

# **1. Special Encroachment Application**

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA  
ATLANTA, GEORGIA**



(FOR DOT USE ONLY)

District No. 6  
 Non-Limited \_\_\_\_\_  
 State Highway No. 53, 108, 136, 515  
 Milepost No. Varies  
 County Pickens  
 Permit No. ALPR-222-000001-6

**APPLICATION AND PERMIT FOR AUTOMATED LICENSE PLATE READER (ALPR)  
 TO: GEORGIA DEPARTMENT OF TRANSPORTATION  
 ONE GEORGIA CENTER, 600 WEST PEACHTREE STREET, NW, ATLANTA, GEORGIA 30308**

Application is hereby made by Pickens County Sheriff's Office 706-253-8900  
 Name of Applicant (Area Code) Phone  
2985 Camp Road, Jasper, GA 30143  
 Post Office Address City and State Zip Code

for permission to accomplish work on the Right-of-Way of *STATE HIGHWAY NO.* 53, 108, 136, 515

U.S. \_\_\_\_\_ within the City Limits of Various (see site plan) and in Pickens County,  
 in accordance with the ATTACHED PLANS and subject to the Rules and Regulations for Driveway and Encroachment Control on file  
 in the General Office of the Georgia Department of Transportation, and made a part hereof by reference thereto, and any SPECIAL  
 REQUIREMENTS set forth herein. The description of the proposed work is to:

The proposed work site is located on the property on the Various (see site plan) side of the highway beginning Various (see site plan) Feet,  
 N.S.E.W. From Nearest Street  
Various (see site plan) of the center line, of Various (see site plan) and Fronting Various (see site plan)  
 N.S.E.W. Nearest Street or Road Total Frontage Used

Feet further Various (see site plan) along said Highway; and at mile post Various (see site plan)  
 N.S.E.W.  
Various (see site plan) Various (see site plan)  
 Latitude Longitude

Permit requested this 18 day of August, 20 22.  
 By [Signature] Signature  
JEFF HALL Print Name  
 Title CHIEF DEPUTY  
 Governing Agency or Official for Applicant

**\*\*Note: Permit Holder and/or local government are/is responsible for the operation and maintenance of the Automated License Plate Reader. \*\***

**FORM TO BE COMPLETED BELOW THIS LINE BY GEORGIA DEPARTMENT OF TRANSPORTATION**

SPECIAL REQUIREMENTS: (by GDOT only)

PERMIT GRANTED to perform the above-described work in accordance with REQUIREMENTS of the Georgia Department  
 of Transportation; this \_\_\_\_\_ day of \_\_\_\_\_, 20 \_\_\_\_\_.

**DEPARTMENT OF TRANSPORTATION  
STATE OF GEORGIA**

By \_\_\_\_\_

*This permit is to be strictly construed and no work other than that specifically described above is hereby authorized. The work authorized herein must begin within three months from the date of approval and must become completed on a schedule satisfactory to the department and not to exceed twelve months from the date the permit is approved.*

District Engineer

## 2. Camera Location Layout

LICENSE PLATE READER  
INSTALLATION

STATE OF GEORGIA  
PICKENS COUNTY

IN COLLABORATION WITH  
PICKENS COUNTY SHERIFF'S OFFICE

PERMITTING JURISDICTION:  
GDOT

DRAWING INDEX

- T.01 - COVER SHEET AND LOCATION MAP
- T.02 - SYMBOLOGY AND ABBREVIATIONS
- GN.01-GN.02 - GENERAL NOTES
- SHEETS 1- 9 - PLAN DRAWINGS
- SPEC.01 - EQUIPMENT AND FOUNDATION DETAILS
- TCP.01-TCP.04 - TRAFFIC CONTROL PLANS

CONTACT LIST

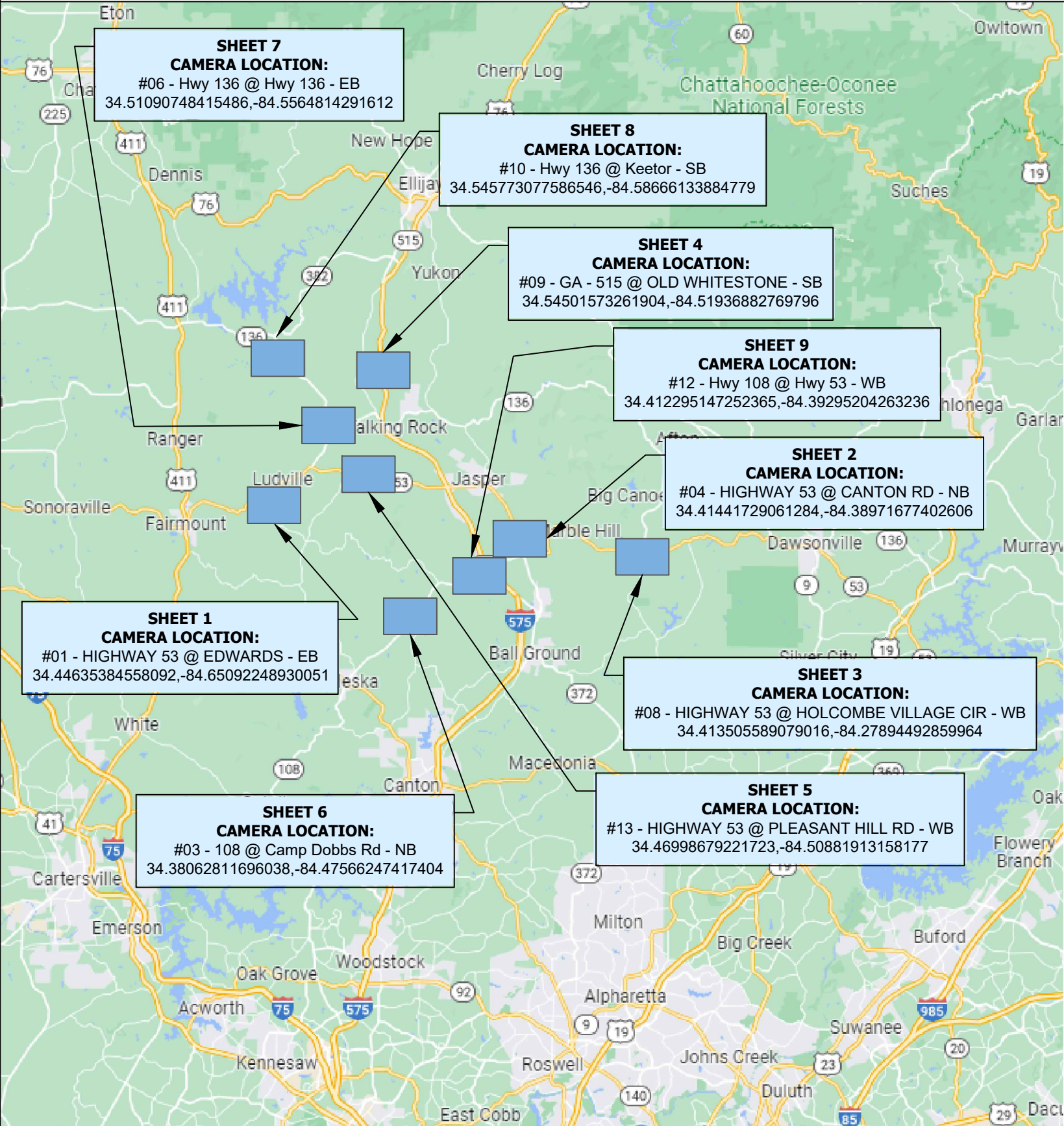
BLUEWATER TELECOMMUNICATIONS  
MICHAEL FLUKER  
PERMITTING MANAGER  
407-432-8618  
100 E PINE ST  
ORLANDO, FL 32801

FLOCK SAFETY  
1170 HOWELL MILL ROAD NW  
SUITE 210  
ATLANTA, GA 30318  
PERMIT@FLOCKSAFETY.COM  
415-669-0341

SEE APPROVED PERMIT FOR LISTED INSPECTOR

NOTE:  
THE PLAT, PARCEL AND RIGHT OF WAY DIMENSIONAL INFORMATION HAS BEEN ACQUIRED AND PLOTTED ON THESE PLANS USING THE BEST AVAILABLE DATA AND AERIAL IMAGERY. ALL UTILITY INFORMATION SHOWN ON PLANS WAS ACQUIRED FROM THE BEST AVAILABLE DATA AND AS REASONABLE OBTAINED BY PHYSICAL FIELD SURVEY. IT REMAINS THE RESPONSIBILITY OF OTHERS TO FIELD VERIFY ALL DATA PRIOR TO PROJECT START. LINE LOCATES ARE THE RESPONSIBILITY OF OTHERS TO VERIFY CONFLICT HORIZONTALLY AND VERTICALLY OF EXISTING FACILITIES.

SITE LOCATION MAP



REVISIONS

| DATE | REV | DESCRIPTION |
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I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY MYSELF OR UNDER MY DIRECT SUPERVISION THAT I AM A DULY REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF GEORGIA

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flock safety



Know what's below.  
Call before you dig.

EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND BASED ON AVAILABLE RECORDS AND FIELD OBSERVATIONS. CONTRACTOR IS RESPONSIBLE FOR CALLING 811 AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES AND ANY DAMAGE TO THE UTILITIES SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTORS EXPENSE.

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LINETYPES

|  |                      |
|--|----------------------|
|  | RIGHT OF WAY         |
|  | EDGE OF PAVEMENT     |
|  | SIDEWALK             |
|  | CENTERLINE           |
|  | GAS                  |
|  | WATER                |
|  | TELEPHONE            |
|  | ELECTRIC             |
|  | SANITARY SEWER (SEW) |
|  | STORM DRAIN          |
|  | FENCE                |
|  | CABLE TV             |
|  | STEAM                |
|  | OIL                  |
|  | UNKNOWN UTILITY      |
|  | RAILROAD             |

SYMBOLOLOGY

|  |                         |
|--|-------------------------|
|  | CAMERA - EXISTING       |
|  | CAMERA - PROPOSED       |
|  | POLE - PROPOSED         |
|  | POLE - EXISTING         |
|  | HANDHOLE - EXISTING     |
|  | HANDHOLE - PROPOSED     |
|  | PEDESTAL - EXISTING     |
|  | MANHOLE - EXISTING      |
|  | POINT OF INTEREST       |
|  | ACCESS POINT            |
|  | CULVERT - EXISTING      |
|  | FIRE HYDRANT - EXISTING |
|  | WATER MAIN - EXISTING   |
|  | WATER VALVE - EXISTING  |
|  | GAS VALVE - EXISTING    |
|  | DOWN GUY AND ANCHOR     |
|  | OVERHEAD GUY            |
|  | BORING REQUIRED         |
|  | UG CONDUIT - EXISTING   |

ABBREVIATIONS:

|             |                              |             |                                       |
|-------------|------------------------------|-------------|---------------------------------------|
| ABAND       | Abandoned                    | MAX         | Maximum                               |
| APPROX      | Approximate                  | MB          | Mailbox                               |
| ASPH        | Asphalt                      | MH          | Manhole                               |
| BLDG        | Building                     | MIN         | Minimum                               |
| CL          | Centerline                   | MIT         | Mitigation                            |
| CMP         | Corrugated Metal Pipe        | MKR         | Marker                                |
| CO          | County                       | MMV         | Meet Me Vault                         |
| CONC        | Concrete                     | MON         | Monument                              |
| CSG         | Casing                       | MOT         | Maintenance of Traffic                |
| CT          | Count                        | NO          | Number                                |
| CULV        | Culvert                      | OC          | Open Cut                              |
| DB          | Directional Bore             | PRK MTR     | Parking Meter                         |
| DBH         | Diameter at Breast Height    | P/L         | Property Line                         |
| D.D.        | Down Drain                   | PED         | Pedestal                              |
| DEPT        | Department                   | PI          | Point of Inflection                   |
| DIA         | Diameter                     | PKG         | Package                               |
| DIR         | Directional                  | PVC         | Polyvinyl Chloride                    |
| DIST        | District                     | RCB         | Reinforced Concrete Box               |
| DOC         | Depth of Cover               | RCP         | Reinforced Concrete Pipe              |
| DOT         | Department of Transportation | RD MEM      | Roadside Memorial                     |
| DWG         | Drawing                      | REQD        | Required                              |
| DWY         | Driveway                     | RGS         | Rigid Galvanized Steel                |
| E MH        | Electric Manhole             | ROW         | Right of Way                          |
| E MKR       | Electric Line Marker         | RR          | Railroad                              |
| E PED       | Electric Pedestal            | SCB         | Sprinkler Control Box                 |
| E VLT       | Electric Vault               | SD          | Storm Drain/Curb Inlet                |
| EM          | Electric Meter               | SDMH        | Storm Water Manhole                   |
| ENC         | Encased                      | SEC.        | Section                               |
| ENG         | Engineering                  | SF          | Silt Fence                            |
| EOP         | Edge of Pavement             | SMH         | Sanitary Sewer Manhole                |
| EPB         | Electric Pull Box            | SPL         | Splice                                |
| EXIST       | Existing                     | SS CO       | Sanitary Sewer Clean Out              |
| FDH         | Fiber Distribution Hub       | SS LIFT     | Sanitary Sewer Lift Station           |
| FDT         | Fiber Distribution Terminal  | STA.        | Station                               |
| FH          | Fire Hydrant                 | STD         | Standard                              |
| FO          | Fiber Optic                  | STR         | Section Township Range                |
| FO MH       | Fiber Optic Manhole          | SWPPP       | Storm Water Pollution Prevention Plan |
| FO MKR      | Fiber Optic Line Marker      | T HH        | Telecom Handhole                      |
| FO VLT      | Fiber Optic Vault            | T MH        | Telecom Manhole                       |
| FOC         | Face of Curb                 | T MKR       | Telecom Line Marker                   |
| FS          | Filter Sock                  | T PED       | Telecom Pedestal                      |
| G MH        | Gas Manhole                  | T VLT       | Telecom Access Vault                  |
| G MKR       | Gas Line Marker              | T.P.        | Trench Plug                           |
| G SD        | Grated Storm Drain           | TCB         | Traffic Control Box                   |
| GALV        | Galvanized                   | TCE         | Temporary Construction Easement       |
| GEO SRV MKR | Geodetic Survey Marker       | TCV         | Traffic Control Vault                 |
| GM          | Gas Meter                    | TRF MH      | Traffic Control Manhole               |
| GV          | Gas Valve                    | TSP         | Traffic Signal Light                  |
| GWMW        | Groundwater Monitoring Well  | TYP         | Typical                               |
| HDPE        | High Density Polyethylene    | UG          | Underground                           |
| HH          | Handhole                     | UNK MH      | Unknown Manhole                       |
| HWY         | Highway                      | UNK PED     | Unknown Pedestal                      |
| I.P.        | Inlet Protection             | UNK UTL MKR | Unknown Utility Marker                |
| ILA         | In Line Amplifier            | UNK VLT     | Unknown Vault                         |
| INC         | Incorporated                 | UTL LP      | Utility Light Pole                    |
| INT         | Intermediate                 | UTL P       | Utility Pole                          |
| L/A ROW     | Limited Access Right of Way  | VLT         | Vault                                 |
| LF          | Linear Feet                  | VP          | Gas Vent Pipe                         |
| LOC MKR     | Locating Marker              | W MH        | Water Manhole                         |
| LP          | Light Pole                   | W MKR       | Water Line Marker                     |
|             |                              | W SPG       | Water Spigot                          |
|             |                              | W VLT       | Water Vault                           |
|             |                              | WM          | Water Meter                           |
|             |                              | WV          | Water Valve                           |

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Know what's below. Call before you dig.

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DESIGN NOTES:

1. POLE AND FOUNDATION DESIGNED PER CURRENT STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
2. POLE DESIGN WIND SPEED IS 85 MPH, 110 MPH, 130 MPH, AND 150 MPH BASED ON A 300-YEAR MRI.
3. CONCRETE SHALL HAVE A MINIMUM 28-DAY DESIGN STRENGTH OF 3000 PSI, AND HAVE AT LEAST 505 POUNDS OF CEMENTITIOUS MATERIAL PER CUBIC YARD.
4. PROVIDE A FLAT BEARING SURFACE ON TOP SURFACE ON TOP SHAFT BELOW THE POLE BASE. SLOPE TOP SURFACE OF CONCRETE SHAFT OUTSIDE OF POLE BASE TO DRAIN AWAY FROM POLE.
5. DO NOT USE THIS DETAIL FOR SITES WHERE SOIL CONSISTS OF SOFT CLAY, PEAT OR ANY OTHER SOIL WHERE A SMALL DIAMETER REBAR (#5 OR SMALLER) OR METAL PROBE PENETRATES EASILY TO 6" OR MORE OF DEPTH WHEN THE FULL WEIGHT OF A PERSON IS APPLIED.

