

TRAFFIC SIGNAL SYSTEM NOTES

A. NEW SIGNAL EQUIPMENT

1. ALL SIGNAL HEADS SHALL BE 12" POLYCARBONATE. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS.
2. ALL SIGNAL HEADS SHALL HAVE FLAT BLACK LOUVERED BACKPLATES.
3. THE CONTROLLER SHALL BE AN ECONOLITE ASC/3-2100 (NEMA TS2) OR NAZTEC MODEL 980 (NEMA TS2) OR MCCAIN ATC eX (NEMA TS2) IN A NEMA "M" POLE MOUNTED CABINET INSTALLED AT THE LOCATION SHOWN ON THE PLANS. THE TRAFFIC CONTROL CABINET SHALL BE ORIENTED SUCH THAT THE DOOR DOES NOT FACE THE ROADWAY.
4. ALL SIGNAL HEADS SHALL HAVE RED, YELLOW AND GREEN L.E.D. SIGNALS WITH A VISIBLE BEAM SPREAD OF 80 DEGREES OFF AXIS.
5. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
6. ALL TRAFFIC SIGNAL EQUIPMENT AND SPAN WIRE HANGING SIGNS SHALL HAVE SAFETY CABLES.
7. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET NEXT TO OR BELOW THE METER SOCKET.

B. SIGNAL OPERATION

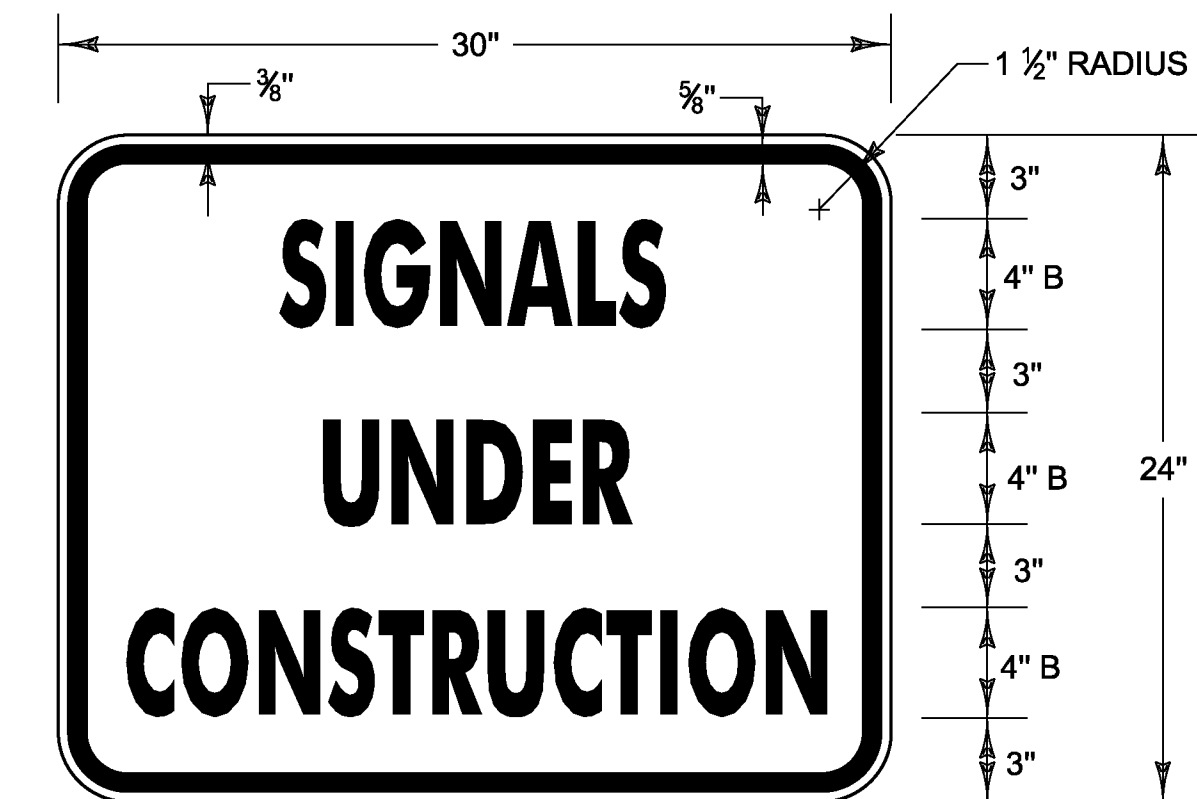
1. SWITCH-OVER TO THE NEW TRAFFIC SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK TRAFFIC OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING THE SWITCH-OVER.
2. ALL SIGNALS SHALL DWELL ON US ROUTE 2 UNLESS OTHERWISE NOTED.
3. THE US ROUTE 2 THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.
4. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATION AND/OR ADDITIONAL FIELD STUDIES.

