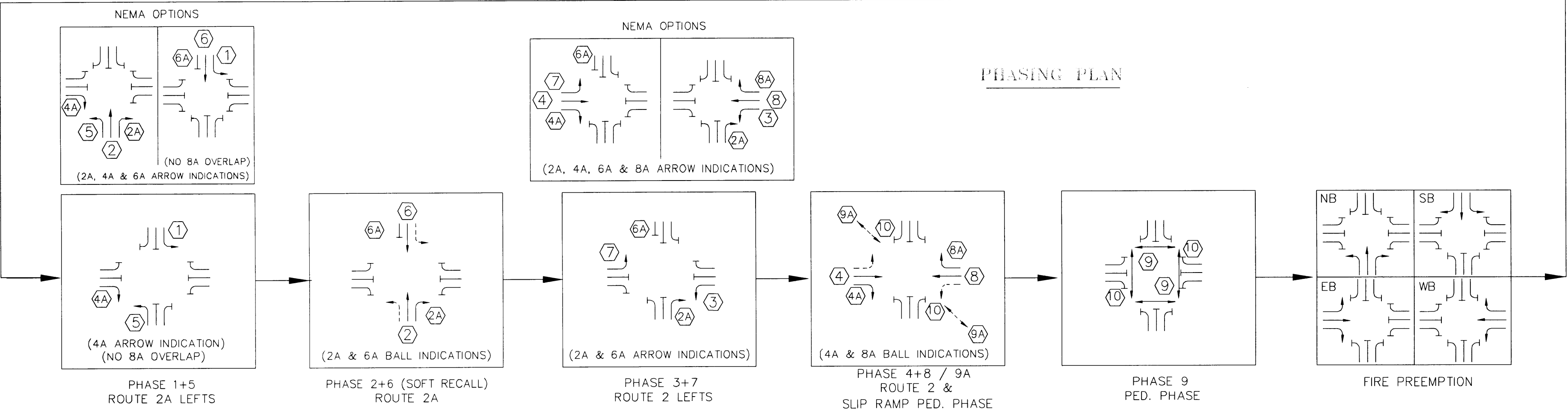


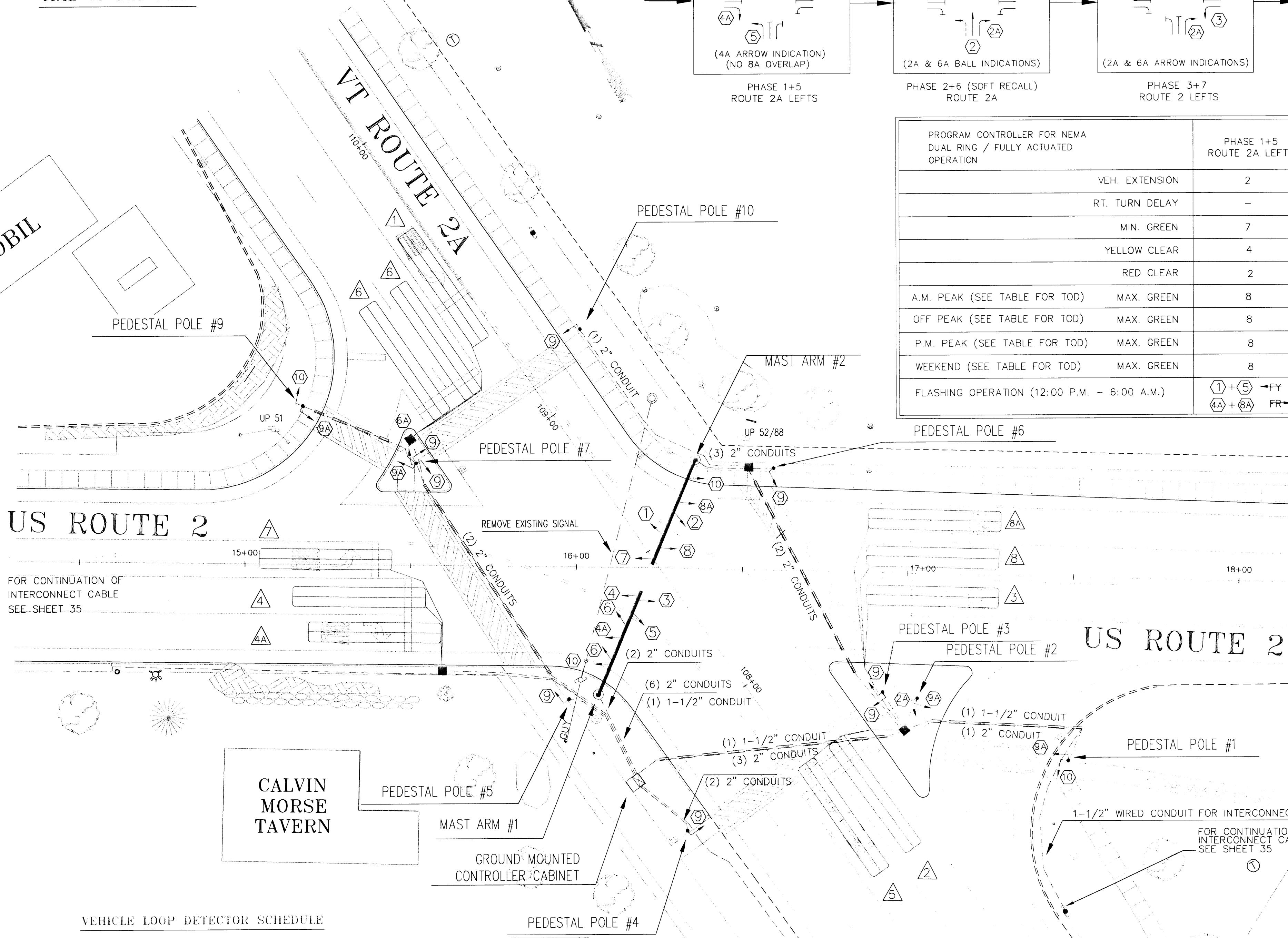
	12AM	1	2	3	4	5	6	7	8	9	10	11	12PM	1	2	3	4	5	6	7	8	9	10	11	12AM
MONDAY	FLASH							AM					OFF					PM							OFF
TUESDAY	FLASH							AM					OFF					PM							OFF
WEDNESDAY	FLASH							AM					OFF					PM							OFF
THURSDAY	FLASH							AM					OFF					PM							OFF
FRIDAY	FLASH							AM					OFF					PM							WEEKEND
SATURDAY	FLASH																								WEEKEND
SUNDAY	FLASH																								WEEKEND

