

LIST OF MAJOR EQUIPMENT

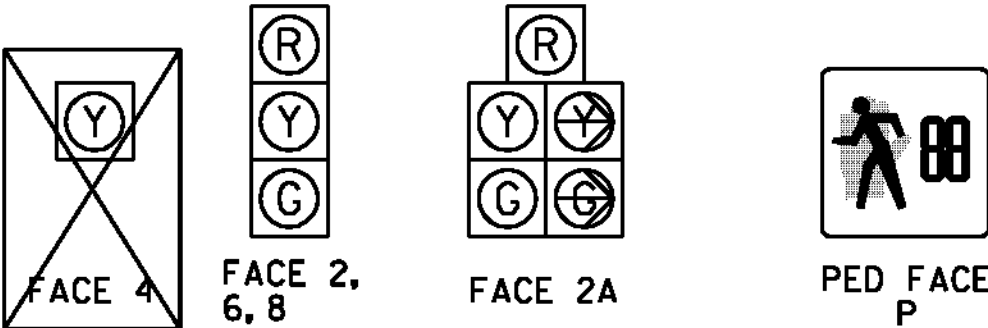
EQUIPMENT ITEM 678.40	QUANTITY
REMOVE AND SALVAGE SIGNAL HEADS	2
UNCOVER AND ACTIVATE PEDESTRIAN SIGNAL EQUIPMENT	-

EXISTING DETECTION SCHEDULE

OPTICAL VIDEO DETECTORS							
LOOP NO.	LANE	CALL	SIZE	TYPE & NO. TURNS	DELAY OR PRESENCE	SLOT	CHANNEL
1	EBTH	2	6X40	OPTICAL	PRESENCE	4	1
2	EBRT	2	6X40	OPTICAL	5 SEC DELAY	4	2
3	WBTH	6	6X40	OPTICAL	PRESENCE	2	1
4	NBLT	8	6X40	OPTICAL	PRESENCE	8	1
5	NBRT	8	6X40	OPTICAL	PRESENCE	8	2

EXISTING SIGNAL FACE ARRANGEMENT

(12" LED LENSES W/ 5" BACKPLATES)



EQUIPMENT NOTES

- (A) SEE STANDARDS E-170, E-171A, E-171B, E-171C, E-173, & E-175 FOR ADDITIONAL INFORMATION.
- (B) FOR TEMPORARY SIGN DETAILS, SEE SHEET 199.
- (C) CONTRACTOR SHALL MODIFY TIMING PLAN IN ACCORDANCE TO DETOUR TRAFFIC CONDITIONS
- (D) SEE SHEETS 172 AND 183-188 FOR ADDITIONAL DETAILS FOR TRAFFIC CONTROL, CONSTRUCTION AND PHASING.

LEGEND

EXISTING	LEGEND
[Symbol]	CONTROLLER CABINET
[Symbol]	SIGNAL HEAD
[Symbol]	CONDUIT
[Symbol]	OPTICAL DETECTION ZONE
[Symbol]	PEDESTAL POST
[Symbol]	STANCHION
[Symbol]	EMERGENCY VEHICLE PREEMPTION STROBE
[Symbol]	EMERGENCY VEHICLE PREEMPTION RECEIVER
[Symbol]	PEDESTRIAN PUSH BUTTON
[Symbol]	PULL BOX
[Symbol]	OVERHEAD SIGN
[Symbol]	RADIO ANTENNA
[Symbol]	OPTICAL DETECTION
[Symbol]	MAST ARM
[Symbol]	STEEL STRAIN POLE

