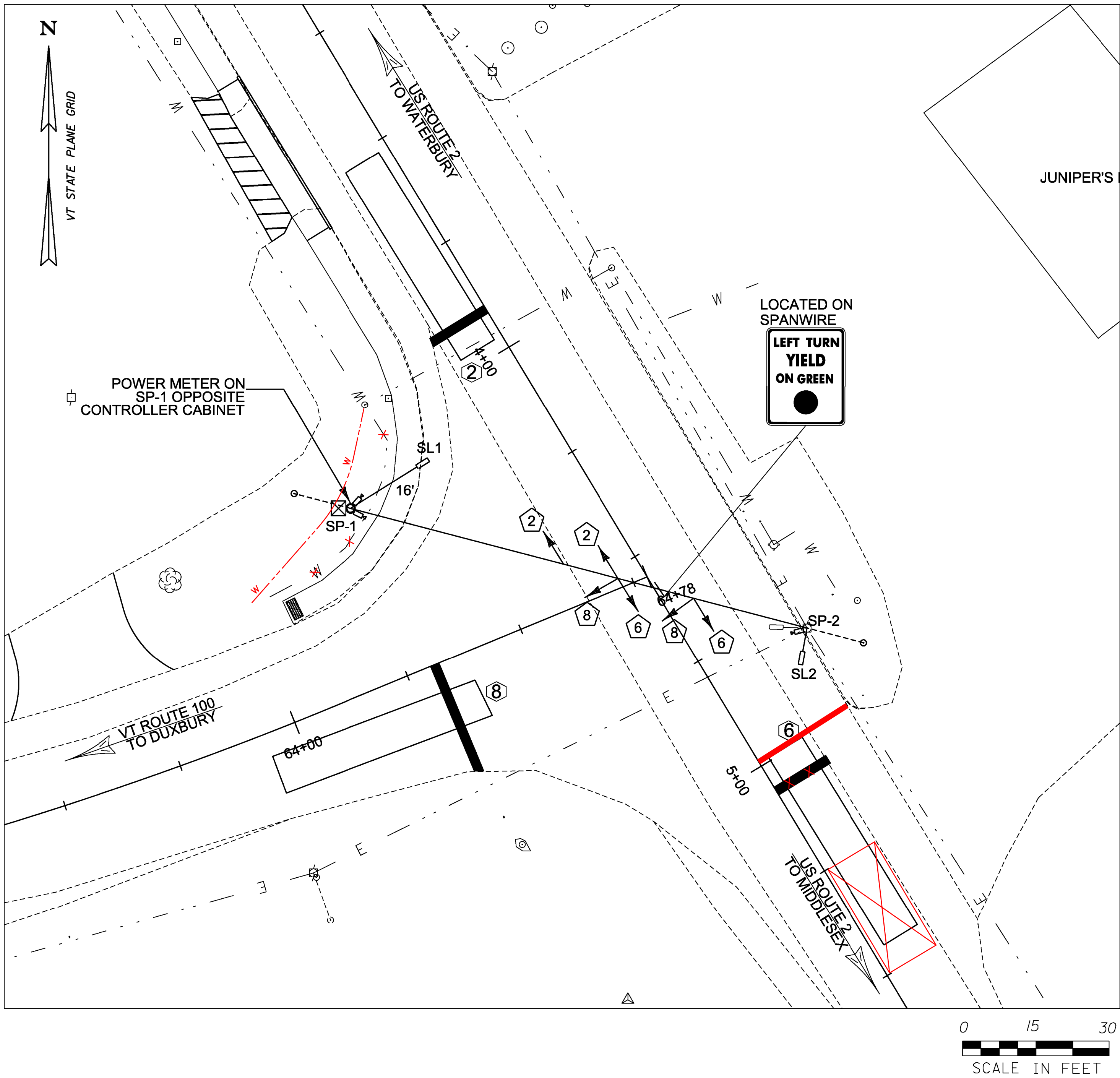
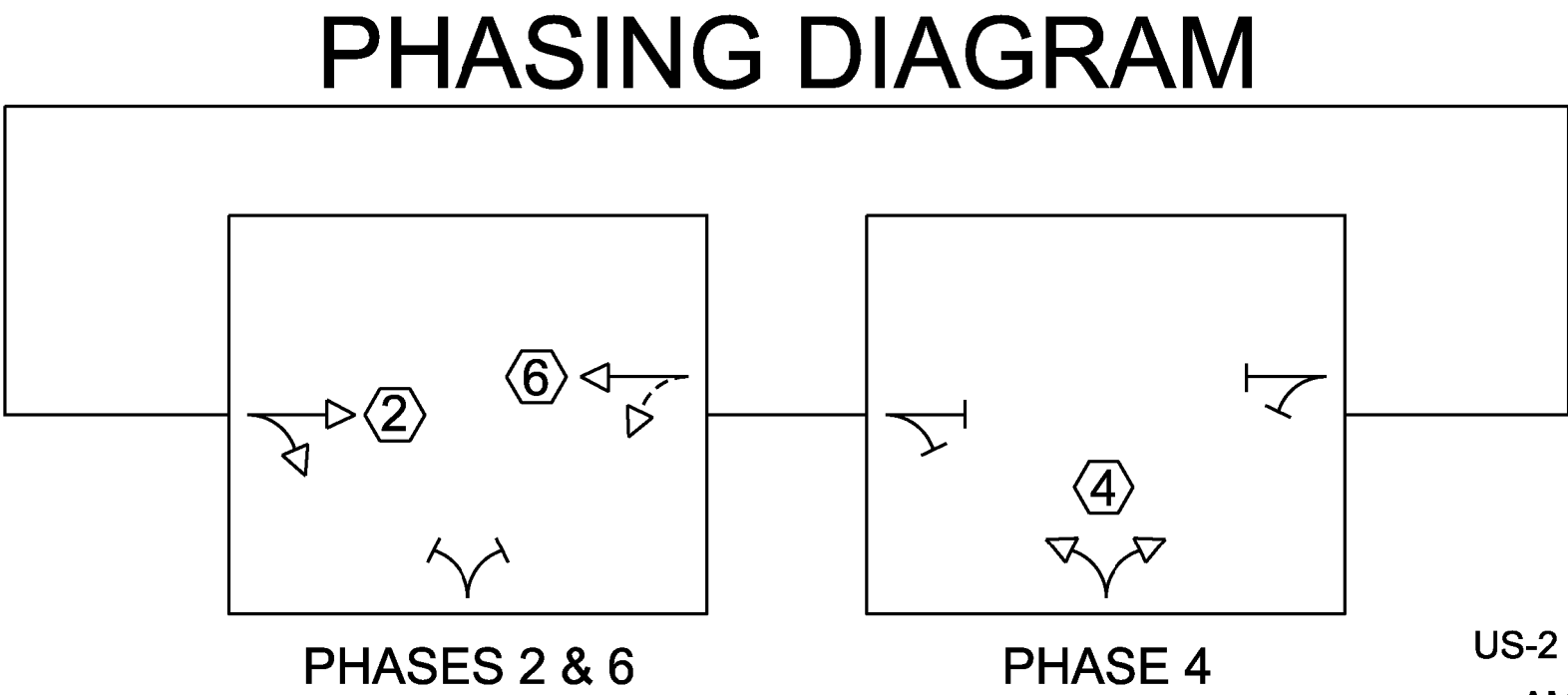




