

CITY OF SOMERVILLE

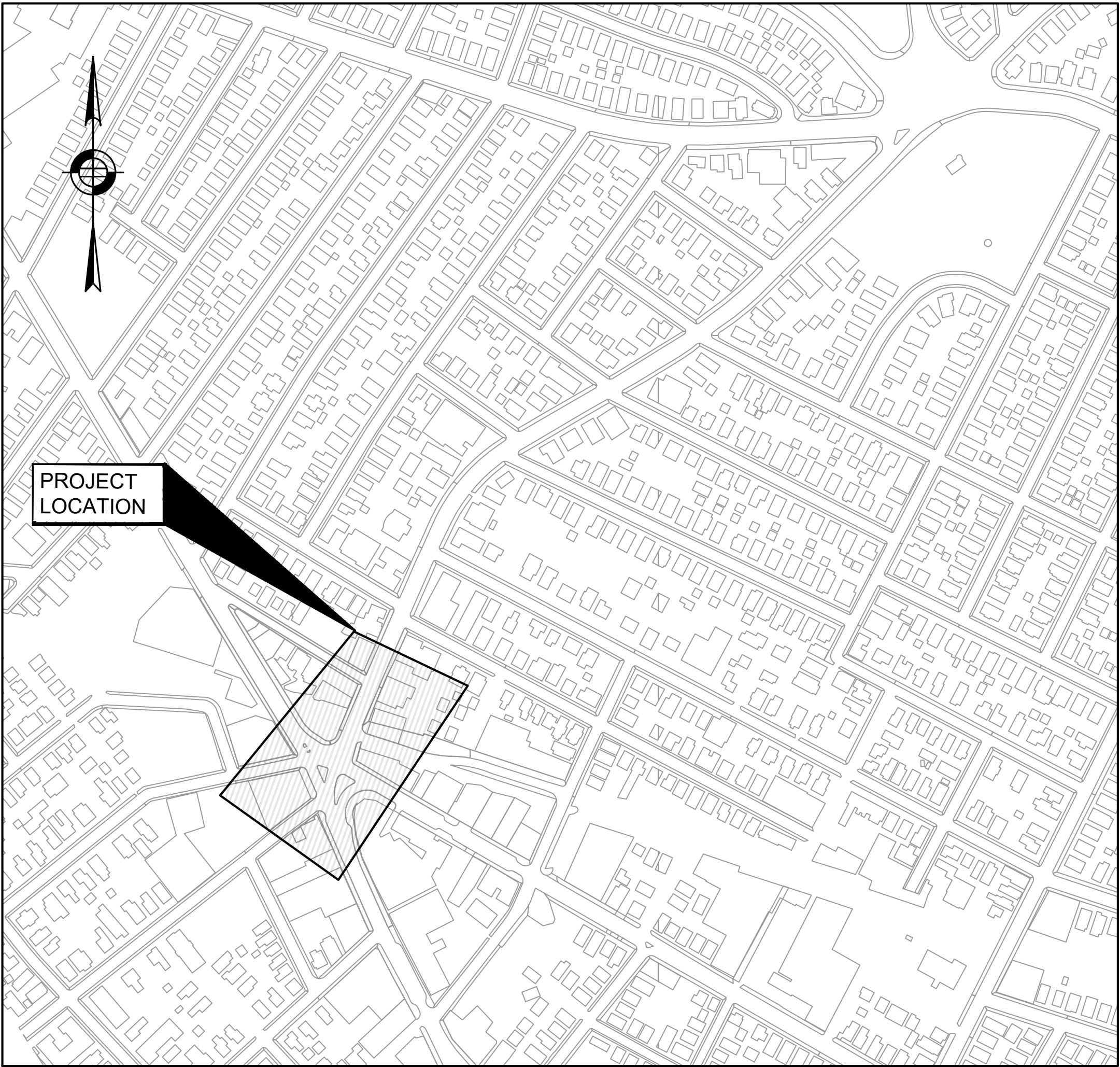
SIGNAL AND INTERSECTION IMPROVEMENTS

DAVIS SQUARE



INDEX


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LOCUS PLAN
1"=250'

THESE PLANS ARE SUPPLEMENTED BY THE OCTOBER 2017 CONSTRUCTION STANDARD DETAILS, THE MASSACHUSETTS DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES DATED 2020, AS AMENDED, AND THE 1968 STANDARD DRAWINGS FOR TRAFFIC SIGNALS AND HIGHWAY LIGHTING

