

TRAFFIC SIGNAL NOTES

A. NEW SIGNAL EQUIPMENT

1. ALL SIGNAL HEADS SHALL HAVE POLYCARBONATE SECTIONS AND LENSES. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS.
2. ALL SIGNAL HEADS SHALL HAVE BLACK LOUVERED BACK PLATES, AND SHALL HAVE SAFETY CABLES.
3. THE TRAFFIC SIGNAL CONTROLLER AND RELATED EQUIPMENT SHALL BE MANUFACTURED BY ECONOLITE CONTROL PRODUCTS, INC. OR NAZTEC, INC. CONTROLLER SHALL BE (NEMA TS2) IN A NEMA P44 TRAFFIC CONTROL CABINET WITH BASE EXTENSION INSTALLED AT THE LOCATION SHOWN ON TRAFFIC LAYOUT SHEET. THE CONCRETE BASE FOR THE CONTROLLER CABINET SHALL HAVE A 18" X 12" OPENING FOR TRAFFIC SIGNAL CONDUIT LOCATED IN THE CENTER.
4. ALL SIGNAL HEADS SHALL HAVE RED, YELLOW AND GREEN LED SIGNALS WITH A VISIBLE BEAM SPREAD OF 80 DEGREES OFF AXIS.
5. THE EMERGENCY VEHICLE PREEMPTION SYSTEM SHALL BE AN OPTICALLY ACTIVATED SYSTEM. THE SYSTEM WILL INCLUDE ALL NECESSARY INTERFACE BOARDS, WIRING, DETECTORS, AND CONFIRMATION LIGHTS.
6. ALL SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
7. ALL SIGNAL EQUIPMENT AND MAST ARM SIGNS SHALL HAVE SAFETY CABLES.

B. SIGNAL OPERATION

1. SWITCH-OVER TO NEW SIGNAL SYSTEM SHALL NOT BE DONE DURING PEAK TRAFFIC PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.
2. ALL SIGNALS SHALL DWELL ON THE VT 117 THRU MOVEMENT.
3. THE VT 117 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. PULLBOXES AND JUNCTION BOXES

1. PULLBOXES AND JUNCTION BOXES ARE DETAILED ON STANDARD E-173. MINIMUM JUNCTION BOX SIZE SHALL BE 18" X 12" X 12", OR LARGER AS REQUIRED BY THE ELECTRICAL CODE.
2. THE LOGO ON PULLBOXES / JUNCTION BOXES SHALL BE "TRAFFIC SIGNAL"
3. ALL PULLBOXES / JUNCTION BOXES SHALL BE INSTALLED IN ACCORDANCE WITH SECTION 678.

D. TRAFFIC SIGNAL CONDUIT

1. ALL TRAFFIC SIGNAL WIRED CONDUIT SHALL BE 2-INCH OR 4 INCH SCHEDULE 80.
2. ALL TRAFFIC SIGNAL CONDUIT WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 678.
3. TRAFFIC SIGNAL WIRED CONDUIT SHALL ENTER THE CONTROLLER CABINET THROUGH THE OPENING IN THE CONCRETE BASE, CONDUIT SHALL NOT BE CAST IN CONCRETE.

E. VIDEO DETECTION CAMERAS

1. VIDEO VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
2. VIDEO VEHICLE DETECTION AREAS SHALL EXTEND 5 FT PAST THE STOP BAR.
3. VIDEO VEHICLE DETECTION SYSTEM SHALL BE ECONOLITE AUTOSCOPE ENCORE OR ITERIS VERSICAM OR TRAFICON VIP SERIES.