CONTROLLER TIMING CHART									
PHASE	1	2	3	4	5	6	7	8	9
IN USE		X				X		X	
TRAFFIC MOVEMENT		↓←				↑←		←→	
MIN. GREEN		8				8		5	
MAX 1 - GREEN (OFF)		32				32		26	
MAX 2 - GREEN (AM)		31				31		27	
MAX 3 - GREEN (PM)		42				42		21	
YELLOW CLEARANCE		4.7				4.7		4.1	
ALL RED CLEARANCE		1.5				1.5		2.1	
VEHICLE EXTENSION		3				3		3	
RECALL MODE		SOFT				SOFT			

TIME OF DAY PROGRAM			
WEEKDAY TIMINGS			
FLASH	12:00 AM	TO	6:00 AM
MAX 2 - AM PEAK	6:00 AM	TO	9:00 AM
MAX 1 - OFF PEAK	9:00 AM	TO	3:00 PM
MAX 3 - PM PEAK	3:00 PM	TO	6:00 PM
MAX 1 - OFF PEAK	6:00 PM	TO	10:00 PM
FLASH	10:00 PM	TO	12:00 AM
WEEKEND TIMINGS			
FLASH	12:00 AM	TO	6:00 AM
MAX 1 - OFF PEAK	6:00 AM	TO	10:00 AM
FLASH	10:00 PM	TO	12:00 AM



