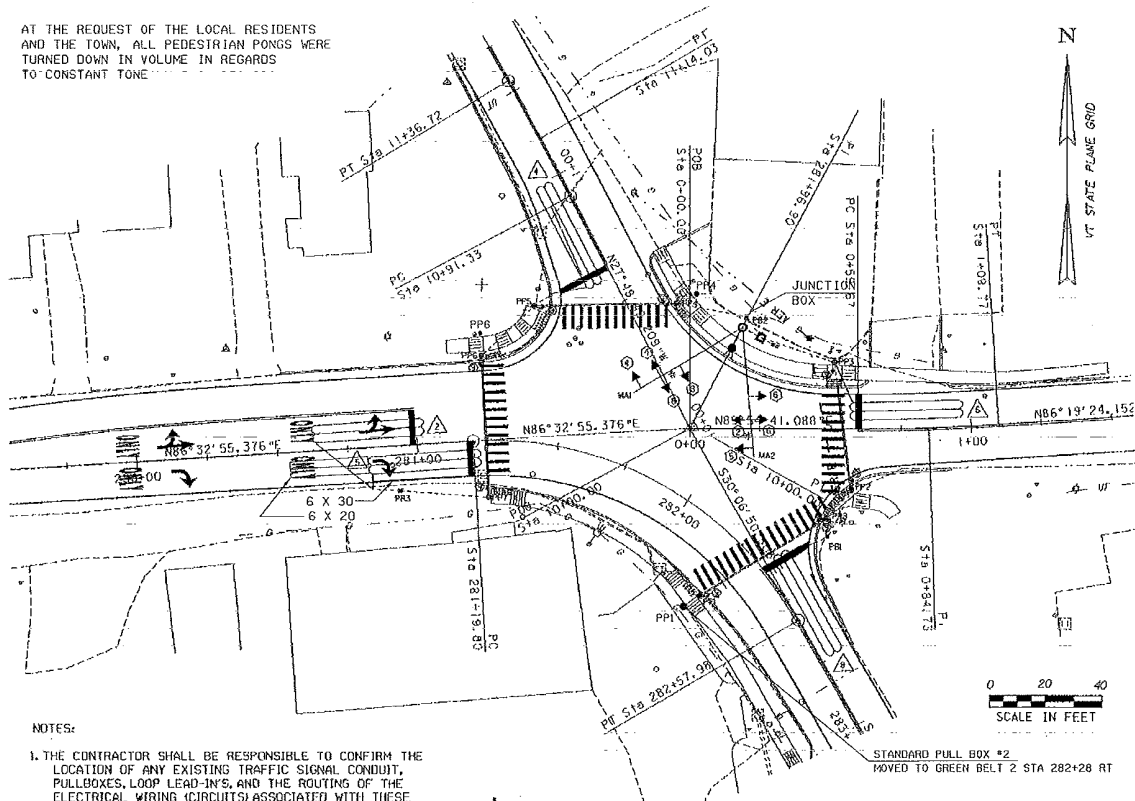
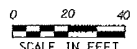


AT THE REQUEST OF THE LOCAL RESIDENTS AND THE TOWN, ALL PEDESTRIAN PONGS WERE TURNED DOWN IN VOLUME IN REGARDS TO CONSTANT TONE



- NOTES:
1. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM THE LOCATION OF ANY EXISTING TRAFFIC SIGNAL CONDUIT, PULLBOXES, LOOP LEAD-INS, AND THE ROUTING OF THE ELECTRICAL WIRING (CIRCUITS) ASSOCIATED WITH THESE ITEMS. THE COST OF THIS WORK SHALL BE CONSIDERED INCIDENTAL TO 'TRAFFIC SIGNAL' ITEM 678.J5.
  2. ALL EXISTING SIGNAL EQUIPMENT IS THE RESPONSIBILITY OF THE CONTRACTOR AND MUST BE DISPOSED OF. REMOVAL OF EQUIPMENT SHALL INCLUDE REMOVAL OF CONCRETE BASES AND BACKFILL OF HOLES. REMOVAL TO BE PAID INCIDENTAL TO 'TRAFFIC SIGNAL' ITEM 678.J5.
  3. CALL DIG SAFE PRIOR TO PERFORMING ANY EXCAVATION WORK.
  4. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM THE ACTUAL LOCATION OF THE EXISTING UNDERGROUND FACILITIES PRIOR TO EXCAVATING. ANY DAMAGE SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.
  5. A NEW UTILITY POLE WILL BE INSTALLED BY GREEN MOUNTAIN POWER AT VT 128 STA. 0+42.31+17. THE APPROX. AERIAL UTILITY RELOCATION ROUTES ARE SHOWN ON SHEET #14. SEE THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
  6. THE CONTRACTOR SHALL CONDUCT A BORING AT THE MAST ARM FOUNDATION LOCATION PRIOR TO ANY DESIGN WORK BEING PERFORMED. TO BE PAID INCIDENTAL TO 'TRAFFIC SIGNAL' ITEM 678.J5.

