

Watertown Traffic Commission - Citizen Request

6/8/2023

SUBJECT: Request to install Stop Sign and Stop Line on Hillcrest Circle at the intersection of Hillcrest Circle and Hillside Road.

Attn: Sgt. D. Sampson

My name is Nick Moscaritolo and I own (and grew up) at 121-123 Hillside Rd. Watertown. I am currently renovating the property so that my daughters will live at the address.

Mr. Antonio Mancini, Zoning Enforcement Officer contacted me to request that I trim back the rhododendron bush growing on the corner of my property at Hillside and Hillcrest. My grandmother planted that many years ago. I have since trimmed the bush and Mr. Mancini approved the work done to conform with his request.

As I looked at the area, I noticed that no Stop sign or Stop line was present and watched as car after car blew thru the crosswalk (even after the bush was trimmed) and then look both ways before proceeding.

On May 31st, the Traffic Commission voted unanimously to install No Parking Here to Corner signage on both sides of Hillcrest Circle, 20 feet from the crosswalk. This will improve accessibility to and from Hillcrest Circle. This is great news but I would also suggest the same no parking restriction on Hillside rd. at the intersection as the view is often blocked by parked cars.

I am requesting that a Stop sign and Stop line (I would think at the telephone pole) be installed to address my concerns.

Here is the information requested:

NAME: Nick Moscaritolo (Owner 123 Hillside Rd. Watertown)

NATURE OF THE PROBLEM: Cars are not stopping when intersecting at Hillcrest and Hillside.

RESOLUTION: Install a Stop sign and Stop line (I would think at the telephone pole)

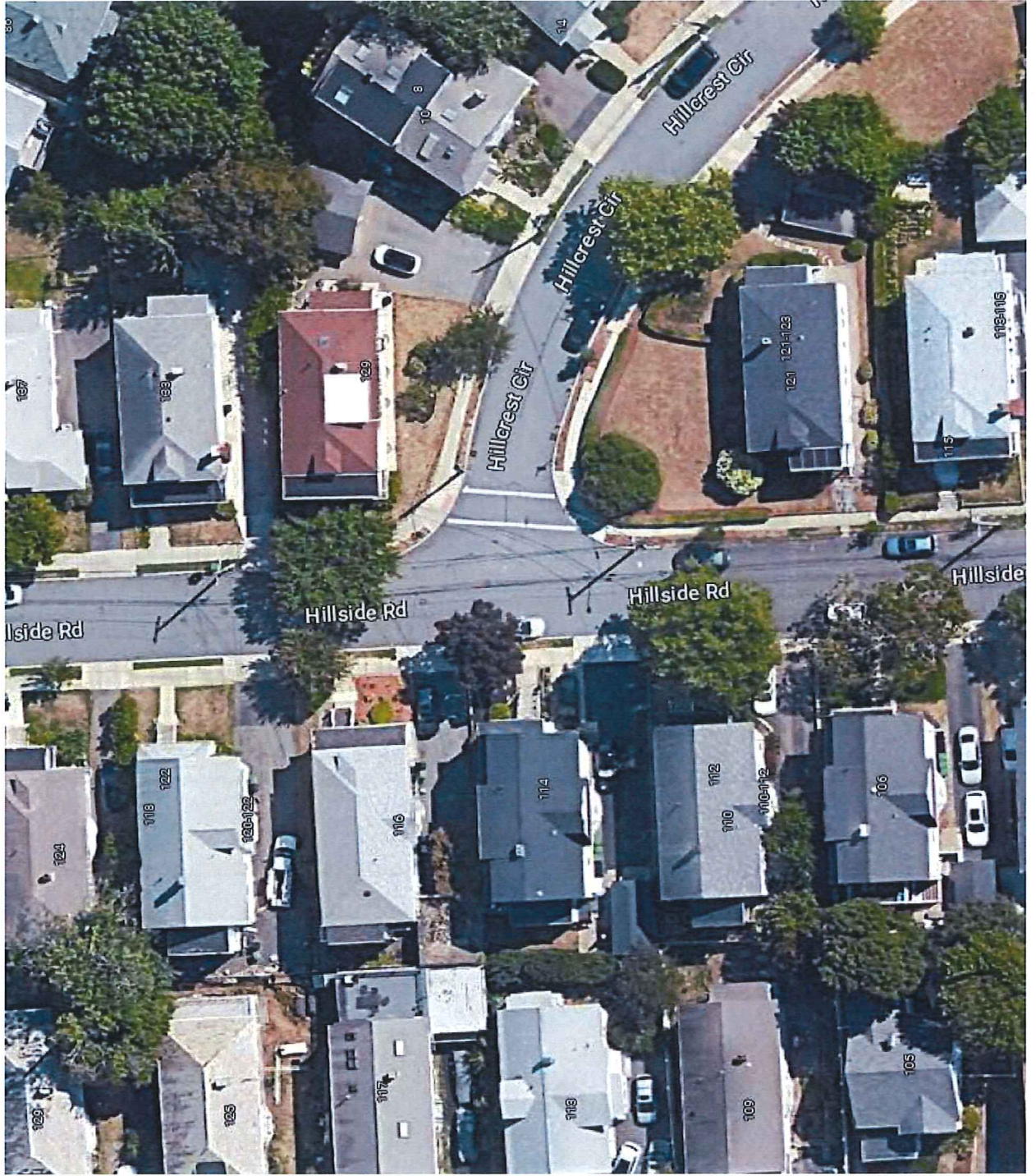
Thanks for your consideration

Nick Moscaritolo

nickmosc@yahoo.com

617-823-6783

HILLCREST CIRCLE AT HILLSIDE ROAD – Isolated Stop Sign Request



June 20, 2023

Watertown Traffic Commission

Attn: Sgt. D. Sampson
Traffic Commission Commander
552 Main Street
Watertown, MA 02472

Dear Sgt. Sampson and Members of the Traffic Commission,

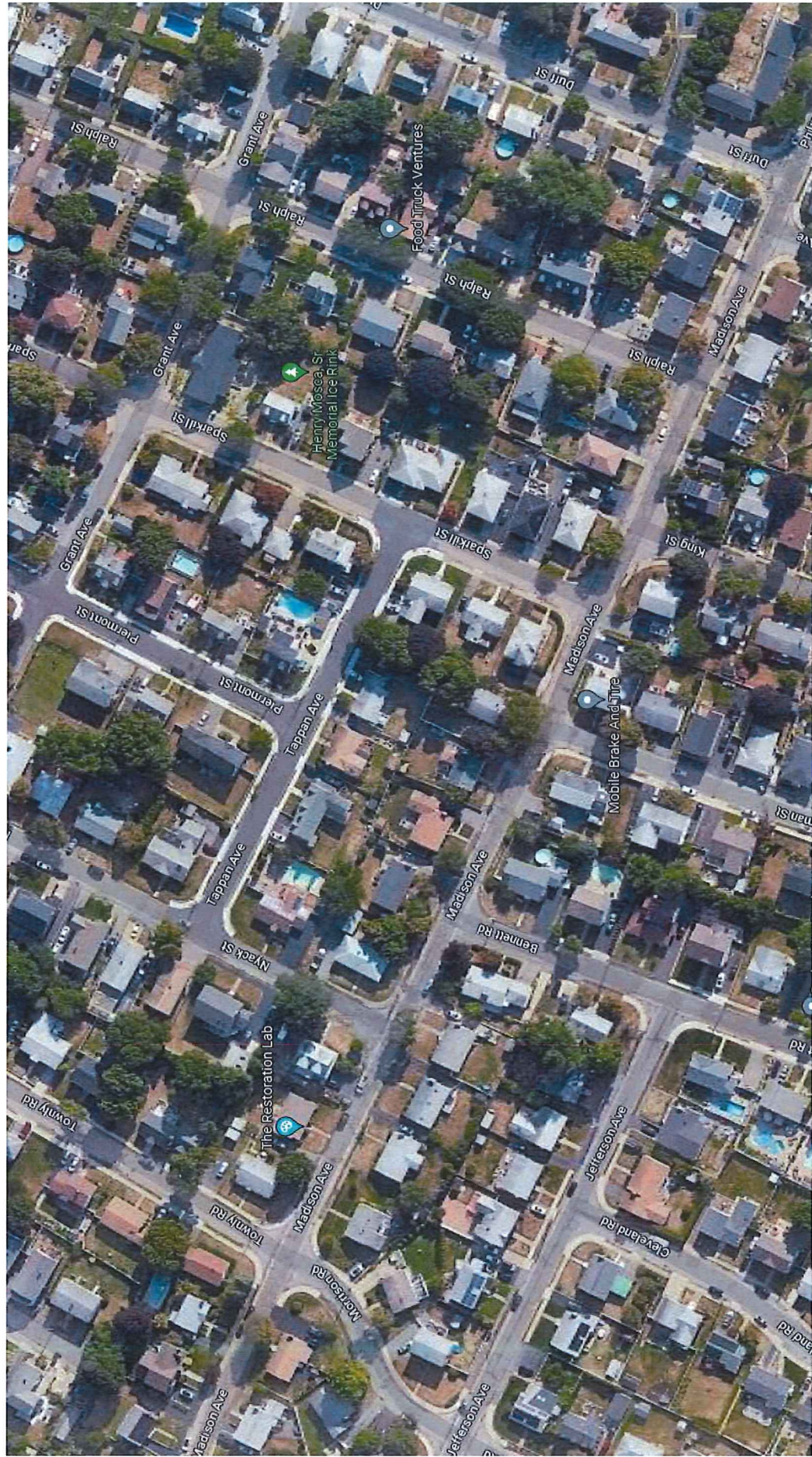
I am writing this letter on behalf of two residents on Sparkill Street, Linda and Martin Mahoney. They live at the corner of Sparkill Street and Madison Avenue and there is no stop sign located at the end of Sparkill Street. This is a concern for many residents in this area as there is a lot of cars that go down these streets and many families with children who reside in this neighborhood as well as pedestrians. This area is very closely located to the Cunniff School as well as a cemetery, and a market. The people who live in this neighborhood have explained many cars fail to stop at the end of Sparkill and speed through. The Mahoney's along with their neighbors would like to have this issue resolved by placing a stop sign at the end of Sparkill Street before Madison Avenue so drivers will know to stop and look before continuing on their way. Many residents are concerned a traffic accident is inevitable if this sign is not put up.

Thank you for your consideration.

Sincerely,

Emily Izzo
District D City Councilor

SPARKILL STREET AT MADISON AVENUE – Isolated Stop Sign Request



Manual on Uniform Traffic Control Devices (MUTCD)
U.S. Department of Transportation
Federal Highway Administration

Section 2B.04 Right-of-Way at Intersections

Support:

State or local laws written in accordance with the "Uniform Vehicle Code" (see Section 1A.11) establish the right-of-way rule at intersections having no regulatory traffic control signs such that the driver of a vehicle approaching an intersection must yield the right-of-way to any vehicle or pedestrian already in the intersection.

When two vehicles approach an intersection from different streets or highways at approximately the same time, the right-of-way rule requires the driver of the vehicle on the left to yield the right-of-way to the vehicle on the right.

The right-of-way can be modified at through streets or highways by placing YIELD (R1-2) signs (see Sections 2B.08 and 2B.09) or STOP (R1-1) signs (see Sections 2B.05 through 2B.07) on one or more approaches.

Guidance:

Engineering judgment should be used to establish intersection control. The following factors should be considered:

- A. Vehicular, bicycle, and pedestrian traffic volumes on all approaches;
- B. Number and angle of approaches;
- C. Approach speeds;
- D. Sight distance available on each approach; and
- E. Reported crash experience.

YIELD or STOP signs should be used at an intersection if one or more of the following conditions exist:

- A. An intersection of a less important road with a main road where application of the normal right-of-way rule would not be expected to provide reasonable compliance with the law;
- B. A street entering a designated through highway or street; and/or
- C. An unsignalized intersection in a signalized area.

In addition, the use of YIELD or STOP signs should be considered at the intersection of two minor streets or local roads where the intersection has more than three approaches and where one or more of the following conditions exist:

- A. The combined vehicular, bicycle, and pedestrian volume entering the intersection from all approaches averages more than 2,000 units per day;
- B. The ability to see conflicting traffic on an approach is not sufficient to allow a road user to stop or yield

in compliance with the normal right-of-way rule if such stopping or yielding is necessary; and/or
C. Crash records indicate that five or more crashes that involve the failure to yield the right-of-way at the intersection under the normal right-of-way rule have been reported within a 3-year period, or that three or more such crashes have been reported within a 2-year period.

