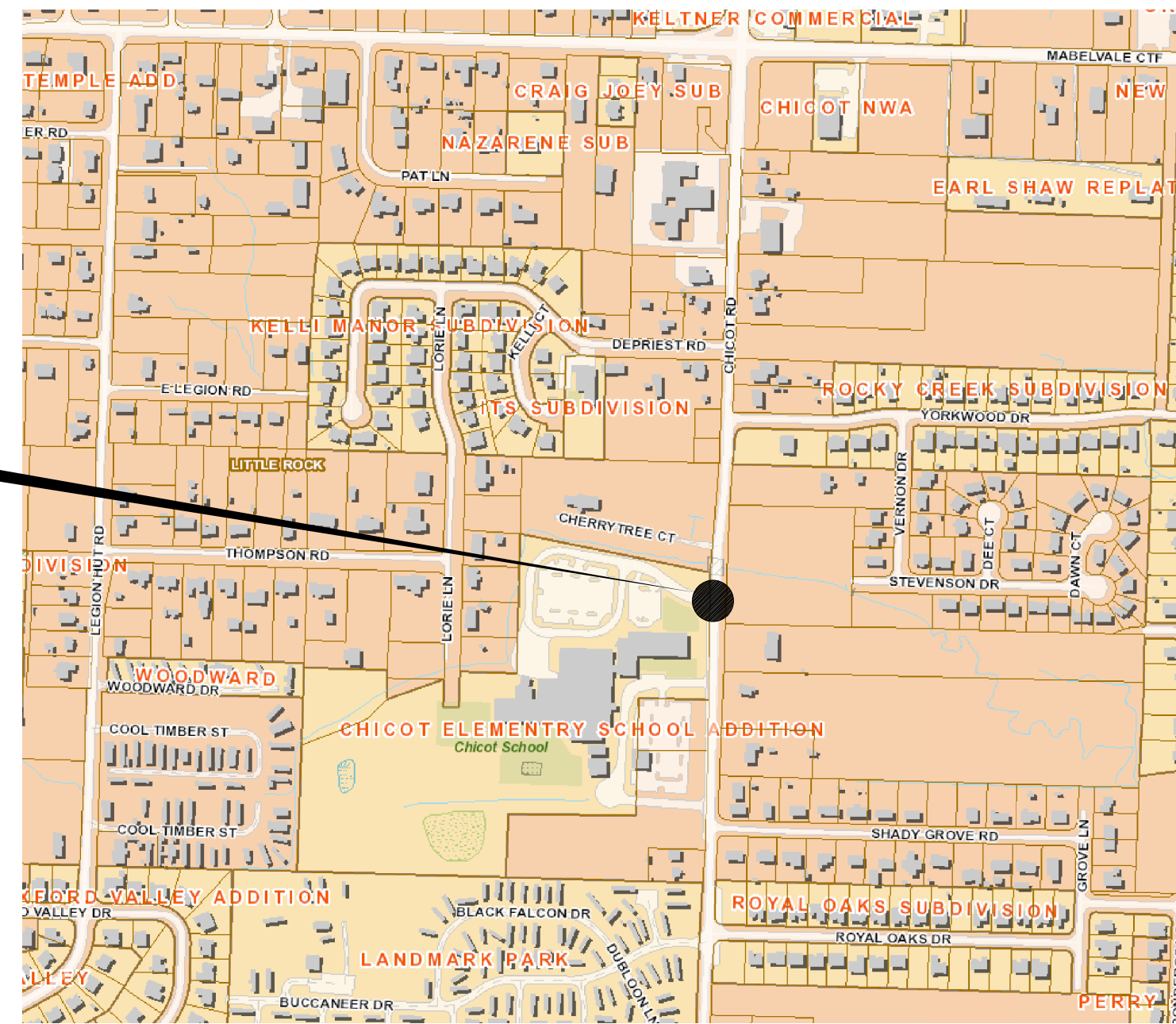
TRAFFIC SIGNAL PLANS

CHICOT ROAD AND CHICOT ELEMENTARY SCHOOL DRIVE

LITTLE ROCK SCHOOL DISTRICT

LITTLE ROCK, ARKANSAS

**CHICOT ELEMENTARY SCHOOL
PROJECT LOCATION**



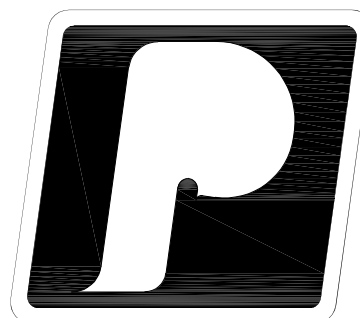
VICINITY MAP
(NOT TO SCALE)

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CO #1 = 11/3/2021 CHANGE ORDER ON SHEETS 3, 4 AND 5.

NOTES

1. THERE ARE NUMEROUS PUBLIC AND PRIVATE UTILITIES WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE VARIOUS UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE UTILITY MARKINGS UNTIL THEY ARE NO LONGER NEEDED. CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGES AND/OR REPAIR OF THE UTILITIES.
2. ALL LAND MONUMENTS LOCATED WITHIN THE CONSTRUCTION AREA SHALL BE PROTECTED IN ACCORDANCE WITH SECTION 107.12 OF THE STANDARD SPECIFICATIONS OF THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT.
3. ALL TREES AND OTHER LANDSCAPE MATERIALS THAT DO NOT DIRECTLY INTERFERE WITH THE PROPOSED CONSTRUCTION SHALL BE SPARED AS DIRECTED BY THE ENGINEER. CARE AND DISCRETION SHALL BE USED TO INSURE THAT ALL TREES NOT REMOVED SHALL BE PROTECTED DURING THE CONSTRUCTION OPERATIONS.
4. CONTRACTOR SHALL THOROUGHLY FAMILIARIZE HIMSELF WITH ALL UTILITY LINES AND APPURTENANCES REQUIRING ADJUSTMENTS BECAUSE OF THIS CONSTRUCTION. CONTRACTOR SHALL FULLY COORDINATE SUCH ADJUSTMENTS WITH THE INVOLVED UTILITIES AS TO WHO SHALL ADJUST. NO SEPARATE PAYMENT SHALL BE MADE AS A RESULT OF ANY ADJUSTMENTS REQUIRED.
5. ALL EXISTING PAVEMENT AND CURB AND GUTTER OR OTHER EXISTING PHYSICAL FEATURES WHICH CONFLICT WITH THE NEW CONSTRUCTION, SHALL BE REMOVED. NO SEPARATE PAYMENT WILL BE MADE FOR REMOVALS, WHICH WILL BE CONSIDERED SUBSIDIARY TO SITE PREPARATION.
6. EXISTING UTILITY LOCATIONS ARE FROM UTILITY COMPANIES' RECORDS AND/OR ABOVE GROUND INSPECTION.
7. P.E. CERTIFIED SHOP DRAWINGS MUST BE SUBMITTED FOR APPROVAL. CERTIFICATION SHALL ALSO INDICATE COMPLIANCE WITH ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT MATERIAL SPECIFICATION REQUIREMENTS AND CONFORMANCE TO AASHTO DESIGN REQUIREMENTS FOR 90 MPH WIND LOADING FOR SIGNALS, MASTS AND SIGNS AS INDICATED.
8. ALL TRAFFIC SIGNAL EQUIPMENT SHALL COMPLY WITH THE LATEST EDITION OF THE STANDARD SPECIFICATIONS OF THE ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT AND APPLICABLE SPECIAL PROVISIONS.



**PETERS & ASSOCIATES
ENGINEERS, INC.**

• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209 (501) 868-3999
Little Rock, Arkansas 72223



LITTLE ROCK SCHOOL DISTRICT
FACILITIES SERVICES DIVISION
3601 BRYANT STREET
LITTLE ROCK, ARKANSAS 72204

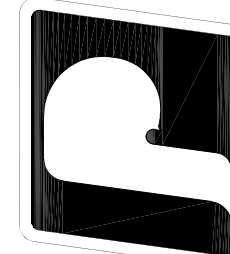


Ernest J. Peters

11-3-2021
**TRAFFIC SIGNAL PLANS
CHICOT ROAD AND
CHICOT ELEMENTARY SCHOOL DRIVE**
LITTLE ROCK, ARKANSAS
PROJECT NO.: P736-51
NOVEMBER 3, 2021

NO.	DATE	DRN/ APP'D	DESCRIPTION

**PETERS & ASSOCIATES
ENGINEERS, INC.**
• CIVIL & TRAFFIC ENGINEERING •
5507 Ranch Drive - Suite 209 (501) 868-3999
Little Rock, Arkansas 72223



**CHICOT ROAD AND
CHICOT ELEMENTARY
SCHOOL DRIVE**
LITTLE ROCK, ARKANSAS

TITLE SHEET

DRAWN BY RMT	APPROVED EJP
SCALE NTS	DATE NOV 2021
JOB. NO. P7236-51	FIELD BOOK N/A
SHEET NO. T-1	REV.

