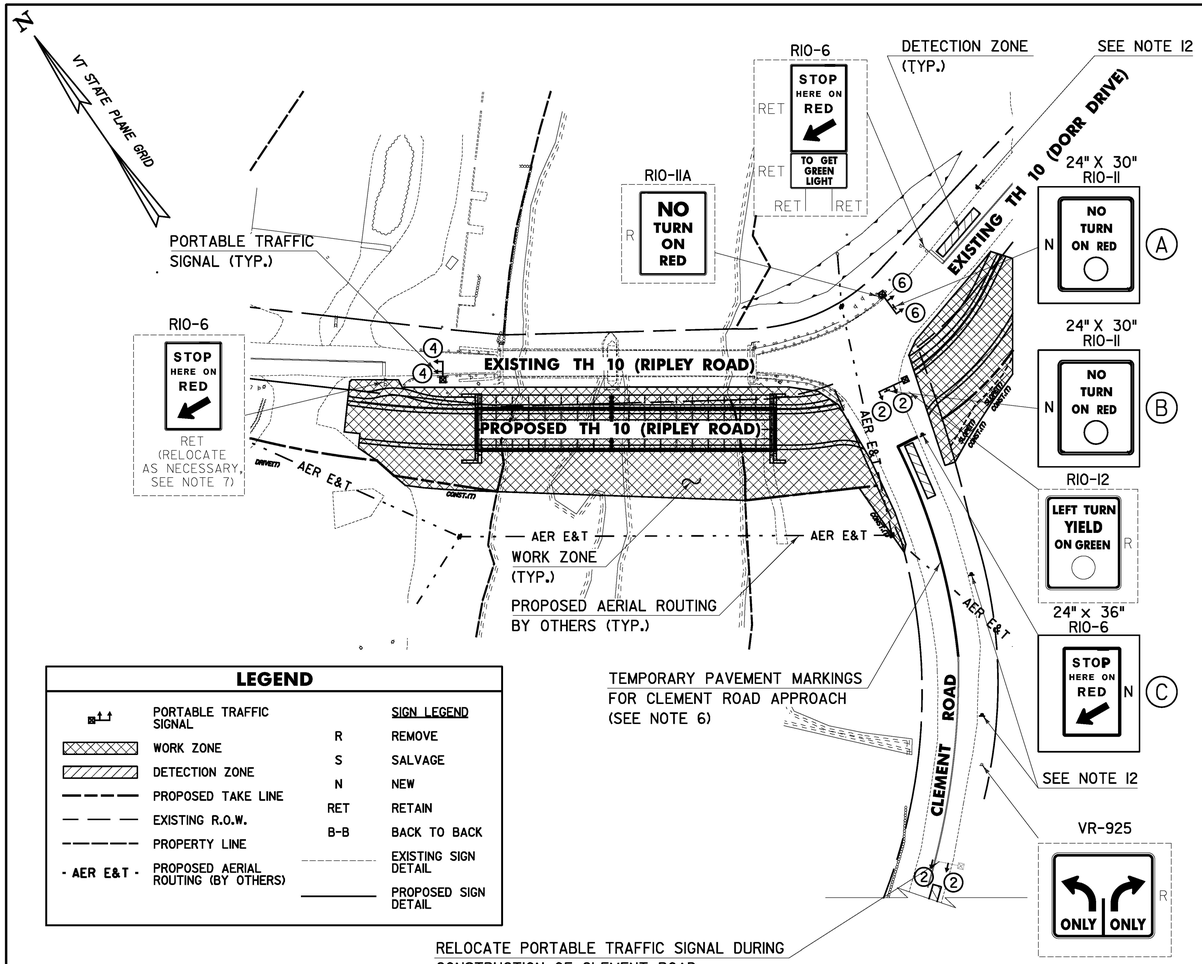


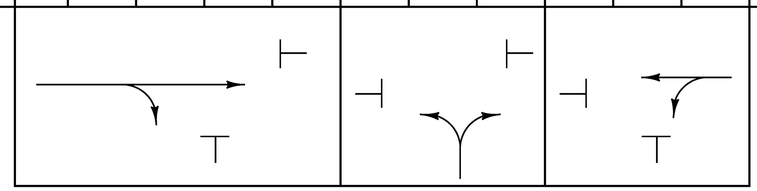
LEGEND

PORTABLE TRAFFIC SIGNAL	
WORK ZONE	
DETECTION ZONE	
PROPOSED TAKE LINE	
EXISTING R.O.W.	
PROPERTY LINE	
- AER E&T -	PROPOSED AERIAL ROUTING (BY OTHERS)

