

TRAFFIC SIGNAL NOTES

A. NEW EQUIPMENT

1. ALL SIGNAL HEADS MOUNTED ON SPAN WIRE 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 POLE ON THE SIDE FURTHEST FROM TRAFFIC THAT DOES NOT IMPEDE THE SIDEWALK. POWER SOURCE SHALL BE AERIAL FEED. RECOMMEND OPTION #5 FROM STANDARD E-175.
4. ALL SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
5. EXISTING SPAN WIRE POLES, SIGNALS, SPAN WIRE, AND EQUIPMENT CABINET SHALL BE REMOVED AND SALVAGED TO THE CITY OF BARRE AT THE DIRECTION OF THE ENGINEER.

B. SIGNAL OPERATION

1. SIGNAL TIMING SHOWN ON THE PLANS 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. SIGNAL EQUIPMENT SHALL BE INSTALLED, TESTED AND THEN LEFT IN FLASHING OPERATIONS UNTIL CONTRACT 2.
4. PEDESTRIAN EQUIPMENT SHALL BE INSTALLED, TESTED AND THEN COVERED WITH OPAQUE MATERIAL AND LEFT DARK UNTIL THE SIGNAL IS FULLY OPERATIONAL (GREEN-YELLOW-RED OPERATIONS). PEDESTRIAN PUSH BUTTONS SHALL BE DEACTIVATED AND PEDESTRIAN SIGNS SHALL BE PROVIDED TO THE CITY FOR STORAGE UNTIL CONTRACT 2.

C. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL CONDUIT SHALL BE 2-INCH PVC, SCHEDULE 80 IN 8-INCH CONDUIT SLEEVES UNDER ROADWAY, SCHEDULE 80.

D. OPTICAL 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 POWER SUPPLY TO THE SIGNAL EQUIPMENT.
2. SEE THE CONTROLLER ID PLAQUE DETAIL ON THIS SHEET.
3. INTERSECTION SHALL INCLUDE EMERGENCY VEHICLE PREEMPTION SYSTEM AS APPROVED BY THE CITY OF BARRE FIRE DEPARTMENT

