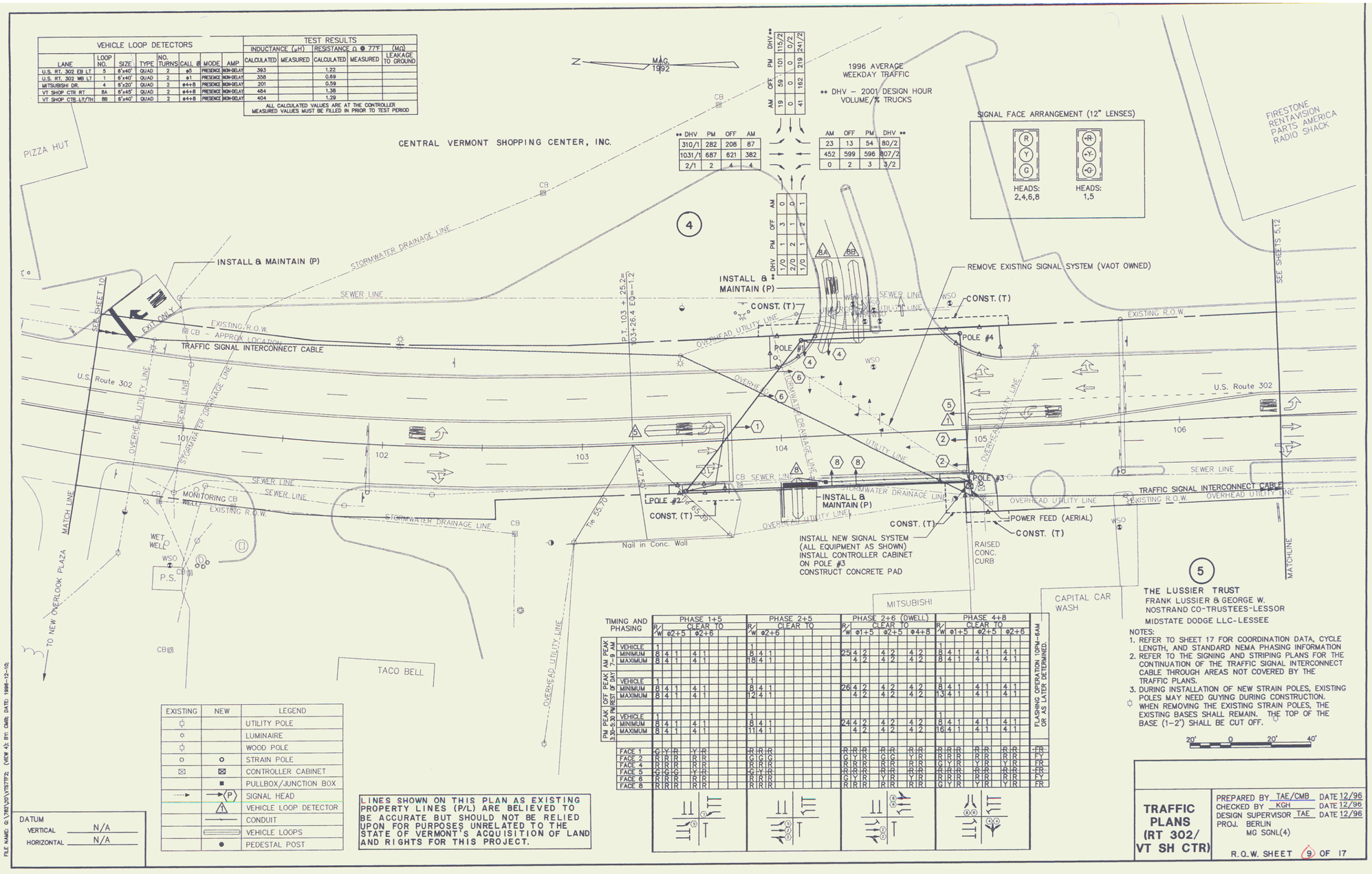
VEHICLE LOOP DETECTORS								TEST RESULTS				
								INDUCTANCE (μH)		RESISTANCE Ω @ 77°F		(MΩ)
LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL Ø	MODE	AMP	CALCULATED	MEASURED	CALCULATED	MEASURED	LEAKAGE TO GROUND
U.S. RT. 302 EB LT	5	6'x40'	QUAD	2	ø5	PRESENCE	NON-DELAY	393		1.22		
U.S. RT. 302 WB LT	1	6'x40'	QUAD	2	ø1	PRESENCE	NON-DELAY	358		0.69		
MITSUBISHI DR.	4	6'x20'	QUAD	2	ø4+8	PRESENCE	NON-DELAY	201		0.59		
VT SHOP CTR RT	8A	6'x45'	QUAD	2	ø4+8	PRESENCE	NON-DELAY	484		1.38		
VT SHOP CTR LT/TH	8B	6'x40'	QUAD	2	ø4+8	PRESENCE	NON-DELAY	404		1.29		

