

General Traffic Signal Notes:

- All traffic signal work shall be constructed & installed in accordance with the Virginia Department of Transportation (VDOT) Road & Bridge Specifications dated 2002, the City of Suffolk Traffic Signal Specifications dated 2003, referred to as "City Specs," VDOT Road & Bridge Standards dated 2001, the Manual on Uniform Traffic Control Devices (MUTCD) dated 2003, the Virginia Work Area Protection Manual dated 2003 with any revisions & the 2005 National Electric Code.
- The contractor shall contact Miss Utility for utility locations 48 hours before beginning construction.
- Mast arm pole foundations shall be VDOT Standard PF-1. The contractor shall be responsible for securing soil borings & reviewing the elevations for the top of the foundations. A foundation design shall be prepared & submitted for approval by a Professional Engineer licensed in Virginia. The elevation of the top of the foundation shall be within 4" of the finished ground grades. If existing conditions do not allow for the use of a VDOT Standard PF-1 Foundation, notify the City Traffic Engineer's Representative. The contractor shall verify that each foundation can be constructed in an approved location before shop drawings are submitted for mast arm poles and foundations.
- The contractor shall stake signal pole locations and verify mast arm lengths with the City Traffic Engineer's Representative prior to drilling foundations. Contact Robert Lewis at (757) 514-7603 for verification.
- Signal mounting shall conform to Standard SM-3.
- All junction boxes shall be Standard JB-3A, 3B or 3C unless otherwise noted.
- All conduits under pavement shall be bored at a minimum depth of 24". All other conduit shall be installed in accordance with Standard ECI-1 at a minimum depth of 18".
- The Controller shall be a Quixote Traffic Corporation Model ATC, TS-2 Unit.
- The Controller Cabinet shall be no less than 54" high, 44" wide & 24" deep and shall be large enough to provide for ease of maintenance to the controller & auxiliary equipment. The cabinet shall be wired in accordance with City Specifications. The foundations shall be VDOT CF-1.
- The contractor shall arrange for electrical service with Virginia Power at the UPS junction box. The City Traffic Engineer will furnish the contractor with billing account information for Virginia Power.
- All traffic signal wire shall be number 14 AWG, unless otherwise specified. A continuous wire (no splices) shall be run between the controller cabinet & the signal head.
- Pedestrian heads shall be 1) Dialight Countdown Pedestrian Signal #430-6479-001X, 2) Pelco upper & lower arm assembly #SE 3148-P34, and 3) Peek Traffic Maintenance Housing #4302A-02-01-01.
- Signal heads shall be LED. All signal heads shall have full tunnel-visors for each individual 12" section. All traffic signal heads shall have back plates. All items shall be in accordance with City Specifications.
- Interconnection shall be provided by using a Fiber Optic connection with the Town Point Road traffic signal in accordance with City Specifications. Refer to the City of Suffolk website for "Traffic Signal Interconnection Requirements (Fiber Optic)". The contractor also provide the necessary equipment in the controller cabinet for the Fiber Optic interconnection.
- Emergency Pre-emption shall be installed using the 3M Opticom system. Model 721 detectors shall be installed on each mast arm pole.
- Pole foundations, poles, and mast arms shall be designed to accommodate the loading shown on these plans.
- The Video Detection System shall be pre-approved by the City of Suffolk. See Appendix 3.5 of the City Specs.
- Location of junction boxes & Opticom Detectors are to be located by the Contractor and field reviewed by the City Traffic Engineer's Representative prior to installation.
- The contractor shall submit shop drawings &/or catalog cuts for the mast arm pole, foundation design, controller, controller cabinet & signal heads with hardware to the developer's traffic engineer.
- No work shall commence with the exception of the soil survey for the foundations until all submittals required are received and reviewed by the City Traffic Engineer's Representative.
- All measurements for the placement of signal heads, signs, and cameras on mast arms shall be taken from the flange to the center of the signal head & signs.
- The 30-day test period shall begin only after items shown on the City punch list have been completed. See Appendix 3.3 of the City Specifications for punch list requirements.
- Conduits shall be installed so that moisture will drain as per Specifications Section 700.04 (h).
- Upon completion of the traffic signal, the contractor shall submit to the City Traffic Engineer's representative an accurate and to scale as-built traffic signal plans. The as-builts shall be supplied in both a printed format and AutoCAD 2000 on CD.

