

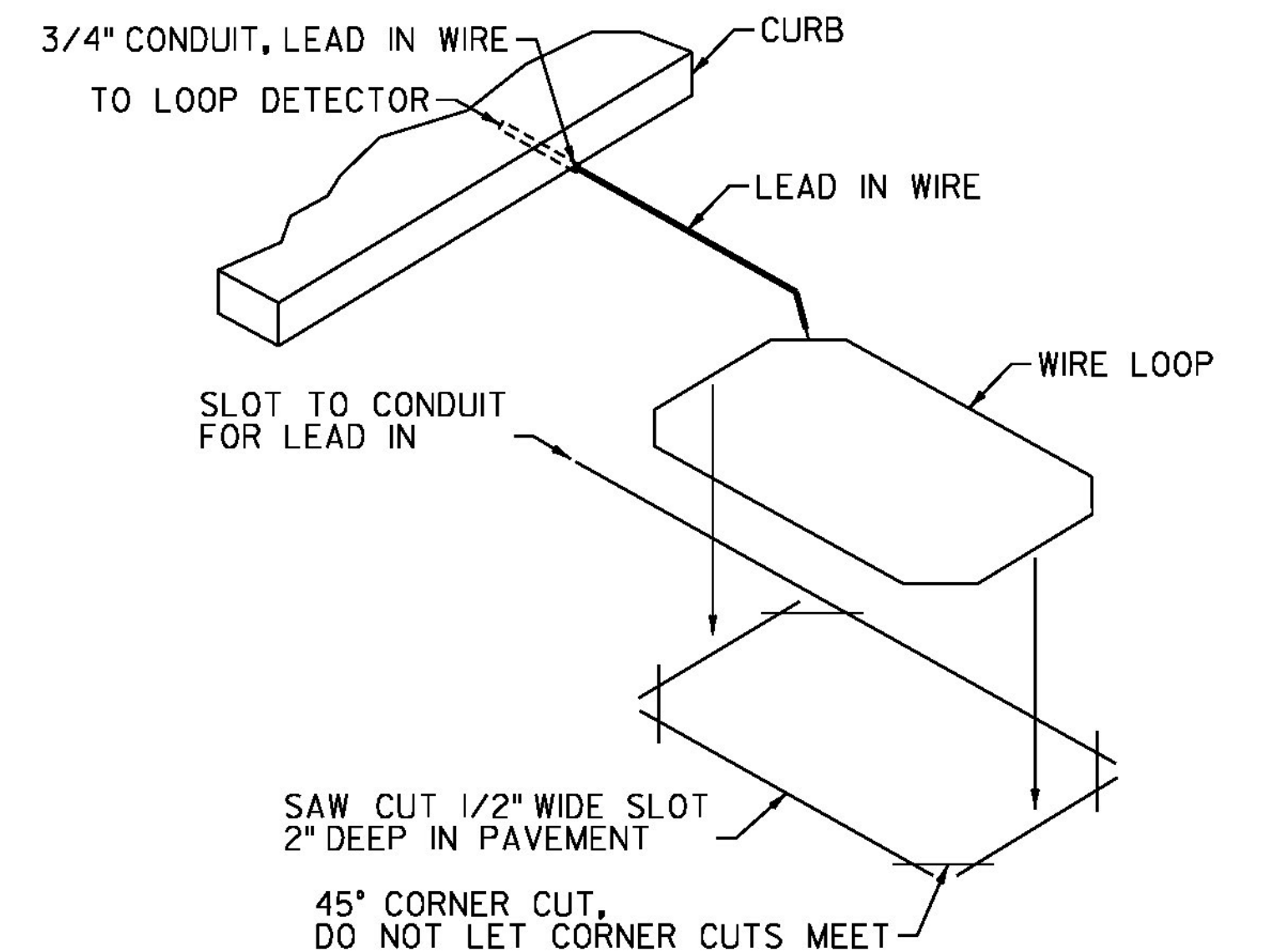
TEMPORARY 4 INCH WHITE LINE, PAINT
 DURABLE 4 INCH WHITE LINE (OPTION BID ITEM)
 C109+50 TO C113+71 RT
 C109+50 TO C109+72 LT
 C109+72 TO C110+62 LT (BORDER CROSSING)
 C110+98 TO C111+42 LT (BORDER CROSSING)
 C111+49 TO C112+92 LT (BORDER CROSSING)
 C112+92 TO C113+65 LT

