

- TRAFFIC SIGNAL NOTES:**
- 1.) THE OFF-PEAK PROGRAM SHALL ALSO RUN ON WEEKENDS, (24 HOURS).
  - 2.) MINIMUM RECALL FOR #A SHALL BE 20 SECONDS.
  - 3.) SIGNAL EQUIPMENT LOCATION FIELD VERIFIED BY BURLINGTON DEPARTMENT OF PUBLIC WORKS.
  - 4.) EXISTING PULLBOXES, STRAIN POLES, SIGNAL HEADS, AND PEDESTRIAN EQUIPMENT SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
  - 5.) EXISTING LOOPS TO BE REPLACED IN KIND.
  - 6.) THE CONTROL CABINET SHALL BE A 336 DOUBLE DOOR CABINET WITH AN ALUMINUM 8 TO 12" HIGH ADAPTER ATTACHED TO A CEMENT FOUNDATION, 24"WIDE, 20" DEEP, AND 18" ABOVE THE GROUND LEVEL.
  - 7.) THE CABINET SHALL BE ORIENTED TO ALLOW SIMULTANEOUS VIEWING OF THE SIGNALS WHILE PROGRAMMING OR MAINTAINING THE CONTROLLER
  - 8.) SEE SHEET 150 FOR ADDITIONAL TRAFFIC RELATED NOTES.
  - 9.) SEE SHEET 104 FOR UNDERGROUND ELECTRICAL SERVICE CONNECTION
  - 10.) LUMINARIES ON M.A. POLES SHALL MATCH CHARACTERISTICS OF THE OTHER LIGHTING STRUCTURES IN THE PROJECT AREA (I.E. LENGTH, COLOR HEIGHT, ETC.)

VEHICLE LOOP DETECTORS										
LANE	LOOP NO.	SIZE	NO. TURNS	LOOP TYPE	CALL #	INDUCTANCE CALC.	RESISTANCE ACT.	LEAKAGE CALC.	TO GRND.	LOCKING MEMORY
WB LT LANE	1,2,2A	6'-OCT	3	CALL	# A					
WB THRU LANE	3	6'-OCT	4	EXT/CALL	# A					
EB LT LANE	4,5,5A	6'-OCT	3	CALL	# A1					NO
EB THRU LANE	6	6'-OCT	4	EXT/CALL	# A					
NB ALL	7,8,9,10	6'-OCT	3	EXT/CALL	# B					
SB ALL	12,13,13A	6'-OCT	3	EXT/CALL	# B					

	R/W	PHASE A (DWELL)				PHASE A1			PHASE B			PHASE C (excl. PED)		FLASH	
		CLEAR TO				CLEAR TO			CLEAR TO			CLEAR TO # A			
		#B	OR C	#A1		#B	#A		#A	#C					
AM PEAK 700-900AM	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
OFF PEAK REST OF DAY	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
PM PEAK 300-600PM	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
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	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
	INIT. INT.	20				5			8						
	VEH. EXT.	3				3			3						
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	VEH. EXT.	3				3			3						
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	INIT. INT.	20				5			8						
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	MIN GR.	20	5	3	5	3	5	3	8	4	3	4	3	7	15
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