

TRAFFIC SIGNAL NOTES:

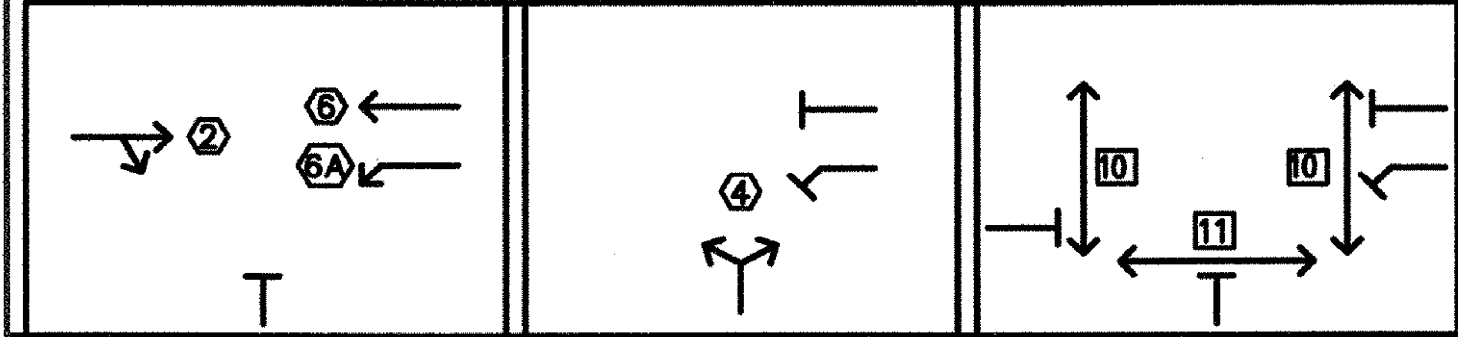
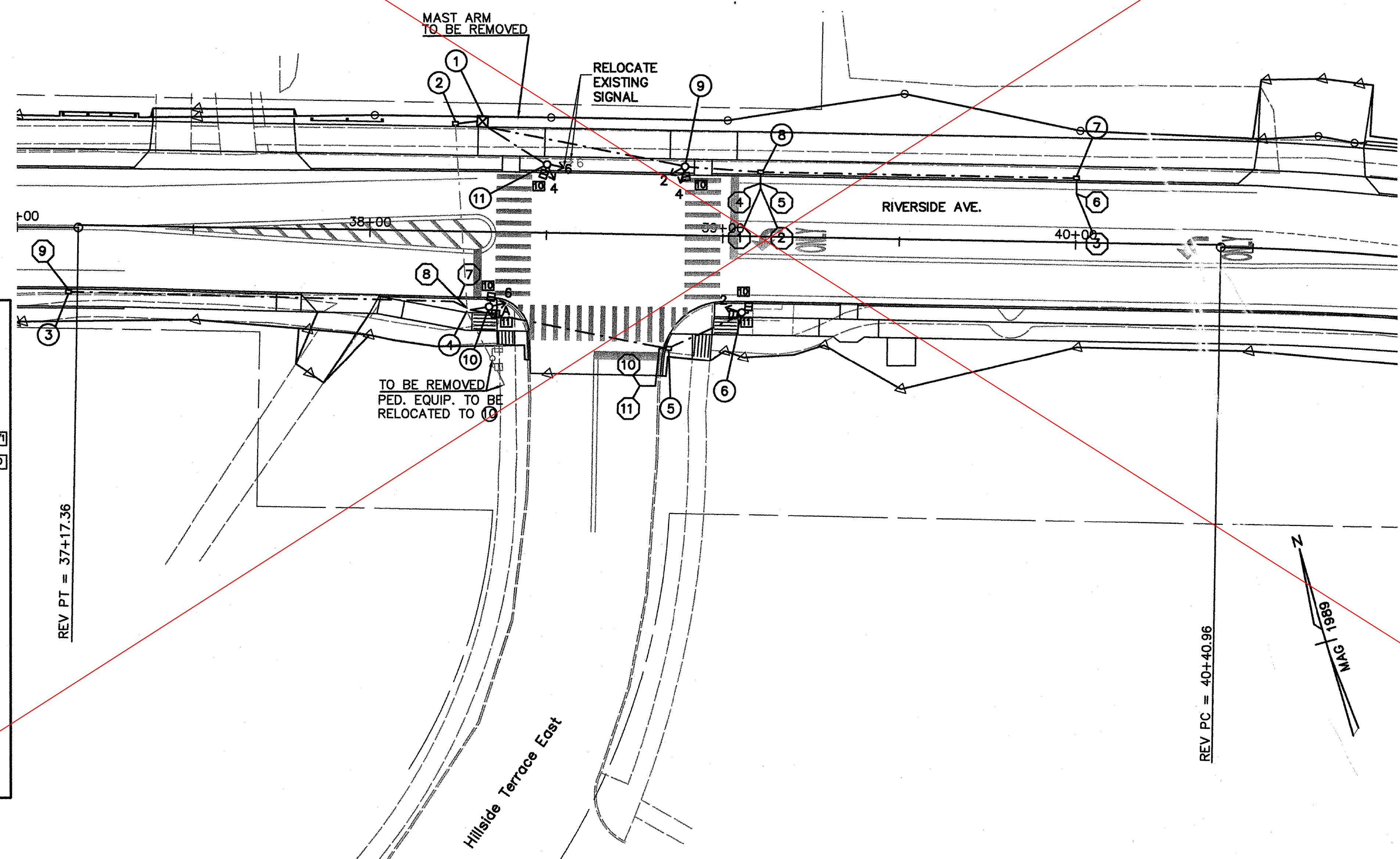
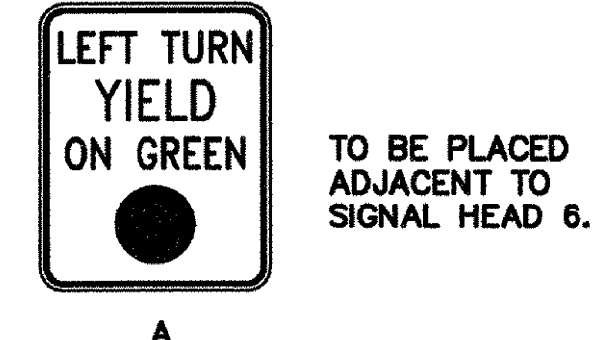
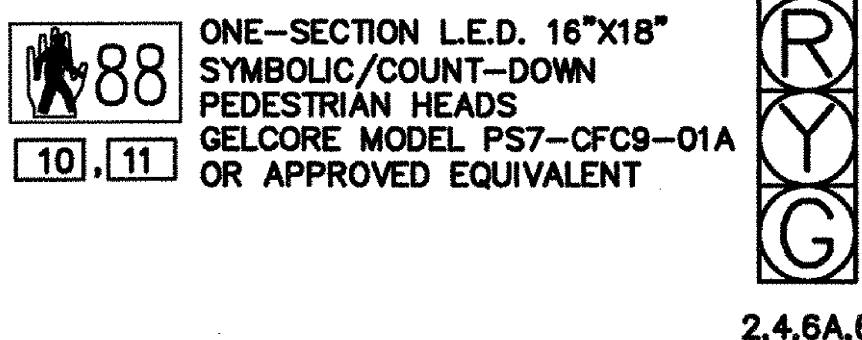
- 1.) THE OFF-PEAK PROGRAM SHALL ALSO RUN ON WEEKENDS, WHEN NOT IN FLASH MODE.
- 2.) MINIMUM RECALL FOR #A SHALL BE 20 SECONDS.
- 3.) SIGNAL EQUIPMENT LOCATION FIELD VERIFIED BY BURLINGTON DEPARTMENT OF PUBLIC WORKS.
- 4.) EXISTING PULLBOXES, STRAIN POLES, SIGNAL HEADS, AND PEDESTRIAN EQUIPMENT SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
- 5.) 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.
- 6.) THE CABINET SHALL BE ORIENTED TO ALLOW SIMULTANEOUS VIEWING OF THE SIGNALS WHILE PROGRAMMING OR MAINTAINING THE CONTROLLER.
- 7.) SEE SHEET 150 FOR ADDITION TRAFFIC RELATED NOTES.
- 8.) PULLBOXES 3, 7, AND 8 SHALL BE AT THE FRONT OF THE SIDEWALK AND FLUSH WITH ITS SURFACE. SEE STANDARD E-173.
- 9.) SEE SHEET 107 FOR UNDERGROUND ELECTRIC SERVICE CONNECTIONS.
- 10.) ANY EXISTING PULLBOXES IN AREAS WHERE THE SIDEWALK WILL BE RECONSTRUCTED, SHALL BE ADJUSTED TO FINAL GRADE.

