

SEQUENCE AND TIMING CHART

				PHASE 1		PHASE 2		PHASE 3		PHASE 4		PHASE 5		PHASE 6		PHASE 7		PHASE 8		PHASE 9		EMERGENCY FLASH			
				NOT USED		NOT USED																			
SEQUENCE																									
STREET	DIR.	FACE	#/OL	R/W	CL1	CL2	R/W	CL1	CL2	R/W	CL1	CL2	R/W	CL1	CL2	R/W	CL1	CL2	R/W	CL1	CL2	R/W	CL1	CL2	
ROUTE 6	WB	A,B	01	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←					←	←	←
ROUTE 6	EB	C,D	02	→	→	→	→	→	→	→	→	→	→	→	→	→	→	→					→	→	→
CEMETERY DRIVE	SB	E,F	03	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←					←	←	←
ROUTE 6	WB	G,H	06	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←					←	←	←
SHAW'S DRIVE	NB	J	04	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←					←	←	←
SHAW'S DRIVE	NB	K	04	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←					←	←	←
ROUTE 6	EB	L	05	←	←	←	←	←	←	←	←	←	←	←	←	←	←	←					←	←	←
PEDESTRIAN		P1-P2		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔					↔	↔	↔
PEDESTRIAN		P3-P4		↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔	↔					↔	↔	↔
TIMING IN SECONDS																									
MINIMUM GREEN			8			20			4			6			6			20							
VEHICLE INTERVAL			2			2			2			2			2			2							
MAXIMUM GREEN I (FREE)			30			41.5			20			32			10.5			42.5							
MAXIMUM GREEN II (COORDINATION)			22			42.5			6			22			7.5			46.5							
ALL RED CLEAR				3.5			3.5			3			3			3.5			3.5						
PED INTERVAL (WALK)					2.5			2			4			2									6		
PED INTERVAL (FLASHING DON'T WALK)																							20	4	
DETECTOR				NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK							LOCK (PED.)		
RECALL MODE				OFF		MIN.		OFF		OFF		OFF		OFF		MIN.							OFF		

NOTES:

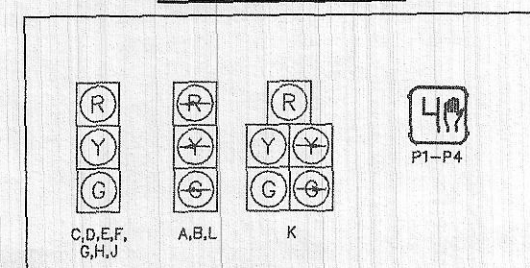
PEDESTRIAN PHASE CALLED UPON PUSH BUTTON ACTIVATION ONLY

LOOP DETECTOR OPERATION

DETECTOR NUMBER	NUMBER OF SEGMENTS	LOOP SIZE (F)	AMPLIFIER NUMBER	CHANNEL NUMBER	SPLICE PATTERN*	NUMBER OF TURNS	θ CALLED	θ EXTENSION	MODE: A=PULSE B=PRE-EMPT. C=CALLING	DELAY (SECONDS)	EXTENSION (SECONDS)
1	1	6'x20'	1	1	Q	2-4-2	2	2	B	0	0
2	1	6'x20'	1	2	Q	2-4-2	2	2	B	0	0
3	1	6'x20'	2	1	Q	2-4-2	5	5	B	0	0
4	1	6'x20'	2	2	Q	2-4-2	6	6	B	0	0
5	1	6'x20'	3	1	Q	2-4-2	6	6	B	0	0
6	1	6'x20'	3	2	Q	2-4-2	1	1	B	0	0
7	1	6'x20'	4	1	Q	2-4-2	8	8	B	0	0
8	1	6'x20'	4	2	Q	2-4-2	8	8	B	0	0
9	2	6'x20'	5	1	Q	2-4-2	2	2	B	0	0
10	1	6'x20'	5	2	Q	2-4-2	5	5	B	0	0
11	2	6'x20'	6	1	Q	2-4-2	6	6	B	0	0
12	1	6'x20'	6	2	Q	2-4-2	1	1	B	0	0
13	1	6'x20'	7	1	Q	2-4-2	8	8	B	0	0
14	1	6'x20'	7	2	Q	2-4-2	8	8	B	0	0
15	1	6'x6'	8	1	S	3	2	2	A	0	0
16	1	6'x6'	8	2	S	3	2	2	A	0	0
17	1	6'x6'	9	1	S	3	6	6	A	0	0
18	1	6'x6'	9	2	S	3	6	6	A	0	0

