BOROUGH OF MOUNT POCONO
ORDINANCE NO. _4_ OF 2012

ORDINANCE AMENDING MOUNT POCONO BOROUGH'S SUBDIVISION AND LAND DEVELOPMENT (SALDO) ORDINANCE BY AMENDING SUPPLEMENTAL SPECIFICATIONS FOR TRAFFIC SIGNALIZATION

The Borough of Mount Pocono, Monroe County, Pennsylvania does hereby enact and ordain the following amendment to the Mount Pocono Subdivision and Land Development (SALDO) Ordinance as follows:

§ 187-58. Traffic signs and signals.

Traffic signs and traffic signals shall be required when considered necessary by the Council to ensure safe traffic or pedestrian circulation. All traffic signs and signals shall meet the most current requirements of PennDOT. In the case of traffic signals, the developer, any subsequent owner, or any subsequent property owners' association or similar entity shall be responsible for the long-term operation, maintenance, and replacement of the traffic signal and all associated facilities, signs and pavement markings.

a) *Mount Pocono Borough's Supplemental Specification for Traffic Signalization.*

In an effort to standardize equipment and provide for future Closed Loop System compatibility, all Traffic Signal Controllers will be a Model 980, NEMA TS-2 Type II, as manufactured by Naztec Inc., or approved equivalent.

At the discretion of the Borough, a copy of Street Wise closed loop software will be supplied.

Video detection may be required in lieu of standard loop detection at the Borough's discretion on some if not all approaches. All stop bar vehicle detection will be provided by Traficon video detection. This equipment shall utilize a camera with all processing capability to be performed by a separate interface card(s) located in the controller cabinet. All video set-up and programming will be accomplished with a removable, handheld programmer. Any video detection system that requires a laptop computer will not be acceptable.

Interconnect, if any is required on this project, will be Fiber Optic cable, 6 fiber 62.5/125 micron multimode, terminated in patch panels with ST connectors. In situations where attachment to utility poles is not available or where conduit and trenching is not feasible, interconnect can be accomplished with radio provided, a site survey has been performed and the testing substantiates reliability. The radio interconnect option shall be at the sole discretion of the Borough.

All intersections will be equipped with a battery back-up unit that will automatically switch to battery power unit when the incoming power is interrupted. The battery back-up unit will be manufactured by Tech Power Developments and shall be capable of operating for four hours on battery power. The controller cabinet must come with one inch red LED to indicate when operating on battery back-up unit. In addition, a generator cabinet must be provided and come with a heavy duty cord. A sine wave Honda generator or Naztec Inc. compatible inverter shall be included.

All intersections will be equipped with Optical Preemption for all approaches to the intersection. Detectors will be positioned to achieve the proper distance for activation and control of the intersection. Optical preemption equipment will be Opticom as manufactured by global Traffic Technologies.

All pedestrian crossings shall be equipped with Hand/ Man countdown signals. The pedestrian push button stations shall be manufactured by Campbell Company. The stations must be APS for the visibility impaired and programmed to provide an audible message announcing the street name. The stations shall be machined or cast to incorporate both the 9" x15" sign and housing for the 2" diameter push button.

Traffic Signal Supports will be Mastarms. These will be capable of having an extension added to the shaft and a 15' luminaire mounting arm added at a future date along with an LED street light. This specification is met by the Valmont SMA42X Series of Traffic Signal Mastarms.

All Vehicular and Pedestrian Signal Head indications will contain Leotek LED modules. The LED module must have a homogenous look similar to an incandescent lamp. If a strobe is required for the red signal indications it shall be an LED module – no exceptions.

Conduit runs will be sized for future use. All conduit street crossing will be 3" conduit. Controllers should be located at the intersection of conduit runs, and not at the end of conduit loop. Each controller foundation will have a minimum of two, 3" conduits entering it from an adjacent junction box. All volume density loops will terminate in junction boxes, and there will be at least one junction box on each corner.

All intersections will be signed with Street Name signs of the size and designation as required by PennDOT. Long lane line pavement markings are to be paint. Gore transverse stripping is to be epoxy. All other pavement markings are to be cold inlaid plastic or hot surface applied thermoplastic.

This amendment is effective immediately.

ENACTED AND ORDAINED this 7th day of May, 2012.

BOROUGH OF MOUNT POCONO

By: /S/
John Finnerty, Council President

Attest:

/S/
Lori Noonan, Borough Secretary

The above Ordinance is hereby approved this 7th day of May, 2012.

By: /S/
Daniel McDavitt, Mayor