

VEHICLE LOOP DETECTORS						
LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL #	MODE
ROUTE 7 NB LT.	△	6'x40'	QUAD	2	φ 1	PRES-ENGE NON-DELAY
ROUTE 7 SB LT.	△	6'x40'	QUAD	2	φ 5	PRES-ENGE NON-DELAY
ALLEN RD. LT./THRU	△	6'x40'	QUAD	2	φ 8	PRES-ENGE NON-DELAY
ALLEN RD. RT.	△	6'x40'	QUAD	2	φ 8	PRES-ENGE 5 SEC. DELAY
DRIVEWAY	△	6'x20'	QUAD	3	φ 4	PRES-ENGE NON-DELAY

TEST RESULTS					
INDUCTANCE (uh)		RESISTANCE Ω @ 77° F (meg Ω)		LEAKAGE TO GROUND	
CALCULATED	MEASURED	CALCULATED	MEASURED		
393		0.91			
382		0.84			
364		0.73			
359		0.69			
240		0.70			

**SIGNAL ITEMS**

- ITEM 678.27 - PULLBOX - DOUBLE**  
383+16, 34' RT (S-9)  
384+27, 38' RT (S-10)
- ITEM 678.30 - ELECTRICAL CONDUIT SLEEVE**  
383+44 LT - 383+73 LT, (8" - 36 LF)  
384+22 LT - 384+27 RT, (8" - 79 LF)
- ITEM 678.23 - WIRED CONDUIT**  
383+16 RT (S-9) - 383+35 RT (CANTILEVER #2), (25 LF)  
383+16 RT (S-9) - 384+27 RT (S-10), (2 @ 111 = 222 LF)  
383+31 LT (CANTILEVER #1) - 383+80 LT (CANTILEVER #3), (2 @ 56 = 112 LF)  
383+80 LT (CANTILEVER #3) - 384+22 LT (PED POLE), (2 @ 49 = 98 LF)  
384+22 LT (PED POLE) - 384+27 RT (S-10), (2 @ 88 = 176 LF)  
384+18 RT (CONTROLLER) - 384+27 RT (CANTILEVER #4), (2 @ 13 = 26 LF)  
384+27 RT (S-10) - 384+27 RT (CANTILEVER #4), (2 @ 9 = 18 LF)

ALL CALCULATED VALUES ARE AT THE CONTROLLER.  
MEASURED VALUES MUST BE FILLED IN PRIOR TO TEST PERIOD.

PROGRAM PERIODS OF OPERATION													
	12 AM	1	2	3	4	5	6	7	8	9	10	11	12 PM
SUNDAY		F		2									3
MONDAY		F		1	2								3
TUESDAY		F		1	2								3
WEDNESDAY		F		1	2								3
THURSDAY		F		1	2								3
FRIDAY		F		1	2								3
SATURDAY		F		2									2

PLAN 1 - AM PEAK (70 SEC CYCLE) 6:00 AM - 8:00 AM MON. THRU FRI.  
PLAN 2 - OFF PEAK (70 SEC CYCLE) 8:00 AM - 4:00 PM MON. THRU FRI.  
6:00 PM - 12:00 AM MON. THRU FRI.  
6:00 AM - 11:30 AM SAT. & SUN.  
4:00 PM - 12:00 AM SAT. & SUN.

PLAN 3 - PM PEAK (80 SEC CYCLE) 4:00 PM - 6:00 PM MON. THRU FRI.  
11:30 AM - 4:00 PM SAT. & SUN.  
11:30 AM - 4:00 PM SAT. & SUN.

FLASHING OPERATION 12:00 AM - 6:00 AM SUN. THRU SAT.

