

JOHN F. KENNEDY MEMORIAL HIGHWAY AT WALNUT STREET

FULLY-ACTUATED	<input checked="" type="checkbox"/>	COORDINATED	<input checked="" type="checkbox"/>
SEMI-ACTUATED	<input type="checkbox"/>	ISOLATED	<input type="checkbox"/>
PRE-TIMED	<input type="checkbox"/>		

SEQUENCE AND TIMING																	
STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
JFK MEMORIAL HIGHWAY	NB	J,K	R	R	R	GV	Y	R	R	R	R	R	R	R	R	R	R
JFK MEMORIAL HIGHWAY	NB	L	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
JFK MEMORIAL HIGHWAY	NB LT	H	RL	RL	RL	RL	RL	RL	RL	GL	YL	RL	RL	RL	RL	RL	RL
JFK MEMORIAL HIGHWAY	SB	B,C	R	R	R	R	R	R	R	R	R	R	GV	Y	R	R	R
JFK MEMORIAL HIGHWAY	SB	D	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R
JFK MEMORIAL HIGHWAY	SB LT	A	GL	YL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL	RL
WALNUT STREET	EB	E,N,O	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
WALNUT STREET	WB	F,G,M	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN	N-S	P-L-P	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
PEDESTRIAN	N-S	P-L-P	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
PEDESTRIAN	E-W	P-L-P	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW
PEDESTRIAN	E-W	P-L-P	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW

TIMING IN SECONDS																	
MINIMUM INITIAL PASSAGE	6		19		27		6		19		27						
MAXIMUM 1 AM PEAK (7:00-10:00 AM)	10		42		30		10		42		30						
MAXIMUM 2 PM PEAK (4:00-7:00 PM)	10		58		34		10		58		34						
MAXIMUM 3 OFF PEAK (ALL OTHER TIMES) ②	-		-		-		-		-		-						
CLEARANCE	-	4	2	-	4	2	-	4	2	-	4	2	-	4	2	-	4
PEDESTRIAN		7/12		7/30		7/12		7/30		7/12		7/30		7/12		7/30	
RECALL		OFF		ON		OFF		ON		OFF		ON		OFF		ON	
MEMORY		LOCKING		NON-LOCKING		LOCKING		NON-LOCKING		LOCKING		NON-LOCKING		LOCKING		NON-LOCKING	

PROGRAM/COORDINATION																	
HOURS OF OPERATION	PATTERN NO.	CYCLE LENGTH	OFFSET	①	②	④	⑤	⑥	⑧								
7:00-10:00 AM	1	100	84	16	48	36	16	48	36								
4:00-7:00 PM	2	120	104	16	64	40	16	64	40								

NOTES:

- ① PEDESTRIAN PHASES SHALL OPERATE UPON PUSHBUTTON ACTUATION ONLY. UPON PEDESTRIAN ACTUATED CONCURRENT PEDESTRIAN PHASE, THE MINIMUM GREEN FOR PHASE 2 SHALL BE 19 SECONDS, FOR PHASE 4 SHALL BE 27 SECONDS, FOR PHASE 6 SHALL BE 19 SECONDS, AND FOR PHASE 8 SHALL BE 27 SECONDS.

- ② FREE OPERATION DURING OFF PEAK HOURS.

- ③ MASTER LOCATION FOR THE COORDINATED SIGNALS IS AT JOHN F. KENNEDY MEMORIAL HIGHWAY AND UNION STREET.

LOOP DETECTOR DATA

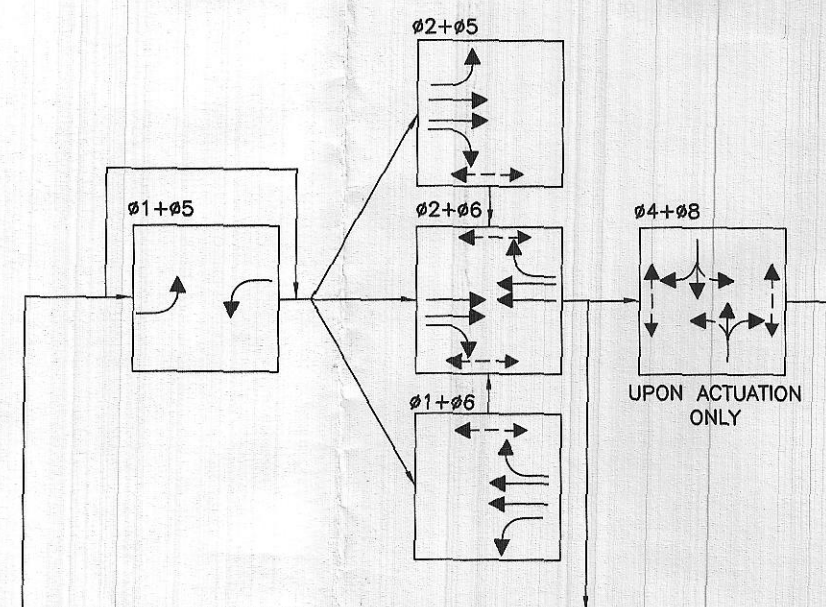
SEE PLAN SHEET--LOOP DETECTOR DETAILS FOR LOOP CONSTRUCTION, SPlicing, DETAILS & NOTES. DELAY TIME EFFECTIVE ONLY DURING CALLED PHASE. REDUCTION TIME IN SEC.

