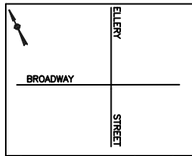
TIMING PLAN



	STREET	DIR.	HEAD	ø1 L	ø1 GR	ø1 CH	ø1 CL	ø2 L	ø2 GR	ø2 CH	ø2 CL	ø3 L	ø3 GR	ø3 CH	ø3 CL	ø4 L	ø4 GR	ø4 CH	ø4 CL	ø5 L	ø5 GR	ø5 CH	ø5 CL	ø6 L	ø6 GR	ø6 CH	ø6 CL	ø7 L	ø7 GR	ø7 CH	ø7 CL	ø8 L	ø8 GR	ø8 CH	ø8 CL	EMERGENCY FLASH MODE
VEHICLE	BROADWAY	EB	7A,7B		R	R	R		G	Y	R						R	R	R						R	R	R									FR
	BROADWAY	WB	2A,3A,7C		R	R	R		G	Y	R						R	R	R						R	R	R									FR
	ELLERY STREET	SB	1A,4A,5A		R	R	R		R	R	R						R	G	Y	R					R	R	R									FR
WALK	N A/C ELLERY		P1,P8		DW	DW	DW		DW	DW	DW						DW	DW	DW	DW					W/FDW	FDW	DW									DARK
	S A/C ELLERY		P4,P5		DW	DW	DW		DW	DW	DW						DW	DW	DW	DW					W/FDW	FDW	DW									DARK
	W A/C BROADWAY		P2,P3		DW	DW	DW		DW	DW	DW						W	W/FDW	FDW	DW					DW	DW	DW									DARK
	E A/C BROADWAY		P6,P7		DW	DW	DW		DW	DW	DW						W	W/FDW	FDW	DW					DW	DW	DW									DARK
BIKE	BROADWAY	DIAG.	2B,6A		G	Y	R		R	R	R						R	R	R						R	R	R									FR
	BROADWAY	WB	1B,8A		R	R	R		R	R	R						R	R	R						G	Y	R									FR
	ELLERY	SB	3B		R	R	R		R	R	R						G	G	Y	R					R	R	R									FR
INTERVAL	MINIMUM GREEN				10				6								6								6											
	EXTENSION				–				–								–								–											
	MAX 1 GREEN				18				35								22								59											
	MAX 2 GREEN				17				36								20								60											
	YELLOW CHANGE					3				3								3								3										
	RED CLEARANCE						3				2								2								2										
	PEDESTRIAN WALK				–				–								4	7*							7*											
	PEDESTRIAN CLEARANCE					–				–								10								8										
	BIKE YELLOW CHANGE					3				–								3								3										
	BIKE RED CLEARANCE						3				–								2								2										
	MEMORY				--				--								--								--											
	RECALL				MAX				MAX								MAX/PED								MAX/PED											

DETECTORS

IDENT	PHASE	TYPE	SIZE	TURNS	MODE

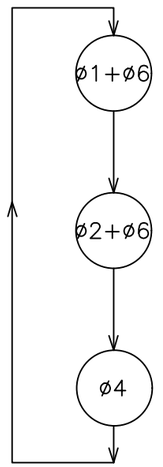
COORDINATION PLAN

PROGRAM	DAY	TIME	CYCLE LENGTH	OFFSET	PHASE SPLIT ø1	ø2	ø4	ø6
1/1/1	M-F	0700-0900	90	0	24	40	26	64
2/1/1	M-F	1530-1830	90	0	23	42	25	63
3/1/1		ALL OTHER	75	0	22	27	26	49
2/1/1	M-F	1430-1530	85	0	29	30	26	59

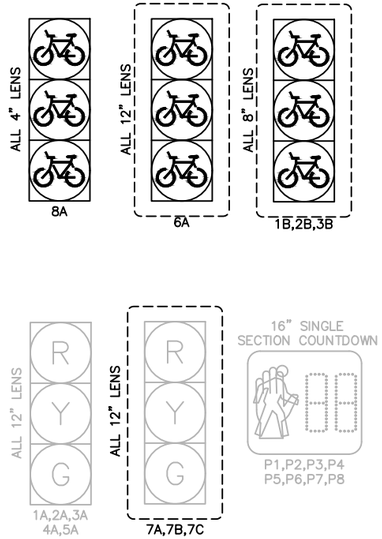
TECHNICAL NOTES

1. *ALL PEDESTRIAN PHASES SHALL REST IN WALK
2. BROADWAY/ELLERY IS THE MASTER INTERSECTION
3. FDW ON YELLOW SHALL OCCUR
4. BIKE SIGNAL 3B SHALL RUN WITH THE ELLERY ST LPI AS A LBI
5. COORDINATION REFERENCE PHASE TO THE START OF ø2+ø6

