

POOR ORIGINAL COPY

STATE OF VERMONT
AGENCY OF TRANSPORTATION

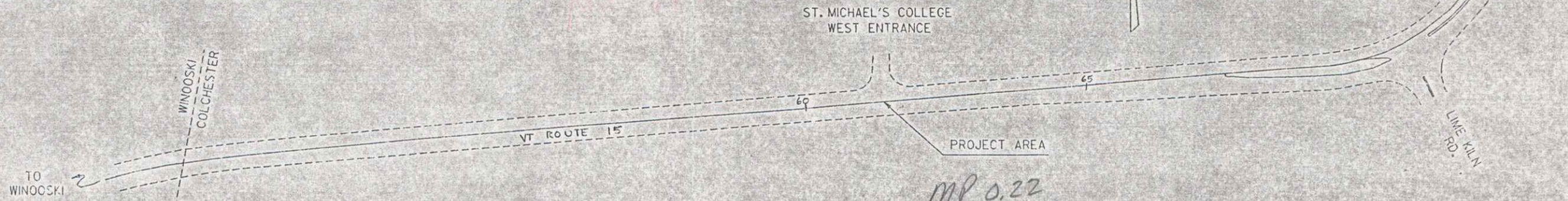
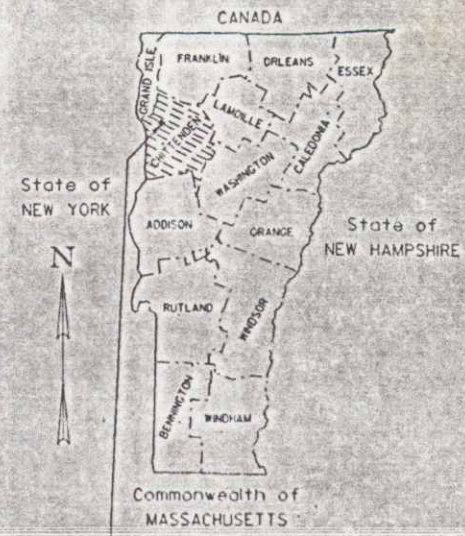
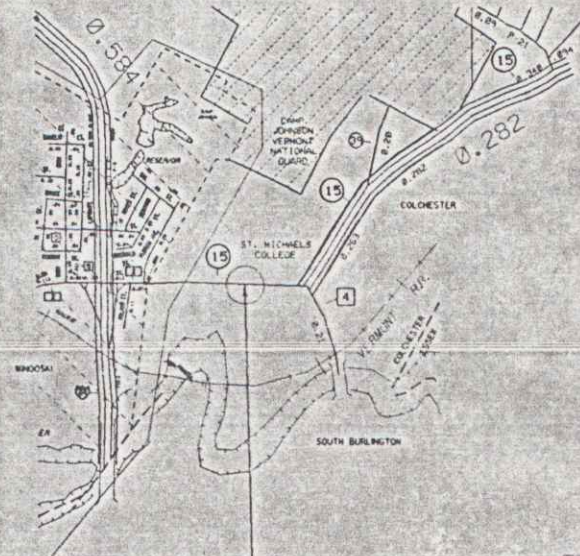


PROPOSED IMPROVEMENT
TOWN OF COLCHESTER
COUNTY OF CHITTENDEN
VT. ROUTE 15 : (F.A.P.)

BEGINNING AT A POINT 0.19 MILES EAST OF THE
WINOOSKI - COLCHESTER TOWN LINE ON VT. ROUTE 15
AND EXTENDING NORTHERLY 0.06 MILES.

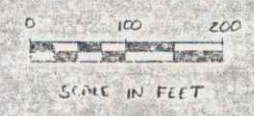
LENGTH OF PROJECT - 1 INTERSECTION
PROJECT CONSISTS OF INSTALLING TRAFFIC SIGNALS AT
SAINT MICHAEL'S COLLEGE WEST ENTRANCE.

