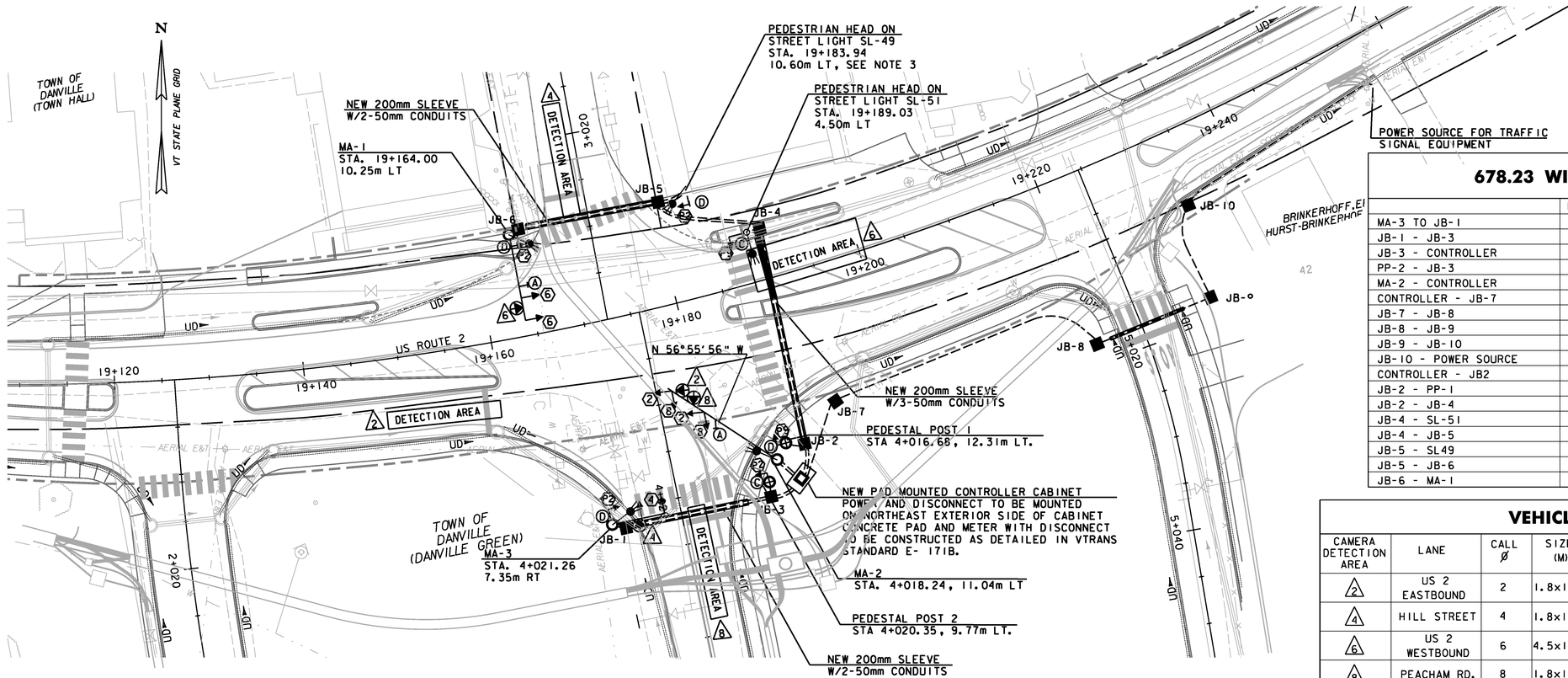


Metric

678.23 WIRED CONDUIT

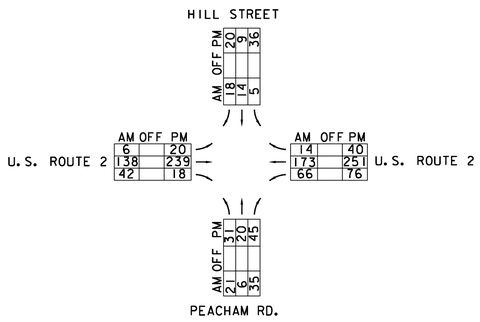
	NO.	DIA.	REMARKS
MA-3 TO JB-1	1	50mm	SIGNAL & VIDEO
JB-1 - JB-3	2	50mm	SIGNAL & VIDEO
JB-3 - CONTROLLER	2	50mm	SIGNAL & VIDEO
PP-2 - JB-3	1	50mm	SIGNAL
MA-2 - CONTROLLER	2	50mm	SIGNAL & VIDEO
CONTROLLER - JB-7	1	50mm	POWER
JB-7 - JB-8	1	50mm	POWER
JB-8 - JB-9	1	50mm	POWER
JB-9 - JB-10	1	50mm	POWER
JB-10 - POWER SOURCE	1	50mm	POWER
CONTROLLER - JB2	2	50mm	SIGNAL & VIDEO
JB-2 - PP-1	1	50mm	SIGNAL
JB-2 - JB-4	2	50mm	SIGNAL & VIDEO & LIGHTING
JB-4 - SL-51	2	50mm	SIGNAL
JB-4 - JB-5	2	50mm	SIGNAL & VIDEO & LIGHTING
JB-5 - SL49	2	50mm	SIGNAL & VIDEO & LIGHTING
JB-5 - JB-6	2	50mm	SIGNAL & VIDEO
JB-6 - MA-1	2	50mm	SIGNAL & VIDEO

