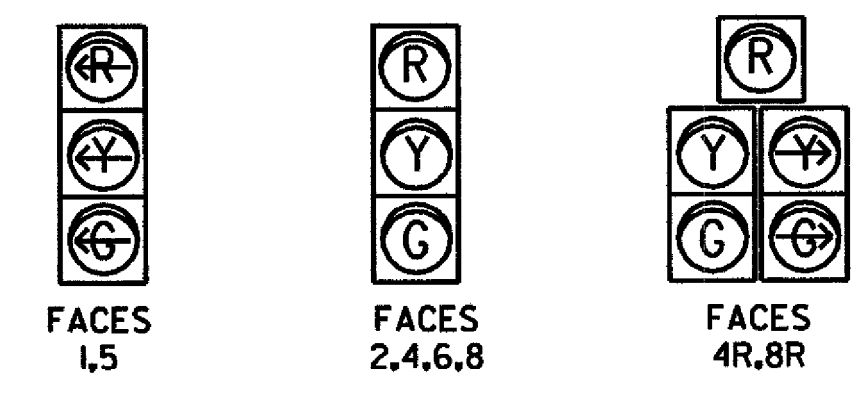


VEHICLE LOOP DETECTORS						INDUCTANCE (μH)		RESISTANCE Ω @ 25°C		LEAKAGE TO GROUND
LANE	LOOP NO.	SIZE	TYPE & NO. TURNS	CALL Ø	MODE	CALCULATED	MEASURED	CALCULATED	MEASURED	
NB LEFT	1	1.8 m X 12 m	QUAD-2	Ø 1	PRESENCE	386		1.19		
SB THRU	2A,2B*	1.8 m X 1.8 m	2 RECT-4	Ø 2	PULSE	354		1.31		
WB RIGHT	4A	1.8 m X 12 m	QUAD-2	Ø 4	DELAY-5s	350		0.72		
WB RIGHT	4R	1.8 m X 1.8 m	RECT-4	Ø 4	DELAY-5s	143		0.22		
WB LEFT	4B	1.8 m X 12 m	QUAD-2	Ø 4	PRESENCE	354		0.77		
SB LEFT	5	1.8 m X 12 m	QUAD-2	Ø 5	PRESENCE	351		0.73		
NB THRU	6A,6B*	1.8 m X 1.8 m	2 RECT-4	Ø 6	PULSE	378		1.63		
EB RIGHT	8A	1.8 m X 12 m	QUAD-2	Ø 8	DELAY-5s	409		1.48		
EB RIGHT	8R	1.8 m X 6 m	RECT-3	Ø 8	DELAY-5s	204		1.00		
EB LEFT	8B	1.8 m X 12 m	QUAD-2	Ø 8	PRESENCE	413		1.54		

\*LOOPS 2A & 2B, AND LOOPS 6A & 6B SHALL BE SPICED TOGETHER IN SERIES AT THE CONNECTION TO THE LEAD-IN CABLE.

