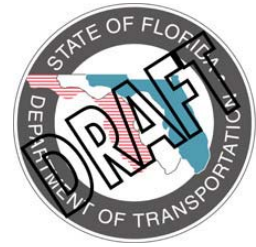


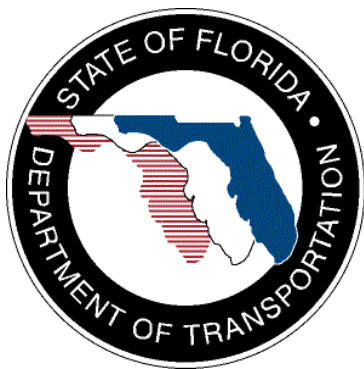
# Intelligent Transportation Systems



## Bay County Advanced Traffic Management System Phase II Project

### Site Visit Report

February 15, 2005  
Version 1



Prepared for:

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## List of Acronyms

ATMS .....	Advanced Traffic Management System
CCTV .....	Closed-circuit Television
CLS .....	Closed-loop System
DMS .....	Dynamic Message Sign
FAA .....	Federal Aviation Administration
FDOT .....	Florida Department of Transportation
FHP .....	Florida Highway Patrol
FHWA .....	Federal Highway Administration
FOC .....	Fiber Optical Cable
ITS .....	Intelligent Transportation System
NEC® .....	<i>National Electrical Code</i> ® <sup>1</sup>
NEMA .....	National Electrical Manufacturers Association
ROW .....	Right-of-Way
RWIS .....	Road Weather Information System
SR .....	State Road
TMC .....	Transportation Management Center

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<sup>1</sup> *National Electrical Code* and *NEC* are registered trademarks of the National Fire Protection Association, Inc.



## **1. Introduction**

Bay County's advanced traffic management system (ATMS) project includes the deployment of a fiber optic communication network and closed-circuit television (CCTV) camera system; upgrade of the existing traffic signal controllers operated by Bay County and the City of Panama City along the proposed fiber optic cable (FOC) installation route; and construction and operation of the transportation management center (TMC) in Bay County. The ATMS project will be let in two phases, with Phase I consisting of the design and deployment of the FOC infrastructure, and Phase II consisting of CCTV camera installations, traffic signal controller upgrades along the proposed FOC installation route, construction of an interim TMC, and integration of the ATMS.

Two site visits were conducted to aid in the design and production of plan sets for the ATMS Phase II project, and to provide more accurate cost estimates for the Phase I project.

This site visit report provides an overview of the two trips conducted and the details considered during the survey. Survey findings for each location are included in the appendices.



## **2. Purposes of the Site Visits**

The purposes of the site visits were to:

- Survey the CCTV locations to determine the best possible location for each CCTV pole and to determine the height of each CCTV pole for clear viewing.
- Survey the interim TMC location to aid in infrastructure and resource planning.
- Identify any issues relating to the integration of the ATMS project with the Hathaway Bridge project's intelligent transportation system (ITS) components.
- Determine the FOC installation method (i.e., trench/plow versus directional drilling) required along the proposed route.
- Develop an inventory of existing Panama City and Bay County traffic signal control cabinets along the proposed FOC installation route, including the equipment inside the cabinets.



### **3. Schedule and Time Line**

Two 3-day site visits to Bay County were conducted. The first site visit was conducted November 15-17, 2004, and the second site visit was conducted December 8-10, 2004. The first site visit involved a survey of the proposed TMC building and potential CCTV intersection locations, while the second site visit was conducted to create an inventory of the traffic signal cabinets along the proposed FOC installation route and to identify the FOC installation method.





## 4. Activities Conducted During the Site Visits

### 4.1 Closed-Circuit Television Locations

Thirty-two CCTV locations were surveyed and detailed observations were conducted at each site. This portion of the survey was performed using a checklist of factors to consider in identifying the potential CCTV location at each predefined intersection. The checklist called for the survey team to:

- Investigate the distance of the transmission lines from the curbs and the geographic directions of the power lines. If there is not sufficient clearance (as required by the *National Electrical Code*® [NEC®] safety regulations) between the transmission line and the right-of-way (ROW) line or the curb, the installation of the CCTV pole could possibly be restricted.
- Prioritize the corner of the intersection that provides maximum viewing of the main street and the cross street. Under some circumstances, a trade-off may be required while prioritizing the viewing capability on the main street and the cross street. It is more important to be able to view the main street than the cross street.
- Inspect for underground obstacles, such as gas pipelines or sewer lines.
- Measure the distance of the proposed CCTV pole location from the curb to ensure adequate distance is maintained from the edge of the curb.
- Identify the CCTV power source.
- Identify the nearest data communication line, such as the fiber optic pull box or traffic signal control cabinet.

These observations were noted at each CCTV location and details are included in *Appendices A* and *B*. *Appendix A* provides a summary of CCTV location recommendations for each intersection visited. *Appendix B* provides a detailed observation report for each intersection.

Note that there were more than one potential CCTV camera position alternatives at the three intersections listed below:

- 6<sup>th</sup> Street (U.S. 98 Business) and Harrison Avenue (U.S. 231)
- 6<sup>th</sup> Street (U.S. 98 Business) and Cove Boulevard (State Road [SR] 77)
- SR 389 (East Avenue) and U.S. 98 (SR 30)



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In this report, both alternatives have been identified for documentation purposes. The project team will choose which CCTV location alternative will be utilized at these three intersections based on a future site survey.

Based on the site survey, the survey team determined if an existing pole can be used for the CCTV camera or if a new pole needs to be installed. This is discussed in *Subsection 4.1.1* below. Also, they observed whether site obstructions will necessitate the repositioning of new CCTV poles for better sight distance. The concerns relating to the obstructions at specific intersections are discussed in *Subsection 4.1.2*.

### 4.1.1 Pole Requirements

The use of existing poles would be beneficial in saving purchasing and installation costs for new poles, as well as the labor required for installation. Because of overhead and underground utilities and other obstacles, existing poles will have to be used in some cases, even though it will limit the CCTV camera mounting height and subsequent viewing angles. During the site visit, the survey team identified three CCTV locations that had existing poles and that also met the requirements identified in *Section 4.1*. These three locations are:

- State Road (SR) 389 (East Avenue) and U.S. 231 (SR 75)
- SR 389 (East Avenue) and U.S. 98 (SR 30)
- 11<sup>th</sup> Street and Harrison Avenue

Unless otherwise mentioned, the recommended height for a CCTV pole is 35 to 40 feet at each location. This height permits a large viewing area on both the main street and the cross street, and enables the camera to overlook any roadside obstructions.

However, the SR 390 (St. Andrews Road) and Baldwin Road intersection, which is close to the airport, is restricted by Federal Aviation Administration (FAA) regulations on the pole height that can be used. This intersection is almost directly in the runway flight path. The survey team's understanding was that the 22- to 23-foot streetlight pole on the northeast side of the intersection would be the maximum height allowed in the vicinity of the airport. Consequently, the team decided to use the streetlight pole as the CCTV pole. The PBS&J project team will conduct further research on FAA restrictions and the maximum allowed height for the CCTV pole before plans are produced.



#### **4.1.2 Relocation of Obstructions**

At some CCTV camera placement sites visited, each side of the intersection had either a sight distance concern or a lack of clear area in which to place a CCTV pole. Three intersections identified below had such obstructions and the survey team recommends the following solution for each of these sites.

At the SR 368 (Alternate SR 30) and 23<sup>rd</sup> Street Plaza intersection, it will be difficult to place the CCTV pole in a spot that will allow clear sight distance because of street orientation, vegetation on the intersection corner, and the obstruction of transmission lines. The survey team decided that a palm tree should be removed from the intersection's northwest corner and the CCTV pole should be located in its place. The palm tree is expected to be removed and placed in a different location to eliminate the obstruction.

The SR 77 and 24<sup>th</sup> Street intersection has a ditch on the southeast side. This side provides a good view of the main street and the cross street. The pole foundation is expected to be designed so that the pole is not affected by the possible soft soil close to the ditch. It was also discussed whether a transmission line may be reoriented to allow a safe distance between the camera pole and the transmission line. The PBS&J project team and Bay County Traffic Engineering Office will review this intersection to determine the best solution for the location of the CCTV pole.

One of the other intersections, 15th Street and Airport Road, posed a CCTV location concern. This five-legged intersection is wide and has obstructions that do not allow each street at the intersection to be viewed. This intersection is a good example of the trade-off required when assigning a higher priority to the main street compared to the side streets.

#### **4.2 Transportation Management Center Facility Survey**

The Bay County Traffic Engineering Office proposed the use of a vacant private office in the Traffic Engineering Building to be used as the interim TMC. Plans call for the interim TMC to have the ability to display camera feeds on a proposed video wall.

The Bay County Traffic Engineering Office provided the facility's floor plan to the project team, who surveyed the power supply and network communication connections available in the facility. The equipment arrangement and the staffing requirements for the facility were discussed with the Bay County Traffic Engineer.



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The Bay County Traffic Engineer and the PBS&J Project Team discussed whether the open room outside the proposed interim TMC room will have a projector to allow viewing of the video feeds from the CCTV cameras. Also discussed was the Bay County Traffic Engineer having the capability to observe CCTV camera video feeds from his office for access to traffic conditions.

### **4.3 *Hathaway Bridge Integration***

The construction phase of the Hathaway Bridge project's ITS components is close to completion. The bridge has eight CCTV cameras (seven of which have lowering devices), three dynamic message signs (DMS), and one road weather information system (RWIS).

The project team surveyed the installed ITS infrastructure on the bridge and the DMS units across the bridge. The FOC for the Hathaway Bridge project's ITS components terminates at the mainland end of the bridge where the old Florida Highway Patrol (FHP) building was located. The ATMS Phase I project includes plans to extend the fiber from the previously terminated location to the proposed FOC route. This project will ensure the integration of the Hathaway Bridge ITS devices with Bay County's ATMS project ITS deployment.

