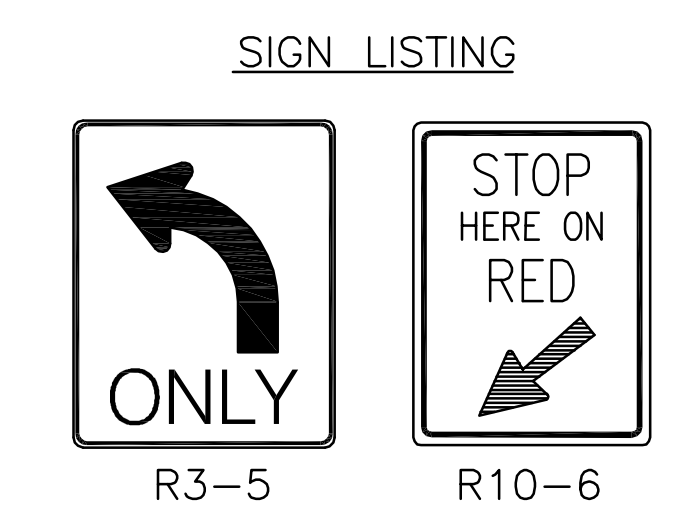
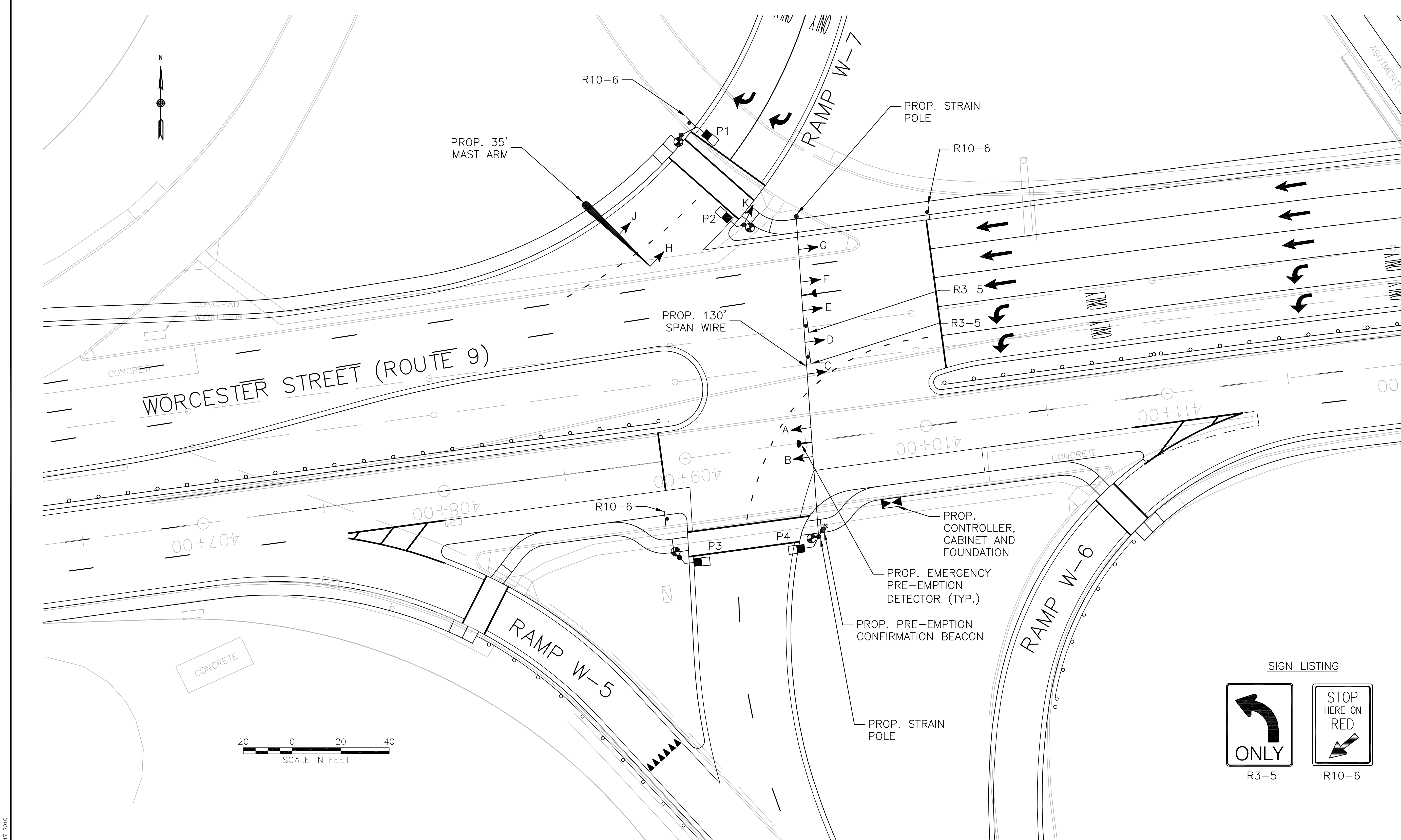
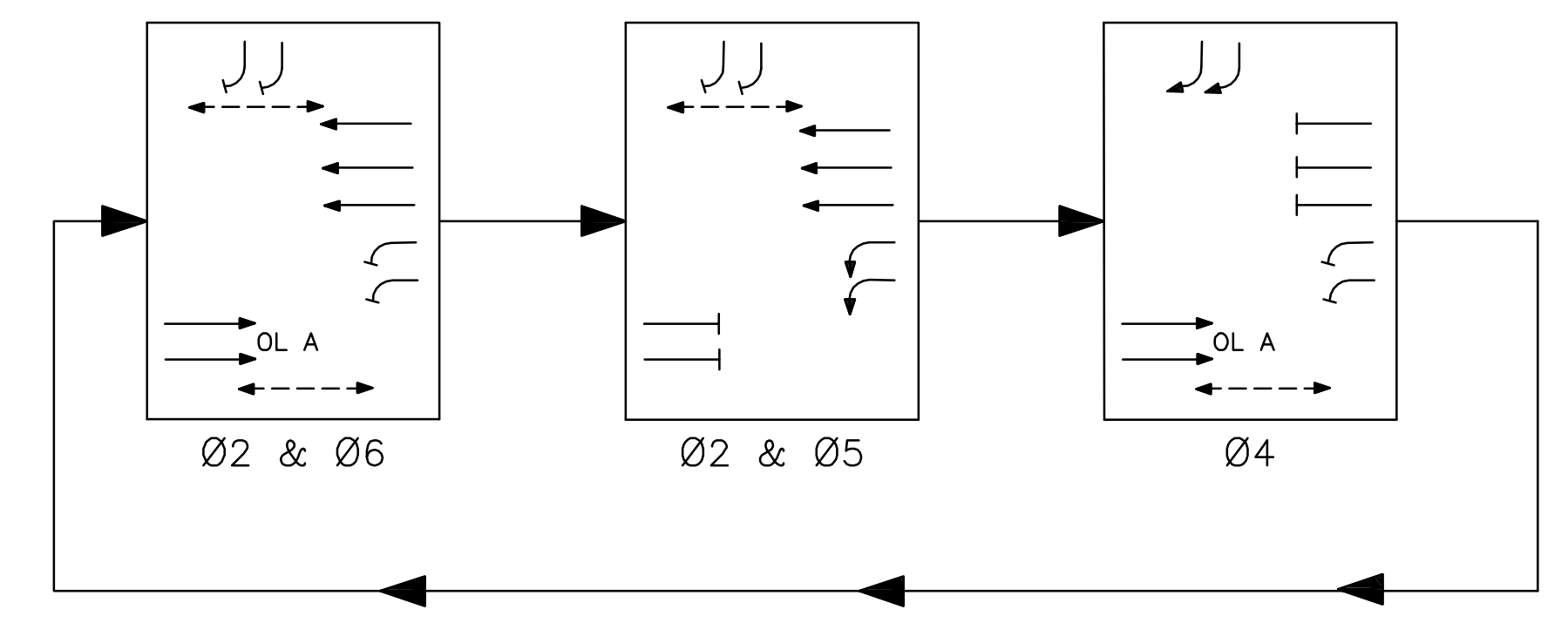