PREEMPT #3 - RECEIVER 1 CALLS PHASE 8
 PREEMPT #4 - RECEIVER 2 CALLS PHASE 2
 PREEMPT #5 - RECEIVER 3 CALLS PHASE 6

DATUM	
VERTICAL	NAVD 1929
HORIZONTAL	NAD 27

TIMING AND PHASING

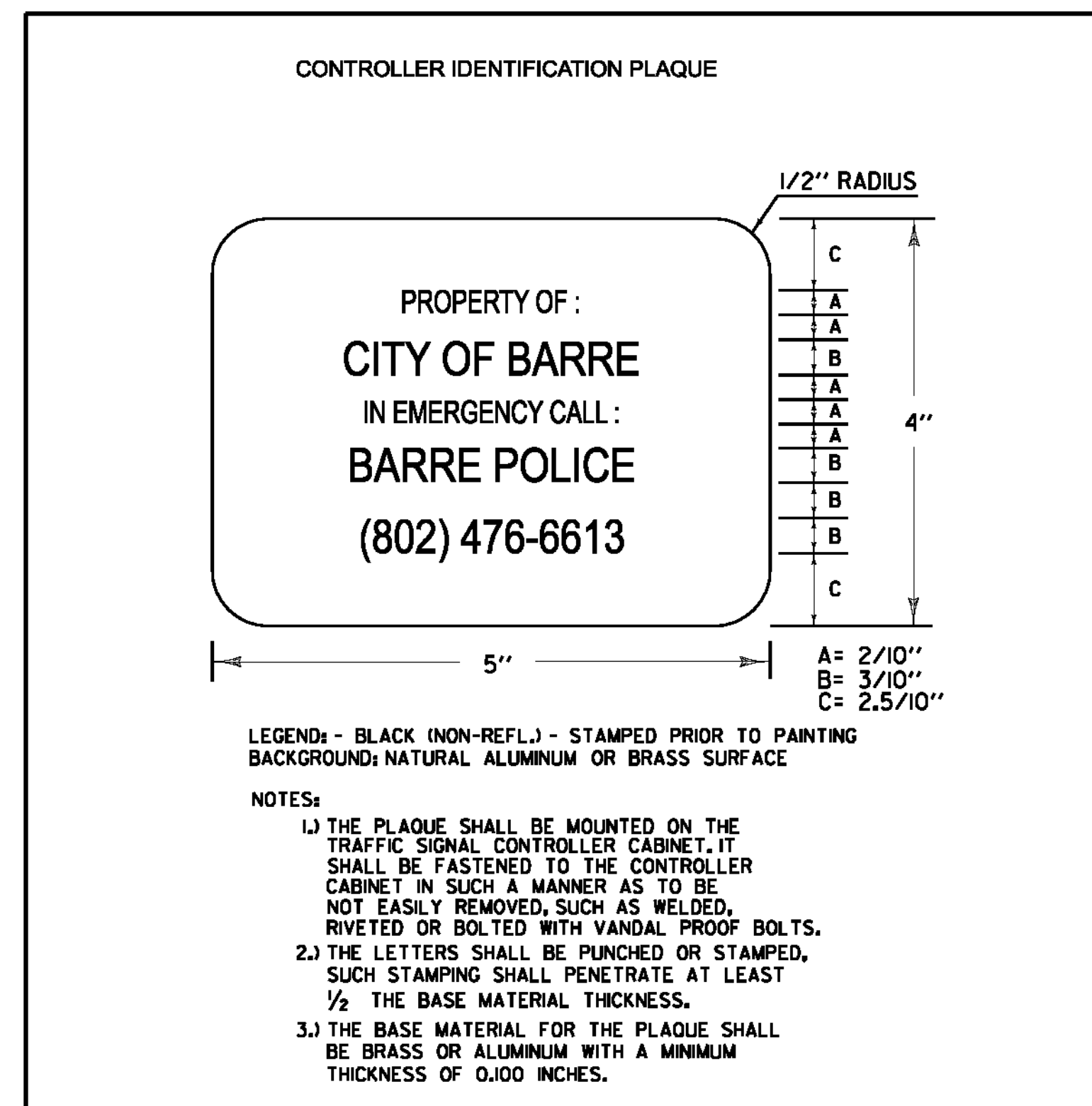
SIGNAL SHALL OPERATE IN FLASHING OPERATION WITH SIGNALS 4 AND 8 FLASHING YELLOW AND SIGNALS 2, 2A, AND 6 FLASHING RED. SEE DETOUR SIGNALIZATION TIMING AND PHASING FOR DEFAULT PROGRAMMING. DETOUR SIGNALIZATION SHALL REQUIRE REMOVAL OF SIGNAL HEADS 4 AND CLOSURE OF WELLINGTON ROAD APPROACH.

PROGRAMMING FOR FUTURE SIGNAL OPERATIONS

PROGRAM PERIODS OF OPERATION

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

- NOTES:
- PLAN 1 - MIDDAY (MAXIMUM 1): 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 1): MIDNIGHT TO 6:00 AM, M-F
 10:00 PM TO MIDNIGHT, M-F
 ALL DAY SATURDAYS AND SUNDAYS



SUMMER ST AND ELM ST/WELLINGTON ST

PROJECT NAME:	BARRE CITY	PLOT DATE:	4/5/2010
PROJECT NUMBER:	FEGC F 026-1(34) C/1	DRAWN BY:	DMP / JAR
FILE NAME:	z09B240_TSP5A.dgn	DESIGNED BY:	DMP / MDS
PROJECT LEADER:	G. BAKOS	TRAFFIC SIGNAL PLAN 5, SHEET 2	CHECKED BY:
			SHEET 68 OF 95