

24 INCH STOP BAR, WATERBORNE PAINT
 STA. 93+55.91, RT VT 2 EB (24 LF)
 STA. 93+98.39, RT TALCOTT RD (23 LF)
 STA. 94+12.13, RT VT 2 WB (38 LF)
 STA. 94+50.13, LT DRIVEWAY (20 LF)

CROSSWALK MARKING, WATERBORNE PAINT
 STA. 93+80.54, LT - STA. 94+33.63, LT (53 LF)
 STA. 94+36.98, RT - STA. 94+41.62, LT (63 LF)

TRAFFIC SIGNS, TYPE A
 STA. 93+52.08, LT (EXISTING MA-1)(LEFT TURN YIELD ON FLASHING)
 STA. 94+42.78, RT (EXISTING MA-3)(LEFT TURN YIELD ON FLASHING)

REMOVING SIGNS
 STA. 93+52.08, LT (EXISTING MA-1)(LEFT TURN YIELD ON GREEN)
 STA. 94+42.78, RT (EXISTING MA-3)(LEFT TURN YIELD ON GREEN)

TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US ROUTE 2 & TALCOTT ROAD)
 SEE LIST OF MAJOR EQUIPMENT, TRAFFIC SIGNAL LAYOUT SHEET 6B

CONSTRUCT CONTROLLER CABINET (GROUND MOUNTED)
 STA. 93+63.78, LT

CONSTRUCT PEDESTRIAN PEDESTAL POLE
 STA. 93+69.61, LT (PP-14)
 STA. 94+36.02, LT (PP-15)

CONSTRUCT PEDESTRIAN SIGNAL HEADS
 STA. 93+69.61, LT
 STA. 94+36.02, LT
 STA. 94+36.02, LT
 STA. 94+42.78, RT

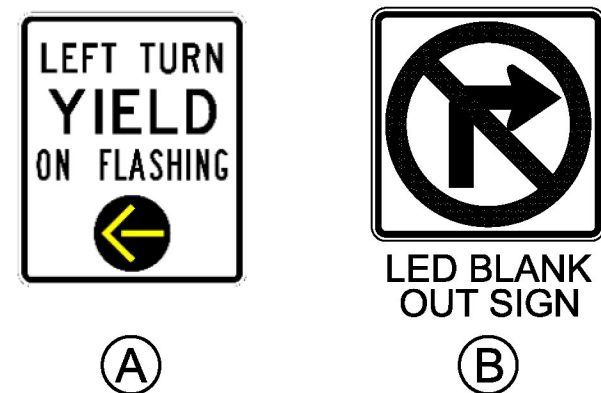
CONSTRUCT LED BLANK OUT SIGN
 STA. 93+52.08, LT (EXISTING MA-1)
 STA. 93+56.09, RT (EXISTING MA-4)
 STA. 94+34.48, LT (EXISTING MA-2)

REMOVAL OF TRAFFIC CONTROL SIGNAL SYSTEM (US ROUTE 2 & TALCOTT ROAD)
 SEE NOTE 2, THIS SHEET

SPECIAL PROVISION (LUMINAIRE, LED RETROFIT)
 STA. 93+56.09, RT
 STA. 94+34.48, LT

| DETECTION ZONE | DETECTOR TYPE |
|------------------|---------------|
| 1, 2, 4, 5, 6, 8 | PRESENCE |
| G, GG | PULSE |