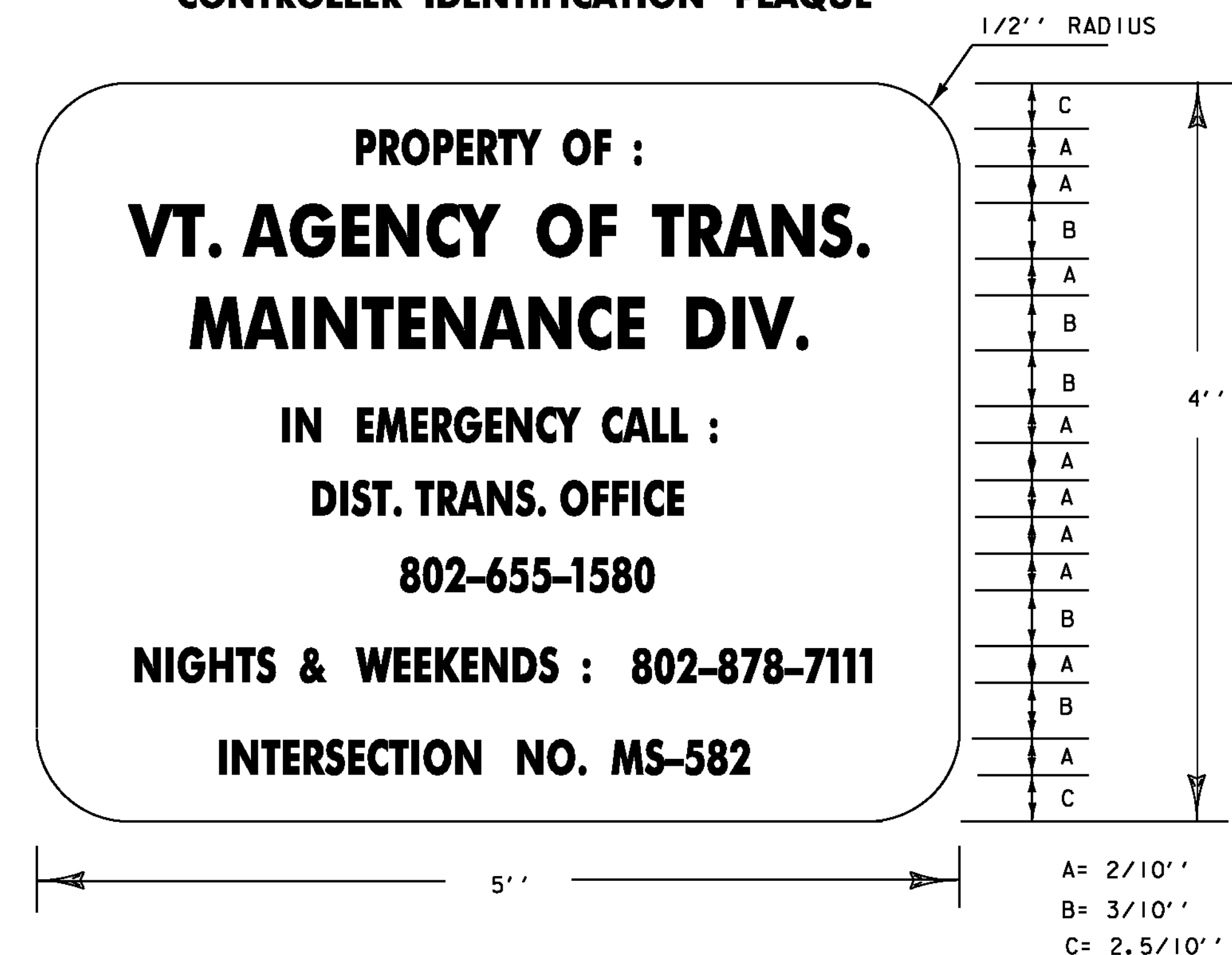
F. MAST ARM FOUNDATIONS

1. SEE THE SPECIAL PROVISIONS AND THE CONTRACT DOCUMENTS FOR THE GEOTECHNICAL ANALYSIS.

G. GENERAL

1. TRAFFIC SIGNAL HEADS SHALL BE SECURELY COVERED UNTIL THEY ARE FULLY OPERATIONAL.
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. NO INTERVENING OWNERSHIP/RESPONSIBILITY SHALL BE ALLOWED.
3. THE CONTRACTOR SHALL RETURN ANY SALVAGED SIGNS TO THE VTRANS TRAFFIC SHOP IN BERLIN PRIOR TO PROJECT COMPLETION. COORDINATE THROUGH RUSS VELANDER AT 802-828-3535.

CONTROLLER IDENTIFICATION PLAQUE



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.

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DESIGNED BY: D. LYMAN
TRAFFIC SIGNAL NOTES

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