

TRAFFIC SIGNAL NOTES

A. NEW EQUIPMENT

1. ALL SIGNAL HEADS MOUNTED ON CANTILEVER ARMS SHALL BE POLYCARBONATE. BACKPLATES SHALL BE REQUIRED ON ALL SIGNAL HEADS.
2. ALL SIGNAL HEADS SHALL BE LIGHT EMITTING DIODES (LED).
3. CABINET SHALL BE POLE MOUNTED. DISCONNECT SWITCH AND METER SHALL BE ATTACHED TO THE EXTERIOR OF THE CABINET ON THE SIDE FURTHEST FROM THE DRIVEWAY. POWER SOURCE SHALL BE UNDERGROUND FEED FROM UTILITY POLE LOCATED ALONG EAST SIDE OF MAPLE AVENUE. RECOMMEND OPTION #5 FROM STANDARD E-175.
4. ALL SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

B. SIGNAL OPERATION

1. SIGNAL TIMING SHOWN ON THE PLANS SHALL BE IMPLEMENTED AT THE COMPLETION OF THE TRAFFIC SIGNAL CONSTRUCTION. SIGNAL TIMING MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC PATTERNS AND CONDITIONS.
2. THE SIGNAL SHALL BEGIN WITH PHASES 2 & 6 FOLLOWING FLASHING OPERATIONS.
3. PEDESTRIAN MOVEMENTS ARE CONCURRENT WITH AUDIBLE INDICATIONS.
4. CONCURRENT PEDESTRIAN PHASE (PHASE 8) SHALL BE ACTUATED BY PUSH BUTTONS AT POSTS 1 OR 4. EXCLUSIVE PEDESTRIAN PHASE (PHASE 9) SHALL BE ACTUATED BY PUSH BUTTONS AT POSTS 2 AND 3.

C. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL WIRED CONDUIT SHALL BE 3-INCH OR 4-INCH PVC, SCHEDULE 80.
2. WHEN CONDUIT IS PLACED BELOW THE TRAVELED ROADWAY, IT SHALL BE PLACED IN AN 8-INCH PVC ELECTRICAL CONDUIT SLEEVE, SCHEDULE 80.

D. OPTICAL VEHICLE DETECTION

1. ALL OPTICAL DETECTION CABLES SHALL BE LABELED WITH THE PHASE NUMBERS AND APPROACH DIRECTION CONTROLLED BY THE OPTICAL DETECTION UNIT (PHASE 1&6, WB)
2. ALL PROGRAMMED DETECTION ZONES SHALL FAIL IN THE 'ON' MODE.
3. NO SPLICES SHALL BE PERMITTED IN THE OPTICAL DETECTION CABLES.
4. VIDEO DETECTION ZONES SHALL BEGIN AT 5 FEET IN FRONT OF THE STOP LINE AND EXTEND AT LEAST 40 FEET.
5. FINAL VIDEO DETECTION CAMERA AIM AND DETECTION ZONE PLACEMENT SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND THE RESIDENT ENGINEER.