GENERAL & CONSTRUCTION NOTES

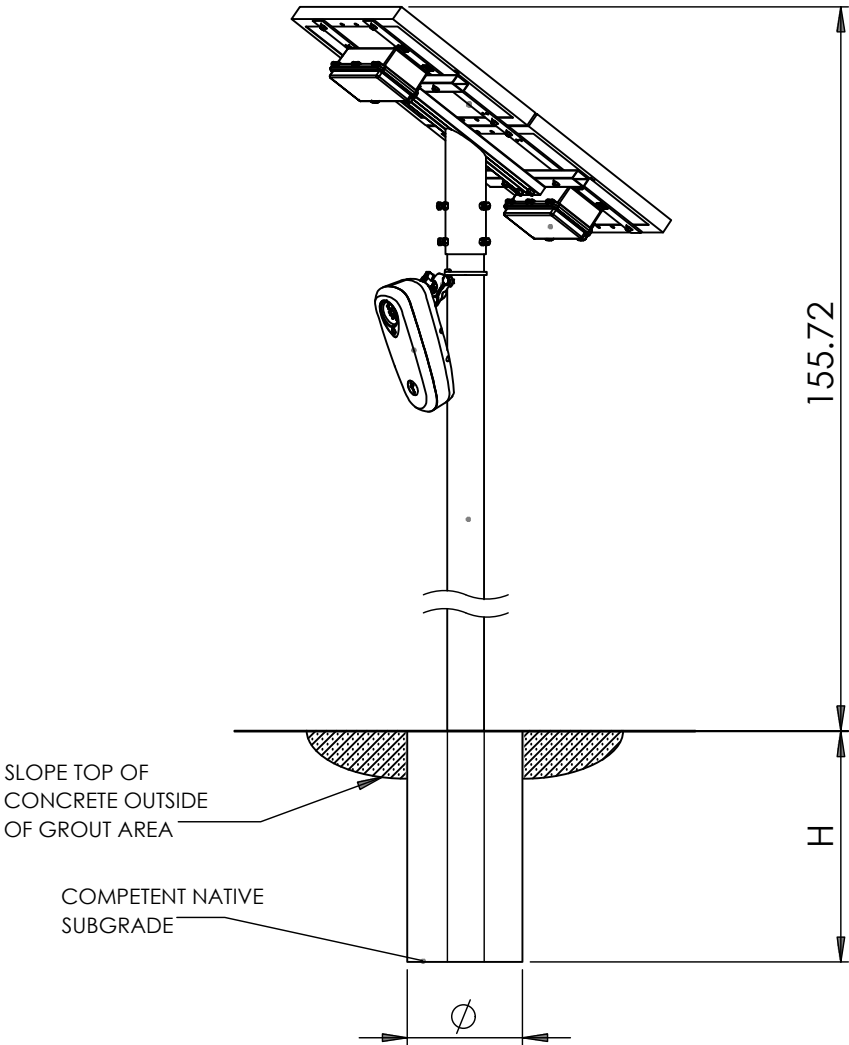
1. CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT DESIGNATED AGENCY TO LOCATE ALL UNDERGROUND UTILITIES 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE TO APPLY AND OBTAIN AN APPROVED TRAFFIC CONTROL PLAN IN ACCORDANCE WITH MUTCD AND LOCAL STANDARDS AS REQUIRED.
3. CONTRACTOR SHALL BE RESPONSIBLE TO RESTORE ALL DISTURBED AREAS TO ORIGINAL CONDITION TO STATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY SATISFACTION AT NO ADDITIONAL COMPENSATION.
4. ALL WORK SHALL CONFORM TO ALL APPLICABLE ELECTRICAL CODES EXCEPT WHEN SATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY STANDARDS SUPERSEDE.
5. CONNECT POLE TO SOLID BARE BOND GROUND & GROUNDING ROD (OR COIL 25' OF NO. 6 BARE COPPER) IN POLE FOUNDATION & TO SYSTEM GROUND BONDED BACK TO FLOCK SAFETY SAFETY CABINET.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH STATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY SPECIFICATIONS UNLESS SPECIFICALLY STATED OR SHOWN OTHERWISE HEREIN.

ADA COMPLIANCE NOTES:

1. ALL SIDEWALK CONSTRUCTION SHALL BE IN ACCORDANCE WITH ADA TITLE II AND ALL STATE DEPARTMENT OF TRANSPORTATION AND LOCAL STANDARDS.
2. USE STATE DEPARTMENT OF TRANSPORTATION CURRENT EDITION STANDARDS FOR PEDESTRIAN CONTROL PLANS FOR CLOSURE OF SIDEWALK.
3. MINIMUM SIDEWALK CLEAR PEDESTRIAN ACCESS ROUTE (PAR) IS 48" WIDE.
4. NO OBSTRUCTION IS PERMITTED ALONG THE WIDTH OF THE SIDEWALK UP TO 7'-0" IN HEIGHT.

COUNTY NOTES

1. LOCATE ALL UTILITIES/FACILITIES, INCLUDING STORMWATER DRAINAGE SYSTEMS PRIOR TO START OF CONSTRUCTION TO DETERMINE ACTUAL LOCATION & DEPTH OF OTHER FACILITIES, LOCATIONS SHOWING ON CROSS SECTIONS MAY NOT BE ACCURATE.
2. ALL UTILITY LOCATIONS WILL BE SPOT DUG FOR DEPTH VERIFICATION TO DETERMINE DEPTH OF FOUNDATION. CONTRACTOR WILL COORDINATE THE DEPTH OF FOUNDATION WITH COUNTY INSPECTOR PRIOR TO ANY CONSTRUCTION BEING PERFORMED.
3. CURRENT A.D.A. STANDARDS SHALL BE UPHELD AT ALL TIMES.
4. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTY IN THE VICINITY OF THE CONSTRUCTION
5. CONTRACTOR SHALL PROVIDE SAFE ACCESS PER CURRENT GDOT STANDARD REGULATIONS FOR ALL PEDESTRIAN TRAFFIC AND REGULATIONS ON ALL EXCAVATIONS OPENED IN THE TRAFFIC ZONE CONTROL AREA.
6. CONTRACTOR SHALL RESTORE RIGHT-OF-WAY TO EQUAL OR BETTER CONDITION UPON COMPLETION OF WORK



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**GDOT CONSTRUCTION NOTES:**

1. THE WORK INVOLVING INSTALLATION OF FLOCK SAFETY ALPR CAMERAS INVOLVING TEMPORARY LANE CLOSURES ARE TO BE DONE BETWEEN THE HOURS OF 12:00AM AND 5:00AM. MONDAY THROUGH THURSDAY UNLESS PREVIOUSLY APPROVED BY THE DEPARTMENT.
2. WHEN INSTALLING FLOCK SAFETY PROVIDED POLES, A MINIMUM OF 2’ SEPARATION SHALL BE MAINTAINED FROM ALL EXISTING UTILITIES AND STORM DRAIN STRUCTURES.
3. IF THE PROPOSED UTILITY CANNOT BE INSTALLED PER THE APPROVED PERMITTED PLAN AND BY GDOT SPECIFICATIONS, A REVISED PLAN MUST BE PROVIDED TO THE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO THE INSTALLATION OF PRODUCTS OR MATERIALS AT THE GIVEN LOCATIONS WHERE CONFLICTS OCCUR.
4. NO PEDESTRIAN PATHWAY IS TO BE REMOVED, BLOCKED, OR DISTURBED WITHOUT HAVING A SUFFICIENT DESIGNATED TEMPORARY PEDESTRIAN PATHWAY WITH ALL APPROPRIATE PEDESTRIAN MAINTENANCE OF TRAFFIC SIGNS IN PLACE PRIOR TO PATHWAY BEING AFFECTED.
5. ALL TEMPORARY PEDESTRIAN PATHWAYS MUST BE FIRM AND UNYIELDING.
6. ANY SIDEWALK DISTURBED WILL BE REPLACED BY SECTION WITHIN 72 HOURS TO GDOT SPECIFICATIONS.
7. THE GDOT RETAINS THE RIGHT TO MAKE ALTERATIONS TO THE PERMIT, ATTACHED SKETCH OR CHARACTER OF WORK AS MAY BE CONSIDERED NECESSARY OR DESIRABLE DURING THE PROGRESS OF THE WORK FOR SATISFACTORY COMPLETION OF THE PROPOSED CONSTRUCTION.
8. THE PERMITTEE SHALL NOTIFY THE GDOT OF DATE OF COMPLETION, REQUEST A FINAL INSPECTION AND A NOTICE OF FINAL ACCEPTANCE.
9. ALL CONSTRUCTION AND/OR MAINTENANCE ON THE GDOT RIGHT OF WAY SHALL CONFORM TO THE FEDERAL MANUAL ON UNIFORM TRAFFIC DEVICES, THE GDOT ROADWAY AND TRAFFIC DESIGN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, PLANS PREPARATION MANUAL AND DRAINAGE MANUAL.
10. PRIOR TO ANY WORK REQUIRING LANE CLOSURES, MOBILE OPERATIONS OR TRAFFIC PLACING OPERATIONS, THE CONTRACTOR OR PERMITTEE SHALL SUBMIT A REQUEST TO THE DEPARTMENT THAT INCLUDES THE TIME, LOCATION, AND DESCRIPTION OF WORK BEING PERFORMED. THE LANE CLOSURE REQUEST SHALL BE SUBMITTED TO THE DEPARTMENT A MINIMUM OF 14 DAYS PRIOR TO THE PROPOSED CLOSURE DATE AND MUST BE APPROVED BY THE DEPARTMENT BEFORE WORK REQUIRING THE CLOSURE MAY BEGIN WITHIN THE GDOT RIGHT OF WAY. SUBMIT LANE CLOSURE REQUESTS THROUGH THE LANE CLOSURE INFORMATION SYSTEM.
11. LANE CLOSURES MUST BE LIMITED TO SUNDAY THROUGH THURSDAY 8:00PM TO 5:30AM UNLESS OTHERWISE APPROVED BY THE GDOT.
12. ANY SIDEWALK DAMAGED AS A RESULT OF WORK BEING PERFORMED IN ASSOCIATION WITH THE PERMITTEE AND CONTRACTOR SHALL BE REMOVED AND REPLACED AS FOLLOWS:

- COLOR: DBT TERRA COTTA

- CONCRETE STRENGTH: CLASS I (3000 PSI)
13. THE CONTRACTOR SHALL HAVE AN AUTHORIZED PERSON AVAILABLE AT/OR NEAR THE WORK SITE ON A 24 HOUR BASIS, 7 DAYS A WEEK IN ORDER TO ADDRESS EMERGENCY ISSUES ASSOCIATED WITH THE PROJECT.
14. NO STOCKPILING, STORING OR SEMI PERMANENT USE OF THE RIGHT OF WAY IS AUTHORIZED UNLESS SPECIFICALLY IDENTIFIED WITHIN THE PERMIT.
15. NO WORK SHALL BE PERFORMED DURING THE WEEKS OF ANY STATE OR FEDERAL HOLIDAYS UNLESS OTHERWISE APPROVED BY THE GDOT.
16. THE PERMITTED WORK SCHEDULE IS DEFINED AS MONDAY THROUGH FRIDAY 7:00AM TO 5:30PM UNLESS OTHERWISE NOTED WITHIN THE PERMIT. ANY WORK DESIRED OUTSIDE OF THIS PERIOD MUST BE REQUESTED IN ADVANCE AND APPROVED BEFORE WORKING THE ALTERNATE SCHEDULE.
17. THE DEPARTMENT RESERVES THE RIGHT TO MAKE ADJUSTMENTS TO ANY PERMITTED METHODS OF INSTALLATION, SCOPE OF WORK AND RESTORATION THAT MAY BE REQUIRED TO POSITIVELY SUPPORT LIFE, SAFETY AND ENVIRONMENTAL WELL BEING OF ALL USERS OF THE TRANSPORTATION SYSTEM.
18. PERMITTEE SHALL NOT BEGIN ANY WORK ALONG GDOT RIGHT-OF-WAY UNTIL AND INSPECTOR IS PRESENT AT THE JOB SITE AND AGREES THAT PROPER PREPARATIONS HAVE BEEN MADE.
19. CONTRACTOR MUST BE REQUIRED TO SUBMIT BORE LOGS AND AS-BUILT PLANS AFTER COMPLETION OF THE PERMIT.
20. FOURTEEN (14) DAYS PRIOR TO CLOSING A LANE, THE PERMITTEE SHALL NOTIFY THE TIME, LOCATION OF THE NEEDED LANE CLOSURE AND A DESCRIPTION OF WORK BEING DONE. THE UTILITY OWNER SHALL NOT CLOSE ANY LANES UNTIL RECEIVING APPROVAL FROM GDOT. THE UTILITY OWNER IS NOT REQUIRED TO REPORT LANE CLOSURES FOR EMERGENCIES.
21. IT WILL BE THE RESPONSIBILITY OF THE PERMITTEE TO REPAIR ANY DAMAGE TO GDOT FACILITIES AND/OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OF THE PROJECT.
22. ALL WORK ZONES ARE TO BE SET UP AND MAINTAINED BY SOMEONE WHO HAS THE GDOT INTERMEDIATE TRAFFIC CONTROL LEVEL TRAINING OR EQUIVALENT.

**GDOT NOTES:**

1. ALL WORK PERFORMED WITHIN THE GDOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE CURRENT GDOT STANDARDS.
2. SHOULD A CONFLICT ARISE BETWEEN THE DETAILS SHOWN IN THE PLANS AND THE DEPARTMENT OF TRANSPORTATION STANDARDS, THE ENGINEER/PERMITTEE SHALL IMMEDIATELY CONFER WITH THE DEPARTMENT’S ENGINEER IN ORDER TO RESOLVE THE DISCREPANCY. IN NO CASE WILL ANYTHING LESS THAN THE DEPARTMENTS MINIMUM STANDARDS BE ALLOWED.
3. ALL TRAFFIC STRIPING AND MARKINGS ARE TO BE LEAD-FREE, NON-SOLVENT BASED THERMOPLASTIC.
4. REMOVAL OF EXISTING STRIPPING SHALL BE ACCOMPLISHED USING THE “HYDRO-BLAST” METHOD. IF THIS PROCESS DAMAGES/SCARS PAVEMENT, THEN THE PAVEMENT SHALL BE MILLED AND RESURFACED PER GDOT OF WAY STANDARDS.
5. ALL DISTURBED AREA WITHIN THE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY WILL BE RESTORED TO ORIGINAL OR BETTER CONDITION BY GRADING AND SODDING IN AREA DISTURBED.
6. BURNING OF ANY MATERIAL OR DEBRIS IS PROHIBITED IN GDOT RIGHT-OF-WAY.
7. ALL LANES MUST BE OPENED FOR TRAFFIC DURING AN EVACUATION NOTICE OF A CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION OR EVENT.
8. THE CONTRACTOR SHALL NOTIFY GDOT A MINIMUM OF (2) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION WITHIN GDOT RIGHT-OF-WAY.
9. ALL AREAS WITHIN GDOT R/W DISTURBED BY CONSTRUCTION SHALL BE RE-GRADED AND SODDED WITH LIKE-KIND SOD WITHIN (7) DAYS.

**1.0 SCOPE OF WORK**

1.1 THIS PROJECT SHALL CONSIST OF THE FOLLOWING OPERATIONS:

THE WORK PACKAGE IS FOR THE INSTALLATION OF FLOCK SAFETY ALPR CAMERAS WHICH INCLUDES BUT IS NOT LIMITED TO: FLOCK SAFETY PROVIDED POLES, POLE MOUNTED SOLAR PANELS, AND EXTERNAL BATTERY PACKAGES.

**2.0 DRAWINGS**

2.1 THE WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE FOLLOWING ATTACHED DRAWINGS THAT ARE HEREBY MADE A PART OF THE STATEMENT OF WORK, BY THIS REFERENCE.

**3.0 SPECIFICATIONS**

3.1 THE WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN THAT CERTAIN “MASTER AGREEMENT, OUTSIDE PLANT MAINTENANCE CONSTRUCTION SERVICES,” PROVIDED THAT SUCH AN AGREEMENT EXISTS BETWEEN FLOCK SAFETY AND CONTRACTOR. IN THE ABSENCE OF SUCH AN AGREEMENT, THE SPECIFICATIONS CONTAINED IN AN AGREEMENT TO BE EXECUTED BY THE PARTIES PRIOR TO THE COMMENCEMENT OF WORK SHALL GOVERN.

**4.0 MATERIALS**

4.1 CONTRACTOR SHALL FURNISH AND PLACE ALL MATERIALS REQUIRED FOR THE COMPLETE PERFORMANCE OF THE WORK EXCEPT FOR MATERIALS PROVIDED BY FLOCK SAFETY.

4.2 CONTRACTOR SHALL RECEIVE FLOCK SAFETY MATERIALS AT A FLOCK SAFETY LEASED WAREHOUSE FACILITY OR AT THE LOCAL TSO LOCATED AT (CONTACT 24 HOURS IN ADVANCE): 1170 HOWELL MILL RD NW, ATLANTA, GA 30318.

ALL UNUSED AND REQUESTED SALVAGED MATERIAL TO BE RETURNED TO SAME ADDRESS.

4.3 THE RECEIPT OF ALL MATERIALS SHALL BE CONSTRUED AS CONCLUSIVE EVIDENCE THAT THE CONTRACTOR HAS MADE ALL NECESSARY EXAMINATION AND INSPECTIONS, AND IS SATISFIED AS TO THE QUALITY AND QUANTITY OF MATERIALS RECEIVED.

4.4 ANY AND ALL MATERIALS THAT MAY BECOME LOST, STOLEN OR DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AT HIS SOLE EXPENSE, AND ANY DELAY INCURRED SHALL NOT BE CAUSE FOR AN EXTENSION IN TIME

4.5 ALL UNUSED MATERIALS SUPPLIED BY FLOCK SAFETY BUT NOT USED IN THE COMPLETION OF WORK SHALL BE RETURNED TO FLOCK SAFETY FOURTEEN (14) DAYS AFTER THE COMPLETION OF THE CONTRACT. FLOCK SAFETY WILL ARRANGE FOR THE TRANSPORTATION OF THESE MATERIALS.

**5.0 PERMITS**

5.1 FLOCK SAFETY HAS OBTAINED OR WILL OBTAIN PERMITS FROM DEPARTMENTS AND/OR AGENCIES OF CITIES, COUNTIES, STATES, FEDERAL GOVERNMENT, RAILROAD OR OTHER ENTITIES, WHICH PROVIDE FOR THE PLACING OF PIPES AND/OR CABLE UNDER DITCH, TRACKS AND ROADS AND PLACING PIPES AND/OR CABLE ALONG AND WITHIN PUBLIC OR PRIVATE ROAD RIGHTS OF WAY AND RAILROAD RIGHTS

5.2 CONTRACTOR SHALL OBTAIN ADDITIONAL PERMITS, IF REQUIRED, FOR EQUIPMENT ACCESS OR MOVEMENT ON PUBLIC ROADS AND RAILROADS. COPIES OF SUCH PERMITS SHALL BE FURNISHED TO FLOCK SAFETY

5.3 ALL TRAFFIC CONTROL, IF APPLICABLE, SHALL BE IN ACCORDANCE WITH LOCAL, STATE, COUNTY, OR PERMITTING AGENCY LAWS, REGULATIONS, AND REQUIREMENTS, AND WILL BE THE CONTRACTOR’S RESPONSIBILITY. TRAFFIC CONTROL PLANS PROVIDED BY CURRENT GDOT DESIGN STANDARDS.

**6.0 SAFETY AND PRECAUTIONS**

6.1 ALL PERSONNEL ARE REQUIRED TO ABIDE BY ALL RULES AND REGULATIONS SET FORTH IN THE FLOCK SAFETY SAFETY REQUIREMENTS, RAILROAD SAFETY CODE AND GOVERNING JURISDICTION.

