

| 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 |
| GREEN MT DR LT. | △ | 6'X30' | QUAD | 2 | # 8 | PRES-ENCE | NON-DELAY |
| GREEN MT DR RT, THRU | △ | 6'X30' | QUAD | 2 | # 8 | PRES-ENCE | NON-DELAY |
| BARTLETT BAY LT. | △ | 6'X30' | QUAD | 2 | # 4 | PRES-ENCE | NON-DELAY |
| BARTLETT BAY RT, THRU | △ | 6'X30' | QUAD | 2 | # 4 | PRES-ENCE | NON-DELAY |

| TEST RESULTS | | | | | |
|-----------------|----------|---------------------|----------|-------------------|--|
| INDUCTANCE (uh) | | RESISTANCE Ω @ 77°F | | LEAKAGE TO GROUND | |
| CALCULATED | MEASURED | CALCULATED | MEASURED | | |
| 387 | | 0.87 | | | |
| 428 | | 1.14 | | | |
| 278 | | 0.56 | | | |
| 272 | | 0.52 | | | |
| 326 | | 0.87 | | | |
| 320 | | 0.83 | | | |

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

- SIGNAL ITEMS**
- ITEM 678.27 - PULLBOX - DOUBLE**
- 405+61, 47' RT (S-13)
406+28, 47' RT (S-14)
- ITEM 678.30 - ELECTRICAL CONDUIT SLEEVE**
- 405+55 LT - 405+55 RT, (8" - 88 LF)
405+62 LT - 406+21 LT, (8" - 59 LF)
- ITEM 678.23 - WIRED CONDUIT**
- 405+37 LT (PED POLE) - 405+55 LT (CANTILEVER #9), (22 LF)
405+55 LT (CANTILEVER #9) - 406+30 LT (PED POLE), (2 @ 83 = 166 LF)
405+55 LT (CANTILEVER #9) - 405+60 LT (CANTILEVER #11), (2 @ 13 = 26 LF)
405+55 LT (CANTILEVER #9) - 405+55 RT (CANTILEVER #10), (2 @ 109 = 218 LF)
405+37 RT (PED POLE) - 405+55 RT (CANTILEVER #10), (25 LF)
405+55 RT (CANTILEVER #25) - 405+61 RT (S-13), (2 @ 10 = 20 LF)
405+61 RT (S-13) - 406+28 RT (S-14), (2 @ 67 = 134 LF)
406+28 RT (S-14) - 406+35 RT (CANTILEVER #12), (2 @ 10 = 20 LF)
406+35 RT (CANTILEVER #12) - 406+40 RT (CONTROLLER), (2 @ 10 = 20 LF)

