

SURVEYED BY \_\_\_\_\_  
 SUPERVISED BY \_\_\_\_\_  
 DESIGNED BY \_\_\_\_\_

DESIGN FEATURES RELATING TO CONSTRUCTION OR TO REGULATION AND CONTROL OF TRAFFIC MAY BE SUBJECT TO CHANGE AS DEEMED NECESSARY BY THE DEPARTMENT

REVISED	FHWA REGION	STATE	FEDERAL AID		STATE	
			ROUTE			

Section IV - Traffic Signals

# GENERAL NOTES

Appendix IV A-3

1. SIGNS MOUNTED ON MAST ARMS SHALL BE IN ACCORDANCE WITH STANDARD SMD-2. SIGNS MOUNTED WITH FLASHING BEACONS SHALL BE IN ACCORDANCE WITH STANDARD FB-1. ALL GROUND MOUNTED SIGNS SHALL BE IN ACCORDANCE WITH STANDARD WSP-1.
2. UTILITIES SHOWN ON THE PLANS ARE NOT GUARANTEED TO BE COMPLETE OR ACCURATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSURING THAT ALL UTILITIES WITHIN THE PROJECT LIMITS ARE IDENTIFIED AND LOCATED BEFORE BEGINNING WORK. THE CONTRACTOR SHALL CONTACT "MISS UTILITY OF VIRGINIA" AT 1-800-522-7001 48 HOURS PRIOR TO ANY CONSTRUCTION ACTIVITIES.
3. NEW TRAFFIC SIGNAL HEADS AND OVERHEAD TRAFFIC SIGNAL SIGNAGE SHALL BE COVERED WITH A DURABLE NON-TRANSPARENT COVER UPON INSTALLATION. THE CONTRACTOR SHALL MAINTAIN THE COVERS UNTIL THE NEW TRAFFIC SIGNAL SYSTEM IS OPERATIONAL.
4. ALL UNUSED WIRES IN THE SIGNAL HEADS SHALL BE CAPPED INDIVIDUALLY WITH CRIMP TYPE CAPS.
5. EACH VEHICLE SIGNAL HEAD SHALL BE SEPARATELY WIRED ON A CONTINUOUS RUN OF SIGNAL CABLE FROM THE SIGNAL HEAD TO THE TERMINAL STRIP AT THE BASE OF THE VERTICAL POLE.
6. MAST ARM POLE FOUNDATIONS SHALL CONFORM TO VDOT STANDARD PFI. FINAL FOUNDATION DEPTH TO BE FURNISHED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL.
7. MAST ARM POLE FOUNDATION LOCATIONS SHALL BE WITHIN 1' OF THE DIMENSIONS SHOWN ON THE SIGNAL POLE LEGEND. THE CONTRACTOR WILL BE RESPONSIBLE FOR STAKING AND FIELD VERIFYING WITH TEST HOLES ALL FOUNDATION LOCATIONS BEFORE ORDERING ANY MAST ARM STRUCTURAL ASSEMBLIES. THE LOCATION OF CONTROLLER AND THE SIGNAL POLES SHALL BE MARKED BY THE CONTRACTOR AND VERIFIED BY THE ENGINEER PRIOR TO DIGGING FOUNDATIONS.
8. THE CONTRACTOR SHALL MAKE THE NECESSARY ARRANGEMENTS WITH LOCAL POWER COMPANY TO PROVIDE THE ELECTRICAL SERVICE. THE ADDRESS IS:  
 ELECTRICAL SERVICE POWER  
 111 MAIN ST.  
 ANYTOWN, VA. 11111  
 (000) 000-000
9. LOOP CABLE SHALL BE #14 AWG/1 TUBING ENCLOSED LOOP DETECTOR WIRE.
10. ALL 6' X 6' LOOPS SHALL CONFORM TO VDOT STANDARD TD-1B. EACH LOOP DETECTOR WIRE SHALL BE CONTAINED IN A SEPARATE 1"(M) CONDUIT IN ACCORDANCE WITH STANDARD TD-1A, 1B, 1C.
11. ALL 6' X 60' LOOPS SHALL CONFORM TO VDOT STANDARD TD-1C. EACH LOOP DETECTOR LEAD-IN WIRE SHALL BE CONTAINED IN A SEPARATE 1"(M) CONDUIT IN ACCORDANCE WITH STANDARD TD-1A, 1B, OR 1C.
12. THE CONTRACTOR SHALL INSTALL ALL PERMANENT PAVEMENT MARKINGS. PAVEMENT MARKINGS SHALL BE TYPE B, CLASS I. EXISTING PAVEMENT MARKINGS NOT IN AGREEMENT WITH THIS PLAN ARE TO BE REMOVED BEFORE NEW MARKINGS ARE INSTALLED. PERMANENT MARKINGS ARE TO BE SPOTTED AND FIELD VERIFIED BY THE ENGINEER PRIOR TO INSTALLATION BY THE CONTRACTOR.
13. THE CONTRACTOR SHALL LABEL ALL SPARE WIRES IN THE CONTROLLER CABINET, IN ACCORDANCE WITH SECTION 700.04(g) OF THE ROAD AND BRIDGE SPECIFICATIONS.
14. ALL MAST ARM POLES AND COMBINATION LUMINAIRE MAST ARM POLES SHALL BE SUPPLIED AS FOLLOWS:
  - A) POLES AND ARMS SHALL BE ROUND WITH A CONTINUOUS TAPER.
  - B) ALL MAST ARM POLES SHALL BE EQUIPPED WITH A 24 POSITION TWO-POLE TERMINAL STRIP ATTACHED JUST ABOVE THE 4" X 8" HAND HOLE OPENING IN ACCORDANCE WITH SECTIONS 700.04(e) OF THE ROAD AND BRIDGE SPECIFICATIONS.
  - C) MAST ARM POLES SHALL NOT BE GALVANIZED BUT SHALL BE DOUBLED PRIMED AND PAINTED WITH DARK FOREST GREEN (SHERWIN WILLIAMS #4072).