TEMPORARY TRAFFIC SIGNAL SYSTEM
SUMMER ST AND ELM ST/WELLINGTON ST

PROJECT NAME: BARRE CITY
PROJECT NUMBER: FECC F 026-K(34) C/2

FILE NAME: z85b010_TSPS5.dgn
PROJECT LEADER: G. BAKOS
DESIGNED BY: DMP / MDS
TEMPORARY TRAFFIC SIGNAL PLAN

PLOT DATE: 3/31/2011
DRAWN BY: DMP / JAR
CHECKED BY:
SHEET 194 OF 339

TIMING AND PHASING

		PHASE 2+6 (DWELL)						PHASE 8						PHASE 9						FLASHING OPERATION
		CLEAR TO						CLEAR TO						CLEAR TO						
		%	Ø8		Ø9			%	Ø9		Ø2+6			%	Ø 2+6					
OFF PEAK REST OF DAY	VEHICLE	2						2						2						
	MINIMUM	8	4	2		4	2		10	4	2		4	2		8	4	2		
	MAXIMUM	25	4	2		4	2		65	4	2		4	2		70	4	2		
	MAXIMUM2	35	4	2		4	2		70	4	2		4	2		70	4	2		
AM PEAK 7-9 AM	PED ACT																			
	VEHICLE	2							2							2				
	MINIMUM	8	4	2		4	2		10	4	2		4	2		8	4	2		
	MAXIMUM	30	4	2		4	2		70	4	2		4	2		70	4	2		
PM PEAK 3-6 PM	MAXIMUM2	45	4	2		4	2		80	4	2		4	2		70	4	2		
	PED ACT																			
	VEHICLE	2							2							2				
	MINIMUM	8	4	2		4	2		10	4	2		4	2		8	4	2		
PM PEAK 3-6 PM	MAXIMUM	35	4	2		4	2		60	4	2		4	2		70	4	2		
	MAXIMUM2	45	4	2		4	2		70	4	2		4	2		70	4	2		
	PED ACT																			
	VEHICLE	2							2							2				
PM PEAK 3-6 PM	MINIMUM	8	4	2		4	2		10	4	2		4	2		8	4	2		
	MAXIMUM	35	4	2		4	2		60	4	2		4	2		70	4	2		
	MAXIMUM2	45	4	2		4	2		70	4	2		4	2		70	4	2		
	PED ACT																			
FACE 2		G	Y	R	Y	R			R	R	R			R	R	R		FR		
FACE 2A		G	Y	R	Y	R			%	%	R		%	R		R	R	R		
FACE 6		G	Y	R	Y	R			R	R	R			R	R	R		FR		
FACE 8		R	R	R	R	R			G	Y	R	Y	R		R	R	R			
PED (N-S)		DW	DW	DW	DW	DW			DW	DW	DW	DW	DW		%	F	DW	DW		
PED (E-W)		DW	DW	DW	DW	DW			DW	DW	DW	DW	DW		%	F	DW	DW		

Diagram illustrating the traffic signal configuration for Phase 2+6. It shows a left-turn arrow (Ø8) and a through-right arrow (Ø9) with a PERM sign.

Diagram illustrating the traffic signal configuration for Phase 8. It shows a left-turn arrow (Ø2) and a through-right arrow (Ø9) with a PERM sign.

Diagram illustrating the traffic signal configuration for Phase 9. It shows a left-turn arrow (Ø2+6) and a through-right arrow (Ø9) with a PERM sign.

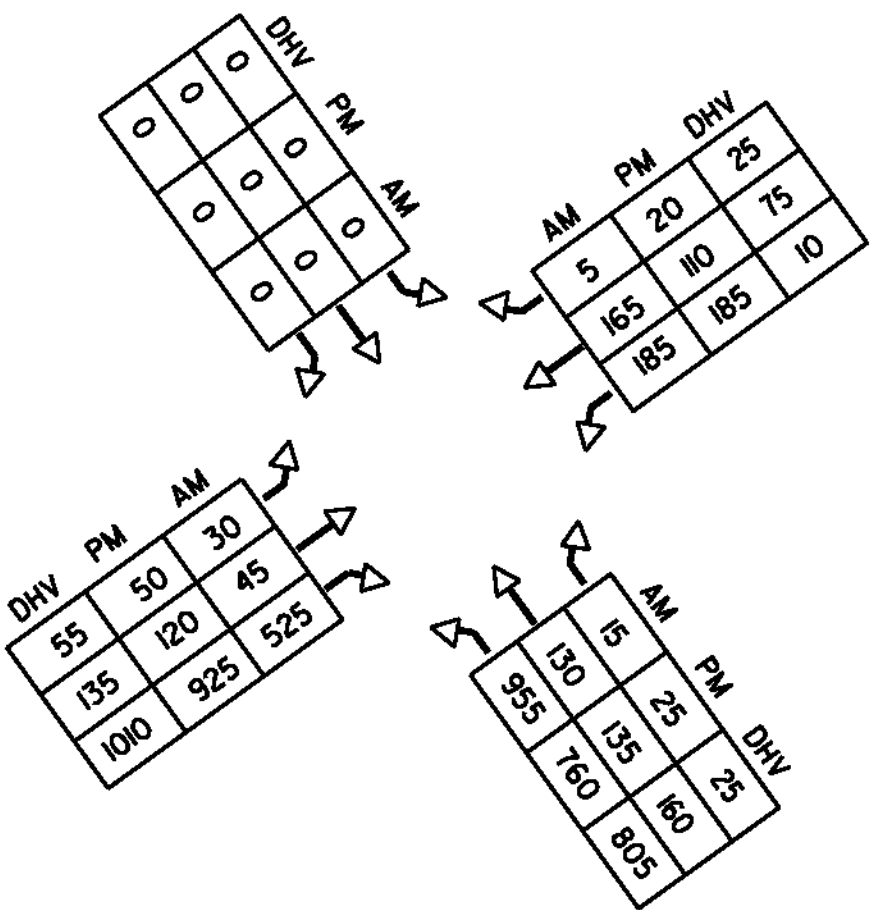
W = WALK, FD = FLASHING DON'T WALK, DW = DON'T WALK, B = BLANK, FR = FLASHING RED, FY = FLASHING YELLOW

1. FACE NUMBERS ARE BASED ON NEMA PHASES
2. EASTBOUND RIGHT-TURN SHALL OPERATE UNDER PROTECTED/PERMISSIVE RIGHT-TURN PHASING.



VHB Vanasse Hangen Brustlin, Inc.

2011 AVERAGE WEEKDAY TRAFFIC DATA



DATUM
VERTICAL NAVD 1929
HORIZONTAL NAD 27