

| | PHASE #A | | | | PHASE #B (Dwell) | | | | PHASE #C | | | | PHASE #D | | | | PHASE #E (excl. PED) | | | | FLASH 9 PM - 8:30 AM |
|----------------------|------------|----------|-----|-------|------------------|----------|-------|---|----------|----------|-------|---|----------|----------|-------|---|----------------------|----------|--|--|----------------------------|
| | R/W | CLEAR TO | | | R/W | CLEAR TO | | | R/W | CLEAR TO | | | R/W | CLEAR TO | | | R/W | CLEAR TO | | | |
| AM PEAK 700 - 900 | INIT. INT. | 5 | | | 20 | | | | 5 | | | | 5 | | | | 7 | | | | |
| | VEH. EXT. | 3 | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | |
| | MIN. GREEN | 5 | - 4 | 2 - 4 | 20 | - 4 | 2 - 4 | 2 | 20 | - 3 | 2 - 4 | 2 | 5 | - 3 | 2 - 4 | 2 | 7 | | | | |
| | MAX 1 | 35 | | | 35 | | | | - | | | | 8 | | | | | | | | |
| | MAX 2 | | | | | | | | | | | | | | | | | | | | |
| REST OF DAY | INIT. INT. | 5 | | | 20 | | | | 5 | | | | 5 | | | | 7 | | | | |
| | VEH. EXT. | 3 | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | |
| | MIN. GREEN | 5 | - 4 | 2 - 4 | 20 | - 4 | 2 - 4 | 2 | 20 | - 3 | 2 - 4 | 2 | 5 | - 3 | 2 - 4 | 2 | 7 | | | | |
| | MAX 1 | 25 | | | 35 | | | | 20 | | | | 8 | | | | | | | | |
| | MAX 2 | | | | | | | | | | | | | | | | | | | | |
| PM PEAK 300 - 600 | INIT. INT. | 5 | | | 20 | | | | 5 | | | | 5 | | | | 7 | | | | |
| | VEH. EXT. | 3 | | | 3 | | | | 3 | | | | 3 | | | | 3 | | | | |
| | MIN. GREEN | 5 | - 4 | 2 - 4 | 20 | - 4 | 2 - 4 | 2 | 20 | - 3 | 2 - 4 | 2 | 5 | - 3 | 2 - 4 | 2 | 7 | | | | |
| | MAX 1 | 30 | | | 35 | | | | - | | | | 8 | | | | | | | | |
| | MAX 2 | | | | | | | | | | | | | | | | | | | | |

| SIGNAL | 1A | 2 | 3 | 4 | 6 | PED 10 | PED 11 |
|--------|----|---|---|---|---|--------|--------|
| 1A | G | Y | R | Y | R | D | D |
| 2 | R | R | R | R | R | D | D |
| 3 | R | R | R | R | R | D | D |
| 4 | R | R | R | R | R | D | D |
| 6 | G | G | Y | R | G | D | D |
| PED 10 | D | D | D | D | D | D | D |
| PED 11 | D | D | D | D | D | D | D |

