

LIST OF MAJOR EQUIPMENT

SIGNAL EQUIPMENT (678.15)	QUANTITY
STRAIN/CANTILEVER POLE	1EA
PEDESTAL POSTS	3 EA
12" POLYCARBONATE SIGNAL HEADS W/TUNNEL VISORS, DISCONNECT HANGERS & MOUNTING HARDWARE	
1-WAY -3 SECTION	1EA
2-WAY -3 SECTION	1EA
3-WAY -3 SECTION	1EA
1-WAY -5 SECTION	1EA
12" OPTICALLY PROGRAMMABLE SIGNAL HEADS, W/FIXED MOUNTED HANGERS WITH TERMINAL BLOCKS	
1-WAY -3 SECTION	2 EA
ONE SECTION FIBEROPTIC "DON'T WALK/WALK" PEDESTRIAN HEADS WITH MOUNTING HARDWARE & VISORS	
POST TOP MOUNT	3 EA
SIDE MOUNT (WOOD POLE)	1EA
PEDESTRIAN AUDIO SIGNAL	4 EA
PEDESTRIAN PUSH BUTTON UNIT W/SIGN	4 EA
30" X 30" FIBEROPTIC "NO TURN ON RED" SIGN	1EA
ECONOLITE ASC-8000 CONTROLLER W/GROUND MOUNTED CABINET	1EA
SLEEVE FOR UTILITIES (625.10) MODIFIED	
10" PVC	50 LF
ELECTRICAL CONDUIT (678.21)	
1" GALVANIZED STEEL	60 LF
1 1/2" PVC	30 LF
2" PVC	770 LF
VEHICLE LOOP DETECTOR (678.22)	710 LF
VEHICLE LOOP DETECTOR (678.22) MODIFIED	90 LF
PULL BOX (678.25)	1EA
PULL BOX (678.25) MODIFIED	2 EA
JUNCTION BOX (678.26)	1EA

THE QUANTITIES LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED AS GENERAL INFORMATION ONLY. THEY ARE FOR PERMANENT INSTALLATIONS ONLY. ANY ITEM NOT LISTED BUT REQUIRED AS PART OF THE SIGNAL SYSTEM DESIGN SHALL BE INCLUDED AS PART OF 678.15. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND TYPES OF EQUIPMENT REQUIRED TO PROVIDE FOR THE SIGNAL SYSTEM DESIGN AS SHOWN. THE ABOVE DOES NOT INCLUDE MATERIALS WHICH MAY BE REQUIRED FOR THE TEMPORARY TRAFFIC SIGNAL, REFER TO SHEET 140 NOTE "K".

TEMPORARY VEHICLE LOOP DETECTOR

WHEN THE EXISTING VEHICLE LOOP DETECTOR ON THE BERLIN STREET NORTHBOUND APPROACH IS REMOVED OR DISTURBED DURING CONSTRUCTION IT SHALL BE REPLACED WITH A TEMPORARY VEHICLE LOOP DETECTOR WITHIN 48 HOURS. UNTIL IT IS REPLACED, THE TRAFFIC SIGNAL SHALL BE SET TO MAXIMUM RECALL FOR THE BERLIN STREET NORTHBOUND PHASE.

