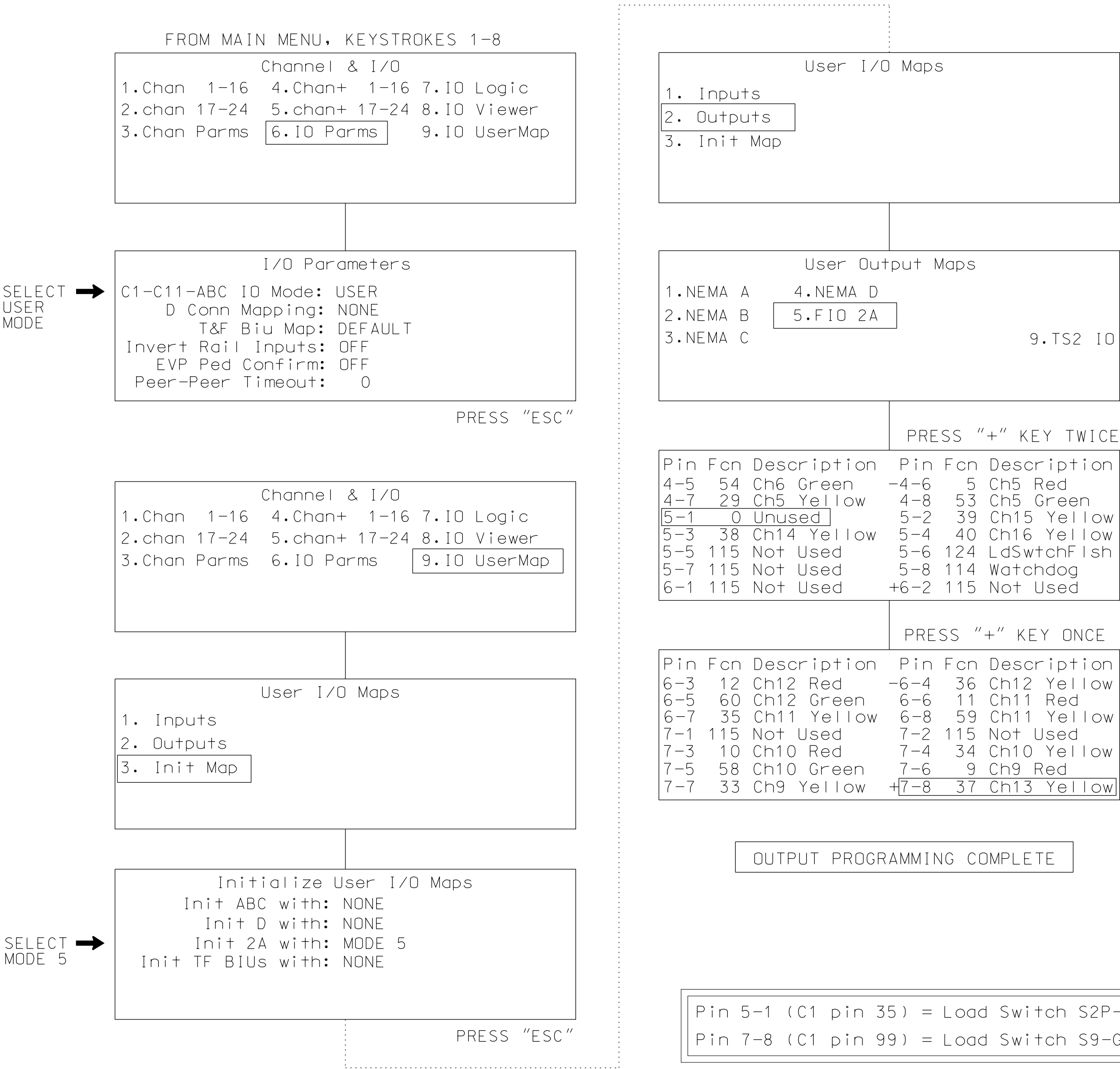


4-SECTION PPLT FYA OUTPUT REMAPPING PROGRAMMING DETAIL

(program controller as shown below)

1. Before proceeding with output programming, be sure to switch the “RUN ENABLE STATUS” to “OFF”. The “RUN ENABLE STATUS” setting is located from Main Menu, key strokes 1-7.
2. The Flashing Yellow Arrow in a 4-section PPLT FYA head is controlled by a normally unused PED Yellow output. This programming takes a specific PED Yellow output and remaps it to the appropriate Overlap Green output.



PRESS “ESC”

PRESS “+” KEY TWICE

Programming notes:

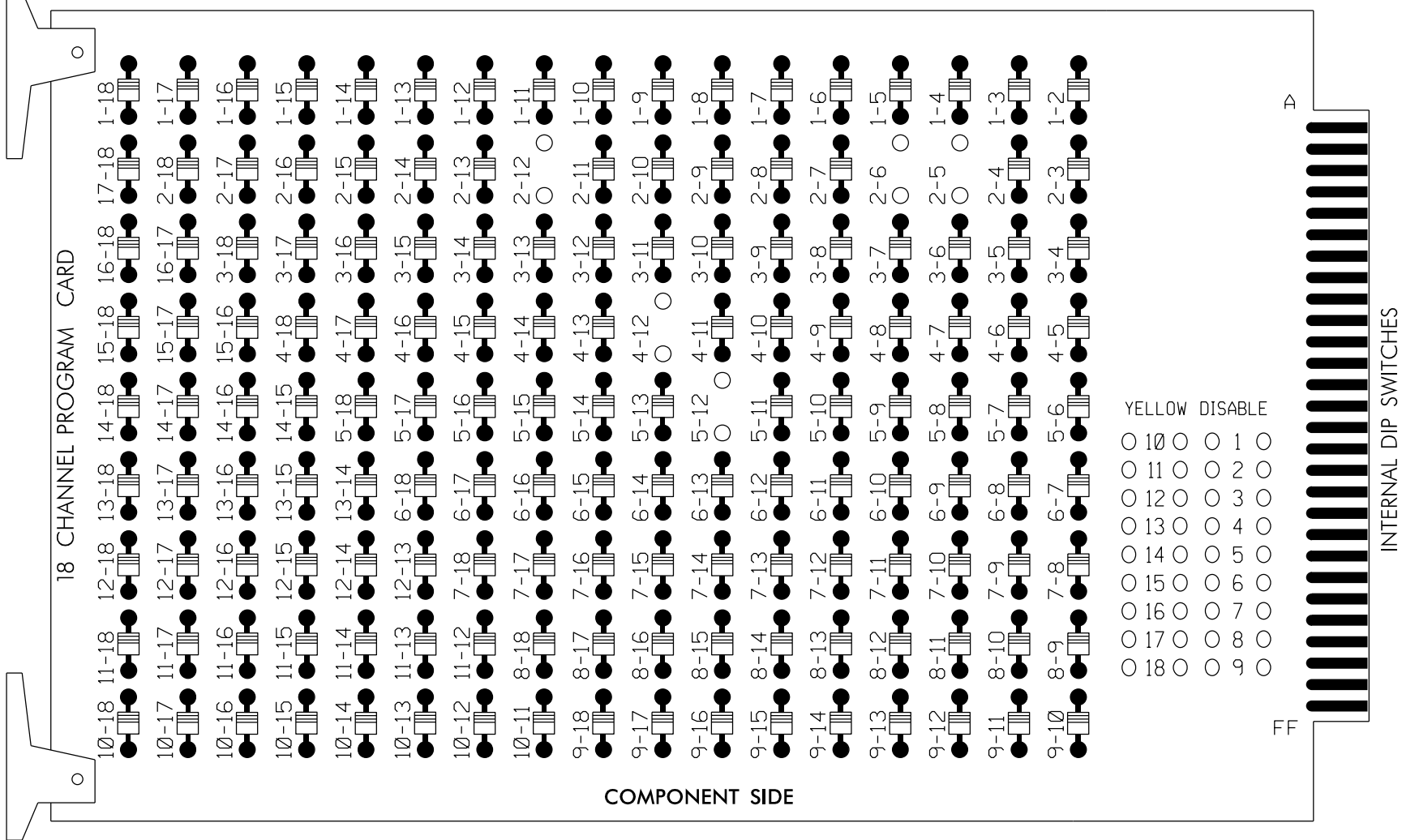
	Default	Change To:
Pin	Fcn Description	Fcn Description

13-MAR-2025 17:32
D:\work\ins-com\ATKMANC01\Documents\Roads and Bridges\Projects\100059632_JSSR S1g and ITS\Task 05_11_Signals\071120_sm_ele_2025mmda.dgn
SYT4685 AT L0591089

18 CHANNEL IP CONFLICT MONITOR
PROGRAMMING DETAIL

(remove jumpers and set switches as shown)

REMOVE DIODE JUMPERS 2-5, 2-6, 2-12, 4-12 and 5-12.