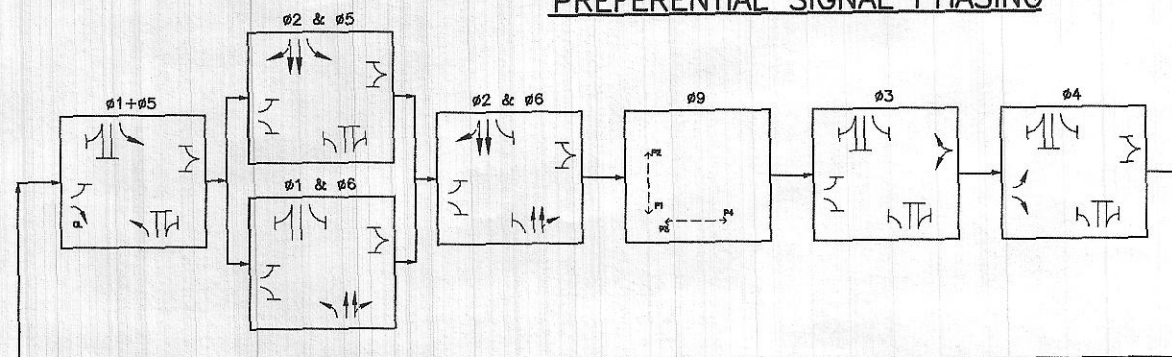
*S = SERIES, P = SERIES/PARALLEL, BL=BICYCLE LOOP, Q= QUADRIPOLE

SIGNAL DISPLAY



NOTES:

- 1) ALL SIGNAL HEADS SHALL HAVE 5" BACKPLATES WITH 2" REFLECTIVE BORDER, AND TUNNEL VISORS.
- 2) ALL SIGNAL LENSES SHALL BE 12" DIA. LED.
- 3) ALL PEDESTRIAN SIGNAL HEADS SHALL DISPLAY INTERNATIONAL SYMBOLS - (HAND)/PERSON WALKING WITH COUNTDOWN DISPLAY.
- 4) ALL PEDESTRIAN SIGNAL HEADS SHALL HAVE 16" LED LENSES.
- 5) ALL SIGNAL HEADS SHALL BE FIXED MOUNTED.



PREFERENTIAL SIGNAL PHASING

NEW BEDFORD
ROUTE 140 & ROUTE 6 AT BROWNELL AVE.

STATE	FED. PROJ. AID NO.	SHEET NO.	TOTAL SHEETS
MASS.	HSWSTP-002S672X	5	7
PROJ. FILE NO. 603305			
TRAFFIC SEQUENCE PLAN			
LOCATION 2: ROUTE 6 AT SHAW'S DRIVE			

SCHEDULE OF OPERATIONS

PLAN 1	PLAN 2	PLAN 3	PLAN 4
MON-FRI 6AM-9AM	MON-FRI 3PM-6PM	SATURDAY 11AM-1PM	ALL OTHER TIMES (FREE)

COORDINATION DATA (SECONDS)

KEMPTON ST. (RTE 6) / SHAW'S
DRIVE/CEMETERY

	PLAN 1	PLAN 2	PLAN 3
CYCLE LENGTH	100	100	100
OFFSET	0	0	0
SPLIT #1+#5	13(9)	12(9)	12(8)
SPLIT #1+#6	3(3)	16(6)	3(3)
SPLIT #2+#6	48(30)	36(25)	45(28)
SPLIT #3	13(13)	11(13)	13(13)
SPLIT #4	23(15)	25(17)	27(18)
PED	-(30)	-(30)	-(30)

COORDINATION NOTES:

1. OFFSETS REFERENCED TO BEGINNING OF YELLOW PHASE #2+#6.
2. SPLIT PHASE EQUALS GREEN PLUS CLEARANCE IN SECONDS

EMERGENCY VEHICLE PRE-EMPTION
PHASING AND PRIORITY

DETECTOR AND PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
D1	1		#2 & #5
D2	2		#1 & #6
D3	3		#3
D4	4		#4

SEQUENCE NOTES

1. ANY PHASE NOT CALLED WILL BE SKIPPED. SIGNAL IDENTIFICATION WILL NOT CHANGE IF THE ASSIGNED RIGHT OF WAY DOES NOT CHANGE DURING THE NEXT PHASE CALLED.
2. THE RIGHT-OF-WAY MAY BE ASSIGNED TO ANY PHASE OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. MAX 1 = FREE OPERATION
MAX 2 = DURING COORDINATION
4. #4 & #6 ARE NOT COMPATIBLE.

EMERGENCY VEHICLE PRE-EMPTION PHASING
AND PRIORITY NOTES:

1. 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.
2. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY OPTICAL DETECTOR D1 (OR D2, D3, D4) THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PRE-EMPTION PHASE #1 (OR #2, #3, #4) GREEN FOR A MINIMUM OF FIVE (5) SECONDS OR UNTIL PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4 SECONDS, YELLOW AND 2 SECONDS, ALL RED) AND SERVICE EMERGENCY VEHICLE PRE-EMPTION PHASE #2 (OR #3) IF NECESSARY, THEN TIME PHASE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION. EMERGENCY VEHICLE PRE-EMPTION PHASES #3 & #4 SHALL BE SIMILARLY SERVED.
3. MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
4. PREEMPTION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON.
5. EMERGENCY SIGNAL PRE-EMPTION SHALL OVERRIDE COORDINATION.

LOOP DETECTOR OPERATION NOTES:

1. SEE LOOP DETECTOR DETAIL SHEETS FOR SPLICE PATTERN AND OTHER INFORMATION FOR PROP. LOOPS ON KEMPTON STREET (ROUTE 6) WESTBOUND.
2. MAINTAIN EXISTING LOOP DETECTOR OPERATIONS.