



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. ALSO, SHALL CONFORM TO ALL GADOT SPECIFICATIONS AND CONSTRUCTION DETAILS INCLUDING SUBSEQUENT PUBLISHED RULINGS.
2. PRIOR TO BEGINNING CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE DISTRICT SIGNAL ENGINEER.
3. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE SPECIFICATION.
4. 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.
5. SIGNAL HEADS FOR MULTI LANES SHALL BE ALIGNED CENTER OF LANE AND ALIGNED WITH THE RECEIVING LANES. FOR SINGLE LANES SHALL BE ALIGNED WITH THE LEFT THROUGH HEAD TWO FOOT TO THE RIGHT FROM CENTER LINE AND ALIGNED WITH THE RECEIVING LANES.
6. 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 PRIOR TO ORDERING. 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 WEATHER PART OF THE SCOPE OF WORK OR NOT, FROM NOTICE TO PROCEED (NTP) 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 TO BE INOPERABLE THIS IS TO INCLUDE DETECTION.
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. FOR STRAIN POLE FOUNDATION SIZE AND REINFORCEMENT, SEE STRAIN POLE AND MAST ARM POLE FOUNDATION SHEET.
10. THE INSTALLATIONS SHALL BE CAPABLE OF MONITORING OVER ETHERNET NETWORKS FROM EXISTING CENTRAL COMPUTERS OR VIA "CLOSED LOOP" MONITORING, PER THE DISTRICT SIGNAL ENGINEER. CENTRAL COMPUTERS ARE LOCATED AT 935 EAST CONFEDERATE AVENUE BLDG. 24 ATLANTA, GEORGIA 30316. NETWORK ABILITIES DEMONSTRATION IS REQUIRED AT CENTRAL SITES. NOTED PRIOR TO FINAL ACCEPTANCE.
11. ALL EXISTING STOP BARS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE IN ACCORDANCE WITH CURRENT DOT STANDARDS, STOP BARS AND CROSSWALKS SHALL BE THERMOPLASTIC THE STOP BAR SHALL BE 24" WHITE.
12. 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.
13. DURING CONSTRUCTION AT NO TIME SHALL TWO SEPARATE TRAFFIC SIGNALS BE ATTACHED TO THE SAME SIGNAL POLE UNLESS APPROVED BY THE BRIDGE DEPARTMENT.
14. ALL JOINTS USE POLE SIGNAL SPAN CONNECTIONS SHALL USE SPAN WIRE COLLARS OR CHAIN LINK ASSEMBLIES EXCEEDING 12000 LBS.
15. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE DEPARTMENT, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBS, SIDEWALK, GUTTER, STORM 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.
16. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THE COST SHALL BE CONSIDERED INCIDENTAL AND BE INCLUDED IN THE OVERALL BID PRICE. NO ADDITIONAL PAYMENTS SHALL BE MADE TO THE CONTRACTOR FOR EROSION CONTROL.
17. WHEN REMOVED EXISTING EQUIPMENT SHALL BE DELIVERED BY THE CONTRACTOR TO THE DEPARTMENT OF TRANSPORTATION OFFICE OF TRAFFIC OPERATIONS DISTRICT SIGNAL SHOP, ANY MISSING EQUIPMENT LOST OR DAMAGED OR STOLEN SHALL BE REPLACED IN LIKE AND KIND AT NO SEPARATE CHARGE TO THE DEPARTMENT CONTACT THE DISTRICT SIGNAL SHOP 24 HOURS PRIOR TO DELIVERY AT 770-387-3673.
18. THE CONTRACTOR WILL BE RESPONSIBLE FOR ALL FEES ASSOCIATED WITH MODIFYING EXISTING AND ESTABLISHING NEW POWER AND COMMUNICATIONS SERVICES FOR TRAFFIC SIGNAL, VIDEO DETECTION SYSTEMS AND/OR CCTV CAMERAS ON THIS PROJECT. IF A UTILITY TRANSFORMER IS REQUIRED FOR TRAFFIC SIGNAL EQUIPMENT, IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INCLUDE AS PART OF THEIR BID PRICE, FOR THAT TRAFFIC SIGNAL INSTALLATION IF THE RESPECTIVE UTILITY REQUIRES PAYMENT FOR INSTALLATION

