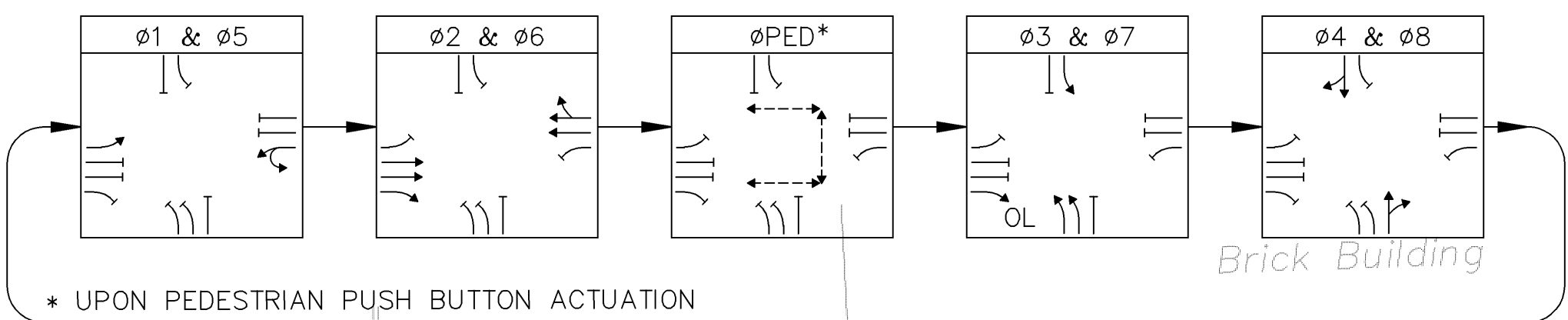


PREFERENTIAL PHASE SEQUENCE



PRE-EMPTION PHASING & PRIORITY			
DETECTOR & PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
D1	1	→	01&06
D2	2	↑	02&05
D3	3	↘	04&07
D4	4	↙	03&08

LIMIT OF WORK
MEET EXISTING

CRANBERRY HWY (ROUTES 6 & 28)

SIGNAL HEAD DATA		
B,C,F,G,K,L,N,P	A,E,H,J,M	D
<div><div>R</div><div>Y</div><div>G</div></div>	<div><div>R</div><div>Y</div><div>G</div></div>	<div><div>R</div><div>Y</div><div>G</div></div>
ALL 12" LENS		

W/COUNTDOWN TIMER (L.E.D.)

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

CONSTRUCTION NOTES:

1. REMOVE ALL EXISTING TS EQUIPMENT, AND ABANDON ALL TS CONDUIT UNLESS OTHERWISE NOTED.
2. EACH LOOP GROUP SHALL BE SPICED IN SINGLE PULL BOX AND WIRED TO SEPARATE CONTROLLER INPUT.
3. PULL BOXES SHALL BE ADJACENT TO CURB UNLESS OTHERWISE NOTED AND SHALL NOT BE LOCATED IN WHEELCHAIR RAMPS.
4. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
5. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
6. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN SIDEWALK AREAS SHALL BE LOCATED 3"± BELOW FINISH GRADE. THE TOP OF THE FOUNDATION SHALL NOT BE EXPOSED TO THE SIDEWALK.
7. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN GRASSY AREAS SHALL BE LOCATED 2"± ABOVE FINISHED GRADE.
8. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.
9. SEE SHEET 35 FOR ADDITIONAL PAVEMENT MARKING INFORMATION.



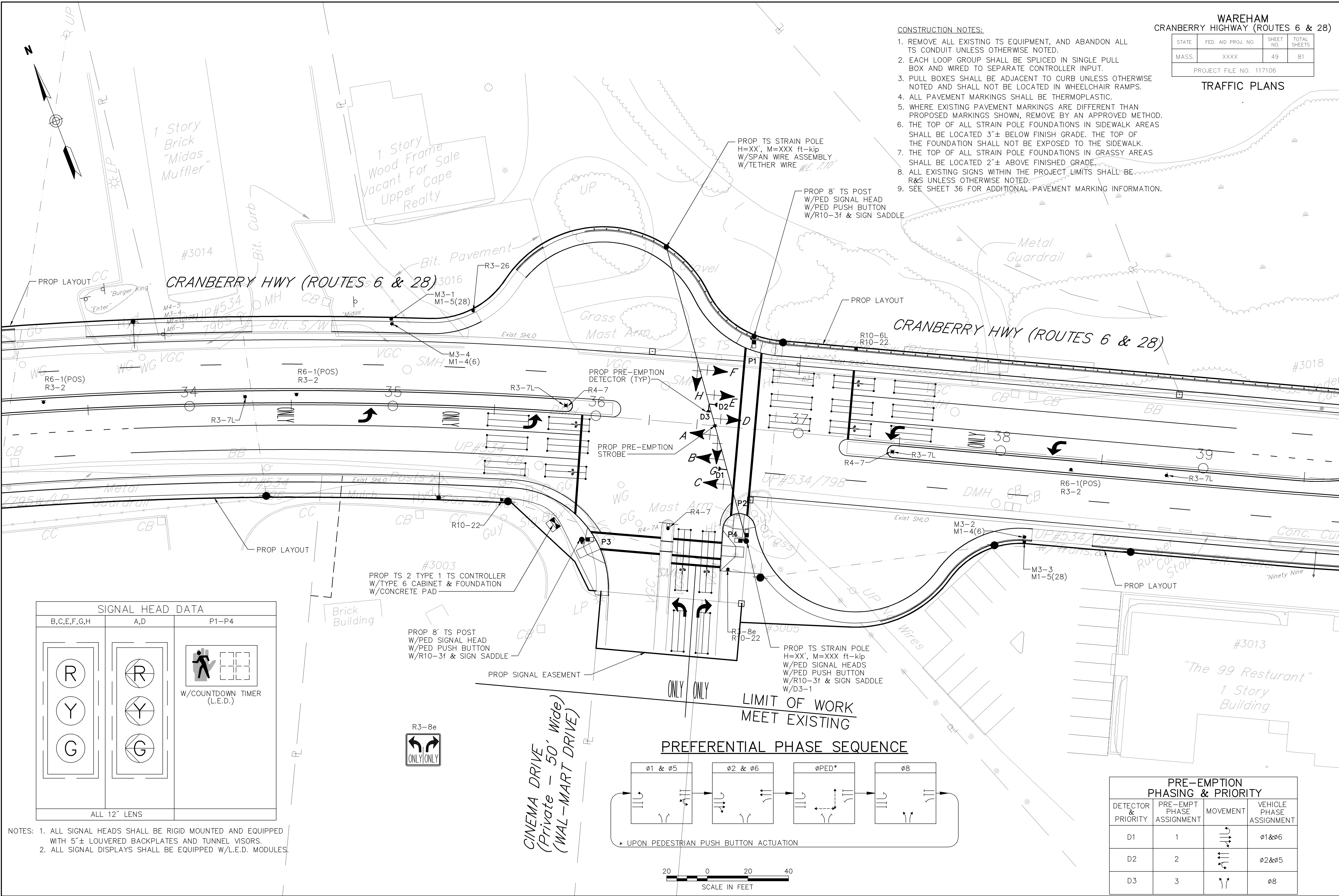
SP-1

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	XXXX	49	81
PROJECT FILE NO. 117106			

