$$plot date and plot time$$

TRAFFIC SIGNAL GENERAL NOTES

NO. 1 ALL WORK SHALL CONFORM TO THE STATE OF LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT STANDARD SPECIFICATIONS FOR ROADS AND BRIDGES, LATEST EDITION, AS AMENDED BY THE PROJECT SPECIFICATIONS.

NO. 2 UNDERGROUND UTILITIES ARE EXISTING IN THE CONSTRUCTION AREA. THE LOCATION AND TYPE SHOWN IS NOT GUARANTEED TO BE ACCURATE NOR ALL INCLUSIVE. THE INFORMATION IS SHOWN SOLELY FOR USE IN ESTABLISHING DESIGN CONTROLS FOR THE PROJECT. BEFORE ANY EXCAVATION, THE CONTRACTOR SHALL NOTIFY AND REQUEST ALL UTILITY OWNERS TO DETERMINE THE EXACT LOCATIONS OF UTILITIES.

NO. 3 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING TRAFFIC SIGNAL EQUIPMENT, EXISTING UTILITIES AND THE TRAVELING PUBLIC AT EACH WORK SITE DURING THE PERFORMANCE OF CONSTRUCTION ACTIVITIES.

NO. 4 THE CONTRACTOR SHALL PROTECT THE EXISTING SIDEWALK, CURB AND OTHER ITEMS FROM DAMAGE DURING INSTALLATION OF SIGNAL EQUIPMENT AND SHALL REPLACE, WITH A QUALITY EQUAL TO OR BETTER THAN THE ORIGINAL, ALL SIDEWALK, CURB (OR OTHER ITEMS) THAT ARE DAMAGE CONSTRUCTION ACTIVITIES AT NO DIRECT PAY, AS DIRECTED BY THE PROJECT ENGINEER.

NO. 5 THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL EXCAVATED MATERIALS, BROKEN PAVEMENT, CURB, CURB AND GUTTER, CONCRETE AND OTHER MISCELLANEOUS ITEMS OFF OF THE JOB SITE AT NO DIRECT PAY, IN ACCORDANCE WITH SECTION 202 OF THE STANDARD SPECIFICATIONS.

NO. 6 ALL EXISTING TRAFFIC SIGNAL EQUIPMENT AND CONTROL DEVICES AT EACH INTERSECTION SHALL BE REMOVED AS SHOWN ON THE PLANS OR AS DIRECTED BY THE PROJECT ENGINEER UPON COMPLETION OF INSTALLATION OF THE NEW TRAFFIC SIGNAL EQUIPMENT AND CONTROL DEVICES. THE CONTRACTOR SHALL REMOVE AND DELIVER ALL SALVAGEABLE TRAFFIC SIGNAL EQUIPMENT AND CONTROL DEVICES TO THE OWNER, IN ACCORDANCE WITH NOTES 4 AND 5 ABOVE. THE REMOVAL AND DELIVERY OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND RELATED ITEMS TO THE OWNER SHALL BE PAID FOR UNDER ITEM 202(2)( ) REMOVAL OF EXISTING SIGNAL EQUIPMENT.

NO. 7 THE CONTRACTOR, AT NO DIRECT PAY, SHALL BE RESPONSIBLE FOR THE CONTINUAL OPERATION OF THE EXISTING OR TEMPORARY TRAFFIC SIGNALS DURING THE PERIOD OF CONSTRUCTION WHICH INCLUDES RELOCATING OF POLES, DETECTORS, SIGNAL HEADS, AND OTHER ITEMS, OR SHALL PROVIDE TEMPORARY POLES OR OTHER MATERIALS NECESSARY TO INSURE THE CONTINUAL OPERATION OF THE SIGNAL EQUIPMENT AT ALL TIMES.

NO. 8 THE CONTRACTOR SHALL ARRANGE AND PROVIDE FOR PROPER POLICE SUPERVISION OF TRAFFIC DURING PERIOD OF CHANGEOVER FROM THE EXISTING TO THE NEW TRAFFIC CONTROL INSTALLATION AT NO DIRECT PAY. THESE PROVISIONS SHALL CONTINUE UNTIL ALL EQUIPMENT HAS BEEN INSTALLED ACCORDING TO THE PLANS.

