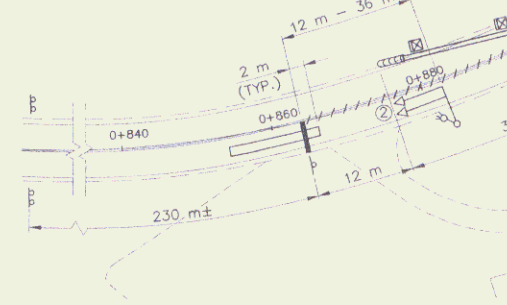


17. A 250 WATT MER/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 9m ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE RESIDENT ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT.
18. STOP BARS SHALL BE LOCATED A MINIMUM OF 12m AND A MAXIMUM OF 36m FROM THE NEAREST SIGNAL HEAD.
19. PAYMENT FOR THE VEHICLE DETECTORS SHALL BE FOR EACH UNIT INSTALLED.
20. SIGNS AND POSTS AS SHOWN ON THIS SHEET AND NOTED BELOW ARE SUBSIDIARY TO THE TRAFFIC CONTROL SIGNAL ITEMS ("STOP HERE ON RED", "SIGNAL AHEAD", "NO PASSING ZONE", AND "TO GET GREEN LIGHT" ETC.) THE TEMPORARY STOP BARS SHOULD BE PAID UNDER THE TEMPORARY 24" STOP BAR ITEM.
21. SEE STD. E-140 FOR "STOP HERE ON RED" SIGN DETAIL AND E-101 FOR "SIGNAL AHEAD" SYMBOL SIGN. SEE STANDARD E-121 FOR SIGN PLACEMENT. SEE STANDARD E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
22. A "SIGNAL AHEAD" SIGN SHALL BE PLACED AT LEAST 225m FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER.
23. THE "NO PASSING" SIGN SHALL BE USED TO PREVENT PASSING FOR 230m IN ADVANCE OF THE STOP BAR. THE SIGN SHALL BE PER STANDARD E-102.
24. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
25. TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE DETOUR WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING YELLOW.
26. APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 528.04(b)2 TO MINIMIZE VEHICLE DELAY.
27. TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED ON EACH APPROACH PER STANDARD E-107. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER PER STANDARD E-100, E-101, E-102 & E-102A. PAYMENT FOR THESE SIGNS, THE REFLECTORIZED PLASTIC DRUMS, ETC. SHALL BE PAID AS A PART OF THE "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" ITEM OR THE "TRAFFIC CONTROL" ITEM.
28. THE "TO GET GREEN LIGHT" SIGN IS TO BE USED ONLY ON APPROACHES WITH VEHICLE DETECTORS.
29. IF BRIDGE WORK REQUIRES LANE CLOSURE ON A ROADWAY UNDERNEATH THE BRIDGE, REFER TO STD. E-110 FOR TRAFFIC CONTROL DETAILS. PAYMENT SUBSIDIARY TO "TRAFFIC CONTROL" OR "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" AS IS APPROPRIATE.
30. IN SITUATIONS WHERE EXISTING PASSING ZONES EXTEND THROUGH THE AREA BETWEEN THE STOP BAR AND THE "NO PASSING ZONE" SIGN, THEN TEMPORARY DOUBLE YELLOW LINES SHALL BE INSTALLED FROM THE STOP BAR TO THE "NO PASSING ZONE" SIGN. THESE MARKINGS SHALL BE PAID UNDER THE "TEMPORARY 100 mm YELLOW LINE" ITEM.
31. TEMPORARY TRAFFIC BARRIER SHOULD BE SUBSTITUTED FOR THE CHANNELIZING DEVICES SHOWN WHEN ANY OF THE FOLLOWING ARE MET:
  - A.) THE BRIDGE DECK IS REMOVED
  - B.) THE BRIDGE RAIL IS REMOVED, OR
  - C.) IN THE JUDGEMENT OF THE RESIDENT ENGINEER TEMPORARY BARRIER IS NEEDED.
32. WHEN TEMPORARY BARRIER IS USED, BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE, OR PROTECTED WITH AN APPROVED END TREATMENT DESIGNED FOR THE 85TH PERCENTILE SPEED OR THE POSTED SPEED LIMIT OF THE ROAD WAY.
33. PAYMENT FOR TEMPORARY BARRIER USED SHALL BE MADE UNDER THE APPROPRIATE ITEM.



### PHASING DIAGRAM AND SPECIAL REQUIREMENTS FOR EACH LOCATION

PHASE	2	6	4
MINIMUM			
EXTENSION			
MAXIMUM			
HEAD 2			
HEAD 6			
HEAD 4			

APPROACH 4 IS A SIDE STREET APPROACH - IF REQUIRED

### SPECIAL REQUIREMENTS

APPROACH	TEMPORARY VEHICLE DETECTOR	FLASHING BEACON ON ADVANCED WARNING SIGN
2		
6		
4		

ENTER CHECK MARK IN APPROPRIATE BOX WHEN REQUIRED ON THIS PROJECT