

SEQUENCE AND TIMING																				
APPROACH	DIRECTION	HOUSING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	FLASHING OPERATION		
MINIMUM INTERVAL			10			6			10			6								
VEHICLE EXTENSION			2						2											
MAXIMUM 1			25			25			25			25								
MAXIMUM 2			—			—			—			—								
YELLOW CLEARANCE				3			3			3			3							
RED CLEARANCE					2			2			2			2				1		
PED INTERVAL																7	24			
PURCHASE STREET	NB	A,B	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY	
PURCHASE STREET	SB	C,D	R	R	R	R	R	R	R	C	Y	R	R	R	R	R	R	R	FY	
COGGESHALL STREET	WB	E,F,G	R	R	R	C	Y	R	R	R	R	R	R	R	R	R	R	R	FR	
COGGESHALL STREET	EB	H,J	R	R	R	R	R	R	R	R	R	C	Y	R	R	R	R	R	FR	
PED X-ING	ALL	P1-P8	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW		OUT	
DETECTOR			NON-LOCK			NON-LOCK			NON-LOCK			NON-LOCK								
RECALL			MIN			OFF			MIN			OFF								
NOTES:			#2			#4			#6			#8			#PED+			#1,#3,#5,#7		
1. AUTOMATIC FLASHING OPERATION PER M.U.T.C.D. SECTION 4D-12.																				
2. PERM = PERMISSIVE																				
3. TURN PED PUSH BUTTON ACTUATION																				
4. #4 & #8 DUAL ENTRY																				
5. MAXIMUM 1 = NORMAL OPERATION																				
6. MAXIMUM 2 = NOT USED																				

- NOTES:
1. AUTOMATIC FLASHING OPERATION PER M.U.T.C.D. SECTION 4D-12.
 2. PERM = PERMISSIVE
 3. *UPON PED PUSH BUTTON ACTUATION
 4. 04 & 08 DUAL ENTRY
 5. MAXIMUM 1 = NORMAL OPERATION
 6. MAXIMUM 2 = NOT USED
 7. STOP AND GO OPERATION FOR 24 HOURS PER DAY. FLASHING OPERATION FOR EMERGENCY ONLY.
 8. INHIBIT MAX TERMINATION SHALL BE IN EFFECT DURING COORDINATION.
 9. SEE SHEET C-19 FOR COORDINATION DATA.

PRE-EMPTION PHASING & PRIORITY			
DETECTOR & PRIORITY	PRE-EMPT CHANNEL ASSIGNMENT	MOVEMENT	VEHICLE ASSIGNMENT
D1	1	←	02
D2	2	←	06
D3,D4	3	←	04
D5	4	←	08