US-2 FROM WATERBURY		
AM	OFF	PM
30	20	30
140	95	270
210	150	320

US-2 FROM MIDDLESEX		
AM	OFF	PM
15	5	5
160	110	175
25	20	40

VT-100 FROM DUXBURY		
AM	OFF	PM
280	180	235
15	5	10
40	30	45

LIST OF MAJOR EQUIPMENT		
EQUIPMENT UNDER PAY ITEM 678.15 - US-2 AND VT-100	QUANTITY	REMARKS
NEW 12-INCH LED SIGNAL HEADS (ONE-WAY, 3-SECTION, VISORS, DISCONNECT HANGERS, BACKPLATES AND MOUNTING HARDWARE)	6	
SPAN WIRE, INCLUDING MOUNTING HARDWARE	1	
NEW TRAFFIC SIGNAL CONTROLLER (NEMA TS2)	1	
NEW NEMA POLE MOUNTED CONTROLLER CABINET WITH ANCILLARY CONTROL EQUIPMENT	1	
STOP BAR DETECTORS	3	INCLUDES MOUNTING HARDWARE
WESTERN RED CEDAR OR SOUTHERN PINE WOODEN STRAIN POLE	1	SP-1 - 40'
DETECTOR CARD RACK AND PROCESSOR	3	
POWER METER	1	ON SP-1

TRAFFIC CONTROL SIGNAL SYSTEM, INTERSECTION

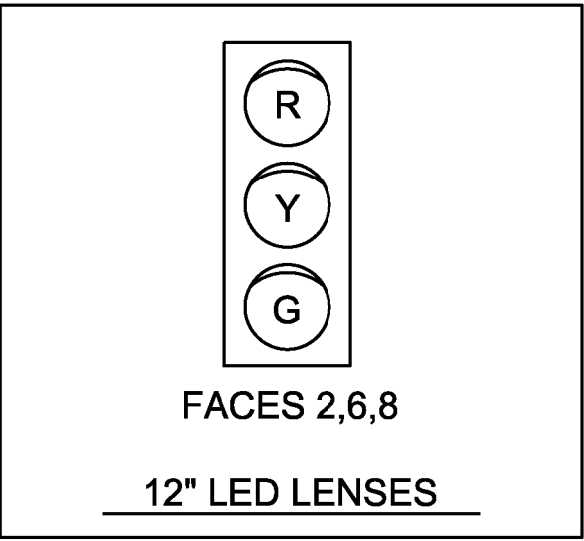
WOODEN STRAIN POLE
STA 4+11.6, RT 44.7' (SP-1)
POLE MOUNTED CABINET WITH CONTROLLER
ATTACHED TO SP-1
POWER METER
ATTACHED TO SP-1

BRACKET ARM - SL-1 (16')
ATTACHED TO SP-1
SPECIAL PROVISION (LUMINAIRE, LED) - SL-1
ATTACHED TO SP-1
SPECIAL PROVISION (RELOCATE LUMINAIRE AND BRACKET ARM) - SL-2
ATTACHED TO SP-2

LEGEND	
○	GUY WIRE
□	LUMINAIRE
◡	SIGNAL HEAD
⊠	PULL BOX
⊞	STOP BAR DETECTOR
○	STRAIN POLE
□	DETECTION ZONE
⊙	UTILITY POLE

- NOTES:
- TRAFFIC ITEM LOCATIONS LISTED ARE APPROXIMATE AND MAY BE MODIFIED BY THE RESIDENT ENGINEER IN THE FIELD.
 - THE ACTUAL STOP BAR DETECTOR LOCATION WILL BE DETERMINED BASED ON THE OPTIMAL LOCATION BASED ON THE TYPE OF DETECTOR SELECTED.
 - VEHICLE STOP BAR DETECTION ZONES SHALL EXTEND 5 FT PAST THE STOP BAR.
 - DESIGN OF SIGNAL SPAN WIRE AND REQUIRED GUYING TO BE THE RESPONSIBILITY OF THE CONTRACTOR.
 - SPAN WIRE SAG TO BE LESS THAN 5%.
 - SIGNAL POWER TO BE RUN AERIALY ON THE SAME POLES AS THE SIGNAL SPAN WIRE.
 - IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ALL ARRANGEMENTS WITH THE UTILITY COMPANY. THIS INCLUDES PAYING ALL FEES, AND OBTAINING ALL LICENSES AND PERMITS REQUIRED TO PROVIDE A COMPLETE AND FUNCTIONING SIGNAL SYSTEM. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.15.
CONTACT:
GREEN MOUNTAIN POWER
BRIAN DOOLEY
802-229-7927

PROPOSED SIGNAL FACE ARRANGEMENT



2014 HOURLY VOLUMES VT ROUTE 100 & US ROUTE 2

PROJECT NAME: WATERBURY AREA
PROJECT NUMBER: STP WKZN(9) C/2

FILE NAME: t13k670+sl.dgn
PROJECT LEADER: P. COBURN
DESIGNED BY: I. DEGUTIS
TRAFFIC SIGNAL SHEET

PLOT DATE: 10/21/2014
DRAWN BY: I. DEGUTIS
CHECKED BY: M. LACROIX
SHEET 10 OF 13