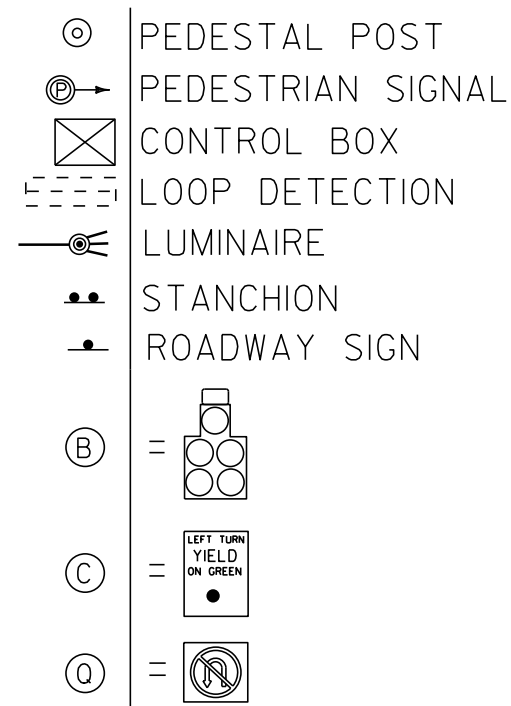
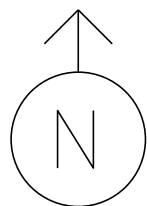