TRAFFIC SIGNAL NOTES

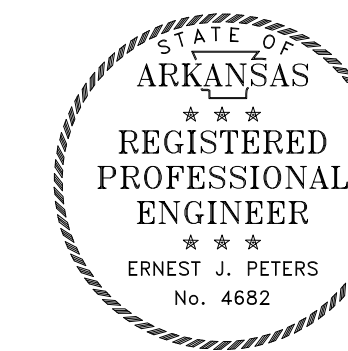
1. ALL ELECTRICAL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE NFPA 70 (2017) NATIONAL ELECTRICAL CODE, NFPA 101 (CURRENT EDITION) LIFE SAFETY CODE, STATE ELECTRICAL CODE AND LOCAL ELECTRICAL CODE.
2. EXTEND GREEN EQUIPMENT GROUNDING CONDUCTOR (E.G.C.) FROM GROUND BAR AT MAIN BREAKER TO CONTROL PANEL AND TO FIRST POLE. SOLIDLY BOND E.G.C. TO GROUND LUG OF CONTROL CABINET AND TO POLE GROUND. ENSURE THAT ONLY ONE NEUTRAL-TO-GROUND BOND EXISTS IN THE SYSTEM AND THAT IT IS AT THE MAIN BREAKER.
3. ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAIN-TIGHT BREAKER (MAIN BREAKER), GALVANIZED STEEL SERVICE RISER, METER LOOP (IF REQUIRED), AND WEATHERHEAD AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. IF THE SERVICE POINT IS OVER 10 FEET FROM THE CONTROLLER, THE CONTRACTOR SHALL PROVIDE AND INSTALL A SEPARATE TWO CIRCUIT EXTERNAL BREAKER (SECONDARY BREAKER) ON OR NEAR THE TRAFFIC SIGNAL CONTROLLER CABINET AND SHALL INSTALL CONDUIT, ELECTRICAL SERVICE WIRE (2c/#6 A.W.G. USE RATED, WITH GROUND TYPICAL), AND PERFORM WIRING TO TAP INTO THE CITY'S/COUNTY'S MAIN BREAKER AS PART OF THIS CONTRACT. CONDUIT IS PAID FOR AS A SEPARATE ITEM OF THIS CONTRACT. TWO CIRCUIT BREAKERS, CONSIDERED SUBSIDIARY TO THE CONTROL EQUIPMENT, ARE NEEDED WHERE STREET LIGHTING IS INCLUDED. AS PART OF THE SIGNAL INSTALLATION, STREET LIGHTING CIRCUIT (2c/#12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT FROM THE CIRCUIT SERVING THE TRAFFIC SIGNAL CONTROL EQUIPMENT FROM THE POINT OF TIE-IN AT THE SECONDARY BREAKER PROVIDED BY THE CONTRACTOR.
4. CONTRACTOR SHALL CONNECT A SEPARATE NEUTRAL FOR EACH LOAD SWITCH REPRESENTED ON EACH SIGNAL POLE.
5. TRAFFIC CONTROLLER CABINET AND LAYOUT SHALL BE SUCH THAT IT IS NOT NECESSARY TO SHUT DOWN POWER OR REMOVE LOAD SWITCHES IN ORDER TO EASILY TEST OR MODIFY DETECTOR INPUTS TO THE CONTROLLER.
6. CONTROLLER CABINET SHALL BE WIRED SUCH THAT DURING FLASH OPERATIONS POWER TO THE LOAD SWITCHES CANNOT BACKFEED TO LOAD SWITCH POWER BUSS.
7. ALL PARTS OF THIS INSTALLATION SHALL BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, STANDARD DRAWINGS AND WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
8. CONDUIT INSTALLED UNDER ROADWAY SURFACES SHALL BE INSTALLED BY PUSHING OR BORING METHODS. IF THE ENGINEER DETERMINES THIS IS NOT FEASIBLE, THEN A TRENCHING METHOD AS SHOWN IN THE STANDARD DRAWINGS MAY BE USED.
9. TRAFFIC SIGNAL POLES SHALL BE GALVANIZED. METAL BACKPLATES SHALL BE SUPPLIED FOR ALL SIGNAL HEADS.
10. PAVEMENT MARKINGS CHANGES ARE SHOWN ON SHEET 4.
11. FOUNDATION FOR ALL POLES SHALL BE EXTENDED IF NECESSARY TO ACCOMMODATE THE REQUIREMENTS FOR SIGNAL HEAD CLEARANCE ABOVE ROADWAY ONLY AT LOCATIONS WHERE THE GROUND ELEVATION AT THE POLE IS BELOW THE ELEVATION OF THE ROADWAY (SEE NOTES ON STANDARD DRAWING). PAYMENT WILL BE INCLUDED IN SECTION 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
12. ALL CONCRETE PULL BOXES SHALL BE (TYPE 2 HD) UNLESS OTHERWISE INDICATED. ALL CONDUIT SHALL BE THREE (3") INCH DIAMETER UNLESS SPECIFIED ON PLANS.
13. CONTRACTOR SHALL NOTIFY ALL EXISTING UTILITY OWNERS BEFORE BEGINNING WORK ON THIS PROJECT.
14. LED LUMINAIRE ASSEMBLIES SHALL BE OF THE FULL CUTOFF TYPE.
15. HARDWARE INPUTS MAY BE DETERMINED BY SUPPLIER. EACH DETECTOR OUTPUT SHALL INPUT THE CONTROLLER THROUGH A SEPARATE INPUT UNLESS OTHERWISE NOTED AND BE PROGRAMMED TO ACTUATE THE ASSOCIATED PHASE. COMBINATION (COMB.) DETECTORS SHALL ALSO BE PROGRAMMED TO PROVIDE VEHICLE COUNT/OCCUPANCY DATA.
16. THE LOCAL RADIO WITH ANTENNA SHALL BE COMPATIBLE WITH THE EXISTING CLOSED LOOP COORDINATION SYSTEM IN THE CITY.
17. TO DETERMINE UTILITY CLEARANCES ABOVE THE TRAFFIC SIGNAL POLE, REFER TO THE POLE SCHEDULE FOR VERTICAL SHAFT HEIGHT. WHERE THE POLE SCHEDULE INDICATES THAT A LUMINAIRE ARM WILL BE USED, THIRTY-EIGHT (38') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE LUMINAIRE ARM. WHERE THE POLE SCHEDULE INDICATES A TRAFFIC SIGNAL POLE WITHOUT A LUMINAIRE ARM, A HEIGHT OF TWENTY-ONE (21') FEET SHOULD BE USED TO DETERMINE UTILITY CLEARANCE ABOVE THE TRAFFIC SIGNAL MAST ARM. AN ADDITIONAL SIX (6') FEET SHOULD BE USED DIRECTLY ABOVE "VIDEO DETECTOR" AT LOCATIONS SHOWN ON THE SIGNAL PLANS.
18. THE DESIRABLE MINIMUM DISTANCE FROM THE FACE OF ROADWAY CURB OR SHOULDER EDGE TO THE FACE OF NON-BREAKAWAY POLE OR OBSTRUCTION IS SIX (6') FEET. REFER TO TRAFFIC SIGNAL PLANS FOR SPECIFIC LOCATION OF POLES, CONTROLLER AND ANY OTHER NON-BREAKAWAY OBSTRUCTIONS. REFER TO "DESIGN PARAMETERS, MINIMUM CLEAR ZONE DISTANCE" FOR MINIMUM DISTANCE FROM THE EDGE OF TRAVELED WAY TO THE FACE OF A NON-BREAKAWAY POLE OR OBSTRUCTION. TRAFFIC SIGNAL POLES OR ANY OTHER NON-BREAKAWAY OBSTRUCTION SHALL NOT BE INSTALLED WITHIN THE CLEAR ZONE.
19. AS DETERMINED BY THE ENGINEER, FOUNDATION EMBEDMENT MAY BE DECREASED BY A MAXIMUM OF TWO FEET IF COMPETENT ROCK IS ENCOUNTERED PRIOR TO ACHIEVING PLAN EMBEDMENT AND AT LEAST HALF OF THE REMAINING PLAN EMBEDMENT LENGTH IS KEYED INTO COMPETENT ROCK.
20. CONNECTION OF TRAFFIC SIGNAL DISPLAY TO FIELD WIRING SHALL UTILIZE AN APPROVED TERMINAL STRIP BEHIND HAND-HOLE COVER AT BASE OF POLE. TERMINAL STRIP SHALL PROVIDE PROTECTION TO PREVENT EXPOSURE TO THE PUBLIC IN THE EVENT THAT POLE COVER IS MISSING. PAYMENT FOR TERMINAL STRIPS SHALL BE INCLUDED IN ITEM 714 TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION OF THE STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, CURRENT EDITION.
21. CONTROLLER CABINET LAYOUT AND ORIENTATION SHALL CONFORM TO IMSA STANDARDS.
22. ONE VIDEO PROGRAMMING MODULE SHALL BE PROVIDED FOR AIMING AND SETUP OF DETECTORS IF THE VIDEO SYSTEM CANNOT BE ADJUSTED THROUGH HARDWARE AND SOFTWARE PROVIDED BY ITEMS WITHIN THE JOB.
23. TRAFFIC SIGNAL CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER OR ASSIGNED DEPARTMENT PROJECT INSPECTOR EACH DAY PRIOR TO SIGNAL RELATED WORK. NO WORK ON TRAFFIC SIGNALS WILL BE ALLOWED OR APPROVED WITHOUT THIS PRIOR NOTIFICATION.
24. ALL STEEL POLES SHALL BE DESIGNED TO MEET THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS, 4th EDITION (2001) WITH 2003 AND 2006 INTERIMS.
25. DOOR PANEL TEST PUSH BUTTONS SHALL ACTUATE INDICATED PHASES. DETECTOR ASSIGNMENTS AND/OR SIDE PANEL JUMPERS MAY REQUIRE MODIFICATION.
26. ALL SYSTEM DETECTOR RACKS AND ASSOCIATED EQUIPMENT SHALL BE PROTECTED BY THE MAIN CONTROLLER CABINET POWER SURGE PROTECTION.
27. IN PULL BOXES, POLE BASES, JUNCTION BOXES AND CONTROLLER CABINETS, THE DIRECTION OF EACH CABLE RUN SHALL BE INDICATED BY ATTACHING A PERMANENT TAG OF RIGID PLASTIC OR NON-FERROUS METAL TO THE CONDUIT. TAGS SHALL BE EMBOSSED, STAMPED OR ENGRAVED WITH LETTERS 1/4" OR GREATER IN HEIGHT AND SECURED TO THE CONDUIT WITH NYLON OR PLASTIC TIES. IN INSTANCES WHERE THE CONDUIT OR CONDUIT ENTRANCES ARE NOT VISIBLE OR ACCESSIBLE, A DIRECTION TAG SHALL BE ATTACHED TO EACH CABLE.
28. THE CONTRACTOR SHALL PERFORM ALL WORK POSSIBLE THAT WILL MINIMIZE THE TIME THAT THE TRAFFIC SIGNAL IS OUT OF OPERATION. IF, IN THE OPINION OF THE ENGINEER, TRAFFIC CONDITIONS WARRANT THE CONTRACTOR SHALL PROVIDE FLAGMEN TO DIRECT TRAFFIC WHILE THE TRAFFIC SIGNAL IS OUT OF OPERATION.

ADDITIONAL SIGNAL NOTES

1. CONTRACTOR TO CALL ONE-CALL TO LOCATE UTILITIES BEFORE CONSTRUCTION.
2. ALL CONDUIT SHOWN ON PLANS IS 3" NON-METALLIC UNLESS NOTED OTHERWISE. ALL BORED CONDUIT MATERIAL SHALL BE POLYETHYLENE WITH NO UNDERGROUND SPLICES.
3. THERE SHALL BE NO DEVIATION FROM THIS PLAN WITHOUT PRIOR WRITTEN APPROVAL FROM THE ENGINEER.
4. CONTRACTOR SHALL FIELD VERIFY ALL POLE AND MAST ARM LOCATIONS WITH REGARD TO HORIZONTAL PLACEMENT FOR CLEARANCE FROM UTILITIES AND OTHER APPURTENANCES AND VERIFY VERTICAL CLEARANCE FOR POLE SHAFT AND MAST ARM FOR ABSENCE OF CONFLICT WITH OVERHEAD UTILITIES AND OTHER APPURTENANCES. CONTRACTOR SHALL OBTAIN APPROVAL OF PERMITTING JURISDICTIONS PRIOR TO ORDERING POLES AND MAST ARMS.
5. IF DEVIATION FROM THIS PLAN IS NECESSARY, ENGINEER SHALL BE NOTIFIED AND FINAL REVISED LOCATIONS OF POLES AND MAST ARMS SHALL BE DOCUMENTED.
6. CONTRACTOR TO INCLUDE RADIO COMMUNICATION FOR COORDINATION TO EXISTING TRAFFIC SIGNAL TO THE NORTH AT CHICOT ROAD AND MABELVALE CUT OFF ROAD.
7. HAND HOLE COVERS TO BE METAL.

GENERAL NOTES

1. UNLESS INDICATED OTHERWISE, WORK MUST CONFORM TO ARKANSAS STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION, EDITION OF 2014.
2. THERE ARE NUMEROUS PUBLIC AND PRIVATE UTILITIES WITHIN AND ADJACENT TO THE LIMITS OF CONSTRUCTION. SOME EXISTING UTILITIES MAY NOT BE SHOWN ON THE PLANS. PRIOR TO BEGINNING ANY TYPE OF EXCAVATION, THE CONTRACTOR SHALL CONTACT THE VARIOUS UTILITY COMPANIES AND MAKE ARRANGEMENTS FOR THE LOCATION OF THE UTILITY ON THE GROUND. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAINTAIN THE UTILITY MARKINGS UNTIL THEY ARE NO LONGER NEEDED. CONTRACTOR WILL BE RESPONSIBLE FOR ALL DAMAGES AND/OR REPAIR OF THE UTILITIES.
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Ernest J. Peters

11-3-2021

**CHICOT ROAD AND
CHICOT ELEMENTARY SCHOOL DRIVE**

**LITTLE ROCK SCHOOL DISTRICT
LITTLE ROCK, ARKANSAS**

DESIGNED BY: EJP	TRAFFIC SIGNAL NOTES	SCALE: NTS
DRAWN BY: RMT		SHEET NO. 2
CHECKED BY: EJP		PROJ. NO: P736-51
DATE: 11-3-2021		



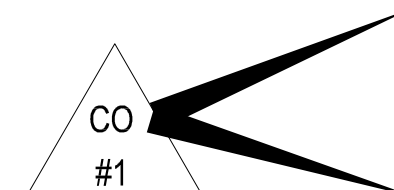
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• CIVIL & TRAFFIC ENGINEERING •

5507 Ranch Drive - Suite 209 (501) 868-3999
Little Rock, Arkansas 72223

SUMMARY OF QUANTITIES – CHICOT ROAD AND CHICOT ELEMENTARY SCHOLL DRIVE

ITEM NO.	ITEM	QUANTITY	UNIT
601	MOBILIZATION	1	LUMP SUM
SS & 603	MAINTENANCE OF TRAFFIC	1	LUMP SUM
SP & 701	SYSTEM LOCAL CONTROLLER TS2-TYPE 2 (8-PHASE)	1	EACH
702	TESCO PEDESTAL DISCONNECT	1	EACH
702	LOCAL RADIO WITH ANTENNA (MDS 9710 HIGH GAIN ANTENNA)	1	EACH
704	ANTENNA CABLE (LMR 600)	100	LIN. FT.
SP & 706	TRAFFIC SIGNAL HEAD LED (3-SECTION, 1-WAY)	6	EACH
SP & 706	TRAFFIC SIGNAL HEAD LED (4-SECTION, 1-WAY)	1	EACH
SP & 707	COUNTDOWN PEDESTRIAN SIGNAL HEAD, LED	4	EACH
708	ELECTRICAL CONDUCTORS-IN-CONDUIT (2C/6 A.W.G., E.G.C.)	100	LIN. FT.
708	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/8 A.W.G., E.G.C.)	335	LIN. FT.
708	ELECTRICAL CONDUCTORS-IN-CONDUIT (1C/12 A.W.G., E.G.C.)	204	LIN. FT.
708	TRAFFIC SIGNAL CABLE (5C/14 A.W.G.)	782	LIN. FT.
708	TRAFFIC SIGNAL CABLE (7C/14 A.W.G.)	63	LIN. FT.
708	TRAFFIC SIGNAL CABLE (20C/14 A.W.G.)	143	LIN. FT.
708	ELECTRICAL CONDUCTORS FOR LUMINAIRES	204	LIN. FT.
710	NON-METALLIC CONDUIT (3")	190	LIN. FT.
710	NON-METALLIC CONDUIT (2")	100	LIN. FT.
710	NON-METALLIC CONDUIT (1.25")	20	LIN. FT.
711	CONCRETE PULL BOX (TYPE 1HD)	1	EACH
711	CONCRETE PULL BOX (TYPE 2HD)	5	EACH
714	LED LUMINAIRE ASSEMBLY	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (24')	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (28')	1	EACH
714	TRAFFIC SIGNAL MAST ARM AND POLE WITH FOUNDATION (44')	1	EACH
715	TRAFFIC SIGNAL PED POLE WITH FOUNDATION	2	EACH
715	SERVICE POINT ASSEMBLY (2 CIRCUITS)	1	EACH
719	THERMOPLASTIC PAVEMENT MARKING WHITE (6")	75	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING YELLOW (6")	220	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (12")	120	LIN. FT.
719	THERMOPLASTIC PAVEMENT MARKING WHITE (24")	53	LIN. FT.
SP & 726	18" STREET NAME SIGN	3	EACH
733	VIDEO CABLE	596	LIN. FT.
SP & 733	VIDEO DETECTOR (CLR)	5	EACH
733	VIDEO MONITOR (CLR)	1	EACH
SP & 733	VEHICLE DETECTOR RACK (16 CHANNEL)	1	EACH




CO #1 = 11/3/2021 CHANGE ORDER

QUANTITIES NOTES
 QUANTITIES SHOWN ARE FOR REVIEW PURPOSES ONLY AND ARE NOT INTENDED TO BE QUANTITIES UPON WHICH CONTRACTOR PRICING TO OWNER TO BE BASED.