NO. 9 THE CONTRACTOR SHALL BE REQUIRED TO FERTILIZE AND SEED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS IN ALL AREAS OF VEGETATION DISTURBED BY CONSTRUCTION (NO DIRECT PAY).

NO. 10 THE PROJECT ENGINEER SHALL EXAMINE AND APPROVE THE DEPTH OF EACH LOOP SLOT BEFORE THE CONTRACTOR PLACES LOOP WIRES IN SLOT.

NO. 11 THE CONTRACTOR SHALL PROVIDE A LOOP DETECTOR AMPLIFIER AND POWER SUPPLY INCLUDING INCIDENTAL ITEMS FOR EACH LOOP DETECTOR WHEN SHOWN ON THE PLANS AS ISOLATED DETECTORS.

NO. 12 THE POWER SOURCE SHOWN ON THE DRAWINGS IS APPROXIMATE AND IT SHALL BE THE RESPONSIBLITY OF THE CONTRACTOR TO DETERMINE THE EXACT LOCATION OF THE POWER SOURCE. EXISTING POWER SERVICE SHALL BE USED UNLESS A NEW POWER SOURCE IS INDICATED ON THE DRAWINGS.

NO. 13 LOCATIONS OF POLES ARE APPROXIMATE AND MAY BE ADJUSTED BY THE PROJECT ENGINEER. THE CONTRACTOR SHALL STAKE THE LOCATION OF EACH POLE AND NOTIFY THE PROJECT ENGINEER FOR CONCURRENCE IN THE LOCATION BEFORE PROCEEDING WITH POLE INSTALLATION.

NO. 14 IN RURAL AREAS OR UNCURBED URBAN AREAS, THE REQUIRED POLES SHALL BE LOCATED AS FAR AS PRACTICABLE BEYOND THE PAVEMENT EDGE. A MINIMUM CLEARANCE OF 2 FEET OUTSIDE THE SHOULDER OR A MINIMUM CLEARANCE OF 10 FEET OUTSIDE THE PAVEMENT EDGE, WHICHEVER IS GREATER, SHALL BE PROVIDED. IN CURBED AREAS, POLES SHALL BE PLACED AS FAR AS POSSIBLE FROM THE TRAVEL LANE. A MINIMUM CLEARANCE OF 2 FEET BEHIND CURB SHALL BE MAINTAINED.

NO. 15 IF CONTRACTOR PROVIDES POLES THEIR HEIGHT SHALL BE SUFFICIENT TO ASSURE THAT THE BOTTOM OF THE LOWEST SIGNAL ON AN ASSEMBLY IS NOT LESS THAN 17.0' (±2.5') (16.0' WHEN APPROVED BY THE PROJECT ENGINEER) ABOVE THE PAVEMENT.

NO. 16 CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR ALL STRAIN POLES AND MAST ARMS WHICH SHALL BE DESIGNED IN ACCORDANCE WITH THE DESIGN REQUIREMENTS CONTAINED IN THE PROJECT SPECIFICATIONS.

NO. 17 ALL METAL STRAIN POLES FURNISHED SHALL HAVE A MINIMUM WORKING LOAD CAPACITY OF 4,000 POUNDS APPLIED 1' BELOW TOP OF POLE UNLESS OTHERWISE SPECIFIED.

NO. 18 IF HOT-DIPPED GALVANIZED STEEL POLES ARE DAMAGED, THE DAMAGED GALVANIZING SHALL BE REPAIRED BY THE CONTRACTOR IN ACCORDANCE WITH SUBSECTION 811.16 OF THE STANDARD SPECIFICATIONS.

NO. 19 AT EACH POWER SOURCE, A 1" CONDUIT WITH 3 #6AWG-1C STRANDED COPPER TYPE THHN OR THWN INSULATION SHALL BE TURNED UP THE POWER COMPANY SERVICE POLE TO A HEIGHT DESIGNATED BY THE POWER COMPANY. THE CONTRACTOR SHALL TERMINATE THE CONDUIT WITH A THREADED SERVICE ENTRANCE FITTING (WEATHER-HEAD) AND WIRES SHALL BE OF A SUFFICIENT LENGTH TO ALLOW CONNECTION TO POWER COMPANY WIRING WITH A DRIP LOOP.