6.2 THE WORK UNDER THIS CONTRACT WILL BE CONSTRUCTED ALONG RIGHTS OF WAY THAT MAY CONTAIN EXISTING AND OPERATIONAL UTILITIES. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING EXISTING UTILITIES AND FOR COMPLIANCE WITH THE REQUIREMENTS OF ANY STATEWIDE AND/OR LOCAL AREA IN ADVANCE OF ANY EXCAVATION, BORING OR PLACING WORK AND THE CONTRACTOR SHALL LOCATE AND EXPOSE BY HAND ALL EXISTING SUBSURFACE PLANT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS SOLE EXPENSE AND ANY DELAY INCURRED SHALL NOT BE CAUSE FOR AN EXTENSION IN THE TIME OF THE CONTRACT.

6.3 CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF PUBLIC AND PRIVATE PROPERTIES. CONTRACTOR SHALL PROTECT, SHORE, BRACE, SUPPORT AND MAINTAIN ALL UNDERGROUND PIPES, CONDUITS, DRAINS AND OTHER SUBSURFACE STRUCTURES UNCOVERED OR OTHERWISE AFFECTED BY THE WORK.

6.4 CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO STREETS, ROADS, HIGHWAYS, SHOULDERS, DITCHES, EMBANKMENTS, CULVERTS, BRIDGES OR OTHER PUBLIC OR PRIVATE PROPERTY OR FACILITY, REGARDLESS OF LOCATION OR CHARACTER, WHICH MAY BE CAUSED BY THE WORK, OR BY MOVING, HAULING, OR OTHERWISE TRANSPORTING EQUIPMENT, MATERIALS OR WORKERS TO OR FROM WORK OR ANY SITE THEREOF, WHETHER BY THE CONTRACTOR OR SUBCONTRACTORS.

6.5 DURING ALL PHASES OF CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN WORK AREAS IN A NEAT AND ORDERLY MANNER. CONSTRUCTION EQUIPMENT, MATERIAL AND SUPPLIES THAT ARE STORED ON THE RIGHT OF WAY SHALL NOT RESTRICT ACCESS TO SUCH RIGHT OF WAY OR THE RIGHT OF WAY ITSELF.

**7.0 SECURITY**

7.1 CONTRACTOR IS RESPONSIBLE FOR ALL SECURITY REQUIRED TO PROTECT HIS WAREHOUSE, LAYDOWN, AND STAGING AREA AND THE USE OF OUTSIDE PLANT WORK. SECURITY SHALL ALSO INCLUDE TRAFFIC CONTROL WHERE REQUIRED INCLUDING THE USE OF OFF DUTY POLICE OFFICERS.

**8.0 STAKING AND SCHEDULING**

8.1 ALL STAKING WILL BE PROVIDED BY FLOCK SAFETY REQUIRED RIGHT OF WAY CLEARING SHALL BE COMPLETED PRIOR TO STAKING; THEREFORE, THE CONTRACTOR SHALL COORDINATE ALL CLEARING OPERATIONS AND PLACING OPERATIONS WITH THE FLOCK SAFETY PROJECT SUPERVISOR TO AVOID DELAYS AND INTERFERENCE.

8.2 FLOCK SAFETY WILL PROVIDE RAILROAD, FLAGMEN AND SIGNALMEN AS REQUIRED; HOWEVER, THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE ITS NEEDS FOR SUCH SIGNALMEN AND FLAGMEN WITH FLOCK SAFETY

8.3 IN ADDITION TO THE SCHEDULING REQUIREMENTS IN THE GENERAL PROVISIONS, UPON REQUEST THE CONTRACTOR SHALL ALSO SUBMIT TO THE FLOCK SAFETY PROJECT SUPERVISOR, DAILY CREW ASSIGNMENT REPORTS SPECIFYING CREW AND CREW COMPOSITION AND WORK LOCATION.

**9.0 SPECIAL CONSIDERATIONS**

9.1 DURING THE BIDDING PROCESS THE CONTRACTOR SHOULD CONSIDER THE FOLLOWING ITEMS:

9.1.1 ALL WASTE AND/OR ABANDONED MATERIALS TO BE REMOVED SHALL BE DISPOSED OF AT A “RECOGNIZED DUMP FACILITY” IN THE AREA AS DESIGNATED BY THE LOCAL GOVERNING AUTHORITY.

REVISIONS

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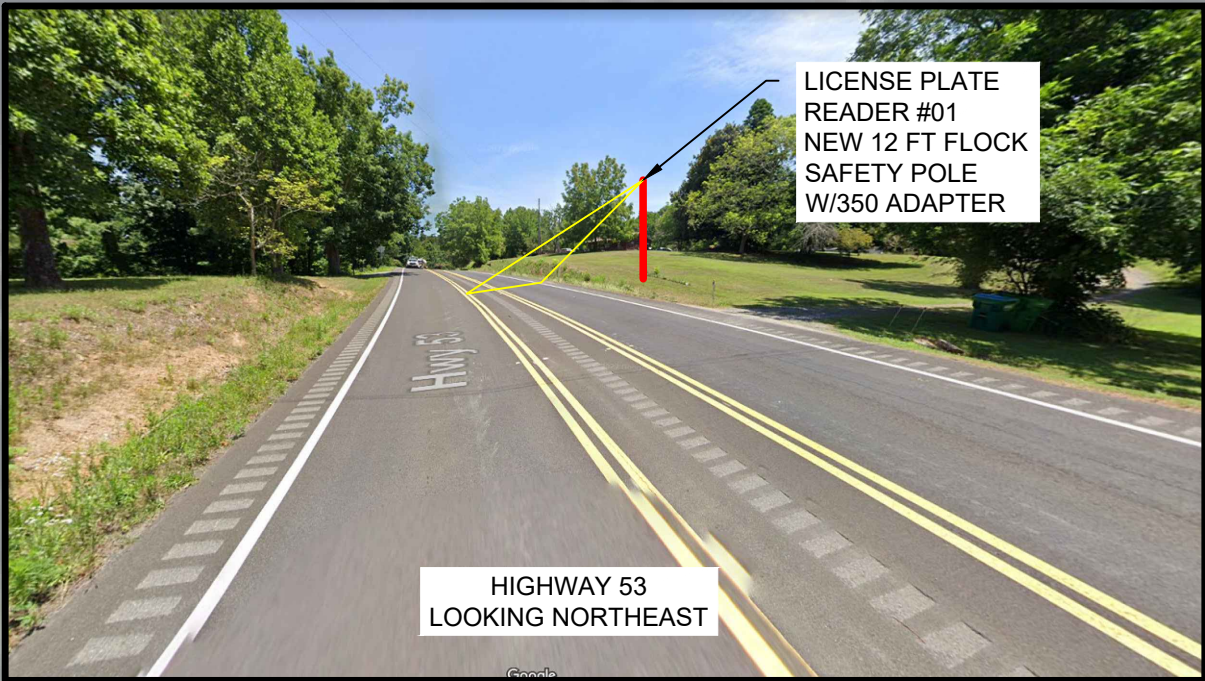
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200700

GN.02





HIGHWAY 53  
LOOKING NORTHEAST

LICENSE PLATE  
READER #01  
NEW 12 FT FLOCK  
SAFETY POLE  
W/350 ADAPTER

PROPOSED 12 FT FLOCK POLE W/350  
ADAPTER AND CAMERA LOCATION.  
#01 -HIGHWAY 53 @ EDWARDS - EB  
34.44635384558092,-84.65092248930051  
\*REFERENCE TYPICAL DETAIL  
ON SHEETS SPEC.01\*

1 INCH = 50 FEET

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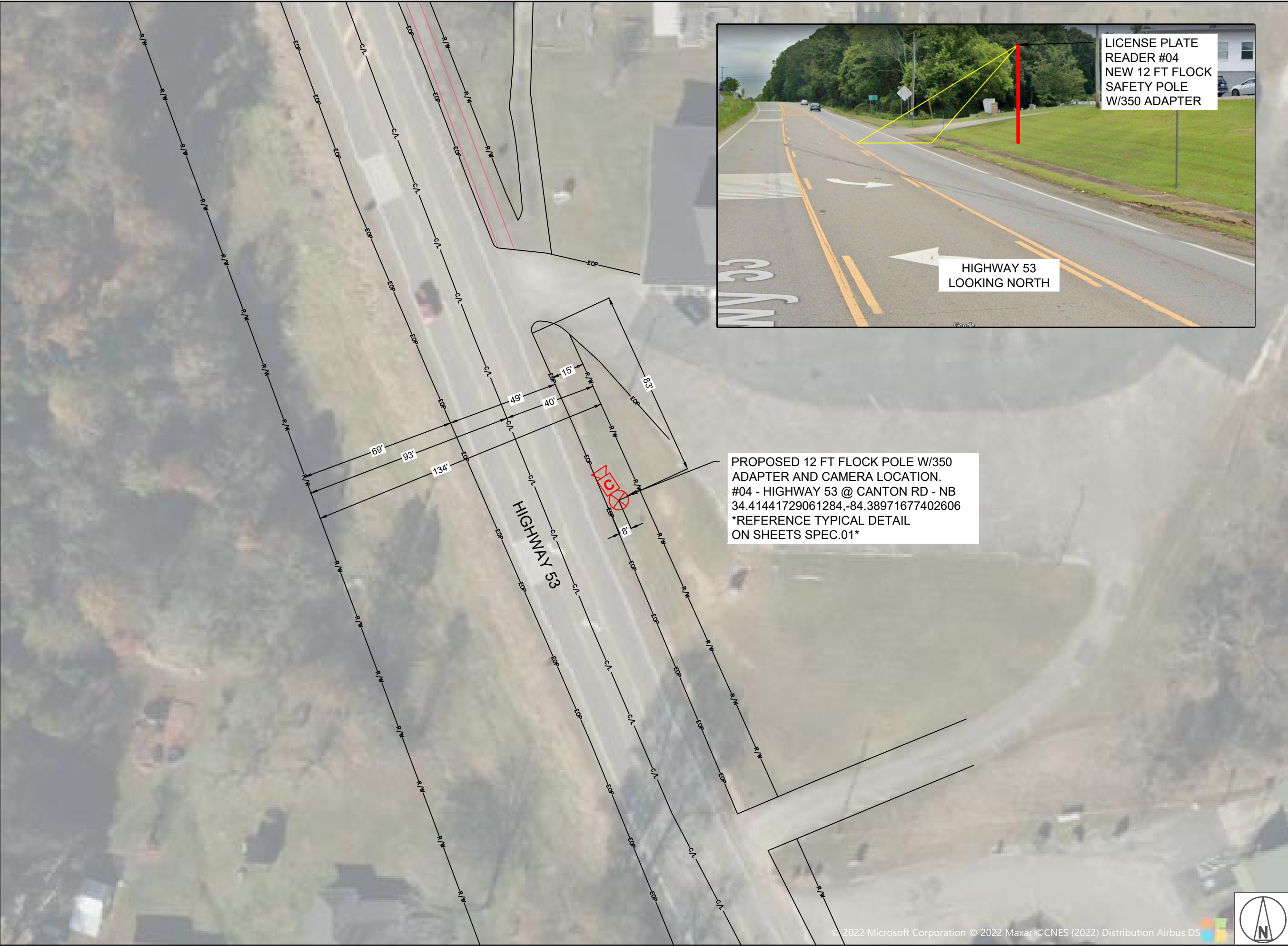
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SHEET 1





PROPOSED 12 FT FLOCK POLE W/350 ADAPTER AND CAMERA LOCATION.  
#04 - HIGHWAY 53 @ CANTON RD - NB  
34.41441729061284,-84.38971677402606  
\*REFERENCE TYPICAL DETAIL ON SHEETS SPEC.01\*



1 INCH = 50 FEET

REVISIONS

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200700

SHEET 2





PROPOSED 12 FT FLOCK POLE W/350 ADAPTER  
AND CAMERA LOCATION.  
#08 - HIGHWAY 53 @ HOLCOMBE VILLAGE CIR - WB  
34.413505589079016,-84.27894492859964  
\*REFERENCE TYPICAL DETAIL  
ON SHEETS SPEC.01\*



1 INCH = 50 FEET

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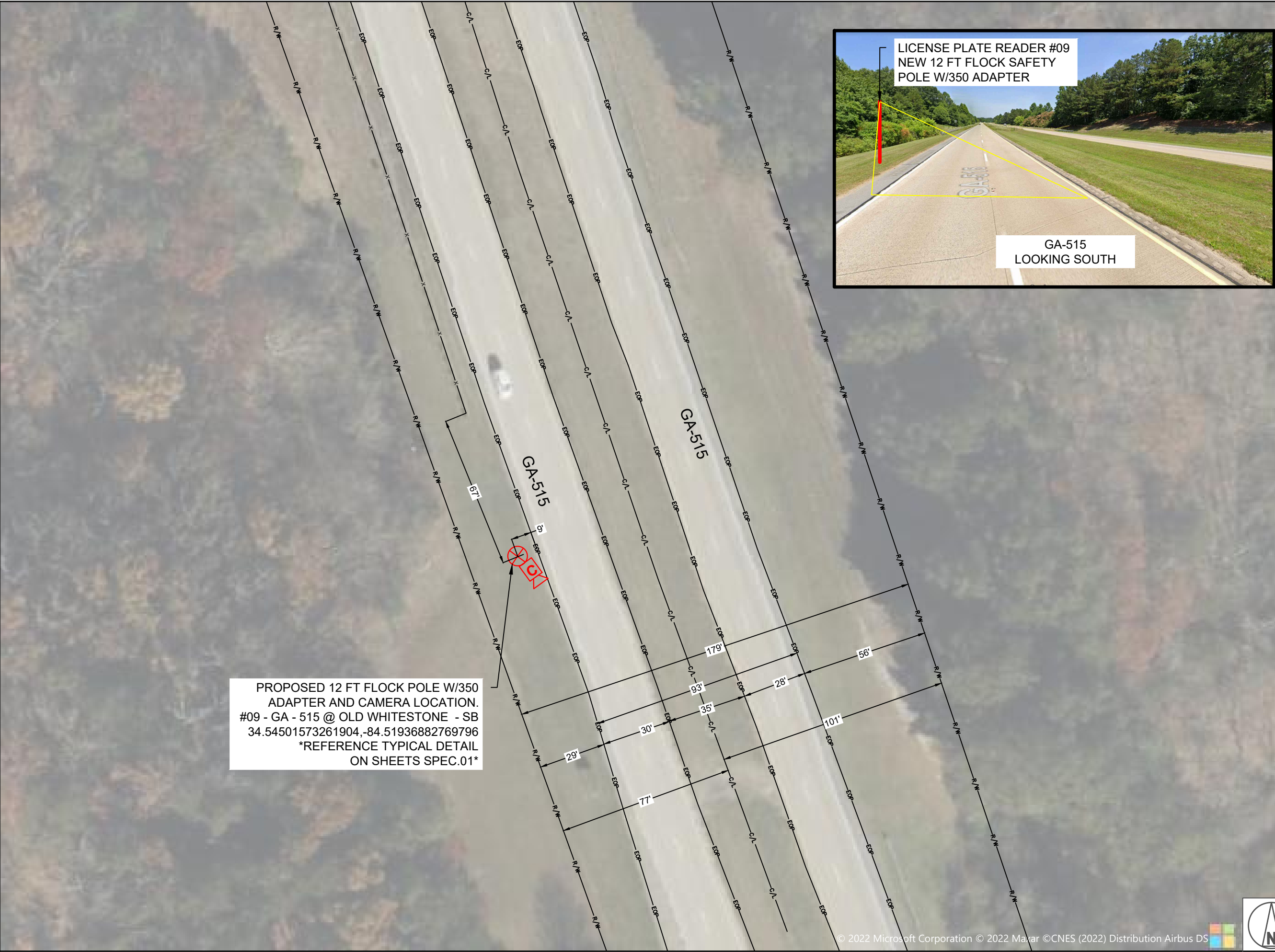
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SHEET 3







PROPOSED 12 FT FLOCK POLE W/350  
ADAPTER AND CAMERA LOCATION.  
#09 - GA - 515 @ OLD WHITESTONE - SB  
34.54501573261904,-84.51936882769796  
\*REFERENCE TYPICAL DETAIL  
ON SHEETS SPEC.01\*

1 INCH = 50 FEET

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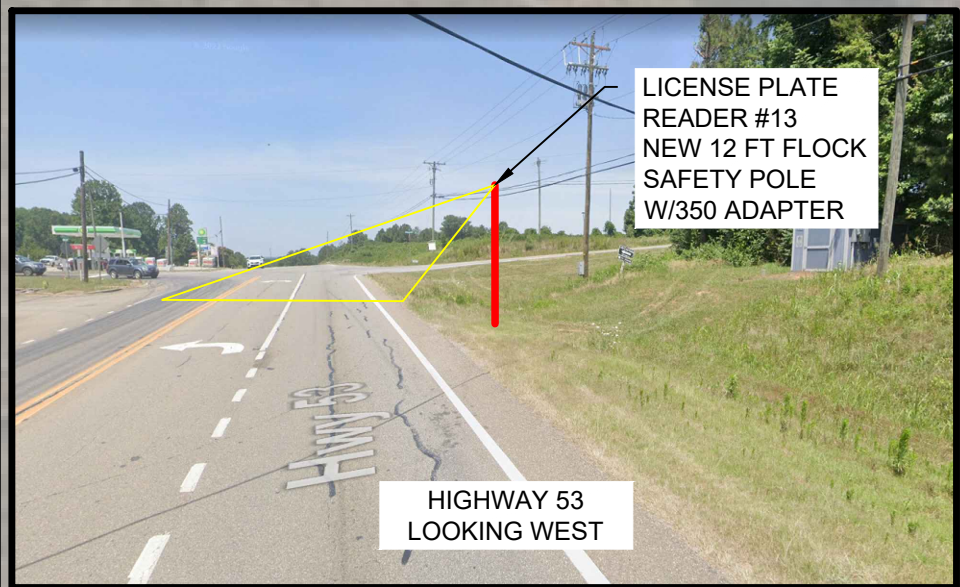