TRAFFIC PLANS

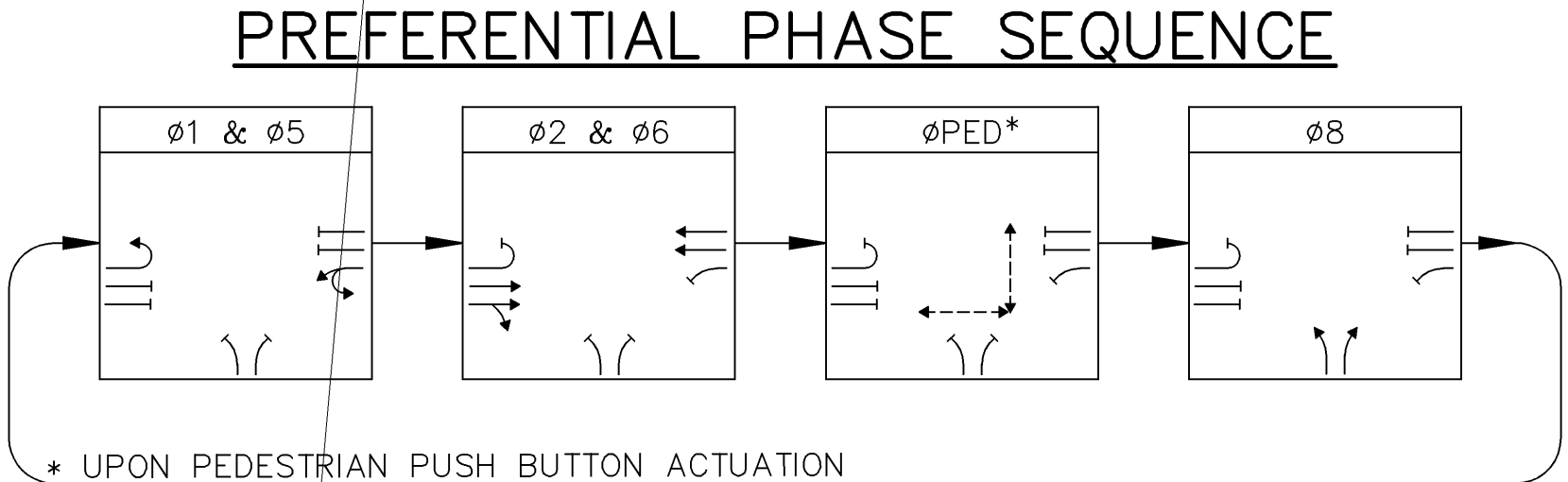
CONSTRUCTION NOTES:

1. REMOVE ALL EXISTING TS EQUIPMENT, AND ABANDON ALL TS CONDUIT UNLESS OTHERWISE NOTED.
2. EACH LOOP GROUP SHALL BE SPliced IN SINGLE PULL BOX AND WIRED TO SEPARATE CONTROLLER INPUT.
3. PULL BOXES SHALL BE ADJACENT TO CURB UNLESS OTHERWISE NOTED AND SHALL NOT BE LOCATED IN WHEELCHAIR RAMPS.
4. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
5. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
6. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN SIDEWALK AREAS SHALL BE LOCATED 3"± BELOW FINISH GRADE. THE TOP OF THE FOUNDATION SHALL NOT BE EXPOSED TO THE SIDEWALK.
7. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN GRASSY AREAS SHALL BE LOCATED 2"± ABOVE FINISHED GRADE.
8. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.
9. SEE SHEET 36 FOR ADDITIONAL PAVEMENT MARKING INFORMATION.



SIGNAL HEAD DATA		
B,C,E,F,G,H	A,D	P1-P4
ALL 12" LENS		

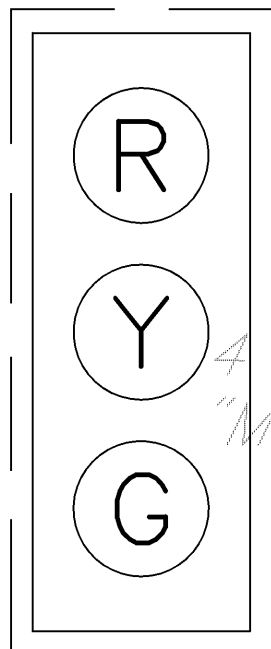
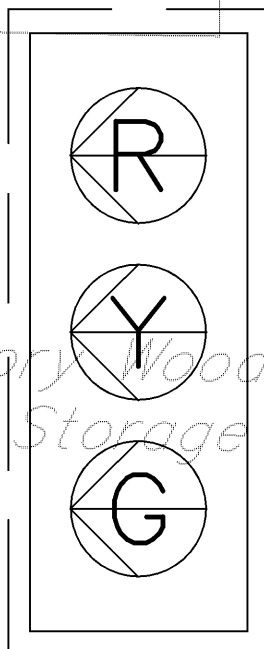
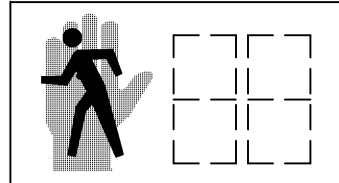
- NOTES: 1. ALL SIGNAL HEADS SHALL BE RIGID MOUNTED AND EQUIPPED WITH 5"± LOUVERED BACKPLATES AND TUNNEL VISORS.
2. ALL SIGNAL DISPLAYS SHALL BE EQUIPPED W/L.E.D. MODULES.



