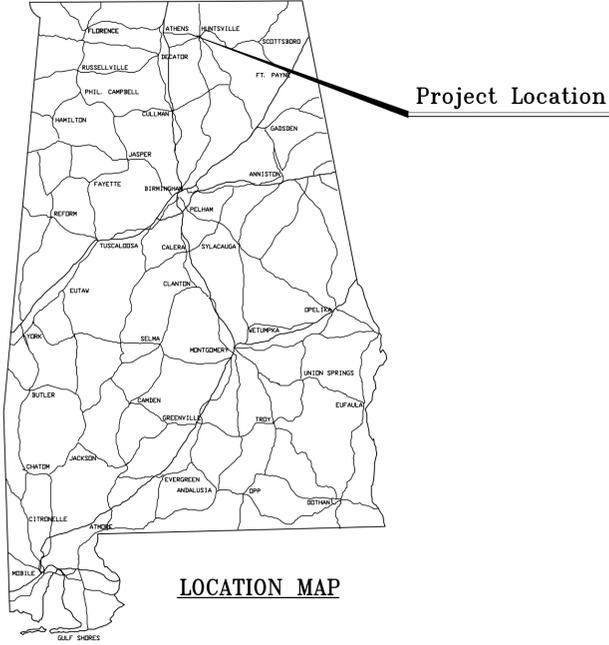


TRAFFIC SIGNAL MODIFICATION PLANS

US HIGHWAY 72 AT JACK CLIFT BOULEVARD MADISON, ALABAMA

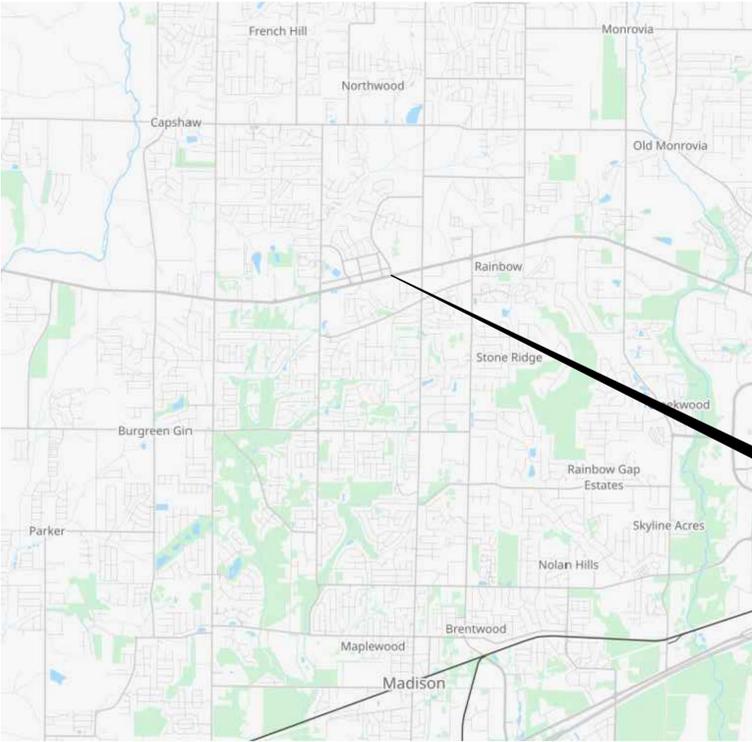


LOCATION MAP

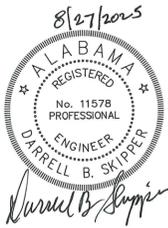
PLANS PREPARED FOR:
MULLINS, LLC.

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TS1	TITLE SHEET
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TS4	TRAFFIC SIGNAL DETAILS
TS5	TRAFFIC CONTROL PLAN



PROJECT LOCATION MAP
N.T.S.



PROJECT LOCATION

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Date: AUG 2025
Sheet No. TS1



TRAFFIC SIGNAL PLAN NOTES

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

○ NOTES THAT APPLY TO THIS PROJECT.