TIME OF DAY PLAN

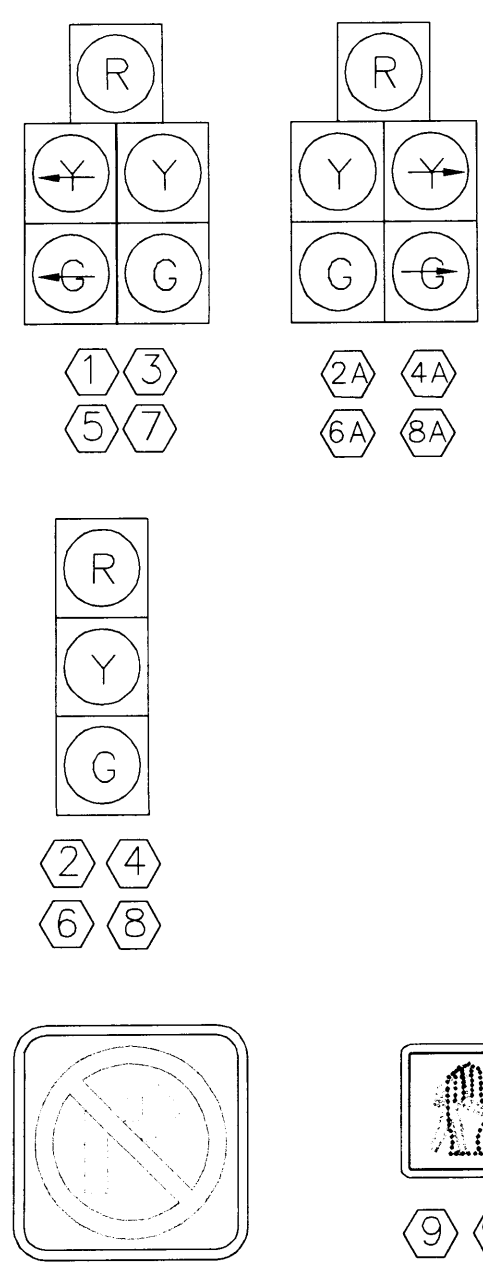


PHASING PLAN

PROGRAM CONTROLLER FOR NEMA DUAL RING / FULLY ACTUATED OPERATION	PHASE 1+5 ROUTE 2A LEFTS	PHASE 2+6 ROUTE 2A	PHASE 3+7 ROUTE 2 LEFTS	PHASE 4+8 ROUTE 2	PHASE 9 PEDESTRIAN	FIRE PREEMPTION
VEH. EXTENSION	2	2	2	2	-	-
RT. TURN DELAY	-	-	-	5	-	-
MIN. GREEN	7	10	7	10	-	-
YELLOW CLEAR	4	4	4	4	10 NRTOR	4
RED CLEAR	2	2	2	2	MAN (WALK) FLASHING HAND	2
A.M. PEAK (SEE TABLE FOR TOD) MAX. GREEN	8	27	8	23	4 16 2	15
OFF PEAK (SEE TABLE FOR TOD) MAX. GREEN	8	25	8	25	4 16 2	15
P.M. PEAK (SEE TABLE FOR TOD) MAX. GREEN	8	25	8	25	4 16 2	15
WEEKEND (SEE TABLE FOR TOD) MAX. GREEN	8	27	8	23	4 16 2	15
FLASHING OPERATION (12:00 P.M. - 6:00 A.M.)	(1)+(5) ←FY (4A)+(8A) FR→	(2)+(6) FY	(3)+(7) ←FR	(4)+(8) FR	BLANK	-



SIGNAL HEADS



US ROUTE 2

US ROUTE 2

