

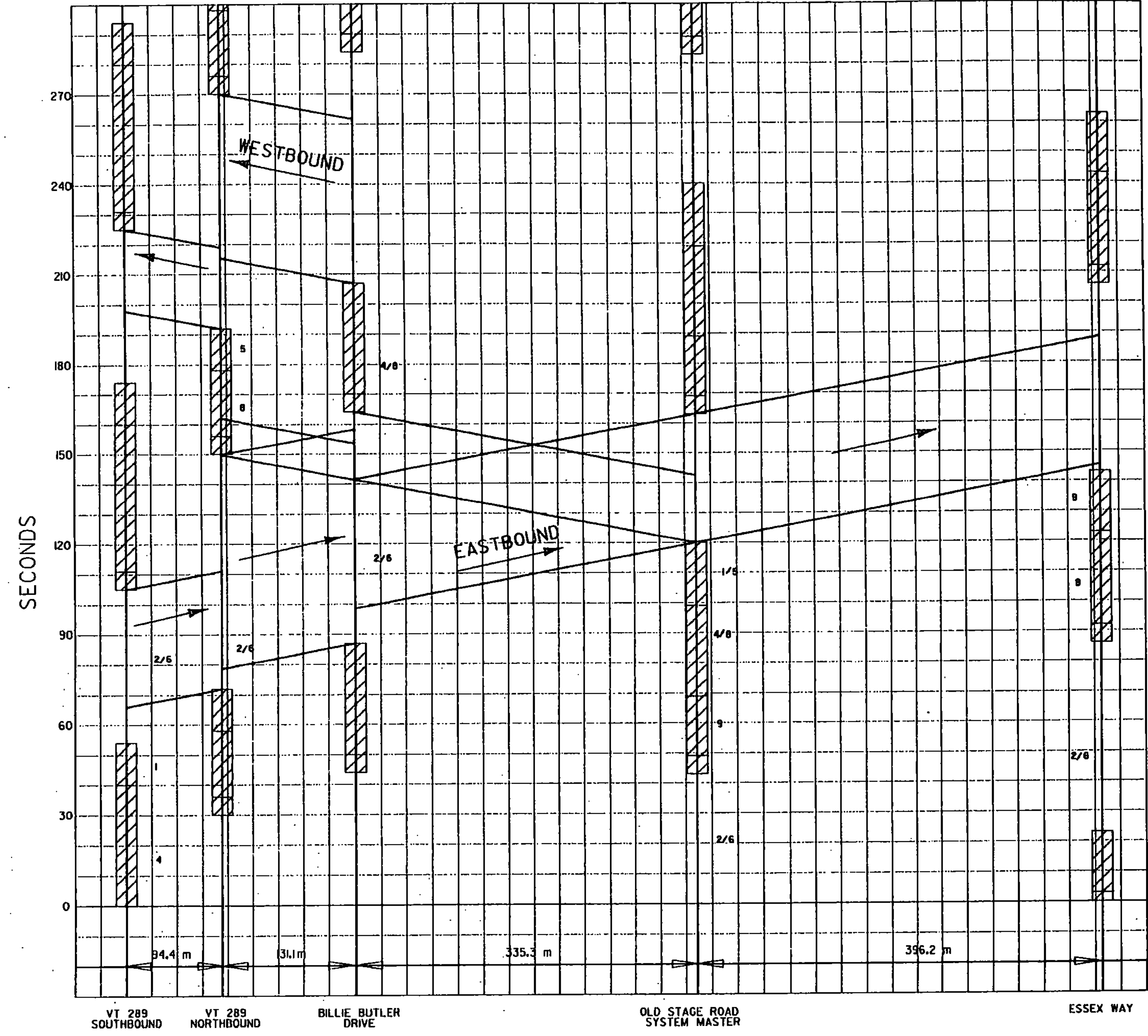
AM WITH PEDESTRIAN PHASE

| AM PEAK CYCLE - 120 SECONDS (6:00 AM - 9:00 AM) | | | | | | | | | | |
|---|----------|----------|----|----------|----------|----------|----|----------|----------|-----------|
| INTERSECTION | SPLITS | | | | | | | | | OFFSET* |
| | β1 | β2 | β3 | β4 | β5 | β6 | β7 | β8 | β9 | |
| VT 289 SB | 14s, 12% | 65s, 54% | | 41s, 34% | | 65s, 54% | | | | 21s, 18% |
| VT 289 NB | | 76s, 63% | | | 14s, 12% | 76s, 63% | | 30s, 25% | | 12s, 10% |
| BILLIE BUTLER DRIVE | | 97s, 81% | | 23s, 19% | | 77s, 61% | | 23s, 19% | | 109s, 91% |
| OLD STAGE ROAD | 16s, 13% | 60s, 50% | | 24s, 20% | 16s, 13% | 60s, 50% | | 24s, 20% | 20s, 17% | 0s |
| ESSEX WAY | | 81s, 67% | | | | 81s, 67% | | 19s, 16% | 20s, 17% | 84s, 70% |