### **4.4 *Fiber Optic Cable Installation Method***

All of the proposed FOC routes were surveyed during the second site visit. During the survey, the team inspected the side of the roadway along the proposed fiber route. The factors considered in the evaluation of FOC installation methods for the proposed route include:

- Approximate distance of the ROW line from the curb
- Underground utilities in areas close to the ROW line
- Frequency of paved driveways along a particular path

It should be noted that some industrial areas had frequent driveways located along the proposed FOC installation route. This would require a short stretch of plowing and directional drilling. This would not be a time-effective and economical solution, so directional drilling along the entire stretch is being considered.

The information collected under this subtask has been utilized to create the project estimate for Phase I of Bay County's ATMS project.



## 4.5 Traffic Signal Cabinet Inventory

The team surveyed 79 traffic signal cabinets on the second site visit. Bay County operates 26 of the signals surveyed, while Panama City operates the rest. *Appendix C* presents a summary of traffic signal intersections surveyed and recommendations for installation of relevant signal cabinets. *Appendix D* provides the details of the equipment installed in the cabinets. The survey team was unable to examine the cabinets at St. Andrews Road at Frankford Avenue and SR 77 at U.S. 231 because of excessive bush and an inability to open the cabinet, respectively. Additionally, the traffic signal at Airport Road and Stanford Road was not identified in the 30% plans developed for the Phase I project, but is within the project area's limits. The team will examine these three traffic signals in a future field survey.

The purpose of the survey was to document the existing conditions and make recommendations for each signalized intersection's foundation and cabinet located within the Phase II project limits. The recommendations are based on the information in *Appendix D* and field photographs. The field survey was primarily concerned with the condition of three items – the conduit, foundation, and cabinet – as described in the following sections.

### 4.5.1 Conduits

One purpose of the field survey was to determine whether existing foundation conduits have elbows or sweeps. Elbows are abrupt 90-degree angle changes in the conduit direction. This is acceptable for copper cables, but not for FOC. Sweeps have large radius 45-degree changes in conduit direction and are designed for FOC. Without plans or an endoscopic camera, it is impossible to determine if the conduits have elbows or sweeps. Thus, the survey team had to make a determination using an indirect method.

The *Bay County Areawide Computerized Traffic Signal System Feasibility Study*<sup>2</sup> stated that approximately 58 signalized intersections were reconstructed by the Florida Department of Transportation (FDOT) and the Federal Highway Administration (FHWA) in response to Hurricane Opal in 1995. These signal reconstructions were started in 1996. One of those intersections was 23<sup>rd</sup> Street and Beck Avenue. The field survey revealed that the foundation's conduit at 23<sup>rd</sup> Street and Beck Avenue has a 24-strand FOC (apparently associated with the Hathaway Bridge project's ITS components) routed through an existing conduit. This cabinet was installed in 1996 and there was no evidence of new conduit. Thus, it was assumed that all cabinet foundations installed for the FDOT/FHWA project, or other Bay County signals installed in 1996 or afterward, are capable of accepting FOC without modification. To reinforce this assumption, the *Feasibility Study* also stated that the FDOT/FHWA project's cabinet assemblies were "virtually ready for integration into a coordinated control closed-loop system (CLS) via built-in interface panels and fiber optic communications transceiver modules."

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<sup>2</sup> Transportation Engineering, Inc., *Bay County Areawide Computerized Traffic Signal System Feasibility Study* (March 1998).



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PBS&J assumes that foundations built in 1995 or earlier have elbows with insufficient radii. To minimize costs, it is recommended that access holes be drilled in the existing foundations and conduit with sweeps be installed in the drilled holes. Based on the survey, it has been determined that conduit sweeps need to be installed in 17 existing foundations. The recommendations and comments for individual intersections are contained in *Appendix C*.

### 4.5.2 Foundations

The survey team inspected cabinet foundations for general condition and suitability for continued use. A variety of discrepancies were observed that require foundation replacement. These discrepancies include cracked or damaged foundations; foundations that are smaller than the existing cabinets; locations where new concrete has been added to the original foundation due to expansion; and foundations where the cabinet has been hit by vehicles frequently. It was assumed that pole-mounted cabinets will be replaced with ground-mounted cabinets in anticipation of eventually installing mast arm poles. The survey team determined that 28 locations require new foundations. The foundation recommendations are presented in *Appendix C*.

### 4.5.3 Cabinets

Bay County and Panama City have a mix of Type 4 and Type 5, pole and ground-mounted National Electrical Manufacturers Association (NEMA) TS-1 cabinets. The survey team inspected the cabinets externally to ensure they were not damaged. The equipment inside the cabinets was surveyed and an inventory database of all traffic signal cabinets was created. The inventory information includes:

- Make, model, and installation year of the signal controller
- Make, type, and installation year of the cabinet
- Number of load switches
- Traffic signal phasing used at the intersection
- Cabinet grounding type
- Camera or microwave sensors, if any
- Access to fiber backbone
- Closed-loop coordination of traffic signals, if any

*Appendix D* provides the detailed observation information for each signalized intersection.



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A variety of discrepancies were observed that require cabinet replacement. These discrepancies include damaged cabinets; cabinets lacking load switch slots for additional phasing; noncompliance with *NEC* requirements; safety problems; the lack of room for fiber termination; Type 4 cabinets (in anticipation of replacement with Type 5 cabinets); and cabinets manufactured in 1991 or earlier. The last discrepancy is based on an assumption that Phase II construction will begin in 2006 when the cabinets are 15 years old and scheduled for replacement.

The survey team determined that 24 locations require new cabinets. The cabinet recommendations are located in *Appendix C*. Unless otherwise stated, all cabinets are Type 5 NEMA TS-1 cabinets. It is recommended that the 24 cabinets be replaced with TS-2 cabinets. These cabinets should include NEMA TS-2 Type 1 controllers. The remaining 57 cabinets should have NEMA TS-2 Type 2 controllers.



## **5. Conclusion**

Following the two Bay County site visits, the survey team produced a complete inventory of the traffic signal cabinets, a similar report on CCTV camera locations at intersections, and an assessment of FOC installation methods (i.e., trench/plow versus directional drilling) along the proposed installation route. The interim TMC location resource survey, and the investigation of the deployment of the Hathaway Bridge project's ITS components and its integration with the ATMS were also completed. The information accumulated during these two surveys will be used for the production of plan sets.

The summary of the initial recommendations for traffic signal cabinets and CCTV locations are as follows.

### **5.1 Recommendations for Closed-Circuit Television Locations**

It is recommended that three locations utilize existing poles, including:

- SR 389 (East Avenue) and U.S. 231 (SR 75)
- SR 389 (East Avenue) and U.S. 98 (SR 30)
- 11<sup>th</sup> Street and Harrison Avenue

The recommended height for the CCTV pole at each location is 35 to 40 feet except for the SR 390 (St. Andrews Road) and Baldwin Road intersection, which is close to the airport and very near a flight path.

Two other intersections posed particular problems in the placement of CCTV cameras. It is recommended that a CCTV pole replace the palm tree at the northwest corner of the SR 368 (Alternate SR 30) and 23<sup>rd</sup> Street Plaza intersection. The intersection at SR 77 and 24<sup>th</sup> Street has a ditch on the southeast side and would require a foundation design for the pole that addresses suspected soil conditions. As for the power transmission line hindering the placement of the camera there, the project team and the Bay County Traffic Engineering Office will review the intersection to determine the best location for the CCTV pole.





## **5.2 Recommendations for Traffic Signal Cabinets**

All cabinet foundations installed for the FDOT/FHWA hurricane recovery project in 1996 or other Bay County signals installed since that time are capable of accepting FOC without modification. It is preferable to replace the cabinets that are 15 years old during the construction of the ATMS Phase II project. A total of 28 cabinet foundations are also recommended to be replaced.

New cabinets are required at 24 locations and should be furnished with new NEMA TS-2 cabinets. These cabinets should include NEMA TS-2 Type 1 controllers. The remaining 57 cabinets should have NEMA TS-2 Type 2 controllers.

The survey team determined that conduit sweeps need to be installed in 17 existing foundations.



## **Appendix A**

# **List of Intersections Visited During the Closed-Circuit Television Site Survey**



**Table A.1 – Closed-Circuit Television Site Survey Locations**

Site No.	East / West Street	North / South Street	Sheet No.*	Ownership	CCTV Location Recommendation	Explanation
1	6 <sup>th</sup> Street (U.S. 98 Business)	Harrison Avenue (U.S. 231)	C-58	Panama City	Option 1 – Northeast Option 2 – Southeast	The east side of 6 <sup>th</sup> Street has fewer obstructions. The northeast side has a pull box that may provide access to the signal cabinet.
2	6 <sup>th</sup> Street (U.S. 98 Business)	Cove Boulevard (SR 77)	C-69	Panama City	Northeast	The northeast side is preferred due to the intersection's orientation and the traffic signal cabinet located on the same side.
3	U.S. 98 (SR 30)	SR 368 (Alternate SR 30)	C-35	Panama City	Northwest	The fiber optic pull box and traffic signal cabinet are located on the same side.
4	SR 368 (Alternate SR 30)	Collegiate Drive	C-36	Panama City	Northeast	The recommended pole is located 720 feet away from the intersection. The fiber optic pull box and traffic signal cabinet are located on the same side of the intersection.
5	SR 368 (Alternate SR 30)	Beck Avenue	C-38	Bay County	Southwest	The recommended location has fewer obstructions and provides a good view.
6	SR 368 (Alternate SR 30)	Frankford Avenue	C-39	Panama City	Southwest	The cabinet is located on the same side and provides a good sight distance.
7	SR 368 (Alternate SR 30)	Airport Road (SR 391)	C-41	Panama City	Northeast	Due to the intersection's orientation, the northeast side of the intersection provides good viewing capability.
8	SR 368 (Alternate SR 30)	Jenks Drive (CR 2341)	C-43	Panama City	Southwest	The recommended location is on the same side as the proposed fiber route.
9	SR 368 (Alternate. SR 30)	23 <sup>rd</sup> Street Plaza	C-42	Panama City	Northwest	The palm tree is expected to be relocated, therefore removing any obstruction.
10	SR 368 (Alternate SR 30)	SR 77	C-44	Panama City	Southeast	The recommended location is slightly ahead of the storm sewer.