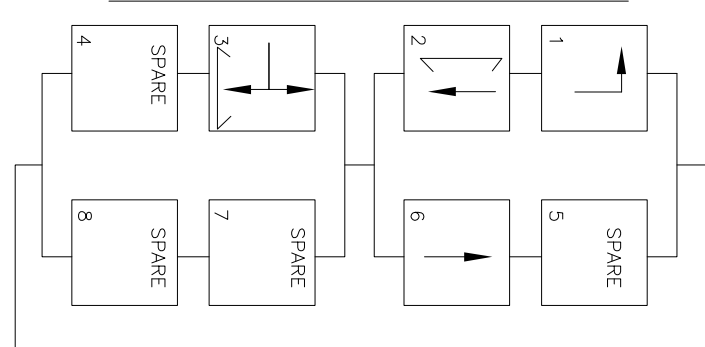


Ernest J. Peters

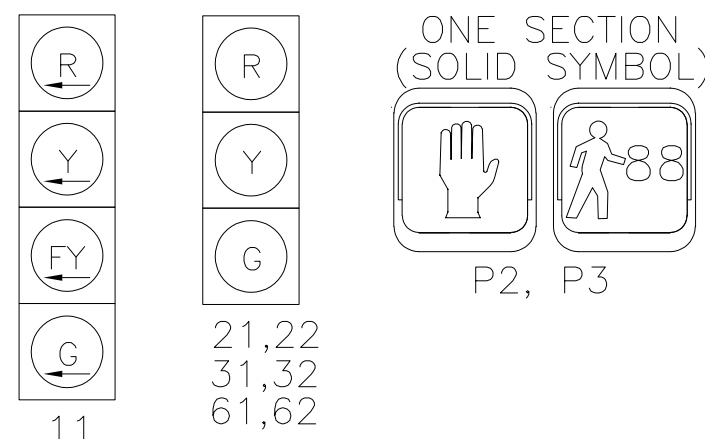
11-3-2021

CHICOT ROAD AND CHICOT ELEMENTARY SCHOOL DRIVE		
LITTLE ROCK SCHOOL DISTRICT LITTLE ROCK, ARKANSAS		
DESIGNED BY: EJP	TRAFFIC SIGNAL SUMMARY OF QUANTITIES	SCALE: NTS
DRAWN BY: RMT		SHEET NO. 3
CHECKED BY: EJP		PROJ. NO: P736-51
DATE: 11-3-2021	 PETERS & ASSOCIATES ENGINEERS, INC. CIVIL & TRAFFIC ENGINEERING 5507 Ranch Drive - Suite 209 (501) 868-3999 Little Rock, Arkansas 72223	

PHASING DIAGRAM



SIGNAL DISPLAY



DESIGN PARAMETERS
 POSTED SPEED LIMIT:
 20 MPH EASTBOUND APPROACH
 35 FOR NORTHBOUND
 AND SOUTHBOUND APPROACHES
 NO RAILROAD TRACKS
 NO FIRE STATION
 NO PARKING
 NO BUS STOPS
 MINIMUM 4' CLEAR ZONE (FROM FACE OF CURB)

NOTES:
 1. ALL SIGNAL HEADS SHALL HAVE METAL BACK PLATES.
 2. REFER TO SPECIAL PROVISIONS FOR DETAILS ON REQUIREMENTS FOR PEDESTRIAN SIGNAL HEADS.
 3. ALL PEDESTRIAN SIGNAL HEADS CAN BE PLACED INTO OPERATION IF THERE ARE BOTH WHEELCHAIR RAMP AND A CROSSWALK THAT MEETS A.D.A. STANDARDS.

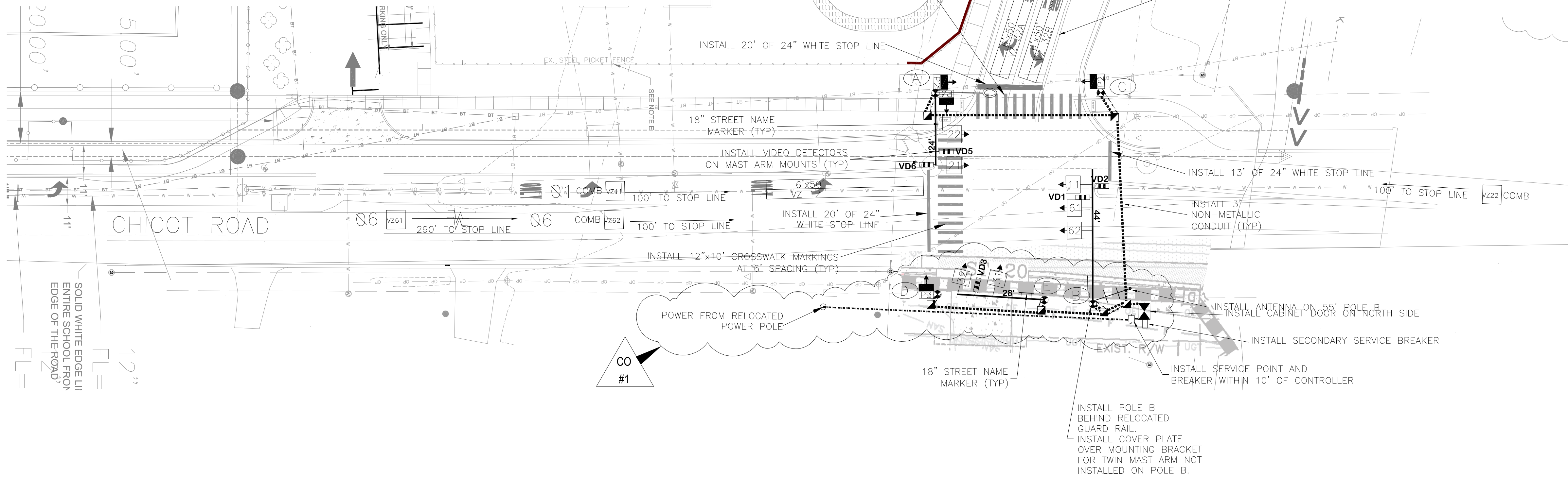
POLE		MAST ARM		POLE		POLE - MAST ARM SCHEDULE		STREETLIGHT		SL DEGREES CW		X-COORD		Y-COORD	
TYPE	FOUNDATION	LENGTH	HEIGHT	MA DEGREES CW	FROM HANDHOLE	STREETLIGHT	15' ARM	SL DEGREES CW	FROM HANDHOLE	X-COORD	Y-COORD	X-COORD	Y-COORD	X-COORD	Y-COORD
A	ARDOT	24'	35'	270°		LED		180°		150800.5590	-1209733.9393	150800.5590	-1209733.9393		
B	ARDOT	44'	55'	270°		N/A		N/A		150850.6420	-1209801.1118	150850.6420	-1209801.1118		
C	ARDOT	PED POLE	12'	N/A		N/A		N/A		150853.1610	-1209733.8119	150853.1610	-1209733.8119		
D	ARDOT	PED POLE	12'	N/A		N/A		N/A		150801.4568	-1209786.4250	150801.4568	-1209786.4250		
E	ARDOT	28'	21'	270°		N/A		N/A		150801.1753	-1209798.0381	150801.1753	-1209798.0381		

NOTE:
 ALL WORK SHALL BE PER THE MANUAL ON UNIFORM AND TRAFFIC CONTROL DEVICES (MUTCD) UNLESS OTHERWISE NOTED.

CO #1

TRAFFIC SIGNAL LEGEND

	TRAFFIC SIGNAL CONTROLLER
	JUNCTION BOX
	1.25" NM CONDUIT
	2" NM CONDUIT
	3" NM CONDUIT
	MAST ARM AND POLE
	SIGNAL HEAD
	SIGNAL HEAD NUMBER 'n'
	LED STREET LIGHT
	TRAFFIC SIGNAL POLE W/ PEDESTRIAN PUSH BUTTONS
	VIDEO DETECTOR
	BREAKER DISCONNECT BOX
	POLE NUMBER 'n'
	ANTENNA



PAVEMENT MARKING NOTES

1. ALL PAVEMENT MARKINGS TO REMAIN UNLESS OTHERWISE NOTED EXCEPT FOR NEW CITY CONSTRUCTION.
2. ALL NEW PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
3. CROSSWALK MARKINGS SHALL BE INSTALLED 12"x10' AT 6' SPACING.

EQUIPMENT NOTES

1. THE VIDEO DETECTION SYSTEM SHALL BE ITS PLUS DETECTION SYSTEM. (CONTACT: PINKLEY SALES 479-841-1083).
2. THE POSITION OF THE DETECTION ZONES MAY BE FIELD ADJUSTED TO ACHIEVE MAXIMUM EFFICIENCY IN COUNT DATA AND VEHICLE ACTUATION, AS APPROVED BY THE ENGINEER.
3. ALL TRAFFIC SIGNAL AND PEDESTRIAN SIGNAL HEADS SHALL BE LED.
4. CONTROLLER TO BE INTERCONNECTED TO THE CITY OF LITTLE ROCK CLOSED LOOP COORDINATION SYSTEM. COORDINATION COMMUNICATIONS SYSTEM IS MDS 9710.
5. ALL CAMERA, CONTROLLER, AND COMMUNICATION EQUIPMENT INSTALLATIONS MUST BE MADE BY A FACTORY CERTIFIED INSTALLER, OR INSPECTED AND APPROVED BY THE RESPECTIVE MANUFACTURER, WITH A LETTER TO THE CITY BY THE FACTORY CERTIFYING SAME.
6. ALL CABLING AND WIRING MUST BE TERMINATED BY AN IMSA CERTIFIED TECHNICIAN.
7. ALL STREET LIGHT FIXTURES SHALL BE CROSSOVER LED LIGHTING TECHNOLOGY MODEL XRMU-SS 139 WATT. LED SHALL BE NATURAL WHITE TEMPERATURE AND INCLUDE LIGHT OUTPUT DRIVER, BUBBLE LEVEL, PHOTOELECTRIC CELL, ANSINEMA LABEL AND GREY FINISH OR APPROVED EQUAL. ALL STREET LIGHT FIXTURES SHALL BE GROUNDED TO POLE BASE VIA 1C#12GC, SOLID COPPER WIRE AND BE CONSIDERED SUBSIDIARY TO INSTALLATION OF 2C-12AWG ELECTRICAL CONDUCTOR FOR LUMINAIRES.
8. OUTDOOR BROADBAND CPE NETWORK RADIO SHALL BE UBIQUITY NETWORKS INC., NANOSTATION M5: 5.0GHZ HI POWER 2X2 MIMO AIRMAX TDMA STATION.
9. UBIQUITY NETWORKS TOUGHSWITCH POE PRO, 8-PORT, MODEL: TS-8-PRO SHALL BE PROVIDED.
10. ALL PULL BOXES SHALL BE TYPE 2 HD UNLESS OTHERWISE NOTED.
11. DESIGN AND LAYOUT OF 18" STREET NAME SIGNS TO BE MOUNTED ON MAST ARMS SHALL BE PROVIDED TO THE CITY FOR APPROVAL PRIOR TO FABRICATION AND MOUNTING.

INTERVAL CHART

SIGNAL FACES	CHICOT ROAD AND CHICOT ELEMENTARY SCHOOL DRIVE				FLASH SEQ.
	2+6 CLR.	1+6 CLR.	3 CLR.	3 CLR.	
11	R	R	G	***	R
21&22	G	**	R	R	R
31&32	R	R	R	R	G
61&62	G	**	G	**	R
P2	W	FDW	DW	DW	BLK
P3	DW	DW	DW	W	FDW

* DENOTES GREEN OR YELLOW ARROW DEPENDING ON NEXT PHASE
 ** DENOTES GREEN OR YELLOW BALL DEPENDING ON NEXT PHASE
 *** DENOTES FLASHING YELLOW ARROW OR YELLOW ARROW DEPENDING ON NEXT PHASE

CO #1 = 11/3/2021 CHANGE ORDER



Ernest J. Peters

11-3-2021

CHICOT ROAD AND CHICOT ELEMENTARY SCHOOL DRIVE

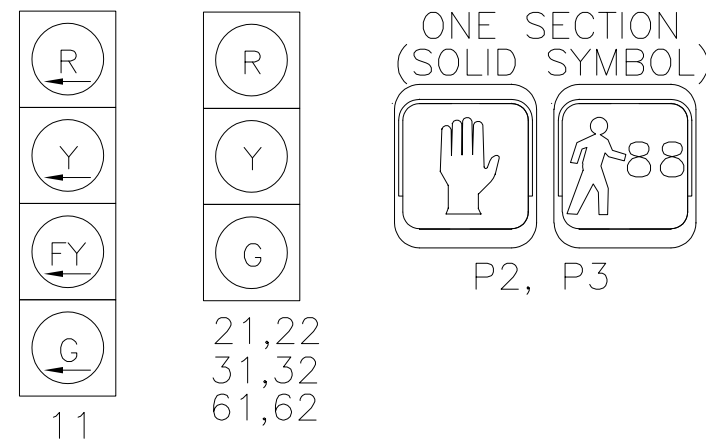
LITTLE ROCK SCHOOL DISTRICT
 LITTLE ROCK, ARKANSAS

DESIGNED BY: EJP	TRAFFIC SIGNAL PLAN	SCALE: 1" = 20'
DRAWN BY: RMT		SHEET NO. 4
CHECKED BY: EJP	REVISED:	PROJ. NO: P736-51
DATE: 11-3-2021		

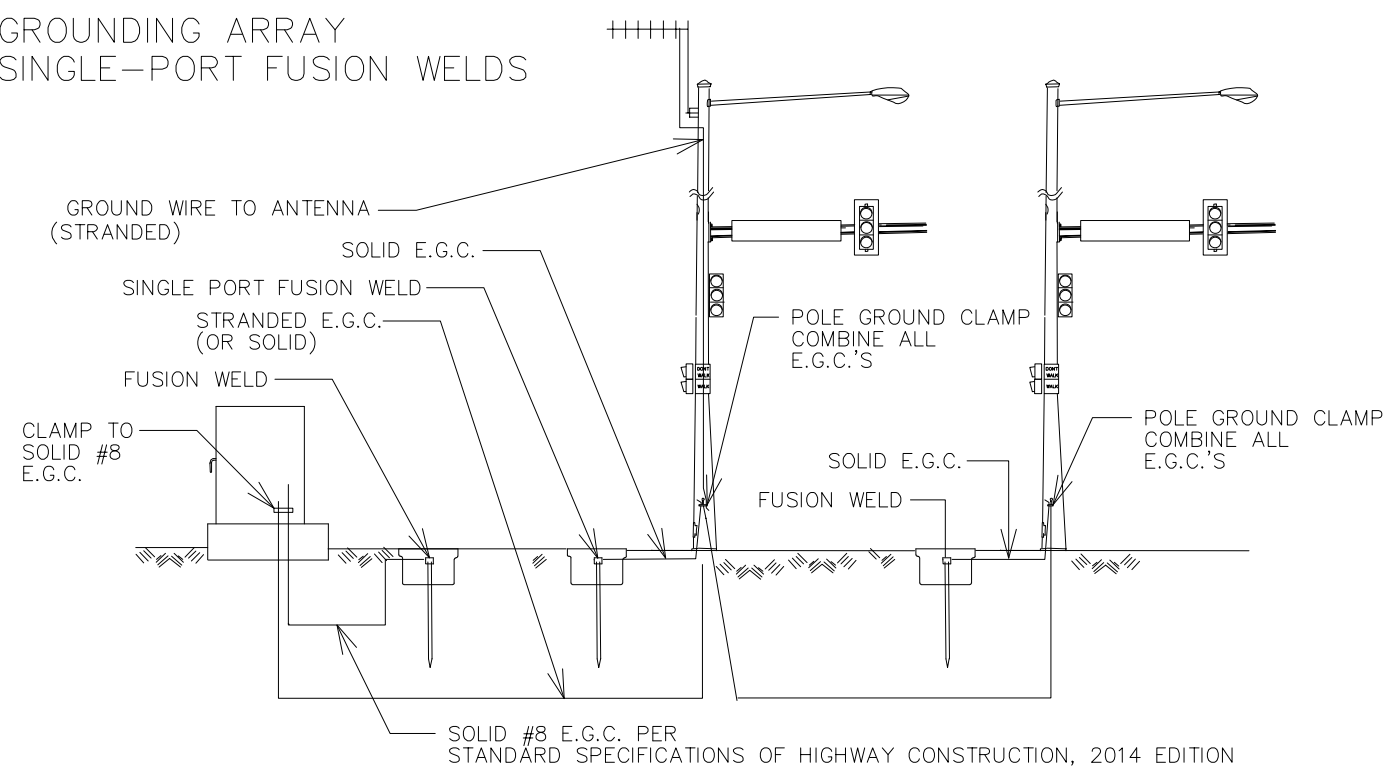


PETERS & ASSOCIATES ENGINEERS, INC.
 CIVIL & TRAFFIC ENGINEERING
 5507 Ranch Drive - Suite 209 (501) 868-3999
 Little Rock, Arkansas 72223