YIELD or STOP signs should not be used for speed control.

Support:

Section 2B.07 contains provisions regarding the application of multi-way STOP control at an intersection.

Guidance:

Once the decision has been made to control an intersection, the decision regarding the appropriate roadway to control should be based on engineering judgment. In most cases, the roadway carrying the lowest volume of traffic should be controlled.

A YIELD or STOP sign should not be installed on the higher volume roadway unless justified by an engineering study.

Support:

The following are considerations that might influence the decision regarding the appropriate roadway upon which to install a YIELD or STOP sign where two roadways with relatively equal volumes and/or characteristics intersect:

- A. Controlling the direction that conflicts the most with established pedestrian crossing activity or school walking routes;
- B. Controlling the direction that has obscured vision, dips, or bumps that already require drivers to use lower operating speeds; and
- C. Controlling the direction that has the best sight distance from a controlled position to observe conflicting traffic.

Standard:

Because the potential for conflicting commands could create driver confusion, YIELD or STOP signs shall not be used in conjunction with any traffic control signal operation, except in the following cases:

- A. If the signal indication for an approach is a flashing red at all times;**
 - B. If a minor street or driveway is located within or adjacent to the area controlled by the traffic control signal, but does not require separate traffic signal control because an extremely low potential for conflict exists; or**
 - C. If a channelized turn lane is separated from the adjacent travel lanes by an island and the channelized turn lane is not controlled by a traffic control signal.**
- Except as provided in Section 2B.09, STOP signs and YIELD signs shall not be installed on different approaches to the same unsignalized intersection if those approaches conflict with or oppose each other.**

Portable or part-time STOP or YIELD signs shall not be used except for emergency and temporary traffic control zone purposes.

A portable or part-time (folding) STOP sign that is manually placed into view and manually removed from view shall not be used during a power outage to control a signalized approach unless the maintaining agency establishes that the signal indication that will first be displayed to that approach upon restoration of power is a flashing red signal indication and that the portable STOP sign will be manually removed from view prior to stop-and-go operation of the traffic control signal.

Option:

A portable or part-time (folding) STOP sign that is electrically or mechanically operated such that it only displays the STOP message during a power outage and ceases to display the STOP message upon restoration of power may be used during a power outage to control a signalized approach.

Support:

Section 9B.03 contains provisions regarding the assignment of priority at a shared-use path/roadway intersection.

Section 2B.05 STOP Sign (R1-1) and ALL WAY Plaque (R1-3P)

Standard:

When it is determined that a full stop is always required on an approach to an intersection, a STOP (R1-1) sign (see Figure 2B-1) shall be used.

The STOP sign shall be an octagon with a white legend and border on a red background.

Secondary legends shall not be used on STOP sign faces.

At intersections where all approaches are controlled by STOP signs (see Section 2B.07), an ALL WAY supplemental plaque (R1-3P) shall be mounted below each STOP sign. The ALL WAY plaque (see Figure 2B-1) shall have a white legend and border on a red background.

The ALL WAY plaque shall only be used if all intersection approaches are controlled by STOP signs.

Supplemental plaques with legends such as 2-WAY, 3-WAY, 4-WAY, or other numbers of ways shall not be used with STOP signs.

Support:

The use of the CROSS TRAFFIC DOES NOT STOP (W4-4P) plaque (and other plaques with variations of this word message) is described in Section 2C.59.

Guidance:

Plaques with the appropriate alternative messages of TRAFFIC FROM LEFT (RIGHT) DOES NOT STOP (W4-4aP) or ONCOMING TRAFFIC DOES NOT STOP (W4-4bP) should be used at intersections where STOP signs

control all but one approach to the intersection, unless the only non-stopped approach is from a one-way street.

Option:

An EXCEPT RIGHT TURN (R1-10P) plaque (see Figure 2B-1) may be mounted below the STOP sign if an engineering study determines that a special combination of geometry and traffic volumes is present that makes it possible for right-turning traffic on the approach to be permitted to enter the intersection without stopping.

Support:

The design and application of Stop Beacons are described in Section 4L.05.

R1-1 R1-3P R1-2 R1-2aP R1-10P

Section 2B.06 STOP Sign Applications

Guidance:

At intersections where a full stop is not necessary at all times, consideration should first be given to using less restrictive measures such as YIELD signs (see Sections 2B.08 and 2B.09).

The use of STOP signs on the minor-street approaches should be considered if engineering judgment indicates that a stop is always required because of one or more of the following conditions:

- A. The vehicular traffic volumes on the through street or highway exceed 6,000 vehicles per day;
- B. A restricted view exists that requires road users to stop in order to adequately observe conflicting traffic on the through street or highway; and/or
- C. Crash records indicate that three or more crashes that are susceptible to correction by the installation of a STOP sign have been reported within a 12-month period, or that five or more such crashes have been reported within a 2-year period. Such crashes include right-angle collisions involving road users on the minor-street approach failing to yield the right-of-way to traffic on the through street or highway.



Watertown Public Schools

30 Common Street
Watertown, Massachusetts 02472-3492
Phone: (617) 926-7700
Fax: (617) 923-1234

Ms. Heidi Perkins
Director of Finance & Operations

Dr. Deanne Galdston
Superintendent of Schools

Mr. Kenneth Storlazzi
Director of Human Resources

Ms. Kathleen Desmarais
Director of Student Services

Dr. Theresa McGuinness
*Assistant Superintendent
Teaching, Learning and Assessment*

Dr. Kimberlee Henry
*Director of Diversity, Equity,
Inclusion and Belonging*

June 16, 2023

Attn: Watertown Traffic Commission
City of Watertown
Watertown MA, 02472

Re: Request to Appear before the Traffic Commission

Dear Commission Members,

On behalf of the City of Watertown, as the Owner of the Moxley Modular High School Project, the district respectfully requests an opportunity to appear before the Traffic Commission at the June 28th hearing to present the proposed Traffic Management Plan associated with the project, for approval in order to implement for the start of the school year this September.

The proposed plan details will be provided to the Commission through a separate transmission ahead of the hearing. A general summary of proposed traffic management improvements incorporated in the plan include:

- Coordinated student bussing and parent drop off zones & times.
- Emergency Vehicle only access gate at the Bemist St. entrance to the new Moxley parking lot.
- Available parking at Moxley for all staff and 10 visitors.
- Dedicated SRO parking locations for both Moxley and the Middle School.
- Vehicle travel path limitations during school hours on Bemis St. and Westminster Ave.
- Additional stop signs at the intersection of Bemis St. and Edenfield Ave.
- Additional crosswalk signage at the intersection of Bancroft St. and Westminster Ave.
- Added Crosswalk at French and Main St.

The plan is proposed to be in effect during occupancy of the temporary High School located at Moxley Field.

Ai3 is the Authorized Agent preparing the Traffic Plan for approval.
Please feel free to contact me or them with any questions.

Sincerely,

A handwritten signature in blue ink, consisting of several loops and a long horizontal stroke extending to the right.

Deanne Galdston, ED.D
Superintendent of Schools

Cc:

Mark Sideris – SBC Chair

Christy Murphy – Vertex

Jim Jordan– Ai3

Project File

Watertown High School Building Project

Design Watertown

Contents:

Moxley Neighborhood Traffic Impact
Moxley Neighborhood Existing Parking
Moxley Neighborhood Traffic
Recommendations
Questions / Comments

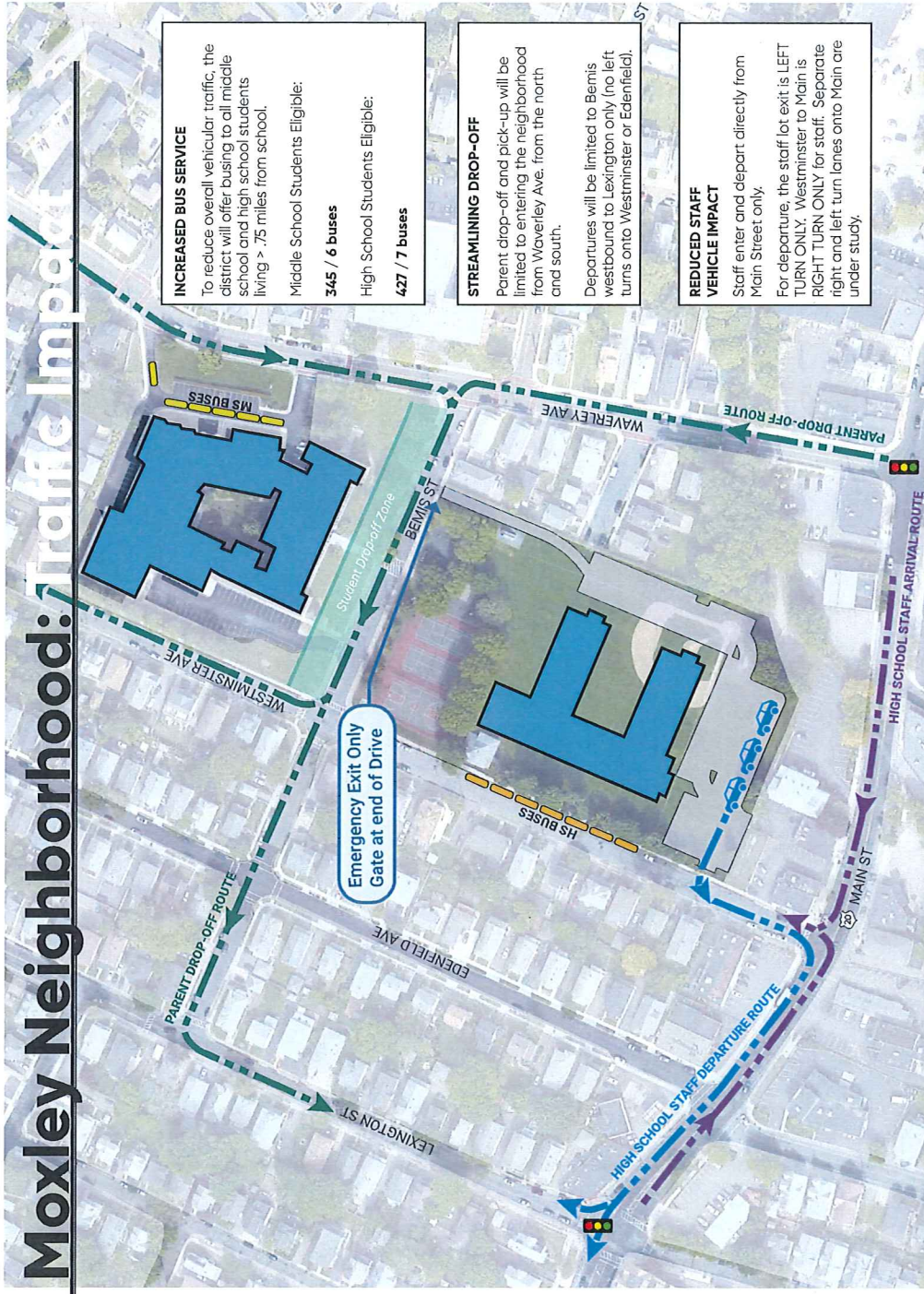
Here is the link to this presentation and all agendas
and presentations organized by date:

<https://www.watertown.k12.ma.us/cms/one.aspx?portalid=190103&pageid=24094474>

Traffic Commission
Ai3 Architects, LLC
Compass Project Management, Inc

June 28, 2023

Moxley Neighborhood: Traffic Impact



TEMPORARY Impact for 3 years

Traffic Consultant Site Visits:

- April 13, 2021: Drop-off and Pick-up observations at the Middle School, including extent of queuing on surrounding neighborhood streets
- April 29, 2021: Repeat of Drop-off observations at the Middle School. Assessment of roadway widths, parking and controls (right-of-way stop, signalization) to assess best practices for high school swing space circulation. Determine recommendations for safety improvements. Determine recommendations for operations.
- Town provided pre-Covid traffic counts for intersections of Edenfield at Bemis and Waverley at Main.
- Fall 2021 traffic study finalized assessment of operations and queue lengths during a more normal operational setting.

Staggered School Start and Dismissal to Alleviate Traffic Impact:

Middle School: 7:45 - 2:15
High School: 8:30 - 3:05

Increased Busing to Improve Existing Neighborhood Traffic by Reducing Parent Drop-off and Pick-up

Bus, Staff, and Parent Routes through Neighborhood Promote Efficient Flow of Traffic

60% of middle and high school students live more than 0.75 mile from schools

Busing will...

