



AM PEAK HOUR

INTERSECTION	SPLITS									OFFSET
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	
US RTE 5 @ VT RTE 14		42		33	28	14	14	19		20
US RTE 5 @ HIGHLAND AVE.		41		34		41		34		0
HIGHLAND AVE. @ HIGH SCHOOL ENTRANCE				36		39		36		73

MIDDAY PEAK HOUR

INTERSECTION	SPLITS									OFFSET
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	
US RTE 5 @ VT RTE 14		38		37	25	13	20	17		14
US RTE 5 @ HIGHLAND AVE.		40		35		40		35		0
HIGHLAND AVE. @ HIGH SCHOOL ENTRANCE				36		39		36		73

PM PEAK HOUR

INTERSECTION	SPLITS									OFFSET
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	
US RTE 5 @ VT RTE 14		30		45	17	13	16	29		12
US RTE 5 @ HIGHLAND AVE.		39		36		39		36		0
HIGHLAND AVE. @ HIGH SCHOOL ENTRANCE				38		37		38		69

OFF PEAK HOUR

INTERSECTION	SPLITS									OFFSET
	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8	Ø9	
US RTE 5 @ VT RTE 14		38		37	23	15	20	17		6
US RTE 5 @ HIGHLAND AVE.		38		37		38		37		0
HIGHLAND AVE. @ HIGH SCHOOL ENTRANCE				38		38		38		69

LEGEND

— = SIMULTANEOUS GREEN TIME NORTHBOUND & SOUTHBOUND US RTE 5 EASTBOUND & WESTBOUND HIGHLAND AVE.

- - - = GREENTIME SOUTHBOUND ONLY US RTE 5

- NOTES:**
- SEE TRAFFIC SIGNAL SHEET 2 FOR US RTE 5/VT14 PHASING DIAGRAM AND TRAFFIC SIGNAL SHEET 3 FOR HIGHLAND AVE AND HIGH SCHOOL ENTRANCE PHASE DIAGRAMS.
 - Ø9 SHALL BE USED AS AN EXCLUSIVE PEDESTRIAN PHASE AS REQUIRED.
 - OFFSETS ARE REFERENCED TO THE BEGINNING OF PHASES 2 AND 6 AT HARTFORD AVE AND HIGHLAND AVE.
 - SPLITS AND OFFSETS ARE SHOWN IN SECONDS.

DATUM

VERTICAL	NGVD 1929
HORIZONTAL	N/A

PROJECT: HARTFORD	PROJECT NO.: RS 0113(40)
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SQUAD LEADER: KEN UPMAL	SHEET: 177 OF 239