TEMPORARY 4 INCH YELLOW LINE, PAINT
 DURABLE 4 INCH YELLOW LINE (OPTION BID ITEM)
 C109+50 TO C112+18 SOLID LT & RT
 C111+00 TO C111+36 DOUBLE SOLID LT (BORDER CROSSING)
 C111+45 TO C111+82 SOLID LT (DIAGONALS) (BORDER CROSSING)
 C111+46 TO C112+41 SOLID LT (BORDER CROSSING)
 C111+49 TO C111+82 SOLID LT (BORDER CROSSING)
 C111+53 TO C112+18 DOUBLE SOLID LT (BORDER CROSSING)
 C112+18 TO C113+68 SOLID LT & RT

TEMPORARY 24 INCH STOP BAR, PAINT
 DURABLE 24 INCH STOP BAR (OPTION BID ITEM)
 C110+53 LT
 C110+62 LT
 C110+63 LT
 C111+54 TO C111+58 LT
 C111+55 TO C111+56 LT
 C111+56 TO C111+57 LT

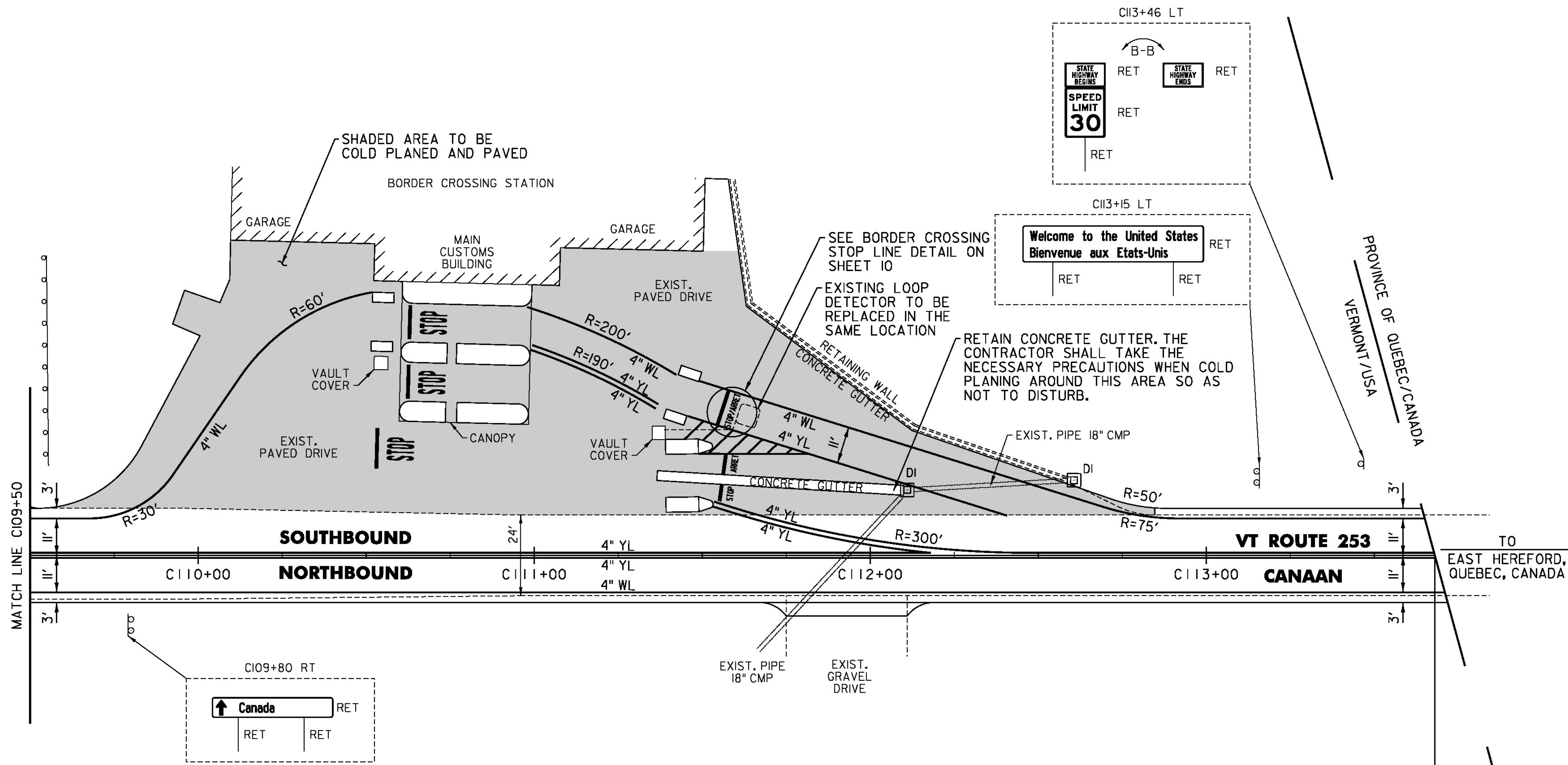
TEMPORARY LETTER OR SYMBOL, PAINT
 DURABLE LETTER OR SYMBOL (OPTION BID ITEM)
 C110+60 LT - "STOP"
 C110+70 LT - "STOP"
 C110+70 LT - "STOP"
 C111+58 LT - "STOP"
 C111+59 LT - "STOP/ARRET"
 C110+60 LT - "ARRET"