\* The sheet numbers identified are located in the *Bay County Advanced Traffic Management System, Phase I – Fiber Optic Infrastructure Conceptual Plans*.



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**Table A.1**  
(CONTINUED)

Site No.	East / West Street	North / South Street	Sheet No.*	Ownership	CCTV Location Recommendation	Explanation
11	U.S. 231 (SR 75)	SR 389 (East Avenue)	C-56	Bay County	Southeast	The recommended location is on the Same side as the traffic cabinet and will use the existing pole for CCTV.
12	Baldwin Road	SR 77	C-53	Bay County	Southwest	The recommended location has fewer obstructions and provides a good view.
13	Baldwin Road	Jenks Avenue	C-51	Bay County	Northwest	The recommended location provides access to the proposed FOC installation route based on the 30% plans and will be routed from the same side of the intersection.
14	Baldwin Road	SR 390 (St. Andrews)	C-50	Panama City	Northeast	The CCTV camera will be mounted on the existing streetlight pole at a height of 22 feet because of its proximity the airport.
15	SR 390 (St. Andrews)	Jenks Avenue	C-84	Bay County	Southeast	The recommended location is based on the intersection design and the three-legged nature of the intersection.
16	SR 390 (14 <sup>th</sup> Street)	SR 77	C-82	Bay County	Southwest	The recommended location has fewer obstructions and provides a good view.
17	24 <sup>th</sup> Street	SR 77	C-79	Bay County	Southeast	The recommended location is a sufficient distance away from the ditch on the same side, but will require realignment of the transmission line to accommodate the CCTV pole and camera.
18	U.S. 231	SR 77	C-72	Panama City	Northwest	The recommended location has access to the traffic signal pull box and the proposed FOC route based on the 30% plans and the FOC would be routed from the same side of the intersection.



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**Table A.1**  
(CONTINUED)

Site No.	East / West Street	North / South Street	Sheet No.*	Ownership	CCTV Location Recommendation	Explanation
19	U.S. 98 (SR 30)	SR 77	C-30	Panama City	Northeast	The recommended location has access to the traffic signal pull box and the proposed FOC route based on the 30% plans and the FOC would be routed from the same side of the intersection.
20	11 <sup>th</sup> Street (CR 28)	SR 77	C-12	Panama City	Northeast	The recommended location has access to the traffic signal pull box. Due to the presence of a pond, there is no vegetation growth on this side of the intersection.
21	11 <sup>th</sup> Street (CR 28)	Sherman Avenue	C-14	Panama City	Southwest	The recommended location is on the opposite side of the railroad, and has access to power and a good view.
22	11 <sup>th</sup> Street (CR 28)	East Avenue	C-15	Panama City	Southwest	The recommended location is on the same side as the traffic signal cabinet.
23	11 <sup>th</sup> Street (CR 28)	Transmitter Avenue	C-16	Bay County	Southeast	The recommended location has fewer obstructions and provides a good view.
24	U.S. 98 (SR 30)	SR 389 (East Avenue)	C-33	Bay County	Option 1 – Northwest Option 2 – Southwest	The northwest location allows the use of an existing pole, while the southwest location would require the installation of a new pole.
25	SR 390 (St. Andrew)	Airport Road	C-48	Bay County	Southeast	Due to the presence of obstructions on the other side of the intersection, this side is recommended.
26	U.S. 98 (SR 30)	Beck Avenue	C-24	Panama City	Northeast	The recommended location has access to a power source and is based on the intersection's orientation. This location also provides a good view.



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**Table A.1**  
(CONTINUED)

Site No.	East / West Street	North / South Street	Sheet No.*	Ownership	CCTV Location Recommendation	Explanation
27	15 <sup>th</sup> Street	Frankford Avenue	C-25	Panama City	Southwest	The recommended location has the proposed fiber on the same side as the intersection and provides a good view.
28	15 <sup>th</sup> Street	Balboa Avenue	C-27	Panama City	Northeast	The recommended location has fewer obstructions and provides a good view.
29	15 <sup>th</sup> Street	Airport Road / Harrison Avenue	C-29	Panama City	West	This intersection is broad and has a railroad crossing in the middle of the intersection.
30	11 <sup>th</sup> Street	Harrison Avenue	C-11	Panama City	Southwest	The recommended location can utilize an existing traffic pole and is on the same side as the traffic signal cabinet.
31	11 <sup>th</sup> Street	Balboa Avenue	C-9	Panama City	Southwest	The recommended location has fewer obstructions and provides a good view.
32	11 <sup>th</sup> Street	Frankford Street	C-7	Panama City	Southwest	The recommended location has fewer obstructions and provides a good view.



## **Appendix B**

# **Survey Details for Each Closed-Circuit Television Location**



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
1.1	6th Street (US 98 Business)	Harrison Avenue (US 231)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-58	4	8.5	
<b>Proposed Power Source</b>	Streetlight pole to north or power pole to east	<b>Proposed SMFO Access</b>	Existing conduit system to signal cabinet
<b>Overhead Utility Conflicts</b>	Behind east-west line on north side	<b>Underground Utility Conflicts</b>	None apparent
<b>Special Notes</b>			

<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
1.2	6th Street (US 98 Business)	Harrison Avenue (US 231)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-58	7.5	10	
<b>Proposed Power Source</b>	Streetlight pole to west	<b>Proposed SMFO Access</b>	Pull box with spare conduit
<b>Overhead Utility Conflicts</b>	Behind east-west line on north side	<b>Underground Utility Conflicts</b>	None apparent
<b>Special Notes</b>	Pullbox on NE corner may provide access to signal cabinet. Need plans. See sketch		





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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
2.1	6th Street (US 98 Business)	Cove Blvd (SR 77)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-69	20.5	5	
<b>Proposed Power Source</b>	Power pole to east or traffic signal service pedestal	<b>Proposed SMFO Access</b>	Traffic signal cabinet on NE corner
<b>Overhead Utility Conflicts</b>	Behind east-west line on north side	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>	See sketch		



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
2.2	6th Street (US 98 Business)	Cove Blvd (SR 77)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-69	9.5	16.5	
<b>Proposed Power Source</b>	Power pole to east or traffic signal service pedestal	<b>Proposed SMFO Access</b>	Traffic signal cabinet on NE corner
<b>Overhead Utility Conflicts</b>	Behind east-west line on north side	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>	See sketch		



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
3	SR 368 (Alt. SR 30)	US 98 (SR 30)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-35			
<b>Proposed Power Source</b>	Streetlight pole to north	<b>Proposed SMFO Access</b>	Pull box or traffic signal cabinet on same side as proposed CCTV location
<b>Overhead Utility Conflicts</b>	None	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>			

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
4	SR 368 (Alt. SR 30)	Collegiate Drive
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-36	5	720
<b>Proposed Power Source</b>	Power pole to west	<b>Proposed SMFO Access</b>
		Fiber optic or traffic signal pull box
<b>Overhead Utility Conflicts</b>	None	<b>Underground Utility Conflicts</b>
		None appararent
<b>Special Notes</b>	Camera location away from the intersection to accommodate the bend in the roadway segment, Florida DOT survey marker	

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
5	SR 368 (Alt. SR 30)	Beck Ave	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-38	5		
<b>Proposed Power Source</b>	Power pole on the other side of SR 368	<b>Proposed SMFO Access</b>	Pull box on the same side
<b>Overhead Utility Conflicts</b>	On east-west line on north side	<b>Underground Utility Conflicts</b>	None apparent
<b>Special Notes</b>			

<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
6	SR 368 (Alt. SR 30)	Frankford Ave	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-39	4	4	
<b>Proposed Power Source</b>	Power pole to the south	<b>Proposed SMFO Access</b>	Traffic signal pull box or signal cabinet with spare conduit
<b>Overhead Utility Conflicts</b>	On north-south line on west side	<b>Underground Utility Conflicts</b>	None apparent
<b>Special Notes</b>			



Bay County ATMS Phase II Site Visit Report

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
7	SR 368 (Alt. SR 30)	Airport Rd (SR 391)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-41		7	
<b>Proposed Power Source</b>	Power pole on the opposite side of Airport road	<b>Proposed SMFO Access</b>	Pull box with spare conduit
<b>Overhead Utility Conflicts</b>	On north-south line on west side	<b>Underground Utility Conflicts</b>	None apparent
<b>Special Notes</b>			

<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
8	SR 368 (Alt. SR 30)	Jenks Dr. (CR 2341)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-43			
<b>Proposed Power Source</b>	Power pole to the east.	<b>Proposed SMFO Access</b>	Pull box with spare conduit
<b>Overhead Utility Conflicts</b>	On north-south line on east side	<b>Underground Utility Conflicts</b>	Possible sewer pipe line
<b>Special Notes</b>			



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
9	SR 368 (Alt. SR 30)	23 Street Plaza
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-42	12	3
<b>Proposed Power Source</b>	Power pole to the east.	<b>Proposed SMFO Access</b>
		Traffic signal cabinet on the opposite side.
<b>Overhead Utility Conflicts</b>	Behind east-west line on south side	<b>Underground Utility Conflicts</b>
		None apparent
<b>Special Notes</b>	Palm tree to be relocated; big trees further down the 23rd street plaza road.	