VT-14 NORTH

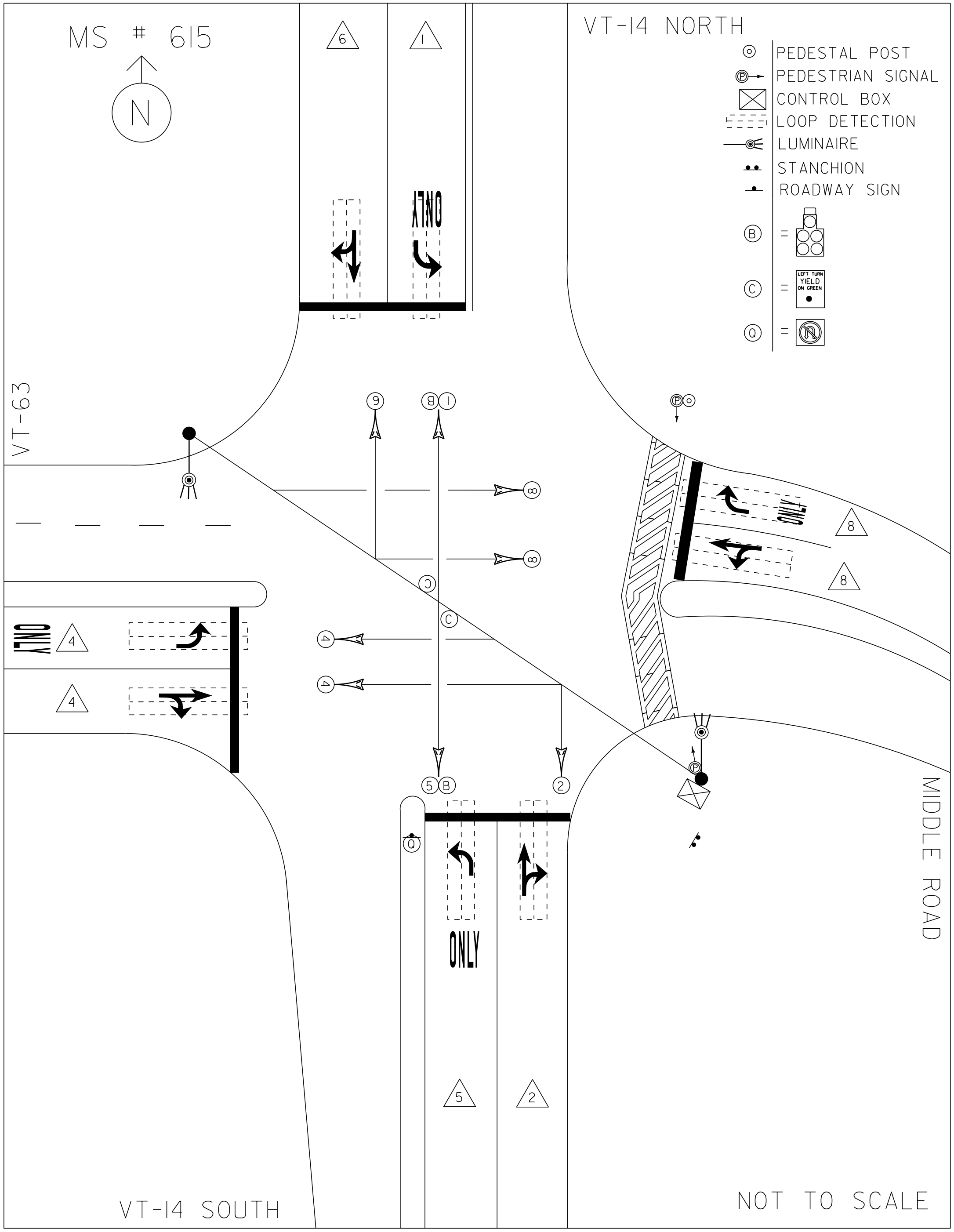
MS # 615



MIDDLE ROAD

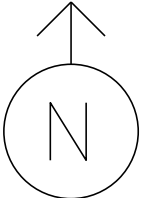
NOT TO SCALE

VT-14 SOUTH



VT-14 NORTH

MS # 615



11' 12'

LANE LINE 95'



ONLY



STOP BAR 35'

VT-63

STOP BAR 25'



ONLY

LANE LINE 75'

9'



9'

ONLY

12'



LANE LINE 340'

STOP BAR 30'

12'



STOP BAR 23'



ONLY



LANE LINE 155'

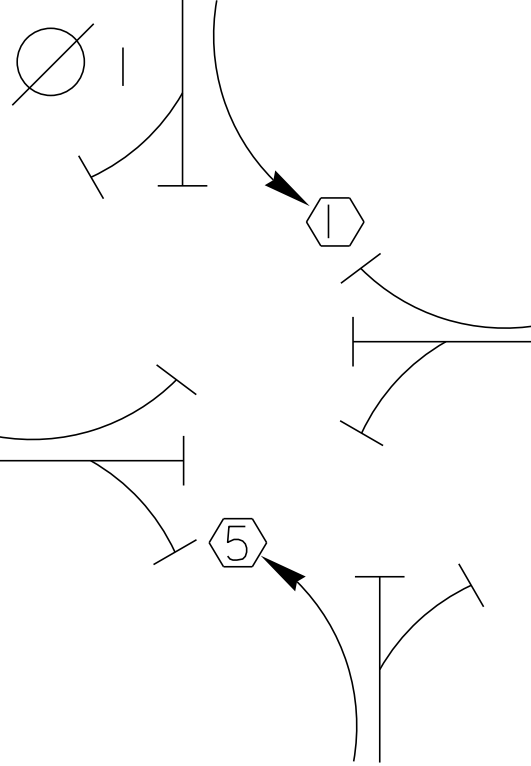
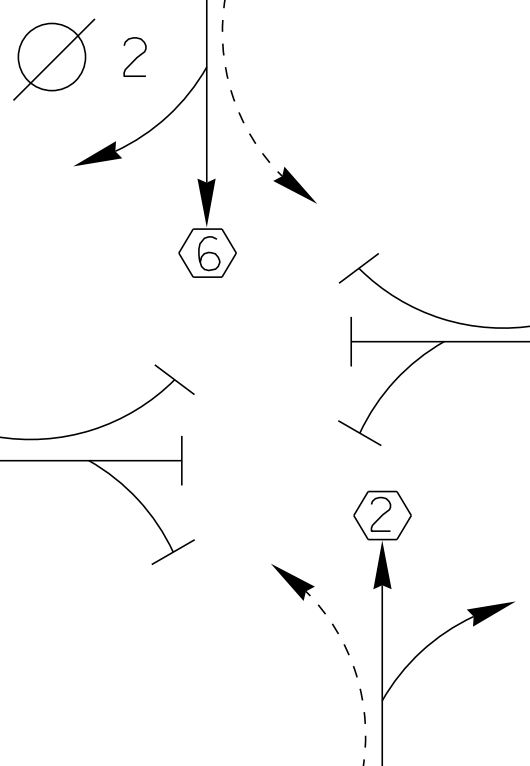
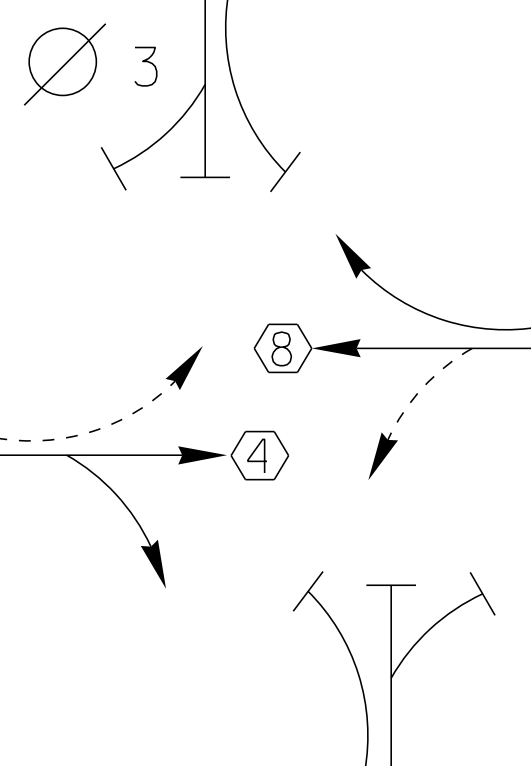
11'

