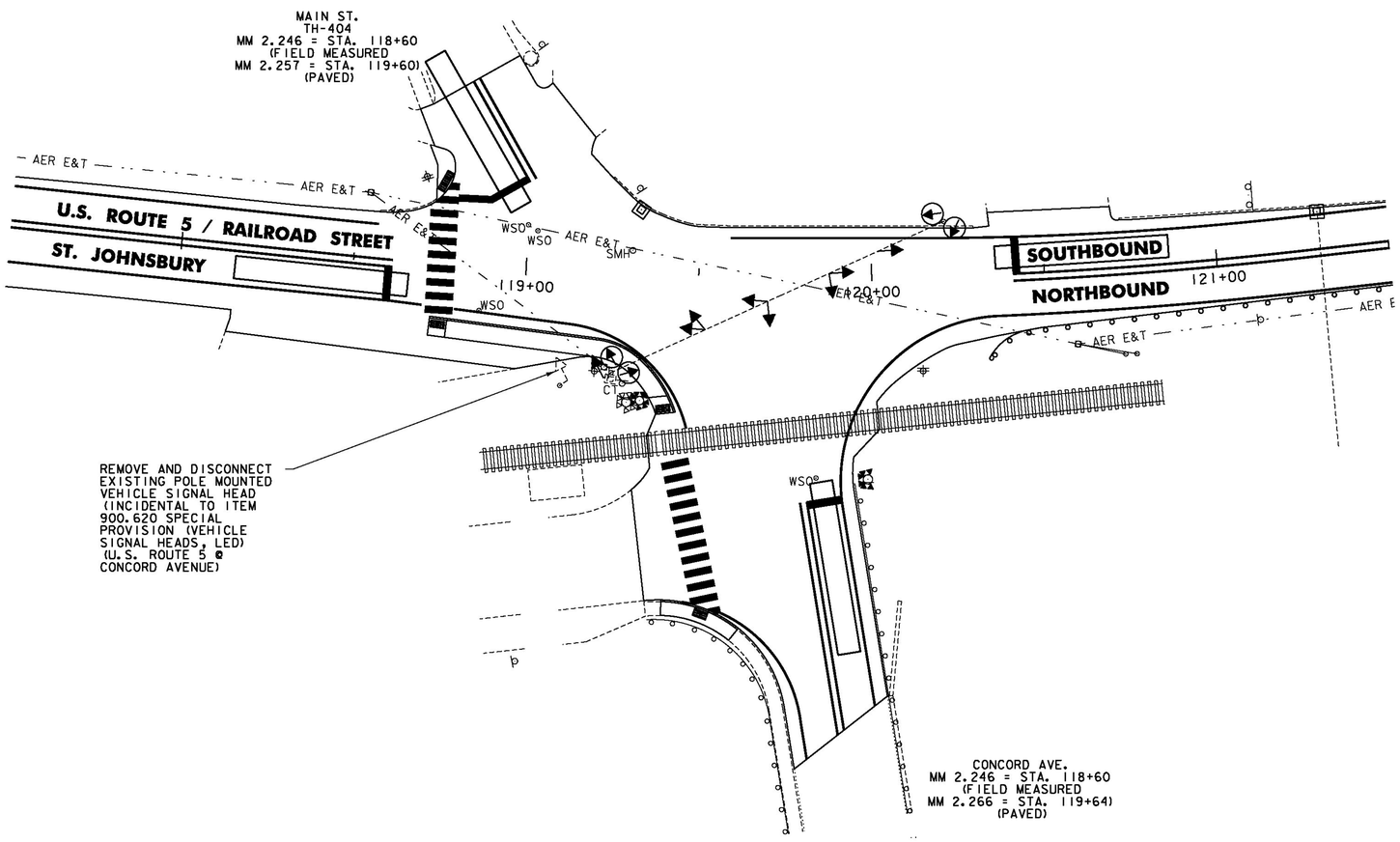
ST. JOHNSBURY U.S. ROUTE 5 /CONCORD AVE. INTERSECTION



