

VEHICLE LOOP DETECTORS							
LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL #	MODE	AMP
ROUTE 7 NB LT.		6'X40'	QUAD	2	# 1	PRES-ENCE	NON-DELAY
ROUTE 7 SB LT.		6'X40'	QUAD	2	# 5	PRES-ENCE	NON-DELAY
ALLEN RD. LT./THRU		6'X40'	QUAD	2	# 8	PRES-ENCE	NON-DELAY
ALLEN RD. RT.		6'X40'	QUAD	2	# 8	PRES-ENCE	5 SEC. DELAY
DRIVEWAY		6'X20'	QUAD	3	# 4	PRES-ENCE	NON-DELAY

TEST RESULTS					
INDUCTANCE (uh)		RESISTANCE $\Omega @ 77^\circ F$		LEAKAGE TO GROUND (meg $\Omega$ )	
CALCULATED	MEASURED	CALCULATED	MEASURED		
393		0.91			
382		0.84			
364		0.73			
359		0.69			
240		0.70			

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

**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)

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

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.

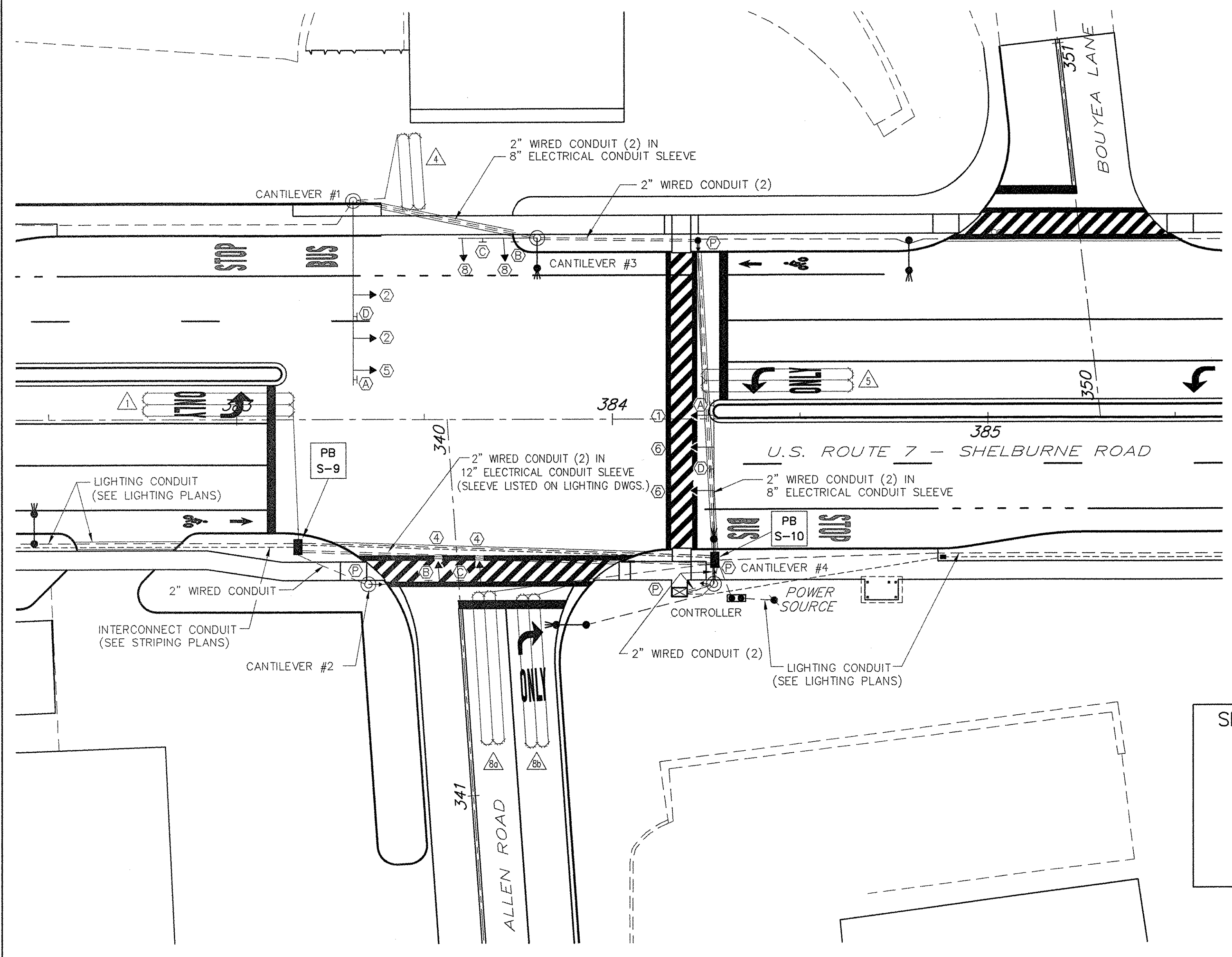
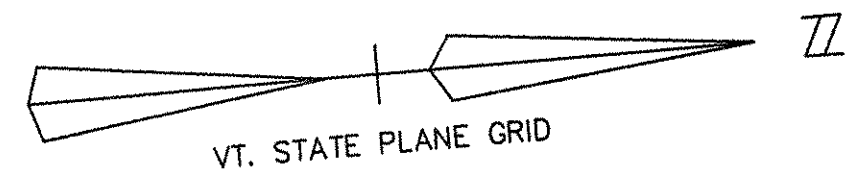
1998 AVERAGE WEEKDAY TRAFFIC

