

TEST RESULTS					VEHICLE LOOP DETECTOR								
INDUCTANCE (μH)		RESISTANCE @ 77° F			LEAKAGE TO GROUND	LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL Ø	MODE	AMP.
CALCULATED	MEASURED	CALCULATED	MEASURED										
279		0.14			NB LT	3	6'x30'	QUAD	2	Ø 3	PRESENCE	LOCK	
243		0.16			NB LT	3A	6'x25'	QUAD	2	Ø 3	PRESENCE	LOCK	
416		0.50			SB TH RT	4	6'x40'	QUAD	2	Ø 4	PRESENCE	NON-LOCK	
420		0.52			SB LT	7	6'x40'	QUAD	2	Ø 7	PRESENCE	LOCK	
246		0.18			NB TH RT	8	6'x25'	QUAD	2	Ø 8	PRESENCE	NON-LOCK	

ALL CALCULATED VALUES ARE AT THE CONTROLLER. MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

NOTE: UTILIZE EXISTING LEAD-IN CABLE FOR PROPOSED LOOP DETECTORS, SAWCUT NEW DETECTORS AS SHOWN AND ABANDON EXISTING DETECTORS.

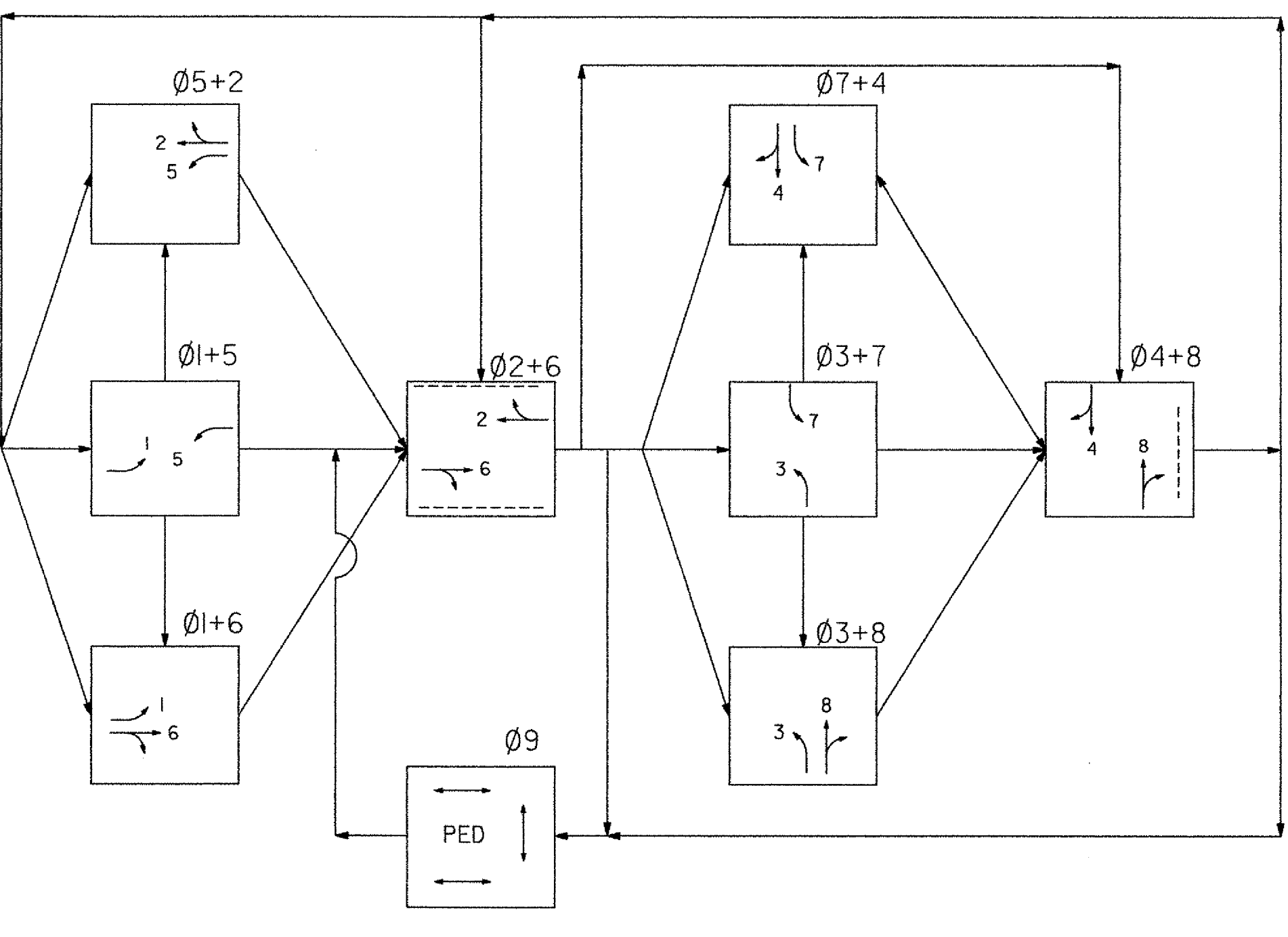
LOCAL PROGRAMING	PHASE							
	1	2	3	4	5	6	7	8
MINIMUM GREEN	6	15	5	5	6	15	5	5
PASSAGE	2.0	-	2.0	2.0	2.0	-	2.0	2.0
YELLOW CLEARANCE	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
ALL RED CLEARANCE	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
MAX 2 / 1	20/10	80/40	12/10	30/15	20/10	80/40	12/10	30/15
SEC/AT	-	-	-	-	-	-	-	-
TIME BEFORE REDUCE	-	-	-	-	-	-	-	-
TIME TO REDUCE	-	-	-	-	-	-	-	-
WALK	-	-	-	-	-	-	-	5
FLASHING DON'T WALK	-	-	-	-	-	-	-	18
DON'T WALK	-	-	-	-	-	-	-	2.0
RECALL	N.L.	MAX	N.L.	N.L.	N.L.	MAX	N.L.	LOCK