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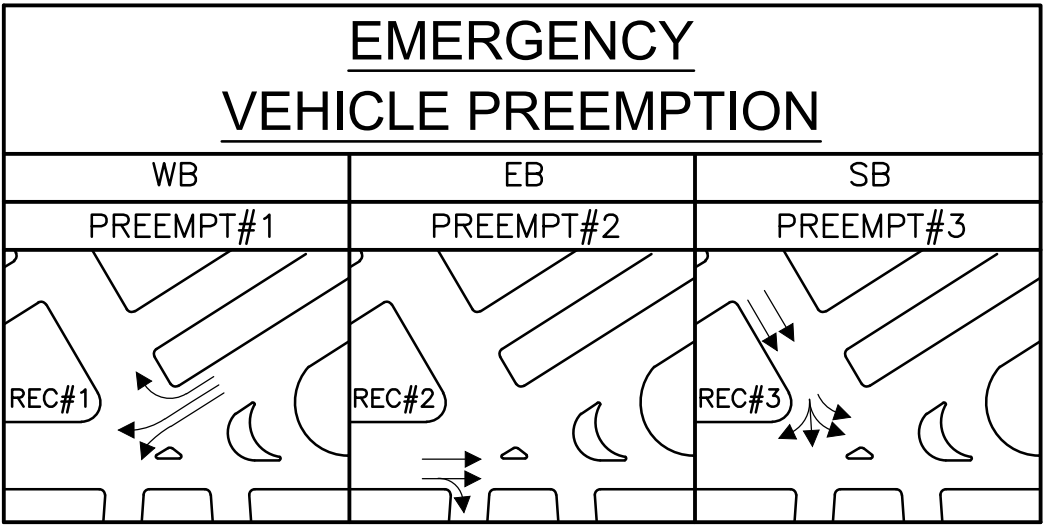
PROFESSIONAL CERTIFICATION			REUSE OF DOCUMENTS						<div>TOOLE DESIGN</div> <div>2 OLIVER STREET, SUITE 305 BOSTON, MA 02109 PHONE: 617.619.9910 FAX: 301.927.2800 www.tooledesign.com</div>		DAVIS SQUARE SIGNAL AND INTERSECTION IMPROVEMENTS		CITY OF SOMERVILLE COMMONWEALTH OF MASSACHUSETTS		TITLE SHEET & INDEX		
ALL DRAWINGS ARE INSTRUMENTS OF PROFESSIONAL SERVICE FOR THIS PROJECT. REUSE OR ALTERATION IS AT THE USER'S SOLE RISK.						DATE 5/3/2022											
I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MASSACHUSETTS, LICENSE NO. <u>46632</u> EXPIRATION DATE: <u>06/30/2022</u>			DSGN	CP							DAVIS SQUARE		DRAWING NO. G-01				
			DR	OC								PROPOSED CONDITIONS		SHEET NO. 1 OF 6			
			CHK	SO													
		APVD	JD	NO.	DATE	REVISION			BY	APVD							

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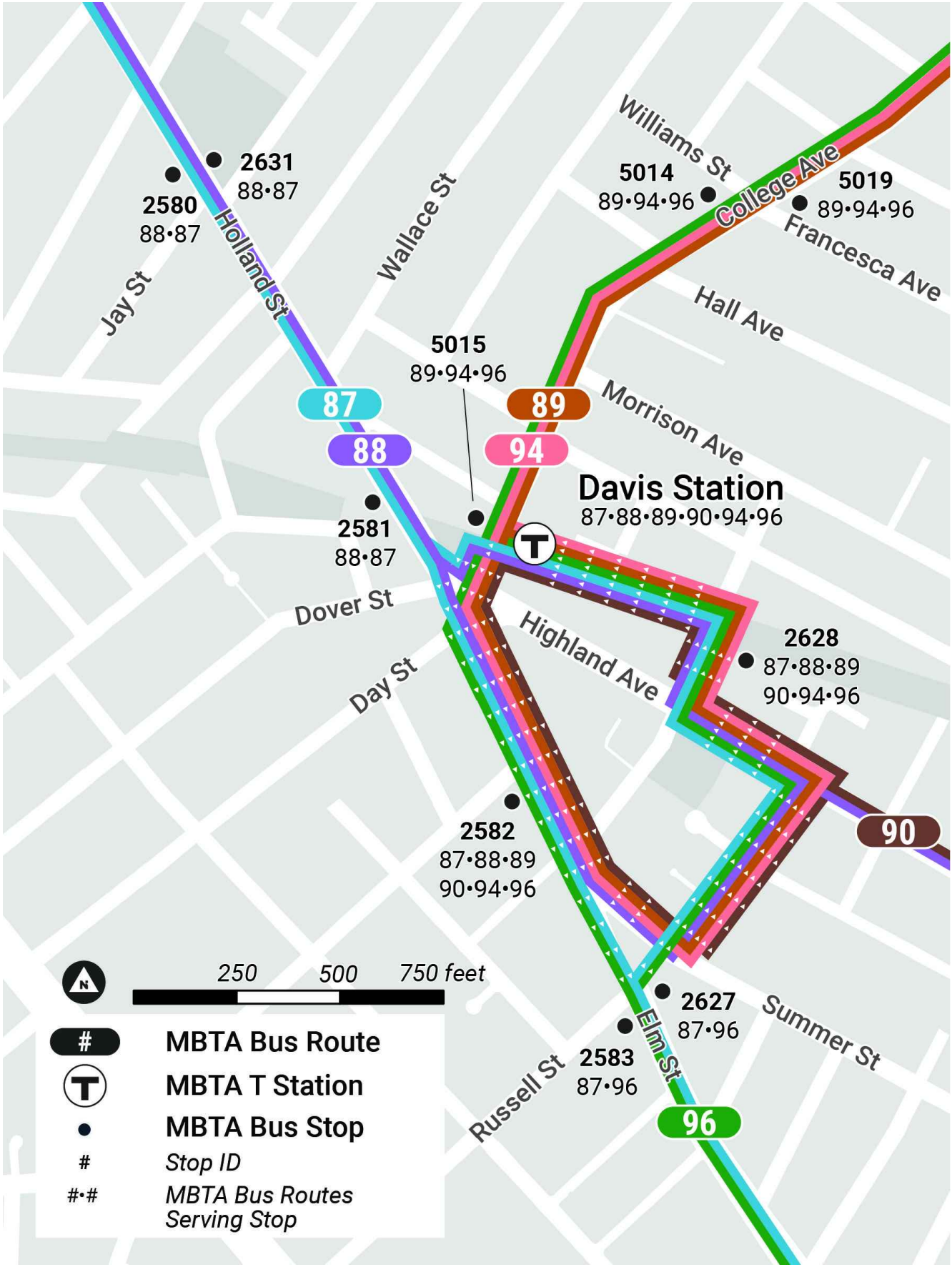
GENERAL NOTES

