

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	1	25
PROJECT FILE NO.				

# THE COMMONWEALTH OF MASSACHUSETTS CITY OF BOSTON

## TRAFFIC AND SAFETY IMPROVEMENTS

### THE FENWAY, BOYLSTON STREET, CHARLES STREET, BEACON STREET & ARLINGTON STREET

#### BOYLSTON STREET

IN THE CITY OF

#### BOSTON

#### SUFFOLK COUNTY

<u>SHEET NO.</u>	<u>INDEX</u>	<u>DESCRIPTION</u>
1	_____	TITLE SHEET AND INDEX
2	_____	CONSTRUCTION DETAILS
3-19	_____	CONSTRUCTION PLANS
		TRAFFIC SIGNAL DATA
20	_____	THE FENWAY AT BOYLSTON ST.
21	_____	MASSACHUSETTS AVE. AT BOYLSTON ST.
22	_____	DARTMOUTH ST. AT BOYLSTON ST.
23	_____	CLARENDON ST. AT BOYLSTON ST.
24	_____	BERKELEY ST. AT BOYLSTON ST.
25	_____	SIGN SUMMARY

THE 1988 STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES, INCLUDING THE SUPPLEMENT DATED DECEMBER 11, 2002. THE 1977 CONSTRUCTION STANDARDS AND SUPPLEMENT (METRIC/ENGLISH), THE 1996 METRIC EDITION OF THE CONSTRUCTION AND TRAFFIC STANDARD DETAIL, THE 2003 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AS AMENDED, THE 1990 STANDARD DRAWINGS FOR SIGNS AND SUPPORTS, THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING, THE MASS HIGHWAY CONSTRUCTION FOR WHEELCHAIR RAMP DATED DECEMBER 2001 WITH REVISIONS DATED APRIL 2004, AND AMERICAN STANDARD FOR NURSERY STOCK (ANSI Z60.1-1990) WILL GOVERN.



PREPARED FOR:

CITY OF BOSTON

PREPARED BY:

THE BOYLSTON GROUP  
NORTHEASTERN UNIVERSITY  
315 HUNTINGTON AVE.  
Boston, MA 02115

#### CONVENTIONAL SIGNS

COUNTY, CITY, OR TOWN BOUNDARY	_____
COUNTY, CITY, OR TOWN SIDE LINE	_____
FENCE LINE	* * * * *
BASE LINE OR SURVEY LINE	72+00
RIGHT OF WAY LINE	1930 STATE HIGHWAY LAYOUT
CULVERT	=====

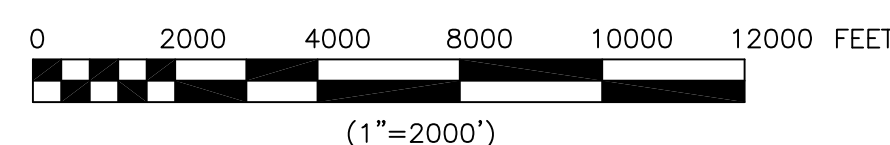
LENGTH OF PROJECT: 8,973 FEET = 1.70 MILES

#### FEASABILITY PLAN

APRIL 20, 2009

	PROPOSED SURFACE	EXIST. SURFACE
ELEVATIONS _____	EXIST. 98.21	102.67
POLE _____		74

#### APPROXIMATE SCALE

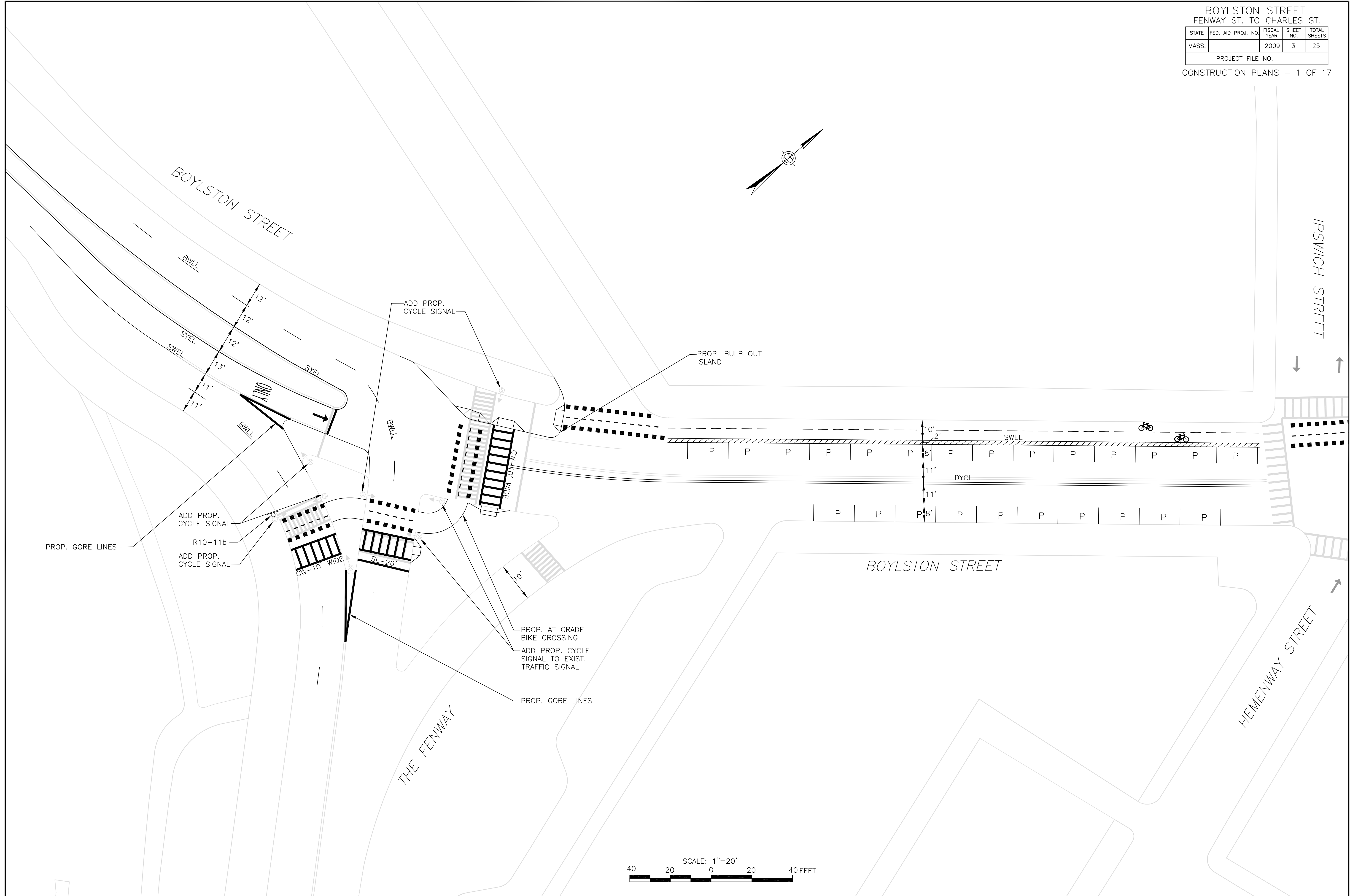
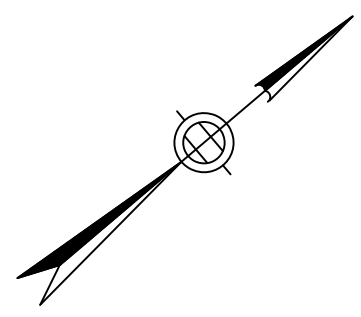




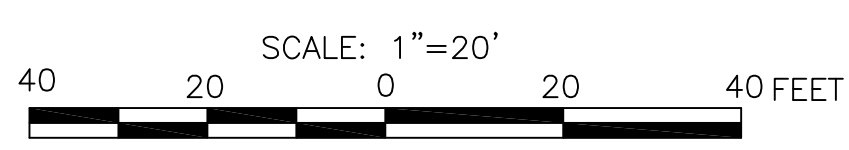
BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

STATE	FED. AID	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.			2009	3	25

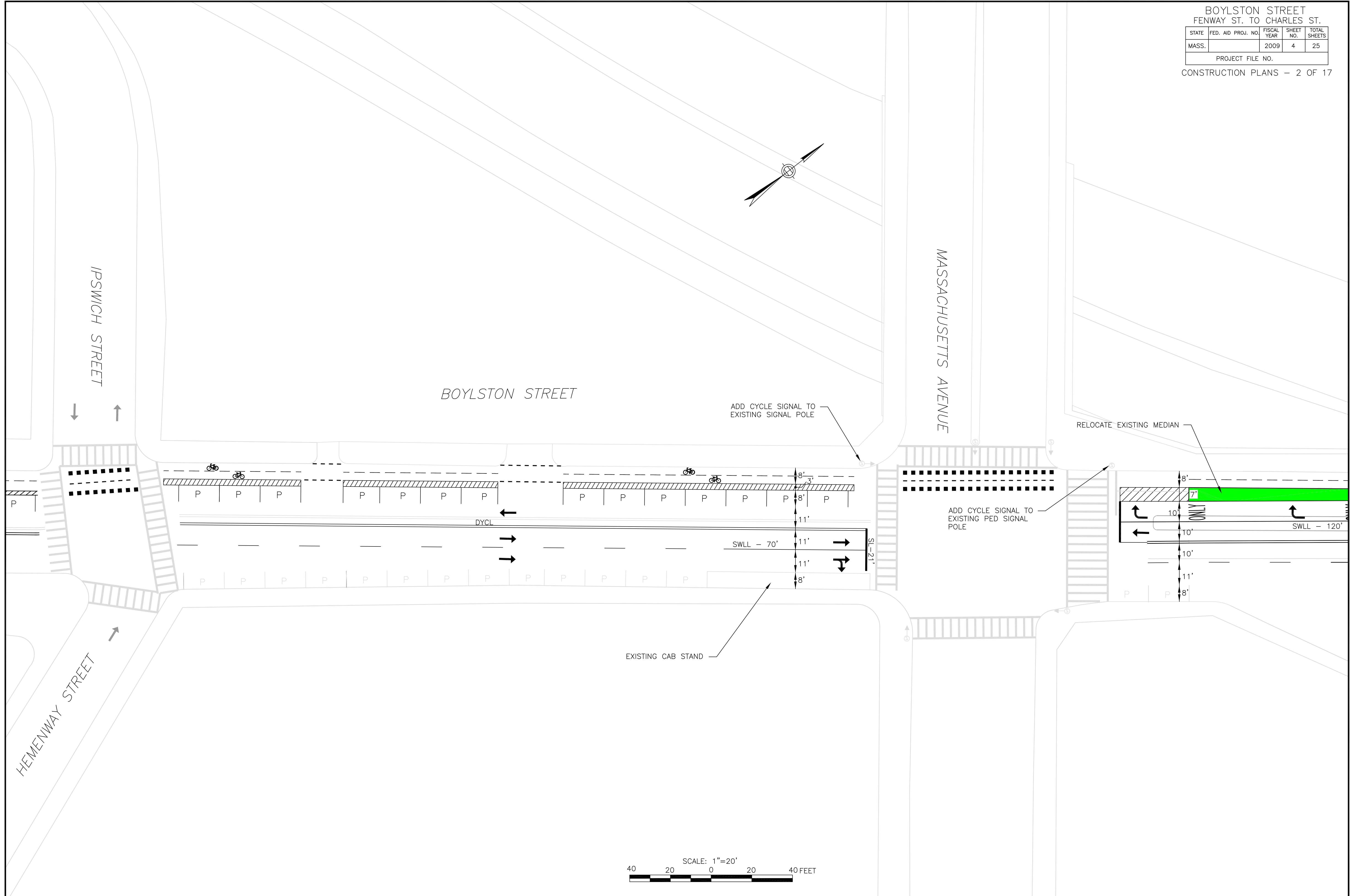
PROJECT FILE NO.  
CONSTRUCTION PLANS - 1 OF 17



IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. LIEPINS



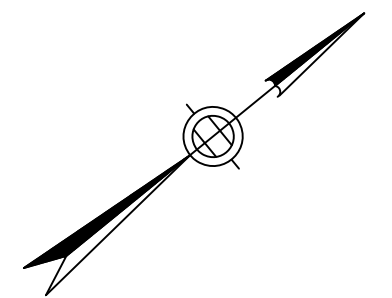
CONT. ON SHT # 4



[CONT. ON SHT # 3]

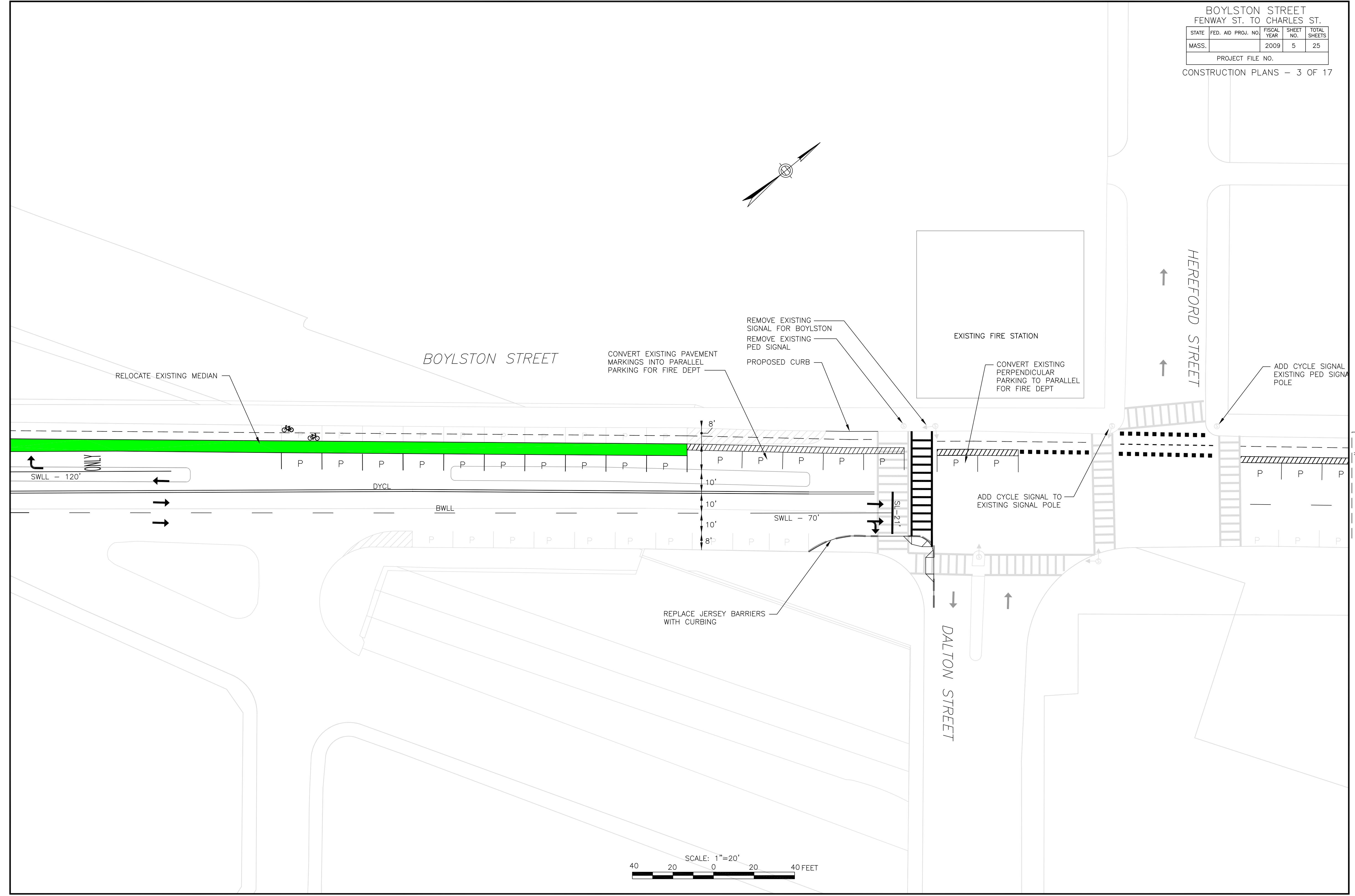
[CONT. ON SHT # 5]

IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. LIEPINS

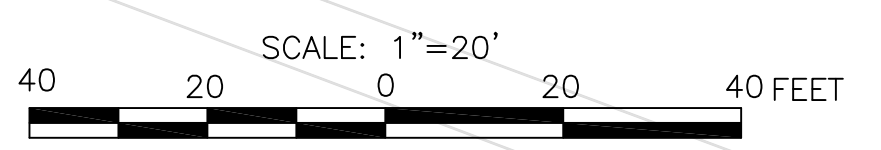


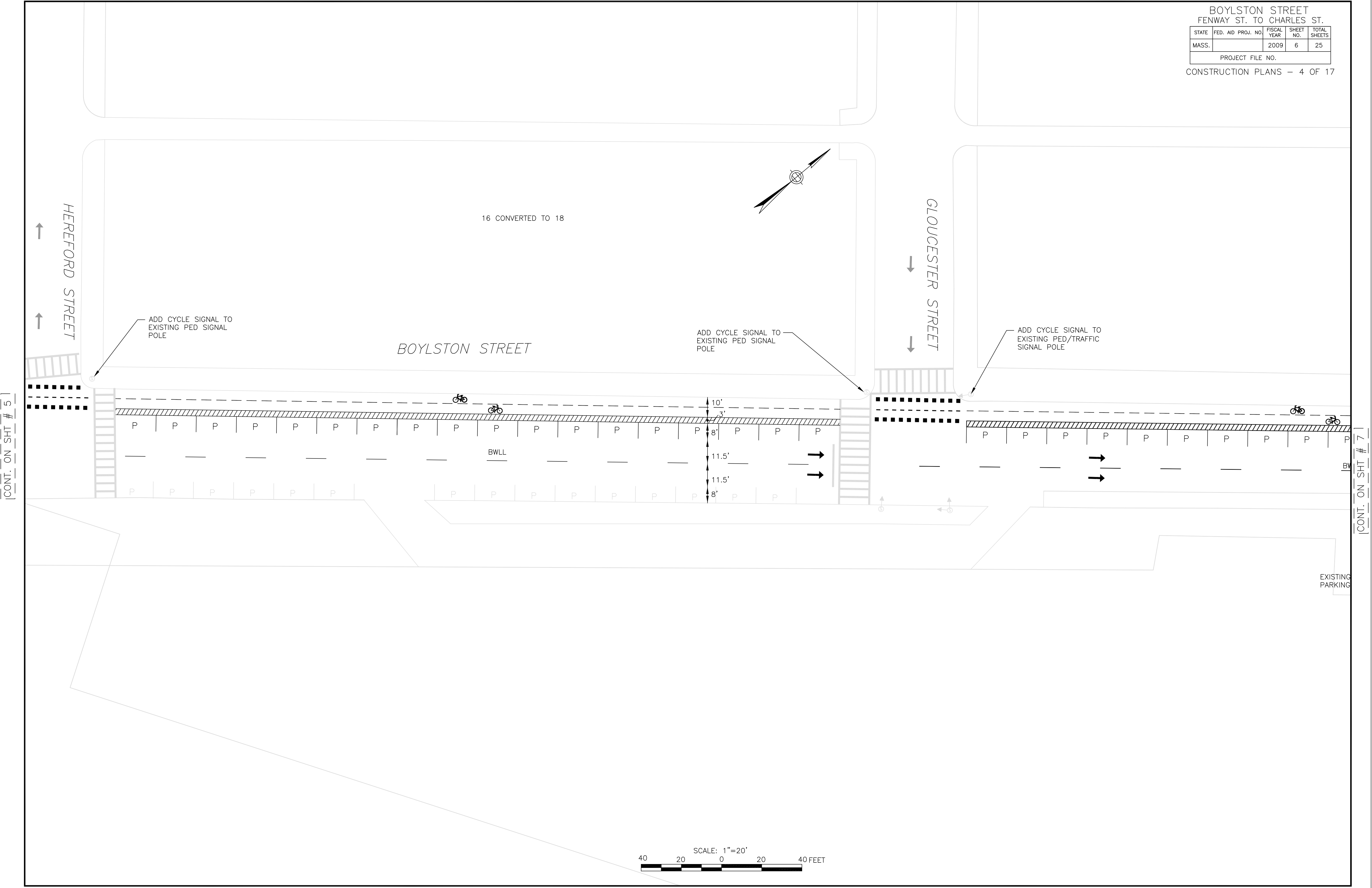
[CONT. ON SHT # 4]

[CONT. ON SHT # 6]



IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. LIEPINS

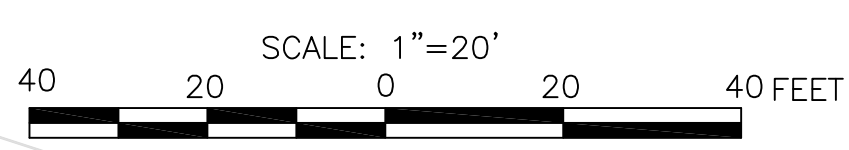


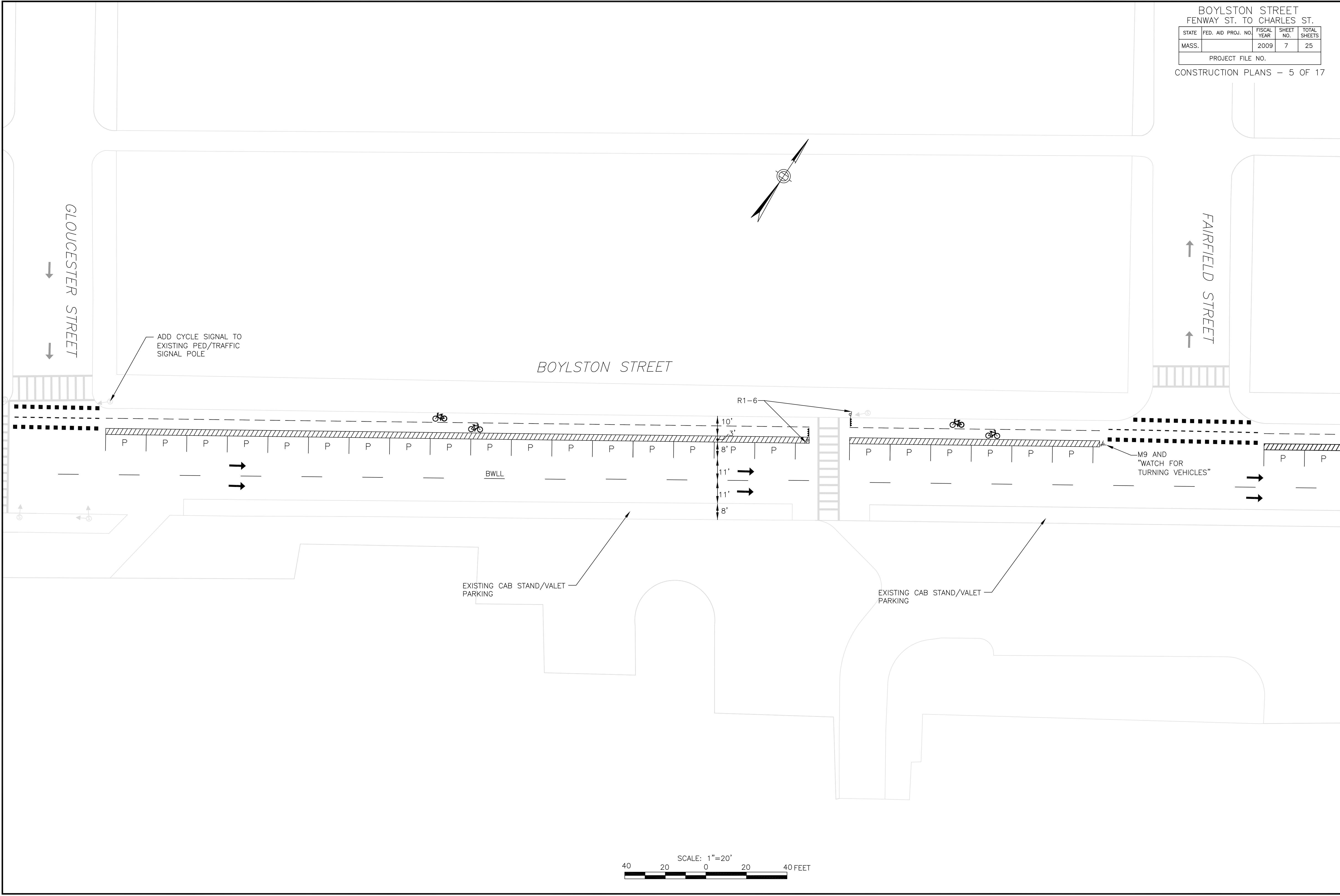


[CONT. ON SHIT # 5]

[CONT. ON SHIT # 7]

IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. WIEPINS

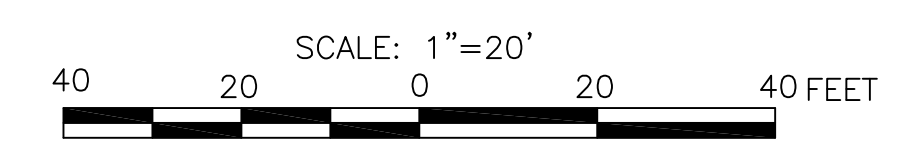


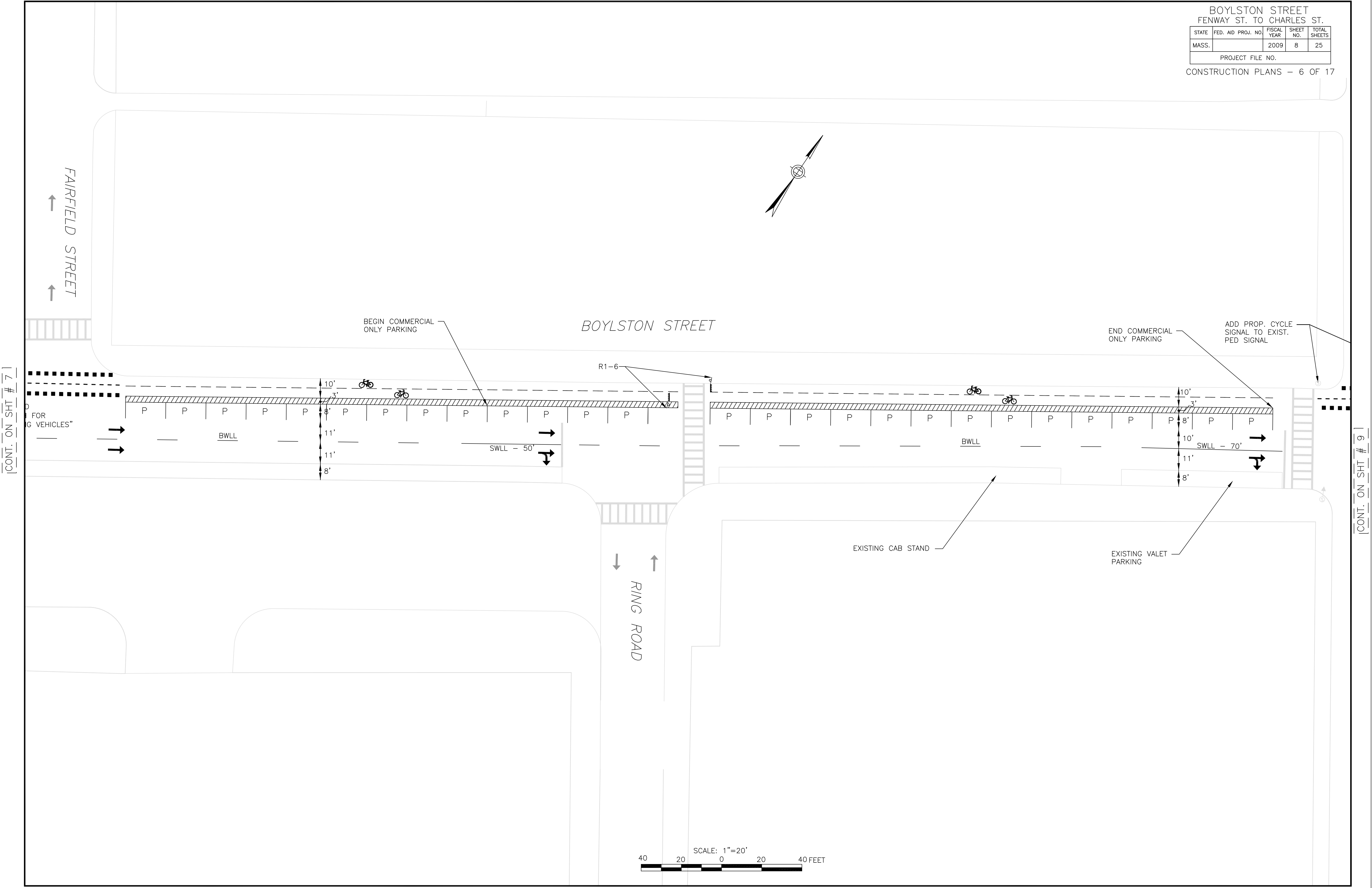
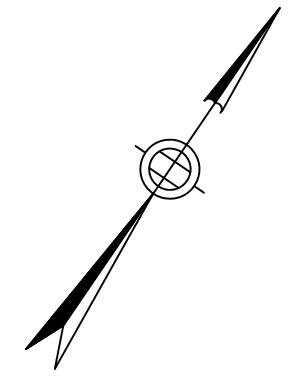


[CONT. ON SHIT # 6]

[CONT. ON SHIT # 8]

IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. LIEPINS

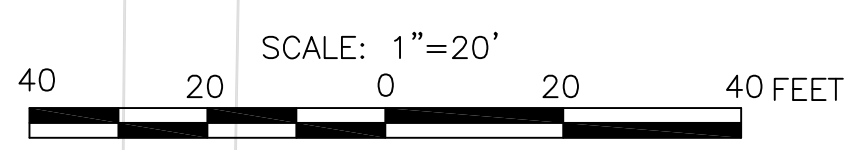




[CONT. ON SHT # 7]

[CONT. ON SHT # 9]

IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. WIEPINS



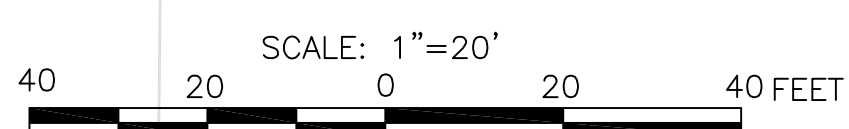
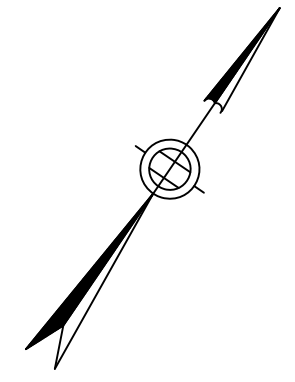
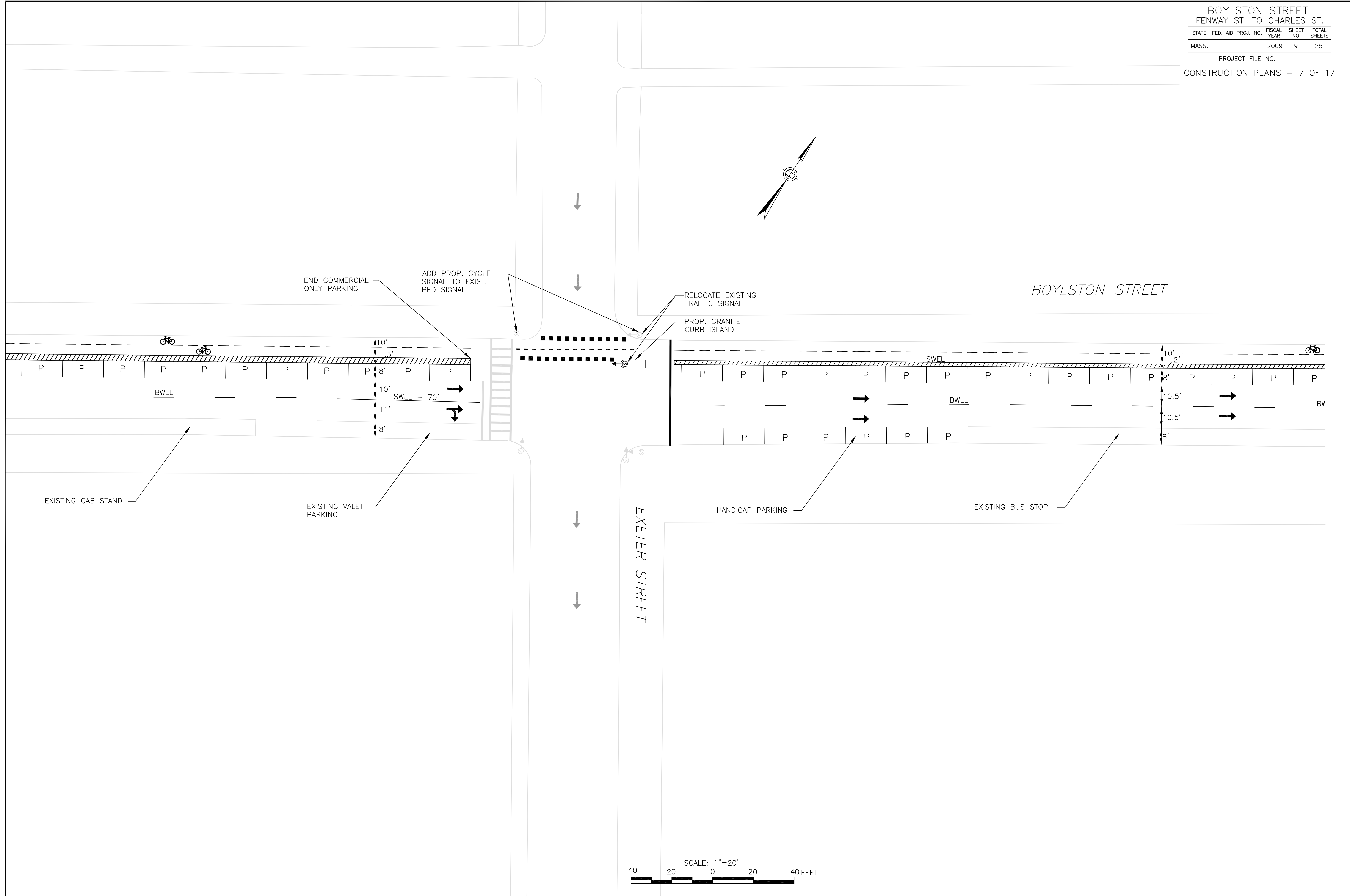


BOYLSTON STREET FENWAY ST. TO CHARLES ST.				
STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	9	25
PROJECT FILE NO.				