C. VEHICLE STOP BAR DETECTION EQUIPMENT

1. THE ACTUAL VEHICLE STOP BAR DETECTOR LOCATION WILL BE DETERMINED BY THE CONTRACTOR AND ACCEPTED BY THE ENGINEER BASED ON THE OPTIMAL LOCATION FOR THE TYPE OF DETECTOR SELECTED.
2. VEHICLE STOP BAR DETECTION ZONES SHALL EXTEND FIVE FEET PAST THE STOP BAR.
3. SEE THE PLANS AND/OR SPECIAL PROVISIONS FOR A DETAILED LIST OF EQUIPMENT.

D. GENERAL

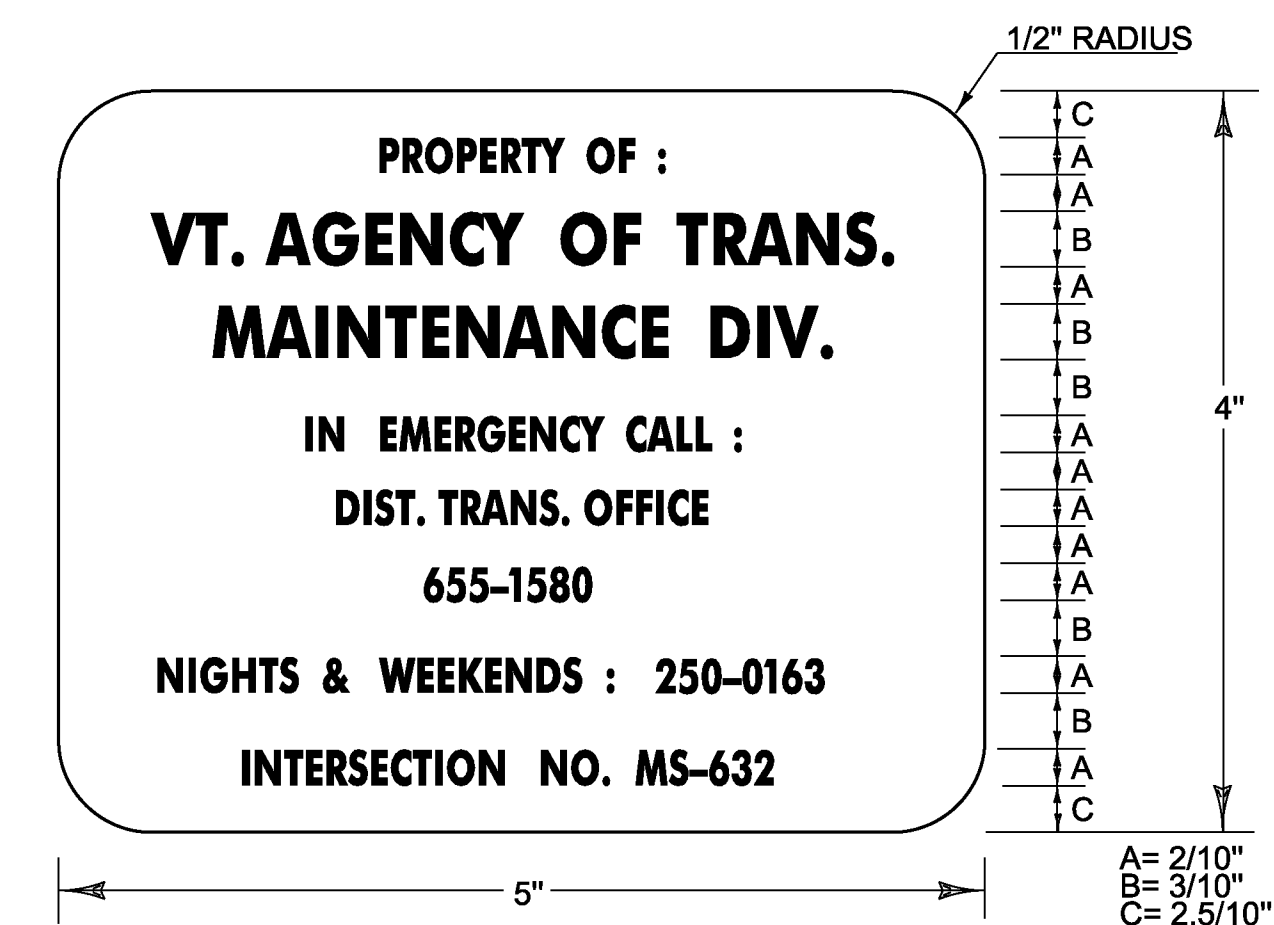
1. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
2. THE CONTRACTOR SHALL ACQUIRE ALL THE NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A PERMANENT POWER SUPPLY TO THE TRAFFIC SIGNAL EQUIPMENT, IF APPLICABLE. THE ROUTING 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.
3. A YELLOW PLASTIC "GUY GUARD" SHALL BE INSTALLED ON ANY GUY WIRES ADJACENT TO THE SNOWFIRE PROPERTY AND MAY BE INSTALLED ON OTHER GUY WIRES AS APPROPRIATE.
4. ALL ELECTRICAL WIRING SHALL BE DONE BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTER ELECTRICIAN.
POWER IS TO BE RUN AERIALY ON THE SAME POLE AS THE SPAN WIRE. MINIMUM DISTANCE BETWEEN THE SPAN WIRE SHALL BE IN ACCORDANCE WITH ANY AND ALL APPLICABLE STANDARDS AND REGULATIONS.