15. THE CONTRACTOR SHALL NOTIFY SIGNAL ENGINEER WITH THE CITY OF ANYTOWN AT (000) 000-000 72 HOURS PRIOR TO WORKING ON EXISTING TRAFFIC SIGNAL EQUIPMENT.

16. TRAFFIC CONTROL DEVICES SALVAGED AS PART OF THIS PROJECT SHALL BE DELIVERED TO THE OFFICE OF THE TRAFFIC SIGNAL SUPERVISOR DURING NORMAL WORKING HOURS.

ADDRESS IS: 000 MAIN ST.  
 ANYTOWN, VA 11111

17. INCLUDED IN THE COST OF PVC CONDUIT, SHALL BE #8 SYSTEM BONDING WIRE (1-#8 AWG EGC.) EQUIPMENT GROUNDING CONDUCTOR SHOWN ON THE PLANS IS REQUIRED ONLY IF THE CONDUIT IS NON-METALLIC.

18. A MAXIMUM OF 2' OF THE ROADWAY SURFACE ADJACENT TO CONCRETE CURB WORK SHALL BE ISOLATED BY A SAW CUT AND REMOVED TO A DEPTH OF 2" OR AS DIRECTED BY THE ENGINEER. THE ROADWAY DISTURBED SHALL BE REPLACED IN ACCORDANCE WITH THE SPECIAL PROVISION FOR FLEXIBLE PAVEMENT PATCH. ALL PROPOSED CURB SHALL BE STD.CG-2 AND ALL PROPOSED CURB AND GUTTER SHALL BE STD.CG-6.

19. VEHICLE SIGNAL HEADS SHALL BE EQUIPPED WITH BACK PLATES AND CAP VISORS. FINAL PLACEMENT TO BE APPROVED BY THE ENGINEER.