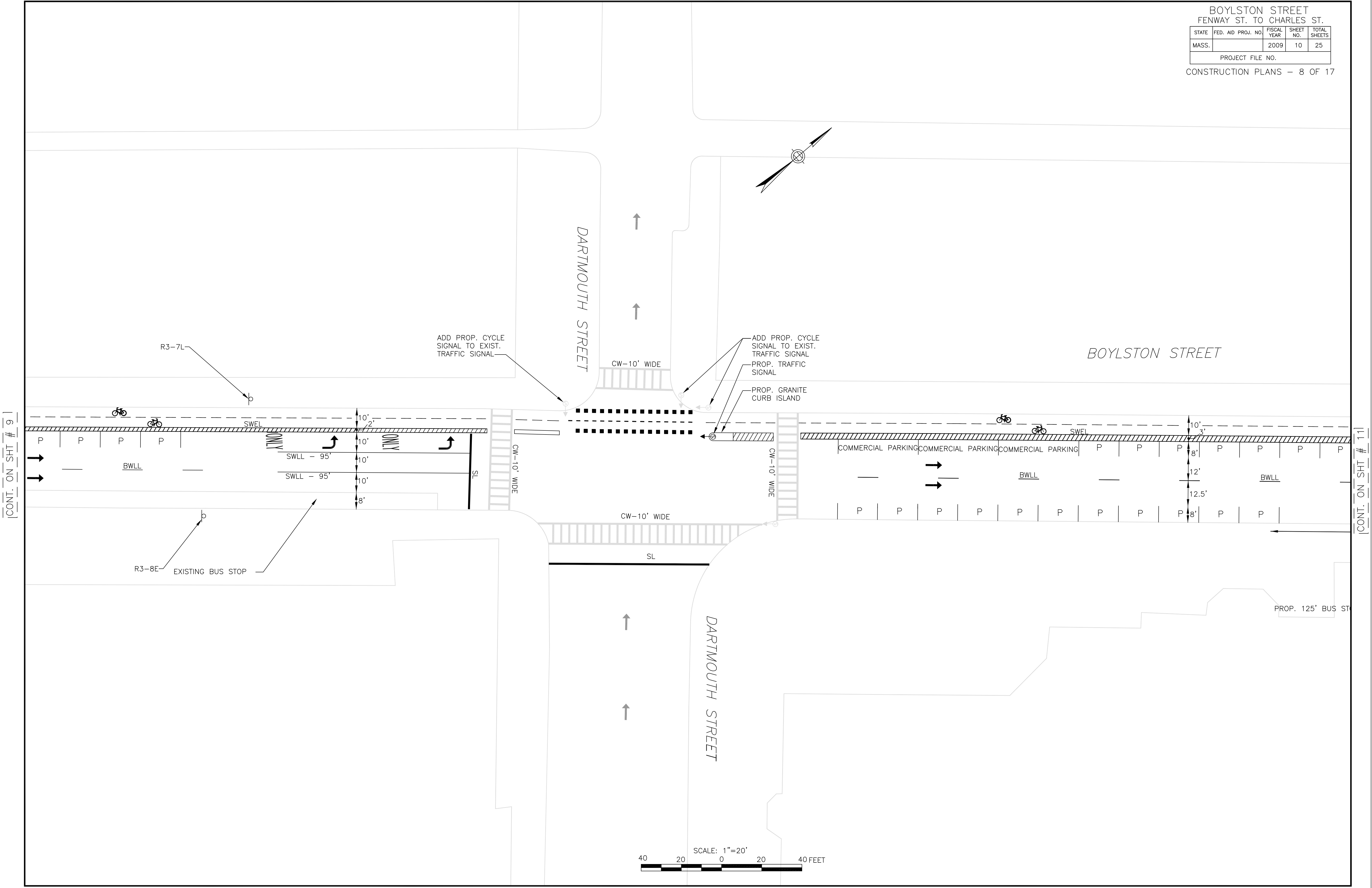
CONSTRUCTION PLANS - 7 OF 17

[CONT. ON SHT # 8]

[CONT. ON SHT # 10]



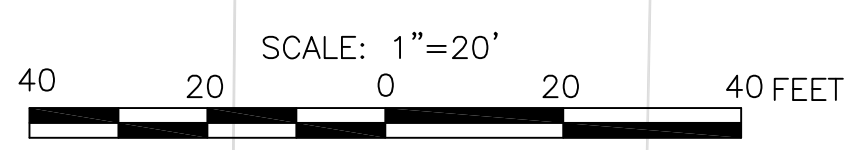
IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. WIEPINS



CONT. ON SHT # 9

CONT. ON SHT # 11

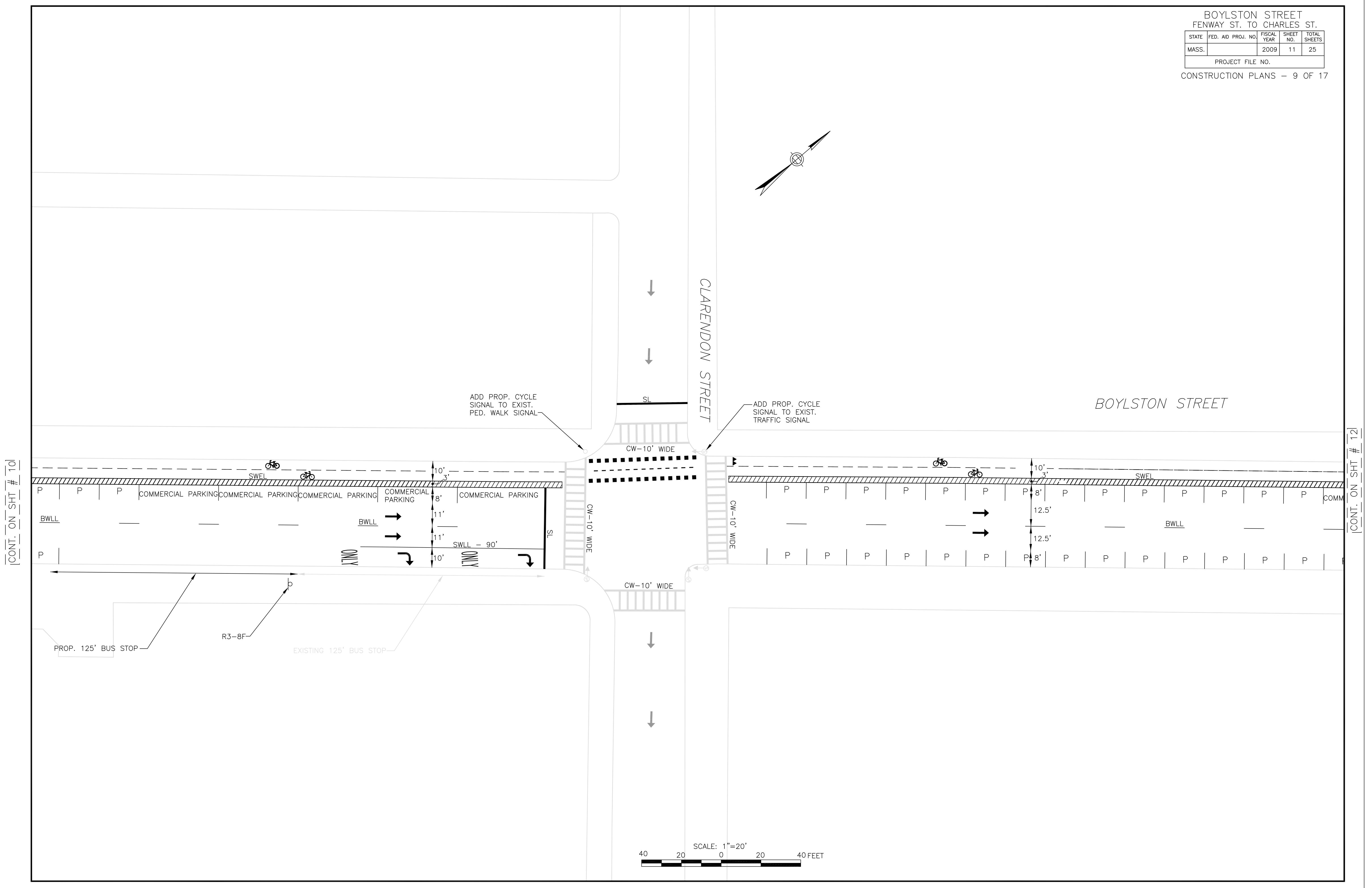
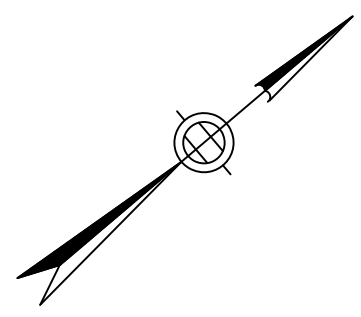
IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. LIEPINS



BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	11	25

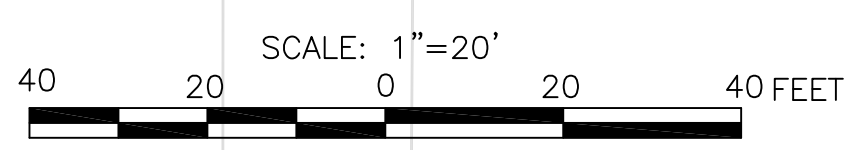
PROJECT FILE NO.  
CONSTRUCTION PLANS - 9 OF 17



[CONT. ON SHT # 10]

[CONT. ON SHT # 12]

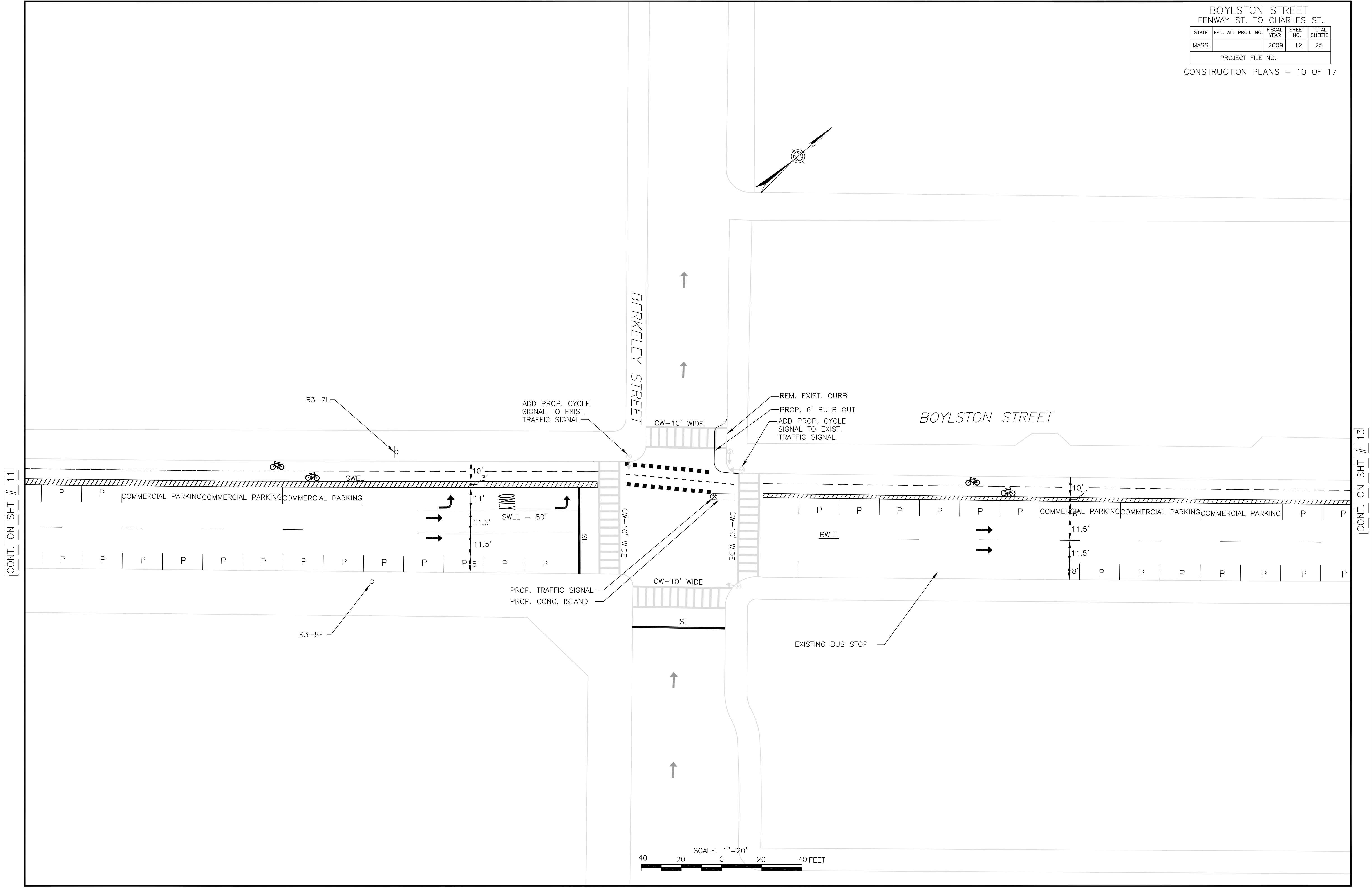
IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. LIEPINS



BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	12	25
PROJECT FILE NO.				

