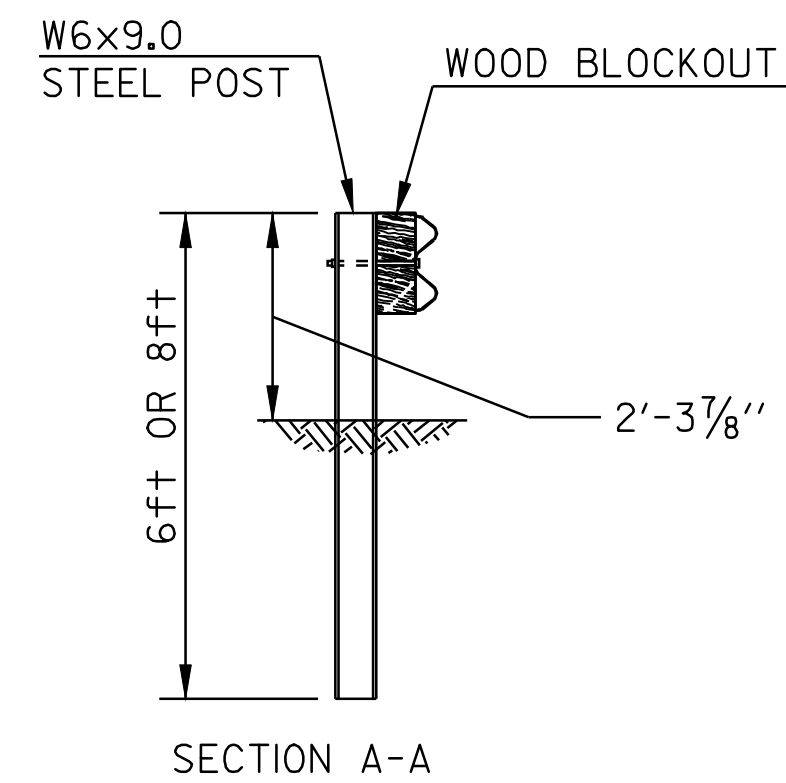


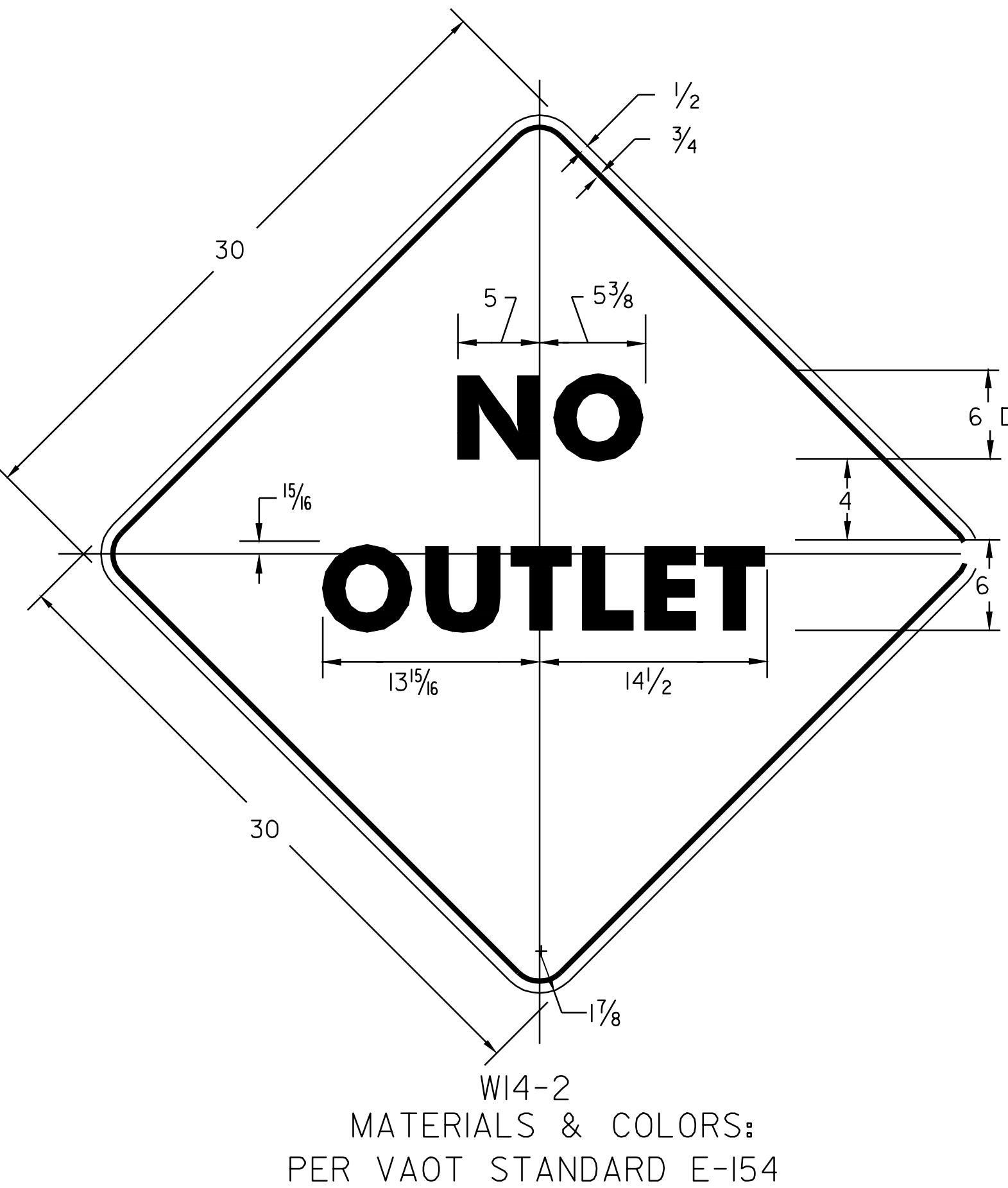
NON-YIELDING OBJECT APPROACH DETAIL

MILTON