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
10	SR 368 (Alt. SR 30)	SR 77
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-44		8.5
<b>Proposed Power Source</b>	Power pole on the opposite sides.	<b>Proposed SMFO Access</b>
		Traffic signal cabinet on the opposite side or optional pull box on the same side as proposed pole location
<b>Overhead Utility Conflicts</b>	None	<b>Underground Utility Conflicts</b>
		Possible sewer pipe line
<b>Special Notes</b>	Storm drain beside the proposed camera location	

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
11	SR 389 (East Ave)	US 231 (SR 75)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-56			
<b>Proposed Power Source</b>	Power pole to the north.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit.
<b>Overhead Utility Conflicts</b>	On east-west line on north side.	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>	Existing pole for CCTV		



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
12	Baldwin Road	SR 77	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-53			
<b>Proposed Power Source</b>	Power pole to the south.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On north-south line on east side.	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>	Existing pole for CCTV		



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
13	Baldwin Road	Jenks Avenue	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-51	10	13	
<b>Proposed Power Source</b>	Streetlight pole to the west.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On north-south line on east side and on east-west line to the north.	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>			

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
14	SR 390 (St. Andrews)	Baldwin Road	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-50		13	
<b>Proposed Power Source</b>	Streetlight pole.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On north-south line on east side and on east-west line.	<b>Underground Utility Conflicts</b>	None appararent
<b>Special Notes</b>	Requires airport height analysis, CCTV proposed to be mounted on existing street light pole.		



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
15	SR 390 (St. Andrews)	Jenks Avenue
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-84		17
<b>Proposed Power Source</b>	Power pole to the west.	<b>Proposed SMFO Access</b>
		Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line on east side and on east-west line to the west.	<b>Underground Utility Conflicts</b>
		None appararent
<b>Special Notes</b>		

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
16	SR 390 (14th Street)	SR 77
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-82	6.5	14
<b>Proposed Power Source</b>	Streetlight pole to the south.	<b>Proposed SMFO Access</b>
		Pull box on the oppoite side or traffic signal cabinet with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line on east side and on east-west line to the east.	<b>Underground Utility Conflicts</b>
		None appararent.
<b>Special Notes</b>		

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
17	SR 77	24th Street	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-79	24	8	
<b>Proposed Power Source</b>	Streetlight pole to the south.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On east-west line on north side.	<b>Underground Utility Conflicts</b>	None apparent.
<b>Special Notes</b>	Ditch by the side of the proposed CCTV location		

<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
18	SR 77	US 231	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-72	18	11	
<b>Proposed Power Source</b>	Power pole to the north.	<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On east-west line on north side.	<b>Underground Utility Conflicts</b>	None apparent.
<b>Special Notes</b>	Railroad on the opposite side of US 231		



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
19	SR 77	US 98 (SR 30)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-30	22.5	9	
<b>Proposed Power Source</b>	Power pole to the north.	<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line on west side.	<b>Underground Utility Conflicts</b>	None appararent.
<b>Special Notes</b>			

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
20	SR 77	11th Street (CR 28)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-12	20	20	
<b>Proposed Power Source</b>	Power pole to the east.	<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On east-west line on south side.	<b>Underground Utility Conflicts</b>	Pond on the side of the proposed location
<b>Special Notes</b>	Fence covering the pond. The proposed location would be 10 feet inside the fence and close to the pond.		

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
21	11th Street (CR 28)	Sherman Ave.	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-14	8	10	
<b>Proposed Power Source</b>	Power pole to the east.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side and on east-west line to the north.	<b>Underground Utility Conflicts</b>	Gas line underground
<b>Special Notes</b>	Old Cabinet needs to be replaced.		

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
22	11th Street (CR 28)	East Ave.
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-15	10	6
<b>Proposed Power Source</b>	Streetlight pole to the south.	<b>Proposed SMFO Access</b>
		Traffic signal cabinet with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side and on east-west line to the north.	<b>Underground Utility Conflicts</b>
		None appararent.
<b>Special Notes</b>	Cabinet needs to be replaced; check right of way as the proposed location could be in private property. Else CCTV will be mounted on existing pole.	

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Bay County ATMS Phase II Site Visit Report

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
23	11th Street (CR 28)	Transmitter Ave.	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-16	17	10	
<b>Proposed Power Source</b>	Power pole to the south.	<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line to the west side.	<b>Underground Utility Conflicts</b>	None apparent.
<b>Special Notes</b>	Existing traffic pole.		

<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
24.1	SR 389 (East Avenue)	US 98 (SR 30)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-33	7	27	
<b>Proposed Power Source</b>	Power pole to the north.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side.	<b>Underground Utility Conflicts</b>	None apparent.
<b>Special Notes</b>			



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
24.2	SR 389 (East Avenue)	US 98 (SR 30)	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-33			
<b>Proposed Power Source</b>	Power pole to the north.	<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side.	<b>Underground Utility Conflicts</b>	None appararent.
<b>Special Notes</b>	Existing CCTV pole.		



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
25	Airport Road	SR 390 (St. Andrew)
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-48	14	25
<b>Proposed Power Source</b>	Streetlight pole to the south.	<b>Proposed SMFO Access</b>
		Traffic signal cabinet with spare conduit on the opposite side or pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side.	<b>Underground Utility Conflicts</b>
		None appararent.
<b>Special Notes</b>		

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
26	US 98 (SR 30)	Beck Ave.	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-24			
<b>Proposed Power Source</b>	Power pole to the south.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side.	<b>Underground Utility Conflicts</b>	None appararent.
<b>Special Notes</b>			

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
27	15th Street	Frankford
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-25	11	9
<b>Proposed Power Source</b>	Power pole to the south.	<b>Proposed SMFO Access</b>
		Pull box with spare conduit or traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	On east-west line to the north side and on north-south line to the east side.	<b>Underground Utility Conflicts</b>
		None apparent.
<b>Special Notes</b>	On top of the hill	

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*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
28	15th Street	Balboa Avenue	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-27			
<b>Proposed Power Source</b>	Power pole on the opposite side of the street.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	None	<b>Underground Utility Conflicts</b>	None apparent.
<b>Special Notes</b>	Passenger signal pole		

<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
29	15th Street	Airport Road	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-29			
<b>Proposed Power Source</b>		<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	None	<b>Underground Utility Conflicts</b>	None apparent.
<b>Special Notes</b>			



*Bay County ATMS Phase II Site Visit Report*

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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>
30	11th Street	Harrison Ave
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>
C-11	10	
<b>Proposed Power Source</b>	Power pole to the south.	<b>Proposed SMFO Access</b>
		Traffic signal cabinet with spare conduit
<b>Overhead Utility Conflicts</b>	On north-south line to the east side and on east-west line to the south.	<b>Underground Utility Conflicts</b>
		None appararent.
<b>Special Notes</b>	CCTV with existing pole. Two set of fiber cable available at this intersection	



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
31	11th Street	Balboa Avenue	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-9	10	5	
<b>Proposed Power Source</b>	Power pole to the south.	<b>Proposed SMFO Access</b>	Pull box with spare conduit.
<b>Overhead Utility Conflicts</b>	On north-south line to the east side and on east-west line to the south.	<b>Underground Utility Conflicts</b>	Water line below the ground
<b>Special Notes</b>	Cabinet needs to be replaced in Phase II project, fire hydrant		



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<b>ID</b>	<b>Main Street</b>	<b>Cross Street</b>	
32	11th Street	Frankford Street	
<b>Sheet #</b>	<b>Main Street Offset</b>	<b>Cross Street Offset</b>	
C-7			
<b>Proposed Power Source</b>	Streetlight pole to the north.	<b>Proposed SMFO Access</b>	Traffic signal cabinet with spare conduit on the opposite side.
<b>Overhead Utility Conflicts</b>	None	<b>Underground Utility Conflicts</b>	None appararent.
<b>Special Notes</b>	2 RTMS microwave detection system		



## **Appendix C**

# **Traffic Signal Cabinet Inventory**



**Table C.1 – Traffic Signal Cabinet Inventory**

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
1	11 <sup>th</sup> Street	Frankford Avenue	C-7	Panama City	X	X		The cabinet fits onto a small foundation with a base adapter. (Photo 64-1)
2	11 <sup>th</sup> Street	Lisenby Avenue	C-8	Panama City	X	X		The Type 4 cabinet is pole-mounted. (Photo 65-1)
3	11 <sup>th</sup> Street	Balboa Avenue	C-9	Panama City	X	X		The Type 4 cabinet is not securely bolted to the small foundation with inadequate conduits. (Photo 66-1)
4	11 <sup>th</sup> Street	Jenks Avenue	C-11	Panama City	X	X		The cabinet fits onto a small foundation with a base adapter. (Photo 67-1)
5	11 <sup>th</sup> Street	Harrison Avenue	C-11	Panama City			X	Install new conduit sweeps in the existing foundation. (Photo 68-5)
6	Harrison Avenue	12 <sup>th</sup> Street	C-11	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 69-1)
7	11 <sup>th</sup> Street	SR 77 (Martin Luther King Boulevard)	C-12	Panama City				The cabinet/controller was installed in a 2001 FDOT/FHWA project. (Photo 70-1)
8	11 <sup>th</sup> Street	Bay Avenue	C-13	Panama City	X	X		The Type 4 cabinet is pole-mounted and is 19 years old. (Photo 71-1)
9	11 <sup>th</sup> Street	Sherman Street	C-14	Panama City	X	X		A Type 4 cabinet is installed. The foundation does not have enough room to install conduit sweeps. (Photo 72-1)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
10	11 <sup>th</sup> Street	East Street	C-15	Panama City	X	X		The Type 4 cabinet is pole-mounted. (Photo 42-1)
11	11 <sup>th</sup> Street	School Avenue	C-17	Bay County	X	X		The Type 4 cabinet is pole-mounted, but not securely fastened to the wood pole. The shelves are full. Unless a fiber modem is going to rest on the existing boxes, a new cabinet is needed. (Photo 43-1)
12	School Avenue	East 7 <sup>th</sup> Street	C-18	Bay County	X	X		The Type 4 cabinet is pole-mounted. (Photo 44-1)
13	Business U.S. 98	3 <sup>rd</sup> Street (SR 22)	C-19	Bay County				This location is part of an FDOT/FHWA project. (Photo 73-1)
14	U.S. 98	College Drive	C-21	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 30-1)
15	U.S. 98	23 <sup>rd</sup> Street (SR 368)	C-21	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 29-1)
16	U.S. 98	Michigan Avenue	C-23	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 31-1)
17	U.S. 98	Beck Avenue	C-24	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 32-2)
18	Business U.S. 98	15 <sup>th</sup> Street	C-24	Panama City				This cabinet was built in 1997. (Photo 33-1)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
19	U.S. 98 (15 <sup>th</sup> Street)	Frankford Avenue	C-25	Panama City		X	X	The cabinet is dented in front and doesn't sit properly on the foundation. It was installed as part of an FDOT/FHWA project. The cabinet needs a concrete or steel pole to protect it from vehicles backing into it. (Photos 34-1 and 34-2)
20	U.S. 98 (15 <sup>th</sup> Street)	Lisenby Avenue	C-26	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 35-1)
21	U.S. 98 (15 <sup>th</sup> Street)	Balboa Avenue	C-27	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 36-1)
22	U.S. 98 (15 <sup>th</sup> Street)	Florida Avenue	C-28	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 37-2)
23	U.S. 98 (15 <sup>th</sup> Street)	Jenks Avenue	C-29	Panama City			X	The cabinet was installed as part of an FDOT/FHWA project, but only has one empty 2-inch conduit. The cabinet will probably need conduit sweeps installed in the existing base. (Photo 38-1)
24	U.S. 98 (15 <sup>th</sup> Street)	Harrison Avenue	C-29	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 63-1)
25	U.S. 98 (15 <sup>th</sup> Street)	Martin Luther King Boulevard (SR 77)	C-30	Panama City			X	The cabinet was manufactured in 2001, but the foundation may be from 1994. The cabinet may also need conduit sweeps installed in the existing base. (Photo 39-2)





Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
26	U.S. 98 (15 <sup>th</sup> Street)	Sherman Avenue	C-32	Bay County	X			The cabinet has an enlarged foundation, which was apparently added in 2003. (Photo 40-2)
27	U.S. 98 (15 <sup>th</sup> Street)	East Avenue	C-34	Bay County	X	X		The cabinet installed in 1990 and has an enlarged foundation. (Photo 41-1)
28	23 <sup>rd</sup> Street	Collegiate Drive	C-36	Panama City				The cabinet was installed in 2004. (Photo 13-1)
29	23 <sup>rd</sup> Street	Michigan Avenue	C-37	Panama City		X		The cabinet was installed in 2004 and has existing FOC. (Photo 12-1)
30	23 <sup>rd</sup> Street	St. Andrews / Beck Avenue	C-38	Bay County			X	The cabinet was installed as part of an FDOT/FHWA project. It has existing FOC, but only has one empty 2-inch conduit. It will probably need conduit sweeps installed in the existing base. (Photo 11-1)
31	23 <sup>rd</sup> Street	Frankford Avenue	C-39	Panama City			X	The cabinet and controller were installed 2001, but the foundation looks older (probably 1990). There is room to install conduit sweeps in the existing foundation. (Photo 10-1)
32	23 <sup>rd</sup> Street	Lisenby Avenue	C-40	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 9-1)
33	23 <sup>rd</sup> Street	Airport Road	C-41	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 8-1)



**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
34	23 <sup>rd</sup> Street	Stanford Road	C-41	Panama City				The cabinet and controller were installed in 2001 and the foundation looks new. (Photo 7-1)
35	23 <sup>rd</sup> Street	23 <sup>rd</sup> Street Plaza	C-42	Panama City			X	The foundation looks old, but there is enough room to install conduit sweeps. (Photo 6-1)
36	23 <sup>rd</sup> Street	State Avenue	C-42	Panama City			X	The foundation looks old, but there is enough room to install conduit sweeps. (Photo 5-1)
37	23 <sup>rd</sup> Street	Jenks Avenue	C-43	Panama City	X			The cabinet and controller were installed in 2002/2003, but the foundation looks older (probably installed in 1990). The foundation is slightly chipped on one side. It is questionable whether it could be drilled through without cracking. (Photo 4-1)
38	23 <sup>rd</sup> Street	Harrison Avenue	C-43	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 3-1)
39	23 <sup>rd</sup> Street	Wilson Avenue	C-44	Panama City	X			This cabinet has been knocked off its foundation multiple times. It is recommended that the cabinet be moved to a location outside the tractor-trailer turn radius. (Photos 2-1 and 2-3)
40	23 <sup>rd</sup> Street	Martin Luther King Boulevard (SR 77)	C-44	Panama City			X	The foundation was installed in 1990, but there is room to install conduit sweeps. (Photo 12-3)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
41	23 <sup>rd</sup> Street	U.S. 231	C-45	Bay County	X	X		The cabinet is a Type 4 pole-mounted cabinet.
42	St. Andrews	Frankford Avenue	C-47	Bay County				The cabinet could not be examined due to excessive growth around cabinet.
43	St. Andrews	Airport Road	C-48	Bay County	X			The cabinet has an enlarged foundation, which was added in 1992. (Photo 50-1)
44	St. Andrews	Lisenby Avenue	C-48	Bay County				The cabinet was installed in 2001. (Photo 51-1)
45	St. Andrews	Baldwin Road	C-50	Bay County			X	The cabinet was installed in 1996, but is not part of an FDOT/FHWA project. The unit may not have sweeps. Sweeps should be installed in the existing foundation. (Photo 49-1)
46	Baldwin Road	State Avenue	C-51	Bay County			X	The cabinet was installed in 1996 and the foundation was probably installed in 1988. There is plenty of room to install sweeps. (Photo 48-1)
47	Baldwin Road	Jenks Avenue	C-51	Bay County	X			The cabinet has an enlarged foundation, which was originally installed in 1985 and apparently added to in 1996. (Photo 47-1)
48	Baldwin Road	Harrison Avenue	C-52	Bay County				The cabinet was installed in 2000. (Photo 46-2)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
49	SR 77 (Martin Luther King Boulevard)	Baldwin Road	C-53	Bay County	X	X		The cabinet, controller, and foundation were installed in 1989. (Photo 45-2)
50	Baldwin Road	East Avenue (U.S. 389)	C-56	Bay County			X	The foundation was probably installed in 1996, but not as part of an FDOT/FHWA project. The cabinet may not have sweeps, which should be installed in the existing foundation. (Photo 53-1)
51	U.S. 231	East Avenue (U.S. 389)	C-56	Bay County				The cabinet was installed in 2001 and the foundation was probably installed at that time also. The cabinet should have sweeps.
52	6 <sup>th</sup> Street (Business U.S. 98)	Beach Drive	C-57	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 23-1)
53	6 <sup>th</sup> Street (Business U.S. 98)	Jenks Avenue	C-58	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 20-1)
54	6 <sup>th</sup> Street (Business U.S. 98)	Grace Avenue	C-58	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 19-1)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
55	6 <sup>th</sup> Street (Business U.S. 98)	Harrison Avenue	C-58	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 18-1)
56	6 <sup>th</sup> Street (Business U.S. 98)	Magnolia Avenue	C-58	Panama City		X		The cabinet is dented and is not securely fastened to the foundation. (Photos 21-1, 21-2, and 21-3)
57	Harrison Avenue	4 <sup>th</sup> Street	C-58	Panama City			X	There are no empty conduits. Although there are a lot of wires in the way, sweeps should be installed in the existing foundation. (Photo 16-1)
58	Harrison Avenue	Beach Drive	C-58	Panama City	X			The conduits do not look FOC-capable and there is no room to install sweeps. The cabinet is a Type 4 cabinet, but ROW is tight. A new foundation should be installed on the existing location. (Photos 15-1 and 15-2)
59	4 <sup>th</sup> Street	Magnolia Avenue	C-59	Panama City	X	X		The cabinet was installed in 1991. The foundation is partly built up with concrete block. (Photo 17-3)
60	Business U.S. 98	4 <sup>th</sup> Street	C-61	Panama City	X	X		The cabinet is a Type 4 pole-mounted cabinet. (Photo 26-2)
61	Harrison Avenue	7 <sup>th</sup> Street	C-62	Panama City	X	X		The cabinet and foundation were installed in 1989. (Photo 22-1)
62	Airport Road	Harrison Avenue	C-64	Panama City	X	X		The cabinet and foundation were installed in 1988. (Photo 62-1)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
63	Airport Road	Jenks Avenue	C-64	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 61-1)
64	Airport Road	19 <sup>th</sup> Street	C-65	Panama City	X	X		The cabinet is a Type 4 pole-mounted cabinet. (Photo 77-1)
65	SR 77 (Cove)	4 <sup>th</sup> Street	C-68	Panama City	X	X		The cabinet and foundation were installed in 1984. (Photo 27-2)
66	Business U.S. 98	Hamilton Avenue	C-69	Panama City	X	X		The cabinet is a Type 4 pole-mounted cabinet. (Photo 24-2)
67	SR 77 (Cove)	Business U.S. 98	C-69	Panama City				The cabinet was installed as part of an FDOT/FHWA project. (Photo 25-1)
68	SR 77 (Cove)	7 <sup>th</sup> Street	C-69	Panama City				The cabinet and controller were installed in 2001 as part of an FDOT/FHWA project. (Photo 25-1)
69	SR 77	U.S. 231	C-72	Panama City				The survey team was unable to open the cabinet.
70	SR 77	Mosley	C-76	Bay County			X	There are no empty conduits at this location. Sweeps should be installed in the existing foundation. (Photo 60-1)
71	SR 77 (Lynn Haven Parkway)	26 <sup>th</sup> Street	C-78	Bay County				The cabinet was installed in 2000. (Photo 59-1)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
72	SR 77 (Lynn Haven Parkway)	24 <sup>th</sup> Street	C-79	Bay County				The cabinet was installed in 2001. (Photo 54-1)
73	SR 77 (Lynn Haven Parkway)	Mowat School Road	C-80	Bay County				The controller and cabinet were installed in 2002. The foundation and conduit look new, although the conduit is in a cluster. (Photo 58-1)
74	SR 77 (Ohio)	14 <sup>th</sup> Street	C-82	Bay County			X	The cabinet has fiber. Conduits must be able to accept fiber. There are no empty conduits. Sweeps should be installed in the existing foundation. (Photo 55-1)
75	SR 77 (Ohio)	12 <sup>th</sup> Street	C-82	Bay County				The cabinet has the same conduit pattern as 14 <sup>th</sup> Street. It is assumed that the cabinet can accept fiber. (Photo 57-1)
76	SR 77 (Ohio)	9 <sup>th</sup> Street	C-83	Bay County			X	The controller and cabinet were installed in 2000, but the conduit cluster looks old style and probably dates back to 1984 and, therefore, has elbows. Sweeps should be installed in the existing foundation. (Photo 56-1)
77	St. Andrews	Jenks Avenue	C-84	Bay County			X	The conduits at this location are inadequate and full. Sweeps should be installed in the existing foundation. (Photo 76-1)
78	St. Andrews	Maine Avenue	C-84	Bay County				The cabinet was installed in 1998. (Photo 75-1)
79	14 <sup>th</sup> Street	Tennessee Avenue	C-86	Bay County	X	X		The cabinet is a Type 4 pole-mounted cabinet. (Photo 74-1)



