

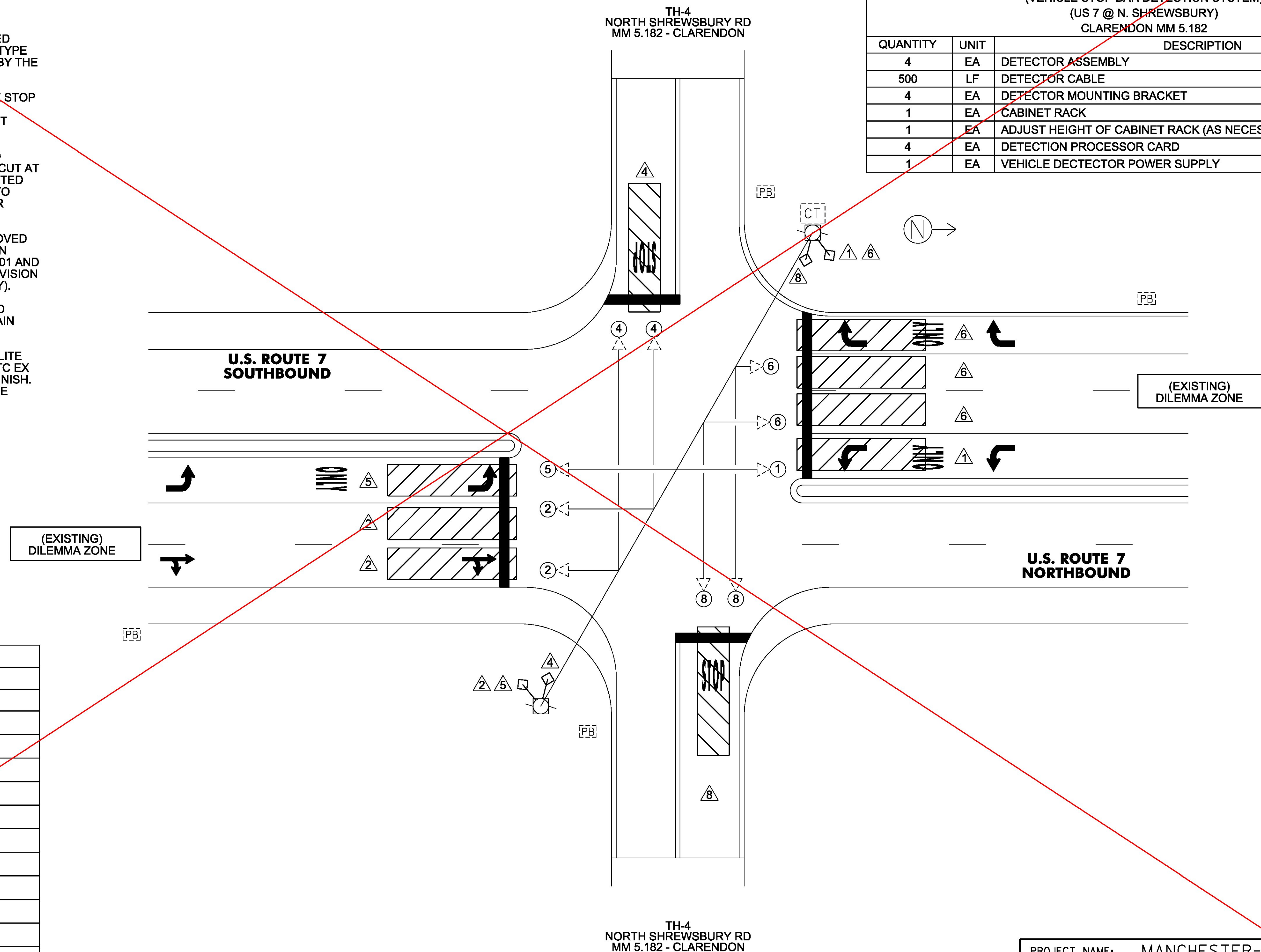
NOTES:

- 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. LOCATIONS MAY BE REVISED AS A RESULT OF THE SITE SURVEY.
- 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 FOR INSTALLATION WILL BE CONSIDERED INCIDENTAL TO ITEM 900.620 - SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM)(US 7 @ N. SHREWSBURY). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.
- THE ACTUAL STOP BAR DETECTOR LOCATION WILL BE DETERMINED DURING CONSTRUCTION BASED ON THE OPTIMAL LOCATION FOR TYPE OF DETECTOR SELECTED. FINAL LOCATION SHALL BE APPROVED BY THE ENGINEER.
- STOP BAR DETECTION AREAS SHALL EXTEND FIVE FEET PAST THE STOP BAR. ACTUAL DETECTION ZONES SHALL BE SET UP FOR OPTIMAL DETECTION BY THE CONTRACTOR BASED ON THE FINAL PAVEMENT MARKINGS.
- 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/RESURFACING AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 900.620 - SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM)(US 7 @ N. SHREWSBURY).
- ANY THINNING AND TRIMMING AND/OR REMOVAL OF TREES APPROVED BY THE ENGINEER FOR INSTALLING VEHICLE STOP BAR DETECTION SYSTEM SHALL BE PERFORMED IN ACCORDANCE WITH SECTION 201 AND WILL BE CONSIDERED INCIDENTAL TO ITEM 900.620 - SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM)(US 7 @ N. SHREWSBURY).
- EXISTING RADAR EQUIPMENT FOR DILEMMA ZONE DETECTION AND ASSOCIATED CABINET EQUIPMENT SHALL BE RETAINED AND REMAIN OPERATIONAL.
- NEW TRAFFIC SIGNAL CONTROLLER SHALL BE NEMA TS-2, ECONOLITE ASC/3-2100, TRAFFICWARE ATC TRAFFIC CONTROLLER, MCCAIN ATC EX NEMA, WA P44 GROUND-MOUNTED CABINET WITH A FLAT BLACK FINISH. THE TRAFFIC CONTROL CABINET SHALL BE ORIENTED SO THAT THE DOOR DOES NOT FACE THE ROADWAY.

see revised sheet

ITEM 900.620 SPECIAL PROVISION (REMOVE AND REPLACE TRAFFIC SIGNAL CONTROLLER AND CABINET) (US 7 @ N. SHREWSBURY) CLARENDON MM 5.182		
QUANTITY	UNIT	DESCRIPTION
1	EA	NEMA TS2 TYPE 1 TRAFFIC SIGNAL CONTROLLER
1	EA	NEMA TYPE P44 TRAFFIC SIGNAL CABINET FLAT BLACK FINISH

ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (US 7 @ N. SHREWSBURY) CLARENDON MM 5.182		
QUANTITY	UNIT	DESCRIPTION
4	EA	DETECTOR ASSEMBLY
500	LF	DETECTOR CABLE
4	EA	DETECTOR MOUNTING BRACKET
1	EA	CABINET RACK
1	EA	ADJUST HEIGHT OF CABINET RACK (AS NECESSARY)
4	EA	DETECTION PROCESSOR CARD
1	EA	VEHICLE DETECTOR POWER SUPPLY



LEGEND	
SYMBOL	DESCRIPTION
---	EXISTING CONDUIT
[ ]	EXISTING JUNCTION BOX
[CT]	EXISTING CONTROLLER CABINET
⊙	EXISTING POLE
[ ]	EXISTING DETECTION AREA
[//]	DETECTION AREA
⊙	EXISTING DETECTOR
⊙	EXISTING VEHICLE SIGNAL
⊙	PROPOSED VEHICLE SIGNAL
[PB]	EXISTING PULL BOX
⊙	EXISTING PEDESTRIAN SIGNAL
⊙	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL
[ ]	EXISTING WIRELESS INTERCONNECT ANTENNA
◇	VEHICLE STOP BAR DETECTOR LOCATION
◇	ALTERNATIVE VEHICL STOP BAR DETECTOR LOCATION

NOT TO SCALE

PROJECT NAME:	MANCHESTER-RUTLAND TOWN
PROJECT NUMBER:	NH SURF(50)
FILE NAME:	p14v200.dgn
PROJECT LEADER:	M. FOWLER
DESIGNED BY:	B. KIPP
TRAFFIC SIGNAL SYSTEM SHEET 3	CHECKED BY: M. FOWLER
	PLOT DATE: 1/14/2016
	DRAWN BY: B. KIPP
	SHEET 87 OF 105