

TRAFFIC SIGNAL GENERAL NOTES

- | | |
|--|--|
| <ol style="list-style-type: none"> 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 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 THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS. 5. THE CONTRACTOR SHALL MAINTAIN EXISTING TRAFFIC SIGNALS DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRAFFIC SIGNAL AND/OR CONTROL SYSTEM ADJUSTMENTS, INCLUDING TEMPORARY SUPPORT POLE LOCATIONS(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 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. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED BY THE CONTRACTOR TO THE DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC OPERATIONS DISTRICT SIGNAL SHOP. CONTACT THE DISTRICT SIGNAL ENGINEER AT (706)646-6560. 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. THE INSTALLATIONS SHALL BE CAPABLE OF "CLOSED LOOP" ISOLATED MONITORING OVER TELEPHONE LINES FROM EXISTING CENTRAL COMPUTERS LOCATED AT THE LOCAL DOT DISTRICT OFFICE, TRAFFIC ENGINEERING SECTION. CLOSED LOOP SYSTEM DEMONSTRATION IS REQUIRED AT THE CENTRAL SITE NOTED PRIOR TO FINAL ACCEPTANCE 12. ALL UTILITY WORK REQUIRED BY THIS PROJECT WILL REQUIRE SEPARATE UTILITY PERMITTING THROUGH THE DISTRICT UTILITY OFFICE | <ol style="list-style-type: none"> 13. CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT STRAIN POLES ARE LOCATED SO THAT PROPER UTILITY CLEARANCES AND EDGE OF PAVEMENT CLEAR ZONE REQUIREMENTS ARE MET 14. ALL TRAFFIC SIGNAL MATERIALS PROPOSED FOR USE ON THIS PROJECT WILL BE SUBMITTED TO THE DISTRICT SIGNAL SECTION FOR REVIEW AND APPROVAL AS REQUIRED BY CONTRACT SPECIFICATION. NO TRAFFIC SIGNAL MATERIALS OR WORK MAY BEGIN UNTIL ALL MATERIALS HAVE BEEN REVIEWED AND APPROVED BY THE DEPARTMENT. THE DEPARTMENT'S PROJECT MANAGER WILL COORDINATE PAYMENT OF MATERIALS AND INSPECTION OF THE TRAFFIC SIGNAL INSTALLATION WITH THE DISTRICT SIGNAL SECTION. 15. TRAFFIC SIGNAL INSTALLATIONS ON THIS PROJECT SHALL BE CAPABLE OF REMOTE COMMUNICATIONS AND DIAGNOSTICS OVER COMMUNICATIONS NETWORKS. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES AND PERMITS NECESSARY FOR ESTABLISHING POWER AND COMMUNICATIONS, INCLUDING DSL COMMUNICATIONS, TO THE PROJECT TRAFFIC SIGNAL INSTALLATION. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL CHARGES ASSOCIATED WITH MONTHLY UTILITY SERVICE TO THE TRAFFIC SIGNAL INSTALLATION UNTIL UNTIL THE NEW TRAFFIC SIGNAL INSTALLATION HAS SATISFACTORILY COMPLETED A TEST PERIOD OF UNINTERRUPTED OPERATION, FOR 30 DAYS. UPON COMPLETION OF THE TEST PERIOD, THE CONTRACTOR WILL COMPLETE A TRAFER OF UTILITY COSTS TO UPSON COUNTY. 16. ALL PULL BOXES FOR SET-BACK LOOP LEAD IN CABLE TO CONTROLLER SHALL BE TYPE 2 PULL BOXES. PULL BOX SPACING FOR SET-BACK LOOP LEAD IN CABLE SHALL BE 100 FEET MAXIMUM BETWEEN PULL BOXES. INSTALL TYPE 3 PULL BOX AT CONTROLLER FOUNDATION UNLESS OTHERWISE NOTED ON PLANS. ALL FIBER OPTIC PULL BOXES SHALL BE TYPE 5. ALL UBUSED CONDUIT SHALL CONTAIN DETECTABLE MULE TAPE FOR FUTURE USE IN PULLING CABLE INTO CONDUIT AND DETECTION. 17. UPON ALTERATION OF EXISTING TRAFFIC SIGNALS, THE CONTRACTOR WILL BE RESPONSIBLE FOR RESPONDING TO ALL REPORTS OR TRAFFIC SIGNAL "TROUBLE" OR MALFUCTION UNTIL THE TRAFFIC SIGNAL EQUIPMENT AND OPERATION HAS SUCCESSFULLY COMPLETED AN OPERATING TEST PERIOD OF A MINIMUM OF 30 DAYS. IF DISTRICT TREE FORCES MUST RESPOND TO REPORTS OF SIGNAL TROUBLE OR MALFUNCTION, AFTER ATTEMPTS TO CONTACT THE CONTRACTOR HAVE FAILED, OR THE CONTRACTOR DOES NOT RESPOND, ALL COSTS ASSOCIATED WITH DISTRICT TRAFFIC SIGNAL RESPONSES WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND MAY BE WITHHELD FROM FINAL CONTRACT PAYMENT. 18. THE CONTRACTOR WILL CONTACT THE DISTRICT SIGNAL OFFICE AT LEAST 14 DAYS PRIOR TO REQUESTING INSPECTION ACTIVITIES FOR TRAFFIC SIGNAL INSTALLATIONS. THE CONTRACTOR WILL CONTACT THE DISTRICT SIGNAL SHOP 14 DAYS PRIOR TO REQUESTING ACTIVATION OF THE TRAFFIC SIGNAL SO SIGNAL TIMING CAN BE DEVELOPED AND INSTALLED IN CONTROL EQUIPMENT. 19. THE CONTRACTOR WILL ADVISE THE PROJECT MANAGER A MINIMUM 3 DAYS PRIOR TO ANY TRAFFIC SIGNAL WORK BEGINNING. 20. ALL UTILITY WORK REQUIRED BY THIS PROJECT WILL REQUIRE SEPARATE UTILITY PERMITTING THROUGH THE DISTRICT UTILITY OFFICE. 21. CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT STRAIN POLES ARE LOCATED SO THAT PROPER UTILITY CLERANCES AND EDGE OF PAVEMENT CLEAR ZONE REQUIREMENTS ARE MET. |
|--|--|

4/26/11 10:44:52 AM

4/26/11 10:44:52 AM

4/26/11 10:44:52 AM

GEORGIA
DEPARTMENT
OF
TRANSPORTATION

- NO SCALE -

REVISION DATES

STATE OF GEORGIA
DEPARTMENT OF TRANSPORTATION
OFFICE: TRAFFIC OPERATIONS
SIGNAL PLANS

TRAFFIC SIGNAL
GENERAL NOTES

DRAWING No.
4 -03