DETECTOR NUMBER	NUM. OF SEGMENTS	SPLICE PATTERN	LOOP SIZE (FTXFT)	NUM. OF TURNS	① CALLED	② EXT.	MODE A=PULSE B=PRES.	LOOP CHANNEL	DELAY TIME	EXT. TIME
①	2	PARALLEL	6X23	2-4-2	①	①	B	1	-	
①A	2	PARALLEL	6X23	2-4-2	⑥	⑥	B	2	-	
①B	2	PARALLEL	6X23	2-4-2	⑥	⑥	B	1	-	
①C	2	PARALLEL	6X23	2-4-2	⑥	⑥	B	2	-	
②	2	PARALLEL	6X23	2-4-2	⑤	⑤	B	1	-	
②A	2	PARALLEL	6X23	2-4-2	②	②	B	2	-	
②B	2	PARALLEL	6X23	2-4-2	②	②	B	1	-	
②C	2	PARALLEL	6X23	2-4-2	②	②	B	2	-	
③	2	PARALLEL	6X23	2-4-2	⑧	⑧	B	1	-	
④	2	PARALLEL	6X23	2-4-2	④	④	B	2	-	

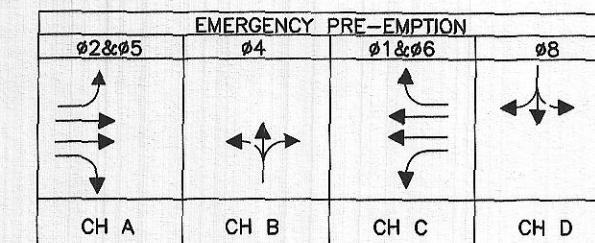
TRAFFIC CONTROLLER DATA

PARAMETER	SELECTION
PHASE ASSIGNMENTS	STD. NEMA
OVERLAPS	STD. NEMA
RINGS	2
SIMULTANEOUS GAP OUT DISABLED	-
ALL RED REST	OFF
MAX II BY INTERNAL CLOCK	YES
NIGHT TIME FLASH BY INTERNAL CLOCK	NO

PREFERENTIAL PHASE SEQUENCE

CITY OF NEW BEDFORD
ROUTE 18 RECONSTRUCTION

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	HP-0028 (145)	32	161
PROJECT FILE NO.		602867	

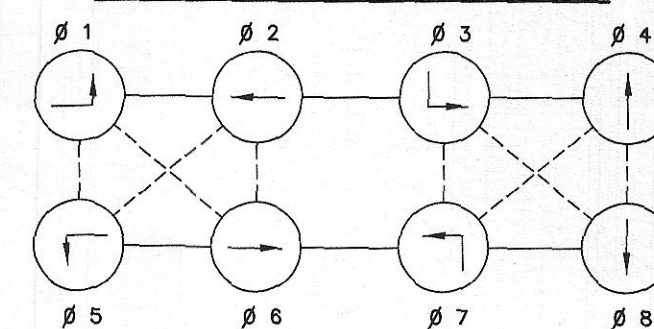
TRAFFIC SIGNAL SCHEDULE
JOHN F. KENNEDY MEMORIAL
HIGHWAY AT WALNUT STREET
SHEET 2 OF 8

