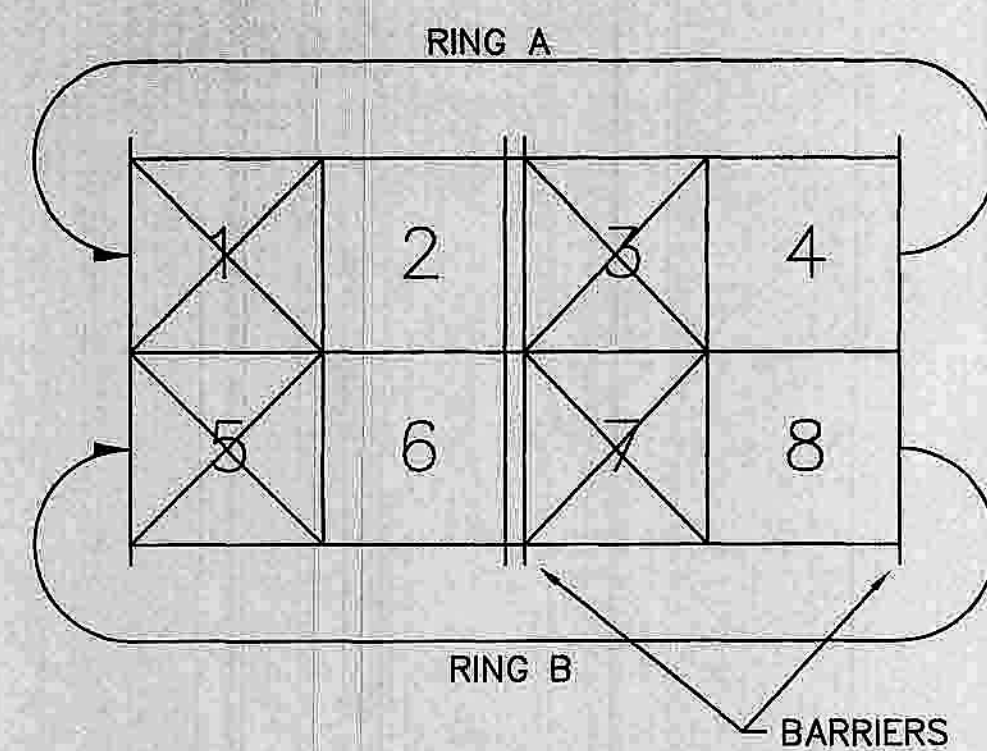
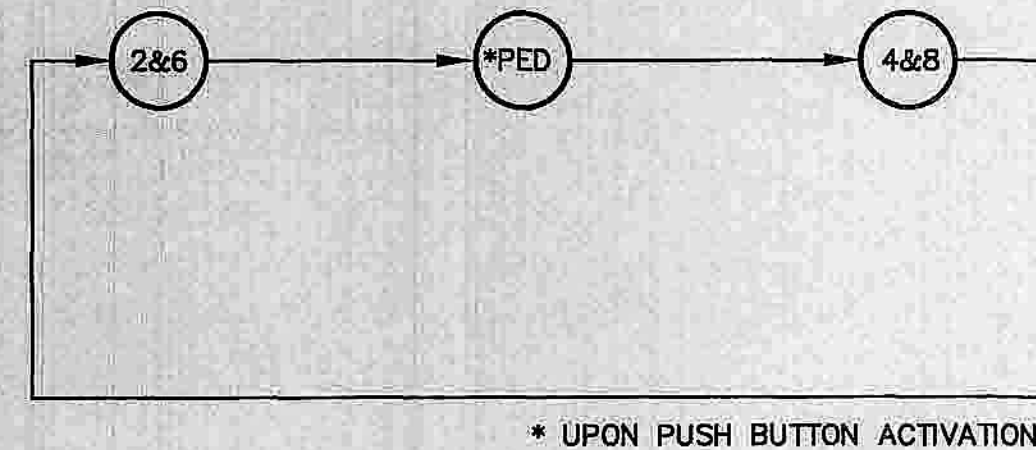


SEQUENCE AND TIMING

DUAL RING STRUCTURE



PREFERENTIAL PHASE SEQUENCE



DETECTOR NUMBER	# OF SECTIONS SIZE	# OF TURNS	OPERATION	CALL DELAY	CALL PHASE	LOOP CONNECTION
1	3-6'x6'	3	PRESENCE	NO	6	SERIES
2	1-6'x6' (D-1)	3	PRESENCE/BICYCLE	NO	6	SINGLE
3	3-6'x6'	3	PRESENCE	NO	8	SERIES
4	1-6'x6' (D-1)	3	PRESENCE/BICYCLE	NO	8	SINGLE
5	2-6'x6'	3	PRESENCE	NO	2	SERIES
6	1-6'x6' (D-1)	3	PRESENCE/BICYCLE	NO	2	SINGLE
7	3-6'x6'	3	PRESENCE	NO	4	SERIES
8	1-6'x6' (D-1)	3	PRESENCE/BICYCLE	NO	4	SINGLE

TRAFFIC SIGNAL NOTES

- IF THE ASSIGNED RIGHT-OF-WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
- IF THE ASSIGNED RIGHT-OF-WAY FOR ANY TRAFFIC MOVEMENT IS TO CHANGE DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATION FOR THAT TRAFFIC MOVEMENT WILL DISPLAY THE APPROPRIATE CLEARANCE INTERVALS.
- THE RIGHT-OF-WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NONCONFLICTING PHASES.
- IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OR RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.
- EXCLUSIVE PEDESTRIAN PHASE SHALL BE ACTIVATED BY THE PEDESTRIAN PUSH BUTTON ACTUATION. IF NO PEDESTRIAN SIGNAL CALL IS RECEIVED THAT PHASE WILL BE SKIPPED.
- FLASHING OPERATIONS IS FOR EMERGENCY ONLY. THE SIGNAL SHALL FUNCTION 24 HRS. DAILY.
- PAVEMENT MARKINGS AND WINDING DETAILS FOR BICYCLE DETECTION SHALL CONFORM TO THE BICYCLE DETECTOR DETAIL SHEET.
- EACH DETECTOR GROUP NUMBER SHALL BE CONNECTED TO A SINGLE LOOP AMPLIFIER CHANNEL.

