

**LIST OF MAJOR EQUIPMENT**

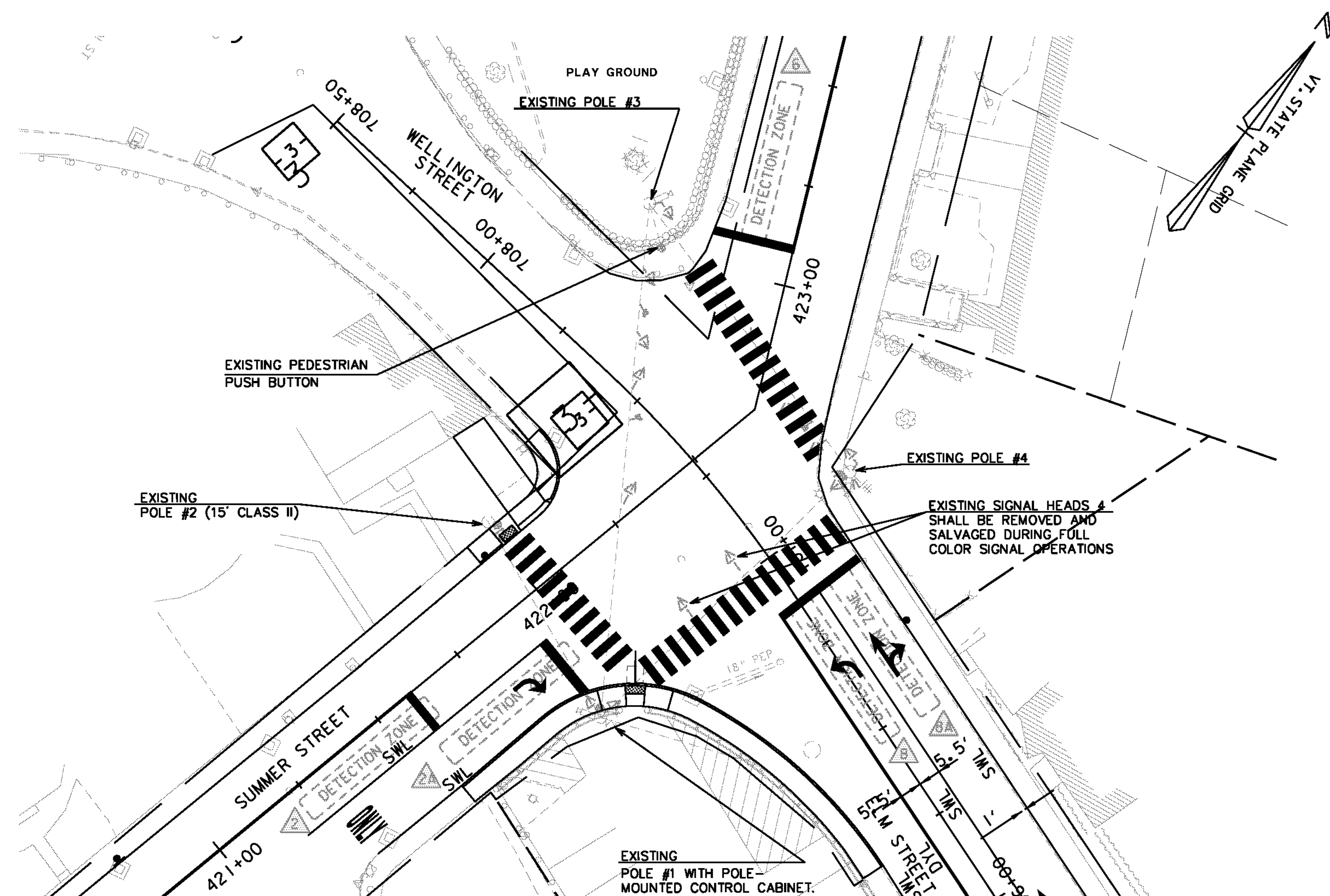
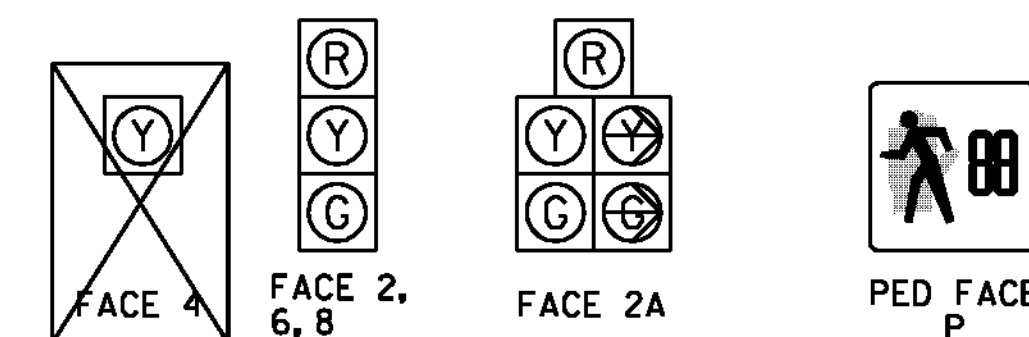
EQUIPMENT ITEM 678.40	QUANTITY
REMOVE AND SALVAGE SIGNAL HEADS	2
UNCOVER AND ACTIVATE PEDESTRIAN SIGNAL EQUIPMENT	-