COORDINATION TIMING (SECONDS)											
DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	8	SEC	%
1-1	75	11	39	11	14	11	39	11	14	12	16
2-1	75	12	35	11	17	12	35	11	17	11	15
3-1	75	14	35	11	14	15	35	11	15	13	17

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

PHASING DIAGRAM

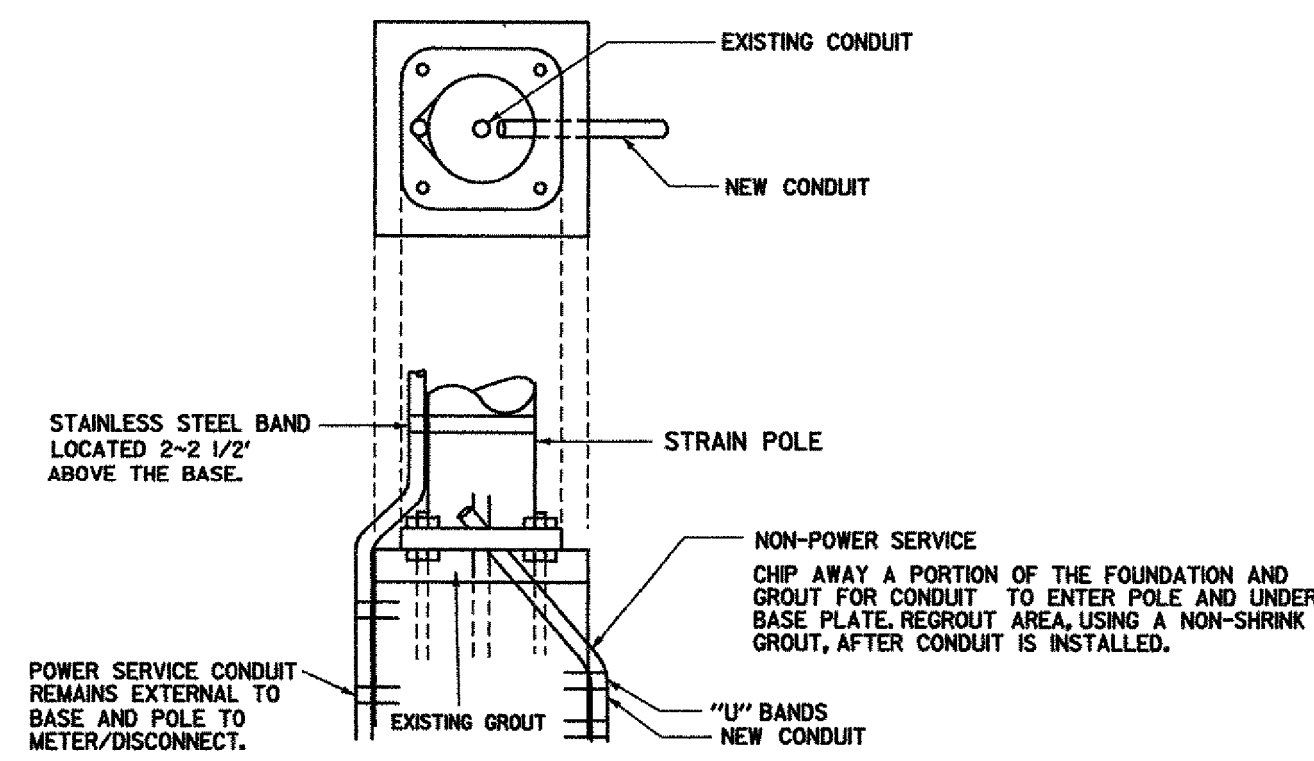
