

TRAFFIC SIGNAL SYSTEM NOTES

A. NEW TRAFFIC SIGNAL EQUIPMENT

1. ALL SIGNAL HEAD HOUSINGS SHALL BE 12" POLYCARBONATE. THE SIGNAL HEAD EQUIPMENT SHALL BE FLAT BLACK AND INCLUDE FLAT BLACK VISORS.
2. ALL SIGNAL HEADS SHALL HAVE RED, YELLOW, AND GREEN L.E.D. INDICATORS WITH A VISIBLE SPREAD OF 80 DEGREES OFF AXIS.
3. ALL SIGNAL HEADS SHALL BE MOUNTED ON THE BRACKET SUCH THAT THE MIDDLE ONE-THIRD OF THE SIGNAL HEAD ALIGNS WITH THE MAST ARM.
4. ALL SIGNAL EQUIPMENT AND SIGNS MOUNTED ON CANTILEVERED MAST ARMS SHALL HAVE SAFETY CABLES.
5. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET ON A STANCHION NEXT TO OR BELOW THE METER SOCKET. IF STREET LIGHTING IS PRESENT, THE TRAFFIC SIGNAL CIRCUITS MUST BE SEPARATE FROM THE STREET LIGHTING CURCUITS.

B. TRAFFIC SIGNAL OPERATION

1. SWITCH-OVER TO NEW SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK TRAFFIC OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.
2. ALL SIGNALS SHALL DWELL ON VT ROUTE 2A, VT ROUTE 15, OR US ROUTE 2 UNLESS OTHERWISE NOTED.
3. THE VT ROUTE 2A, VT ROUTE 15 OR US ROUTE 2 THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION UNLESS OTHERWISE NOTED IN THE PLANS.
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 DETECTION

1. STOP BAR AND ADVANCED VEHICLE DETECTOR LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH THE MANUFACTURER'S GUIDANCE FOR THE TYPE OF DETECTOR SUPPLIED. THE CONTRACTOR SHALL SUBMIT PROPOSED MOUNTING LOCATIONS AND DOCUMENTATION OF CONFORMANCE WITH THE MANUFACTURER'S GUIDANCE TO THE ENGINEER FOR APPROVAL.
 2. ALL VEHICLE DETECTORS SHALL BE PLACED SUCH THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
 3. STOP BAR DETECTION ZONE SHALL BE A MINIMUM OF 40 FEET LONG AND EXTEND 5 FEET PAST THE STOP BAR.
 4. ADVANCED DETECTION ZONE SHALL BE A MINIMUM OF 400 FEET FROM THE PERMANENT STOP BAR.
- ⚠ 5. **THIS NOTE HAS BEEN DELETED.**
6. SEE THE PLANS OR THE SPECIAL PROVISIONS FOR A DETAILED LIST OF EQUIPMENT.

D. MAST ARM POLE FOUNDATIONS

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOUNDATION DESIGN. FOUNDATIONS SHALL BE DESIGNED IN ACCORDANCE WITH THE MRE1 10-01 GUIDELINES. IN ADDITION TO FABRICATION DRAWINGS, THE BORING LOGS, DESIGN CRITERIA, AND DESIGN CALCULATIONS SHALL BE SUBMITTED AS WORKING DRAWINGS IN ACCORDANCE WITH SECTION 105.03. ADDITIONAL DESIGN REQUIREMENTS CAN BE FOUND IN THE TRAFFIC SIGNAL GENERAL NOTES IN THIS PLAN SET.