PRE-EMPTION PHASING & PRIORITY			
DETECTOR & PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
D1	1		01&06
D2	2		02&05
D3	3		08

PREFERENTIAL PHASE SEQUENCE

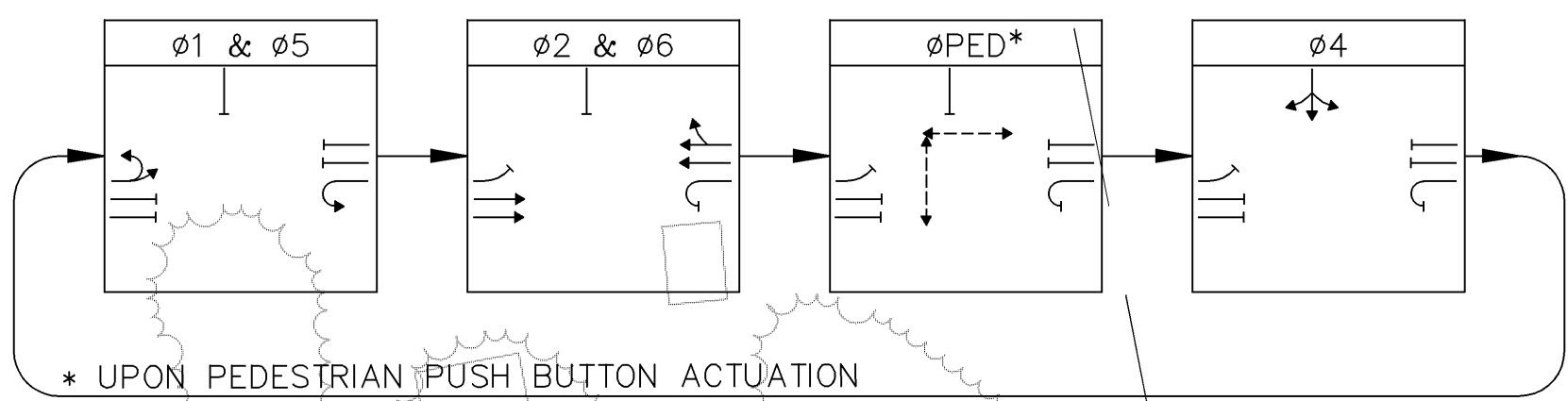
** RAILROAD HOLD TO FOLLOW RAILROAD PRE-EMPTY CLEARANCE

SIGNAL HEAD DATA		STORY Wood
B,C,E,F,G,H,I,J,K,L,M,N,P	A,D	P1-P6
		 <p>W/COUNTDOWN TIMER (L.E.D.)</p>
ALL 12" LENS		

1. REMOVE ALL EXISTING TS EQUIPMENT, AND ABANDON ALL TS CONDUIT UNLESS OTHERWISE NOTED: RETAIN ALL EXISTING RAILROAD SIGNALS.
2. EACH LOOP GROUP SHALL BE SPLICED IN SINGLE PULL BOX AND WIRED TO SEPARATE CONTROLLER INPUT.
3. PULL BOXES SHALL BE ADJACENT TO CURB UNLESS OTHERWISE NOTED AND SHALL NOT BE LOCATED IN WHEELCHAIR RAMPS.
4. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
5. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
6. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN SIDEWALK AREAS SHALL BE LOCATED $3' \pm$ BELOW FINISH GRADE. THE TOP OF THE FOUNDATION SHALL NOT BE EXPOSED TO THE SIDEWALK.
7. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN GRASSY AREAS SHALL BE LOCATED $2' \pm$ ABOVE FINISHED GRADE.
8. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.
9. SEE SHEETS 39 & 40 FOR ADDITIONAL PAVEMENT MARKING INFORMATION.

T: \\10887.00\\cad\\te\\planset\\10887-TSIG.dwg

PREFERENTIAL PHASE SEQUENCE



PROP TS STRAIN POLE
H=XX', M=XXX ft-kip
W/SPAN WIRE ASSEMBLY
W/TETHER WIRE
W/PED SIGNAL HEADS
W/PED PUSH BUTTON
W/R10-3f & SIGN SADDLE
W/D3-1, D3-6

PROP TS 2 TYPE 1 TS CONTROLLER
W/TYP 6 CABINET & FOUNDATION
W/CONCRETE PAD



RED BROOK ROAD
(Public-50' Wide)
(May 2, 1950 County Layout Decree No. 1103)

WAREHAM CRANBERRY HIGHWAY (ROUTES 6 & 28)			
STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	XXXX	51	81
PROJECT FILE NO. 117106			
TRAFFIC PLANS			

- CONSTRUCTION NOTES:
1. EACH LOOP GROUP SHALL BE SPLICED IN SINGLE PULL BOX AND WIRED TO SEPARATE CONTROLLER INPUT.
 2. PULL BOXES SHALL BE ADJACENT TO CURB/UNLESS OTHERWISE NOTED AND SHALL NOT BE LOCATED IN WHEELCHAIR RAMPS.
 3. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
 4. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
 5. THE TOP OF ALL STRAIN-POLE FOUNDATIONS IN SIDEWALK AREAS SHALL BE LOCATED 3"± BELOW FINISH GRADE. THE TOP OF THE FOUNDATION SHALL NOT BE EXPOSED TO THE SIDEWALK.
 6. THE TOP OF ALL STRAIN-POLE FOUNDATIONS IN GRASSY AREAS SHALL BE LOCATED 2"± ABOVE FINISHED GRADE.
 7. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.
 8. SEE SHEET 41 FOR ADDITIONAL PAVEMENT MARKING INFORMATION.

SIGNAL HEAD DATA		
B,C,E,F,G,H,J	A,D	P1-P4
ALL 12" LENS		

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

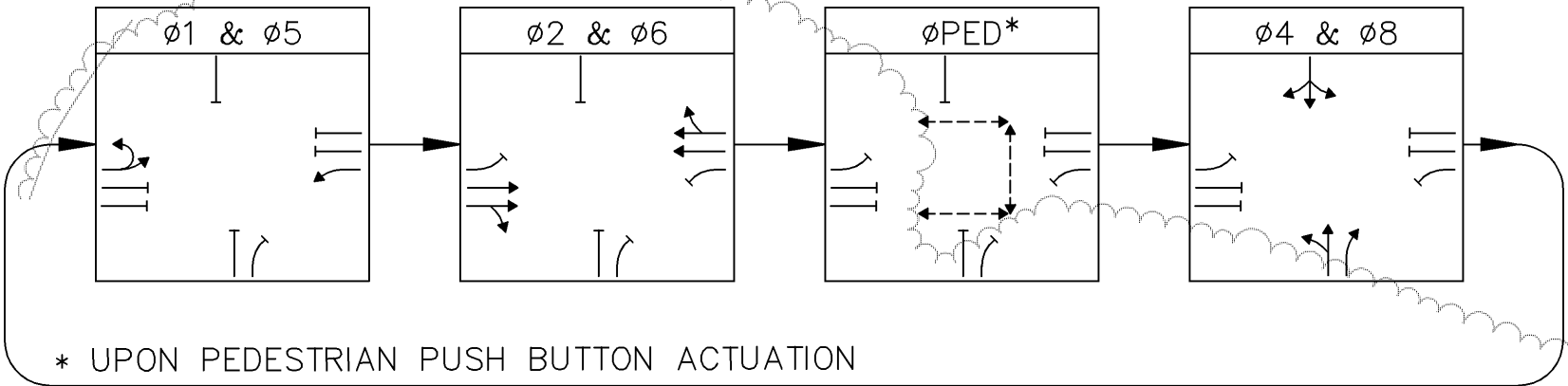
PRE-EMPTION PHASING & PRIORITY			
DETECTOR & PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
D1	1		01&06
D2	2		02&05
D3	3		04



