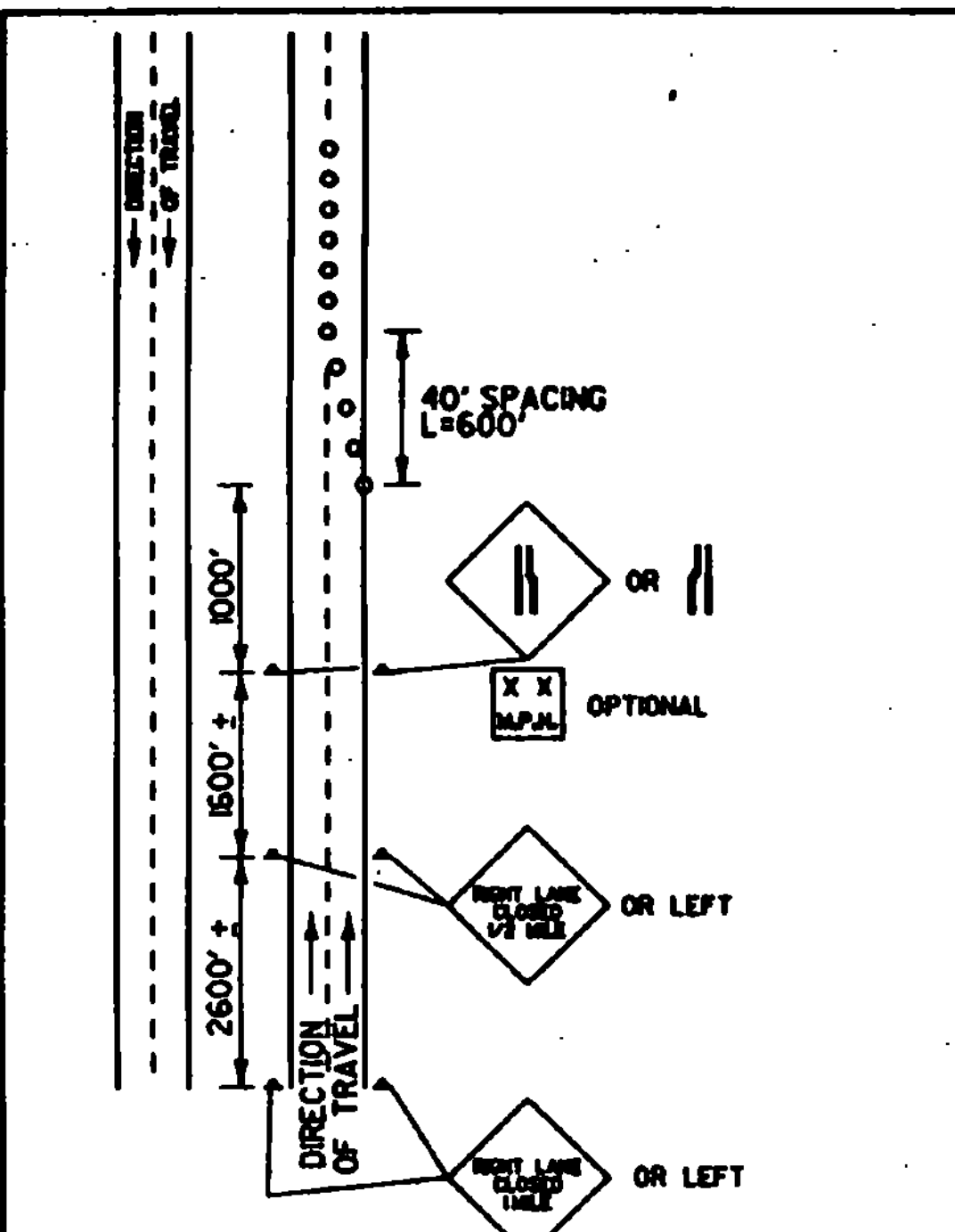
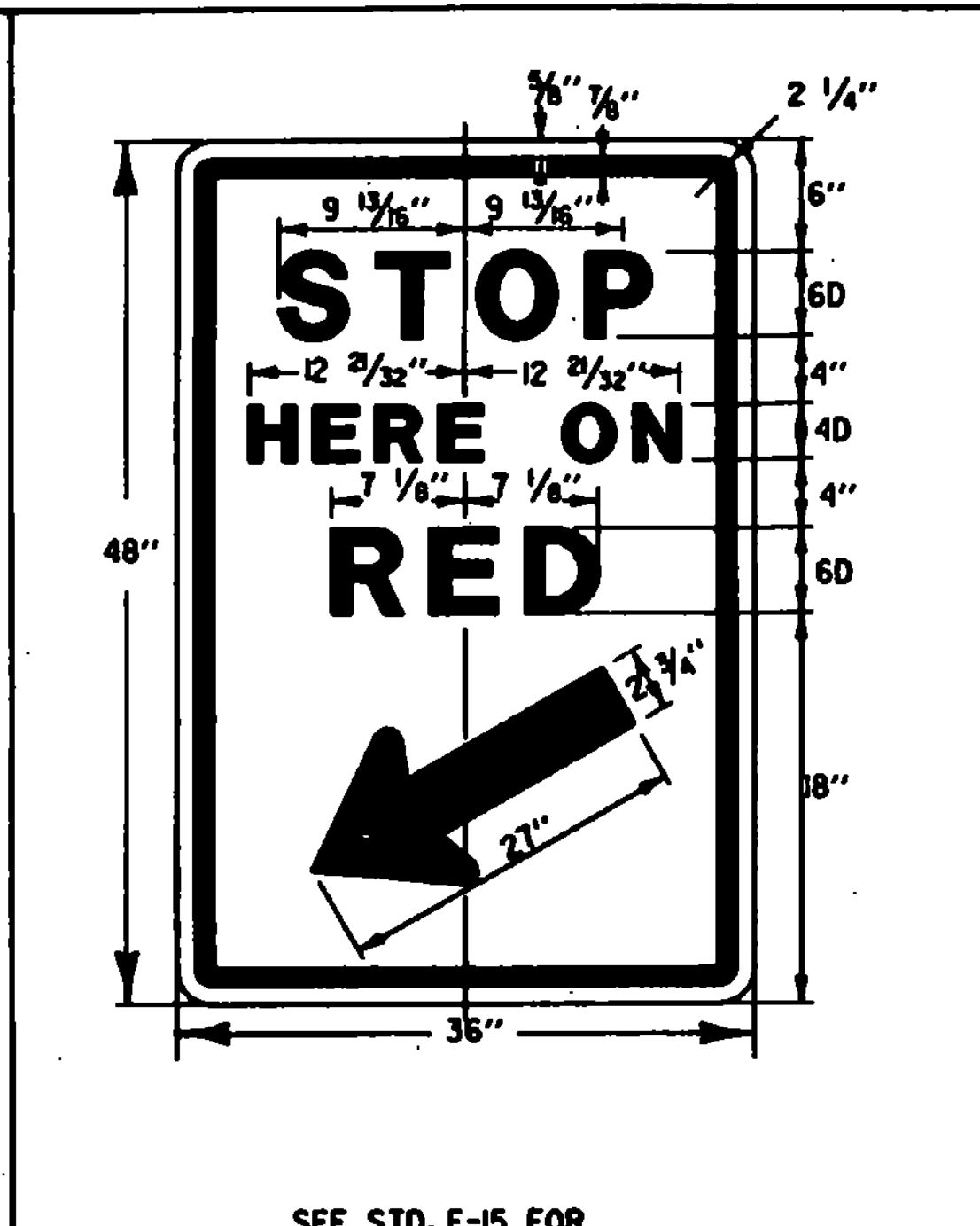