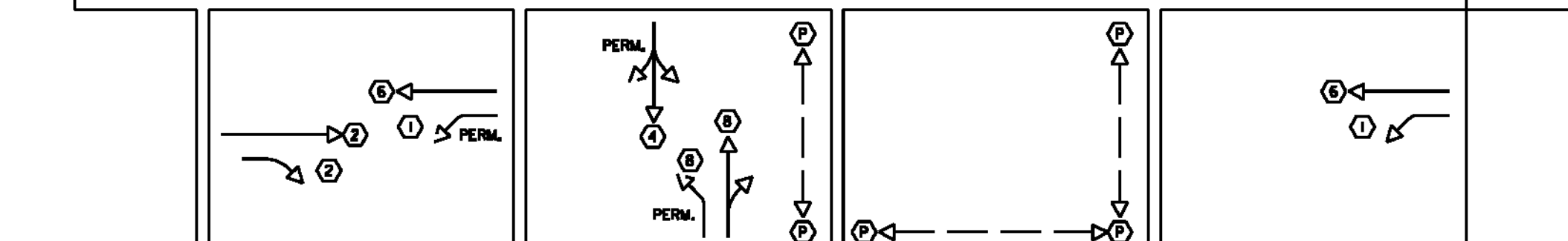
E. GENERAL

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 EQUIPMENT.
2. SEE THE CONTROLLER ID PLAQUE DETAIL ON THIS SHEET.
3. INTERSECTION SHALL BE INTERCONNECTED WITH THE INTERSECTION AT N. MAIN ST. AND ROUTE 62/MAPLE AVE. ANTENNA SHALL BE SECURELY MOUNTED TO MAST ARM POLE EXTENSION OR AS DIRECTED BY THE RESIDENT ENGINEER.
4. INTERSECTION SHALL INCLUDE AN EMERGENCY VEHICLE PREEMPTION SYSTEM AS APPROVED BY THE CITY OF BARRE FIRE DEPARTMENT.
 PREEMPT #3 - RECEIVER 1 CALLS PHASES 1 & 6
 PREEMPT #4 - RECEIVER 2 CALLS PHASES 2
 PREEMPT #5 - RECEIVER 3 CALLS PHASE 8

DATUM	
VERTICAL	NAVD 1929
HORIZONTAL	NAD 27

TIMING AND PHASING

	PHASE 2+6 (DWELL)				PHASE 4+8				PHASE 9				PHASE 1+6				FLASHING OPERATION
	CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO				
VEHICLE	W	FD	DW	B	W	FD	DW	B	W	FD	DW	B	W	FD	DW	B	
MINIMUM	10	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
MAXIMUM	40	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
MAXIMUM2	40	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
PED ACT																	
VEHICLE	2				2				2				2				
MINIMUM	10	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
MAXIMUM	45	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
MAXIMUM2	55	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
PED ACT																	
VEHICLE	2				2				2				2				
MINIMUM	10	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
MAXIMUM	45	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
MAXIMUM2	60	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	
PED ACT																	



W = WALK, FD = FLASHING DON'T WALK, DW = DON'T WALK, B = BLANK, FR = FLASHING RED, FY = FLASHING YELLOW

1. FACE NUMBERS ARE BASED ON NEMA PHASES
2. SOUTHBOUND LEFT-TURN SHALL OPERATE UNDER PROTECTED/PERMISSIVE LEFT-TURN PHASING.

PROGRAM PERIODS OF OPERATION

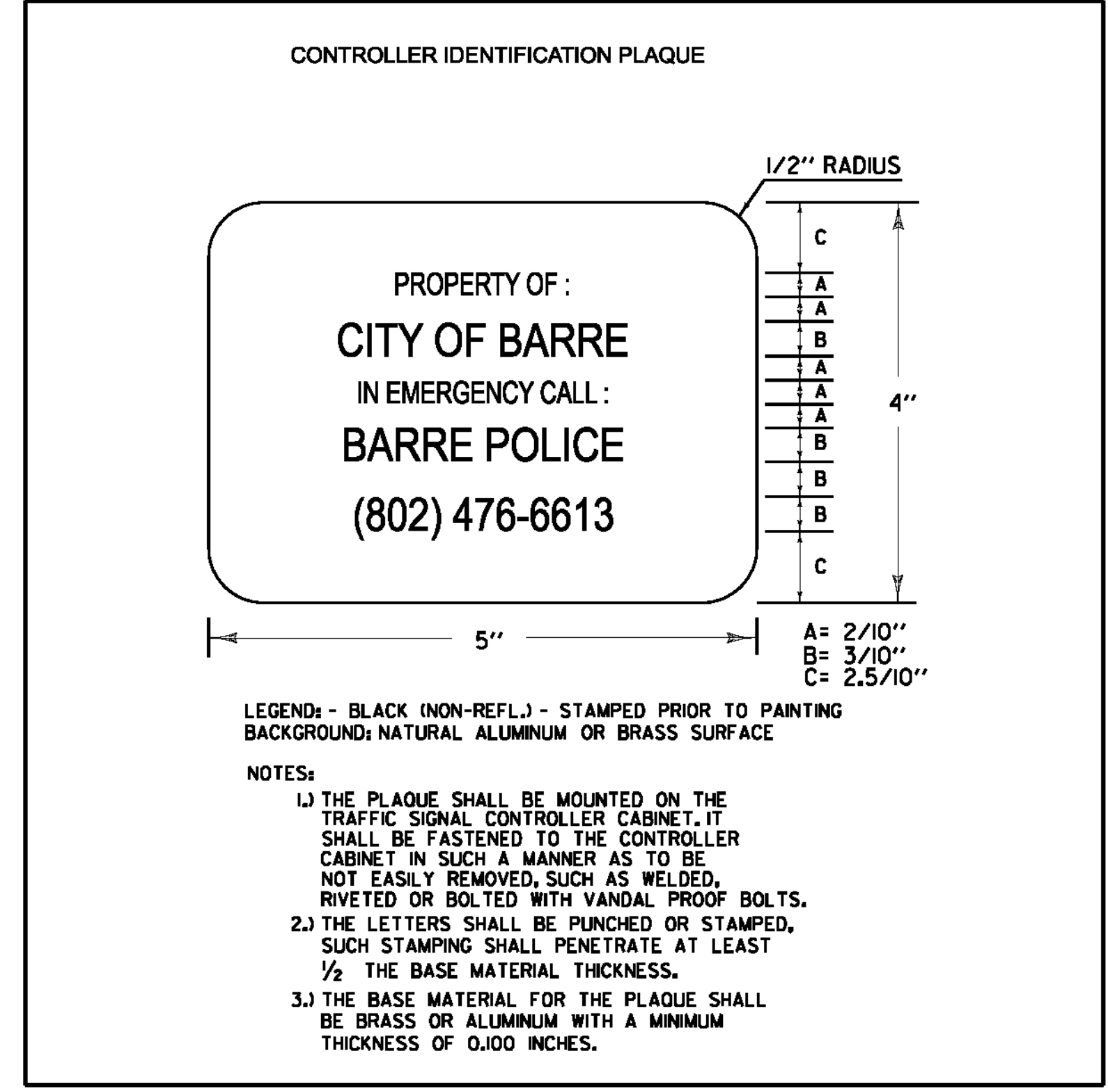
	1	2	3	4	5	6	7	8	9	10	11	12
SUNDAY												
MONDAY	4	1	2	1	3	1	4					
TUESDAY	4	1	2	1	3	1	4					
WEDNESDAY	4	1	2	1	3	1	4					
THURSDAY	4	1	2	1	3	1	4					
FRIDAY	4	1	2	1	3	1	4					
SATURDAY												

