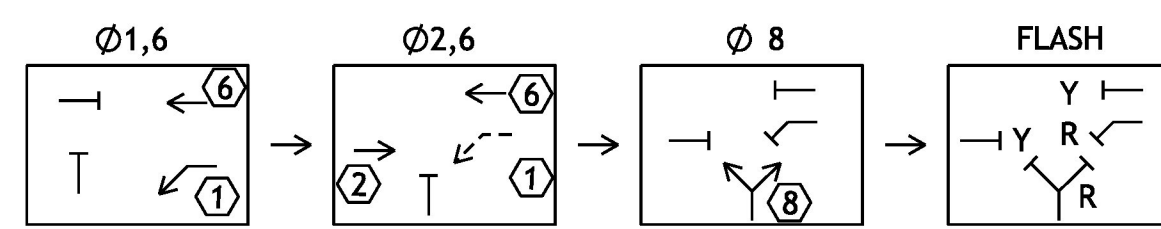


US ROUTE 5, RED VILLAGE RD

SIGNAL PHASING DATA								
SIGNAL PHASING (ALL ENTRIES BELOW ARE IN SECONDS)								
PHASE	01	02	03	04	05	06	07	08
INITIAL	8	10				10		8
VEHICLE EXT.	3	5				5		3
MAX. 2 (AM PK)	15	40				40		15
MAX. 1 (MID PK)	15	40				40		15
MAX. 3 (PM PK)	20	35				35		15
YELLOW	4	4				4		4
RED	4	4				4		3.5
RECALL	NONE	SOFT				SOFT		NONE
DELAY	NONE	NONE				NONE		NONE

STANDARD 8Ø NEMA CONTROLLER



SYMBOL
↖ = PERMISSIVE MOVEMENT (FLASHING YELLOW ARROW)

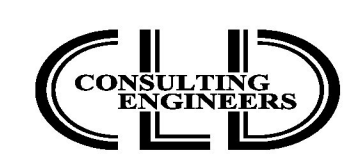
WEEKDAY TIMINGS

FLASH - 12:00 AM - 6:00 AM
 AM PEAK - 6:00 AM - 9:00 AM (MAX 2)
 MIDDAY PEAK - 9:00 AM - 3:00 PM (MAX 1)
 PM PEAK - 3:00 PM - 6:00 PM (MAX 3)
 6:00 PM - 10:00 PM (MAX 1)
 FLASH - 10:00 PM - 12:00 AM

EQUIPMENT ITEM 678.15	QUANTITY
ECONOLITE COBALT (NEMA TS2 TYPE 2) CONTROLLER	1
ECONOLITE P44 MOUNTED CONTROLLER CABINET WITH 15" BASE ON A CONCRETE FOUNDATION	1
POWER DROP STANCHION	1
DUAL USE RAIL/TRAFFIC SIGNAL STRUCTURE WITH 22' MAST ARM	1
DUAL USE RAIL/TRAFFIC SIGNAL STRUCTURE WITH 31' MAST ARM	1
12" LED TRAFFIC SIGNAL HEAD WITH 5" BACKPLATES AND 2" RETROREFLECTIVE TAPE	
ONE-WAY 4-SECTION	1
ONE-WAY 3-SECTION	6
RADAR VEHICLE DETECTOR	
STOP BAR DETECTION	3
REMOVAL OF EXISTING RAIL OVERHEAD STRUCTURES	2