 STA 274+93 RT
 STA 276+60 RT
 STA 278+13 RT

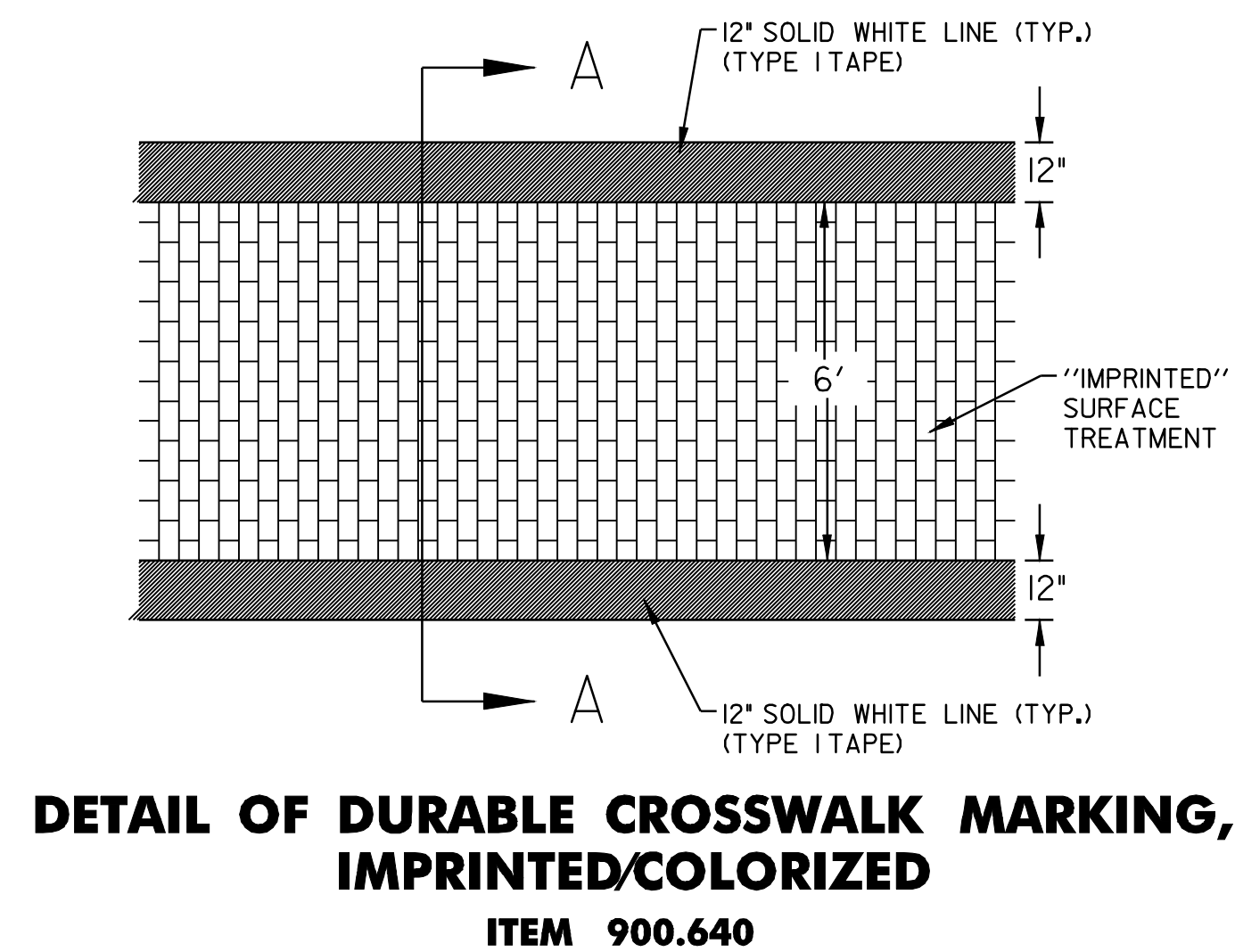
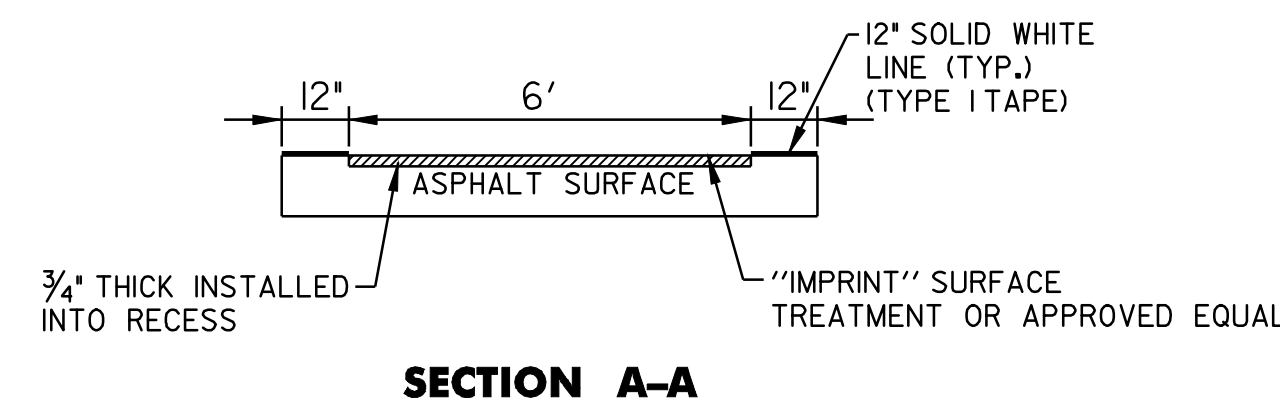