- 500. WHEN THE CONTROLLER IS IN THE FLASHING MODE, THE VEHICULAR SIGNAL HEADS SHALL FLASH YELLOW ON US-72, RED ON ALL CROSS STREETS, AND RED ON PROTECTED LEFT TURNS.
- 501. 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.
- 502. ALL EXISTING TRAFFIC CONTROL EQUIPMENT WHICH IS THE PROPERTY OF THE CITY OF MADISON 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 CITY AT 240 PALMER ROAD, MADISON, ALABAMA (PUBLIC WORKS DEPARTMENT) AS DIRECTED BY THE CITY ENGINEER.
- 503. THE LOCATION OF EACH 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.
- 504. 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 CITY OF MADISON, ALABAMA AND ALDOT.
- 505. THE CONTRACTOR SHALL INSTALL TEMPORARY SIGNAL(S) AS REQUIRED BY THE TEMPORARY TRAFFIC SIGNAL PLAN LAYOUT OR THE TRAFFIC CONTROL PLANS. 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).
- 506. 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.
- 507. THE CITY OF MADISON AND ALDOT RESERVE 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 CONTROL UNIT(S) OR SYSTEM REMAINS IN EFFECT.
- 508. THE CONTRACTOR SHALL HAVE THE APPROVAL OF THE CITY OF MADISON AND ALDOT PRIOR TO THE REMOVAL OF ANY EXISTING TRAFFIC CONTROL UNIT.
- 509. EACH REQUIRED TRAFFIC SIGNAL STRAIN POLE AND MAST ARM POLE MAY VARY IN LENGTH AND SIZE. THE CONTRACTOR SHALL ASCERTAIN THAT THE POLE HEIGHTS ARE SUFFICIENT TO PROVIDE THE REQUIRED VEHICULAR TRAFFIC SIGNAL CLEARANCE. EXTENSIONS FOR MOUNTING SIGNALS SHALL BE PROVIDED WHEN NECESSARY.
- 510. EACH MAST ARM MAY VARY IN LENGTH. THE CONTRACTOR SHALL ASCERTAIN THAT ALL ARM LENGTHS ARE SUFFICIENT SO THAT EACH VEHICULAR SIGNAL HEAD POSITION CONFORMS TO THE MUTCD.
- 511. THE TRAFFIC SIGNAL POLE LOCATION(S) AS SHOWN IN THE PLANS IS(ARE) APPROXIMATE. THE CONTRACTOR SHALL COORDINATE THE POLE LOCATION(S) WITH THE ENGINEER. THE CONTRACTOR SHALL ASCERTAIN THAT THE FINAL POLE LOCATION(S) PROVIDE FOR THE VEHICULAR TRAFFIC SIGNAL HEADS TO MEET THE DISTANCE REQUIREMENTS TO 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.
- 512. 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.
- 513. THE TRAFFIC SIGNAL POLE LOCATION(S) AS SHOWN IN THE PLANS IS (ARE) APPROXIMATE. THE CITY OF MADISON SHALL APPROVE ALL FOUNDATION LOCATIONS PRIOR TO THE CONTRACTOR EXCAVATING FOR EACH FOUNDATION.