LEGEND	
DESCRIPTION	
-----	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
CT	EXISTING CONTROLLER CABINET
	EXISTING POLE
	EXISTING LOOP DETECTOR
	DETECTION AREA
	PROPOSED STOP BAR DETECTOR
	EXISTING VEHICLE SIGNAL
	PROPOSED VEHICLE SIGNAL
PB	EXISTING PULL BOX
	EXISTING PEDESTRIAN SIGNAL
	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL

ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (U.S. ROUTE 5 @ CONCORD AVENUE) ST. JOHNSBURY STA. 118+60		
QUANTITY	UNIT	DESCRIPTION
4	EA	DETECTOR ASSEMBLY
325	LF	DETECTOR CABLE
4	EA	DETECTOR MOUNTING BRACKET
1	EA	CABINET RACK
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY)

ITEM 900.620 SPECIAL PROVISION (VEHICLE SIGNAL HEADS, LED) (U.S. ROUTE 5 @ CONCORD AVENUE) ST. JOHNSBURY STA. 118+60		
QUANTITY	UNIT	DESCRIPTION
1	EA	VEHICLE SIGNAL HEAD (3 SECTION)
3	EA	VEHICLE SIGNAL HEAD ((2 WAY) 3 SECTION)
1	EA	VEHICLE SIGNAL HEAD (3 SECTION-POLE MOUNTED)

NOTES:

1. THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR THE PLACEMENT OF THE HARDWARE LISTED. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE ENGINEER PRIOR TO INSTALLATION. THE ACTUAL STOP BAR DETECTOR LOCATION WILL BE DETERMINED BASED ON THE OPTIMAL LOCATION FOR THE TYPE OF DETECTOR SELECTED. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY AND FINAL LOCATIONS SHALL BE APPROVED BY THE ENGINEER.
2. THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT FOR DETECTION CABLE AND EQUIPMENT. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED, ALL WORK ASSOCIATED TO BE INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (U.S. ROUTE 5 @ CONCORD AVENUE). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.
3. FOR INFORMATION REGARDING THE INSTALLATION OF ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLIES (ORIENTATION, HEIGHT, ETC.), SEE SECTION 4E.08 PEDESTRIAN DETECTORS IN THE 2009 MUTCD.
4. VEHICLE STOP BAR DETECTORS SHALL BE PLACED SO THAT OCCLUSION IS MINIMIZED AND PHASING IS NOT AFFECTED.
5. DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE STOP BAR.
6. EXISTING VEHICLE LOOP DETECTORS SHALL BE CUT AT THE CURB LINE PRIOR TO COLD PLANING. PAYMENT SHALL BE INCIDENTAL TO 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (U.S. ROUTE 5 @ CONCORD AVENUE).
7. UNIFORMED TRAFFIC OFFICERS CAN DIRECT TRAFFIC AND FLAGGERS CAN ONLY STOP AND RELEASE TRAFFIC.
8. EXISTING SIGNAL EQUIPMENT AND MOUNTING HARDWARE WHICH IS REMOVED SHALL BE DELIVERED TO THE TOWN'S FACILITY AT 6 ALMS ROAD OFF CONCORD AVENUE IN ST. JOHNSBURY. CONTACT HUGH WESCOTT, PUBLIC WORKS DIRECTOR AT 802-748-4408 TO ARRANGE DELIVERY AHEAD OF TIME. THIS IS PAID INCIDENTAL TO OTHER ITEMS OF WORK.

NOT TO SCALE

Stantec

TRAFFIC SIGNAL SYSTEMS SHEET #2

PROJECT NAME: ST JOHNSBURY - LYNDON
PROJECT NUMBER: STP 2936(I)

FILE NAME: pllc308.dgn
PROJECT LEADER: G. EDWARDS
DESIGNED BY: D. DRAPER
PLOT DATE: 5/5/2014
DRAWN BY: D. DRAPER
CHECKED BY: J. LITTLE
SHEET 243 OF 250