Bay County ATMS Phase II Site Visit Report

**Table C.1**  
(CONTINUED)

Site No.	Main Street	Side Street	Sheet No.	Owner	New Foundation	New Cabinet	Other Replacements	Explanation (Key Picture)
80	19 <sup>th</sup> Street	Jenks Avenue	C-87	Panama City	X			The survey team was unable to determine conduits because of mud and wire obstructions. The foundation should at least be leveled to avoid mud accumulation. (Photo 78-1)
81	19 <sup>th</sup> Street	Harrison Avenue	C-87	Panama City	X	X		The cabinet is a Type 4 cabinet. The foundation is small and the conduits are inadequate. (Photo 79-1)





## **Appendix D**

# **Survey Details for Each Traffic Signal Cabinet**



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
1	23rd Street / SR 368	SR 77 / MLK	C-44

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1990

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1990

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
11 (2") conduits, 4 (2") conduits empty

<b>Type of Surge Suppression</b>
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*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
2	23rd Street	Wilson Ave	C-44

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2003

**Add Controller Information**  
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	0	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	3

**Add Signal Phasing Information**  
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Suncoast Metal Foundation	Type 5	2003

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Dent on the cabinet, Not good	Cabinet gets hit by trucks taking the right turn

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Chipped off on the side	Note inside the cabinet: "This is the third cabinet hit by trucks"

**Cabinet/Foundation Recommendation**  
Reverse technician pad

**Conduit Information**  
7 (2") conduit, 3 (2") conduit empty

**Type of Surge Suppression**



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
3	23rd Street	Harrison Ave.	C-43

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>

<b>Type of Surge Suppression</b>



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
4	23rd Street	Jenks Ave.	C-43

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2003

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2002

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
One bolt on the cabinet floor sheared off	Inside edge of power disconnet pole hit

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
edges not rounded	Foundation old and slightly chipped on one side

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
6 (2") conduit, 1 (2") conduit empty, 2 (1 1/4") conduit empty

<b>Type of Surge Suppression</b>
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## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
5	23rd Street	State Ave	C-42

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	Edges rounded

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
5 (2"), 1 (2") empty and 1 (2") with grounding, 1 (1 1/4")

<b>Type of Surge Suppression</b>
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## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
6	23rd Street	23rd Street Plaza	C-42

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2000

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Edges are rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
5 (2"), 1 (2") empty and 1 (2") with grounding, 2 (1 1/4"), 1 (1 1/4") empty

<b>Type of Surge Suppression</b>
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*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
7	23rd Street	Stanford Ave	C-41

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

**Addt Controller Information**  
 The signal phasing for left turn from South bound 23rd Street to Stanford Ave. has trap

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

**Addt Signal Phasing Information**  
 Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Edges are rounded	None

**Cabinet/Foundation Recommendation**  
 None

**Conduit Information**  
 5 (2"), 1 (2") empty and 1 (2") with signal head wire and grounding, 1 (1 1/4")

**Type of Surge Suppression**





*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
8	23rd Street	Airport Road	C-41
<b>Survey Date</b>	<b>Signal Maintaining Agency</b>		
12/8/2004	City		
<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>	
Peek	3000	1996	
<b>Add Controller Information</b>			
None			
<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>	
11	1	2	
<b>Max Signal Phases</b>	<b>Ped Signals</b>		
11	2		
<b>Add Signal Phasing Information</b>			
Right turn overlaps			
<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>	
Southern Manufacturing	Type 5	1996	
<b>Cabinet Condition</b>	<b>Cabinet Location</b>		
Good	Appropriate		
<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>		
Good	None		
<b>Cabinet/Foundation Recommendation</b>			
None			
<b>Conduit Information</b>			
7 (2"), 2 (2") empty and 1 (2") with grounding and cables			
<b>Type of Surge Suppression</b>			



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
9	23rd Street	Lisenby Ave.	C-40

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	3	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	2

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Edges are rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2"), 2 (2") empty, 1 (1 1/4") with grounding

<b>Type of Surge Suppression</b>
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## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
10	23rd Street	Frankford Ave.	C-39

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	0	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	3

<b>Add Signal Phasing Information</b>
One ped signal burned out. Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Not rounded	One bolt grounded

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
5 (2"), 1 (2")with grounding and cable, 1(2") empty, 2 (1 1/4"), 1 (1 1/4") empty

<b>Type of Surge Suppression</b>
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## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
11	23rd Street	St. Andrews St. & Beck Ave.	C-38

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
One fiber cable, splice tray, Converter Copper/Fiber (Not powered)

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	1	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	3

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Door holding rod not properly fixed	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2"), 1(2") empty

<b>Type of Surge Suppression</b>
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*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
12	23rd Street	Michigan	C-37

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000E	2004

**Add Controller Information**  
Splice tray and Converter

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	2	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

**Add Signal Phasing Information**  
P4 right turn overlap, no P7 and P1

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2004

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
One screw instead of bolt in the foundation	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

**Cabinet/Foundation Recommendation**  
None

**Conduit Information**  
8 (2"), 2 (2") with 24 strand Corning fiber, 1 (1 1/4")

**Type of Surge Suppression**



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
13	23rd Street	Collegiate Dr	C-36

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/8/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000E	2004

**Add Controller Information**  
 One fiber optic pull box but no fiber in cabinet

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	4

**Add Signal Phasing Information**  
 North bound 23rd Street has a split phase.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2004

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws instead of bolts on all four corners	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

**Cabinet/Foundation Recommendation**  
 None

**Conduit Information**  
 8 (2"), 3 (2") empty, 2 (1 1/4")

**Type of Surge Suppression**  
 Edco surge suppressor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
14	23rd Street	US 231	C-45

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1983

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	2	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
N-S and E-W directional traffic signal, each have only one phase

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1983

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted cabinet	No foundation

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit, 1 (2") conduit for detectors and 1 (2") for signal wires.

<b>Type of Surge Suppression</b>
Suppressor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
15	Harrison Ave	Beach Dr	C-58

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880E	1995

<b>Add Controller Information</b>
No loops but Microwave detection

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
5	4	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
5	2

<b>Add Signal Phasing Information</b>
N-S and E-W directional traffic signal, each have only one phase

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1995

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Wires hanging out when closing	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2"), 2 (1 1/4"), 1 (1 1/4") with grounding

<b>Type of Surge Suppression</b>
Suppressor





*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
16	Harrison Ave.	4th Street	C-58

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1999

**Addt Controller Information**  
 Live wire exposed that could be dangerous, ekectrical power to "Visual Art Center" from cabinet.

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	0	5

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	1 dedicated signal

**Addt Signal Phasing Information**  
 4 through signal phases, 4 left turn signal phases and 2 right turn overlap phases

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1999

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Live wire exposed, Electrical power to "Visual Art Center" from cabinet.	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

**Cabinet/Foundation Recommendation**  
 None

**Conduit Information**  
 4 (2") conduit

**Type of Surge Suppression**  
 Edco surge



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
17	4th Street	Magnolia	C-59

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880EL	1991

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1991

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Less equipment in cabinet, seems overbuilt and new	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
3 by 2 inch concrete blocks for foundation	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
3 (1 1/4") conduit with 1 (1 1/4") conduit for grounding, 1 RGS conduit

<b>Type of Surge Suppression</b>
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*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
18	6th Street	Harrison St	C-58

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	0	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	4

<b>Add Signal Phasing Information</b>
North-bound left not protected.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
rounded	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
7 (2"), 2 (2") conduit empty

<b>Conduit Information</b>
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<b>Type of Surge Suppression</b>
Edco SHP 300



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
19	6th Street	Grace	C-58

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	4	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	4

<b>Add Signal Phasing Information</b>
One signal phase on each side of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
rounded around edges	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 3 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
20	6th Street	Jenks	C-58

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	1	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
10	4

<b>Add Signal Phasing Information</b>
Two phase each side of Jenks Ave. and one phase each for 6th Street.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
rounded around the edges	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 3 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
21	6th Street	Magnolia	C-58

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	4

<b>Add Signal Phasing Information</b>
One signal phase on each side of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Not properly seated, the back edges of the cabinet do not touch the foundation	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 2 (2") conduit empty, 1 (1 1/4")

<b>Type of Surge Suppression</b>
Edco



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
22	7th Street	Harrison	C-62

