

TRAFFIC SIGNAL PLAN 2

TABLE 1-2 COORDINATION DATA FOR LOCATION 2 -
ACUSHNET AVENUE AT PHILLIPS STREET

FUNCTION	PURPOSE	OFFSET VALUE IN SECONDS	CYCLE LENGTH	-
OFFSET 1	M → F 4m PEAK	40	75	-
OFFSET 2	M → F 6m PEAK	40	75	-
OFFSET 3	SATURDAY PEAK	33	65	-

COORD POINT SHALL BE AT THE END OF THE GREEN OF THE FIRST PHASE, SHOWN BY * BELOW.

MAXIMUM PHASE TIME IN SECONDS							
FUNCTION	PHASE 1		PHASE 2 *				
	W/O PED	W/PED	W/O PED	W/PED		PHASE 4	
						W/O PED	W/PED
SPLIT 1	15	11	34	26		26	19
SPLIT 2	15	11	34	26		26	19
SPLIT 3	16	11	30	23		19	12
FUNCTION	PHASE 1		PHASE 6 *				
	W/O PED	W/PED	W/O PED	W/PED		PHASE 8	
						W/O PED	W/PED
SPLIT 1	15	12	34	26		26	18
SPLIT 2	15	12	34	26		26	18
SPLIT 3	15	12	31	23		19	11

MAJOR ITEMS REQUIRED	
QUANTITY	DESCRIPTION
1	TRAFFIC CONTROLLER & CABINET NEMA TS2--TYPE 1 ASSEMBLY w/FOUNDATION, CONCRETE PAD & ELECTRIC METER
1	OVERHEAD SERVICE CONNECTION TO U.P. WITH PHONE DROP
1	MASTER CONTROLLER
2	25' MAST ARM ASSEMBLY, BASE & FDN.
1	10' SIGNAL POST, BASE & FDN.
3	8' SIGNAL POST, BASE & FDN.
6	SIGNAL HEAD, 3 SECTION LED
2	INTERNATIONAL SYMBOL PEDESTRIAN HOUSING LED
2	PEDESTRIAN PUSH BUTTON, SIGN AND SADDLE
6	5" LOUVERED BACKPLATES
19	PULL BOX 12' X 12' - SD 2.031 (3 TO W3-5a NOT SHOWN)
8	VEHICLE LOOP DETECTORS
2	QUADRUPOLE LOOP DETECTORS (6'X20')
5	LOOP DETECTOR AMPLIFIERS
2	DUAL CHANNEL PHASE SELECTOR (PREEMPTION)
3	UNIDIRECTIONAL SINGLE CHANNEL OPTICAL DETECTOR (RECEIVER)--PREEMPTION
2	SPREAD SPECTRUM RADIO EQUIPMENT WITH RADIO AND DIRECTIONAL ANTENNA (1 INSTALLED AT ACUSHNET AVE/PHILLIPS RD.)
1	W3-5a ILLUMINATED W/FOUNDATION & ELECTRIC METER
1	EMERGENCY PREEMPTION CONFIRMATION KIT
PLUS ALL MISCELLANEOUS EQUIPMENT AND MATERIAL NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL.	

TRAFFIC CONTROLLER DATA	
PARAMETER	SELECTION
PHASE ASSIGNMENTS	STD. NEMA
OVERLAPS	STD. NEMA
RINGS	DUAL
MINIMUM YELLOW IN SECONDS	3.2
MAX II BY INTERNAL CLOCK	NO
NIGHT TIME FLASH BY INTERNAL CLOCK	NOT USED
TYPE OF INTERCONNECT TO MASTER	RADIO
REMOTE MUTCD FLASH BY MASTER	YES
COORDINATION MODE	YIELD
MAXIMUM MODE	MAX II
FORCE MODE	CYCLE
OFFSET MODE	END OF GREEN
OFFSET SEEK METHOD	SHORTWAY