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	XXXX	52	81
PROJECT FILE NO. 117106			

TRAFFIC PLANS

PREFERENTIAL PHASE SEQUENCE



PRE-EMPTION PHASING & PRIORITY			
DETECTOR & PRIORITY	PRE-EMPT PHASE ASSIGNMENT	MOVEMENT	VEHICLE PHASE ASSIGNMENT
D1	1	UP	01&06
D2	2	DOWN	02&05
D3	3	LEFT	04
D4	4	RIGHT	08

PROP 8' TS POST
W/PED SIGNAL HEAD
W/PED PUSH BUTTON
W/R10-3f & SIGN SADDLE

PROP 8' TS POST
W/PED SIGNAL HEAD
W/PED PUSH BUTTON
W/R10-3f & SIGN SADDLE

PROP TS 2 TYPE 1 TS CONTROLLER
W/TYPE 6 CABINET & FOUNDATION
W/CONCRETE PAD

PROP 8' TS POST
W/PED SIGNAL HEAD
W/PED PUSH BUTTON
W/R10-3f & SIGN SADDLE

PROP TS STRAIN POLE
H=XX', M=XXX ft-kip
W/PED SIGNAL HEAD
W/PED PUSH BUTTON
W/R10-3f & SIGN SADDLE
W/D3-1, D3-14

PROP 8' TS POST
W/PED SIGNAL HEADS
W/PED PUSH BUTTON
W/R10-3f & SIGN SADDLE

SIGNAL HEAD DATA		
B,C,E,F,G,H,J,K,L	A,D	P1-P6
ALL 12" LENS		

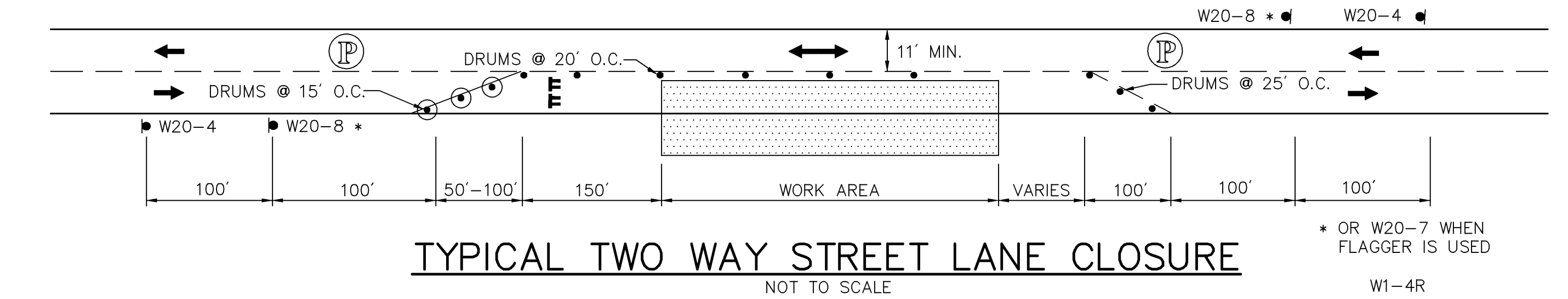
NOTES: 1. ALL SIGNAL HEADS SHALL BE RIGID MOUNTED AND EQUIPPED WITH 5"± LOUVERED BACKPLATES AND TUNNEL VISORS.
2. ALL SIGNAL DISPLAYS SHALL BE EQUIPPED W/L.E.D. MODULES.

- CONSTRUCTION NOTES:
1. REMOVE ALL EXISTING TS EQUIPMENT, AND ABANDON ALL TS CONDUIT UNLESS OTHERWISE NOTED.
 2. EACH LOOP GROUP SHALL BE SPICED IN SINGLE PULL BOX AND WIRED TO SEPARATE CONTROLLER INPUT.
 3. PULL BOXES SHALL BE ADJACENT TO CURB UNLESS OTHERWISE NOTED AND SHALL NOT BE LOCATED IN WHEELCHAIR RAMP.
 4. ALL PAVEMENT MARKINGS SHALL BE THERMOPLASTIC.
 5. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
 6. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN SIDEWALK AREAS SHALL BE LOCATED 3"± BELOW FINISH GRADE. THE TOP OF THE FOUNDATION SHALL NOT BE EXPOSED TO THE SIDEWALK.
 7. THE TOP OF ALL STRAIN POLE FOUNDATIONS IN GRASSY AREAS SHALL BE LOCATED 2"± ABOVE FINISHED GRADE.
 8. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE R&S UNLESS OTHERWISE NOTED.
 9. SEE SHEET 46 FOR ADDITIONAL PAVEMENT MARKING INFORMATION.

