

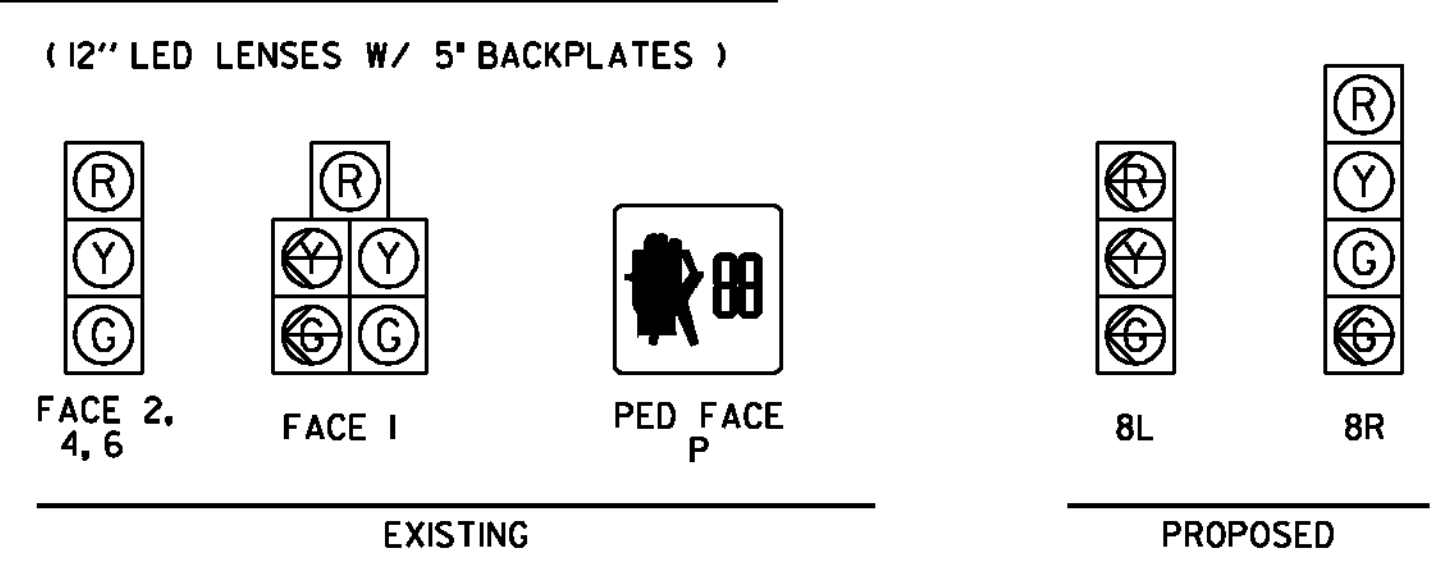
**EXISTING DETECTION SCHEDULE**

OPTICAL VIDEO DETECTORS						
LOOP NO.	LANE	CALL #	SIZE	TYPE & NO. TURNS	DELAY OR PRESENCE	SLOT CHANNEL
▲	SBLT	1	6X40	OPTICAL	PRESENCE	2 1
▲	NBTH	2	6X40	OPTICAL	PRESENCE	4 1
▲	NBRT	2	6X40	OPTICAL	5 SEC DELAY	4 2
▲	DW	4	6X40	OPTICAL	PRESENCE	6 1
▲	SBTH	6	6X40	OPTICAL	PRESENCE	2 2
▲	WBLT	8	6X40	OPTICAL	PRESENCE	8 1
▲	WBRT	8	6X40	OPTICAL	5 SEC DELAY	8 2

**LIST OF MAJOR EQUIPMENT**

EQUIPMENT ITEM	QUANTITY
678.40	
ONE WAY, 3-SECTION, 12-INCH POLYCARBONATE MAST ARM MOUNTED LED TRAFFIC SIGNAL HEAD WITH TUNNEL VISORS AND LOUVERED BACKPLATES WITH ALL PIECES PAINTED FLAT BLACK	1
ONE WAY, 4-SECTION, 12-INCH POLYCARBONATE MAST ARM MOUNTED LED TRAFFIC SIGNAL HEAD WITH TUNNEL VISORS AND LOUVERED BACKPLATES WITH ALL PIECES PAINTED FLAT BLACK	1
ASTRO-BRACKETS	2

