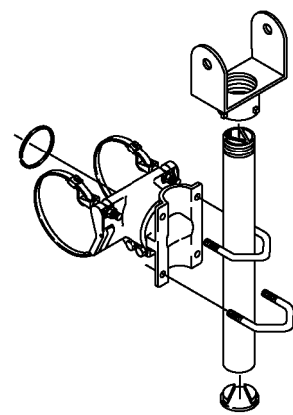


CAMERA EXTENSION BRACKET FOR MAST
ARM AND MONOTUBE SIGN BRIDGE

N.T.S.



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"

Notes:

All assemblies shall have steel fasteners and stainless steel clamp screw kits.

For 2 piece bracket mounts shall be specified for camera type.

SEE SHEET 67 FOR
MAST ARM CROSS SECTIONS

SEE SHEETS 42-43 FOR
PAVEMENT MARKINGS AND
SIGNS LAYOUT

SEE SHEET 48 - TRAFFIC
SIGNAL PLANS SHEET NO. 1
FOR INTERCONNECT TO
EXIT 15 ON-RAMP

SEE SHEET 48
FOR VIDEO DETECTION
ON RAMP "B"

NOTES:

- OFFSET IS REFERENCED AT THE END OF PHASE 2.
- SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
- VIDEO DETECTION AREAS ARE IN NON-LOCK PRESENCE MODE. VIDEO DETECTOR 7A IS IN DELAY MODE, 10 SECONDS, NON-LOCK. DETECTOR 4D TO FORCE TIMINGS AS SHOWN ON THE QUEUE DETECTOR SETTING TABLE UNTIL RAMP CLEARS.
- ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
- MASTER CONTROLLER WILL BE LOCATED AT EXIT 15 OFF-RAMP INTERSECTION.
- PROPOSED TELEMETRY SYSTEM WILL BE USED TO COORDINATE SIGNAL WITH THE ROUTE 15/I-89 EXIT 15 ON-RAMP INTERSECTION.
- VIDEO DETECTION CABLE SHALL RUN INSIDE OVERHEAD SIGN STRUCTURE AND CONTINUE IN 1 1/2" PVC CONDUIT TO PBI6.

ROUTE 15 (EAST ALLEN STREET) @
I-89 EXIT 15 OFF RAMP/ROLAND COURT

ELECTRICAL CONDUIT
SLEEVE (8") (PVC)

PBI TO PB2 - 30' 27.5
PBI TO PBI0 - 80' 68
PB3 TO PB4 - 38' 37
PB7 TO PB8 - 40' 42

WIRED CONDUIT
(2 1/2") (PVC)

PB3 TO PB4 - 39'
PB4 TO PB5 - 32'
PB5 TO PB6 - 43'
CONTROLLER TO PB3 - 5'

WIRED CONDUIT
(2") (PVC)

JB1 TO PBI - 21'
PBI TO PB2 - 30'
PBI TO PBI0 - 80'
PB2 TO PB3 - 20'
PB6 TO PB7 - 50'
PB7 TO PB8 - 40'
PB3 TO MP2 - 9'

WIRED CONDUIT
(1 1/2") (PVC)

PBI TO PP2 - 4'
PB2 TO PP3 - 8'
PB3 TO PP4 - 20'
PB5 TO PP5 - 6'
PB6 TO MP3 - 5'
PB7 TO PP6 - 9'
PB8 TO MP5 - 13'
PB8 TO PP7 - 11'
PBI2 TO MP4 - 10'

WIRED CONDUIT
(1 1/2") (PVC) (CONT.)

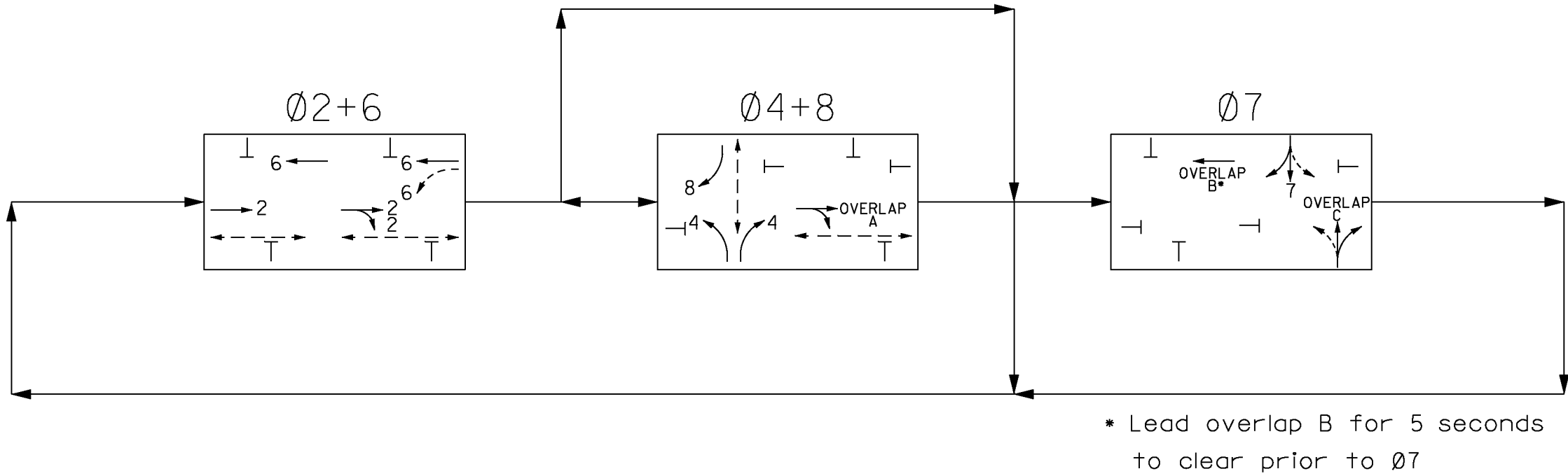
PBI2 TO PBI3 - 28'
PBI3 TO PP8 - 6'
PBI3 TO PP9 - 32'
PBI0 TO MPI - 13'
PBI0 TO PPI - 60'
PPI TO PBI2 - 122'
PB4 TO PBI5 - 105'
PBI5 TO PBI6 - 49'
PBI6 TO OVERHEAD SIGN
STRUCTURE - 15'