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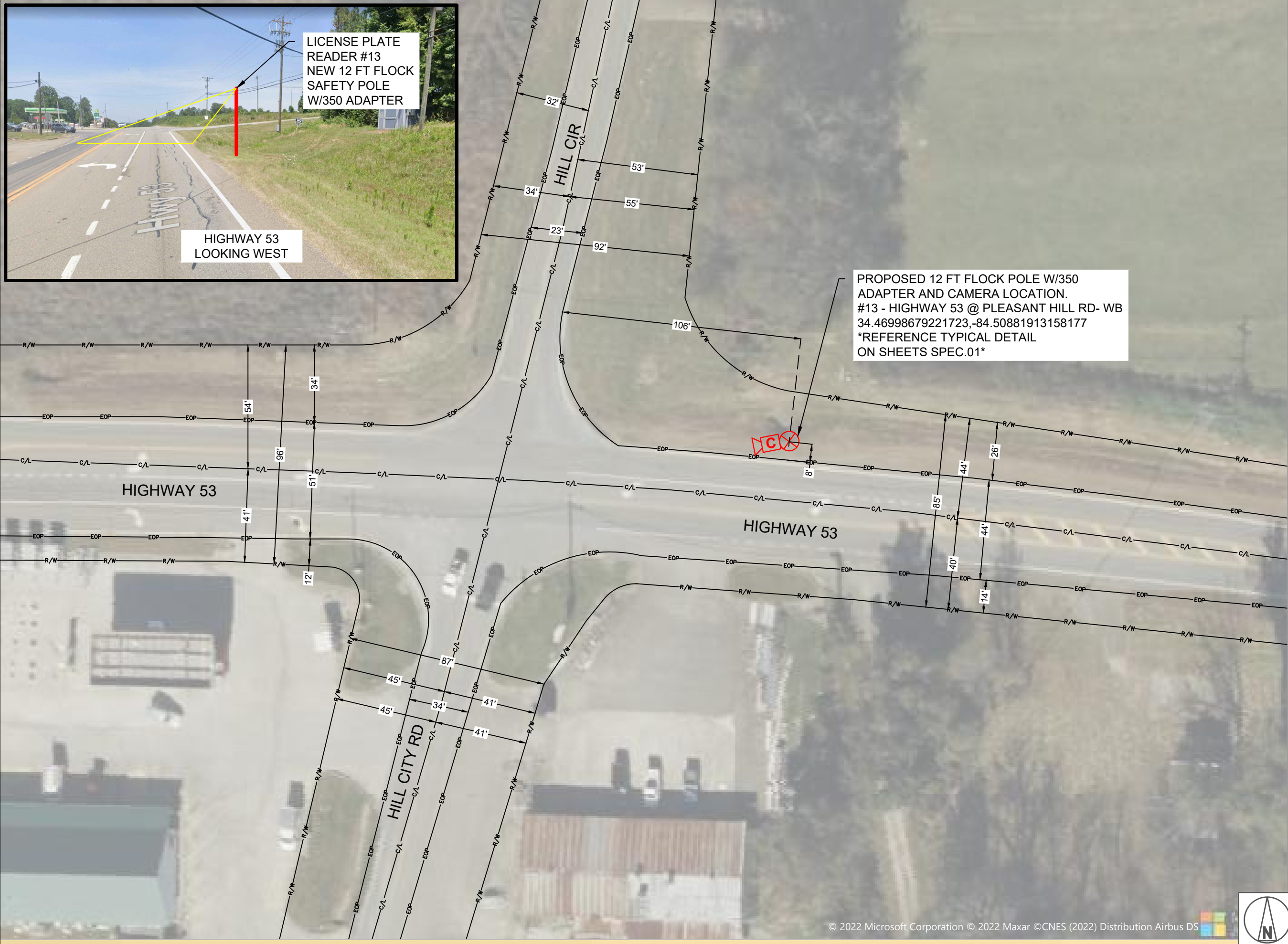
200700

SHEET 4



LICENSE PLATE  
READER #13  
NEW 12 FT FLOCK  
SAFETY POLE  
W/350 ADAPTER

HIGHWAY 53  
LOOKING WEST



PROPOSED 12 FT FLOCK POLE W/350  
ADAPTER AND CAMERA LOCATION.  
#13 - HIGHWAY 53 @ PLEASANT HILL RD- WB  
34.46998679221723,-84.50881913158177  
\*REFERENCE TYPICAL DETAIL  
ON SHEETS SPEC.01\*

1 INCH = 50 FEET

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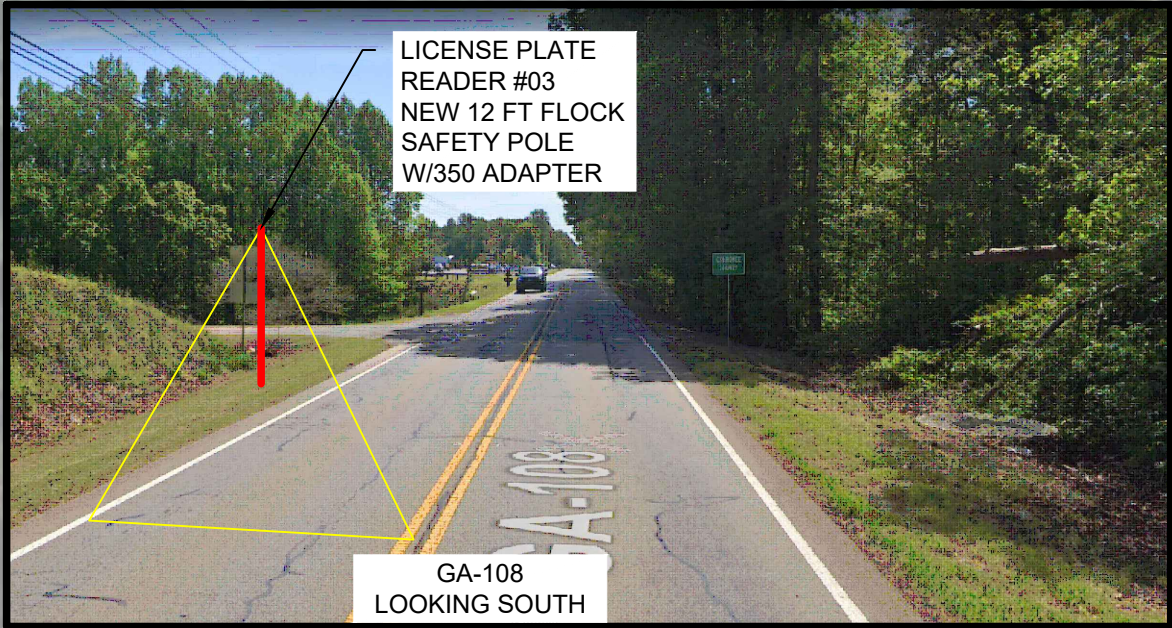
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SHEET 5







PICKENS COUNTY  
CHEROKEE COUNTY

PROPOSED 12 FT FLOCK POLE W/350  
ADAPTER AND CAMERA LOCATION  
#03 - 108 @ CAMP DOBBS RD - NB  
34.38062811696038,-84.47566247417404  
\*REFERENCE TYPICAL DETAIL  
ON SHEET SPEC.01\*

1 INCH = 50 FEET

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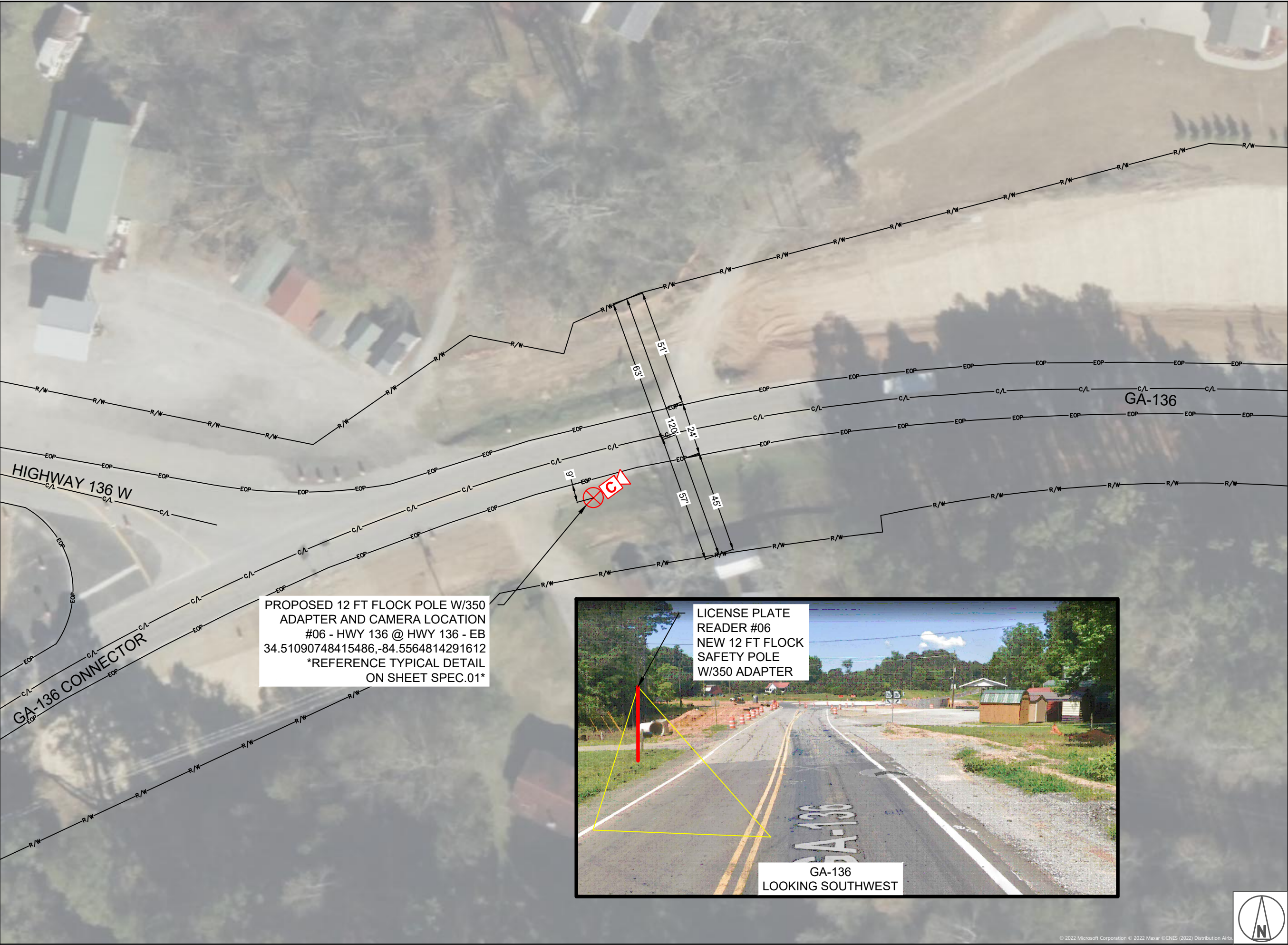
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200700

SHEET 6





PROPOSED 12 FT FLOCK POLE W/350  
ADAPTER AND CAMERA LOCATION  
#06 - HWY 136 @ HWY 136 - EB  
34.51090748415486,-84.5564814291612  
\*REFERENCE TYPICAL DETAIL  
ON SHEET SPEC.01\*

LICENSE PLATE  
READER #06  
NEW 12 FT FLOCK  
SAFETY POLE  
W/350 ADAPTER



GA-136  
LOOKING SOUTHWEST

1 INCH = 50 FEET

REVISIONS

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200700

SHEET 7





PROPOSED 12 FT FLOCK POLE W/350  
ADAPTER AND CAMERA LOCATION  
#10 - HWY 136 @ KEETOR - SB  
34.545773077586546,-84.58666133884779  
\*REFERENCE TYPICAL DETAIL  
ON SHEET SPEC.01\*

1 INCH = 50 FEET

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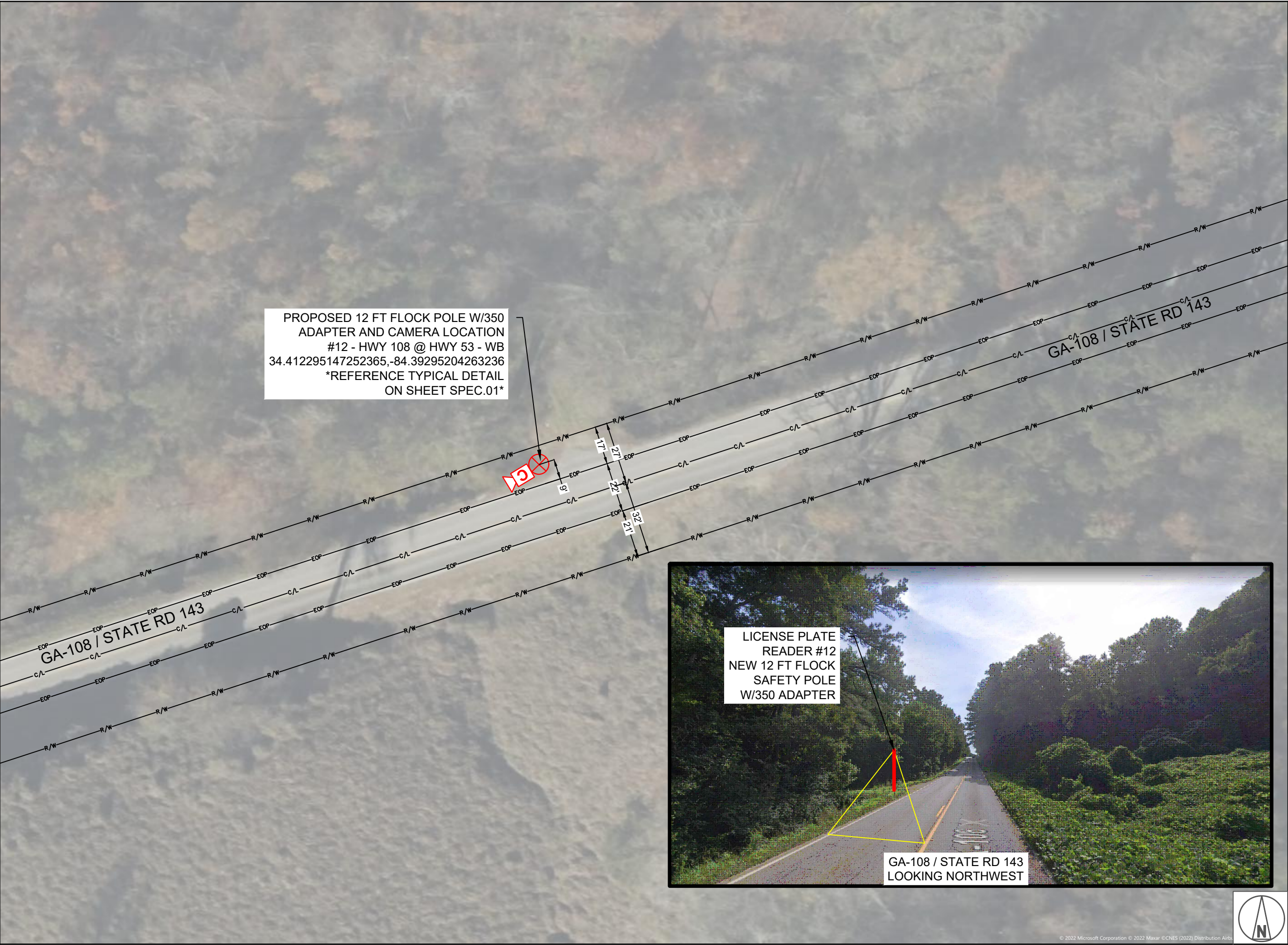
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SHEET 8





1 INCH = 50 FEET

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200700

SHEET 9





### 3. Vendor Equipment Details

## Automated License Plate Reader Permit

| No | State Route | Mile Marker | Coordinates                          | Location Description                 | Distance from Edge of pavement |              |
|----|-------------|-------------|--------------------------------------|--------------------------------------|--------------------------------|--------------|
| 1  | SR-53       | 0           | 34.446596-84.650768                  | #01 - Hwy 53 @ Edwards - EB          | 9'                             |              |
| 2  | SR-108      | 0           | 34.38062811696038-84.47566247417404  | #03 - 108 @ Camp Dobbs Rd - NB       | 9'                             |              |
| 3  | SR-53BU     | 6           | 34.41441729061284-84.38971677402606  | #04 - Hwy 53 @ Canton Rd - NB        | 4'                             |              |
| 4  | SR-136CO    | 0           | 34.51090748415486-84.5564814291612   | #06 - Hwy 136 @ Hwy 136 - EB         | 5'                             |              |
| 5  | SR-53       | 28.5        | 34.413505589079016-84.27894492859964 | #08 - Hwy 53 @ Holcombe Village - WB | 5'                             |              |
| 6  | SR-515      | 14          | 34.54501573261904-84.51936882769796  | #09 515 @ Old Whitestone SB          | 6'                             |              |
| 7  | SR-136      | 0.5         | 34.545773077586546-84.58666133884779 | #10 - Hwy 136 @ Keetor - SB          | 6'                             |              |
| 8  | SR-515      | 2           | 34.404713343701125-84.4198608687172  | #11 - Hwy 515 @ Hwy 108 - NB         | 8'                             |              |
| 9  | SR-53       | 19          | 34.412295147252365-84.39295204263236 | #12 - Hwy 108 @ Hwy 53 - WB          | 8'                             |              |
| 10 | SR-53       | 10          | 34.46998679221723-84.50881913158177  | #13 - Hwy 53 @ Pleasant Hill Rd- WB  | 5'                             |              |
| 11 | SR-136      | 17          | 34.533684951624714-84.37708355933142 | #14 - SR136 @ Burnt Mtn Overlook WB  | 5'                             | new location |
| 12 |             |             |                                      |                                      |                                |              |
| 13 |             |             |                                      |                                      |                                |              |

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## NOTES:

1 POLE IS BREAKAWAY 2.875" (73mm) IN DIAMETER 6063-T52 ALUMINUM WITH WALL THICKNESS .203" (5.16mm) AS PER 12/6/2007 FHWA LETTER.