LOOP DETECTION DATA								
DETECTION ZONE	NO. OF SEGMENTS	LOOP SIZE	SPICE PATTERN	NO. OF TURNS	Ø CALLED	Ø EXT.	DELAY TIME	EXT. TIME
①	1	6' x 10'	---	4	2	2	-	2
②	1	6' x 10'	---	4	2	2	-	2
③	1	6' x 10'	---	3	2	2	-	-
④	1	6' x 10'	---	3	2	2	-	-
⑤	1	6' x 10'	---	4	6	6	-	2
⑥	1	6' x 10'	---	4	6	6	-	2
⑦	1	6' x 10'	---	3	6	6	-	-
⑧	1	6' x 10'	---	3	6	6	-	-
⑨	1	6' x 7.5'	BICYCLE TYPE D-1	3	3	3	-	-

TABLE1. COORDINATION DATA FOR LOCATION-1
ROUTE 18/ROUTE 140 CONNECTOR

FUNCTION	PURPOSE	OFFSET VALUE IN SECONDS	CYCLE LENGTH	-
OFFSET 1	M → F 7am - 9am	0	75	-
OFFSET 2	M → F 4pm - 6pm	0	75	-
OFFSET 3	SAT - 11am - 2pm	0	65	-

COORD POINT SHALL BE AT THE END OF THE GREEN OF THE FIRST PHASE, SHOWN BY * BELOW.

MAXIMUM PHASE TIME IN SECONDS						
FUNCTION	Ø2 *		Ø6 *		Ø3	
	W/O PED	W PED	W/O PED	W PED	W/O PED	W PED
SPLIT 1	45	30	45	30	30	25
SPLIT 2	45	30	45	30	30	25
SPLIT 3	31	21	31	21	34	24

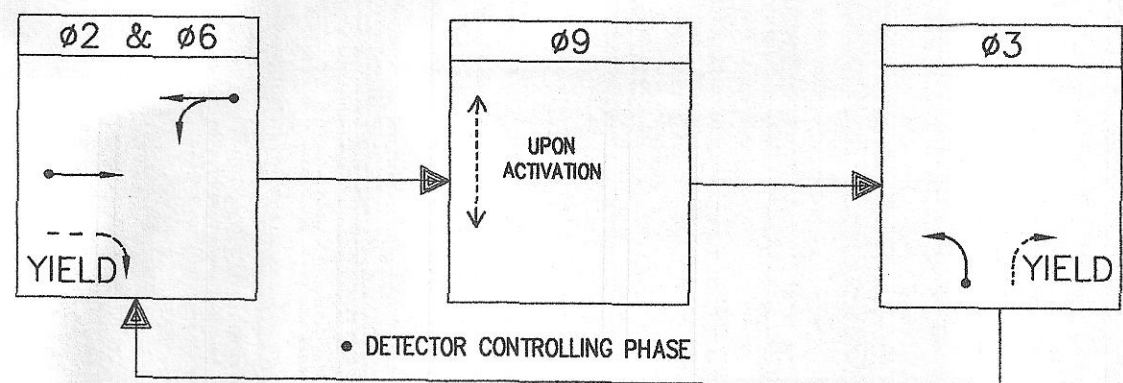
FULLY-ACTUATED ☒		ISOLATED ☐		Ø2		Ø6		Ø3		Ø9									
SEMI-ACTUATED ☐		COORDINATED ☒																	
PRE-TIMED ☐		RADIO ☒ TBCU ☐																	
SEQUENCE AND TIMING																			
STREET		DIRECTION		HOUSINGS		1	2	3	4	5	6	7	8	9	7	8	9	FLASH OPER.	
ROUTE 140 CONNECTOR		NB		A,B		G	Y	R	R	R	R	R	R	R	R	R	R	FY	
ROUTE 140 CONNECTOR		SB		C,D		R	R	R	G	Y	R	R	R	R	R	R	R	FY	
ACUSHNET AVENUE		WB		E,F		R	R	R	R	R	R	G	Y	R	R	R	R	FR	
PEDESTRIAN		ALL		P1-P2		DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	OUT	
TIMING IN SECONDS																			
MINIMUM INITIAL				10			10			5									
PASSAGE				2			2			2									
MAXIMUM 1 (6:00-10:00 A.M. WEEKDAY)				31			31			27									
MAXIMUM 2 (ALL OTHER TIMES)				55			55			33									
CHANGE					4.4	1.9		4.4	1.9		3.2	2.2							
PEDESTRIAN														7	12	1			
RECALL				SOFT				SOFT				OFF				OFF			
MEMORY				NON-LOCKING				NON-LOCKING				NON-LOCKING				LOCKING			
DUAL ENTRY				ON				ON				ON				OFF			
SIMULTANEOUS GAP OUT DISABLED				YES				YES				YES				YES			