**SIGNAL FACE ARRANGEMENT**



**COORDINATION CYCLE / SPLIT / OFFSET SCHEDULE**

	PLAN 1	PLAN 2	PLAN 3	PLAN 4
CYCLE LENGTH	80	80	80	FREE
COS	III	I2I	I3I	-
OFFSET	0	0	0	-
SPLIT TIME 01	15	11	17	-
SPLIT TIME 02	21	23	21	-
SPLIT TIME 03	0	0	0	-
SPLIT TIME 04	24	26	22	-
SPLIT TIME 05	0	0	0	-
SPLIT TIME 06	36	34	38	-
SPLIT TIME 07	0	0	0	-
SPLIT TIME 08	24	26	22	-
SPLIT TIME 09	20	20	20	-

COORDINATION NOTES:  
1. OFFSET IS REFERENCED TO BEGINNING OF THE COORDINATED PHASE (02 & 06)

DATUM  
VERTICAL NAVD 1929  
HORIZONTAL NAD 27

**TIMING AND PHASING**

	PHASE 2+6 (DWELL)					PHASE 4				PHASE 8			PHASE 9		PHASE 1+6	FLASHING OPERATION				
	1/4	04	08	09	01+6	1/4	08	09	01+6	02+6	1/4	09	01+6	02+6	1/4		01+6	02+6		
OFF PEAK REST OF DAY	VEHICLE	2				2					2				2					
	MINIMUM	10	4	3	4	3	4	3	4	2	3	4	2	4	2	4	2			
	MAXIMUM	40	4	3	4	3	4	3	4	2	30	4	2	4	2	4	2			
	MAXIMUM2	40	4	3	4	3	4	3	4	2	40	4	2	4	2	4	2			
	PED ACT																			
AM PEAK 7-9 AM	VEHICLE	2				2					2				2					
	MINIMUM	10	4	3	4	3	4	3	4	2	3	4	2	4	2	4	2			
	MAXIMUM	45	4	3	4	3	4	3	4	2	45	4	2	4	2	4	2			
	MAXIMUM2	55	4	3	4	3	4	3	4	2	50	4	2	4	2	4	2			
	PED ACT																			
PM PEAK 3-6 PM	VEHICLE	2				2					2				2					
	MINIMUM	10	4	3	4	3	4	3	4	2	3	4	2	4	2	4	2			
	MAXIMUM	45	4	3	4	3	4	3	4	2	45	4	2	4	2	4	2			
	MAXIMUM2	55	4	3	4	3	4	3	4	2	50	4	2	4	2	4	2			
	PED ACT																			
FACE 1	G	Y	R	Y	R	Y	R	G	G		R	R	R	R	R	R	R	R	FR	
FACE 2	G	Y	R	Y	R	Y	R	Y	R		R	R	R	R	R	R	R	R	R	FY
FACE 4	R	R	R	Y	R	R	R	R	R		G	Y	R	Y	R	R	R	R	R	FR
FACE 6	G	Y	R	Y	R	Y	R	G	G		R	R	R	R	R	R	R	R	R	FY
FACE 8	R	R	R	Y	R	R	R	R	R		R	R	R	R	R	R	R	R	R	FR
PED (N-S)	D	W	D	W	D	W	D	W	D		D	W	D	W	D	W	D	W	D	B
PED (E-W)	D	W	D	W	D	W	D	W	D		F	D	W	F	D	W	F	D	W	B

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. SOUTHBOUND LEFT-TURN SHALL OPERATE UNDER PROTECTED/PERMISSIVE LEFT-TURN PHASING.

