

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

TEST RESULTS					
INDUCTANCE (uh)		RESISTANCE Ω @ 77° F		LEAKAGE TO GROUND	
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 AM	1	2	3	4	5	6	7	8	9	10	11	12 PM
SUNDAY		F											
MONDAY		F		1	2							2	3
TUESDAY		F		1	2							3	2
WEDNESDAY		F		1	2							3	2
THURSDAY		F		1	2							3	2
FRIDAY		F		1	2							3	2
SATURDAY		F											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.

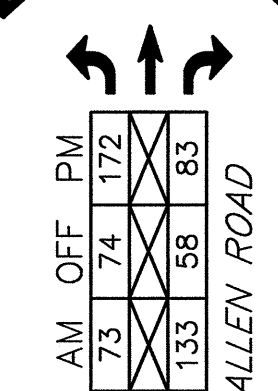
1998 AVERAGE WEEKDAY TRAFFIC

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

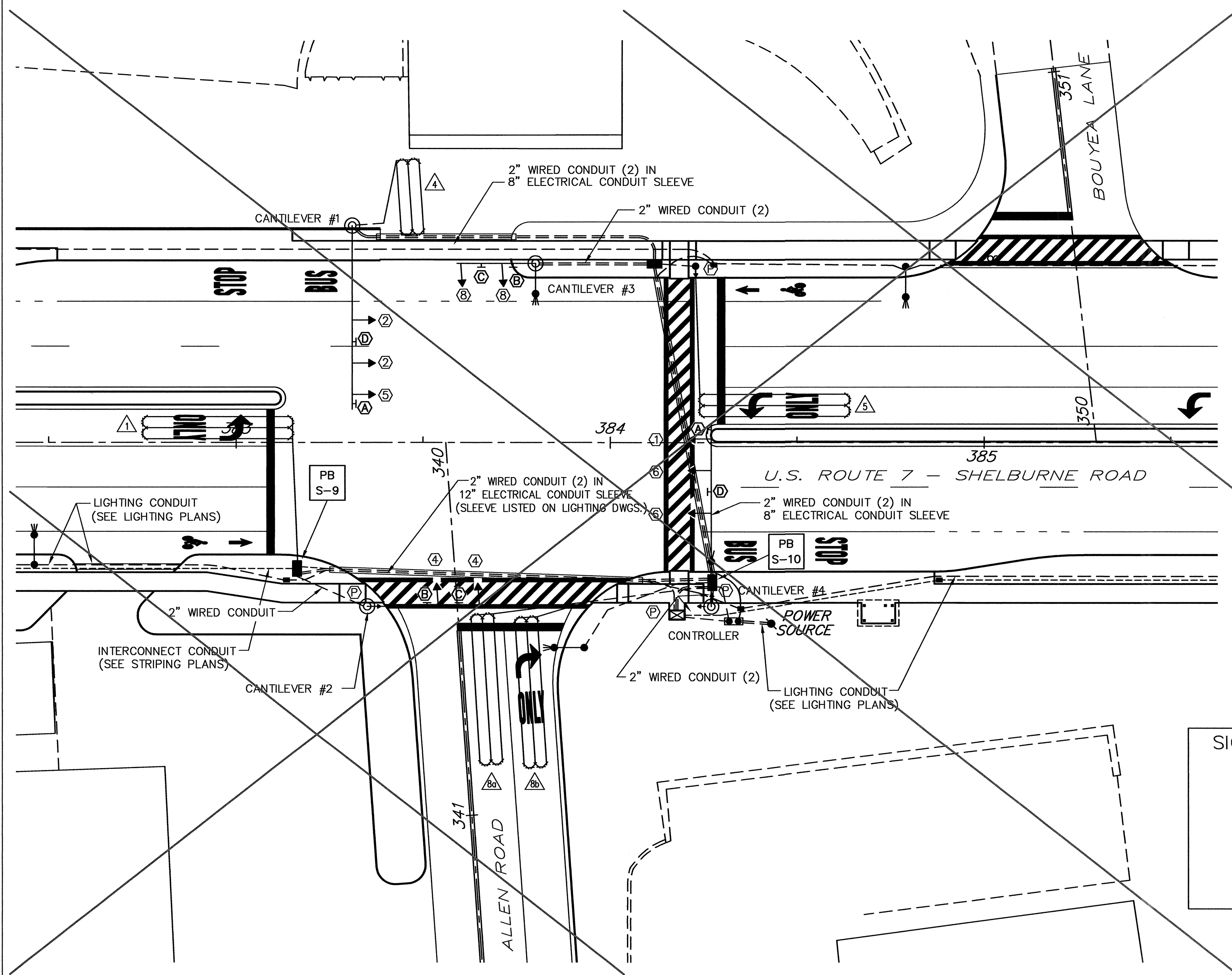
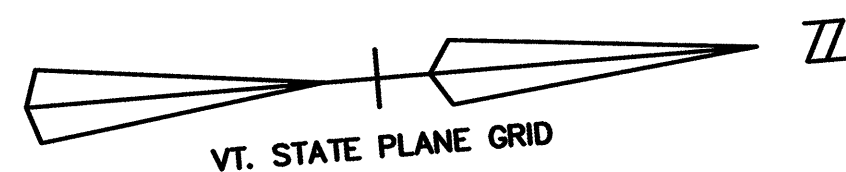
U.S. RTE. 7