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880EL	1989

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
6	0	7

<b>Max Signal Phases</b>	<b>Ped Signals</b>
6	0

<b>Add Signal Phasing Information</b>
Harrison both sides protected permitted left turn, 7th Street has one phase

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Suncoast Metal Foundation	Type 5	1989

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Rusted bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
Replace

<b>Conduit Information</b>
3 (2") conduit, 1 RGS, 1 (1 1/2") conduit

<b>Type of Surge Suppression</b>
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## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
23	6th Street	Beach Dr	C-57

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
7	5	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
7	1

<b>Add Signal Phasing Information</b>
West bound 6th street and North bound Beach Dr has two phases while the 6th Street East bound has one phase

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2"), 3 (2") empty, 1 (1 1/4")

<b>Type of Surge Suppression</b>
Edco





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
24	Bus US 98	Hamilton Ave	C-69

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880E	1989

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
5	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
5	0

<b>Add Signal Phasing Information</b>
One signal phase on each side of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1989

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Hard wire preemption from fire station	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") with a grounding rod

<b>Type of Surge Suppression</b>
Small surge



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
25	Bus US 98	Cove Blvd.	C-69

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
MLK -98 is protected permitted right

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
12 (2") conduit, 5 (2") conduit empty, 1 (1") grounding, 1 (1 1/4") power

<b>Type of Surge Suppression</b>
Edco



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
26	Bus US 98	4th Street	C-61

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880E	1989

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
West bound Bus US 98 and 4th Street share the same phase (P4) and East bound Bus US 98 is on P2

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1989

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
27	4th Street	Cove Blvd	C-68

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1984

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
7	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
7	0

<b>Add Signal Phasing Information</b>
Protected permitted left turn for each direction

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1984

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Small foundation	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
no conduit below, on the side

<b>Type of Surge Suppression</b>
surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
28	7th Street	MLK Jr Blvd	C-69

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	0	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
West bound 7th Street has one phase while the rest of the sides of the intersection have two phases each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
9 (2"), 4 (2") empty, 1 (1 1/4") with power, 1 (1") with grounding

<b>Type of Surge Suppression</b>
HESCO/RLS surge



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
29	US 98	23rd Street	C-21

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
7	6	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
7	1

<b>Add Signal Phasing Information</b>
West bound US 98 and North-South bound 23rd street have two phases each while the East bound US 98 has only one phase.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	Rail road preemption

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
8 (2") with 2 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
30	US 98	College Dr	C-21

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	2	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
US 98 East and West bound traffic have two phases each while the College Dr has one phase each

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
8 (2") with 2 (2") empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
31	US 98	Michigan Ave	C-23

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
10	3	3

<b>Max Signal Phases</b>	<b>Ped Signals</b>
10	4

<b>Add Signal Phasing Information</b>
East bound US 98 has two phases while the rest of the travel directions at the intersection has one phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduits, 3 (2") empty, One grounding rod

<b>Type of Surge Suppression</b>
Edco





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
32	US 98	Beck Ave	C-24

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
6	7	7

<b>Max Signal Phases</b>	<b>Ped Signals</b>
6	0

<b>Add Signal Phasing Information</b>
Beck Ave has split phase in both directions. US 98 East bound has one phase while the West bound has two phases.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2"), 4 (2") empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
33	Bus US 98	15th Street	C-24

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
10	1	3

<b>Max Signal Phases</b>	<b>Ped Signals</b>
10	4

<b>Add Signal Phasing Information</b>
South bound Beck ave has two phases while the other three directional travel at the intersection has one phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2"), 2 (2") empty, 1 (1 1/4") empty

<b>Type of Surge Suppression</b>
Edco



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
34	US 98 (15th Street)	Frankford Ave	C-25

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Hit on the front side, doesn't sit properly	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 2 (2") empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
35	15th Street	Lisenby Ave	C-26

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
10 (2"), 4 (2") empty, 1 (1 1/4") with power

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
36	15th Street	Balboa Ave	C-27

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1997

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1997

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 3 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
37	15th Street	Florida	C-28

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	3	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	3

<b>Add Signal Phasing Information</b>
East bound 15th Street has two phases while the rest of the directional traffic has one phase.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 2 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
38	15th Street	Jenks Ave	C-29

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
8 (2") conduit, 1 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
39	15th Street	MLK Jr. Blvd	C-30

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
11 (2") conduit, 2 (2") conduit empty and 1 (2") conduit contains grounding

<b>Type of Surge Suppression</b>
HESCO/RLS





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
40	15th Street	Sherman	C-32

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000E	2003

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
15th Street has protected left turn while Sherman has permitted left turn signals.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2003

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Live wires, not bolted properly	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Not rounded	Added concrete to existing cabinet

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
HESCO/RLS

<b>Type of Surge Suppression</b>
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## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
41	15th Street	East Ave (SR 389)	C-34

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	M3000	1990

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1990

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws in the bottom and not bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Grass tall around the cabinet and makes it difficult to open the cabinet door	Enlarged foundation

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
3 (2") conduit, 1 (1") RGS power cable

<b>Type of Surge Suppression</b>
Suppressor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
42	11th Street	East Ave.	C-15

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1982

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
5	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
5	0

<b>Add Signal Phasing Information</b>
One signal phase on each side of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1982

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit, 1 (1 1/4") conduit

<b>Type of Surge Suppression</b>
None



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
43	11th Street	School	C-17

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1994

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
North and South bound School Rd follow the same signal phase. East and West bound 11th Street also share the same signal phase

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1994

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Wooden pole mounted	Cabinet shakes

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
44	School Ave	7th Steet	C-18

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1984

<b>Addt Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
5	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
5	1

<b>Addt Signal Phasing Information</b>
School Ave has one phase each for both side of the intersection. 7th Street has one phase for both sides of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1984

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (2") conduit, 1 (1 1/4") conduit

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
45	MLK Jr. Blvd.	Baldwin Rd	C-53

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1989

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	1	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1989

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Concrete broken	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
3 (2") conduit, 1 (2") conduit empty, 1 (1") conduit empty

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
46	Baldwin	Harrison Ave	C-52

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2000

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	4	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2000

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	Elevated concrete foundation

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
4 (2") conduit, 2(2") conduit empty, 2 (1 1/4") conduit

<b>Type of Surge Suppression</b>
HESCO/RLS



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
47	Baldwin	Jenks	C-51

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Missing bolt on the inner side of the cabinet, rest of the sides have screws instead of bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Expanded foundation	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit, 2 (1") conduit with one empty, one grounding rod

<b>Type of Surge Suppression</b>
Surrestor





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
48	Baldwin	State	C-51

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Not rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
3 (2") conduit, 1 (2") conduit empty, 2 (1 1/4") conduit with one containing power and another grounding

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
49	Baldwin	St. Andrews	C-50

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
6	7	7

<b>Max Signal Phases</b>	<b>Ped Signals</b>
6	0

<b>Add Signal Phasing Information</b>
Both West bound Baldwin Ave has two signal phases each. St. Andrews has one phase for each side.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	1 (2") conduit damaged

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
6 (2") conduit, 2 (2") conduit empty, 1 (2") conduit damaged, 2 (1 1/4") with one for power and another for grounding

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
50	St. Andrews	Airport Rd	C-48

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1992

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
7	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
7	0

<b>Add Signal Phasing Information</b>
Two phase each for East and West bound St. Andrews Road. One phase each for North and South bound Airport Rd.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1992

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Expanded base concrete	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit with RGS

<b>Type of Surge Suppression</b>
Suppressor



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
51	St. Andrews	Lisenby Ave	C-48

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000E	2001

**Add Controller Information**  
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	4	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	2

**Add Signal Phasing Information**  
Two phases each for the East and West bound Lisenby Ave. One phase each for North and South bound St. Andrews.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws and not bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

**Cabinet/Foundation Recommendation**  
None

**Conduit Information**  
6 (2") conduit, 3 (2") conduit empty, 2 (1 1/4") conduit empty

**Type of Surge Suppression**  
Arrissurge



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
52	US 231	East Ave.	C-56

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/9/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	2	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	2

<b>Add Signal Phasing Information</b>
Rail road preemption. Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws not bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
9 (2") conduit, 4 (2") conduit empty, 1 (1 1/4") conduit for power

<b>Type of Surge Suppression</b>
HESCO/RLS



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
53	Baldwin Rd.	US 389 & East Avenue	C-56

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
7	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
6	0

<b>Add Signal Phasing Information</b>
Two signal phases each for both East and West bound US 231. One phase each for the North and South bound US 389.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws and not bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit, 1 (2") conduit empty, 3 (1 1/4") conduit

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
54	Lynn Haven Pkwy	24th Street	C-79

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	1	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	4

<b>Add Signal Phasing Information</b>
---------------------------------------

Lynn Haven Pkwy south bound traffic intersection has one signal phase while rest of directional intersection sides have one signal phase.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws and not bolts.	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 3 (2") conduit empty, 1 (1 1/4") conduit with power

<b>Type of Surge Suppression</b>
ARRIS



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
55	Ohio Ave	14th Street	C-82

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	M3000 and 3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Closed loop system. Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
6 (2") conduit, 1 (1 1/4") conduit with power, 1 (1") conduit with grounding

<b>Type of Surge Suppression</b>
Edco





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
56	Ohio Ave	9th Street	C-83

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2000

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	1	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
---------------------------------------

Two phases each for both North and South bound lanes for Ohio Ave. One phase each for both East and West bound 9th Street. 9th Street has two radars on either side. Ohio Ave has one radar on North bound side of the intersection. Ohio Ave west bound intersection also has one camera. Iteris vantage card, a TV monitor and a computer mouse in the cabinet.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2000

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
One bolt nut loose	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
10 (2") conduit, 3 (2") conduit empty, 1 (1") conduit with grounding. Has coaxial cable

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
57	Ohio Ave	12th Street	C-82

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2000

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	0	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
---------------------------------------