20. MAST ARM SIGNAL HEAD MOUNTINGS SHALL BE IN ACCORDANCE WITH STANDARD SM-3.

21. ALL TRAFFIC SIGNAL HEAD SECTIONS SHALL BE 12" AND LED EXCEPT AS OTHERWISE NOTED.

22. ALL PEDESTRIAN SIGNALS SHALL BE IN ACCORDANCE WITH STANDARD SP-3.

23. ALL PED PUSH BUTTONS SHALL BE MOUNTED IN ACCORDANCE WITH STANDARD PA-2. PEDESTRIAN SIGNALS SHALL BE ORIENTED TO FACE THE CROSSWALK TO WHICH IT APPLIES AND BE VISIBLE TO A PEDESTRIAN STANDING AT THE BEGINNING OF THE CROSSWALK ON EACH CORNER.

24. TRENCH EXCAVATION SHALL BE IN ACCORDANCE WITH STANDARD EC-1.

25. CONTROLLER CABINET FOUNDATION SHALL BE IN ACCORDANCE WITH STANDARD CF-1.

26. (S) DENOTES CABLE TO BE SHIELDED, (M) DENOTES METAL CONDUIT.

27. PEDESTRIAN POLES AND FOUNDATIONS SHALL CONFORM TO STANDARD PF-2.

28. PEDESTRIAN SIGNAL HEADS SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SMB-3. THE PEDESTRIAN SIGNAL HEAD SHALL BE MOUNTED SUCH THAT THE LOWEST POINT ON THE SMB-3 MOUNTING BRACKET IS NOT LESS THAN 7' OR GREATER THAN 8' ABOVE THE FINISHED SIDEWALK ELEVATION.

29. SITE PREPARATION AND GRADING SHALL BE INCIDENTAL TO SIGNAL INSTALLATION.

30. ALL JUNCTION BOXES SHALL BE IN ACCORDANCE WITH STD.JB-3A UNLESS OTHERWISE INDICATED.

## MAINTENANCE OF TRAFFIC NOTES

1. CONSTRUCTION SIGN SPACING, SIGN LOCATIONS, AND DISTANCES ARE TO BE DETERMINED IN THE FIELD IN ACCORDANCE WITH THE VIRGINIA WORK AREA PROTECTION MANUAL.
2. ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE INSTALLED PRIOR TO THE START OF CONSTRUCTION AND SHALL BE REMOVED OR RELOCATED AS THE WORK IS COMPLETED OR WORK CONDITIONS CHANGE. THE CONTRACTOR SHALL INSURE THAT ALL TEMPORARY TRAFFIC CONTROL DEVICES ARE IN PLACE AND OPERATING AT ALL TIMES.
3. RESIDENT AND EMERGENCY ACCESS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION REGARDLESS IF A STREET CLOSURE IS IN EFFECT OR NOT.
4. THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT THE LEAST 72 HOURS PRIOR TO THE COMMENCEMENT OF WORK.
5. WORK SHALL BE PERFORMED ON THE STREET BETWEEN THE HOURS OF 9:00 AM AND 4:00 PM, MONDAY THROUGH FRIDAY ONLY. NIGHT TIME AND WEEKEND WORK WILL ONLY BE PERMITTED WITH PRIOR APPROVAL FROM THE ENGINEER.
6. ALL THE TEMPORARY CONSTRUCTION WARNING SIGNS FURNISHED IN CONJUNCTION WITH THE MAINTENANCE AND PROTECTION OF TRAFFIC THROUGH AREAS OF CONSTRUCTION AND DETOURS SHALL HAVE FLUORESCENT ORANGE PRISMATIC LENS TYPE RETRO REFLECTIVE SHEETING. ALL OTHER SIGNS SHALL BE HIGH INTENSITY SHEETING.
7. LANE CLOSURES WILL NOT BE PERMITTED IN THE AM BEFORE OR PM AFTER THE FOLLOWING HOLIDAY PERIODS (A HOLIDAY PERIOD INCLUDES SATURDAY AND SUNDAY WHEN A HOLIDAY FALLS ON A FRIDAY OR MONDAY.)  
 NEW YEARS DAY  
 EASTER  
 MEMORIAL DAY  
 INDEPENDENCE DAY  
 LABOR DAY  
 THANKSGIVING AND THE DAY AFTER  
 CHRISTMAS

GENERAL NOTES

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