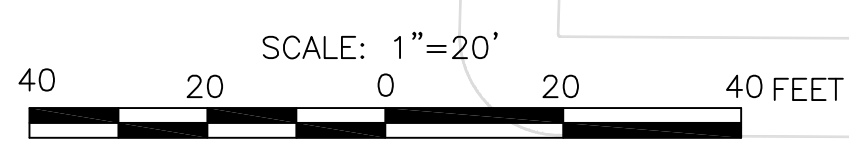
CONSTRUCTION PLANS - 10 OF 17



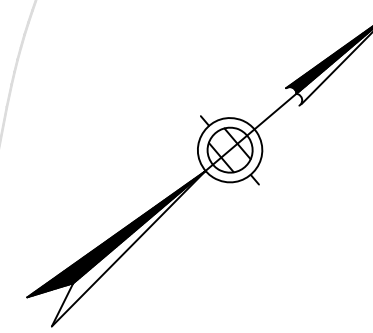
CONT. ON SHT # 11

CONT. ON SHT # 13

IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. WIEPINS

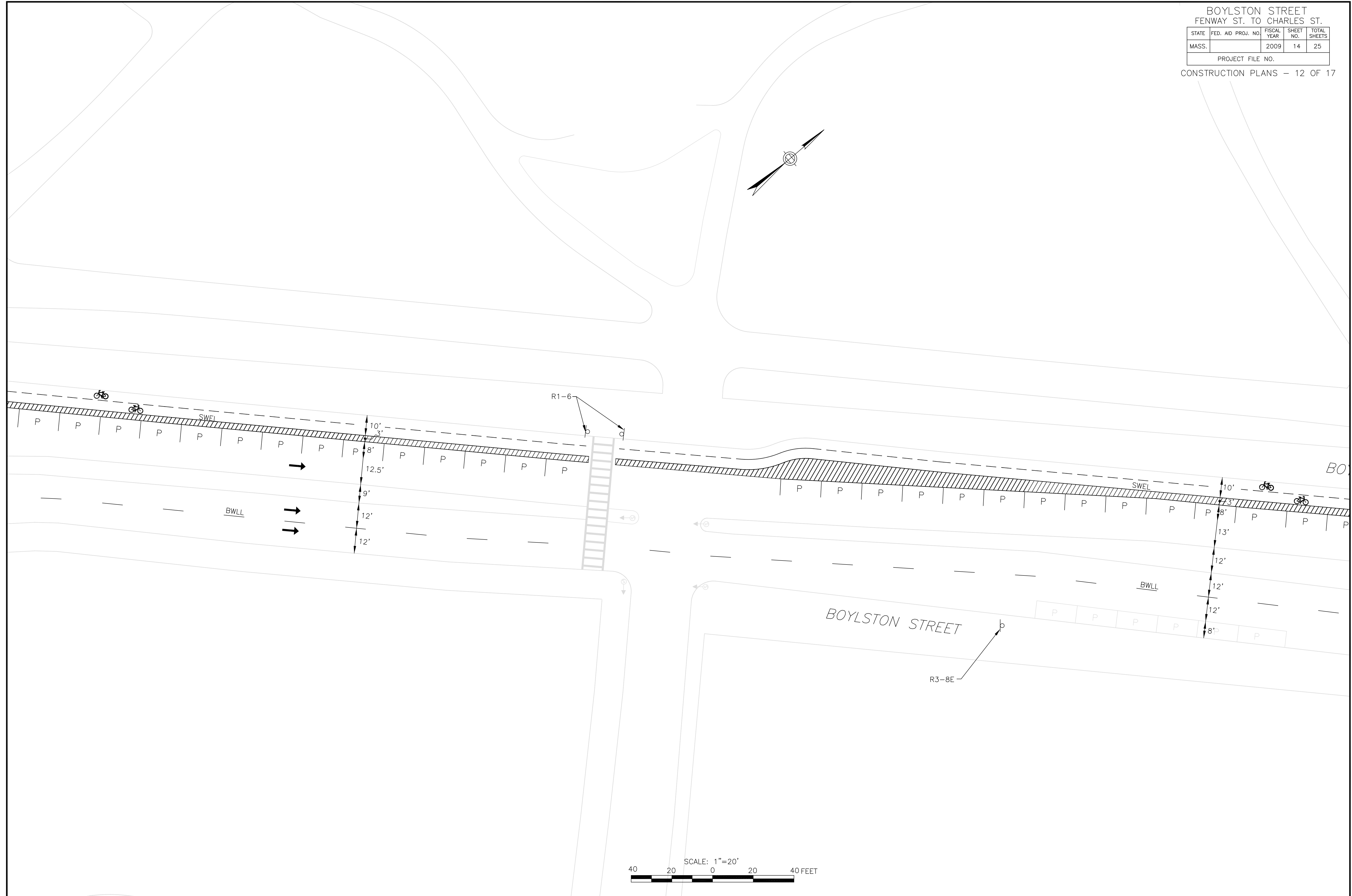




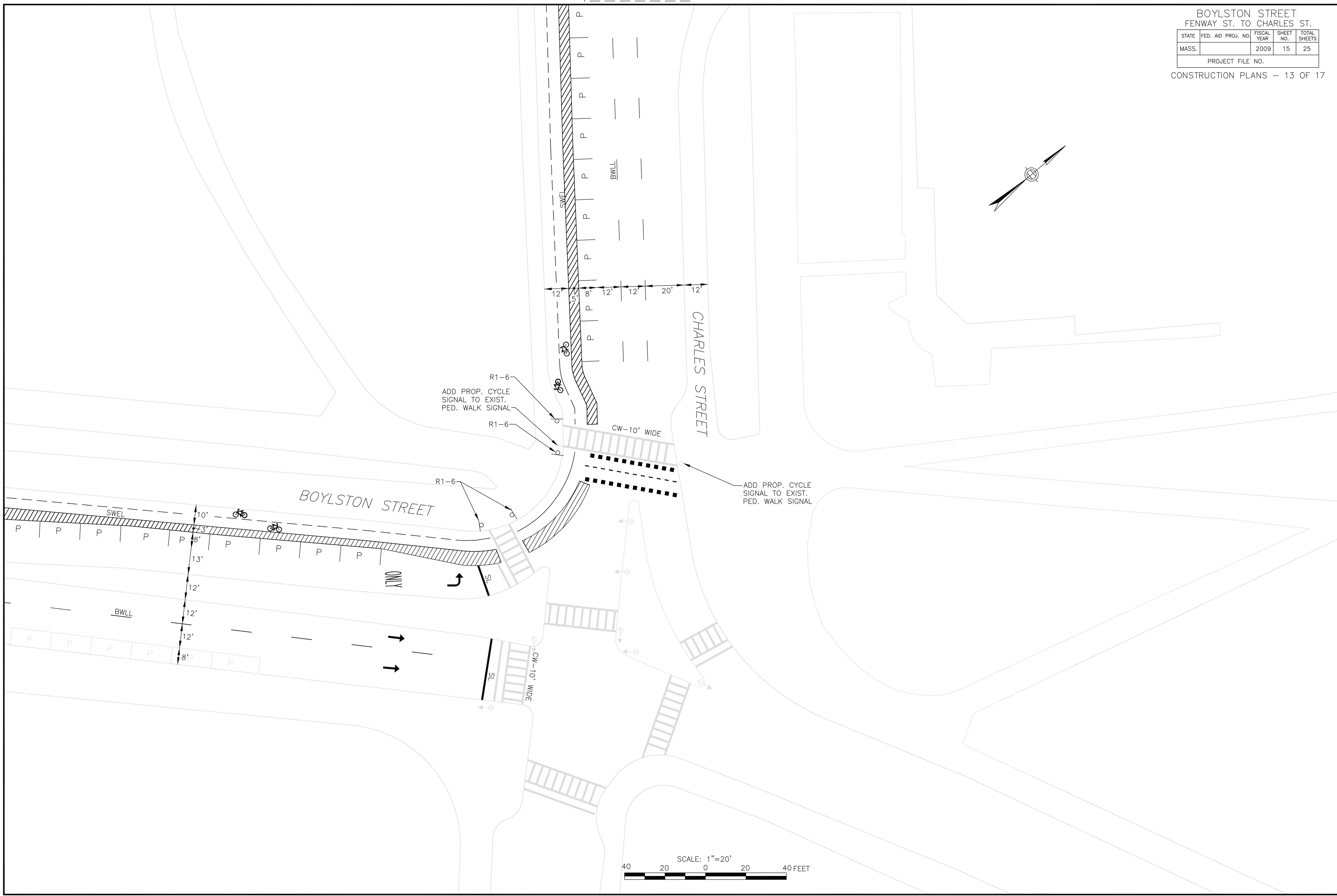
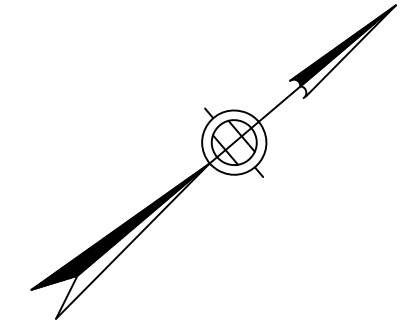


[CONT. ON SHT # 13]

[CONT. ON SHT # 15]



IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. LIEPINS



R1-6  
ADD PROP. CYCLE  
SIGNAL TO EXIST.  
PED. WALK SIGNAL

R1-6

R1-6

ADD PROP. CYCLE  
SIGNAL TO EXIST.  
PED. WALK SIGNAL

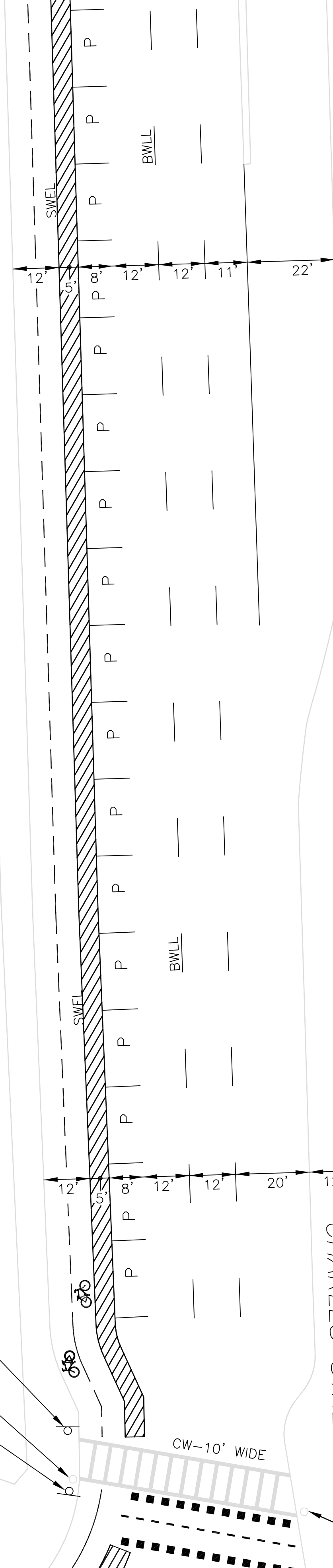
IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. LIEPINS

[CONT. BOTTOM CENTER]

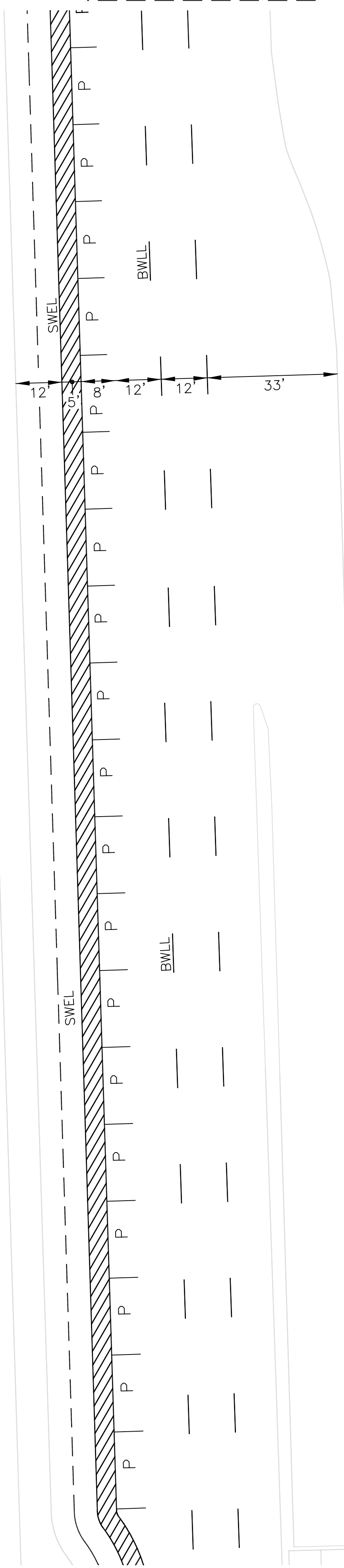
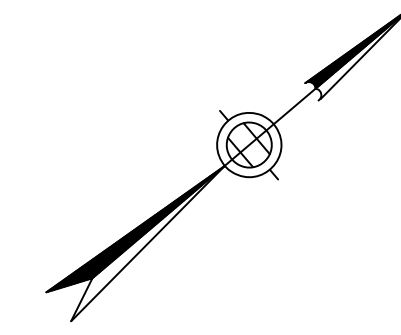
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[CONT. ON SHT# 17]

CHARLES STREET



R1-6  
R1-6



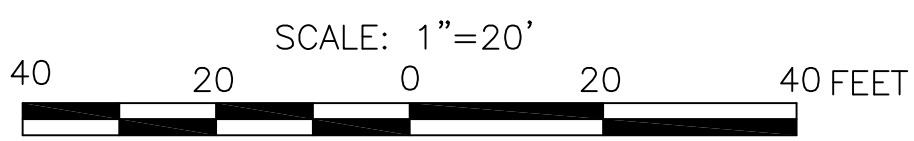
R1-6  
ADD PROP. CYCLE SIGNAL TO EXIST.  
PED. WALK SIGNAL  
R1-6

[CONT. ON SHT# 15]

[CONT. ON TOP CENTER]

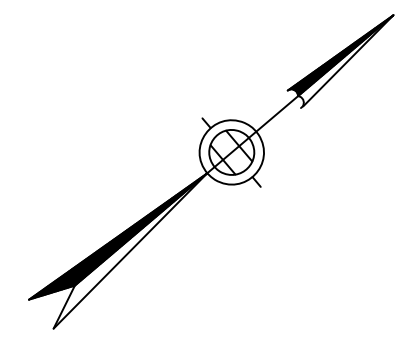
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CHARLES STREET



IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. LIEPINS

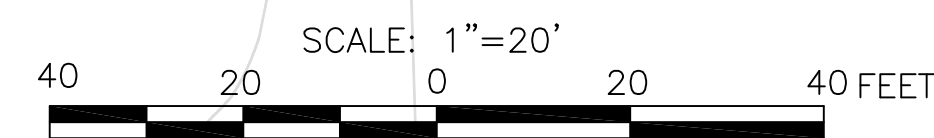




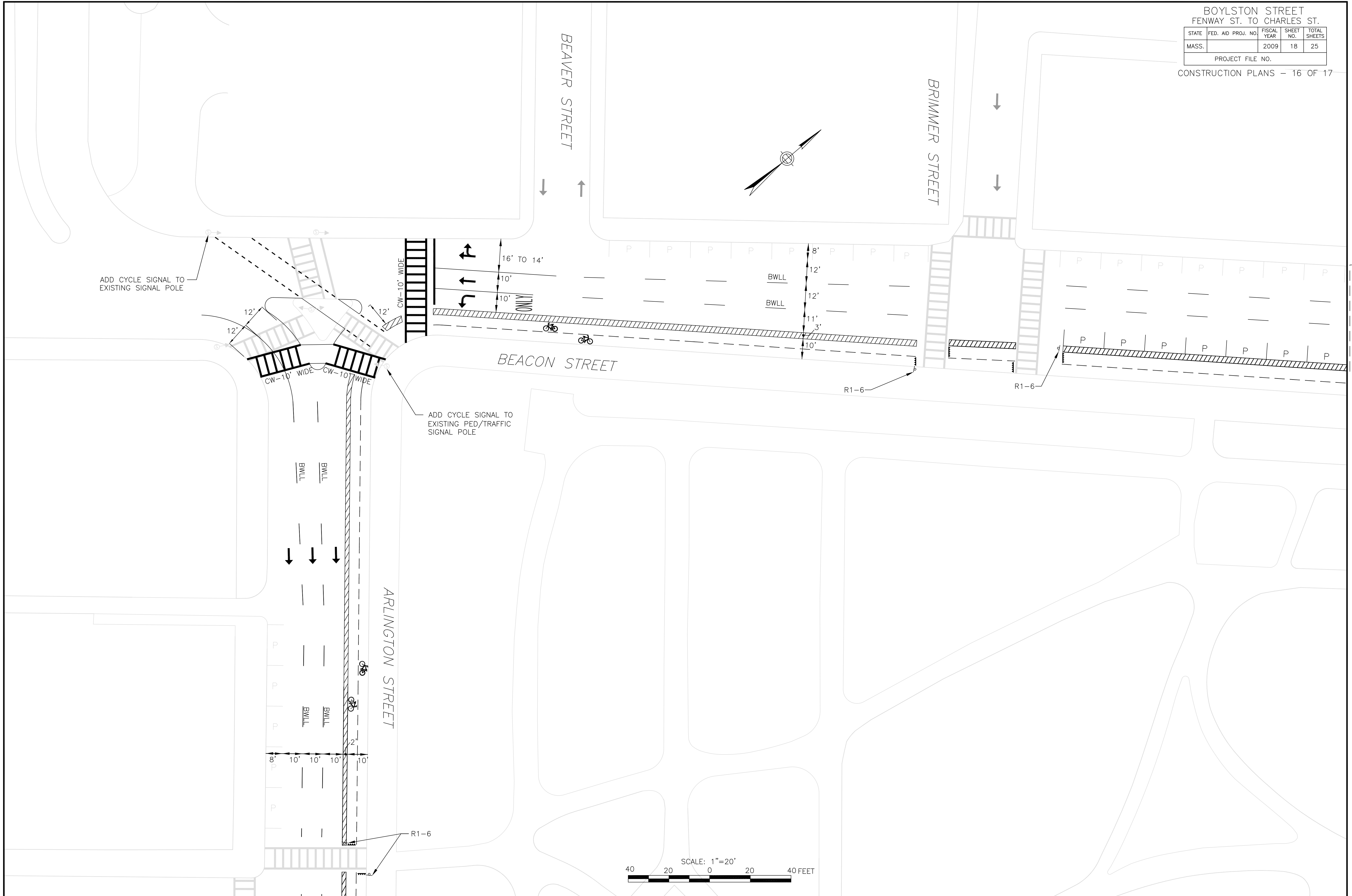
CONT. ON SHT # 18



IN CHARGE OF P. FURTH  
 DESIGNED BY BOYLSTON GROUP  
 CHECKED BY P. FURTH  
 CADD BY J. BARNACK/D. LIEPINS



CONT. ON SHT # 16



IN CHARGE OF P. FURTH  
DESIGNED BY BOYLSTON GROUP  
CHECKED BY P. FURTH  
CADD BY J. BARNACK/D. LIEPINS

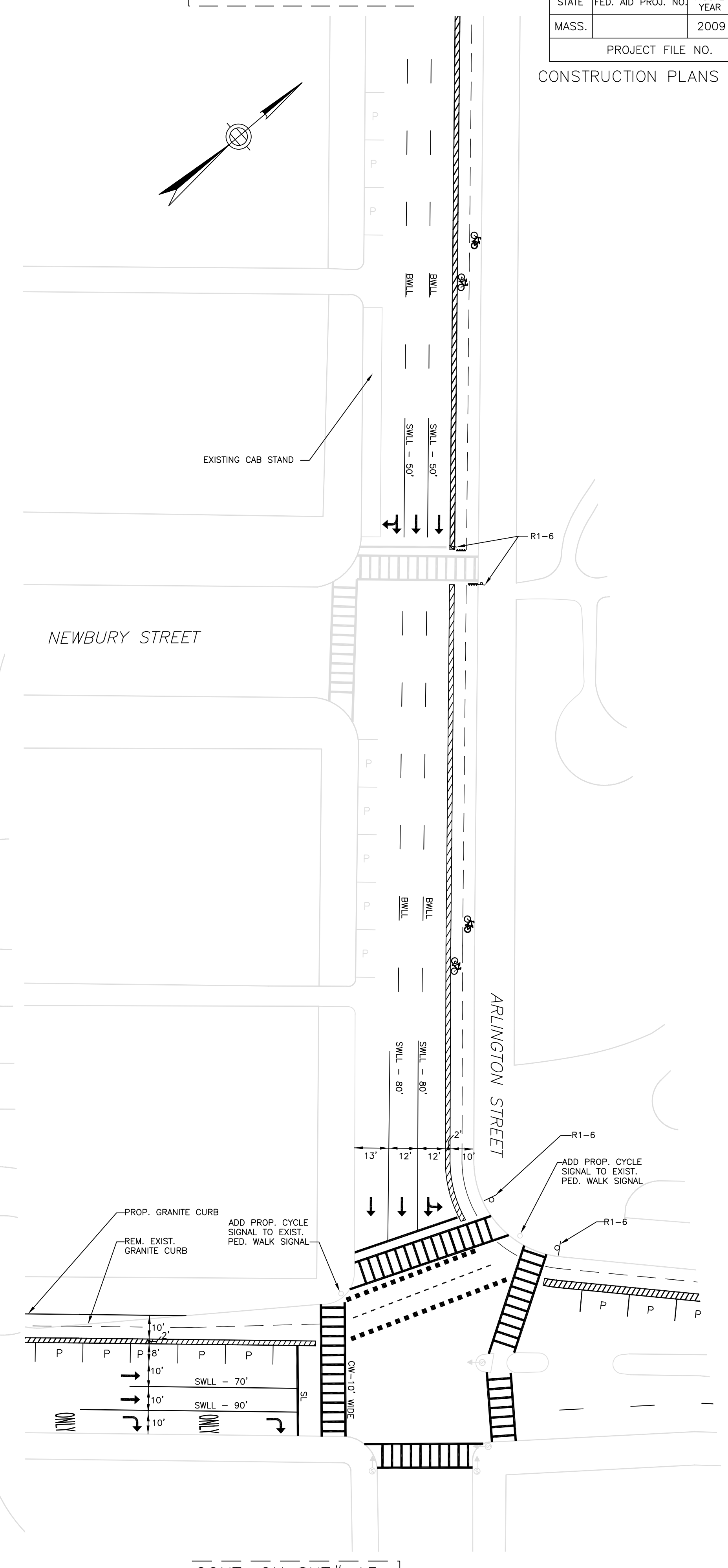
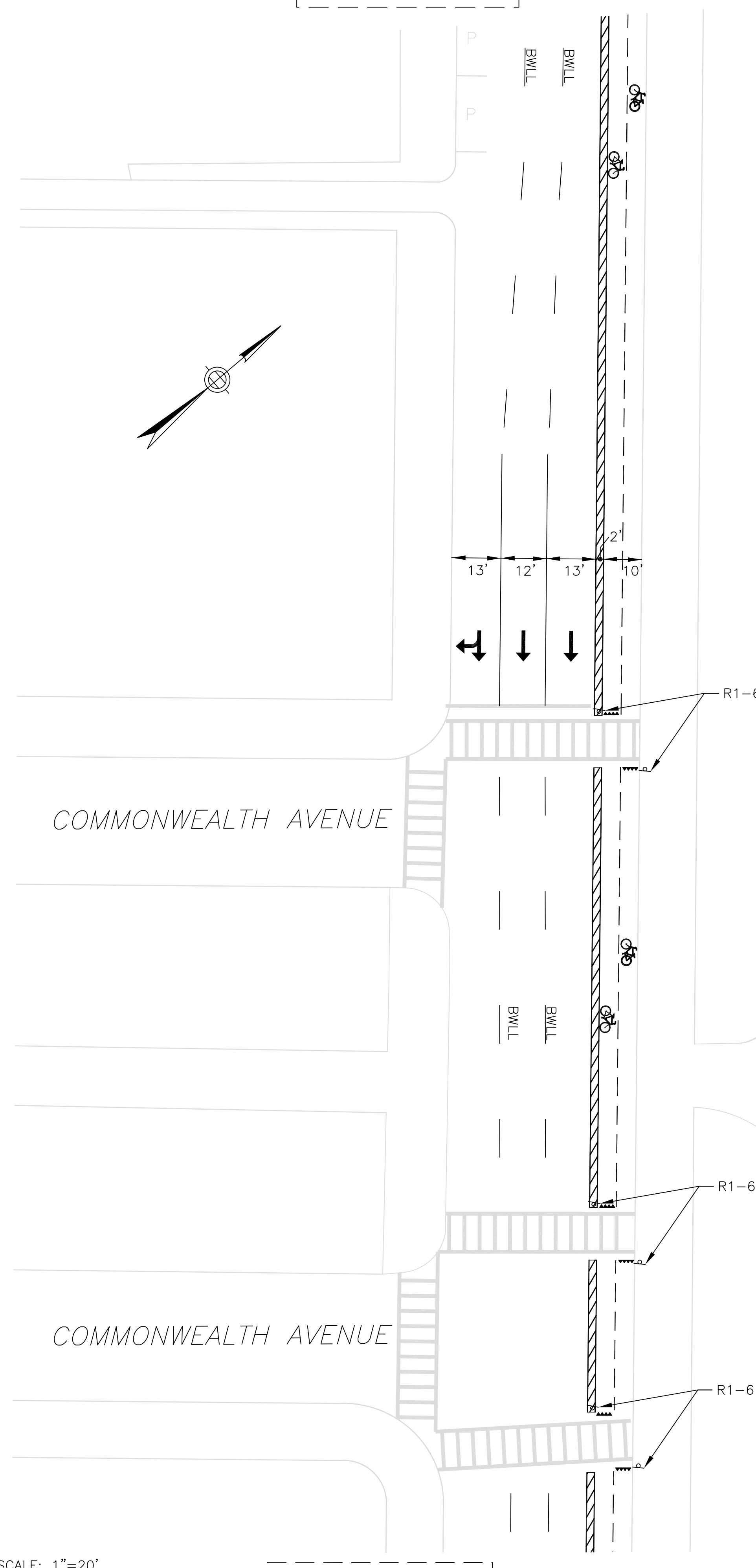
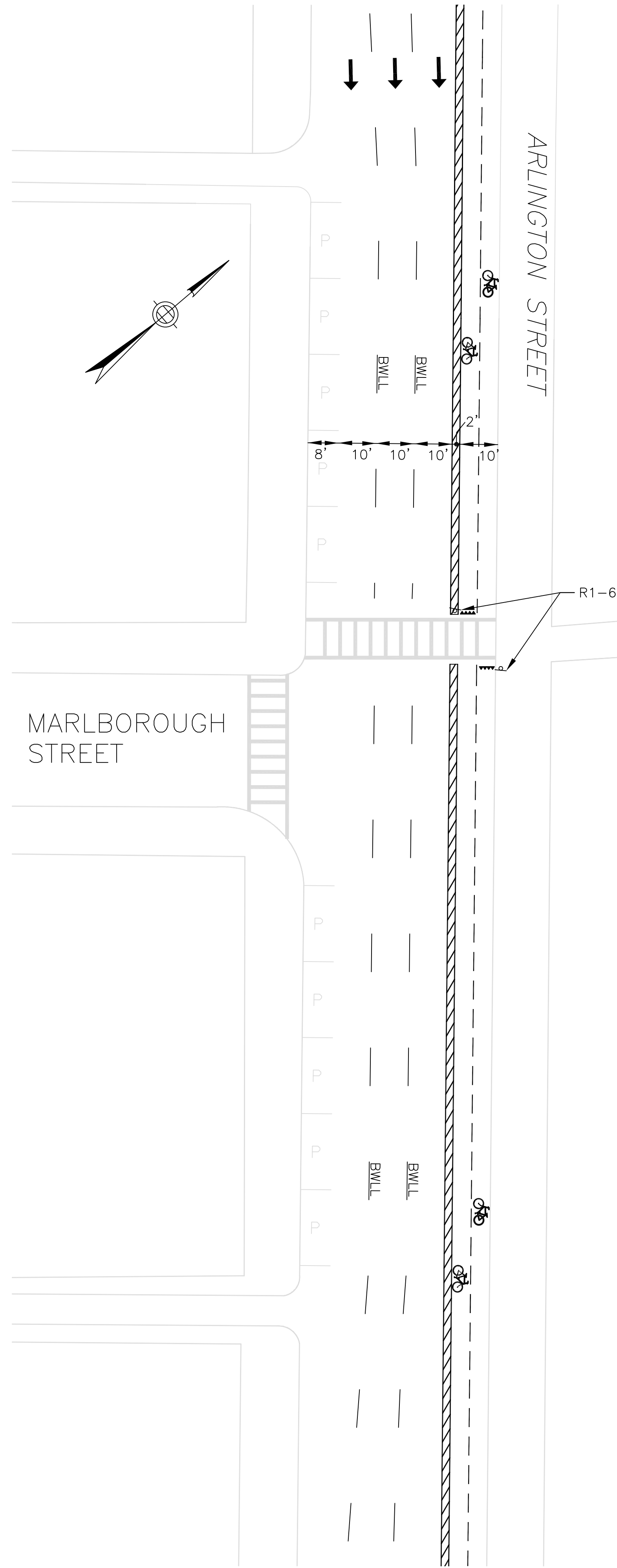
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CONT. ON SHT # 17

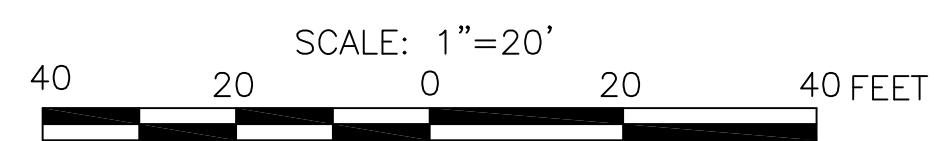
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[CONT. BOTTOM CENTER]

[CONT. ON TOP CENTER]



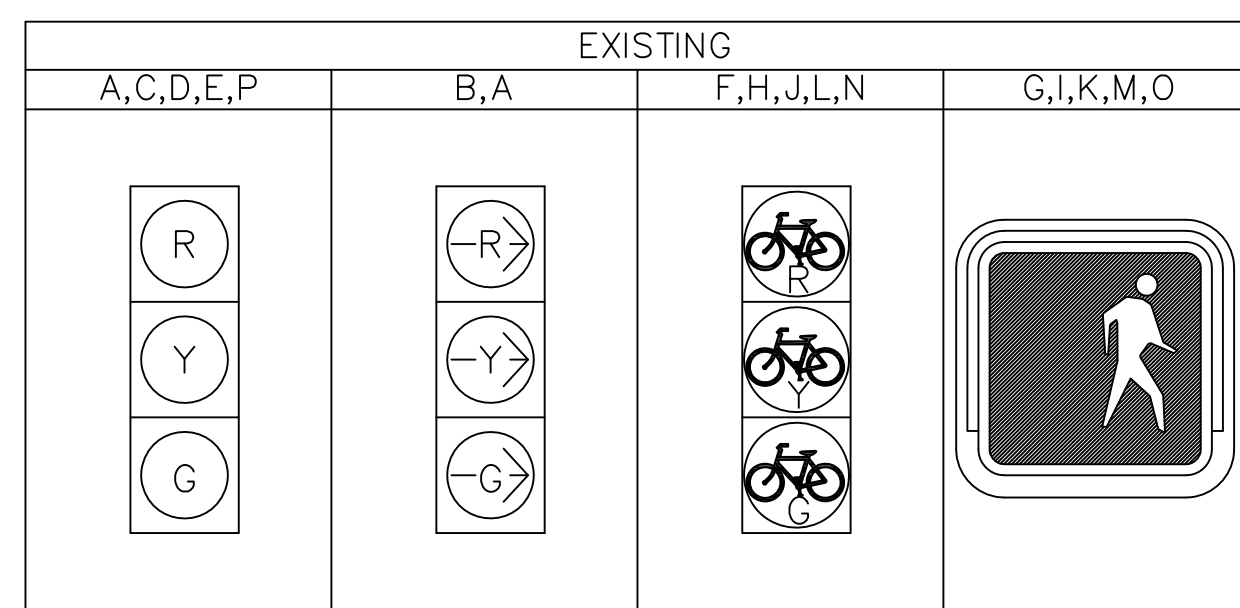
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[CONT. ON TOP RIGHT]

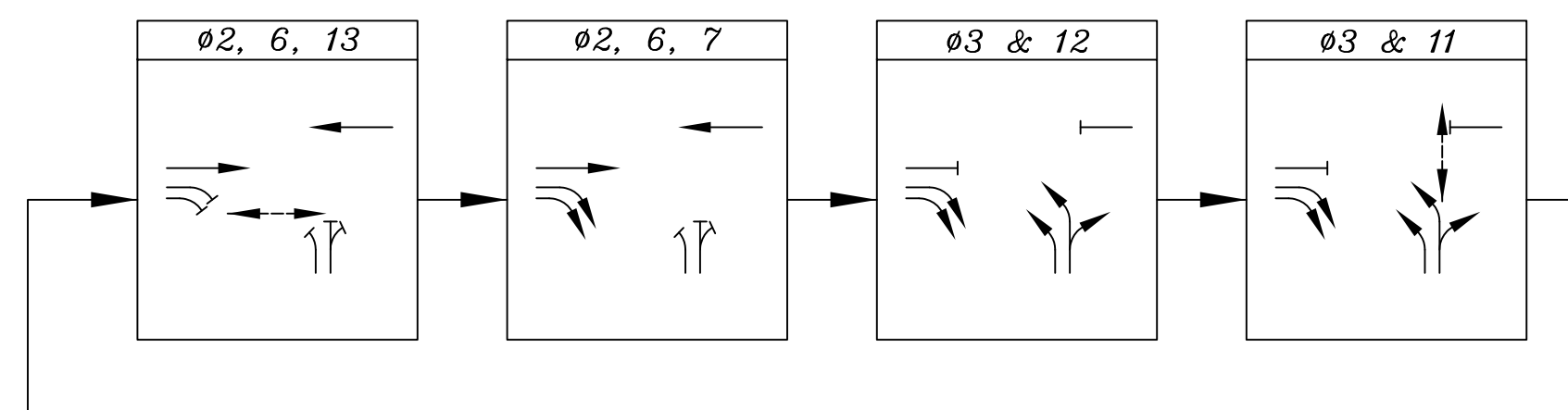
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SIGNAL IDENTIFICATION

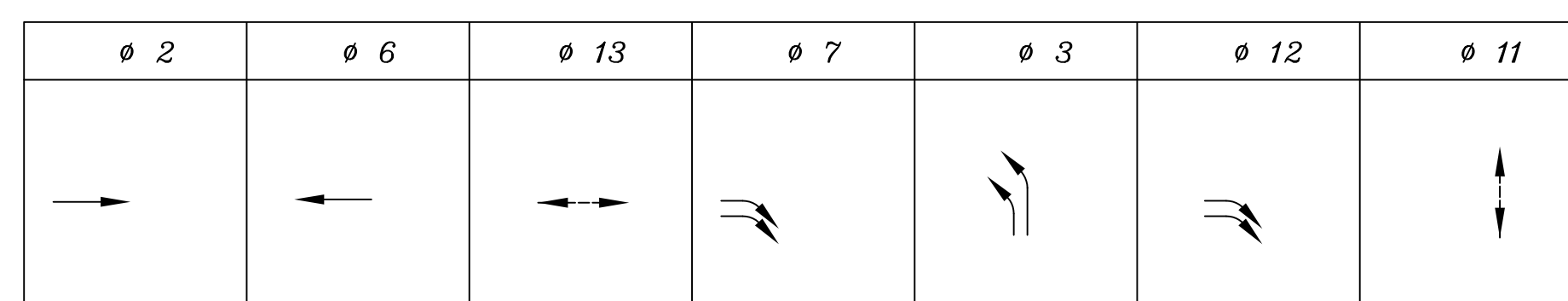
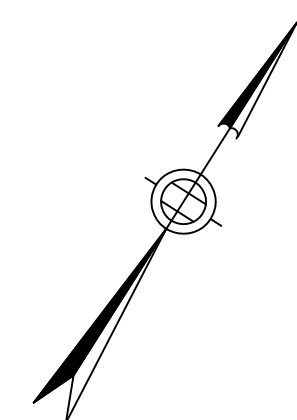


ALL OVERHEAD SIGNAL HEADS SHALL BE FIXED MOUNTED AND HAVE LOUVERED BACKPLATES.

PREFERENTIAL PHASING SEQUENCE



APPROX. NORTH



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
BOYLSTON ST	EB	B,D	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
BOYLSTON ST	WB	P	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R
THE FENWAY	NB	C,E	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R
THE FENWAY	SB	B,A	RRR	RRR	RRR	RRR	RRR	RRR	RRR	RRR	RRR	GRA	YRA	RRR	RRR	RRR	RRR	GRA	YRA	RRR	RRR	RRR	RRR
PEDESTRIAN		ALL	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW

TIMING IN SECONDS

MINIMUM GREEN (INITIAL)	20			20								23			23			20					
PASSAGE TIME (VEHICLE)	2			2								2			2			2					
MAXIMUM I	42			42								27			60			45					
YELLOW CLEARANCE		3.5		3.5								3.5			3.5			3.5					
RED CLEARANCE			.5		.5							.5			.5			.5					
WALK (W)								5													15		
PEDESTRIAN CLEARANCE									11													10	
RECALL		SOFT		SOFT				MIN				SOFT			SOFT			SOFT				MIN	
MEMORY		NON-LOCK		NON-LOCK				NON-LOCK				NON-LOCK			NON-LOCK			NON-LOCK				NON-LOCK	

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 ACCORDING TO EXISTING CONDITIONS.

MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND ACCORDING TO EXISTING CONDITIONS.

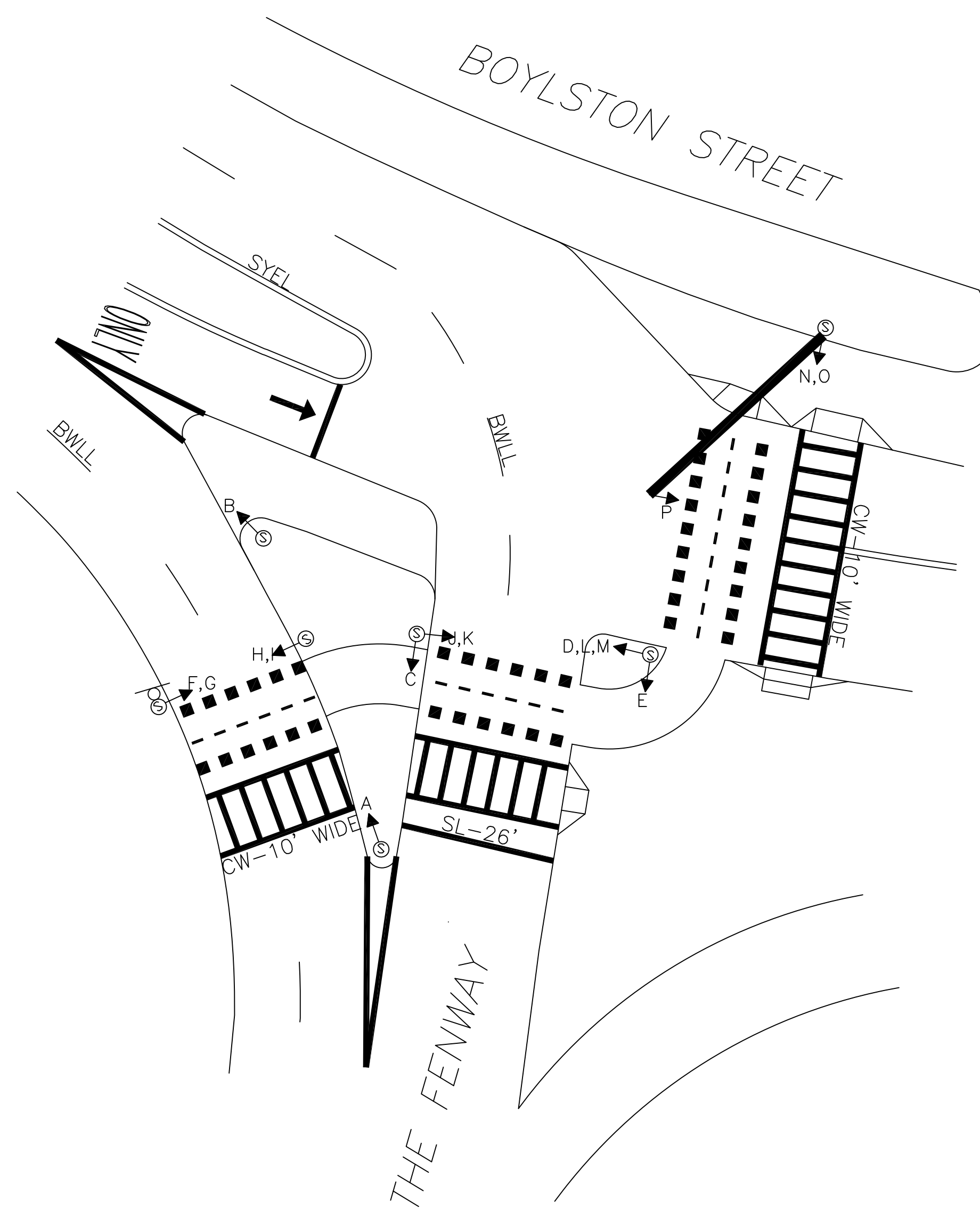
OPTICOM STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON ACCORDING TO EXISTING CONDITIONS.

BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	20	25

PROJECT FILE NO.

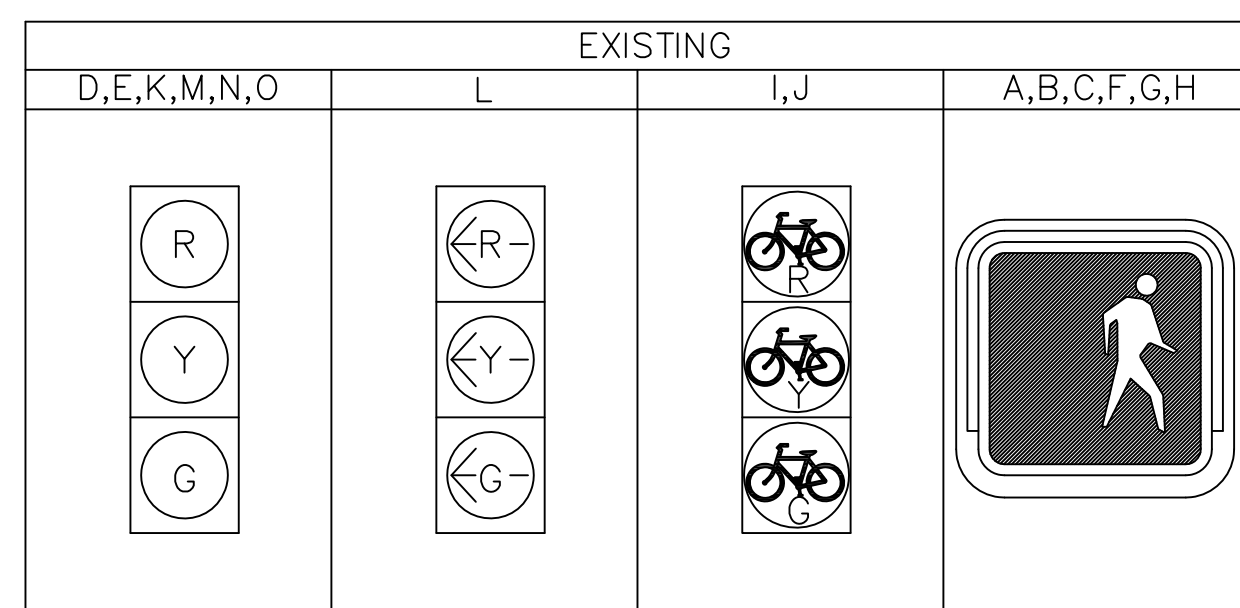
TRAFFIC SIGNAL DATA - FENWAY ST.



LOOP DETECTOR NOTES:

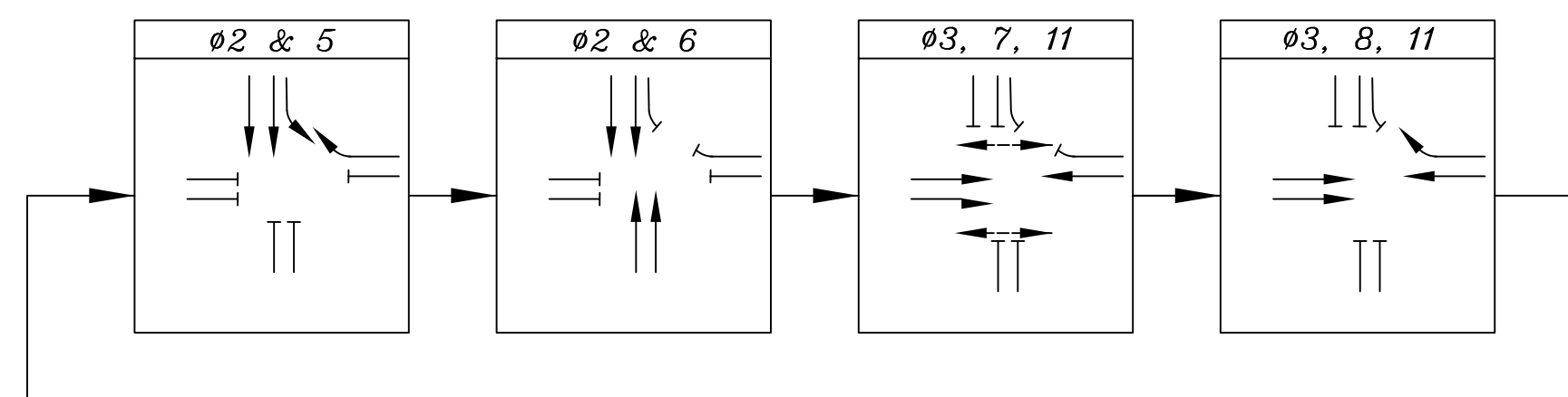
1. SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPLICE PATTERN AND OTHER INFORMATION.
2. DELAY AND EXTENSION TIMES ARE IN SECONDS.
3. DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.

SIGNAL IDENTIFICATION

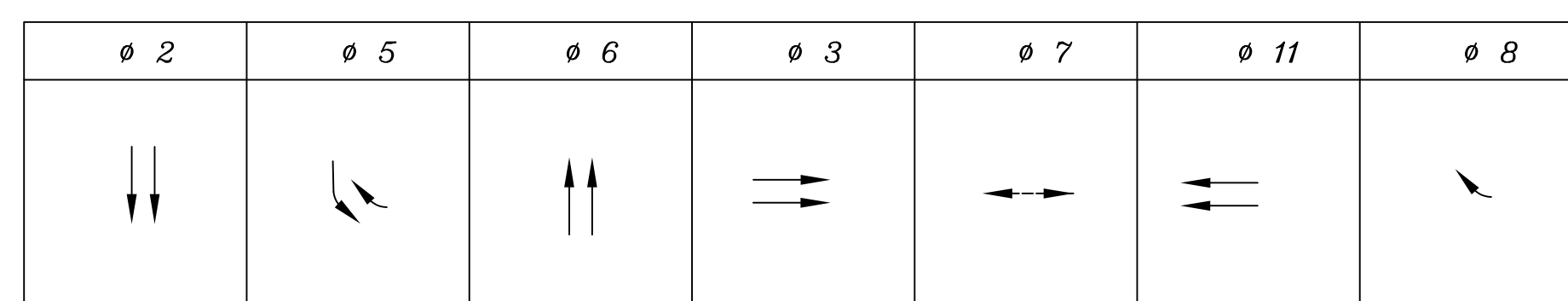
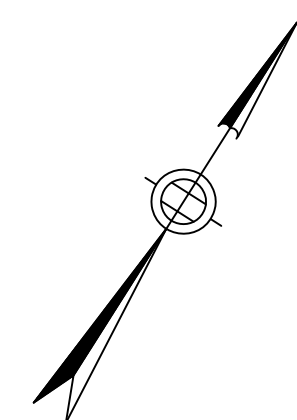


ALL OVERHEAD SIGNAL HEADS SHALL BE FIXED MOUNTED AND HAVE LOUVERED BACKPLATES.

PREFERENTIAL PHASING SEQUENCE



APPROX. NORTH



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
BOYLSTON ST	EB	M	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R
BOYLSTON ST	WB	N,O	R	R	R	GRA	YRA	RRA	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R
MASSACHUSETTS AVENUE	NB	D,E	R	R	R	R	R	R	G	Y	R	R	R	R	G	Y	R	R	R	R	R	R	R
MASSACHUSETTS AVENUE	SB	K,L	G	Y	R	GRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	RRA	GRA	GRA	RRA
PEDESTRIAN		ALL	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW

TIMING IN SECONDS

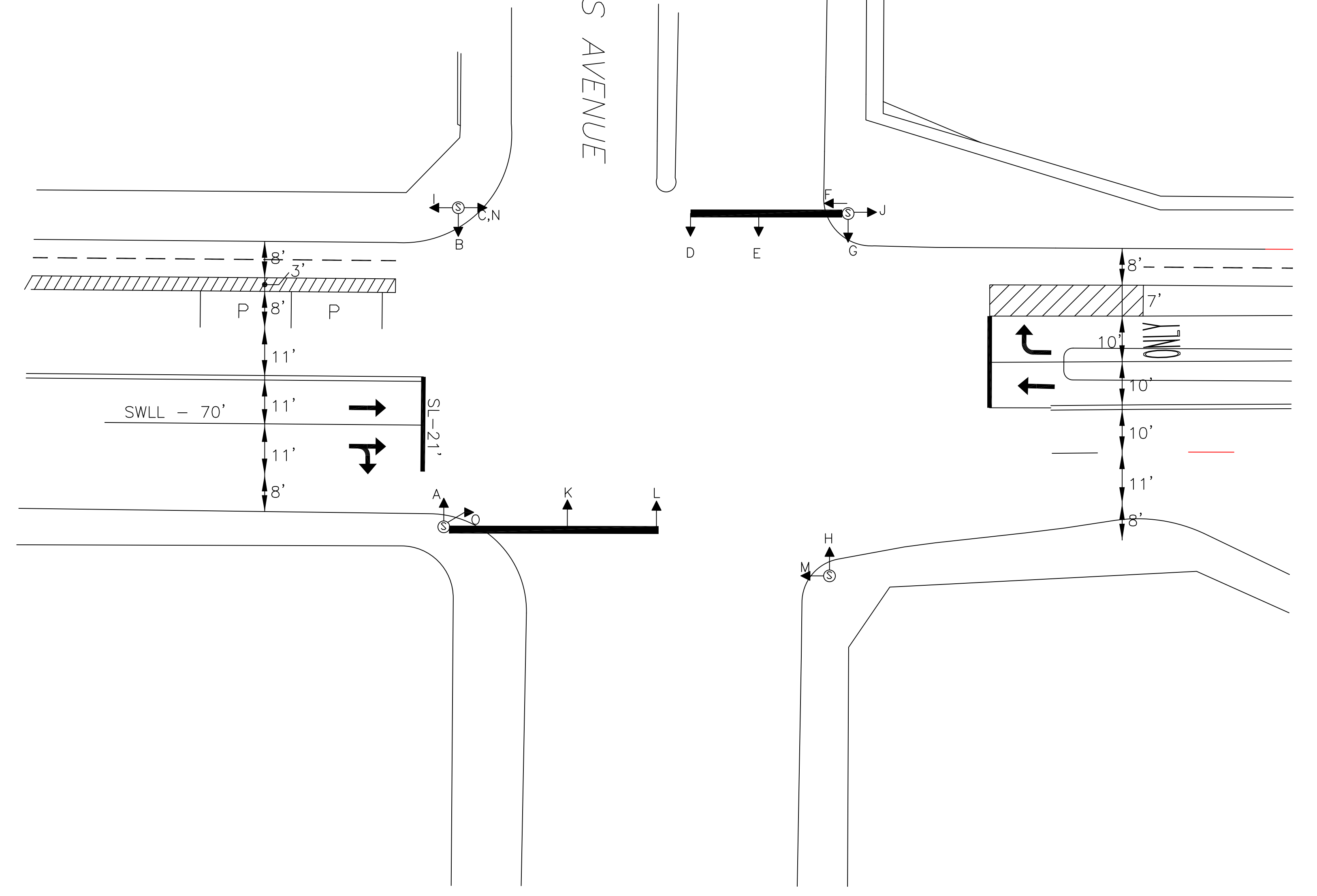
MINIMUM GREEN (INITIAL)	20		20		20							8						20		20		
PASSAGE TIME (VEHICLE)	2		2		2							2						2		2		
MAXIMUM I	64		30		44							38						38		30		
YELLOW CLEARANCE		3.5		3.5		3.5		3.5		3.5								3.5		3.5		
RED CLEARANCE			.5		.5		.5		.5		.5								.5			.5
WALK (W)														5								
PEDESTRIAN CLEARANCE															11							
RECALL		SOFT		MIN		SOFT		SOFT		SOFT		SOFT		SOFT		SOFT		SOFT		MIN		
MEMORY		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		

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 ACCORDING TO EXISTING CONDITIONS.

MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND ACCORDING TO EXISTING CONDITIONS.

OPTICOM STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON ACCORDING TO EXISTING CONDITIONS.