| 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 | 6'-OCT | 3 | CALL | # A | | | | | |
| WB LT LANE | 3 | 6'-OCT | 4 | EXT/CALL | # A | | | | | |
| WB THRU LANE | 4,5 | 6'-OCT | 3 | CALL | # A | | | | | |
| WB THRU LANE | 6 | 6'-OCT | 4 | EXT/CALL | # A | | | | | |
| EB THRU LANE | 7,8 | 6'-OCT | 3 | CALL | # A | | | | | |
| EB THRU LANE | 9 | 6'-OCT | 4 | EXT/CALL | # A | | | | | |
| NB ALL | 10,11 | 6'-OCT | 3 | CALL | # B | | | | | |

| FOUNDATION LOCATIONS | | | | |
|----------------------|------|---------|--------|---|
| LOC. | TYPE | STATION | OFFSET | NOTES |
| ① | CC | 38+31 | 32' LT | NEW CONTROLLER CABINET, FOUNDATION, AND METER (EXIST.) |
| ② | PB | 38+24 | 31' LT | 12"x18" CONCRETE PULLBOX W/STEEL COVER |
| ③ | PB | 37+16 | 18' RT | 12"x18" CONCRETE PULLBOX W/STEEL COVER |
| ④ | PB | 38+28 | 22' RT | EXISTING PULLBOX W/STEEL COVER |
| ⑤ | PB | 38+85 | 32' RT | 12"x18" CONCRETE PULLBOX W/STEEL COVER |
| ⑥ | SP | 38+49 | 30' RT | SIGNAL PEDESTAL POLE WITH PED. SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |
| ⑦ | PB | 40+00 | 19' LT | 12"x18" CONCRETE PULLBOX W/STEEL COVER |
| ⑧ | PB | 39+60 | 19' LT | 12"x18" CONCRETE PULLBOX W/STEEL COVER |
| ⑨ | SP | 38+89 | 20' LT | SIGNAL PEDESTAL POLE WITH PED. SIGNALS AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |
| ⑩ | SP | 38+34 | 21' LT | NEW SIGNAL PEDESTAL POLE WITH RELOCATED PED. SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |
| ⑪ | SP | 38+50 | 20' LT | SIGNAL PEDESTAL POLE WITH PED. SIGNAL AT 8' MOUNTING HEIGHT, PLUS SIGN AND PUSH BUTTON ASSEMBLY |

