

TRAFFIC SIGNAL SYSTEM NOTES

A. NEW SIGNAL EQUIPMENT

1. THE TRAFFIC SIGNAL CONTROLLER AND RELATED EQUIPMENT SHALL BE AN ECONOLITE COBALT (NEMA TS2, TYPE 2) IN A NEMA M TS2 TRAFFIC CONTROL CABINET INSTALLED AT THE LOCATION SHOWN ON THE PLANS. TRAFFIC CONTROL CABINET SHALL BE ORIENTED SUCH THAT THE DOOR DOES NOT FACE THE ROADWAY.
2. SIGNAL HEADS, SPAN WIRE, PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS AND LED BLANKOUT SIGNS SHALL BE REPLACED IN SAME LOCATIONS AND ALL WIRING SHALL BE REPLACED WITH NEW.
3. ALL SIGNAL HEAD HOUSINGS SHALL BE 1/2" POLYCARBONATE. THE SIGNAL HEAD EQUIPMENT SHALL BE FLAT BLACK AND INCLUDE FLAT BLACK VISORS.
4. ALL SIGNAL HEADS SHALL HAVE FLAT BLACK LOUVERED BACK PLATES WITH A 2-INCH RETROREFLECTIVE TAPE BORDER.
5. ALL SIGNAL HEADS SHALL HAVE RED, YELLOW, AND GREEN L.E.D. INDICATORS WITH A VISIBLE SPREAD OF 80 DEGREES OFF AXIS.
6. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS UNLESS OTHERWISE SPECIFIED.
7. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET NEXT TO OR BELOW THE METER SOCKET. ALL METER SOCKETS SHALL HAVE A BYPASS INSTALLED.

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 VT ROUTE 9 UNLESS OTHERWISE NOTED.
3. THE VT ROUTE 9 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. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL CONDUIT SHALL BE SCHEDULE 80 PVC.
2. WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR ACROSS SIDE ROADS, IT SHALL BE PLACED IN A STEEL OR HDPE SLEEVE, SIZE SHOWN ON THE PLANS.
3. ALL TRAFFIC SIGNAL CONDUIT WORK SHALL BE PERFORMED IN ACCORDANCE WITH VTRANS' "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, SECTION 678.
4. CONDUIT INSTALLED ON BUILDINGS SHALL BE RETAINED. IF DAMAGED THROUGH THE CONTRACTORS OPERATIONS, IT SHALL BE REPLACED AT THE CONTRACTORS EXPENSE. REPLACEMENT CONDUIT SHALL BE PAINTED TO MATCH EXISTING.

D. VEHICLE DETECTION

1. THE CONTRACTOR SHALL CONTACT GREEN MOUNTAIN POWER COMPANY PRIOR TO COMMENCING ANY WORK ON THE SIGNAL SYSTEM TO COORDINATE THE WIRING FOR THE VEHICLE DETECTORS.
2. VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
3. VEHICLE STOP BAR DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE PERMANENT STOP BAR.
4. VEHICLE STOP BAR DETECTION SYSTEMS SHALL BE AN ECONOLITE AUTOSCOPE ENCORE DETECTION SYSTEM.
5. THERE SHALL BE NO WIRING SPLICES BETWEEN THE SIGNAL CONTROLLER AND THE STOP BAR DETECTORS UNLESS IN A MANUFACTURER-APPROVED JUNCTION BOX.
6. SEE THE PLANS AND THE SPECIAL PROVISIONS FOR A DETAILED LIST OF EQUIPMENT.

E. COMMUNICATIONS

1. THE CONTRACTOR SHALL CONTACT THE VTRANS TRAFFIC SIGNAL OPERATIONS ENGINEER, DEREK LYMAN (802-249-5079) TO DETERMINE WHICH TELECOMMUNICATIONS SERVICE PROVIDER TO CONTACT TO ESTABLISH A TELECOMMUNICATION DROP FOR THE TRAFFIC SIGNAL SYSTEM.
2. THE CONTRACTOR SHALL COORDINATE WITH THE VTRANS INFORMATION TECHNOLOGY SECTION TO SET UP AN ACCOUNT WITH THE PREFERRED TELECOMMUNICATIONS SERVICE PROVIDER FOR BROADBAND COMMUNICATIONS. JIM WOOD (828-2739) OF VTRANS IT SECTION TO SUPPLY AND CONFIGURE ROUTER FOR INSTALLATION AFTER 30-DAY TEST PERIOD HAS CONCLUDED AND THE AGENCY HAS TAKEN OWNERSHIP OF THE INTERSECTION.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR WIRING THE BROADBAND CONNECTION TO THE CONTROLLER CABINET FROM THE NEAREST POSSIBLE SOURCE OF THE SELECTED UTILITY TRANSMISSION.