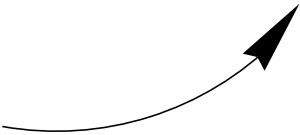
11'

MIDDLE ROAD

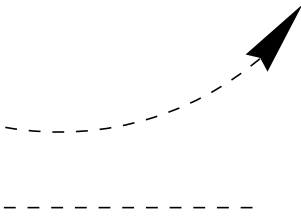
VT-14 SOUTH

NOT TO SCALE

D I A G R A M 				
TIMING	G = Y =	G = Y =	G = Y =	G = Y =
D I A G R A M				
TIMING	G = Y =	G = Y =	G = Y =	G = Y =



PROTECTED
TURNS



PERMITTED
TURNS

PEDESTRIAN

CYCLE LENGTH, C= _____ S



PROPERTY OF:
VT. AGENCY OF TRANS.
MAINTENANCE DIV.

IN EMERGENCY CALL:
DIST. TRANS. OFFICE

828 2691

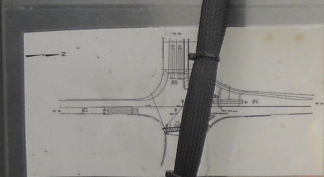
NIGHTS & WEEKENDS: 229 9191

WARNING

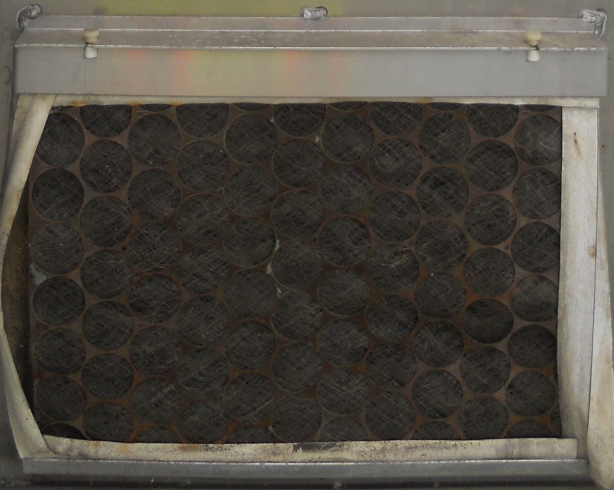
DO NOT OPERATE
CABINET WITHOUT
CONFLICT MONITOR UNIT

DANGER

115 VOLTS A.C.



Handwritten notes on a piece of paper, including a yellow sticky note with the number '0' and a white note with text such as 'Tank Ø1 is 177 psi'.