- 514. BALANCE ADJUSTERS SHALL BE INSTALLED ON TRAFFIC SIGNAL HEADS FOR PROPER AIM. THE CONTRACTOR SHALL ALIGN THE SIGNAL HEADS IN ACCORDANCE WITH THE MUTCD AND TO THE SATISFACTION OF THE ENGINEER.
- 515. 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 CLAMP. THE WIRE SHALL ENTER THE CLAMP FROM THE BOTTOM OF THE DRIP LOOP.
- 516. 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.
- 517. MARKING/WARNING TAPE SHALL BE BURIED OVER CONDUIT. THE TAPE SHALL BE 4 INCH POLYETHYLENE, RED IN COLOR WITH BLACK LETTERING.
- 518. 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.
- 519. WHEN SIGNAL TIMINGS ARE NOT INCLUDED IN THE PLANS FOR TIME BASE OR CLOSED LOOP SYSTEMS, IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO CALCULATE SIGNAL TIMINGS.
- 520. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO HIRE A LICENSED PROFESSIONAL ENGINEER TO INPUT THE TIMINGS AND FINE TUNE THE TIMINGS.
- 521. THE CITY OF MADISON TRAFFIC ENGINEER SHALL BE RESPONSIBLE FOR INPUTTING AND FINE TUNING THE TIMINGS.
- 522. 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.
- 523. 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.
- 524. THE CONTRACTOR SHALL PROVIDE A SET OF AS-BUILT PLANS TO THE CITY OF MADISON TRAFFIC ENGINEER AND THE ALDOT TRAFFIC ENGINEER.
- 525. THE CONTRACTOR SHALL INSTALL BACKPLATES WITH A 2 INCH FLUORESCENT YELLOW REFLECTIVE BORDER ON ALL EXISTING AND REQUIRED SIGNAL HEADS AS SHOWN ON PLAN
- 526. WHEN LUMINAIRES ARE INCLUDED, THE RELATED PHOTODETECTORS MAY BE MOUNTED ON THE TOP OR SIDE OF THE SIGNAL CABINET WHERE NO SHADOWS ARE EXPECTED TO BE CAST ON THE CABINET THAT WOULD IMPAIR THE FUNCTION OF THE PHOTOCELL WHEN COMPARED TO MOUNTING ON THE DISCONNECT POLE IN ITS TRADITIONAL LOCATION. WHERE THE EFFECT OF SHADOWS IS UNCERTAIN, THE CONTRACTOR SHALL MOUNT THE PHOTODETECTOR IN ITS TRADITIONAL LOCATION.
- 527. WHEN IMSA SIGNAL CABLE 20-1 IS USED THAT IS 7C OR LARGER, CONTRACTOR SHALL CLEARLY TAG AND MARK IN THE CONTROLLER CABINET THE SIGNAL INDICATION EACH CONDUCTOR CONNECTS TO WHERE THE CONDUCTOR JACKET DOES NOT MATCH IN COLOR THE ASSOCIATED SIGNAL HEAD COLOR.
- 528. THE CONTRACTOR SHALL COORDINATE WITH THE ALDOT AREA TRAFFIC ENGINEER TO INPUT AND FINE TUNE THE COORDINATED SIGNAL SYSTEM TIMINGS.

