

APPROACH AREA DETAIL (BEGIN AND END PROJECT)

BURLINGTON
 STA. 24+06.57
 STA. 160+37.88

VIDEO VEHICLE DETECTION SYSTEM NOTES:

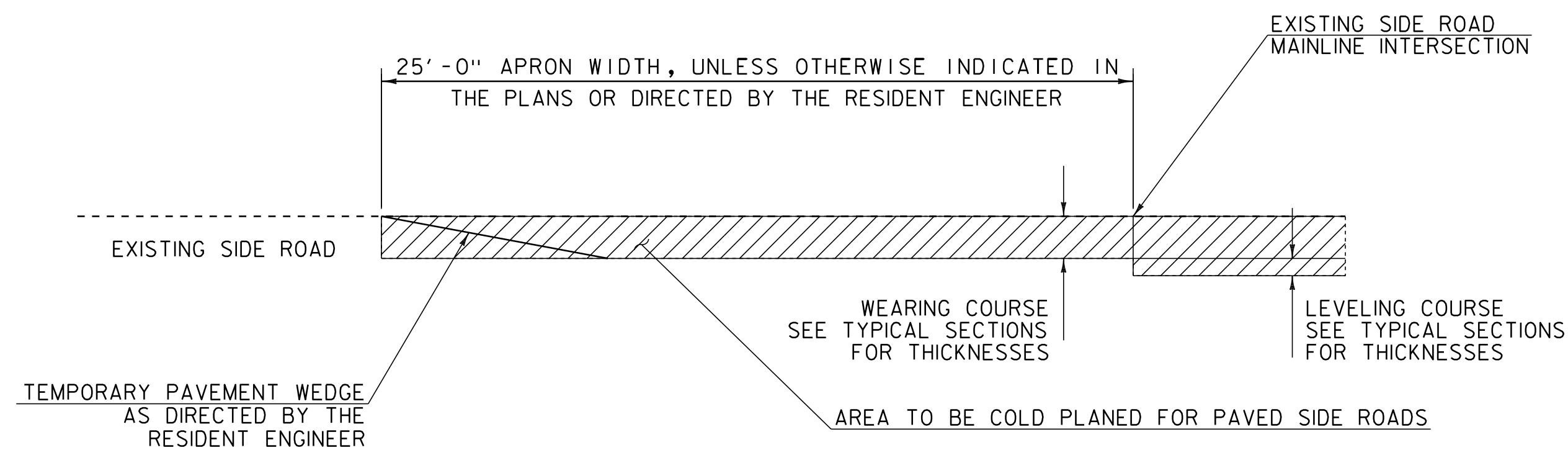
- 1) VIDEO VEHICLE DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
- 2) VIDEO VEHICLE DETECTION ZONES SHALL EXTEND 5 FEET PAST THE STOP BAR.
- 3) THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT AND CONTROLLER FOR VIDEO VEHICLE DETECTION CABLE AND EQUIPMENT.
- 4) ANY OTHER MISCELLANEOUS EQUIPMENT AND LABOR NECESSARY TO PROVIDE A FULLY FUNCTIONAL VIDEO VEHICLE DETECTION SYSTEM SHALL BE INCIDENTAL TO THE SPECIAL PROVISION ITEM 900.620 FOR THE APPROPRIATE INTERSECTION.
- 5) ALL EXISTING VEHICLE DETECTOR LOOPS BEING REPLACED WITH VIDEO DETECTION ARE TO BE DISCONNECTED AT THE EXISTING PULLBOX LOCATIONS AND WIRING REMOVED BACK TO THE CABINET.

TRAFFIC SIGNAL NOTES

1. 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. DETECTOR AND SIGNAL WORK SHALL BE INCIDENTAL TO PAY ITEM 678.22, "VEHICLE LOOP DETECTOR" AND/ OR SPECIAL PROVISION ITEM 900.620 FOR THE APPROPRIATE INTERSECTION. UNIFORMED TRAFFIC OFFICERS WILL BE PAID FOR UNDER CONTRACT ITEM 630.10.
2. SEE PROJECT LAYOUT SHEETS FOR SPECIAL PROVISION (VIDEO VEHICLE DETECTION SYSTEM) INSTALLATION LOCATIONS AND NOTES AND LOOP DETECTOR REPLACEMENT LOCATIONS.

LOOP DETECTOR NOTES

1. THE LOOP DETECTORS SHOWN ON THE PROJECT LAYOUT SHEETS SHALL BE USED AS A GUIDE. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS, INCLUDING, BUT NOT LIMITED TO, UTILITIES, POLES, PULL BOXES, AND LOOP DETECTORS. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE RESIDENT ENGINEER PRIOR TO INSTALLATION.
2. ALL PROPOSED VEHICLE DETECTOR LOOPS SHALL BE INSTALLED IN THE LEVELING COURSE, WHICH IS IMMEDIATELY BELOW 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.
3. THE CONTRACTOR SHALL USE THE EXISTING CONDUIT WHICH RUNS FROM THE CURB TO THE CONTROLLER PANEL FOR THE NEW LOOP DETECTORS.
4. EXISTING TIMINGS WILL BE USED.
5. WORK IMPROVEMENTS CONSISTING OF THOSE SHOWN ON THE PLANS SHALL BE PERFORMED ACCORDING TO SPECIFICATIONS AND STANDARD DRAWINGS OF THE VERMONT AGENCY OF TRANSPORTATION. VEHICLE DETECTOR LOOPS SHALL COMPLY WITH VTRANS STANDARD E-172.



TRANSITION AREA FOR SIDE ROADS

SEE LAYOUT SHEETS FOR LOCATIONS
 OF ALL SIDE ROADS

NOT TO SCALE

PROJECT TYPICAL SHEET 3	PROJECT NAME: BURLINGTON (CLASS I)	
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