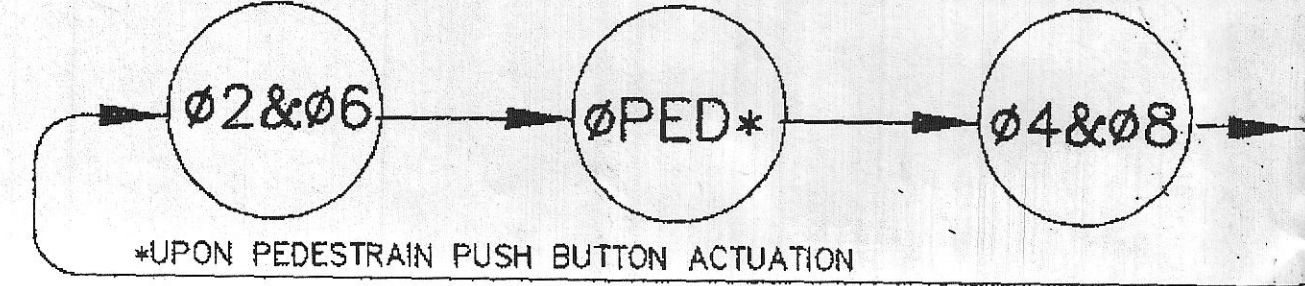
EMERGENCY VEHICLE PRE-EMPTION OPERATION

1. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE OPTICALLY TRANSMITTED BY OPTICAL DETECTORS LOCATED AT EACH INTERSECTION.
2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A FIRST COME, FIRST SERVE BASIS.
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY OPTICAL DETECTOR D1 (OR D2, D3, D4, D5) THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PRE-EMPTION PHASE GREEN FOR A MINIMUM OF TEN (10) SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCES FOR THE ASSOCIATED PHASE(S) AS SHOWN IN THE SEQUENCE AND TIMING CHART AND SERVICE SUBSEQUENT EMERGENCY VEHICLE PRE-EMPTION PHASES AS NECESSARY.
4. UNLESS OTHERWISE STATED, ONCE A PRE-EMPTION CALL HAS BEEN RECEIVED BY THE TRAFFIC SIGNAL CONTROLLER AND THE PRE-EMPTION PHASE IS BEING SERVICED, IT SHALL REMAIN IN THAT PHASE AS LONG AS THE CALL IS PRESENT.
5. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND OR MAX. PRE-EMPT CALL HAS TIMED OUT.
6. MAX PRE-EMPT CALL TIME SHALL BE INITIALLY SET FOR 120 SECONDS FOR ALL PRE-EMPT CHANNELS.
7. PRE-EMPTION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON.
8. EMERGENCY VEHICLE PRE-EMPTION SHALL OVERRIDE COORDINATION.

SEQUENCE & TIMING NOTES:

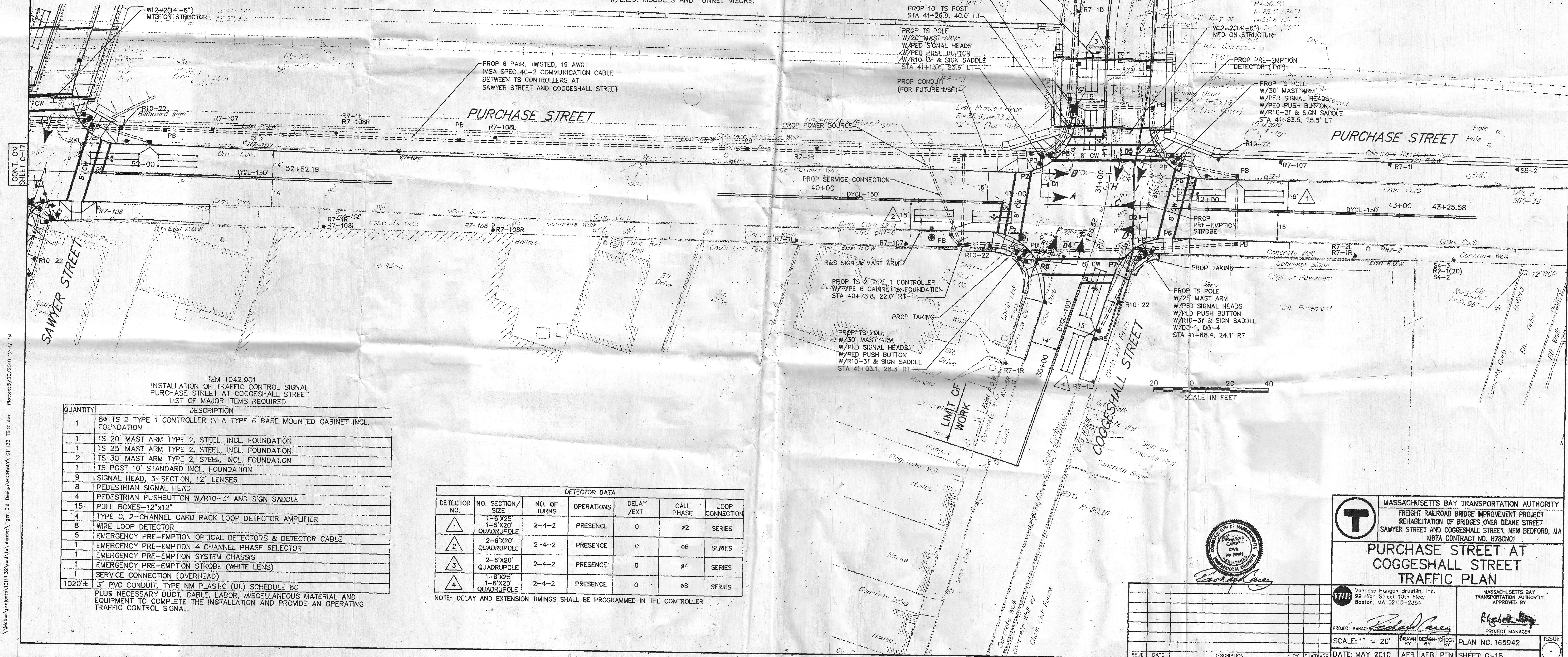
1. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
2. THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.
4. IF THE ASSIGNED RIGHT-OF-WAY FOR ANY TRAFFIC MOVEMENT IS TO CHANGE DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATION FOR THAT MOVEMENT WILL DISPLAY THE APPROPRIATE CLEARANCE INTERVALS.

