

FILE NAME: G:\VTR\2001\737123 (NEW 2) BY: CMB DATE: 1998-12-10

DATUM
 VERTICAL N/A
 HORIZONTAL N/A

TIMING AND PHASING	PHASE 1+5		PHASE 1+6		PHASE 2+6 (DWELL)			PHASE 4+8		
	R	W	R	W	R	W	R	W	R	W
VEHICLE	1	1	1	1	1	1	1	1	1	1
MINIMUM	24	4	4	1	28	4	2	4	2	4
MAXIMUM	4	1	4	1	4	2	4	2	4	2
VEHICLE	1	1	1	1	1	1	1	1	1	1
MINIMUM	24	4	4	1	26	4	2	4	2	4
MAXIMUM	4	1	4	1	4	2	4	2	4	2
FACE 1	R	R	R	R	R	R	R	R	R	R
FACE 2	R	R	R	R	R	R	R	R	R	R
FACE 3	R	R	R	R	R	R	R	R	R	R
FACE 4	R	R	R	R	R	R	R	R	R	R
FACE 5	R	R	R	R	R	R	R	R	R	R
FACE 6	R	R	R	R	R	R	R	R	R	R
FACE 7	R	R	R	R	R	R	R	R	R	R
FACE 8	R	R	R	R	R	R	R	R	R	R

1996 AVERAGE WEEKDAY TRAFFIC VOLUME/% TRUCKS

AM	OFF	PM	DHV**
8	16	6	8/3
451	584	567	798/3
63	150	137	189/3

** DHV - 2001 DESIGN HOUR VOLUME/% TRUCKS

AM	OFF	PM	DHV**
11/2	8	18	10
880/2	636	550	327
254/2	196	192	238

INSTALL OVERHEAD TRAFFIC SIGNAL INTERCONNECT CABLE FROM THE VAOT MATERIALS RESEARCH BUILDING TO THE AMES DRIVE INTERSECTION. REFER TO THE SIGNING AND STRIPING PLANS FOR THE CONTINUATION OF THIS CABLE THROUGH AREAS NOT COVERED BY THE TRAFFIC PLANS.

INSTALL NEW SIGNAL SYSTEM (ALL EQUIPMENT) AS SHOWN
 INSTALL CONTROLLER CABINET ON POLE #1
 CONSTRUCT CONCRETE PAD
 POWER FEED (USE EXISTING UNDERGROUND LINE)

SWAY MOTORS

VEHICLE LOOP DETECTORS										TEST RESULTS				
LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL #	MODE	AMP	INDUCTANCE (uH)	RESISTANCE @ 77°F (MΩ)	LEAKAGE TO GROUND	CALCULATED	MEASURED	CALCULATED	MEASURED
U.S. RT. 302 EB LT	5	6'x40'	QUAD	2	#5	PRESNCE NON-DELT		353			0.78			
U.S. RT. 302 WB LT	1	6'x40'	QUAD	2	#1	PRESNCE NON-DELT		393			1.28			
PARTRIDGE ROAD	8A	6'x40'	QUAD	2	#4+B	PRESNCE NON-DELT		392			1.21			
PARTRIDGE ROAD	8B	6'x40'	RECT-4	4	#4+B	PRESNCE NON-DELT		192			0.85			
BERLIN HWY. LT/TH	4A	6'x40'	QUAD	2	#4+B	PRESNCE NON-DELT		353			0.79			
BERLIN HWY. RT	4B	6'x40'	QUAD	2	#4+B	PRESNCE NON-DELT		358			0.83			
BERLIN HWY. RT	4C	6'x40'	RECT-4	4	#4+B	PRESNCE NON-DELT		180			0.44			

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

EXISTING PROPERTY LINES (P/L) ARE BELIEVED TO BE ACCURATE BUT SHOULD NOT BE RELIED UPON FOR PURPOSES UNRELATED TO THE STATE OF VERMONT'S ACQUISITION OF LAND AND RIGHTS FOR THIS PROJECT.

EXISTING	NEW	LEGEND
⊕	⊕	UTILITY POLE
⊙	⊙	LUMINAIRE
⊠	⊠	WOOD POLE
○	○	STRAIN POLE
⊞	⊞	CONTROLLER CABINET
⊠	⊠	PULLBOX/JUNCTION BOX
→	→	SIGNAL HEAD
⊠	⊠	VEHICLE LOOP DETECTOR
—	—	CONDUIT
—	—	VEHICLE LOOPS
●	●	PEDESTAL POST

NOTES:
 1. REFER TO SHEET 17 FOR COORDINATION DATA, CYCLE LENGTH, AND STANDARD NEMA PHASING INFORMATION.
 2. DURING INSTALLATION OF NEW STRAIN POLES, EXISTING POLES MAY NEED GUYING DURING CONSTRUCTION. WHEN REMOVING THE EXISTING STRAIN POLES, THE EXISTING BASES SHALL REMAIN. THE TOP OF THE BASE (1-2) SHALL BE CUT OFF.



TRAFFIC PLANS (RT 302/BERLIN SH)

PREPARED BY: TAE/CMB DATE 12/98
 CHECKED BY: KGH DATE 12/98
 DESIGN SUPERVISOR: TAE DATE 12/98
 PROJ. BERLIN MG SGNL(4)

R. O. W. SHEET 5 OF 17

5