**Temporary Traffic Signal Notes**

1. ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION’S (VTrans) “STANDARD SPECIFICATIONS FOR CONSTRUCTION”, DATED 2018, WITH CURRENT MODIFICATIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009 AND ITS CURRENT MODIFICATION.
2. TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE DESIGNED AND INSTALLED IN ACCORDANCE WITH CONTRACT ITEM 678.40 – TEMPORARY TRAFFIC SIGNAL SYSTEM.
3. DESIGN OF THE SIGNAL SUPPORTS AND ANY REQUIRED GUYING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. 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.
4. SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. THE CONTRACTOR SHALL HAVE THE OPTION OF INSTALLING PORTABLE TRAFFIC SIGNALS IN PLACE OF A STATIC SIGNAL SYSTEM. AT LEAST ONE SIGNAL HEAD SHALL BE IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES.
5. ATTACHMENT TO UTILITY POLES SHALL BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
6. TEMPORARY POLES SHALL BE PLACED OUTSIDE OF THE CLEAR ZONE.
7. LUMINAIRES SHALL BE INSTALLED AT EACH OF THE APPROACHES TO ADEQUATELY ILLUMINATE THE STOP BAR AREAS. THE MOUNTING HEIGHT SHALL NOT BE LESS THAN 25 FEET ABOVE THE ROADWAY SURFACE OR AS DIRECTED BY THE ENGINEER. MEASURED NIGHTTIME ILLUMINANCE AT EACH STOP BAR SHALL NOT BE LESS THAN 1.0 FOOT-CANDLE. THE ENGINEER SHALL ORDER CHANGES TO THE LIGHTING COMPONENTS IF DETERMINED TO BE INSUFFICIENT.
8. ALL PERMANENT SIGNS THAT CONFLICT WITH THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL BE COMPLETELY COVERED DURING CONSTRUCTION.
9. ALL TEMPORARY SIGNAL EQUIPMENT SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR MAINTENANCE DURING THE PROJECT AND THE REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY, WIRES, ETC.

Highlighted Text = Optional note to be included/excluded based on the scope of the project.