1. THE CONTRACTOR SHALL COORDINATE WITH CITY OF SOMERVILLE TO REMOVE EXISTING PEDESTRIAN SIGNAL HEAD AND INSTALL NEW P11 PEDESTRIAN SIGNAL HEAD AT THE SAME TIME AS PAVEMENT MARKINGS, CURB WORK AND NEW CROSSWALK ARE BEING INSTALLED.
2. DETECTION ZONES FOR MIOVISION CAMERAS TO BE CONFIGURED BY 3RD PARTY AFTER INSTALLATION.
3. THE CONTRACTOR SHALL INSTALL PROPOSED SIGNAL HEADS ON EXISTING POLES AND MAST ARMS, UNLESS OTHERWISE SPECIFIED.
4. THE CONTRACTOR SHALL RETURN ALL REMOVED SIGNAL EQUIPMENT TO 1 FRANEY ROAD.
5. THE CONTRACTOR SHALL ONLY REMOVE EXISTING SIGNAL HEADS THAT ARE SPECIFICALLY CALLED OUT FOR REMOVAL.
6. THE CONTRACTOR SHALL VERIFY BASE MAPPING IN THE FIELD PRIOR TO PLACING STRIPING OR SYMBOLS AND REPORT ANY DISCREPANCIES TO THE ENGINEER PRIOR TO START OF WORK. WHEN THESE PLANS ARE IN CONFLICT WITH ACTUAL SITE CONDITIONS, PROPOSED WORK MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER.
7. THE CONTRACTOR SHALL TAKE ADEQUATE PRECAUTIONS TO PROTECT ALL WALKS, GRADING, SIDEWALKS, AND FEATURES OUTSIDE OF THE LIMITS OF WORK AND SHALL REPAIR AND REPLACE OR OTHERWISE MAKE GOOD AS DIRECTED BY THE ENGINEER OR OWNER’S DESIGNATED REPRESENTATIVE ANY SUCH OR OTHER DAMAGE SO CAUSED AT NO ADDITIONAL COST.
8. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO SEQUENCE THE WORK SUCH THAT THERE WILL BE NO CONFLICTS AT ANY TIME BETWEEN TRAFFIC PATTERNS AND TRAFFIC CONTROL DEVICES (NEW OR TEMPORARY) WITHIN THE LIMITS OF CONSTRUCTION.
9. ALL EXISTING PEDESTRIAN RAMP LOCATIONS SHOWN ARE APPROXIMATE. EXISTING PEDESTRIAN RAMPS HAVE NOT BEEN REVIEWED FOR ADA COMPLIANCE.
10. THE MINIMUM HEIGHT, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK, SHALL BE 7’. THE MINIMUM LATERAL OFFSET, MEASURED FROM THE EDGE OF THE SIGN TO THE FACE OF THE CURB, SHALL BE 1’.
11. ALL SIGNS LABELED REMOVE AND RESET SHALL BE RESET TO THEIR ORIGINAL LOCATION UNLESS OTHERWISE NOTED OR DEPICTED ON THE SIGNAL PLAN.
12. NEW OR RELOCATED SIGNPOSTS SHALL NEITHER IMPEDE NOR OBSTRUCT ACCESSIBLE PATH OF TRAVEL FOR PEDESTRIANS.
13. IF ACCESSIBLE PARKING IS AFFECTED DURING CONSTRUCTION, RELOCATE ALL ACCESSIBLE PARKING SPOTS TO THE NEAREST PARKING AREAS THAT WILL BE MAINTAINED DURING CONSTRUCTION. RELOCATED ACCESSIBLE PARKING AREAS SHALL BE APPROPRIATELY SIGNED AND SHALL BE ADJACENT TO AN ACCESSIBLE PEDESTRIAN PATHWAY. ALL ACCESSIBLE PARKING SPACES SHALL BE RETURNED TO THEIR ORIGINAL LOCATION POST CONSTRUCTION, UNLESS OTHERWISE NOTED ON THE PLANS.
14. MAINTAIN EXISTING PEDESTRIAN AND BICYCLE FACILITIES AS SEPARATED AND CONTINUOUS DURING CONSTRUCTION. PEDESTRIAN AND BICYCLE FACILITIES ARE TO BE SEPARATED FROM VEHICULAR TRAFFIC AND WILL NOT BE REMOVED OR UNNECESSARILY DETOURED DUE TO THE RETENTION OF MULTIPLE TRAVEL LANES OR PARKING.
15. THE PREPARER OF THESE PLANS HAS NO ROLE IN THE OVERSIGHT OR OTHERWISE IN THE IMPLEMENTATION OF THESE PLANS.
16. THE UTILITY COMPANIES, PUBLIC AND PRIVATE, MUST BE NOTIFIED, INCLUDING THOSE IN CONTROL OF UTILITIES NOT SHOWN ON THIS PLAN, (SEE CHAPTER 370, ACTS OF 1663, MASSACHUSETTS) PRIOR TO EXCAVATING, BLASTING, INSTALLING, BACKFILLING GRADING, PAVEMENT RESTORATION, OR REPAVING.