ROW PLANS



CONVENTIONAL SIGNS	
COUNTY LINE	---
TOWN LINE	- - - -
LIMITS OF ACCESS	○ ○ ○ ○
POINT OF ACCESS	X
FENCE LINE	— X — X — X
STONE WALL	o o o o o o o o o o
TRAVELED WAY	— — — —
DIRTY RAIL	- - - -
RAILROAD	— — — —
SURVEY LINE	— — — —
CULVERT	— — — —
POWER POLE	⊥
TELEPHONE POLE	⊥
TREES	⊙ ⊙ ⊙
CONTROL OF ACCESS	///
PROPERTY LINE	— — — —
R.O.W. TAKING LINE	— — — —
SLOPE RIGHTS	— — — —
TOP OF CUT	— — — —
TCE OF SLOPE	— — — —

DATUM	
VERTICAL	— — — —
HORIZONTAL	— — — —



MM0019-0025
PROPOSED EASEMENTS
SHOWN ON SHEET 3
Pin # 00704
JAN 0 8 1990

THESE PLANS ARE SUBJECT TO SUCH ENGINEERING
CHANGES AS MAY BE REQUIRED BY THE FEDERAL HIGHWAY
ADMINISTRATION OR THE CHIEF ENGINEER.
CONSTRUCTION IS TO BE CARRIED ON IN ACCORDANCE
WITH THESE PLANS AND THE STANDARD SPECIFICATIONS
FOR CONSTRUCTION DATED 1986, AS APPROVED BY THE
FEDERAL HIGHWAY ADMINISTRATION ON NOVEMBER 21, 1989
FOR USE ON THIS PROJECT, INCLUDING ALL SUBSEQUENT
REVISIONS AND SUCH REVISED SPECIFICATIONS AND
SPECIAL PROVISIONS AS ARE INCORPORATED IN THESE
PLANS.

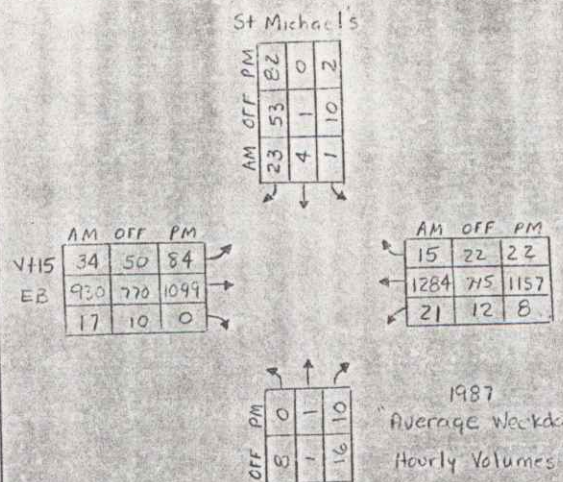
APPROVED <i>David W. Kelly</i>	DATE <i>1/13/87</i>
Director of Engineering & Construction	
APPROVED <i>J. L. ...</i>	DATE <i>10/29/87</i>
Chief, Property Administration	
COLCHESTER	
MA 3717	
SHEET 1 OF 3	

POOR ORIGINAL COPY

SIGNAL TIMING AND PHASING

INITIAL	PHASE A				PHASE B				PHASE C				
	W	W	W	W	W	W	W	W	W	W	W	W	W
EXT													
MIN	40	4	2	8	8	4	2	8	4	2	8	4	2
MAX WIPES	40	4	2	8	8	4	2	8	4	2	8	4	2
MAX WIPES	35			4	2	4						4	2

PHASE	W	W	W	W	W	W	W	W	W	W	W	W	W
PHASE 2	G	Y	R	Y	R	R	G	R	R	G	R	R	G
PHASE 4	R	R	G	R	R	G	R	R	G	R	R	G	R
PHASE 6	G	Y	R	Y	R	R	G	R	R	G	R	R	G
PHASE 8	R	R	G	R	R	G	R	R	G	R	R	G	R
PED	W	W	W	W	W	W	W	W	W	W	W	W	W



- Temporary 24" Stripbars**
60185, 4'-24" RT
61112 ~ 61133, 36" RT (Bagel Factory)
61120 ~ 61141, 36" LT (St Michael's)
61189, 24" RT ~ 8
- Temporary 4" White Lines**
61192 ~ 60192, 12' LT & 12' RT (Dashed)
61189 ~ 62189, 12' LT & 12' RT (Dashed)
- Portland Cement Concrete Sidewalk - 5"**
60187 ~ 61103, RT (See Std)
Type 6 Ramp @ 60195 C-3 EX IV
- Temporary 4" Yellow Lines**
59192 ~ 60192, 4' (Double)
61189 ~ 62189, 4' (Double)
61141, 40' ~ 90' LT (Double) - St Michael's
- Temporary Crosswalk w/ Diagonal Lines**
60195, 24' RT ~ 61111, 30' LT
61113, 32' LT ~ 61170, 32' LT
- Vehicle Loop Detector**
St Michael's Drive 6x30 loop, as shown
Bagel Factory Drive two 6x20 loops, as shown + leads ins.
- Electrical Conduit**
St Michael's Drive curb to pole #1
Bagel Factory Drive edge of drive to pole #2