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



** DHV	PM	OFF	AM
310/1	282	208	87
1031/1	687	621	382
2/1	2	4	4

AM	OFF	PM	DHV **
23	13	54	80/2
452	599	596	807/2
0	2	3	3/2

** DHV	PM	OFF	AM
1/0	1	3	0
2/0	2	1	0
1/0	1	2	1

DHV **	PM	OFF	AM
115/2	101	59	19
0/2	0	0	0
241/2	219	162	41

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

DATUM
VERTICAL N/A
HORIZONTAL N/A

LINES SHOWN ON THIS PLAN AS 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.

TIMING AND PHASING

		PHASE 1+5 R/W	CLEAR TO ø2+5	CLEAR TO ø2+6	PHASE 2+5 R/W	CLEAR TO ø2+6	PHASE 2+6 (DWELL) R/W	CLEAR TO ø1+5	CLEAR TO ø2+5	CLEAR TO ø4+8	PHASE 4+8 R/W	CLEAR TO ø1+5	CLEAR TO ø2+5	CLEAR TO ø2+6
AM PEAK 7–9 AM	VEHICLE	1			1						1			
	MINIMUM	8	4	1	8	4	1	25	4	2	4	2	4	2
	MAXIMUM	8	4	1	18	4	1		4	2	4	2	4	2
OFF PEAK REST OF DAY	VEHICLE	1			1						1			
	MINIMUM	8	4	1	8	4	1	26	4	2	4	2	4	2
	MAXIMUM	8	4	1	12	4	1		4	2	4	2	4	2
PM PEAK 3:30–5:30 PM	VEHICLE	1			1						1			
	MINIMUM	8	4	1	8	4	1	24	4	2	4	2	4	2
	MAXIMUM	8	4	1	11	4	1		4	2	4	2	4	2
	FACE 1	G	Y	R	R	Y	R	R	R	R	R	R	R	R
	FACE 2	R	R	R	R	R	R	G	Y	R	G	G	Y	R
	FACE 4	R	R	R	R	R	R	R	R	R	R	R	R	R
	FACE 5	G	G	G	G	Y	R	R	R	R	G	Y	Y	R
	FACE 6	R	R	R	R	R	R	G	Y	R	Y	Y	Y	R
	FACE 8	R	R	R	R	R	R	R	R	R	G	Y	Y	R

FLASHING OPERATION 10PM–6AM OR AS LATER DETERMINED.

NOTES:
1. REFER TO SHEET 17 FOR COORDINATION DATA, CYCLE LENGTH, AND STANDARD NEMA PHASING INFORMATION
2. REFER TO THE SIGNING AND STRIPING PLANS FOR THE CONTINUATION OF THE TRAFFIC SIGNAL INTERCONNECT CABLE THROUGH AREAS NOT COVERED BY THE TRAFFIC PLANS.
3. 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.

20' 0 20' 40'

TRAFFIC PLANS (RT 302/ VT SH CTR)

PREPARED BY TAE/CMB DATE 12/96
CHECKED BY KGH DATE 12/96
DESIGN SUPERVISOR TAE DATE 12/96
PROJ. BERLIN
MG SGNL(4)

R.O.W. SHEET 9 OF 17

FILE NAME: G:\783\351\T783T2; (VIEW 4); BY: CMB; DATE: 1996-12-10;

FEB 19 2003

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