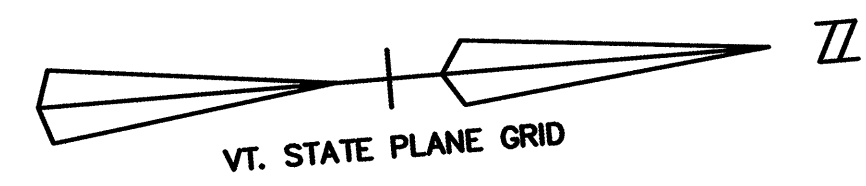
**1998 AVERAGE WEEKDAY TRAFFIC**

AM	OFF	PM
28	33	38
976	976	1097
128	70	115

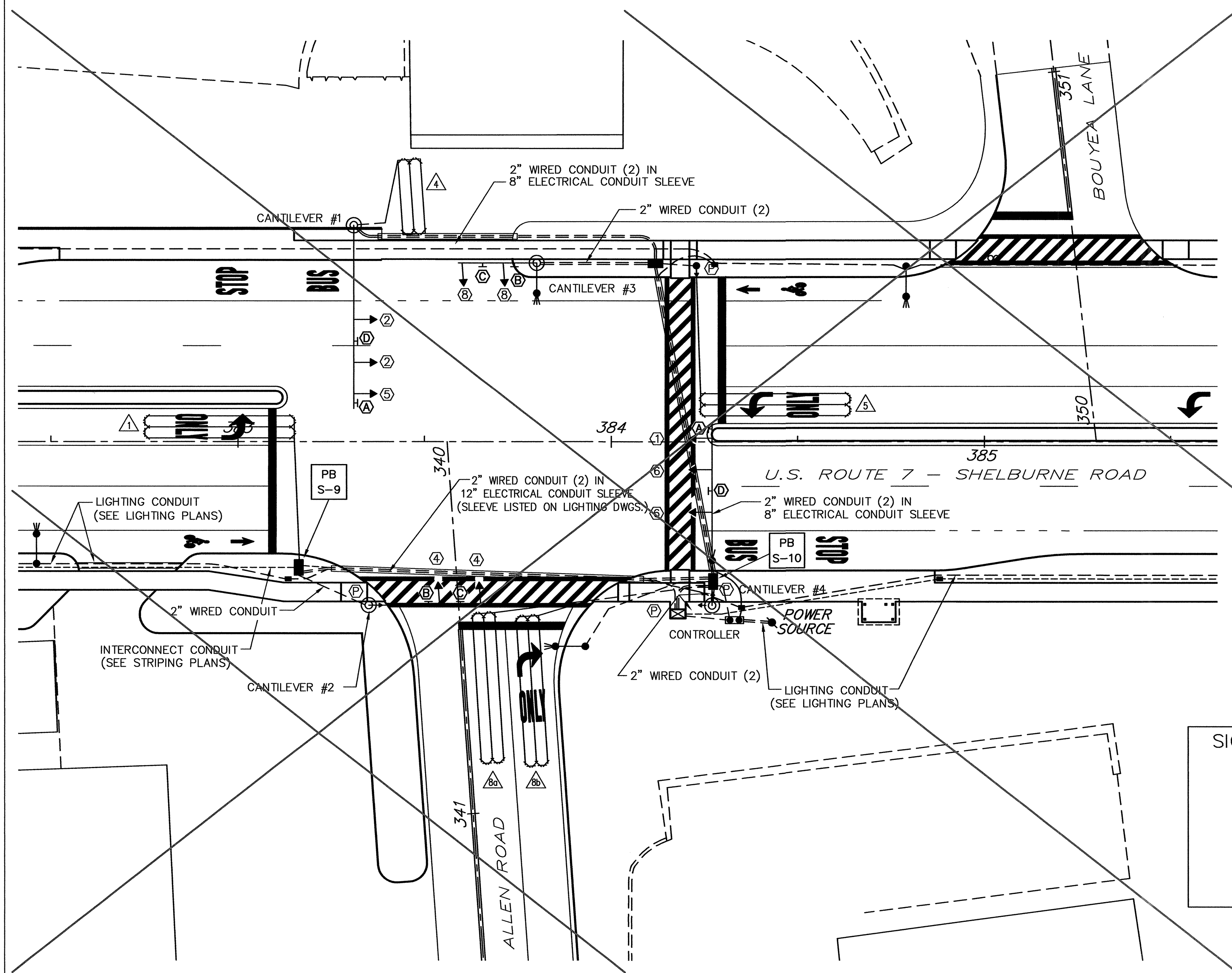
U.S. RTE. 7

AM	OFF	PM
811	944	1131
86	113	130

U.S. RTE. 7



**SEE SHEET 128A FOR REVISED LAYOUT AND QUANTITY SUMMARY**



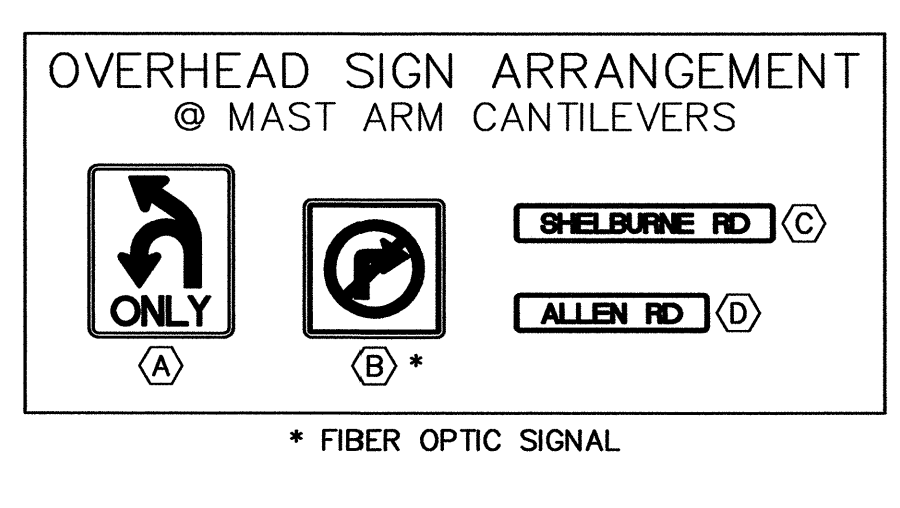
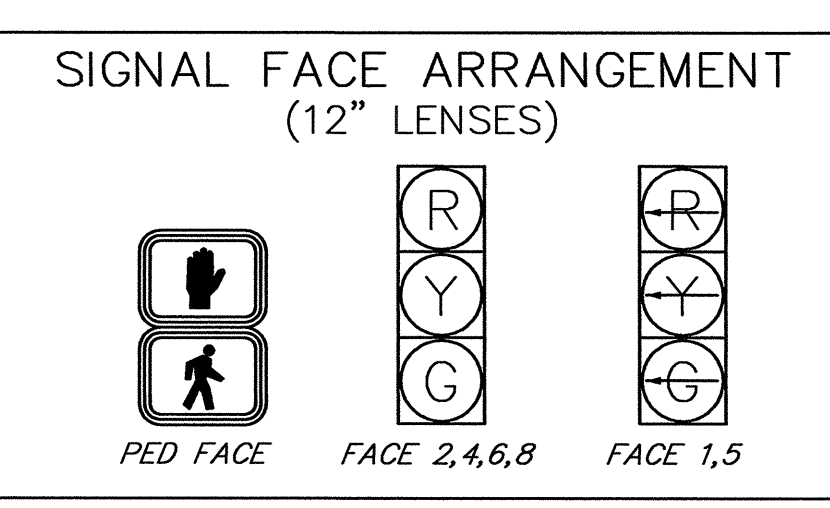
**TIMING & PHASING**

