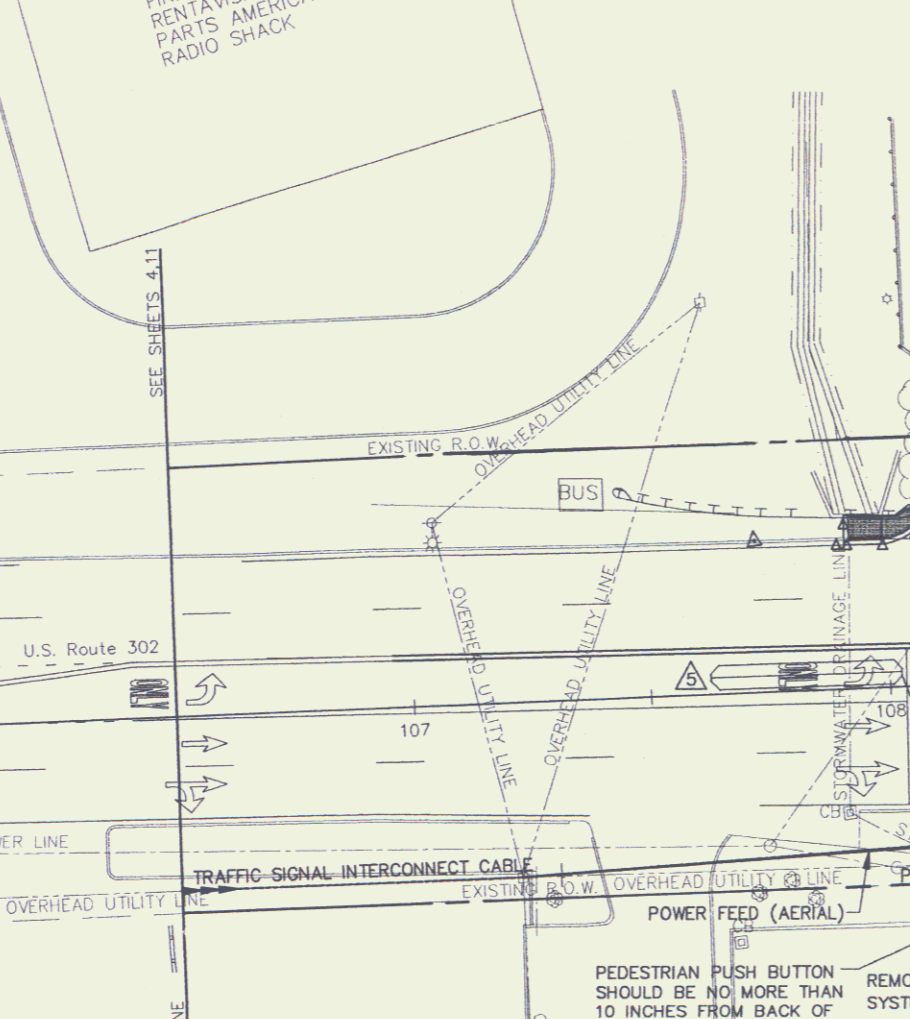


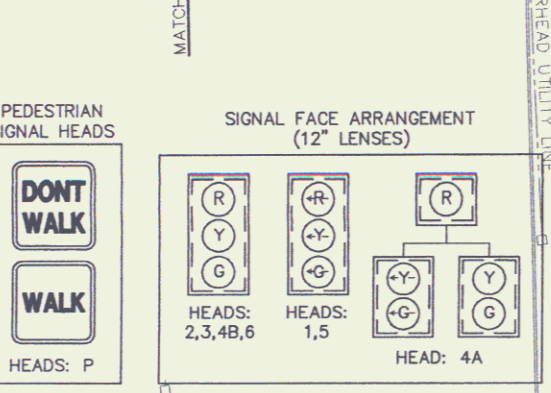
VEHICLE LOOP DETECTORS										TEST RESULTS			
LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL #	MODE	AMP.	INDUCTANCE (μH)	RESISTANCE @ 77°F (MΩ)	LEAKAGE TO GROUND	INDUCTANCE (μH)	RESISTANCE @ 77°F (MΩ)	LEAKAGE TO GROUND
U.S. RT. 302 EB LT	1	6'x40'	QUAD	2	#5	PRESIDENCE NON-DELAY	300	70			70		
U.S. RT. 302 WB LT	2	6'x40'	QUAD	2	#1	PRESIDENCE NON-DELAY	365	1.29			1.29		
MCDONALD'S RT	3A	6'x30'	QUAD	2	#3	PRESIDENCE NON-DELAY	278	1.36			1.36		
MCDONALD'S LT	3B	6'x20'	QUAD	2	#3	PRESIDENCE NON-DELAY	197	1.19			1.19		
HARRY'S LT/TH	4A	6'x40'	QUAD	2	#4	PRESIDENCE NON-DELAY	360	.85			.85		
HARRY'S RT	4B	6'x40'	QUAD	2	#4	PRESIDENCE NON-DELAY	362	.85			.85		

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



1996 AVERAGE WEEKDAY TRAFFIC				** DHV - 2001 DESIGN HOUR VOLUME/% TRUCKS			
AM	OFF	PM	DHV**	AM	OFF	PM	DHV**
41/1	31	103	28	26	119	26	33/2
1122/1	809	618	318	474	402	607	903/2
66/1	52	56	9	1	40	39	51/2

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



M.J.M. ENTERPRISES INC. - LESSOR  
B & S FOOD SERVICES INC. - LESSEE

TIMING AND PHASING	PHASE 1+5				PHASE 2+5				PHASE 2+5 (DWELL)				PHASE 4				PHASE 3				PED. PHASE (ACTUATED)	
	R/W	Q1+5	Q2+5	Q3+5	R/W	Q1+5	Q2+5	Q3+5	R/W	Q1+5	Q2+5	Q3+5	Q4	Q5	PED.	R/W	Q1+5	Q2+5	Q3	PED.	R/W	NEXT
VEHICLE	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
MINIMUM	8.4	4.1	4.1	4.1	8.4	4.1	4.1	4.1	22.4	4.2	4.2	4.2	4.2	4.2	4.2	8.4	4.1	4.1	4.1	4.1	8.4	4.1
MAXIMUM	8.4	4.1	4.1	4.1	8.4	4.1	4.1	4.1	4.2	4.2	4.2	4.2	4.2	4.2	4.2	10.4	4.1	4.1	4.1	4.1	12.4	4.1
PM PEAK OFF PEAK	8.4	4.1	4.1	4.1	8.4	4.1	4.1	4.1	4.2	4.2	4.2	4.2	4.2	4.2	4.2	8.4	4.1	4.1	4.1	4.1	8.4	4.1
3:30-6:00 PM	8.4	4.1	4.1	4.1	8.4	4.1	4.1	4.1	4.2	4.2	4.2	4.2	4.2	4.2	4.2	8.4	4.1	4.1	4.1	4.1	8.4	4.1
FACE 1	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
FACE 2	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
FACE 3	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
FACE 4A	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
FACE 4B	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
FACE 5	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
FACE 6	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
PED. FACE	D	W	D	W	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

LINE 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.

DATUM  
VERTICAL N/A  
HORIZONTAL N/A

**TRAFFIC PLANS (RT 302/ McD'S)**  
PREPARED BY: JAE/CMB DATE 12/96  
CHECKED BY: KGH DATE 12/96  
DESIGN SUPERVISOR: JAE DATE 12/96  
PROJ. BERLIN MG SGNL(4)  
R.O.W. SHEET 11 OF 17