CALVIN MORSE TAVERN

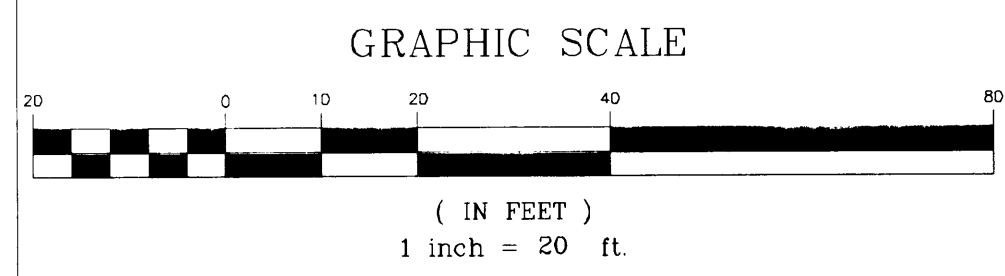
MOBIL

VEHICLE LOOP DETECTOR SCHEDULE

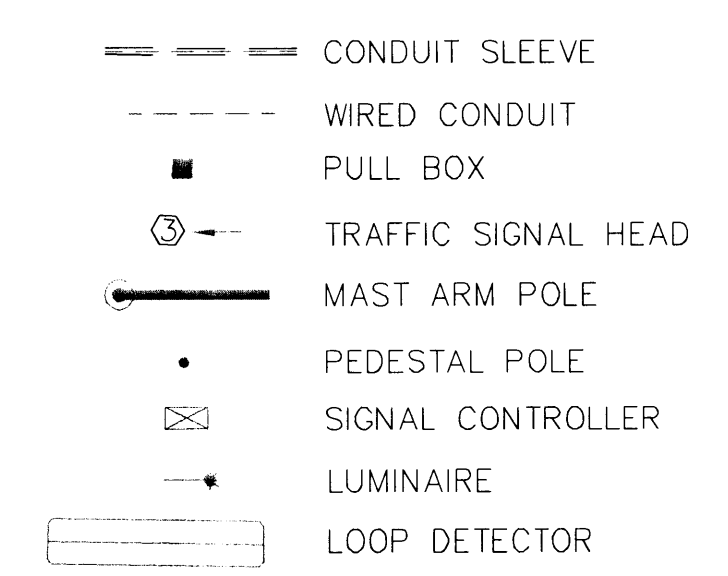
LANE	LOOP #	SIZE	TYPE	# OF TURNS	CALL PHASE	MODE	INDUCTANCE (uH)		RESISTANCE (ohms)		LEAKAGE TO GROUND (m-ohms)
							CALC.	MEAS.	CALC.	MEAS.	
SB LT	1	6' X 40'	LONG	2	1 + 5	PRES.	383		1.14		
NB TH	2	6' X 40'	LONG	2	2 + 6	PRES.	369		0.96		
WB LT	3	6' X 40'	LONG	2	3 + 7	PRES.	398		1.33		
EB TH	4	6' X 40'	LONG	2	4 + 8	PRES.	363		0.88		
EB RT	4A	6' X 40'	LONG	2	4 + 8	PRES.*	359		0.83		
NB LT	5	6' X 40'	LONG	2	1 + 5	PRES.	371		0.98		
SB TH/RT	6	6' X 40'	LONG	2	2 + 6	PRES.	372		0.99		
SB TH	6	6' X 40'	LONG	2	2 + 6	PRES.	374		1.03		
EB LT	7	6' X 40'	LONG	2	3 + 7	PRES.	364		0.90		
WB TH	8	6' X 40'	LONG	2	4 + 8	PRES.	396		1.30		
WB RT	8A	6' X 40'	LONG	2	4 + 8	PRES.*	393		1.27		