VEHICLE DETECTOR LOOP NOTES:

1. THIS PLAN IS NOT TO SCALE AND SHALL BE USED AS A GUIDE. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS, INCLUDING, BUT NOT LIMITED TO, UTILITIES, POLES, PULL BOXES, STRIPING, AND LOOP DETECTORS. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
2. PRIOR TO COLD PLANING, THE CONTRACTOR SHALL DISCONNECT THE VEHICLE DETECTOR LOOP IN THE CONTROLLER CABINET AND CUT IT AT THE CURB OR SHOULDER. ONCE THE VEHICLE DETECTOR LOOP IS DISCONNECTED, THE SIGNAL PHASE THAT IT WAS CALLING SHALL BE SET ON MAXIMUM RECALL OR THE SIGNAL SHALL BE SET TO FLASH WHILE TRAFFIC IS BEING CONTROLLED BY A UNIFORMED TRAFFIC OFFICER. THIS WORK SHALL BE INCIDENTAL TO PAY ITEM 678.22, VEHICLE LOOP DETECTOR.
3. ALL PROPOSED VEHICLE DETECTOR LOOPS SHALL BE INSTALLED IN THE COLD PLANED SURFACE PRIOR TO THE PLACEMENT OF THE WEARING SURFACE. ONCE THE PROPOSED VEHICLE DETECTOR LOOP IS INSTALLED, THE INDUCTANCE, RESISTANCE, AND LEAKAGE TO GROUND MUST BE TESTED USING PROPERLY CALIBRATED EQUIPMENT. THESE TEST RESULTS SHALL BE COMPARED WITH THE CALCULATED VALUES SHOWN ON THE LAYOUT PLANS AND THE FIELD MEASURED VALUES SHALL BE RECORDED ON THE LAYOUT PLANS. UPON COMPLETION OF THE INSTALLATION OF A PROPOSED VEHICLE LOOP DETECTOR, THE SIGNAL SHALL BE RETURNED TO NORMAL OPERATION.
4. THE CONTRACTOR SHALL USE THE EXISTING CONDUIT WHICH RUNS FROM THE CURB TO THE CONTROLLER PANEL FOR THE NEW LOOP DETECTORS.
5. EXISTING TIMINGS WILL BE USED.
6. WORK IMPROVEMENTS CONSISTING OF THOSE SHOWN ON PLANS SHALL BE PERFORMED ACCORDING TO SPECIFICATIONS AND STANDARD DRAWINGS OF VERMONT AGENCY OF TRANSPORTATION. VEHICLE DETECTOR LOOPS SHALL COMPLY WITH VTRANS STANDARD E-172.

