US 5 (MAIN STREET) @ ELLIOT STREET

CONTROLLER TIMING CHART									
LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		15		9	8	15	9		-
EXTENSION		2.0		2.0	2.0	2.0	2.0		
YELLOW CLEARANCE		4.0		4.0	4.0	4.0	4.0		-
ALL RED CLEARANCE		2.0		2.0	2.0	2.0	2.0		-
MAX. GREEN 1-100 SEC 0600 - 0900		53		16	8	41	16		-
MAX. GREEN III-115 SEC 1500 TO 1800		62		22	8	50	22		-
MAX. GREEN II - 105 SEC 0900 - 1500		56		18	8	44	18		-
WALK		-		-		-	-		5
FLASHING DON'T WALK		-		-		-	-		14
RECALL		MAX		N/L	N/L	MAX			LOCK

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	14	14	14	14
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	5+2	5+2	6	4+7
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	9	SEC	%
1 - 1	100		59		22	14	45	22	19	0	0
2 - 1	115		68		28	14	54	28	19	0	0
3 - 1	105		62		24	14	48	24	19	0	0
4 - 1											
1 - 1		WEEKDAYS - 0600 - 0900									
2 - 1		WEEKDAYS - 1500 - 1800									
3 - 1		WEEKDAYS - 0900 TO 1500									
4 - 1		FUTURE									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE

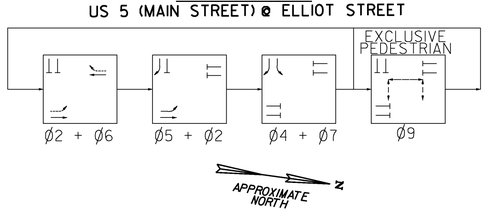
FACE	R/W	ø2 + ø6 CLEAR TO ø5 + ø2	ø2 + ø6 CLEAR TO ALL OTHER PHASES		ø5 + ø2 R/W	ø5 + ø2 CLEAR TO ø4	ø5 + ø2 CLEAR TO ALL OTHER PHASES		ø4 + ø7 R/W	ø4 + ø7 CLEAR TO ALL OTHER PHASES	ø4 + ø7 CLEAR TO ALL OTHER PHASES		ø9 R/W	ø9 CLEAR TO ALL OTHER PHASES		FLASHING OPERATION
2	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	FY
4	R	R	R	R	R	R/G	R/Y	R	R	R	G/G	Y/Y	R	Y/Y	R	R	R	R	FR
5	G	Y	R	Y	R	G/G	Y/G	G	Y	R	R	R	R	R	R	R	R	R	FY
6	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY
7	R	R	R	R	R	R	R	R	R	R	G	G	Y	R	R	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
DW = DON'T WALK, B = BLANK

R.R. PRE-EMPTION	
0*	START OF TRAFFIC SIGNAL PRE-EMPTION
44*	START OF R.R. FLASHING LIGHTS & BELL
47*	R.R. GATES START TO DROP
59*	R.R. GATES HORIZONTAL
64*	TRAIN ENTERS CROSSING

TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PHASING DIAGRAM
US 5 (MAIN STREET) @ ELLIOT STREET



US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)

CONTROLLER TIMING CHART									
LOCAL PROGRAMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN	15	15		9	8	15	9		-
EXTENSION	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		-
ALL RED CLEARANCE	2.0	2.0		2.0	2.0	2.0	2.0		-
MAX. GREEN 1-100 SEC 0600 - 0900	38	50		17	8	38	17		-
MAX. GREEN III-115 SEC 1500 TO 1800	53	65		15	8	53	15		-
MAX. GREEN II - 105 SEC 0900 - 1500	43	55		17	8	43	17		-
WALK	-	-		-		-	-		5
FLASHING DON'T WALK	-	-		-		-	-		16
RECALL		MAX		N/L	N/L	MAX			LOCK

