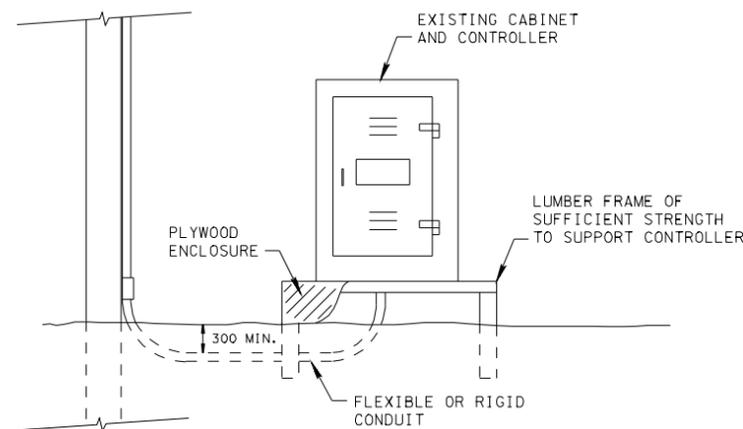


TYPICAL DETAIL FOR TEMPORARY SUPPORTS, SPANS AND CABLES
(REFERENCE STANDARD DRAWING TM-SG-1)



DETAIL FOR TEMPORARY RELOCATION OF EXISTING BASE-MOUNT CONTROLLER

NOTES FOR TEMPORARY SIGNALS

- (T1) WHEN CONSTRUCTION OPERATIONS AND PHASING REQUIRE THE REMOVAL OR RELOCATION OF EXISTING SIGNAL EQUIPMENT (I.E., SIGNAL SUPPORTS, BASE-MOUNTED CONTROLLERS), THE CONTRACTOR MAY USE THE FOLLOWING METHODS TO MAINTAIN SIGNALIZATION.
- ① THE CONTRACTOR MAY RELOCATE EXISTING EQUIPMENT.
 - ② THE CONTRACTOR MAY USE PROPOSED EQUIPMENT. EQUIPMENT SUCH AS SIGNAL SUPPORTS, BASE-MOUNTED CONTROLLERS, PULLBOXES, AND CONDUIT SHALL BE INSTALLED IN THE PROPOSED FINAL LOCATION AND AT FINAL GRADES AND SHALL NOT BE RELOCATED. IF PROPOSED SPAN WIRE AND/OR SIGNAL CABLES ARE USED WITH TEMPORARY SUPPORTS, SUFFICIENT SLACK SHALL BE LEFT TO ATTACH TO FINAL SUPPORTS AND FOR FINAL SIGNAL HEAD ALIGNMENT OR FOR REPOSITIONING EQUIPMENT DURING CONSTRUCTION PHASING. IF CONDITIONS MAKE IT IMPRACTICAL TO LEAVE SLACK IN SPAN WIRE, THE PROPOSED SPAN WIRE MAY BE OVERRUN, AS APPROVED BY THE ENGINEER. (IN PROJECTS WHERE FINAL SUPPORTS ARE MAST ARM POLES AND TEMPORARY WOOD POLES ARE PROVIDED IN THE PLANS, TEMPORARY SPAN WIRE WILL ALSO BE PROVIDED IN THE PLANS.)
 - ③ THE CONTRACTOR MAY SUPPLY AND USE TEMPORARY EQUIPMENT, AS PROVIDED FOR IN THE PLANS OR AT HIS OWN DISCRETION. THIS MATERIAL AND EQUIPMENT, WHILE NOT REQUIRED TO BE NEW, SHALL BE IN GOOD CONDITION AND READY FOR USE. IF THE CONTRACTOR ELECTS TO USE A TRAFFIC SIGNAL CONTROLLER THAT IS NOT NEW, CERTIFICATION SHALL BE SUBMITTED THAT THE EQUIPMENT HAS BEEN TESTED TO THE ORIGINAL MANUFACTURER'S SPECIFICATIONS AND IS IN GOOD WORKING CONDITION, AND THAT ALL APPLICABLE NEMA ENVIRONMENTAL STANDARDS ARE MET. WHEN THE CONTRACTOR SUPPLIES AND USES TEMPORARY EQUIPMENT, HE ASSUMES ALL MAINTENANCE RESPONSIBILITIES ASSOCIATED WITH THAT EQUIPMENT, AND RETAINS POSSESSION OF THE EQUIPMENT AT THE END OF ITS USE.
- (T2) TYPICAL PAY ITEMS THAT MAY BE INCLUDED IN THE PLANS FOR USE IN TEMPORARY SIGNALS INCLUDE WOOD POLES, GUYING DEVICES, SPAN WIRE, AND CONDUIT RISERS, AND THESE ITEMS WILL BE SO NOTED. THERE WILL BE NO DIRECT PAYMENT FOR OTHER COSTS RELATED TO RELOCATING OR REPOSITIONING SIGNAL EQUIPMENT OR FOR TEMPORARY EQUIPMENT PROVIDED AT THE CONTRACTOR'S DISCRETION.