\* DELAY ON RIGHT TURN LOOP

**RECORD DRAWINGS**  
 THIS RECORD DRAWING HAS BEEN PREPARED BY GRIFFIN INTERNATIONAL, INC. BASED ON BASE PLAN DESIGN DRAWINGS PROVIDED BY LAMOUREUX & DICKINSON, INC. CHANGES MADE TO THE DESIGN PLANS ARE INDICATED. THE INFORMATION PROVIDED REGARDING ANY DEVIATION FROM THE DESIGN PLANS ARE BASED ON RESIDENT ENGINEER NOTES AND MEASUREMENT OF ABOVEGROUND FEATURES.



TRAFFIC SIGNAL LEGEND



PULL BOX  
 15+50 LT  
 16+52 LT  
 107+65 RT

JUNCTION BOX  
 13+00 RT  
 15+60 RT

AM	OFF	PM	DHV*
53	130	139	187
109	267	408	568
117	150	194	285

AM	OFF	PM	DHV*
79	108	70	84
456	396	534	718
64	89	125	209

\* 2004, WITH MAPLE TREE PLACE

- NOTES:
- FINAL FIRE PREEMPTION SETTINGS TO BE ESTABLISHED IN CONJUNCTION WITH TOWN FIRE DEPT.
  - PEDESTRIAN PUSH BUTTONS ON PEDESTAL POLES #1, #2, #8 & #9 TO ACTIVATE ONLY PHASE 9A (SLIP RAMP PED PHASE). ALL OTHER PED PUSH BUTTONS TO ACTIVATE PHASE 9.
  - FIBER OPTIC "NO RIGHT TURN ON RED" SIGNS SHALL BEGIN DURING ALL RED PERIOD PRIOR TO PEDESTRIAN PHASE.
  - VEHICLE DETECTOR LOOPS SHALL BE INSTALLED BEFORE PAVEMENT OVERLAY IS PLACED.
  - CROSSWALK MARKINGS SHALL NOT BE PLACED UNTIL PEDESTRIAN SIGNAL IS OPERATIONAL.

CONTRACT PLANS

REVISED: 02/13/02	REVISED PHASING PLAN	JLC
REVISED: 08/14/01	REVISED PAVE. MARKS. / LOOPS	JLC
REVISED: 07/11/01	MODIFIED NORTHWEST ISLAND	RJD
REVISED: 01/30/01	AS PER ADDENDUM 1	JLC

VERMONT AGENCY OF TRANSPORTATION  
 WILLISTON NHG 5500 (10)S  
 "TAFT CORNERS"  
 (US ROUTE 2 / VT ROUTE 2A)

MAST ARM DESIGN  
 SIGNAL LAYOUT PLAN

LAMOUREUX & DICKINSON  
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 (802) 878-4450  
 Engineers-Planners-Surveyors

design RJD/JLC  
 drawn JLC  
 checked RJD  
 scale 1"=20'  
 sht. no. 31