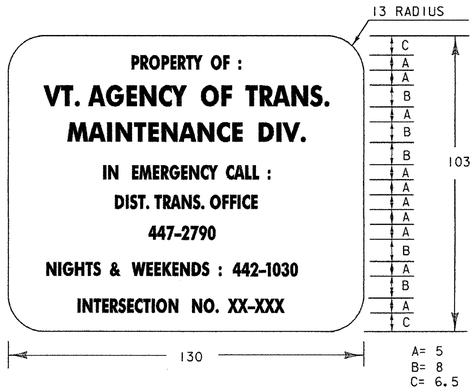
CONTROLLER IDENTIFICATION PLAQUE



LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING
BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

NOTES:

1.) THE PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS. IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDED, RIVETED OR BOLTED WITH VANDAL PROOF BOLTS.

2.) THE LETTERS SHALL BE PUNCHED OR STAMPED, OR ENGRAVED, SUCH STAMPING SHALL PENETRATE AT LEAST 1/2 THE BASE MATERIAL THICKNESS.

3.) THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF 3.

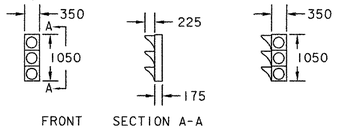
4.) CONTRACTOR SHALL REQUEST INTERSECTION NUMBER TO BE PROVIDED BY VAOT PRIOR TO FABRICATION.

LIST OF MAJOR EQUIPMENT (ITEM 678.15)

EQUIPMENT			TOTALS
MAST ARMS			2
POST MOUNTED SIGNALS			1
NEW 305 SIGNAL HEADS W/TUNNEL VISORS AND MOUNTING HARDWARE			
CANTILEVER MOUNTED	ONE-WAY	3 SECTION WITH BACK PLATES	7
SOLID-STATE KEYBOARD-ENTRY CONTROLLER AND CABINET POLE MOUNTED			1
METER AND DISCONNECT ON CANTILEVER			1
MISCELLANEOUS EQUIPMENT, HARDWARE, ETC. TO COMPLETE INSTALLATION			

NOTE: CONTRACTOR SHALL PROVIDE ALL MISC EQUIPMENT, HARDWARE, ETC. TO COMPLETE INSTALLATION TO PROVIDE FOR A FULLY FUNCTIONAL SYSTEM

DESIGN CRITERIA



VEHICLE SIGNALS
1-WAY
3-SECTION

DEAD LOAD * 50# (22.7kg)

ICE LOAD * 45# (20.4kg)

* SIGNAL FACING EAST OR WEST ADD 6.5# (2.9kg) DEAD LOAD AND 36# (16.3kg) ICE LOAD FOR REQUIRED BACKPLATE.

NOTE: ALL DIMENSIONS AND WEIGHTS ARE APPROXIMATE AND MAY VARY BY MANUFACTURER.

TRAFFIC SIGNAL NOTES

A. NEW SIGNAL EQUIPMENT

1. ALL SIGNAL HEADS MOUNTED ON MAST ARMS SHALL BE POLYCARBONATE. BACKPLATES SHALL BE INSTALLED ON HEADS FACING EAST AND WEST (AS NOTED IN THE LIST OF MAJOR EQUIPMENT), DEPENDING ON AM OR PM VISIBILITY.
2. ALL CONTROLLERS AND CABINETS SHALL BE ECONOLITE BRAND. CONTROLLERS SHALL BE CAPABLE OF 8 PHASE OPERATION.
3. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET ON THE MAST ARM POLE BELOW THE METER SOCKET. SEE VTrans STANDARD E-175 AND USE OPTION #5.
4. ALL 305 SIGNAL HEAD INDICATIONS INCLUDING PEDESTRIAN (WALK/DON'T WALK) INDICATIONS SHALL BE LED'S WITH VISIBLE BEAM SPREAD OF 80 DEGREES OF AXIS. SIGNAL HEAD SHALL BE OPTICALLY PROGRAMABLE.
5. ALL SIGNAL EQUIPMENT SHALL HAVE A FLAT BLACK FINISH.