REHAB. DROP INLETS, CATCH BASINS,
 OR MANHOLES, CLASS I, CLASS II, OR CLASS III
 C112+11 LT
 C112+61 LT



LOOP DETECTOR DETAIL

- EXISTING LOOPS SHALL BE DISCONNECTED AT THE VAULT PRIOR TO COLD PLANING.
- THE LOOP WIRE IS TO BE INSTALLED IN SAW-CUTS, APPROXIMATELY 1/2 TO 2 INCHES DEEP USING A 1/4 INCH WIDE BLADE. THE SLOT IS THEN TO BE CLEANED WITH WATER AND THEN BLOWN OUT WITH COMPRESSED AIR. THE CORNERS OF ALL SQUARE OR RECTANGULAR LOOPS SHOULD HAVE 45° CUTS TO PREVENT SHARP CORNERS FROM PUNCTURING THE LOOP WIRE. START THE 45° CUTS ABOUT 8 TO 12 INCHES FROM THE CORNERS OF THE LOOP. THE TURNS OF WIRE ARE THEN INSTALLED IN THE BOTTOM OF THE SLOT AND HELD INTO PLACE WITH FOAM BACKER ROD.
- THE LOOP WIRE SHOULD BE #16 AWG OR LARGER, STRANDED AND TINNED COPPER WIRE, CROSS-LINK POLYETHYLENE (XLPE) INSULATION WITH A VOLTAGE RATING OF 600V IS TO BE USED IF A COLD SEALANT IS USED, IF A HOT TAR SEALANT IS USED THEN A CROSS-LINK POLYETHYLENE WITH AN ADDITIONAL POLYESTER JACKET SHOULD BE USED, ALSO WITH THE 600V RATING.
- THE LOOP WIRE SHOULD BE WRAPPED AROUND THE MAIN LOOP A MINIMUM OF 4 TIMES.
- LOOP WIRES SHOULD BE TWISTED AT LEAST 8 TO 10 TURNS PER FOOT FROM THE POINT WHERE THEY LEAVE THE LOOP AND START TOWARD THE SIDE OF THE ROADWAY - DOWN THE LEAD-IN SLOT. THE SEALANT USED IN THE MAIN LOOP AND LEAD-IN SLOT SHOULD BE PLIABLE AND SHOULD "GIVE" WITH TEMPERATURE CHANGES IN THE PAVEMENT.
- THE WIRES USED IN THE MAIN LOOP AND THE EXIT SLOT MUST BE ONE CONTINUOUS PIECE TO THE CONTROLLER. NO SPLICES CAN BE MADE IN ANY PART OF THE INSTALLATION. THE TWO WIRES ARE TO BE TWISTED 8 TO 10 TURNS PER FOOT AND PLACED IN THE SAW-CUT LEAVING THE ROADWAY. APPLY SEALANT TO THIS SAW-CUT AS WELL AS THE MAIN LOOP.
- ALL WORK REQUIRED FOR THE REPLACEMENT OF THE LOOP DETECTORS SHALL BE PAID UNDER ITEM 678.22 VEHICLE LOOP DETECTOR.



END LEMINGTON-CANAAN STP 2723(1)
STA C113+68.00 (MM 2.153) VT ROUTE 253
END COLD PLANE AND OVERLAY

NOT TO SCALE

PROJECT NAME:	LEMINGTON-CANAAN
PROJECT NUMBER:	STP 2723(1)
FILE NAME:	z07c214bdr.dgn
PROJECT LEADER:	P. SHEDD
DESIGNED BY:	N. LEMAY
VT 253 PLAN SHEET 20	
PLOT DATE:	2/28/2015
DRAWN BY:	W. GORDON
CHECKED BY:	P. SHEDD
SHEET	143 OF 162