ELECTRICAL WIRING

I-89 ON RAMP TO OFF RAMP - 375'
(USE EXISTING CONDUIT)

NOTE:
THE CONDUIT BETWEEN PBI AND PBI0 ACROSS VT ROUTE 15 SHALL BE BACKFILLED
WITH 900.608 SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL).

PHASING DIAGRAM
ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT



EXIT 15 OFF-RAMP QUEUE DETECTOR SETTING TABLE
(VIDEO DETECTION ZONE 4D)

	PREEMPT 1
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	10
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	PARENT
HOLD GREEN	30
HOLD YELLOW	4.0
HOLD RED	1.0
HOLD PHASE	4,8
EXIT PHASE	2,6
EXIT CALL	NONE

ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT

TABLE OF CHANGE SEQUENCE										FLASHING OPERATION
FACE	ø2 + ø6			ø4 + ø8			ø7			
	R/W	CLEAR TO ALL OTHER PHASES		R/W	CLEAR TO ALL OTHER PHASES		R/W	CLEAR TO ALL OTHER PHASES		
2A	G	Y	R	R	R	R	R	R	R	FY
2B	G	G/Y	G/R	G	G/Y	G/R	R	R	R	FY
4A	R	R	R	G	Y	R	R	R	R	FR
4B	R	R	R	G	Y	R	R	R	R	FR
6A	G	Y	R	R	R	R	G	G	G	FY
6B	G	Y	R	R	R	R	R	R	R	FY
7	R	R	R	R	R	R	G	Y	R	FR
8	R	R	R	G	Y	R	R	R	R	FR
P2	W	FD	DW	DW	DW	DW	DW	DW	DW	
P4	DW	DW	DW	W/FD	DW	DW	DW	DW	DW	

SEQUENCE NOTES:

1. FACE 2B TO REMAIN ON G INDICATION IF Ø4+Ø8 IS FOLLOWED BY Ø2+Ø6, AND IF Ø2+Ø6 IS FOLLOWED BY Ø4+Ø8.

ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT

CONTROLLER TIMING CHART								
LOCAL PROGRAMING	PHASE							
	1	2	3	4	5	6	7	8
MINIMUM GREEN		10		6		10	9	6
PASSAGE/VEHICLE EXT		3.0		3.0		3.0	-	3.0
YELLOW CLEARANCE		4.0		4.0		4.0	3.0	4.0
ALL RED CLEARANCE		2.0		2.0		2.0	1.0	2.0
MAX. 1 GREEN-75 SEC		33		17		33	9	17
MAX. 2 GREEN-60 SEC		17		18		17	9	18
SEC/AT		-		-		-	-	-
TIME BEFORE REDUCE		-		-		-	-	-
TIME TO REDUCE		-		-		-	-	-
WALK		11		5		-	-	-
FLASHING DON'T WALK		11		17		-	-	-
DON'T WALK		1		1		-	-	-
RECALL		SOFT		LOCK		SOFT	N.L.	N.L.

ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	8	SEC	%
1 - 1	75		39		23		39	13	23	31	41
2 - 1	60		23		24		23	13	24	22	37
1 - 1		WEEKDAYS - 0600 - 1100									
2 - 1		WEEKDAYS - 1100 - 2000									
2 - 1		SAT. & SUN. - 0600 - 2000									

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

PROJECT NAME: WINOOSKI
PROJECT NUMBER: NH 089-3(65)

FILE NAME: z94a198trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: J.SOBEL
TRAFFIC SIGNAL PLANS SHEET 2
PLOT DATE: 2/22/2010
DRAWN BY: J.WILTSHIRE
CHECKED BY: D.FLYNN
SHEET 49 OF 67