

BACK CENTER ROAD

AM	PM	AM	PM
200	167	7	4
1	0	0	0
113	69	1	2

AM	PM	AM	PM
50	816	5	3
50	346	6	6

U.S. RT. 5

AVERAGE WEEKDAY TRAFFIC

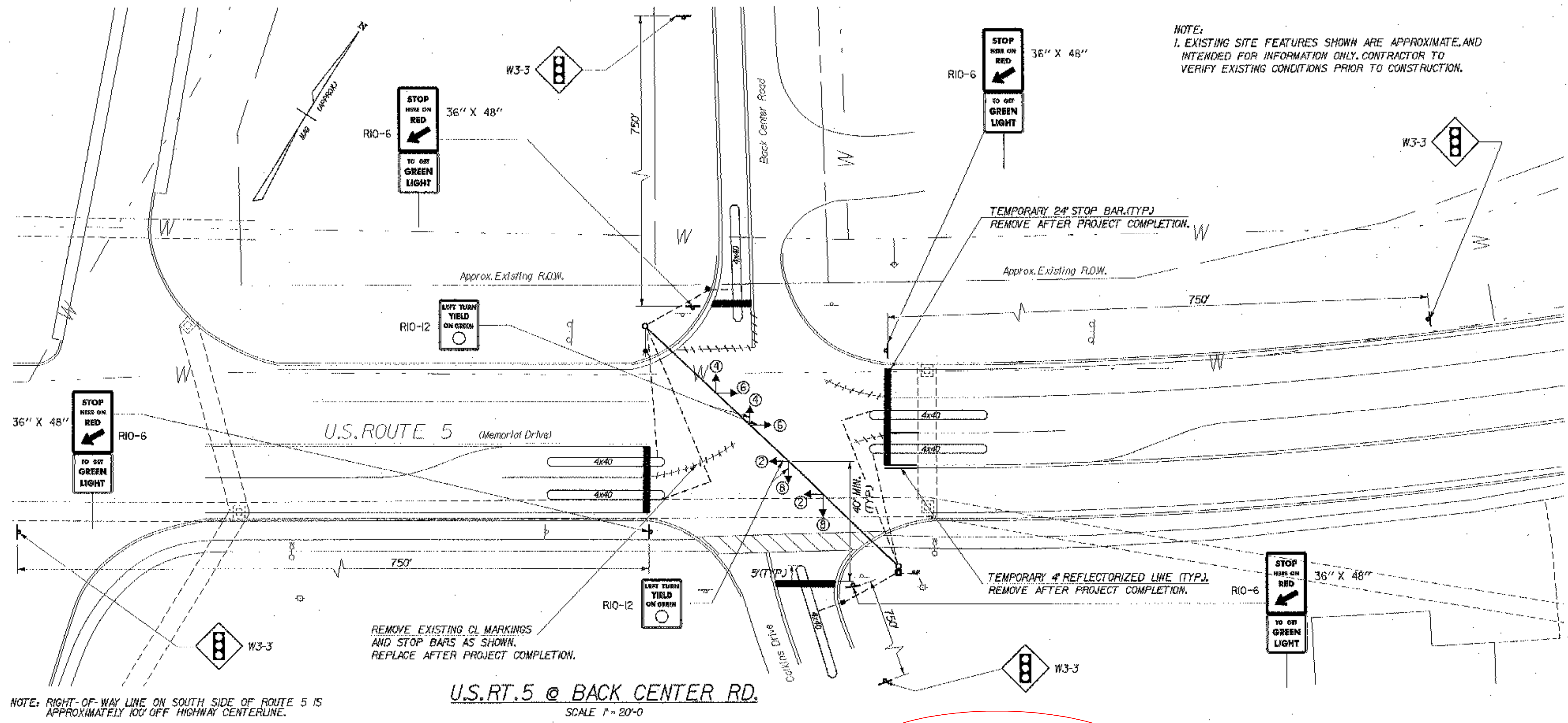
**PHASING DIAGRAM AND SPECIAL NOTES FOR EACH LOCATION**

PHASE	2 & 6	4 & 8
MINIMUM	8 4 2	8 4 2
EXTENSION	2	2
MAXIMUM	45 4 2	33 4 2
HEAD 2	G Y R R R R	R R R R R
HEAD 6	R R R G Y R	R R R G Y R

**SPECIAL REQUIREMENTS**

APPROACH	TEMPORARY VEHICLE DETECTOR	FLASHING BEACON ON ADVANCED WARNING SIGN
2		
6		
4	✓	
8	✓	

ENTER CHECK MARK IN APPROPRIATE BOX WHEN REQUIRED ON THIS PROJECT



NOTE:  
1. EXISTING SITE FEATURES SHOWN ARE APPROXIMATE, AND INTENDED FOR INFORMATION ONLY. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.