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

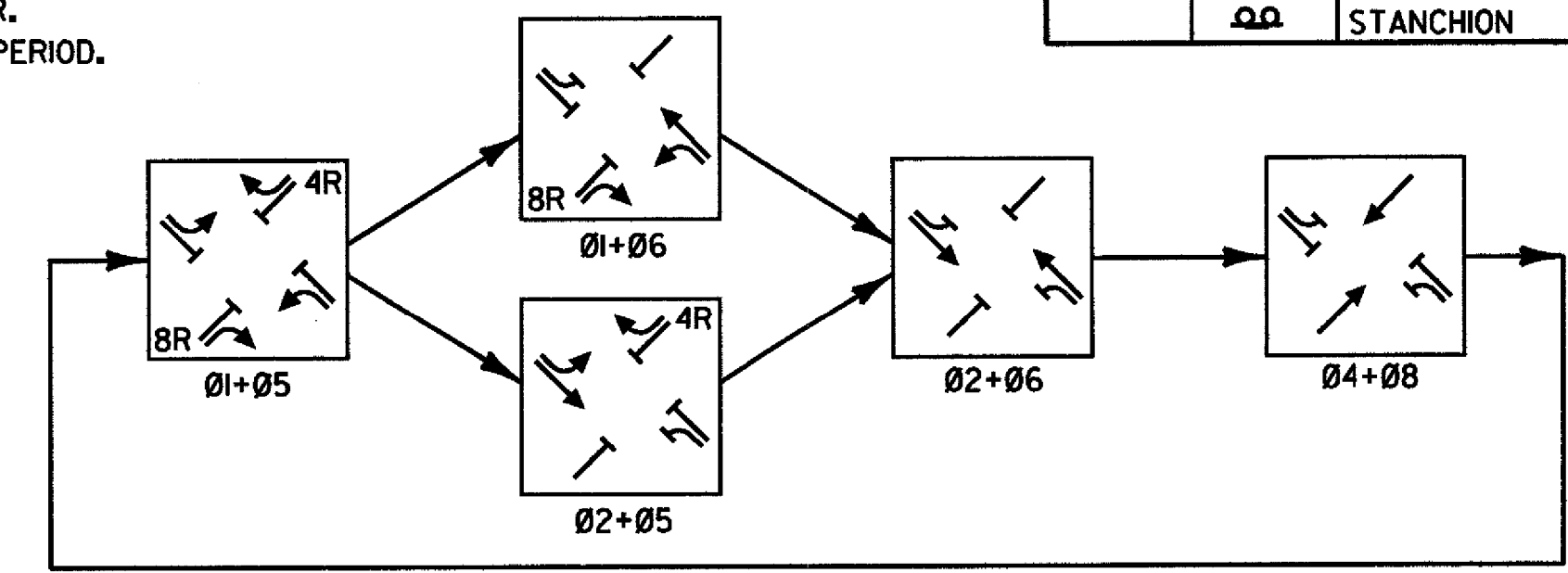
**SIGNAL FACE ARRANGEMENT**  
300mm LENSES



**LEGEND**

EXISTING	NEW	DESCRIPTION
		UTILITY POLE
		LUMINAIRE
		LIGHT OR WOOD POLE
		STRAIN POLE
		CONTROLLER CABINET
		PULLBOX/JUNCTION BOX
		SIGNAL HEAD
		CONDUIT
		VEHICLE LOOPS
		PEDESTAL POST
		OVERHEAD TRAFFIC SIGN
		STANCHION

**PHASING DIAGRAM**



LOCAL PROGRAMMING	PHASE							
	1	2	3	4	5	6	7	8
MINIMUM GREEN	8	17		12	8	17		12
EXTENSION	2.0	5.0		2.0	2.0	5.0		2.0
YELLOW CLEARANCE	4.0	4.0		4.0	4.0	4.0		4.0
ALL RED CLEARANCE	2.0	2.0		2.0	2.0	2.0		2.0
MAX. GREEN I	14	29		29	14	29		29
WALK	-	-		-	-	-		-
FLASHING DON'T WALK	-	-		-	-	-		-
RECALL	OFF	MINIMUM		OFF	OFF	MINIMUM		OFF
MEMORY	LOCK	LOCK		NON-LOCK	LOCK	LOCK		NON-LOCK

CYCLE	SPLIT								OFFSET
	1	2	3	4	5	6	7	8	
CYCLE 1 - 90 SEC. 6:00 AM - 9:00 AM	20s/22%	35s/39%		35s/39%	20s/22%	35s/39%		35s/39%	10s/11%
CYCLE 2 - 90 SEC. 9:00 AM - 10:00 PM	20s/22%	35s/39%		35s/39%	20s/22%	35s/39%		35s/39%	8s/9%
FREE OPERATION 10:00 PM - 12:00 AM									
FLASHING MODE 12:00 AM - 6:00 AM									

FACE	R/W	TABLE OF CHANGE SEQUENCE								FLASHING OPERATION					
		Ø1+Ø5		Ø1+Ø6		Ø2+Ø5		Ø2+Ø6			Ø4+Ø8				
		CLEAR TO	CLEAR TO	CLEAR TO	CLEAR TO	CLEAR TO	CLEAR TO	CLEAR TO	CLEAR TO		ALL OTHERS				
1	→G	→G	→Y	→R	→Y	→R	→G	→Y	→R	→R	→R	→R	→R	FR	
2	R	R	R	R	R	R	R	R	G	G	G	G	Y	R	FR
4	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
4R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
5	→G	→Y	→R	→G	→G	→Y	→R	→R	→R	→R	→R	→R	→R	→R	FR
6	R	R	R	R	R	R	R	G	G	G	R	R	G	Y	FR
8	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
8R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FR