**EXISTING DETECTION SCHEDULE**

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

**EXISTING SIGNAL FACE ARRANGEMENT**

(12" LED LENSES W/ 5" BACKPLATES)

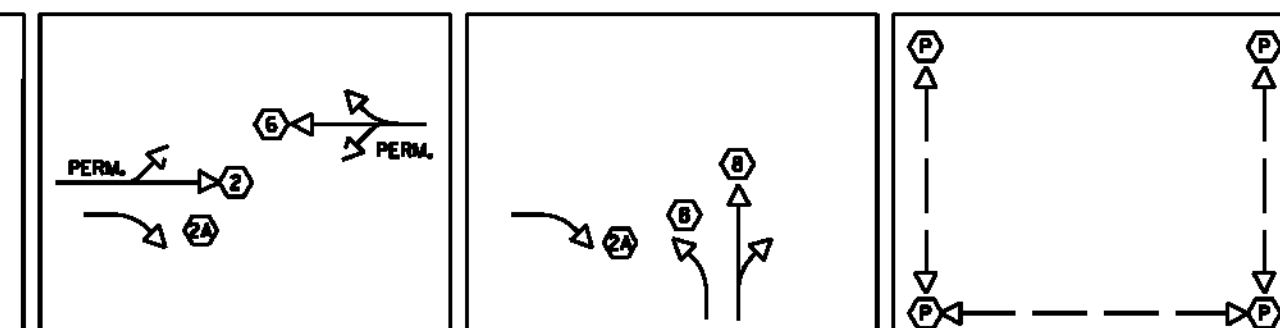


**EQUIPMENT NOTES**

- (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.