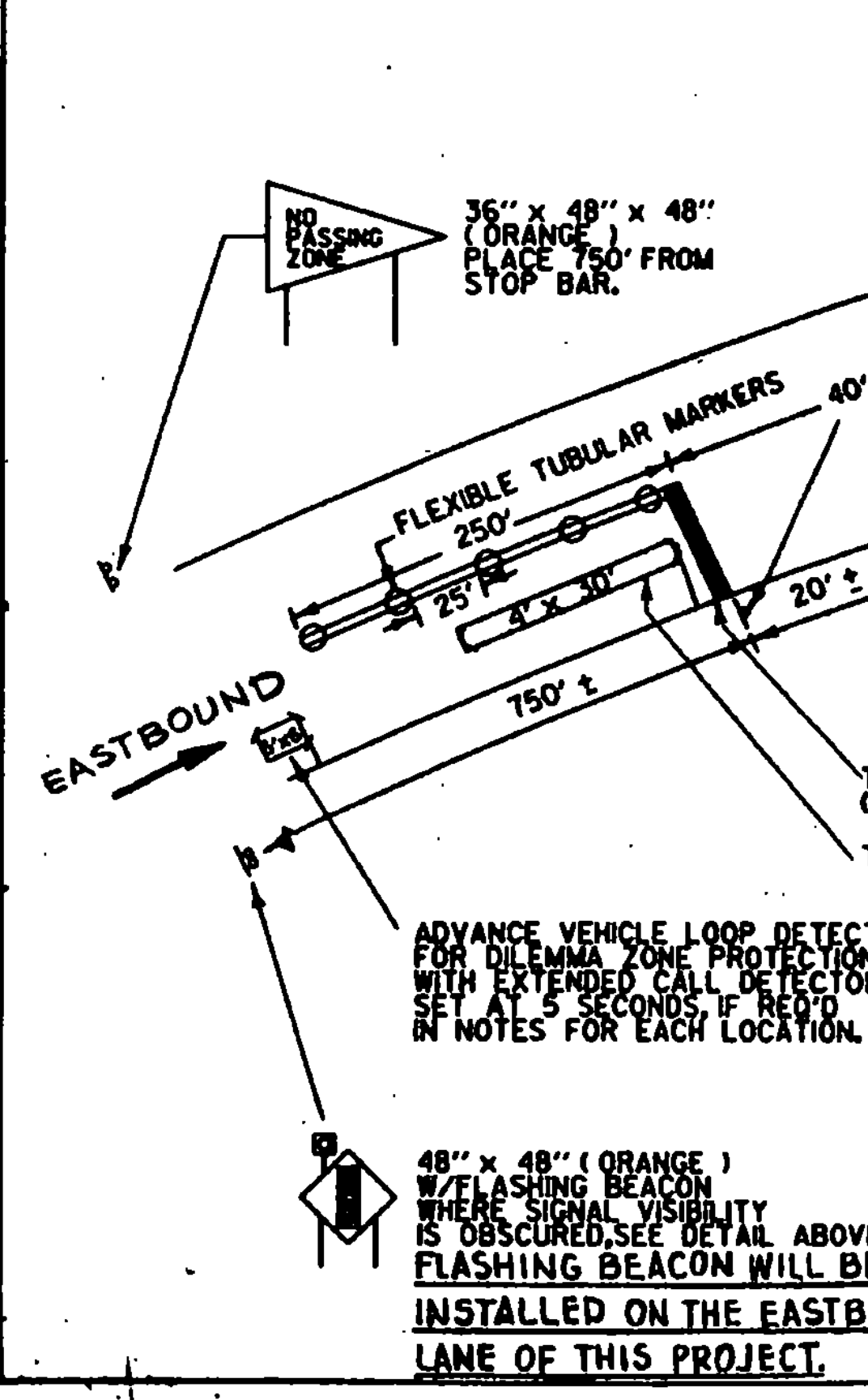
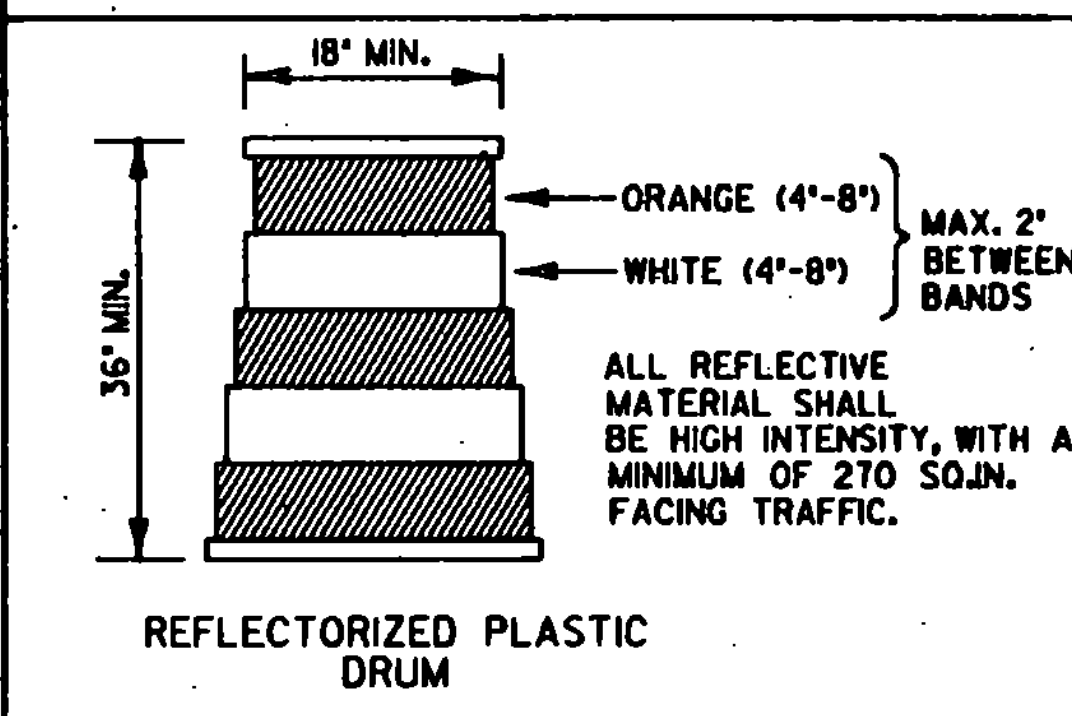