- EXISTING UTILITY NOTES**
- THE CONTRACTOR IS MADE AWARE THAT EXISTING UNDERGROUND AND AERIAL UTILITIES ARE WITHIN THE CONSTRUCTION LIMITS. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR LOCATING AND PROTECTING FROM DAMAGE ALL UTILITIES ON SITE DURING ALL STAGES OF CONSTRUCTION. ANY DAMAGE TO UTILITIES DUE TO THE CONTRACTOR'S OPERATIONS SHALL BE REPAIRED AS DIRECTED BY THE ENGINEER AT NO ADDITIONAL COST TO THE STATE.
 - DUAL USE OVERHEAD STRUCTURE FOUNDATIONS SHALL BE DRILLED SHAFT TO AVOID EXISTING UNDERGROUND UTILITIES.
- RAILROAD PRE-EMPTION NOTES**
- BASED ON RECORD PLANS THE EXISTING RAILROAD INSULATED JOINT ASSEMBLY (IJA) IS LOCATED 1,716 FEET FROM THE RAILROAD CROSSING WHICH PROVIDES 39 SECONDS OF PREEMPTION TIME. CONTRACTOR SHALL RELOCATE EXISTING IJA TO A LOCATION THAT IS 2,156 FEET FROM THE CROSSING, AND ADJUST ANY NECESSARY EQUIPMENT, TO PROVIDE 49 SECONDS OF PREEMPTION TIME TO ACCOMMODATE THE CLEARANCE INTERVAL FOR THE TRAFFIC SIGNALS.
 - SIGNAL TIMINGS AND CLEARANCES HAVE BEEN SET FOR A TRAIN SPEED THAT WILL NOT EXCEED 30 MPH. THE APPROACH CIRCUITS SHALL BE SET FOR 30 SEC. AT THE MAXIMUM SPEED INDICATED ON THE COVER OF THE PLANS FOR THIS CROSSING.
 - UPON RAILROAD CIRCUIT ACTIVATION, THE TRAFFIC SIGNAL AT RED VILLAGE ROAD SHALL END THE CURRENTLY ACTIVE VEHICLE PHASE AFTER SATISFYING THE MINIMUM GREEN TIME. NO YELLOW OR RED CLEARANCES MAY BE SHORTENED IN ORDER TO SERVE THE PRE-EMPTED PHASE.
 - IF THE RAILROAD PRE-EMPTION CALL COMES DURING THE YELLOW CLEARANCE FOR PHASES 2 AND 6, THE SIGNAL MAY REVERT DIRECTLY FROM A YELLOW BACK TO A GREEN INDICATION WITHOUT THE RED INTERVAL.
 - FOLLOWING THE CLEARANCE OF ANY OTHER CONFLICTING PHASE, PHASES 2 AND 6 SHALL RUN IN RAILROAD PRE-EMPTION FOR A MINIMUM OF 45 SECONDS. ONCE THIS RELAY IS ACTIVATED, THE CONTROLLER SHALL OPERATE IN A PRE-EMPTION HOLD, WHEREBY THE CONTROLLER CAN SERVE OTHER NON-CONFLICTING PHASES WHILE THE TRAIN PASSES.
 - ONLY PHASE 1 IS ALLOWED DURING RAILROAD PRE-EMPTION.
 - RAILROAD PRE-EMPTION SHALL SUPERSEDE ANY PRE-EMPTION CALLS OR SERVICE FOR EMERGENCY VEHICLES AT THE INTERSECTION.
 - THE RAILROAD DETECTION SYSTEM SHALL BE CHECKED FOR OCCURRENCE OF FALSE-CALLS RELATED TO VARYING TRAIN SPEEDS.
 - IF THE TRAFFIC SIGNAL IS OPERATING UNDER A SCHEDULED FLASH OPERATION, THE RAILROAD PRE-EMPTION CALL SHALL IMMEDIATELY MAKE THE FLASHING RED INDICATIONS OPERATE WITH A STEADY SIGNAL AND THE FLASHING YELLOW INDICATIONS SHALL TIME THEIR PROPER STEADY YELLOW AND RED CLEARANCES. THIS SHALL BE FOLLOWED BY THE PHASE 2 AND 6 PRE-EMPTION INTERVAL LEADING AWAY FROM THE TRACKS.
- TRAFFIC CONTROL NOTES**
- ALL WORK IS TO BE PERFORMED WITHIN THE RAILROAD AND HIGHWAY RIGHT-OF-WAY.
 - THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN, IN ACCORDANCE WITH SECTION 105, TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR THE EXPECTED SHOULDER CLOSURES IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.
 - THE LATEST EDITION OF THE MUTCD SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
 - THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE BUT IS NOT LIMITED TO ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN THE MUTCD AND VAOT STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED.
 - NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED OR REMOVED.
 - CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MUTCD, AND AS OUTLINED IN THE SPECIAL PROVISIONS.
 - CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.
 - SEE VAOT STANDARD T-1 FOR ADDITIONAL TRAFFIC CONTROL GENERAL NOTES. RETROREFLECTIVE SHEETING SHALL BE AS NOTED ON VAOT STANDARD T-1 AND IN SUBSECTION 750.08.
 - SEE VAOT STANDARDS T-10 AND T-17 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
 - BARRELS AND CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK ZONE ALONG ITS ENTIRE LENGTH.
 - FOR THE SOUTHBOUND DUAL USE OVERHEAD STRUCTURE, RAILROAD SIGNALS NEED TO BE REMOVED AND RESET ON NEW MAST ARM THE SAME DAY THAT THE NEW MAST ARM IS ERECTED.
 - WHEN MAST ARMS ARE ERECTED AND SIGNALS ARE BEING INSTALLED, A UNIFORMED TRAFFIC OFFICER SHALL BE USED AND TRAFFIC SHALL BE ONE-WAY ALTERNATING, PAID UNDER ITEM 630.10, UNIFORMED TRAFFIC OFFICERS.
 - SHOULDER CLOSURES SHALL BE DONE DURING OFF TRAFFIC PEAK HOURS. THE TRAFFIC PEAK HOURS FOR THIS INTERSECTION ARE 7:45AM-8:45AM AND 3:00PM-4:00PM.
 - RAILROAD FLAGGERS SHALL BE USED WHENEVER THE CONTRACTOR IS PERFORMING WORK OVER, UNDER, OR ADJACENT TO THE RAILROAD TRACK OR IN THE RIGHT-OF-WAY, PAID UNDER ITEM 900.615 SPECIAL PROVISION (MAINTENANCE OF RAILROAD TRAFFIC) (N.A.B.I.).

CLD 13-0194



PROJECT NAME: LYNDON	PLOT DATE: 1/11/2017
PROJECT NUMBER: STPG SGNL(48)	DRAWN BY: S. GOODWIN
FILE NAME: z16d054trf.dgn	CHECKED BY: L. GREER
PROJECT LEADER: P. SHEDD	SHEET 16 OF 18
DESIGNED BY: P. KONIECZKA	
TRAFFIC SIGNAL LAYOUT 2	