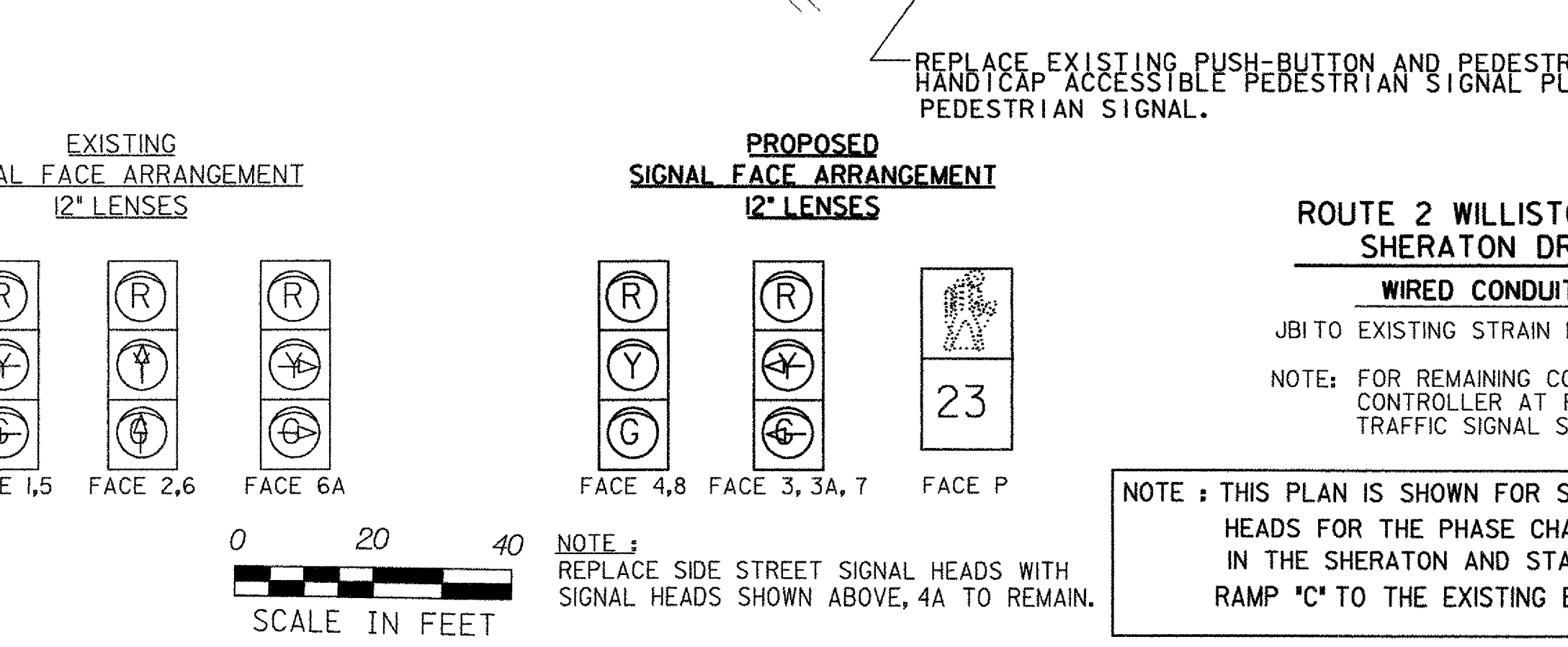
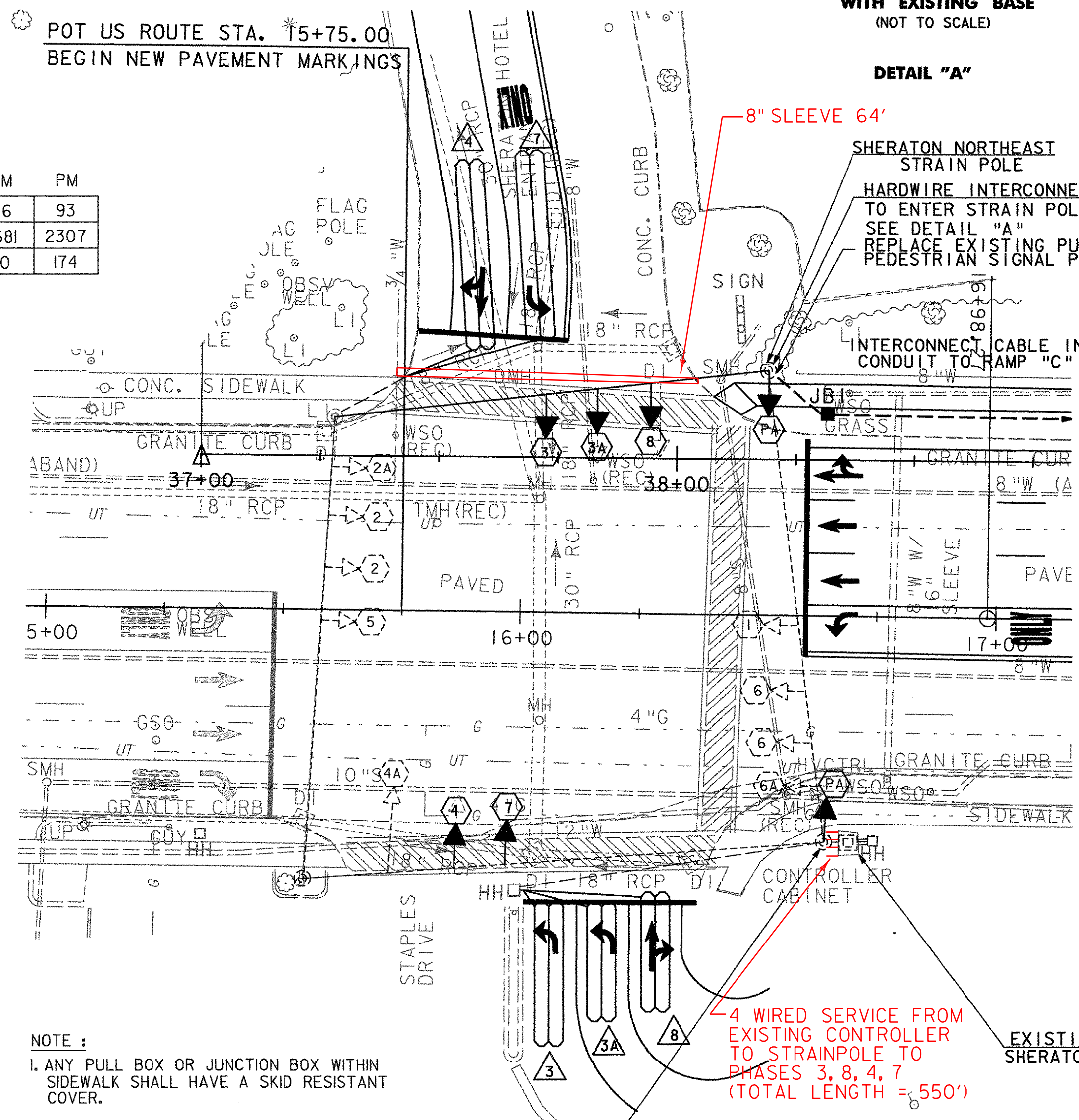
SHERATON DR. / STAPLES DR. AT ROUTE 2 (WILLISTON ROAD)



