

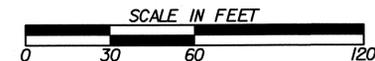
**TRAFFIC SIGNAL GENERAL NOTES**

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| <p>1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION.</p> <p>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.</p> <p>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.</p> <p>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. MINUMUM CLEARANCES FROM EDGE OF PAVEMENT SHALL BE MAINTAINED. PLACEMENT OF THE SIGNAL HEADS SHALL BE RETAINED AS SHOWN ON THE PLANS.</p> <p>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.</p> | <p>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.</p> <p>7. INSTALLATION IS TO BE CHECKED AND ACCEPTED BY THE DISTRICT TRAFFIC ENGINEER PRIOR TO FINAL ACCEPTANCE.</p> <p>8. WHEN REMOVED, EXISTING EQUIPMENT SHALL BE DELIVERED AND UNLOADED BY THE CONTRACTOR TO THE DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC OPERATIONS DISTRICT SIGNAL SHOP. CONTACT THE DISTRICT SIGNAL ENGINEER AT (770)532- 5558 .</p> <p>9. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.</p> <p>10. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATION.</p> <p>11. 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 SIGNAL 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.</p> | <p>12. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.</p> <p>13. 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.</p> <p>14. SAWCUTS AND REMOVAL OF ALL CONCRETE ASSOCIATED WITH CURB CUT RAMPS SHALL BE INCLUDED IN THE SIDEWALK PAY ITEM.</p> <p>15. 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.</p> <p>16. 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.</p> <p>17. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.</p> |
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REVISION DATES


TOWN OF BRASELTON	
OFFICE:	
<b>SIGNAL PLANS</b>	
GENERAL NOTES	
SR53 & SR124	
INTERSECTION REALIGNMENT	
	DRAWING No. <b>27-01</b>