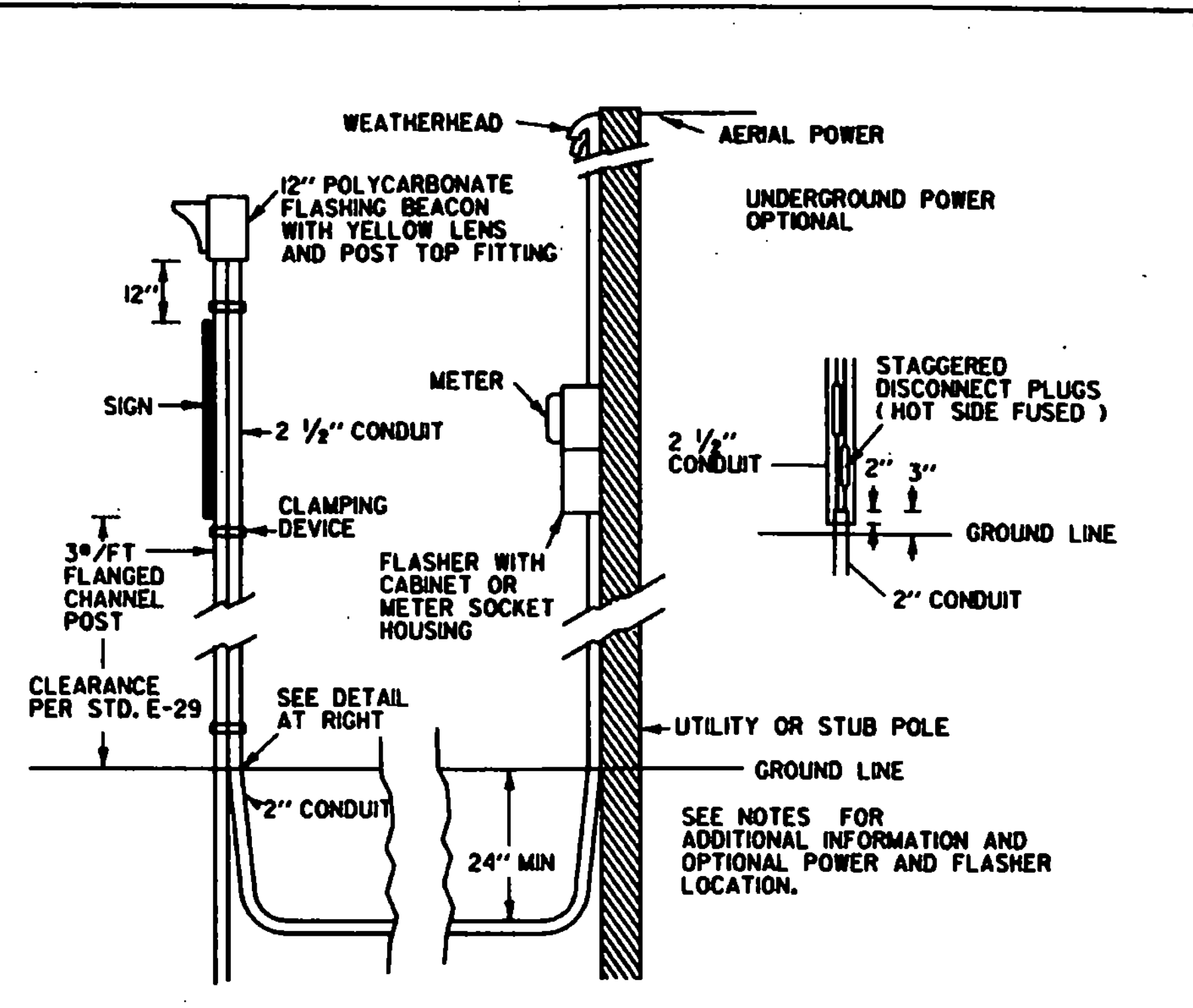
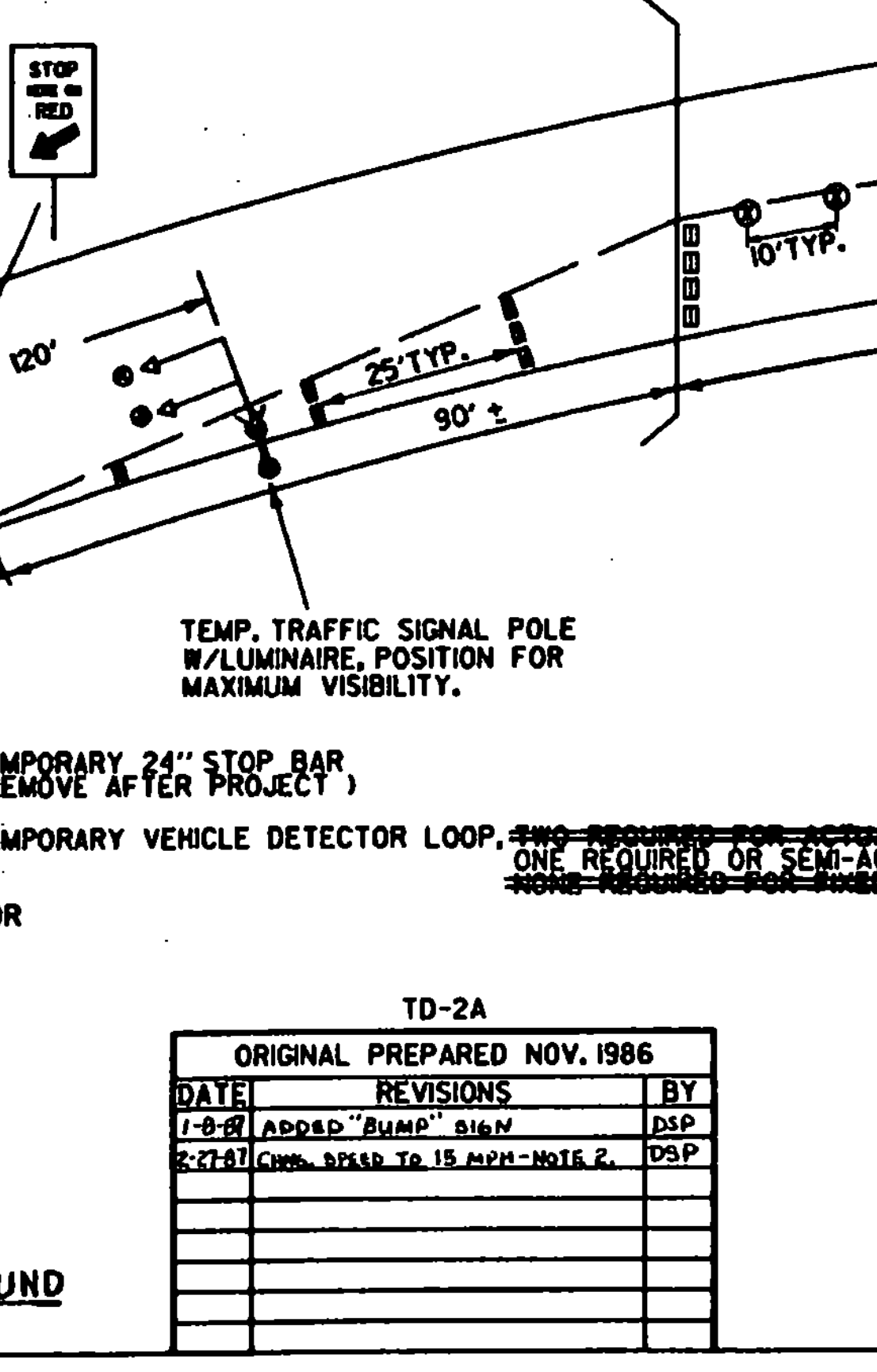
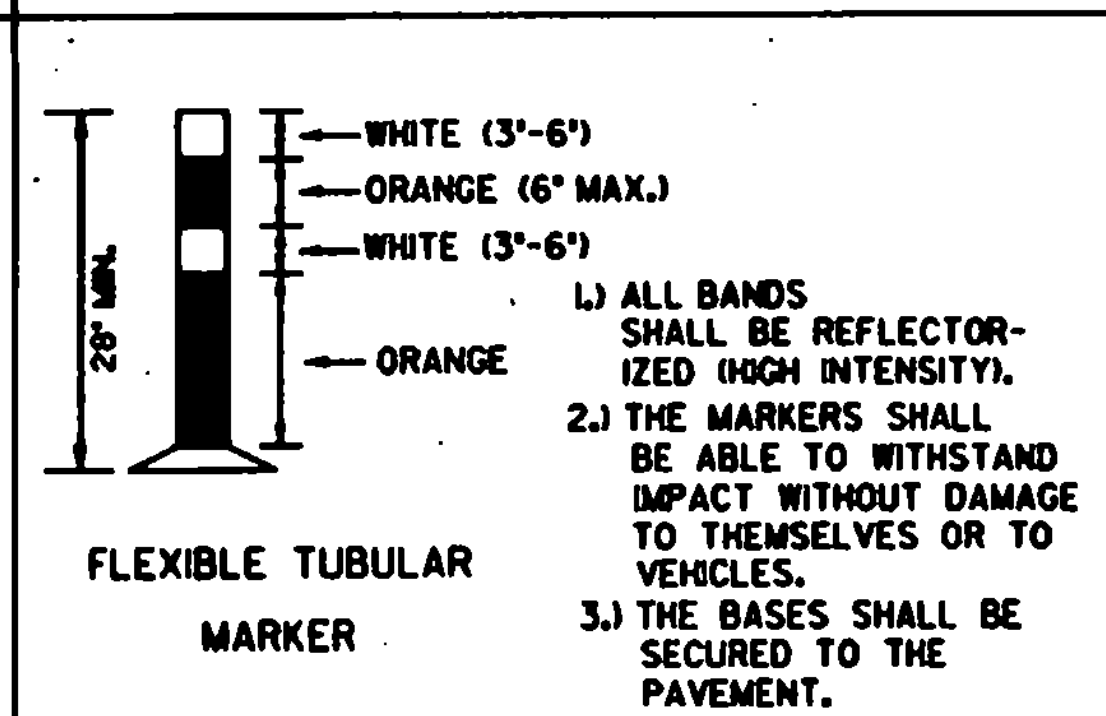