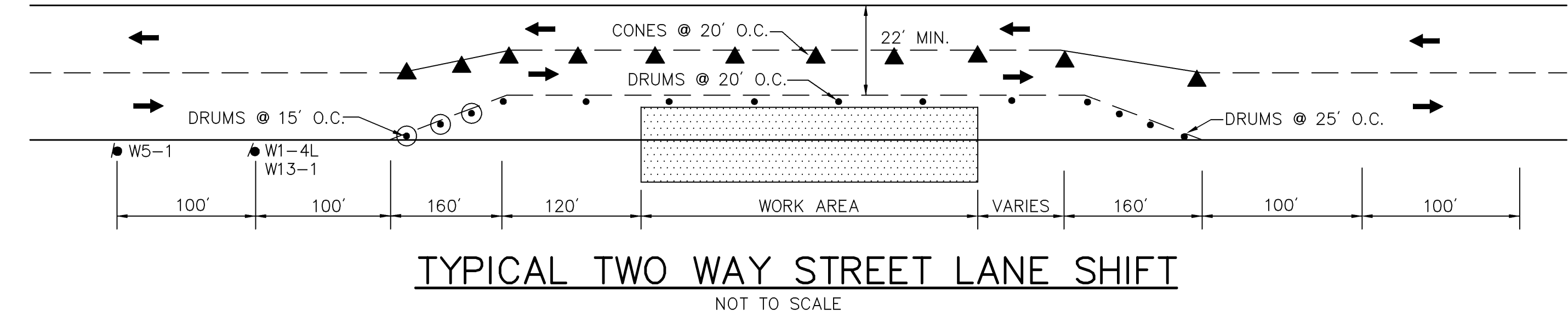


OPERATIONAL SIGNING

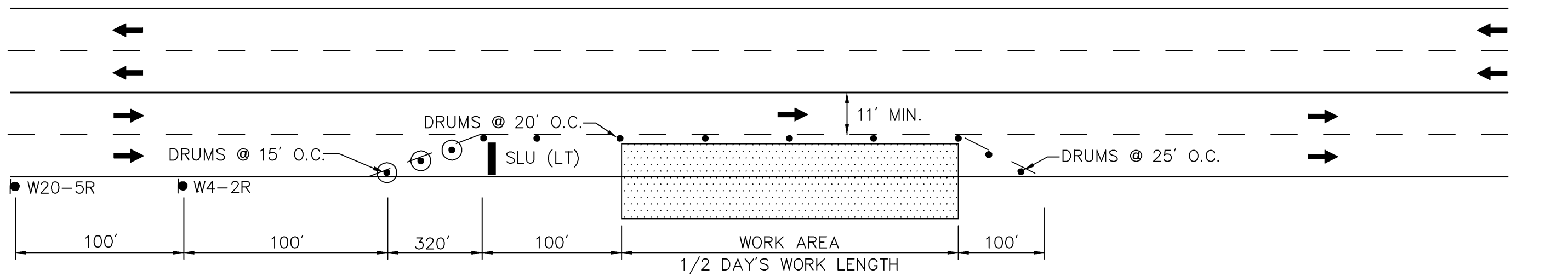
LANE CLOSURES SHOWN ARE FOR TEMPORARY CONSTRUCTION.
ALL DRUMS AND SIGNS ARE SHOWN AS THEY SHOULD APPEAR
DURING THE WORKING DAY, OR WHILE OPERATING IN THE WORK ZONE.



TYPICAL TWO WAY STREET LANE CLOSURE

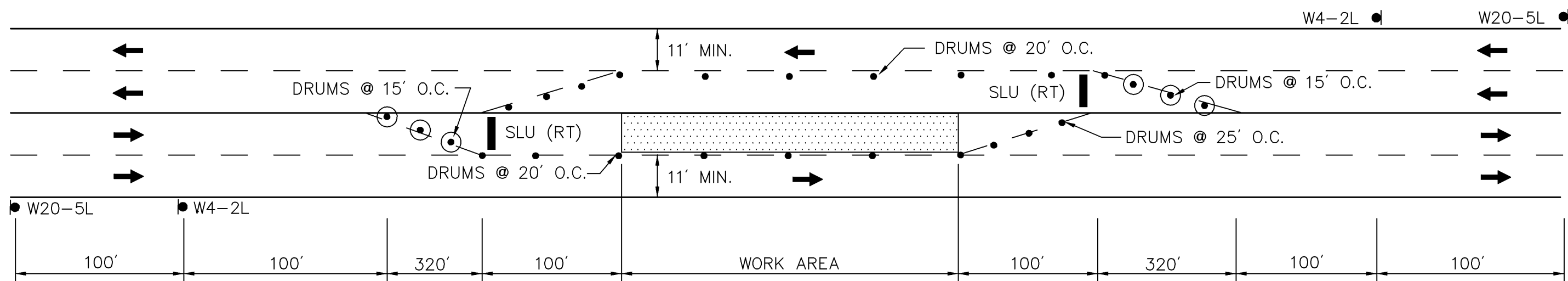


TYPICAL TWO WAY STREET LANE SHIFT



ONE LANE CLOSURE - RIGHT

NOTE: THIS DETAIL SHOWS A RIGHT LANE CLOSURE DETAIL.
THIS DETAIL CAN ALSO BE USED FOR LEFT LANE CLOSURES,
WITH THE SIGN PLACEMENT REVERSED AS APPROPRIATE.

