

TEMPORARY TRAFFIC SIGNAL NOTES

TEMPORARY TRAFFIC SIGNALS

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S (VTTrans) "STANDARD SPECIFICATIONS FOR CONSTRUCTION", DATED 2011, WITH CURRENT MODIFICATIONS.
2. TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH CONTRACT ITEM 678.40 TEMPORARY TRAFFIC SIGNAL SYSTEM.
3. DESIGN OF THE SIGNAL SUPPORTS AND ANY REQUIRED GUYING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
4. SIGNAL FACES SHALL BE L.E.D AND CONSIST OF 12" LENSES (RED, YELLOW AND GREEN).
5. THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16.5 FEET NOR MORE THAN 19.0 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. 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.
6. SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
7. SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. 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, 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.
8. SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
9. 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.
10. INSTALL WIRING BETWEEN SIGNAL POLES TO PROVIDE FOR A SAFE INSTALLATION. ATTACHMENT TO UTILITY POLES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
11. PLACE TEMPORARY POLES BEHIND GUARDRAIL OR OUTSIDE OF THE CLEAR ZONE.
12. POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC.
13. 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 EQUIVILANT 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.
14. 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.
15. 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 STANDARDS T-1, T-10 AND T-11.
16. 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.
17. IN DESIGNING THE TEMPORARY SYSTEM, THE CONTRACTOR SHOULD TAKE INTO ACCOUNT THE ELEVATIONS OF ANY PROPOSED MAST ARMS IN SETTING TEMPORARY TRAFFIC SIGNALS TO AVOID CONFLICTS BETWEEN THE TEMPORARY AND PROPOSED SYSTEMS.

TEMPORARY PEDESTRIAN TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL SUBMIT A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO CONSTRUCTION FOR ACCEPTANCE. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPAR'S AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT FOR DEVELOPING, IMPLEMENTING, AND MAINTAINING THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN AND ALL ITEMS LISTED IN NOTES 2 THROUGH 7 BELOW WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10 - TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.
3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF FOUR FEET. IF THE TPAR IS LESS THAN FIVE FEET IN WIDTH, A FIVE FOOT BY FIVE FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
5. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATION/EQUIPMENT, OR DROP-OFFS, THEN THE CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
6. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OR TRAVEL.
7. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE THE PROPER PROTECTION AND TPAR HAVE BEEN PROVIDED.

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