17. THE ACCURACY AND COMPLETENESS OF UNDERGROUND UTILITIES ARE NOT GUARANTEED. IT SHALL BE THE CONTRACTOR’S RESPONSIBILITY TO DETERMINE THE EXACT LOCATION, SIZE, TYPE, ETC. OF ALL UNDERGROUND UTILITIES THAT MAY BE AFFECTED BY THE WORK. AT LEAST 72 HOURS BEFORE DIGGING BEGINS THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT (888)344-7233. ALL CITY OWNED UTILITY STRUCTURES WITHIN AREAS AFFECTED BY THE WORK SHALL BE ADJUSTED TO NEW LINE AND GRADE AS DIRECTED BY THE ENGINEER. ANY UTILITY POLES AND/OR GUY POLES WITHIN AREAS AFFECTED BY THE WORK SHALL BE REMOVED AND RESET BY THE RESPECTIVE UTILITY COMPANY. ALTERATIONS TO UTILITIES NOT OWNED BY THE CITY SHALL BE MADE BY THE PERSPECTIVE UTILITY OWNERS.
18. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO PROVIDE SHOP DRAWINGS FOR TRAFFIC MANAGEMENT AND TO COMPLY WITH CONDITIONS OBTAINED WITHIN THE PLANS AND SPECIFICATIONS USING APPROVED METHODS.
19. THE CONTRACTOR SHALL FIELD VERIFY CONDITIONS AND DIMENSIONS PRIOR TO CONSTRUCTION.
20. THE CONTRACTOR SHALL VERIFY PROPERTY LIMITS PRIOR TO CONSTRUCTION AND PLACE ALL NEW EQUIPMENT WITHIN THE CITY’S RIGHT OF WAY.
21. WHERE THE NEW CONSTRUCTION IS WITHIN THE EXISTING TRAVELED WAY, THE CONTRACTOR SHALL PERFORM WORK IN A MANNER ACCEPTABLE TO THE CITY SO THAT INTERFERENCE TO BUSINESS CONCERNS AND ABUTTERS, ON ACCOUNT OF THE CONSTRUCTION WORK, IS KEPT TO A MINIMUM. THE CONTRACTOR WILL NOT BE ALLOWED TO PARK EQUIPMENT OR STOCKPILE MATERIAL ON THE TRAVELED WAYS OVERNIGHT OR WHEN NOT IN USE. THE CONTRACTOR SHALL MAINTAIN SAFE AND REASONABLE ACCESS TO AND FROM ABUTTING PROPERTIES AT ALL TIMES AT NO ADDITIONAL COST.
22. ALL WORK REQUIRED TO COMPLETE TRAFFIC SIGNAL MODIFICATIONS SHALL BE IN CONFORMANCE WITH CITY AND STATE STANDARDS AND SPECIFICATIONS.
23. ALL NEW TRAFFIC CONTROL DEVICE, SIGNAGE, OR CURB-USE SIGNAGE SHALL BE INSTALLED, MODIFIED, OR RELOCATED IN SUCH A WAY AS TO NOT IMPEDE THE CONTINUOUS, ACCESSIBLE, AND UNOBSTRUCTED PATH FOR PEDESTRIANS.
24. ALL EXISTING FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING FACILITIES AT ALL TIMES DURING CONSTRUCTION. CONTRACTOR TO LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL TO THE SATISFACTION TO THE ENGINEER.
25. CONTRACTOR SHALL DETERMINE THE CONDITION OF THE EXISTING SIGNAL CONDUIT, AND SHALL IMMEDIATELY ADVISE THE ENGINEER IF THE CONDUIT IS FOUND TO BE DAMAGED OR DOES NOT HAVE ADEQUATE CAPACITY TO HANDLE THE ADDITION OF THE PROPOSED SIGNAL CABLES. ANY TEST PITTING SHOULD BE PERFORMED OUTSIDE OF THE PAVED AREAS.
26. 340 ATC CABINET SHALL BE EQUIPPED WITH (2) 19” RACKS, (4) DOORS, (2) 16-CHANNEL OUTPUT ASSEMBLIES, AUXILIARY DISPLAY UNIT FOR CMU, POWDERCOATING OR ANODIZING EXTERIOR, AND MANUAL CONTROL CABLE LOCATED IN POLICE PANEL.
27. REAL-TIME OR NEAR REAL-TIME COMMUNICATION FEED OF HIGH RESOLUTION SIGNAL DATA (SPoT AND TSP REQUESTS/CANCELS) SHALL BE PROVIDED FROM CONTROLLER TO MBTA. FORMAT COMMUNICATION FEED WITH JSON OR WEBHOOKS PREFERRED.
28. DETECTION ZONES SHALL BE SET UP SO THAT THEY ARE SET BACK NO FURTHER THAN 150’ FROM EACH CAMERA.
29. DISTANCES FROM STOP BARS AT DAVIS SQUARE TO THE NEAREST UPSTREAM BUS STOPS OF SELECT APPROACHES ARE INCLUDED IN THE TABLE TO THE RIGHT AND ARE SUPPLEMENTED BY THE MAP. DISTANCES INCLUDE THE FOLLOWING: 1630 FT FOR HIGHLAND AVE #2675, 90 FT FOR COLLEGE AVE #5015, 1080 FT FOR COLLEGE AVE #5014, 175 FT FOR HOLLAND STREET #2581, AND 1170 FT FOR HOLLAND STREET #2580. REFER TO BUS NETWORK MAP TO THE RIGHT.