2 THE PANEL ASSEMBLY MAY NOT EXCEED TWO BATTERY PACKS

3. MAX TOTAL WEIGHT OF ASSEMBLY IS 30.8 LBS (13970.63 GRAMS)

## REVISION HISTORY

| REV. | DESCRIPTION     | DATE       | APPROVED |
|------|-----------------|------------|----------|
| A    | INITIAL DRAWING | 10/26/2020 |          |

| BOM  |             |                          |      |           |                       |   |
|------|-------------|--------------------------|------|-----------|-----------------------|---|
| Item | Part Number | Part Name                | QTY. | MASS (LB) | DIMENSIONS LxWxH (IN) | CROSS-SECTIONAL AREA (FT <sup>2</sup> ) |
| 1    | 204-00029   | 14' BLACK 2-PIECE POLE   | 1    | 17        | 2.9 x 2.9 x 168.0     | 3.0 (2' FOUNDATION)                     |
| 2    | 701-00116   | Double Panel - Top Mount | 1    |           | 21.3 x 28.3 x 10.5    | 2.1                                     |
| 3    | 701-0059    | Flock Safety Camera      | 1    | 3.6       | 3.3 x 4.3 x 10.5      | .3                                      |
| 4    | 702-0007    | RAM Ball Mount & Adapter | 1    | 1.4       | N/A                   | N/A                                     |
| 5    | 701-00011   | Battery Pack             | 2    | 4.4       | 2.8 x 3.9 x 10.8      | N/A                                     |

SLOPE TOP OF CONCRETE OUTSIDE OF GROUT AREA

COMPETENT NATIVE SUBGRADE

## FOUNDATION SPECIFICATIONS

| TYPE | V. MAX (MPH) | CAISSON Ø (IN) | CAISSON H (IN) | SOLAR PANEL ELEVATION FROM GRADE (FT MAX) |
|------|--------------|----------------|----------------|---|
| 1*   | 85           | 8              | 24             | 12  |
| 2    | 110          | 12             | 30             | 12  |
| 3    | 130          | 12             | 36             | 12  |
| 4    | 150          | 16             | 48             | 12  |

\* STANDARD INSTALLATION SPECIFICATIONS

## PROPRIETARY AND CONFIDENTIAL

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|             |                      |   |           |      |
|-------------|----------------------|---|-----------|------|
|             |                      | DIMENSIONS ARE IN INCHES<br>TOLERANCES:<br>FRACTIONAL: $\pm 1/16$<br>ANGULAR: $X.X \pm 3^\circ$ $X.XX \pm 1^\circ$<br>DECIMAL:<br>$X.X \pm .02$ $X.XX \pm .01$ $X.XXX \pm .005$ | NAME      | DATE |
|             |                      | MATERIAL  | DRAWN     |      |
|             |                      | FINISH  | CHECKED   |      |
|             |                      |   | ENG APPR. |      |
|             |                      |   | MFG APPR. |      |
|             |                      |   | Q.A.      |      |
|             |                      |   | COMMENTS: |      |
| NEXT ASSY   | USED ON              |   |           |      |
| APPLICATION | DO NOT SCALE DRAWING |   |           |      |

**flock safety**

TOP POLE MOUNT -  
DOUBLE SOLAR PANEL  
WITH 2 EXTERNAL  
BATTERIES

SIZE **A** DWG. NO. 905-00005

REV. **A**

SCALE: 1:20

SHEET 1 OF 1

4

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2

1

LINETYPES

|  |     |     |     |
|--|-----|-----|-----|
|  | R/W | R/W | R/W |
|  | EOP | EOP | EOP |
|  | SW  |     |     |
|  | C/L | C/L | C/L |
|  | G   | G   | G   |
|  | W   | W   | W   |
|  | T   | T   | T   |
|  | E   | E   | E   |
|  | SEW | SEW | SEW |
|  | SD  | SD  | SD  |
|  | X   | X   | X   |
|  | TV  | TV  | TV  |
|  | STM | STM | STM |
|  | OIL | OIL | OIL |
|  | UNK | UNK | UNK |
|  |     |     |     |

|                      |
|----------------------|
| RIGHT OF WAY         |
| EDGE OF PAVEMENT     |
| SIDEWALK             |
| CENTERLINE           |
| GAS                  |
| WATER                |
| TELEPHONE            |
| ELECTRIC             |
| SANITARY SEWER (SEW) |
| STORM DRAIN          |
| FENCE                |
| CABLE TV             |
| STEAM                |
| OIL                  |
| UNKNOWN UTILITY      |
| RAILROAD             |

SYMBOLGY

|  |                         |
|--|-------------------------|
|  | CAMERA - EXISTING       |
|  | CAMERA - PROPOSED       |
|  | POLE - PROPOSED         |
|  | POLE - EXISTING         |
|  | HANDHOLE - EXISTING     |
|  | HANDHOLE - PROPOSED     |
|  | PEDESTAL - EXISTING     |
|  | MANHOLE - EXISTING      |
|  | POINT OF INTEREST       |
|  | ACCESS POINT            |
|  | CULVERT - EXISTING      |
|  | FIRE HYDRANT - EXISTING |
|  | WATER MAIN - EXISTING   |
|  | WATER VALVE - EXISTING  |
|  | GAS VALVE - EXISTING    |
|  | DOWN GUY AND ANCHOR     |
|  | OVERHEAD GUY            |
|  | BORING REQUIRED         |
|  | UG CONDUIT - EXISTING   |

ABBREVIATIONS:

|             |                              |
|-------------|------------------------------|
| ABAND       | Abandoned                    |
| APPROX      | Approximate                  |
| ASPH        | Asphalt                      |
| BLDG        | Building                     |
| CL          | Centerline                   |
| CMP         | Corrugated Metal Pipe        |
| CO          | County                       |
| CONC        | Concrete                     |
| CSG         | Casing                       |
| CT          | Count                        |
| CULV        | Culvert                      |
| DB          | Directional Bore             |
| DBH         | Diameter at Breast Height    |
| D.D.        | Down Drain                   |
| DEPT        | Department                   |
| DIA         | Diameter                     |
| DIR         | Directional                  |
| DIST        | District                     |
| DOC         | Depth of Cover               |
| DOT         | Department of Transportation |
| DWG         | Drawing                      |
| DWY         | Driveway                     |
| E MH        | Electric Manhole             |
| E MKR       | Electric Line Marker         |
| E PED       | Electric Pedestal            |
| E VLT       | Electric Vault               |
| EM          | Electric Meter               |
| ENC         | Encased                      |
| ENG         | Engineering                  |
| EOP         | Edge of Pavement             |
| EPB         | Electric Pull Box            |
| EXIST       | Existing                     |
| FDH         | Fiber Distribution Hub       |
| FDT         | Fiber Distribution Terminal  |
| FH          | Fire Hydrant                 |
| FO          | Fiber Optic                  |
| FO MH       | Fiber Optic Manhole          |
| FO MKR      | Fiber Optic Line Marker      |
| FO VLT      | Fiber Optic Vault            |
| FOC         | Face of Curb                 |
| FS          | Filter Sock                  |
| G MH        | Gas Manhole                  |
| G MKR       | Gas Line Marker              |
| G SD        | Grated Storm Drain           |
| GALV        | Galvanized                   |
| GEO SRV MKR | Geodetic Survey Marker       |
| GM          | Gas Meter                    |
| GV          | Gas Valve                    |
| GWMW        | Groundwater Monitoring Well  |
| HDPE        | High Density Polyethylene    |
| HH          | Handhole                     |
| HWY         | Highway                      |
| I.P.        | Inlet Protection             |
| ILA         | In Line Amplifier            |
| INC         | Incorporated                 |
| INT         | Intermediate                 |
| L/A ROW     | Limited Access Right of Way  |
| LF          | Linear Feet                  |
| LOC MKR     | Locating Marker              |
| LP          | Light Pole                   |

|             |                                       |
|-------------|---------------------------------------|
| MAX         | Maximum                               |
| MB          | Mailbox                               |
| MH          | Manhole                               |
| MIN         | Minimum                               |
| MIT         | Mitigation                            |
| MKR         | Marker                                |
| MMV         | Meet Me Vault                         |
| MON         | Monument                              |
| MOT         | Maintenance of Traffic                |
| NO          | Number                                |
| OC          | Open Cut                              |
| PRK MTR     | Parking Meter                         |
| P/L         | Property Line                         |
| PED         | Pedestal                              |
| PI          | Point of Inflection                   |
| PKG         | Package                               |
| PVC         | Polyvinyl Chloride                    |
| RCB         | Reinforced Concrete Box               |
| RCP         | Reinforced Concrete Pipe              |
| RD MEM      | Roadside Memorial                     |
| REQD        | Required                              |
| RGS         | Rigid Galvanized Steel                |
| ROW         | Right of Way                          |
| RR          | Railroad                              |
| SCB         | Sprinkler Control Box                 |
| SD          | Storm Drain/Curb Inlet                |
| SDMH        | Storm Water Manhole                   |
| SEC.        | Section                               |
| SF          | Silt Fence                            |
| SMH         | Sanitary Sewer Manhole                |
| SPL         | Splice                                |
| SS CO       | Sanitary Sewer Clean Out              |
| SS LIFT     | Sanitary Sewer Lift Station           |
| STA.        | Station                               |
| STD         | Standard                              |
| STR         | Section Township Range                |
| SWPPP       | Storm Water Pollution Prevention Plan |
| T HH        | Telecom Handhole                      |
| T MH        | Telecom Manhole                       |
| T MKR       | Telecom Line Marker                   |
| T PED       | Telecom Pedestal                      |
| T VLT       | Telecom Access Vault                  |
| T.P.        | Trench Plug                           |
| TCB         | Traffic Control Box                   |
| TCE         | Temporary Construction Easement       |
| TCV         | Traffic Control Vault                 |
| TRF MH      | Traffic Control Manhole               |
| TSP         | Traffic Signal Light                  |
| TYP         | Typical                               |
| UG          | Underground                           |
| UNK MH      | Unknown Manhole                       |
| UNK PED     | Unknown Pedestal                      |
| UNK UTL MKR | Unknown Utility Marker                |
| UNK VLT     | Unknown Vault                         |
| UTL LP      | Utility Light Pole                    |
| UTL P       | Utility Pole                          |
| VLT         | Vault                                 |
| VP          | Gas Vent Pipe                         |
| W MH        | Water Manhole                         |
| W MKR       | Water Line Marker                     |
| W SPG       | Water Spigot                          |
| W VLT       | Water Vault                           |
| WM          | Water Meter                           |
| WV          | Water Valve                           |

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DESIGN NOTES:

1. POLE AND FOUNDATION DESIGNED PER CURRENT STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORT FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS.
2. POLE DESIGN WIND SPEED IS 85 MPH, 110 MPH, 130 MPH, AND 150 MPH BASED ON A 300-YEAR MRI.
3. CONCRETE SHALL HAVE A MINIMUM 28-DAY DESIGN STRENGTH OF 3000 PSI, AND HAVE AT LEAST 505 POUNDS OF CEMENTITIOUS MATERIAL PER CUBIC YARD.
4. PROVIDE A FLAT BEARING SURFACE ON TOP SURFACE ON TOP SHAFT BELOW THE POLE BASE. SLOPE TOP SURFACE OF CONCRETE SHAFT OUTSIDE OF POLE BASE TO DRAIN AWAY FROM POLE.
5. DO NOT USE THIS DETAIL FOR SITES WHERE SOIL CONSISTS OF SOFT CLAY, PEAT OR ANY OTHER SOIL WHERE A SMALL DIAMETER REBAR (#5 OR SMALLER) OR METAL PROBE PENETRATES EASILY TO 6" OR MORE OF DEPTH WHEN THE FULL WEIGHT OF A PERSON IS APPLIED.

GENERAL & CONSTRUCTION NOTES

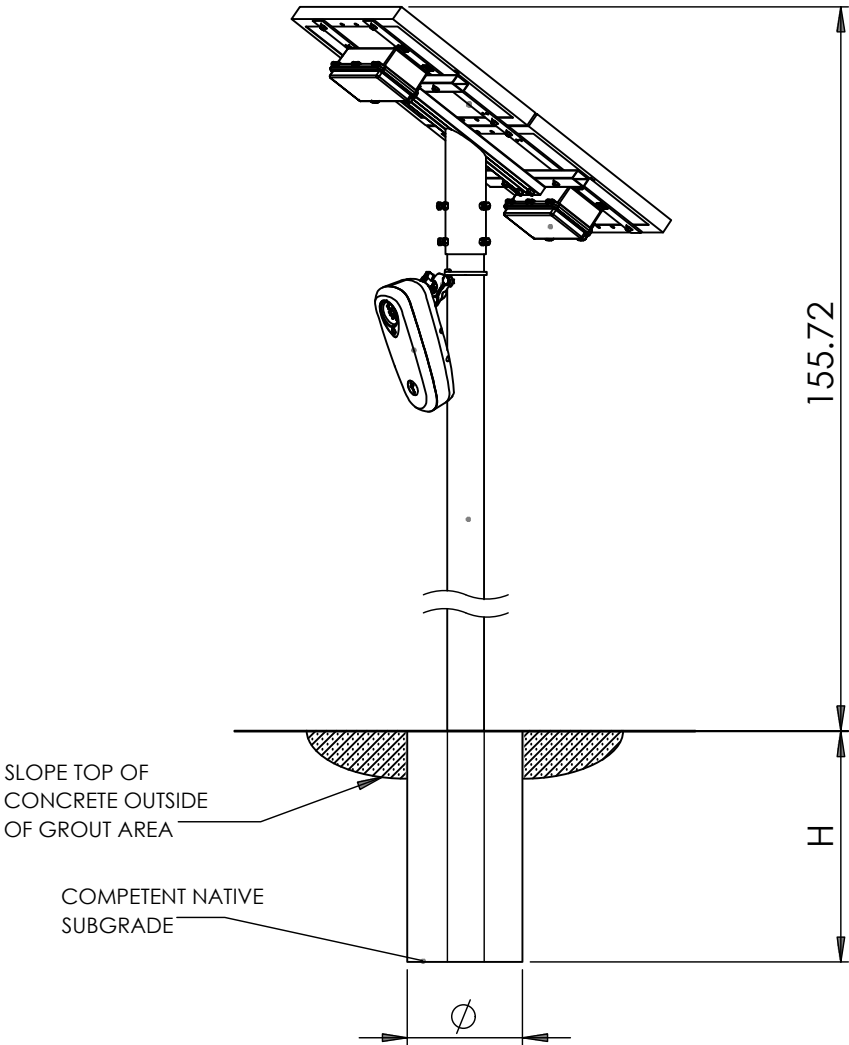
1. CONTRACTOR SHALL BE RESPONSIBLE TO CONTACT DESIGNATED AGENCY TO LOCATE ALL UNDERGROUND UTILITIES 48 HOURS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
2. CONTRACTOR SHALL BE RESPONSIBLE TO APPLY AND OBTAIN AN APPROVED TRAFFIC CONTROL PLAN IN ACCORDANCE WITH MUTCD AND LOCAL STANDARDS AS REQUIRED.
3. CONTRACTOR SHALL BE RESPONSIBLE TO RESTORE ALL DISTURBED AREAS TO ORIGINAL CONDITION TO STATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY SATISFACTION AT NO ADDITIONAL COMPENSATION.
4. ALL WORK SHALL CONFORM TO ALL APPLICABLE ELECTRICAL CODES EXCEPT WHEN SATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY STANDARDS SUPERSEDE.
5. CONNECT POLE TO SOLID BARE BOND GROUND & GROUNDING ROD (OR COIL 25' OF NO. 6 BARE COPPER) IN POLE FOUNDATION & TO SYSTEM GROUND BONDED BACK TO FLOCK SAFETY SAFETY CABINET.
6. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH STATE DEPARTMENT OF TRANSPORTATION AND LOCAL AGENCY SPECIFICATIONS UNLESS SPECIFICALLY STATED OR SHOWN OTHERWISE HEREIN.

ADA COMPLIANCE NOTES:

1. ALL SIDEWALK CONSTRUCTION SHALL BE IN ACCORDANCE WITH ADA TITLE II AND ALL STATE DEPARTMENT OF TRANSPORTATION AND LOCAL STANDARDS.
2. USE STATE DEPARTMENT OF TRANSPORTATION CURRENT EDITION STANDARDS FOR PEDESTRIAN CONTROL PLANS FOR CLOSURE OF SIDEWALK.
3. MINIMUM SIDEWALK CLEAR PEDESTRIAN ACCESS ROUTE (PAR) IS 48" WIDE.
4. NO OBSTRUCTION IS PERMITTED ALONG THE WIDTH OF THE SIDEWALK UP TO 7'-0" IN HEIGHT.

