

US 5 (MAIN STREET) @ VT ROUTES 119 AND 142

US 5 (MAIN STREET) @ FLAT STREET

PRE-EMPTION SETTINGS

LOCAL PROGRAMMING	PHASE							
	2	3	4	6	8	9	14	
MINIMUM GREEN	9	9	15	9	15	-	9	
EXTENSION	2.0	2.0	2.0	2.0	2.0	-	2.0	
YELLOW CLEARANCE	4.0	3.0	4.0	4.0	4.0	-	4.0	
ALL RED CLEARANCE	3.0	1.0	2.0	3.0	2.0	-	3.0	
MAX. GREEN II-100 SEC 0600 - 0900	17	9	15	17	15	-	9	
MAX. GREEN II-115 SEC 1500 - 1800	21	9	26	21	26	-	9	
MAX. GREEN IV-105 SEC 0900 TO 1500	18	10	18	18	18	-	9	
WALK	-	-	-	-	-	5	-	
FLASHING DON'T WALK	-	-	-	-	-	21	-	
RECALL	N/L	N/L	MAX	N/L	MAX	LOCK	N/L	

	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.	21	21	21	21
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	3.0	3.0	3.0	3.0
HOLD PHASE	5+2	4	8	14
EXIT PHASE	4+8	2+6	2+6	2+6
EXIT CALL	NONE	NONE	NONE	NONE

* - TO BE DETERMINED BY THE RAILROAD

COORDINATION TIMING (SECONDS)

DIAL SPLIT	CYCLE LENGTH	PHASES								OFFSETS	
		2	3	4	5	6	8	9	14	SEC	%
1-1	100	24	13	21		24	34	26	16	3	3
2-1	115	28	13	32		28	45	26	16	18	16
3-1	105	25	14	24		25	38	26	16	19	18
4-1											
1-1		WEEKDAYS - 0600 - 0900									
2-1		WEEKDAYS - 1500 - 1800									
3-1		WEEKDAYS - 0900 TO 1500									
4-1		ALL OTHER TIMES									

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

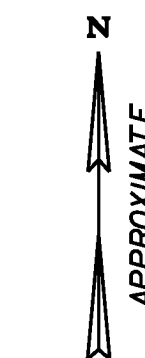
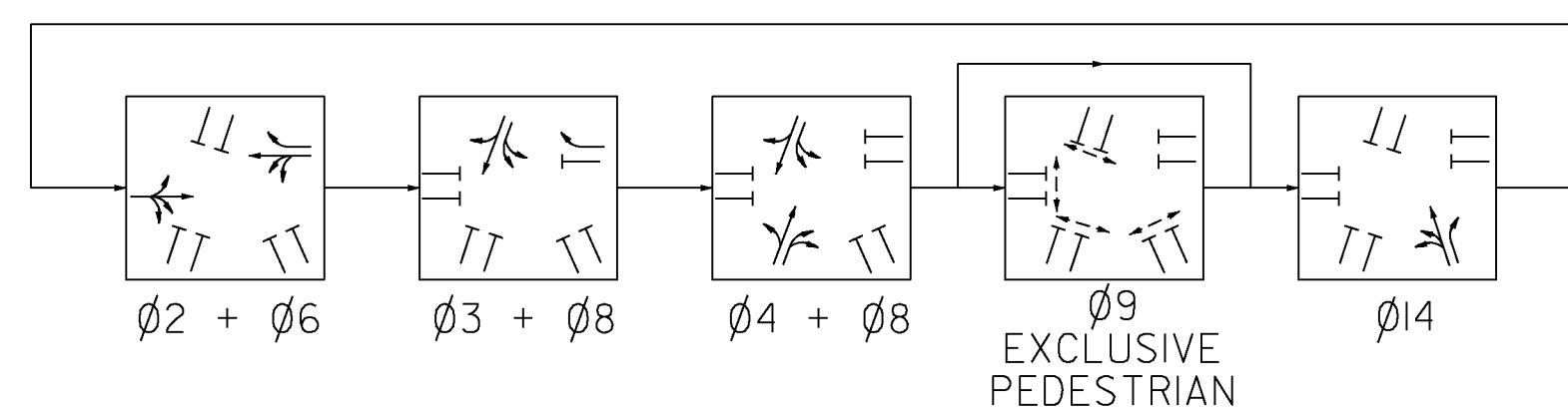
TABLE OF CHANGE SEQUENCE

FACE	R/W	$\phi 2 + \phi 6$				$\phi 3 + \phi 8$				$\phi 4 + \phi 8$				$\phi 9$		$\phi 14$		FLASHING OPERATION
		CLEAR TO		ALL OTHER PHASES		CLEAR TO		ALL OTHER PHASES		CLEAR TO		ALL OTHER PHASES		CLEAR TO		ALL OTHER PHASES		
		$\phi 3 + \phi 8$	ALL OTHER PHASES	$\phi 4 + \phi 8$	ALL OTHER PHASES	$\phi 9$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES			
2	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
3	R	R	R	R	R	$\frac{G}{R}$	$\frac{Y}{R}$	G	Y	R	G	Y	R	Y	R	R	R	FR
4	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	FR
5	$\frac{G}{G}$	$\frac{G}{G}$	$\frac{G}{G}$	$\frac{Y}{Y}$	R	$\frac{R}{G}$	$\frac{Y}{G}$	R	$\frac{Y}{G}$	R	R	R	R	R	R	R	R	FR
6	G	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	FR
8	R	R	R	R	R	G	G	G	Y	R	G	Y	R	Y	R	R	R	FR
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FD	DW	B
14	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	FR