**PROGRAM PERIODS OF OPERATION**

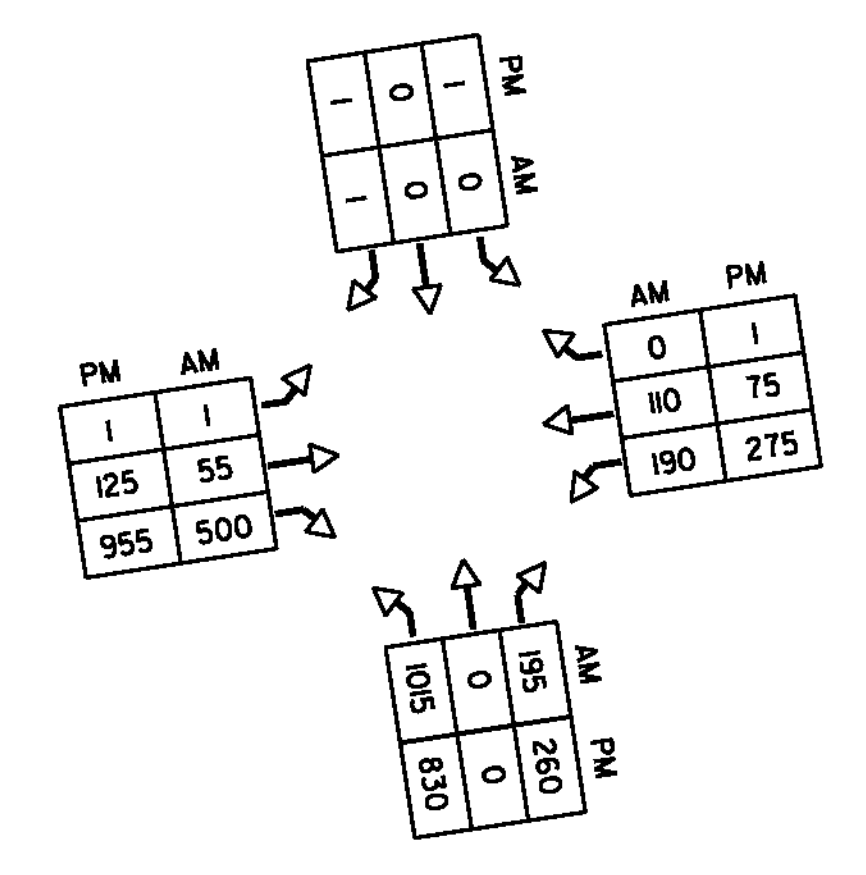
	1	2	3	4	5	6	7	8	9	10	11	12	1	2	3	4	5	6	7	8	9	10	11	12	
	AM												PM												AM
SUNDAY																									4
MONDAY	4	1	2																						4
TUESDAY	4	1	2																						4
WEDNESDAY	4	1	2																						4
THURSDAY	4	1	2																						4
FRIDAY	4	1	2																						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 2): 3:00 PM TO 6:00 PM, M-F  
 PLAN 4 - OFFPEAK (MAXIMUM 1): MIDNIGHT TO 6:00 AM, M-F  
 10:00 PM TO MIDNIGHT, M-F  
 ALL DAY SATURDAYS AND SUNDAYS

**LEGEND**

NEW	EXISTING	LEGEND
□	□	CONTROLLER CABINET
→	→	SIGNAL HEAD
---	---	CONDUIT
▭	▭	OPTICAL DETECTION ZONE
⊙	⊙	PEDESTAL POST
⊙	⊙	STANCHION
⊙	⊙	EMERGENCY VEHICLE PREEMPTION STROBE
⊙	⊙	EMERGENCY VEHICLE PREEMPTION RECEIVER
⊙	⊙	PEDESTRIAN PUSH BUTTON
□	□	PULL BOX
→	→	OVERHEAD SIGN
⊙	⊙	RADIO ANTENNA
▭	▭	OPTICAL DETECTION
▭	▭	MAST ARM

**2011 AVERAGE WEEKDAY TRAFFIC DATA**



**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 195.  
 (C) SEE SHEETS 172 AND 182-188 FOR ADDITIONAL DETAILS FOR TRAFFIC CONTROL, CONSTRUCTION, AND PHASING.  
 (D) CONTRACTOR SHALL MODIFY TIMING PLAN IN ACCORDANCE WITH DETOUR TRAFFIC CONDITIONS

**TEMPORARY TRAFFIC SIGNAL SYSTEM  
 MAPLE AVE AND SUMMER ST**

PROJECT NAME:	BARRE CITY	PLOT DATE:	3/31/2011
PROJECT NUMBER:	FEGC F 026-(K34) C/2	DRAWN BY:	DMP / JAR
FILE NAME:	z85B01C_TSPS4	DESIGNED BY:	DMP / MDS
TEMPORARY TRAFFIC SIGNAL PLAN		CHECKED BY:	
		SHEET	193 OF 339