B. SIGNAL OPERATION

1. ALL SIGNALS SHALL DWELL ON ROUTE 9 THRU MOVEMENT UNLESS OTHERWISE NOTED.
2. THE ROUTE 9 THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION, UNLESS OTHERWISE NOTED.
3. ALLOW 5 SECONDS ON ALL RED COMING OFF OF A FLASHING OPERATION.

C. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL CONDUIT SHALL BE PVC.
2. MINIMUM CONDUIT SIZE SHALL BE 50 OR AS SHOWN ON THE PLANS. SEE CHART ON STANDARD E-172 FOR DESIGN VALUES.
3. WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR ACROSS SIDE ROADS, IT SHALL BE PLACED IN A 150 MINIMUM PVC ELECTRICAL SLEEVE, AS SHOWN ON THE PLANS.
4. WHEN INSTALLING CONDUIT ON A UTILITY POLE. IT SHALL BE MOUNTED ON STANDOFF BRACKETS, AS DETAILED ON STANDARD E-175.

D. JUNCTION AND PULL BOXES
1. PULL BOXES AND JUNCTION BOXES SHALL CONFORM TO VTrans STANDARD E-173.

~~E. DETECTOR LOOPS~~
~~1. DETECTOR LOOPS SHALL CONFORM TO VTrans STANDARD E-172.~~

F. GENERAL

1. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE SIGNAL AND STREET LIGHTING EQUIPMENT, IF APPLICABLE. THE ROUTING OF POWER TO THE INTERSECTION SHALL BE SUCH THAT THE STATE HAS FULL RESPONSIBILITY FROM THE TRANSFORMER THROUGH THE SIGNAL. NO INTERVENING OWNERSHIP/ RESPONSIBILITY SHALL BE ALLOWED.
2. A UNIFORMED TRAFFIC OFFICER SHALL DIRECT TRAFFIC WHEN ONE-WAY TRAFFIC EXISTS ON ANY APPROACH. THIS INCLUDES, BUT IS NOT LIMITED TO, LOOP CUTTING OPERATIONS.
3. UTILITIES INFORMATION SHOWN HEREON WERE OBTAINED FROM THE BEST AVAILABLE SOURCES, AND MAY OR MAY NOT BE EITHER ACCURATE OR COMPLETE. THE CONTRACTOR SHALL VERIFY THE EXACT LOCATION OF EXISTING UTILITIES, AND SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY UTILITY, PUBLIC OR PRIVATE, SHOWN OR NOT SHOWN HEREON. SHOULD ANY UTILITY BE DAMAGED DURING THE COURSE OF CONSTRUCTION, THE CONTRACTOR SHALL COORDINATE REPAIRS AND RESTORATION OF SERVICE WITH THE AFFECTED UTILITY(S).
4. SIGNAL HEADS SHOULD BE COVERED UNTIL VT 279 IS OPEN AND REQUIRES THEIR OPERATION.
5. SEE SHEET OSD-01 FOR ADDITIONAL INFORMATION.

NOTE:
ALL DIMENSIONS IN MILLIMETERS
EXCEPT WHERE OTHERWISE INDICATED

VERMONT AGENCY OF TRANSPORTATION

Stantec

PROJECT NAME: BENNINGTON
PROJECT NUMBER: AC NH 019-1(51)

FILE NAME: ...\plot files\zd307cltsnd.ptf
PLOT DATE: 1/30/2009
DESIGN SUPERVISOR: GREG EDWARDS
DRAWN BY: STANTEC
DESIGNED BY: MARC FOISY
CHECKED BY: GARY SANTY
TRAFFIC SIGNAL NOTES & DETAILS TSND-02
SHEET 144 OF 367

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