MASSACHUSETTS AVENUE



BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

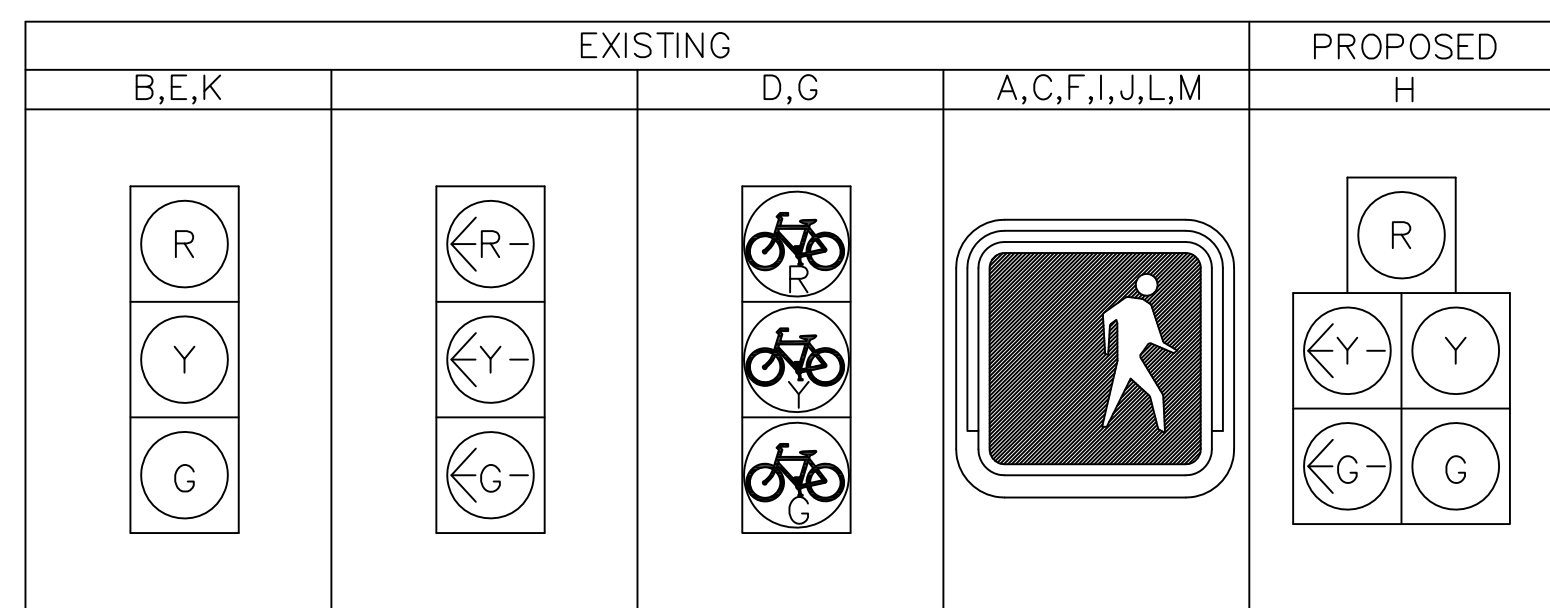
STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	21	25

PROJECT FILE NO.  
TRAFFIC SIGNAL DATA - MASS. AVE.

- LOOP DETECTOR NOTES:
- SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPLICE PATTERN AND OTHER INFORMATION.
  - DELAY AND EXTENSION TIMES ARE IN SECONDS.
  - DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.

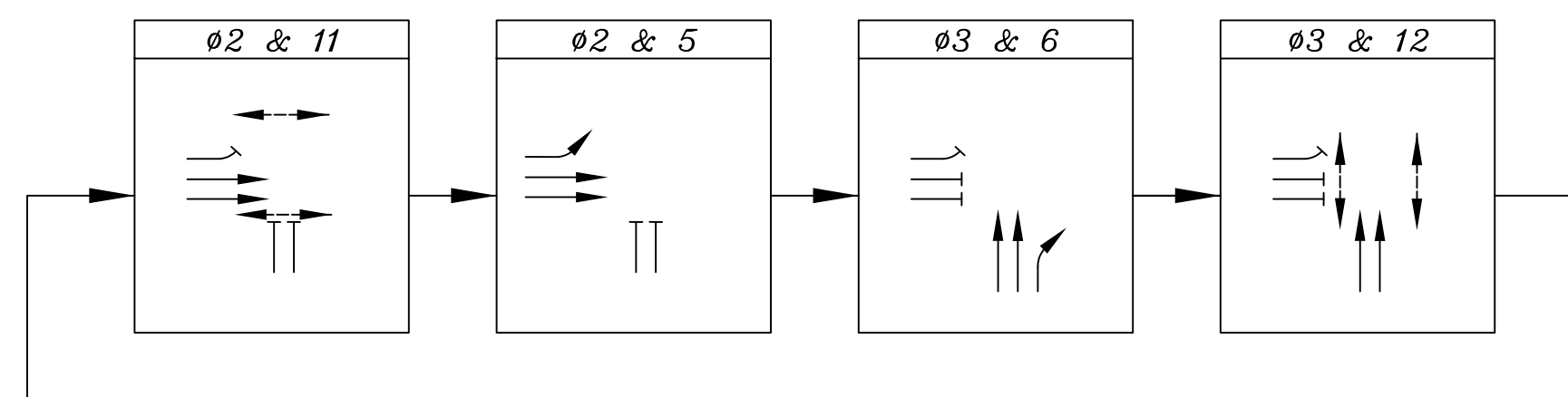
IN CHARGE OF R. C. EMERY  
DESIGNED BY J. L. SEEHAN  
CHECKED BY J. FITZGERALD  
CADD BY J. L. SEEHAN

SIGNAL IDENTIFICATION

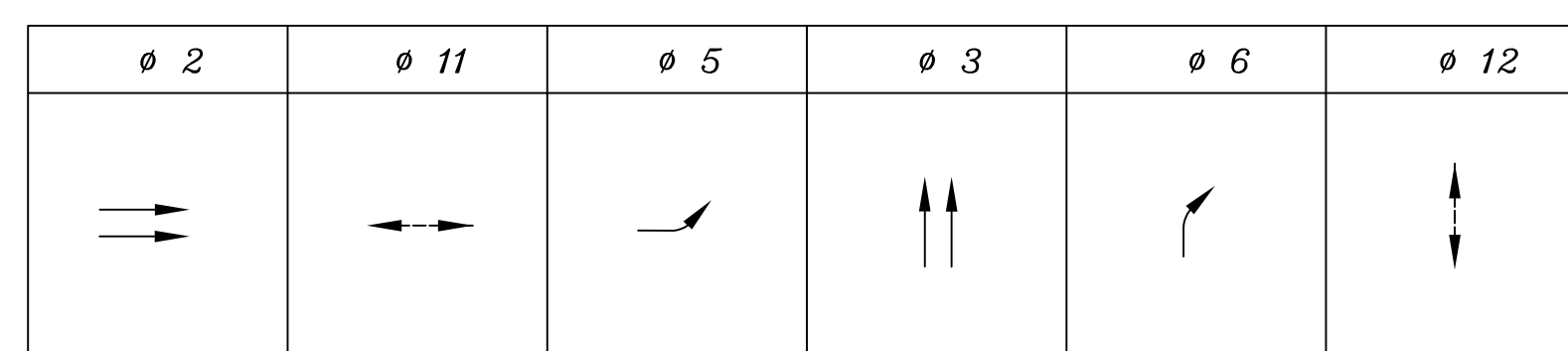
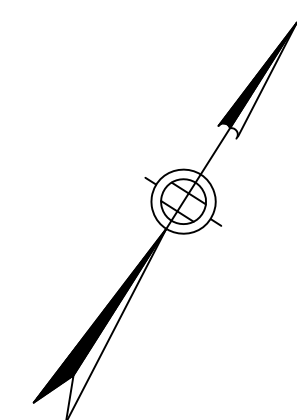


ALL OVERHEAD SIGNAL HEADS SHALL BE FIXED MOUNTED AND HAVE LOUVERED BACKPLATES.

PREFERENTIAL PHASING SEQUENCE



APPROX. NORTH



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
BOYLSTON ST	EB	H,K	G	Y	R	R	R	R	GLA	YLA	RLA	R	R	R	R	R	R	R	R	R
DARTMOUTH ST	NB	B,E	R	R	R	R	R	R	R	R	R	G	Y	R	G	Y	R	R	R	R
PEDESTRIAN		ALL	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW

TIMING IN SECONDS

MINIMUM GREEN (INITIAL)	23						8			23					8					
PASSAGE TIME (VEHICLE)	2						2			2					2					
MAXIMUM I	48						18			44					14					
YELLOW CLEARANCE		3.5							3.5		3.5			3.5						
RED CLEARANCE			.5						.5		.5			.5						
WALK (W)				5													5			
PEDESTRIAN CLEARANCE					11														11	
RECALL		SOFT		SOFT		MIN		SOFT		SOFT		SOFT		SOFT		SOFT				
MEMORY		NON-LOCK		NON-LOCK		LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK		NON-LOCK				

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 ACCORDING TO EXISTING CONDITIONS.

MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND ACCORDING TO EXISTING CONDITIONS.

OPTICOM STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON ACCORDING TO EXISTING CONDITIONS.

BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	22	25

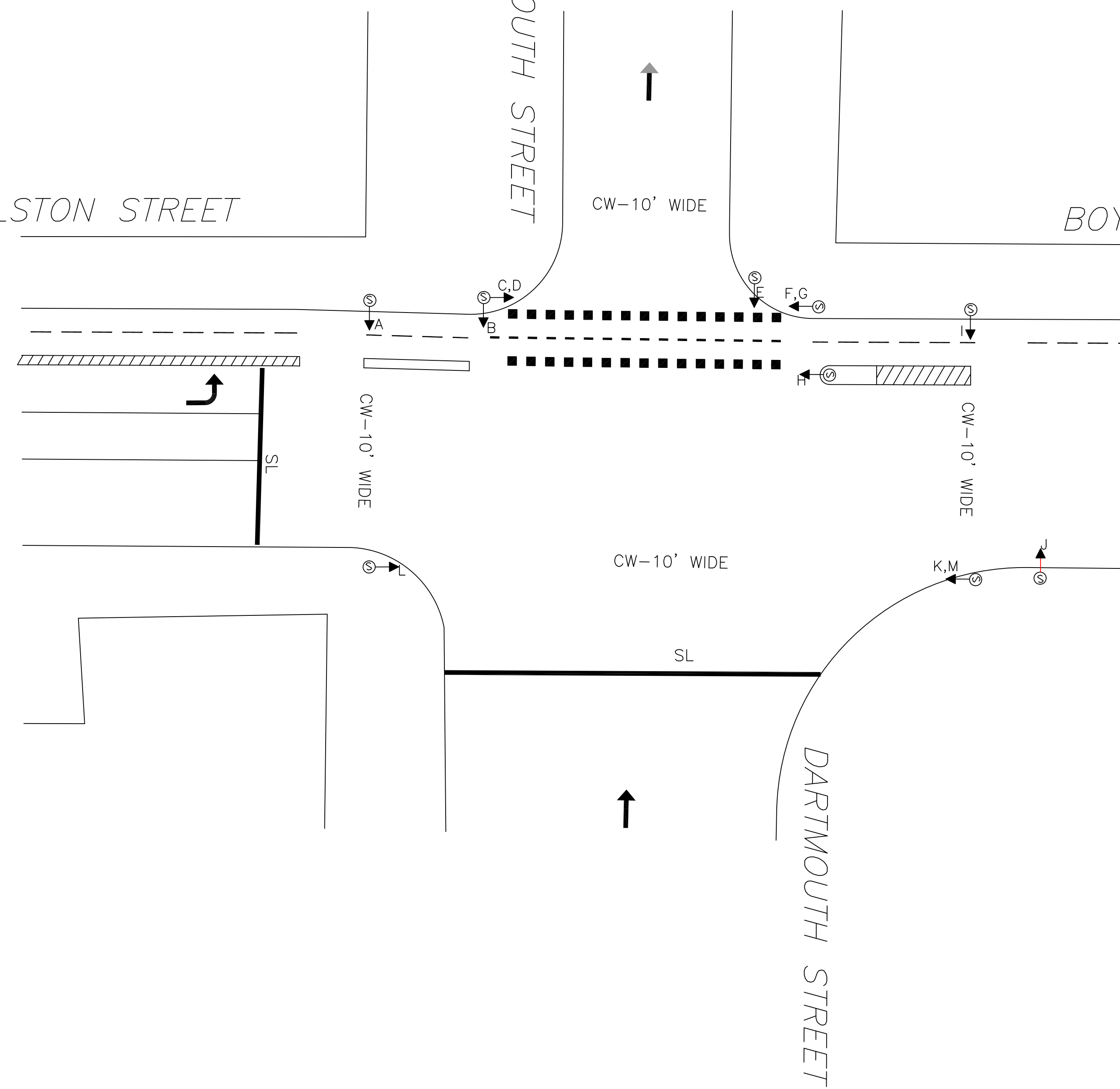
PROJECT FILE NO.

TRAFFIC SIGNAL DATA  
DARTMOUTH ST.

BOYLSTON STREET

DARTMOUTH STREET

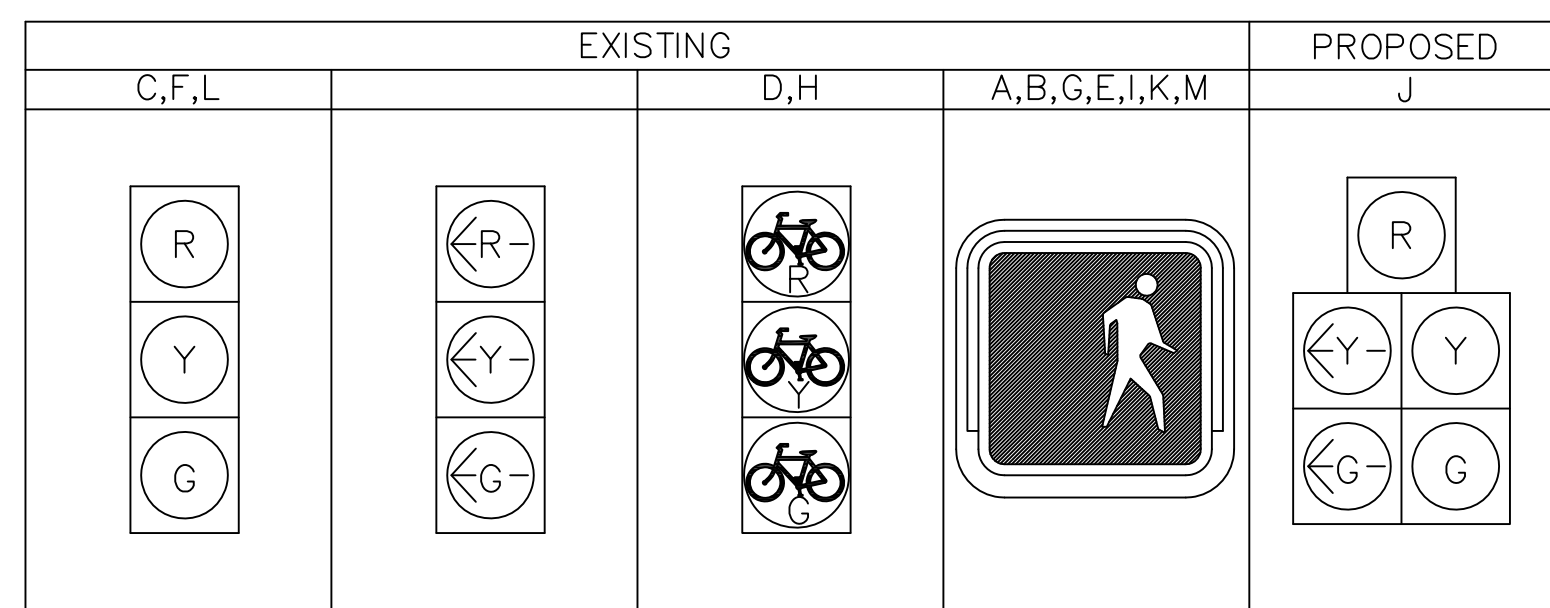
BOYLSTON STREET



LOOP DETECTOR NOTES:

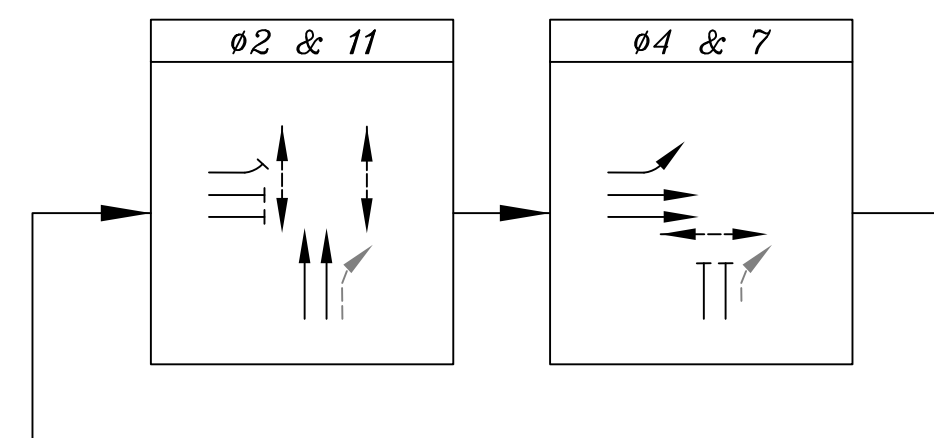
- SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPLICE PATTERN AND OTHER INFORMATION.
- DELAY AND EXTENSION TIMES ARE IN SECONDS.
- DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.

