

BUFFER SPACE TABLE

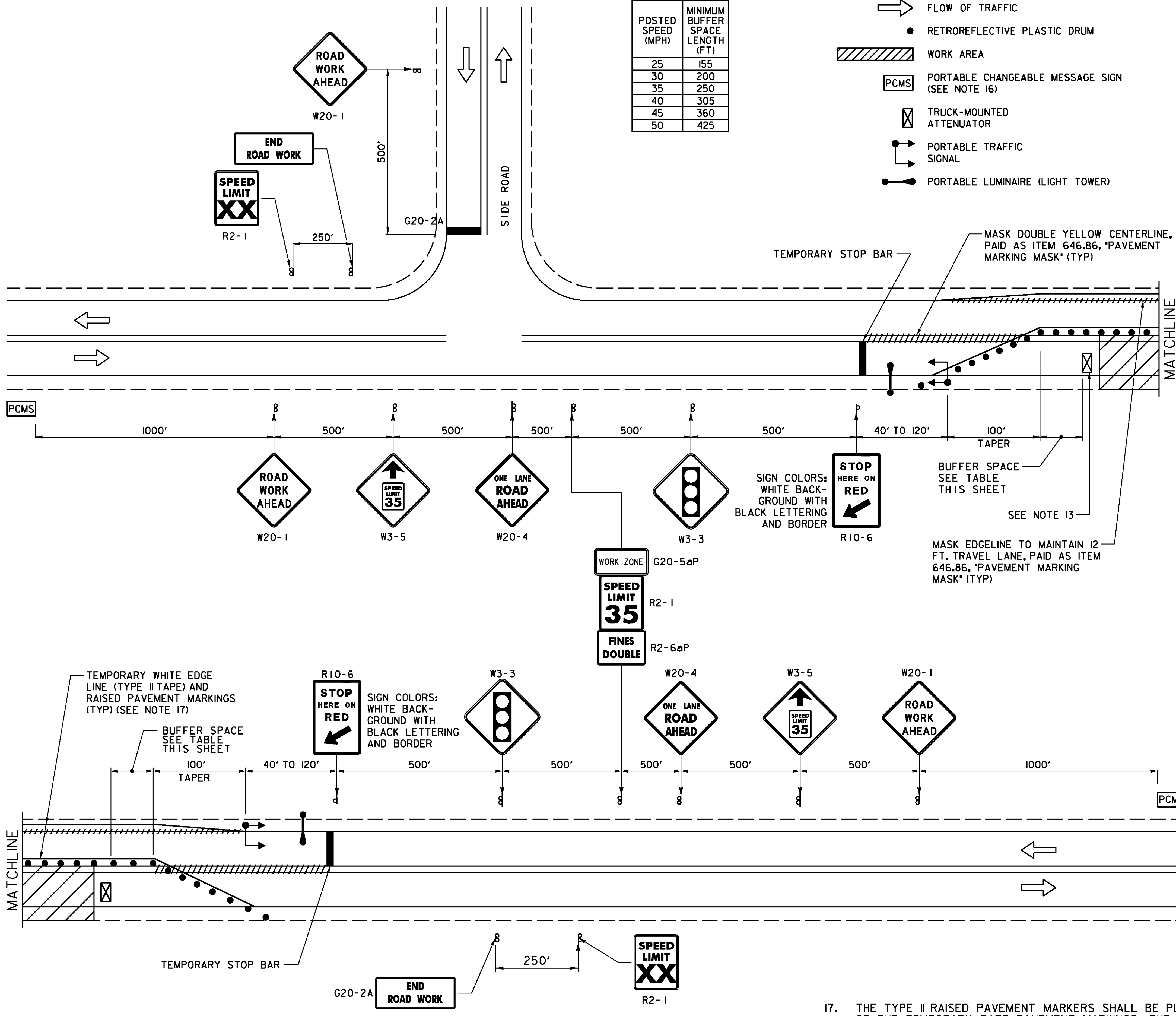
| POSTED SPEED (MPH) | MINIMUM BUFFER SPACE LENGTH (FT) |
|--------------------|----------------------------------|
| 25 | 155 |
| 30 | 200 |
| 35 | 250 |
| 40 | 305 |
| 45 | 360 |
| 50 | 425 |

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- ▨ WORK AREA
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 16)
- ⊠ TRUCK-MOUNTED ATTENUATOR
- ↔ PORTABLE TRAFFIC SIGNAL
- ☼ PORTABLE LUMINAIRE (LIGHT TOWER)

TRAFFIC CONTROL NOTES:

1. CONSTRUCTION APPROACH SIGNS SHALL BE PROVIDED ON EACH APPROACH AS SHOWN. PAYMENT FOR THESE SIGNS, THE RETROREFLECTIVE PLASTIC DRUMS, ETC., SHALL BE INCLUDED IN ITEM 641.10, "TRAFFIC CONTROL". SEE SHEET 17 FOR ADDITIONAL NOTES.
2. ALL WORK DESCRIBED HEREIN FOR THE TEMPORARY TRAFFIC SIGNAL SYSTEM, AND NOT SPECIFIED FOR PAYMENT UNDER A SEPARATE CONTRACT ITEM, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.620, "SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)".
3. SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN 24 HOURS AFTER BEING REQUESTED. PAYMENT SHALL BE INCIDENTAL TO ITEM 900.620, "SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)". THE CONTRACTOR, AT THE DIRECTION OF THE ENGINEER, SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
4. SIGNAL FACES SHALL BE L.E.D. AND CONSIST OF 12" LENSES. (RED, AMBER, AND GREEN).
5. THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16.5 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 FEET ABOVE THE GROUND. 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 NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
7. ONE SIGNAL HEAD SHALL BE SUPPORTED FROM A CANTILEVER MAST ARM, WHICH SHALL BE IN THE CONE OF VISION OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD SHALL BE MOUNTED TO THE POST OF THE CANTILEVER MAST ARM. THE PORTABLE TRAFFIC SIGNAL SHALL BE LOCATED SO AS TO PLACE THE POST MOUNTED SIGNAL HEAD AT A HORIZONTAL DISTANCE OF NO GREATER THAN 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE M.U.T.C.D. 2009 EDITION FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
8. SIGNAL HEAD LOCATION SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
9. THE TEMPORARY TRAFFIC SIGNAL SYSTEM SHALL CONSIST OF A MINIMUM OF TWO (2) PORTABLE TRAFFIC SIGNALS, LUMINARIES, AND ASSOCIATED PAVEMENT MARKINGS.
10. ALL PORTABLE TRAFFIC SIGNALS, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, ETC.
11. A PORTABLE LIGHT TOWER WITH A MINIMUM OF A 250 WATT MER/150 WATT HPS LUMINAIRE MOUNTED ON A MAST AT A HEIGHT OF 30 FEET ABOVE THE ROADWAY CENTERLINE SHALL BE PROVIDED AS SHOWN ON THE TRAFFIC CONTROL PLANS OR AT THE DISCRETION OF THE ENGINEER. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT. LIGHTING SHALL BE INCIDENTAL TO ITEM 900.620, "SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)".
12. TEMPORARY STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
13. IF WORK ZONE IS BEHIND TEMPORARY TRAFFIC BARRIER THEN THE TRUCK-MOUNTED ATTENUATOR IS NOT NEEDED UNLESS THE END OF THE TEMPORARY TRAFFIC BARRIER IS WITHIN THE CLEAR ZONE.
14. ALL STOP SIGNS AND ANY OTHER TRAFFIC SIGNS MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER. THE COSTS OF COVERING AND UNCOVERING THESE SIGNS SHALL BE PAID INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
15. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING SIGNAL PHASING. THE CONTRACTOR SHALL SUBMIT A PHASING DIAGRAM TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL MAKE SIGNALS OPERATIONAL ONLY AFTER RECEIVING APPROVAL OF THE PHASING DIAGRAM BY THE ENGINEER.
16. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD. THE PCMS SHALL READ "ONE LANE BRIDGE AHEAD, BE PREPARED TO STOP" OR AS DIRECTED BY THE ENGINEER.



XX = PRESENT POSTED SPEED LIMIT

17. THE TYPE II RAISED PAVEMENT MARKERS SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE PAVEMENT MARKINGS. THE TYPE II RAISED PAVEMENT MARKERS SHALL BE PLACED AT A SPACING OF 20 FEET.

TRAFFIC CONTROL FOR BRIDGES 62A AND 66 RIGHT SIDE CLOSED
(LEFT SIDE CLOSURE SIMILAR)
NOT TO SCALE

PROJECT NAME: HARTLAND
PROJECT NUMBER: BHF BPNT(12)

FILE NAME: zllc260+cdgn
PROJECT LEADER: M.A. COLGAN
DESIGNED BY: E.A. FIALA
TRAFFIC CONTROL WITH TEMP. SIGNALS

PLOT DATE: 12/17/2013
DRAWN BY: E.A. FIALA
CHECKED BY: S.E. BURBANK
SHEET 16 OF 55