30. EXISTING EMERGENCY VEHICLE PRE-EMPTION DETECTION SHALL NOT BE DISTURBED AND SHALL BE RECONNECTED IN NEW CABINET. REFER TO THE CHART BELOW FOR EXISTING EMERGENCY VEHICLE PRE-EMPTION PHASING.



BUS NETWORK MAP



TRAFFIC SIGNAL SYMBOLS

- EXISTING SIGNAL POST
- EXISTING SIGNAL HEAD
- EXISTING PEDESTRIAN SIGNAL HEAD
- EXISTING OPTICOM DETECTOR
- EXISTING OPTICOM STROBE
- EXISTING CONTROLLER CABINET
- EXISTING MAST ARM (LENGTH VARIES)
- EXISTING LOOP (5'xVARIES)
- EXISTING SIGN
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN SIGNAL HEAD
- PROPOSED SIGN
- PROPOSED VIDEO DETECTION

UPSTREAM BUS STOPS

STOP LOCATION/ID	DISTANCE (FT)
HIGHLAND AVE #2675	1630
COLLEGE AVE #5015	90
COLLEGE AVE #5014	1080
HOLLAND ST #2581	175
HOLLAND STREET #2580	1170

THESE VALUES PORTRAY THE APPROXIMATE DISTANCE BETWEEN UPSTREAM BUS STOPS AND THE DAVIS SQUARE INTERSECTION STOP BAR FOR THE APPROPRIATE APPROACH. NOTE THAT HIGHLAND AVE #2675 IS LOCATED OFF THE MAP AT THE INTERSECTION OF HIGHLAND AVENUE AND WILLOW AVENUE.

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PROFESSIONAL CERTIFICATION

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LICENSE NO. 46632
EXPIRATION DATE: 06/30/2022



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DAVIS SQUARE SIGNAL AND
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COMMONWEALTH OF MASSACHUSETTS

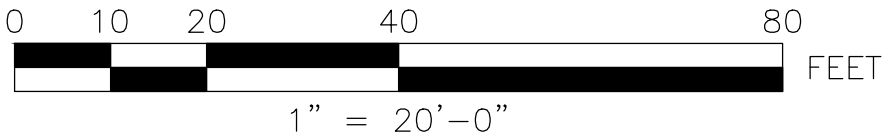
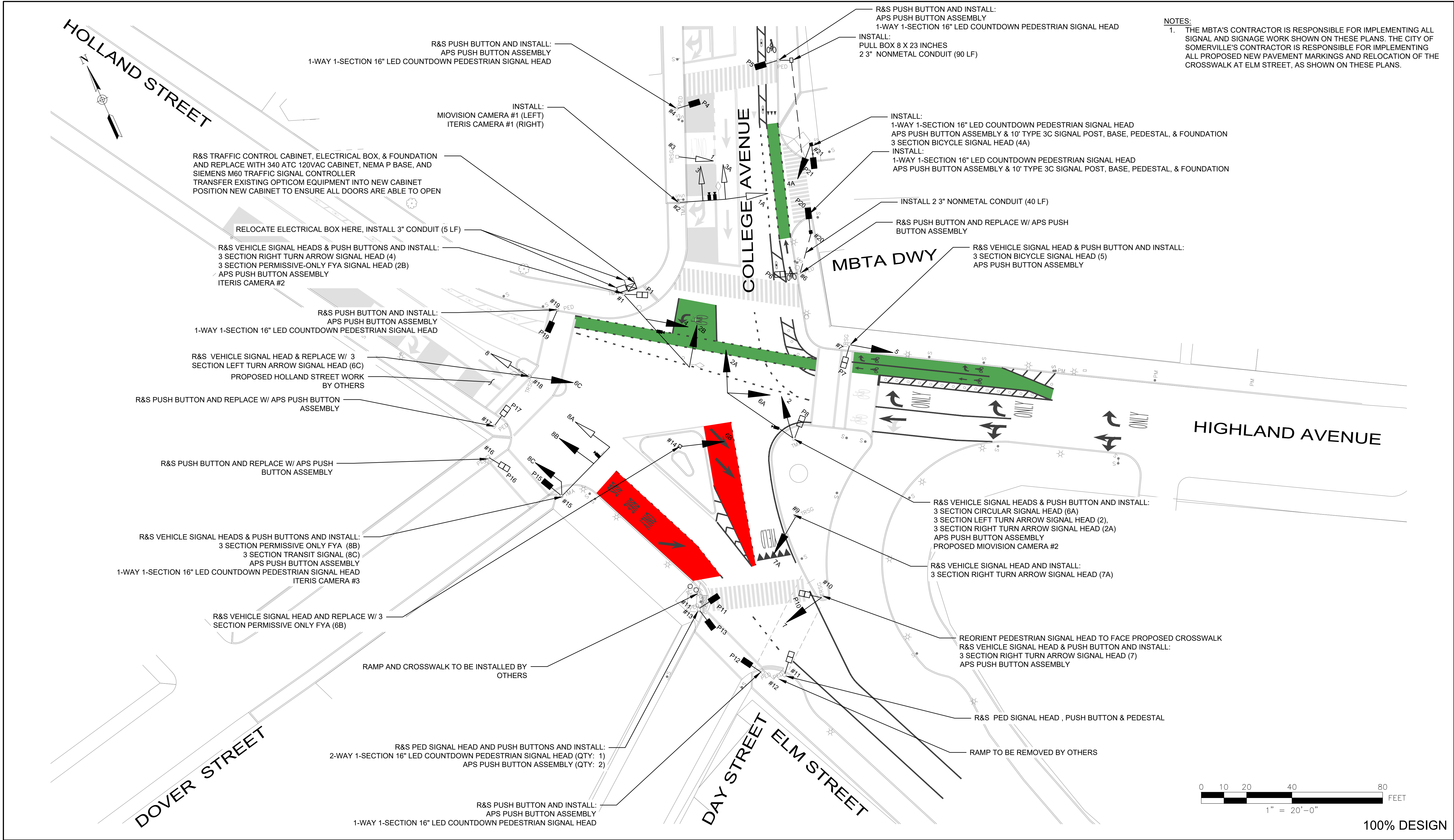
GENERAL NOTES

