

TRAFFIC SIGNAL GENERAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION, INCLUDING SUBSEQUENT PUBLISHED RULINGS.
2. SIGNAL HEADS SHALL BE ERECTED TO PROVIDE AT LEAST 17 FT BUT NO MORE THAN 19 FT CLEARANCE FROM BOTTOM OF SIGNAL HEADS TO TOP OF ROAD SURFACE AND A MINIMUM OF 8 FT 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 SEPERATE LEAD-INS TO THE CONTROL CABINET.
4. THE CONTRACTOR SHALL LOCATE UNDERGROUND UTILITIES IN VICINITY OF NEW TRAFFIC SIGNAL POLES BEFORE INSTALLATION. MINOR SHIFTS (UP TO A MAXIMUM OF 5 FT) IN LOCATION OF NEW SIGNAL POLES, AT THE DISCRETION OF THE ENGINEER, 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 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 706-646-6557
9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
10. SEE ALSO LEGEND AND NOTES.
11. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE SPECIFICATION.
12. THE INSTALLATIONS SHALL BE CAPABLE OF 'CLOSED LOOP' ISOLATED MONITORING OVER TELEPHONE LINES FROM EXISTING CENTRAL COMPUTERS LOCATED AT BOTH THE LOCAL DOT DISTRICT OFFICE, TRAFFIC ENGINEERING SECTION, AND THE DOT OFFICE OF TRAFFIC OPERATIONS ELECTRICAL FACILITIES, 935 E. CONFEDERATE AVENUE BLDG. 5 ATLANTA, GEORGIA 30316. CLOSED LOOP SYSTEM DEMONSTRATION IS REQUIRED AT BOTH CENTRAL SITES, NOTED PRIOR TO FINAL ACCEPTANCE

TRAFFIC SIGNAL SUMMARY OF QUANTITIES

SUMMARY OF TRAFFIC SIGNAL ITEMS

ITEM	LOCATION	INSTL. NO.	TRAFFIC SIGNAL INSTALLATION	STRAIN POLE, TP IV	SUMMARY OF FIBER OPTIC NETWORK SYSTEM																	
					LUMP	EACH	SPAN WIRE STRAND CABLE 1/4 IN.	PULL BOX, PB-4	PULL BOX, PB-5	IN CONDUIT, NONMETAL, TP 3	IN CONDUIT RIGID	CONDUIT FIBERGLASS 2 IN	MULTI-CORE CONDUITS 2 IN FIBERGLASS	OSP LOOSE TUBE SM FIBER CABLE 24 FIBER	OSP FIBER OPTIC CABLE SHOP, 30M & FIBER	FIBER OPTIC CLOSURE UNDERGROUND, 24 FIBER	FIBER OPTIC CLOSURE ABOVE, 4 FIBER	FIBER OPTIC SPLICE, FUSION	FIBER OPTIC PATCH CORD, SM	FIBER OPTIC SURFACE	EXTERNAL TRANSMITTER (DO NOT SIGNAL JOBS)	EXTERNAL STAR TRANSMITTER (SIGNAL JOBS)
					LN FT	EACH	EACH	LN FT	LN FT	LN FT	LN FT	LN FT	LN FT	EACH	EACH	EACH	EACH	EACH	EACH	EACH	LUMP	
	S.R. 154@C.R. 32	1	LUMP	4																		
TOTAL			LUMP	4																		