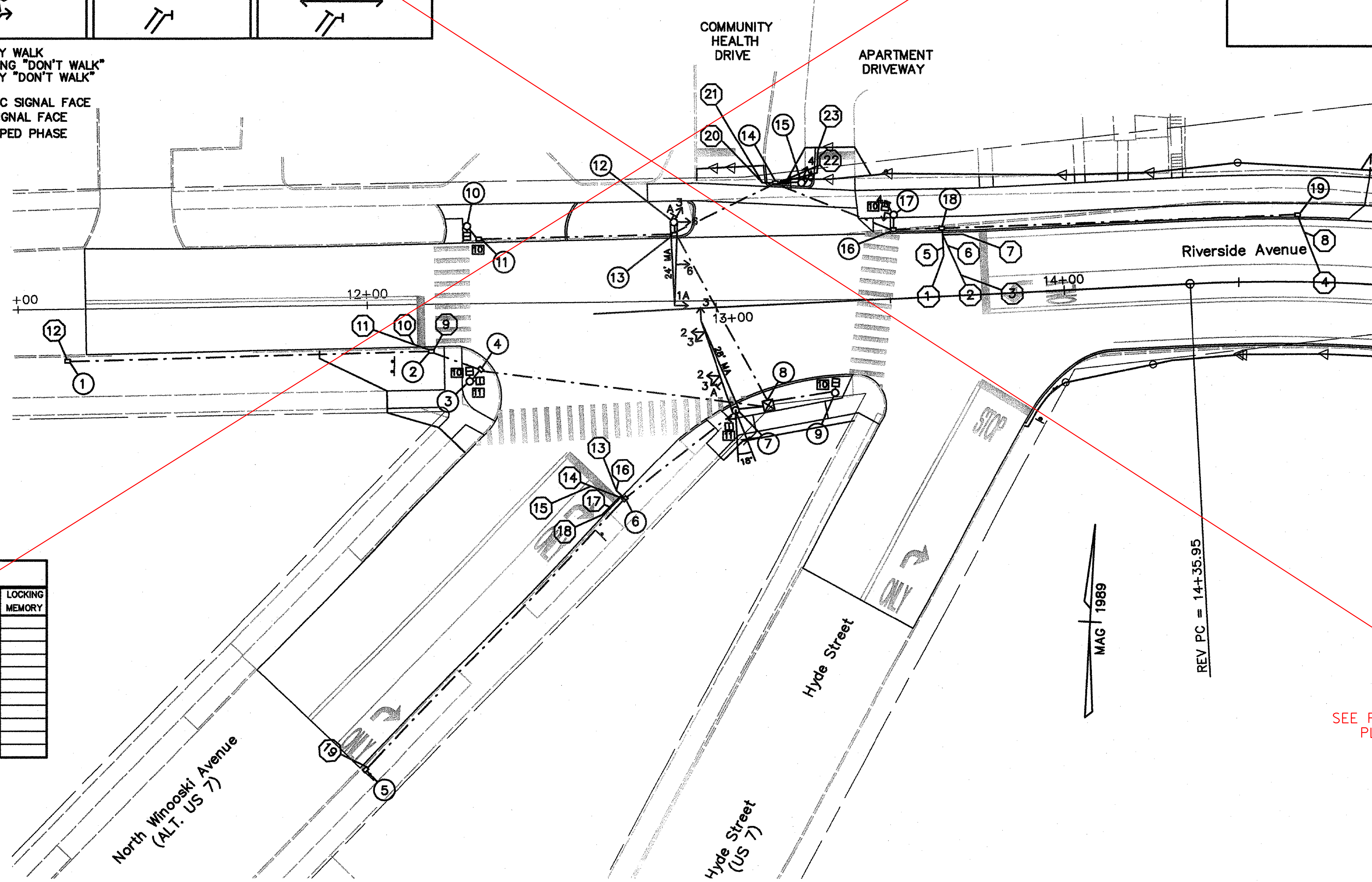
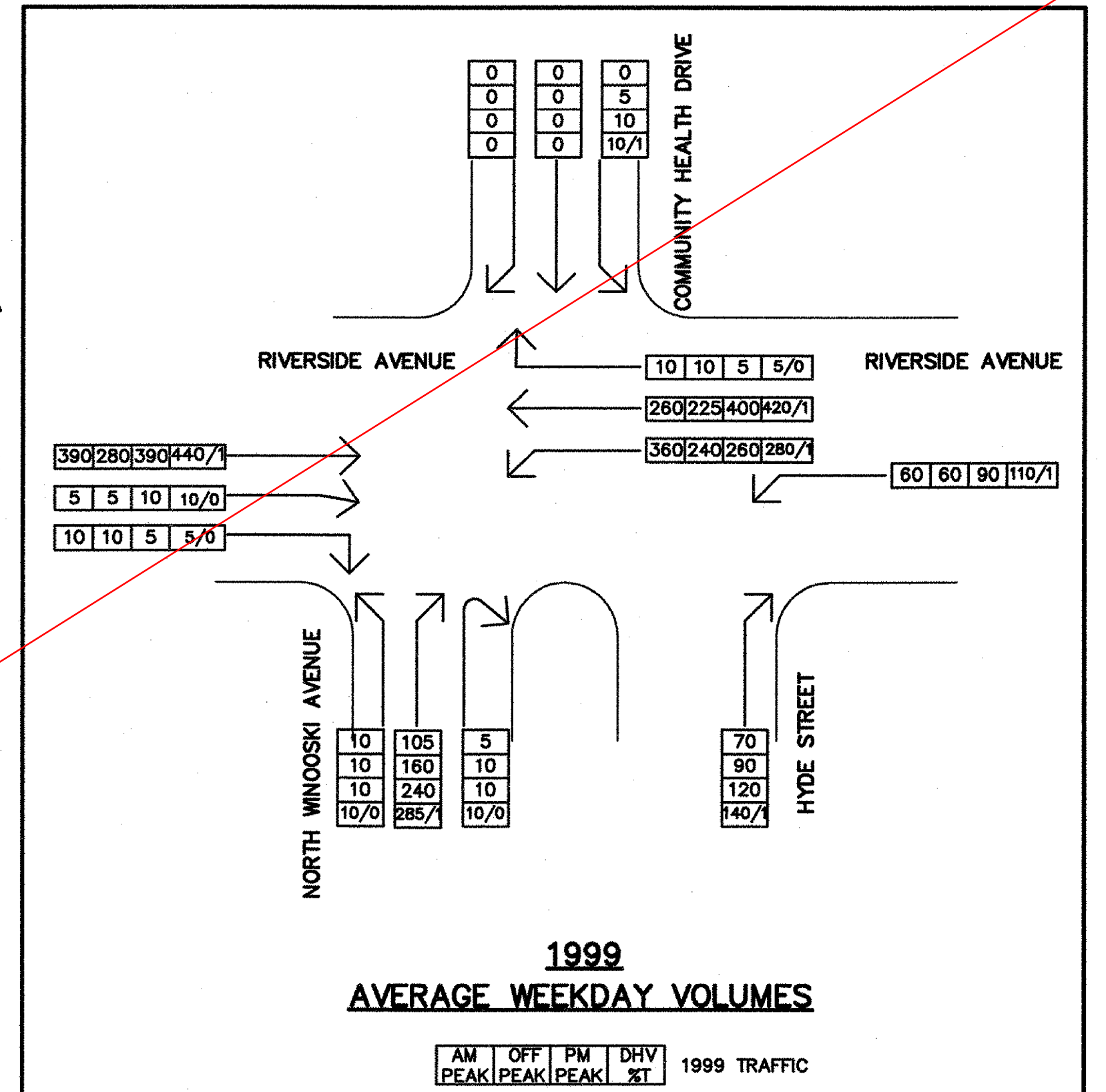
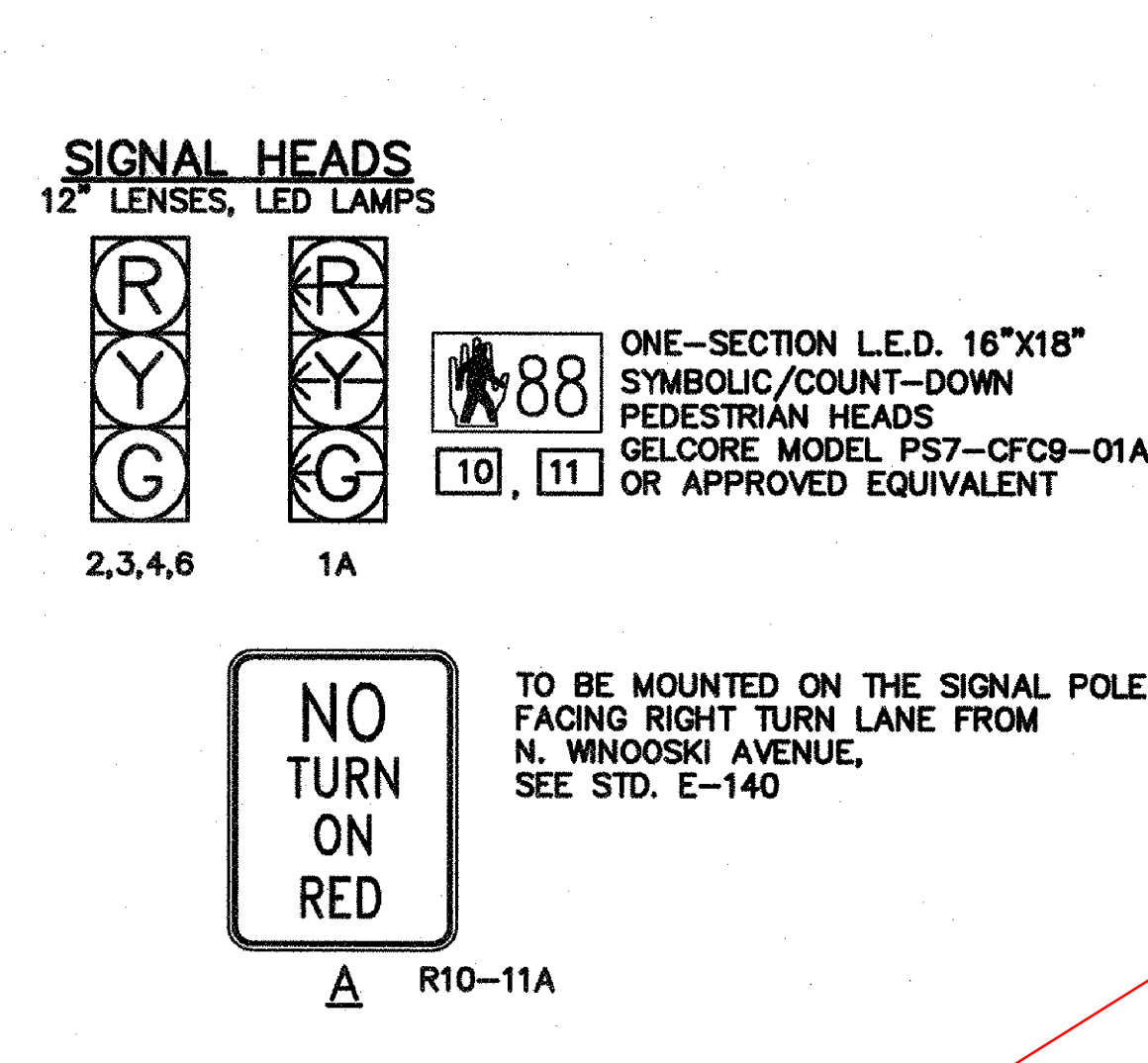
| LOC. TYPE | STATION | OFFSET | NOTES |
|-----------|----------|---------|--|
| 1 | PB 11+14 | 15' RT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 2 | PB 12+18 | 13' RT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 3 | PP 12+29 | 22' RT | PED. POLE WITH 2 PED. SIGNALS AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |
| 4 | PB 12+32 | 19' RT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 5 | PB 11+98 | 133' RT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 6 | PB 12+73 | 57' RT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 7 | MA 13+04 | 31' RT | TRAFFIC SIGNAL POLE WITH 28' MAST ARM, PED SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY WITH TYPE B2 LUMINAIRE |
| 8 | CC 13+13 | 30' RT | CONTROLLER AND CABINET |
| 9 | PP 13+33 | 26' RT | PED. POLE WITH PED. SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND |
| 10 | PP 12+29 | 22' LT | PED. POLE WITH PED. SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |
| 11 | PB 12+32 | 18' LT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 12 | MA 12+88 | 22' LT | TRAFFIC SIGNAL POLE W/24' MAST ARM |
| 13 | PB 12+89 | 19' LT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 14 | PB 13+19 | 34' LT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 15 | SP 13+26 | 33' LT | SIGNAL PEDESTAL POLE WITH SIGNAL AND SIGN |
| 16 | PB 13+52 | 20' LT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 17 | PP 13+52 | 24' LT | PED. POLE WITH PED. SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |
| 18 | PB 13+86 | 19' LT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |
| 19 | PB 14+86 | 19' LT | 12"x18" CONCRETE JCT BOX W/ STEEL COVER |