DAVIS SQUARE

PROPOSED CONDITIONS

DATE	5/3/2022
DRAWING NO.	G-02
SHEET NO.	2 OF 6

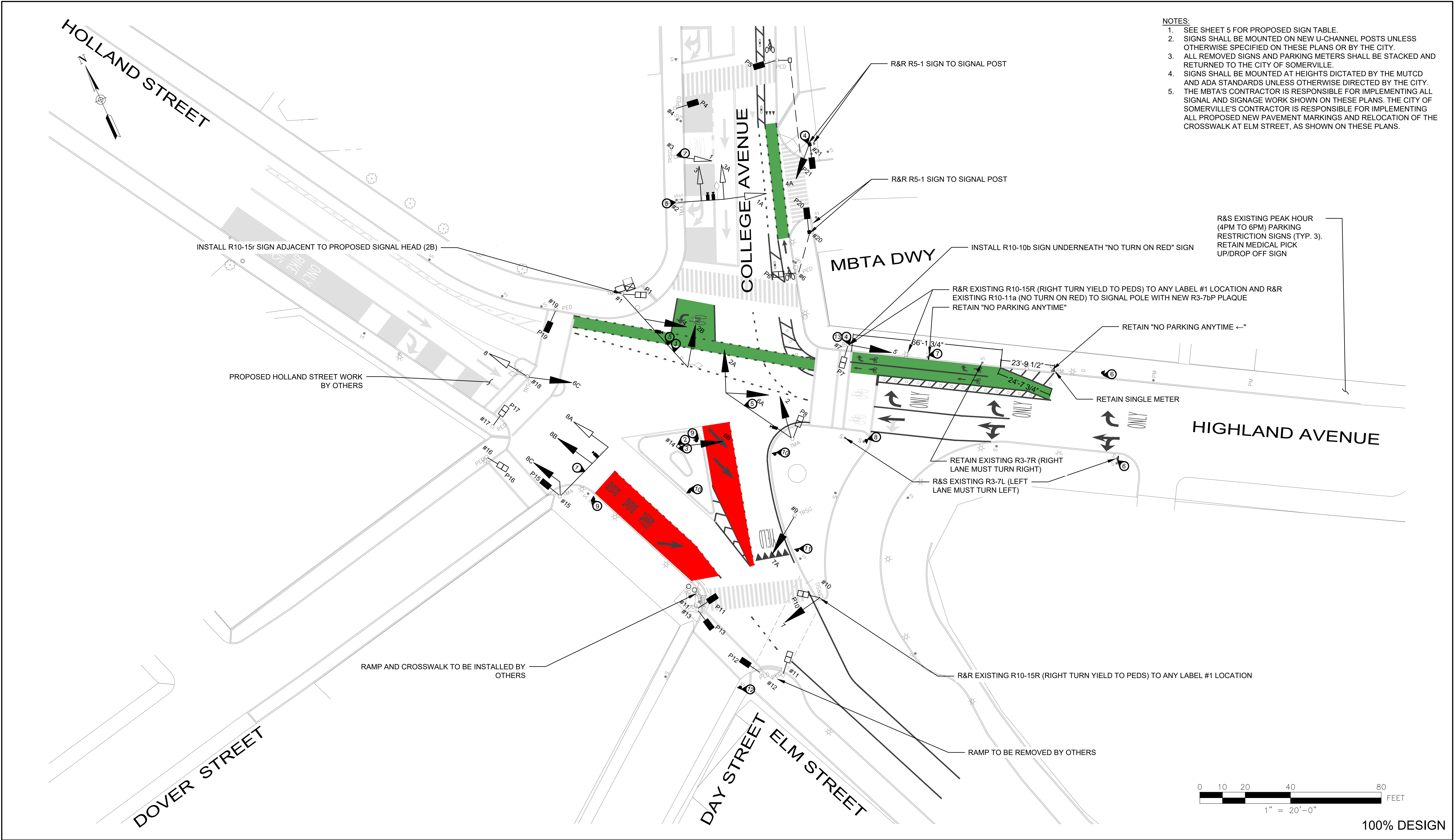
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PROFESSIONAL CERTIFICATION		REUSE OF DOCUMENTS				TOOLE DESIGN		DAVIS SQUARE SIGNAL AND INTERSECTION IMPROVEMENTS		TRAFFIC SIGNAL PLAN			
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		DSGN	CP									DRAWING NO.	SP-01
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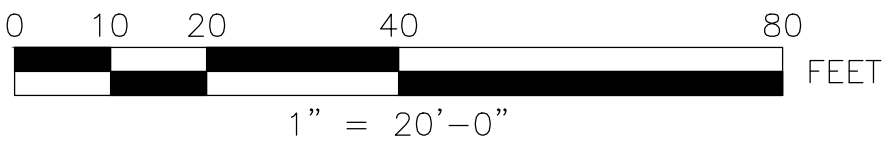
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- NOTES:
1. SEE SHEET 5 FOR PROPOSED SIGN TABLE.
 2. SIGNS SHALL BE MOUNTED ON NEW U-CHANNEL POSTS UNLESS OTHERWISE SPECIFIED ON THESE PLANS OR BY THE CITY.
 3. ALL REMOVED SIGNS AND PARKING METERS SHALL BE STACKED AND RETURNED TO THE CITY OF SOMERVILLE.
 4. SIGNS SHALL BE MOUNTED AT HEIGHTS DICTATED BY THE MUTCD AND ADA STANDARDS UNLESS OTHERWISE DIRECTED BY THE CITY.
 5. THE MBTA'S CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING ALL SIGNAL AND SIGNAGE WORK SHOWN ON THESE PLANS. THE CITY OF SOMERVILLE'S CONTRACTOR IS RESPONSIBLE FOR IMPLEMENTING ALL PROPOSED NEW PAVEMENT MARKINGS AND RELOCATION OF THE CROSSWALK AT ELM STREET, AS SHOWN ON THESE PLANS.

