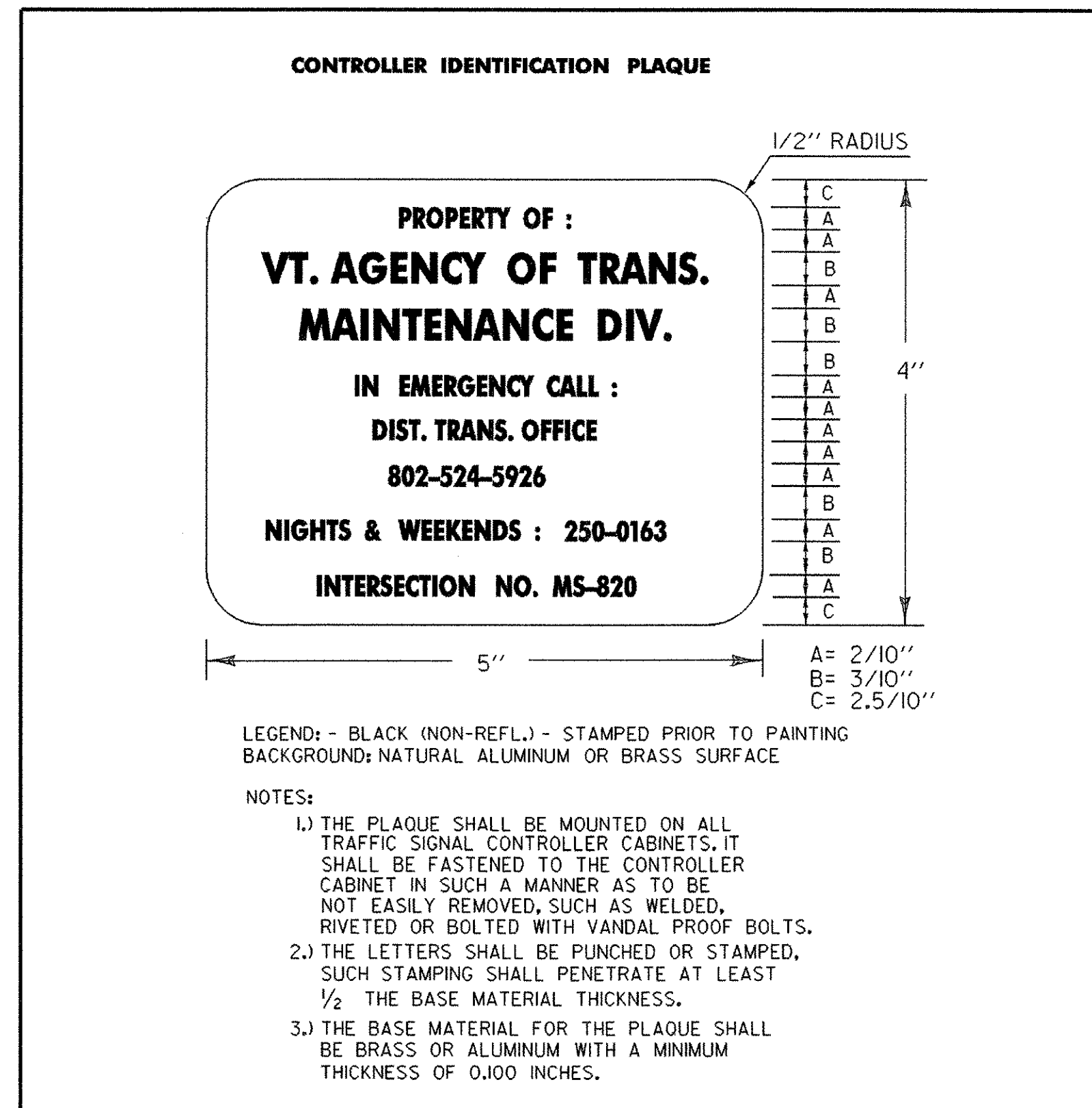


H. COORDINATION, PRE-EMPTION, ETC. AS REQUIRED.

1. SIGNAL COORDINATION (WHEN INCLUDED) SHALL BE VIA TELEMETRY USING 4 TWISTED PAIR OF TELEPHONE GRADE COMMUNICATION CABLES. TIME BASED COORDINATION MAY BE USED WITH PRIOR APPROVAL.
2. IN MOST (BUT NOT ALL) CASES FIRE PREEMPTION NEEDS WILL BE DETERMINED BY LOCAL OFFICIALS. ANY ADDITIONAL EQUIPMENT NEEDED WILL BE THE TOWN'S (CITY'S) RESPONSIBILITY.

