

TRAFFIC SIGNAL NOTES

A. SIGNAL OPERATION

- SIGNAL TIMING SHOWN ON THE PLANS SHALL BE IMPLEMENTED AT THE COMPLETION OF THE TRAFFIC SIGNAL CONSTRUCTION. SIGNAL TIMING SHOWN ON THE PLANS MAY REQUIRE FINE-TUNING IN THE FIELD BASED ON TRAFFIC PATTERNS AND CONDITIONS.
- THE SIGNAL SHALL BEGIN WITH PHASES 2 & 6 FOLLOWING FLASHING OPERATIONS.
- PEDESTRIAN MOVEMENTS ARE CONCURRENT WITH AUDIBLE INDICATIONS.

B. TRAFFIC SIGNAL CONDUIT

- ALL TRAFFIC SIGNAL WIRED CONDUIT SHALL BE 3-INCH OR 4-INCH PVC, SCHEDULE 80.
- WHEN CONDUIT IS PLACED BELOW THE TRAVELED ROADWAY, IT SHALL BE PLACED IN AN 8-INCH PVC ELECTRICAL CONDUIT SLEEVE, SCHEDULE 80.

C. OPTICAL VEHICLE DETECTION

- ALL OPTICAL DETECTION CABLES SHALL BE LABELED WITH THE PHASE NUMBERS AND APPROACH DIRECTION CONTROLLED BY THE OPTICAL DETECTION UNIT (PHASE 1&6, WB)
- ALL PROGRAMMED DETECTION ZONES SHALL FAIL IN THE "ON" MODE.
- NO SPLICES SHALL BE PERMITTED IN THE OPTICAL DETECTION CABLES.
- VIDEO DETECTION ZONES SHALL BEGIN AT 5 FEET IN FRONT OF THE STOP LINE AND EXTEND AT LEAST 40 FEET.
- FINAL VIDEO DETECTION CAMERA AIM AND DETECTION ZONE PLACEMENT SHALL BE DETERMINED IN THE FIELD BY THE CONTRACTOR AND THE RESIDENT ENGINEER.

D. GENERAL

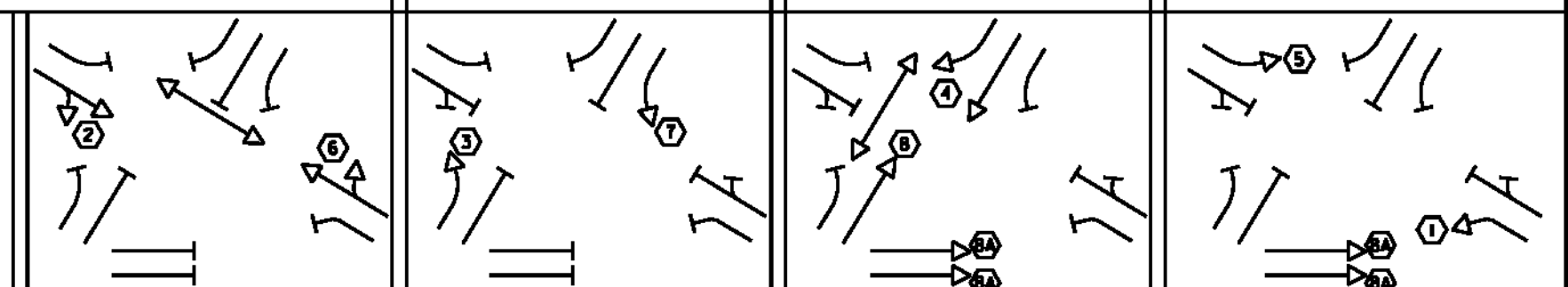
- INTERSECTION SHALL BE INTERCONNECTED WITH THE INTERSECTION AT N./S. MAIN ST. AND PROSPECT ST./CHURCH ST. ANTENNA SHALL BE SECURELY MOUNTED TO LIGHTING ARM EXTENSION OR AS DIRECTED BY THE ENGINEER.
- INTERSECTION SHALL INCLUDE AN EMERGENCY VEHICLE PREEMPTION SYSTEM AS APPROVED BY THE CITY OF BARRE FIRE DEPARTMENT.
 - PREEMPT #3 - RECEIVER 1 CALLS PHASES 1 & 6
 - PREEMPT #4 - RECEIVER 2 CALLS PHASES 2 & 5
 - PREEMPT #5 - RECEIVER 3 CALLS PHASE 3 & 8
 - PREEMPT #6 - RECEIVER 4 CALLS PHASE 4 & 7