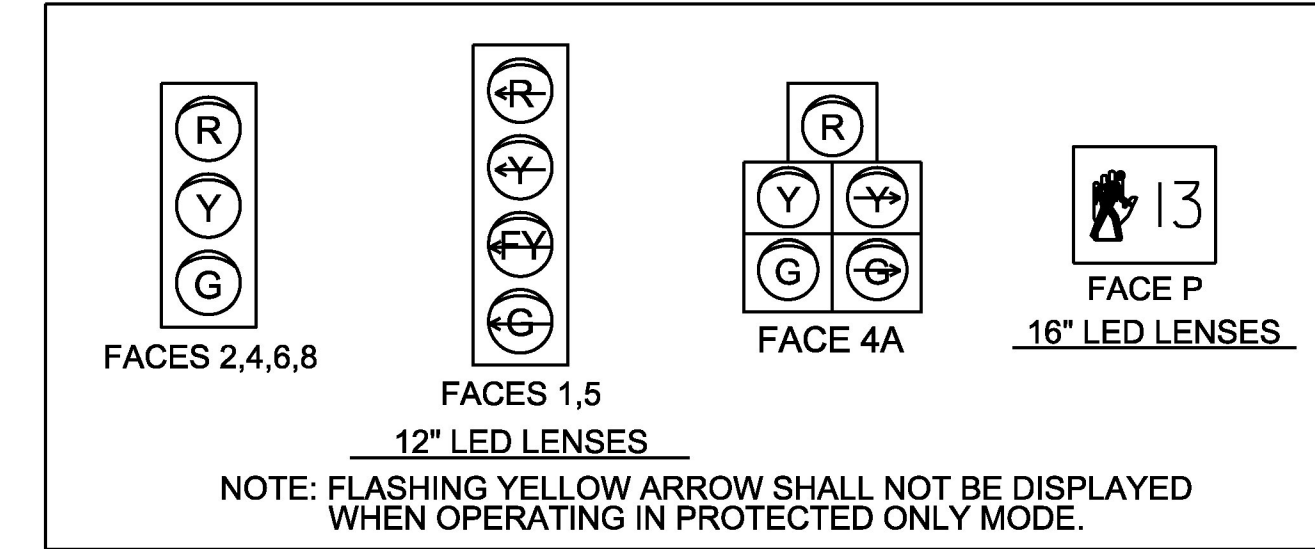
SIGN DETAIL



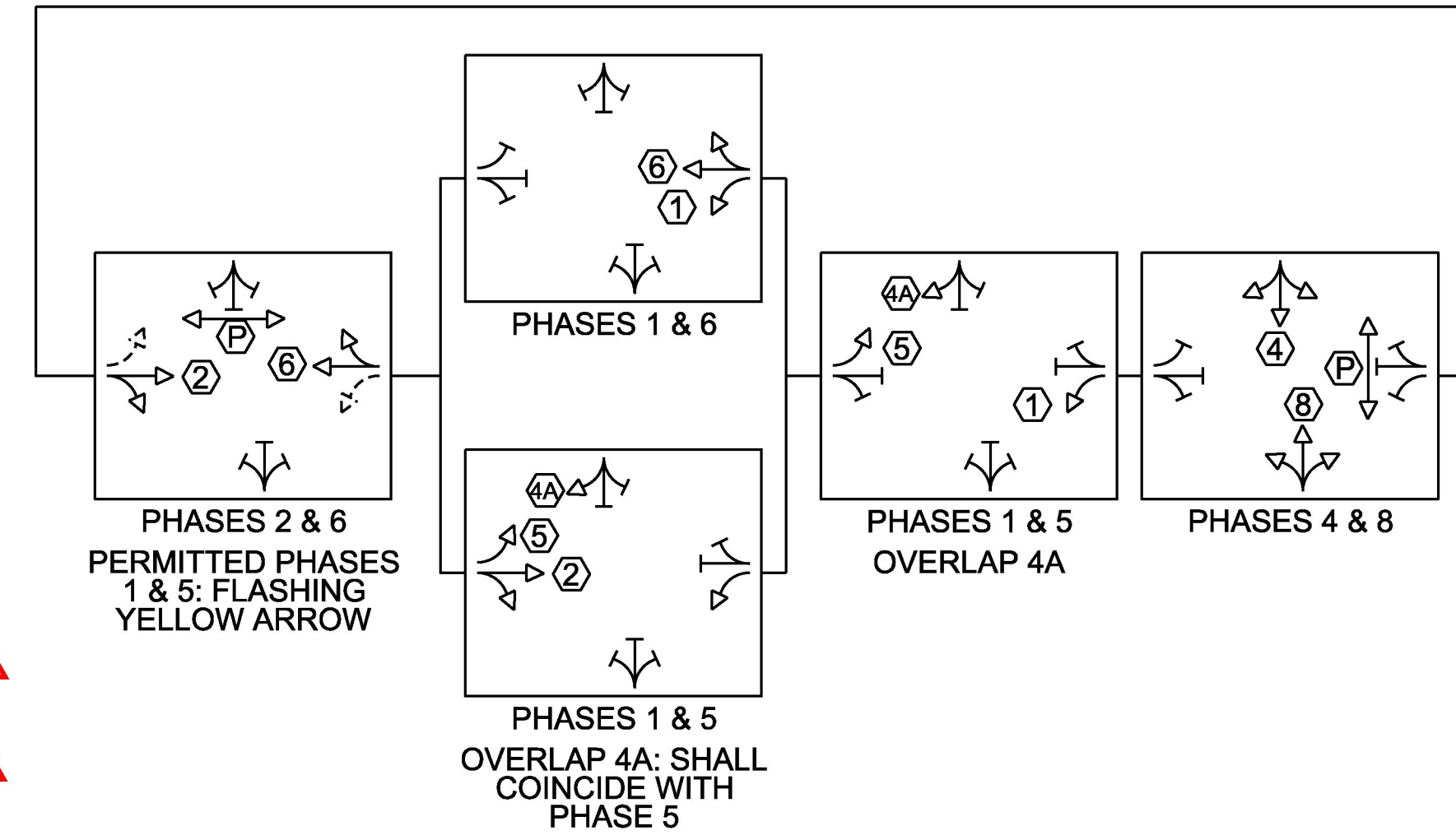
MATCHLINE STA. 86+00 - SEE TRAFFIC SIGNAL LAYOUT SHEET 6A

| TRAFFIC SIGNAL LEGEND | |
|-----------------------|--|
| □JB | JUNCTION BOX |
| □DJB | DOUBLE JUNCTION BOX |
| ●PP | PEDESTRIAN PEDESTAL POST |
| →② | SIGNAL HEAD WITH PHASE NO. |
| →④ | PEDESTRIAN SIGNAL HEAD WITH PED PHASE |
| --- | WIRED CONDUIT |
| --- | WIRED CONDUIT IN ELECTRICAL CONDUIT SLEEVE |
| Ⓐ | MAST ARM-MOUNTED SIGN |
| ▨ | STOP BAR DETECTION AREA |
| ▨ | ADVANCE DETECTION AREA |