SIGNAL DISPLAY

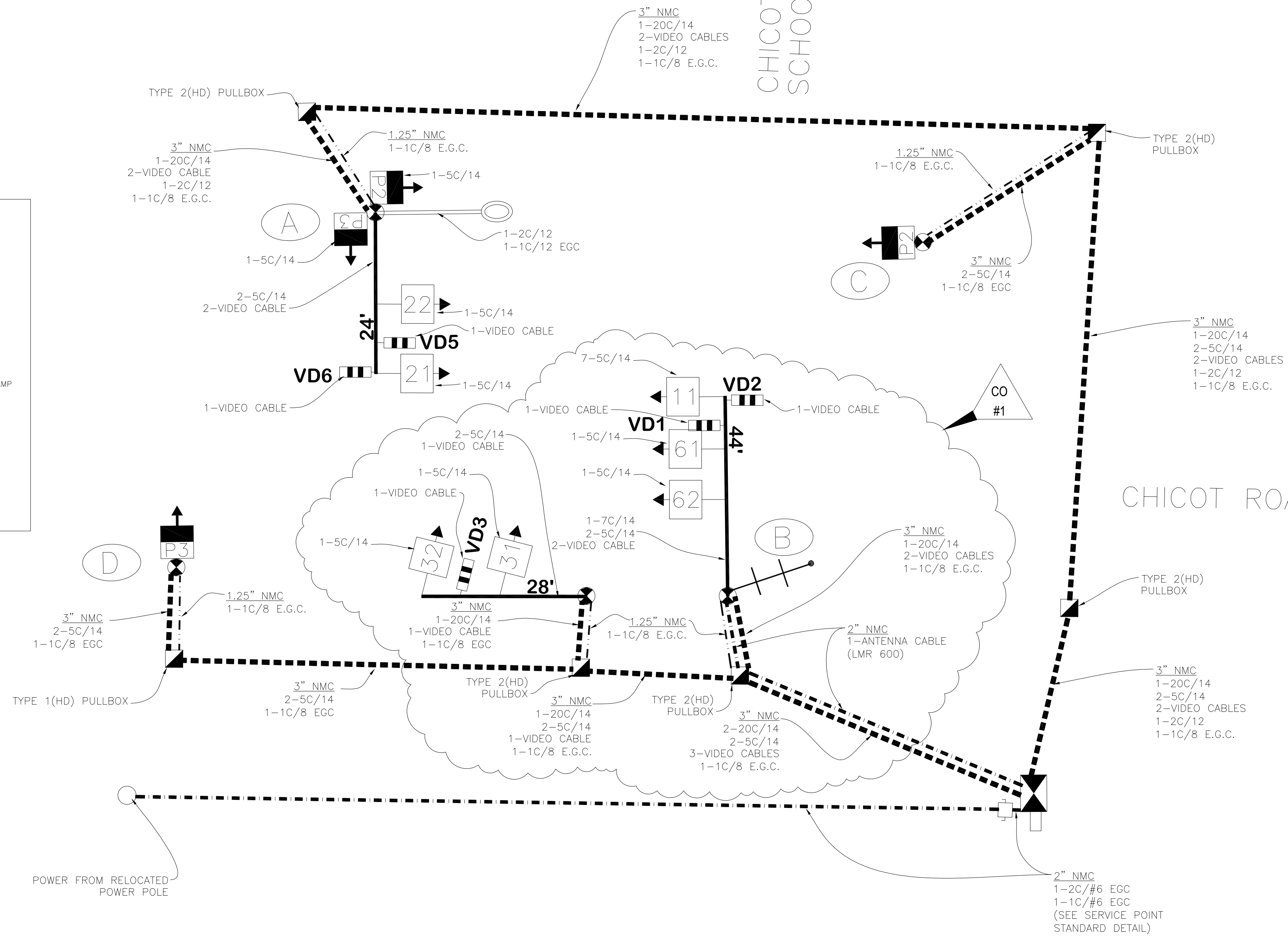


GROUNDING ARRAY SINGLE-PORT FUSION WELDS

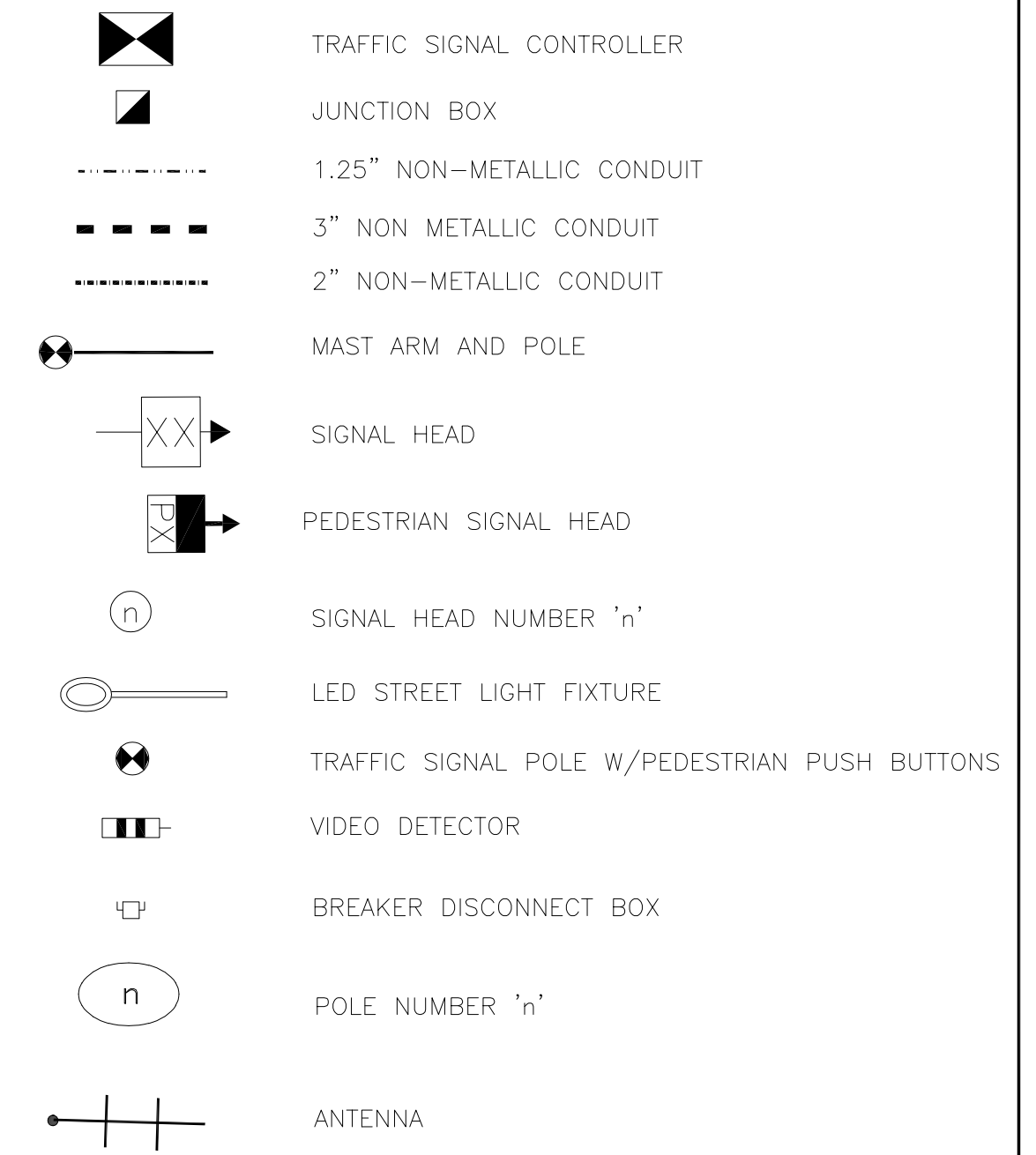


CHICOT ELEM. SCHOOL DRIVE

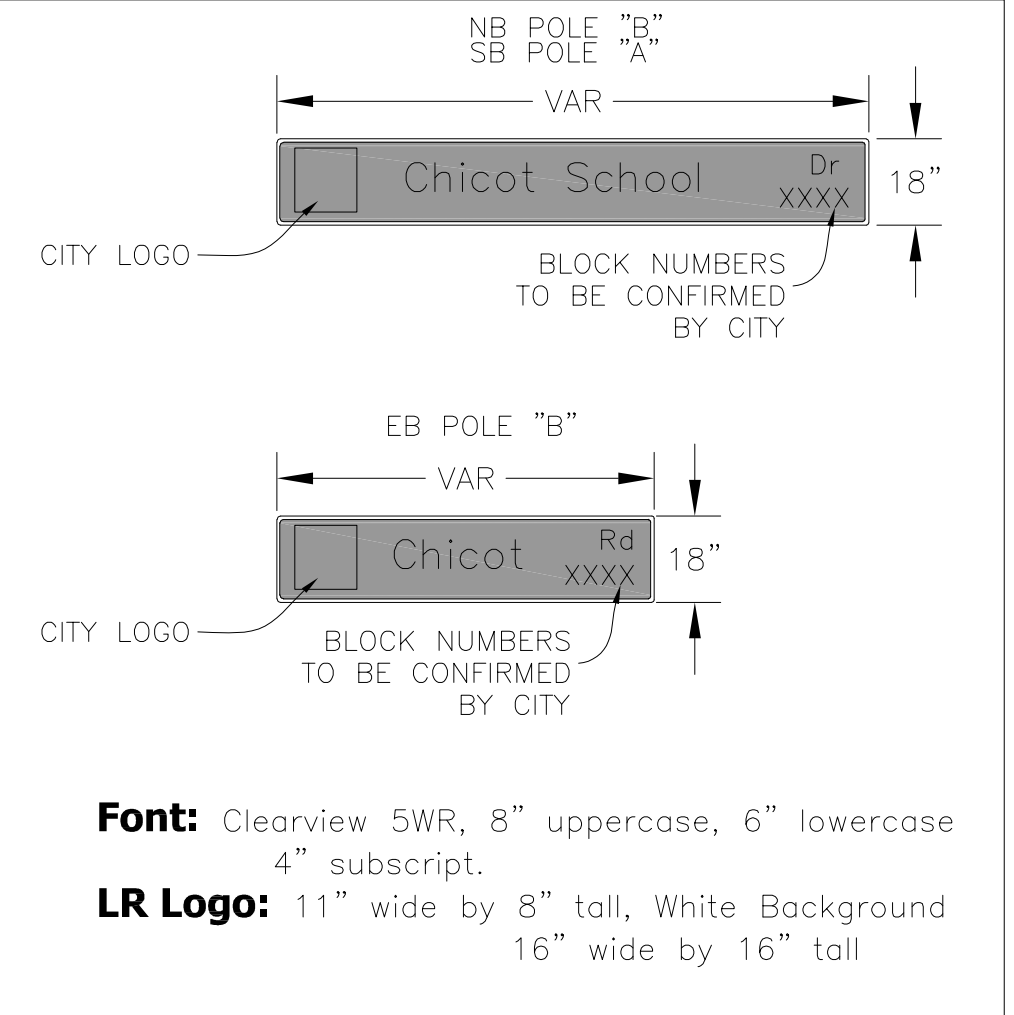
CHICOT ROAD



TRAFFIC SIGNAL LEGEND



CO #1 = 11/3/2021 CHANGE ORDER



Ernest J. Peters

11-3-2021

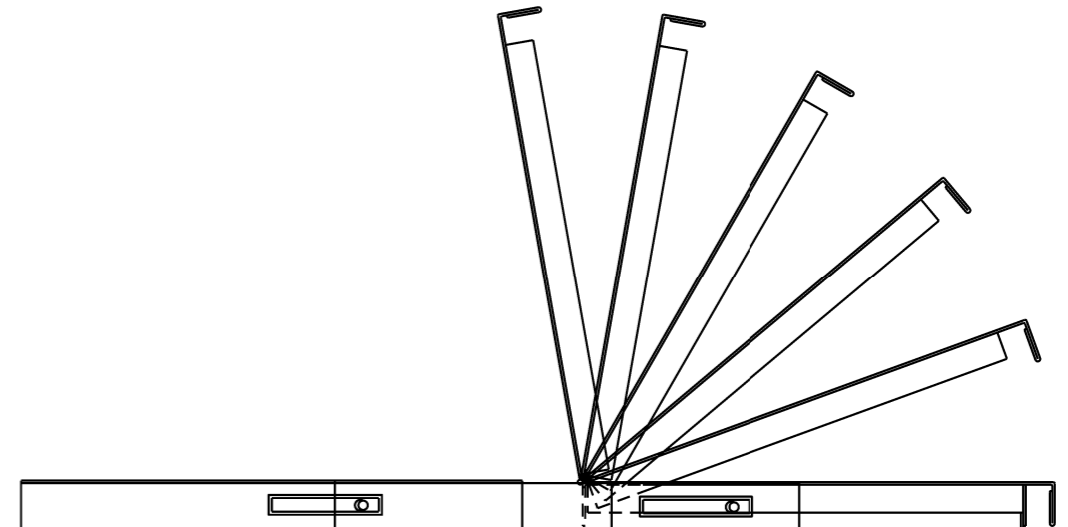
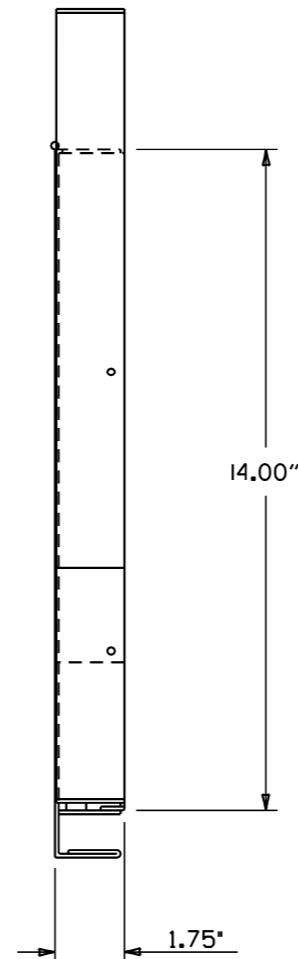
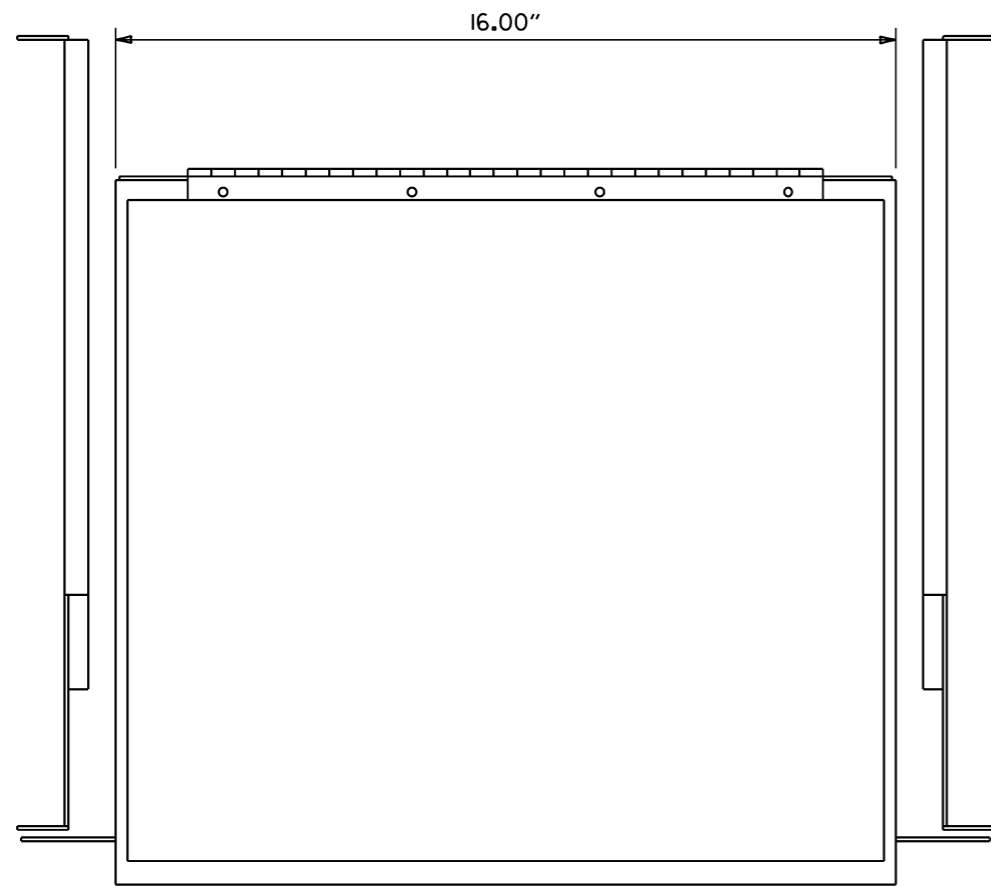
CHICOT ROAD AND CHICOT ELEMENTARY SCHOOL DRIVE

LITTLE ROCK SCHOOL DISTRICT
LITTLE ROCK, ARKANSAS

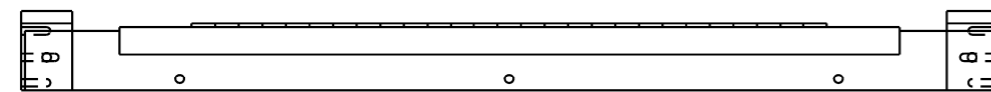
DESIGNED BY: EJP	TRAFFIC SIGNAL WIRING PLAN	SCALE: NTS
DRAWN BY: RMT		SHEET NO. 5
CHECKED BY: EJP		PROJ. NO: P736-51
DATE: 11-3-2021	REVISED:	

PETERS & ASSOCIATES ENGINEERS, INC.
