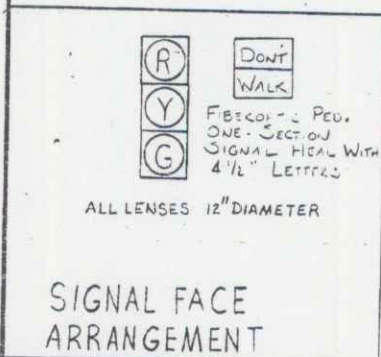


VT 100 & VT 9 INTERSECTION WILMINGTON, VERMONT

VEHICLE DETECTOR LOOPS						
LOOP NO.	LANE	CALL	SIZE	TYPE & NO. TURNS	INDUCTANCE CALC. ACTUAL	RESISTANCE CALC. ACTUAL
2	VT9 WB	A	6x40	QUAD - 1	124	1.816
2A	VT9 WE	A	6x20	QUAD - 2	175	1.847
4	VT100 SB	B	6x40	QUAD - 1	114	1.685
4A	VT100 SE	B	6x20	QUAD - 2	165	1.716
6	VT9 EB	A	6x40	QUAD - 1	116	1.696
6A	VT9 EB	A	6x20	QUAD - 2	136	1.807
6B	VT9 EB	A	6x40	QUAD - 1	174	1.838
8	VT9 NB	E	6x40	QUAD - 1	126	1.849

- EACH LOOP SHALL HAVE ITS OWN DETECTOR AMP.
- LOOPS 2A & 4A SHALL HAVE DELAY AMPS.



THE NEW CONTROLLER CABINET SHALL BE PROVIDED WITH A POLICE DOOR WHICH CONTAINS, IN ADDITION TO THE NORMAL SWITCHES, A HANDHELD ACTIVATION DEVICE. THIS HANDHELD UNIT SHALL HAVE A TEN FT. CORD AND SHALL BE EASILY REMOVABLE THROUGH THE PROVISION OF A PLUG-IN TYPE RECEPTACLE. THE POLICE DOOR SHALL HAVE SUFFICIENT SPACE FOR THE STORAGE OF THE HANDHELD DEVICE AND CORD.

ELECTRICAL CONDUIT

3/4\" GALVANIZED STEEL CONDUIT

ON UTILITY POLE #333 FROM AN APPROPRIATE WEATHERHEAD DOWN THE POLE TO THE PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON UNIT.

ON POLICE DEPARTMENT BUILDING FROM AN APPROPRIATE WEATHERHEAD DOWN THE BUILDING TO THE PEDESTRIAN SIGNAL HEADS AND PUSHBUTTON UNIT.

1 1/2\" PVC CONDUIT

STRAIN POLE #1 TO CURB FOR LOOP #8 LEAD-IN
(2EA) STRAIN POLE #2 TO CONTROLLER
ONE FOR LOOP #6A & B LEAD-IN
ONE FOR LOOP #8 LEAD-IN
(3EA) CONTROLLER TO CURB (AS SHOWN)
ONE FOR LOOP #2 LEAD-IN
ONE FOR LOOP #4 & 4A LEAD-IN
ONE FOR LOOP #6 LEAD-IN
SIGNAL POLE #3 TO CURB FOR LOOP #4 & 6A LEAD-IN

2\" PVC CONDUIT

STRAIN POLE #2 TO CONTROLLER
(2EA) STRAIN POLE #1 TO CONTROLLER
ONE FOR POWER FEED TO CONTROLLER
TWO FOR ELECTRICAL WIRING FOR SIGNALS
SIGNAL POLE #3 TO UTILITY POLE #428 AND FROM BASE OF POLE TO AN APPROPRIATE WEATHERHEAD

REMOVE EXISTING PED. PUSHBUTTONS AND SIGNAL HEADS & MOUNTING HARDWARE. MOUNT NEW PUSHBUTTON AND SIGNAL HEADS ON POLICE DEPT. BUILDING.

INSTALL & MAINTAIN (P)