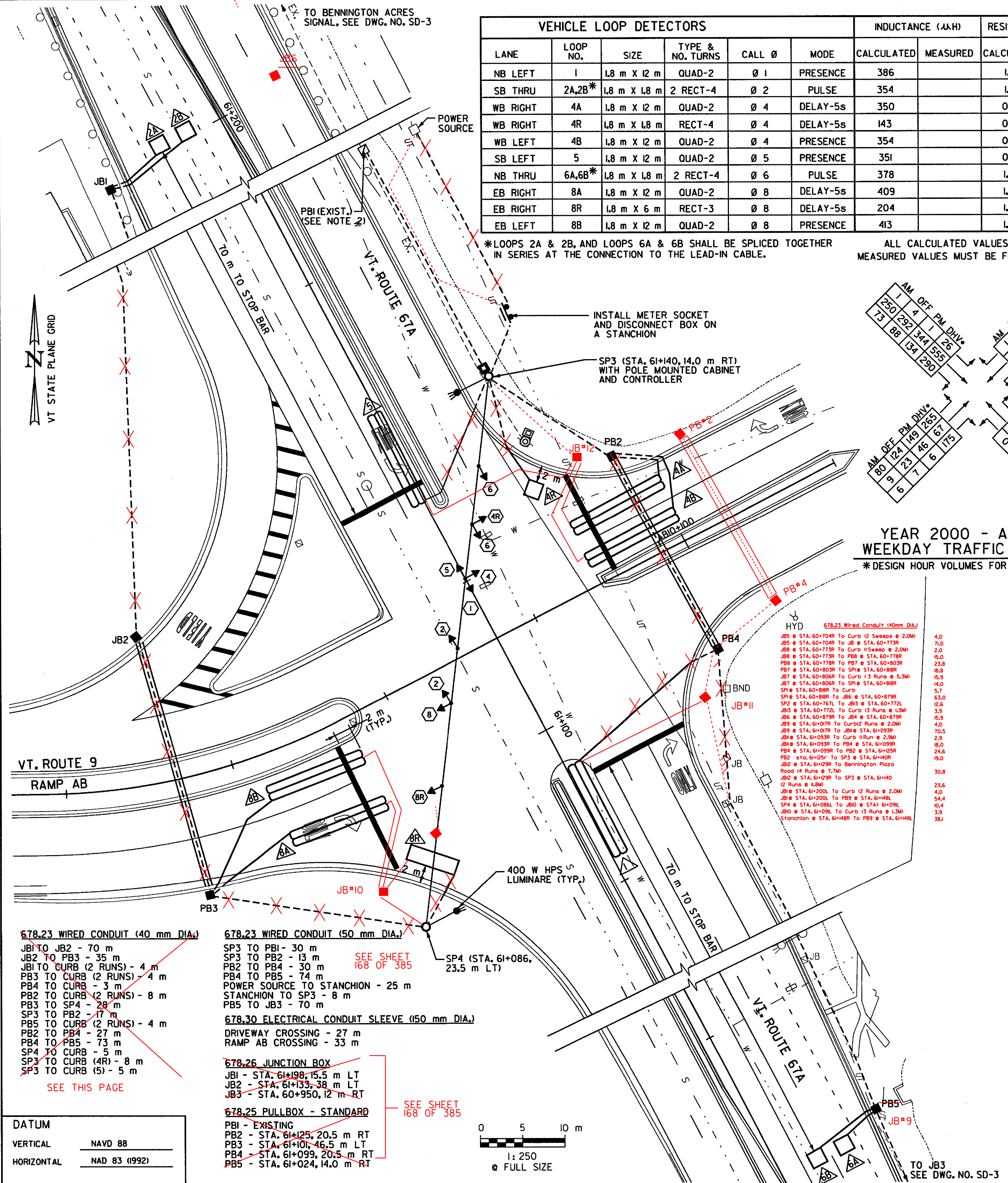
- NOTES:**
- OFFSETS ARE REFERENCED TO BEGINNING OF VT ROUTE 67A GREEN (Ø2+Ø6)
  - THE EXISTING INTERCONNECT CABLE SHALL BE DISCONNECTED FROM THE EXISTING CONTROLLER AND PULLED BACK TO PBI. THIS CABLE SHALL THEN BE RUN THROUGH NEW CONDUIT TO THE PROPOSED CONTROLLER ON SP3. THIS WORK SHALL BE PAID FOR AS PART OF ITEM 678.23
  - DIMENSIONS ARE MEASURED TO FACE OF CURB UNLESS SPECIFIED OTHERWISE.

