

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 @ DIAMOND RUN/US 4). MATERIALS AND CONSTRUCTION TO BE IN ACCORDANCE WITH SECTION 678.
- FOR INFORMATION REGARDING THE INSTALLATION OF THE ACCESSIBLE PEDESTRIAN PUSH BUTTON ASSEMBLIES (ORIENTATION, HEIGHT, ETC.), SEE SECTION 4E08-PEDESTRIAN DETECTORS IN THE 2009 EDITION OF THE MUTCD.
- 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 TO BE OPERATIONAL PRIOR TO CUTTING LOOPS. EXISTING VEHICLE DETECTOR LOOPS SHALL BE CUT AT THE CURB LINE PRIOR TO MICRO-MILLING/RESURFACING AS DIRECTED BY THE ENGINEER. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM)(US 7 @ DIAMOND RUN/US 4).
- 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 @ DIAMOND RUN/US 4).
- THE TRAFFIC SIGNAL CONTROLLER AND RELATED EQUIPMENT SHALL BE AN ECONOLITE ASC/3-2100 (NEMA TS2) IN A NEMA P44 TRAFFIC CONTROL CABINET WITH 15" BASE EXTENSION WITH FLAT BLACK FINISH INSTALLED AT ITS PRESENT LOCATION. THE TRAFFIC CONTROL CABINET SHALL BE ORIENTED SO THAT THE DOOR DOES NOT FACE THE ROADWAY.
- SWITCH-OVER NEW SIGNAL SYSTEM SHALL NOT OCCUR DURING PEAK OPERATING PERIODS. UNIFORMED TRAFFIC OFFICERS SHALL CONTROL TRAFFIC DURING SWITCH-OVER.
- ALL SIGNALS SHALL DWELL ON THE US ROUTE 7 THRU MOVEMENT.
- THE US ROUTE 7 THRU PHASE SHALL BE USED FOR THE START-UP PHASE FOLLOWING FLASHING OPERATION.
- ADVANCED DETECTION ZONES SHALL BE A MINIMUM OF 400' FROM THE STOP BAR AND SET UP PER MANUFACTURER'S INSTRUCTIONS AND RECOMMENDATIONS.