DARTMOUTH — NEW BEDFORD
DARTMOUTH STREET

STATE	FED.AID	PROJ.NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.			09	20	51
PROJECT FILE NO.					601312

TRAFFIC SIGNAL PLAN
LOCATION 3
DARTMOUTH STREET AT ROGERS ST

PRE-EMPTION & PHASING PRIORITY

DETECTOR AND PRIORITY	PRE-EMPT PHASE ASSIGNMENT	DIRECTION	VEHICLE PHASE CALLED
OPT 1	1	NB	Ø2
OPT 2	2	SB	Ø6

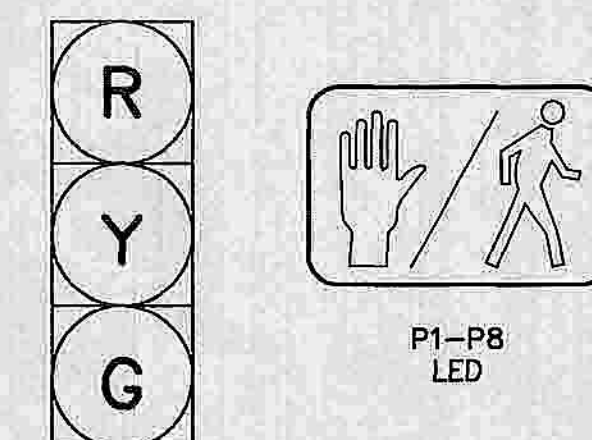
EMERGENCY VEHICLE PRE-EMPTION OPERATION NOTES

- EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE OPTICALLY TRANSMITTED BY OPTICAL EMITTERS MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT EACH INTERSECTION.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH DETECTORS 1 AND 2 ASSIGNED DESCENDING PRIORITIES AS FOLLOWS: 1 HIGHEST AND 2 LOWEST.
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY OPTICAL DETECTOR #1 (OR #2) THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PRE-EMPTION PHASE #1 (OR #2) GREEN FOR A MINIMUM OF TEN (10) SECONDS OR UNTIL PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3 SECONDS: YELLOW AND 1 SECONDS: ALL RED) AND SERVICE EMERGENCY VEHICLE PRE-EMPTION PHASE #2 (OR #1) IF NECESSARY, THEN TIME PRE-EMPTION PHASE CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON.

ITEM 816.03 — TRAFFIC SIGNAL RECONSTRUCTION, LOCATION NO. 3

QTY.	ITEM
1	CONTROLLER TS-2 TYPE 1 W/CABINET, FOUNDATION, & ELECTRICAL METER
1	TWO CHANNEL PHASE SELECTOR
3	25 FT. MONOLEVER STEEL MAST ARM W/ CORED PIER FOUNDATION
1	20 FT. MONOLEVER STEEL MAST ARM W/ CORED PIER FOUNDATION
8	ONE WAY — 3 SECTION SIGNAL HEAD, 12 INCH LENS (L.E.D.)
8	PEDESTRIAN SIGNAL HEAD (L.E.D.)
12	VEHICLE WIRE LOOP DETECTORS INSTALLED IN ROADWAY
4	BICYCLE WIRE LOOP DETECTORS INSTALLED IN ROADWAY
4	DUAL CHANNEL LOOP DETECTOR AMPLIFIERS
1	SERVICE CONNECTION (OVERHEAD)
4	PEDESTRIAN PUSH BUTTON W/ SIGN & SADDLE MOUNTED ON EXISTING MAST ARMS
2	EMERGENCY PRE-EMPTION DETECTORS AND DETECTOR CABLE
1	EMERGENCY PRE-EMPTION PHASE SELECTOR
1	EMERGENCY PRE-EMPTION SYSTEM CHASSIS
1	EMERGENCY PRE-EMPTION STROBE (WHITE LENS)
13	PULL BOX 12"x12" (SD2.031) — ITEM 811.31
420ft	3 INCH ELEC. CONDUIT TYPE NM — PLASTIC — ITEM 804.3
REMOVE AND STACK EXISTING TRAFFIC SIGNAL EQUIPMENT	
Plus All Necessary Duct, Cable, Labor, Miscellaneous Materials and Equipment to Complete the Installation and Provide an Operating Traffic Control Signal.	

SIGNAL FACES



ALL HEADS SHALL HAVE 5 IN LOUVERED BACKPLATES
ALL SIGNALS SHALL HAVE 12 IN LENSES
ALL SIGNAL DISPLAYS SHALL BE EQUIPPED WITH L.E.D. MODULES
ALL SIGNALS SHALL BE RIGID MOUNTED
ALL SIGNAL HEADS SHALL HAVE TUNNEL VISORS