- NOTES:
- PLAN 1 - MIDDAY (MAXIMUM D): 6:00 AM TO 7:00 AM, M-F
9:00 AM TO 3:00 PM, M-F
6:00 PM TO 10:00 PM, M-F
- PLAN 2 - AM PEAK (MAXIMUM 2): 7:00 AM TO 9:00 AM, M-F
- PLAN 3 - PM PEAK (MAXIMUM 2): 3:00 PM TO 6:00 PM, M-F
- PLAN 4 - OFFPEAK (MAXIMUM D): MIDNIGHT TO 6:00 AM, M-F
10:00 PM TO MIDNIGHT, M-F
ALL DAY SATURDAYS AND SUNDAYS

COORDINATION CYCLE/SPLIT OFFSET SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	PLAN 4
CYCLE LENGTH	80	80	80	FREE
COS	111	121	131	-
OFFSET	0	0	0	-
SPLIT TIME 01	15	11	17	-
SPLIT TIME 02	21	23	21	-
SPLIT TIME 03	0	0	0	-
SPLIT TIME 04	24	26	22	-
SPLIT TIME 05	0	0	0	-
SPLIT TIME 06	36	34	38	-
SPLIT TIME 07	0	0	0	-
SPLIT TIME 08	24	26	22	-
SPLIT TIME 09	20	20	20	-

COORDINATION NOTES:
1. OFFSET IS REFERENCED TO BEGINNING OF THE COORDINATED PHASE (02 & 06)



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

NOTES:
1.) THE PLAQUE SHALL BE MOUNTED ON THE TRAFFIC SIGNAL CONTROLLER CABINET. 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, 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 0.100 INCHES.

MAPLE AVE AND SUMMER ST

PROJECT NAME:	BARRE CITY	FILE NAME:	z09B240_TSPS4A.dgn	PLOT DATE:	4/5/2010
PROJECT NUMBER:	FEGC F 026-1(34) C/1	PROJECT LEADER:	G. BAKOS	DRAWN BY:	DMP / JAR
DESIGNED BY:	DMP / MDS	CHECKED BY:		TRAFFIC SIGNAL PLAN 4, SHEET 2	SHEET 64 OF 95