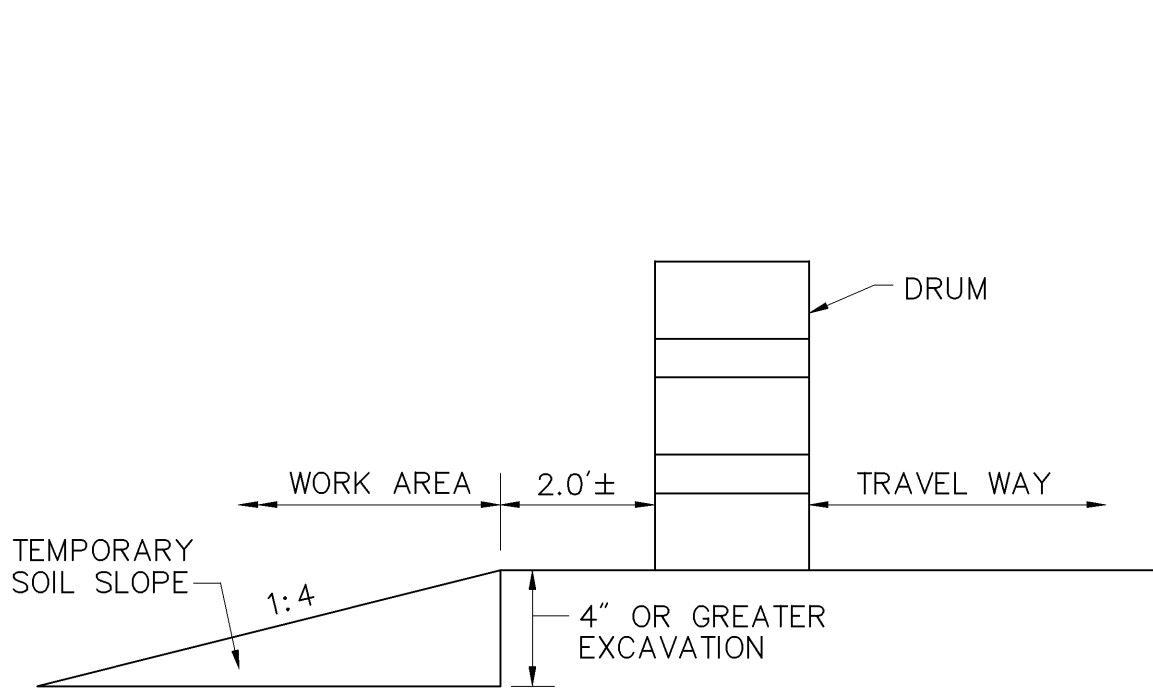


LEFT LANE CLOSURE

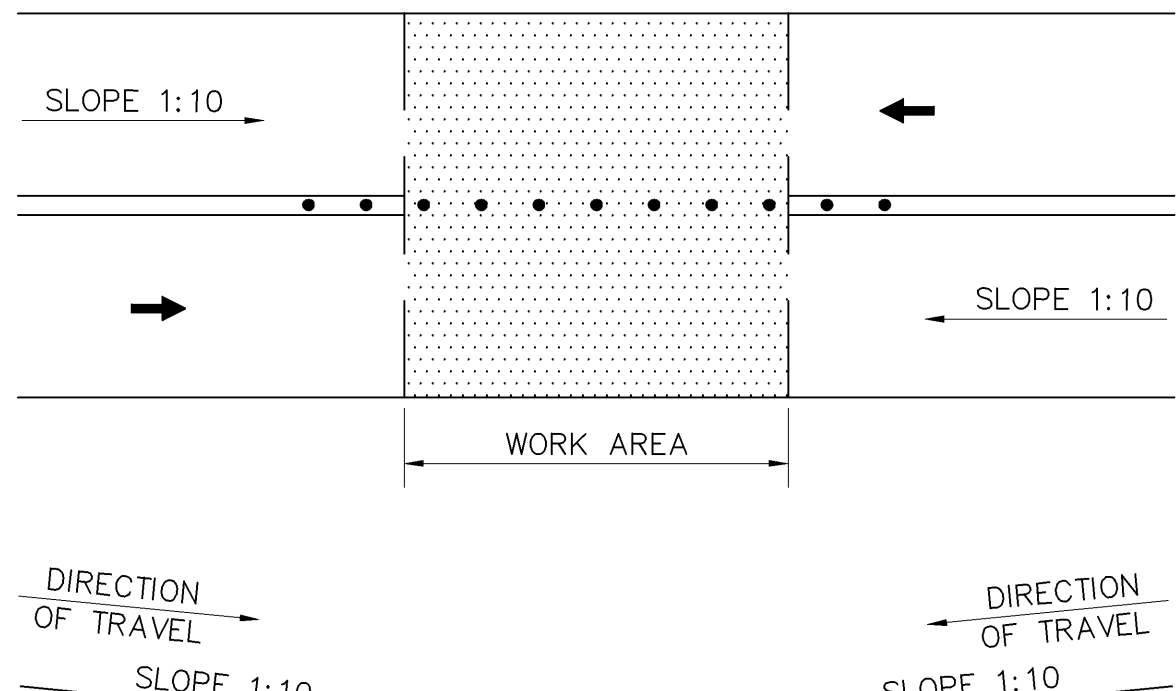
FOR POSTED SPEEDS OF 40 MPH OR LESS

$$* L = \frac{WS^2}{60}$$

L=TAPER LENGTH
W=WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED
S=POSTED SPEED LIMIT



