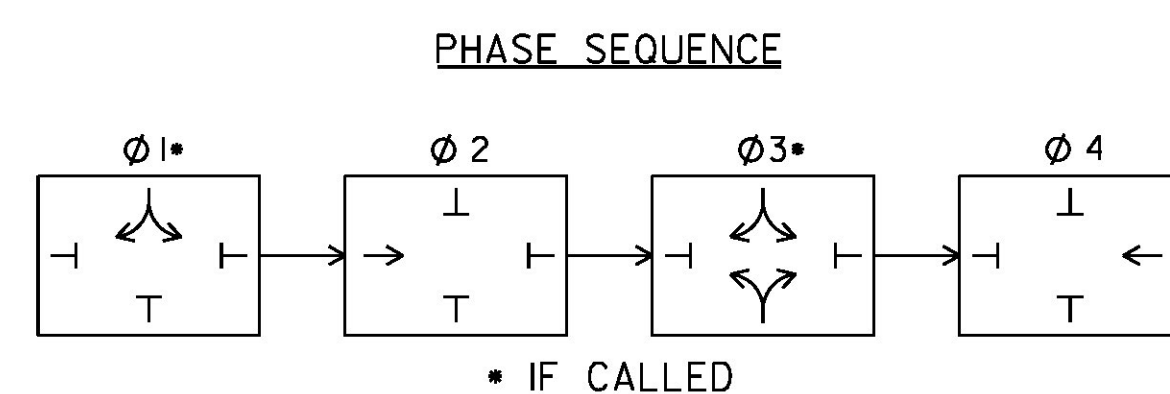


NEW	LEGEND
	SIGNAL HEAD (12 INCH, LED)
	PORTABLE TRAFFIC SIGNAL TRAILER WITH TRAFFIC ACTUATORS, EMERGENCY VEHICLE PRE-EMPTION, AND RADIO COMMUNICATION.



US 2

SIGNAL PHASING DATA				
SIGNAL PHASING (ALL ENTRIES BELOW ARE IN SECONDS)				
PHASE	Ø1	Ø2	Ø3	Ø4
INITIAL	5	10	5	10
VEHICLE EXT.	3	3	3	3
MAX. 1	10	30	10	30
MAX. 2	--	--	--	--
YELLOW	4	4	4	4
RED	2	30	2	30
RECALL	NONE	SOFT	NONE	NONE
DELAY	10	0	10	0

SIGNAL OPERATION NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S (VTRANS) "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, WITH CURRENT MODIFICATIONS.
- TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL COMPLY WITH THE REQUIREMENTS OF SECTION 678, "TRAFFIC CONTROL SIGNALS" AND WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645, "SPECIAL PROVISION (TEMPORARY ROADWAY)".
- THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS, AND POSTS, WARNING SIGNS, LUMINAIRES, FLASHING BEACONS, ASSOCIATED PAVEMENT MARKINGS AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. IT ALSO INCLUDES PERMITS AND COSTS ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
- THE CONTRACTOR SHALL INSTALL PORTABLE TRAFFIC SIGNAL TRAILERS IN PLACE OF A STATIC SIGNAL SYSTEM AS SHOWN ON THE PLANS. THE TRAILERS SHALL COMMUNICATE VIA RADIO INTERFACE TO FUNCTION AS A SINGLE CONTROL SYSTEM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED ON THE TRAILER, LOCATED AT A DISTANCE OF 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE LATEST EDITION OF THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY SHALL NOT BE LESS THAN 8.0 FEET NOR MORE THAN 15.0 FEET ABOVE THE GROUND. CAUTION SHOULD BE USED TO ENSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROADWAY GRADE.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
- SIGNAL FACES SHALL BE L.E.D. AND CONSIST OF 12 INCH LENSES (RED, YELLOW AND GREEN)
- SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES UNDER EACH PHASE OF CONSTRUCTION.
- THE TRAFFIC SIGNALS SHALL NOT OPERATE WITHOUT THE PAVEMENT MARKINGS AND SIGNAL RELATED SIGNING IN PLACE.
- INSTALL WIRING BETWEEN POWER SOURCES AND SIGNAL TRAILERS TO PROVIDE FOR A SAFE INSTALLATION. ANY NECESSARY CONNECTIONS TO UTILITY POLES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
- ANY TEMPORARY POLES SHALL BE PLACED BEHIND GUARDRAIL OR OUTSIDE OF THE CLEAR ZONE.
- LUMINAIRES SHALL BE INSTALLED AT EACH OF THE APPROACHES TO ADEQUATELY ILLUMINATE THE STOP BAR AREAS. 250 WATT HIGH PRESSURE SODIUM, 150 WATT MERCURY OR AN EQUIVALENT WATTAGE L.E.D. LAMP ARE ALL ACCEPTABLE FORMS OF LUMINAIRE. THE MOUNTING HEIGHT SHALL BE 30 FEET ABOVE THE CENTERLINE OR AS DIRECTED BY THE ENGINEER. WHILE THE INTENT IS TO ILLUMINATE THE TEMPORARY SIGNAL SYSTEM, MEASURED NIGHTTIME ILLUMINANCE AT EACH STOP BAR SHALL NOT BE LESS THAN 1.0 FOOT-CANDLE. THE ENGINEER SHALL ORDER CHANGES TO THE LIGHTING COMPONENTS IF DETERMINED TO BE INSUFFICIENT.
- ALL TRAFFIC SIGNS, INCLUDING STOP SIGNS, MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COMPLETELY COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER.
- CONSTRUCTION APPROACH SIGNS SHALL BE PROVIDED ON EACH APPROACH PER THE TRAFFIC CONTROL PLANS IN THIS PLAN SET. ADDITIONAL SIGNS SHALL BE INSTALLED AS REQUIRED BY THE ENGINEER PER STANDARD T-1.
- SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING BY THE ENGINEER IN THE FIELD BASED ON TRAFFIC OBSERVATION (COST OF ADJUSTMENTS SHALL BE INCIDENTAL TO OTHER ITEMS).
- WHEN THE TEMPORARY TRAFFIC CONTROL SIGNALS ARE CHANGED TO FLASHING MODE, EITHER MANUALLY OR AUTOMATICALLY, RED SIGNAL INDICATIONS SHALL BE FLASHED TO ALL APPROACHES.
- ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.



PROJECT NAME: LUNENBURG
PROJECT NUMBER: NH CULV(27)

FILE NAME: llb294/cos/zllb294trf.dgn PLOT DATE: 8/19/2015
PROJECT LEADER: J. BYATT DRAWN BY: S. GOODWIN
DESIGNED BY: R. LYFORD CHECKED BY: P. KONIECZKA
PHASE 2 TEMPORARY TRAFFIC SIGNAL SHEET SHEET 29 OF 74