| LANE | LOOP NO. | SIZE | NO. TURNS | LOOP TYPE | CALL # | INDUCTANCE CALC. | RESISTANCE ACT. CALC. | LEAKAGE TO GRND. ACT. | LOCKING MEMORY |
|-----------------|----------|--------|-----------|-----------|--------|------------------|-----------------------|-----------------------|----------------|
| WB LT LANE | 1,2,3 | 6'-OCT | 3 | CALL | # A | | | | |
| WB LT LANE | 4 | 6'-OCT | 4 | EXT/CALL | # A | | | | |
| WB THRU LANE | 5,6,7 | 6'-OCT | 3 | CALL | # B | | | | |
| WB THRU LANE | 8 | 6'-OCT | 4 | EXT/CALL | # B | | | | |
| EB ALL | 9,10,11 | 6'-OCT | 3 | CALL | # B | | | | |
| EB ALL | 12 | 6'-OCT | 4 | EXT/CALL | # B | | | | |
| NB THRU/LT LANE | 13,14,15 | 6'-OCT | 3 | CALL | # C | | | | |
| NB ALL | 19 | 6'-OCT | 4 | EXT/CALL | # C | | | | |
| NB RT LANE | 16,17,18 | 6'-OCT | 3 | CALL | # C | | | | |
| HEALTH CARE | 20,21 | 6'-OCT | 3 | EXT/CALL | # C | | | | |
| APART. DRIVE | 22,23 | 6'-OCT | 3 | EXT/CALL | # D | | | | |