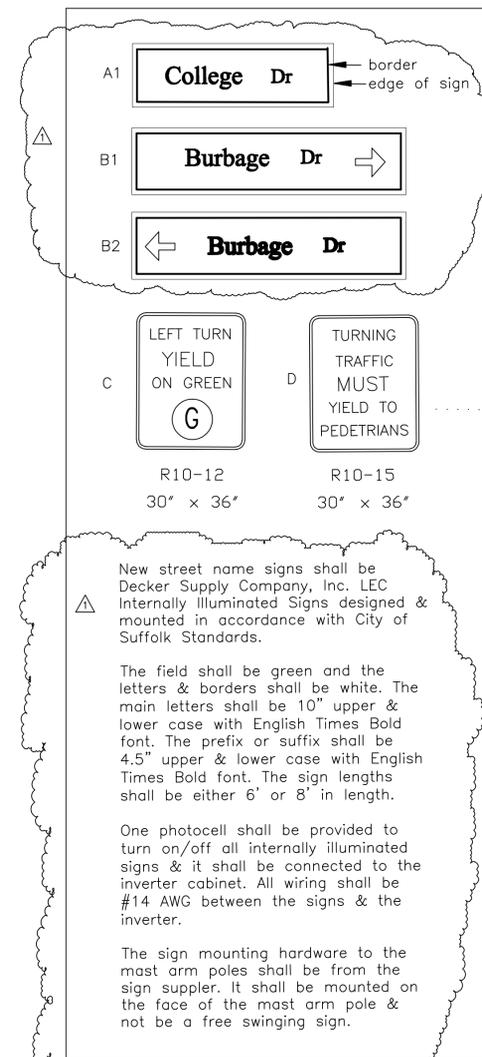
General Traffic Signal Notes:

- All signal pole and controller cabinet foundation ground rods shall be placed in the nearest junction box. The electrical service ground rod shall be placed in a JB-2 junction box & shall be in conformance with Appendix 3.2 of the City Specifications.
- Contractor shall install a 1" conduit from the controller cabinet to the nearest junction box for the telephone cable.
- An Uninterruptible Power Supply (UPS) shall be provided with each traffic signal & be CEPSEI Model TRUPS-3 with required accessories shown in Appendix 3.4 of City Specs. The UPS shall include the uninterruptible power supply, the batteries, cabinet & the additional equipment necessary to provide power when the electricity is off from the power company.
- Pedestrian push buttons are to be located on the mast arm poles. If the push buttons are further than 3' from the nearest sidewalk, then additional sidewalk shall be added to provide access for wheel chairs. The Polara "Bulldog" push button is to be used with a black color.
- Traffic mast arm poles shall conform to the VDOT MP-1. All hardware shall be galvanized. All mast arm poles shall be a 30' high combination pole with two 12' luminaire arms.
- Electrical service shall conform to VDOT Standard SE-5. Safety switches shall be enclosed in a rain tight box conforming to the requirements of NEMA 3R, with a lock-on/lock-off external switch handle. There shall be 100 amp circuit breaker disconnect with 40 amp breakers.
- The contractor shall install the pavement markings as shown on plan sheet T-1. All pavement markings that are in conflict shall be eradicated. All pavement markings applied shall be in conformance with the City of Suffolk Pavement Marking Standards & Details available on the City web site. Please note that the City Traffic Engineer's office shall be notified 72 hours in advance of any application of pavement markings.
- Traffic signal inspection fee must be paid at least thirty (30) days prior to construction beginning. A fifteen (15) day notice is required to schedule inspection prior to any construction beginning.
- Street illuminaires shall be Cobra Head 12' arms with 400 watt high pressure sodium light fixtures.

