TEMPORARY TRAFFIC SIGNAL NOTES.

1. THE CONTRACTOR SHALL INSURE THAT THE SIGNAL INSTALLATION CONFORMS TO THE MANUAL OF TRAFFIC CONTROL DEVICES.

2. THE TRAFFIC SIGNAL LAYOUT SHOWN IS APPROXIMATE. THE CONTRACTOR SHALL SUBMIT THE POLE LAYOUT AND DESIGN FOR REVIEW PRIOR TO CONSTRUCTION.

3. SIGNAL TIMING-TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 24 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO ITEM 637.10. THE ALL RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 25 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL RED CLEARANCE INTERVAL.

4. SIGNAL FACES SHALL CONSIST OF 12" LENSES.

5. THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL BE NOT LESS THAN 16½ FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY, SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15' ABOVE THE SIDEWALK OR, IF NONE, ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.

6. SIGNAL FACES FOR ANY ONE APPROACH SHALL BE NOT LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER OF FACES. ALL POST, SIGNS AND PAVEMENT MARKINGS SHALL BE CONSIDERED AS SUBSIDIARY TO ITEM 637.10.

7. SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED LOCATED AT A DISTANCE NO GREATER THAN 14½' FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40' FROM THE SIGNAL HEAD. CONSULT THE MUTCD FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.

8. A 400 WATT LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF AT LEAST 30' ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT.

9. POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC.

10. STOP BARS (24" REFLECTORIZED WHITE LINES) SHALL BE PLACED A MINIMUM OF 40' FROM CLOSEST SIGNAL HEAD AND SHALL BE ACCOMPANIED BY A "STOP HERE ON RED" SIGN. (SEE SHEET # FOR SIGN DETAIL AND LAYOUT).

11. ONCE INSTALLED, SIGNAL HEAD SHOULD NOT SHOW BLANK INDICATIONS. THEY SHALL OPERATE IN THE FLASHING MODE OR BE COVERED WITH BLACK PLASTIC WHEN NOT OPERATING.

12. AT T.H. #2, TEMPORARY SIGNAL POLES WITH SPAN WIRE ARE TO BE LOCATED SO THAT T.H. #2 TRAFFIC CAN SEE HEADS #1 AND PROCEED WITH PHASE A MOVEMENT.

Removal & Disposal of Existing Guard Rail
14+28 ~ 14+44 Rt
14+65 ~ 14+97 Rt
13+10 ~ 14+32 Lt
14+50 ~ 14+68 Lt

