

COLORS: BLACK TEXT & BORDER  
WHITE REFL. BACKGROUND  
MATERIALS PER STD. E-142

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

PHASE	2		4			
MINIMUM	12	4	18	12	4	18
EXTENSION	2			2		
MAXIMUM	25	4	18	4	4	18
HEAD 2	G	Y	R	R	R	R
HEAD 6	R	R	R	G	Y	R

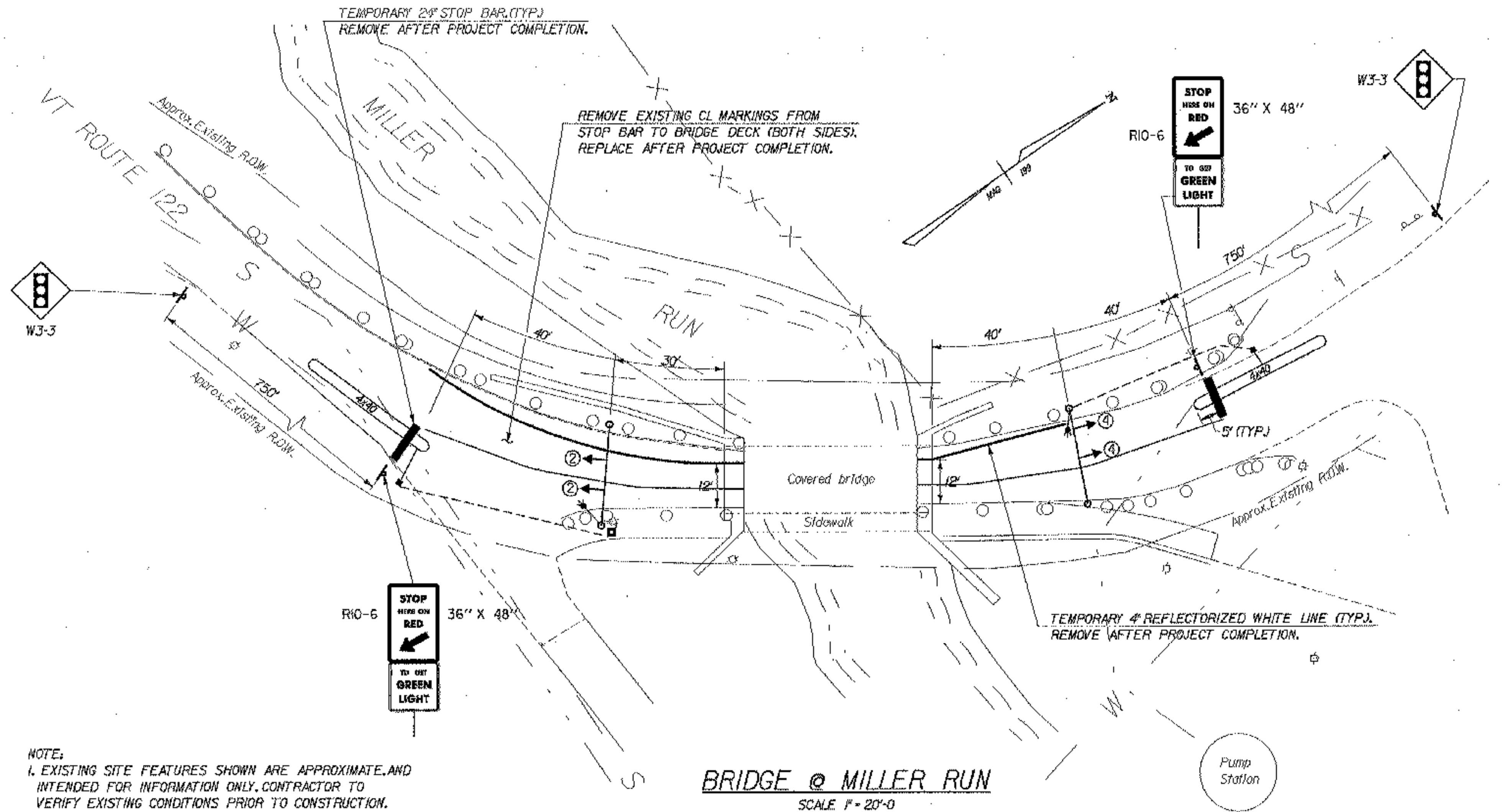
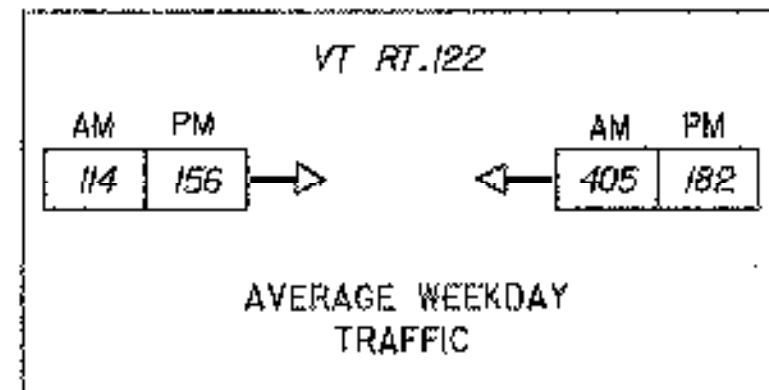
**SPECIAL REQUIREMENTS**