**TRAFFIC SIGNAL PLAN**

SURVEYED BY C.H.A. & V.S.E. DATE 12/93  
 DESIGNED BY M.R.W. DATE 9/00  
 DRAWN BY K.H.D. DATE 9/00  
 CHECKED BY T.P.K. DATE 9/00

DESIGN FILE NO. TSD-AB.DGN

PROJ. NAME BENNINGTON - HOOSICK D.P.I. 014611 C/4  
 PROJ. NO. P.I.N. 1306.60  
 DWG. NO. SD-2 SHEET 169 OF 385



**YEAR 2000 - AVERAGE WEEKDAY TRAFFIC VOLUMES**  
\*DESIGN HOUR VOLUMES FOR THE YEAR 2020

AM OFF PM DIV.	AM OFF PM DIV.	AM OFF PM DIV.	AM OFF PM DIV.
1 4 1 26	1 2 1 16	1 2 1 16	1 2 1 16
250 282 374 555	1 2 1 16	1 2 1 16	1 2 1 16
73 88 134 290	1 2 1 16	1 2 1 16	1 2 1 16
6 7 6 175	1 2 1 16	1 2 1 16	1 2 1 16
80 124 149 265	1 2 1 16	1 2 1 16	1 2 1 16
9 23 46 115	1 2 1 16	1 2 1 16	1 2 1 16
6 7 6 175	1 2 1 16	1 2 1 16	1 2 1 16
0 0 0 4	1 2 1 16	1 2 1 16	1 2 1 16
133 193 334 438	1 2 1 16	1 2 1 16	1 2 1 16
0 0 0 4	1 2 1 16	1 2 1 16	1 2 1 16
155	1 2 1 16	1 2 1 16	1 2 1 16

FILE NAME =u:\5116\vaot\contract4\tsd-ab.dgn  
 DATE/TIME =07 SEP 2000  
 USER =1459

- 678.23 WIRED CONDUIT (40 mm DIA.)**
- JBI TO JB2 - 70 m
  - JB2 TO PB3 - 35 m
  - JBI TO CURB (2 RUNS) - 4 m
  - PB4 TO CURB - 3 m
  - PB2 TO CURB (2 RUNS) - 8 m
  - PB3 TO SP4 - 28 m
  - SP3 TO PB2 - 17 m
  - PB5 TO CURB (2 RUNS) - 4 m
  - PB2 TO PB4 - 27 m
  - PB4 TO PB5 - 73 m
  - SP4 TO CURB - 5 m
  - SP1 TO CURB (4R) - 8 m
  - SP3 TO CURB (5) - 5 m
- 678.23 WIRED CONDUIT (50 mm DIA.)**
- SP3 TO PBI - 30 m
  - SP3 TO PB2 - 13 m
  - PB2 TO PB4 - 30 m
  - PB4 TO PB5 - 74 m
  - POWER SOURCE TO STANCHION - 25 m
  - STANCHION TO SP3 - 8 m
  - PB5 TO JB3 - 70 m
- 678.30 ELECTRICAL CONDUIT SLEEVE (150 mm DIA.)**
- DRIVEWAY CROSSING - 27 m
  - RAMP AB CROSSING - 33 m
- 678.26 JUNCTION BOX**
- JBI - STA. 61+198, 15.5 m LT
  - JB2 - STA. 61+133, 38 m LT
  - JB3 - STA. 60+950, 12 m RT
- 678.25 PULLBOX - STANDARD**
- PBI - EXISTING
  - PB2 - STA. 61+125, 20.5 m RT
  - PB3 - STA. 61+101, 46.5 m LT
  - PB4 - STA. 61+099, 20.5 m RT
  - PB5 - STA. 61+024, 14.0 m RT
- SEE SHEET 168 OF 385
- SEE THIS PAGE

**DATUM**

VERTICAL	NAVD 88
HORIZONTAL	NAD 83 (1992)