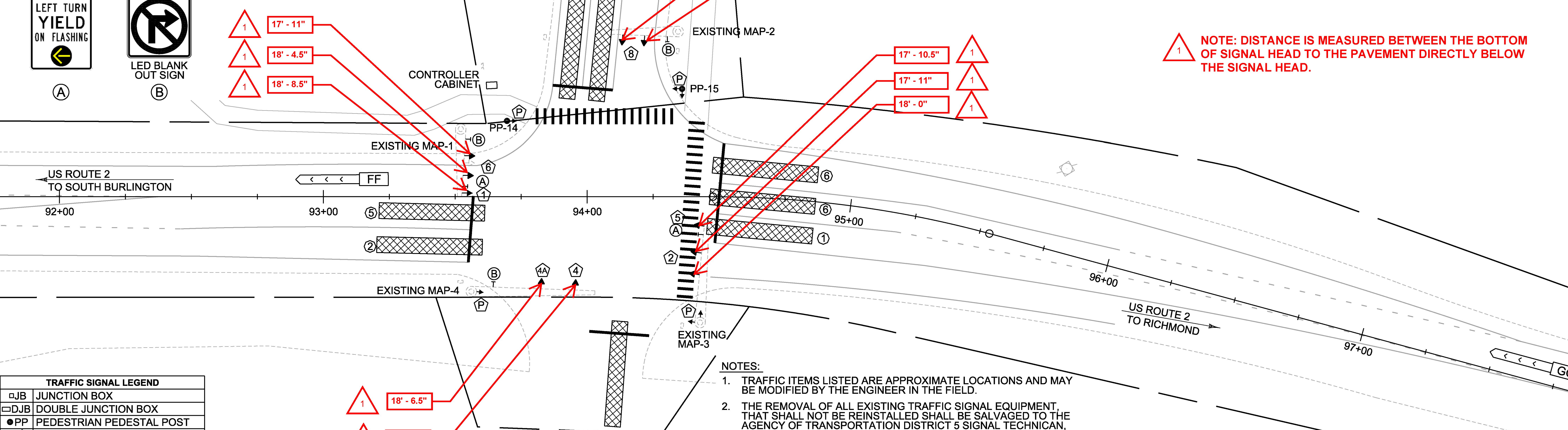
PROPOSED SIGNAL FACE ARRANGEMENTS



PHASING DIAGRAM



NOTE: DISTANCE IS MEASURED BETWEEN THE BOTTOM OF SIGNAL HEAD TO THE PAVEMENT DIRECTLY BELOW THE SIGNAL HEAD.



NOTES:

- TRAFFIC ITEMS LISTED ARE APPROXIMATE LOCATIONS AND MAY BE MODIFIED BY THE ENGINEER IN THE FIELD.
- THE REMOVAL OF ALL EXISTING TRAFFIC SIGNAL EQUIPMENT THAT SHALL NOT BE REINSTALLED SHALL BE SALVAGED TO THE AGENCY OF TRANSPORTATION DISTRICT 5 SIGNAL TECHNICIAN, (802) 343-2188. WORK REQUIRED TO PERFORM THIS ACTIVITY SHALL BE PAID FOR UNDER CONTRACT ITEM 678.45 REMOVAL OF TRAFFIC CONTROL SIGNAL SYSTEM.
- FOR A LIST OF MAJOR EQUIPMENT AND CONTROLLER DATA, SEE TRAFFIC SIGNAL LAYOUT SHEET 6B.
- VEHICLE DETECTION SYSTEM SHALL BE OPERATIONAL PRIOR TO CUTTING LOOPS. EXISTING VEHICLE DETECTOR LOOPS SHALL BE CUT AT THE CURB LINE. PAYMENT WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 678.15 TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION (US ROUTE 2 AND TALCOTT ROAD).



MS 578: US ROUTE 2 & TALCOTT ROAD

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| PROJECT NAME: | WILLISTON-ESSEX | PLOT DATE: | 3/21/2017 |
| PROJECT NUMBER: | STPG SGNL(46) | DRAWN BY: | K. RECORD |
| FILE NAME: | t15t017sig.dgn | CHECKED BY: | M. LACROIX |
| PROJECT LEADER: | M. LACROIX | TRAFFIC SIGNAL LAYOUT SHEET 7A | SHEET 31 OF 66 |