

	DATE: 8-9-16 REVIEWER: Mike Sickler (SM) Kris Woo (SG) SECTION: MOA Signal Maint. MOA Signal Operations PHONE: (907) 343-8355 / 8299	Confirmation of action taken on comment by:

In Sheet No. column, use a 1 for General comments, X for estimate comments, Y - pg # for Specifications, and Z - pg # for DSR, and the alpha numeric pg # of Plan sheets (use an A if no Alpha is used on the plan sheets)

In the Section column below please use your assigned Functional group identifier: Safety = SF; Signals Operations = SG; Signals Maintenance = SM; Transportation Planning = TP

Item No.	Sheet No. / Page No.	Section	Comment	Response	Meeting Note
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1)	D 03	SM	660(18) Adjust junction Box schedule 1. <i>PS&E review comment:</i> Sheet DF3 (7 th & D) is listed. This is a Type 2 j-box located in the asphalt roadway. J-box contains traffic signal interconnect cable. J-box is located in new curb ramp panel and flair panel. Need to relocate j-box out of curb ramp. Conduits enter horizontally through the j-box side walls. Interconnect would need to be replaced due to addition length. The response to this comment was "J-Box relocated out of ramp and new interconnect cabling indicated on plans." Sheet D:F3 does appear to show a new j-box to the east of the existing, but unable to locate plan sheet indicating work to install new j-box, to reroute conduits to new j-box or for interconnect cable replacement work. 2. Sheet D15 has 3 listings. Shouldn't this be sheet DF13?	1. Note and wiring diagram has been added to sheet D:H2. 2. Sheet number has been corrected to D:F13.	
2)	B:H1	SM	Temporary Signal Note # 4. 1. Modify to also address luminaire fixture on the pole. 2. Reference to MASS Detail 80-23 for grout placement and torque requirements.	1. Note has been modified to include lighting cables/fixture. 2. Torque requirements and MASS grout requirement has been added to	

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			sheet notes.	
3)	B:H1	SM	1. Why have temporary pole TP1 been shifted into new curb ramp work area? 2. WB Opticom detector isn't shown on span wire system. 3. Why are new JB12, new conduits and new P1 (pole) shown on sheet?	1. Pole has been shifted to fit guy wires within temporary construction easement. 2. Opticom detector is now shown. 3. Proposed pole, j-box, and conduit has been removed from this sheet.
4)	B:H2	SM	Note #7. 1. Revise to require that the I/C cable replacement is between the controller cabinet and the existing Type 2 splice j-box on the NW quadrant of 36 th & Rhone. I/C cable to be installed as a single continuous piece.	Note has been revised.
5)	C:H1	SG	Correct vehicle and pedestrian signal head numbering. Should be phase 2 not phase 8.	Signal head numbering has been changed.
6)	C:H2	SM	Note #1. Modify to install the new cable to the external interconnect cabinet located adjacent to the 5 th & Ingra controller cabinet.	Note has been modified.
7)	C:H2	SM	1. Note #2. Revise to require that the interconnect cable be installed up to the existing Type 3 splice j-box on the SE quadrant of 3 rd & Ingra. Quadrant j-boxes at signalized intersections should not be utilized as splice locations. 2. Also revised wiring diagram.	1. Note has been revised. 2. Wiring diagram has been revised.
8)	C:H2	SM	Wiring diagram. 1. All conduit road crossings lack any spare conduit capacity. Installation of standard cable quantity types (vehicle signal = 7c, ped signal = 5c) would result in approximately 29% fill in the north & south leg road	1. Spare conduit has been added per DCM 6.9-5. Old cables have been swapped with standard cables. Conduit sizes have been updated accordingly. 2. Cable quantities have been updated to

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		crossings' TS conduit and a 38% fill in the west leg road crossing TS conduit. Would request that additional conduit capacity be added, at least in the west leg crossing. 2. Cable quantities to Poles 1, 3 & 4 represent what is identified as existing cable type/quantities on the file drawings. These are not up to current standards of 1-7c to each vehicle signal and 1-5c to each pedestrian signal. 3. If spare conduit isn't added to the west leg road crossing, then traffic signal cable types (# of conductors) in the west leg and continuing across the north leg should be revised as follows: - Controller to P1 = 5-5c#14, 1-3c#14 (CL), 1-3c#20 (OPC). - Controller to P4 = 2-5c#14 This will result in the approximate 2" conduit fill of 34% in the west leg crossing TS conduit. 4. Change traffic signal cable between controller and P3 to 2-5c#14 5. P3 & P4 foundation conduits. Increase conduit quantity and size to standard layout for traffic signal pole (1-3" & 2-2"). Separate lighting cables and traffic signal cables into separate conduits. 6. Appears that the existing photocell is located on top of existing Pole 1. Plan is incomplete regarding the photocell circuit for the load center. 7. What is the 1-2c#14 between load center and JB4 used for?	current standards. 3. Spare conduit has been added. 4. Requested change has been made. 5. Requested change has been made. 6. Cable 3c#14 is now routed from load center to pole 1 to accommodate photocell. 7. This cable has been removed.	
9)	C:H3	SM	Signal Pole 2 detail.	1. Signal has been shifted.

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10)	C:H3	SG	1. Shift signal #81 to north side of pole shaft. 2. D3-1 and R6-2R signs aren't shown where offsets indicate. 3. Modified R10-3E sign size is incorrectly listed as 9"x15". 4. What does "See Note 6, sheet H1" under the Opticom detector symbol apply to? 5. 18' luminaire arm indicates a 6' rise. Does this comply with SOA specifications? Correct vehicle and pedestrian signal head numbering.	2. Offsets have been corrected. 3. Size has been fixed. 4. Reference has been updated. 5. Rise is now compliant with DOT details.	
11)	C:H4	SM	1. Add notes to plan to clarify that P3 & P4 are traffic signal poles (24" bolt circle). Normally these are ordered with simplex attachment and a note also requiring a steel plate cover for the simplex opening. Believe that pole design is usual listed as a 35' mast arm design, but should confirm with Central Region Traffic Signal Design. 2. Pole 4 – delete R9-3 sign.	Signal numbering has been updated. 1. Note has been added. 2. Sign direction has been changed to face south where pedestrian crossing is not allowed.	
12)	C:H7				
13)	C:H8	SM	Add note to remove the abandon south leg road crossing conduits form JB4.	Note has been added.	
14)	D:F3	SM	<i>PS&E review comment:</i> Sheet DF3 (7 th & D) is listed. This is a Type 2 j-box located in the asphalt roadway. J-box contains traffic signal interconnect cable. J-box is located in new curb ramp panel and flair panel. Need to relocate j-box out of curb ramp. Conduits enter horizontally through the j-box side walls. Interconnect would need to be replaced due to addition length.	See response to comment 1.	

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15)	D:F5	SM	Incorrect symbol has been used to identify the Type 3 j-box on SW corner of 7 th & H intersection.	Type 3 j-box is now shown correctly.	
16)	D:F5	SM	There is an existing 2" RMC conduit that extends out of the existing SE quadrant Type 2 j-box and runs under the asphalt in the "parking lane" on the south side of 7th Ave. Our drawings indicate the end of the conduit is approximately 18'9" from H St. This places the conduit end under the new curb bulb. Need to add work to extend 2' conduit to the east so that end is under asphalt, where it can more easily be intercept & extended in the future.	Conduit extension is now shown.	