2025 HOURLY VOLUMES

PM	AM	PM	AM
24	37	176	93
2564	1635	2681	2307
157	22	40	174

SEE SHEET 55 FOR PAVEMENT MARKINGS AND SIGN LAYOUT.



CONDUIT INSTALLATION WITH EXISTING BASE (NOT TO SCALE)

DETAIL "A"

EQUIPMENT	ITEM NO.	UNIT	US ROUTE 2 WILLISTON ROAD, SHERATON DRIVE.	NOTES
INTERCONNECT CABLE	678.20	LF	210	CONTROLLER TO JBI
VEHICLE LOOP DETECTOR **	678.22	LF	611	-
WIRED CONDUIT (1/2") (PVC)	678.23	LF	16	-
ELECTRICAL WIRING	678.24	LF	2023	-
JUNCTION BOX	678.26	LF	1	-

** THE QUANTITIES LISTED ARE FOR SAW CUT ONLY, LEAD-IN WIRES AND/OR SHIELDED CABLE QUANTITIES FROM THE EDGE OF PAVEMENT OR CURB ARE NOT INCLUDED IN THE TOTAL.

THE QUANTITY LISTED ABOVE ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY. MISCELLANEOUS (UNLISTED) WIRE, CABLE, HARDWARE ETC., ARE REQUIRED TO PROVIDE FOR A FUNCTIONING TRAFFIC SIGNAL SYSTEM. THE CONTRACTOR IS RESPONSIBLE FOR VERIFICATION OF THE NUMBER OF ITEMS AND THE TYPES OF EQUIPMENT REQUIRED.

EXISTING	NEW	LEGEND
		MAST ARM POLE (MP)
		STRAIN POLE (SP)
		CONTROLLER CABINET
		PULLBOX (PB)/ JUNCTION BOX (JB)
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		PEDESTAL POST (PP)
		MAST ARM MOUNTED SIGN
		STANCHION
		VIDEO DETECTOR
		VIDEO DETECTION AREA

TRAFFIC SIGNAL SHEET #1

PROJECT NAME: SOUTH BURLINGTON
 PROJECT NUMBER: IM 089-3(37)

FILE NAME: z03a178trfbdr.dgn PLOT DATE: 5/16/2006
 PROJECT LEADER: KEN UPMAL DRAWN BY: V. KACOYANNAKIS
 DESIGNED BY: V. KACOYANNAKIS CHECKED BY: J. FORD
 SHEET 67 OF 99

NOTE: THIS PLAN IS SHOWN FOR SIGNAL PHASING, REPLACING SIGNAL HEADS FOR THE PHASE CHANGING, INSTALLING NEW LOOPS IN THE SHERATON AND STAPLES DRIVEWAYS AND CONNECTING RAMP 'C' TO THE EXISTING BURLINGTON CLOSED LOOP SYSTEM.

ROUTE 2 WILLISTON ROAD & SHERATON DRIVEWAY

WIRED CONDUIT (1/2") (PVC)

JBI TO EXISTING STRAIN POLE NE CORNER - 16'

NOTE: FOR REMAINING CONDUIT TO CONTROLLER AT RAMP 'C' SEE TRAFFIC SIGNAL SHEET NO.2