

LIST OF MAJOR EQUIPMENT

EQUIPMENT	ITEM NO. 678.15	INTERSECTION QUANTITIES	
		RAMP AB	RAMP CD
STRAIN POLES		2	2
NEW 300 mm TRAFFIC SIGNAL HEADS W/ TUNNEL VISORS, DISCONNECT HANGERS, AND MOUNTING HARDWARE			
1-WAY, 3-SECTION		2	1
2-WAY, 3-SECTION		1	1
3-WAY, 3 SECTION		1	1
1-WAY, 5-SECTION		1	0
2-WAY, 3-SECTION/5-SECTION		1	2
BACKPLATES		4	4
CONTROLLER/CABINET		1	1
POWER DROP STANCHION		1	1
400 W HPS LUMINAIRE		2	2
REMOVAL OF TRAFFIC CONTROL SYSTEM		1	0

EQUIPMENT	ITEM NO.	UNIT	INTERSECTION QUANTITIES		
			RAMP AB	RAMP CD	TOTAL
VEHICLE LOOP DETECTORS *	678.22	m	380	370	750
WIRED CONDUIT (40 mm)	678.23	m	291	241	532
WIRED CONDUIT (50 mm)	678.23	m	265	154	419
PULLBOX - STANDARD	678.25	EA	5	3	8
JUNCTION BOX	678.26	EA	3	2	5
ELECTRICAL CONDUIT SLEEVE (150 mm)	678.30	m	60	26	86

* THE QUANTITY LISTED IS FOR SAWCUT ONLY. LEAD-IN WIRES AND/OR SHIELDED CABLE QUANTITIES FROM THE EDGE OF PAVEMENT OR CURB ARE NOT INCLUDED IN THE TOTAL.

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.