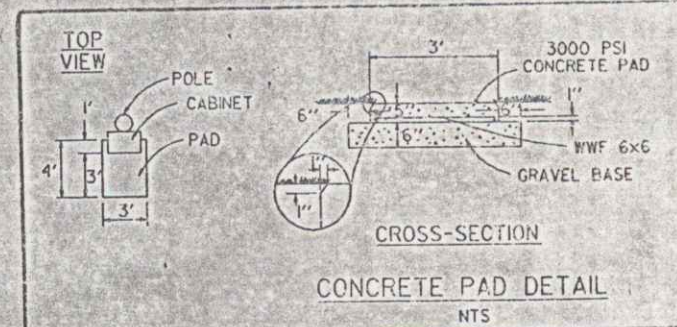
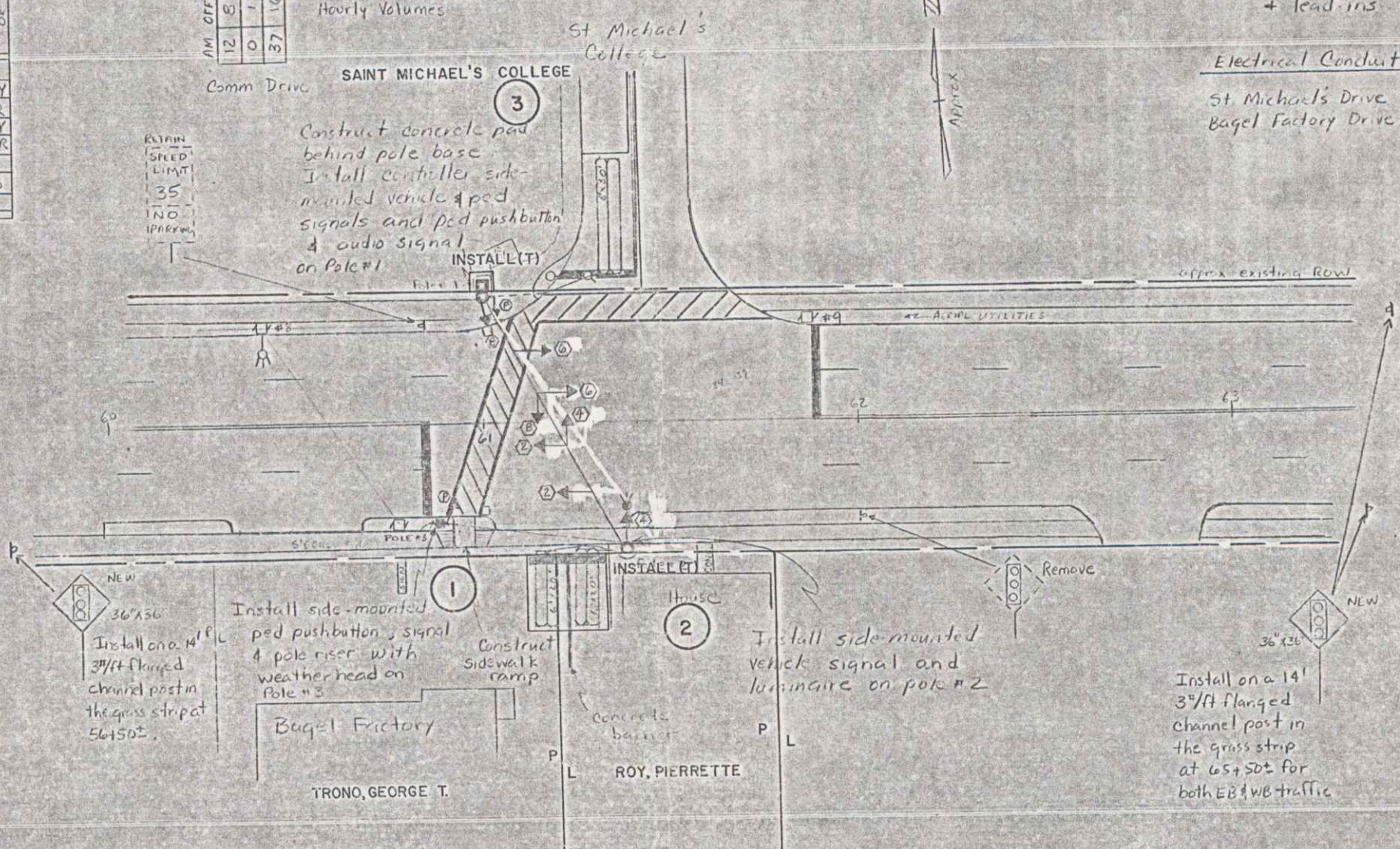
9. Run ped wiring aerially between Pole #2 and #3 on a messenger cable. Min cable clearance over the drive shall be 18'.