VEHICLE DETECTORS

CAMERA DETECTION AREA	LANE	CALL Ø	SIZE (M)	TYPE	PULSE OR PRESENCE	DELAY	LOCKING MEMORY
2	US 2 EASTBOUND	2	1.8x12.0	OPTICAL	PRESENCE		NO
4	HILL STREET	4	1.8x12.0	OPTICAL	PRESENCE	5 SEC	NO
6	US 2 WESTBOUND	6	4.5x12.0	OPTICAL	PRESENCE		NO
8	PEACHAM RD.	8	1.8x12.0	OPTICAL	PRESENCE	5 SEC	NO

LEGEND

EXISTING	NEW	DISCRIPTION
		UTILITY POLE
		LUMINAIRE
		LIGHT OR WOOD POLE
		STRAIN POLE/CANTILEVER
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
— EX —	— — —	CONDUIT
		PEDESTAL POST
		CONDUIT SLEEVE
	DETECTION AREA	VIDEO DETECTION AREA
		VIDEO DETECTION CAMERA



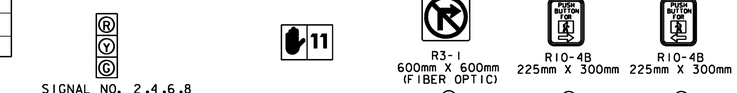
2011 "AVERAGE WEEKDAY" HOURLY VOLUMES

678.25 PULL BOX, STANDARD

LOCATION AND DESCRIPTION
4+022.02, 6.04m RT JB-1
4+022.44, 8.67m LT JB-3
19+190.55, 5.36m LT JB-4
19+180.66, 10.86m LT JB-5
19+165.08, 11.17m LT JB-6
19+193.10, 14.36m RT JB-7
19+219.68, 17.73m RT JB-8
19+231.87, 17.85m RT JB-9
19+233.67, 8.02m RT JB-10

678.30 ELECTRICAL CONDUIT SLEEVE

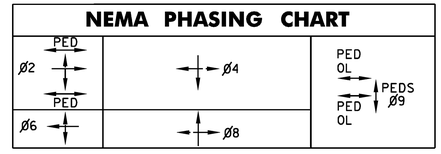
LOCATION	DIAM.
HILL STREET 3+011.21, 6.59m LT - 3+011.19, 6.91m RT	200 mm
US ROUTE 2 19+190.45, 4.70m LT - 19+189.02, 17.19m RT	200 mm
PEACHAM ROAD 4+021.87, 5.42m RT - 4+021.94, 7.13m LT	200 mm
SMITH STREET 5+017.69, 4.80m LT - 5+017.78, 3.60m RT USE STREET LIGHT SLEEVE	N/A



SIGNAL FACE ARRANGEMENT

SIGN DETAILS

NEMA PHASING CHART



TIME OF DAY PROGRAMMING

TIME OF DAY	DAY	MODE / PROGRAM FREE	COORD	FLASH	MAXIMUM GREEN MAX I	MAX II	MAX III
0000 - 0600	M-F,S-S	ON			ON		
0600 - 0900	M-F,S-S	ON			ON		
0900 - 1500	M-F,S-S	ON			ON		
1500 - 1800	M-F,S-S	ON			ON		
1800 - 2200	M-F,S-S	ON			ON		
2200 - 0000	M-F,S-S	ON			ON		

CONTROLLER TIMINGS (SECONDS)

PHASES	MIN GREEN	EXTENSION	YELLOW	RED	MAX I	WALK	FDW	DW
Ø2+Ø6	15	2	4	2	30	9	10	2
Ø4+Ø8	5	2	4	2	20	-	-	-
Ø9	-	-	-	-	-	7	16	2

NOTES:

1. MAST ARM AND PEDESTRIAN SIGNAL FOUNDATIONS ARE TO BE PLACED WITHIN 1.5m OF ACCESS RAMP AND WITHIN A 600 mm REACH FROM A LEVEL AREA TO POSITION PEDESTRIAN SIGNAL CALL BUTTONS STATIONING, AND OFFSET OF MAST ARM POLES/ FOUNDATIONS MAY CHANGE SLIGHTLY FROM PLANS TO ALLOW THIS. CHANGES FROM LOCATIONS SHOWN ON PLANS MUST BE APPROVED BY THE ENGINEER.
2. VIDEO DETECTION SYSTEM SHALL BE PAID UNDER ITEM 678.15
3. ACCESSIBLE PEDESTRIAN ACCESS SHALL BE PROVIDED TO PUSH BUTTON FOR PEDESTRIAN HEAD.

REPLACEMENT SHEETS ISSUED 02/24/2012

0 10 20
SCALE 1:250

Stantec

PROJECT NAME: DANVILLE
PROJECT NUMBER: F EGC 028-3(32)

FILE NAME: ...\PlotFiles\TSigPlan-01.ptf
DESIGN SUPERVISOR: GARY SANTY
DESIGNED BY: DAVID DEBAIE
TRAFFIC SIGNAL DETAIL TSD-1
PLOT DATE: 2/24/2012
DRAWN BY: STANTEC
CHECKED BY: STANTEC
SHEET 167 OF 306

2/24/2012 4:30:02 PM V:\1953\active\61953003.0092\Highway\PlotFiles\TSigPlan-01.ptf