NO. 20 ALL CONDUIT CONNECTIONS SHALL BE SEALED WITH A WATERPROOF SEALING COMPOUND. ALL CABLE AND WIRE ENTRANCES SHALL BE SEALED AFTER INSTALLATION IS COMPLETE.

NO. 21 ALL CONDUCTOR RUNS FROM SIGNAL HEADS AND DETECTORS SHALL BE RUN IN CONDUIT, ON POLES OR ON MESSENGER CABLE IN THE MOST DIRECT ROUTE TO THE CONTROLLER CABINET.

NO. 22 THE CONTRACTOR SHALL LOCATE EACH SIGNAL HEAD ON THE STRUCTURE TO INSURE THAT THE LEFT SIGNAL HEAD IS LOCATED 2.5' INSIDE THE LEFT EDGE OF THE APPROACH LANE TO WHICH IT APPLIES OR AS DIRECTED BY THE PROJECT ENGINEER.

NO. 23 THE SIGNAL HEAD SHALL BE AIMED WITHIN A MAXIMUM OF 3° OF BEING PARALLEL TO THE APPROACH LANE TO WHICH IT APPLIES, UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER.

NO. 24 EACH BULB IN THE SIGNAL HEAD SHALL BE CONNECTED TO AN INDIVIDUAL WIRE FROM THE CONTROLLER.

NO. 25 INTERCONNECT SIGNAL CONTROL CABLE SHALL BE 7-CONDUCTOR AWG NO. 12 SOLID, COMFORMING TO IMSA SPECIFICATION 20-1,1991 OR 6-PAIR, AWG #19 STRANDED CONFORMING TO IMSA 20-2, 1991.

NO. 26 A SPARE LENGTH OF CABLE SHALL BE INSTALLED AS SHOWN IN STANDARDS. 6 FEET OF SPARE CABLE EXCEPT FOR SERVICE SHALL BE INSTALLED IN EACH BASE MOUNTED CABINET.

NO. 27 THE CONTRACTOR SHALL FURNISH AND INSTALL ALL INCIDENTAL ITEMS INCLUDING BUT NOT LIMITED TO NUTS, BOLTS, INSULATORS, FASTENINGS, TEMPORARY TRAFFIC CONTROL DEVICES, ETC., THAT ARE NECESSARY FOR THE PROPER CONSTRUCTION OF THE PROJECT BUT NOT SPECIFICALLY CALLED FOR, AS DIRECTED BY THE PROJECT ENGINEER, AT NO DIRECT PAY. ALL INCIDENTAL HARDWARE SHALL BE HOT DIPPED GALVANIZED STEEL OR STAINLESS STEEL.

NO. 28 SEE INDIVIDUAL INTERSECTION SHEETS FOR ADDITIONAL NOTES.

NO. 29 WHEN IN CONFLICT WITH PROPOSED PAVEMENT MARKINGS, EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AS DIRECTED BY PROJECT ENGINEER AT NO DIRECT PAY.

STATE OF LOUISIANA REG. PETER A. ALLAIN REG. No. 21,065 REGISTERED PROFESSIONAL ENGINEER 12/31 CIVIL ENGINEER

PAVEMENT LEGENDS AND SYMBOLS

NOTE:
LANE MARKING SHALL BE THE ELONGATED DIAMOND DETAILED IN THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS, FHWA HTO-20.

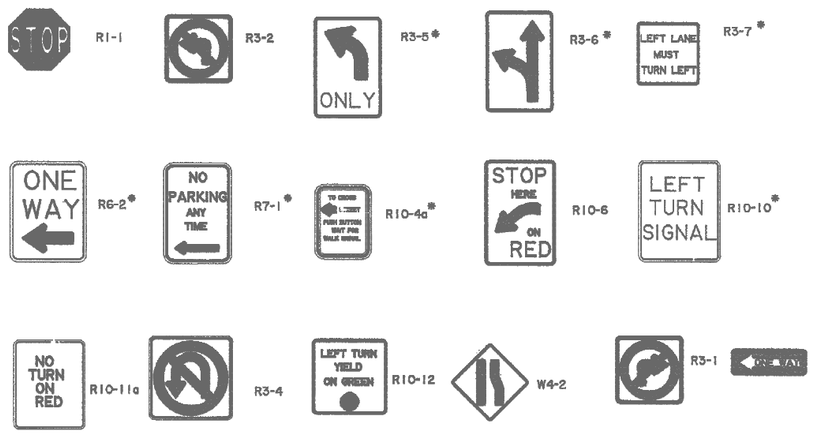
LEFT DIRECTIONAL SHOWN, RIGHT DIRECTIONAL IS TYPICAL.