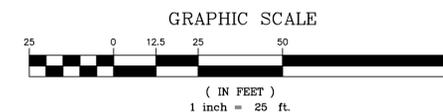
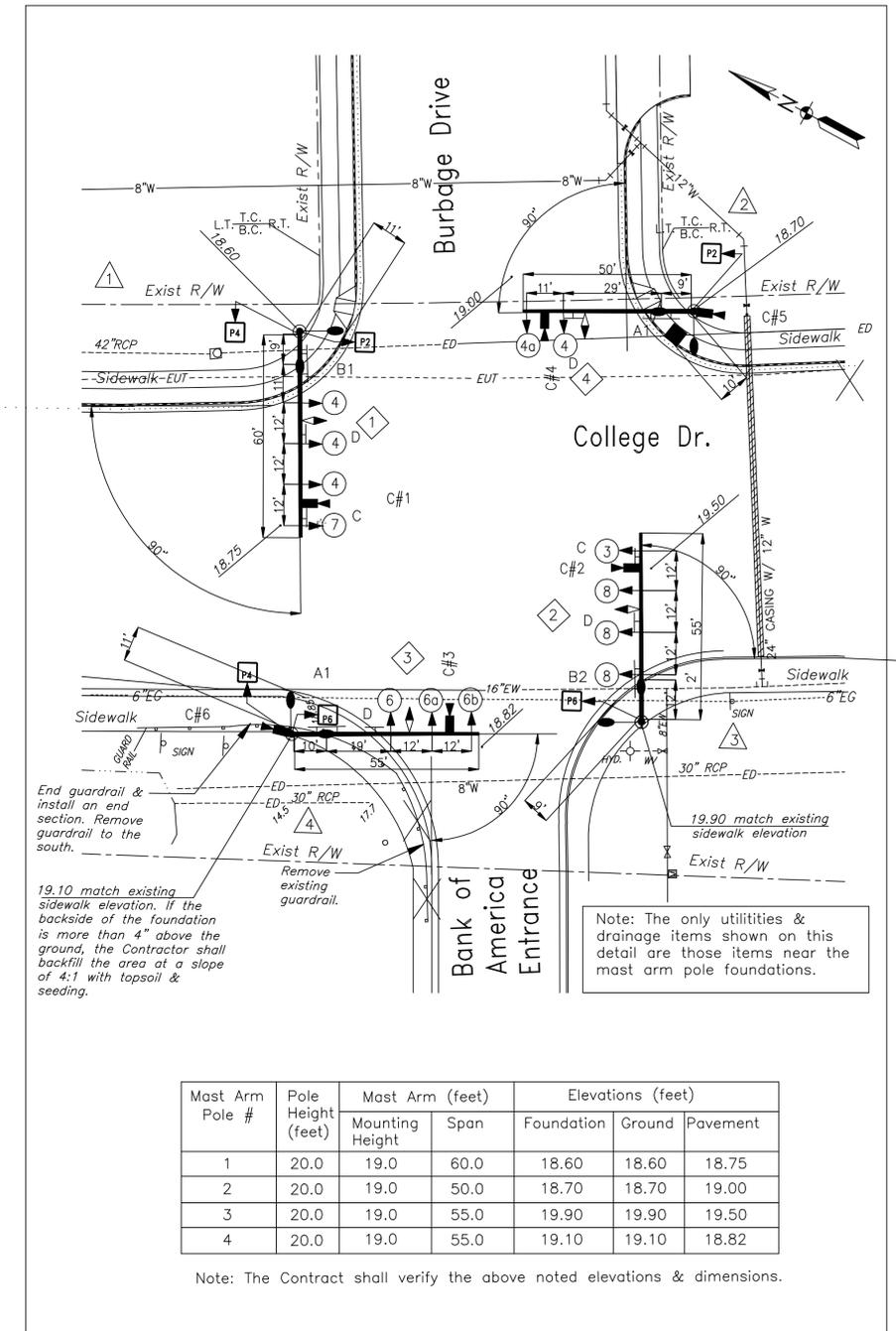
Traffic Signal Inspection Requirements

- Prior to any work beginning, a preconstruction meeting will be required with Traffic Engineering. Call (757) 514-7603 to schedule.
- A traffic control plan must be submitted & approved by Traffic Engineering prior to application for land use permit.
- A land use permit shall be secured by the contractor for all work.
- A supervisor, certified by IMSA (International Municipal Signal Association) shall be on site any time work is being completed on a traffic signal. 24-hour, 7-day a week contact information for the contractor staff shall be provided to Traffic Engineering prior to land use permit approval.
- 48-hour notification will be required at (757) 514-7603 to schedule inspection of the following items prior to work commencing.
 - All equipment location stakeout.
 - All foundations prior to concrete pour including poles, cabinets & auxiliary equipment.
 - All conduit connections prior to backfilling, including junction box connections.
 - All conduit runs may be required to have a conduit mandral pulled through them prior to wire installation.
 - A Traffic Engineering Representative must be present prior to turn on of any new equipment/installation.
 - Traffic Engineering will complete an extensive review of all aspects of signal, sign & pavement marking work & any punch list items corrected prior to acceptance by the City.

New Signs



Mast Arm Poles



△	City Traffic Engineer's comments of 02-24-09.	03-06-09	BBG
MARK	REVISION	DATE	APPROVED
Burbage Drive, Suffolk, VA.			
College Drive, Burbage Drive, & Bank of America			
Notes & Details			
	DATE 02-13-09		DRAWING NO. T-3
	SCALE 1" = 25'		
	CONT NO.		
Bryant B. Goodloe, P.C. 8809 Adams Drive East Suffolk, Virginia 23433 (757) 238-3835			