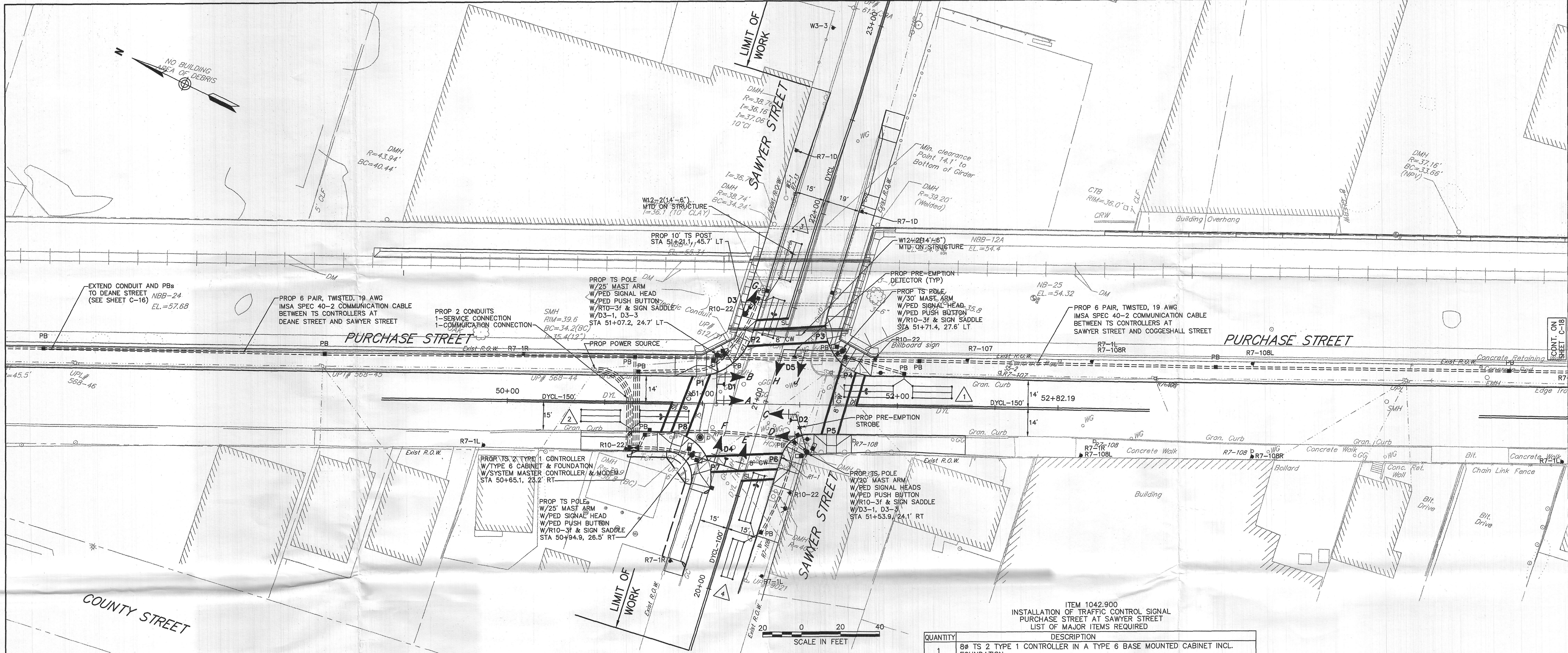


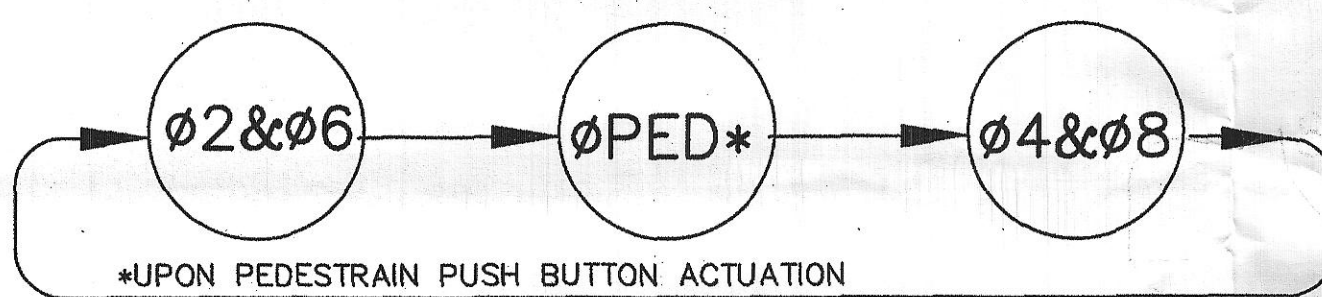


		SEQUENCE AND TIMING															FLASHING OPERATION
APPROACH	DIRECTION	HOUSING	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
MINIMUM INTERVAL			10			6			10			6					
VEHICLE EXTENSION			2			2			2			2					
MAXIMUM 1			25			25			25			25					
MAXIMUM 2			-			-			-			-					
YELLOW CLEARANCE			3			3			3			3					
RED CLEARANCE				2			2			2			2		7	12	1
PED INTERVAL																	
PURCHASE STREET	NB	A,B	G	Y	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	G	Y	R	R	R	R	R	FY
SAWYER STREET	WB	E,F,G	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	FR
SAWYER STREET	EB	H,J	R	R	R	R	R	R	R	R	G	Y	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	OUT
DETECTOR			NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK	NON-LOCK
RECALL			MIN	OFF	MIN	OFF	MIN	OFF	MIN	OFF	MIN	OFF	MIN	OFF	MIN	OFF	MIN
NOTES:			02	04	06	08	08	08	08	08	08	08	08	08	08	08	08
1. AUTOMATIC FLASHING OPERATION PER M.U.T.C.D. SECTION 40-12.																	
2. PERM = PERMISSIVE																	
3. *UPON PED PUSH BUTTON ACTUATION																	
4. #4 & #8 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.																	

SEQUENCE & TIMING 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.
- THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NON-CONFLICTING PHASES.
- IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.
- 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



EMERGENCY VEHICLE PRE-EMPTION OPERATION:

- 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 FIRST COME, FIRST SERVED BASIS.
- 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.
- 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.
- 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.
- MAX PRE-EMPT CALL TIME SHALL BE INITIALLY SET FOR 120 SECONDS FOR ALL PRE-EMPT CHANNELS.
- PRE-EMPTION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON.