Ring Status: INTERVAL TIMING 1 2 3 4 5 6 7 8
Phase Status: 1 2 3 4 5 6 7 8
Coord Status: FREE
09:39:39

F1 MAIN MENU F2 SUB-MENU F3 PAGE UP F4 PAGE DOWN F5 DISPLAY ADJUST F6 STATUS DISPLAY

VISION NO/OFF
1 2 3
4 5 6
7 8 9
RED CALL SPEC FUNC 0 CLEAR
↓

ECONOLITE

ASC-200

+24 VDC 1 AMP BLO-BLO
115V 1 AMP BLO-BLO

A B C D

TELEMETRY

CHANGING SWITCHES
MONITOR FAIL
RESET
POWER
MODE
PREV. FAIL

6 19 DATE

MINI FLASH
DUAL SEL. OPTIONS
ON 8421AB ABCDEF
ON 1 2 3 4 5 6
ON 7 8 9 10 11 12

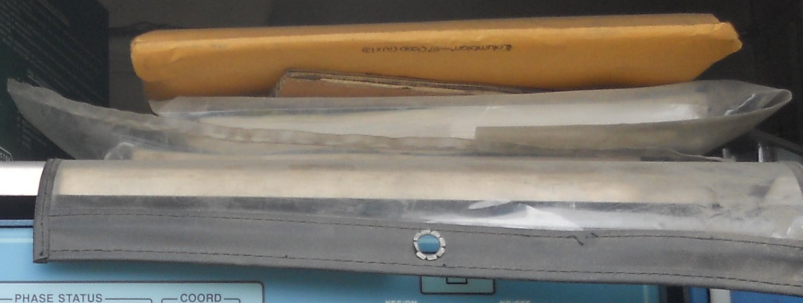
CONFLICT MONITOR

ECONOLITE
CONTROL PRODUCTS INC.
AMSTERDAM, NY 12005

POWER 1
POWER 2
POWER 3
POWER 4