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		1	2	3	4	5	6	7	9	SEC	%
1 - 1	100	42	54		23	14	42	23	21	86	86
2 - 1	115	57	69		21	14	57	21	21	108	94
3 - 1	105	47	59		23	14	47	23	21	0	0
4 - 1											
1 - 1		WEEKDAYS - 0600 - 0900									
2 - 1		WEEKDAYS - 1500 - 1800									
3 - 1		WEEKDAYS - 0900 TO 1500									
4 - 1		FUTURE									

FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

PRE-EMPTION SETTINGS

	RAILROAD	FIRE	FIRE	FIRE
	PRE-EMPT 1	PRE-EMPT 2	PRE-EMPT 3	PRE-EMPT 4
PRIORITY	YES	NO	NO	NO
DET. LOCK	NO	YES	YES	YES
DELAY	0	0	0	0
ALT. MIN. GRN	0	5	5	5
ALT. YELLOW	PARENT	PARENT	PARENT	PARENT
ALT. RED	PARENT	PARENT	PARENT	PARENT
ALT. PED. CLR.	16	16	16	16
TRACK CLR GREEN	*	*	*	*
TRACK CLEAR YELLOW	*	*	*	*
TRACK CLEAR RED	*	*	*	*
HOLD GREEN	44	15	15	9
HOLD YELLOW	4.0	4.0	4.0	4.0
HOLD RED	2.0	2.0	2.0	2.0
HOLD PHASE	5+2	5+2	6	4+7
EXIT PHASE	2+6	2+6	4	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

TABLE OF CHANGE SEQUENCE

FACE	R/W	ø1 + ø2 + ø6 CLEAR TO ø5 + ø2	ø1 + ø2 + ø6 CLEAR TO ALL OTHER PHASES		ø5+ ø2 R/W	ø5+ ø2 CLEAR TO ø4	ø5+ ø2 CLEAR TO ALL OTHER PHASES		ø4 + ø7 R/W	ø4 + ø7 CLEAR TO ALL OTHER PHASES	ø4 + ø7 CLEAR TO ALL OTHER PHASES		ø9 R/W	ø9 CLEAR TO ALL OTHER PHASES		FLASHING OPERATION
1	G	Y	R	Y	R	R	R	R	Y	R	R	R	R	R	R	R	R	R	FY
2	G	Y	R	Y	R	G	G	G	Y	R	R	R	R	R	R	R	R	R	FY
4	R	R	R	R	R	R/G	R/Y	R	R	R	G/G	Y/Y	R	Y/Y	R	R	R	R	FR
5	G	Y	R	Y	R	G/G	Y/G	G	Y	R	R	R	R	R	R	R	R	R	FY
6	G/G	G/G	G/G	Y/Y	R	R	R	R	R	R	R/G	R/G	R/G	R	R	R	R	R	FY
7	R	R	R	R	R	R	R	R	R	R	G	G	G	Y	R	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
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0*	START OF TRAFFIC SIGNAL PRE-EMPTION
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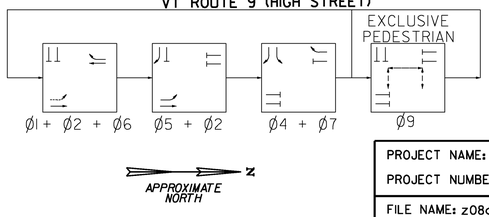
TOTAL TIME REQUIRED BY THE NEW ENGLAND CENTRAL RAILROAD FOR RAILROAD PRE-EMPTION INTERCONNECT WILL BE 64 SECONDS FROM RAILROAD PRE-EMPT NOTIFICATION TO TRAIN ARRIVAL AT THE CROSSING

PHASING DIAGRAM
US 5 (MAIN STREET) @ VT ROUTE 9 (HIGH STREET)



PROJECT NAME: BRATTLEBORO
PROJECT NUMBER: STP 2000(24)

FILE NAME: z08d044trfbdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 9

PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 158 OF 163