* OFFSET CALCULATED TO FAVOR ROUTE 15 WESTBOUND TRAFFIC

- NOTES:
 1. THE SIGNALS AT OLD STAGE ROAD AND ESSEX WAY WILL OPERATE UNCOORDINATED DURING OFF PEAK PERIODS.
 2. THE ROUTE 15 EASTBOUND THRU MOVEMENT HAS BEEN USED FOR THE COORDINATED MOVEMENT AT THE VT ROUTE 15 / VT 289 SOUTHBOUND RAMP INTERSECTION.

3. SIGNAL OFFSETS SHOWN ABOVE ARE REFERENCED TO THE BEGINNING OF THE GREEN FOR PHASE 2 & 6.
 4. SPLITS SHOWN INCLUDE 4 SECONDS OF YELLOW PLUS 2 SECONDS ALL RED FOR EACH PHASE.
 5. SYSTEM OFFSETS SHOWN ABOVE HAVE BEEN CALCULATED BASED ON NO PED CALLS (PED PHASE IS SKIPPED AND REVERTS TO β2 & β6).



PM WITH PEDESTRIAN PHASE

| PM PEAK CYCLE - 120 SECONDS (3:00 PM - 6:00 PM) | | | | | | | | | | |
|---|----------|----------|----|----------|----------|----------|----|----------|----------|----------|
| INTERSECTION | SPLITS | | | | | | | | | OFFSET* |
| | β1 | β2 | β3 | β4 | β5 | β6 | β7 | β8 | β9 | |
| VT 289 SB | 14s, 12% | 57s, 48% | | 49s, 41% | | 57s, 48% | | | | 54s, 45% |
| VT 289 NB | | 84s, 70% | | | 14s, 12% | 84s, 70% | | 22s, 18% | | 72s, 60% |
| BILLIE BUTLER DRIVE | | 83s, 69% | | 37s, 31% | | 83s, 69% | | 37s, 31% | | 87s, 73% |
| OLD STAGE ROAD | 21s, 18% | 49s, 41% | | 30s, 25% | 21s, 18% | 49s, 41% | | 30s, 25% | 20s, 17% | 0s |
| ESSEX WAY | | 69s, 58% | | | | 69s, 58% | | 31s, 26% | 20s, 17% | 23s, 19% |

* OFFSET CALCULATED TO FAVOR ROUTE 15 EASTBOUND TRAFFIC

| OFF PEAK CYCLE - 70 SECONDS | | | | | | | | | | |
|-----------------------------|----------|----------|----|----------|----------|----------|----|----------|----|----------|
| INTERSECTION | SPLITS | | | | | | | | | OFFSET |
| | β1 | β2 | β3 | β4 | β5 | β6 | β7 | β8 | β9 | |
| VT 289 SB | 14s, 20% | 35s, 50% | | 21s, 30% | | 35s, 50% | | | | 64s, 91% |
| VT 289 NB | | 38s, 54% | | | 14s, 20% | 38s, 54% | | 18s, 26% | | 69s, 99% |
| BILLIE BUTLER DRIVE | | 41s, 59% | | 29s, 41% | | 41s, 59% | | 29s, 41% | | 68s, 97% |

DATUM

VERTICAL 1:10 (10 mm = 10 sec.)
 HORIZONTAL 1:3000

COORDINATION DATA

PROJECT NAME: ESSEX
 PROJECT NUMBER: STP 030-1(17)S
 PLOT FILE NAME: zstp030-1(17)sfrm7.dgn
 L&D PROJECT NUMBER: 00-074
 DESIGNED BY: LAMOUREUX & DICKINSON
 CONSULTING ENGINEERS, INC.
 DRAWN BY: PLC
 CHECKED BY: RJD
 SHEET 42 OF 42