## **APPENDIX H**

### **Traffic Signal Plans**



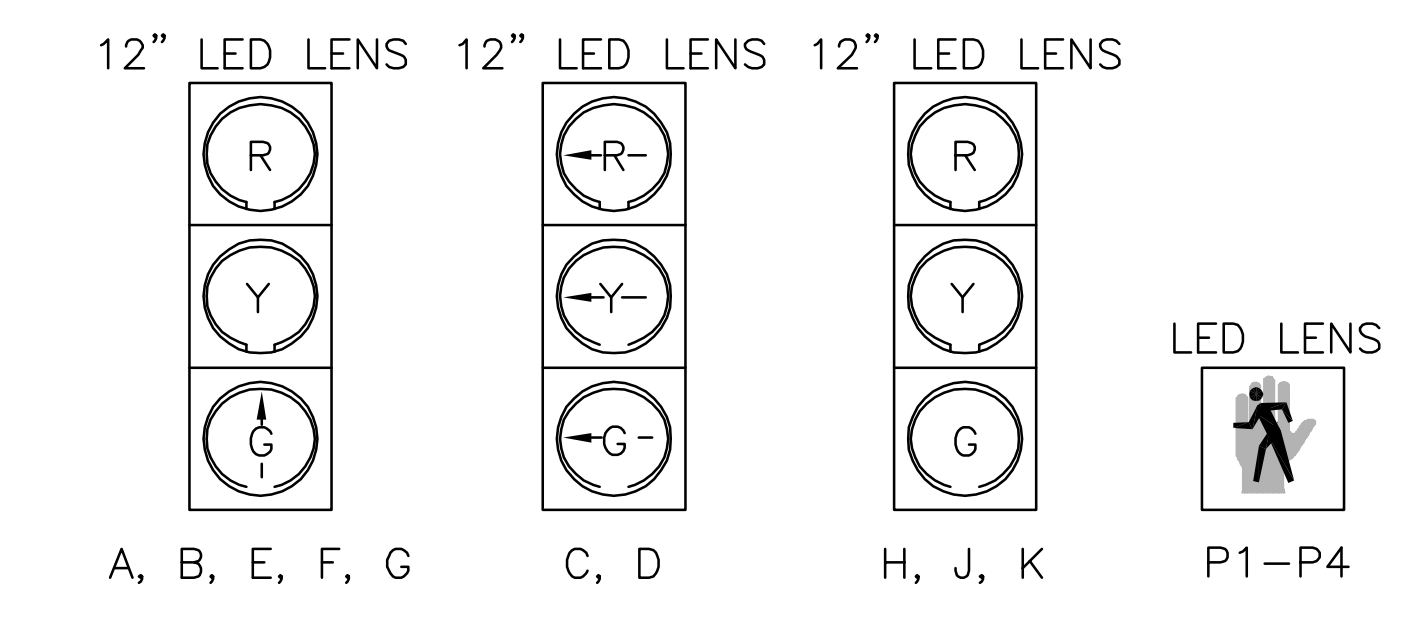
**PROPOSED SIGNAL PHASING**



**SIGNAL NOTES :**

1. PROPOSED LOOP DETECTION TO BE PROVIDED AT ALL APPROACHES.
2. STANDARD NEMA PHASING IN A DUAL RING CONFIGURATION SHALL BE USED.
3. SIGNAL TO OPERATE IN COORDINATION WITH PROP. SIGNAL AT I-95 NB RAMPS AND EXIST. SIGNAL AT SUN LIFE DRIVE.