 CIVIL & TRAFFIC ENGINEERING
 5507 Ranch Drive - Suite 209 (501) 868-3999
 Little Rock, Arkansas 72223

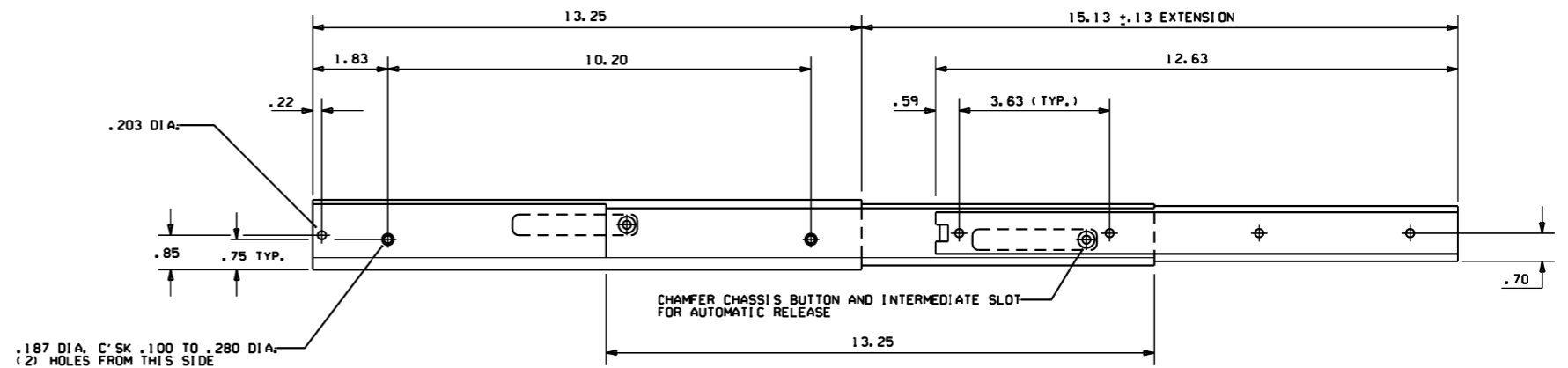
DRAWER PLAN VIEW



- NOTES:
 1. RIGHT HAND SLIDE SHOWN, LEFT SLIDE OPPOSITE.
 2. GENERAL DEVICES (CC3002-99-0102) OR EQUAL AND CONTAINS (1) RIGHT HAND SLIDE ASSEMBLY, (1) LEFT HAND SLIDE ASSEMBLY.
 3. ALL HARDWARE NECESSARY TO FASTEN SLIDE ASSEMBLY TO UNDERSIDE OF CONTROLLER SHELF SHALL BE INCLUDED.



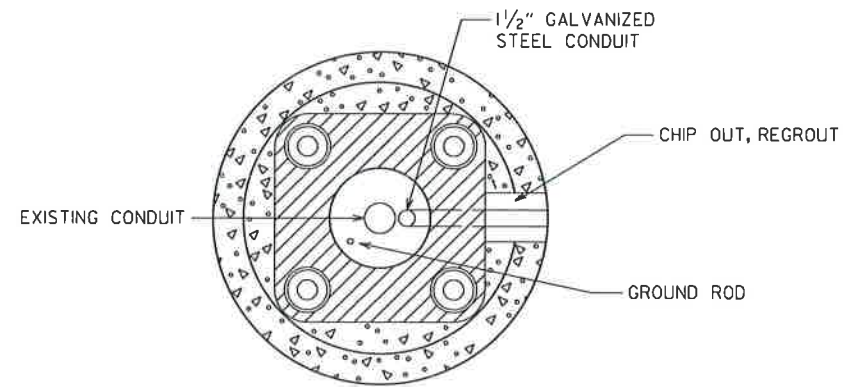
FRONT VIEW



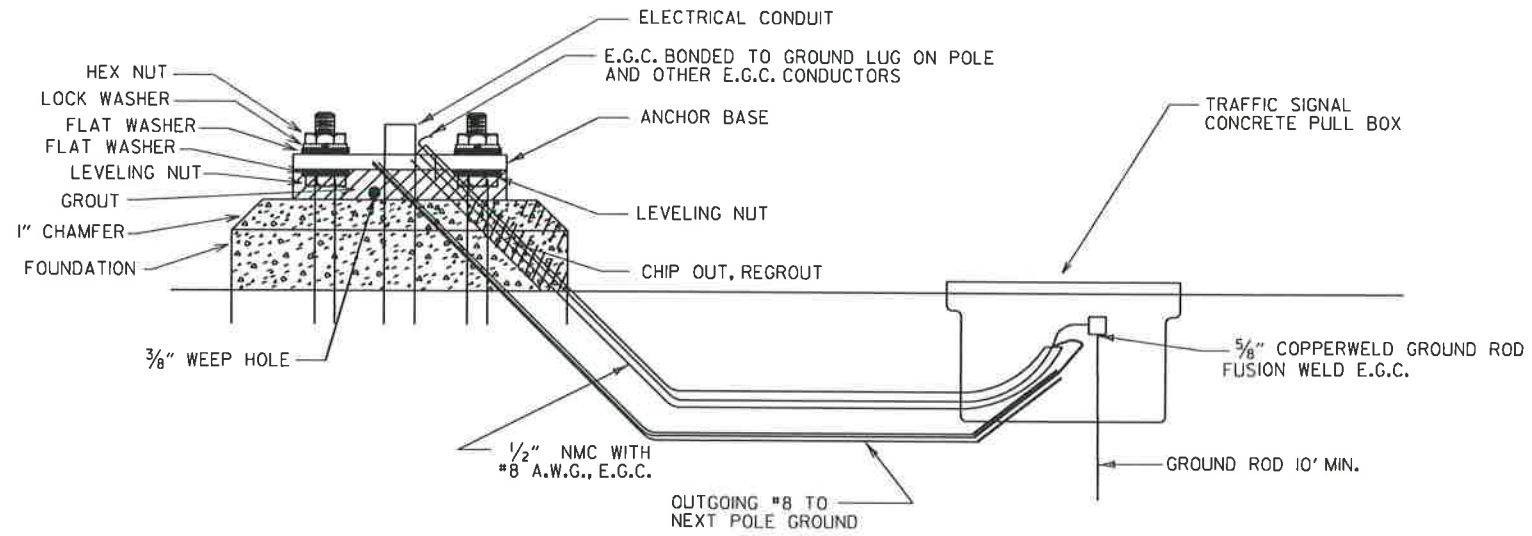
RIGHT SIDE ASSEMBLY

			ARKANSAS STATE HIGHWAY COMMISSION
			CONTROLLER CABINET UTILITY DRAWER
9-12-13	ISSUED AS STANDARD DRAWING		
6-15-05	ISSUED		
DATE	REVISION	DATE FILED	STANDARD DRAWING SD-5