POWER 5

SOUTH LEFT
1

VT63 LT
24 31 LT
Model R10
VT74 50

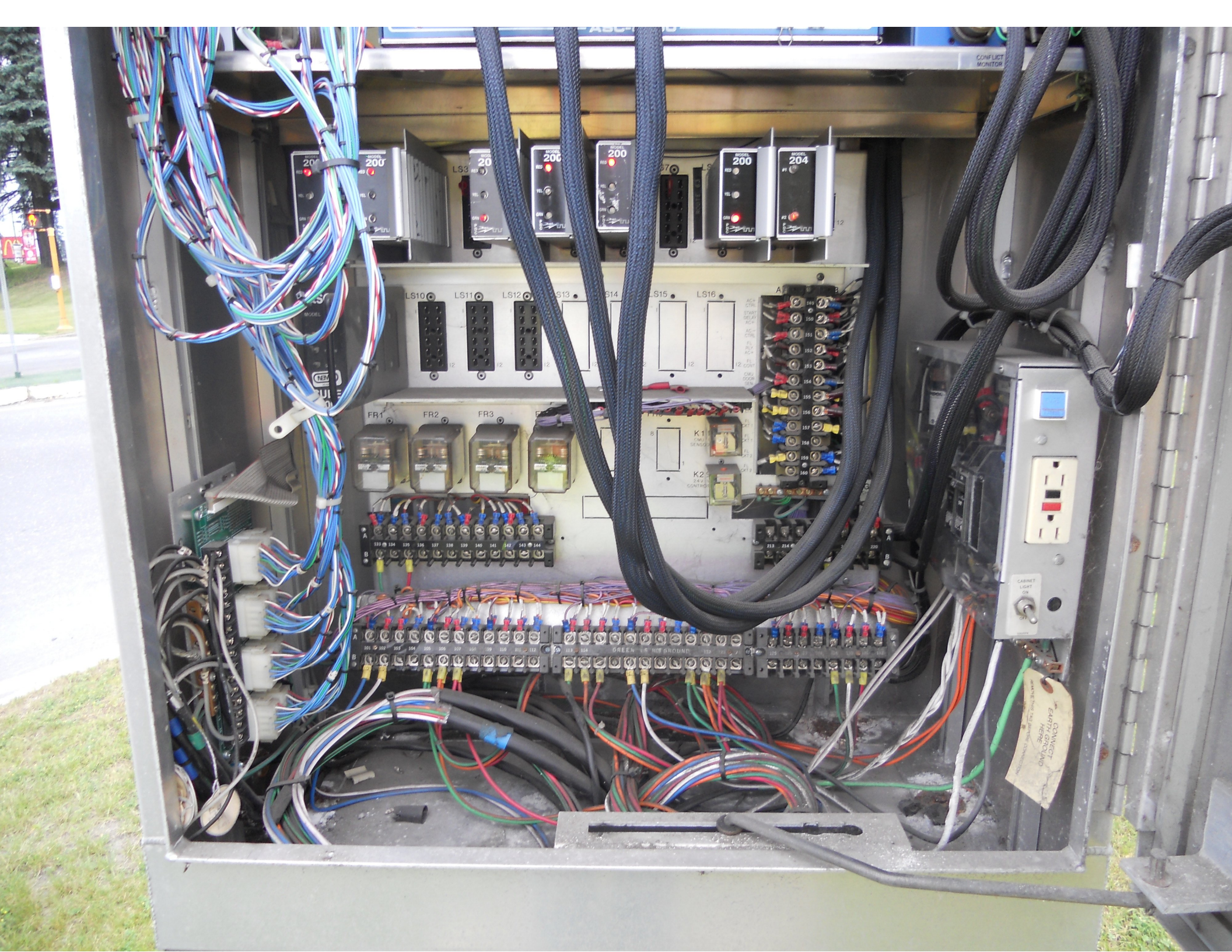


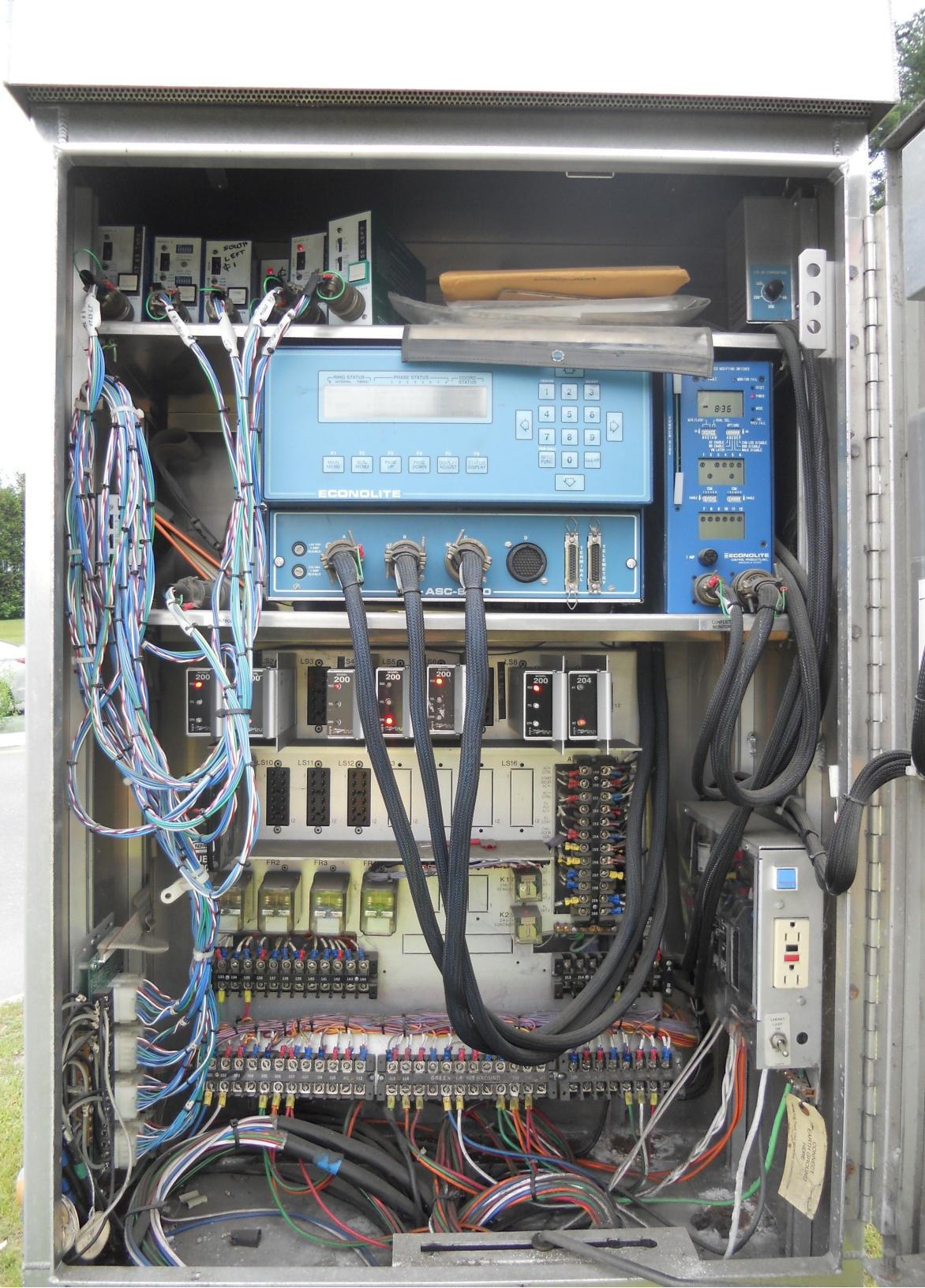
FILE ON TEMPERATURE
160
130
100

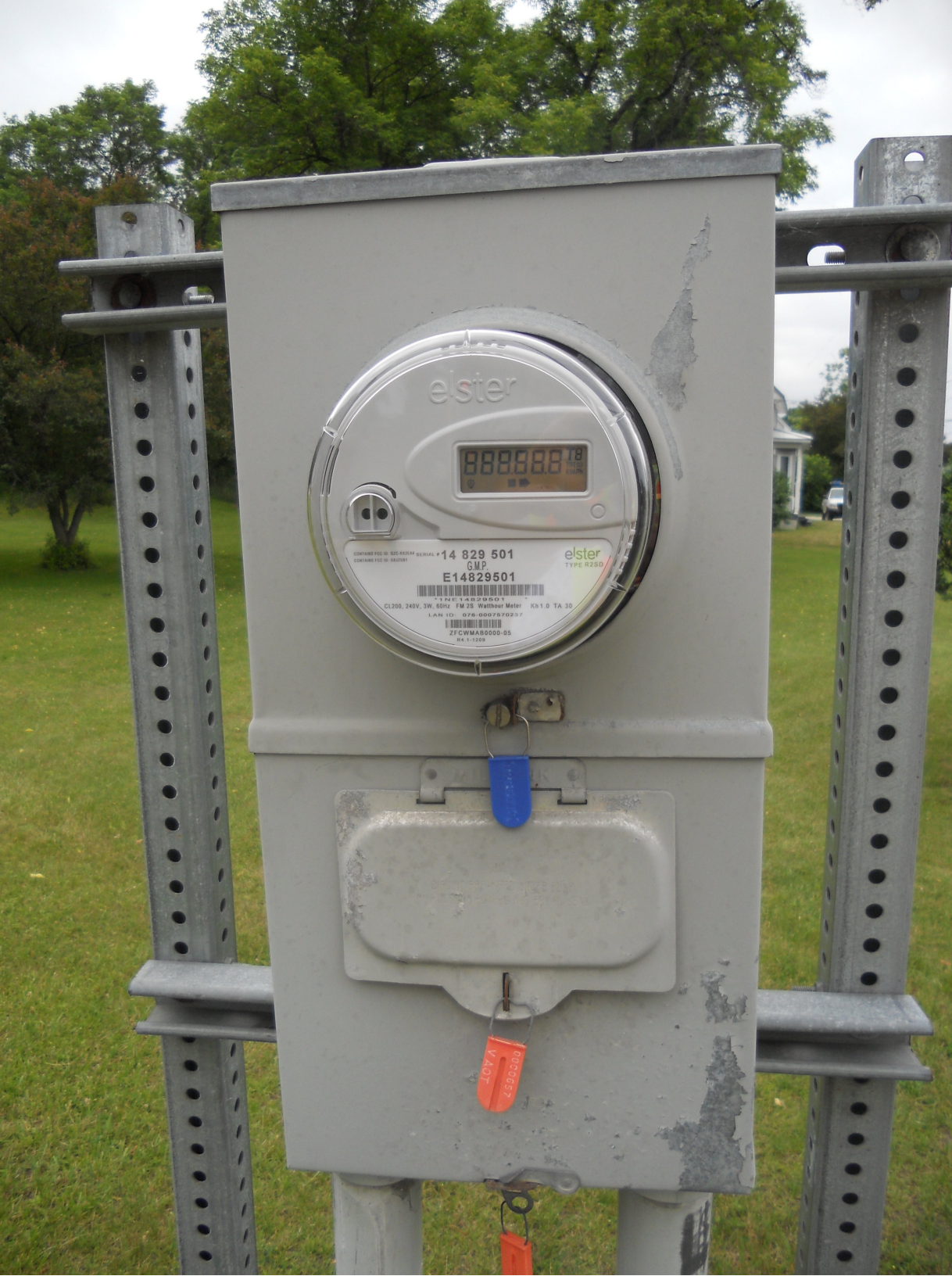
Bundle of multi-colored cables (blue, green, red, white) connected to the left side of the unit.