E. JUNCTION BOXES

1. THE LOGO ON JUNCTION BOX SHALL BE "TRAFFIC SIGNAL".

F. TRAFFIC SIGNAL CONDUIT

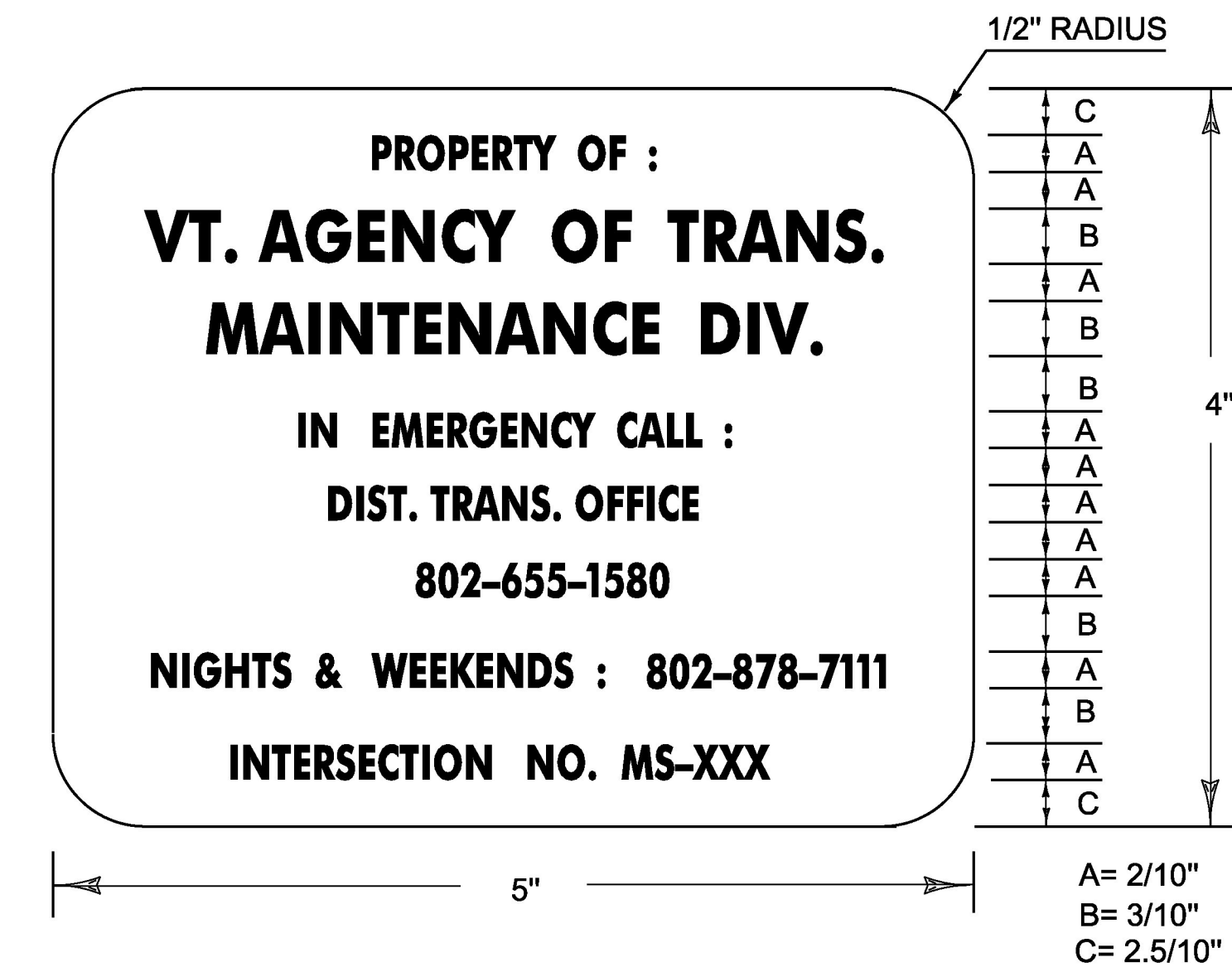
1. ALL TRAFFIC SIGNAL CONDUITS SHALL BE SCHEDULE 80 PVC.
2. WHEN CONDUIT IS PLACED BELOW THE ROADWAY OR ACROSS SIDE ROADS, IT SHALL BE PLACED IN A STEEL OR HDPE SLEEVE, SIZE AS SHOWN ON THE PLANS.
3. ALL UNUSED CONDUIT SHALL BE FILLED WITH STEEL WOOL PRIOR TO BEING CAPPED.
4. ALL TRAFFIC SIGNAL CONDUIT WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 678.
5. PULL CORDS SHALL BE INCLUDED FOR ALL CONDUIT DESIGNATED FOR FUTURE USE. THIS SHALL BE PAID FOR UNDER CONTRACT ITEM 678.21 - ELECTRICAL CONDUIT.

G. PREEMPTION

1. EMERGENCY PRE-EMPTION RECEIVER AND STROBE LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR IN ACCORDANCE WITH THE MANUFACTURER'S GUIDANCE, IF AVAILABLE. THE CONTRACTOR SHALL SUBMIT PROPOSED MOUNTING LOCATIONS AND DOCUMENTATION OF CONFORMANCE WITH THE MANUFACTURER'S GUIDANCE TO THE ENGINEER.
2. EMERGENCY PREEMPTION EQUIPMENT SHALL BE PLACED ON MAST ARMS TO THE EXTENT POSSIBLE. THE OPTICAL RECEIVER SHALL BE UNOBSTRUCTED BY EXISTING INFRASTRUCTURE, NATURAL ELEMENTS, AND OTHER PROPOSED TRAFFIC SIGNAL AND STREET LIGHTING EQUIPMENT.

H. 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. THE CONTRACTOR SHALL NOTIFY THE ENGINEER TO SCHEDULE A FINAL INSPECTION AND OBTAIN WRITTEN APPROVAL OF WORK PER SECTION 678.11.



CONTROLLER PLAQUE DETAIL

NOT TO SCALE

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 0.100 INCHES.
4. THE FOLLOWING LOCATIONS WILL REQUIRE A CONTROLLER PLAQUE:
 - MS-570
 - MS-571
 - MS-573
 - MS-577
 - MS-578
 - MS-579
 - MS-581
 - MS-553
 - MS-554
 - MS-555
 - MS-559
 - MS-556
 - MS-557

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