COUNTY NOTES

1. LOCATE ALL UTILITIES/FACILITIES, INCLUDING STORMWATER DRAINAGE SYSTEMS PRIOR TO START OF CONSTRUCTION TO DETERMINE ACTUAL LOCATION & DEPTH OF OTHER FACILITIES, LOCATIONS SHOWING ON CROSS SECTIONS MAY NOT BE ACCURATE.
2. ALL UTILITY LOCATIONS WILL BE SPOT DUG FOR DEPTH VERIFICATION TO DETERMINE DEPTH OF FOUNDATION. CONTRACTOR WILL COORDINATE THE DEPTH OF FOUNDATION WITH COUNTY INSPECTOR PRIOR TO ANY CONSTRUCTION BEING PERFORMED.
3. CURRENT A.D.A. STANDARDS SHALL BE UPHELD AT ALL TIMES.
4. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTY IN THE VICINITY OF THE CONSTRUCTION
5. CONTRACTOR SHALL PROVIDE SAFE ACCESS PER CURRENT GDOT STANDARD REGULATIONS FOR ALL PEDESTRIAN TRAFFIC AND REGULATIONS ON ALL EXCAVATIONS OPENED IN THE TRAFFIC ZONE CONTROL AREA.
6. CONTRACTOR SHALL RESTORE RIGHT-OF-WAY TO EQUAL OR BETTER CONDITION UPON COMPLETION OF WORK



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**GDOT CONSTRUCTION NOTES:**

1. THE WORK INVOLVING INSTALLATION OF FLOCK SAFETY ALPR CAMERAS INVOLVING TEMPORARY LANE CLOSURES ARE TO BE DONE BETWEEN THE HOURS OF 12:00AM AND 5:00AM. MONDAY THROUGH THURSDAY UNLESS PREVIOUSLY APPROVED BY THE DEPARTMENT.
2. WHEN INSTALLING FLOCK SAFETY PROVIDED POLES, A MINIMUM OF 2’ SEPARATION SHALL BE MAINTAINED FROM ALL EXISTING UTILITIES AND STORM DRAIN STRUCTURES.
3. IF THE PROPOSED UTILITY CANNOT BE INSTALLED PER THE APPROVED PERMITTED PLAN AND BY GDOT SPECIFICATIONS, A REVISED PLAN MUST BE PROVIDED TO THE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO THE INSTALLATION OF PRODUCTS OR MATERIALS AT THE GIVEN LOCATIONS WHERE CONFLICTS OCCUR.
4. NO PEDESTRIAN PATHWAY IS TO BE REMOVED, BLOCKED, OR DISTURBED WITHOUT HAVING A SUFFICIENT DESIGNATED TEMPORARY PEDESTRIAN PATHWAY WITH ALL APPROPRIATE PEDESTRIAN MAINTENANCE OF TRAFFIC SIGNS IN PLACE PRIOR TO PATHWAY BEING AFFECTED.
5. ALL TEMPORARY PEDESTRIAN PATHWAYS MUST BE FIRM AND UNYIELDING.
6. ANY SIDEWALK DISTURBED WILL BE REPLACED BY SECTION WITHIN 72 HOURS TO GDOT SPECIFICATIONS.
7. THE GDOT RETAINS THE RIGHT TO MAKE ALTERATIONS TO THE PERMIT, ATTACHED SKETCH OR CHARACTER OF WORK AS MAY BE CONSIDERED NECESSARY OR DESIRABLE DURING THE PROGRESS OF THE WORK FOR SATISFACTORY COMPLETION OF THE PROPOSED CONSTRUCTION.
8. THE PERMITTEE SHALL NOTIFY THE GDOT OF DATE OF COMPLETION, REQUEST A FINAL INSPECTION AND A NOTICE OF FINAL ACCEPTANCE.
9. ALL CONSTRUCTION AND/OR MAINTENANCE ON THE GDOT RIGHT OF WAY SHALL CONFORM TO THE FEDERAL MANUAL ON UNIFORM TRAFFIC DEVICES, THE GDOT ROADWAY AND TRAFFIC DESIGN STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, PLANS PREPARATION MANUAL AND DRAINAGE MANUAL.
10. PRIOR TO ANY WORK REQUIRING LANE CLOSURES, MOBILE OPERATIONS OR TRAFFIC PLACING OPERATIONS, THE CONTRACTOR OR PERMITTEE SHALL SUBMIT A REQUEST TO THE DEPARTMENT THAT INCLUDES THE TIME, LOCATION, AND DESCRIPTION OF WORK BEING PERFORMED. THE LANE CLOSURE REQUEST SHALL BE SUBMITTED TO THE DEPARTMENT A MINIMUM OF 14 DAYS PRIOR TO THE PROPOSED CLOSURE DATE AND MUST BE APPROVED BY THE DEPARTMENT BEFORE WORK REQUIRING THE CLOSURE MAY BEGIN WITHIN THE GDOT RIGHT OF WAY. SUBMIT LANE CLOSURE REQUESTS THROUGH THE LANE CLOSURE INFORMATION SYSTEM.
11. LANE CLOSURES MUST BE LIMITED TO SUNDAY THROUGH THURSDAY 8:00PM TO 5:30AM UNLESS OTHERWISE APPROVED BY THE GDOT.
12. ANY SIDEWALK DAMAGED AS A RESULT OF WORK BEING PERFORMED IN ASSOCIATION WITH THE PERMITTEE AND CONTRACTOR SHALL BE REMOVED AND REPLACED AS FOLLOWS:

- COLOR: DBT TERRA COTTA

- CONCRETE STRENGTH: CLASS I (3000 PSI)
13. THE CONTRACTOR SHALL HAVE AN AUTHORIZED PERSON AVAILABLE AT/OR NEAR THE WORK SITE ON A 24 HOUR BASIS, 7 DAYS A WEEK IN ORDER TO ADDRESS EMERGENCY ISSUES ASSOCIATED WITH THE PROJECT.
14. NO STOCKPILING, STORING OR SEMI PERMANENT USE OF THE RIGHT OF WAY IS AUTHORIZED UNLESS SPECIFICALLY IDENTIFIED WITHIN THE PERMIT.
15. NO WORK SHALL BE PERFORMED DURING THE WEEKS OF ANY STATE OR FEDERAL HOLIDAYS UNLESS OTHERWISE APPROVED BY THE GDOT.
16. THE PERMITTED WORK SCHEDULE IS DEFINED AS MONDAY THROUGH FRIDAY 7:00AM TO 5:30PM UNLESS OTHERWISE NOTED WITHIN THE PERMIT. ANY WORK DESIRED OUTSIDE OF THIS PERIOD MUST BE REQUESTED IN ADVANCE AND APPROVED BEFORE WORKING THE ALTERNATE SCHEDULE.
17. THE DEPARTMENT RESERVES THE RIGHT TO MAKE ADJUSTMENTS TO ANY PERMITTED METHODS OF INSTALLATION, SCOPE OF WORK AND RESTORATION THAT MAY BE REQUIRED TO POSITIVELY SUPPORT LIFE, SAFETY AND ENVIRONMENTAL WELL BEING OF ALL USERS OF THE TRANSPORTATION SYSTEM.
18. PERMITTEE SHALL NOT BEGIN ANY WORK ALONG GDOT RIGHT-OF-WAY UNTIL AND INSPECTOR IS PRESENT AT THE JOB SITE AND AGREES THAT PROPER PREPARATIONS HAVE BEEN MADE.
19. CONTRACTOR MUST BE REQUIRED TO SUBMIT BORE LOGS AND AS-BUILT PLANS AFTER COMPLETION OF THE PERMIT.
20. FOURTEEN (14) DAYS PRIOR TO CLOSING A LANE, THE PERMITTEE SHALL NOTIFY THE TIME, LOCATION OF THE NEEDED LANE CLOSURE AND A DESCRIPTION OF WORK BEING DONE. THE UTILITY OWNER SHALL NOT CLOSE ANY LANES UNTIL RECEIVING APPROVAL FROM GDOT. THE UTILITY OWNER IS NOT REQUIRED TO REPORT LANE CLOSURES FOR EMERGENCIES.
21. IT WILL BE THE RESPONSIBILITY OF THE PERMITTEE TO REPAIR ANY DAMAGE TO GDOT FACILITIES AND/OR PRIVATE PROPERTY CAUSED BY CONSTRUCTION OF THE PROJECT.
22. ALL WORK ZONES ARE TO BE SET UP AND MAINTAINED BY SOMEONE WHO HAS THE GDOT INTERMEDIATE TRAFFIC CONTROL LEVEL TRAINING OR EQUIVALENT.

**GDOT NOTES:**

1. ALL WORK PERFORMED WITHIN THE GDOT RIGHT-OF-WAY SHALL BE IN ACCORDANCE WITH THE CURRENT GDOT STANDARDS.
2. SHOULD A CONFLICT ARISE BETWEEN THE DETAILS SHOWN IN THE PLANS AND THE DEPARTMENT OF TRANSPORTATION STANDARDS, THE ENGINEER/PERMITTEE SHALL IMMEDIATELY CONFER WITH THE DEPARTMENT’S ENGINEER IN ORDER TO RESOLVE THE DISCREPANCY. IN NO CASE WILL ANYTHING LESS THAN THE DEPARTMENTS MINIMUM STANDARDS BE ALLOWED.
3. ALL TRAFFIC STRIPING AND MARKINGS ARE TO BE LEAD-FREE, NON-SOLVENT BASED THERMOPLASTIC.
4. REMOVAL OF EXISTING STRIPPING SHALL BE ACCOMPLISHED USING THE “HYDRO-BLAST” METHOD. IF THIS PROCESS DAMAGES/SCARS PAVEMENT, THEN THE PAVEMENT SHALL BE MILLED AND RESURFACED PER GDOT OF WAY STANDARDS.
5. ALL DISTURBED AREA WITHIN THE DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY WILL BE RESTORED TO ORIGINAL OR BETTER CONDITION BY GRADING AND SODDING IN AREA DISTURBED.
6. BURNING OF ANY MATERIAL OR DEBRIS IS PROHIBITED IN GDOT RIGHT-OF-WAY.
7. ALL LANES MUST BE OPENED FOR TRAFFIC DURING AN EVACUATION NOTICE OF A CATASTROPHIC EVENT AND SHALL REMAIN OPEN FOR THE DURATION OF THE EVACUATION OR EVENT.
8. THE CONTRACTOR SHALL NOTIFY GDOT A MINIMUM OF (2) BUSINESS DAYS PRIOR TO BEGINNING ANY CONSTRUCTION WITHIN GDOT RIGHT-OF-WAY.
9. ALL AREAS WITHIN GDOT R/W DISTURBED BY CONSTRUCTION SHALL BE RE-GRADED AND SODDED WITH LIKE-KIND SOD WITHIN (7) DAYS.

**1.0 SCOPE OF WORK**

1.1 THIS PROJECT SHALL CONSIST OF THE FOLLOWING OPERATIONS:

THE WORK PACKAGE IS FOR THE INSTALLATION OF FLOCK SAFETY ALPR CAMERAS WHICH INCLUDES BUT IS NOT LIMITED TO: FLOCK SAFETY PROVIDED POLES, POLE MOUNTED SOLAR PANELS, AND EXTERNAL BATTERY PACKAGES.

**2.0 DRAWINGS**

2.1 THE WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE FOLLOWING ATTACHED DRAWINGS THAT ARE HEREBY MADE A PART OF THE STATEMENT OF WORK, BY THIS REFERENCE.

**3.0 SPECIFICATIONS**

3.1 THE WORK SHALL BE PERFORMED IN STRICT ACCORDANCE WITH THE SPECIFICATIONS CONTAINED IN THAT CERTAIN “MASTER AGREEMENT, OUTSIDE PLANT MAINTENANCE CONSTRUCTION SERVICES,” PROVIDED THAT SUCH AN AGREEMENT EXISTS BETWEEN FLOCK SAFETY AND CONTRACTOR. IN THE ABSENCE OF SUCH AN AGREEMENT, THE SPECIFICATIONS CONTAINED IN AN AGREEMENT TO BE EXECUTED BY THE PARTIES PRIOR TO THE COMMENCEMENT OF WORK SHALL GOVERN.

**4.0 MATERIALS**

4.1 CONTRACTOR SHALL FURNISH AND PLACE ALL MATERIALS REQUIRED FOR THE COMPLETE PERFORMANCE OF THE WORK EXCEPT FOR MATERIALS PROVIDED BY FLOCK SAFETY.

4.2 CONTRACTOR SHALL RECEIVE FLOCK SAFETY MATERIALS AT A FLOCK SAFETY LEASED WAREHOUSE FACILITY OR AT THE LOCAL TSO LOCATED AT (CONTACT 24 HOURS IN ADVANCE): 1170 HOWELL MILL RD NW, ATLANTA, GA 30318.

ALL UNUSED AND REQUESTED SALVAGED MATERIAL TO BE RETURNED TO SAME ADDRESS.

4.3 THE RECEIPT OF ALL MATERIALS SHALL BE CONSTRUED AS CONCLUSIVE EVIDENCE THAT THE CONTRACTOR HAS MADE ALL NECESSARY EXAMINATION AND INSPECTIONS, AND IS SATISFIED AS TO THE QUALITY AND QUANTITY OF MATERIALS RECEIVED.

4.4 ANY AND ALL MATERIALS THAT MAY BECOME LOST, STOLEN OR DAMAGED SHALL BE REPLACED BY THE CONTRACTOR AT HIS SOLE EXPENSE, AND ANY DELAY INCURRED SHALL NOT BE CAUSE FOR AN EXTENSION IN TIME

4.5 ALL UNUSED MATERIALS SUPPLIED BY FLOCK SAFETY BUT NOT USED IN THE COMPLETION OF WORK SHALL BE RETURNED TO FLOCK SAFETY FOURTEEN (14) DAYS AFTER THE COMPLETION OF THE CONTRACT. FLOCK SAFETY WILL ARRANGE FOR THE TRANSPORTATION OF THESE MATERIALS.

**5.0 PERMITS**

5.1 FLOCK SAFETY HAS OBTAINED OR WILL OBTAIN PERMITS FROM DEPARTMENTS AND/OR AGENCIES OF CITIES, COUNTIES, STATES, FEDERAL GOVERNMENT, RAILROAD OR OTHER ENTITIES, WHICH PROVIDE FOR THE PLACING OF PIPES AND/OR CABLE UNDER DITCH, TRACKS AND ROADS AND PLACING PIPES AND/OR CABLE ALONG AND WITHIN PUBLIC OR PRIVATE ROAD RIGHTS OF WAY AND RAILROAD RIGHTS

5.2 CONTRACTOR SHALL OBTAIN ADDITIONAL PERMITS, IF REQUIRED, FOR EQUIPMENT ACCESS OR MOVEMENT ON PUBLIC ROADS AND RAILROADS. COPIES OF SUCH PERMITS SHALL BE FURNISHED TO FLOCK SAFETY

5.3 ALL TRAFFIC CONTROL, IF APPLICABLE, SHALL BE IN ACCORDANCE WITH LOCAL, STATE, COUNTY, OR PERMITTING AGENCY LAWS, REGULATIONS, AND REQUIREMENTS, AND WILL BE THE CONTRACTOR’S RESPONSIBILITY. TRAFFIC CONTROL PLANS PROVIDED BY CURRENT GDOT DESIGN STANDARDS.

**6.0 SAFETY AND PRECAUTIONS**

6.1 ALL PERSONNEL ARE REQUIRED TO ABIDE BY ALL RULES AND REGULATIONS SET FORTH IN THE FLOCK SAFETY SAFETY REQUIREMENTS, RAILROAD SAFETY CODE AND GOVERNING JURISDICTION.

6.2 THE WORK UNDER THIS CONTRACT WILL BE CONSTRUCTED ALONG RIGHTS OF WAY THAT MAY CONTAIN EXISTING AND OPERATIONAL UTILITIES. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR LOCATING EXISTING UTILITIES AND FOR COMPLIANCE WITH THE REQUIREMENTS OF ANY STATEWIDE AND/OR LOCAL AREA IN ADVANCE OF ANY EXCAVATION, BORING OR PLACING WORK AND THE CONTRACTOR SHALL LOCATE AND EXPOSE BY HAND ALL EXISTING SUBSURFACE PLANT. ANY DAMAGE CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR AT HIS SOLE EXPENSE AND ANY DELAY INCURRED SHALL NOT BE CAUSE FOR AN EXTENSION IN THE TIME OF THE CONTRACT.

6.3 CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION AND MAINTENANCE OF PUBLIC AND PRIVATE PROPERTIES. CONTRACTOR SHALL PROTECT, SHORE, BRACE, SUPPORT AND MAINTAIN ALL UNDERGROUND PIPES, CONDUITS, DRAINS AND OTHER SUBSURFACE STRUCTURES UNCOVERED OR OTHERWISE AFFECTED BY THE WORK.

6.4 CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DAMAGE TO STREETS, ROADS, HIGHWAYS, SHOULDERS, DITCHES, EMBANKMENTS, CULVERTS, BRIDGES OR OTHER PUBLIC OR PRIVATE PROPERTY OR FACILITY, REGARDLESS OF LOCATION OR CHARACTER, WHICH MAY BE CAUSED BY THE WORK, OR BY MOVING, HAULING, OR OTHERWISE TRANSPORTING EQUIPMENT, MATERIALS OR WORKERS TO OR FROM WORK OR ANY SITE THEREOF, WHETHER BY THE CONTRACTOR OR SUBCONTRACTORS.

6.5 DURING ALL PHASES OF CONSTRUCTION, THE CONTRACTOR SHALL MAINTAIN WORK AREAS IN A NEAT AND ORDERLY MANNER. CONSTRUCTION EQUIPMENT, MATERIAL AND SUPPLIES THAT ARE STORED ON THE RIGHT OF WAY SHALL NOT RESTRICT ACCESS TO SUCH RIGHT OF WAY OR THE RIGHT OF WAY ITSELF.

**7.0 SECURITY**

7.1 CONTRACTOR IS RESPONSIBLE FOR ALL SECURITY REQUIRED TO PROTECT HIS WAREHOUSE, LAYDOWN, AND STAGING AREA AND THE USE OF OUTSIDE PLANT WORK. SECURITY SHALL ALSO INCLUDE TRAFFIC CONTROL WHERE REQUIRED INCLUDING THE USE OF OFF DUTY POLICE OFFICERS.

**8.0 STAKING AND SCHEDULING**

8.1 ALL STAKING WILL BE PROVIDED BY FLOCK SAFETY REQUIRED RIGHT OF WAY CLEARING SHALL BE COMPLETED PRIOR TO STAKING; THEREFORE, THE CONTRACTOR SHALL COORDINATE ALL CLEARING OPERATIONS AND PLACING OPERATIONS WITH THE FLOCK SAFETY PROJECT SUPERVISOR TO AVOID DELAYS AND INTERFERENCE.

8.2 FLOCK SAFETY WILL PROVIDE RAILROAD, FLAGMEN AND SIGNALMEN AS REQUIRED; HOWEVER, THE CONTRACTOR SHALL BE REQUIRED TO COORDINATE ITS NEEDS FOR SUCH SIGNALMEN AND FLAGMEN WITH FLOCK SAFETY

8.3 IN ADDITION TO THE SCHEDULING REQUIREMENTS IN THE GENERAL PROVISIONS, UPON REQUEST THE CONTRACTOR SHALL ALSO SUBMIT TO THE FLOCK SAFETY PROJECT SUPERVISOR, DAILY CREW ASSIGNMENT REPORTS SPECIFYING CREW AND CREW COMPOSITION AND WORK LOCATION.

**9.0 SPECIAL CONSIDERATIONS**

9.1 DURING THE BIDDING PROCESS THE CONTRACTOR SHOULD CONSIDER THE FOLLOWING ITEMS:

9.1.1 ALL WASTE AND/OR ABANDONED MATERIALS TO BE REMOVED SHALL BE DISPOSED OF AT A “RECOGNIZED DUMP FACILITY” IN THE AREA AS DESIGNATED BY THE LOCAL GOVERNING AUTHORITY.