PHASING SEQUENCE



SIGNAL FACES



CONSTRUCTION NOTES

INSTALL YELLOW 8" BIKE SIGNALS 1B,2B,3B

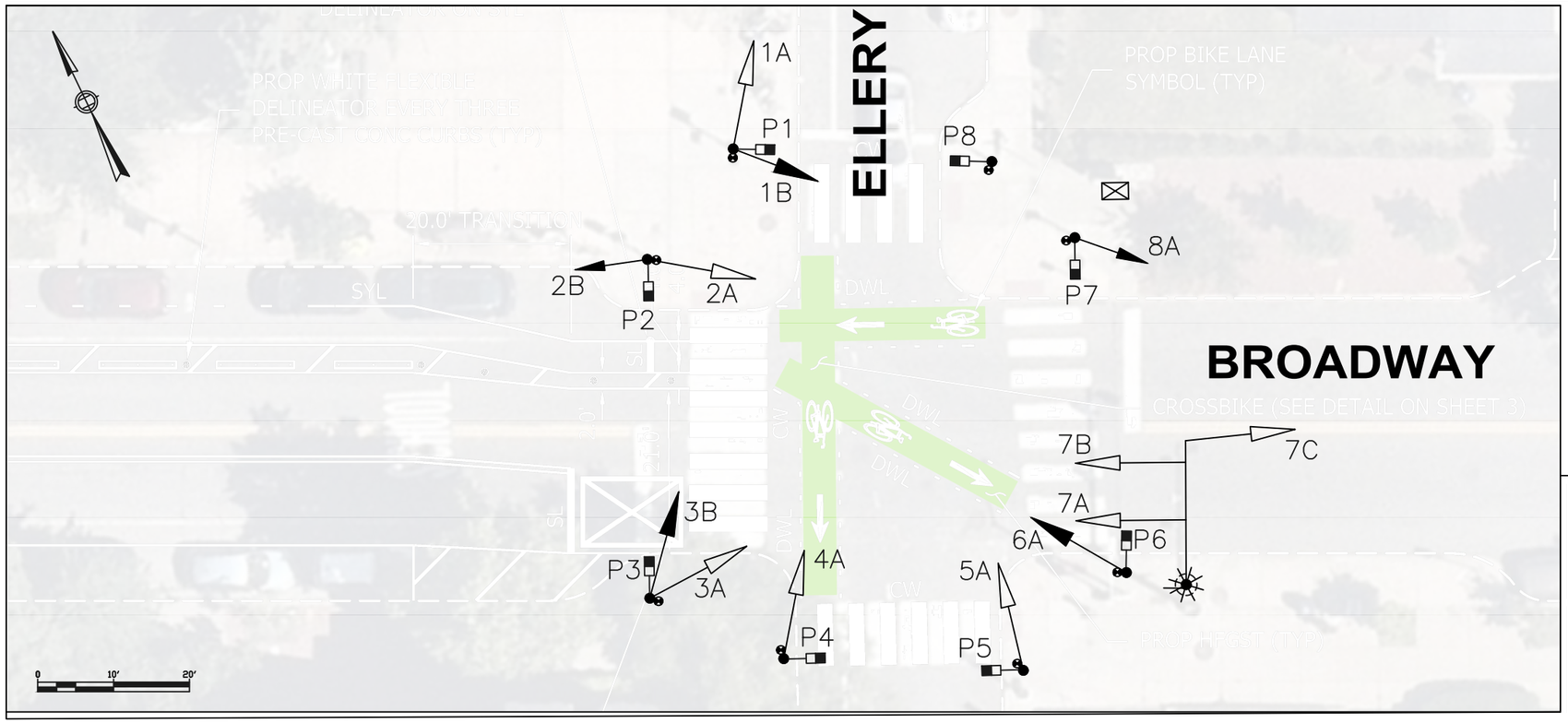
INSTALL 4" BIKE SIGNAL 8A

INSTALL NON-REFLECTIVE LOUVERED BACKPLATES ON SIGNAL HEADS 7A,7B,7C

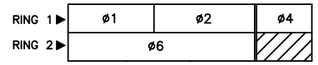
REPLACE EXISTING R/Y/G 6A WITH 12" BIKE SIGNAL 6A AND ROTATE THE SIGNAL FACE 45 DEGREES

ALL 8" AND 12" BIKE SIGNALS SHALL HAVE COMPLETELY YELLOW HOUSING WITH A YELLOW PAINTED REFLECTIVE BACKPLATE

RETIME SIGNAL ACCORDING TO THE PLAN



RING STRUCTURE



FINAL DESIGN

CITY OF CAMBRIDGE Department of Transportation

DESIGNED BY P. SOFIO
DRAWN BY P. SOFIO
CHECKED BY
APPROVED BY

CITY OF CAMBRIDGE TRANSPORTATION DEPARTMENT
ENGINEERING DIVISION

BROADWAY AT ELLERY STREET

DATE: 04/23/2026

TRAFFIC DIRECTOR

INTERSECTION # 041