CH A	CH B	CH C	CH D
GV Y R R R R R R R R R R	GV Y R R R R R R R R R R	GV Y R R R R R R R R R R	GV Y R R R R R R R R R R
GL YL RL RL RL RL RL RL RL RL RL	GL YL RL RL RL RL RL RL RL RL RL	GL YL RL RL RL RL RL RL RL RL RL	GL YL RL RL RL RL RL RL RL RL RL
R R R R R R R R R R R R R R	R R R R R R R R R R R R R R	R R R R R R R R R R R R R R	R R R R R R R R R R R R R R
RL RL RL RL RL RL RL RL RL RL RL	RL RL RL RL RL RL RL RL RL RL RL	RL RL RL RL RL RL RL RL RL RL RL	RL RL RL RL RL RL RL RL RL RL RL
R R R R R R R R R R R R R R	R R R R R R R R R R R R R R	R R R R R R R R R R R R R R	R R R R R R R R R R R R R R
DW DW DW DW DW DW DW DW DW DW DW	DW DW DW DW DW DW DW DW DW DW DW	DW DW DW DW DW DW DW DW DW DW DW	DW DW DW DW DW DW DW DW DW DW DW
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DW DW DW DW DW DW DW DW DW DW DW	DW DW DW DW DW DW DW DW DW DW DW	DW DW DW DW DW DW DW DW DW DW DW	DW DW DW DW DW DW DW DW DW DW DW
①	①	①	①
4 2	4 2	4 2	4 2
NEXT PHASE	NEXT PHASE	NEXT PHASE	NEXT PHASE
#2+#5	#2+#6	#2+#6	#2+#6

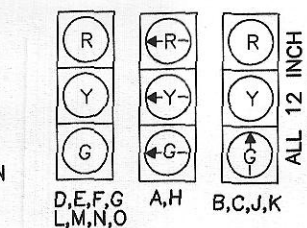
PRE-EMPTION NOTES:

- ① IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED BY THE OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN THE EMERGENCY PRE-EMPTION PHASE GREEN INTERVAL FOR A PERIOD OF TEN SECONDS AFTER THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME THE PRE-EMPTION CLEARANCE INTERVAL AND RESUME NORMAL OPERATION.
2. THE FULL PEDESTRIAN OR VEHICLE CLEARANCE INTERVAL SHALL BE PROVIDED ON ANY PHASE THAT IS TERMINATED BY AN EMERGENCY PRE-EMPTION.
3. PRE-EMPTION PRIORITY FOR VEHICLES WILL BE ASSIGNED BY THE CITY OF NEW BEDFORD.

NEMA DUAL RING PHASING NOTES:



SIGNAL IDENTIFICATION



1. ALL SIGNALS SHALL HAVE CUT AWAY VISORS.
2. ALL SIGNALS SHALL HAVE 5" LOUVERED BACKPLATES
3. ALL SIGNALS SHALL BE RIGIDLY MOUNTED

815.01 - MAJOR ITEMS

QTY	DESCRIPTION
1,550 LF	FURNISH & INSTALL LOOP FEEDER CABLE
1 EA	INSTALL SPLICE IN ELECTRICAL MANHOLE
14 EA	12" 3-SECTION LED VEHICLE INDICATION
8 EA	16" LED COUNTDOWN PEDESTRIAN SIGNAL INDICATION
8 EA	PEDESTRIAN PUSHBUTTON, SIGN, & SADDLE
1 EA	8' ORNAMENTAL TRAFFIC SIGNAL POST AND BASE WITH FOUNDATION (PAINTED BLACK)
2 EA	10' ORNAMENTAL TRAFFIC SIGNAL POST AND BASE WITH FOUNDATION (PAINTED BLACK)
4 EA	40' ORNAMENTAL TYPE 2 STEEL MAST ARM WITH FOUNDATION (PAINTED BLACK)
1,360 LF	TRAFFIC SIGNAL CABLE
1 EA	NEMA TS2 TYPE-1 CONTROLLER IN NEW CABINET WITH NEW FOUNDATION
5 EA	DUAL CHANNEL LOOP DETECTOR AMPLIFIER-RACK MOUNTED
14 EA	LOUVERED BACKPLATES
20 EA	PULL BOX (12" X 24")
1 EA	NSTAR APPROVED HANDHOLE
2,000 LF	WIRE LOOP INSTALLED IN ROADWAY
1 EA	115 VAC ELECTRICAL SERVICE (UNDERGROUND)
780 LF	10PR-#22 AWG INTERCONNECT CABLE
1 EA	EMERGENCY PRE-EMPTION SYSTEM

PLUS ALL OTHER MISCELLANEOUS EQUIPMENT NECESSARY FOR A COMPLETE AND OPERATING TRAFFIC CONTROL SIGNAL.