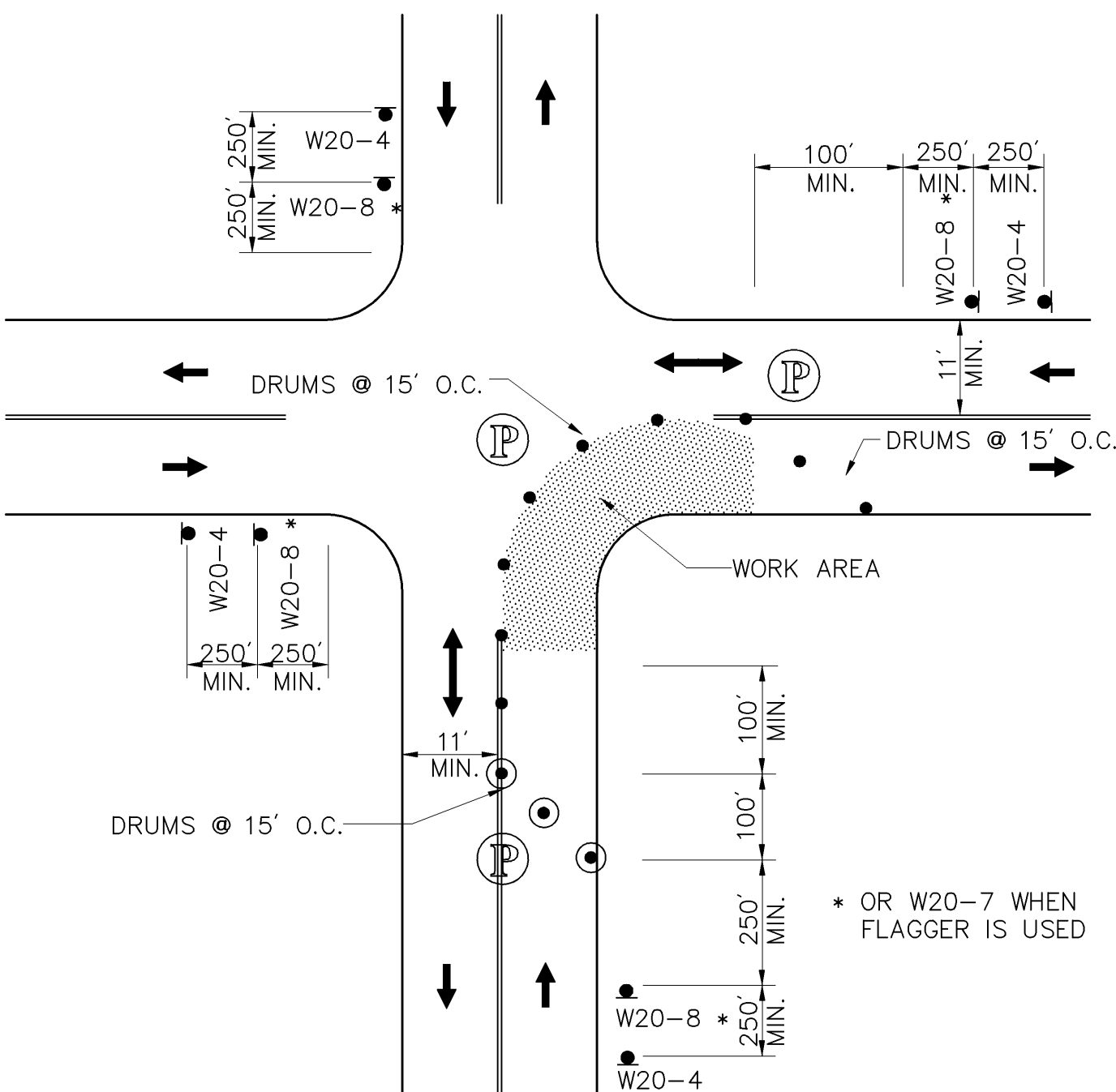
ROADWAY SLOPE PROTECTION



TEMPORARY PAVEMENT TRANSITION DETAIL

TEMPORARY SIGNS

SIGN DESIGNATION	LEGEND	HEIGHT	WIDTH
W20-1b	ROAD WORK 1500 FT.	48"	48"
W20-1a	ROAD WORK 1000 FT.	48"	48"
W20-1	ROAD WORK AHEAD	48"	48"
W21-5	SHOULDER WORK	30"	30"
W20-4	ONE LANE ROAD AHEAD	48"	48"
W20-7	FLAGGER AHEAD	48"	48"
W20-8	POLICE OFFICER AHEAD	48"	48"
G20-2	END ROAD WORK	24"	60"
W5-1	ROAD NARROWS	36"	36"
W13-1	ADVISORY SPEED PLATE	24"	24"
W8-3	PAVEMENT ENDS	36"	36"
W1-4R		30"	30"
W1-4L		30"	30"
W4-2R		36"	36"
W4-2L		36"	36"
W20-5L	LEFT LANE CLOSED 500 FT	48"	48"
W20-5R	RIGHT LANE CLOSED 500 FT	48"	48"
W4-2R		36"	36"
W4-2L		36"	36"
R9-9	SIDEWALK CLOSED	12"	24"
R9-11	SIDEWALK CLOSED AHEAD CROSS HERE	12"	24"
R2-10a	WORK ZONE SPEEDING FINES DOUBLED	36"	48"



ONE LANE BI-DIRECTIONAL TRAFFIC AT INTERSECTIONS

NOTE:
1. ADVANCE WARNING SIGN PLACEMENT TO BE ADJUSTED AS NECESSARY

LEGEND

●	DRUM WITH FLASHER	TYPE III BARRICADES
●	DRUM	WORK AREA PUBLIC ACCESS RESTRICTED
▲	TRAFFIC CONE	PROPOSED TRAFFIC FLOW
IP	POLICE OFFICER/FLAGGER	SPECIAL LIGHTING UNIT (SLU)
●	CONSTRUCTION SIGN	NTS
		NOT TO SCALE

WAREHAM
CRANBERRY HIGHWAY (ROUTES 6 & 28)

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	XXXX	53	81
PROJECT FILE NO. 117106			

TRAFFIC MANAGEMENT PLANS

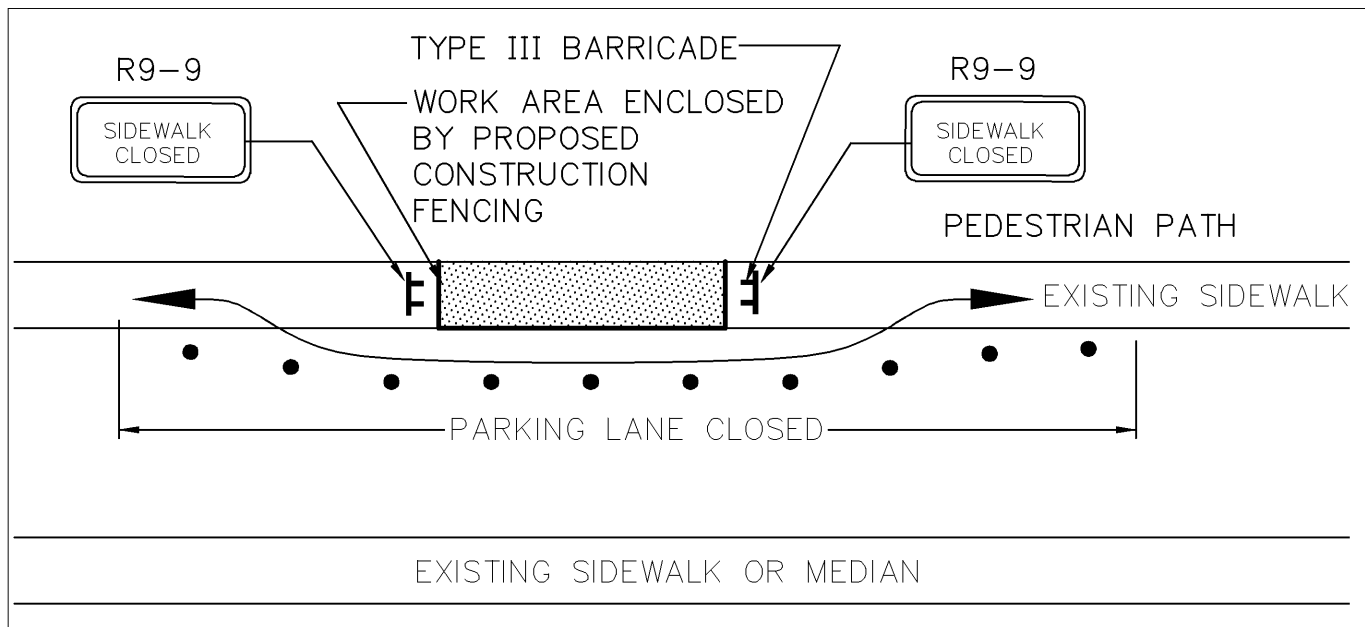
GENERAL NOTES

- ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH THE 2003 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) AS AMENDED.
- ALL DRUMS SHALL BE SET AT 20' ON CENTER MAX. UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
- ALL DRUMS SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
- THE CONTRACTOR SHALL NOTIFY EACH ABUTTOR AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
- A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION ON TWO WAY STREETS SHALL BE MAINTAINED AT ALL TIMES, EXCEPT THAT DURING WORKING HOURS, TRAFFIC MAY BE REDUCED TO ONE LANE UNDER POLICE CONTROL FOR SHORT TIME PERIODS WHEN REQUIRED FOR THE WORK, AS SHOWN.
- GRADE SEPARATIONS IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
- EXCAVATION EDGES IN EXCESS OF 4" DEEP SHALL BE PROTECTED DURING NON-WORKING HOURS BY BACKFILLING WITH A WEDGE OF GRAVEL OR SOIL TO COMPACTED 1:4 SLOPE.
- 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED.
- NON-ESSENTIAL TRAFFIC CONTROL DEVICES SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS.
- THE GENERAL SEQUENCE OF WORK IS DEPENDENT UPON THE REMOVAL AND RELOCATION OF THE EXISTING UTILITY POLES AND WIRES THAT ARE FOUND TO BE IN CONFLICT WITH THE PROPOSED WORK, BY THE UTILITY COMPANIES. THE CONTRACTOR SHALL SCHEDULE THE WORK IN EACH AREA TO COORDINATE WITH THE POLE RELOCATION WORK.
- ADVISORY SPEED PLATES (W13-1) SHALL BE USED IF APPROPRIATE AND AS DIRECTED BY THE ENGINEER.