Ohio Ave has two phase each on both North and South bound. 12th Street has one phase each on both East and West bound. Has two microwaves for the east and west bound Ohio Ave. Has one microwave observing the south bound 12th Street.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2000

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
8 (2") conduit, 1 (2") conduit empty. Has fiber

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
58	Lynn Haven Pkwy	Mowat School Rd	C-80

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2002

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
7	1

<b>Add Signal Phasing Information</b>
Two signal phase each for both sides of the Lynn Haven Rd. Mowat school Rd North bound has one phase for each side.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Suncoast Metal Foundation	Type 5	2002

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Not rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
9 (2") conduit, 5 (2") conduit empty, 1 (1 1/4") conduit with grounding

<b>Type of Surge Suppression</b>
HESCO/RLS



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
59	Lynn Haven Pkwy	26th Street	C-78

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2000

**Add Controller Information**  
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
10	3

**Add Signal Phasing Information**  
Two signal phase each for the Lynn Haven Rd North and South bound. 26th Street East and West bound has one phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2000

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

**Cabinet/Foundation Recommendation**  
None

**Conduit Information**  
5 (2") conduit, 2 (2") conduit empty, 2 (1 1/4") conduit with pull cord.

**Type of Surge Suppression**  
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
60	US 77	Mosley	C-76

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1999

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
7	1	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
7	0

<b>Add Signal Phasing Information</b>
Two signal phase each for the US 77 North and South bound. Mosley Rd East and West bound has one phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1999

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws and no bolts	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
3 (2") conduit

<b>Type of Surge Suppression</b>
Edco



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
61	Jenks	Airport	C-64

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	0	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
Two signal phase each for the Jenks Rd east and west bound. Airport Rd north and south bound has one phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
7 (2") conduit, 1 (2") conduit empty

<b>Type of Surge Suppression</b>
SHP 300-10 surge



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
62	Airport	Harrison	C-64

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1988

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
Two signal phase each for the Airport Rd east and west bound. Harrison north bound has one phase.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1988

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Screws	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
4 (2") conduit, 3 (2") conduit empty and two of these three conduits are non-useable, 2 (1 1/4") with one carrying power and the other one carrying grounding.

<b>Type of Surge Suppression</b>
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*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
63	US 98	Harrison	C-29

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
15	0	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
15	2

<b>Add Signal Phasing Information</b>
Rail road preemption. Signal for two intersections controlled by this cabinet.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	Railroad preemption

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
9 (2") conduit, 3 (2") conduit empty

<b>Type of Surge Suppression</b>
Edco





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
64	11th Street	Frankford	C-07

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1999

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	4

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1999

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
No bolts in the rear side of the cabinet	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Foundation smaller than the cabinet	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit, 1 (1 1/4") conduit with power, one grounding rod

<b>Type of Surge Suppression</b>
Edco



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
65	11th Street	Lisenby Ave	C-08

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1982

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
5	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
5	0

<b>Add Signal Phasing Information</b>
One phase each for all four sides of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1982

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Bulbs rather than the typical tubelights	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (2") conduit

<b>Type of Surge Suppression</b>
Suppressor



## Bay County ATMS Phase II Site Visit Report

<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
66	11th Street	Balboa Ave	C-09

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1985

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
One phase for the Balboa Ave north-south direction of the intersection. One phase for the 11th Street east-west sides of the intersection.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Not mentioned	Type 3 or 4	Not mentioned

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Bolts not provided on all corners of the cabinet; Old and shakes	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Smaller foundation than the cabinet	Concrete chipped on sides

<b>Cabinet/Foundation Recommendation</b>
Replace

<b>Conduit Information</b>
2 (1 1/4") conduit

<b>Type of Surge Suppression</b>
Suppressor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
67	11th Street	Jenks Avenue	C-11

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880EL	1991

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	3	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1991

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Foundation smaller than the cabinet, Added sleeve in between the cabinet and foundation	Wireless antenna and pipe

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
2 (2") conduit, 1(1 1/4") conduit with power, one grounding rod

<b>Type of Surge Suppression</b>
Suppressor



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
68	11th Street	Harrison	C-11

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Traffic Control Technologies	LMD 8000	1992

**Add Controller Information**  
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
8	0	5

<b>Max Signal Phases</b>	<b>Ped Signals</b>
8	0

**Add Signal Phasing Information**  
South bound Harrison Rd has one signal phase while the rest of the sides of the intersection has two phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Suncoast Metal Foundation	Type 5	1992

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Round	None

**Cabinet/Foundation Recommendation**  
None

**Conduit Information**  
3 (2") conduit, 1 (2") conduit empty, 2 (1 1/4") conduit with power, one grounding rod

**Type of Surge Suppression**  
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
69	Harrison Ave	12th Street	C-12

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
10	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
10	4

<b>Add Signal Phasing Information</b>
---------------------------------------

The West bound 12th Street has two phases while the rest of the sides of the intersection have one signal phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
----------------------------

6 (2") conduit, 3 (2") conduit empty, 1 (1 1/4") conduit with power, one grounding rod.

<b>Type of Surge Suppression</b>
SHP 300-11 surge



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
70	11th Street	MLK Jr	C-12

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	2001

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	2001

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
9 (2") conduit, 5 (2") conduit empty, 1 (1 1/4") conduit with power, one grounding rod

<b>Type of Surge Suppression</b>
HESCO/RLS



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
71	11th Street	Bay Ave.	C-13

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1986

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
6	0	3

<b>Max Signal Phases</b>	<b>Ped Signals</b>
6	0

<b>Add Signal Phasing Information</b>
The South bound Bay Ave. has two phases while the rest of the sides of the intersection have one phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1986

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Ok	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (1 1/2") conduit, 1 (1 1/4") conduit with power.

<b>Type of Surge Suppression</b>
Surrestor





## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
72	11th Street	Sherman	C-14

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880E	1988

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
4	0	5

<b>Max Signal Phases</b>	<b>Ped Signals</b>
4	0

<b>Add Signal Phasing Information</b>
The South bound Sherman Rd doesnot have a signal. The other sides of the intersection have one signal phase each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1988

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Not rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (1 1/2") conduit RGS, 2 (1 1/4") conduit RGS

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
73	US 98	3rd Street	C-19

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	2	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	4

<b>Add Signal Phasing Information</b>
---------------------------------------

East bound US 98 and south bound 3rd St have two phases each while the rest of the sides of the intersection have one phase each. Right turn overlap for the south bound 3rd Street to west bound US 98

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
----------------------------

6 (2") conduit, 2 (2") conduit empty, 2 (1 1/4") conduit, 1 (1 1/4") conduit empty, one grounding rod

<b>Type of Surge Suppression</b>
SHP 300-11 surge



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
74	14th Street	Tennessee St	C-86

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1994

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	0	6

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
The both sides of 14th St share the same phase. Both sides of Tennessee St share the same phase.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1994

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Ok	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Pole mounted	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (2") conduit, 1 (1 1/2") conduit, 1 (1 1/4") conduit with power

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
75	14th Street	Maine Ave.	C-84

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1998

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
12	0	1

<b>Max Signal Phases</b>	<b>Ped Signals</b>
12	4

<b>Add Signal Phasing Information</b>
The west bound 14th Street has one phase while the rest of the sides have two phases each.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1998

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	Lots of bushes around

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
6 (2") conduit, 2 (2") conduit empty

<b>Type of Surge Suppression</b>
SHP 300-10



*Bay County ATMS Phase II Site Visit Report*

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
76	Jenks	390 Hwy	C-84

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	County

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1996

**Add Controller Information**  
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
11	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
11	2

**Add Signal Phasing Information**  
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Suncoast Metal Foundation	Type 5	1996

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Vertical side smoothened, horizontal edge not smoothened	None

**Cabinet/Foundation Recommendation**  
None

**Conduit Information**  
3 (2") conduit, 2 (1 1/4") conduit with power and grounding

**Type of Surge Suppression**  
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
77	US 391 & Airport Road	19th Street	C-65

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880	1988

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
3	0	2

<b>Max Signal Phases</b>	<b>Ped Signals</b>
3	0

<b>Add Signal Phasing Information</b>
Both sides of the Airport Rd share one signal phase. Both sides of the 19th Street share the same signal phase also.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1988

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Good	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (1 1/4") conduit

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
78	19th Street	Jenks Ave	C-87

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	3000	1994

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
13	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
13	4

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 5	1994

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Conduit difficult to track due to mud and grass; and arrangement of wires	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Mud and grass on the floor of cabinet	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>

<b>Type of Surge Suppression</b>
Surrestor



## Bay County ATMS Phase II Site Visit Report

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<b>Intersection ID</b>	<b>Main Street</b>	<b>Cross Street</b>	<b>Plan Set Number</b>
79	19th Street	Harrison	C-87

<b>Survey Date</b>	<b>Signal Maintaining Agency</b>
12/10/2004	City

<b>Controller Make</b>	<b>Controller Model</b>	<b>Controller Year</b>
Peek	1880E	1994

<b>Add Controller Information</b>
None

<b>Load Switches Used</b>	<b>Unused Load Switches</b>	<b>Empty Relay Slots</b>
9	0	0

<b>Max Signal Phases</b>	<b>Ped Signals</b>
9	0

<b>Add Signal Phasing Information</b>
Two phase per travel direction for all four directions.

<b>Cabinet Make</b>	<b>Cabinet Type</b>	<b>Cabinet Year</b>
Southern Manufacturing	Type 4	1994

<b>Cabinet Condition</b>	<b>Cabinet Location</b>
Good	Appropriate

<b>Cabinet Foundation</b>	<b>Additional Cabinet Information</b>
Rounded	None

<b>Cabinet/Foundation Recommendation</b>
None

<b>Conduit Information</b>
1 (2") conduit, 3 (1 1/4") conduit, one grounding rod

<b>Type of Surge Suppression</b>
SHP 300-10