**SIGNAL HEAD DATA**

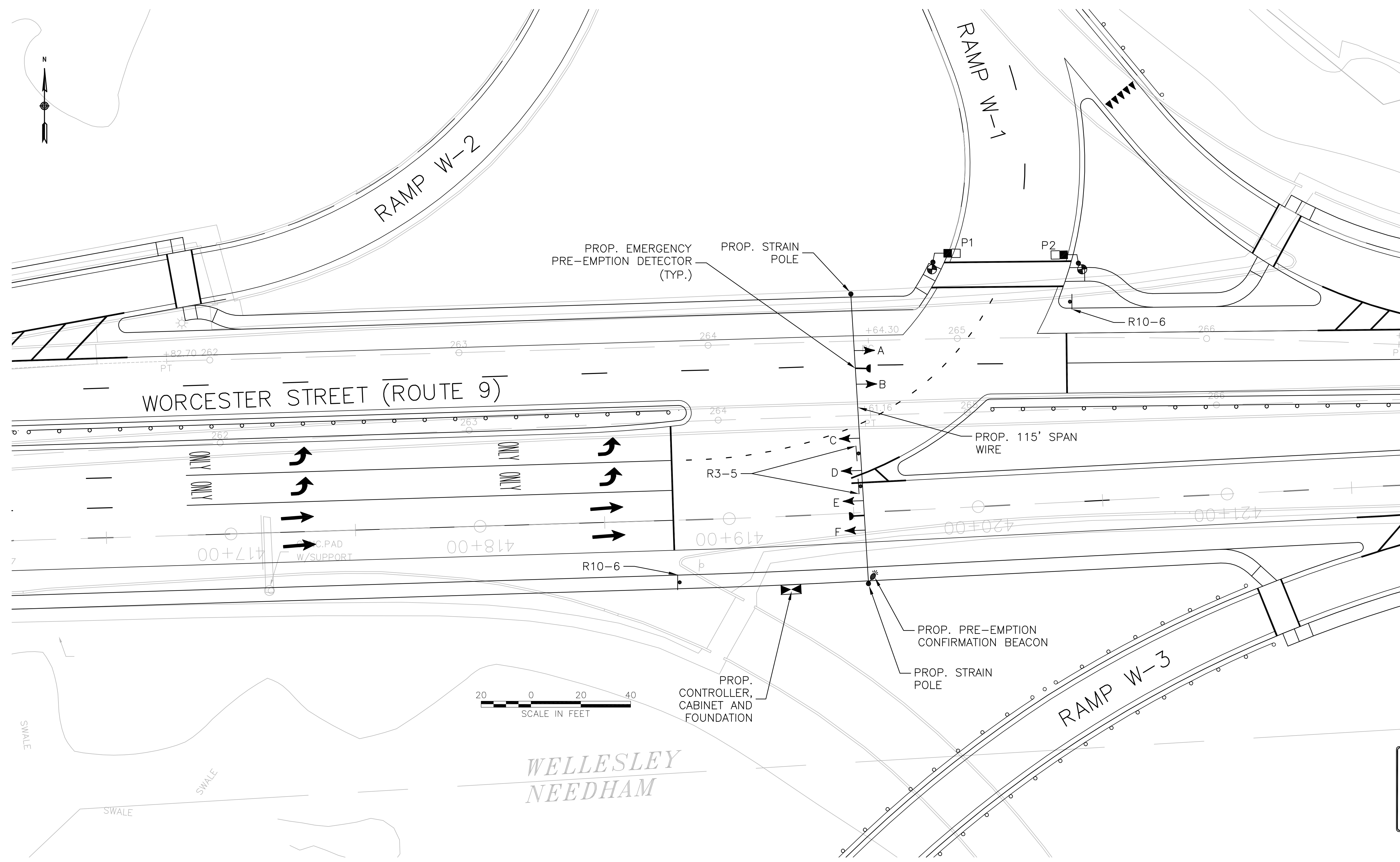


**SEQUENCE & TIMING NOTES:**

1. 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.
2. THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.
4. Ø6 TO OPERATE AS OVERLAP WITH Ø4.

IN CHARGE OF  
DESIGNED BY  
CHECKED BY  
CADD BY

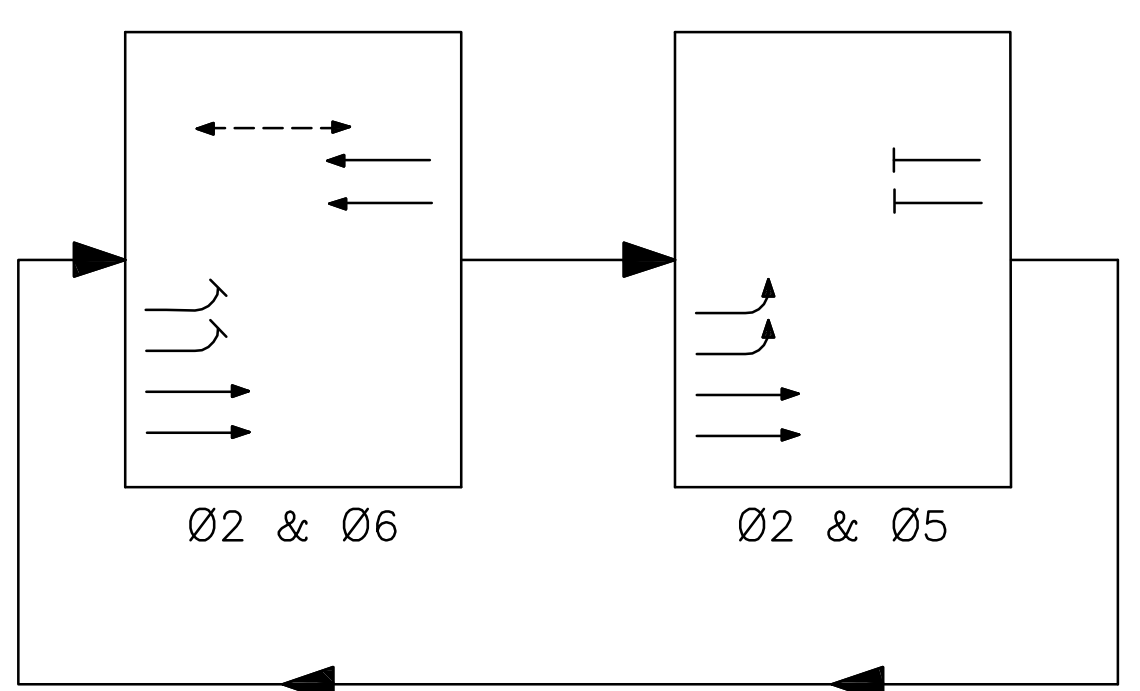
Jacobs Engineering Inc. - H:\proj\04510.11-rtr\128253\Phase5\050501.dwg August 17, 2010



SIGN LISTING



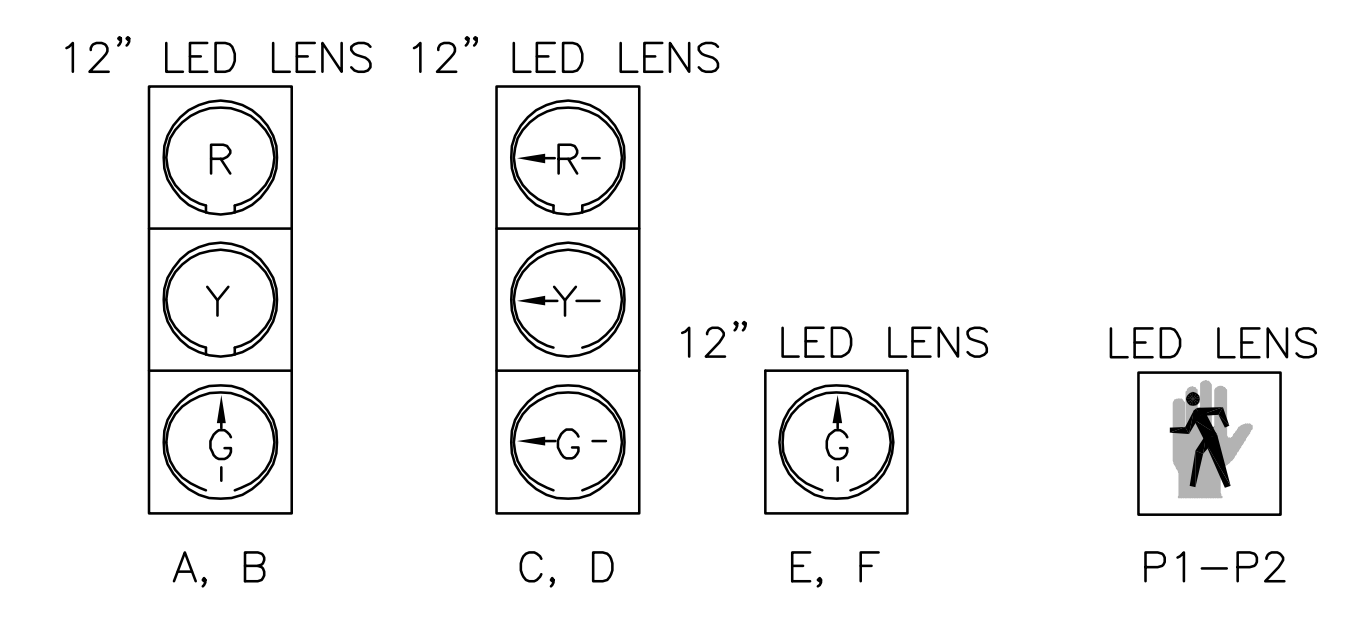
PROPOSED SIGNAL PHASING



SIGNAL NOTES:

1. PROPOSED LOOP DETECTION TO BE PROVIDED AT ALL APPROACHES.
2. STANDARD NEMA PHASING IN A DUAL RING CONFIGURATION SHALL BE USED.
3. SIGNAL TO OPERATE IN COORDINATION WITH PROP. SIGNAL AT I-95 SB RAMPS AND EXIST. SIGNAL AT SUN LIFE DRIVE.

SIGNAL HEAD DATA



SEQUENCE & TIMING NOTES:

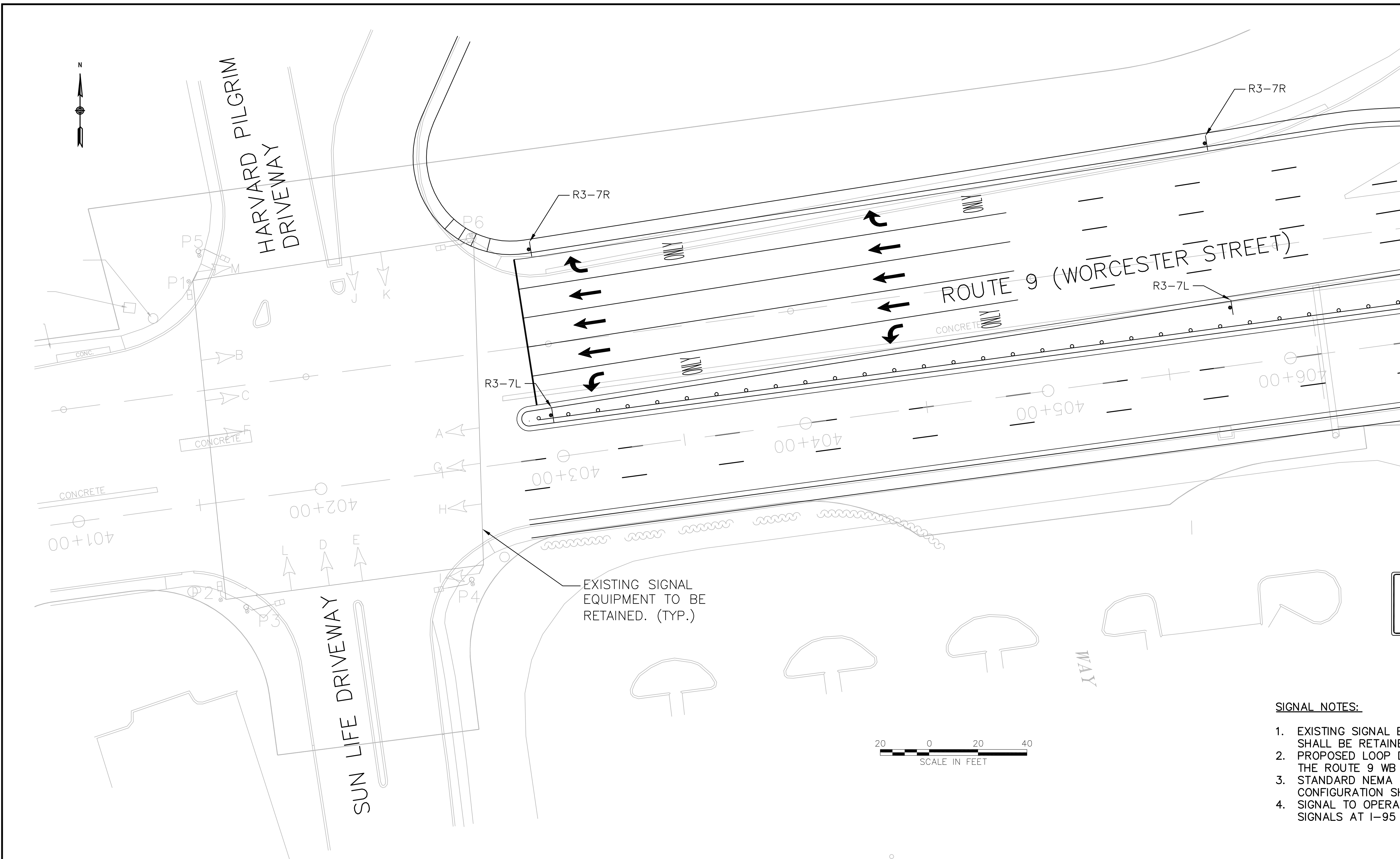
1. IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
2. THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.

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 CHECKED BY  
 CADD BY  
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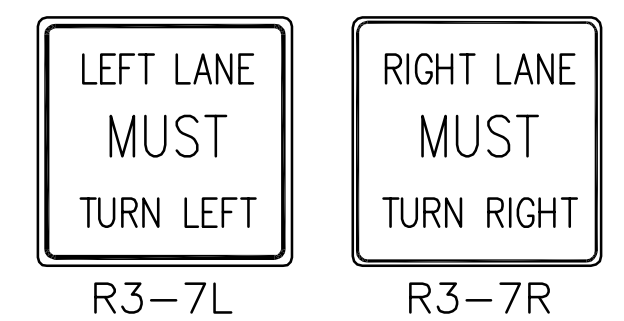
**NEEDHAM / WELLESLEY  
I-95/93 (RTE. 128) TIP - BRIDGE V**

STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
MASS.	XXXXXXXX	72	90
PROJECT FILE NO.		603711	

**TRAFFIC SIGNAL PLAN  
RT. 9 AT SUN LIFE DRIVEWAY**



**SIGN LISTING**



EXISTING SIGNAL EQUIPMENT TO BE RETAINED. (TYP.)