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



**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	
		$\phi 2+6$	$\phi 1+6$	$\phi 2+5$	R/W	CLEAR TO	R/W	CLEAR TO	R/W	CLEAR TO
AM PEAK	1.5									
OFF PEAK	1.5									
PM PEAK	1.5									

FACE 1, FACE 6, OTHERS: ALL OTHERS RED

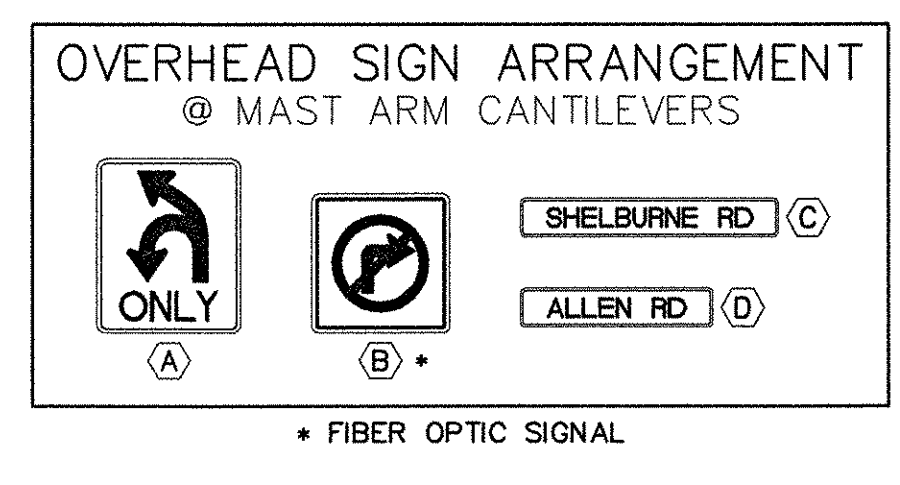
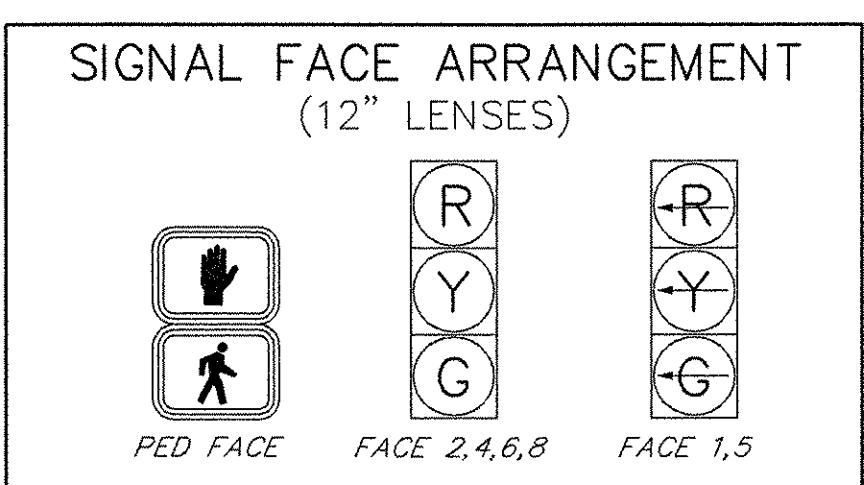
FACE 2, FACE 5, OTHERS: ALL OTHERS RED

PHASE 1+5: R/W CLEAR TO  $\phi 2+6$ ,  $\phi 1+6$ ,  $\phi 2+5$

PHASE 2+6 (DWELL): R/W CLEAR TO  $\phi 4+8$ ,  $\phi 1+5$

PHASE 4+8: R/W CLEAR TO  $\phi 2+6$ ,  $\phi 1+5$

LEGEND: 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.



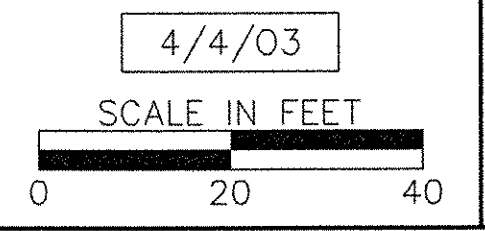
**LEGEND**

- 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

DATUM VERTICAL NGVD 1929 HORIZONTAL NAD 1927

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

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