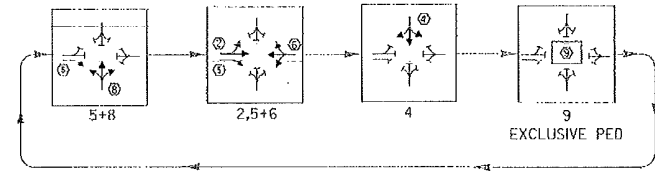
PP1, PP4, PP6 MOVED BEHIND THE SIDEWALK @ THE REQUEST OF DISTRICT 5



VEHICLE DETECTOR LOOPS											
LOOP NO.	LANE	CALL #	SIZE	TYPE & NO. TURNS	DELAY OR PRESENCE	INDUCTANCE CALC.	INDUCTANCE ACT.	RESISTANCE CALC.	RESISTANCE ACT.	LEAKAGE TO GROUND	LOCKING MEMORY
2	EB	2	6x40	QUAD-2	PRESENCE	397	347	1.33	1.72	0	NON LOCK
5	EB RT	2	6x40	QUAD-2	PRESENCE	392	367	1.26	1.19	0	NON LOCK
4	SB	4	6x40	QUAD-2	PRESENCE	365	150	0.91	1.12	0	NON LOCK
6	WB	4	6x40	QUAD-2	PRESENCE	348	415	0.69	0.94	0	NON LOCK
8	NB	8	6x40	QUAD-2	PRESENCE	363	371	0.88	1.22	0	NON LOCK

- A- INDUCTANCE IN MICROHENRIES
- K- RESISTANCE IN OHMS (67.7 DEGREES FAHRENHEIT)
- L- LOCATION OF SEWER MANHOLE CHANGED LOOP LAYOUT. USED 6 X 30 & 6 X 20, 12" BETWEEN

PHASING DIAGRAM



VEHICLE LOOP DETECTORS		
*2	280+63 - 281+03	6.0' LT
*4	10+53 - 10+89	6.8' LT
*5	280+82 - 281+22	6.0' RT
*6	0+57 - 0+97	6.0' LT
*8	282+34 - 282+74	6.0' LT

NOTE: TRAFFIC ITEMS LISTED ARE APPROX. LOCATIONS AND MAY BE CHANGED BY THE RESIDENT ENGINEER IN THE FIELD.

PULLBOXES

PB1	282+41.1	24.8' LT
PB2	0+20.4	38.8' LT
PB3	280+92.9	15.6' RT

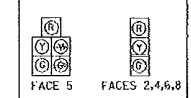
PEDESTRIAN SIGNAL POLES

PP1	282+27.2	23.0' RT
PP2	0+87.9	21.1' RT
PP3	0+51.4	22.8' LT
PP4	10+40.6	16.1' RT
PP5	10+63.3	29.1' LT
PP6	281+24.4	29.2' LT
PP7	281+24.2	19.7' RT
PP8	282+37.1	28.3' LT

SIGNAL POLE

0+19.0	34.7' LT
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SIGNAL FACE ARRANGEMENT LENS DIAMETER 12" (LED)



CONTROLLER TIMING CHART

LOCAL PROGRAMMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN	8.0	8.0	5.0	8.0	8.0	8.0	8.0	8.0	8.0
EXTENSION CHANGED TO 4 SEC.	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
YELLOW CLEARANCE	4.0	4.0	4.0	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	2.0	2.0	2.0
MAX. GREEN I (AM PEAK)	12.0	11.0	24.0	12.0	24.0	12.0	12.0	24.0	12.0
MAX. GREEN II (OFF PEAK)	16.0	16.0	18.0	16.0	18.0	16.0	16.0	18.0	16.0
MAX. GREEN III (PM PEAK)	17.0	16.0	17.0	17.0	17.0	17.0	17.0	17.0	17.0
WALK (MAY)	-	-	-	-	-	-	-	-	5.0
FLASH DON'T WALK (HAND)	-	-	-	-	-	-	-	-	14.0

WEEKDAY TIMINGS

AM PEAK PERIOD	6:00 AM - 3:00 AM
OFF PEAK PERIOD	3:00 AM - 6:00 PM
	6:00 PM - 6:00 AM
PM PEAK PERIOD	3:00 PM - 6:00 PM
NO FLASH PERIOD	

PREEMPTION TIMINGS

DIRECTION	PREEMPTOR	
	NB VTIS	SB VTIS
HOLD PHASE	8	2+5
DET. LOCK	YES	YES
DURATION TIME	10	10
MIN. GREEN	4	4
HOLD GREEN	12	12
HOLD YELLOW	4.0	4.0
HOLD RED	2.0	2.0
RELEASE PHASE	5+8	5+8

PRE-EMPTION SHALL BE USED AT THIS INTERSECTION. SEE NOTE #A3 ON THE TRAFFIC SIGNAL NOTES SHEET FOR MORE INFORMATION.

SIGNAL LAYOUT SHEET

PROJECT NAME: ESSEX  
 PROJECT NUMBER: STPG-SGNL(17)  
 FILE NAME: 96082/1803112.dgn/180321.rvt  
 PROJECT LEADER: B. NYGIST  
 DESIGNED BY: R. MCAVOY  
 PLOT DATE: 16-NOV-2006  
 DRAWN BY: B. MCAVOY  
 CHECKED BY: B. NYGIST  
 SHEET 16 OF 29