

TRAFFIC SIGNAL GENERAL NOTES

VOID

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION.
2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FEET BUT NO MORE THAN 19 FEET CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FEET MEASURED HORIZONTALLY BETWEEN CENTERS OF SIGNAL FACES.
3. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET, DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.
4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES BEFORE ORDERING POLES. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET WITHIN RIGHT-OF-WAY), IN LOCATION OF NEW SIGNAL POLES, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.
5. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS FROM NOTICE TO PROCEED TO FINAL ACCEPTANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATION(S) REQUIRED BY THE PROJECT DURING THE INTERIM PERIOD THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION, INCLUDING DETECTION, TO BE INOPERABLE.
6. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR INTERCONNECT CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

7. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.
8. THE CONTRACTOR SHALL REMOVE ALL EXISTING SIGNAL EQUIPMENT AND SHALL DELIVER AND UNLOAD IT AT THE DISTRICT SIGNAL SHOP. CONTACT THE SIGNAL SHOP, (770) 387-3673, AT LEAST 24 HOURS IN ADVANCE.
9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATION.
11. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLES ARE PROVIDED AS GENERAL GUIDELINES TO INSTALLER, ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.
12. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.
13. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE DEPARTMENT, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGNS, GUARDRAILS, LANDSCAPING, GRASSINGS, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, DUE TO CONTRACTOR'S ACTIVITY.

14. ALL ERADICATION OF EXISTING STRIPING WILL BE PAID FOR UNDER SECTION 150.
15. NOTICE OF INTENT (NOI) IS NOT REQUIRED FOR THIS PROJECT.
16. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURRING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL, OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.
17. ANY CONTAMINATED SOIL FOUND WITHIN THE PROJECT LIMITS SHALL BE DISPOSED OF AT AN APPROVED SITE AT NO ADDITIONAL COST TO THE DEPARTMENT.
18. THERE IS NO SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECT LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.
19. CONTRACTOR SHALL IMPLEMENT AND FOLLOW BEST PRACTICES TO ENSURE ADEQUATE PROTECTION OF EMPLOYEE SAFETY IN ACCORDANCE WITH GEORGIA'S RULES FOR HAZARDOUS WASTE MANAGEMENT IF EXCAVATION ENCOUNTERS CONTAMINATED SOILS ON PARCEL #1.
20. ANY SOIL EXCAVATED DURING CONSTRUCTION ACTIVITIES WITHIN THE BOUNDARY OF RIGHT OF WAY ACQUIRED AT PARCEL #1, PARCEL #3, AND PARCEL #4 MUST BE DISPOSED OF AT A PERMITTED LINED MUNICIPAL SOLID WASTE LANDFILL.
21. IF THE CONTRACTOR ENCOUNTERS UNDERGROUND STORAGE TANKS DURING CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL HANDLE THE UNDERGROUND STORAGE TANK IN ACCORDANCE WITH GDOT STANDARD SPECIFICATION 217 - REMOVAL OF UNDERGROUND STORAGE TANKS.
21. ALL JOINT USE POLE SIGNAL SPAN CONNECTIONS SHALL USE SPAN WIRE COLLARS OR CHAIN LINK ASSEMBLIES EXCEEDING 12000 LBS.

GENERAL NOTES FOR SIGNING

1. ALL STANDARD HIGHWAY SIGNS SHALL BE FABRICATED AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN IN THE PLANS, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION, AND THE GEORGIA STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND/OR SPECIAL PROVISION.
2. SIGN ERECTION LOCATIONS ARE APPROXIMATE AND MAY BE ADJUSTED TO MEET FIELD CONDITIONS WHERE NECESSARY, BUT SHALL BE WITHIN THE LIMITATIONS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION. NO SIGN LOCATION SHALL BE CHANGED BY THE CONTRACTOR OR BY THE PROJECT ENGINEER WITHOUT PRIOR APPROVAL FROM THE OFFICE OF TRAFFIC OPERATIONS.
3. ALL STANDARD HIGHWAY SIGNS SHALL BE ERECTED AT THE HEIGHT OF 7 FEET ABOVE THE NORMAL EDGE OF PAVEMENT OR SIDEWALK TO THE BOTTOM OF THE SIGN ASSEMBLY.
4. HORIZONTAL CLEARANCE FOR STANDARD HIGHWAY SIGNS ON ALL ROADWAYS SHALL BE 6 FEET FROM THE EDGE OF THE PAVED SHOULDER OR 12 FEET FROM THE NORMAL EDGE OF PAVEMENT TO THE NEARER EDGE OF THE SIGN(S), WHICHEVER IS GREATER. THE HORIZONTAL CLEARANCE IN NON-MOUNTABLE CURB SECTION SHALL BE AT LEAST 2 FEET FROM THE CURB FACE TO THE NEARER EDGE OF THE SIGN(S).

5. TYPE III (HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL STANDARD HIGHWAY SIGNS REQUIRING REFLECTORIZED BACKGROUNDS EXCEPT AS SPECIFIED BELOW OR SPECIFIED OTHERWISE IN THE PLANS. EITHER CLASS 1 OR CLASS 2 ADHESIVE BACKING IS PERMISSIBLE.
6. TYPE IX (VERY HIGH INTENSITY) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (R1-1, R1-2, R1-3A, R1-4A, R5-1, R10-3e), WARNING SIGNS AND OVERHEAD SIGNS.
7. WHERE STRIPED ISLANDS ARE REMOVED, THE CORRESPONDING R1-2 SIGN AND POST SHALL BE REMOVED. REMOVAL OF SIGNS WILL BE PAID UNDER TRAFFIC CONTROL.
8. SPAN WIRE ATTACHMENTS TO JOINT-USE CONCRETE POLES SHALL BE MADE VIA THROUGH-BOLTS OR LINK-STYLE POLE BANDS.
9. STRAIN POLE DESIGN LOAD SHALL NOT BE EXCEEDED, INCLUDING ATTACHMENT OF NEW SPAN WIRE PRIOR TO REMOVING OLD SPAN WIRE.
10. THE CONTRACTOR SHALL ENSURE THAT THE INCREASED WIND LOAD AND WEIGHT OF THE 24" HIGH OVERHEAD STREET NAME SIGNS IS TAKEN INTO ACCOUNT FOR STRAIN POLE DESIGN.

UTILITY OWNER	SERVICE
Dalton Utilities	Water, Sewer, Gas, Electricity, Telecom
Charter Communications	Cable
Windstream Communications	Telephone
GA Power Dist.	Electricity
North Georgia EMC	Electricity



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REVISION DATES

STATE OF GEORGIA DEPARTMENT OF TRANSPORTATION OFFICE: Program Delivery GENERAL NOTES	DRAWING No. 4-001
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