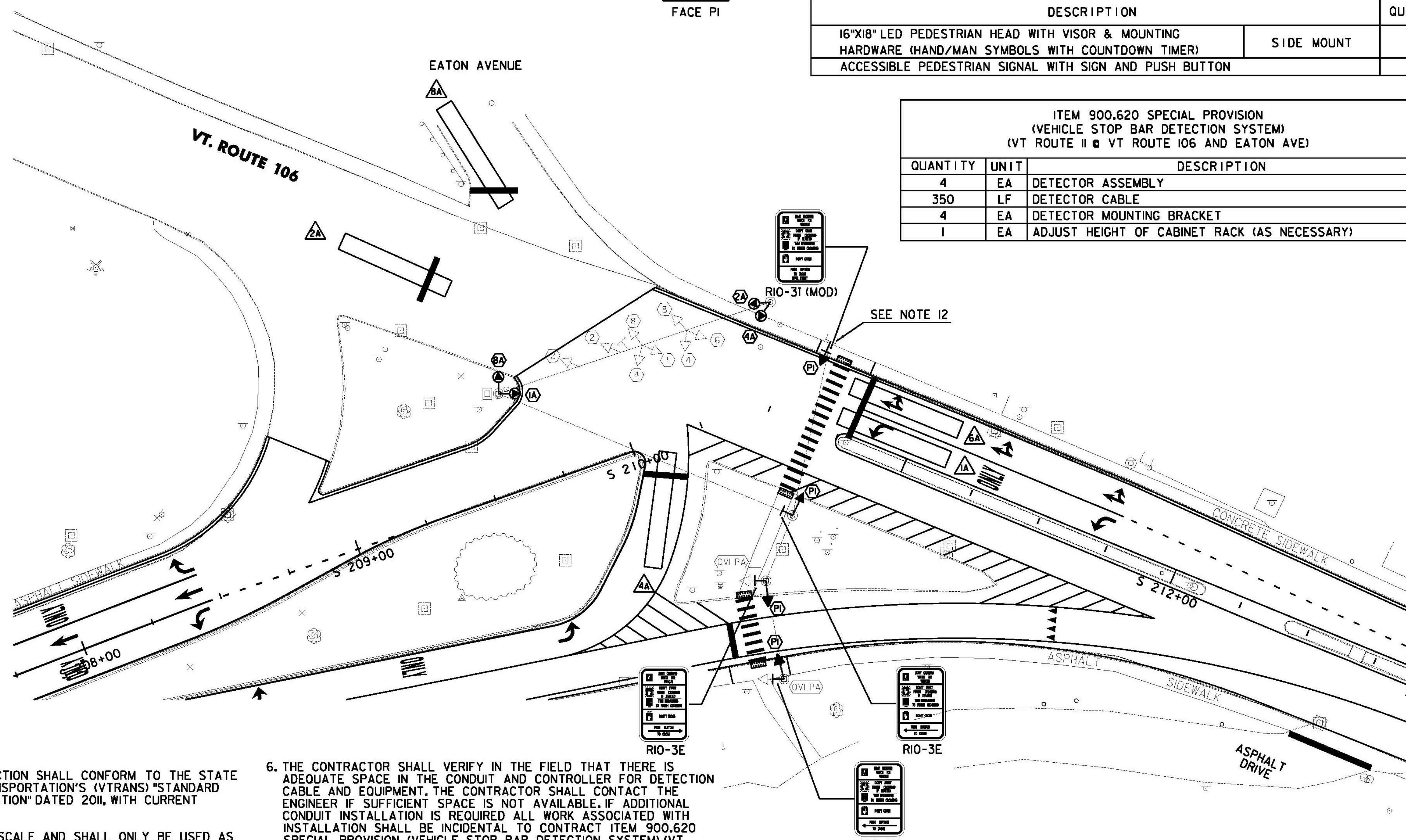


PEDESTRIAN SIGNAL HEADS



ITEM 900.620 SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN) (VT ROUTE 106 @ VT ROUTE 106 & EATON AVE)			
DESCRIPTION		QUANTITY	UNIT
16"X18" LED PEDESTRIAN HEAD WITH VISOR & MOUNTING HARDWARE (HAND/MAN SYMBOLS WITH COUNTDOWN TIMER)	SIDE MOUNT	4	EA
ACCESSIBLE PEDESTRIAN SIGNAL WITH SIGN AND PUSH BUTTON		4	EA

ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (VT ROUTE 106 @ VT ROUTE 106 AND EATON AVE)		
QUANTITY	UNIT	DESCRIPTION
4	EA	DETECTOR ASSEMBLY
350	LF	DETECTOR CABLE
4	EA	DETECTOR MOUNTING BRACKET
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY)



NOTES:

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO THE STATE OF VERMONT AGENCY OF TRANSPORTATION'S (VTRANS) "STANDARD SPECIFICATIONS FOR CONSTRUCTION" DATED 2011, WITH CURRENT MODIFICATIONS.
- THIS PLAN SHEET IS NOT TO SCALE AND SHALL ONLY BE USED AS A GUIDE FOR VEHICLE DETECTOR PLACEMENT. THE CONTRACTOR SHALL CONFIRM ALL LOCATIONS IN THE FIELD WITH THE ENGINEER PRIOR TO INSTALLATION. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
- THE ACTUAL STOP BAR DETECTION LOCATIONS WILL BE DETERMINED DURING CONSTRUCTION BASED ON THE OPTIMAL LOCATION FOR THE TYPE OF DETECTOR SELECTED. FINAL LOCATIONS TO BE APPROVED BY THE ENGINEER.
- DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE STOP BAR.
- DETECTION AREAS IA, 2A, 4A, 6A, AND 8A ARE IN NON-LOCK PRESENCE MODE.
- THE CONTRACTOR SHALL VERIFY IN THE FIELD THAT THERE IS ADEQUATE SPACE IN THE CONDUIT AND CONTROLLER FOR DETECTION CABLE AND EQUIPMENT. THE CONTRACTOR SHALL CONTACT THE ENGINEER IF SUFFICIENT SPACE IS NOT AVAILABLE. IF ADDITIONAL CONDUIT INSTALLATION IS REQUIRED ALL WORK ASSOCIATED WITH INSTALLATION SHALL BE INCIDENTAL TO CONTRACT ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (VT ROUTE 106 @ VT ROUTE 106 AND EATON AVE). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.
- ALL SIGNAL EQUIPMENT SHALL BE PAINTED FLAT BLACK IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
- A UNIFORMED TRAFFIC OFFICER WITH A BLUE LIGHT SHALL BE PRESENT DURING ALL LANE CLOSURES.
- ALL ELECTRICAL WIRING SHALL BE PERFORMED BY A LICENSED ELECTRICIAN AND OVERSEEN BY A MASTER ELECTRICIAN.
- DISCONNECT WIRING TO EXISTING PEDESTRIAN SIGNAL HEADS. THE EXISTING PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, AND SIGNS SHALL BE REMOVED AND RETURNED TO THE TOWN OF SPRINGFIELD. THE PROPOSED PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS, AND SIGNS SHALL BE INSTALLED ON EXISTING POLES. EXISTING WIRING SHALL BE CONNECTED TO THE NEW PEDESTRIAN SIGNALS AND PUSH BUTTONS.
- THE PROPOSED PEDESTRIAN SIGNAL HEAD, PUSH BUTTON, AND SIGN SHALL BE INSTALLED ON THE EXISTING RETAINING WALL.

LEGEND	
DESCRIPTION	
	EXISTING ANTENNA & PREEMPTION LIGHT
	EXISTING CONDUIT
	EXISTING JUNCTION BOX
	EXISTING CONTROLLER CABINET
	EXISTING SIGNAL POLE
	PROPOSED VEHICLE DETECTION AREA
	PROPOSED VEHICLE DETECTOR
	EXISTING SIGNAL
	PROPOSED SIGNAL

**NOT TO SCALE**  
**SPRINGFIELD TRAFFIC SIGNAL PLAN SHEET #2**

PROJECT NAME: CHESTER-SPRINGFIELD-ROCKINGHAM-WINDSOR	PLOT DATE: 3/27/2015
PROJECT NUMBER: STP 295210	DRAWN BY: A. KIRBY
FILE NAME: z13c518bdr_vd.dgn	CHECKED BY: D. KAHLBAUGH
PROJECT LEADER: D. GOZALKOWSKI	SHEET 166 OF 309
DESIGNED BY: S. BOWMAN	