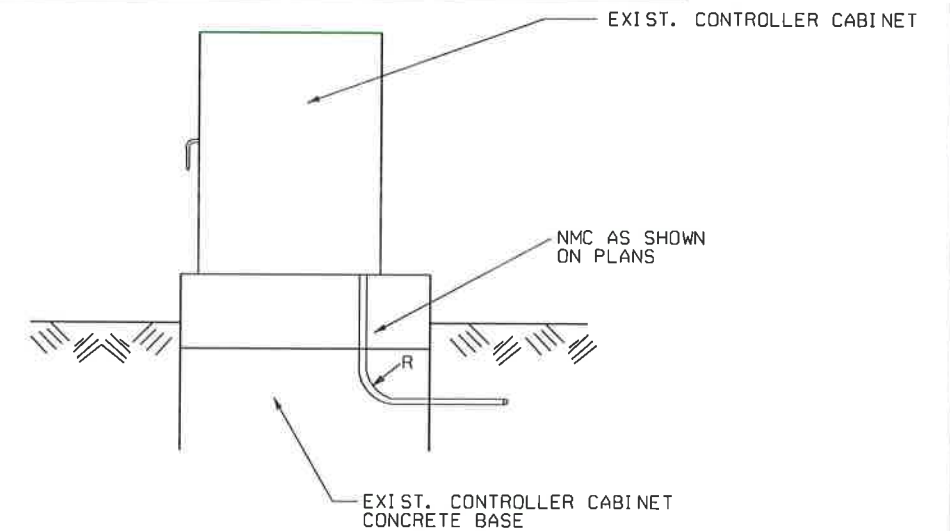
CONDUIT ENTRY TO EXISTING POLE BASE



ANCHOR BASE

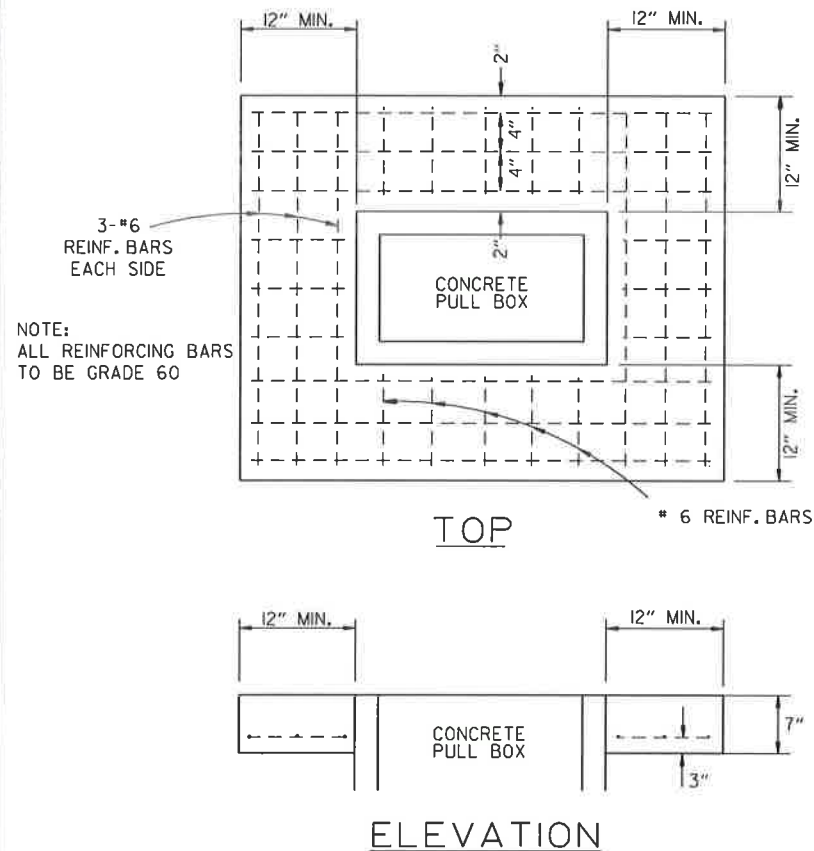
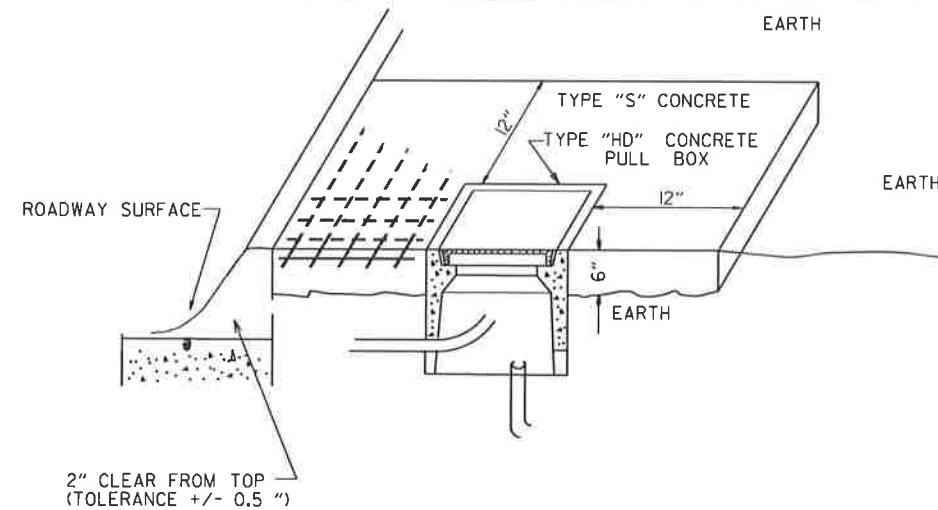


CONDUIT ENTRY TO EXISTING CONTROLLER CABINET



NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

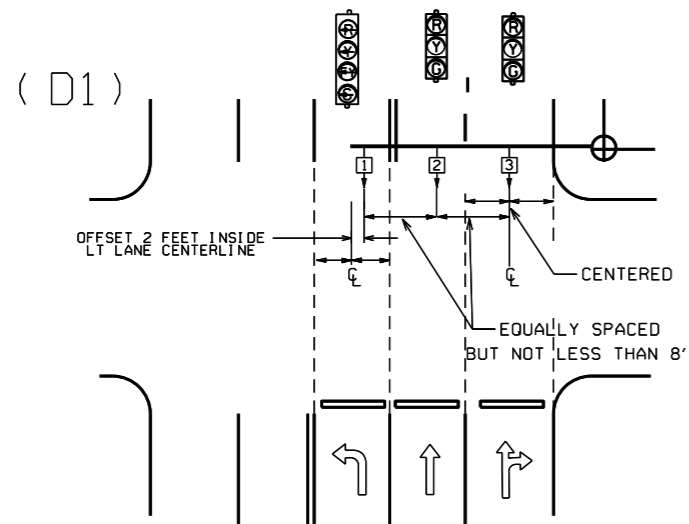
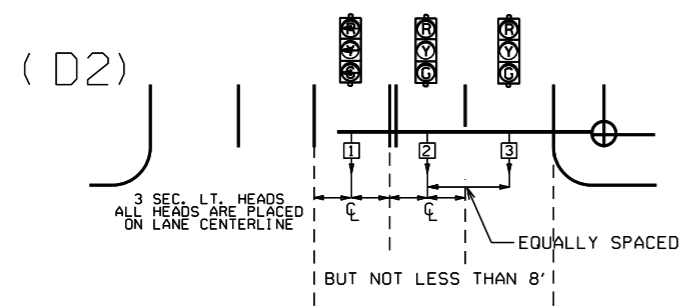
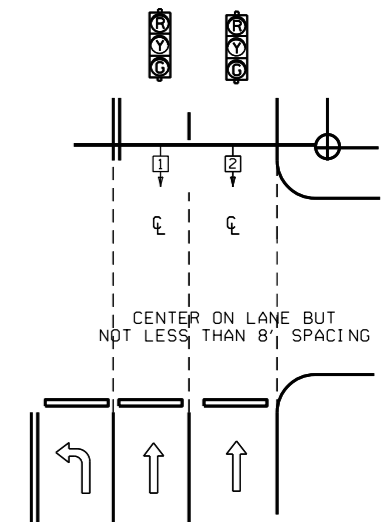
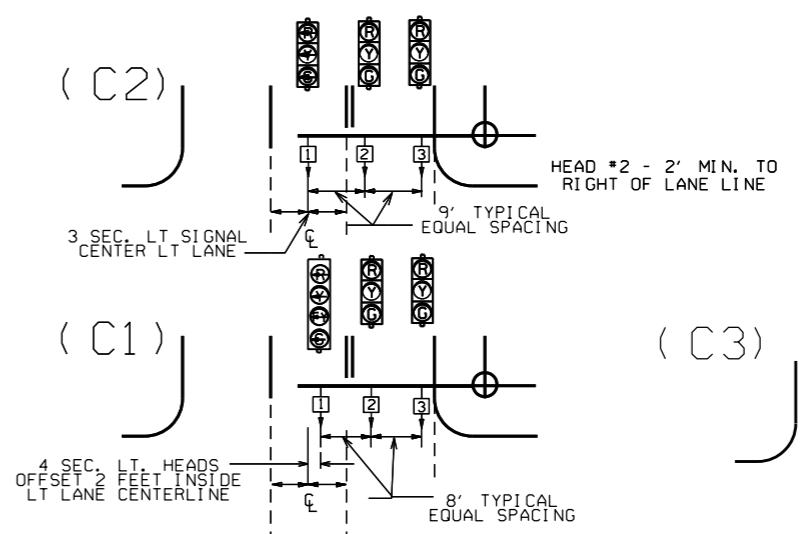
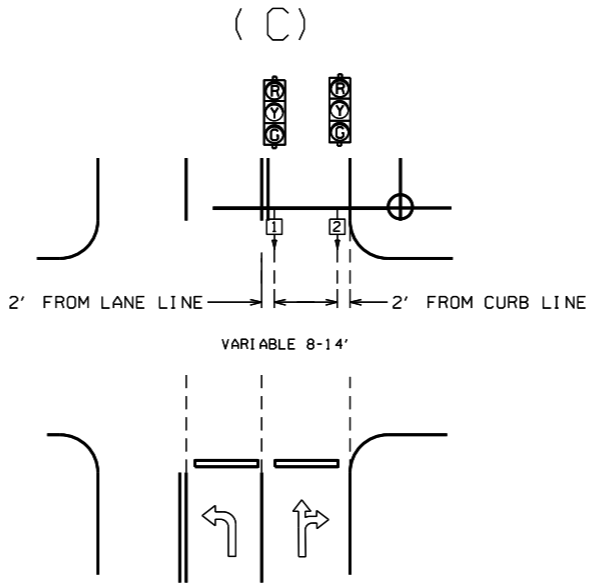
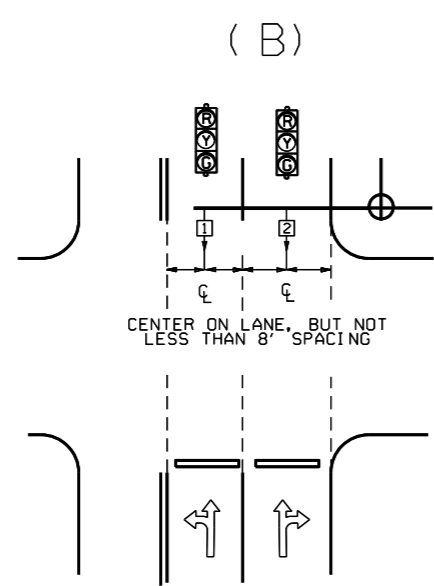
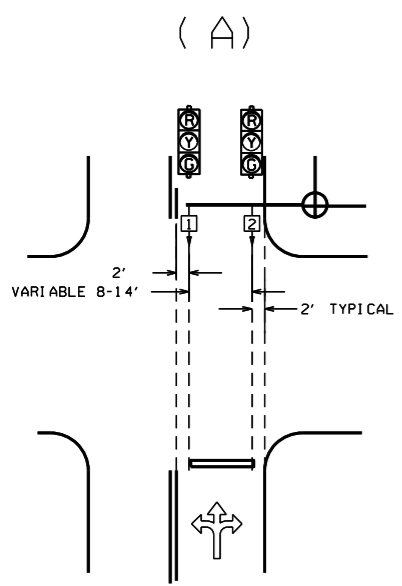
TYPE "HD" CONCRETE PULL BOX DETAIL



NOTE: ALL TYPE 1 AND TYPE 2 HD CONCRETE PULL BOXES ARE INSTALLED WITH AN APRON OF CONCRETE 12" WIDE AND 7" IN DEPTH. ALL PAYMENT SHALL BE INCLUDED IN THE PRICE OF THE TYPE HD CONCRETE PULL BOX. THE CONCRETE PULL BOX SHALL BE INSTALLED FLUSH TO SURROUNDING GRADE UNLESS OTHERWISE INSTRUCTED BY THE ENGINEER. THE CONCRETE SHALL BE CLASS "S". THREE #6 REINFORCING BARS IN THE APRON ON ALL SIDES OF THE CONCRETE PULL BOX IS REQUIRED IN CONCRETE.

11-16-17	REVISED NOTES		
09-02-15	REVISED PULL BOX DEPTH		
09-12-13	ISSUED AS STANDARD DRAWING		
05-21-09	REVISED DRAWING		
07-31-08	ADDED & REVISED CONDUIT ENTRY		
06-23-04	REVISED CLEARANCE AT CURB ENTRY		
01-04-02	ADDED REINFORCING TO BOX APRON		
07-02-01	REVISED		
12-27-99	REVISED NOTES		
11-18-98	ISSUED		
DATE	REVISION	FILMED	

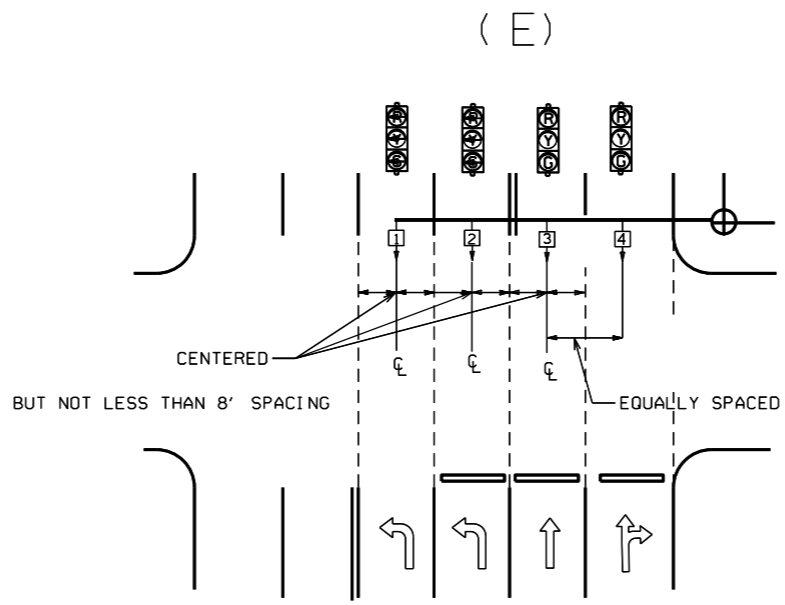
ARKANSAS STATE HIGHWAY COMMISSION
HEAVY DUTY PULL BOX
STANDARD DRAWING SD-6



NOTE: WHERE LEFT TURN HEAD (HEAD 1 ON D1 AND D2) IS NOT CALLED FOR ON PLANS, MAST ARM LENGTH MAY STILL BE ALLOWED FOR FUTURE INSTALLATION. HEADS FOR THROUGH MOVEMENTS SHALL STILL BE ALIGNED WITH THROUGH LANES AS SHOWN ON DETAILS.