| | | PHASE A (DWELL) | | | PHASE B | | | PHASE C (excl. PED) | | | FLASH 9 PM- 6:30 AM |
|-------------------------|-------------|-----------------|----------|-----|---------|----------|-----|---------------------|----------|-----|---------------------------|
| | | R/W | CLEAR TO | | R/W | CLEAR TO | | R/W | CLEAR TO | | |
| | | | # B | # C | | # A | # C | | # A | # C | |
| AM PEAK 700-900AM | INIT. INT. | - | | | - | | | - | | | |
| | VEH. EXT. | 3 | | | 3 | | | 3 | | | |
| | MIN GR. | 20 | 4 | 1 | 4 | 1 | 4 | 3 | 1 | 3 | 1 |
| OFF PEAK REST OF DAY | INIT. INT. | - | | | - | | | - | | | |
| | VEH. EXT. | 3 | | | 3 | | | 3 | | | |
| | MIN GR. | 20 | 4 | 1 | 4 | 1 | 4 | 3 | 1 | 3 | 1 |
| PM PEAK 300-600PM | INIT. INT. | - | | | - | | | - | | | |
| | VEH. EXT. | 3 | | | 3 | | | 3 | | | |
| | MIN GR. | 20 | 4 | 1 | 4 | 1 | 4 | 3 | 1 | 3 | 1 |
| | | MAX 1 | 50 | | 20 | | 20 | | | | |
| | | MAX 2 | 50 | | 20 | | 20 | | | | |
| | | MAX 1 | 60 | | 20 | | 20 | | | | |
| | | MAX 2 | 60 | | 20 | | 20 | | | | |
| | SIGNAL 2 | G | Y | R | Y | R | R | R | R | R | Y |
| | SIGNAL 4 | R | R | R | R | R | G | Y | R | Y | R |
| | SIGNAL 6,6A | G | Y | R | Y | R | R | R | R | R | Y |
| | PED 10 | D | D | D | D | D | D | D | D | D | B |
| | PED 11 | D | D | D | D | D | D | D | D | D | B |

SIGNAL HEADS
12" LENSES, LED LAMPS



SYMBOLS: W = STEADY WALK
F = FLASHING DON'T WALK
D = STEADY DON'T WALK
B = BLANK
⊙ = TRAFFIC SIGNAL FACE
⊞ = PED SIGNAL FACE
↔ = EXCL. PED. PHASE

NEW LOCATIONS ONLY

| ELECTRICAL CONDUIT 3" PVC | |
|------------------------------|---------------|
| FROM | TO |
| CC ① | PB ② |
| CC ① | SP ⑨ |
| CC ① | SP ⑪ |
| PB ② | PB ④ (EXIST.) |
| PB ③ | PB ④ (EXIST.) |
| PB ④ (EXIST.) | SP ⑩ |
| PB ⑤ | SP ⑥ |
| PB ⑦ | PB ⑧ |

NOTE: 6" ELECTRICAL CONDUIT SLEEVES REQUIRED FOR THE FOLLOWING RUNS:
PB ④ (EXIST.) PB ⑤

ALL OTHER CONDUIT EXISTING

1999 AVERAGE WEEKDAY VOLUMES

| AM PEAK | OFF PEAK | PM PEAK | DHV PEAK | % |
|---------|----------|---------|----------|---|
| 580 | 555 | 635 | 960 | 7 |
| 725 | 545 | 780 | 840 | 7 |
| 10 | 10 | 25 | 25 | 0 |
| 10 | 10 | 30 | 30 | 0 |
| 35 | 30 | 40 | 10 | |
| 10 | 10 | 20 | 20 | 0 |

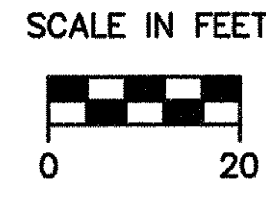
1999 TRAFFIC

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 KRD/BF DATE 6/03
 SQUAD LEADER JAW
 DESIGN FILE NO. 89-108
 IPARM FILE DATE PLOTTED
 PROJ. NAME BURLINGTON
 PROJ. NO. MEGC 5000(15)
 SHEET 154 OF 252 SHEETS



DATUM
 VERTICAL NGVD 1929
 HORIZONTAL N/A

SEE REVISED PLAN