

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 INCIDENTAL TO ITEM 900.620 - SPECIAL PROVISION (VEHICLE PREEMPTION/VIDEO VEHICLE DETECTION SYSTEM)(US 7 @ COLD RIVER RD.). 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.
- ALL PEDESTRIAN SIGNAL EQUIPMENT SHALL HAVE FLAT BLACK HOUSING.
- 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).
- SALVAGE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT TO VTRANS. CONTACT TIM SWEENEY, DISTRICT 7 SIGNAL TECHNICIAN (802)279-0585 TO COORDINATE TRANSFER OF EQUIPMENT. PAYMENT WILL BE CONSIDERED INCIDENTAL TO 900.620 - SPECIAL PROVISION (PEDESTRIAN SIGNAL HEADS, COUNTDOWN)(US 7 @ COLD RIVER RD.).
- 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 THE LOCATION SHOWN ON THE PLANS. 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.

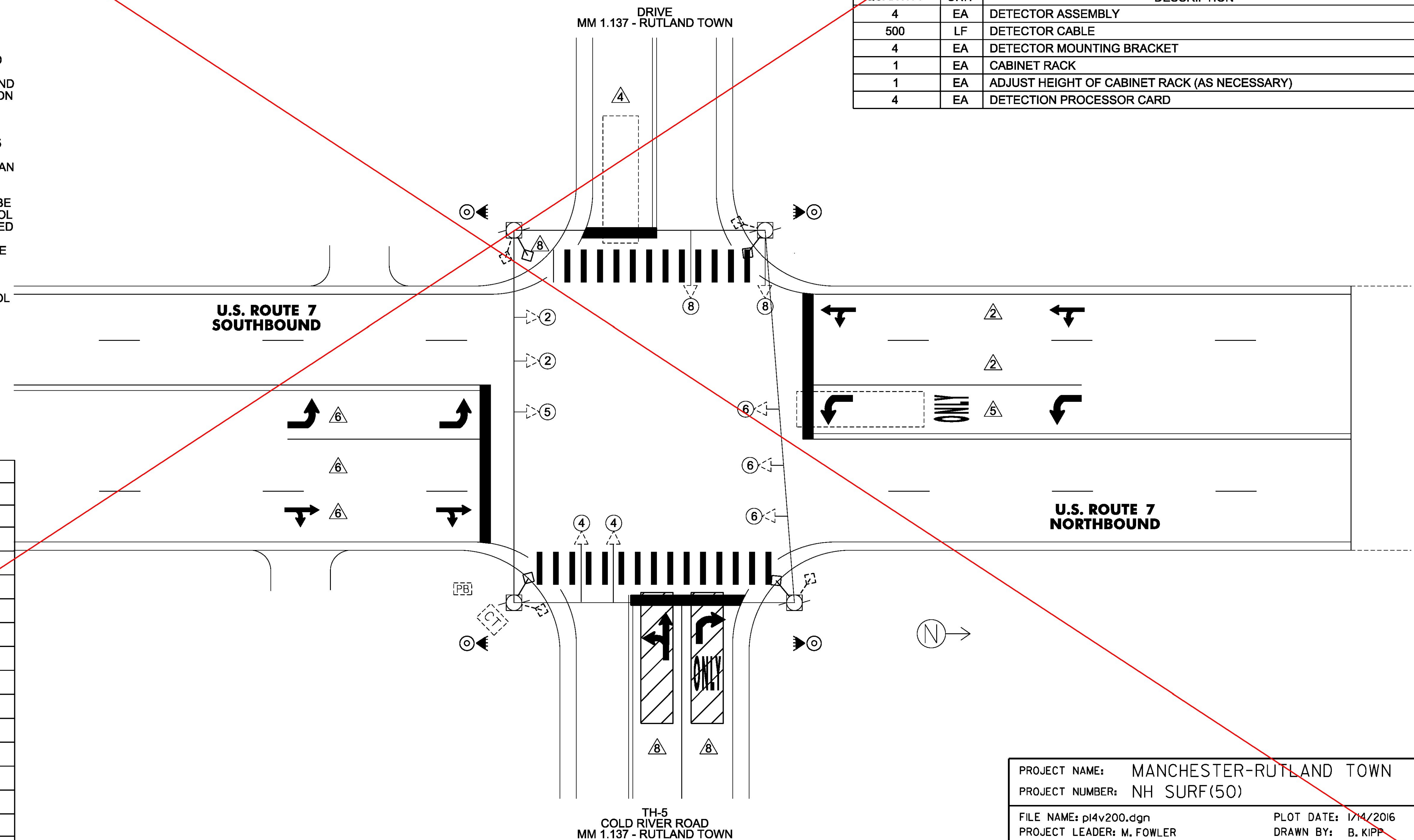
see revised sheet

ITEM 900.620 SPECIAL PROVISION (REMOVE AND REPLACE TRAFFIC SIGNAL CONTROLLER) (US 7 @ COLD RIVER RD.) RUTLAND TOWN MM 1.137		
QUANTITY	UNIT	DESCRIPTION
1	EA	TRAFFIC SIGNAL CONTROLLER (ECONOLITE ASC/3)

ITEM 900.620 SPECIAL PROVISION (PEDESTAL MOUNTED PEDESTRIAN SIGNAL HEAD, COUNTDOWN) (US 7 @ COLD RIVER RD.) RUTLAND TOWN MM 1.137		
QUANTITY	UNIT	DESCRIPTION
4	EA	COUNT-DOWN PEDESTRIAN SIGNAL WITH MOUNTING HARDWARE
4	EA	ACCESSIBLE PEDESTRIAN PUSHBUTTON ASSEMBLY (SEE NOTE 3)
4	EA	PEDESTAL POLES

ITEM 900.620 SPECIAL PROVISION (VEHICLE STOP BAR DETECTION SYSTEM) (US 7 @ COLD RIVER RD.) RUTLAND TOWN MM 0.684		
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

LEGEND	
	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 7	CHECKED BY: M. FOWLER
	PLOT DATE: 1/14/2016
	DRAWN BY: B. KIPP
	SHEET 91 OF 105