EMERGENCY

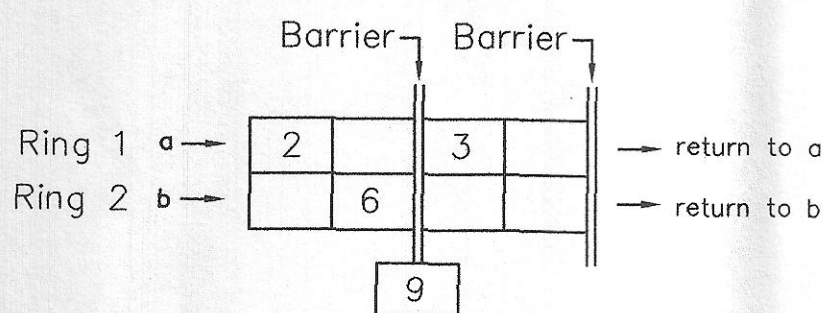
EMERGENCY

LOCATION 1

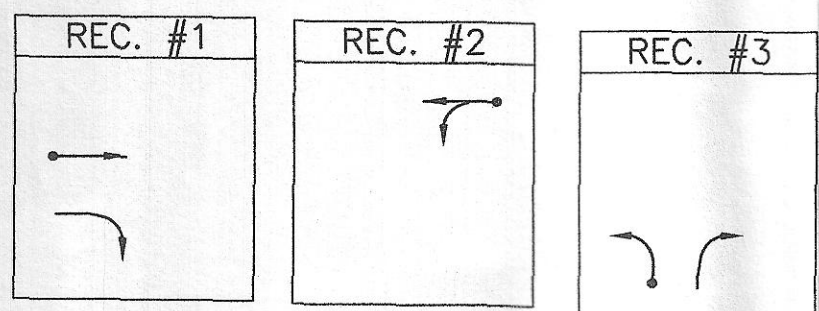
ACUSHNET AVENUE AT ROUTE 140 CONNECTOR
PREFERENTIAL PHASE SEQUENCE



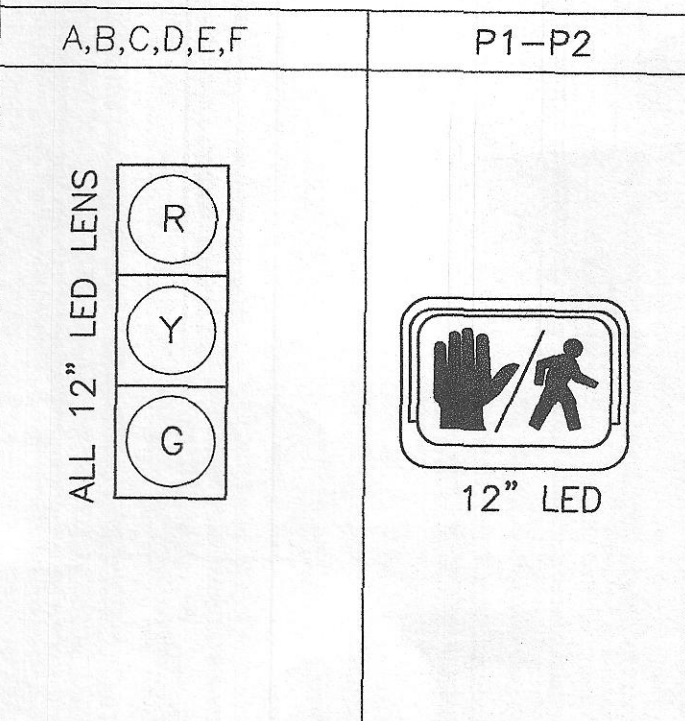
RING STRUCTURE



PREEMPTION PHASES



PROPOSED SIGNALS



ALL OVERHEAD SIGNALS SHALL BE EQUIPPED WITH 5" LOUVERED BACKPLATES.