AM	OFF	PM
811	944	1131
86	113	130

U.S. RTE. 7



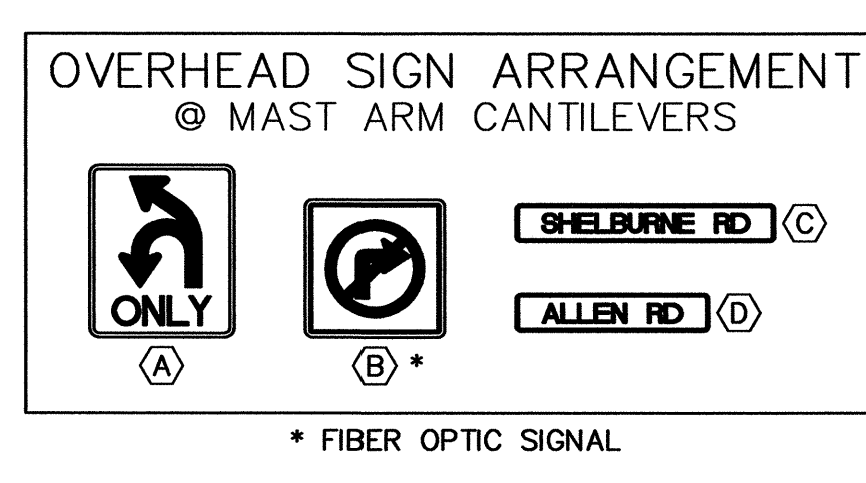
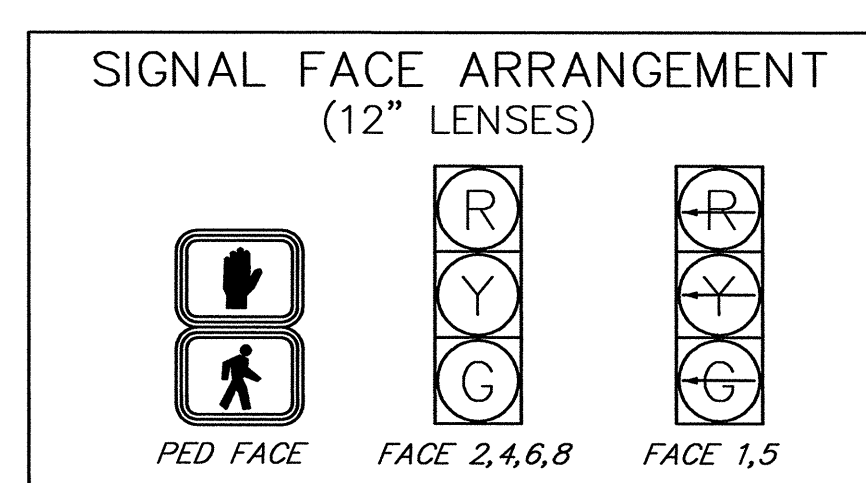
SEE SHEET 128A FOR REVISED LAYOUT AND QUANTITY SUMMARY



**TIMING & PHASING**

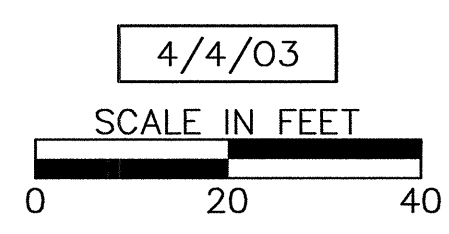
PLAN	PHASE	PHASE 1+5			PHASE 2+6 (OVERLAP)			PHASE 2+6 (DWELL)			PHASE 4+8		
		R/W	VEHICLE	OFFSET	R/W	VEHICLE	OFFSET	R/W	VEHICLE	OFFSET	R/W	VEHICLE	OFFSET
AM PEAK	PLAN 1	1.5	8	8	5	11	5	11	5	11	5	11	5
	VEHICLE	4	2	4	2	4	2	4	2	4	2	4	2
	MINIMUM	4	2	4	2	4	2	4	2	4	2	4	2
OFF PEAK	PLAN 2	1.5	8	8	5	11	5	11	5	11	5	11	5
	VEHICLE	4	2	4	2	4	2	4	2	4	2	4	2
	MINIMUM	4	2	4	2	4	2	4	2	4	2	4	2
PM PEAK	PLAN 3	1.5	8	8	5	11	5	11	5	11	5	11	5
	VEHICLE	4	2	4	2	4	2	4	2	4	2	4	2
	MINIMUM	4	2	4	2	4	2	4	2	4	2	4	2

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

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

DATUM VERTICAL NGVD 1929 HORIZONTAL NAD 1927  
**INTERSECTION NO. MS-515 (US 7 - ALLEN ROAD)**

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