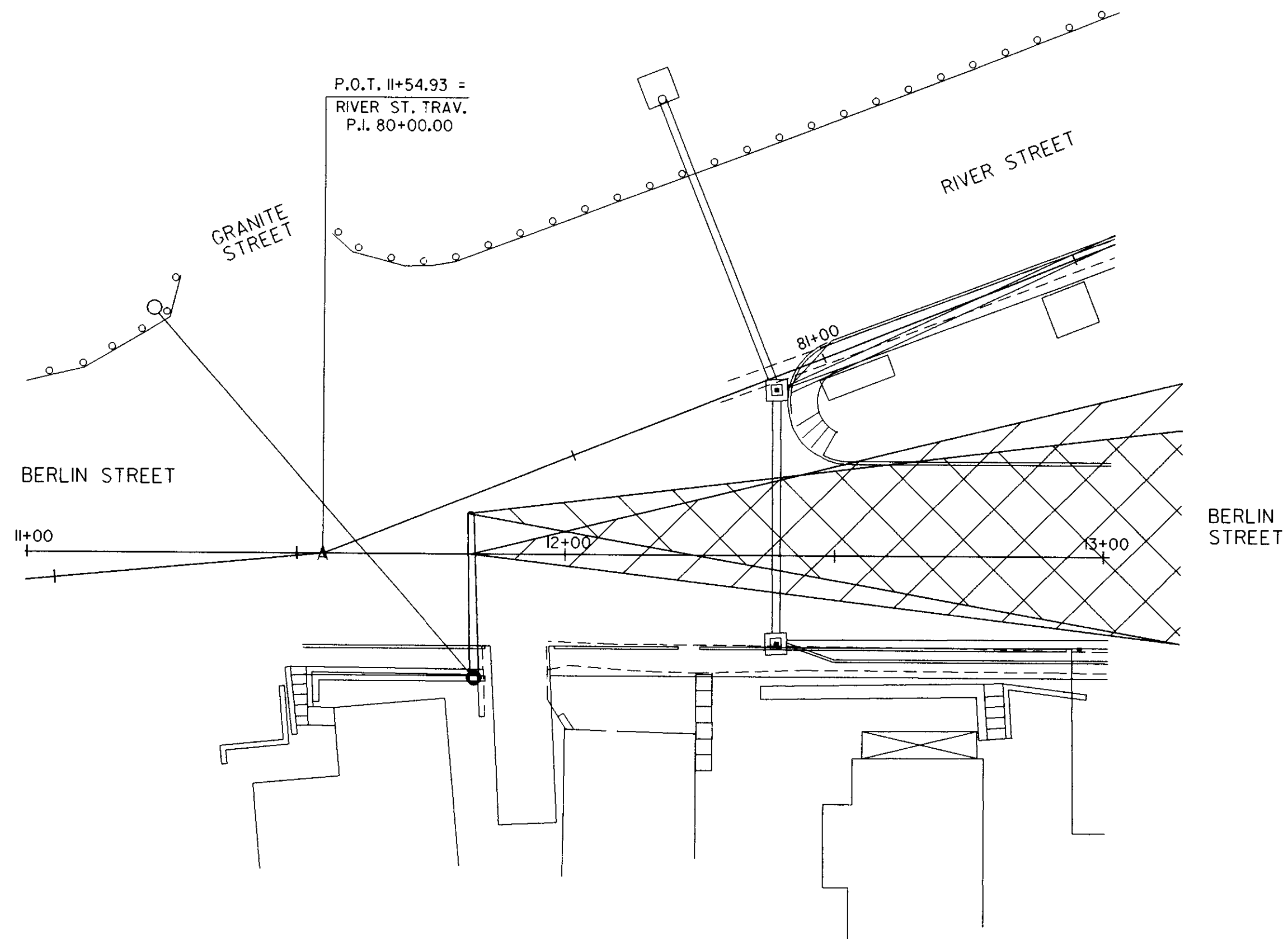
IF THE TEMPORARY VEHICLE DETECTOR LOOP IS PLACED IN A PAVED SURFACE IT SHALL BE SAW CUT INTO THAT SURFACE IN THE SAME MANNER AS FOR A PERMANENT INSTALLATION. PAYMENT SHALL BE UNDER THE REGULAR VEHICLE LOOP DETECTOR ITEM.

IF THE TEMPORARY VEHICLE LOOP IS PLACED IN GRAVEL OR DIRT SURFACE IT SHALL BE PLACED IN 1'- PVC CONDUIT AND BURIED APPROXIMATELY 4 INCHES BELOW THE SURFACE. PAYMENT SHALL BE UNDER VEHICLE LOOP DETECTOR ITEM - MODIFIED. THE ITEM IS MODIFIED TO INCLUDE THE COST OF THE CONDUIT, INSTALLATION AND ALL INCIDENTALS.

THE TEMPORARY LOOP DETECTOR SHALL BE A 6' X 30' RECTANGULAR LOOP AND SHALL BE PLACED AT THE APPROXIMATE LOCATION AS THE EXISTING LOOP. A TEMPORARY "STOP HERE ON RED SIGN" SHALL BE PLACED ADJACENT TO THE TEMPORARY LOOP, AS DIRECTED BY THE RESIDENT ENGINEER. PAYMENT FOR THE SIGN AND POST SHALL BE CONSIDERED A PART OF THE TRAFFIC SIGNAL ITEM.

THE COST OF THE TEMPORARY LOOP LEAD - IN SHALL BE CONSIDERED SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM. THE LOOP SHALL BE CONSIDERED TO END AND THE LEAD - IN BEGIN AT THE EXISTING CURB LINE OR EDGE OF SHOULDER AS IS APPROPRIATE. THE LEAD - IN FOR THE TEMPORARY LOOP DOES NOT NEED TO BE PLACED IN CONDUIT.