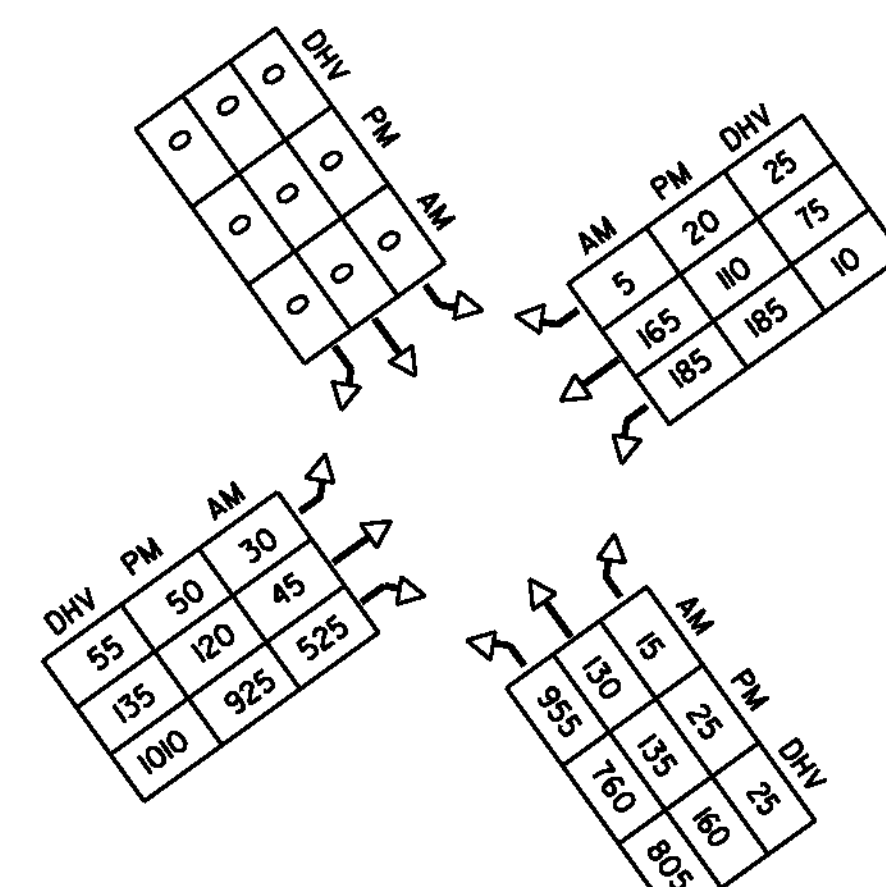
**TIMING AND PHASING**

	PHASE 2+6 (DWELL)				PHASE 8				PHASE 9			
	CLEAR TO				CLEAR TO				CLEAR TO			
	2	6	8	9	8	2+6	9	2+6	9	2+6	8	9
OFF PEAK REST OF DAY	2	4	2	4	2	4	2	4	2	4	2	4
VEHICLE MINIMUM	8	4	2	4	2	10	4	2	4	2	2	4
VEHICLE MAXIMUM	25	4	2	4	2	65	4	2	4	2	2	4
VEHICLE MAXIMUM2	35	4	2	4	2	70	4	2	4	2	2	4
PED ACT												
AM PEAK 7-9 AM	2	4	2	4	2	2	4	2	4	2	2	4
VEHICLE MINIMUM	8	4	2	4	2	10	4	2	4	2	2	4
VEHICLE MAXIMUM	30	4	2	4	2	70	4	2	4	2	2	4
VEHICLE MAXIMUM2	45	4	2	4	2	80	4	2	4	2	2	4
PED ACT												
PM PEAK 3-6 PM	2	4	2	4	2	2	4	2	4	2	2	4
VEHICLE MINIMUM	8	4	2	4	2	10	4	2	4	2	2	4
VEHICLE MAXIMUM	35	4	2	4	2	60	4	2	4	2	2	4
VEHICLE MAXIMUM2	45	4	2	4	2	70	4	2	4	2	2	4
PED ACT												
FACE 2	G	Y	R	Y	R	R	R	R	R	R		
FACE 2A	G	Y	R	Y	R	R	R	R	R	R		
FACE 6	G	Y	R	Y	R	R	R	R	R	R		
FACE 8	R	R	R	R	R	G	Y	R	Y	R		
PED (N-S)	D	W	D	W	D	D	W	D	W	D	F	D
PED (E-W)	D	W	D	W	D	D	W	D	W	D	F	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
  - EASTBOUND RIGHT-TURN SHALL OPERATE UNDER PROTECTED/PERMISSIVE RIGHT-TURN PHASING.

**2011 AVERAGE WEEKDAY TRAFFIC DATA**



DATUM  
 VERTICAL NAVD 1929  
 HORIZONTAL NAD 27

**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	FILE NAME: z85b010_TSPS5.dgn	PLOT DATE: 3/31/2011
PROJECT NUMBER: FECC F 026-(134) C/2	PROJECT LEADER: G. BAKOS	DRAWN BY: DMP / JAR
	DESIGNED BY: DMP / MDS	CHECKED BY:
	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 194 OF 339