**GENERAL TEMPORARY TRAFFIC SIGNAL NOTES**

- DESIGN OF THE SIGNAL SUPPORT(S) AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
- SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
- SIGNAL FACES SHALL CONSIST OF 12" LENSES (RED, YELLOW, AND GREEN). ALL LENSES SHALL BE LED'S.
- THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16 1/2 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.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER OF FACES.
- 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 NO GREATER THAN 14 1/2 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
- THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS, WARNING SIGN, LUMINAIRE'S, FLASHING BEACONS, AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. IT ALSO INCLUDES PERMITS AND COST ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
- THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. THE APPROACHES NOTED SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION SHALL BE AT THE OPTION OF THE CONTRACTOR. LOOPS ARE SHOWN FOR PLACEMENT PURPOSES ONLY. THE CONTROLLER, DETECTOR AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL NEMA STANDARDS.
- WHEN USED, VEHICLE DETECTOR LOOPS SHALL BE 4' X 40' FOR PRESENCE DETECTION AT THE STOP BAR WITH THE NEAR PORTION LOCATED 5 FEET BEYOND THE STOP BAR.
- INTERVAL TIMING SHOWN IN SECONDS.
- CONNECT BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT TO PROVIDE FOR A SAFE INSTALLATION.
- PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE POSSIBLE.
- 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 TRAVELLING PUBLIC.
- ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR ITS REMOVAL, INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC. TEMPORARY LOOP DETECTORS SHALL BE LEFT IN PLACE.
- A 250 WATT MERV/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON THE NORTHWEST POLE AT A MOUNTING HEIGHT OF 30' ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT.
- STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM AT LEAST ONE OF THE SIGNAL HEADS.
- PAYMENT FOR THE VEHICLE DETECTORS SHALL BE FOR EACH UNIT INSTALLED.
- ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
- REMOVE OR COVER EXISTING STOP SIGNS AT INTERSECTION AFTER TEMPORARY SIGNALS ARE IN PLACE. RESTORE SIGNS TO ORIGINAL CONDITION WHEN PROJECT IS COMPLETE. THE COSTS OF REMOVING OR COVERING STOP SIGNS AND RESTORING THESE SIGNS WHEN THE SIGNALS ARE REMOVED WILL BE INCLUDED IN THE PRICE BID FOR THE TEMPORARY SIGNAL SYSTEM INSTALLED.
- ONE SIGN (RIO-12), "LEFT TURN YIELD ON GREEN BALL" SHALL BE MOUNTED ADJACENT TO ONE OF THE SIGNAL HEADS FACING EACH APPROACH.

NOTE! THIS SIGNAL SYSTEM WAS PURCHASED BY THE AOT TO REMAIN IN-PLACE AFTER CENTER STREET WAS OPENED  
SEE C.O. #10

**LEGEND**

EXISTING	NEW	LEGEND
⊠	⊠	UTILITY POLE
⊠	⊠	LUMINAIRE
⊠	⊠	LIGHT OR WOOD POLE
⊠	⊠	STRAIN POLE
⊠	⊠	CONTROLLER CABINET
⊠	⊠	PULL BOX/JUNCTION BOX
⊠	⊠	SIGNAL HEAD
⊠	⊠	CONDUIT
⊠	⊠	VEHICLE LOOPS
⊠	⊠	PEDESTAL POST
⊠	⊠	STANCHION
⊠	⊠	SWEEP
⊠	⊠	REMOVE PAINT STRIPE

**STATE OF VERMONT AGENCY OF TRANSPORTATION**

Town Of **LYNDON** Bridge No. **2**

Highway No. **ALT VT 122** Log Sta.

Surv. Sta.

**CENTER STREET OVER PASSUMPSIC RIVER**

**TEMPORARY TRAFFIC SIGNAL PLAN - 1**

Designed By **C. BOWLER** Drawn By **S. DELIA**

Checked By **M. LONG** Date **04/01** Bridge Design Supervisor **M. ZYDEL** Date **04/01**

PROJECT **LYNDON** PROJECT NO. **BHO 1447(26)**

L.S.C. Info. **ms\54903\6cont\z\238tp2.dgn**

Bridge Sheet No.  Sheet **7** of **34**