SIGN LEGEND	
R	REMOVE
S	SALVAGE
N	NEW
RET	RETAIN
B-B	BACK TO BACK
	EXISTING SIGN DETAIL
	PROPOSED SIGN DETAIL

TEMPORARY SIGNAL PHASING PLAN

HEADS	PHASE I R/W	PHASE I CLEAR TO 2		PHASE I CLEAR TO 3		PHASE 2 R/W	PHASE 2 CLEAR TO 3		PHASE 3 R/W	PHASE 3 CLEAR TO I		FLASHING OPERATION
4	G	Y	R	Y	R	R	R	R	R	R	R	FR
2	R	R	R	R	R	G	Y	R	R	R	R	FR
6	R	R	R	R	R	R	R	R	G	Y	R	FR



PHASE 2 SHALL ALWAYS BE FOLLOWED BY PHASE 3.
PHASE I SHALL REST IN GREEN IN THE ABSENCE OF PHASE 2 OR PHASE 3 CALLS.
FLASHING OPERATION SHALL ONLY BE USED IN EVENT OF SIGNAL FAILURE.

TABLE OF OPERATIONS

	PHASE I	PHASE 2	PHASE 3
MINIMUM GREEN	-	8	10
EXTENSION	-	2	2
YELLOW CHANGE INTERVAL	3	3	3
ALL-RED CHANGE INTERVAL	11	2	11
MAX. GREEN I	25	15	25
MAX. GREEN II	25	15	25
WALK	-	-	-
FLASHING DONT WALK	-	-	-
RECALL	MAX	NONE	NONE
MEMORY	NL	L	L

NOTES:

1. THIS TEMPORARY SIGNAL PLAN IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE. THE SPECIFIC EQUIPMENT TO BE USED AND ITS EXACT LOCATION SHALL BE SUBMITTED BY THE CONTRACTOR FOR APPROVAL IN ACCORDANCE WITH SECTION 678 OF THE STANDARD SPECIFICATIONS. RELEVANT EXISTING SIGNS ARE SHOWN ON THIS PLAN FOR REFERENCE. SIGNS SHOWN ON THIS PLAN MAY NOT REPRESENT A FULL ACCOUNT OF SIGNS WITHIN THE LIMITS SHOWN.
2. PAYMENT FOR THE INSTALLATION AND REMOVAL OF ALL TEMPORARY PORTABLE TRAFFIC SIGNAL EQUIPMENT THAT IS REQUIRED FOR A FULLY OPERATIONAL TEMPORARY SIGNAL SYSTEM SHALL BE MADE UNDER ITEM 900.620 SPECIAL PROVISION (TEMPORARY TRAFFIC SYSTEM, PORTABLE). PAYMENT FOR THE INSTALLATION, MAINTENANCE, AND REMOVAL OF ALL CONSTRUCTION SIGNING AND TEMPORARY STRIPING SHALL BE MADE UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE) (BR 17). PAYMENT FOR THE DISASSEMBLY AND REMOVAL OF THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL BE MADE UNDER ITEM 678.45 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM. SEE NOTE 9 FOR FURTHER DETAILS.
3. VEHICLE DETECTION SHALL BE PROVIDED FOR THE TH 10 (DORR DRIVE) (WESTBOUND) AND CLEMENT ROAD (NORTHBOUND) APPROACHES. THE TH 10 (RIPLEY ROAD) (EASTBOUND) APPROACH SHALL OPERATE ON RECALL WITH 'REST IN GREEN'.
4. THE PORTABLE SIGNALS SHALL COMMUNICATE WIRELESSLY.
5. THE PROPOSED SIGNS AT LOCATIONS A, B, AND C SHALL BE INSTALLED AS DIRECTED BY THE ENGINEER. SIGN REMOVALS AND INSTALLATIONS SHALL BE COORDINATED TO AVOID CONFLICTS WITH THE TEMPORARY SIGNAL INSTALLATION AND OPERATION. THE CONTRACTOR SHALL COVER OR REMOVE ANY SIGNS WHICH CONTRADICT TEMPORARY PORTABLE TRAFFIC SIGNAL OPERATIONS OR SIGNS AS DIRECTED BY THE ENGINEER. COVERED SIGNS SHALL BE UNCOVERED WHEN TEMPORARY PORTABLE TRAFFIC SIGNAL OPERATIONS ARE ENDED.
6. THE NORTHBOUND APPROACH OF CLEMENT ROAD SHALL BE TEMPORARILY STRIPED TO ACCOMMODATE ONE TRAVEL LANE. THE EXISTING PAVEMENT MARKINGS FOR THE SEPARATE LEFT AND RIGHT TURN LANES SHALL BE REMOVED AND REPLACED WITH A TEMPORARY DOUBLE 4 INCH YELLOW CENTER LINE AND TEMPORARY 24 INCH STOP BAR. BASED UPON THE LOCATION OF THE TEMPORARY TRAFFIC SIGNAL SHOWN ON THIS SHEET, THE PROPOSED TEMPORARY STRIPING LENGTH IS APPROXIMATELY 150'. THE EXACT LIMITS OF TEMPORARY STRIPING SHALL BE DETERMINED IN THE FIELD WITH THE APPROVAL OF THE ENGINEER. THIS WORK SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 646 OF THE STANDARD SPECIFICATIONS, VTRANS STD. SHEET E-193, AND THE LATEST EDITION OF THE MUTCD.
7. THE CONTRACTOR SHALL REMOVE AND RELOCATE STOP BARS AS NECESSARY TO MEET MINIMUM LONGITUDINAL OFFSETS TO THE SIGNAL HEADS, PER MUTCD CHAPTER 4 OR AS DIRECTED BY THE ENGINEER. IF STOP BARS ARE RELOCATED, THE CONTRACTOR SHALL ALSO RELOCATE THE CORRESPONDING RIO-6 'STOP HERE ON RED' SIGNS TO THE NEW STOP BAR LOCATION.
8. IF ANY OF THE STOP BARS ARE RELOCATED MORE THAN 10 FEET FROM THEIR CURRENT LOCATION, THEN THE DURATIONS OF THE ALL-RED INTERVAL SHALL BE RECALCULATED PER CHAPTER 5 OF THE FHWA TRAFFIC SIGNAL TIMING MANUAL OR AS DIRECTED BY THE ENGINEER.
9. THE INSTALLATION AND ACTIVATION OF THE TEMPORARY PORTABLE TRAFFIC SIGNALS SHALL BE COORDINATED WITH THE DEACTIVATION OF THE EXISTING TRAFFIC SIGNAL SYSTEM. THE DISASSEMBLY OF THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL BE COORDINATED WITH THE CITY OF RUTLAND ENGINEERING OFFICE (CONTACT ALAN SHELVEY (802) 773-1813). COORDINATION FOR AND EXECUTION OF THE DISASSEMBLY OF THE EXISTING TRAFFIC SIGNAL SYSTEM SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 678.45 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM. REMOVAL OF SIGNS RIO-IIA "NO TURN ON RED" AND RIO-12 "LEFT TURN YIELD ON GREEN" CURRENTLY MOUNTED ON THE EXISTING SIGNAL SPAN WIRES SHALL BE INCLUDED FOR PAYMENT UNDER ITEM 678.45 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM. ALL ELEMENTS OF THE EXISTING TRAFFIC SIGNAL SYSTEM, INCLUDING THE SIGNS, SHALL REMAIN PROPERTY OF THE CITY OF RUTLAND ENGINEERING DEPARTMENT.
10. THE CONTRACTOR SHALL COORDINATE WITH THE ENGINEER FOR SPECIAL TIMING PLANS AND/OR MANUAL TRAFFIC CONTROL FOR SPECIAL EVENT TRAFFIC MANAGEMENT.
11. THE PORTABLE TRAFFIC SIGNAL FOR THE NORTHBOUND CLEMENT ROAD APPROACH MAY BE RELOCATED SOUTH OF THE END APPROACH STATION ON CLEMENT ROAD TO FACILITATE ALTERNATING ONE-WAY TRAFFIC ON CLEMENT ROAD FOR STAGED RECONSTRUCTION OF CLEMENT ROAD. SEE NOTE 8 (THIS SHEET) FOR FHWA REFERENCE PERTAINING TO THE RECALCULATION OF THE ALL-RED TIME.
12. SEE TRAFFIC CONTROL PLAN, SHEET 41, FOR FURTHER INFORMATION ON THE CONSTRUCTION APPROACH SIGNS TO BE INSTALLED IN CONJUNCTION WITH TEMPORARY TRAFFIC SIGNAL OPERATIONS.

NOT TO SCALE

CHA

TEMPORARY TRAFFIC SIGNAL PLAN

PROJECT NAME: RUTLAND CITY
PROJECT NUMBER: BRF 3000 (19)

PROJECT LEADER: M.D.S.
DESIGNED BY: C.R.H.
DWG. NO.: TTSP
PLOT DATE: 6/30/2014
DRAWN BY: C.R.H.
CHECKED BY: D.E.G.
SHEET 42 OF 245

FILE NAME = V:\Projects\ANY\K2\20615\CADD\MSTN\08_@96\consultants\v08_@96ttsp.dgn
DATE/TIME = 6/30/2014
USER = 4916