

VEHICLE LOOP DETECTORS								
ROUTE	LANE	LOOP NO.	SIZE	TYPE	NO. TURNS	CALL #	MODE	AMP
ROUTE 7 NB LT.		△	6'x40'	QUAD	2	φ 1	PRES-ENCE	NON-DELAY
ROUTE 7 SB LT.		△	6'x40'	QUAD	2	φ 5	PRES-ENCE	NON-DELAY
HOLMES EXT LT.		△	6'x30'	QUAD	2	φ 8	PRES-ENCE	NON-DELAY
HOLMES EXT RT./THRU		△	6'x30'	QUAD	2	φ 8	PRES-ENCE	NON-DELAY
HOLMES RD LT.		△	6'x40'	QUAD	2	φ 4	PRES-ENCE	NON-DELAY
HOLMES RD RT./THRU		△	6'x40'	QUAD	2	φ 4	PRES-ENCE	NON-DELAY

TEST RESULTS					
INDUCTANCE (uh)		RESISTANCE Ω @ 77 F		LEAKAGE TO GROUND	
CALCULATED	MEASURED	CALCULATED	MEASURED		
388		0.88			
390		0.89			
280		0.57			
274		0.53			
413		1.04			
406		1.00			

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

SIGNAL ITEMS

ITEM 678.27 - PULLBOX - DOUBLE

423+51, 48' RT (S-15)
424+16, 48' RT (S-16)

ITEM 678.30 - ELECTRICAL CONDUIT SLEEVE

423+40 LT - 424+12 LT, (8" - 72 LF)
424+26 LT - 424+17 RT, (8" - 83 LF)

ITEM 678.23 - WIRED CONDUIT

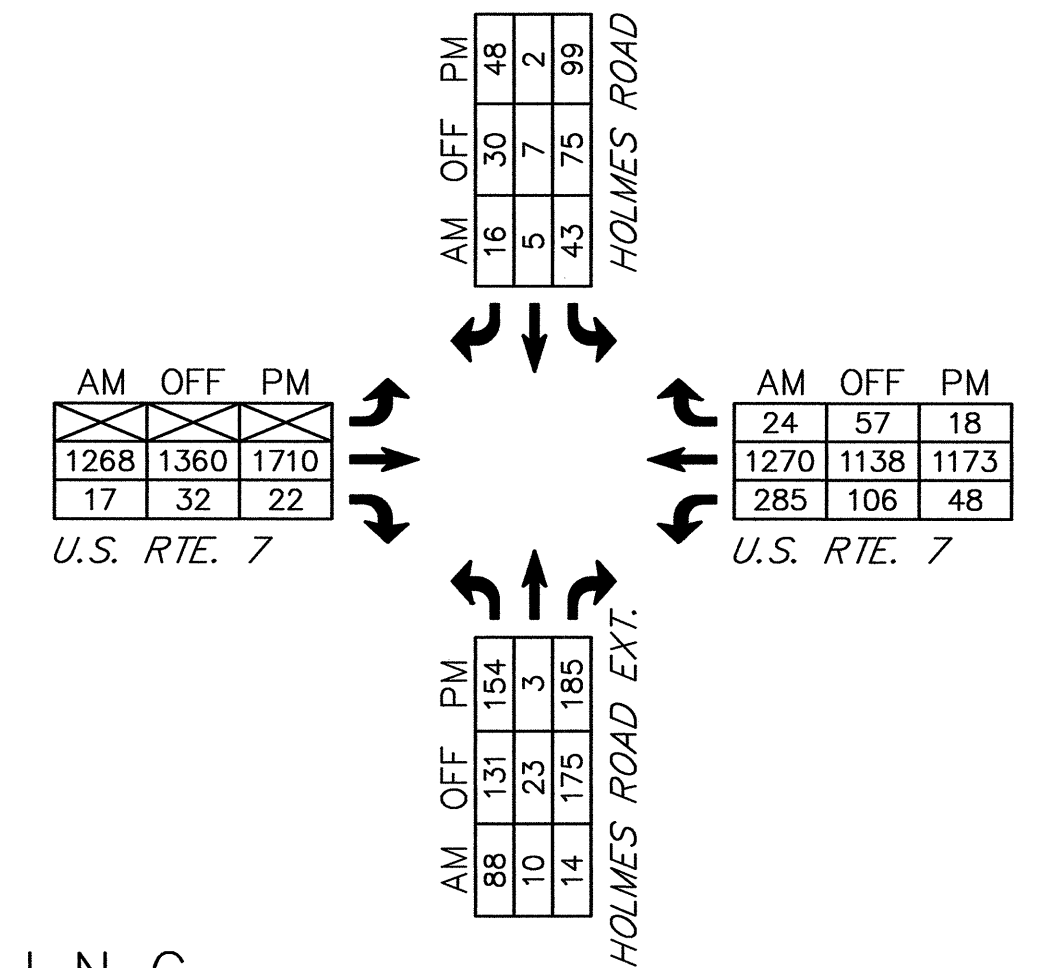
423+35 LT (CANTILEVER #13) - 424+34 LT (CANTILEVER #15), (2 @ 105 = 210 LF)
423+50 RT (CANTILEVER # 14) - 423+51 RT (S-15), (2 @ 16 = 32 LF)
423+51 RT (S-15) - 424+16 RT (S-16), (2 @ 65 = 130 LF)
424+16 RT (S-16) - 424+34 LT (CANTILEVER #15), (2 @ 105 = 210 LF)
424+16 LT (S-16) - 424+32 RT (CANTILEVER #16), (2 @ 19 = 38 LF)
424+32 RT (CANTILEVER #16) - 424+40 RT (CONTROLLER), (2 @ 13 = 26 LF)

