

# TRAFFIC SIGNAL PLAN NOTES

REFERENCE PROJECT NO	FISCAL YEAR	SHEET NO
PROJECT NO	YEAR	SHEET

**IN THE EVENT CONFLICTS OCCUR BETWEEN THE PROJECT TRAFFIC SIGNAL NOTES  
AND THE MUTCD, THE MUTCD WILL GOVERN.**

○ NOTES THAT APPLY TO THIS PROJECT.

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| <p>500. AS WORK BEGINS RELATED TO OR AFFECTING THE SIGNAL(S), WITHIN THE CONSTRUCTION LIMITS, THE CONTRACTOR SHALL ASSUME RESPONSIBILITY OF ALL EXISTING, TEMPORARY, AND REQUIRED SIGNAL(S). THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTINUAL OPERATION AND MAINTENANCE OF THE SIGNAL(S) UNTIL ALL SIGNAL WORK OR WORK AFFECTING THE SIGNAL(S) IS ACCEPTED BY THE ALABAMA DEPARTMENT OF TRANSPORTATION.</p> <p>501. THE ALABAMA DEPARTMENT OF TRANSPORTATION RESERVES THE RIGHT TO RESPOND TO TRAFFIC CONTROL UNIT(S) MALFUNCTIONS IN AN EMERGENCY OR NATURAL DISASTER. IN DOING SO, THE CONTRACTOR'S LIABILITY AND RESPONSIBILITY RELATED TO MAINTAINING THE TRAFFIC UNIT(S) OR SYSTEM REMAINS IN EFFECT.</p> <p>502. A NOTICE OF INTENT FOR NPDES PERMIT COVERAGE HAS BEEN FILED WITH ADEM FOR THIS PROJECT. A COPY OF THE CONSTRUCTION BEST MANAGEMENT PRACTICES PLAN (CBMPP) IS AVAILABLE THROUGH OFFICE ENGINEER PRIOR TO BIDDING.</p> <p>503. THE CONTRACTOR SHALL PROVIDE A SET OF AS-BUILT PLANS TO THE AREA TRAFFIC ENGINEER.</p> <p>504. THE CONTRACTOR SHALL INSTALL TEMPORARY SIGNAL(S) AS REQUIRED BY THE TEMPORARY TRAFFIC SIGNAL PLAN LAYOUT(S) OR THE TRAFFIC CONTROL PLAN(S). WHEN TEMPORARY SIGNAL(S) ARE NOT REQUIRED, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MODIFYING AND ADJUSTING THE EXISTING AND/OR REQUIRED SIGNAL(S) SO THAT ALL LANE SHIFTS, CLOSURES, AND ANY OTHER CHANGES TO THE ROADWAY DURING CONSTRUCTION ARE CONTROLLED BY THE EXISTING AND/OR REQUIRED SIGNAL(S).</p> <p>505. WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON { ENTER US ROUTE, STATE ROUTE, OR STREET NAME }, RED ON ALL CROSS STREETS, AND RED ON PROTECTED LEFT TURNS.</p> <p>506. THE CONTRACTOR SHALL HAVE THE APPROVAL OF THE ENGINEER PRIOR TO THE REMOVAL OF ANY EXISTING TRAFFIC CONTROL UNIT. THE CONTRACTOR SHALL NOT REMOVE AN EXISTING TRAFFIC CONTROL UNIT UNTIL THE REQUIRED TRAFFIC CONTROL UNIT IS INSTALLED AND COMPLETELY OPERATIONAL.</p> <p>507. ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE STATE INCLUDING SIGNAL HEADS, CONTROLLERS, POLES, AND MISCELLANEOUS HARDWARE SHALL BE REMOVED UPON COMPLETION OF THE NEW TRAFFIC CONTROL UNIT (TEMPORARY OR PERMANENT) AND STORED TO COMPLY WITH SECTION 730.03 OF THE STANDARD SPECIFICATIONS. THE SAME SHALL BE DELIVERED TO THE ALABAMA DEPARTMENT OF TRANSPORTATION AS DIRECTED BY THE ENGINEER.</p> <p>508. ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE {ENTER THE CITY OR COUNTY NAME} INCLUDING SIGNAL HEADS, CONTROLLERS, POLES, AND MISCELLANEOUS HARDWARE SHALL BE REMOVED UPON COMPLETION OF THE TRAFFIC CONTROL UNIT (TEMPORARY OR PERMANENT) AND STORED TO COMPLY WITH SECTION 730.03 OF THE STANDARD SPECIFICATIONS. THE SAME SHALL BE DELIVERED TO THE ALABAMA DEPARTMENT OF TRANSPORTATION OR AS DIRECTED BY THE ENGINEER.