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NOTES:

- 1

POLE IS BREAKAWAY 2.875" (73mm) IN DIAMETER 6063-T52 ALUMINUM WITH WALL THICKNESS .203" (5.16mm) AS PER 12/6/2007 FHWA LETTER.
- 2

THE PANEL ASSEMBLY MAY NOT EXCEED TWO BATTERY PACKS
3.

MAX TOTAL WEIGHT OF ASSEMBLY IS 30.8 LBS (13970.63 GRAMS)

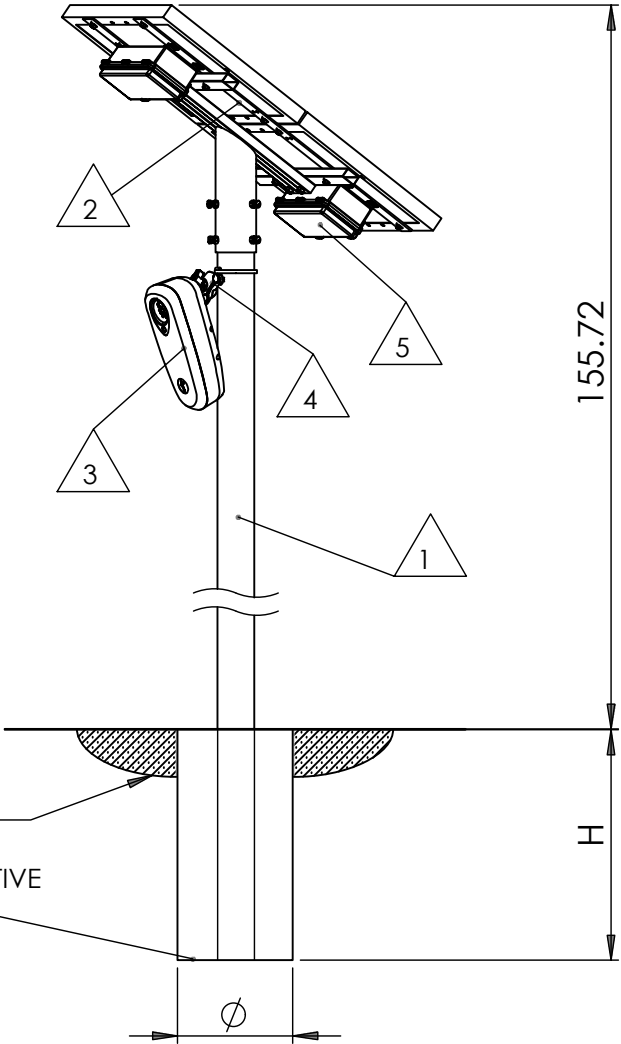
| BOM  |             |                          |   |           |                       |                             |
|------|-------------|--------------------------|---|-----------|-----------------------|-----------------------------|
| ITEM | PART NUMBER | PART NAME                |   | MASS (LB) | DIMENSIONS LxWxH (IN) | CROSS-SECTIONAL AREA (FT^2) |
| 1    | 204-00029   | 14' BLACK 2-PIECE POLE   | 1 | 17        | 2.9 x 2.9 x 168       | 3.0 (2' FOUNDATION)         |
| 2    | 701-00116   | Double Panel - Top Mount | 1 |           | 21.3 x 28.3 x 10.5    | 2.1                         |
| 3    | 701-0059    | Flock Safety Camera      | 1 | 3.6       | 3.3 x 4.3 x10.5       | .3                          |
| 4    | 702-0007    | RAM Ball Mount & Adapter | 1 | 1.4       | N/A                   | N/A                         |
| 5    | 701-00011   | BATTERY PACK             | 2 | 4.4       | 2.8 x 3.9 x 10.8      | N/A                         |

| FOUNDATION SPECIFICATIONS |             |                |                |   |
|---------------------------|-------------|----------------|----------------|---|
| TYPE                      | V_MAX (MPH) | CAISSON Ø (IN) | CAISSON H (IN) | SOLAR PANEL ELEVATION FROM GRADE (FT MAX) |
| 1                         | 85          | 8              | 24             | 12  |
| 2                         | 110         | 12             | 30             | 12  |
| 3                         | 130         | 12             | 36             | 12  |
| 4                         | 150         | 16             | 48             | 12  |

\* STANDARD INSTALLATION SPECIFICATIONS

PROPRIETARY AND CONFIDENTIAL  
THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF FLOCK SAFETY ANY REPRODUCTION IN PART OR AS A WHOLE WITHOUT THE WRITTEN PERMISSION OF FLOCK SAFETY IS PROHIBITED.

|             |         |   |                |      |   |  |
|-------------|---------|---|----------------|------|---|--|
|             |         | DIMENSIONS ARE IN INCHES<br>TOLERANCES:<br>FRACTIONAL: 1/16<br>ANGULAR: X.X 3°±X.XX 1° ±<br>DECIMAL:<br>X.X±02X.XX .0±X.XXX .005± | NAME           | DATE | <div>TOP POLE MOUNT -<br/>DOUBLE SOLAR PANEL<br/>WITH 2 EXTERNAL<br/>BATTERIES</div> <div>SIZE <b>A</b> DWG. NO. <b>905-00005</b> REV. <b>A</b></div> <div>SCALE: 1:20 SHEET 1 OF 1</div> |  |
|             |         |   | DRAWN          |      |   |  |
|             |         |   | CHECKED        |      |   |  |
|             |         |   | ENG APPR.      |      |   |  |
|             |         |   | MFG APPR. Q.A. |      |   |  |
|             |         |   | COMMENTS:      |      |   |  |
|             |         | MATERIAL  |                |      |   |  |
|             |         | FINISH  |                |      |   |  |
| NEXT ASS    | USED ON |   |                |      |   |  |
| APPLICATION |         | DO NOT SCALE DRAWING  |                |      |   |  |



REVISIONS

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I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY MYSELF OR UNDER MY DIRECT SUPERVISION THAT I AM A DULY REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF GEORGIA

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[RESERVED FOR STAMP]



flock safety

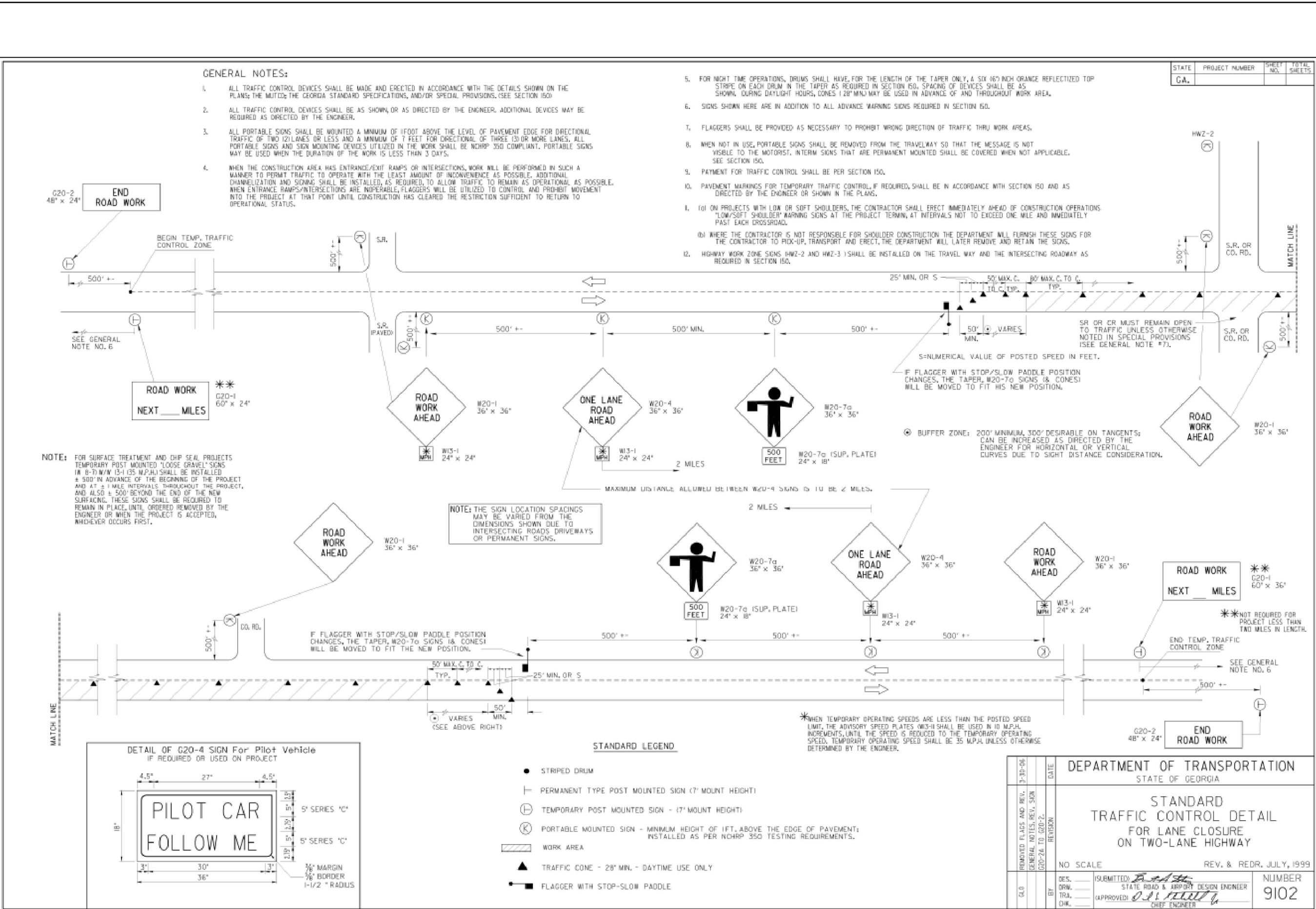





EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND BASED ON AVAILABLE RECORDS AND FIELD OBSERVATIONS. CONTRACTOR IS RESPONSIBLE FOR CALLING 811 AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES AND ANY DAMAGE TO THE UTILITIES SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTORS EXPENSE.

TYPICAL DETAILS

SPEC.01





| REVISIONS  |     |             |
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| I HEREBY CERTIFY THAT THIS DOCUMENT WAS PREPARED BY MYSELF OR UNDER MY DIRECT SUPERVISION THAT I AM A DULY REGISTERED ENGINEER UNDER THE LAWS OF THE STATE OF GEORGIA  |     |             |
| [RESERVED FOR STAMP]   |     |             |
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|  <p>EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND BASED ON AVAILABLE RECORDS AND FIELD OBSERVATIONS. CONTRACTOR IS RESPONSIBLE FOR CALLING 811 AT LEAST 48 HOURS PRIOR TO ANY EXCAVATION. CONTRACTOR SHALL TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING UTILITIES AND ANY DAMAGE TO THE UTILITIES SHALL BE IMMEDIATELY REPAIRED AT THE CONTRACTORS EXPENSE.</p> |     |             |
| TYPICAL DETAILS  |     |             |
| TCP.01   |     |             |

|  |                              |                        |                              |   |                |
|--|------------------------------|------------------------|------------------------------|---|----------------|
| 9-4-07   | 3-30-06                      |                        | DATE                         | DEPARTMENT OF TRANSPORTATION<br>STATE OF GEORGIA  |                |
| ADDED POTABLE MESSAGE  | SIGNAL ADDED (GEN. NOTE #16) | REMOVED FLAGS AND REV. | GENERAL NOTES, REV. SIGN     | 200-2A TO 420-2-2   | REVISION       |
| <p align="center">STANDARD<br/>TRAFFIC CONTROL DETAIL<br/>FOR LANE CLOSURE ON MULTI-LANE<br/>DIVIDED HIGHWAY</p> |                              |                        |                              |   |                |
| NO SCALE   |                              |                        |                              | REV. & REDR. JULY, 1999   |                |
| GLO  | GLO                          | BY                     | DES.<br>DWG.<br>TTL.<br>CHK. | (SUBMITTED) <i>[Signature]</i><br>STATE ROAD & AIRPORT DESIGN ENGINEER<br>(APPROVED) <i>[Signature]</i><br>DIST. ENGINEER | NUMBER<br>9106 |

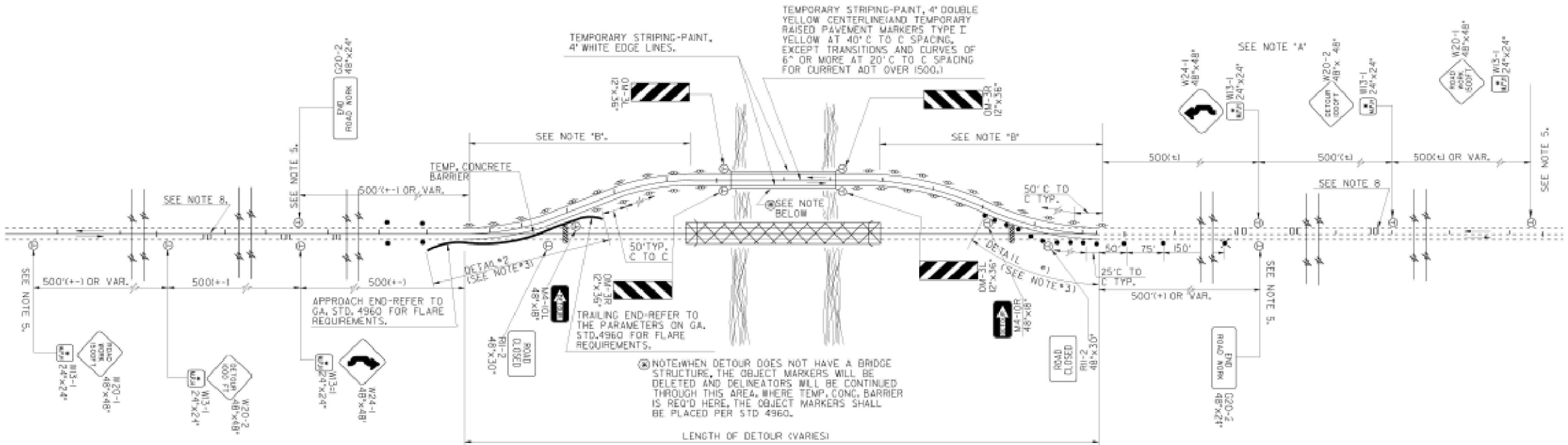






NOTE 'B':  
CURVE DESIGNS OR LANE SHIFTS SHALL BE AS SHOWN IN THE PLANS  
OR AS SUBMITTED BY THE CONTRACTOR WITH D.O.T. APPROVAL DESIGNS  
WHICH NECESSITATE SPEED REDUCTIONS WILL REQUIRE W13-1 SIGNING. \*

| STATE | PROJECT NUMBER | SHEET NO. | TOTAL SHEETS |
|-------|----------------|-----------|--------------|
| GA.   |                |           |              |



SEE NOTE 'A'

\* WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATE (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS UNTIL THE SPEED IS REDUCED TO TEMPORARY OPERATING SPEED.

STANDARD LEGEND

- STRIPED DRUM
- ⊕ TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
- TYPE I CLEAR (WHITE) DELINEATOR DOUBLE FACE
- ▨ TYPE II BARRICADES

NOTE 'A':  
WHERE THE LENGTH OF DETOUR EXCEEDS 1/2 MILE, OMIT THE W24-1 SIGN AND SUBSTITUTE A W1-4L (OR W1-4R) SIGN 500' +/- IN ADVANCE OF BEGINNING CURVE OR LANE SHIFT WITH A W1-4R (OR W1-4L) SIGN ALSO ADDED WHERE THE ALIGNMENT REVERSES. THIS COMBINATION IS REQUIRED FOR BOTH DIRECTIONS OF TRAFFIC. ADVISORY SPEED PLATES ARE REQUIRED WITH W1-4L AND W1-4R SIGNS UNLESS APPROVED OTHERWISE.

GENERAL NOTES:

- UNLESS SPECIFIED OTHERWISE IN THE PLANS, THE DETOUR PAVEMENT STRUCTURE SHALL CONSIST OF 8" MIN. GRADED AGGREGATE BASE COURSE, 18 mm Superpave™ 220 lb/yd<sup>2</sup> COURSE AND 12.5 mm Superpave™ 165 lb/yd<sup>2</sup> SURFACE COURSE AS APPROVED BY THE ENGINEER.
- USABLE SHOULDERS SHALL NOT BE PAVED.
- EXISTING ROAD MAY BE CLOSED BY EITHER DETAIL #1 OR #2 AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. ENGINEER MAY SPECIFY TEMP. CONC. BARRIER AT OTHER LOCATIONS.
- WHEN TRAFFIC CONTROL IS LISTED AS A PAYMENT ITEM IN THE PROPOSAL, PAYMENT WILL BE MADE BY THE LUMP SUM BID, OTHERWISE ALL THE TRAFFIC CONTROL COST WILL BE INCLUDED IN THE OVER-ALL BID SUBMITTED EXCEPT AS SPECIFIED BELOW. THE UNCLASSIFIED EXCAVATION, BORROW, MISCELLANEOUS STRUCTURES (INCLUDING BRIDGES), BASE, BITUMINOUS TACK COAT, PAVING, ETC. THAT WILL BE NEEDED TO CONSTRUCT THE DETOUR WILL BE PAID FOR SEPARATELY UNDER PROPER PAYMENT ITEMS. ALSO, THE TEMPORARY CONCRETE BARRIER WALL WILL BE PAID FOR SEPARATELY UNDER PROPER PAYMENT ITEMS.
- WHERE THE LENGTH OF PROJECT EXCEEDS THE DETOUR LENGTH, THE LOCATIONS OF W20-1 AND W20-2 SIGNS SHALL BE VARIED AS DIRECTED BY THE ENGINEER TO CORRESPOND WITH THE BEGINNING AND THE END OF THE PROJECT.
- SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED BY SECTION 150.
- TRAFFIC CONTROL SHOWN IS FOR A TYPICAL BY-PASS DETOUR. ADDITIONAL TRAFFIC CONTROL MAY BE SPECIFIED FOR INDIVIDUAL CONDITIONS AS DIRECTED BY THE ENGINEER, AS SHOWN ON THE PLANS, OR IN SPECIAL PROVISIONS.
- SEE SEPARATE SHEET FOR DETAILS IF RUMBLE STRIPS ARE SPECIFIED ON THE TRAVEL LANES.
- TEMPORARY PIPES, INLETS, END SECTIONS, ETC. ARE INCLUDED IN PAYMENT FOR TRAFFIC CONTROL AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER REMOVAL.
- THIS STANDARD MAY BE USED FOR 3-LANE HIGHWAY BY MODIFYING PAVEMENT MARKINGS IN ACCORDANCE WITH THE MUTCD.

