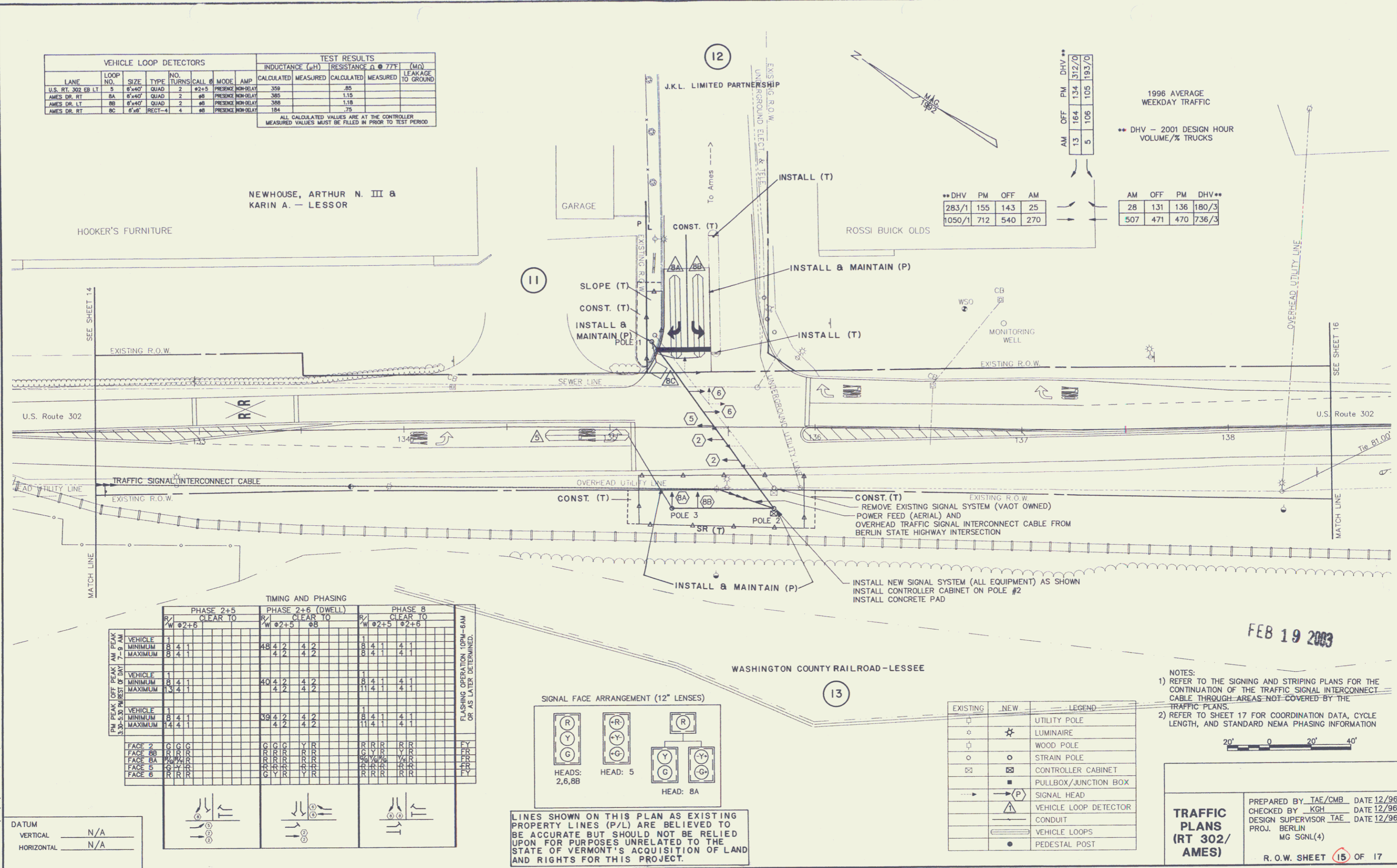


VEHICLE LOOP DETECTORS										TEST RESULTS		
LANE	NO.	SIZE	TYPE	NO. TURNS	CALL #	MODE	AMP	INDUCTANCE (μH)	RESISTANCE Ω @ 77°F	(MΩ)	LEAKAGE TO GROUND	
U.S. RT. 302 EB LT	5	8"x40"	QUAD	2	#2+5	PRESENCE NON-DELAY	359		85			
AMES DR. RT	8A	8"x40"	QUAD	2	#8	PRESENCE NON-DELAY	385		1.15			
AMES DR. LT	8B	8"x40"	QUAD	2	#8	PRESENCE NON-DELAY	388		1.18			
AMES DR. RT	8C	8"x8"	RECT-4	4	#8	PRESENCE NON-DELAY	184		.75			

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**
13	164	134	372/0
5	105	105	193/0

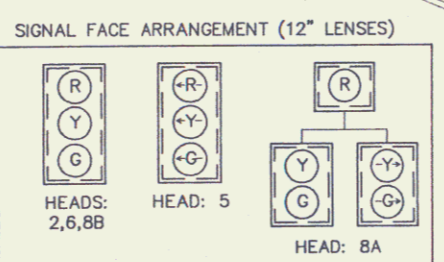
283/1	155	143	25
1050/1	712	540	270

AM	OFF	PM	DHV**
28	131	136	180/3
507	471	470	736/3

TIMING AND PHASING

VEHICLE	PHASE 2+5 CLEAR TO		PHASE 2+6 (DWELL)		PHASE 8 CLEAR TO	
	R	W	R	W	R	W
MINIMUM	8	4.1	4.2	4.2	8	4.1
MAXIMUM	8	4.1	4.2	4.2	8	4.1
VEHICLE	1	1	1	1	1	1
MINIMUM	8	4.1	4.2	4.2	8	4.1
MAXIMUM	13	4.1	4.2	4.2	11	4.1

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



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.

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:

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

20' 0 20' 40'

TRAFFIC PLANS (RT 302/AMES)

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 15 OF 17

FILE NAME: G:\VTR\20\157772 (NEW) BY: CMB DATE: 1996-12-10

DATUM

VERTICAL	N/A
HORIZONTAL	N/A

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