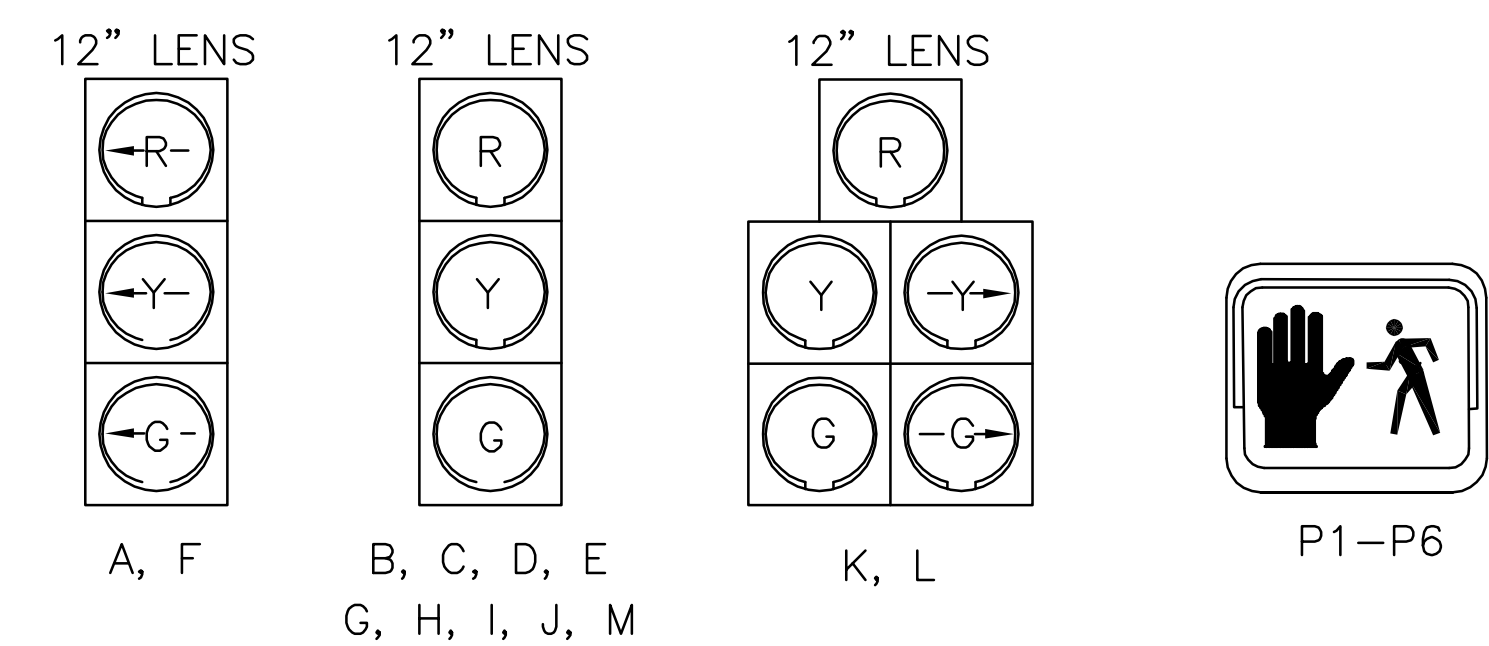
**SIGNAL NOTES:**

- EXISTING SIGNAL EQUIPMENT AT THIS LOCATION SHALL BE RETAINED, UNLESS OTHERWISE NOTED.
- PROPOSED LOOP DETECTION TO BE PROVIDED AT THE ROUTE 9 WB APPROACH.
- STANDARD NEMA PHASING IN A DUAL RING CONFIGURATION SHALL BE USED.
- SIGNAL TO OPERATE IN COORDINATION WITH PROP. SIGNALS AT I-95 NB RAMPS AND I-95 SB RAMPS.

**SEQUENCE & TIMING NOTES:**

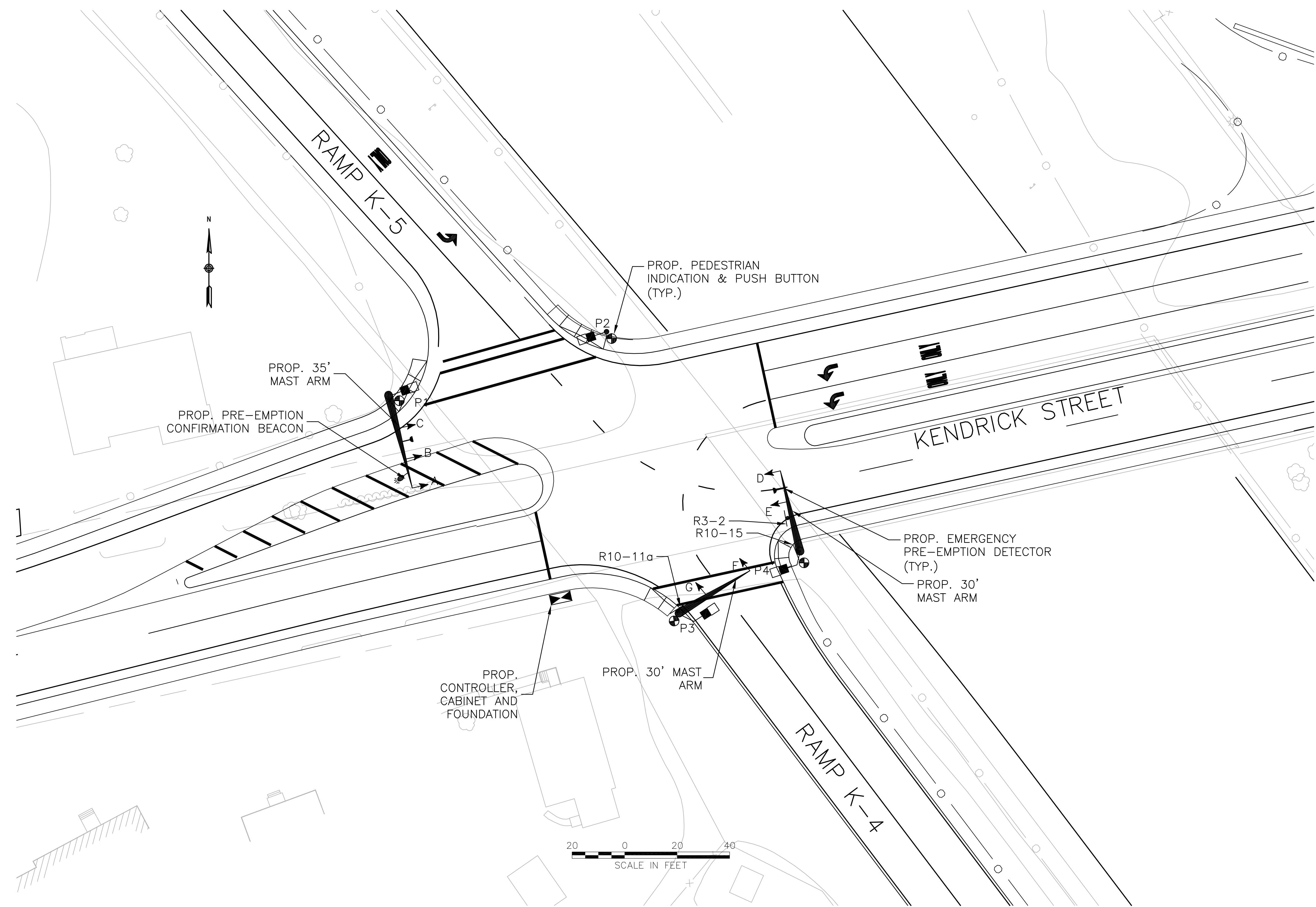
- IF THE ASSIGNED RIGHT OF WAY FOR ANY TRAFFIC MOVEMENT IS TO REMAIN IN EFFECT DURING THE NEXT CALLED PHASE, THE SIGNAL INDICATIONS FOR THAT TRAFFIC MOVEMENT WILL NOT CHANGE DURING THE CLEARANCE INTERVAL.
- THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NON-CONFLICTING PHASES.
- IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.
- OVERLAP A SHALL OPERATE WITH Ø1.
- OVERLAP B SHALL OPERATE WITH Ø5.
- OVERLAP C SHALL OPERATE WITH Ø4.