PRIORITY PREEMPTION NOTES:

- A. INTERCONNECT BETWEEN FIREHOUSE AND SIGNAL SHALL PROVIDE SUFFICIENT CONDUCTORS FOR:
 1. ACTIVATION CIRCUIT SWITCH CLOSURE IN FIREHOUSE (AC CIRCUIT)
 2. CONFORMATION CIRCUIT AC PANEL LIGHT IS ACTIVE AS LONG AS CONTROLLER PREEMPT ACTIVE OUTPUT IS ON.
 3. THREE (3) SPARE CONDUCTORS.
- B. SWITCH CLOSURE USED TO ACTIVATE PREEMPTION IN FIREHOUSE SHALL BE "MOMENTARY TYPE".
- C. CONFORMATION CIRCUIT INDICATOR LAMP IN FIREHOUSE SHALL BE MOUNTED IN AREA CLEARLY VISIBLE FROM BOTH THE ACTIVATION BUTTON AND PARKED TRUCKS.
- D. DUE TO THE RELATIVELY LONG DURATION THE PREEMPT WITHOUT A VEHICLE PRESENT. INTERSECTION SHALL HAVE A ROTATING RED BEACON THAT IS ACTIVE WHEN THE CONTROLLER PREEMPT ACTIVE OUTPUT IS ON.
- E. TWO (2) RELAYS SHALL BE PROVIDED IN THE TRAFFIC SIGNAL CABINET (ACTIVATION CIRCUIT AND CONFIRMATION CIRCUIT). CONFIRMATION RELAY SHALL BE SUFFICIENTLY LARGE TO ACCOMMODATE PEAK CURRENT DEMAND OF BOTH THE FIREHOUSE CONFIRMATION LAMP(S) AND THE INTERSECTION ROTATION BEACON.
- F. CONTROLLER PREEMPTION SHALL BE PROGRAMMED AS FOLLOWS.
 1. A FIVE-SECOND DELAY WILL BE CONFIGURED TO PREVENT ELECTRICAL NOISE ON THE ACTIVITIES CIRCUIT FROM CAUSING FALSE ALARM.
 2. NO MINIMUM GREEN TIMES OR PEDESTRIAN CLEARANCE INTERVAL SHALL BE TRUNCATED.
 3. PREEMPTION "HOLD PHASE" SHALL BE PHASE 6.
 4. NO PEDESTRIAN MOVEMENT SHALL BE ALLOW DURING PREEMPTION.
 5. PREEMPTION HOLD TIME WILL BE CONFIGURED TO BE 90 SECONDS BASED UPON THE ESTIMATED WORST CASE TIME FOR THE EMERGENCY VEHICLE TO CLEAR THE INTERSECTION.
 6. MINIMUM PREEMPTION RE-SERVICE TIME SHALL BE CONFIGURED TO BE 5 MINUTES.
- G. PANEL IN FIREHOUSE SHALL BE LABELED WITH CRITICAL PREEMPTION CHARACTERISTICS SUCH AS DELAY, TRANSITION, HOLD, AND MINIMUM RE-SERVICE TIMES.
- H. PREEMPTION CIRCUIT SHALL BE TESTED ON A MONTHLY BASIS FOR A VOLUNTEER FIRE DEPARTMENT.
- I. THE FIRE HOLD AND DURATION SETTING SHALL BE DETERMINED IN THE FIELD BASED ON AT LEAST FOUR (4) TEST RUNS (AM, NOON, PM AND OFF PEAK. THE TEST RUNS SHALL BE PERFORMED IN THE PRESENT OF THE ENGINEER, FIRE DEPT. MUNICIPAL OFFICIAL(S). AND DISTRICT TRANSPORTATION ADMINISTRATOR.



PRIORITY PREEMPTOR

	1	2	3	4	5	6	7	8	9	10	11	12
TERM PHASE OVLP												
TRK CLR PHASE												
HOLD PHASES						X						
EXIT PHASES		X			X							
EXIT CALLS												
SPARE												
TERM OVERLAP	A:	B:	C:	D:								
ACTIVE		YES	PED DARK		NO							
PRIORITY			PED ACTIVE		NO							
DET LOCK			ZERO PC TIME		NO							
HOLD FLASH			PC THRU YELLOW		NO							
TEMP OVLP ASAP			TEMP PHASES		NO							
DON'T OVERRIDE FLASH		X	ACTIVE ONLY DURING HOLD									
FLASH ALL OUPUTS			NO CVM IN FLASH									
YELLOW RED GOES GREEN			FAST FLASH GRN ON HOLD									
ENABLE MAX PREEMPT TIME		X	OUT OF FLASH									
MAX TIMES		360 SEC	DURATION TIME									
MIN HOLD TIME		90 SEC	DELAY TIME									
MIN PED CLEAR		8 SEC	INHIBIT TIME									
EXIT MAX			HOLD DELAY TIME									
		GREEN	YELLOW	RED								
MINIMUM		0	0	0								
TRACK CLEAR												
HOLD												

- A. CONTACT PERSON FOR THE FIRE DEPARTMENT SHALL BE DOCUMENTED IN TRAFFIC SIGNAL CABINET FOR VTRANS TO CONTACT TO ADVISE OF PROBLEMS AND CHANGES IN CONFIGURATIONS.
- B. HARDWARE PRE-EMPTION IS TO BE BURIED FROM THE INTERSECTION OF VT 78 AND ROBIN HOOD DR. (PB#1) TO THE SWANTON FIRE STATION.
- C. PAYMENT FOR THE SYSTEM INCLUDING TESTING AND FINE TUNING SHALL BE INCIDENTAL TO THE SIGNAL INSTALLATION ITEM 678.15 FOR ALL REQUIRED WORK.

TRAFFIC SHEET

PROJECT NAME:	SWANTON	PLOT DATE:	19-APR-2006
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