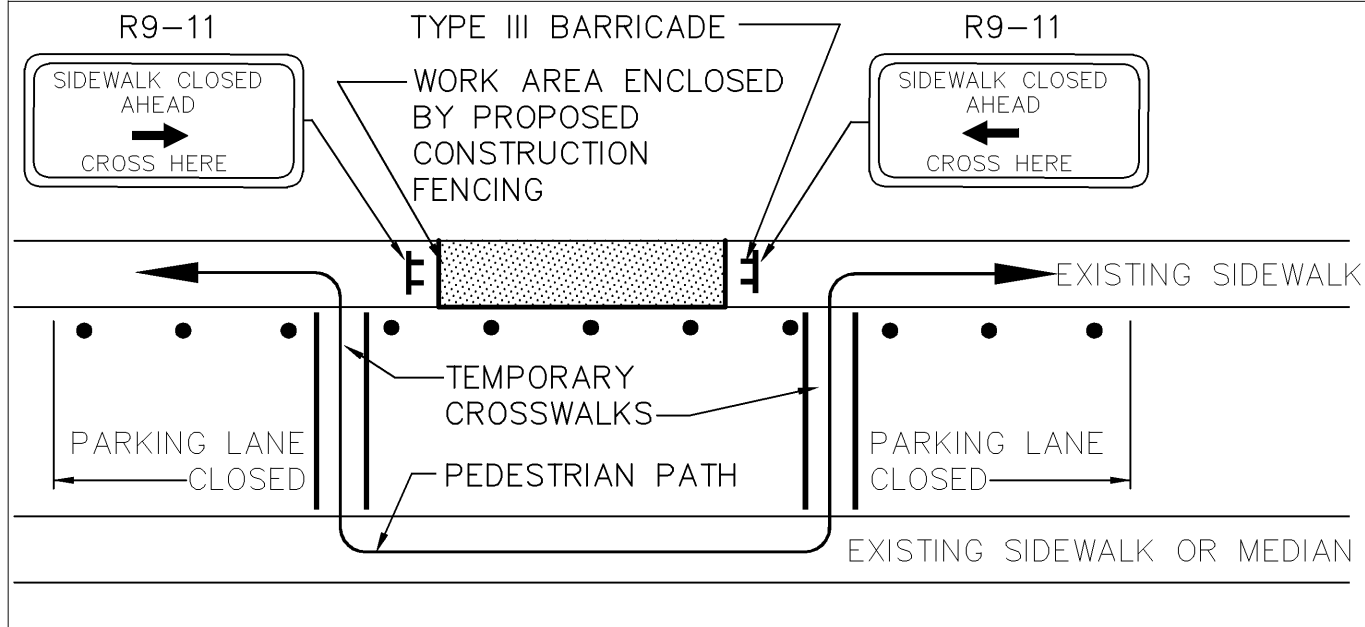
PEDESTRIAN BYPASS

TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING AND AS DIRECTED BY THE ENGINEER.

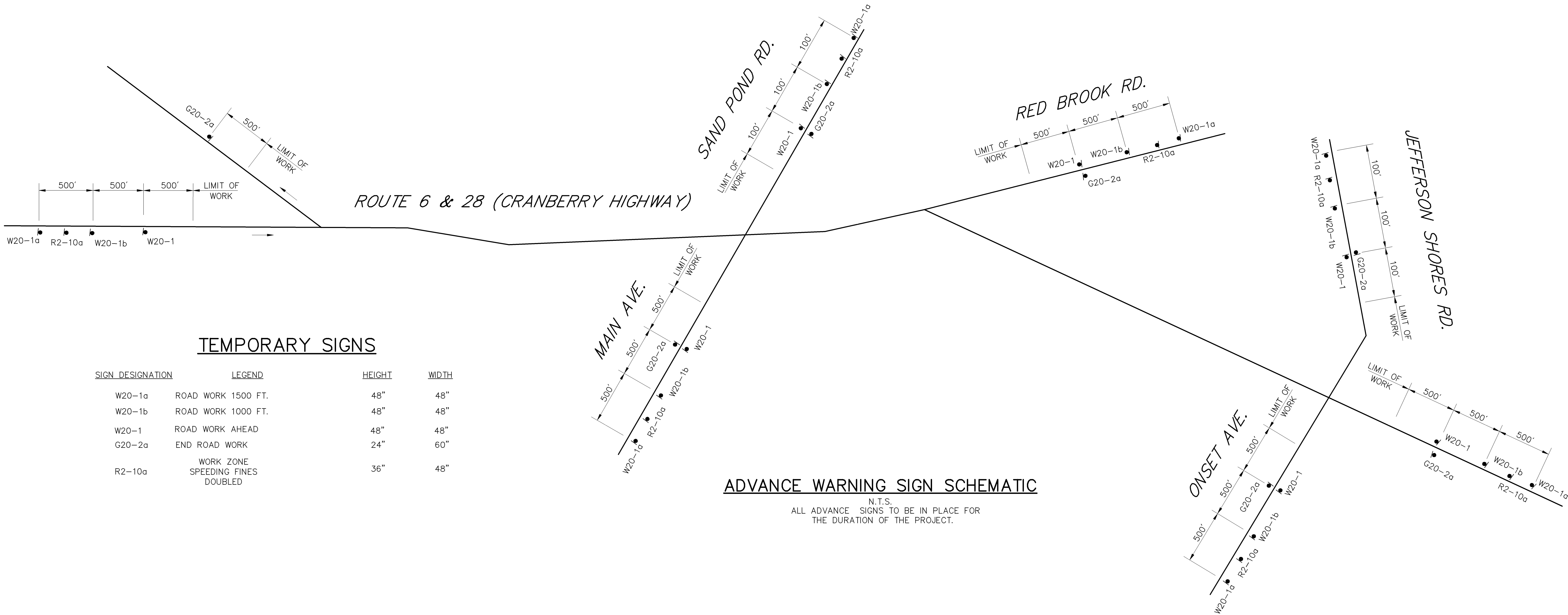
TYPE I
N.T.S.



TYPE II
N.T.S.



- ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
- CONTROLS FOR PEDESTRIAN TRAFFIC ONLY, ARE SHOWN. VEHICULAR TRAFFIC SHALL BE MAINTAINED AS SHOWN ELSEWHERE.
- STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
- DIRECTION OF PEDESTRIAN TRAVEL.
- IF THE WORK ZONE DOES NOT PERMIT PEDESTRIANS TO TRAVEL ADJACENT TO IT AS SHOWN IN PEDESTRIAN BYPASS TYPE I, TEMPORARY CROSSWALKS WITH APPROPRIATE SIGNS SHALL BE INSTALLED TO CROSS PEDESTRIANS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER.



STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	XXXX	55	81
PROJECT FILE NO. 117106			

SCALE: NOT TO SCALE
DATE: -
DWG: -