TRAFFIC CONTROL NOTES

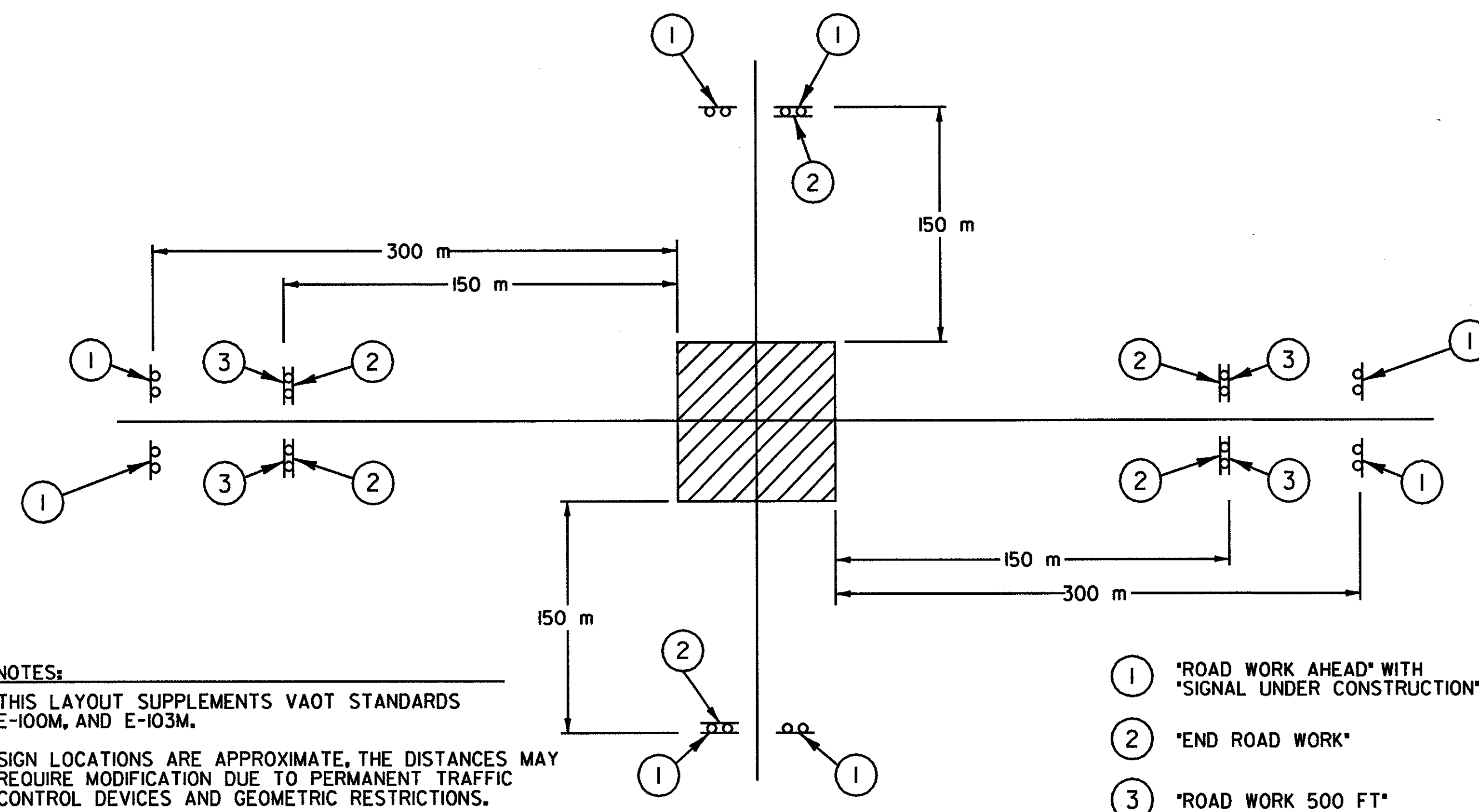
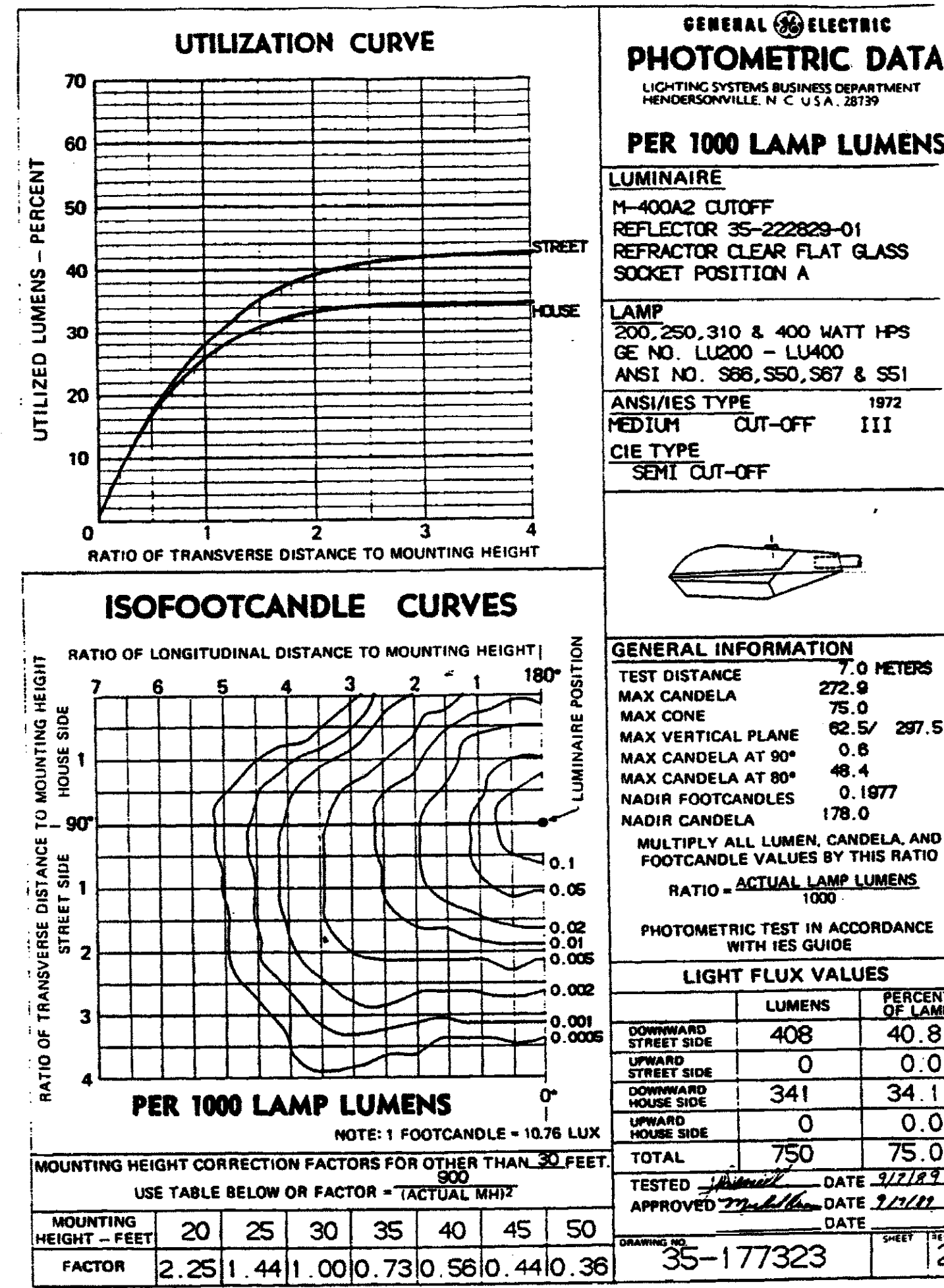
- DURING CONSTRUCTION A MINIMUM OF ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT NIGHT, ON WEEK-ENDS AND HOLIDAYS, DURING PEAK TRAFFIC AND WHENEVER POSSIBLE. DURING CONSTRUCTION, AT THE DISCRETION OF THE DISTRICT TRANSPORTATION ADMINISTRATOR (OR OTHER DESIGNATED AGENCY REPRESENTATIVE), UNIFORMED TRAFFIC CONTROL OFFICERS SHALL DIRECT TRAFFIC, WHENEVER REQUIRED.
- TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE VAOT STANDARD SHEETS (E-100M, E-101M, E-102M, E-102AM, E-103M, E-106M, E-107M, E-107AM, E-108M, E-110M) AND THE MUTCD.
- AFTER SIGNAL INSTALLATION, ALL HEADS MUST BE COVERED (TURNING SHALL NOT BE ALLOWED) UNTIL TURN ON. THE METHOD OF COVERING SHALL BE AS FOLLOWS:

ALL NEW TRAFFIC SIGNAL HEADS WHICH HAVE BEEN INSTALLED BUT NOT PLACED IN EITHER FLASHING OR FULL OPERATION SHALL BE COVERED. EXISTING SIGNAL HEADS WHICH ARE PLACED OUT OF SERVICE IN ORDER TO PERFORM WORK ON THE SIGNAL SYSTEM SHALL ALSO BE COVERED, EXCEPT WHEN SUCH WORK CAN BE COMPLETED IN A RELATIVELY SHORT PERIOD OF TIME (SEVERAL HOURS) AND TRAFFIC CONTROL HAS BEEN PROVIDED FOR.

THE SIGNAL COVERS SHALL CONSIST OF A ONE PIECE PLASTIC BAG HAVING A MINIMUM THICKNESS OF 4 MIL. THE BAG SHALL BE OPAQUE. THE COVER SHALL SLIP OVER THE ENTIRE SIGNAL HEAD AND SHALL BE SECURELY TIED AT THE OPENING WITH A ROPE OF SUFFICIENT SIZE AND STRENGTH TO SECURE THE COVER. AN INTERMEDIATE ROPE OF THE SAME MATERIAL SHALL BE DRAWN AROUND THE CENTER OF THE COVER TO PREVENT EXCESS FLAPPING IN THE WIND.

A DRAIN HOLE SHALL BE MADE AT THE BOTTOM OF THE BAG TO ALLOW THE ESCAPE OF MOISTURE. NO TAPE OR ADHESIVE WILL BE ALLOWED TO BE ATTACHED TO ANY SURFACE OF THE SIGNAL HOUSING OR LENSES. ALL COVERS SHALL BE PLACED IN A NEAT WORKMANLIKE MANNER. ANY COVER WHICH IS TORN OR MISSING SHALL BE IMMEDIATELY REPLACED. PAYMENT FOR THE COVERS, THEIR PLACEMENT, AND REMOVAL AND ALL INCIDENTALS FOR COMPLETION OF THE WORK SHALL BE CONSIDERED SUBSIDIARY TO THE INSTALLATION OF THE TRAFFIC SIGNAL.

- WHERE TWO-WAY TRAFFIC IS MAINTAINED DURING CONSTRUCTION, THE SIGN PACKAGE SHOWN ON VAOT STANDARD E-100M SHOULD BE USED. FOR ONE-WAY TRAFFIC, E-101M APPLIES. APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.
- VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS.
- THE CONTRACTOR SHALL NOT WORK WITHIN THE HIGHWAY ROW WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE AS SHOWN ON VAOT STANDARD E-100M AND THE CONSTRUCTION APPROACH SIGNING DETAIL SHOWN ON THIS SHEET.
- AT LOCATIONS WHERE SIGNALS CURRENTLY EXIST, A WORKING SIGNAL SYSTEM SHALL BE IN PLACE AT THE END OF EACH DAY. IF THE SIGNAL SYSTEM IS NOT WORKING AT THE END OF THE DAY, THE CONTRACTOR SHALL PROVIDE UNIFORMED TRAFFIC OFFICERS TO CONTROL TRAFFIC UNTIL SUCH TIME THAT THE EXISTING OR NEW SIGNAL IS IN OPERATION.
- *SIGNAL UNDER CONSTRUCTION* SIGN PANELS SHALL BE MOUNTED UNDER *ROAD WORK AHEAD* SIGNS ANY TIME SIGNAL SYSTEM WORK IS BEING PERFORMED. (SEE SIGN DETAIL ON VAOT STANDARD E-101M.)



- NOTES:**
- THIS LAYOUT SUPPLEMENTS VAOT STANDARDS E-100M, AND E-103M.
 - SIGN LOCATIONS ARE APPROXIMATE. THE DISTANCES MAY REQUIRE MODIFICATION DUE TO PERMANENT TRAFFIC CONTROL DEVICES AND GEOMETRIC RESTRICTIONS.

CONSTRUCTION APPROACH SIGNING

NOT TO SCALE

TRAFFIC SIGNAL NOTE SHEET 2

SURVEYED BY	N/A	DATE	N/A
DESIGNED BY	M.R.W.	DATE	9/00
DRAWN BY	K.H.D.	DATE	9/00
CHECKED BY	T.R.J.	DATE	9/00
DESIGN FILE NO.	TSN2.DGN		
PROJ. NAME	BENNINGTON - HOOSICK D.P.J. 0146(i) C/4		
PROJ. NO.	P.I.N. 1306.60		
DWG NO. SD-6	SHEET 173 OF 385		