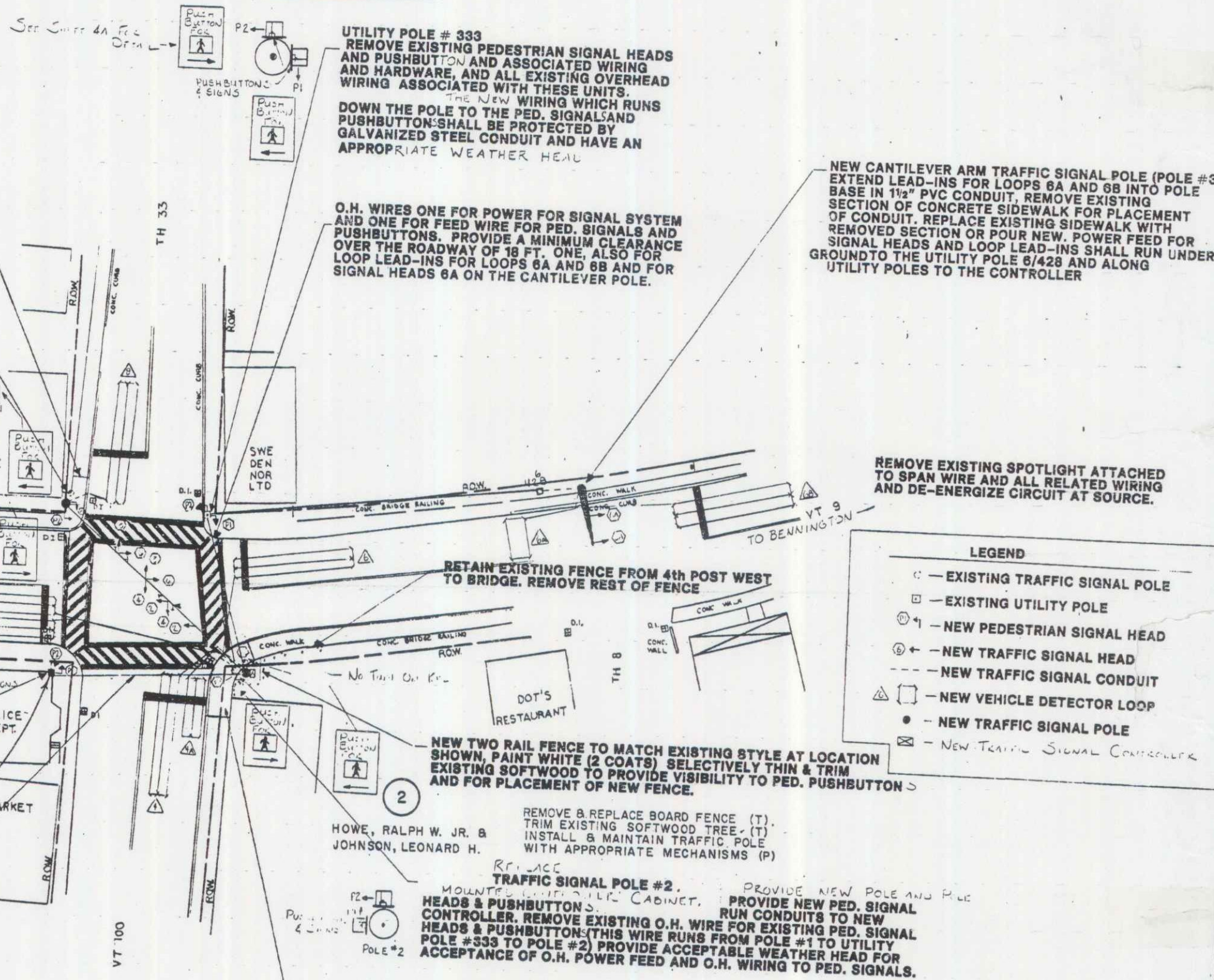
O.H. WIRE FOR PED. SIGNALS AND PUSHBUTTONS. PROVIDE A MINIMUM CLEARANCE OVER THE ROADWAY OF 18 FT. THE O.H. WIRE SHALL TERMINATE IN AN APPROPRIATE WEATHER HEAD ON THE BUILDING. THE WIRING THAT RUNS DOWN THE BUILDING TO THE PED. SIGNAL HEADS & PUSHBUTTON UNITS SHALL BE PROTECTED BY 3/2\" GALVANIZED STEEL CONDUIT. SAID CONDUIT SHALL BE PROPERLY PRIMED AND PAINTED TO MATCH EXISTING BUILDING COLOR AFTER INSTALLATION. THESE UNITS SHALL BE INDEPENDENTLY GROUND.

4\" YELLOW LINES

VT9 WESTBOUND APPROACH - STOP BAR - MATCH TO EXISTING (DEL)
VT9 EASTBOUND APPROACH - AS SHOWN
VT100 SOUTHBOUND APPROACH - STOP BAR - MATCH TO EXISTING (DEL)
VT100 NORTHBOUND APPROACH - STOP BAR - MATCH TO EXISTING (DEL)

DURABLE 24\" STOP BAR

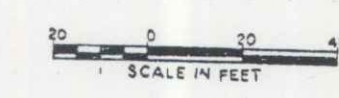
VT9 WESTBOUND APPROACH - AS SHOWN
VT9 EASTBOUND APPROACH - AS SHOWN (2EA)
VT100 SOUTHBOUND APPROACH - AS SHOWN
VT100 NORTHBOUND APPROACH - AS SHOWN



LEGEND

- - EXISTING TRAFFIC SIGNAL POLE
- - EXISTING UTILITY POLE
- ⊕ - NEW PEDESTRIAN SIGNAL HEAD
- ⊙ - NEW TRAFFIC SIGNAL HEAD
- - - - NEW TRAFFIC SIGNAL CONDUIT
- ⊖ - NEW VEHICLE DETECTOR LOOP
- - NEW TRAFFIC SIGNAL POLE
- ⊞ - NEW TRAFFIC SIGNAL CONTROLLER

AUG 8 1994



STATEWIDE
FG SGNL (I) SITE-25
VT 9, VT 100, T.H. 33
WILMINGTON
R.O.W. SHEET (2) OF 2 SHEETS