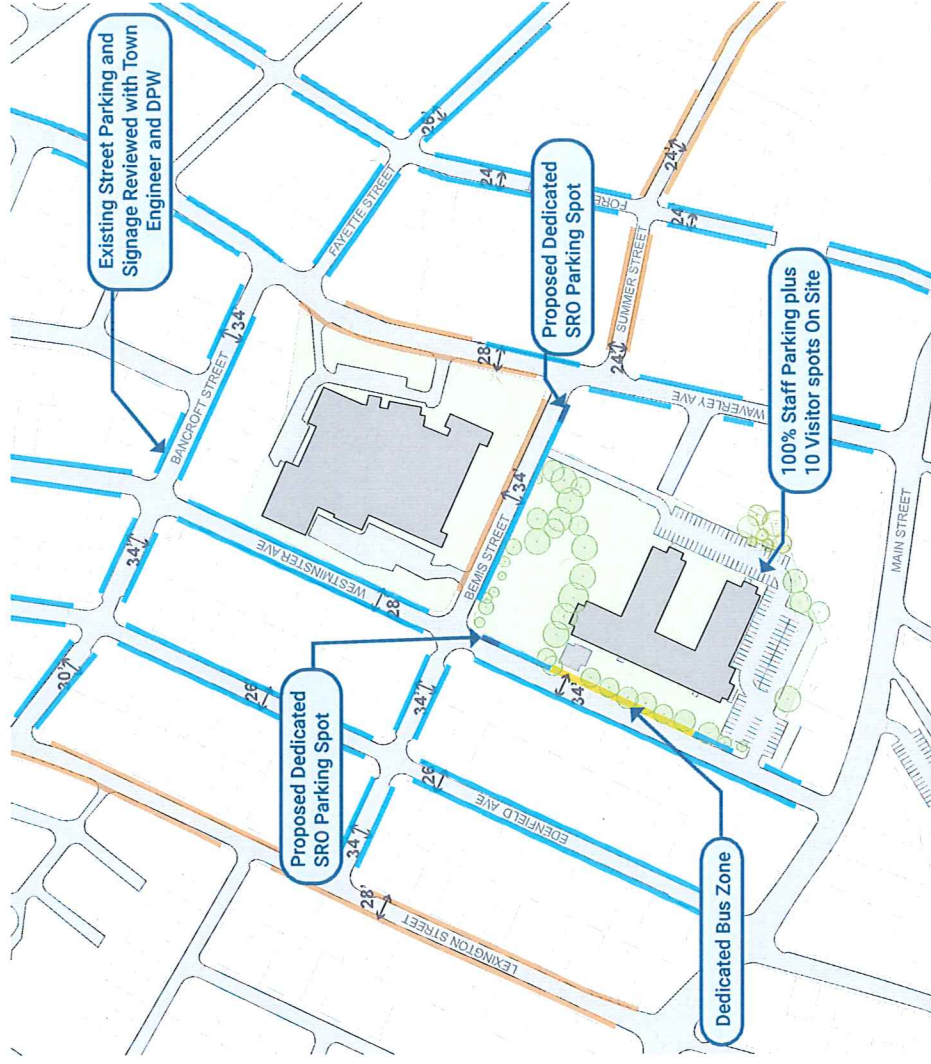
- Significantly reduce car trips to and from both schools
- Reduce the level of traffic currently associated with the Middle School by 80%
- Significantly reduce the duration and length of drop-off queuing

772 students on buses

Moxley Neighborhood: Existing Parking

Parking Strategies for the Temporary High School

- Street parking will continue to be available to local residents.
- **100% staff parking on-site and 10 visitor spaces** will be provided, to eliminate the need for teachers and staff to park on streets.
- Existing street parking and signage has been reviewed in conjunction with the Town Engineer and DPW.



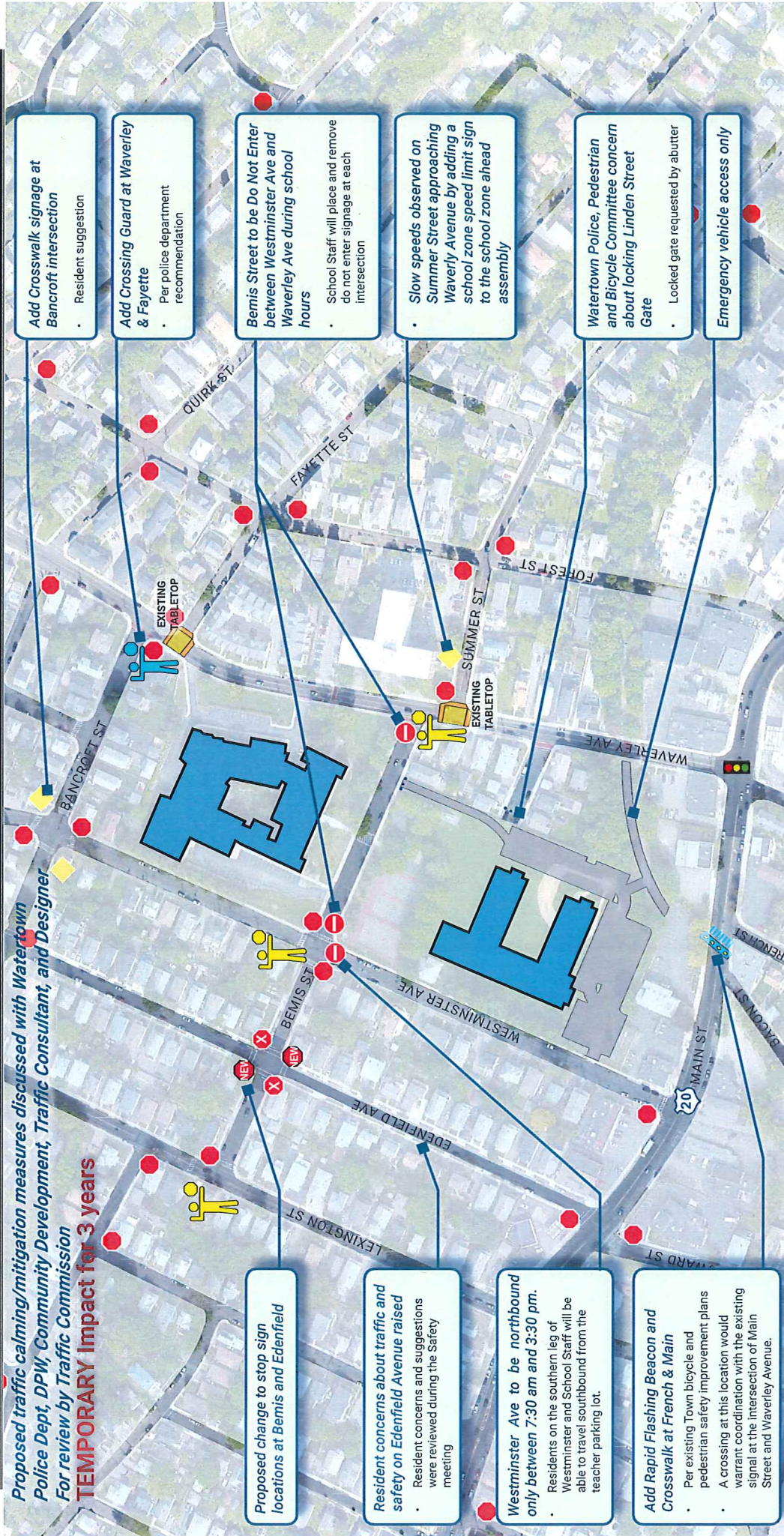
TEMPORARY Impact for 3 years

Neighborhood Parking

No Parking

Potential Bus Zone

Moxley Neighborhood: Traffic Recommendations



Questions/Comments

Those members of the public joining via Zoom, please use the Q&A button at this time to ask questions



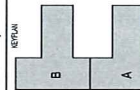
VERTEN
The Vertical Construction, Inc.
Lynnwood, MA 02239
PHONE 781.252.6060
WWW.VERTEN-MA.COM



KEYNOTE LEGEND

REQUEST FOR PROPOSAL
DOCUMENTS

KEYNOTE LEGEND

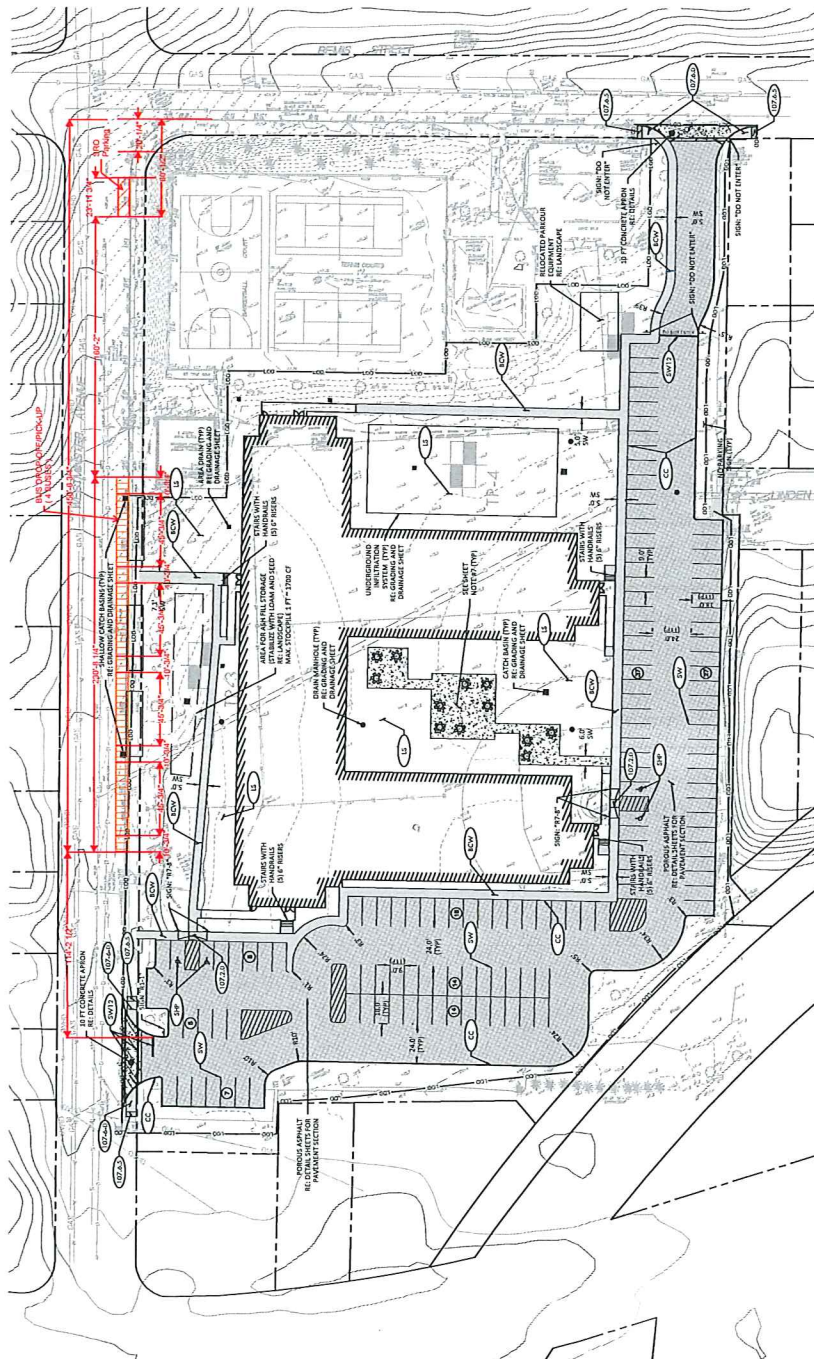
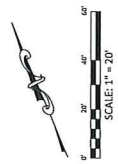
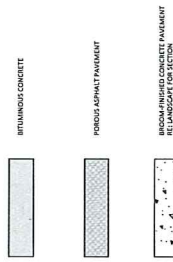


DRAWING NAME

SITE PLAN

DATE: 01/11/2011
DRAWN BY: [blank]
SCALE: AS SHOWN
DATE: 01/11/2011
C2.0

- NOTES:
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE MASSACHUSETTS CONSTRUCTION CODE, 806 CMR, AND THE LATEST EDITION OF THE MASSACHUSETTS CONSTRUCTION CODE, 806 CMR, AND THE LATEST EDITION OF THE MASSACHUSETTS CONSTRUCTION CODE, 806 CMR.
 2. CONCRETE CURB SHALL BE PROVIDED IN ALL PARKING AREAS AT THE EDGE OF THE PAVEMENT AND ADJACENT TO SIDEWALKS.
 3. CURB, BERM, AND WALKWAY SHALL BE 3 FEET UNLESS NOTED ON PLAN.
 4. WHERE SIDEWALKS INTERSECT CURB UNITS, MAAS COMPLIANT CURB MAP PANELS SHALL BE INSTALLED. SEE SPECIFICATION SECTION 12.13.12.
 5. CURB & GUTTER RELATED DIMENSIONS ARE TO FINISH UNLESS OTHERWISE NOTED.
 6. ALL PAVEMENT MARKINGS SHALL BE 3/4" INCH, CONFORMING TO MASSACHUSETTS STANDARD SPECIFICATIONS.
 7. MATERIALS SHOWN FOR CLARITY ONLY. REFER TO LANDSCAPE PLANS FOR ALL LANDSCAPE MATERIALS, PLANTS, AND TREES.





