

SIGNAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
2. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN THE VICINITY OF NEW TRAFFIC SIGNAL POLES BEFORE INSTALLATION. AT THE DISCRETION OF THE ENGINEER, MINOR SHIFTS, (UP TO A MAXIMUM OF 5 FEET), IN LOCATION OF NEW SIGNAL POLES, ARE ACCEPTABLE TO AVOID UNDERGROUND UTILITIES. MINIMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.
3. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS FROM NOTICE TO PROCEED UNTIL FINAL ACCEPTANCE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNALS AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATIONS REQUIRED BY THE PROJECT DURING THE INTERIM THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL NEW GUYS ON EXISTING UTILITY TIMBER POLES WHEN ATTACHING SPAN WIRE OR LOOP LEAD-IN CABLE TO THE POLES UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
5. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.
6. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE DEPARTMENT OF TRANSPORTATION OFFICE DISTRICT SIGNAL SHOP. THE CONTRACTOR IS TO CONTACT THE DISTRICT SIGNAL ENGINEER TO SCHEDULE DELIVERY OF EXISTING TRAFFIC SIGNAL EQUIPMENT (912) 427-5703.
7. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
8. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATIONS.
9. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLE ARE PROVIDED AS A GENERAL GUIDELINE TO INSTALLER. ACTUAL ATTACHMENT HEIGHTS SHALL BE FIELD DETERMINED BY INSTALLER TO PROVIDE REQUIRED SIGNAL HEAD MOUNTING HEIGHTS AND CLEARANCE FROM EXISTING UTILITIES.
10. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN CONSTRUCTION COMPLETE.
11. 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, GRASSING, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED.
12. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL PERTINENT EROSION CONTROL. THESE MEASURES SHALL BE IMPLEMENTED AND MAINTAINED FOR THE DURATION OF THE WORK.
13. LOOP HOME RUNS, DO NOT USE LOOP SEALANT IN SIDEWALKS OR CURB AND GUTTER LOCATIONS, INSTALL A CONTINUOUS RUN OF SOFTROD/BACKER ROD.
14. TYPE III (ENCAPSULATED LENS) 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.
15. TYPE VI (WIDE ANGLE PRISMATIC) REFLECTIVE SHEETING SHALL BE USED FOR ALL RED SERIES SIGNS (RI-1, RI-2, RI-3A, RI-4A, R5-1), WARNING SIGNS AND OVERHEAD SIGNS.

TRAFFIC SIGNAL LEGEND

PROPOSED SIGNAL

-  CONTROLLER CABINET
-  STRAIN POLE
-  TIMBER POLE
-  DOWN GUY
-  MAST ARM
-  STREET LIGHT
-  3 SECTION HEAD
-  3 SECTION HEAD W/ BACKPLATE
-  5 SECTION HEAD
-  5 SECTION HEAD W/ BACKPLATE
-  OVERHEAD SIGN
-  PEDESTAL POLE
-  PED SIGNAL HEAD
-  CURB CUT RAMP
-  PULLBOX, TP 1
-  PULLBOX, TP 2
-  PULLBOX, TP 3
-  PULLBOX, TP 4
-  PULLBOX, TP 5
-  6x6 PULSE LOOP
-  6x18 CALL LOOP
-  6x40 PRESENCE LOOP (DIPOLE)
-  6x40 PRESENCE LOOP (QUADRUPOLE)
-  CONDUIT
-  RAILROAD CONTROLLER
-  SIGN POST

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