5. SEE STANDARDS E171-A AND 171-B FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
6. SAG ON THE LOADED SPAN WIRE SHALL NOT EXCEED 5% OF THE TOTAL LENGTH OF THE WIRE.
7. DESIGN OF SIGNAL SPAN WIRE AND SUPPORTS, INCLUDING REQUIRED GUYING TO BE THE RESPONSIBILITY OF THE CONTRACTOR IN ACCORDANCE WITH THE VERMONT STANDARD SPECIFICATION BOOK.



MATERIALS: SEE STD. E-144
 COLORS: TEXT & BORDER - BLACK
 BACKGROUND - ORANGE (RETROREFLECTIVE SHEETING)

CONSTRUCTION SIGN DETAIL

NOT TO SCALE
 TO BE INSTALLED ON ROAD WORK AHEAD SIGN POSTS.
 SEE TRAFFIC CONTROL PLAN FOR ADDITIONAL DETAILING.



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, 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 1/16".
4. THE CONTRACTOR SHALL CONTACT THE VTRANS DISTRICT 5 TRAFFIC SIGNAL TECHNICIAN TO GET THE PROPER MS NUMBERS FOR THE PLAQUES.

CONTROLLER IDENTIFICATION PLAQUE

NOT TO SCALE

PROJECT NAME: WATERBURY AREA
 PROJECT NUMBER: STP WKZN(9) C/2

FILE NAME: +13k670frm.dgn
 PROJECT LEADER: P. COBURN
 DESIGNED BY: I. DEGUTIS
 TRAFFIC SIGNAL SYSTEM NOTES

PLOT DATE: 10/21/2014
 DRAWN BY: B. GROSE
 CHECKED BY: M. LACROIX
 SHEET 12 OF 13