- EMERGENCY VEHICLE PRE-EMPTION SHALL OVERRIDE COORDINATION.

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

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

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

QUANTITY		DESCRIPTION
1	80	TS 2 TYPE 1 CONTROLLER IN A TYPE 6 BASE MOUNTED CABINET INCL. FOUNDATION
1		TS SYSTEM MASTER CONTROLLER & MODEM
1		TS POST 10' STANDARD INCL. FOUNDATION
1		TS 20' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
2		TS 25' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
1		TS 30' MAST ARM TYPE 2, STEEL, INCL. FOUNDATION
9		SIGNAL HEAD, 3-SECTION, 12" LENSES
8		PEDESTRIAN SIGNAL HEAD
4		PEDESTRIAN PUSHBUTTON W/R10-3f AND SIGN SADDLE
13		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)
1		COMMUNICATION CONNECTION (OVERHEAD)
770±		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.

CONSTRUCTION NOTES:

- EACH LOOP GROUP SHALL BE SPliced IN SINGLE PULL BOX AND WIRED TO SEPARATE CONTROLLER INPUT.
- PULL BOXES SHALL BE ADJACENT TO CURB UNLESS OTHERWISE NOTED AND SHALL NOT BE LOCATED IN WHEELCHAIR RAMPS.
- ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
- WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY APPROVED METHOD.
- TRAFFIC SIGNAL FOUNDATIONS TO BE LOCATED BY STATION AND OFFSET.
- THE TOP OF ALL MAST ARM FOUNDATIONS IN SIDEWALK AREAS SHALL BE LOCATED 3"± BELOW FINISH GRADE. THE TOP OF THE FOUNDATION SHALL NOT BE EXPOSED TO THE SIDEWALK.
- RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.
- R&S ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS UNLESS OTHERWISE NOTED.

SIGNAL HEAD DATA		
A,B,C,D,E,F,H,J	G	P1-P8
R	R	←
Y	Y	(L.E.D.)
G	G	
ALL 12" LENS		

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

	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. H780N01	
	PURCHASE STREET AT SAWYER STREET TRAFFIC PLAN	
	PROJECT MANAGER: <i>Vanessa Hengen</i> SCALE: 1" = 20' DATE: MAY 2010	PROJECT MANAGER: <i>Elizabeth Mop</i> PLAN NO. 165941 SHEET: C-17