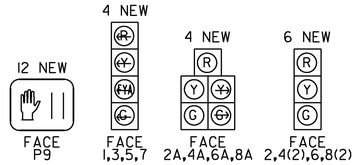
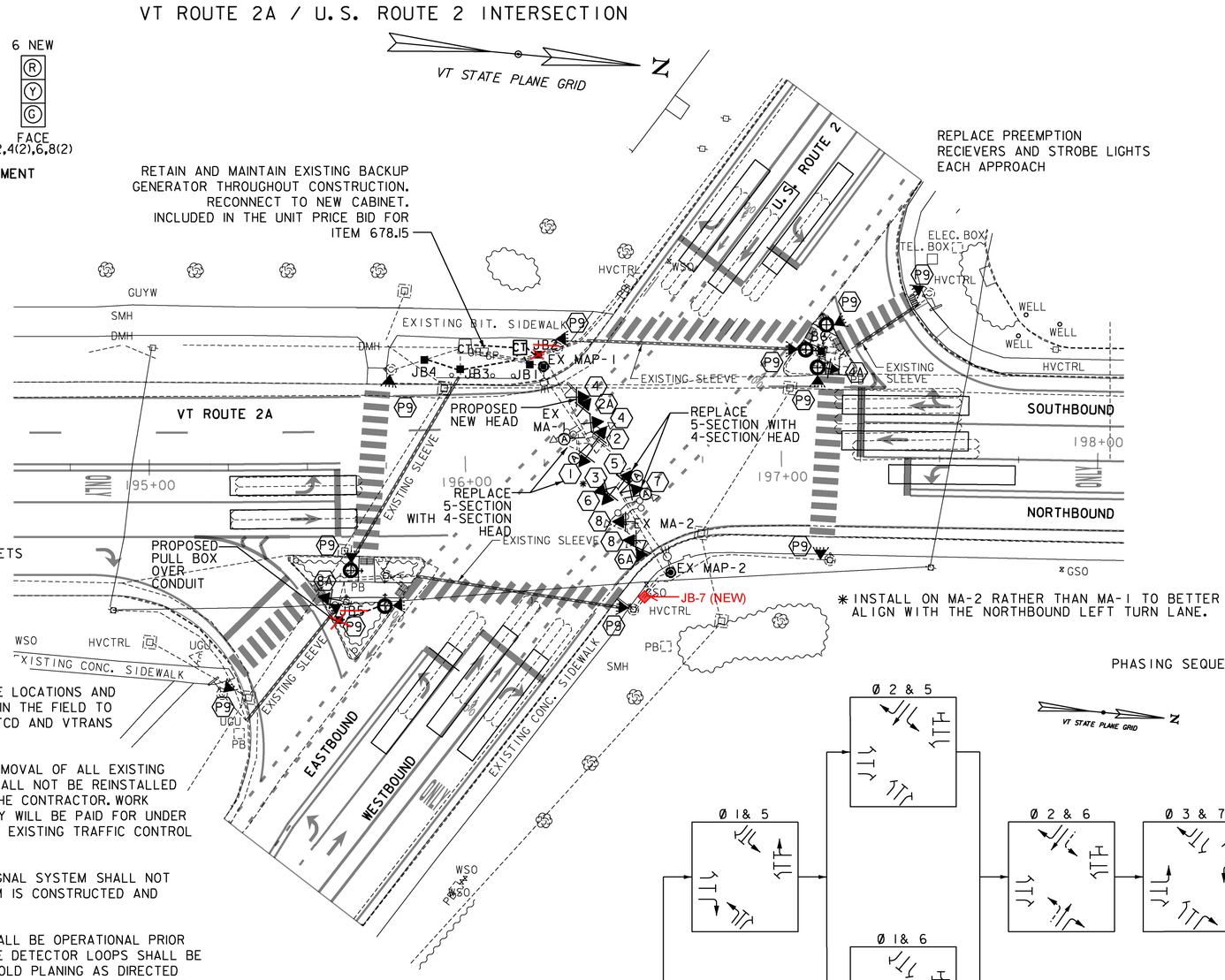
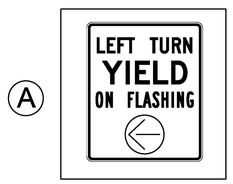
VT ROUTE 2A / U.S. ROUTE 2 INTERSECTION



SIGNAL FACE ARRANGEMENT





SEE TRAFFIC SIGN DETAIL SHEETS

LEGEND

EXISTING	NEW	DESCRIPTION
		UTILITY POLE
		LUMINAIRE
		LIGHT POLE
		STRAIN POLE/CANTILEVER POLE
CT	CT	CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		PEDESTRIAN SIGNAL HEAD
		SIGNAL HEAD
		SIGNAL HEAD WITH LOUVERED PLATE
		CONDUIT (SIGNAL)
		VEHICLE LOOPS
		VEHICLE DETECTION AREA
		PEDESTAL POST/LIGHTING POLE
		CANTILEVER
		DRAINAGE STRUCTURE
		VEHICLE DETECTOR
		SLEEVE
		PREEMPT OPTICAL DETECTOR
		PREEMPTION STROBE
		PEDESTRIAN PUSHBUTTON ASSEMBLY
		POWER DROP STANCHION
		L.E.D REGULATORY SIGN
		EXISTING OVERHEAD SIGN

NOTES:

1. TRAFFIC ITEMS LISTED APPROXIMATE LOCATIONS AND MAY BE MODIFIED BY THE ENGINEER IN THE FIELD TO ENSURE CONFORMANCE WITH THE MUTCD AND VTRANS STANDARD DRAWINGS.