</p> <p>509. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING ALL UTILITY COMPANIES TO LOCATE ALL OVERHEAD AND UNDERGROUND UTILITIES, WHETHER SHOWN ON THE PLANS OR NOT. DAMAGE TO UTILITIES CAUSED BY THE CONTRACTOR SHALL BE REPAIRED BY THE CONTRACTOR TO THE SATISFACTION OF THE UTILITY COMPANY AND THE ENGINEER. THE CONTRACTOR SHALL BEAR ALL COST TO REPAIR ANY AND ALL DAMAGES TO THE UTILITIES CAUSED BY THE CONTRACTOR.</p> <p>510. THE LOCATION OF THE POWER SOURCE AS SHOWN IN THE PLANS IS APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF THE POWER SOURCE AND THE SHORTEST ROUTE TO SERVE THE TRAFFIC SIGNAL CONTROLLER CABINET AND LUMINAIRES.</p> | <p>511. THE TRAFFIC SIGNAL POLE LOCATION(S) AS SHOWN IN THE PLANS IS(ARE) APPROXIMATE. PRIOR TO BEGINNING POLE FOUNDATION WORK, THE CONTRACTOR SHALL STAKE ALL POLE LOCATIONS FOR REVIEW BY THE ENGINEER. THE COST OF THIS WORK SHALL BE A SUBSIDIARY OBLIGATION OF THE POLE FOUNDATIONS WHEN PAY ITEM 680A, GEOMETRIC CONTROLS, IS NOT INCLUDED IN THE CONTRACT. THE ENGINEER, AFTER CONSULTATION WITH CONSTRUCTION BUREAU, MAY MAKE MINOR ADJUSTMENTS TO POLE LOCATIONS IN ORDER TO AVOID CONFLICTS WITH UTILITIES AND OTHER STRUCTURES. THE CONTRACTOR SHALL ASCERTAIN THAT THE FINAL POLE LOCATION(S) PROVIDE FOR THE VEHICULAR SIGNAL HEADS TO MEET THE DISTANCE REQUIREMENTS FROM THE STOP LINE AS REQUIRED BY THE MUTCD. WHEN PEDESTRIAN SIGNAL HEADS AND/OR PEDESTRIAN CROSSWALKS ARE INVOLVED, THE SAME SAID POLE LOCATION(S) SHALL ALSO CONFORM TO THE RELATIVE SECTIONS OF THE MUTCD.</p> <p>512. EACH REQUIRED TRAFFIC SIGNAL STRAIN POLE, MAST ARM POLE, AND MAST ARM MAY VARY IN LENGTH AND SIZE. THE CONTRACTOR SHALL ASCERTAIN THAT THE POLE HEIGHTS ARE SUFFICIENT TO PROVIDE THE REQUIRED VERTICAL VEHICULAR TRAFFIC SIGNAL CLEARANCE. EXTENSIONS FOR MOUNTING SIGNALS SHALL BE PROVIDED WHEN NECESSARY. WHERE MAST ARMS ARE REQUIRED, CONTRACTOR SHALL ASCERTAIN THAT ALL ARM LENGTHS ARE SUFFICIENT SO THAT EACH VEHICULAR SIGNAL HEAD POSITION CONFORMS TO THE MUTCD.</p> <p>513. CONTRACTOR SHALL CONNECT EACH POLE GROUNDING SYSTEM IMMEDIATELY AFTER THE POLE HAS BEEN PLACED. NO METAL POLE SHALL BE LEFT UNGROUNDED AFTER IT HAS BEEN PLACED ON ITS FOUNDATION.</p> <p>514. THE CONTRACTOR SHALL LOCATE EACH REQUIRED AND RELOCATED VEHICULAR TRAFFIC SIGNAL HEAD ON THE SPAN WIRE OR MAST ARM SO THAT EACH HEAD IS LOCATED IN THE APPROACH LANE FOR WHICH IT APPLIES. LOCATION OF SIGNAL HEADS SHALL CONFORM TO THE MUTCD.</p> <p>515. BALANCE ADJUSTERS SHALL BE INSTALLED ON TRAFFIC SIGNAL HEADS WHERE REQUIRED FOR PROPER AIM. THE CONTRACTOR SHALL ALIGN THE SIGNAL HEADS IN ACCORDANCE WITH THE MUTCD AND TO THE SATISFACTION OF THE ENGINEER.