NOTE: FOR GENERAL NOTES, LEGEND, & MISC. DETAILS, REFER TO: 'TRAFFIC CONTROL GENERAL NOTES, STD. LEGEND AND MISC. DETAILS'

|  |      |  |  |
|--|------|--|--|
| REMOVED FLAGS AND REV. W1-5 SIGN TO R-24-1 | DATE | DEPARTMENT OF TRANSPORTATION<br>STATE OF GEORGIA                                   |  |
| BY   | DES. | STANDARD<br>TRAFFIC CONTROL DETAIL<br>TYPICAL BY-PASS DETOUR<br>FOR 2-LANE HIGHWAY |  |
| GLO  | CHK. | NO SCALE   |  |
| SUBMITTED: [Signature]                     |      | JAN., 2001   |  |
| APPROVED: [Signature]                      |      | NUMBER<br>9108   |  |
| STATE ROAD & AIRPORT DESIGN ENGINEER       |      | CHIEF ENGINEER   |  |

REVISIONS

| DATE | REV | DESCRIPTION |
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flock safety



EXISTING UTILITIES SHOWN ARE APPROXIMATE ONLY AND  
BASED ON AVAILABLE RECORDS AND FIELD OBSERVATIONS.  
CONTRACTOR IS RESPONSIBLE FOR CALLING 811 AT LEAST  
48 HOURS PRIOR TO ANY EXCAVATION. CONTRACTOR SHALL  
TAKE ALL NECESSARY PRECAUTIONS TO PROTECT EXISTING  
UTILITIES AND ANY DAMAGE TO THE UTILITIES SHALL BE  
IMMEDIATELY REPAIRED AT THE CONTRACTORS EXPENSE.

TYPICAL DETAILS

TCP.04

## 4. FHWA Eligibility Letter

March 16, 2007

400 Seventh St., S.W.  
Washington, DC 20590

In Reply Refer To:  
HSSD/SS-146

Mr. Jim Anderson  
Designovations, Inc.  
339 Wildwood Road  
Stillman Valley, IL 61084

Dear Mr. Anderson:

Thank you for your correspondence requesting Federal Highway Administration (FHWA) acceptance of your company's SNAP'n SAFE<sup>TM</sup> round coupler breakaway system for sign supports for use on the National Highway System (NHS). Accompanying your request was a report from the Texas Transportation Institute. You requested that we find this device acceptable for use on the NHS under the provisions of the National Cooperative Highway Research Program (NCHRP) Report 350 "Recommended Procedures for the Safety Performance Evaluation of Highway Features."

### **Introduction**

Testing of your device was in compliance with the guidelines contained in the NCHRP Report 350, Recommended Procedures for the Safety Performance Evaluation of Highway Features. Requirements for breakaway supports are those in the American Association of State Highway and Transportation Officials' Standard Specifications for Structural Supports for Highway Signs, Luminaires, and Traffic Signals.

The Designovations, Inc., round coupler is a cast iron frangible coupling connecting a ground stub and the sign post. The coupler fractures upon impact at a predetermined scored line in the coupling, releasing the sign post from the ground stub. The coupler, shown in the attached drawing for reference, is fabricated of ASTM A48 Grey Iron, Class 35. The coupler is notched on each corner to an approximate depth of an eighth of an inch. This letter deals with SNAP'n SAFE<sup>TM</sup> round couplers designed for 2 3/8 inch diameter thin wall (16 Gauge) and other wall thicknesses up to and including schedule 40 (8 Gauge) round steel posts.

### **Testing**

One sign support using the round coupler was crash tested and the summary of test results is enclosed. For the test DES P8, the coupler was installed approximately 3 inches above grade and was anchored inside a 3 foot long, 2 3/8 inch diameter steel tube embedded in the NCHRP

Report 350 Soft Soil. The coupler was used to support the 10 feet long, 2 3/8 inch diameter thin wall steel post. One 3 feet by 3 feet square sign panel was attached to the steel post approximately 7 feet above grade.

| Test #        | Speed      | Version             | Article    | OIS  | Delta V |
|---------------|------------|---------------------|------------|------|---------|
| 400001-DES P8 | 34.5 km/hr | 2.375 inch diameter | Steel Tube | None | 0.1 m/s |

Occupant Impact Speed (OIS): Speed at which a theoretical front seat occupant will contact the windshield (in meters per second).

Delta V: Speed change of the test vehicle (in meters per second).

### Findings

Results of the test show the stub moved through the weak soil and deformed below the ground line, but the coupler still sheared as designed. Velocity change and deceleration are both within acceptable limits. There was no appreciable remains of the coupler left to protrude above the top of the stub, which had been installed such that the top of the stub would be at a height less than 4 inches above the ground. The results of testing met the FHWA requirements and, therefore, the thin wall (16 Gauge) and other wall thicknesses up to and including schedule 40 (8 Gauge) round steel sign supports utilizing your SNAP'n SAFE™ round coupler as described above and shown in the enclosed drawing for reference are acceptable for use as Test Level 3 devices on the NHS under the range of conditions tested, when proposed by a State.

Please note the following standard provisions that apply to the FHWA letters of acceptance:

- Our acceptance is limited to the crashworthiness characteristics of the devices and does not cover their structural features, nor conformity with the Manual on Uniform Traffic Control Devices.
- Any changes that may adversely influence the crashworthiness of the device will require a new acceptance letter.
- Should the FHWA discover that the qualification testing was flawed, that in-service performance reveals unacceptable safety problems, or that the device being marketed is significantly different from the version that was crash tested, it reserves the right to modify or revoke its acceptance.
- You will be expected to supply potential users with sufficient information on design and installation requirements to ensure proper performance.
- You will be expected to certify to potential users that the hardware furnished has essentially the same chemistry, mechanical properties, and geometry as that submitted for acceptance, and that they will meet the crashworthiness requirements of the FHWA and the NCHRP Report 350.
- To prevent misunderstanding by others, this letter of acceptance, designated as number SS-146, shall not be reproduced except in full. As this letter and the supporting documentation which support it become public information, it will be available for inspection at our office by interested parties.



- The Designovations, Inc., SNAP'n SAFE™ Device is a patented product and is considered "proprietary." When proprietary devices are *specified by a highway agency* for use on Federal-aid projects they: (a) must be supplied through competitive bidding with equally suitable unpatented items; (b) the highway agency must certify that they are essential for synchronization with existing highway facilities or that no equally suitable alternative exists or; (c) they must be used for research or for a distinctive type of construction on relatively short sections of road for experimental purposes. These provisions do not apply to exempt non-NHS projects. Our regulations concerning proprietary products are contained in Title 23, Code of Federal Regulations, Section 635.411, a copy of which is enclosed.
- This acceptance letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented device. Patent issues are to be resolved by the applicant and the patent owner.

Sincerely yours,



John R. Baxter, P.E.  
Director, Office of Safety Design  
Office of Safety

Enclosures



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

1200 New Jersey Ave., S.E.  
Washington, DC 20590

December 6, 2007

In Reply Refer To:  
HSSD/SS-157

Mr. Reinhardt F. Cyphers  
Addresses of Distinction, LLC  
907 New Franklin Road  
LaGrange, GA 30240

Dear Mr. Cyphers:

In your mail correspondence of October 18, 2007, you requested the Federal Highway Administration's (FHWA) acceptance of your company's aluminum tubes as a breakaway sign support. You referenced our acceptance letter SS-28 which reported on small sign support testing conducted in "weak" soil by the Florida Department of Transportation (DOT). In that letter we accepted as breakaway 3 inch (89 mm) diameter, 6061-T6 alloy aluminum tubes of 0.187 inches (4.75 mm) thickness when no more than one sign support was used within a seven foot span. The posts pulled out of the ground partially or completely, allowing the vehicle to gradually come to a stop. The two sign supports that you request to use have: (1) a diameter of 2.875 inches (73 mm) with a wall thickness of 0.203 inches (5.16 mm) and (2) a diameter of 2.375 inches (60 mm) with a wall thickness of 0.154 inches (60 mm). The three sign posts are compared in the following table:

| <b>Sign Post</b>          | <b>Florida DOT</b>                               | <b>Addresses of<br/>Distinction, LLC</b>    | <b>Addresses of<br/>Distinction, LLC</b>     |
|---------------------------|--|---|--|
| Diameter                  | 3.5 in (89 mm)                                   | 2.875 inches (73 mm)                        | 2.375 inches (60 mm)                         |
| Wall Thickness            | 0.187 in (4.75 mm)                               | .203 inches (5.16 mm)                       | 0.154 inches (60 mm)                         |
| Alloy                     | 6061-T6  | 6063-T52                                    | 6063-T52                                     |
| Tensile Strength          | 45 ksi (310 MPa)                                 | 30 ksi (207 MPa)                            | 27ksi (186MPa)                               |
| Yield Strength            | 40 ksi (275 MPa)                                 | 25 ksi (173 MPa)                            | 21ksi (145Pa)                                |
| Cross Sectional<br>Area   | 1.951 in <sup>2</sup> (1257<br>mm <sup>2</sup> ) | 1.70 in <sup>2</sup> (1099mm <sup>2</sup> ) | 1.70 in <sup>2</sup> (1099 mm <sup>2</sup> ) |
| Anti-Rotation<br>Hardware | Unknown  | Yes   | Yes  |

In addition to the Florida DOT sponsored testing to which you referred, earlier tests of 4 inch (100 mm) diameter thin-walled aluminum tubes were conducted in "strong" soil. These posts, which were fitted with anti-rotation hardware below the ground, fractured upon impact and were found to be crashworthy.

Your company's aluminum tube sign supports are smaller diameter and made of weaker alloy than the posts already found to be crashworthy in either strong or weak soil. Therefore your request regarding the two aluminum tube sizes to be used as sign supports as stated above is acceptable for use on Federal-aid highway projects when requested by a State.

Please note the following standard provisions that apply to FHWA letters of acceptance:

- This acceptance is limited to the crashworthiness characteristics of the devices and does not cover their structural features, nor conformity with the Manual on Uniform Traffic Control Devices.
- Any changes that may adversely influence the crashworthiness of the device will require a new acceptance letter.
- Should the FHWA discover that the qualification testing was flawed, that in-service performance reveals unacceptable safety problems, or that the device being marketed is significantly different from the version that was crash tested, it reserves the right to modify or revoke its acceptance.
- You will be expected to supply potential users with sufficient information on design and installation requirements to ensure proper performance.  
You will be expected to certify to potential users that the hardware furnished has essentially the same chemistry, mechanical properties, and geometry as that submitted for acceptance, and that they will meet the crashworthiness requirements of the FHWA and the NCHRP Report 350.
- To prevent misunderstanding by others this letter of acceptance designated as number SS-157 shall not be reproduced except in full. This letter and the test documentation upon which this letter is based, is public information. All such letters and documentation may be reviewed at our office upon request.
- This acceptance letter shall not be construed as authorization or consent by the FHWA to use, manufacture, or sell any patented device for which the applicant is not the patent holder. The acceptance letter is limited to the crashworthiness characteristics of the candidate device, and the FHWA is neither prepared nor required to become involved in issues concerning patent law. Patent issues, if any, are to be resolved by the applicant.

Sincerely yours,

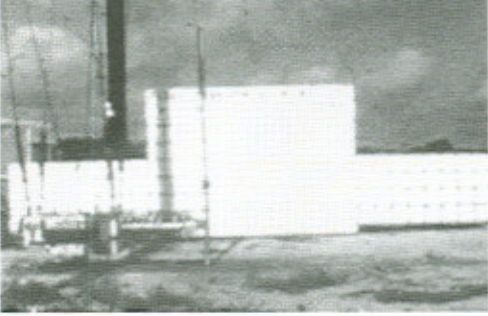
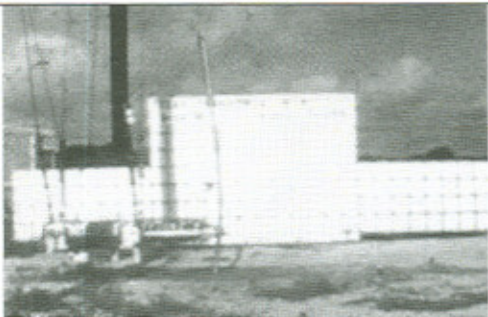
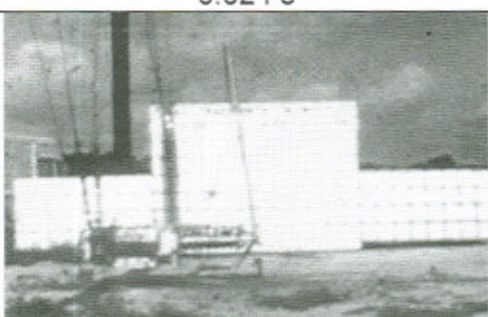
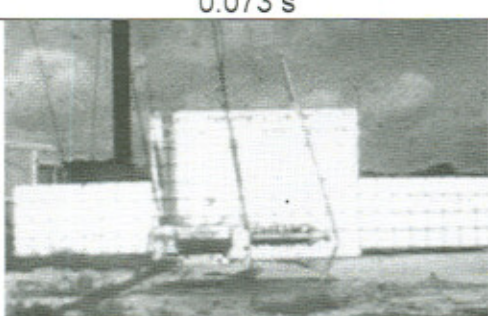
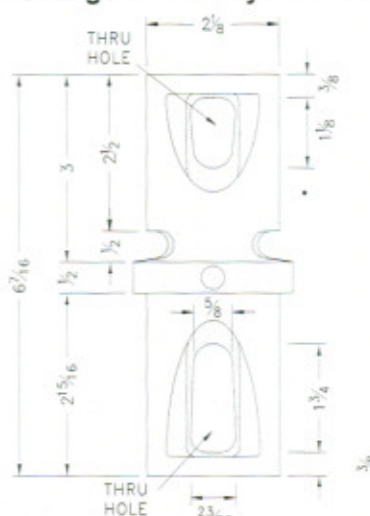


George E. Rice, Jr.  
Acting Director, Office of Safety Design  
Office of Safety

|           |      |                                 |      |          |           |
|-----------|------|---------------------------------|------|----------|-----------|
| Revisions |      | The Texas A&M University System |      |          |           |
| No.       | By   | TEXAS TRANSPORTATION INSTITUTE  |      |          |           |
| 1         | Date | COLLEGE STATION, TEXAS 77843    |      |          |           |
| 2         |      | Project No.                     | Date | Brown By | Scale     |
| 3         |      | 4000001                         | 9/06 | JFA      |           |
| 4         |      | 4000001 - DES                   |      |          | Sheet No. |
|           |      | INAP/N SAFE COUPLER             |      |          | 2 of 2    |



Table D1. Summary of results for pendulum test 400001-DES P8.

|  |   |
|--|---|
|  <p>0.000 s</p>   | <p><b>General Information</b><br/> Test Agency..... Texas Transportation Institute<br/> Test No..... 400001-DES P8<br/> Date..... 08-15-2006</p> <p><b>Test Article</b><br/> Type..... Single Sign Support<br/> Name..... Designation Snap'n Safe Round<br/> Installation Height (m)..... 2.1 m (7 ft)<br/> Material of Key Element..... Gray Iron Class 35</p> |
|  <p>0.024 s</p>   | <p><b>Soil Type</b>..... Soft Soil</p> <p><b>Test Vehicle</b><br/> Type..... Bogie<br/> Designation..... Pendulum<br/> Test Inertia Mass..... 839 kg</p> <p><b>Impact Conditions</b><br/> Speed..... 34.5 km/h<br/> Angle..... 90 deg</p>   |
|  <p>0.073 s</p> | <p><b>Occupant Risk Values</b><br/> Impact Velocity<br/> Longitudinal direction..... No contact<br/> Ridedown Accelerations<br/> Longitudinal direction..... N/A</p>  |
|  <p>0.171 s</p> | <p><b>Maximum change in Velocity</b>..... 0.1 m/s</p>   |

## 5. Hold Harmless Agreement



## INDEMNIFICATION AND HOLD HARMLESS AGREEMENT

(READ BEFORE SIGNING)

|                                    |           |         |           |                 |
|------------------------------------|-----------|---------|-----------|-----------------|
|                                    |           |         |           | 6               |
|                                    |           |         |           | DISTRICT NUMBER |
| Pickens County<br>Sheriff's Office | Various   | Pickens |           |                 |
| NAME OF APPLICANT                  | SR NUMBER | COUNTY  | MILE POST | PERMIT NUMBER   |

The undersigned agrees to indemnify and hold harmless the Georgia Department of Transportation, the State of Georgia, its agencies and instrumentalities, and all of their respective officers, members, employees and directors (collectively referred to as the "DOT") from and against any and all claims, demands, liabilities, losses, cost or expensed, including attorney's fees, and from the payment of any sum or sums of money to any persons whomsoever (including third persons or subcontractors, employees or agents of the undersigned or of DOT), for any loss due to personal injury, bodily injury, death, or property damage arising out of, attributable to, or resulting from this permit or in any way attributable to the activities authorized by this permit; or due to any violation of this permit by the permit holder, or due to the application or violation of any pertinent Federal, State, or local law, rule or regulation in connection with this permit or authorized by this permit. If and to the extent such damage or loss covered by this indemnification is paid by any State self-insured funds (the "Funds") established and maintained by the State of Georgia Department of Administrative Services Risk Management Division (DOAS), the undersigned agrees to reimburse the Funds for such monies paid out by the Funds. The undersigned acknowledges the permits can be granted in situations where limited sight distance exists, and that the DOT makes no warranty, express or implied, concerning sight distance or other engineering considerations involved in granting this permit. The undersigned further acknowledges that the DOT has relied upon the representations made by the undersigned in applying for this permit, including the undersigned's representations that all conditions of the permit shall be met and that the undersigned shall meet all DOT specifications, as well as all relevant Federal, State and local laws, rules or regulation in the activities authorized by this permit. This indemnification shall apply where the DOT may be partially responsible for the situation giving rise to the claim.

  
SIGNATURE OF APPLICANT

8-19-2022  
DATE