Watertown High School

Building for the Future

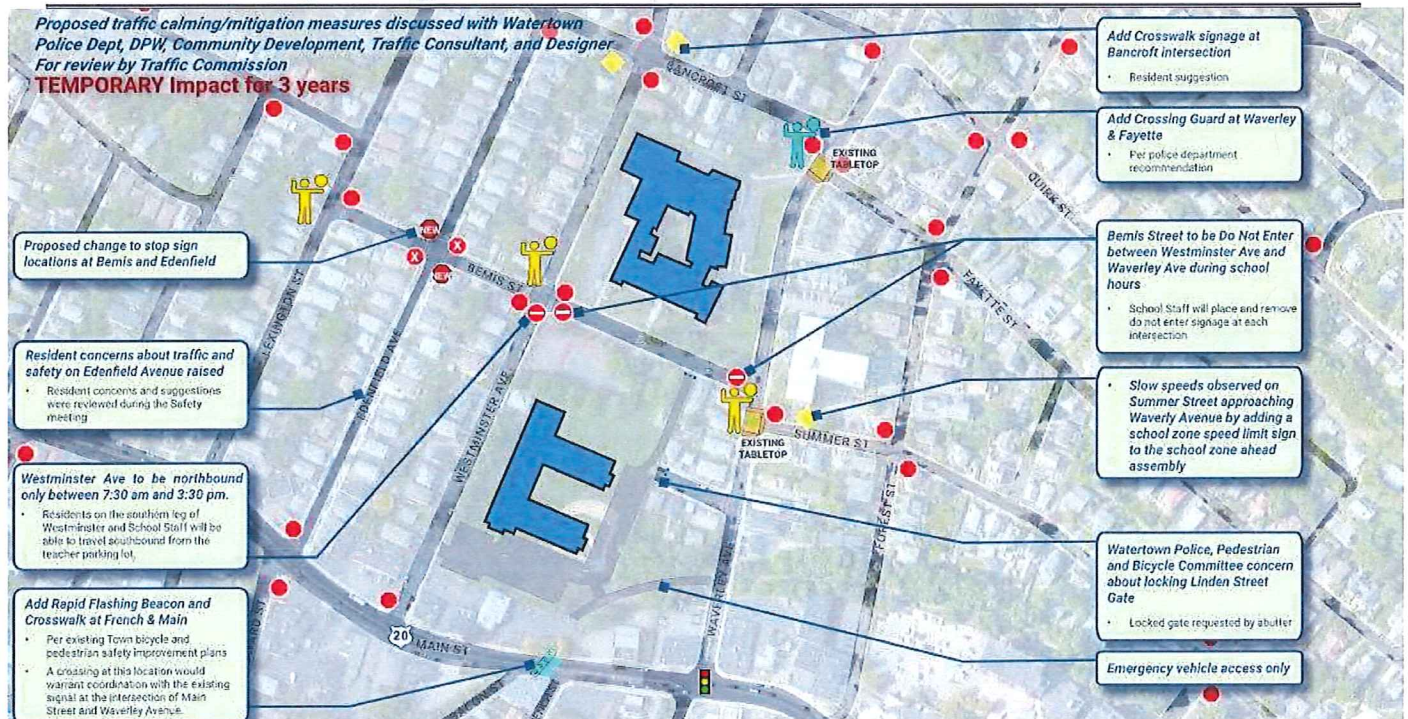
NOTICE: Watertown Traffic Commission Meeting

The Watertown High School Project team invites you to attend a scheduled Traffic Commission meeting on Wednesday June 28, at 7pm at the Administration Building (149 Main Street) in the Philip Pane Meeting Room to finalize the traffic provisions that will be in effect for the duration of occupancy of the temporary high school located at Moxley Playground. This is an opportunity for community members to review the final version of the previously presented traffic plans that will result in an overall increase in safety for all surrounding residents and students. The below changes have been added to the final proposed plans after careful consideration by Watertown Public Schools and Watertown Police, as well as incorporating discussions from past meetings with the Community,;

- One (1) dedicated SRO Parking space for each school (WMS and Moxley HS)
- No through traffic on Bemis St. from Westminster Ave. to Waverly Ave. during school hours
- Westminster Ave. open to Northbound traffic only from 7:30 AM-3:30 PM on school days
- Added access control gate at Moxley HS parking lot exit on Bemis St. to restrict entry to emergency vehicles

This is the final step in the process that the team and community have been working on for the last 2 years. Please see below a summary of the final traffic recommendations that will be presented to the committee for approval during this meeting.

Moxley Neighborhood: Traffic Recommendations



Meeting Date: June 28, 2023 @ 7:00PM in the Philip Pane Meeting Room at 149 Main Street.

Link to full Presentation:

www.watertown.k12.ma.us/building_for_the_future/meeting_information



Watertown Public Schools

30 Common Street
Watertown, Massachusetts 02472-3492
Phone: (617) 926-7700
Fax: (617) 923-1234

Ms. Heidi Perkins
Director of Finance & Operations

Dr. Deanne Galdston
Superintendent of Schools

Ms. Amanda Owens
Director of Human Resources

Ms. Kathleen Desmarais
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Dr. Theresa McGuinness
*Assistant Superintendent
Teaching, Learning and Assessment*

Dr. Kimberlee Henry
*Director of Diversity, Equity,
Inclusion and Belonging*

Attn: Watertown Traffic Commission
City of Watertown
Watertown, MA 02472

Re: Request to Appear before the Traffic Commission

Dear Commission Members,

On behalf of the City of Watertown, as the Owner of the Lowell Elementary School Project, the district respectfully requests an opportunity to appear before the Traffic Commission at the June 28th hearing to present the proposed Traffic Management Plan associated with the Lowell School Building Project, for approval in order to implement for the anticipated move-in date of October 11, 2023.

The proposed plan detail is included in this document. A general summary of proposed traffic management improvements incorporated in the plan include:

Lowell Avenue Student Entrance grades 3-5

- Lowell Avenue will become a one-way during school hours, beginning at Carroll Street and ending at the intersection of Lowell Ave and George Street. A permanent sign will be placed on Carroll Street. Read, DO NOT ENTER 7:30 AM - 3:30 PM WHEN SCHOOL IS IN SESSION EXCEPT RESIDENTS AND STAFF.
- No parking signage will be posted along Lowell Ave (this area runs along the school property). The school created 23 designated parking spots along the ballfield on Lowell Ave.
- Staff parking is permitted along York Ave along the ballfield during school hours.
- No parking radius of 20 feet beginning at the intersection of Lowell Ave and York Ave along York Ave.

Restrictions:

- No parking radius of 20 feet beginning at the intersection of George St and Lowell Ave along Lowell Ave.
- No parking, George St, West from Lowell Ave for 77 feet heading south down George St (this area runs along the school property).
- DO NOT ENTER 7:30 AM - 3:30 PM WHEN SCHOOL IS IN SESSION EXCEPT RESIDENTS AND STAFF, beginning at the intersection of Lowell Ave and George St heading north.
- No parking signage radius of 20 feet beginning at the intersection of Lowell Ave and George on the west side heading north.
- Do not enter signage will be placed at the intersection where George St meets Fuller St. Read, DO NOT ENTER 7:30 AM - 3:30 PM WHEN SCHOOL IS IN SESSION.
- No parking signage will be posted on Wolcott Road from 50 feet on the north side running east along Fuller Road.
- No parking signage will be posted on Wolcott Road from 59 feet along Fuller Road's east side
- No parking signage will be posted along the new peninsula No Parking on the west side of Fuller St 66 feet around the peninsula down the south side of George St.

A13 is the Authorized Agent preparing the Traffic Plan for approval. Please feel free to contact me or them with any questions.

Sincerely,

Deanne Galdston, Ed.D. Superintendent of Schools

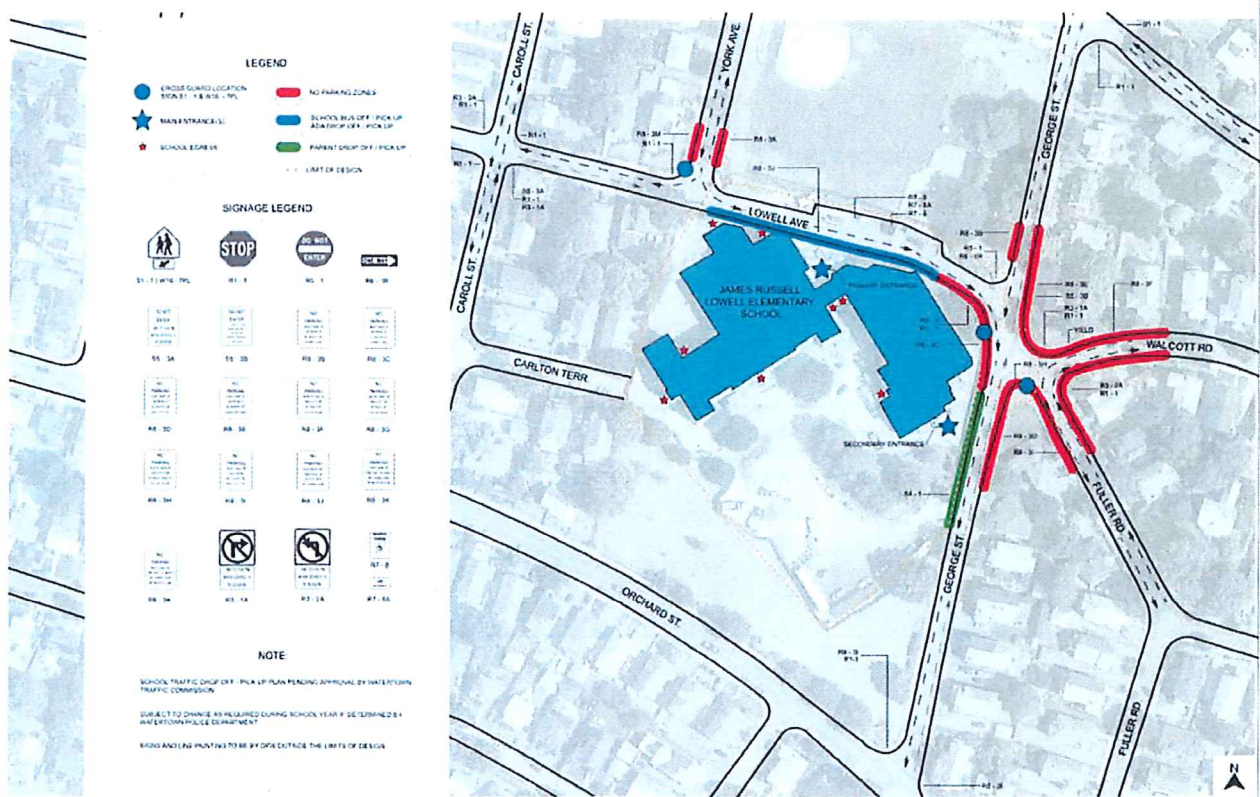
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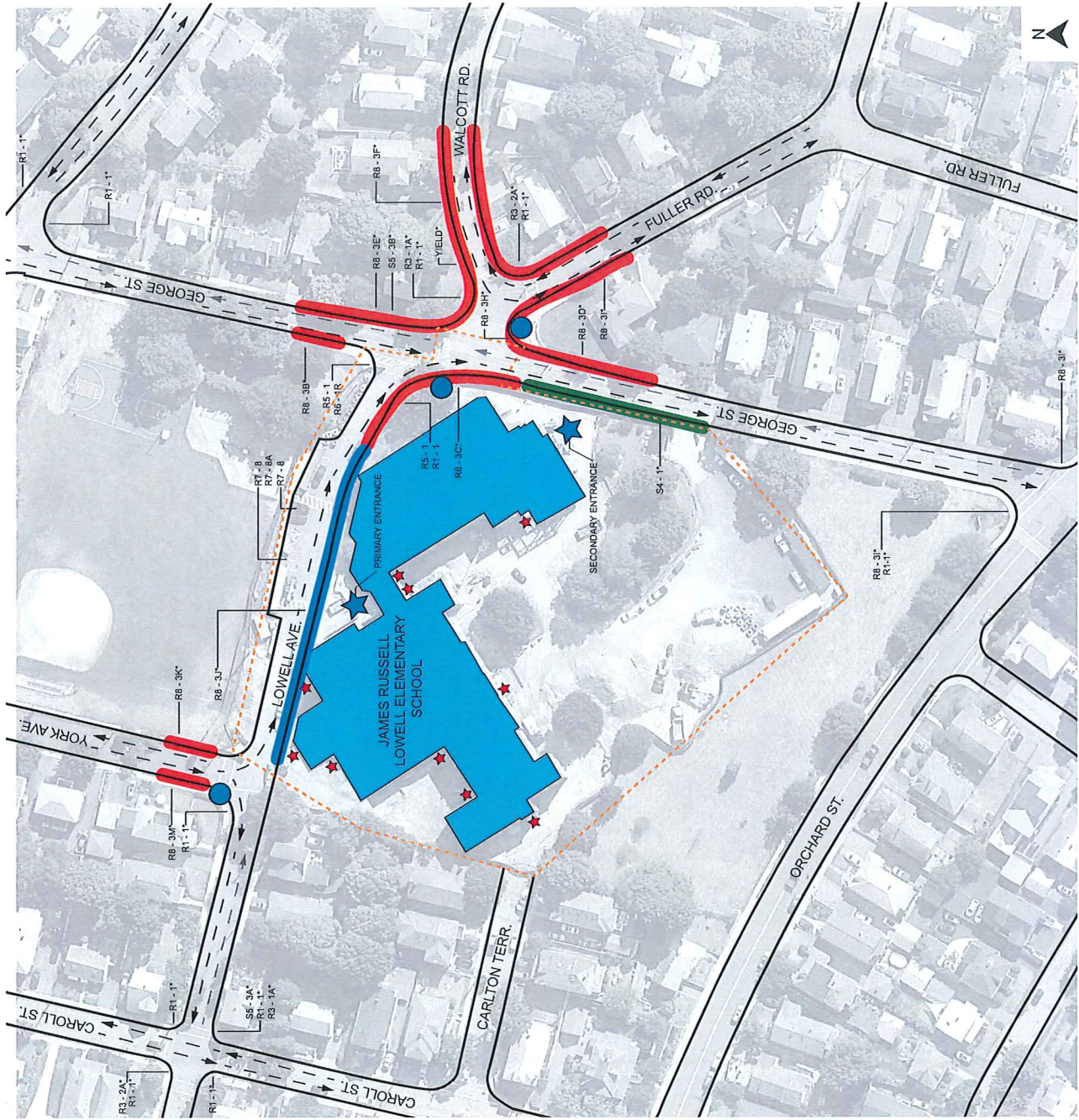
Mark Sideris — Watertown SBC Chair

