

TRAFFIC SIGNAL NOTES

1. EXISTING CONTROLLER TIMINGS SHALL BE RETAINED.
2. EXISTING CONDUIT SHALL BE UTILIZED FOR NECESSARY WIRING.
3. ANY OTHER MISCELLANEOUS EQUIPMENT AND LABOR NECESSARY TO PROVIDE A FULLY FUNCTIONAL VIDEO VEHICLE DETECTION SYSTEM SHALL BE INCIDENTAL TO THE SPECIAL PROVISION ITEM 900.620 FOR THE APPROPRIATE INTERSECTION.
4. VIDEO VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
5. VIDEO VEHICLE DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE STOP BAR.
6. THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE EXISTING CONDUIT AND CONTROLLER CABINET FOR VIDEOVEHICLE DETECTION CABLE AND EQUIPMENT.
7. PRIOR TO COLD PLANING, THE CONTRACTOR SHALL DISCONNECT THE VEHICLE DETECTOR LOOP IN THE CONTROLLER CABINET AND CUT IT AT THE CURB OR SHOULDER. ONCE THE VEHICLE DETECTOR LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE SET ON MAXIMUM RECALL OR THE SIGNAL SHALL BE SET TO FLASH WHILE TRAFFIC IS BEING CONTROLLED BY A UNIFORMED TRAFFIC OFFICER. DETECTOR AND SIGNAL WORK WILL BE CONSIDERED INCIDENTAL TO THE SIGNAL ITEMS FOR THE APPROPRIATE INTERSECTION. UNIFORMED TRAFFIC OFFICERS WILL BE PAID FOR UNDER CONTRACT ITEM 630.10 "UNIFORMED TRAFFIC OFFICERS".
8. SEE INTERSECTION TRAFFIC SIGNAL SHEETS FOR SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) INSTALLATION LOCATIONS AND NOTES.
9. THE NEW TRAFFIC SIGNAL CONTROLLERS SHALL BE AN ECONOLITE ASC/3-2100 OR NAZTEC MODEL 980. CONTROLLER SHALL BE (NEMA TS2). TRAFFIC SIGNAL CONTROLLERS SHALL BE PLACED IN THE EXISTING CABINETS WHERE SHOWN ON THE INTERSECTION TRAFFIC SIGNAL SHEETS.
10. SWITCH-OVER TO NEW SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK TRAFFIC OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.
11. ALL SIGNALS SHALL DWELL ON U.S. ROUTE 7 / SHELBURNE ROAD UNLESS OTHERWISE NOTED.
12. ALL TRAFFIC SIGNAL CONDUIT SHALL BE SCHEDULE 80 PVC.
13. ALL TRAFFIC SIGNAL CONDUIT WORK SHALL BE PERFORMED IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SECTION 678.
14. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
15. THE CONTRACTOR SHALL ACQUIRE ALL THE NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE TRAFFIC SIGNAL 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 SYSTEM. NO INTERVENING OWNERSHIP/RESPONSIBILITY SHALL BE ALLOWED.
16. ALL ELECTRICAL WIRING SHALL BE DONE BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTERELECTRICIAN.

PEDESTRIAN SIGNAL NOTES

1. LOCATIONS OF ALL UNDERGROUND UTILITIES ARE APPROXIMATE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS AND VERIFY ALL CONDITIONS ON THE JOB SITE.
2. ALL POLES AND CONDUITS SHOWN ON PLANS ARE APPROXIMATE. ACTUAL LOCATIONS SHALL BE DETERMINED BY FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND AS DIRECTED BY THE ENGINEER.
3. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY LOCAL PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS PRIOR TO THE COMMENCEMENT OF WORK.
4. REFER TO VTRANS STANDARDS E-170, E-171A, E-171B, E-171C FOR PEDESTRIAN SIGNAL DETAILS.
5. THE PEDESTRIAN SIGNAL HEADS SHALL HAVE AUDIO SIGNALS TO INDICATE ALLOWABLE PEDESTRIAN MOVEMENT FOR THE VISUALLY IMPAIRED DURING THE PEDESTRIAN PHASE.
6. THE PEDESTRIAN SIGNAL HEADS SHALL MEET THE LATEST REQUIREMENTS OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
7. WIRING BETWEEN THE PEDESTAL POLES AND THE CONTROLLER BOX SHALL BE RUN THROUGH EXISTING CONDUIT OR EXISTING OVERHEAD SPAN WIRE PER DIRECTION OF THE ENGINEER.

NOT TO SCALE

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