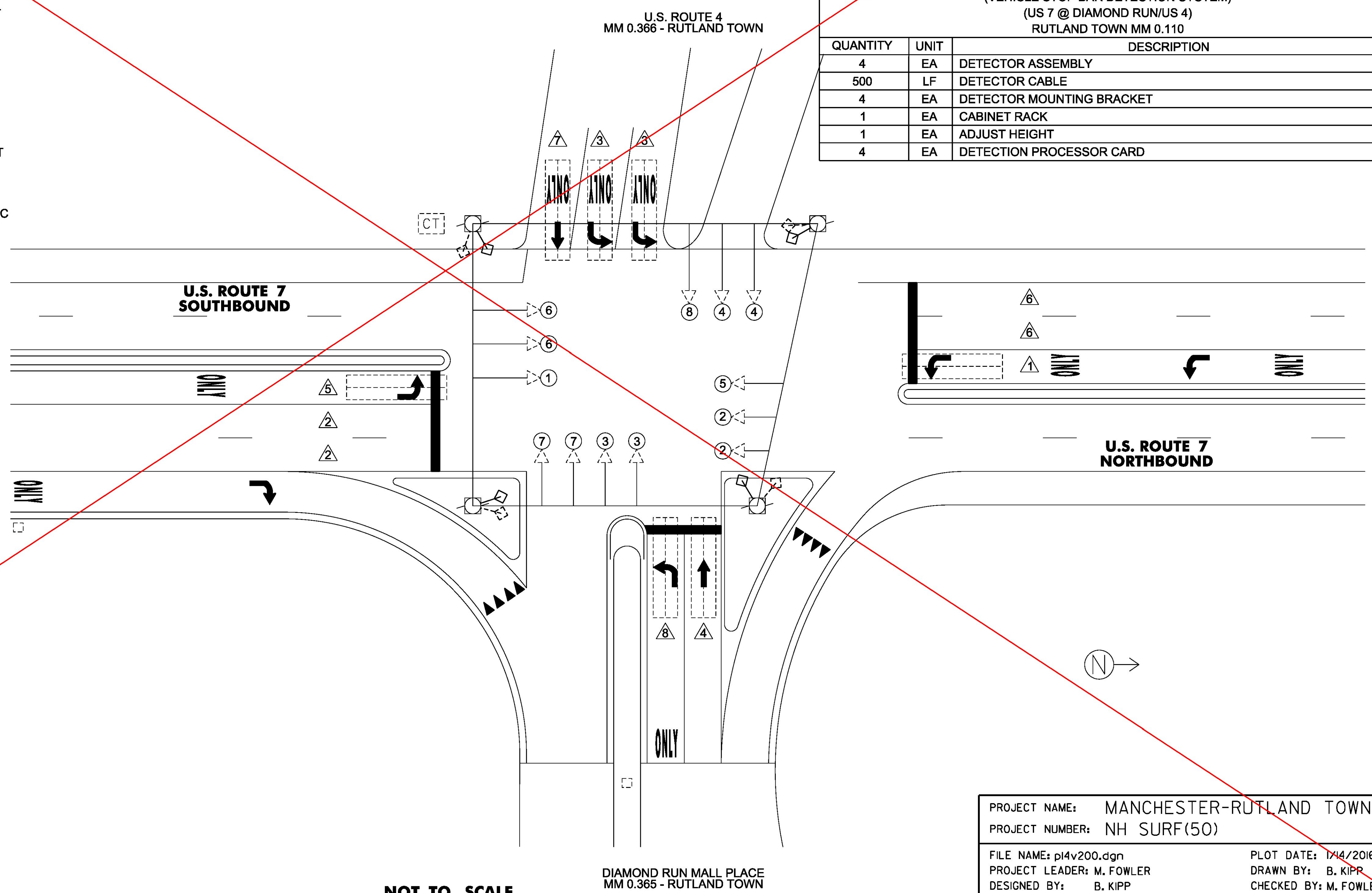
see revised sheet

ITEM 900.620 SPECIAL PROVISION (ADVANCED VEHICLE DETECTION SYSTEM) (US 7 @ DIAMOND RUN/US 4) RUTLAND TOWN MM 0.110		
QUANTITY	UNIT	DESCRIPTION
2	EA	DETECTOR ASSEMBLY
1000	LF	DETECTOR CABLE
2	EA	DETECTOR MOUNTING BRACKET
1	EA	CABINET RACK
2	EA	DETECTION PROCESSOR CARD

ITEM 900.620 SPECIAL PROVISION (REMOVE AND REPLACE TRAFFIC SIGNAL CONTROLLER) (US 7 @ DIAMOND RUN/US 4) RUTLAND TOWN MM 0.366		
QUANTITY	UNIT	DESCRIPTION
1	EA	TRAFFIC SIGNAL CONTROLLER (ECONOLITE ASC/3)

ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (US 7 @ DIAMOND RUN/US 4) RUTLAND TOWN MM 0.110		
QUANTITY	UNIT	DESCRIPTION
4	EA	DETECTOR ASSEMBLY
500	LF	DETECTOR CABLE
4	EA	DETECTOR MOUNTING BRACKET
1	EA	CABINET RACK
1	EA	ADJUST HEIGHT
4	EA	DETECTION PROCESSOR CARD

LEGEND	
SYMBOL	DESCRIPTION
---	EXISTING CONDUIT
□	EXISTING JUNCTION BOX
□	EXISTING CONTROLLER CABINET
⊙	EXISTING POLE
□	EXISTING DETECTION AREA
▨	DETECTION AREA
⊙	EXISTING DETECTOR
⊙	EXISTING VEHICLE SIGNAL
⊙	PROPOSED VEHICLE SIGNAL
⊙	EXISTING PULL BOX
⊙	EXISTING PEDESTRIAN SIGNAL
⊙	PROPOSED COUNT-DOWN PEDESTRIAN SIGNAL
⊙	EXISTING WIRELESS INTERCONNECT ANTENNA
⊙	VEHICLE STOP BAR DETECTOR LOCATION
⊙	ALTERNATIVE VEHICLE 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 5	CHECKED BY: M. FOWLER
	PLOT DATE: 1/14/2016
	DRAWN BY: B. KIPP
	SHEET 89 OF 105