



1. ALL WIRING INSTALLED SHALL CONFORM TO THE NATIONAL ELECTRICAL CODE AND LOCAL ORDINANCES AND REQUIREMENTS.
2. ALL SIGNAL CABLE AND FEEDER RUNS TO BE CARRIED OVERHEAD ON SPAN WIRE ACROSS ROADWAYS OR IN CONDUIT UNDER THE ROADWAYS.
3. THE OPERATION AND MAINTENANCE OF THE SIGNAL SYSTEMS SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. ALL SIGNAL INDICATIONS, CLEARANCES, AND SEQUENCES SHALL BE IN ACCORDANCE WITH THE CURRENT M.U.T.C.D..
5. THE SPAN WIRE SIGNAL HEADS SHALL BE CENTERED OVER THE EXIT LANES.
6. THE SPAN WIRE SIGNAL HEADS SHALL BE INCLUDED IN THE BID ITEM "TRAFFIC CONTROL LUMP SUM"
7. THE TEMPORARY TRAFFIC SIGNALS SHALL BE SWITCHED ON DURING AN OFF-PEAK HOUR. WHEN SWITCHING SIGNALS, FLAGMEN WILL BE REQUIRED.
8. THE TERMINAL BLOCKS SHALL BE IN A WEATHERPROOF ENCLOSURE.
9. ALL NECESSARY SIGNAL HEAD, CONTROLLER AND POLE RELOCATIONS, WHETHER SPECIFICALLY MENTIONED OR NOT, SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
10. TRAFFIC SIGNAL HEADS WHICH ARE IN PLACE AND NOT IN USE DURING A SPECIFIC STEP SHALL BE REMOVED, OR COVERED WITH AN OPAQUE MATERIAL.
11. SIGNAL PHASING AND TIMING SHALL BE SET AS DIRECTED AND APPROVED BY THE ENGINEER-IN-CHARGE OF CONSTRUCTION.
12. EACH INTERSECTION SHALL HAVE A SIGNAL CONTROLLER CAPABLE OF A STANDARD EIGHT PHASE OPERATION, WITH GREEN INTERVALS ABLE TO BE SET FROM 0 TO 255 SECONDS.
13. THE TRAFFIC SIGNAL CONTROLLER MUST BE CAPABLE OF STORING A MINIMUM OF THREE SEPARATE PHASING/TIMING PLANS, WHICH CAN BE SELECTED ON A TIME-OF-DAY BASIS. EXISTING CONTROLLER MAY BE USED AS A TEMPORARY CONTROLLER
14. IN CASE OF SIGNAL MALFUNCTION, THE CONTRACTOR MUST RESPOND WITHIN ONE HOUR.

THE INTERMEDIATE COAT IS TOP COATED WITH ONE COAT OF HIGH-BUILD ACRYLIC POLYURETHANE ENAMEL TO A MINIMUM DRY FILM THICKNESS OF 2.0 MILS. THE COATING IS ELECTROSTATICALLY APPLIED AND CURED BY HEATING THE SUBSTRATE IN A CONVECTION OVEN TO A MINIMUM OF 225 DEGREES FAHRENHEIT. THE FINAL TOP COATING COLOR SHALL BE BLACK.



-FOUR (4) MODEL 200 SWITCH PACKS.