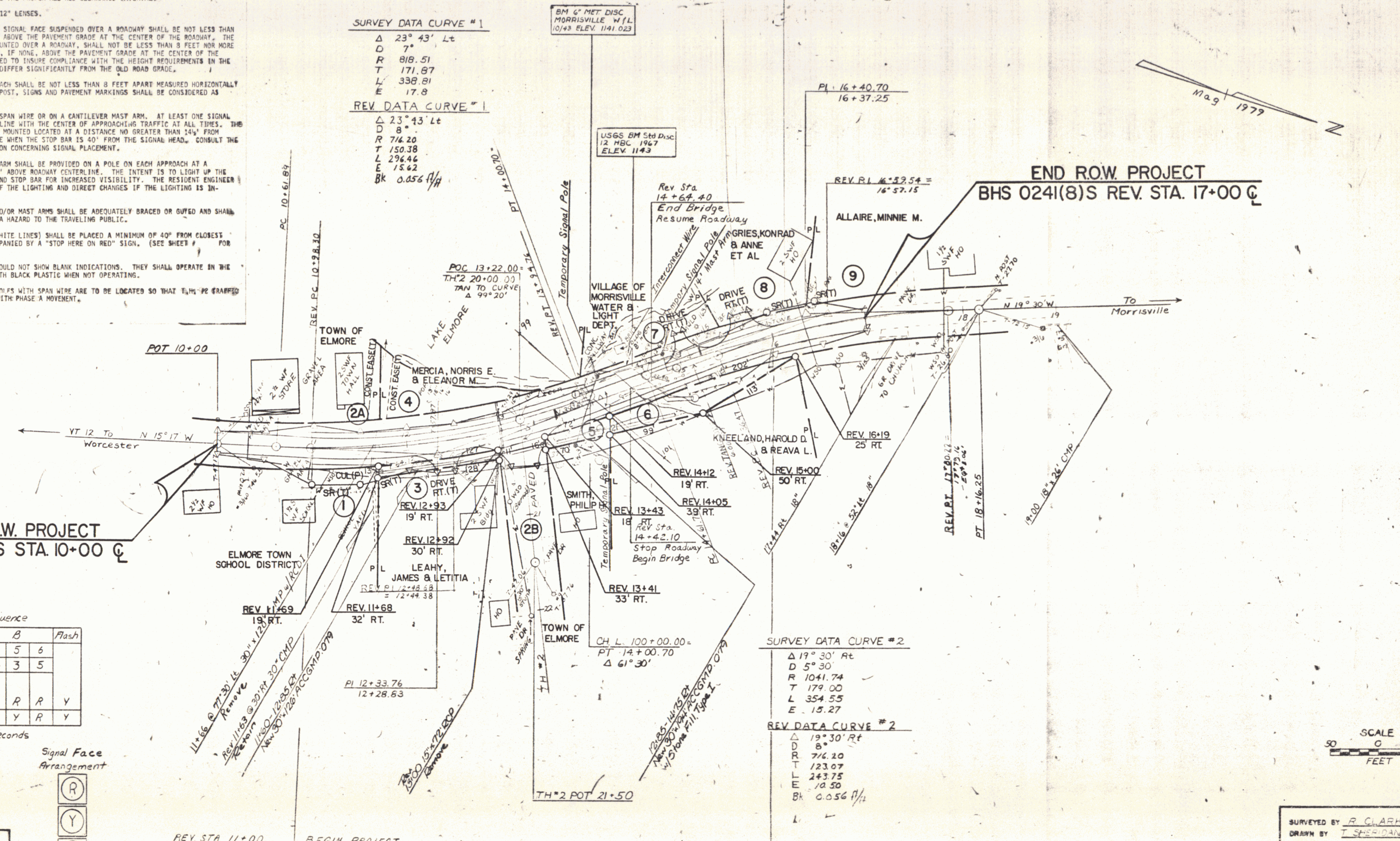
Guard Rail, Heavy Duty Steel Beam w/ Wood Posts, Type II
13+57-14+32 Lt
13+89.5-14+52 Rt
14+52-14+64.5 Lt
14+75-15+12.5 Rt

Crushed Stone Shoulders
15+70-16+50 Lt

Construct Drive
12+35 Rt
15+70 Lt
15+07 Lt

Construct Approach
13+22 Rt

Breakaway Cable Terminal
13+32-13+57 Lt
13+64.5~13+89.5 Rt
14+64.5~14+89.5 Lt
15+12.5~15+37.5 Rt



Signal Timing Sequence							
Phase	A			B			Flash
Interval	1	2	3	4	5	6	
Seconds	12	3	5	12	3	5	
Signals 1	G	Y	R	R	R	R	Y
2	R	R	R	G	Y	R	Y

Cycle Length is 40 Seconds

Phase A Phase B
Phasing Diagram

Signal Face Arrangement
R
Y
G
Head 1 and 2

REV STA 11+00 CONSTRUCT SATISFACTORY APPROACH

BEGIN PROJECT BHS 0241(8)S

REV STA 16+00 END PROJECT BHS 0241(8)S

CONSTRUCT SATISFACTORY APPROACH

DATUM
VERTICAL NGVD 1929
HORIZONTAL N/A

BRUNING 44 131 40592

SCALE 50 0 50 FEET

SURVEYED BY R. CLARK DATE 6/79
DRAWN BY T. SHERIDAN DATE 6/79
TRACED BY J. PITMAN DATE 8/79

ELMORE

PROJ. BHS NO. 0241(8)S

SHEET 5 OF 6

5

D-7