MAIN STREET / BURROUGHS ROAD / STOP & SHOP PLAZA

SCALE: 1" = 20'

SCALE: 1" = 20'

#### **IMPROVEMENT NOTES:**

- RETAIN ALL TRAFFIC SIGNAL EQUIPMENT OR INFRASTRUCTURE UNLESS OTHERWISE NOTED.
- OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.
- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
- 5. WHERE TWO APS PEDESTRIAN PUSH BUTTONS ARE NOT SEPARATED BY MORE THAN 10 FEET, THE AUDIBLE WALK INDICATION SHALL BE A SPEECH WALK MESSAGE.
- 6. CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.

- CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.

- 1. RETAIN ALL TRAFFIC SIGNAL EQUIPMENT OR INFRASTRUCTURE UNLESS OTHERWISE NOTED.
- 2. OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.

**NORTH READING** OPPORTUNITY 2B - SIGNAL OPTIMIZATION & RETROFIT MAIN STREET (ROUTE 28) CONCEPT PLAN SHEET 2 OF 7

- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
- 5. WHERE TWO APS PEDESTRIAN PUSH BUTTONS ARE NOT SEPARATED BY MORE THAN 10 FEET, THE AUDIBLE WALK INDICATION SHALL BE A SPEECH WALK MESSAGE.
- 6. CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.

# IMPROVEMENT CONSIDERATIONS:

- 1. CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- 2. CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.
- 3. CONSIDER INSTALLATION OF ADDITIONAL PEDESTAL POSTS / STANCHIONS AS NEEDED TO MAINTAIN 10-FEET MAXIMUM SPACING BETWEEN RAMP OPENING AND PUSH BUTTON.



SCALE: 1" = 20'

SCALE: 1" = 20'



- RETAIN ALL TRAFFIC SIGNAL EQUIPMENT OR INFRASTRUCTURE UNLESS OTHERWISE NOTED.
- 2. OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.
- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
- WHERE TWO APS PEDESTRIAN PUSH BUTTONS ARE NOT SEPARATED BY MORE THAN 10 FEET, THE AUDIBLE WALK INDICATION SHALL BE A SPEECH WALK MESSAGE.
- 6. CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.

- CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- 2. CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.

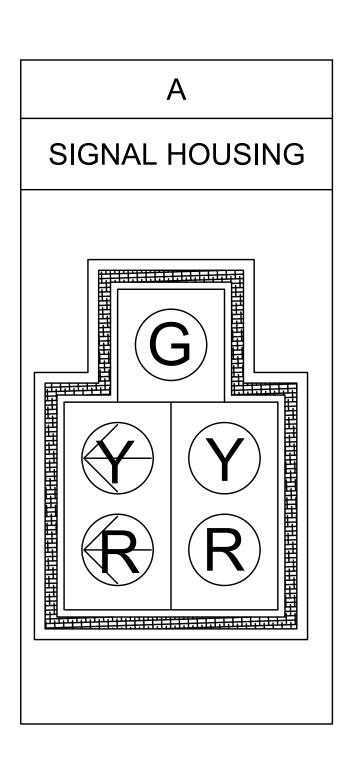




- RETAIN ALL TRAFFIC SIGNAL EQUIPMENT OR INFRASTRUCTURE UNLESS OTHERWISE NOTED.
- OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.
- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
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- 6. CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.

## **IMPROVEMENT CONSIDERATIONS:**

- CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- 2. CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.
- CONSIDER INSTALLATION OF ADDITIONAL PEDESTAL POSTS / STANCHIONS AS NEEDED TO MAINTAIN 10-FEET MAXIMUM SPACING BETWEEN RAMP OPENING AND PUSH BUTTON.





MAIN STREET / WINTER STREET / READING LUMBER DRIVEWAY

SCALE: 1" = 20'

SCALE: 1" = 20'

#### IMPROVEMENT NOTES:

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- OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.
- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
- 5. WHERE TWO APS PEDESTRIAN PUSH BUTTONS ARE NOT SEPARATED BY MORE THAN 10 FEET, THE AUDIBLE WALK INDICATION SHALL BE A SPEECH WALK MESSAGE.
- 6. CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.

- CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.
- 3. CONSIDER INSTALLATION OF ADDITIONAL PEDESTAL POSTS / STANCHIONS AS NEEDED TO MAINTAIN 10-FEET MAXIMUM SPACING BETWEEN RAMP OPENING AND PUSH BUTTON.