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

ENTER CHECK MARK IN APPROPRIATE BOX WHEN REQUIRED ON THIS PROJECT

**LEGEND**

EXISTING	NEW	LEGEND
—LP	—LP	UTILITY POLE
—L	—L	LUMINAIRE
○	●	LIGHT OR WOOD POLE
⊙	⊙	STRAIN POLE
□	□	CONTROLLER CABINET
□	□	PULLBOX/JUNCTION BOX
—S	—S	SIGNAL HEAD
—C	—C	CONDUIT
—V	—V	VEHICLE LOOPS
⊕	⊕	PEDESTAL POST
—S	—S	STANCHION
—S	—S	SWEEP
----	----	REMOVE PAINT STRIPE



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

**BRIDGE @ MILLER RUN**  
SCALE 1" = 20'-0"

**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. THE ALL-RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 10-20 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
- 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 13 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. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
- 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 1/2 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE M.U.T.C.D. 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, LUMINAIRES, 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.
- ON SEMI-ACTUATED SIGNAL, PARTICULARLY WITH LONG BRIDGES, THE CONTROLLER SHOULD BE LOCATED ON THE SAME SIDE OF THE BRIDGE AS THE DETECTOR.
- 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 MER/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH 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.
- SIGNS AND POSTS AS SHOWN ON THIS SHEET AND NOTED BELOW ARE SUBSIDIARY TO THE TRAFFIC CONTROL SIGNAL ITEMS ("STOP HERE ON RED", "SIGNAL AHEAD", "NO PASSING ZONE", AND "TO GET GREEN LIGHT" ETC.) THE TEMPORARY STOP BARS SHOULD BE PAID UNDER THE TEMPORARY 24" STOP BAR ITEM.
- SEE STD. E-140 FOR "STOP HERE ON RED" SIGN DETAIL AND E-101 FOR "SIGNAL AHEAD" SYMBOL SIGN. SEE STANDARD E-121 FOR SIGN PLACEMENT, SEE STANDARD E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
- A "SIGNAL AHEAD" SIGN SHALL BE PLACED AT LEAST 750' FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER.
- ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.

NOTE: THIS SYSTEM WAS REMOVED WHEN CENTER STREET WAS OPENED AS PER PLAN

**STATE OF VERMONT AGENCY OF TRANSPORTATION**

Town Of	LYNDON	Bridge No.	2
Highway No.	ALT VT 122	Log Sta.	
CENTER STREET OVER PASSUMPSIC RIVER		Surv. Sta.	
TEMPORARY TRAFFIC SIGNAL PLAN - 2			
Designed By	C. BOWLER	Drawn By	S. DELIA
Checked By	M. LONG	Bridge Design Supervisor	M. ZYDEL
Date	04/01	Date	04/01
PROJECT	LYNDON	PROJECT NO.	BHO 1447(26)
I.G.C. Info.	m:\549103\6conf\zj238tp3.dgn		
Bridge Sheet No.	Sheet 8 of 34		

**MJ**  
MC FARLAND JOHNSON, INC.