GENERAL NOTES FOR MAINTAINING EXISTING AND PROPOSED SIGNALS DURING HIGHWAY CONSTRUCTION

- (G1) EXISTING TRAFFIC SIGNALS SHALL REMAIN OPERATIONAL UNTIL THE PROPOSED SIGNALS ARE PLACED IN OPERATION.
- (G2) WHEN IT IS NECESSARY TO PUT AN EXISTING TRAFFIC SIGNAL OUT OF OPERATION FOR SHORT PERIODS OF TIME, THE CONTRACTOR SHALL PROVIDE AT HIS EXPENSE A LICENSED OFFICER TO CONTROL TRAFFIC. THE SIGNAL SHALL BE PLACED BACK IN OPERATION BY THE END OF THE WORKING DAY.
- (G3) THE LOCAL AGENCY IS RESPONSIBLE FOR ROUTINE MAINTENANCE OF EXISTING SIGNAL EQUIPMENT DURING CONSTRUCTION. ANY EXISTING EQUIPMENT THAT IS DAMAGED BY THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED OR REPLACED TO THE SATISFACTION OF THE ENGINEER AT THE CONTRACTOR'S EXPENSE.
- (G4) THE CONTRACTOR SHALL NOTIFY THE LOCAL AGENCY A MINIMUM OF TWENTY-FOUR (24) HOURS IN ADVANCE OF CONSTRUCTION OPERATIONS THAT WILL RENDER EXISTING DETECTION LOOPS USELESS. THE LOCAL AGENCY WILL ARRANGE TO DISCONNECT THE LOOPS AND MAKE APPROPRIATE ADJUSTMENTS TO SIGNAL TIMING PRIOR TO THESE OPERATIONS.
- (G5) ALL PROPOSED SIGNAL HEADS SHALL BE BAGGED AND COMPLETELY COVERED UNTIL THEY ARE PUT INTO USE.
- (G6) PROPOSED SIGNALS INSTALLED AT PREVIOUSLY UNSIGNALIZED INTERSECTIONS SHALL BE FLASHED A MINIMUM OF SEVEN (7) DAYS BEFORE PUT INTO FINAL OPERATION.
- (G7) THE EXISTING SIGNAL PHASING SHALL BE CONTINUED DURING THE CONSTRUCTION PERIOD. PROPOSED PHASING, IF DIFFERENT, MAY BE IMPLEMENTED WHEN PROPOSED SUPPORTS, SIGNAL HEADS, CONTROLLER, AND ROADWAY GEOMETRY ARE IN PLACE SUCH THAT PROPOSED PHASING IS PRACTICAL.
- (G8) SIGNAL HEADS SHALL BE REPOSITIONED FOR CHANGES IN CONSTRUCTION PHASING TO CONFORM TO REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES. THIS MAY REQUIRE ADDITIONAL NEAR SIDE SIGNAL HEADS IF STOPLINE TO SIGNAL HEAD DISTANCE EXCEEDS 45 m (OR 36 m IF 200 mm LENSES ARE USED).



ALL UNITS ARE IN MILLIMETERS UNLESS NOTED OTHERWISE.

MINOR REVISION -- FHWA APPROVAL NOT REQUIRED.

STATE OF TENNESSEE
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF
EXISTING SIGNALS
DURING HIGHWAY
CONSTRUCTION