Thomas Finnegan —Hill International

Jim Jordan – Ai3

Project File





LEGEND:

- CROSS GUARD LOCATION
- NO PARKING ZONES
- SCHOOL BUS OFF / PICK UP
- MAIN ENTRANCE(S)
- ADA DROP OFF / PICK UP
- SCHOOL EGRESS
- PARENT DROP OFF / PICK UP
- LIMIT OF DESIGN

SIGNAGE LEGEND:

R1 - 1	RS - 1	RB - 1R
S1-1 W16 - 7PL*	S5 - 3A*	RB - 3C*
RB - 3D*	RB - 3E*	RB - 3F*
RB - 3H*	RB - 3I*	RB - 3J*
RB - 3K*	R3 - 1A*	R3 - 2A*
R3 - 3K*	R7 - 8	R7 - 8A

NOTE:

SCHOOL TRAFFIC DROP OFF / PICK UP PLAN PENDING APPROVAL BY WATERTOWN TRAFFIC COMMISSION

SUBJECT TO CHANGE AS REQUIRED DURING SCHOOL YEAR IF DETERMINED BY WATERTOWN POLICE DEPARTMENT

SIGNS MARKED WITH * AND LINE PAINTING TO BE BY DPW OUTSIDE THE LIMITS OF DESIGN



June 21, 2023

Ref: 14502.00

Sgt. David Sampson
Traffic Division Commander
Watertown Police Department
525 Main Street
Watertown, MA 02472

Re: Traffic Commission Agenda Item Request
Galen Street, Water Street, Technology Way and Aldrich Street Improvements

Dear Sergeant Sampson and Members of the Traffic Commission:

On behalf of our clients, The Davis Companies and Boston Development Group, we are requesting to be placed on the Traffic Commission Agenda for June 28, 2023. The subject of this request is to present and discuss the proposed roadway and intersection improvements associated with the 66 Galen Street project.

Attached to this letter are a presentation figure and individual plans representing the proposed improvements to Galen Street from Nonantum Road to the project's southern edge approximately 300 feet south of Aldrich Road, to Aldrich Road approaching Galen Street, and to Water Street from Galen Street to the project's southern edge approximately 570 feet south of Galen Street.

The development team has coordinated closely with the Department of Public Works and the Department of Community Development and Planning during the planning and design of the project and the roadway improvements. The project was reviewed and approved by the Zoning Board of Appeals with conditions specifically requiring the roadway and traffic signal improvements as mitigation for the project.

The City Council recently approved naming the new private way "Technology Way".

The proposed improvements include modifications to parking and traffic control including:

- a new dedicated bus/bike/right-turn only lane on Galen Street across the project frontage
- closing a total of 9 existing driveways on the east side of Galen Street, including the MBTA's two existing driveways accessing their Watertown Yard bus depot
- relocating the MBTA's Watertown Yard access driveways to new locations on Water Street (lower)
- a new private way named Technology Way accessible to the public via highway easement agreement between the project owner and the City
- adding a bus stop on Galen Street in the proposed bus/bike only lane for disembarking and a new bus stop on Technology Way in a dedicated bus only lane for embarking

Engineers | Scientists | Planners | Designers

101 Walnut Street, PO Box 9151, Watertown, Massachusetts 02471

P 617.924.1770 F 617.924.2286 www.vhb.com



- removal of on-street parking spaces on the east side of Galen Street to accommodate the dedicated bus/bike lane
- new on-street parking on Technology Way (additional parking spaces are available to the public in the project's parking garage)
- a new traffic signal at the intersection of Galen Street with Technology Way/Aldrich Road with turn restrictions on both approaches to Galen Street
- new stop signs at the new intersection of Technology Way and Water Street (lower)

The modifications to specific Schedules of the Watertown Traffic Rules and Orders resulting from parking and traffic restrictions reflected in the proposed roadway improvements are summarized in the tables below.

Traffic Rules and Orders Modifications

No Parking – Schedule I

Location	Side	From	To	Type
Galen Street	East	290' south of Technology Way	Nonantum Road	No Parking

Isolated Stop Signs – Schedule IV

Street	Sign Locations
Water Street (lower)	For Eastbound and Westbound at Technology Way
Technology Way	For Northbound at Water Street (lower)

Must Turn Right or Left – Schedule VIII

Location	Direction	From	To	Regulation
Technology Way (left lane)	West	Technology Way	Galen Street	Left Turn Only
Technology Way (right lane)	West	Technology Way	Galen Street	Buses and Bikes Only Left and Right Turn Only
Aldrich Road	East	Aldrich Road	Galen Street	Left and Right Turn Only
Galen Street	North	290' south of Technology Way	Technology Way	Right Lane for Buses Bikes and Right Turns Only
Galen Street	North	Technology Way	Water Street (lower)	Right Lane for Buses and Bikes Only

Sgt. David Sampson
Ref: 14502.00
June 21, 2023
Page 3



Watertown Street Directory – Private Ways

Street	Sign Locations
Technology Way	From Galen Street to Water Street (lower)

The project team is available ahead of the Traffic Commission meeting to answer any questions, review and discuss the proposed roadway improvements and suggested modifications to the Schedules of the Traffic Rules and Orders. Additionally, please feel free to call or email me.

Thank you for your consideration.