REMOVE JUMPERS AS SHOWN

NOTES:

- Card is provided with all diode jumpers in place. Removal of any jumper allows its channels to run concurrently.
- Ensure jumpers SEL2-SEL5 and SEL9 are present on the monitor board.
- Ensure that Red Enable is active at all times during normal operation.
- Integrate monitor with Ethernet network

13-MAR-2025 17:32
PW:///SUD0036343;work\iris.com\ATKMANC01\Documents/Roads and Bridges/Projects/100059632_USSR S1g and ITS/Task 05_11_Signals/071120_sm_e_2025mmda.dgn
S1F4685 AT L05491289

ECONOLITE ASC/3-2070
OVERLAP PROGRAMMING DETAIL

(program controller as shown)

1. From Main Menu select 2. CONTROLLER
2. From CONTROLLER Submenu select 2. VEHICLE OVERLAPS

Toggle to 'Overlap D'
OVERLAP D

Select TMG VEH OVLP [D] and 'NORMAL'

TMG VEH OVLP...[D] TYPE:NORMAL

PHASES 1 2 3 4 5 6 7 8 9 0 1 2 3 4 5 6

INCLUDED . . . X X

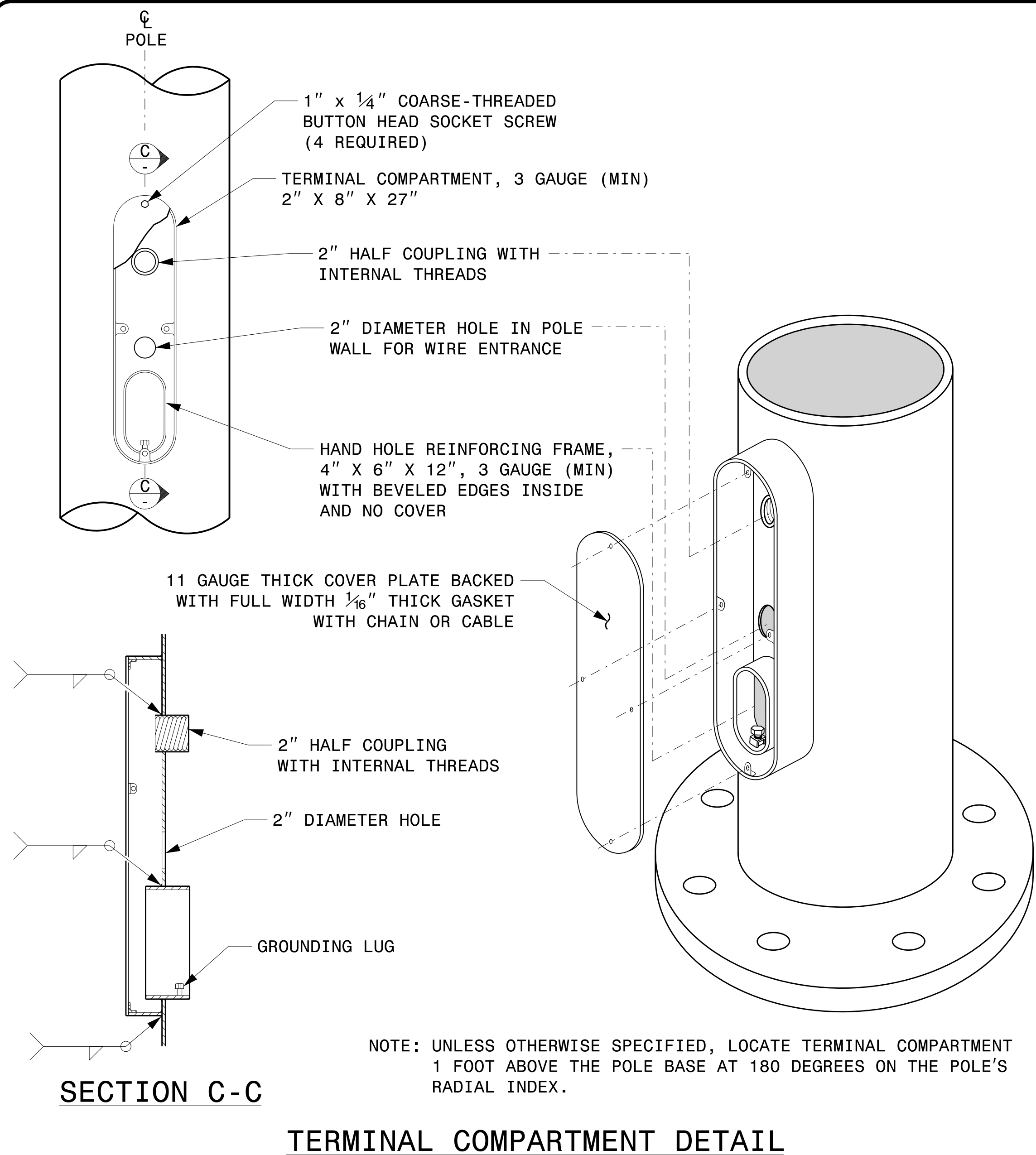
LAG GRN 0.0 YEL 0.0 RED 0.0

END PROGRAMMING

ECONOLITE ASC/3-2070 STARTUP AND
SOFTWARE FLASH PROGRAMMING DETAIL

(program controller as shown)

1. From Main



○

MFG _____ MFG. DATE: MM/YY

SHAFT D/T/L/Y _____

ARM-A D/T/L/Y _____

ARM-B D/T/L/Y _____

A.B. DIA./B.C./L/Y _____

NCDOT SIG. INV. NO. _____

NCDOT POLE NO. _____

○

○

MFG _____ MFG. DATE: MM/YY

SECTION D/T/L/Y _____

NCDOT SIG. INV. NO. _____

NCDOT POLE NO. _____

○

SHAFT I.D. TAG
(PROVIDE ON SHAFT OF STRAIN POLES
AND MAST ARM POLE SHAFT)