PLAN	R/W	PHASE 1+5 CLEAR TO			PHASE 1+6 / 2+5 (OVERLAP) (SEE PHASE 1+5 FOR TIMINGS)		PHASE 2+6 (DWELL) CLEAR TO		PHASE 4+8 CLEAR TO	
		φ2+6	φ1+6	φ2+5	φ2+6	φ1+5	φ4+8	φ1+5	φ2+6	φ1+5
AM PEAK	1.5									
VEHICLE MINIMUM	8	4	2	4	2	4	2	4	2	4
MAX	8	*	4	2	4	2	4	2	4	2
OFFSET										
OFF PEAK	1.5									
VEHICLE MINIMUM	8	4	2	4	2	4	2	4	2	4
MAX	8	*	4	2	4	2	4	2	4	2
OFFSET										
PM PEAK	1.5									
VEHICLE MINIMUM	8	4	2	4	2	4	2	4	2	4
MAX	9	*	4	2	4	2	4	2	4	2
OFFSET										

FACE 1: R/W CLEAR TO φ2+6  
FACE 6: G Y R  
OTHERS: ALL OTHERS RED

FACE 2: R/W CLEAR TO φ2+6  
FACE 5: G Y R  
OTHERS: ALL OTHERS RED

M = SOLID MAN, FH = FLASHING HAND, H = SOLID HAND, B = BLANK, O = "NO TURN ON RED" ON PEDESTRIAN INDICATIONS WILL OPERATE UPON ACTUATION ONLY AND WILL BE "H" ALL OTHER TIMES  
FACE NUMBERS ARE BASED ON NEMA PHASES (2,4,6 & 8 FOR THRU/RIGHTS AND 1,3,5 & 7 FOR THEIR ASSOCIATED PROTECTED LEFTS)  
\* - TOTAL FOR PHASE (1+5) AND OVERLAP  
SEE SIGNAL DRAWING NO. 2 FOR FIRE PRE-EMPTION



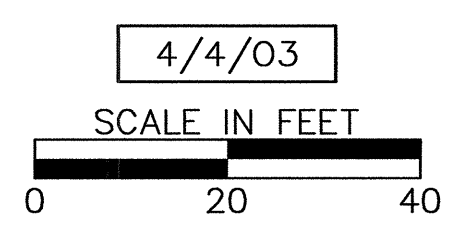
LEGEND	
○	NEW SIGNAL FACE
⊙	NEW STRAIN POLE W/ SPAN WIRE OR MAST ARM
■	NEW PULLBOX
□	NEW JUNCTION BOX
—	NEW POWER STANCHION
- - -	NEW SIGNAL CONDUIT
- - -	NEW INTERCONNECT CONDUIT
⊕	NEW POWER POLE

**INTERSECTION NO. MS-515 (US 7 - ALLEN ROAD)**

DATUM VERTICAL NGVD 1929 HORIZONTAL NAD 1927

AS-BUILT REVISIONS		
NO.	DATE	DESCRIPTION
1.	3/7/06	NOTES REVISED PER ADDENDUM #2

NOTE:  
SEE SIGNAL DRAWING NOS. 1 & 2 FOR: TRAFFIC SIGNAL & GENERAL NOTES AND LIST OF MAJOR EQUIPMENT.



SHELburne - SOUTH BURLINGTON  
SURVEYED BY V.S.C. INC. DATE \_\_\_\_\_  
DRAWN BY E.A.A. INC. DATE \_\_\_\_\_  
TRACED BY E.A.A. INC. DATE \_\_\_\_\_  
PROJECT NH-EGC-019-4(28)  
SIGNAL DRAWING NO. 3  
SHEET NO. 128 OF 283