Sincerely,

VHB

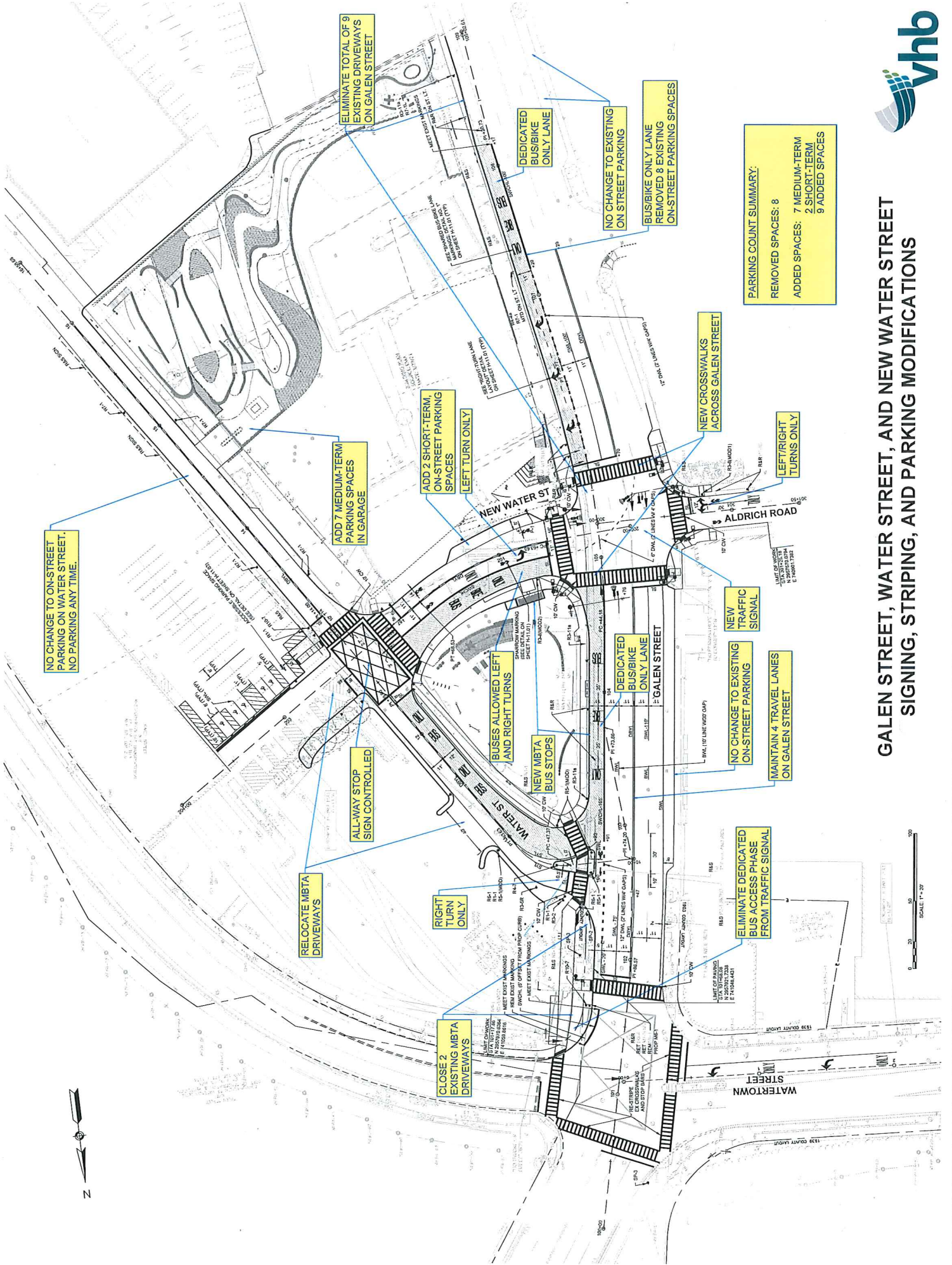
 / for

Hugh G. Hahn, PE
Senior Project Manager

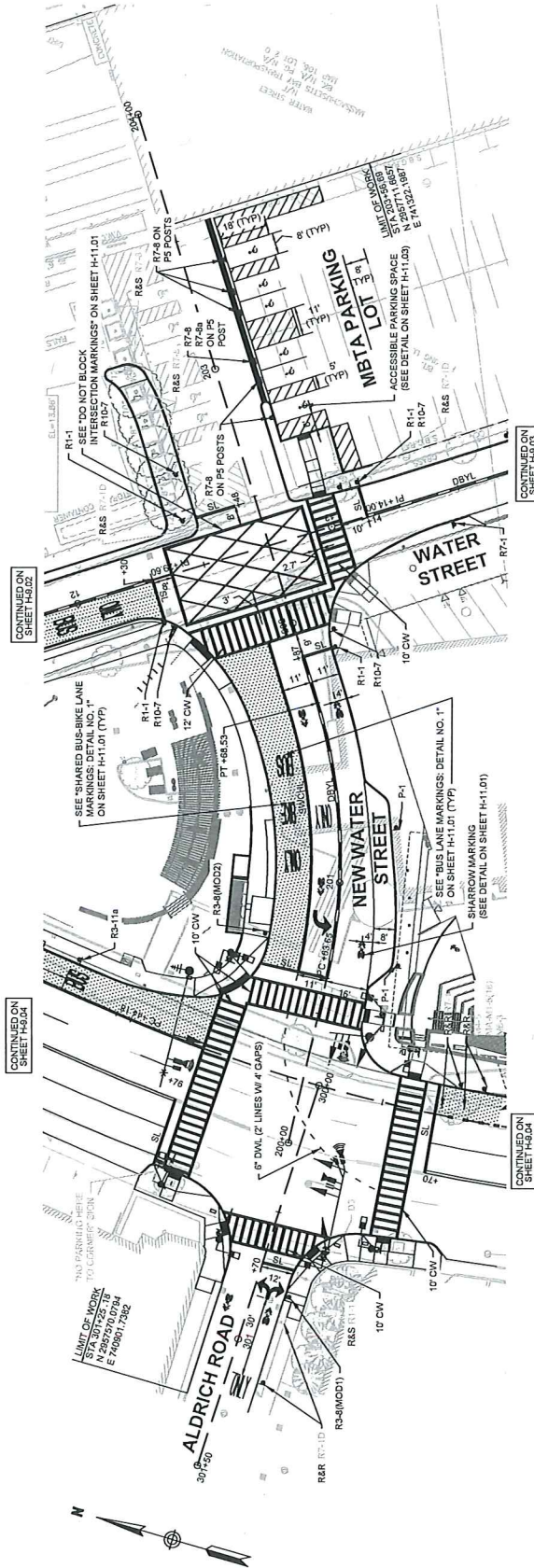
cc: DPW, DCDP, The Davis Companies, VAI
Attachments: Figure and plans

<\\vhb.com\gbl\proj\Wat-LD\14502.00 BDG-Water Galen St\docs\Permits\traffic commission\>

GALEN STREET, WATER STREET, AND NEW WATER STREET SIGNING, STRIPING, AND PARKING MODIFICATIONS



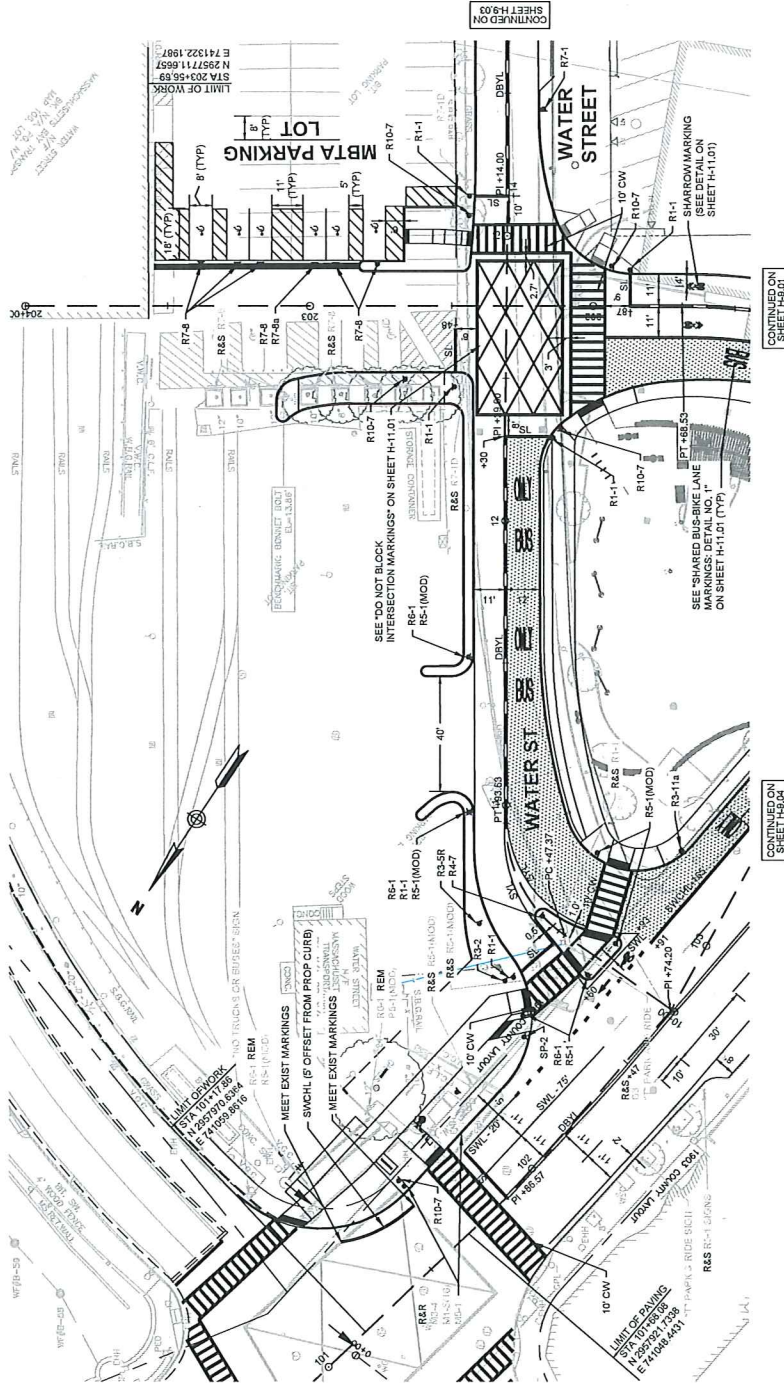
WATERTOWN
66 GALEN STREET
TRAFFIC PLANS
SHEET H-1.01
25 OF 52



- CONSTRUCTION NOTES**
1. LONGITUDINAL PAVEMENT MARKINGS SHALL BE REFLECTORIZED RECESSED THERMOPLASTIC UNLESS OTHERWISE NOTED (PAINT IN WATER PARKING LOT).
 2. PROPOSED PAVEMENT MARKINGS ARE DIFFERENT THAN EXISTING PAVEMENT MARKINGS. REMOVE BY AN APPROVED METHOD.
 3. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.

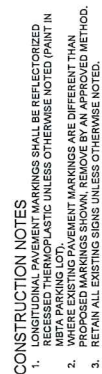


WATERTOWN
66 GALEN STREET
TRAFFIC PLANS
SHEET H-3.02
28 OF 32



- CONSTRUCTION NOTES
1. LONGITUDINAL PAVEMENT MARKINGS SHALL BE REFLECTORIZED RECESSED THERMOPLASTIC UNLESS OTHERWISE NOTED (PAINT IN MBTA PARKING LOT).
 2. RECESSED PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROVED METHOD.
 3. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.

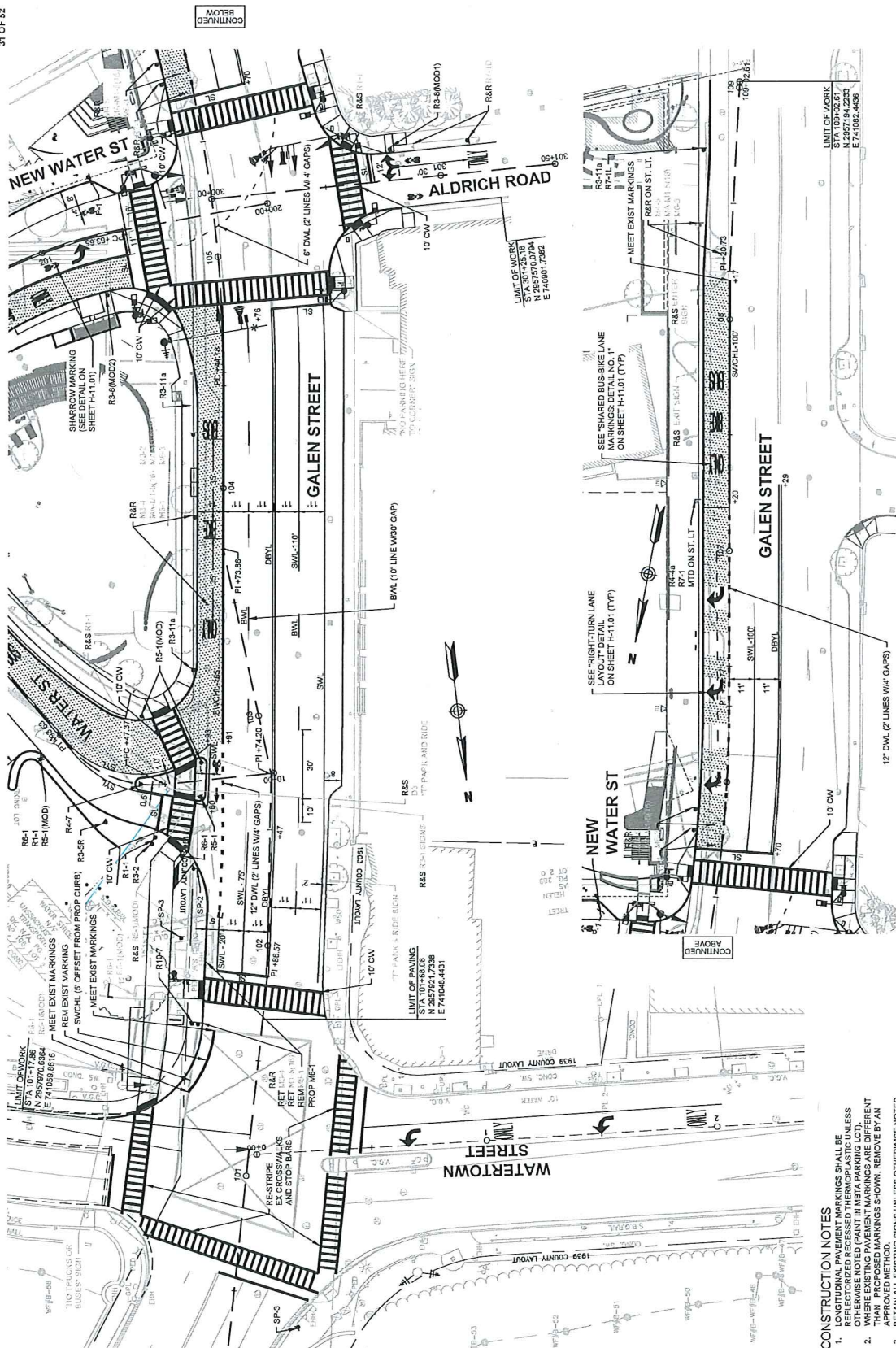




WATERTOWN
66 GALEN STREET
TRAFFIC PLANS
SHEET 14.04
31 OF 32

CONTINUED ON
SHEET 14.01

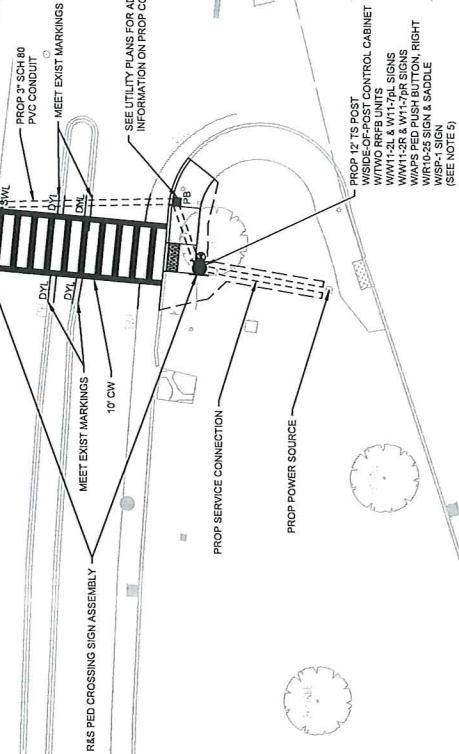
CONTINUED ON
SHEET 14.02



- CONSTRUCTION NOTES
1. LONGITUDINAL PAVEMENT MARKINGS SHALL BE RETAINED UNLESS OTHERWISE NOTED (PAINT IN WHITE PAVING LOT).
 2. WHERE EXISTING PAVEMENT MARKINGS ARE DIFFERENT THAN PROPOSED MARKINGS SHOWN, REMOVE BY AN APPROPRIATE METHOD AND REPAVE AS SHOWN.
 3. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.