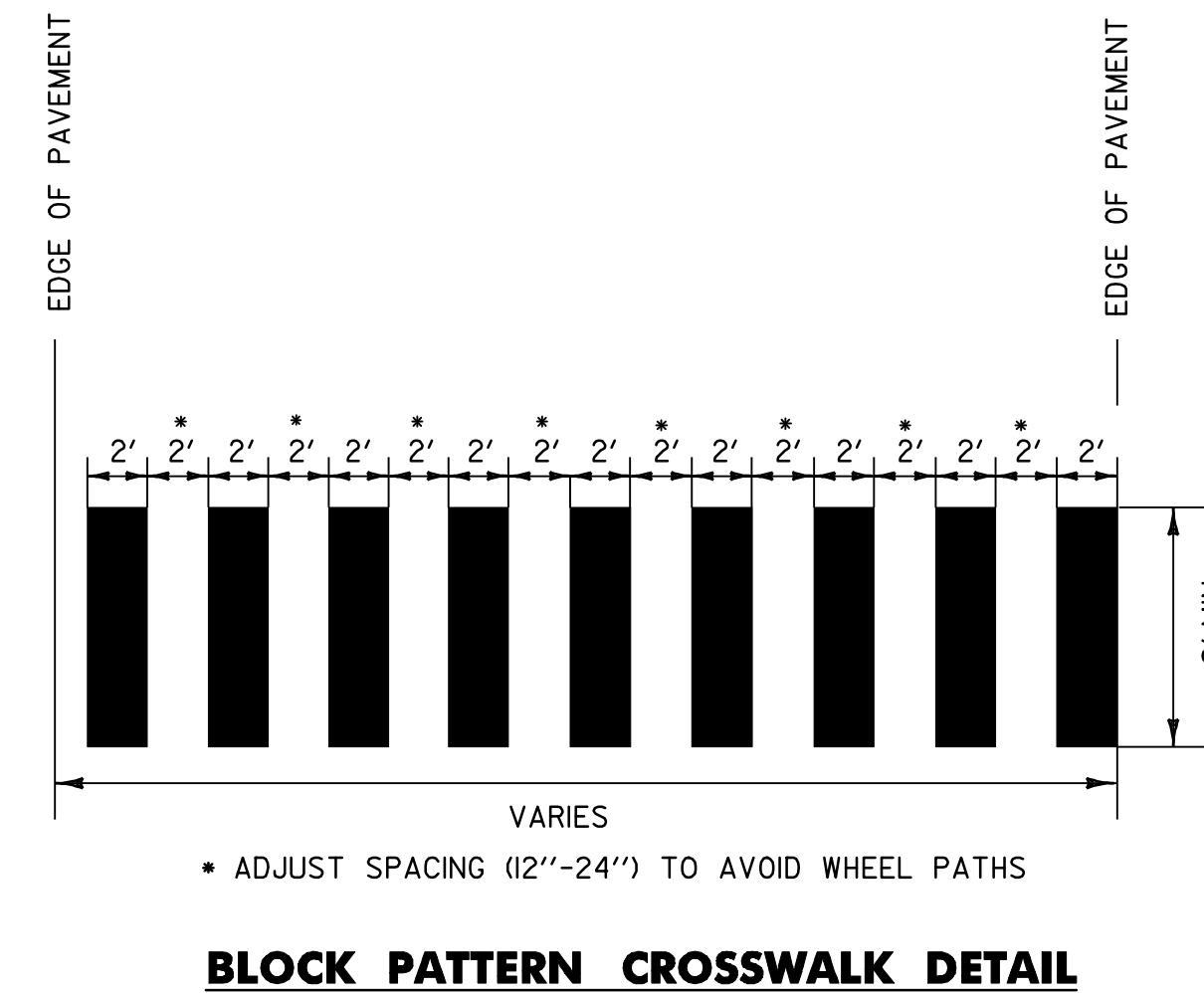


W14-2
 MATERIALS & COLORS:
 PER VAOT STANDARD E-154



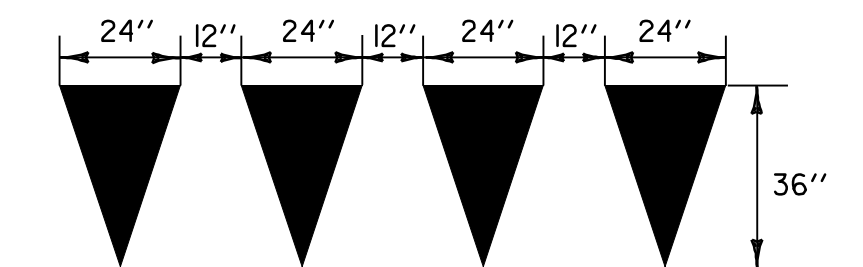
DETAIL OF DURABLE CROSSWALK MARKING, IMPRINTED/COLORIZED
 ITEM 900.640

- NOTES:
1. SAWCUT PAVEMENT AT EDGES AND REMOVE PAVEMENT INSIDE THE CROSSWALK TO SPECIFIED DEPTHS.
 2. SURFACING SHALL BE A HOT APPLIED MODIFIED SYNTHETIC ASPHALT COMPOUND, 'IMPRINT' TECHNOLOGY, OR EQUAL.
 3. MATERIAL GRADE OF THE SURFACING TREATMENT SHALL MEET THE REQUIREMENTS FOR HEAVILY TRAFFICKED ROADS AND NORTHERN U.S. TEMPERATURES.
 4. INSTALL PER MANUFACTURERS INSTRUCTIONS.
 5. CROSSWALKS:
 -SURFACING SHALL BE A THROUGH OXIDE RED COLOR MATERIAL, NOT SURFACE PAINTED.
 -SURFACE SHALL BE STAMPED WITH STANDARD BRICK PATTERN.