**EXISTING SIGNAL HEAD DATA**

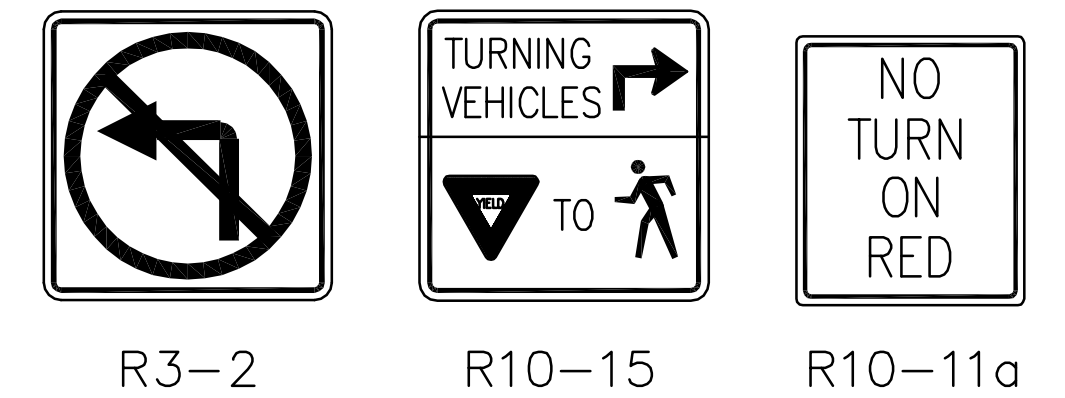


IN CHARGE OF \_\_\_\_\_  
 DESIGNED BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
 CADD BY \_\_\_\_\_  
 Jacobs Engineering Inc. - Hersh/04510.11-r/r/128253/Phase 03/05/11.dwg August 18, 2010