NO.	REVISIONS	DRN	CHK	DATE

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TRAFFIC SIGNAL NOTES

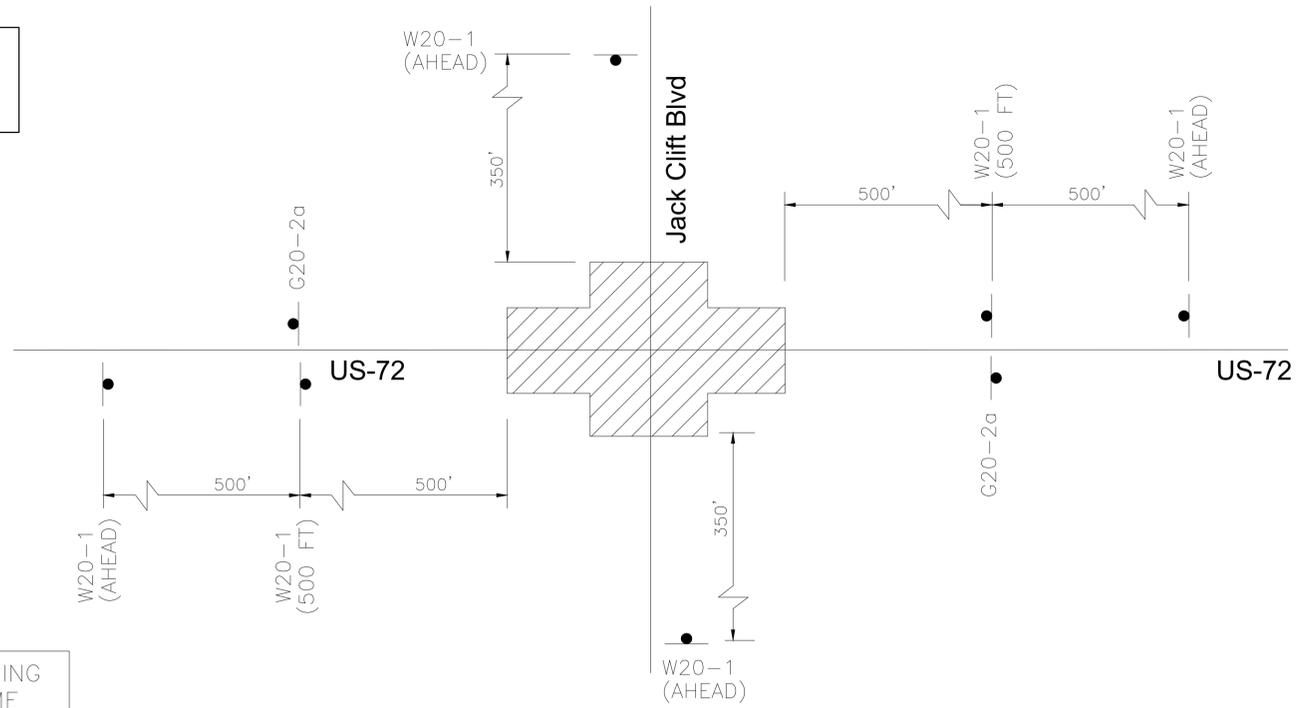
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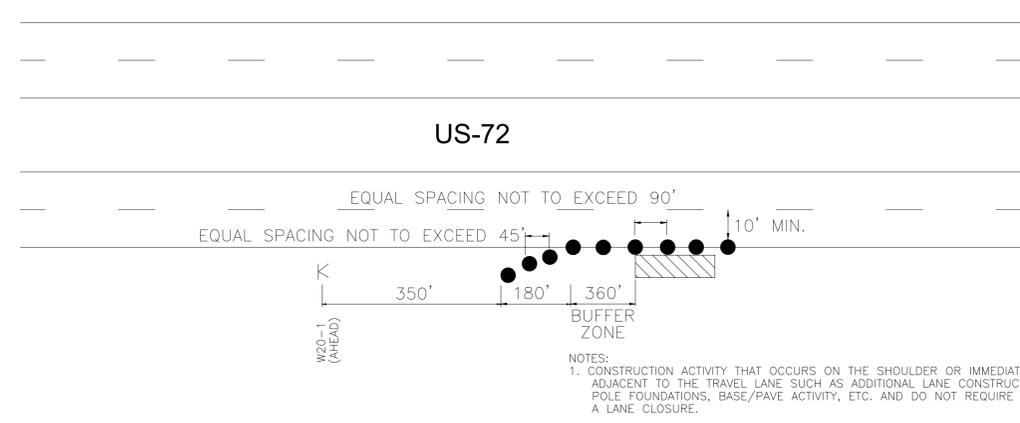
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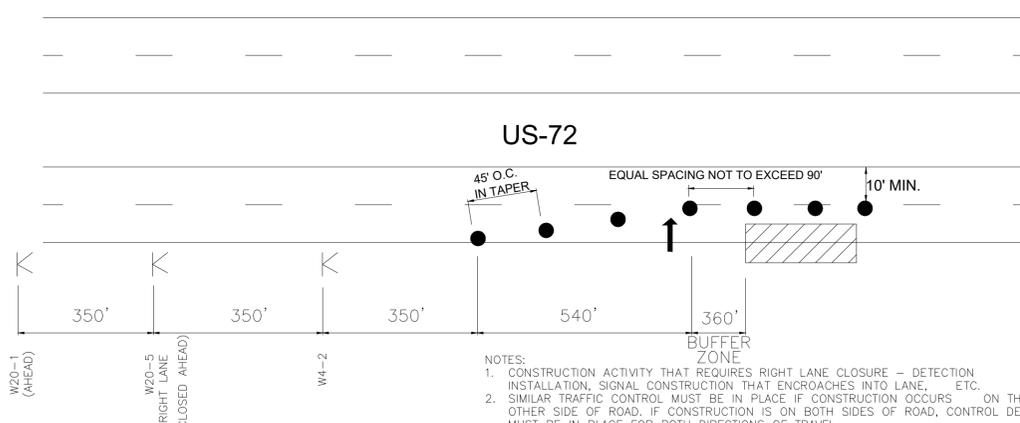