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

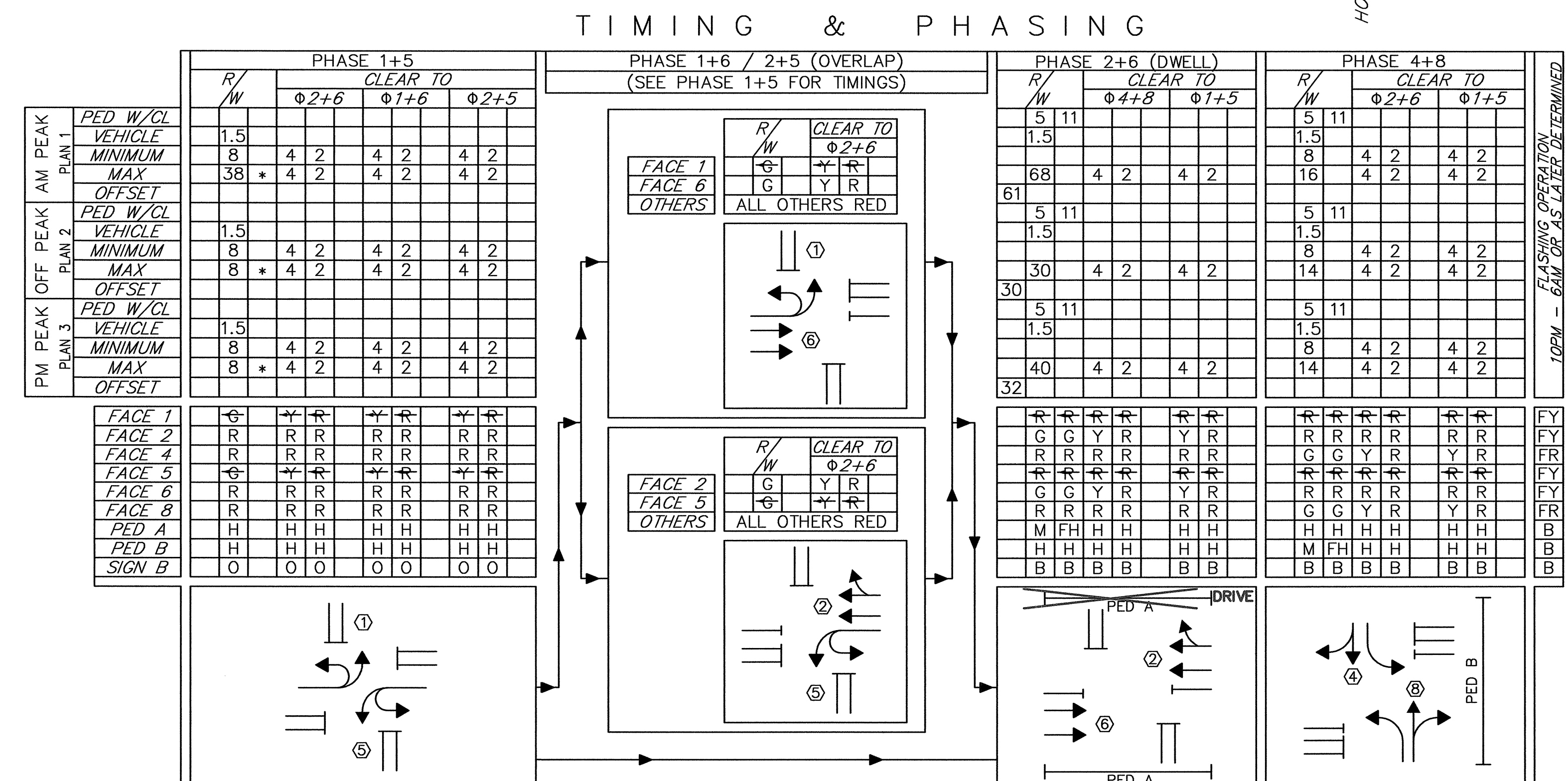
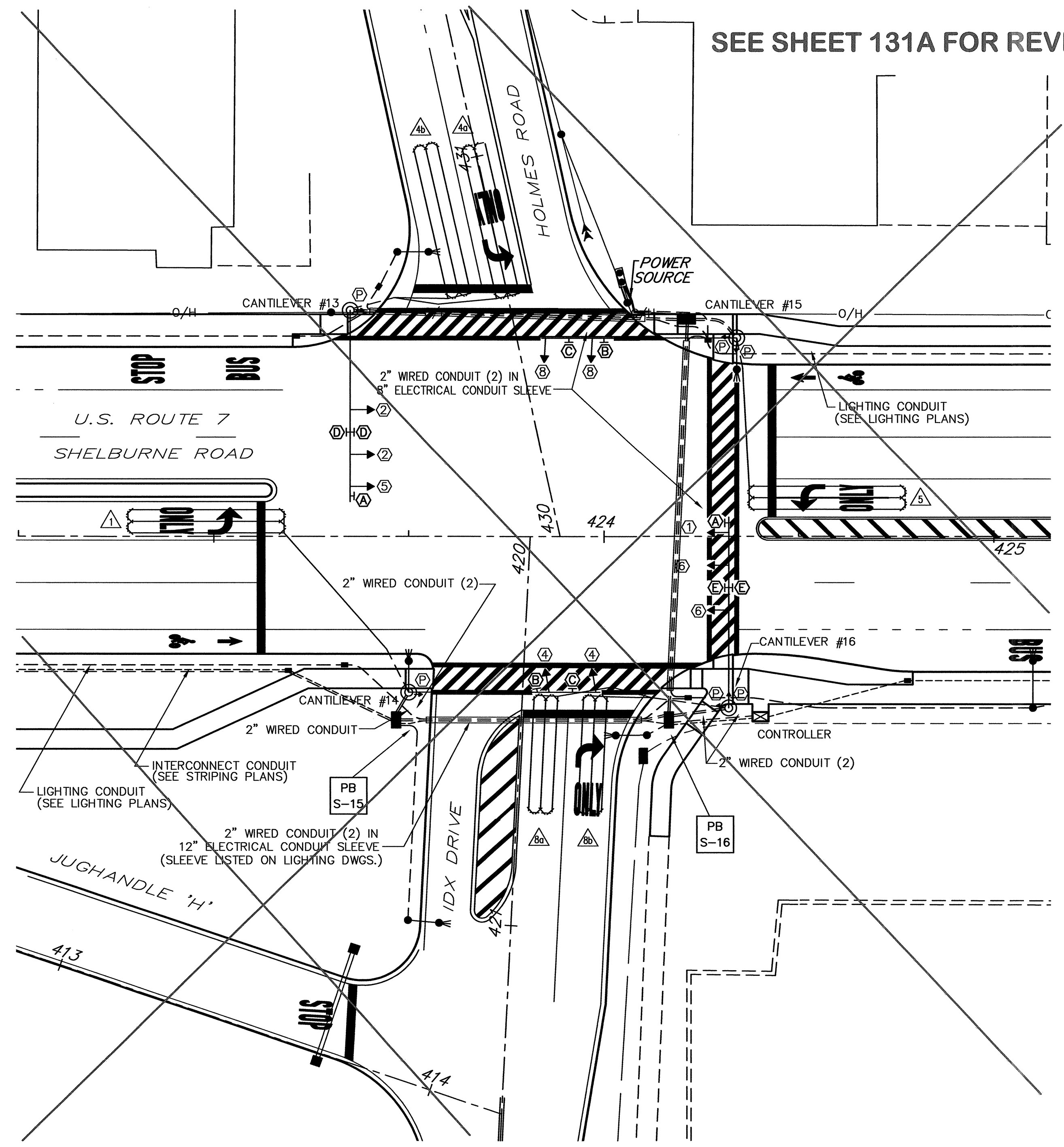
PLAN 1 - AM PEAK (140 SEC CYCLE) 6:00 AM - 8:00 AM MON. THRU FRI.
PLAN 2 - OFF PEAK (70 SEC CYCLE) 8:00 AM - 4:00 PM MON. THRU FRI.
PLAN 3 - PM PEAK (80 SEC CYCLE) 4:00 PM - 6:00 PM MON. THRU FRI.