Thick black braided cables connected to the right side of the unit.









CONTAINS PRE-PAID METER SERIAL # 14 829 501
GMP
E14829501
174C1A029001
CL200, 240V, 3W, 60Hz FM 25 Weather Meter KN1.0 TA 30
LAN ID 078-0007670237
174C1A029001
ZFCWMA50000-05
NA 1-1209





↑ BARRE 2
↑ E. MONTPELIER 11
GRANITEVILLE 3 →
WEST TO NORTH
VERMONT INTERSTATE VERMONT
63 89 14
← ← ↑

ONLY













14 NORTH
TO 302
Barre
←

Graniteville
Granite Quarries
14 SOUTH →

ONLY





LEFT LANE
MUST
TURN LEFT



Barre Is...
OPEN!
We Dig
Barre
www.weddingbarre.com



24,000
24,000
30







SOUTH WEST TO
VERMONT VERMONT INTERSTATE
14 63 89
↑ → →















LEFT TURN
YIELD
ON GREEN

63 WEST
TO 89



SPEED
LIMIT
55

BE CAREFUL
OPEN!

VAOT
09/09
VT-14

VAOT
09/09
VT-14









Timing Data

	Phase							
	1	2	3	4	5	6	7	8
Direction								
Minimum Green	5	8	0	6	5	8	0	6
Walk	0	6	0	0	0	6	0	0
Ped Clearance	0	21	0	0	0	21	0	0
Vehicle Extension	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Max Extension	0	0	0	0	0	0	0	0
Max 1	10	22	0	17	10	22	0	17
Max 2	10	20	0	19	10	20	0	19
Max 3	10	22	0	17	10	22	0	17
Yellow Change	4.0	4.0	3.0	4.0	4.0	4.0	3.0	4.0
Red Clearance	2.0	2.0	0.0	2.0	2.0	2.0	0.0	2.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Actuations B4 Init	0	0	0	0	0	0	0	0
Seconds/Actuation	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time B4 Reduction	0	0	0	0	0	0	0	0
Cars Waiting	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Minimum Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cond Serv Min Green	0	0	0	0	0	0	0	0

NIC Program Data

Step No.	Pgm	Time	Cycle	Offset	Split	Flash	Dim	Max2	Max3	Sp Functions			
										1	2	3	4
1	1	0000	1	0	1	X	.	.	.	.	.	.	.
2	1	0600	0	0	1	.	.	X	.	.	.	.	.
3	1	0700	0	0	1	.	.	.	.	.	.	.	.
4	1	0900	0	0	1	.	.	X	.	.	.	.	.
5	1	1600	0	0	1	.	.	.	X	.	.	.	.
6	1	1900	0	0	1	.	.	X	.	.	.	.	.
7	2	2300	1	0	1	X	.	.	.	.	.	.	.
8	2	0500	0	0	1	.	.	X	.	.	.	.	.
9	2	0600	0	0	1	.	.	.	.	.	.	.	.
10	2	0800	0	0	1	.	.	X	.	.	.	.	.
11	2	1500	0	0	1	.	.	.	X	.	.	.	.
12	2	1800	0	0	1	.	.	X	.	.	.	.	.
13	3	0100	1	0	1	X	.	.	.	.	.	.	.
14	3	0700	0	0	1	.	.	X	.	.	.	.	.
15	3	0800	0	0	1	.	.	.	.	.	.	.	.
16	3	1000	0	0	1	.	.	X	.	.	.	.	.
17	3	1700	0	0	1	.	.	.	X	.	.	.	.
18	3	2000	0	0	1	.	.	X	.	.	.	.	.