○

MFG _____ MFG. DATE: MM/YY

SECTION D/T/L/Y _____

NCDOT SIG. INV. NO. _____

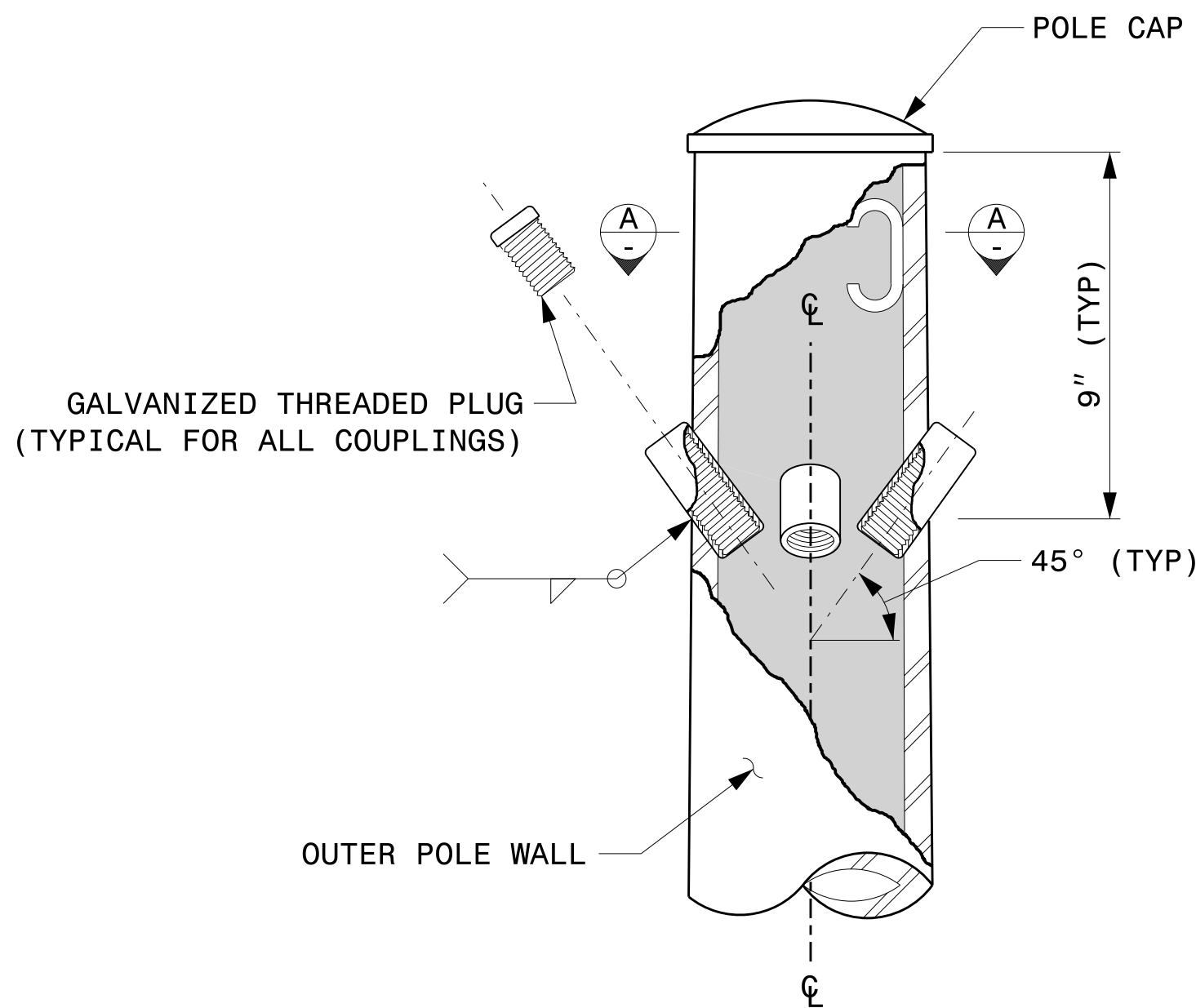
NCDOT POLE NO. _____

○

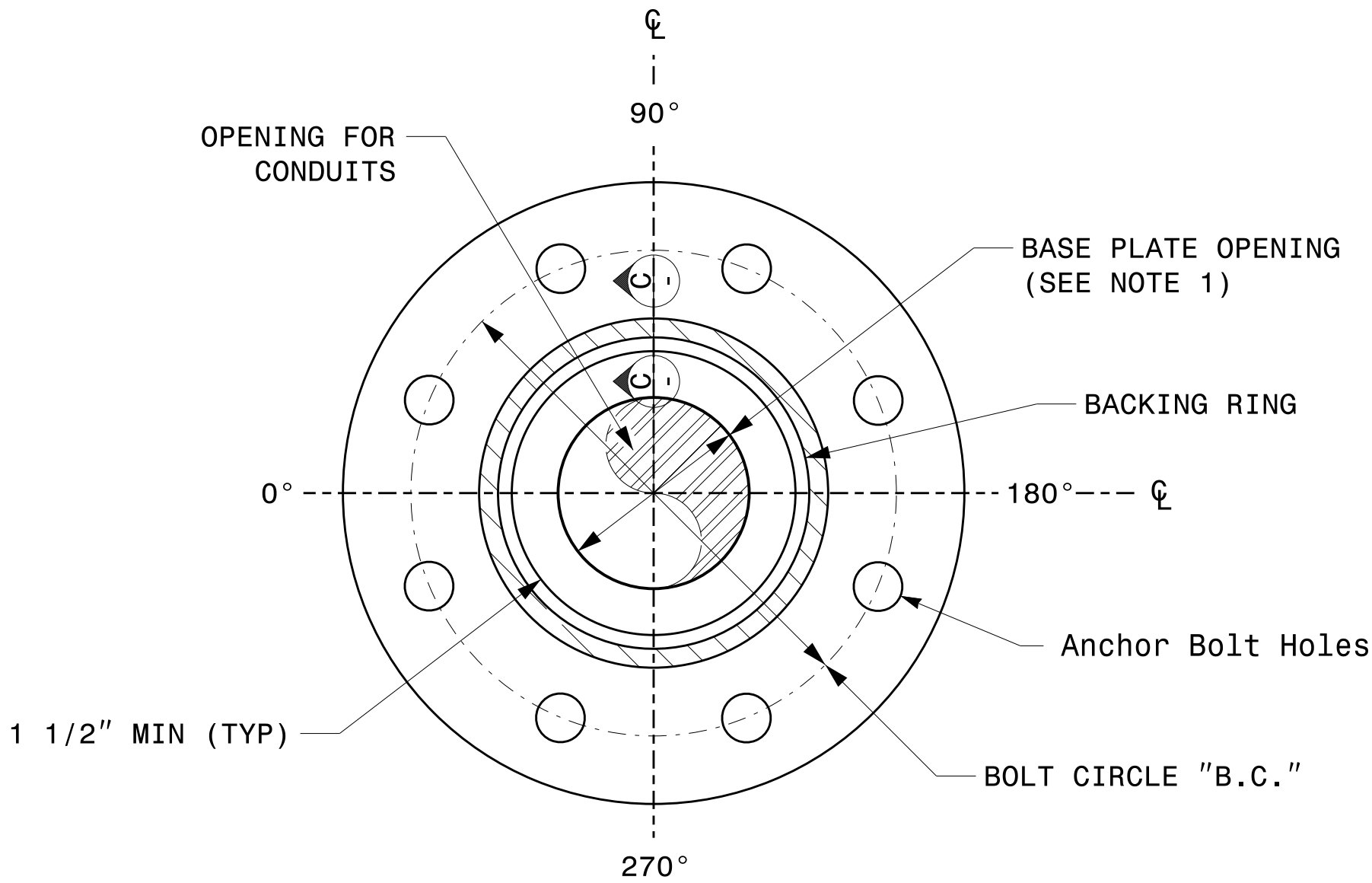
</

NOTE:

1. OPENING IN POLE BASE PLATE SHALL BE EQUAL TO POLE BASE INSIDE DIAMETER MINUS $3\frac{1}{2}$ " BUT SHALL NOT BE LESS THAN $8\frac{1}{2}$ ".

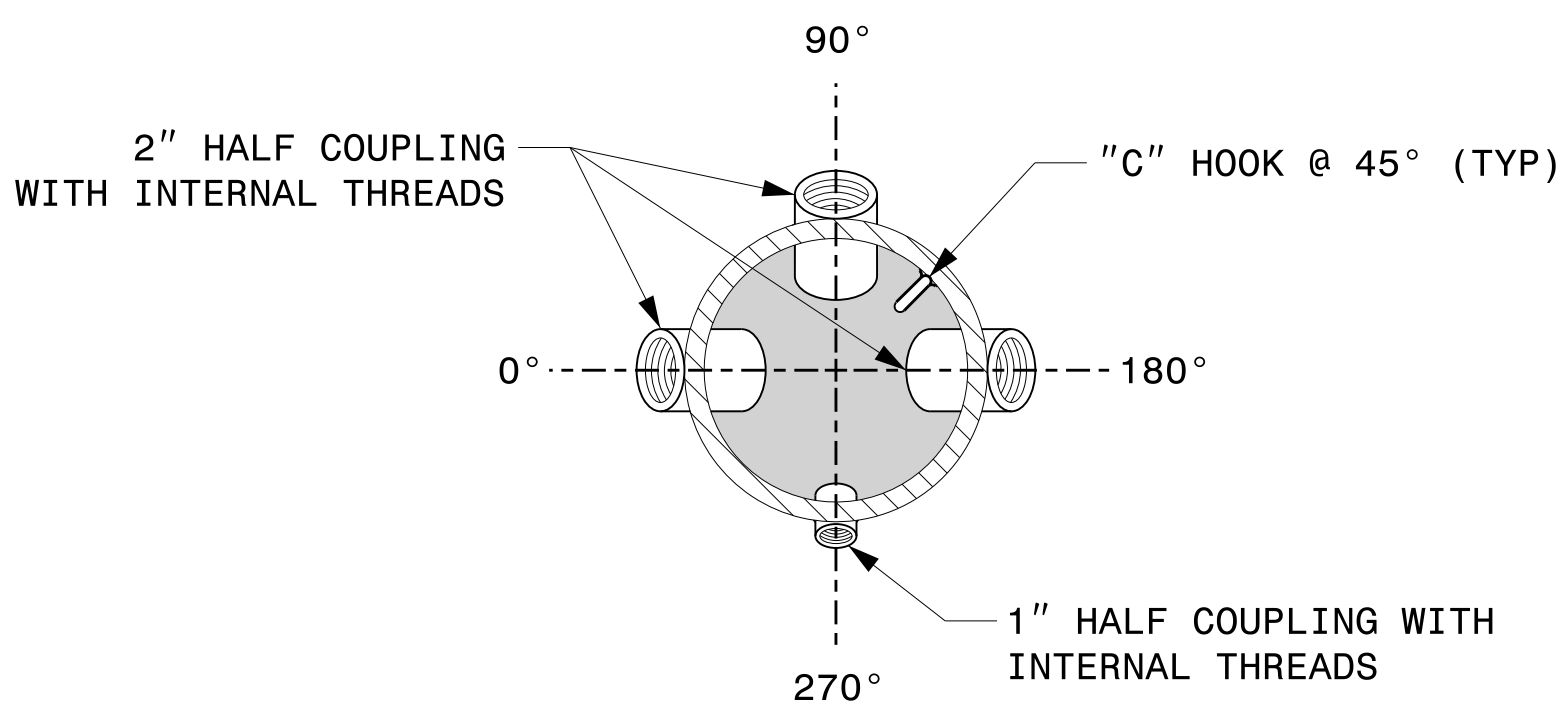


CABLE ENTRANCES AT TOP OF POLE



SECTION B-B

POLE BASE PLATE DETAILS
(8 AND 12 BOLT PATTERN)