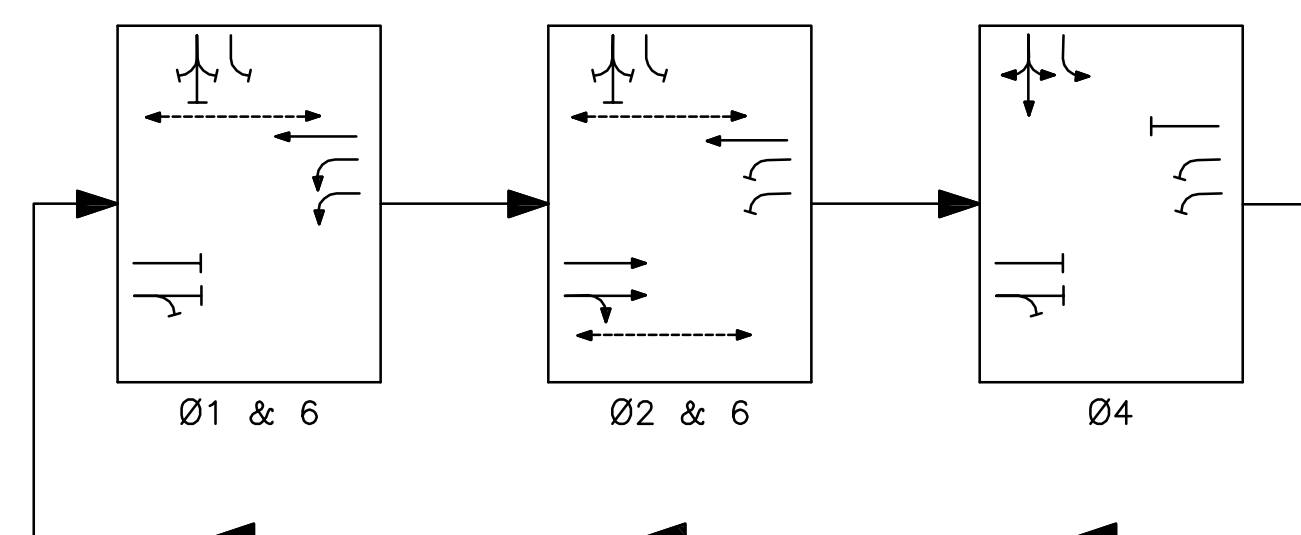




SIGN LISTING



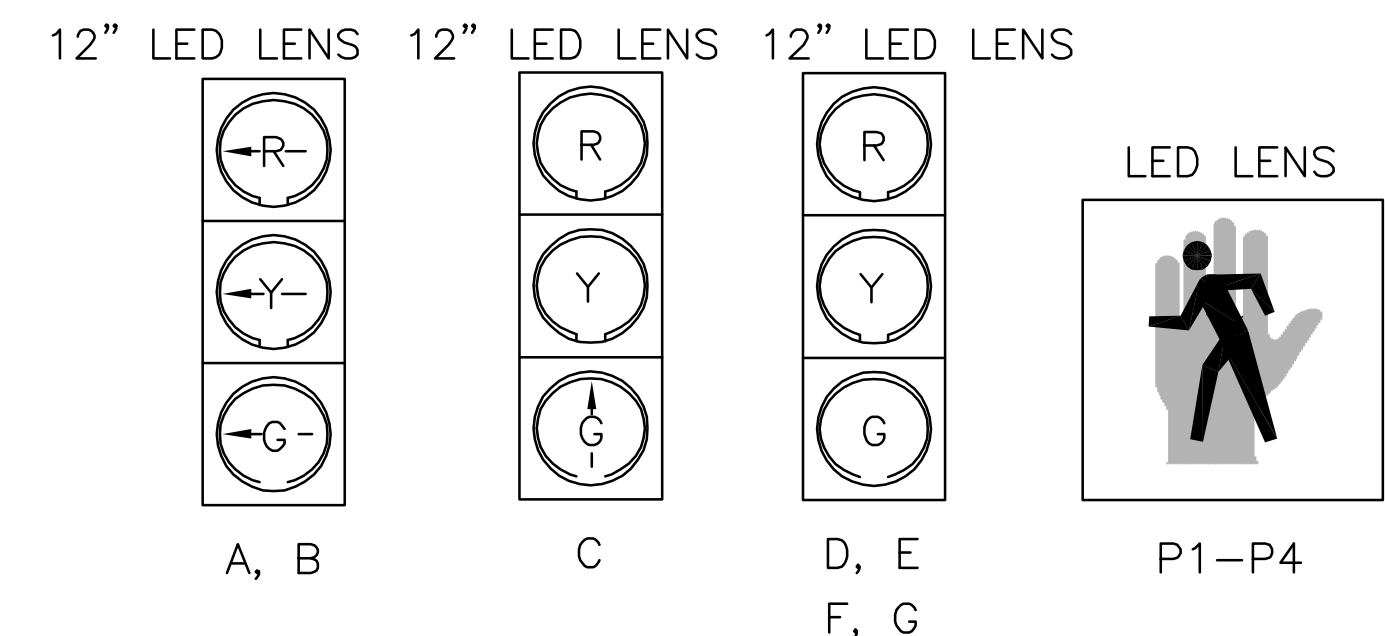
PROPOSED SIGNAL PHASING



SIGNAL NOTES:

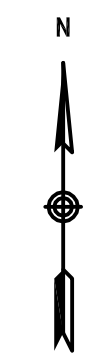
1. PROPOSED LOOP DETECTION TO BE PROVIDED AT ALL APPROACHES.
2. STANDARD NEMA PHASING IN A DUAL RING CONFIGURATION SHALL BE USED.
3. SIGNAL TO OPERATE IN COORDINATION WITH EXISTING SIGNALS AT HUNTING ROAD AND THIRD AVENUE.

SIGNAL HEAD DATA

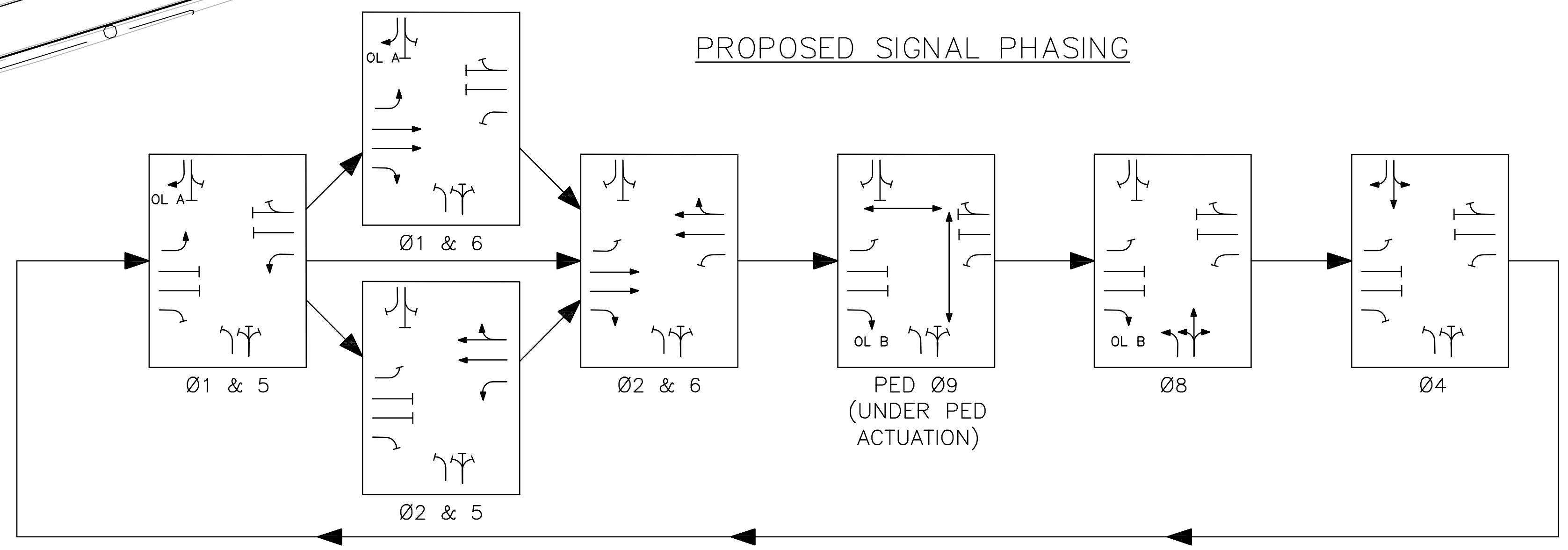


SEQUENCE & TIMING NOTES:

1. 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.
2. THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE, OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.