F. GENERAL

1. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
2. ALL CABINET WIRING SHALL BE INSTALLED NEATLY AND OFF THE BOTTOM OF THE CABINET.
3. PRIOR TO WORK COMMENCING ON THE SIGNAL EQUIPMENT LOCATED ON THE BUILDING CORNER, THE CONTRACTOR SHALL CONTACT THE TOWN OFFICES AND POLICE DEPARTMENT TO COORDINATE ANY POTENTIAL POWER DISCONNECTIONS FOR INSTALLATION PURPOSES.
4. THE EXISTING PEDESTRIAN SIGNAL HEADS, BLANKOUTS AND PUSHBUTTONS REMOVED SHALL BE SALVAGED TO AOT WILMINGTON GARAGE (464-8032).



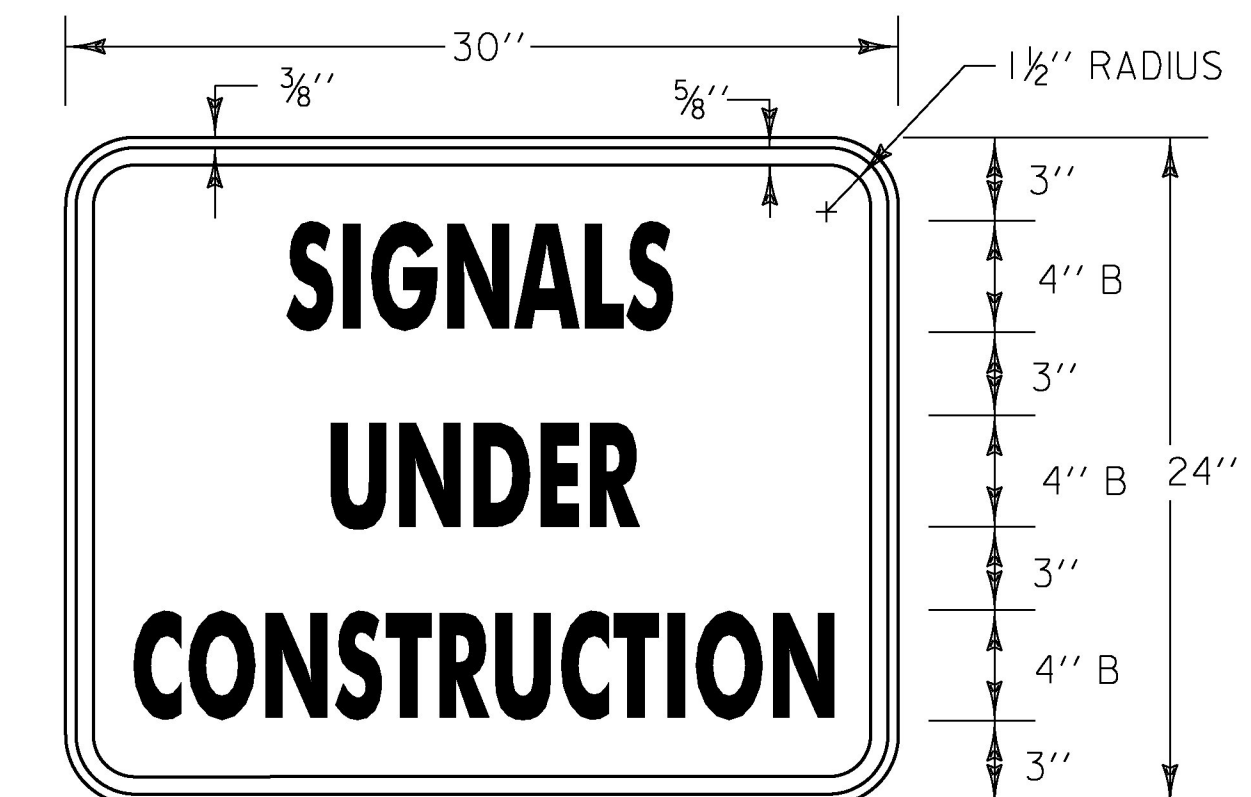
LEGEND: - BLACK (NON-REFL.) - STAMPED PRIOR TO PAINTING
BACKGROUND: NATURAL ALUMINUM OR BRASS SURFACE

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".

CONTROLLER IDENTIFICATION PLAQUE

NOT TO SCALE



MATERIALS: SEE STD. T-30
COLORS: TEXT & BORDER - BLACK
BACKGROUND - ORANGE (RETROREFLECTIVE SHEETING)

CONSTRUCTION SIGN DETAIL

NOT TO SCALE
TO BE INSTALLED ON ROAD WORK AHEAD SIGN POSTS.

REVISION	DATE	DESCRIPTION	BY
△	5/1/17	NOTES REVISED	KAR

PROJECT NAME:	BENNINGTON-WILMINGTON
PROJECT NUMBER:	NH SURF(51)
FILE NAME: stg02.dgn	PLOT DATE: 5/1/17
PROJECT LEADER: M. FOWLER	DRAWN BY: K. RECORD
DESIGNED BY: K. RECORD	CHECKED BY: M. LACROIX
TRAFFIC SIGNAL SYSTEM NOTES SHEET	SHEET 57 OF 64