

TEMPORARY TRAFFIC SIGNAL SYSTEM NOTES

TEMPORARY TRAFFIC CONTROL NOTES FOR TRAFFIC SIGNAL SYSTEM WORK

1. THE FOLLOWING NOTES APPLY TO TRAFFIC CONTROL NECESSARY FOR THE INSTALLATION OR MODIFICATION OF THE TEMPORARY TRAFFIC SIGNALS ONLY.
2. DURING CONSTRUCTION, ONE-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES ON VT ROUTE 100. TWO-WAY TRAFFIC SHALL BE MAINTAINED AT NIGHT, ON WEEKENDS AND HOLIDAYS. DURING PEAK TRAFFIC AND DURING CONSTRUCTION. AT THE DISCRETION OF THE ENGINEER, UNIFORMED TRAFFIC OFFICERS OR TRAINED FLAG PERSONS SHALL DIRECT TRAFFIC, WHENEVER REQUIRED.
3. TRAFFIC CONTROL SIGNING AND CHANNELIZING DEVICES SHALL BE IN ACCORDANCE WITH THE APPROPRIATE STANDARD DRAWINGS (T-1, T-28, T-29, T-30, T-31, T-17, T-21) AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
4. AFTER SIGNAL INSTALLATION, ALL HEADS MUST BE COVERED (TURNING SHALL NOT BE ALLOWED) UNTIL TURNED ON. THE METHOD OF COVERING SHALL BE AS FOLLOWS:
 - ALL NEW TRAFFIC AND PEDESTRIAN SIGNAL HEADS WHICH HAVE BEEN INSTALLED BUT NOT PLACED IN EITHER FLASHING OR FULL OPERATION SHALL BE COVERED. EXISTING SIGNAL HEADS WHICH ARE PLACED OUT OF SERVICE IN ORDER TO PERFORM WORK ON THE SIGNAL SYSTEM SHALL ALSO BE COVERED, EXCEPT WHEN SUCH WORK CAN BE COMPLETED IN A RELATIVELY SHORT PERIOD OF TIME (SEVERAL HOURS) AND TRAFFIC CONTROL HAS BEEN PROVIDED FOR.
 - THE SIGNAL COVERS SHALL CONSIST OF A ONE-PIECE PLASTIC BAG HAVING A MINIMUM THICKNESS OF FOUR MIL. THE BAG SHALL BE OPAQUE. THE COVER SHALL SLIP OVER THE ENTIRE SIGNAL HEAD AND SHALL BE SECURELY TIED AT THE OPENING WITH A ROPE OF SUFFICIENT SIZE AND STRENGTH TO SECURE THE COVER. AN INTERMEDIATE ROPE OF THE SAME MATERIAL SHALL BE DRAWN AROUND THE CENTER OF THE COVER TO PREVENT EXCESS FLAPPING IN THE WIND.
 - A DRAIN HOLE SHALL BE MADE AT THE BOTTOM OF THE BAG TO ALLOW THE ESCAPE OF MOISTURE. NO TAPE OR ADHESIVE WILL BE ALLOWED TO BE ATTACHED TO ANY SURFACE OF THE SIGNAL HOUSING OR LENSES. ALL COVERS SHALL BE PLACED IN A NEAT WORKMANLIKE MANNER, ANY COVER WHICH IS TORN OR MISSING SHALL BE IMMEDIATELY REPLACED. PAYMENT FOR THE COVERS, THEIR REPLACEMENT, AND REMOVAL AND ALL INCIDENTALS FOR COMPLETION OF THE WORK SHALL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 678.40.
5. WHERE TWO-WAY TRAFFIC IS MAINTAINED DURING CONSTRUCTION, THE SIGN PACKAGE SHOWN ON STD. T-21 SHOULD BE USED. APPROACH CONSTRUCTION SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. OTHER SIGNING SHALL BE REMOVED OR COVERED WHEN NOT APPLICABLE.
6. VARIATIONS IN THE SIGNING PACKAGES MAY BE DICTATED BY UNIQUE GEOMETRY AND/OR TRAFFIC CONDITIONS AND THE TRAFFIC CONTROL PLANS.
7. THE CONTRACTOR SHALL NOT WORK WITHIN THE HIGHWAY RIGHT-OF-WAY WITHOUT THE APPROPRIATE CONSTRUCTION SIGNING IN PLACE AS SHOWN ON STD. T-10.