2. UNLESS OTHERWISE NOTED, THE REMOVAL OF ALL EXISTING TRAFFIC SIGNAL EQUIPMENT THAT SHALL NOT BE REINSTALLED SHALL BECOME THE PROPERTY OF THE CONTRACTOR. WORK REQUIRED TO PERFORM THIS ACTIVITY WILL BE PAID FOR UNDER CONTRACT ITEM 678.45 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM.

3. REMOVAL OF EXISTING TRAFFIC SIGNAL SYSTEM SHALL NOT OCCUR UNTIL THE PROPOSED SYSTEM IS CONSTRUCTED AND OPERATIONAL.

4. STOP BAR DETECTION SYSTEM SHALL BE OPERATIONAL PRIOR TO CUTTING LOOPS. EXISTING VEHICLE DETECTOR LOOPS SHALL BE CUT AT THE CURB LINE PRIOR TO COLD PLANING AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCIDENTAL TO 678.45 REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM.

5. 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 678.15 TRAFFIC CONTROL SIGNAL, INTERSECTION (VT ROUTE 2A & U.S. ROUTE 2).

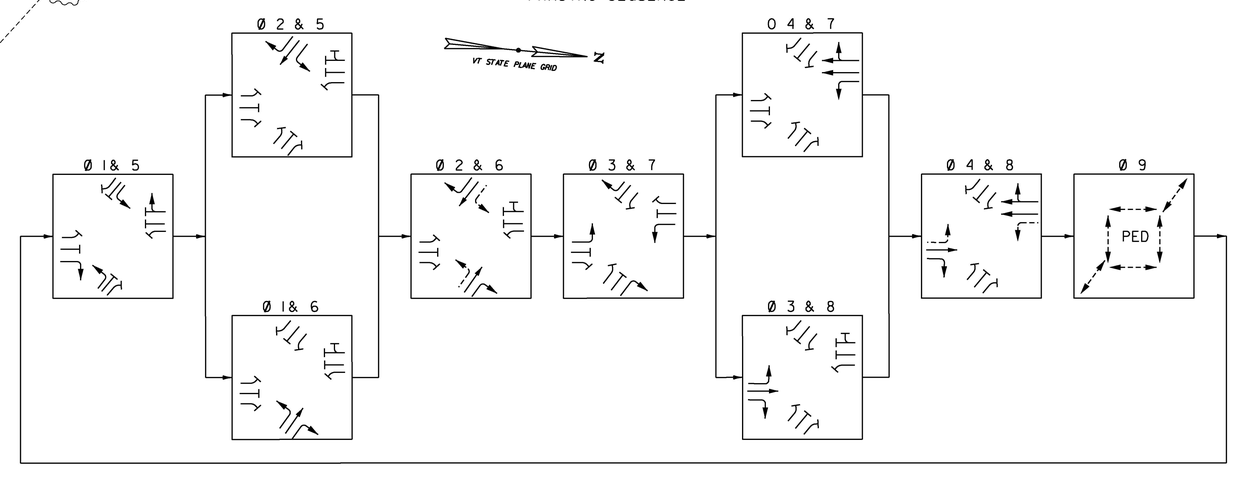
6. FOR INFORMATION REGARDING THE INSTALLATION OF ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLIES (ORIENTATION, HEIGHT, ETC.), SEE SECTION 4E.08 PEDESTRIAN DETECTORS IN THE 2009 MUTCD.

7. SEE SHEET 245 FOR CONSTRUCTION ON RAISED ISLANDS.

8. UNDERGROUND UTILITIES ARE APPROXIMATE AND SHALL BE VERFIED BY THE CONTRACTOR.

9. EXISTING SIGNAL HEADS MAY NOT MEET THE MINIMUM 8' ASSEMBLY SPACING. REPOSITION NEW SIGNAL ASSEMBLIES AS REQUIRED TO ATTAIN THE MIN. 8' SPACING.

PHASING SEQUENCE



TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTON (VT ROUTE 2A & U.S. ROUTE 2)
SEE LIST OF MAJOR EQUIPMENT, ON SHEET 244

WIRED CONDUIT (2") (SCH 80)
SEE CONDUIT SCHEDULE, ON SHEET 244

ELECTRICAL CONDUIT (2") (SCH 80)
SEE CONDUIT SCHEDULE, ON SHEET 244

SPECIAL PROVISION (JUCTION BOX, HEAVY DUTY)
~~STA. 195+58 RT (JB-5)~~ STA 196+55 RT (JB-7)
STA. 195+87 LT (JB-4)
STA. 195+99 LT (JB-3)
STA. 196+21 LT (JB-1)
~~STA. 196+24 LT (JB-2)~~
STA. 197+12 LT (JB-6)

REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM
AS REQUIRED

SPECIAL PROVISION (LUMINAIRE, LED RETROFIT)
EX-MAP1 STA. 196+25, LT
EX-MAP2 STA. 196+65, RT

0 20 40
SCALE IN FEET

Stantec

PROJECT NAME: WILLISTON	
PROJECT NUMBER: NH 2949(1)	
FILE NAME: zl2d224bdrsig.dgn	PLOT DATE: 2/15/2017
PROJECT LEADER: G. EDWARDS	DRAWN BY: D. BARNES
DESIGNED BY: D. DEBAIE	CHECKED BY: J. LITTLE
TRAFFIC SIGNAL SYSTEMS SHEET 3	SHEET 243 OF 249