LIST OF MAJOR ITEMS REQUIRED		
NONLUMIN ROAD AT WATER STREET		
PAY ITEM	QUANTITY	DESCRIPTION
1	1	SIG-OFF-POST MOUNTED CONTROL CABINET ASSEMBLY
2	1	15' POST 1" 12' MOUNTED PAINTED, GULCH FOUNDATION
3	1	RECTANGULAR MOUNTED LIGHTING BEACON MOUNT, 3000'S W/ 5000' INDICATION, ILLD
ITEM #24-211	4	1" 12' MOUNTED PAINTED, GULCH FOUNDATION
	1	SIGNAL CONNECTION (INTERLOCKED)
	1	PULL BOX 12" X 12"
	705	3" CONDUIT, SCHEDULE 40, TYPE NM

PLUS NECESSARY DUCT, CABLE, LABOR, MISCELLANEOUS MATERIAL AND EQUIPMENT TO COMPLETE THE INSTALLATION AND PROVIDE AN OPERATING RRF SYSTEM.



- ## CONSTRUCTION NOTES

1. CONSTRUCTION NOTES
2. RECESSED THERMOPLASTICS SHALL BE PER ECOVER
3. MTA PARKING LOT
4. PROPOSED MARKINGS, REMOVE AN APPROVED PLAN
5. RETAIN ALL EXISTING SIGNS UNLESS OTHERWISE NOTED.
6. PROVIDE 1" MAX CLEAR REACH ZONE FROM THE PEBDESTRIAN
7. PUSH BUTTON AND THE PAVED SURFACE PER 531 CMR AND 45
8. SEE DETAIL ON SHEET H-1.02 FOR ADDITIONAL INFORMATION ON
9. THE RIFB ACCESSORIES FOR PEDESTRIAN CROSSINGS.
10. ACCESS PERMIT ISSUED BY THE MASSACHUSETTS DEPARTMENT OF
11. CONSERVATION AND RECREATION (DOR).



WATERTOWN
66 GALEN STREET
TRAFFIC PLANS
SHEET PHS.06
33 OF 32

TRAFFIC SIGN SUMMARY									
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED		AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RITE. MKR.	BACK-LEGEND	BORDER	
R1-1	30"	30"		SEE FHWA STANDARD HIGHWAY SIGNS, 2004 EDITION, AS AMENDED.			6	RED	51.08
R3-2	24"	24"					3	WHITE	12.00
R3-6R	30"	30"					1	WHITE	7.50
R3-11(MOD)	30"	30"					1	WHITE	6.25
R3-11(MOD2)	42"	36"		3.5 3.5 15 15 40.0 39.0 0.75 0.75 4 4 4 4			1	WHITE	10.50
R3-11a	30"	42"		SEE FHWA STANDARD HIGHWAY SIGNS, 2004 EDITION, AS AMENDED.			3	WHITE	8.75
R4-4b	36"	36"					1	WHITE	9.00
R4-7	24"	30"					1	WHITE	5.00
R5-1	30"	30"					2	WHITE	12.50
R5-1(MOD)	30"	48"		AS PER MBTA STANDARD			4	WHITE	40.00
R6-1	36"	12"		SEE FHWA STANDARD HIGHWAY SIGNS, 2004 EDITION, AS AMENDED.			4	WHITE	12.00
R7-1	12"	18"					7	WHITE	10.50
R7-1L	12"	18"					1	WHITE	1.50
R7-8	12"	18"					6	WHITE	9.00
R7-8a	18"	9"					1	WHITE	1.13

TRAFFIC SIGN SUMMARY									
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			NUMBER OF SIGNS REQUIRED		AREA IN SQUARE FEET
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RITE. MKR.	BACK-LEGEND	BORDER	
R10-7	24"	30"		SEE FHWA STANDARD HIGHWAY SIGNS, 2004 EDITION, AS AMENDED.			5	WHITE	25.00
R10-25	9"	12"					4	WHITE	12.00
W11-2L	30"	30"					4	WHITE	7.50
W11-2R	30"	30"					2	WHITE	6.25
W16-7aL	24"	12"					2	WHITE	4.00
W16-7aR	24"	12"					2	WHITE	4.00
W16-9p	24"	12"					2	WHITE	4.00
M6-1R	21"	15"					1	WHITE	2.19
P-1	18"	24"		7 1.125 0.75 1.625 0.625 0.75 0.5 1.75			2	WHITE	6.00
SP-1	9"	12"		1C 1C 1C 1C			2	WHITE	1.50
SP-2	12"	24"		5 2 2 2 2 2 2 2			1	WHITE	2.00
SP-3	24"	12"		3C 3C 3C 3C			2	WHITE	4.00

NOTES:
1. HIGH INTENSITY REFLECTIVE SHEETING SHALL BE USED FOR ALL SIGNS. SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION" FOR TEXT DIMENSIONS, AS AMENDED; THE 1977 MASS HIGHWAY DEPARTMENT CONSTRUCTION AND TRAFFIC STANDARD DETAILS, AS AMENDED, FOR SIGNS AND SUPPORTS, AND THE MASS HIGHWAY DEPARTMENT SIGN LISTINGS FOR SIGN TYPES, MATERIALS, AND FINISHES.
2. TEXT STYLE: NEWSGOTHIC DEMI BT * SEM (OPTICAL)

Ref: 8624.1

April 13, 2023

Sgt. David Sampson
Traffic Division Commander
Watertown Police Department
552 Main Street,
Watertown, MA 02472

Re: Traffic Commission Agenda Item Request – Galen Street at Aldrich Road & New Water Street & Watertown Square Adaptive Signal Improvements
Watertown, Massachusetts

Dear Sgt. Sampson and Members of the Traffic Commission:

On behalf of our client, The Davis Companies, we are requesting to be placed on the Traffic Commission Meeting Agenda on April 26, 2023. The subject of this request is to present and discuss the proposed Traffic Signal at the intersection of Galen Street at Aldrich Road and New Water Street and Watertown Square Adaptive Signal Control Technology (ASCT) System associated with the 66 Galen Street Project in Watertown, Massachusetts.

For the Traffic Commission's consideration, the enclosed presentation plans address the improvements at the Galen Street at Aldrich Road and New Water Street as well as the Watertown ASCT Improvements at the following locations:

- Main Street at Church Street
- North Beacon Street at Mt Auburn Street, Galen Street, Main Street and Charles River Road (Watertown Square)
- Watertown Street at California Street
- Galen Street at Nonatum Road and Watertown Street

The project team has coordinated directly with the Department of Public Works and the Department of Community Development and Planning on the planning and design of this project.

Sincerely,

VANASSE & ASSOCIATES, INC.

Stephen Boudreau

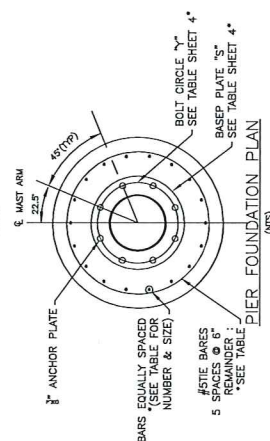
Stephen M. Boudreau, P.E.
Partner

SMB/two

Enclosure
cc: File



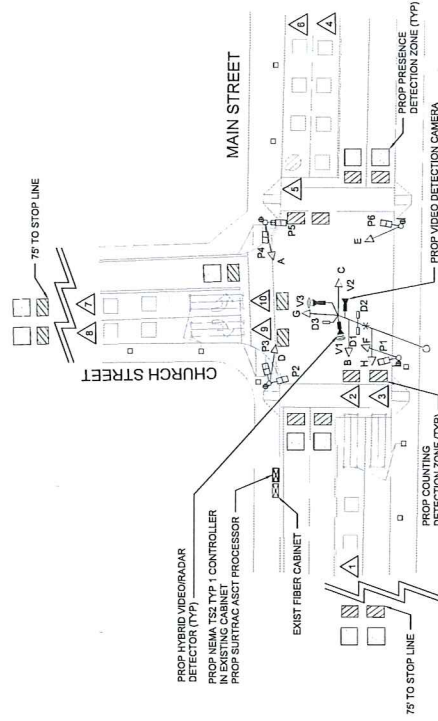
45' MAST ARM WITH
SIGNAL EQUIPMENT DETAIL



PAY ITEM	QUANTITY	ITEM	MAJOR ITEMS REQUIRED
	1	NEMA TYPE 1, CONTROLLER (NTPC COMPATIBLE) IN EXISTING CABINET	
	2	HYBRID VIDEO/ANALOG DETECTOR WITH MOUNTING HARDWARE AND 15' IS CABLE	
	1	VIDEO DETECTION CAMERA WITH MOUNTING HARDWARE AND CAT5 CABLE	
816.02	1	VIDEO DETECTION SYSTEM CENTRAL CONTROL UNIT AND PROCESSOR	
	1	COLOR 6" MONITOR AND PROGRAMMING KEYPAD	
	1	VIDEO INPUT SUPPRESSION PACKAGE	
	1	SPLITTING ADPT PROCESSOR	
	1	GPS RECEIVED ANTENNA	
	1	GPS ANTENNA	

Material and equipment to complete the installation.

- NOTES:
1. THE CONTRACTOR SHALL UTILIZE THE EXISTING ETHERNET SWITCH.
2. THE CONTRACTOR SHALL INSTALL THE NECESSARY FIBER PATCH CORD BETWEEN THE EXISTING ETHERNET SWITCH AND THE FIBER SPLICED TRAY IN THE EXISTING FIBER CABINET ADJACENT TO THE EXISTING TRAFFIC SIGNAL CABINET.
3. THE CONTRACTOR SHALL FIELD ADJUST THE LOCATION OF THE PROPOSED VIDEOCARD DETECTORS AND DETECTION ZONES AS NECESSARY.
4. THE CONTRACTOR SHALL UTILIZE ANY EXISTING LOOP DETECTORS AS NECESSARY FOR THE PROPER OPERATION OF THE ASC SYSTEM.



COORDINATION DATA		COORDINATION PHASE TIMING (WITH/WITHOUT PEDESTRIANS)					
TIMING PLAN	CYCLE LENGTH	REF/OFFSET		SEC.		SEC.	
		SEC.	SEC.	SEC.	SEC.		
PLAN 1: WALKER 5AM TO 10AM	120	EOG/711	56/568	43/64	21/0	21/0	
PLAN 2: WALKER 10AM TO 7PM	120	EOG/718	70/70	39/50	21/0	21/0	
PLAN 3: SKAT 10AM TO 5PM	120	EOG/718	63/131	39/59	21/0	21/0	

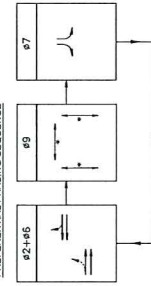
NOTES: 1. FLASHING OPERATION PER M.U.T.C.D.
2. MAXIMUM 1 = FREE OPERATION; MAXIMUM 2 = COORDINATED OPERATION.

3. Q1=OVERLAP.
4. Q2+Q6 "CALL NOT ACTUATED" DURING COORDINATION.
5. Q2+Q6 REFERENCED TO END OF GREEN (EOG) OF Q2+Q6 (COORDINATED PHASE).
6. SPLIT TIMES EQUAL TO GREEN TIMES PLUS CLEARANCES.
7. THE COORDINATION SHALL BE SET TO ALLOCATE UNUSED PEDESTRIAN TIME TO THE MAJOR STREET PHASE (PHASE 7).
8. THE CONTRACTOR SHALL REPROGRAM THE COUNTDOWN PEDESTRIAN HEADS TO DISPLAY COUNTDOWN TO THE MAJOR STREET PHASE (PHASE 7) FOR THE MAJOR STREET PHASE.
9. THE CONTRACTOR SHALL REPROGRAM THE PEDESTRIAN PUSHBUTTON TO ALLOW PEDESTRIAN PUSHBUTTON ACTIVATION ONLY.