PREFERENTIAL PHASE SEQUENCE



SIGNAL HEAD DATA	
A,B,C,D,E,F,H,J	G
R	R
Y	Y
G	G
ALL 12" LENS	

- NOTES:
1. ALL SIGNAL HEADS SHALL BE RIGID MOUNTED.
 2. ALL SIGNAL HEADS, EXCEPT SIGNAL HEAD "G", SHALL BE EQUIPPED WITH 5" ± LOUVERED BACKPLATES.
 3. ALL SIGNAL DISPLAYS SHALL BE EQUIPPED W/L.E.D. MODULES AND TUNNEL VISORS.



ITEM 1042.901
INSTALLATION OF TRAFFIC CONTROL SIGNAL
PURCHASE STREET AT COGGESHALL STREET
LIST OF MAJOR ITEMS REQUIRED

QUANTITY	DESCRIPTION
1	80 TS 2 TYPE 1 CONTROLLER IN A TYPE 6 BASE MOUNTED CABINET INCL. FOUNDATION
1	TS 20' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
1	TS 25' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
2	TS 30' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
1	TS POST 10' STANDARD INCL. FOUNDATION
9	SIGNAL HEAD, 3-SECTION, 12" LENSES
8	PEDESTRIAN SIGNAL HEAD
4	PEDESTRIAN PUSHBUTTON W/R10-31 AND SIGN SADDLE
15	PULL BOXES-12"x12"
4	TYPE C, 2-CHANNEL CARD RACK LOOP DETECTOR AMPLIFIER
8	WIRE LOOP DETECTOR
5	EMERGENCY PRE-EMPTION OPTICAL DETECTORS & DETECTOR CABLE
1	EMERGENCY PRE-EMPTION 4 CHANNEL PHASE SELECTOR
1	EMERGENCY PRE-EMPTION SYSTEM CHASSIS
1	EMERGENCY PRE-EMPTION STROBE (WHITE LENS)
1	SERVICE CONNECTION (OVERHEAD)
1020±	3" PVC CONDUIT, TYPE NM PLASTIC (UL) SCHEDULE 80

PLUS NECESSARY DUCT, CABLE, LABOR, MISCELLANEOUS MATERIAL AND EQUIPMENT TO COMPLETE THE INSTALLATION AND PROVIDE AN OPERATING TRAFFIC CONTROL SIGNAL.

DETECTOR DATA						
DETECTOR NO.	NO. SECTION/ SIZE	NO. OF TURNS	OPERATIONS	DELAY/EXT	CALL PHASE	LOOP CONNECTION
1	1-6'X25' 1-6'X20' QUADRUPOLE	2-4-2	PRESENCE	0	02	SERIES
2	2-6'X20' QUADRUPOLE	2-4-2	PRESENCE	0	06	SERIES
3	2-6'X20' QUADRUPOLE	2-4-2	PRESENCE	0	04	SERIES
4	1-6'X25' 1-6'X20' QUADRUPOLE	2-4-2	PRESENCE	0	08	SERIES

NOTE: DELAY AND EXTENSION TIMINGS SHALL BE PROGRAMMED IN THE CONTROLLER

MASSACHUSETTS BAY TRANSPORTATION AUTHORITY
FREIGHT RAILROAD BRIDGE IMPROVEMENT PROJECT
REHABILITATION OF BRIDGES OVER DEANE STREET
SAWYER STREET AND COGGESHALL STREET, NEW BEDFORD, MA
MBTA CONTRACT NO. H78CNO1

PURCHASE STREET AT COGGESHALL STREET TRAFFIC PLAN

PROJECT MANAGER: *[Signature]*
SCALE: 1" = 20'
DATE: MAY 2010
AES AEB PTN
SHEET: C-18

ISSUE: *[Signature]*
PLAN NO. 165942
ISSUE: *[Signature]*