SCHEME 1—ADVANCE WARNING TRAFFIC CONTROL SCHEME



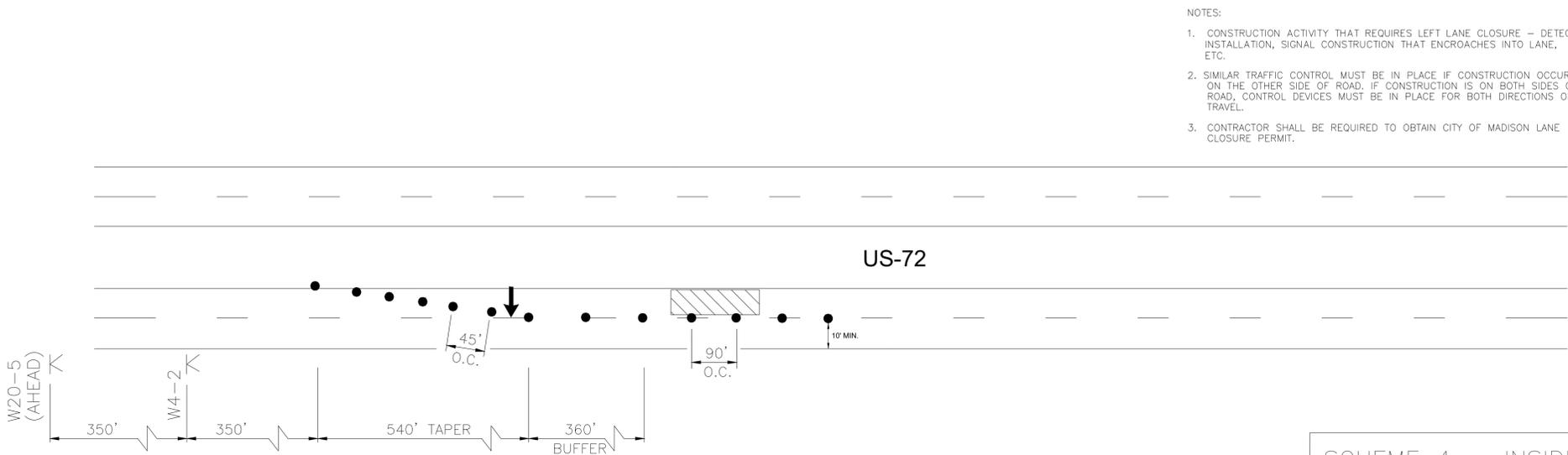
- NOTES:**
- CONSTRUCTION ACTIVITY THAT OCCURS ON THE SHOULDER OR IMMEDIATELY ADJACENT TO THE TRAVEL LANE SUCH AS ADDITIONAL LANE CONSTRUCTION, POLE FOUNDATIONS, BASE/PAVE ACTIVITY, ETC. AND DO NOT REQUIRE A LANE CLOSURE.
 - SIMILAR TRAFFIC CONTROL MUST BE IN PLACE IF CONSTRUCTION OCCURS ON THE OTHER SIDE OF ROAD. IF CONSTRUCTION IS ON BOTH SIDES OF ROAD, CONTROL DEVICES MUST BE IN PLACE FOR BOTH DIRECTIONS OF TRAVEL.
 - CONTRACTOR SHALL BE REQUIRED TO OBTAIN CITY OF MADISON LANE CLOSURE PERMIT.

SCHEME 2 – MINOR ENCROACHMENT INTO TRAVEL LANE (NO LANE CLOSURE)



- NOTES:**
- CONSTRUCTION ACTIVITY THAT REQUIRES RIGHT LANE CLOSURE – DETECTION INSTALLATION, SIGNAL CONSTRUCTION THAT ENCROACHES INTO LANE, ETC.
 - SIMILAR TRAFFIC CONTROL MUST BE IN PLACE IF CONSTRUCTION OCCURS ON THE OTHER SIDE OF ROAD. IF CONSTRUCTION IS ON BOTH SIDES OF ROAD, CONTROL DEVICES MUST BE IN PLACE FOR BOTH DIRECTIONS OF TRAVEL.
 - CONTRACTOR SHALL BE REQUIRED TO OBTAIN CITY OF MADISON LANE CLOSURE PERMIT.

SCHEME 3 – OUTSIDE LANE CLOSURE



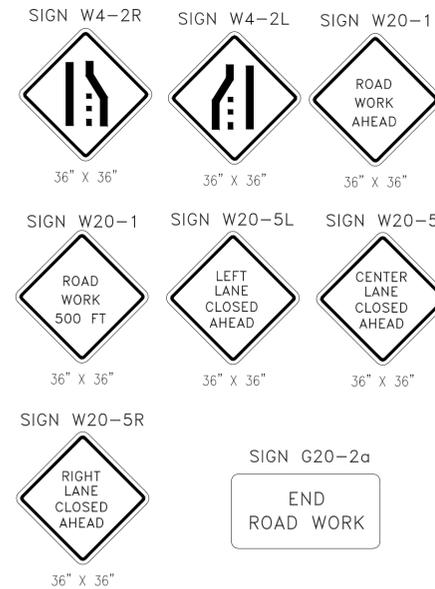
- NOTES:**
- CONSTRUCTION ACTIVITY THAT REQUIRES LEFT LANE CLOSURE – DETECTION INSTALLATION, SIGNAL CONSTRUCTION THAT ENCROACHES INTO LANE, ETC.
 - SIMILAR TRAFFIC CONTROL MUST BE IN PLACE IF CONSTRUCTION OCCURS ON THE OTHER SIDE OF ROAD. IF CONSTRUCTION IS ON BOTH SIDES OF ROAD, CONTROL DEVICES MUST BE IN PLACE FOR BOTH DIRECTIONS OF TRAVEL.
 - CONTRACTOR SHALL BE REQUIRED TO OBTAIN CITY OF MADISON LANE CLOSURE PERMIT.