R&S EXISTING PEAK HOUR
(4PM TO 6PM) PARKING
RESTRICTION SIGNS (TYP. 3).
RETAIN MEDICAL PICK
UP/DROP OFF SIGN

HIGHLAND AVENUE




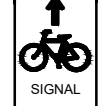


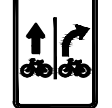








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5/3/2022

SIGN SUMMARY

SIGN ID	NAME	DESCRIPTION	DIMENSIONS	QUANTITY
①	R10-15R		30" x 30"	1 (2 R&R)
②	R10-15L MOD		30" x 30"	1
③	R10-16		30" x 36"	1
④	R10-10B (CUSTOM)		12" x 18"	2
⑤	R10-11		24" x 30"	3
⑥	R3-8M (CUSTOM)		30" x 30"	2
⑦	R3-8N (CUSTOM)		12" x 18"	1
⑧	R10-6aR		24" x 30"	1
⑨	R3-12M (MBTA)		24" x 36"	2
⑩	R3-12g		30" x 42"	2
⑪	R1-5aR		18" x 24"	1
⑫	R10-6aL		24" x 30"	1
⑬	R3-7bP		24" X 12"	1

MAJOR ITEMS LIST

QUANTITY	DESCRIPTION
1	340 ATC 120VAC CABINET WITH NEMA P BASE
1	M60 SERIES ATC NEMA TS2 TYPE 2 CONTROLLER
11	SIGNAL HEAD, 3 SECTION
1	TRANSIT SIGNAL HEAD, 3 SECTION
7	1-WAY 1-SECTION 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
1	2-WAY 1-SECTION 16" LED COUNTDOWN PEDESTRIAN SIGNAL HEAD
2	10' TYPE 3C SIGNAL POST, BASE, PEDESTAL, & FOUNDATION.
16	APS PEDESTRIAN PUSHBUTTON ASSEMBLY, 2-WIRE SYSTEM
2	MIOVISION CAMERAS
129	3" NONMETAL CONDUIT (IN LF)
1	PULL BOX 8 X 23 INCHES
1	SURTRAC IN-CABINET PROCESSOR UNIT
1	APPLIED INFORMATION COMMUNICATIONS DEVICE MODEL AI-500-085-02 FMU
3	ITERIS VECTOR CAMERAS

NOTE: INCLUDE ALL MISCELLANEOUS EQUIPMENT AND MATERIALS NECESSARY TO PROVIDE A COMPLETE OPERATING TRAFFIC CONTROL SIGNAL.

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SIGN SUMMARY & ITEMS LIST

DAVIS SQUARE

PROPOSED CONDITIONS

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SHEET NO.	5 OF 6

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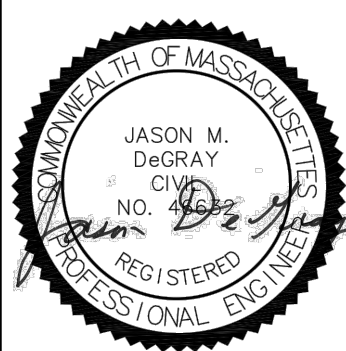
TIMING AND SEQUENCE CHART																						OPERATION FLASHING																	
STREET/DIRECTION/FACE		Ø1		Ø3		Ø4		Ø5		Ø6		Ø8		OVERLAPS																									
		LPI	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	GRN	CL	CL	LPI	GRN	CL	CL																					
MBTA DWY./WB/1+1A		R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	OLH= Ø1+Ø3	FR																		
COLLEGE AVE/SB/2+2A		R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	R	R	R	OLI= OLH FYA	FR																		
COLLEGE AVE RIGHT/SB/2B		R	FY	FY	FY	FY	Y	R	R	R	R	R	R	R	R	R	R	R	R		FR																		
COLLEGE AVE/SB/3+3A		R	R	R	R	G	Y	R	R	R	R	R	R	R	R	R	R	R	R		FR																		
HIGHLAND AVE RIGHT/WB/4		R	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	OLA= Ø3+Ø4	FR																		
HIGHLAND AVE/WB/6A+6C		R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R		FY																		
HIGHLAND U-TURN/WB/6B		R	R	R	R	R	R	R	R	R	R	R	R	FY	Y	R	R	R	R	OLJ= Ø6 FYA	FY																		
DAY ST/NB/7+7A		R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	OLL= Ø6	FR																		
HOLLAND ST/EB/8+8A		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	G	Y	R		FY																		
HOLLAND ST RIGHT/EB/8B		R	R	R	R	R	R	R	R	R	R	R	R	R	R	R	FY	Y	R	OLK= Ø8 FYA	FY																		
HOLLAND ST TRANSIT/EB/8C		SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SR—	SW↓	SW▲	SR—		FW▲																			
HIGHLAND AVE BIKE/WB/5		R	R	R	R	R	R	R	R	R	R	G	Y	R	R	R	R	R	R		FR																		
COLLEGE AVE BIKE/NB/4A		R	R	R	R	G	G	G	G	Y	R	R	R	R	R	R	R	R	R	OLA= Ø3+Ø4	FR																		
C.W./E-W/P1-P6/COLL. S		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW	W	W	FDW	DW	OLD= P5+P8	OFF																
C.W./E-W/P4-P5/COLL. N		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	DW	DW	DW	W	W	FDW	DW	OLB= P5+P8	OFF																
C.W./N-S/P7-P8/HIGHLAND		W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	OLE= P1+P8	OFF																	
C.W./N-S/P10-P11/ELM		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW		OFF																	
C.W./E-W/P12-P13/DAY		W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	W	W	OLG= P1+P8	OFF																	
C.W./E-W/P15-P16/DOVER		DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	W	W	FDW	DW		OFF																	
C.W./N-S/P17-P19/HOLL.		W	W	W	W	W	FDW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	DW	OLF= P1+P3	OFF																	
C.W./N-S/P20-P21/MBTA		DW	DW	DW	DW	W	W	W	DW	DW	DW	DW	DW	DW	W	FDW	DW	DW	DW	DW	OLC= P3+P6	OFF																	
INTERVAL	MINIMUM GREEN		7			7			7			10			23			10																					
	VEHICLE EXTENSION		—			—			—			—			—			—																					
	MAXIMUM 1 GREEN		10			14			17			18			41			15																					
	MAXIMUM 2 GREEN		—			—			—			—			—			—																					
	YELLOW CLEARANCE			3			3			4			4			4			4																				
	RED CLEARANCE				1			1			2			2			2			2																			
	WALK INTERVAL	7													10			7																					
AL	PED. CLEARANCE														13			10																					
	MEMORY				—			—				—			—			—																					
RECALL					PED			PED				PED			PED			PED																					
PROGRAM/COORDINATION																																							
CYCLE NO.	PATTERN	CYCLE LENGTH	OFFSET (SEC.)	PHASE SPLITS IN SECONDS																		HOURS OF OPERATION																	
				Ø3		Ø1		Ø4		Ø5		Ø6		Ø8																									
COORDINATED OPERATION																																							