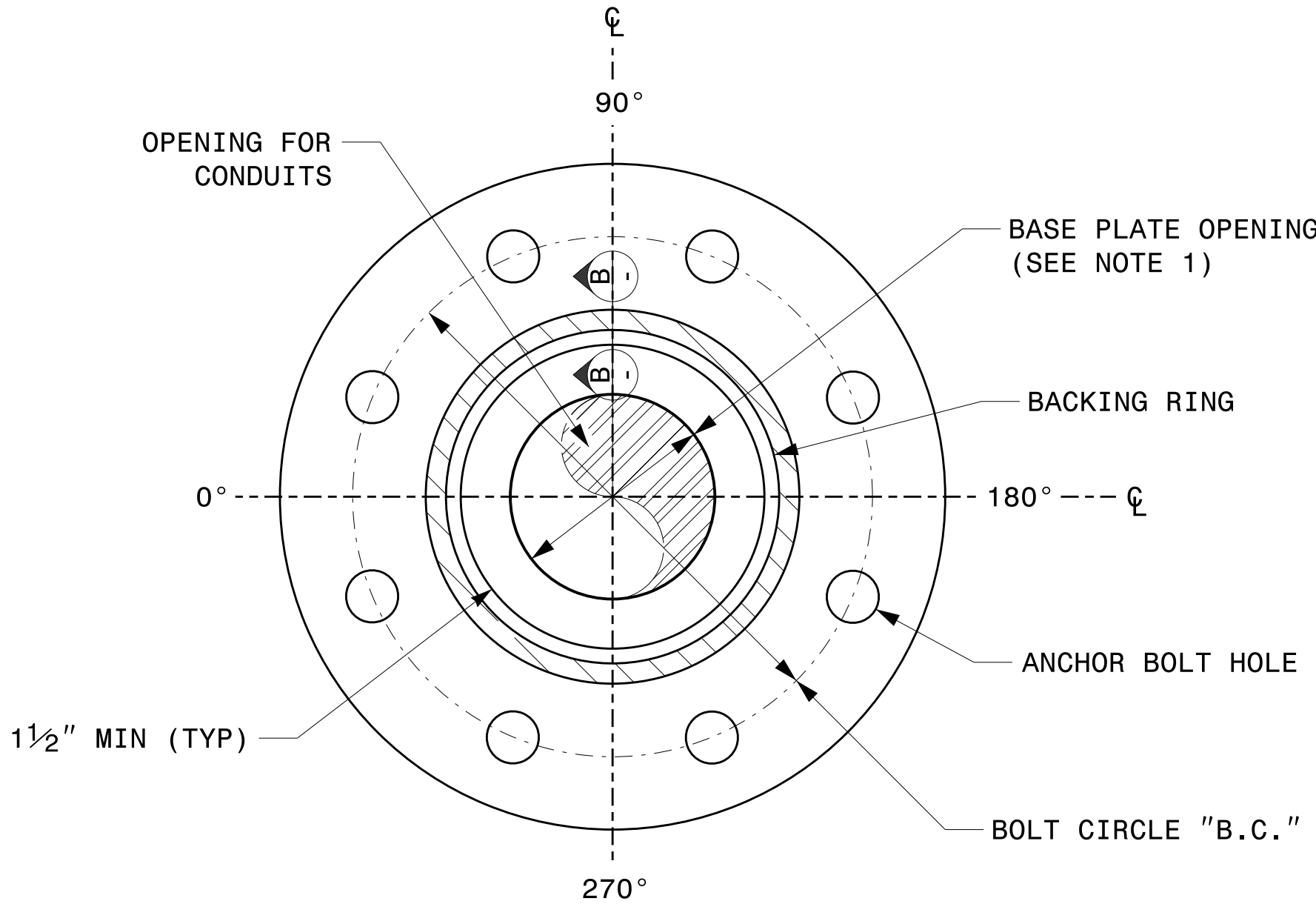


SECTION A-A

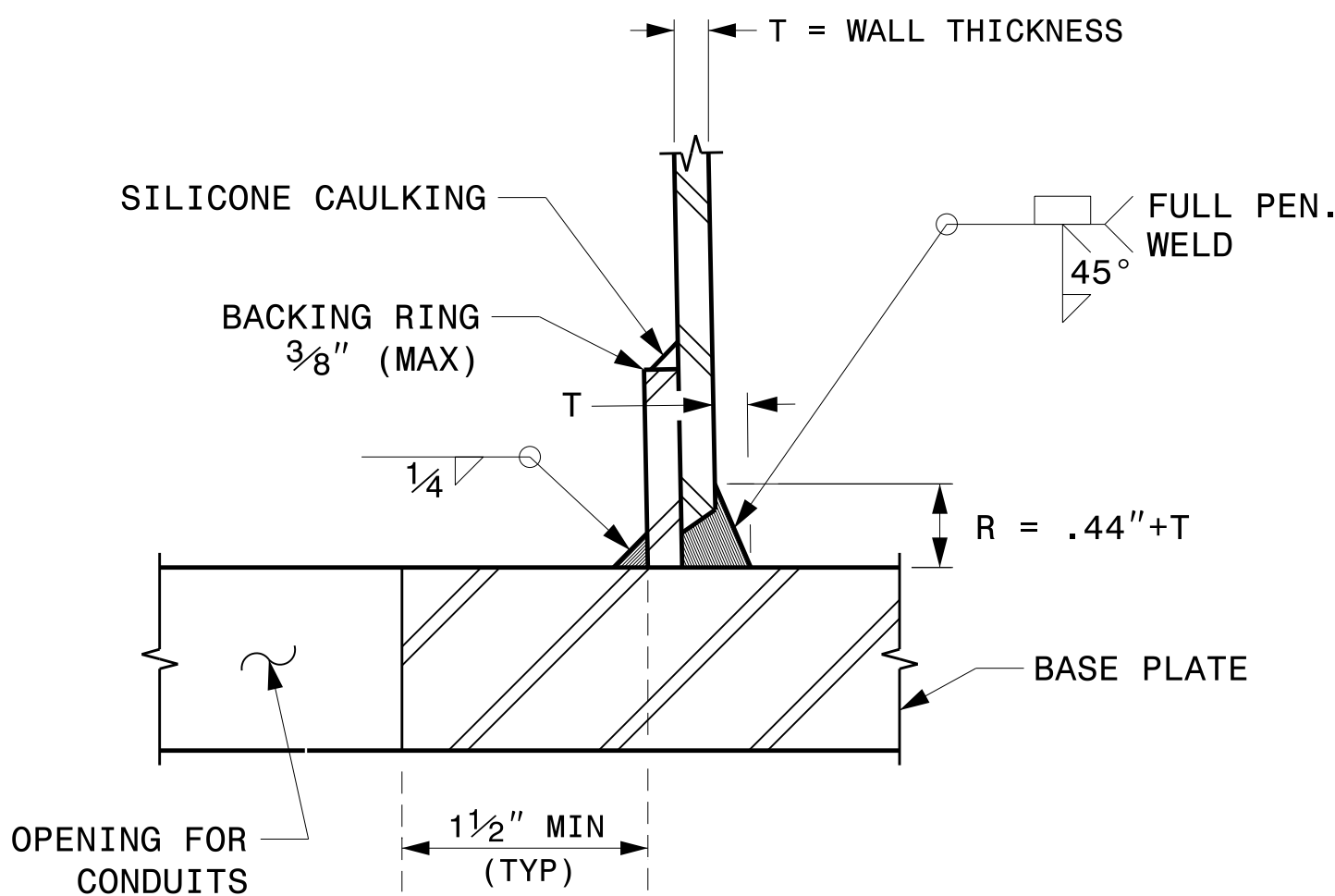
RADIAL ORIENTATION OF FACTORY INSTALLED
ACCESSORIES AT TOP OF POLE

NOTE:

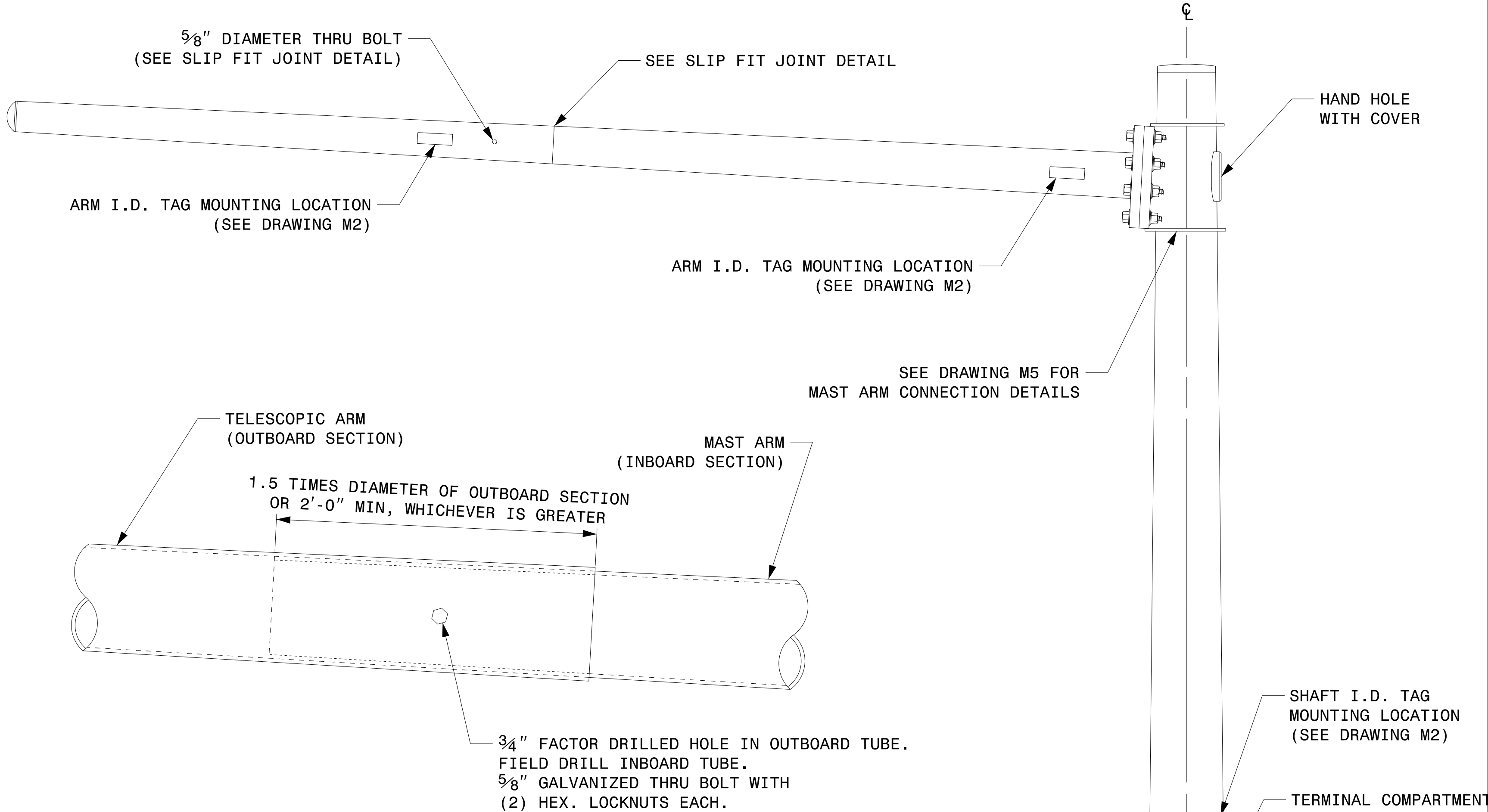
1. OPENING IN POLE BASE PLATE SHALL BE EQUAL TO POLE BASE INSIDE DIAMETER MINUS 3 1/2" BUT SHALL NOT BE LESS THAN 8 1/2".