EXISTING LOOP DETECTOR DATA:

DETECTION NUMBER	NUMBER OF SITES	NUMBER OF STATIONS	OSCILLIC PERIOD	DELTA/STANDARD	0 CALCD	LOOP CONNECTED	CHANNEL NO.
Δ_1	24X0	3	PRESERVE	0	02	SERIES	1
Δ_2	14X250	2+1+2	PRESERVE	0	02	SINGLE	2
Δ_3	14X250	2+1+2	PRESERVE	0	02	SINGLE	3
Δ_4	14X0	3	PRESERVE	0	06	SERIES/ PARALLEL	4
Δ_5	14XCYCLE LOOP	-	PRESERVE	0	06	SINGLE	5
Δ_6	54X0	3	PRESERVE	0	06	SERIES/ PARALLEL	6
Δ_7	24X0	3	PRESERVE	0	07	SERIES	7
Δ_8	24X0	3	PRESERVE	0	07	SERIES	8
Δ_9	14X250	2+1+2	PRESERVE	0	07	SINGLE	9
Δ_{10}	14X250	2+1+2	PRESERVE	0	07	SINGLE	10

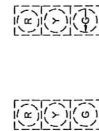
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103	104	105	106	107	108	109	110	111	112	113	114	115	116	117	118	119	120	121	122	123	124	125	126	127	128	129	130	131	132	133	134	135	136	137	138	139	140	141	142	143	144	145	146	147	148	149	150	151	152	153	154	155	156	157	158	159	160	161	162	163	164	165	166	167	168	169	170	171	172	173	174	175	176	177	178	179	180	181	182	183	184	185	186	187	188	189	190	191	192	193	194	195	196	197	198	199	200	201	202	203	204	205	206	207	208	209	210	211	212	213	214	215	216	217	218	219	220	221	222	223	224	225	226	227	228	229	230	231	232	233	234	235	236	237	238	239	240	241	242	243	244	245	246	247	248	249	250	251	252	253	254	255	256	257	258	259	260	261	262	263	264	265	266	267	268	269	270	271	272	273	274	275	276	277	278	279	280	281	282	283	284	285	286	287	288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	311	312	313	314	315	316	317	318	319	320	321	322	323	324	325	326	327	328	329	330	331	332	333	334	335	336	337	338	339	340	341	342	343	344	345	346	347	348	349	350	351	352	353	354	355	356	357	358	359	360	361	362	363	364	365	366	367	368	369	370	371	372	373	374	375	376	377	378	379	380	381	382	383	384	385	386	387	388	389	390	391	392	393	394	395	396	397	398	399	400	401	402	403	404	405	406	407	408	409	410	411	412	413	414	415	416	417	418	419	420	421	422	423	424	425	426	427	428	429	430	431	432	433	434	435	436	437	438	439	440	441	442	443	444	445	446	447	448	449	450	451	452	453	454	455	456	457	458	459	460	461	462	463	464	465	466
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NOTES:

1. ANY PHASE OR PHASE COMBINATION NOT CALLED SHALL BE SKIPPED.

- UPON PEDESTRIAN DISRUPTION ACTIVATION ONLY



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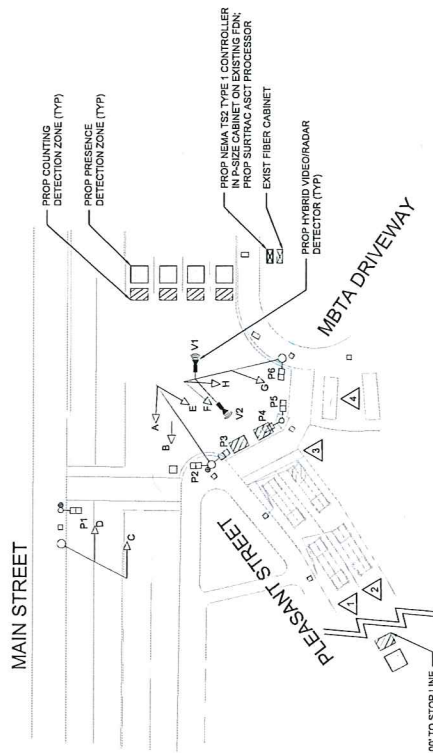
P1-P6
(EXISTING)

PAY ITEM	QUANTITY	ITEM	MAJOR ITEMS REQUIRED
BILED	1	NEW TYPIC 4 CONTROLLER (FOR COMPATIBILITY IN A-BOX CURRENT LOOP AND VIDEO DETECTION WITH FULL IN/OUT PUT) SUPPRESSION PACKAGE ON EXISTING FOUNDATION	
	2	HYBRID WIREMESH DETECTOR WITH MOUNTING HARDWARE AND C-15 CABLE	
	1	VIDEO DETECTION SYSTEM CENTRAL UNIT AND PROCESSOR	
	1	COLOR TV MONITOR AND PROGRAMMING KEYPAD	
	3	SUBTITING LOOP DETECTOR	
	2	2-CHANNEL LOOP DETECTOR AMPLIFIER WITH CARD MUX	
	1	GPS RECEIVER WITH ANTENNA	
		INSTALLATION AND TESTING, labor, materials and equipment required to complete the installation.	

NOTES:
THE CONTRACTOR SHALL REMOVE AND RESET THE EXISTING ETHERNET SWITCH.
THE CONTRACTOR SHALL INSTALL THE NECESSARY FIBER PATCH CORD BETWEEN THE ETHERNET SWITCH AND THE FIBER SPLICE TRAY IN THE EXISTING FIBER CABINET ADJACENT TO THE EXISTING TRAFFIC SIGNAL CABINET.
THE CONTRACTOR SHALL FIELD ADJUST THE LOCATION OF THE PROPOSED VIDEOCARD DETECTORS AND DETECTION ZONES AS NECESSARY.
THE CONTRACTOR SHALL UTILIZE ANY EXISTING LOOP DETECTORS AS NECESSARY FOR THE PROPER OPERATION OF THE ASCT SYSTEM.

SELECTOR	NUMBER NUMBER	NUMBER SIZE	NUMBER OF TURNS	OPERATIONS	DELAY EXTEND	IS CALLED	LOOP CONNECTION
Δ	2-5X20	2-5X20	2-4-2	PRESERVE 0	0	03	SERIES
Δ	4X20	4X20	2-4-2	PRESERVE 0	0	03	SINGLE
Δ	4X20	4X20	2-4-2	PRESERVE 0	0	03	SINGLE
Δ	4X20	4X20	3	PRESERVE 0	0	0	SERIES

CAPABLE OF BICYCLE DETECTION



	ø1	ø2	ø3	ø4	ø5	ø6	ø7	ø8	ø9 PED

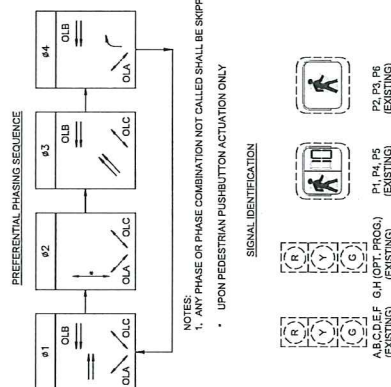
SEQUENCE AND TIMING FOR SEMI ACTUATED CONTROL (COORDINATED)

[illegible]

COORDINATION DATA			COORDINATION PHASE TIMING (WITH/WITHOUT PEDESTRIANS)					
CYCLE LENGTH	TIMING PLAN	REF/OFFSET	SEC.		SEC.		SEC.	
			SEC.	SEC.	SEC.	SEC.	SEC.	SEC.
120	LAN 1 MIN-HR. DM TO DM	EGG/65	55/75	21/0	24/24	20/20		
120	LAN 2 MIN-HR. DM TO DM	EGG/65	48/65	21/0	31/31	20/20		
120	LAN 3 S/L DM TO DM	EGG/65	48/65	21/0	31/31	20/20		
120	LAN 4 S/L DM TO DM	EGG/65	48/65	21/0	31/31	20/20		

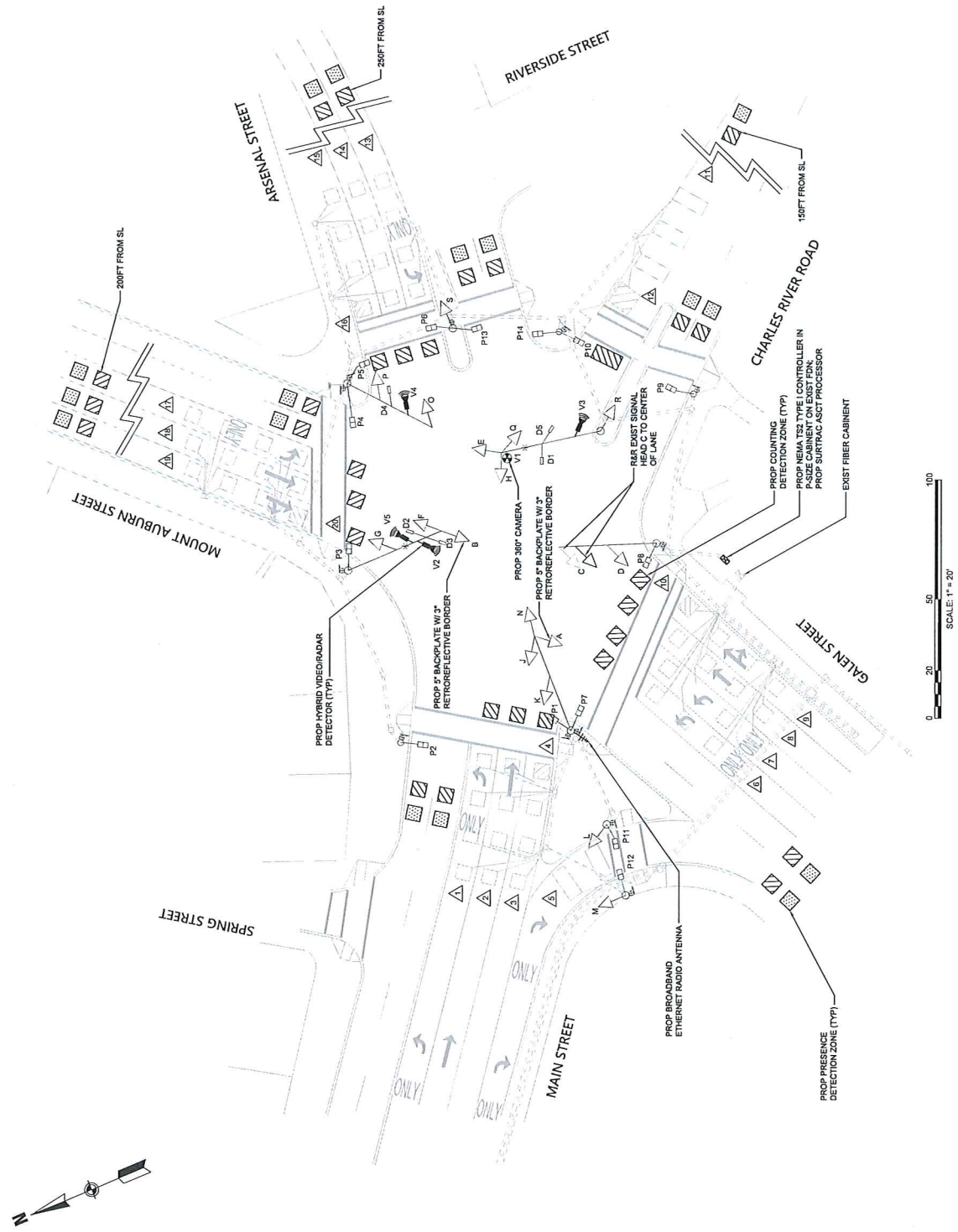
NOTES:

1. FLASHING OPERATION PER MULTIC.D.
2. 01 = FREE OPERATION; MAXIMUM 2 = COORDINATED OPERATION
3. 01 = "CALL" - "OVERLAP"
4. 01 "CALL NOT ACTIVATED" DURING COORDINATION.
5. OFFSET REFERENCED TO END OF GREEN (EOG) OF #1 (COORDINATED PHASE)
6. SPLIT TIMES EQUAL TO GREEN TIMES PLUS CLEARANCES
7. COORDINATION OF PHASES WITH GREEN TIMES WITH PLAN FORCE OFF TO ALL PREDETERMINED PHASES
8. * UPON PEDESTRIAN PUSHBUTTON ACTUATION ONLY



NOTES:
ANY PHASE OR PHASE COMBINATION NOT CALLED SHALL BE SKIPPED.

• UPON PEDESTRIAN PUSHBUTTON ACTUATION ONLY



WATERTOWN
66 GALEN STREET
TRAFFIC SIGNAL PLAN - WATERTOWN
STREET AT CALIFORNIA STREET
SHEET TS-7

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