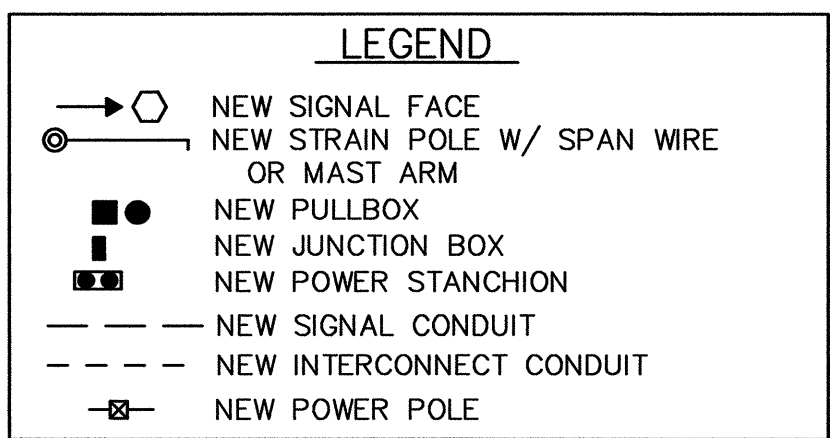
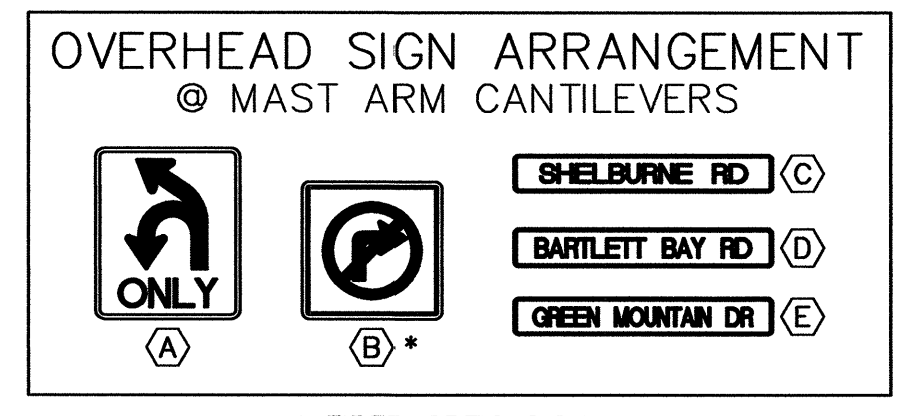
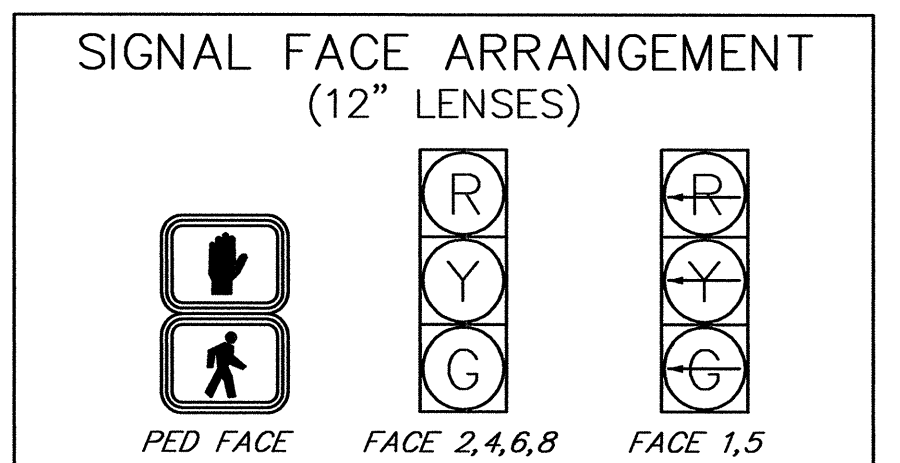
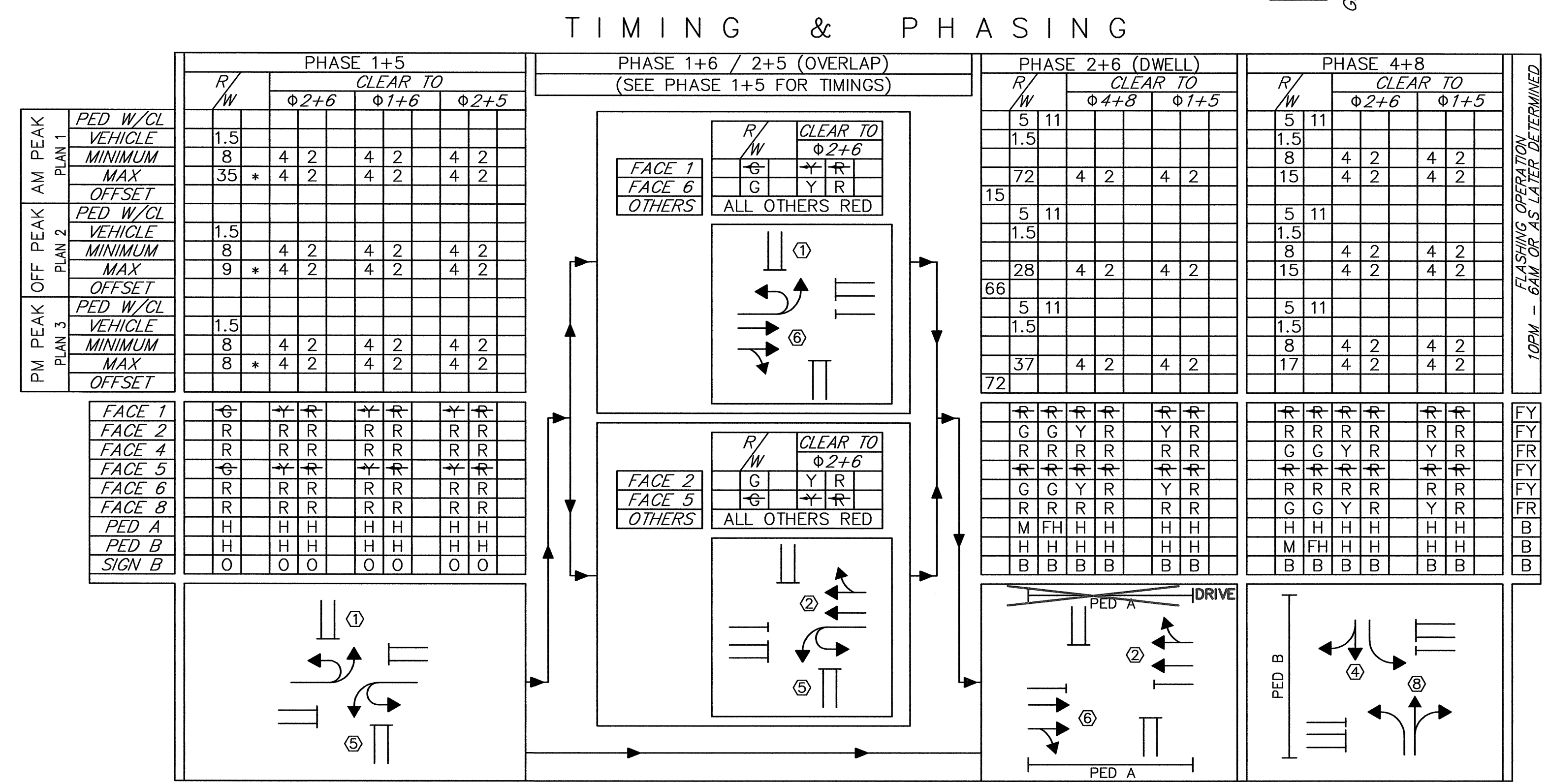
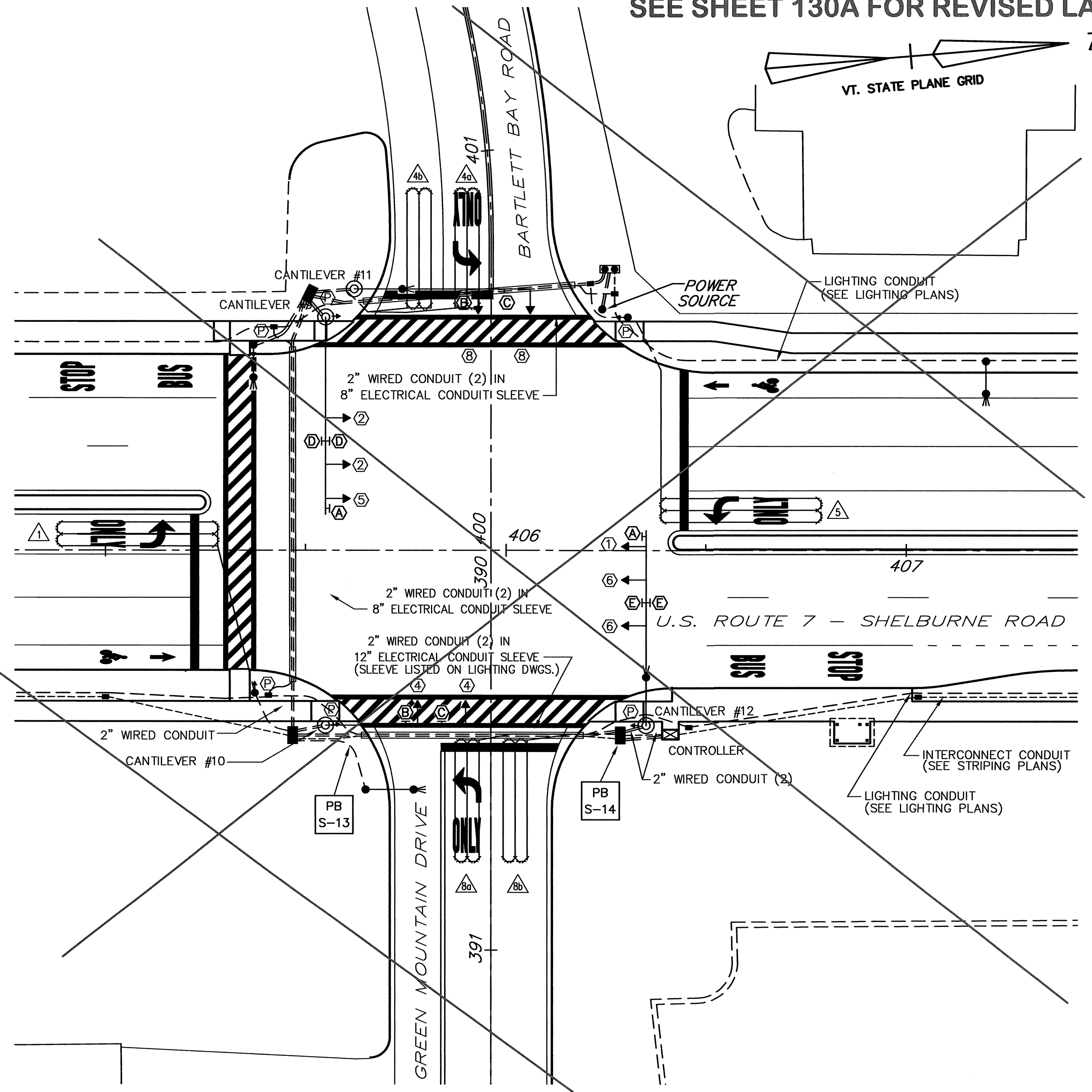
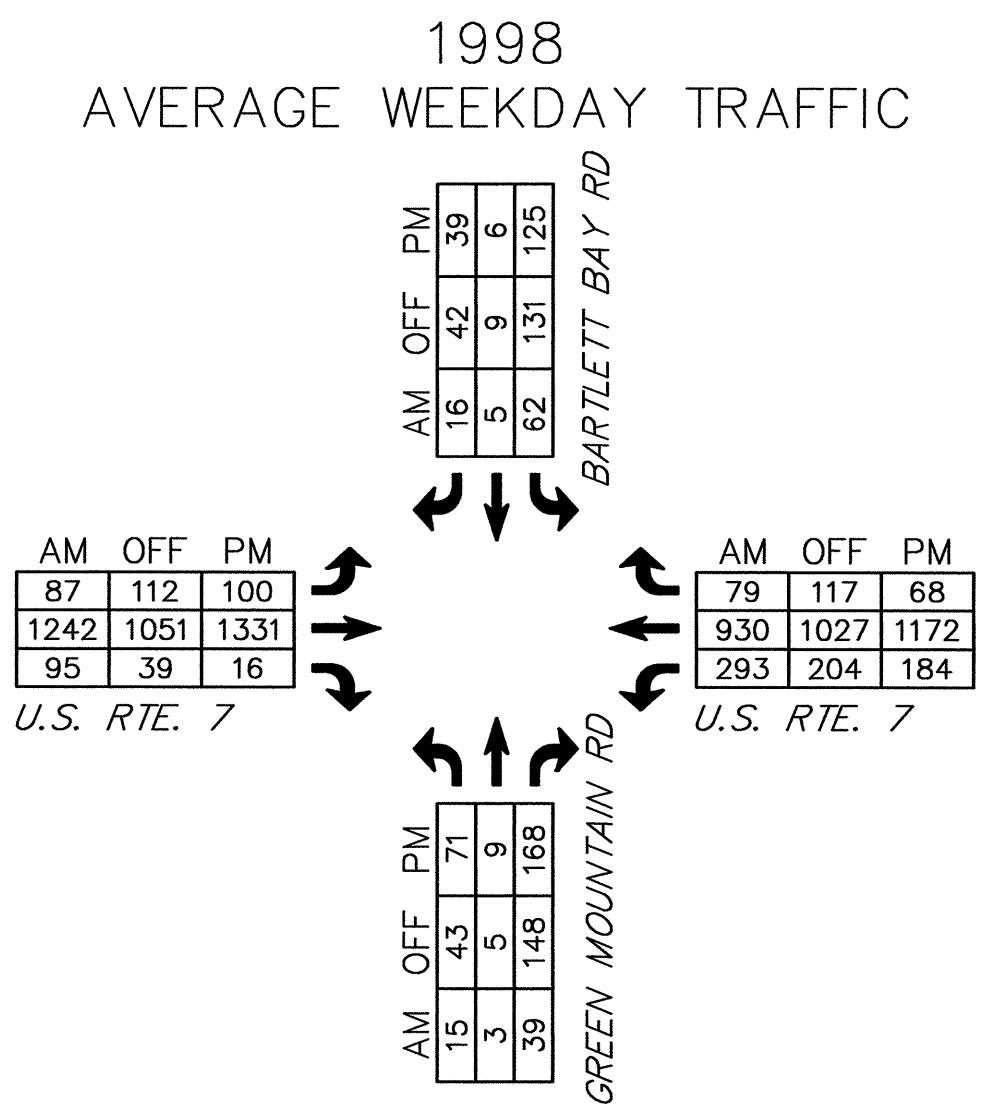
SEE SHEET 130A FOR REVISED LAYOUT AND QUANTITY SUMMARY

| 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 (140 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.



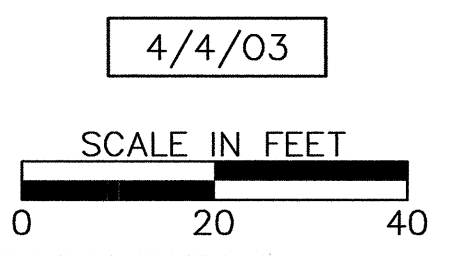
DATUM VERTICAL NGVD 1929 HORIZONTAL NAD 1927

INTERSECTION NO. MS-516 (US 7 - BARTLETT BAY ROAD)

AS-BUILT REVISIONS

| NO. | DATE | DESCRIPTION |
|-----|--------|-------------|
| 1. | 3/7/06 | ADDED NOTES |

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. 5
SHEET NO. 130 OF 283