SECTION A-A
POLE BASE PLATE DETAILS



SECTION B-B
(POLE ATTACHMENT TO BASE PLATE)
FULL-PENETRATION
GROOVE WELD DETAIL



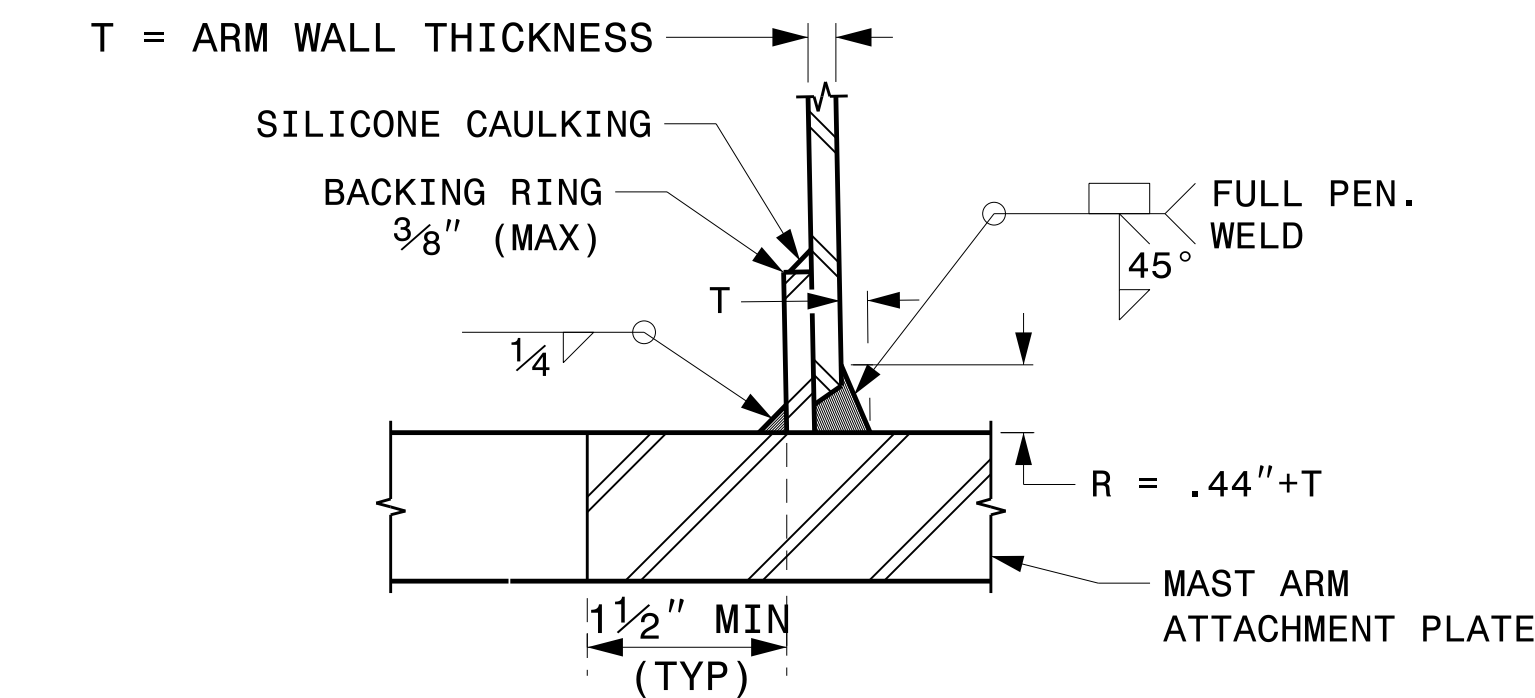
WELDED RING STIFFENED MAST ARM CONNECTION

PROJECT I.D. NO.

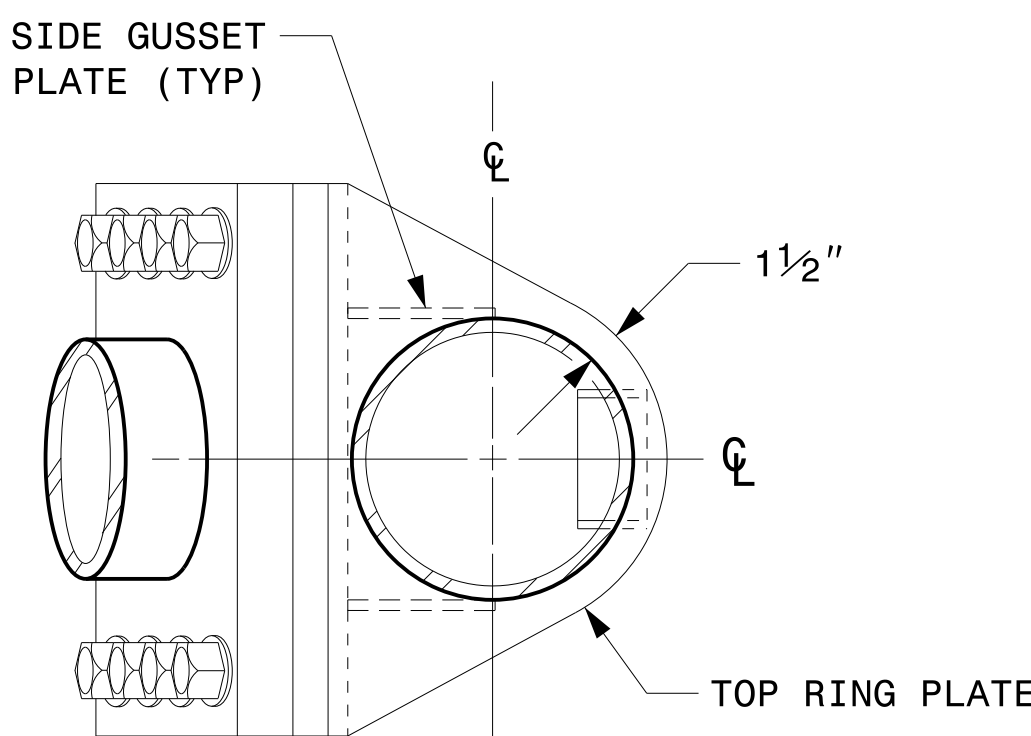
SHEET NO.