TIMING AND PHASING

	PHASE 2+6 (DWELL)				PHASE 3+7				PHASE 4+8				PHASE 1+5				FLASHING OPERATION			
	CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO							
VEHICLE	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
MINIMUM	8	4	3	4	3	4	3	4	3	8	4	3	4	3	8	4	3	4	3	
MAXIMUM	40	4	3	4	3	4	3	4	3	25	4	3	4	3	15	4	3	4	3	
MAXIMUM2	45	4	3	4	3	4	3	4	3	30	4	3	4	3	20	4	3	4	3	
MAXIMUM3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	
PED ACT																				
VEHICLE	2									2										
MINIMUM	8	4	3	4	3	4	3	4	3	8	4	3	4	3	8	4	3	4	3	
MAXIMUM	40	4	3	4	3	4	3	4	3	25	4	3	4	3	15	4	3	4	3	
MAXIMUM2	45	4	3	4	3	4	3	4	3	30	4	3	4	3	20	4	3	4	3	
MAXIMUM3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	
PED ACT																				
VEHICLE	2									2										
MINIMUM	8	4	3	4	3	4	3	4	3	8	4	3	4	3	8	4	3	4	3	
MAXIMUM	40	4	3	4	3	4	3	4	3	25	4	3	4	3	15	4	3	4	3	
MAXIMUM2	45	4	3	4	3	4	3	4	3	30	4	3	4	3	20	4	3	4	3	
MAXIMUM3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	3	4	
PED ACT																				
FACE 1	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	
FACE 2	G	Y	R	Y	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	
FACE 3	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	
FACE 4	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	
FACE 5	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	
FACE 6	G	Y	R	Y	R	Y	R	Y	R	R	R	R	R	R	R	R	R	R	R	
FACE 7	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	FR	
FACE 8	R	R	R	R	R	R	R	R	R	G	Y	R	Y	R	R	R	R	R	R	
FACE 8A	R	R	R	R	R	R	R	R	R	C	C	G	Y	R	R	R	R	R	R	
PED (N-S)	W	F	D	D	W	F	D	D	W	D	W	D	W	D	D	W	D	W	D	
PED (E-W)	D	W	D	W	D	W	D	W	D	W	D	W	D	W	D	W	D	W	D	

W = WALK, FD = FLASHING DON'T WALK, DW = DON'T WALK, B = BLANK, FR = FLASHING RED, FY = FLASHING YELLOW

- FACE NUMBERS ARE BASED ON NEMA PHASES
- ALL LEFT-TURN PHASES SHALL OPERATE UNDER PROTECTED LEFT-TURN PHASING.
- EASTBOUND RIGHT TURNS (8A) SHALL OVERLAP PHASE 1



PROGRAM PERIODS OF OPERATION

	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12
	AM												PM											
SUNDAY	4																							
MONDAY	4	1	2										1	2	3	1	4							
TUESDAY	4	1	2										1	2	3	1	4							
WEDNESDAY	4	1	2										1	2	3	1	4							
THURSDAY	4	1	2										1	2	3	1	4							
FRIDAY	4	1	2										1	2	3	1	4							
SATURDAY	4																							

- NOTES:
- PLAN 1 - MIDDAY (MAXIMUM 1): 6:00 AM TO 7:00 AM, M-F
9:00 AM TO 3:00 PM, M-F
6:00 PM TO 10:00 PM, M-F
 - PLAN 2 - AM PEAK (MAXIMUM 2): 7:00 AM TO 9:00 AM, M-F
 - PLAN 3 - PM PEAK (MAXIMUM 3): 3:00 PM TO 6:00 PM, M-F
 - PLAN 4 - OFFPEAK (MAXIMUM 4): MIDNIGHT TO 6:00 AM, M-F
10:00 PM TO MIDNIGHT, M-F
ALL DAY SATURDAYS AND SUNDAYS

COORDINATION CYCLE/SPLIT OFFSET SCHEDULE

	PLAN 1	PLAN 2	PLAN 3	PLAN 4
CYCLE LENGTH	80	90	80	FREE
COS	111	221	131	-
OFFSET	0	0	0	-
SPLIT TIME 01	20	23	18	-
SPLIT TIME 02	20	21	21	-
SPLIT TIME 03	11	11	11	-
SPLIT TIME 04	29	35	30	-
SPLIT TIME 05	15	16	16	-
SPLIT TIME 06	25	28	23	-
SPLIT TIME 07	11	14	12	-
SPLIT TIME 08	29	32	29	-

COORDINATION NOTES:
1. OFFSET IS REFERENCED TO BEGINNING OF THE COORDINATED PHASE (01, NBL)

DATUM	
VERTICAL	NAVD 1929
HORIZONTAL	NAD 27



NORTH MAIN ST AND ELM ST/WASHINGTON ST

PROJECT NAME: BARRE CITY
PROJECT NUMBER: FEGC F 026-1(34) C/2

FILE NAME: z85b010_TSPS2A.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: DMP / MDS
TRAFFIC SIGNAL PLAN

PLOT DATE: 3/9/2011
DRAWN BY: DMP / JAR
CHECKED BY:
SHEET 169 OF 339