LEGEND

EXISTING	PROPOSED	DESCRIPTION	EXISTING	PROPOSED	DESCRIPTION
		STOP LINE (24")	←–	←	GUY WIRE
		PEDESTRIAN CROSS WALK (8")	E	E	ELECTRICAL JUNCTION BOX (LETTER REPRESENTS TYPE)
R6-1(R)	R6-1(R)	OVERHEAD SIGN AND MUTCD SIGN DESIGNATION	P.P.		WOODEN POWER POLE
			T.P.		WOODEN TELEPHONE POLE
R1-1	R1-1	POST MOUNTED SIGN AND MUTCD SIGN DESIGNATION	G.P.		WOODEN GUY POLE
△	▲	ELECTRIC SERVICE METER	P.P.		METAL POWER POLE
□	■	TRAFFIC SIGNAL CONTROLLER			PRESSURE DETECTOR
▫	▪	PEDESTAL POLE FOR PEDESTRIAN SIGNALS			RIGHT-OF-WAY
		LOOP DETECTOR	6"—W		WATER LINE
		INTERCONNECT CABLE (AERIAL)	4"—G		GAS LINE
		CONDUIT ATTACHED TO BRIDGE STRUCTURE	12"—SS		SANITARY SEWER LINE
		INTERCONNECT CABLE (IN CONDUIT)			STORM SEWER LINE
		UNDERGROUND CONDUIT	—T—		TELEPHONE LINE
	●	LOOP TERMINAL (TYPE)	—E—		ELECTRICAL LINE
	△	CABLE IDENTIFICATION NUMBER	UG		UNDERGROUND
	◐	SIGNAL FACE NUMBER	OH		OVERHEAD
□→	■→	SIGNAL FACE	●		MANHOLE
✕→		SIGNAL FACE TO BE REMOVED			CURB INLET
□→	□→	SIGNAL FACE TO BE REPLACED			DROP INLET
⊗	⊗	WOODEN SIGNAL STRAIN POLE	T		TELEPHONE JUNCTION BOX
⊘	⊘	METAL SIGNAL STRAIN POLE			WATER VALVE
⊙—	⊙—	POLE WITH MAST ARM			GAS VALVE
⊶	⊶	LUMINAIRE			FIRE HYDRANT
⊸	⊸	SPAN WIRE			WATER METER
		OVERHEAD DETECTOR WIRE			INSULATOR
		RAILROAD PREEMPTION CABLE	D		CONTROLLER CABINET DOOR
		TETHER WIRE			

SIGNS

SIZE ACCORDING TO MUTCD



* LEFT DIRECTIONAL SHOWN. RIGHT DIRECTIONAL SIMILAR. DIRECTION INDICATED ON PLANS BY (L) FOR LEFT AND BY (R) FOR RIGHT FOLLOWING SIGN NUMBER. i.e., R3-5(L) OR R3-5(R).

Figure 8-60: Traffic Signal Details

SHEET NUMBER

PARISH: LIVINGSTON
FEDERAL PROJECT: STP-423-1(003)
STATE PROJECT: 268-01-0012, 268-99-0044
DESIGNED
DRAWN
CHECKED
DETAILED
CHECKED
DATE: September, 1996
SHEET
BY
REVISION DESCRIPTION
NO.
DATE

TRAFFIC SIGNAL AND INSTALLATION DETAILS
Wood_Pole_8_Control_Base_Detail
Sheet 3 of 13 Sheets

ROAD DESIGN

$$this is the pathname including directory path and design file name$$