U-4758

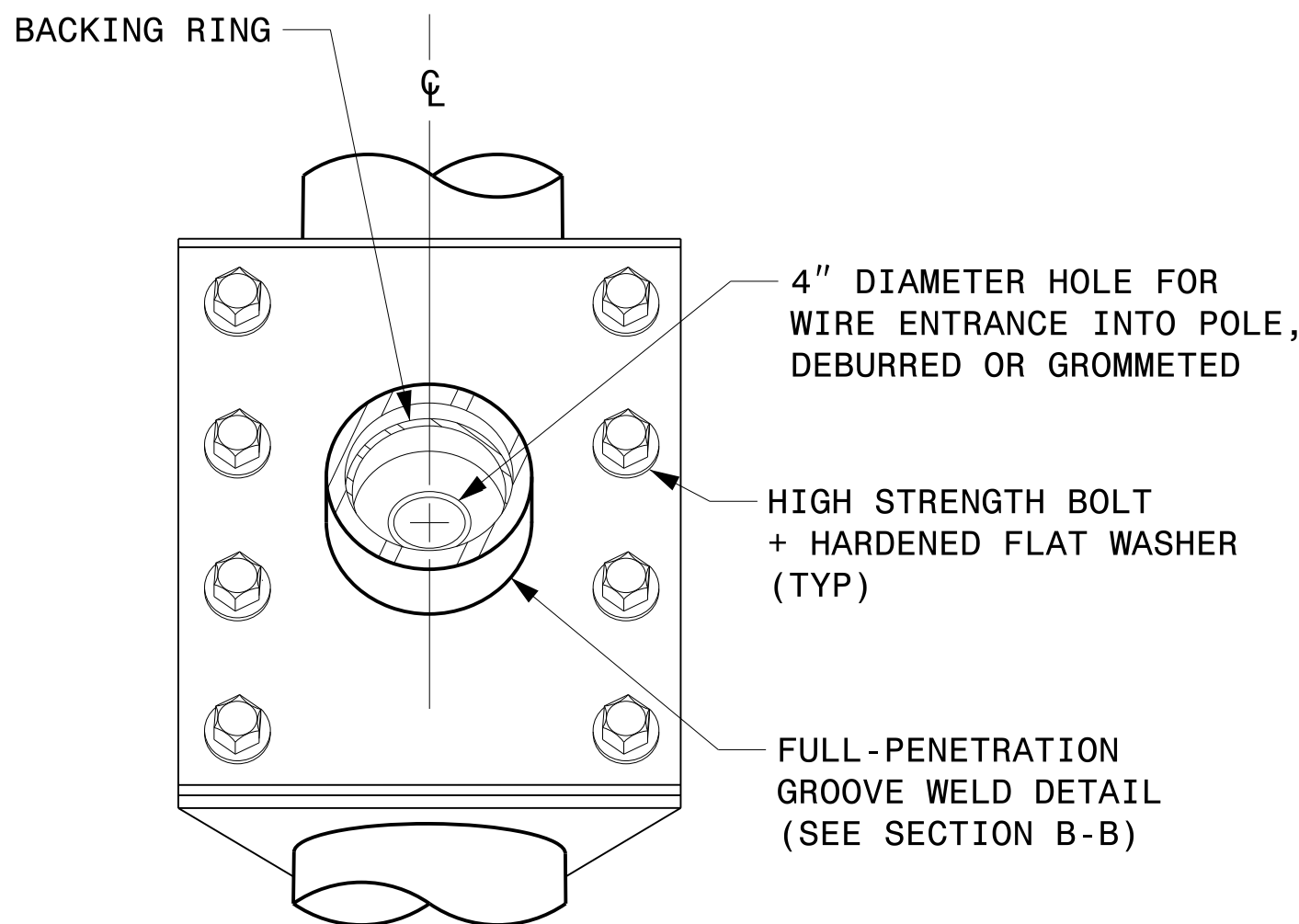
Sig.M5



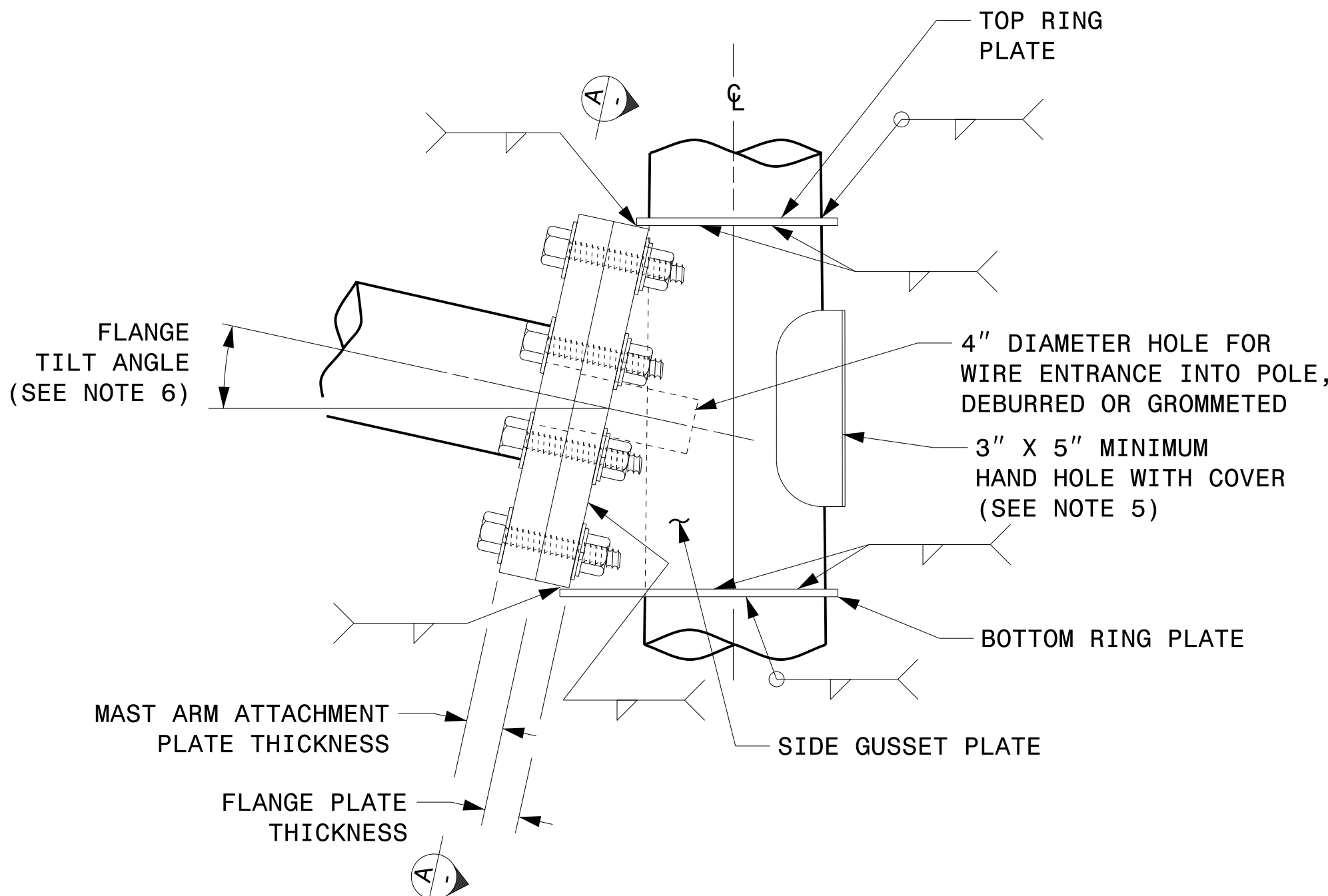
SECTION B-B
FULL-PENETRATION GROOVE WELD DETAIL