PROGRAMMED FLASH																																							
LOOP DETECTOR DATA		CLEARANCES						TECHNICAL NOTES																															
		IDENT.	QTY.	SIZE	SPLICE	TURNS	MODE	ØCALL	ØEXT.	CHNL.	FROM	TO																											
											G	G	G-GL	GR	R	W	DW	SW↓	SR—	FY																			
											G	G	—	—	Y	—	—	—	—	—																			
											G-GL	G-YL	G-GL	—	Y-YL	—	—	—	—	—																			
											GR	—	—	R-GR	R-YR	—	—	—	—	—																			
											R	—	—	—	—	—	—	—	—	—																			
											W	—	—	—	—	W	FDW	—	—	—																			
											DW	—	—	—	—	—	DW	—	—	—																			
											SW↓	—	—	—	—	—	—	SW↓	SW▲	—																			
											SR—	—	—	—	—	—	—	—	—	—																			
											FY	—	—	—	Y	—	—	—	—	FY																			

S/P = SERIES/PARALLEL
E = EXISTING

PROFESSIONAL CERTIFICATION

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MASSACHUSETTS.
LICENSE NO. 46632
EXPIRATION DATE: 06/30/2022



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CITY OF SOMERVILLE
COMMONWEALTH OF MASSACHUSETTS

SEQUENCE TIMING SHEET

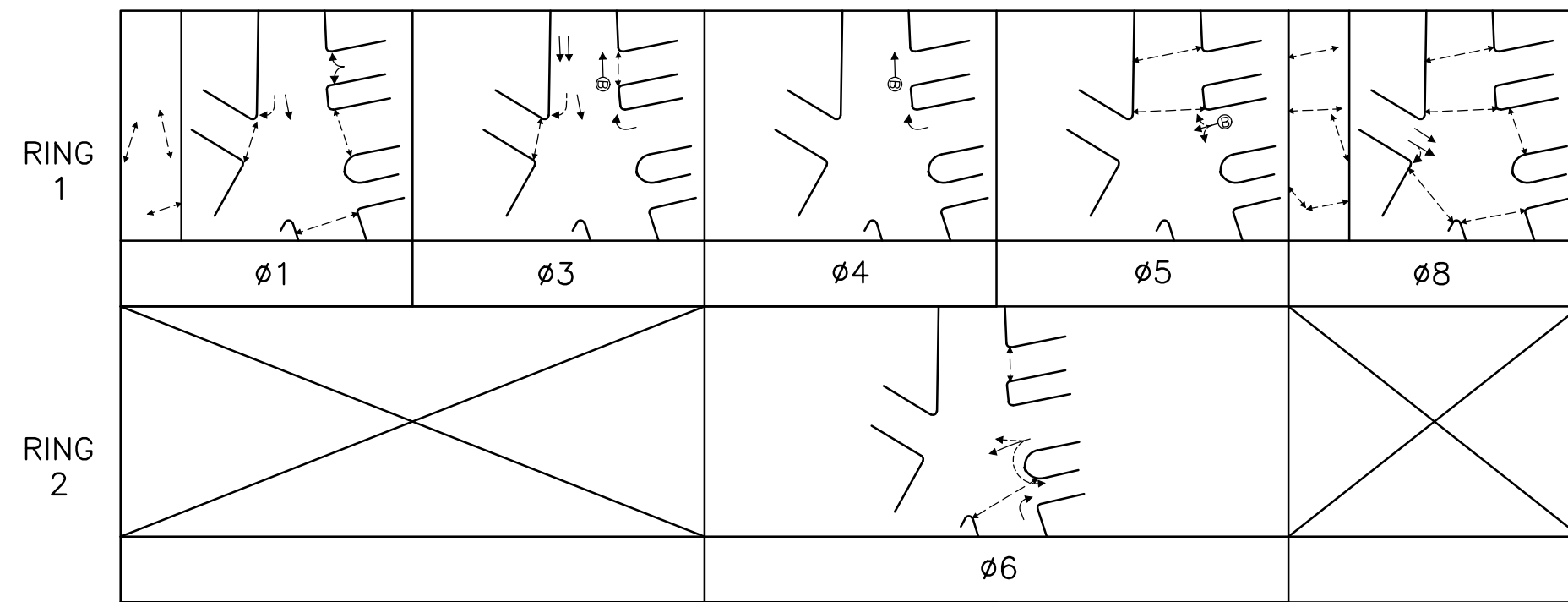
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PROPOSED CONDITIONS

100% DESIGN

DATE	5/3/2022
DRAWING NO.	ST-01
SHEET NO.	6 OF 6

PHASING DIAGRAM



SIGNAL FACES