PROPOSED SIGNAL PHASING



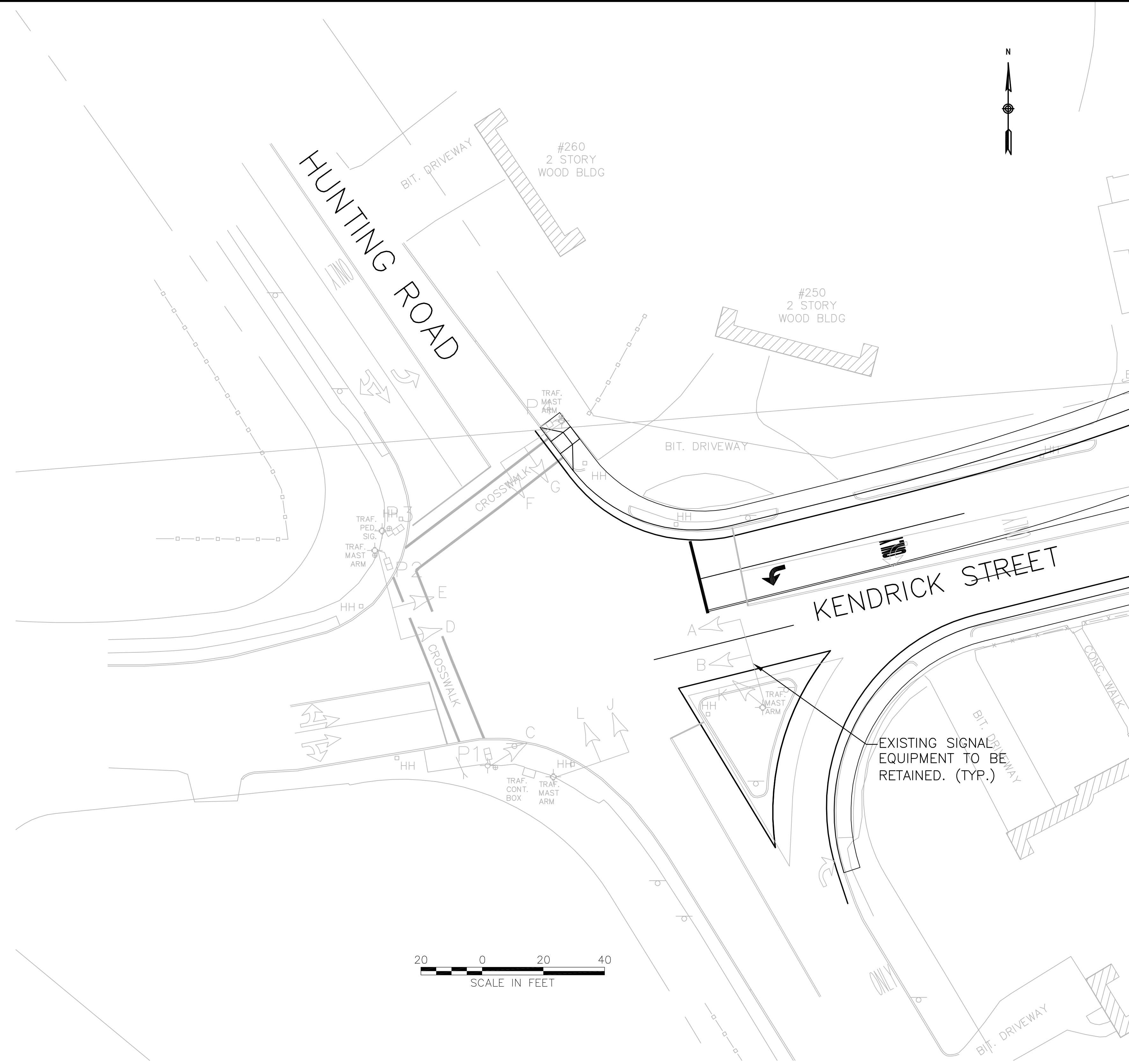
SIGNAL NOTES:

- EXISTING SIGNAL EQUIPMENT SHALL BE RETAINED, UNLESS OTHERWISE NOTED.
- STANDARD NEMA PHASING IN A DUAL RING CONFIGURATION SHALL BE USED.
- THIRD AVENUE NB THROUGH LANE TO BE RESTRIPTED TO ALLOW DUAL LEFT TURN MOVEMENT.
- SIGNAL TO OPERATE IN COORDINATION WITH PROPOSED SIGNAL AT I-95 SB RAMPS AND EXISTING SIGNAL AT HUNTING ROAD.

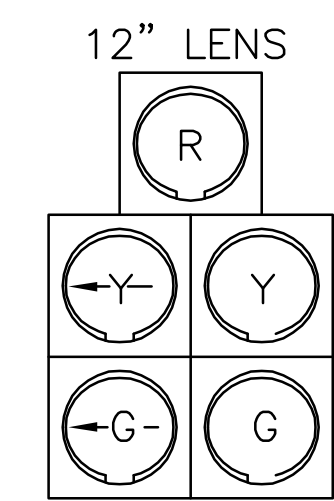
SEQUENCE & TIMING NOTES:

- 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.
- OVERLAP A TO OPERATE WITH Ø1.
- OVERLAP B TO OPERATE WITH Ø8 AND Ø9.

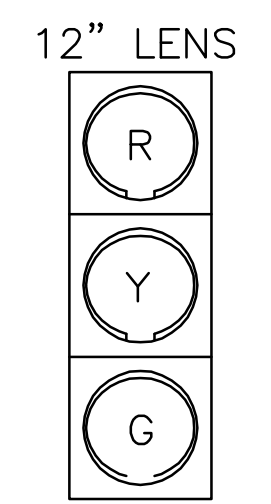
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 CADD BY  
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EXISTING SIGNAL HEAD DATA



C, D, J, K

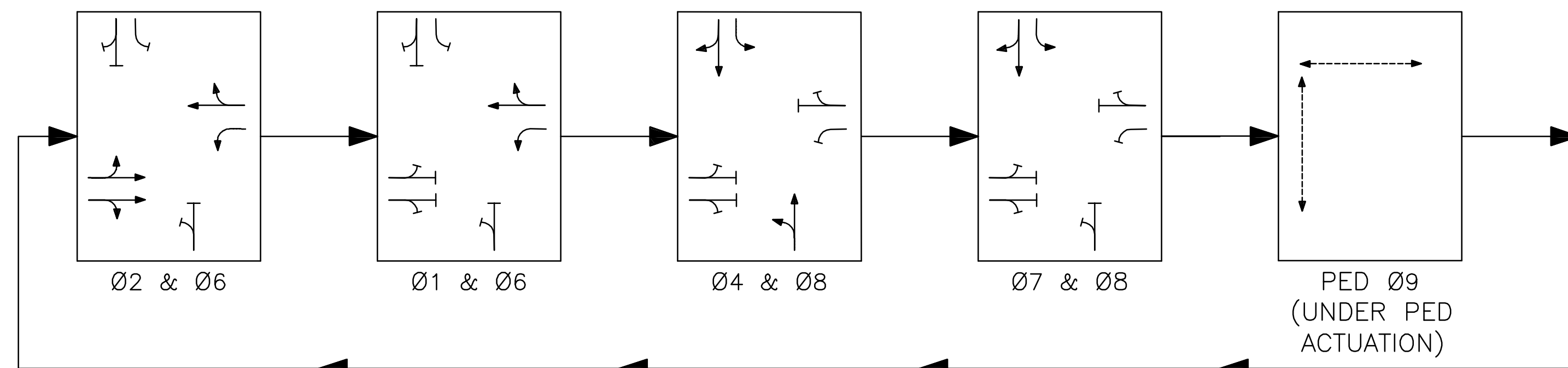


A, B, E,  
F, G, L



(LED)

PROPOSED SIGNAL PHASING



SIGNAL NOTES:

1. EXISTING SIGNAL EQUIPMENT AT THIS LOCATION SHALL BE RETAINED, UNLESS OTHERWISE NOTED.
2. STANDARD NEMA PHASING IN A DUAL RING CONFIGURATION SHALL BE USED.
3. SIGNAL TO OPERATE IN COORDINATION WITH PROPOSED SIGNAL AT I-95 SB RAMP AND EXISTING SIGNAL AT THIRD AVENUE.

SIGNAL NOTES:

1. 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.
2. THE RIGHT OF WAY MAY BE ASSIGNED TO ANY PHASE OR ANY COMBINATION OF NON-CONFLICTING PHASES.
3. IF CALLS EXIST ON ALL PHASES, THE ASSIGNMENT OF RIGHT OF WAY SHALL BE IN ACCORDANCE WITH THE PREFERENTIAL PHASE SEQUENCE.