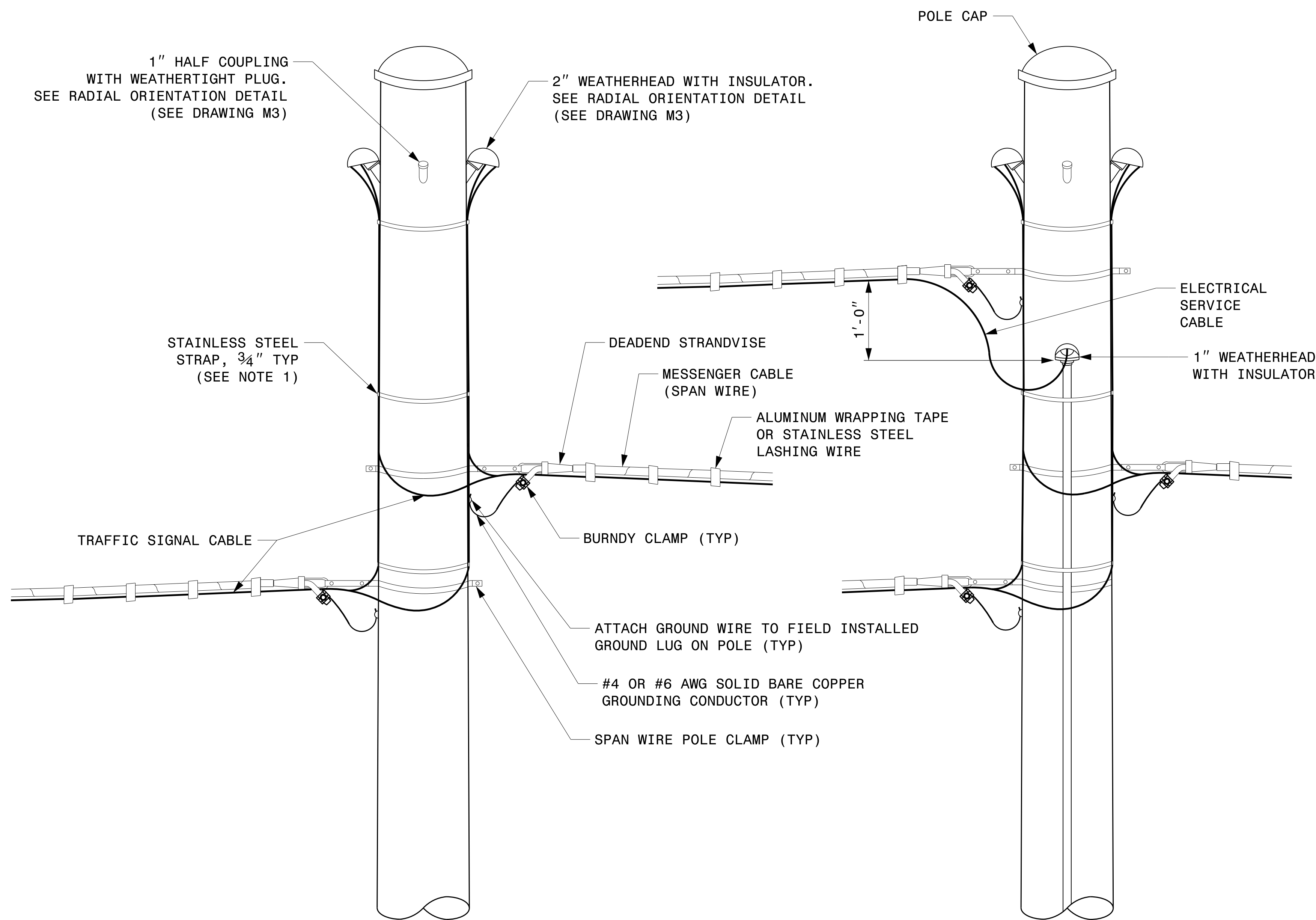


PLAN VIEW



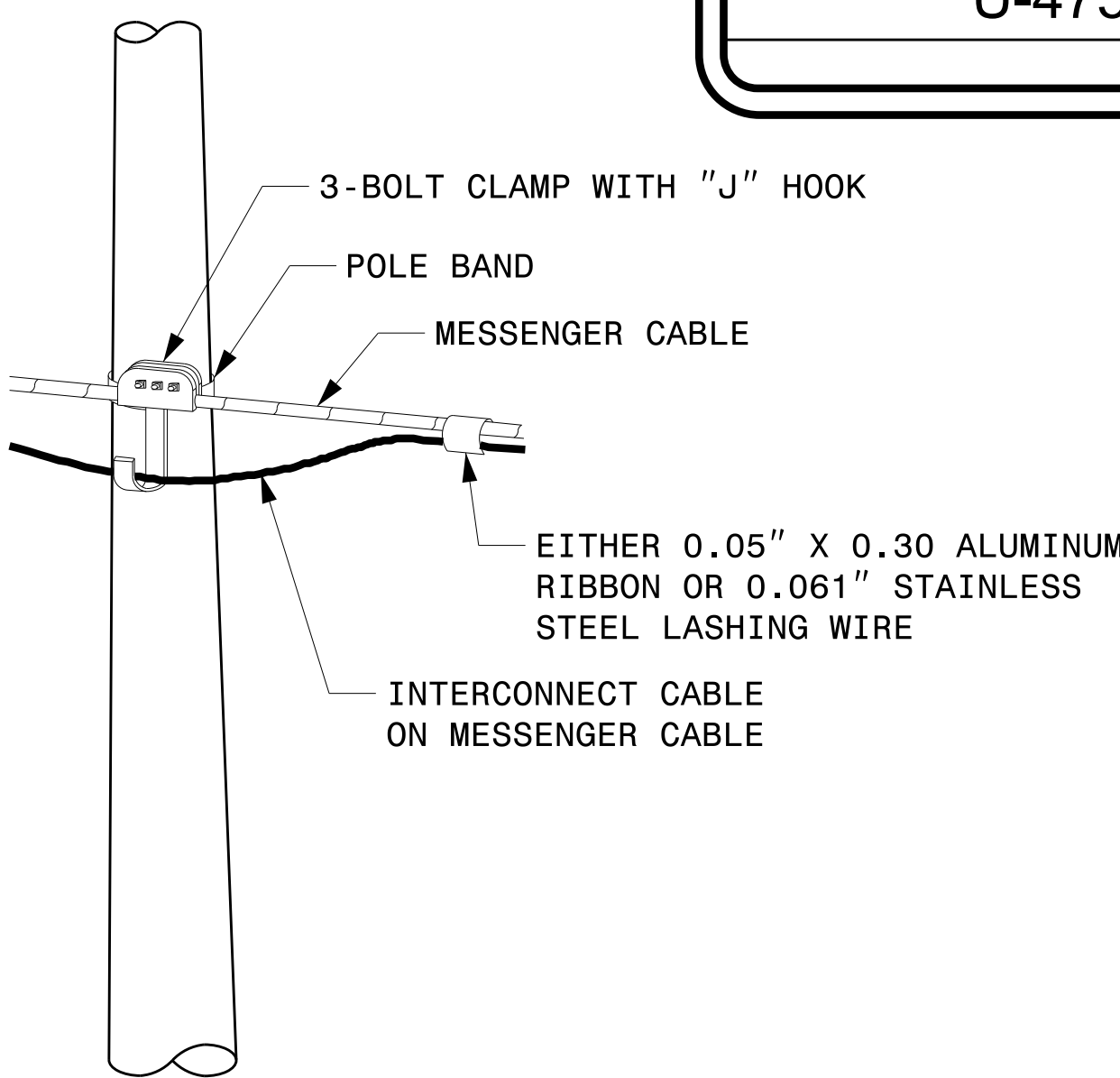
FRONT ELEVATION VIEW



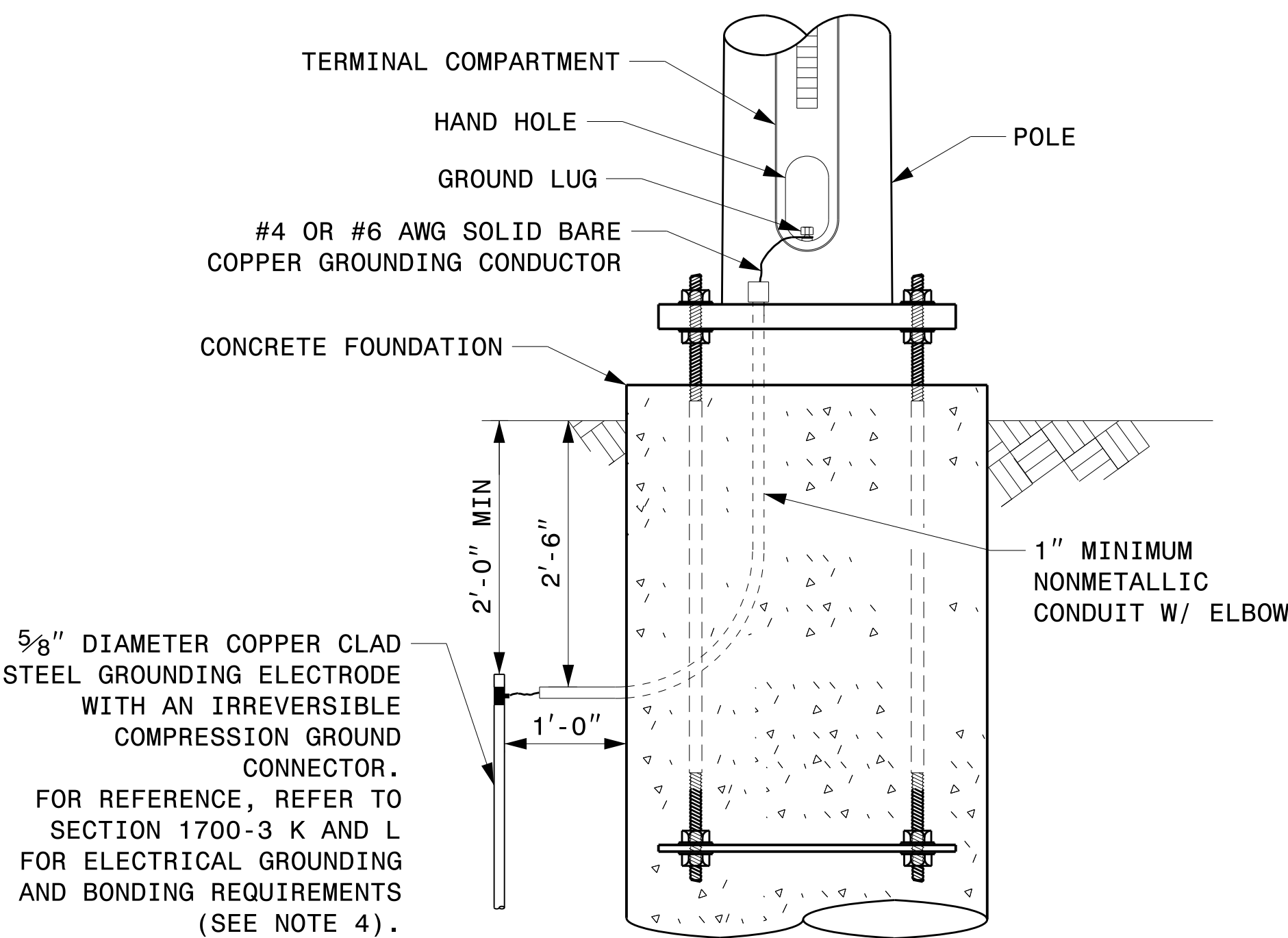


STRAIN POLE ATTACHMENTS

- NOTES:
1. STRAP ALL SIGNAL CABLES TO THE SIDE OF THE POLE WITH 3/4" STAINLESS STEEL STRAPS WHEN THE DISTANCE BETWEEN SPAN WIRE ATTACHMENT CLAMP AND WEATHERHEADS EXCEEDS 3'-0".
 2. PROVIDE MINIMUM TWO SPAN WIRE POLE CLAMPS PER POLE.
 3. IT IS PROHIBITED TO ATTACH TWO SPAN WIRES AT ONE POLE CLAMP.
 4. FOR GENERAL REQUIREMENTS, REFER TO NCDOT STANDARD SPECIFICATIONS FOR ROADWAY AND STRUCTURES, JANUARY 2024.