SCHEME 4 – INSIDE LANE CLOSURE

TRAFFIC CONTROL NOTES:

- THE CONTRACTOR SHALL ESTABLISH AND MAINTAIN TRAFFIC CONTROL DEVICES TO CONFORM TO THE LATEST EDITION OF THE FEDERAL MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
- IT IS THE CONTRACTOR'S RESPONSIBILITY TO ADEQUATELY SECURE THE WORK AREA.
- THE TRAFFIC CONTROL SCHEMES SHOWN HAVE BEEN DEVELOPED IN CONFORMANCE WITH THE MUTCD. THE DEVICES SHOWN REPRESENT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT ACTUAL PHYSICAL CONDITIONS WARRANT ADDITIONAL CONTROL DEVICES, IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL SAME AS OUTLINED IN THE MUTCD, PART VI.
- ALL TRAFFIC CONTROL DEVICES REQUIRED FOR WORK WITHIN THE ROADWAY SHALL BE IN PLACE PRIOR TO THE CONTRACTOR BEGINNING WORK.
- ALL PORTABLE SIGNS SHALL BE REMOVED WHEN NOT IN USE OR AT THE END OF THE WORK DAY.
- THE CONTRACTOR WILL BE REQUIRED TO MAINTAIN ALL TRAFFIC CONTROL DEVICES DURING ALL PHASES OF WORK AND ENSURE THAT ALL TRAFFIC CONTROL DEVICES ARE IN PROPER ALIGNMENT ACCORDING TO THE TRAFFIC HANDLING PLAN.
- ALL TRAFFIC CONTROL DEVICES SHOWN IN SCHEME #1 SHALL REMAIN IN PLACE DURING ALL CONSTRUCTION.
- PERMANENT OR TEMPORARY CONSTRUCTION SIGNS WHICH ARE NOT APPLICABLE OR INAPPROPRIATE FOR THE CURRENT CONDITIONS SHALL BE COVERED OR REMOVED.
- HAZARDOUS CONDITIONS ON OPEN ROADWAYS SUCH AS PAVEMENT DROP OFFS; CONSTRUCTION MATERIALS, VEHICLES, OR EQUIPMENT STORED OR PLACED WITHIN THE ROADWAY RIGHT OF WAY; AND OPEN TRENCHES ACROSS OR NEAR THE ROADWAY SHALL NOT BE ALLOWED UNLESS THE CONTRACTOR IS ON SITE AND WORKING, AND PROPER TRAFFIC CONTROL MEASURES ARE BEING TAKEN.
- THE CONTRACTOR SHALL KEEP OPEN ROADWAYS CLEAN AND FREE OF CONSTRUCTION DEBRIS, DIRT, LOOSE GRAVEL, OR OTHER MATERIAL THAT MAY CAUSE HAZARDOUS DRIVING CONDITIONS.
- TRAFFIC CONTROL DEVICES SHALL MEET THE STANDARD MATERIAL AND INSTALLATION REQUIREMENTS SPECIFIED IN THE CURRENT EDITION OF THE ALDOT STANDARD SPECIFICATIONS FOR HIGHWAY CONSTRUCTION.
- TRAFFIC CONTROL SCHEMES HAVE BEEN DEVELOPED USING A DESIGN SPEED OF 45 M.P.H.

REQUIRED SIGNS:



LEGEND:

- POST MOUNTED SIGN
- ➔ PORTABLE ARROW PANEL
- ⊗ REQUIRED SIGN (PORTABLE)
- ▨ WORK AREA
- CHANNELIZING DRUMS



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MADISON, ALABAMA

TRAFFIC CONTROL PLAN

DATE	SCALE	DRAWN BY	CHECKED	PROJECT NO.
AUG 2025	AS SHOWN	CBW	DPS	1895-007
SHEET NO.	TS5			

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