GENERAL NOTES:

- FOUR SECTION "PROTECTED/PERMISSIVE" LEFT TURN HEADS SHOULD BE PLACED A MINIMUM OF TWO (2') FEET TO THE RIGHT OF THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
- THREE SECTION "PROTECTED" LEFT TURN HEADS SHOULD BE PLACED ON THE CENTERLINE OF THE APPROACHING LEFT TURN LANE.
- WHEN IT IS NECESSARY TO PLACE POLES OTHER THAN AS SHOWN ON PLAN SHEET(S) RESULTING IN MAST ARM EXTENDING MORE THAN TWO FEET PAST (TO THE LEFT OF) THE CENTERLINE OF THE APPROACHING LEFT TURN LANE, MAST ARM SHALL BE CUT TO APPROPRIATE LENGTH AS DETERMINED BY THE ENGINEER, AND A NEW END CAP PROVIDED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THIS PRIOR TO INSTALLING THE MAST ARM IF ADDITIONAL COMPENSATION IS REQUIRED.
- SIGNAL HEAD SPACING SHALL, IN NO CASE, BE LESS THAN EIGHT (8') FEET BETWEEN HEADS ON CENTER, MEASURED HORIZONTALLY PERPENDICULAR TO THE APPROACH.
- ALL SIGNAL HEADS SHOWN ON THIS DETAIL SHEET SHALL BE LOCATED ACCORDING TO THE DIMENSIONS SHOWN IN RELATION TO THE APPROACH SIDE OF THE INTERSECTION.
- MAXIMUM MOUNTING HEIGHT OF SIGNAL FACES LOCATED BETWEEN 40 FEET AND 53 FEET FROM STOP BAR SHALL BE IN ACCORDANCE WITH FIGURE 4D-5 OF 2009 MUTCD.



℄ = CENTER OF LANE FROM APPROACH SIDE

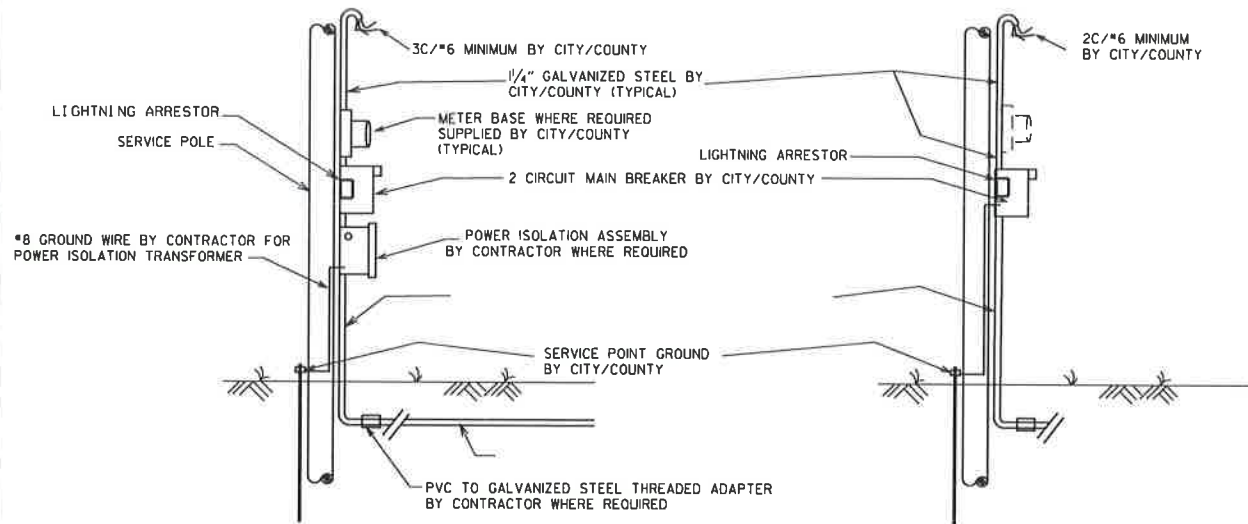
			ARKANSAS STATE HIGHWAY COMMISSION
12-8-16	REVISED NOTE 6		SIGNAL HEAD PLACEMENT
9-12-13	ISSUED AS STANDARD DRAWING		
3-11-10	2009 MUTCD		STANDARD DRAWING SD-8
12-9-99	ISSUED		
DATE	REVISION	DATE FILM	

MAIN BREAKER NOT NEAR CONTROLLER CABINET SECONDARY REQUIRED

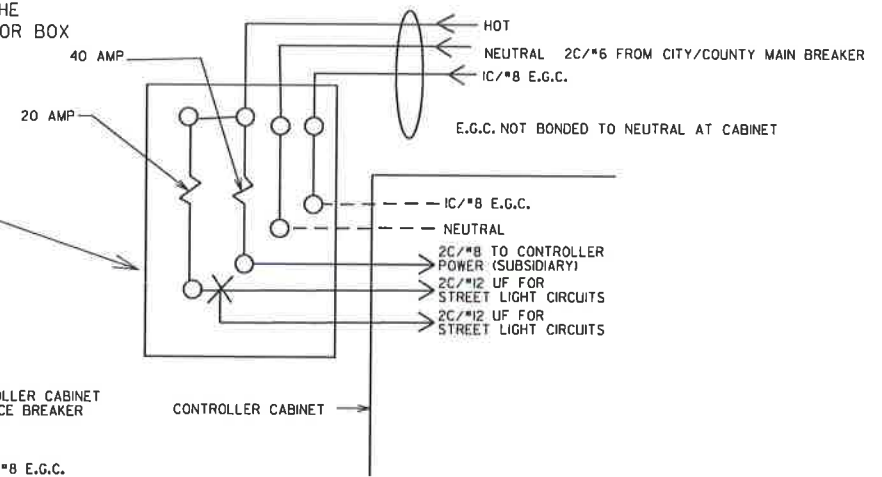
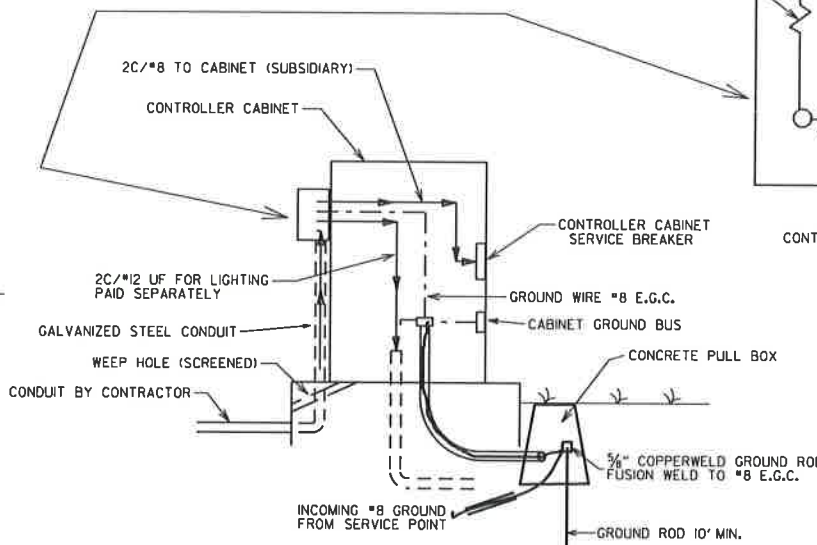
GROUND ROD - A 10' X 5/8" GROUND ROD SHALL BE INSTALLED IN THE CONCRETE PULL BOX FOR EACH POLE AND THE CONTROLLER. PAYMENT FOR THE GROUND ROD AND 1/2" NMC SHALL BE INCLUDED IN ITEM 701. THE CONCRETE PULL BOX AND CONDUCTOR BOX SHALL BE PAID FOR SEPARATELY.

WITH POWER ISOLATION ASSEMBLY

WITHOUT POWER ISOLATION ASSEMBLY



SECONDARY BREAKER BY CONTRACTOR (SUBSIDIARY)



MAIN BREAKER WIRING (TYPICAL)

SERVICE GROUND IS TYPICALLY TIED TO NEUTRAL AT THE MAIN BREAKER. AS SUCH, CONTROLLER GROUND IS NOT TIED TO NEUTRAL AT SECONDARY BREAKER OR IN CONTROLLER CABINET.

NOTES TO CONTRACTOR AND AGENCY RESPONSIBLE FOR MAINTENANCE OF THE INTERSECTION (CITY/COUNTY):

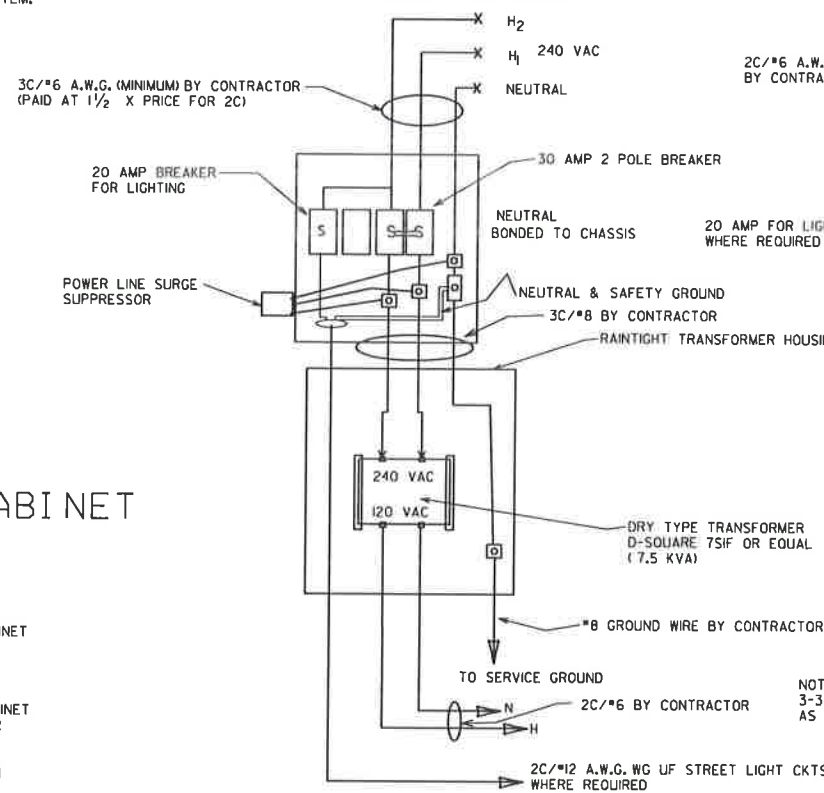
ELECTRICAL SERVICE TYPICALLY FALLS INTO TWO CATEGORIES: MAIN BREAKER NEAR CONTROLLER CABINET; AND MAIN BREAKER NOT NEAR CONTROLLER CABINET. THE CONTRACTOR'S AND THE CITY'S/COUNTY'S RESPONSIBILITY VARIES ACCORDINGLY AS INDICATED ON THESE DETAILS.

ALL SITUATIONS: ELECTRICAL SERVICE SHALL BE PROVIDED BY THE CITY/COUNTY TO A SERVICE POLE WITH EXTERNAL RAINIGHT BREAKER (MAIN BREAKER) AT A MUTUALLY ACCEPTABLE POINT WITHIN THE RIGHT-OF-WAY. SERVICE POINT INCLUDES GALVANIZED STEEL CONDUIT TO A POINT 18" BELOW GROUND LINE, TWO CIRCUIT MAIN BREAKER, LIGHTNING ARRESTOR, POWER ISOLATION ASSEMBLY WHERE REQUIRED, METER LOOP IF REQUIRED BY LOCAL UTILITY COMPANY, ELECTRICAL CONDUCTORS AND WEATHERHEAD. WHERE STREET LIGHTING IS INCLUDED AS PART OF SIGNAL INSTALLATION STREET LIGHTING CIRCUIT (2C/*12 A.W.G. UF RATED, TYPICAL) SHALL BE KEPT SEPARATE FROM THE CIRCUIT SERVING TRAFFIC SIGNAL. SERVICE WIRE AND WIRING FROM THE CONTROLLER TO MAIN BREAKER IS PROVIDED BY THE CONTRACTOR AS A PART OF THIS CONTRACT. WIRE AND WIRING FROM MAIN BREAKER, AND CONNECTION TO THE UTILITY IS THE RESPONSIBILITY OF THE CITY/COUNTY.

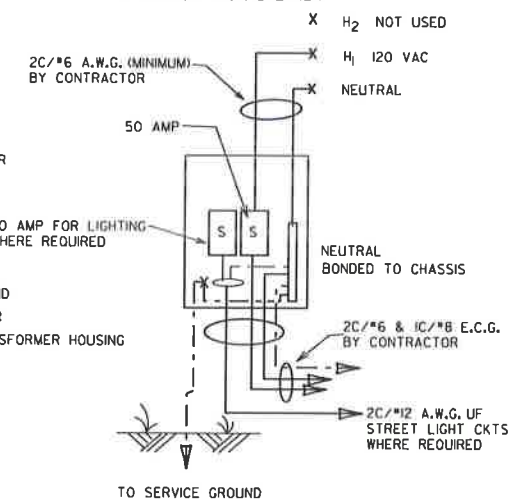
MAIN BREAKER NOT NEAR CONTROLLER CABINET: THE MAIN BREAKER ASSEMBLY, GALVANIZED STEEL CONDUIT, WEATHERHEAD AND WIRE ABOVE MAIN BREAKER AND CONNECTION TO THE UTILITY SHALL BE PROVIDED BY CITY/COUNTY. CONTRACTOR SHALL PROVIDE AS PART OF CONTRACT SECONDARY BREAKER, CONDUIT, WIRE AND WIRING TO THE MAIN BREAKER.

MAIN BREAKER NEAR CONTROLLER CABINET: ALL COMPONENTS OF THE SERVICE POINT WITH THE EXCEPTION OF THE WIRE AND WIRING ABOVE THE MAIN BREAKER IS FURNISHED AND INSTALLED BY THE CONTRACTOR. WIRING FROM MAIN BREAKER INCLUDING CONNECTION TO THE UTILITY, IS THE RESPONSIBILITY OF THE CITY/COUNTY. IF METER LOOP IS REQUIRED, METER BASE AND HARDWARE IS PROVIDED BY THE CITY/COUNTY AND INSTALLED BY THE CONTRACTOR.