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

PHASING DIAGRAM

US 5 (MAIN STREET) @ VT ROUTES 119 AND 142 AND BROOKSIDE PLAZA DRIVEWAY



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

CONTROLLER TIMING CHART

LOCAL PROGRAMMING	PHASE								
	1	2	3	4	5	6	7	8	9
MINIMUM GREEN		15		9	8	15			-
EXTENSION		2.0		2.0	2.0	2.0			
YELLOW CLEARANCE		4.0		4.0	3.0	4.0			-
ALL RED CLEARANCE		2.0		2.0	1.0	2.0			-
MAX. GREEN I-100 SEC 0600 - 0900		62		9	8	50			-
MAX. GREEN III-115 SEC 1500 TO 1800		74		12	8	62			-
MAX. GREEN II-105 SEC 0900 - 1500		64		12	8	52			-
WALK		-		-	-	-			5
FLASHING DON'T WALK		-		-	-	-			12
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		68		15	12	56		17	89	89
2-1	115		80		18	12	68		17	99	86
3-1	105		70		18	12	58		17	103	98
4-1											
1-1		WEEKDAYS - 0600 - 0900									
2-1		WEEKDAYS - 1500 - 1800									
3-1		WEEKDAYS - 0900 TO 1500									
4-1		FUTURE									

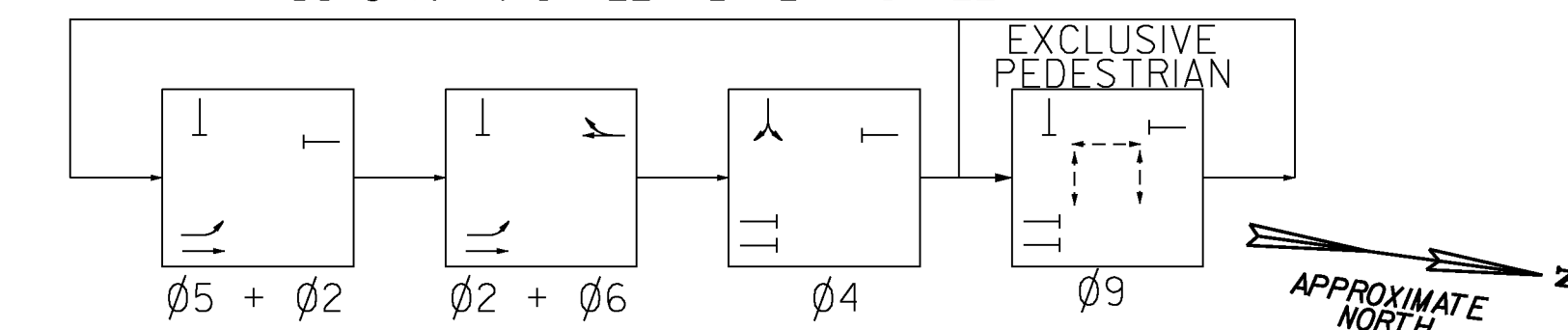
FOR ALL OTHER TIMES, THE INTERSECTION SHALL OPERATE IN FREE MODE.

TABLE OF CHANGE SEQUENCE

FACE	R/W	$\phi 5 + \phi 2$				$\phi 2 + \phi 6$				$\phi 4$				$\phi 9$		FLASHING OPERATION		
		CLEAR TO		ALL OTHER PHASES		CLEAR TO		ALL OTHER PHASES		CLEAR TO		ALL OTHER PHASES		CLEAR TO			ALL OTHER PHASES	
		$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 4$	ALL OTHER PHASES	ALL OTHER PHASES	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES	$\phi 2 + \phi 6$	ALL OTHER PHASES			
2	G	G	Y	R	R	G	Y	R	Y	R	R	R	R	R	R	R	R	FR
4	R	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	FY
5	$\frac{G}{G}$	$\frac{G}{G}$	$\frac{G}{G}$	$\frac{Y}{Y}$	R	$\frac{R}{G}$	$\frac{Y}{G}$	R	$\frac{Y}{G}$	R	R	R	R	R	R	R	R	FY
6	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	R	R	FY
9	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	B

NOTE: W = WALK, FD = FLASHING DON'T WALK
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PHASING DIAGRAM
US 5 (MAIN STREET) @ FLAT STREET



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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

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

FILE NAME: z08d044tr f bdr.dgn
PROJECT LEADER: KEN UPMAL
DESIGNED BY: V. KACOYANNAKIS
TRAFFIC SIGNAL SHEET 10

PLOT DATE: 4/8/2010
DRAWN BY: V. KACOYANNAKIS
CHECKED BY: J. SOBEL
SHEET 159 OF 163