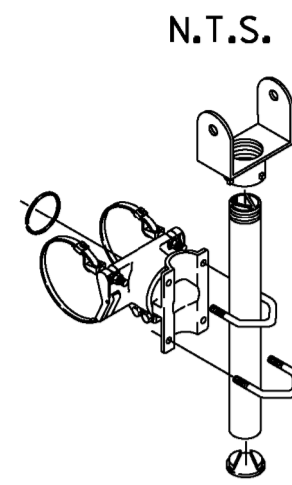


**CAMERA EXTENSION BRACKET FOR MAST
ARM AND MONOTUBE SIGN BRIDGE**



TWO PIECE CAMERA MOUNT
TUBE LENGTHS: 23", 37", 46", OR 74"
BAND LENGTHS: 29", 36", 42", 48", OR 56"

Notes:
All assemblies shall have steel fasteners and stainless steel clamp screw kits.
For 2 piece bracket mounts shall be specified for camera type.

SEE SHEET 67 FOR
MAST ARM CROSS SECTIONS

SEE SHEETS 42-43 FOR
PAVEMENT MARKINGS AND
SIGNS LAYOUT

SEE SHEET 48 - TRAFFIC
SIGNAL PLANS SHEET NO. 1
FOR INTERCONNECT TO
EXIT 15 ON-RAMP

SEE SHEET 48
FOR VIDEO DETECTION
ON RAMP "B"

NOTES:

- OFFSET IS REFERENCED AT THE END OF PHASE 2.
- SPLITS AND OFFSETS ARE SHOWN IN SECONDS.
- VIDEO DETECTION AREAS ARE IN NON-LOCK PRESENCE MODE. VIDEO DETECTOR 7A IS IN DELAY MODE, 10 SECONDS, NON-LOCK. DETECTOR 4D TO FORCE TIMINGS AS SHOWN ON THE QUEUE DETECTOR SETTING TABLE UNTIL RAMP CLEARS.
- ANY PULL BOX OR JUNCTION BOX WITHIN SIDEWALK SHALL HAVE A SKID RESISTANT COVER.
- MASTER CONTROLLER WILL BE LOCATED AT EXIT 15 OFF-RAMP INTERSECTION.
- PROPOSED TELEMETRY SYSTEM WILL BE USED TO COORDINATE SIGNAL WITH THE ROUTE 15/I-89 EXIT 15 ON-RAMP INTERSECTION.
- VIDEO DETECTION CABLE SHALL RUN INSIDE OVERHEAD SIGN STRUCTURE AND CONTINUE IN 1 1/2" PVC CONDUIT TO PBI6.

**ROUTE 15 (EAST ALLEN STREET) @
I-89 EXIT 15 OFF RAMP/ROLAND COURT**

**ELECTRICAL CONDUIT
SLEEVE (8") (PVC)**

PBI TO PB2 - 30' 27.5
PBI TO PB10 - 80' 68
PB3 TO PB4 - 38' 37
PB7 TO PB8 - 40' 42

**WIRED CONDUIT
(2 1/2") (PVC)**

PB3 TO PB4 - 39'
PB4 TO PB5 - 32'
PB5 TO PB6 - 43'
CONTROLLER TO PB3 - 5'

**WIRED CONDUIT
(1 1/2") (PVC)**

PBI TO PP2 - 4'
PB2 TO PP3 - 8'
PB3 TO PP4 - 20'
PB5 TO PP5 - 6'
PB6 TO MP3 - 5'
PB7 TO PP6 - 9'
PB8 TO MP5 - 13'
PB8 TO PP7 - 11'
PBI2 TO MP4 - 10'

**WIRED CONDUIT
(1 1/2") (PVC) (CONT.)**

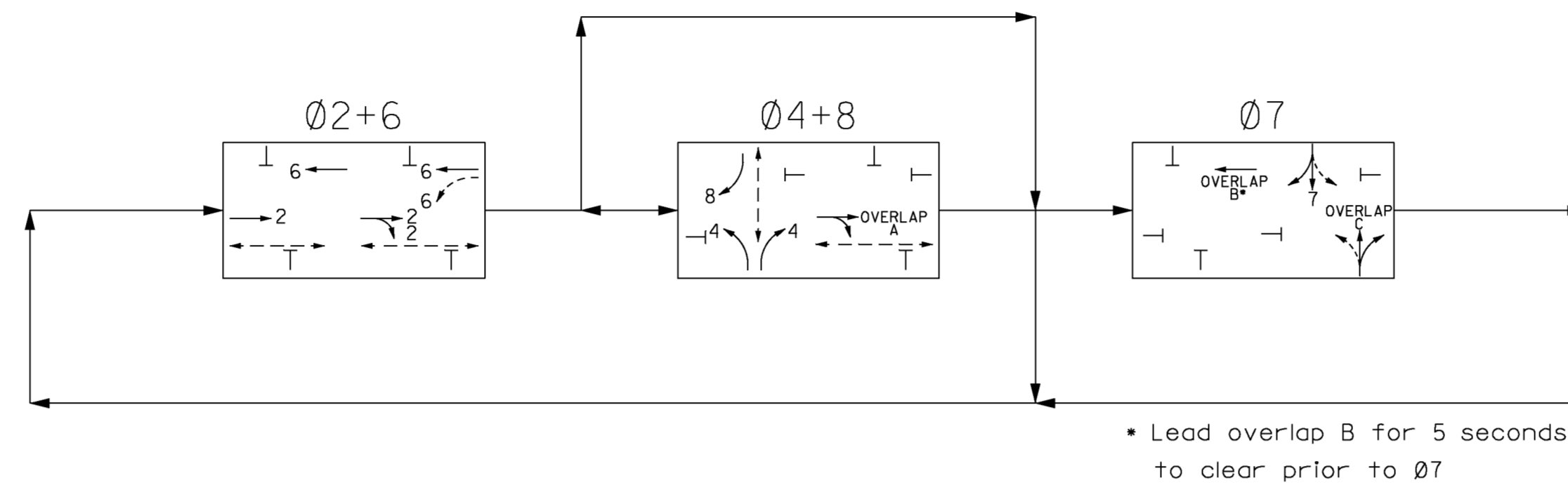
PBI2 TO PBI3 - 28'
PBI3 TO PP8 - 6'
PBI3 TO PP9 - 32'
PBI0 TO MPI - 13'
PBI0 TO PPI - 60'
PPI TO PBI2 - 122'
PB4 TO PBI5 - 105'
PBI5 TO PBI6 - 49'
PBI6 TO OVERHEAD SIGN STRUCTURE - 15'