LIST OF MATERIALS	UNIT	QUANTITY
CONTROLLER CABINET ASSEMBLIES		
A. CONTROLLER UNIT, MODEL 2070 LX (Preferred)	EA	1
E. CABINET ASSEMBLY, MODEL 332	EA	1
F. SWITCH PACK (Load Switch)	EA	13
G. DC ISOLATOR	EA	8
H. LOOP DETECTOR, 2 CHANNEL	EA	4
I. LOOP DETECTOR, 4 CHANNEL	EA	1
K. 2010 SIGNAL MONITOR, TYPE B (ETHERNET) (Preferred)	EA	1
M. AUXILIARY OUTPUT FILE	EA	1
332 PREFABRICATED CONTROLLER CABINET BASE	EA	1
PC642-200 (OR EQUIVALENT), SURGE PROTECTOR	EA	1
LOOP/PEDESTAL LEAD-IN WIRE (SHIELDED, TWISTED/1000 FT); 3 PAIR, 18 AWG	REEL	2
SIGNAL CABLE (14 AWG); 7 CONDUCTOR, PER 1000 FT.	REEL	2
LOOP DETECTOR WIRE (14 AWG STRANDED/1000 FT)	REEL	2
3-SECTION, 12" SIGNAL HEAD LED, YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	11
4-SECTION, 12" SIGNAL HEAD LED, YELLOW HOUSING w/ BLACK FRONT, PLASTIC	EA	1
1-SECTION, 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, FULL HAND/MAN OVERLAP 9" HIGH Numbers, 12" Symbols	EA	8
PEDESTRIAN PUSHBUTTON STATIONS, w/BUTTONS and SIGNS: 9" 15", R10-5A, Left or Right, Countdown	EA	8
BACK PLATE FOR ONE-WAY, 3-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETRO REFLECTIVE STRIP	EA	11
BACK PLATE FOR ONE-WAY, 4-SECTION, 12" SIGNAL HEAD, ABS PLASTIC, BLACK w/ RETRO REFLECTIVE STRIP	EA	1
HARDWARE FOR SPANWIRE MOUNTING (3 or 4 Section Signals)	EA	12
HARDWARE FOR PEDESTAL POLE, TOP POST MOUNTING, TWO-WAY BRACKET ASSEMBLY	EA	3
10 FT PEDESTAL POLE & SQUARE BASE	EA	3
PULL BOX, PB-2	EA	16
PULL BOX, PB-4	EA	1
LOOP SAW CUT	LF	1092
CONDUIT, NM, TP 2, 2 IN	LF	100
CONDUIT, NM, TP 3, 2 IN	LF	650
CONDUIT, 1 IN	LF	50
DIRECTIONAL BORE, 5 IN	EA	180
R10-5A, LEFT TURN YIELD ON FLASHING YELLOW SIGN	EA	4
STRAIN POLE, TP IV (STEEL OR CONCRETE)	EA	4
RADAR DETECTION ASSEMBLY	EA	1
PROGRAMMING MONITOR, TYPE A	EA	1
RADAR DETECTION SYSTEM (TESTING)	LUMP	LUMP
MISCELLANEOUS MATERIALS NEEDED TO COMPLETE INSTALLATION	LUMP	LUMP
CURB CUT WHEELCHAIR RAMP, TYPE A	EA	1
CURB CUT WHEELCHAIR RAMP, TYPE B	EA	2
CURB CUT WHEELCHAIR RAMP, TYPE D	EA	2



ACCESS IMPROVEMENTS / SIGNAL DESIGN
FOR
RACETRAC PETROLEUM INC
3225 Cumberland Blvd, Suite 100
Atlanta, GA 30339
LOCATED IN LAND LOT 390, 4TH DISTRICT, 3RD SECTION, BARTOW COUNTY, GEORGIA

REV.	DATE	REVISION DESCRIPTION

THIS DRAWING IS ONE INCH LONG WHEN PLOTTED FULL SCALE.
THIS DRAWING MUST BE USED IN CONJUNCTION WITH THE APPLICABLE OR GOVERNING TECHNICAL SPECIFICATIONS AND OTHER CONTRACT DOCUMENTS.
PROJECT NO: EGX10300
DATE: 07-23-2018
DWG NAME: EGX10300 RACETRAC CARTERSVILLE 09-25-18.DWG
DRAWN: KRW CHECKED: GKW SCALE: 1" = 30'
SHEET TITLE: SIGNAL NOTES
SHEET: TS2

CREATED: 9/25/2018 LAST SAVED: 9/28/2018 BY: WARR, GEOFFREY PLOT DATE: 9/28/2018