NORTH READING
OPPORTUNITY 2B - SIGNAL OPTIMIZATION & RETROFIT
MAIN STREET (ROUTE 28) CONCEPT PLAN
SHEET 6 OF 7

#### IMPROVEMENT NOTES:

- 1. RETAIN ALL TRAFFIC SIGNAL EQUIPMENT OR INFRASTRUCTURE UNLESS OTHERWISE NOTED.
- OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.
- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
- 5. WHERE TWO APS PEDESTRIAN PUSH BUTTONS ARE NOT SEPARATED BY MORE THAN 10 FEET, THE AUDIBLE WALK INDICATION SHALL BE A SPEECH WALK MESSAGE.
- CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.

- CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- 2. CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.
- CONSIDER INSTALLATION OF ADDITIONAL PEDESTAL POSTS / STANCHIONS AS NEEDED TO MAINTAIN 10-FEET MAXIMUM SPACING BETWEEN RAMP OPENING AND PUSH BUTTON.

# RET EXIST TS POST, BASE, & FDN RET PED SIGNAL HEADS (x2) W/ PROP PED PBN &R10-3e (x2) W/ PROP PED PBN EXTENSION ARMS (x2) R&D EXIST PED PBN ASSEMBLY PROP 8' TS POST & BASE ON EXIST FDN W/ PROP PED SIGNAL HEAD W/ PROP PED PBN &R10-3e (ROUTE R&D EXIST TS POST & BASE R&D EXIST PED SIGNAL HEAD R&D EXIST PED PBN ASSEMBLY **RET SPAN WIRE & TETHER WIRE** RET EXIST SIGNAL HEADS (x7) RET EXIST PREEMPT DETECTORS (x4) RET EXIST PREEMPT STROBE W/ PROP SIGNAL HEAD "B" R&D EXIST SIGNAL HEAD "B" -PROP 8' TS POST & BASE ON EXIST FDN W/ PROP PED SIGNAL HEAD W/ PROP PED PBN &R10-3e R&D EXIST TS POST & BASE R&D EXIST PED SIGNAL HEAD R&D EXIST PED PBN ASSEMBLY -PROP 8' TS POST & BASE ON EXIST FDN W/ PROP PED SIGNAL HEAD W/ PROP PED PBN &R10-3e R&D EXIST TS POST & BASE R&D EXIST PED SIGNAL HEAD R&D EXIST PED PBN ASSEMBLY PROP SIGNAL HEAD "B" --RET EXIST TS POST, BASE, & FDN W/ PROP PED SIGNAL HEAD W/ PROP PED PBN & R10-3e R&D EXIST PED SIGNAL HEAD R&D EXIST PED PBN ASSEMBLY RET EXIST TS POST, BASE, & FDN -W/ PROP PED SIGNAL HEADS (x2) W/ PROP PED PBN &R10-3e (x2) W/ PROP PED PBN EXTENSION ARMS (x2) R&D EXIST PED SIGNAL HEADS (x2) R&D EXIST PED PBN ASSEMBLY

MAIN STREET / PARK STREET

SCALE: 1" = 20'

SCALE: 1" = 20'

#### **IMPROVEMENT NOTES:**

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- OPTIMIZE TRAFFIC SIGNAL TIMINGS FOR BOTH FREE OPERATION AND COORDINATION MODES.
- 3. UPDATE VEHICULAR AND PEDESTRAIN CLEARANCE INTERVALS.
- 4. PEDESTRIAN PUSH BUTTONS SHALL BE PERPENDICULAR TO THE CROSSWALK PATH OF TRAVEL, WITH THE ARROW PROVIDED ON THE PUSH BUTTON PARALLEL TO THE CROSSWALK PATH OF TRAVEL.
- 5. WHERE TWO APS PEDESTRIAN PUSH BUTTONS ARE NOT SEPARATED BY MORE THAN 10 FEET, THE AUDIBLE WALK INDICATION SHALL BE A SPEECH WALK MESSAGE.
- 6. CONTRACTOR SHALL R&R ALL SIGNAL HOUSING, WHERE APPLICABLE, TO BE CENTERED ON LANE.
- 7. INSTALL 5" BACKPLATES WITH 2" RETROREFLECTIVE STRIPS TO ALL SIGNAL HOUSINGS AT THE INTERSECTION

- CONSIDER IMPLEMENTATION OF NEW INTERCONNECT SYSTEM TO AVOID UNFORSEEN CONDUIT AND RELATED COSTS WITH THE CURRENT SUBSURFACE TWISTED-PAIR COPPER INTERCONNECT.
- 2. CONSIDER REPLACEMENT OF ALL DAMAGED / ANTIQUATED SIGNAL HOUSINGS AT THE INTERSECTION.
- 3. CONSIDER INSTALLATION OF ADDITIONAL PEDESTAL POSTS / STANCHIONS AS NEEDED TO MAINTAIN 10-FEET MAXIMUM SPACING BETWEEN RAMP OPENING AND PUSH BUTTON.