WORK TO BE DONE BY STATE FORCES

1. Install traffic signal strain poles. Set bases as shown in detail on sheet 5.
2. Install the cabinet controller and all other necessary equipment on pole #1. Install a meter socket on the side of the cabinet.
3. Install signal heads, pedestrian heads and conduit, as shown.
4. Install a 6x30' loop on the St Michael's Drive and two 6x20' loops on the Bagel Bakery Drive as shown. The loops shall run in the presence mode.
5. Apply pavement markings as shown.
6. Coordinate activities with the utilities.
7. Remove and install signs as shown.
8. Use a delay coil loop amplifier set to 8-10 seconds due to Bagel Factory driveway configuration. (Entering vehicle will trip loops as well as exiting vehicles.) Use a second loop amplifier for the St Michael's drive loop. Both amplifiers shall call the same phase. (Cont'd above)

WORK TO BE DONE BY THE UTILITY

1. Adjust existing utilities to provide adequate clearances. (between poles #8 and #9)
2. Provide power source for controller. Meter to be installed on the cabinet. (Mid span aerial service)
3. Set free standing utility pole (25'±)



EXISTING	NEW	LEGEND
○	○	UTILITY POLE
○	○	LUMINAIRE
○	○	WOOD POLE
○	○	STRAIN POLE
□	□	CONTROLLER CABINET
□	□	PULL BOX / JUNCTION BOX
→	→	SIGNAL HEAD
—	—	CONDUIT
—	—	VEHICLE LOOPS
—	—	SIGNS

PROPERTY OF:
VERMONT AGENCY OF TRANSPORTATION
MAINTENANCE DIVISION

IN EMERGENCY CALL:
DISTRICT TRAFFIC POSITION OFFICE
XXX-XXXX BENDINGTON

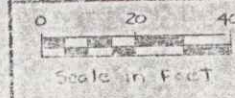
NIGHTS & WEEKENDS
XXX-XXXX

A DISTRICT HEADQUARTERS
AS IS APPROPRIATE FOR
EACH LOCATION

LEGEND - BLACK (RED OR BLUE) - 2" HIGH - 10" WIDE - 10" DEEP - 10" THICK - 10" LONG - 10" WIDE - 10" THICK - 10" LONG

CONTROLLER IDENTIFICATION PLAQUE

1. THIS PLAQUE SHALL BE MOUNTED ON ALL TRAFFIC SIGNAL CONTROLLER CABINETS. IT SHALL BE FASTENED TO THE CONTROLLER CABINET IN SUCH A MANNER AS TO BE NOT EASILY REMOVED, SUCH AS WELDING, RIVETING OR BOLTED WITH VANDAL PROOF BOLTS.
2. THE LETTERS SHALL BE PUNCHED OR STAMPED, SUCH STAMPING SHALL PENETRATE AT LEAST 1/8" INTO THE BASE MATERIAL THICKNESS.
3. THE BASE MATERIAL FOR THE PLAQUE SHALL BE BRASS OR ALUMINUM WITH A MINIMUM THICKNESS OF .100 INCHES.



TRAFFIC SIGNAL
LAYOUT
&
TIMING

JAN 9 1990
COLCHESTER
MA 3717
SHEET 3 OF 3