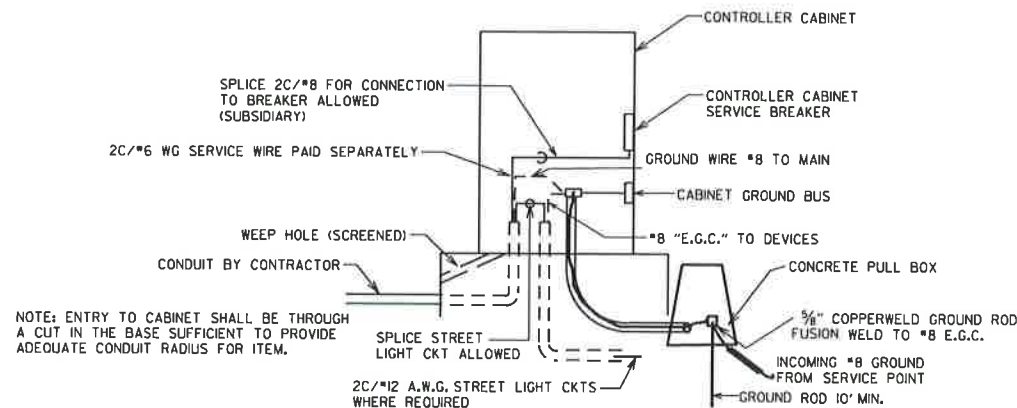
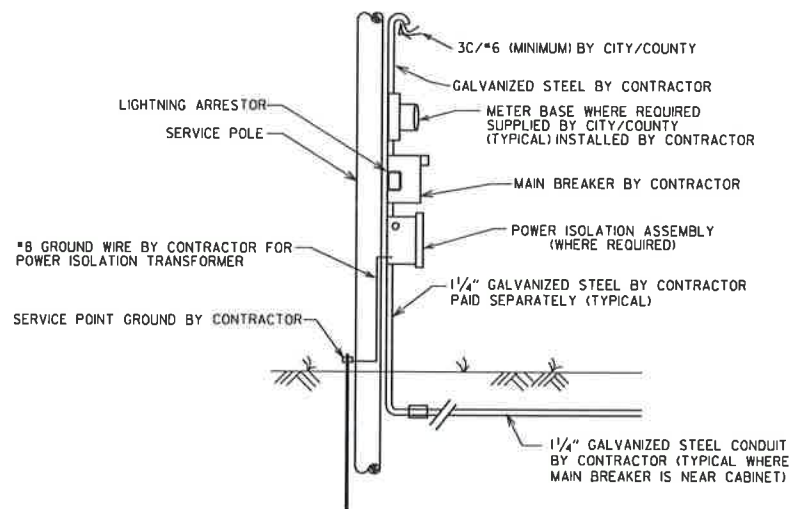
WITH POWER ISOLATION ASSEMBLY
4 CIRCUIT MAIN BREAKER



WITHOUT POWER ISOLATION ASSEMBLY
2 CIRCUIT MAIN BREAKER



MAIN BREAKER NEAR CONTROLLER CABINET SECONDARY NOT REQUIRED



NOTE: ENTRY TO CABINET SHALL BE THROUGH A CUT IN THE BASE SUFFICIENT TO PROVIDE ADEQUATE CONDUIT RADIUS FOR ITEM.

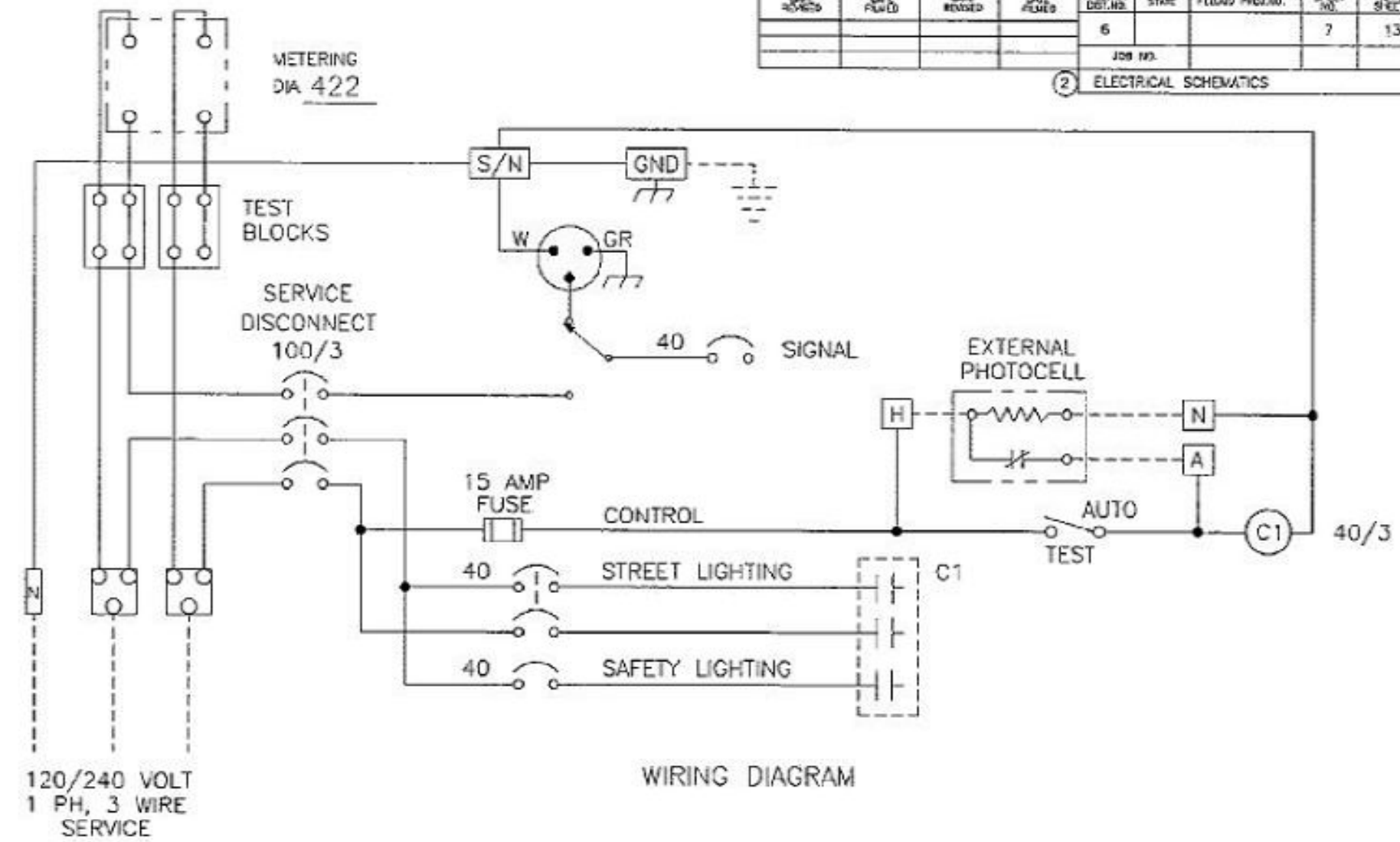
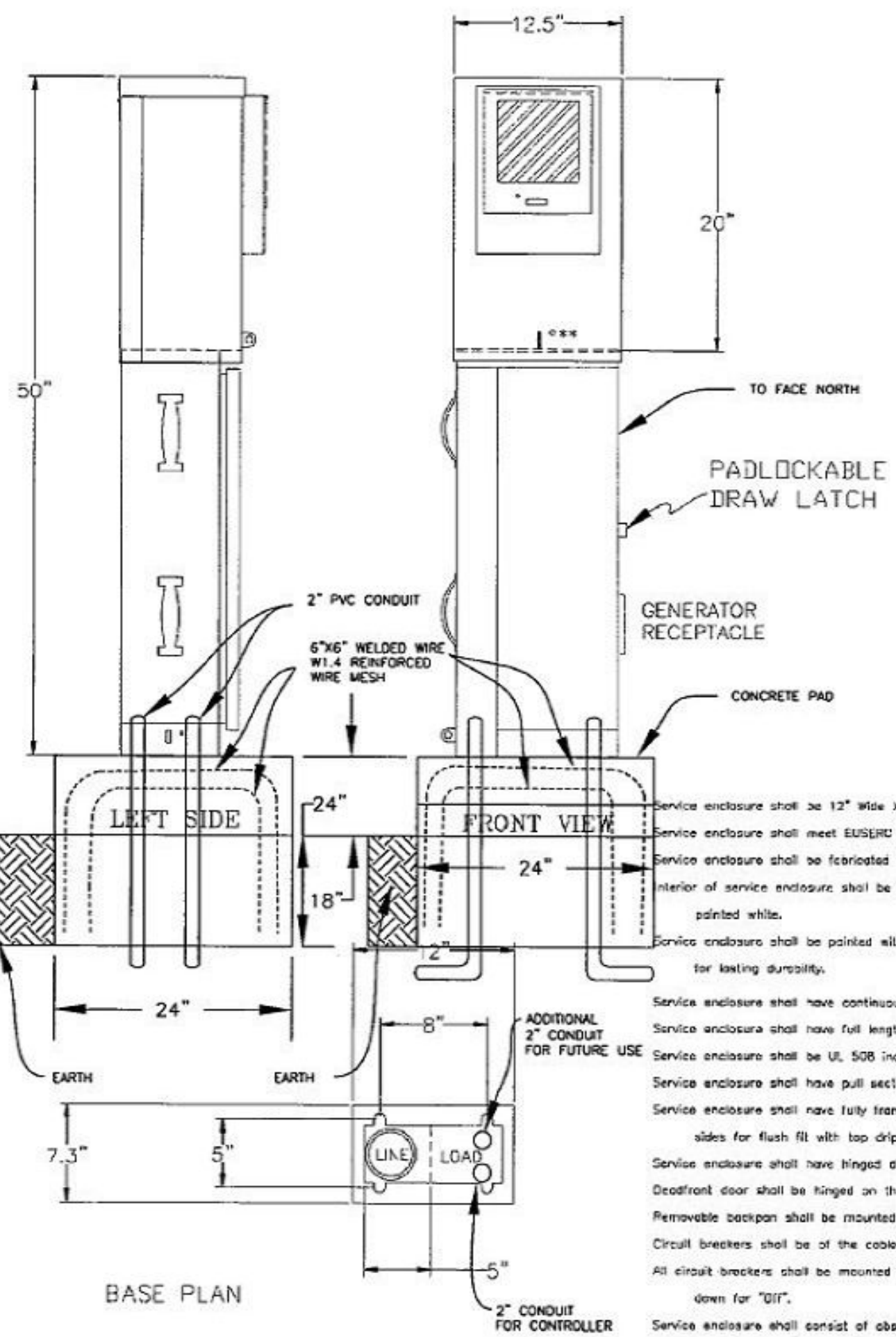
NOTE: ELECTRICAL GROUND CONDUCTOR (E.G.C.) ADDED 3-3-2003, CONSISTING OF A 1C/*8 A.W.G. CU GREEN WIRE AS PER NATIONAL ELECT. CODES.

DATE	REVISION	FILMED
11-16-17	REVISED NOTES	
09-12-13	ISSUED AS STANDARD DRAWING	
04-18-13	ADDED LIGHTNING ARRESTOR	
05-21-09	REVISED GROUNDING	
07-31-08	REVISED GROUNDING	
03-03-03	ADDED EGC NOTE	
09-26-01	REVISED	
12-27-99	REVISED	
07-28-99	REVISED	
02-05-99	ISSUED	

ARKANSAS STATE HIGHWAY COMMISSION
SERVICE POINT
STANDARD DRAWING SD-9

DATE REVISED	DATE FILED	DATE REVISED	DATE FILED	FED. REG. DIST. NO.	STATE	FED. PROJ. NO.	S. OCT. NO.	TOTAL SHEETS
				6			7	13
				JOB NO.				

2 ELECTRICAL SCHEMATICS



ENCLOSURE CONSTRUCTION NOTES

- Service enclosure shall be 12" wide X 50" High X 7 1/4" Deep.
- Service enclosure shall meet EUSERC requirements.
- Service enclosure shall be fabricated from 12 gauge H.D. galvanized steel.
- Interior of service enclosure shall be fabricated from 14 gauge cold rolled steel & painted white.
- Service enclosure shall be painted with an oven baked polyurethane powder coated finish for lasting durability.
- Service enclosure shall have continuous welded seams.
- Service enclosure shall have full length deadfront with stainless steel hinges.
- Service enclosure shall be UL 508 industrial control panel label for service entrance equipment.
- Service enclosure shall have pull section with removable step.
- Service enclosure shall have fully framed side hinged outer door with swaged close tolerance sides for flush fit with top drip lip & closed cell neoprene flange compressed gaskets.
- Service enclosure shall have hinged deadfront with 1/2 turn latch & knurled knobs.
- Deadfront door shall be hinged on the same side as exterior door & open a minimum of 90 degrees.
- Removable backpan shall be mounted on 4 welded 1/2" studs.
- Circuit breakers shall be of the cable-in cable-out type.
- All circuit breakers shall be mounted in a vertical position, handle up for "On" handle down for "Off".
- Service enclosure shall consist of absolutely no "Bolt-On" or "Plug-In" circuit breakers.

- Service enclosure shall be completely prewired in the factory.
- Wiring will be to NEMA IIB standards showing external connections & external equipment.
- All bussing shall be UL approved copper THHN cable bussing, fully rated.
- The function of all circuit breakers, switches & other components as required shall be identified by laminated engraved plastic nameplates with minimum 1/4" letters fastened with minimum of two #4-10 stainless steel machine screws.
- Control wiring will be marked at both ends by permanent wire markers.
- Wiring schematics will be Computer Aided Drafting & include all external equipment & connections per NEMA IIB.
- A plastic covered wiring diagram will be attached to the inside of the front door.
- As Built factory drawings shall be enclosed in clear plastic & held inside the outer door by welded hooks.
- Manufacturers will be required to furnish independent laboratory certification of metal preparation & finish & to confirm that the overall product meets these specifications.
- If this agency wishes to witness this testing, all costs to be paid by contractor.
- Service enclosure shall be a Tesco model 26-000 or City approved equal prior to bid.
- Construction will be NEMA 3R, Raintight.
- All nuts, bolts and screws will be stainless steel.
- Nuts, bolts and screws will not be visible from outside of enclosure.
- Color to be: Ranch Green.

UL Underwriters Laboratories Inc. File No. E62062

TESCO INDUSTRIAL CONTROL PANEL

VOLTAGE	PHASE	WIRES	RATING AMPERES	HZ
120/240	1	3	100	60

SUITABLE FOR USE ON A CIRCUIT CAPABLE OF DELIVERING NOT MORE THAN:

AMPERES	VOLTAGE
10,000	240 V

METER SOCKET RATING 100 A CONF. ENCLOSURE TYPE 3R

SUITABLE ONLY FOR USE AS SERVICE EQUIPMENT