SIGNAL IDENTIFICATION

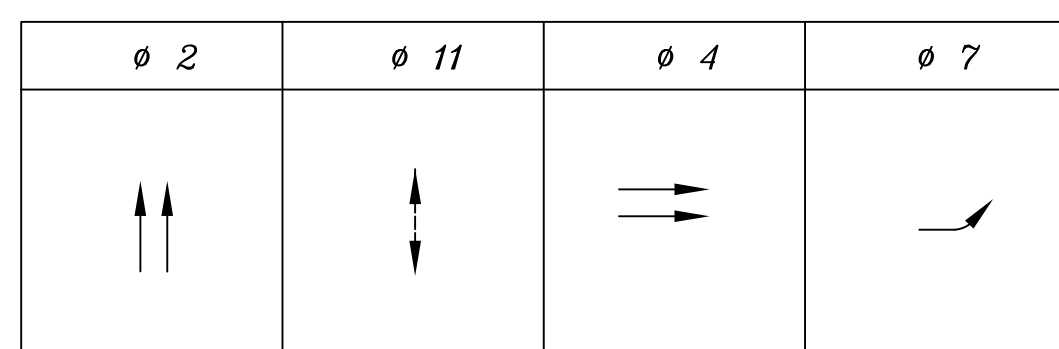
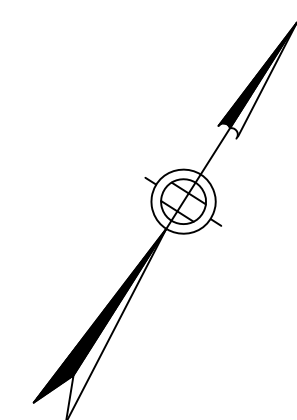


ALL OVERHEAD SIGNAL HEADS SHALL BE FIXED MOUNTED AND HAVE LOUVERED BACKPLATES.

PREFERENTIAL PHASING SEQUENCE



APPROX. NORTH



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6	7	8	9	10	11	12
BOYLSTON ST	EB	J,L	R	R	R	R	R	R	G	Y	R	GLA	YLA	RLA
BERKELEY ST	NB	C,F	G	Y	R	R	R	R	R	R	R	R	R	R
PEDESTRIAN		ALL	DW	DW	DW	W	FDW	DW	DW	DW	DW	DW	DW	DW

TIMING IN SECONDS

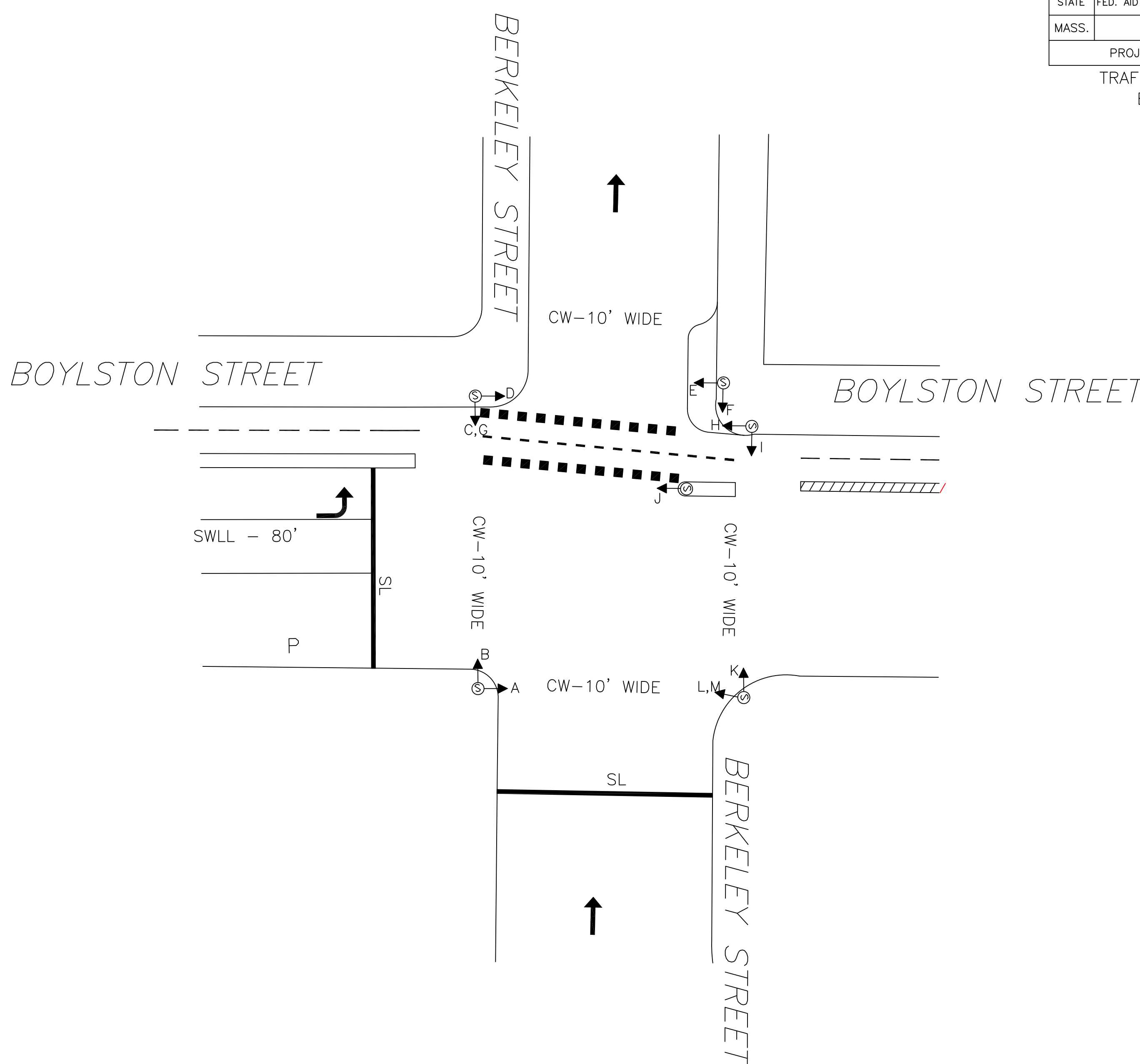
MINIMUM GREEN (INITIAL)	20								20			15		
PASSAGE TIME (VEHICLE)	2								2			2		
MAXIMUM I	34								35			35		
YELLOW CLEARANCE		3.5								3.5			3.5	
RED CLEARANCE			.5								.5			.5
WALK (W)				5										
PEDESTRIAN CLEARANCE					11									
RECALL			SOFT		SOFT			SOFT					MIN	
MEMORY			NON-LOCK		NON-LOCK			LOCK					NON-LOCK	

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 ACCORDING TO EXISTING CONDITIONS.

MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND ACCORDING TO EXISTING CONDITIONS.

OPTICOM STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON ACCORDING TO EXISTING CONDITIONS.

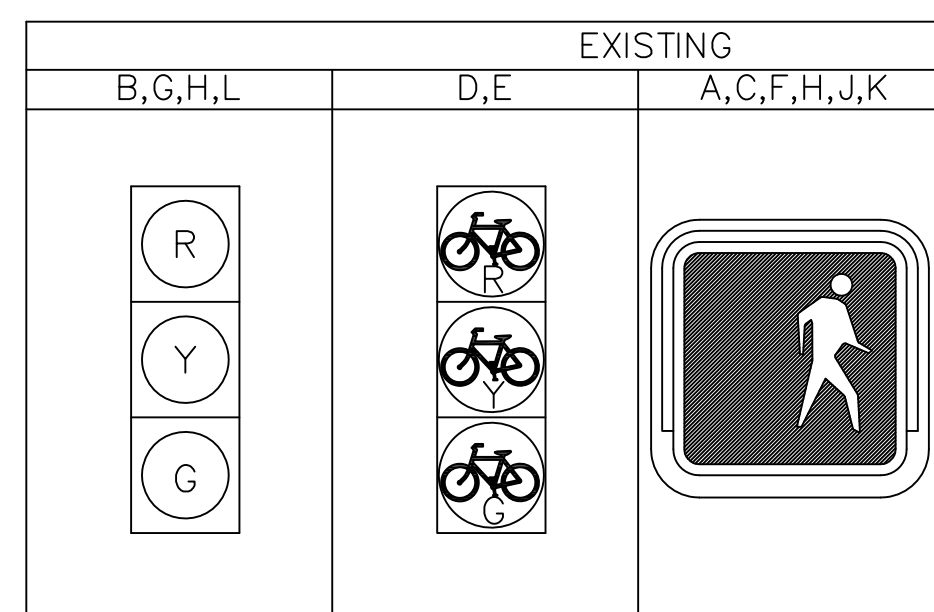
BOYLSTON STREET FENWAY ST. TO CHARLES ST.				
STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	23	25
PROJECT FILE NO.				
TRAFFIC SIGNAL DATA BERKELEY ST.				



LOOP DETECTOR NOTES:

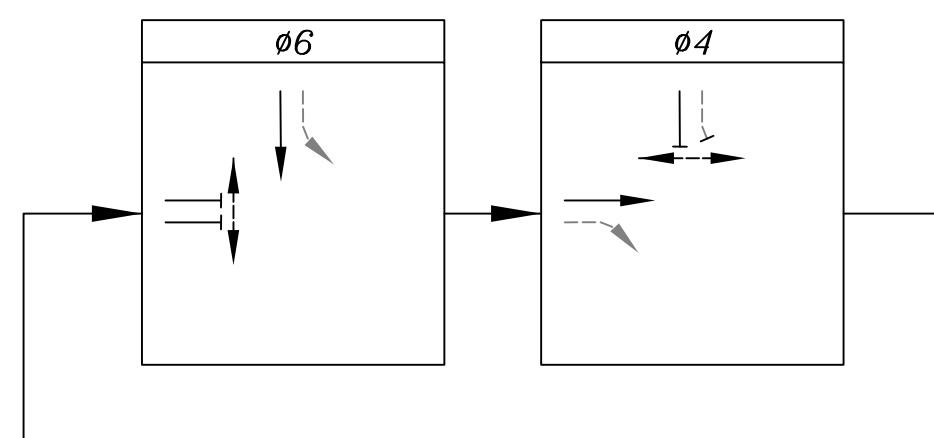
1. SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPLICE PATTERN AND OTHER INFORMATION.
2. DELAY AND EXTENSION TIMES ARE IN SECONDS.
3. DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.

SIGNAL IDENTIFICATION

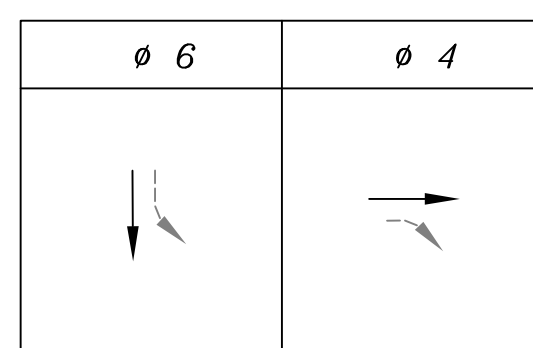
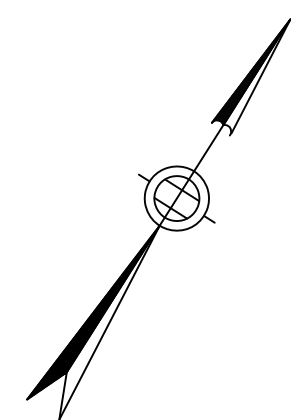


ALL OVERHEAD SIGNAL HEADS SHALL BE FIXED MOUNTED AND HAVE LOUVERED BACKPLATES.

PREFERENTIAL PHASING SEQUENCE



APPROX. NORTH



SEQUENCE AND TIMING FOR FULLY-ACTUATED CONTROL (COORDINATED)

STREET	DIRECTION	HOUSINGS	1	2	3	4	5	6
BOYLSTON ST	EB	H,L	G	Y	R	R	R	R
DARTMOUTH ST	SB	B,G	R	R	R	G	Y	R
PEDESTRIAN		ALL	W	FDW	DW	W	FDW	DW

TIMING IN SECONDS

MINIMUM GREEN (INITIAL)	12		12	
PASSAGE TIME (VEHICLE)	2		2	
MAXIMUM 1	41		51	
YELLOW CLEARANCE		3.5		3.5
RED CLEARANCE			.5	.5
WALK (W)	5		5	
PEDESTRIAN CLEARANCE		11		11
RECALL		SOFT		MIN
MEMORY		NON-LOCK		NON-LOCK

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 ACCORDING TO EXISTING CONDITIONS.

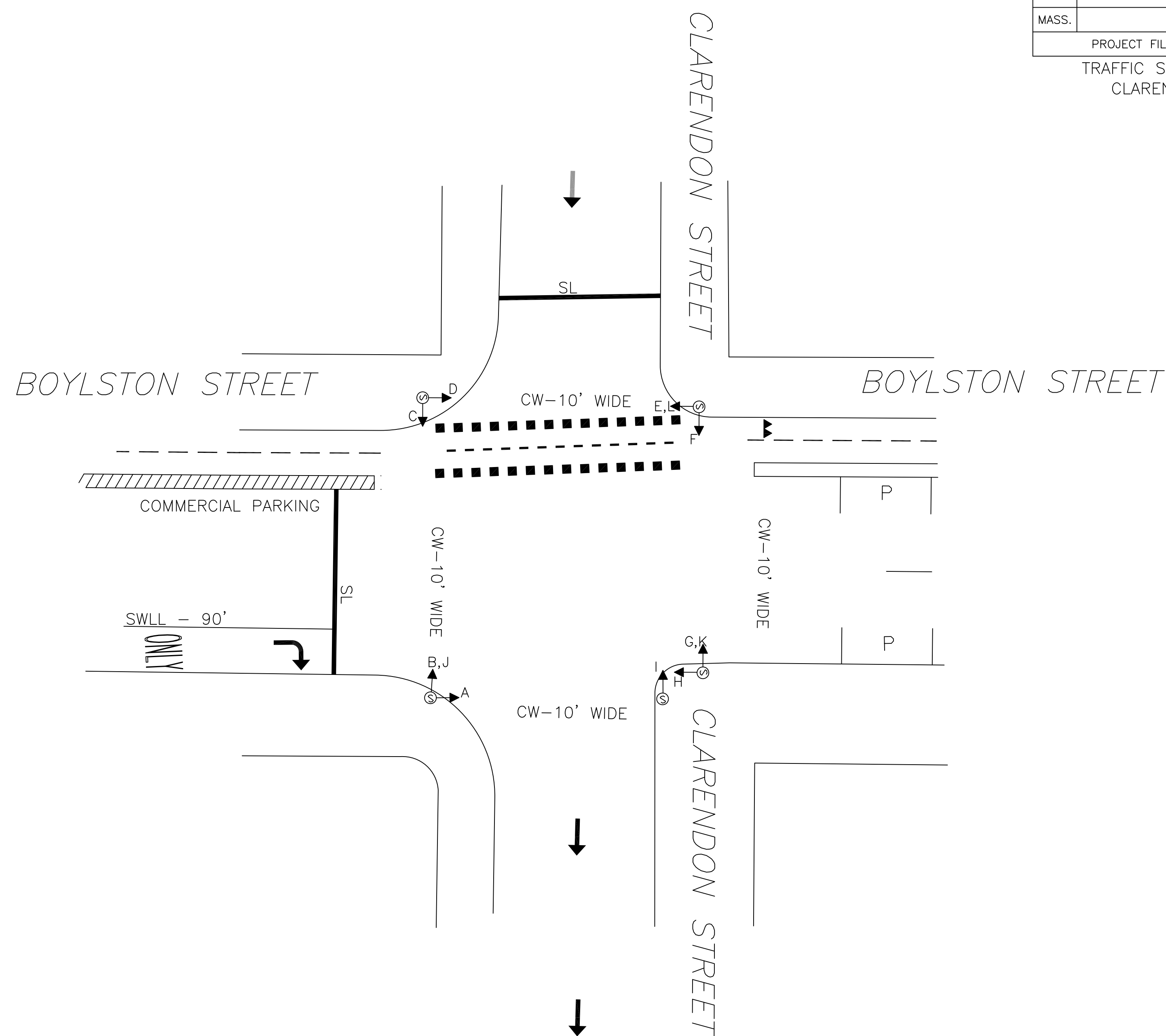
MINIMUM GREEN, NORMAL VEHICLE CLEARANCE, SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND ACCORDING TO EXISTING CONDITIONS.

OPTICOM STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PRE-EMPTION GREEN IS ON ACCORDING TO EXISTING CONDITIONS.

BOYLSTON STREET  
FENWAY ST. TO CHARLES ST.

STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	24	25

PROJECT FILE NO.  
TRAFFIC SIGNAL DATA  
CLARENDON ST.



LOOP DETECTOR NOTES:

- SEE LOOP DETECTOR DETAIL SHEET FROM DESIGN DOCUMENT FOR SPLICE PATTERN AND OTHER INFORMATION.
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- DELAY TIME SHALL BE EFFECTIVE ONLY DURING THE RED PORTION OF THE PHASE THAT IS CALLED BY THE DETECTOR.




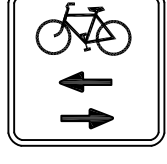



STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.		2009	25	25

PROJECT FILE NO.

SIGN SUMMARY

# TRAFFIC SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS			NUMBER OF SIGNS REQUIRED	COLOR			POST SIZE AND NUMBER REQUIRED	UNIT AREA IN SQUARE FEET	AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW		BACK-GROUND	LEGEND	BORDER			
R3-7L	30"	30"		SEE 2003			2	SEE 2003			P-5 2	6.25	12.5
R3-8E	45"	30"		SEE 2003			1	SEE 2003			P-5 2	9.375	18.75
R3-8F	45"	30"		SEE 2003			1	SEE 2003			P-5 2	9.375	18.75
M9	30"	30"		SEE 2003			1	SEE 2003			P-5 1	6.25	6.25
R1-5aL	24"	30"		SEE 2003			14	SEE 2003			P-5 14	5.00	5.00