TEMPORARY TRAFFIC SIGNAL NOTES

1. TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE IN ACCORDANCE WITH ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM."
2. DESIGN OF THE SIGNAL SUPPORTS AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
3. SIGNAL PHASING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD.
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 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 FEET NOR MORE THAN 15 FEET ABOVE THE GROUND.
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 NO GREATER THAN 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE CURRENT EDITION OF THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
8. SIGNAL HEAD PLACEMENT IS CRITICAL.
9. THE TEMPORARY TRAFFIC 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 TO 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. 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.

A. SIGNAL EQUIPMENT

1. ALL SIGNAL HEADS SHALL BE 12" POLYCARBONATE. THE SIGNAL HEADS SHALL HAVE FLAT BLACK HOUSINGS AND VISORS.
2. ALL SIGNAL HEADS SHALL HAVE FLAT BLACK LOUVERED BACK PLATES.
3. THE CONTROLLER SHALL BE AN ASC/3-2100 (NEMA TS2) OR NAZTEC MODEL 980 (NEMA TS2) OR MCCAIN ATC eX (NEMA TS2) IN A NEMA POLE MOUNT CONTROL CABINET INSTALLED AT THE LOCATION SHOWN ON THE PLANS. THE TRAFFIC CONTROL CABINET SHALL BE ORIENTED SUCH THAT THE DOOR DOES NOT FACE THE ROADWAY.
4. ALL SIGNAL HEADS SHALL HAVE RED, YELLOW AND GREEN L.E.D. SIGNALS WITH A VISIBLE BEAM SPREAD OF 80 DEGREES OFF AXIS.
5. ALL TRAFFIC SIGNAL EQUIPMENT AND SPAN WIRE HANGING SIGNS SHALL HAVE SAFETY CABLES.
6. A DISCONNECT BREAKER FOR EACH CIRCUIT SHALL BE INSTALLED IN A RAINPROOF (NEMA 3R), LOCKED CABINET ON A STANCHION NEXT TO OR BELOW THE METER SOCKET.

B. SIGNAL OPERATION

1. SWITCH-OVER TO THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK TRAFFIC OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING THE SWITCH-OVER.
2. ALL SIGNALS SHALL DWELL ON VT ROUTE 100 UNLESS OTHERWISE NOTED.
3. THE VT ROUTE 100 THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.
4. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATION AND/OR ADDITIONAL FIELD STUDIES.

C. STOP BAR DETECTION EQUIPMENT

1. STOP BAR DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASE IS NOT AFFECTED.
2. STOP BAR DETECTION ZONES SHALL EXTEND FIVE FEET PAST THE STOP BAR.
3. SEE THE PLANS FOR A DETAILED LIST OF EQUIPMENT. INDUCTIVE LOOPS OR VIDEO DETECTION SHALL NOT BE ALLOWED.

D. GENERAL

1. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
2. THE CONTRACTOR SHALL ACQUIRE ALL NECESSARY PERMITS AND MAKE ALL NECESSARY ARRANGEMENTS WITH THE UTILITY COMPANY TO PROVIDE A POWER SUPPLY TO THE TRAFFIC SIGNAL EQUIPMENT.
3. ALL ELECTRICAL WIRING SHALL BE DONE BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTER ELECTRICIAN.
4. SEE STANDARDS E171-A AND 171-B FOR ADDITIONAL NOTES.
5. SAG ON THE LOADED SPAN WIRE SHALL NOT EXCEED 5% OF THE TOTAL LENGTH OF THE WIRE.
6. ALL WORKS MENTIONED IN THIS SHEET BE INCLUDED UNDER BID ITEM 678.40 UNLESS OTHERWISE NOTED.

PROJECT NAME: STOWE
PROJECT NUMBER: BRF 0235(II)

FILE NAME: t87e052sig.dgn PLOT DATE: 28-JUL-2014
PROJECT LEADER: C. CARLSON DRAWN BY: I. DEGUTIS
DESIGNED BY: I. DEGUTIS CHECKED BY: M. LACROIX
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