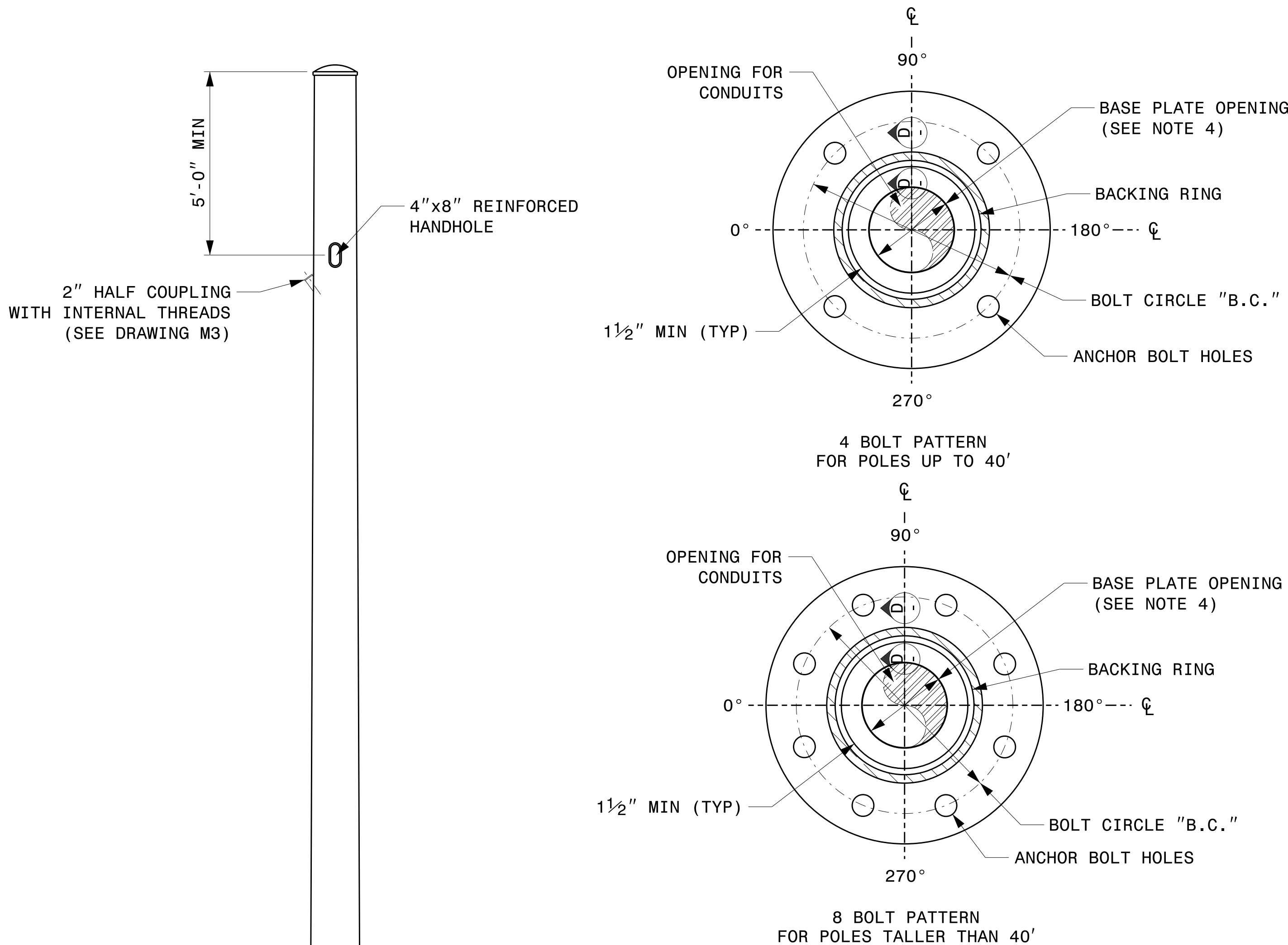
ATTACHMENT OF CABLE TO INTERMEDIATE METAL POLE



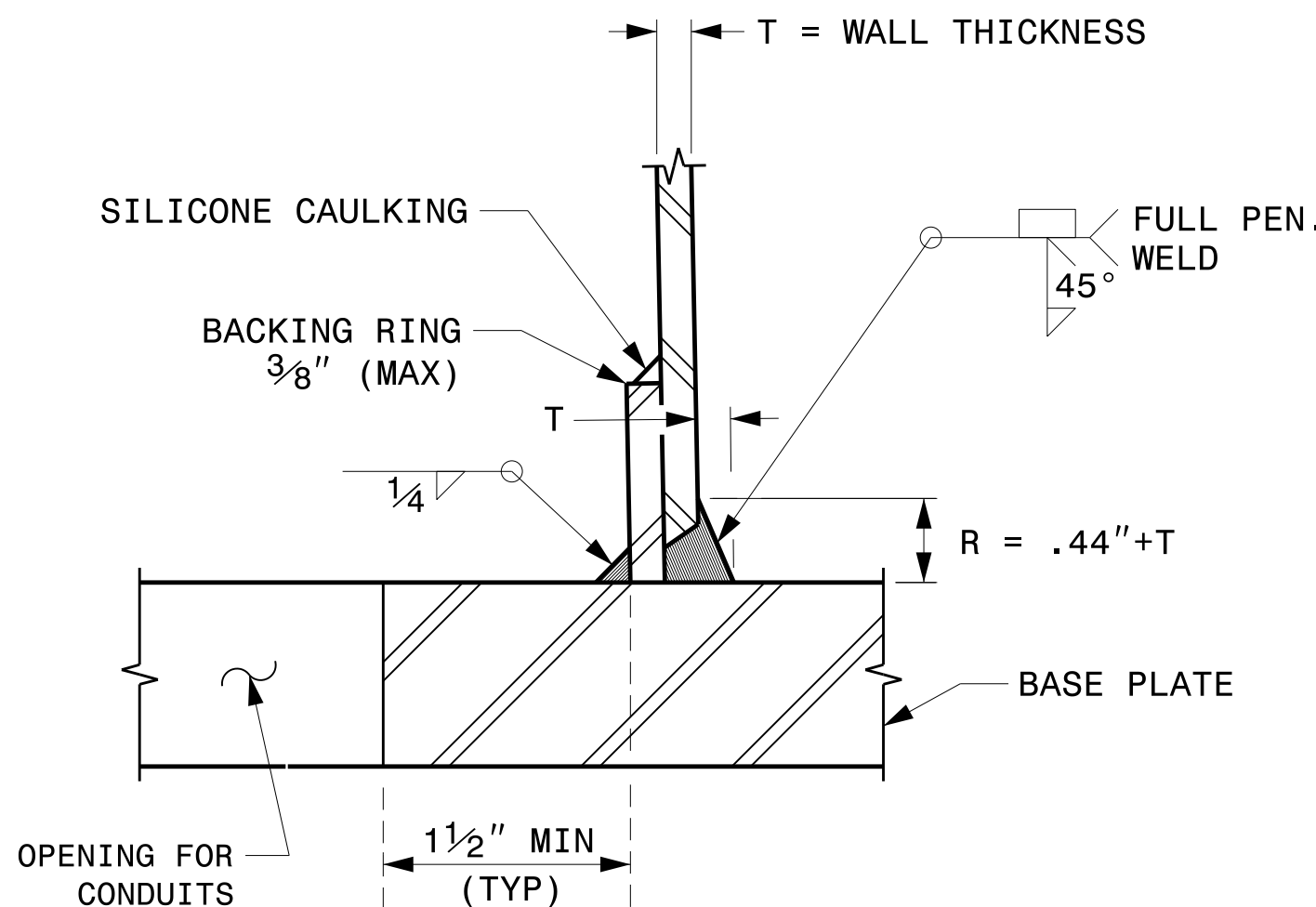
METAL POLE GROUNDING DETAIL FOR STRAIN POLE AND MAST ARM

SOIL CONDITION

STANDARD STRAIN POLES						STANDARD FOUNDATIONS 48" Diameter Drilled Pier Length (L) – Feet							Reinforcement			
Case No.	Pole Height (Ft.)	Base Plate BC (In.)	Reactions at the Pole Base			Clay				Sand			Longitudinal		Stirrups	
			Axial (kip)	Shear (kip)	Moment (ft–kip)	Medium N–Value 4–8	Stiff N–Value 9–15	Very Stiff N–Value 16–30	Hard N–Value > 30	Loose N–Value 4–10	Medium N–Value 11–30	Dense N–Value > 30	Bar Size (#)	Quantity (ea.)	Bar Size (#)	Spacing (in.)
S26L1	26	22	2	9	210	19.5	12.5	9	6.5	15.5	14.5	13	8	12	4	12
S26L2	26	2														



BASE PLATE DETAILS



SECTION D-D
(POLE ATTACHMENT TO BASE PLATE)
FULL - PENETRATION
GROOVE WELD DETAIL

- NOTES:
1. THIS DRAWING PROVIDES BASIC DETAILS FOR CCTV POLES. PROJECT REQUIREMENTS MAY REQUIRE SPECIAL FACTORY PREPS THAT ARE NOT SHOWN ON THESE DETAILS.
 2. DETAILS FOR INTERNAL CAMERA LOWERING SYSTEMS ARE NOT SHOWN.
 3. POLE MOUNTED CABINETS MAY REQUIRE MODIFICATIONS TO THE LOWER HAND

PROJECT REFERENCE NO.	SHEET NO.
U - 4758	SCP - 02

NOTES:

1. FIVE (5) DAYS PRIOR TO RELOCATION OF CCTV CAMERA, CONTACT CITY OF HIGH POINT TRAFFIC DEPARTMENT AT (336) 345-4616. NOTIFY THE CITY TRAFFIC DEPARTMENT AFTER ALL WORK IS PERFORMED TO ENSURE THAT THE CCTV CAMERA IS FUNCTIONING PROPERLY. WORK IS NOT COMPLETE UNTIL THE CCTV CAMERA IS UP AND OPERATIONAL ON THE CENTRAL NETWORK.