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

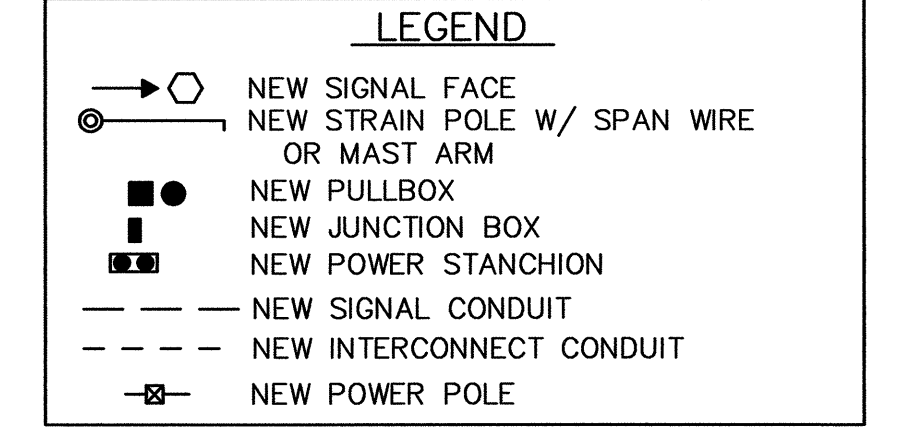
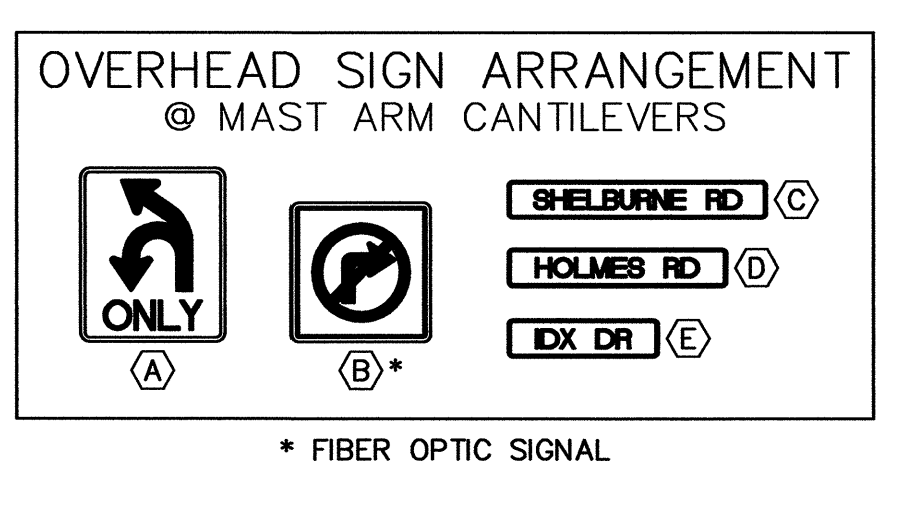
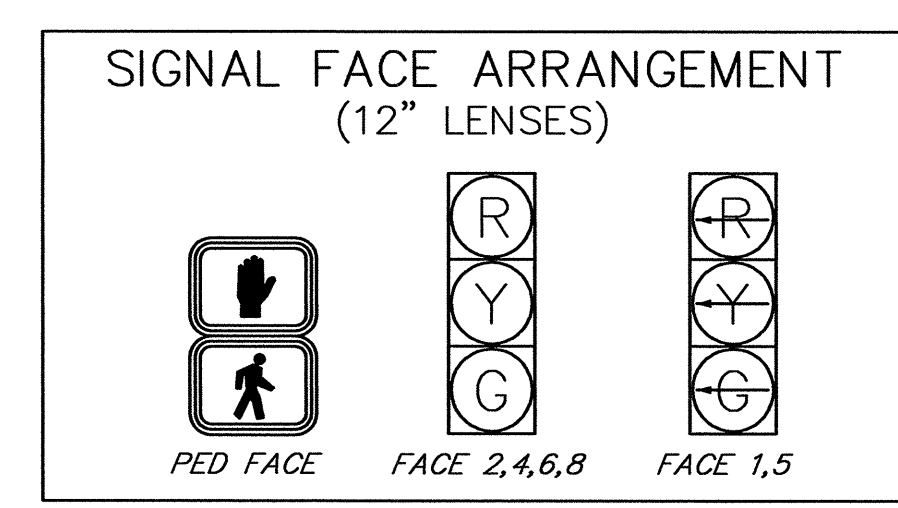
1998 AVERAGE WEEKDAY TRAFFIC



SEE SHEET 131A FOR REVISED LAYOUT AND QUANTITY SUMMARY



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

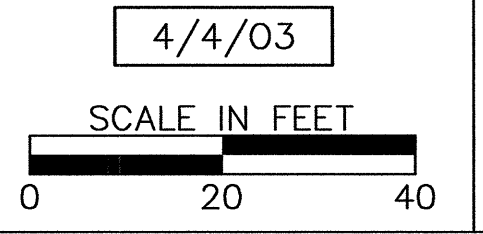


DATUM
VERTICAL NGVD 1929
HORIZONTAL NAD 1927

INTERSECTION NO. MS-517 (US 7 - HOLMES ROAD - IDX)

AS-BUILT REVISIONS		
NO.	DATE	DESCRIPTION
1.	3/2/06	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. 6
SHEET NO. 131 OF 283