



WALTER F. MEAD
ASSISTANT COMMISSIONER

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

JOHN O. MORTON BUILDING

CONCORD, N.H. 03301

Bureau of Traffic

Sheep Davis Road (NH 106)

P.O.Box 483

Tel. (603) 271-2291

May 7, 1986

Appendix 11-16

Re: Fire Lane Preemption Systems

The purpose of this letter is to clarify the responsibilities of this Department and municipalities as to the operation of Fire Lane Preemption Systems at our traffic signal installations. As outlined in the Department's Policy and Procedure No. 18, Policy - Traffic Signals and Flashing Warning Beacons, the Department is not responsible for operation and maintenance of interconnect and remote control equipment pertaining to emergency traffic control devices (Fire Lanes). This includes equipment installed under Federal/State projects. The Department is responsible for the operation of the traffic signal installation during this phase once the pulse is sent by your equipment.

The Department will cooperate by providing access to your equipment within the cabinet. Testing and maintenance of that equipment is the responsibility of the owning agency (fire, police, ambulance).

Very truly yours,

Frank B. Lindh, Jr. P.E.
Administrator, Bureau of Traffic
and Traffic Engineer

FBL/js

January 12, 1984

Frank B. Lindh, Jr.

Traffic Division
Tel. 271-2291

Projects with Fire Pre-Emption of Traffic Signals

Reuel W. Webb
Deputy Commissioner

Duncan Pearson
Design Engineer

Over the years we have been quite lenient in arranging for municipal fire communications tie-in to new traffic signal installations. An inordinate amount of staff time is spent on the details of line routing to the station, co-ordinating permission to use, utility poles, discussing vertical separation on multiple-use poles, etc.; all of which is necessary to enable intelligent bidding and clear-cut responsibility for installation as a contract item.

We plan to adopt a policy of having the municipality furnish a pre-empt "pulse" circuit from the fire station to the signal controller cabinet. The Fire Run sequence and signal display would be fully planned with the municipality to meet their needs and the necessary capability included in the controller.

Utilities are usually quite cooperative with local Departments. In many instances they have a Department member who works for the utility who will run it for them. It's another thing when it's a funded item.

Incidentally, this would preclude the Department being nagged about an "implied" warranty (forever?) on the subject circuit (maintenance of pre-empt lines or other outside our cabinet equipment). In many instances the cost far exceed the benefits. At least they will have an incentive to evaluate the proposal.

We request that your people who hold hearings and meet with municipal officials be advised of this policy.

Frank B. Lindh, Jr. P.E.
Traffic Engineer

FBL:lm1

cc: P. Laflam



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Very truly yours,

Frank B. Lindh, Jr. P.E.
Administrator, Bureau of Traffic
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FBL/js

August 25, 1981

STATE OF NEW HAMPSHIRE
DEPARTMENT OF PUBLIC WORKS AND HIGHWAYS

POLICY - TRAFFIC SIGNALS AND FLASHING WARNING BEACONS

Policy Procedure No. 18

This policy will prevail for all traffic signal or flashing beacon installations. All such installations must meet valid warrants. The implementation of this policy represents recognition of a sole state or joint state - municipality (or other stated agency) responsibility for the safety of the traveling public.

1. Traffic Signals or flashing beacons at the junction of two highways under state jurisdiction will be the sole responsibility of the State. Installation will be made at the direction of the Traffic Engineer with the approval of the Commissioner.
2. Traffic Signals or flashing beacons at the junctions of local roads under town/city jurisdiction with highways under state jurisdiction and at schools located on highways under state jurisdiction will be erected at the direction of the Traffic Engineer with the approval of the Commissioner. The cost of equipment and installation will be the responsibility of the State. The town/city will assume responsibility for utility costs. The installation and maintenance of SPECIAL equipment such as switches and timers on school beacons will be the responsibility of the local jurisdiction. The Department will assume the responsibility for maintenance except this SPECIAL equipment and electric power charges. A letter from the appropriate local officials acknowledging their responsibility to the above must be on file.
3. Emergency traffic control devices (i.e., Fire Station Traffic Signals), industrial and/or commercial traffic signals or flashing beacons on state highways may be erected at the direction of the Traffic Engineer with the approval of the Commissioner. The initial cost of design, equipment, installation and utility costs including those required during erection will be the responsibility of the requesting agency. Erection and maintenance of SPECIAL equipment such as interconnect, remote control switches and timers are the responsibility of the using agency. Equipment, installation and method of operation will be approved by the Traffic Division. Upon erection, equipment (except that noted as SPECIAL), within the right of way will become the property of the State who will assume maintenance (except electric power charges) responsibility thereafter. A letter of agreement from a responsible official of the requesting agency must be on file.

GENERAL

Design and operating characteristics shall meet the standards of the MUTCD.

Equipment shall conform to NH Specifications, Item 616, Traffic Control Signals.

Beacons shall be operated only during those hours when the hazard or regulation exists. Failure to comply with this requirement will become grounds to discontinue the use of the beacon.

In the event a state highway reverts to local jurisdiction, the installation will become the property of the jurisdiction.

The handling of advance warning installations will be determined on an individual basis; however, determination of responsibility will be based on the spirit of these guidelines.

Supersedes Policy dated September 2, 1975 and June 9, 1977.


August 25, 1981

POLICY - TRAFFIC SIGNALS AND FLASHING WARNING BEACONS

Policy Procedure No. 18

Submitted by:

Approved:


Traffic Division Engineer


Commissioner

Date 9/9/81

Date 9/8/81