 6. THE 12" SOLID WHITE LINE, TYPE I TAPE, ADJACENT TO THE COLORIZED/PATTERNED CROSSWALK SHALL NOT BE PAID SEPARATELY, BUT SHALL BE INCIDENTAL TO ITEM 900.640.



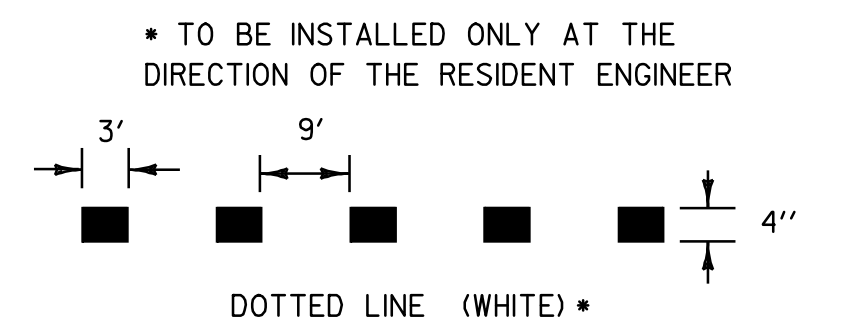
BLOCK PATTERN CROSSWALK DETAIL

• ADJUST SPACING (12"-24") TO AVOID WHEEL PATHS



YIELD LINE DETAILS

TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER TO BE PAID AS ONE LETTER OR SYMBOL PER TRIANGLE



• TO BE INSTALLED ONLY AT THE DIRECTION OF THE RESIDENT ENGINEER

NON-YIELDING OBJECT APPROACH, SIGN, VEHICLE DETECTOR NOTES, and PAVEMENT MARKING DETAILS

DESIGNED BY	BCE/PJM	DATE	8-06
DRAWN BY	C.E.A., INC.	DATE	8-06
DESIGN FILE NO.	05cl58.dgn		
PRF FILE	05cl58.det.1	DATE PLOTTED	19-MAY-2009 12:00
PROJ. NAME	MILTON - GEORGIA		
PROJ. NO.	STP 2510(1)S		
SHEET	43	OF	44 SHEETS