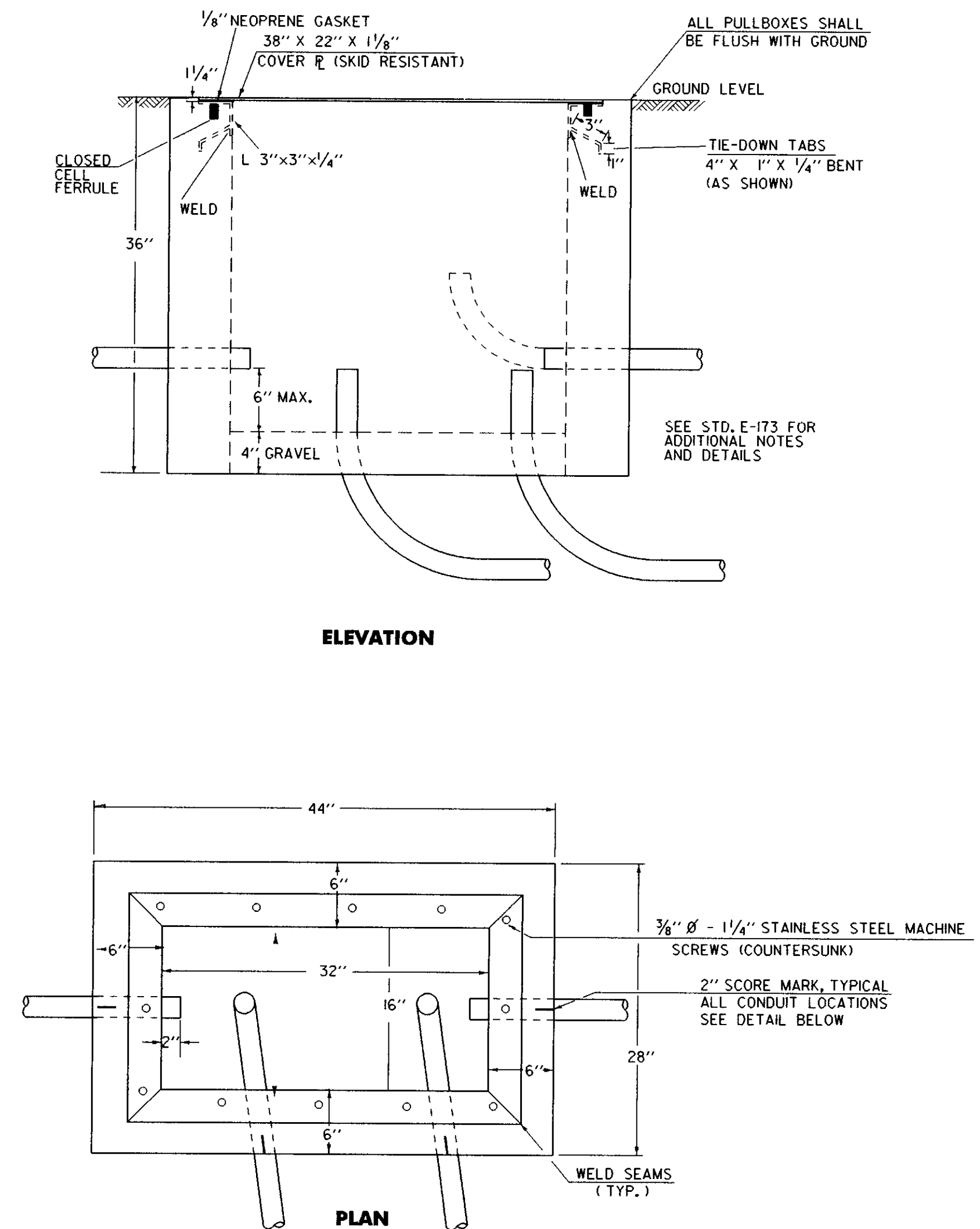
OPTICALLY PROGRAMMED SIGNALS



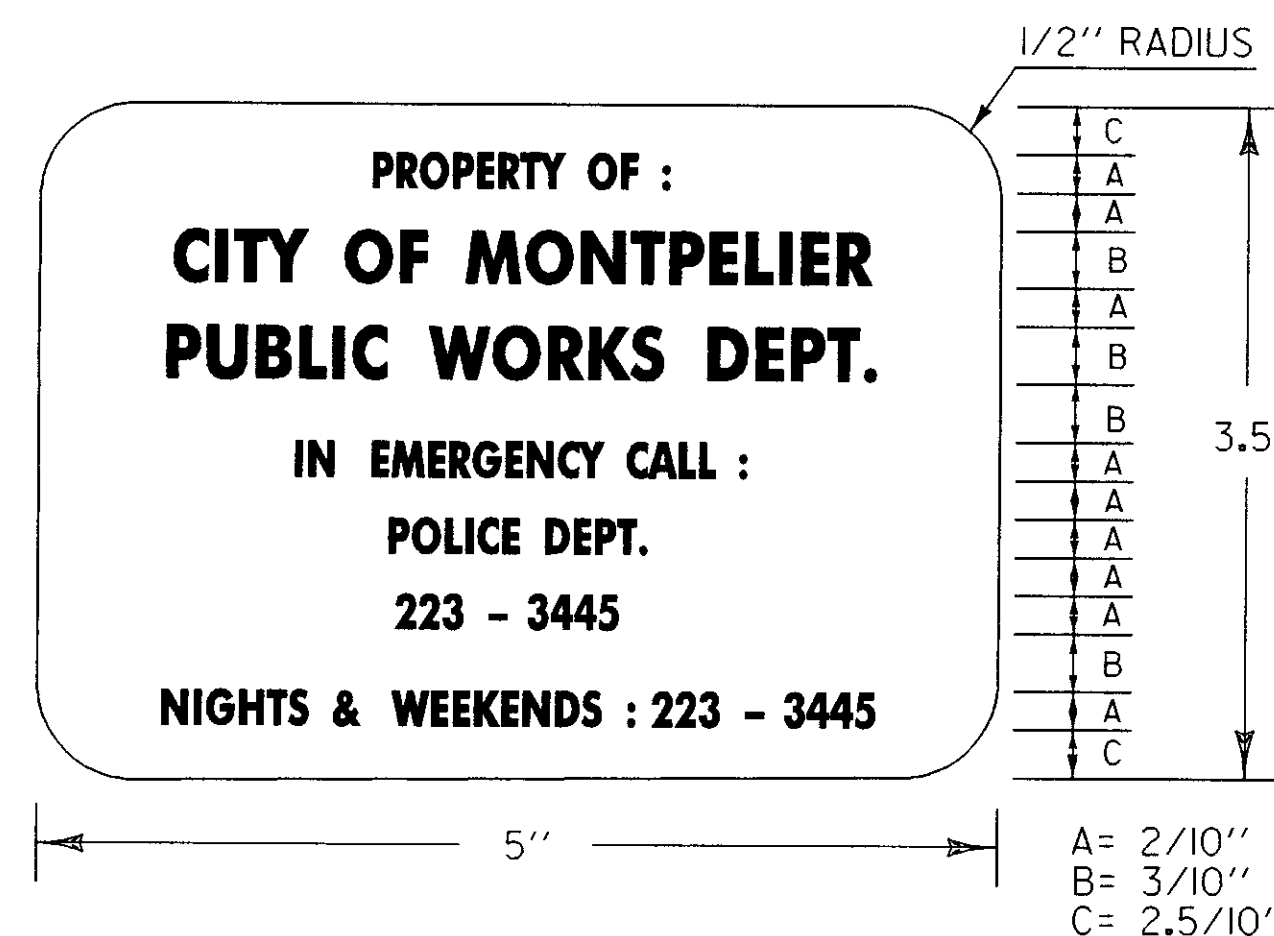
NOTES :

- 1.) THE OPTICALLY PROGRAMMED SIGNAL HEADS SHALL BE HORIZONTALLY AIMED AS SHOWN ABOVE AND SHALL BE AIMED VERTICALLY SO AS TO BE SEEN AT LEAST 20 FEET IN FRONT OF THE STOP BAR AND UP BERLIN STREET AS FAR AS POSSIBLE.
- 2.) TWO SPARE BULBS SHALL BE SUPPLIED WITH EACH PROGRAMMABLE SIGNAL HEAD AND TURNED OVER TO THE CITY PRIOR TO ACCEPTANCE OF THE PROJECT.

DOUBLE PULLBOX DETAIL



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, STAMPED, OR ENGRAVED. SUCH STAMPING SHALL PENETRATE AT LEAST 1/4 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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ORIGINAL PREPARED JUNE 1988		
DATE	REVISIONS	BY
8/89	MODIFIED FOR MONT. PROJECT	DSP

**TRAFFIC
SIGNAL
MISC.
DETAILS**

PREPARED BY DSP DATE 08/89
CHECKED BY DATE
DESIGN SUPERVISOR DAR DATE
PROJ.
MONTPELIER M6400 (7)
TRAFFIC SHEET NO. OF
SHEET 141 OF 355 SHEETS