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

| FROM | TO |
|---------|---------|
| PB (1) | PB (2) |
| PB (2) | PB (4) |
| PP (3) | PB (4) |
| PB (4) | CC (8) |
| PB (5) | PB (6) |
| PB (6) | MA (7) |
| MA (7) | CC (8) |
| CC (8) | PP (9) |
| PP (10) | PB (11) |
| PB (11) | PB (13) |
| PB (13) | MA (12) |
| PB (13) | PB (14) |
| PB (14) | PP (15) |
| PB (14) | PB (16) |
| PB (16) | PB (17) |
| PB (16) | PB (18) |
| PB (18) | PB (19) |

NOTE: 6" ELECTRICAL CONDUIT SLEEVES REQUIRED FOR THE FOLLOWING RUNS:
PB (4) CC (8)
CC (8) PB (13)
PB (13) PB (14)
PB (14) PB (16)
PB (16) PB (18)



LEGEND
□ ELECTRICAL CONDUIT
○ PROPOSED PULLBOX/JUNCTION BOX
⊙ PROPOSED PEDESTRIAN POLE
⊙ PROPOSED TRAFFIC SIGNAL POLE
⊙ TRAFFIC SIGNAL CONTROLLER

TRAFFIC SIGNAL PLAN
SURVEYED BY CLD DATE 7/89
DRAWN BY KR/BF DATE 6/03
SQUAD LEADER JAW
DESIGN FILE NO. 89-108
IPARM DATE PLOTTED
PROJ. NAME BURLINGTON
PROJ. NO. MEGC 5000(15)
SHEET 152 OF 252 SHEETS