</p> <p>516. A 12 INCH DRIP COIL WITH 3 LOOPS SHALL BE PROVIDED TO THE RIGHTS OF EACH VEHICULAR TRAFFIC SIGNAL HEAD. A DRIP LOOP SHALL BE FORMED SO THAT WATER CANNOT ENTER THE ENTRANCE FITTING OR SIGNAL WEATHER HEAD. THE WIRE SHALL ENTER THE CLAMP FROM THE BOTTOM OF THE DRIP LOOP.</p> <p>517. THE CONTRACTOR SHALL INSTALL BACKPLATES WITH A 2 INCH FEDERAL YELLOW REFLECTIVE BORDER ON ALL EXISTING AND REQUIRED SIGNALS AS SHOWN ON PLANS.</p> <p>518. THE CONTRACTOR SHALL TAG AND MARK ALL IMSA SIGNAL CABLE 20-1 IN THE SIGNAL CABINET TO INCLUDE THE PHASE AND SIGNAL INDICATOR OR INDICATION COLOR.</p> <p>519. WHEN EXISTING SPAN WIRE THAT IS TO BE RETAINED HAS SAGGED, THE CONTRACTOR SHALL ADJUST THE SPAN WIRE SO THAT SIGNAL HEADS COMPLY WITH THE CLEARANCE SHOWN ON THE STANDARD DETAIL DRAWING.</p> <p>520. WHEN PVC CONDUIT IS USED FROM THE CONTROLLER TO THE STEEL STRAIN POLE OR MAST ARM POLE, THE CONTRACTOR SHALL BOND THE CONTROLLER TO THE POLE WITH A #6-1C BONDING CABLE.</p> <p>521. MARKING/WARNING TAPE SHALL BE BURIED OVER TRENCHED CONDUIT. THE TAPE SHALL BE 4 INCH POLYETHYLENE, RED IN COLOR WITH BLACK LETTERING.</p> | <p>522. WHEN EXISTING LOOP WIRE AND VEHICLE LOOP DETECTORS ARE TO BE RETAINED AND REUSED, OR RELOCATED IN A NEW CONTROLLER CABINET, THE CONTRACTOR SHALL ASCERTAIN THE MANUFACTURER AND MODEL NUMBER OF EACH EXISTING DETECTOR AMPLIFIER AND PROVIDE A NEW WIRING HARNESS COMPLETELY WIRED IN THE CONTROLLER CABINET FOR EACH EXISTING DETECTOR AMPLIFIER.</p> <p>523. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO INPUT AND FINE TUNE THE SIGNAL TIMINGS. WHERE SIGNAL TIMINGS ARE NOT INCLUDED IN THE PLANS, THIS ENGINEER SHALL ALSO BE RESPONSIBLE FOR CALCULATING BASE OR FREE RUNNING SIGNAL TIMINGS. THE COST OF THIS WORK SHALL BE A SUBSIDIARY OBLIGATION OF 730C.</p> <p>524. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO INPUT AND FINE TUNE THE SIGNAL TIMINGS, INCLUDING TIME-OF-DAY AND COORDINATED TIMINGS. WHERE SIGNAL TIMINGS ARE NOT INCLUDED IN THE PLANS, THIS ENGINEER SHALL ALSO BE RESPONSIBLE FOR CALCULATING APPROPRIATE SIGNAL TIMINGS FOR ONLY THOSE SIGNALS INCLUDED IN THE PLANS UNLESS OTHERWISE INDICATED. THE COST OF THIS WORK SHALL BE A SUBSIDIARY OBLIGATION OF 730C.</p> <p>525. THE (AREA TRAFFIC ENGINEER / CITY TRAFFIC ENGINEER / COUNTY TRAFFIC ENGINEER) SHALL BE RESPONSIBLE FOR INPUTTING AND FINE TUNING THE TIMINGS.</p> <p>526. ALL PEDESTRIAN PUSH BUTTONS AT SIGNALIZED INTERSECTIONS AFFECTED BY THIS PROJECT SHALL BE APS STYLE. PUSH BUTTONS SHALL BE INSTALLED TO MEET THE REQUIREMENTS OF ADA, PROWAG, MUTCD, AND ALDOT; AND BE DONE SO TO THE SATISFACTION OF THE ENGINEER. ANY ADDITIONAL REQUIRED WORK OR EQUIPMENT NOT INCLUDED IN THE PLANS BUT NECESSARY TO FULFILL THE REQUIREMENTS LISTED ABOVE SHALL BE COVERED BY SECTION 104.03, "EXTRA WORK".</p> |
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**PLAN  
SUBMITTAL**

**PLANS PREPARED BY:**

**PLANS PREPARED BY:**

**SHEET TITLE**

**TRAFFIC SIGNAL  
PLAN NOTES**

**ROUTE**

**ROUTE**