ELECTRICAL WIRING

I-89 ON RAMP TO OFF RAMP - 375'
(USE EXISTING CONDUIT)

NOTE:
THE CONDUIT BETWEEN PBI AND PBI0 ACROSS VT ROUTE 15 SHALL BE BACKFILLED WITH 900.608 SPECIAL PROVISION (CONTROLLED DENSITY (FLOWABLE) FILL).

**PHASING DIAGRAM
ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT**



**EXIT 15 OFF-RAMP QUEUE DETECTOR SETTING TABLE
(VIDEO DETECTION ZONE 4D)**

	PREEMPT I
PRIORITY	NO
DET. LOCK	YES
DELAY	0
ALT. MIN. GRN	10
ALT. YELLOW	PARENT
ALT. RED	PARENT
ALT. PED. CLR.	PARENT
HOLD GREEN	30
HOLD YELLOW	4.0
HOLD RED	1.0
HOLD PHASE	4,8
EXIT PHASE	2,6
EXIT CALL	NONE

**ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT**

TABLE OF CHANGE SEQUENCE										FLASHING OPERATION
FACE	R/W	Ø2 + Ø6		Ø4 + Ø8		Ø7		R	R	
		CLEAR TO ALL OTHER PHASES	R/W	CLEAR TO ALL OTHER PHASES	R/W	CLEAR TO ALL OTHER PHASES	R/W			
2A	G	Y	R	R	R	R	R	R	R	FY
2B	G	G/Y	G/R	G	G/Y	G/R	R	R	R	FY
4A	R	R	R	G	Y	R	R	R	R	FR
4B	R	R	R	G	Y	R	R	R	R	FR
6A	G	Y	R	R	R	R	G	G	G	FY
6B	G	Y	R	R	R	R	R	R	R	FY
7	R	R	R	R	R	R	G	Y	R	FR
8	R	R	R	G	Y	R	R	R	R	FR
P2	W	FD	DW	DW	DW	DW	DW	DW	DW	
P4	DW	DW	DW	W/FD	DW	DW	DW	DW	DW	

SEQUENCE NOTES:

1. FACE 2B TO REMAIN ON G INDICATION IF Ø4+Ø8 IS FOLLOWED BY Ø2+Ø6, AND IF Ø2+Ø6 IS FOLLOWED BY Ø4+Ø8.

**ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT**

LOCAL PROGRAMING	PHASE							
	1	2	3	4	5	6	7	8
MINIMUM GREEN		10		6		10	9	6
PASSAGE/VEHICLE EXT		3.0		3.0		3.0	-	3.0
YELLOW CLEARANCE		4.0		4.0		4.0	3.0	4.0
ALL RED CLEARANCE		2.0		2.0		2.0	1.0	2.0
MAX. 1 GREEN-75 SEC		33		17		33	9	17
MAX. 2 GREEN-60 SEC		17		18		17	9	18
SEC/AT		-		-		-	-	-
TIME BEFORE REDUCE		-		-		-	-	-
TIME TO REDUCE		-		-		-	-	-
WALK		11		5		-	-	-
FLASHING DON'T WALK		11		17		-	-	-
DON'T WALK		1		1		-	-	-
RECALL		SOFT		LOCK		SOFT	N.L.	N.L.

**ROUTE 15 (EAST ALLEN STREET)
@ I-89 EXIT 15 OFF RAMP/ROLAND COURT
COORDINATION TIMING (SECONDS)**

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	8	SEC	%
1-1	75		39		23		39	13	23	31	41
2-1	60		23		24		23	13	24	22	37
1-1		WEEKDAYS - 0600 - 1100									
2-1		WEEKDAYS - 1100 - 2000									
2-1		SAT. & SUN. - 0600 - 2000									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

PROJECT NAME: WINOOSKI
PROJECT NUMBER: NH 089-3(65)

FILE NAME: z94a198trfbdr.dgn PLOT DATE: 2/22/2010
PROJECT LEADER: KEN UPMAL DRAWN BY: J.WILTSHIRE
DESIGNED BY: J.SOBEL CHECKED BY: D.FLYNN
TRAFFIC SIGNAL PLANS SHEET 2 SHEET 49 OF 67