**Traffic Signal System Notes and Guidance**

The previous Traffic Signal System Notes sheet has been removed with the release of the 2024 spec book. Below is the guidance on which notes still need to be included in the plans and on what sheets to place them. The notes should be added to these sheets in addition to any notes that are already on those sheets. After projects are completed under the 2024 specifications, new example plans will be posted to the VTrans sharepoint.

If you have any questions regarding traffic signal plan notes, please reach out to Ben Tietze, [benjamin.tietze@vermont.gov](mailto:benjamin.tietze@vermont.gov).

* Any plan notes highlighted in yellow are to be considered on a project basis for inclusion.

Detector Mapping Sheet Notes:

1. STOP BAR VEHICLE DETECTION ZONES SHALL EXTEND 5 FEET PAST THE FINAL, PERMANENT STOP BAR.
2. ADVANCED VEHICLE DETECTION ZONES SHALL BE A MINIMUM OF 350 FEET UPSTREAM OF THE FINAL, PERMANENT STOP BAR.
3. DILEMMA ZONE DETECTION BY THE ADVANCED VEHICLE DETECTION SYSTEM SHALL PROVIDE DETECTION OF RANGE, SPEED, AND ESTIMATED TIME OF ARRIVAL OF APPROACHING VEHICLES IN A CONTINUOUS RANGE OF 200 FEET TO 900 FEET FROM THE FINAL LOCATION OF THE DETECTOR UNIT.

Traffic Signal Plan Sheet:

1. ALL SIGNAL HEADS SHALL HAVE INDICATORS WITH A VISIBLE SPREAD OF 80 DEGREES
2. ALL SIGNAL EUIPMENT AND SIGNS MOUNTED ON CANTILEVERED MAST ARMS SHALL HAVE SAFETY CABLES.
3. WHERE WORK WOULD LEAVE HOLES IN existing signal equipment, including poles, those holes shall be plugged/repaired using methods approved by the engineer and shall be paid incidental to all other signal items.
4. A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANGE CLOSURES, WHEN THE SIGNAL IS IN FLASH OPERATION, AND WHEN THE SIGNAL IS DARK

Signal Timing Sheet:

1. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE TUNING IN THE FIELD BASED ON TRAFFIC OBSERVATIONS AND/OR ADDITIONAL FIELD STUDIES.
2. ALL SIGNALS SHALL DWELL ON MAINLINE ROUTE UNLESS OTHERWISE NOTED
3. THE MAINLINE ROUTE THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASH OPERATIONS.

Items removed from notes that were duplicate from the list of major equipment:

* Econolite MMU and BIU
* Econolite Cobalt (NEMA TS2, Type 2) with a connected vehicle coprocessor (CVCP)
* Econolite NEMA P44 Traffic Signal Control Cabinet
* Wavetronix Vehicle Detection
* Emergency Preemption