

TRAFFIC SIGNAL GENERAL NOTES

1. THE COMPLETE SIGNAL INSTALLATION SHALL CONFORM TO ALL APPROPRIATE PARTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. CURRENT EDITION.
2. ALL TRAFFIC CONTROL, SIGNS AND PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS CURRENT EDITION.
3. THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE ENGINEER 48 HOURS IN ADVANCE OF ALL REQUIRED TESTS AND OBSERVATIONS.
4. CONTRACTOR IS TO VERIFY ACCURACY OF ANY TEMPORARY BENCHMARKS SHOWN PRIOR TO UTILIZING THEM FOR CONSTRUCTION.
5. THE DATA, TOGETHER WITH ALL OTHER INFORMATION SHOWN ON THESE PLANS OR IN ANY WAY INDICATED THEREBY, WHETHER BY DRAWING OR NOTES, OR IN ANY OTHER MANNER, ARE BASED UPON FIELD INVESTIGATIONS AND ARE BELIEVED TO BE INDICATIVE OF ACTUAL CONDITIONS, HOWEVER, THE SAME ARE SHOWN AS INFORMATION ONLY, ARE NOT GUARANTEED, AND DO NOT BIND THOMAS & HUTTON.
6. 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.
7. SHIELDED CABLE WILL BE USED FOR DETECTOR RUNS AS SHOWN ON THE DETAIL SHEET, DETECTORS SHALL HAVE SEPARATE LEAD-INS TO THE CONTROL CABINET.
8. 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.
9. 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 INTERM THROUGH INSTALLATION OF NEW SIGNAL EQUIPMENT. AT NO TIME SHALL THE CONTRACTOR CAUSE ANY PART OF THE SIGNAL OPERATION TO BE INOPERABLE.
10. THE EXISTING UNDERGROUND UTILITIES SHOWN HEREON ARE BASED UPON AVAILABLE INFORMATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION OF ALL UTILITIES OTHER THAN THOSE SHOWN ARE ENCOUNTERED DURING CONSTRUCTION. THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY AND TAKE STEPS TO PROTECT THE LINES AND ENSURE CONTINUED SERVICE. DAMAGE CAUSED TO EXISTING UTILITIES BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR. ADDITIONALLY, THE CONTRACTOR SHALL CONFIRM THE CONNECTION POINTS OF NEW UTILITIES TO EXISTING UTILITIES PRIOR TO BEGINNING NEW CONSTRUCTION.
11. 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.
12. SIGNAL TIMING SHALL BE INSTALLED AT TIME OF CONSTRUCTION BY A LICENSED SIGNAL TIMING ENGINEER. SIGNAL TIMING SHALL BE REVIEWED AND APPROVED BY THE CITY OF SAVANNAH AS APPROPRIATE PRIOR TO INSTALLATION.
13. INSTALLATION IS TO BE CHECKED AND ACCEPTED THE CITY OF SAVANNAH PRIOR TO SIGNAL ACCEPTANCE. NOTIFICATION OF REQUEST FOR INSPECTION MUST BE SENT IN WRITING TO THE CITY OF SAVANNAH, TRAFFIC ENGINEERING, P.O. BOX 1027, SAVANNAH, GEORGIA 31402*
14. WHEN REMOVED, EXISTING EQUIPMENT ON THE INTERSECTIONS SHALL BE DELIVERED, UNLOADED AND PLACED IN A DESIGNATED LOCATION BY THE CONTRACTOR AT THE CITY OF SAVANNAH, TRAFFIC ENGINEERING. CONTACT THE CITY TRAFFIC SIGNAL SUPERVISOR FOR TIME TO BE AT LEAST 24 HOURS PRIOR TO DELIVERY.

15. MATERIAL CERTIFICATION IS REQUIRED PRIOR TO BEGINNING ANY SIGNAL INSTALLATION WORK. THE CONTRACTOR SHALL FOLLOW PROCEDURES OUTLINED IN THE DOT SPECIFICATIONS.
16. ALL EXISTING STOP BARS, WORDS, ARROWS AND CROSSWALKS THAT ARE NOT REMOVED OR RELOCATED SHALL BE REPLACED IN ACCORDANCE WITH CURRENT GDOT STANDARDS.
17. PROPOSED SIGNAL SUPPORT WIRE ATTACHMENT HEIGHTS ON POLE ARE PROVIDED AS A 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.
18. THE CONTRACTOR SHALL REPLACE IN KIND AND SIZE, AT NO SEPARATE EXPENSE TO THE CITY, ANY BARRIER WALL, FENCE, DITCH PAVING, CURBING, SIDEWALK, GUTTER, SLOPE PAVEMENT, SIGN GUARDRAILS, LANDSCAPING, GRASSING, UTILITY SERVICE LINES, STORM DRAIN PIPES, MASONRY WALLS AND PAVING THAT IS REMOVED, DAMAGED OR DESTROYED, DUE TO CONTRACTOR'S ACTIVITY.
19. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY AND ALL PERTINENT EROSION CONTROL MEASURES TO ENSURE COMPLIANCE TO ALL STATE AND FEDERAL LAWS AND GUIDELINES. THESE MEASURES SHALL BE IMPLEMENTED AND MAINTAINED FOR THE DURATION OF THE WORK. 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.
20. ALL TRAFFIC MARKING, SYMBOLS OR STRIPING TO BE REMOVED AND/OR REPLACED SHALL BE PAID FOR IN THE TRAFFIC CONTROL LUMP SUM ITEM.
21. THE CONTRACTOR SHALL 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.
22. LOOP HOME RUNS, DO NOT USE LOOP SEALANT IN SIDEWALKS OR CURB AND GUTTER LOCATIONS, INSTALL A CONTINUOUS RUN OF SOFTROD/BACKER ROD.

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REVISION DATES

SIGNAL PLANS
 DELESSEPS/LA ROCHE AVE FM
 WATERS AVE TO SKIDAWAY RD

CHECKED:	DATE:	DRAWING No.
BACKCHECKED:	DATE:	27-0001
CORRECTED:	DATE:	
VERIFIED:	DATE:	