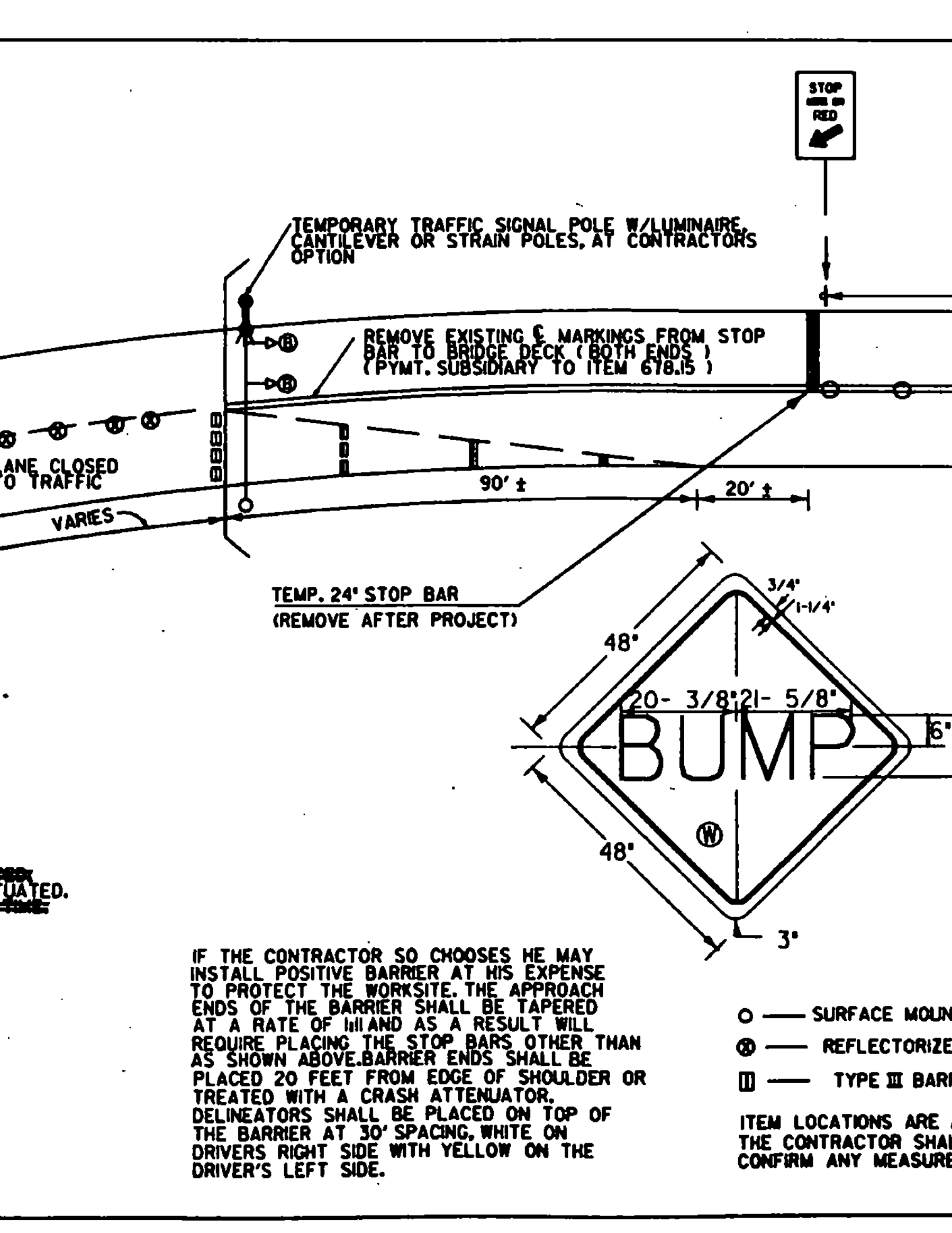
TRAFFIC CONTROL FOR A HIGHWAY UNDER BRIDGE WORK, WHERE DERRIS MAY FALL ON THE HIGHWAY BELOW AND LANE CLOSURE IS NECESSARY, AS DIRECTED BY THE ENGINEER, PAYMENT SUBSIDIARY TO OTHER ITEMS.



SEE STD. E-15 FOR MATERIALS AND COLORS



FLASHING BEACON DETAIL



PHASING DIAGRAM AND SPECIAL NOTES FOR EACH LOCATION

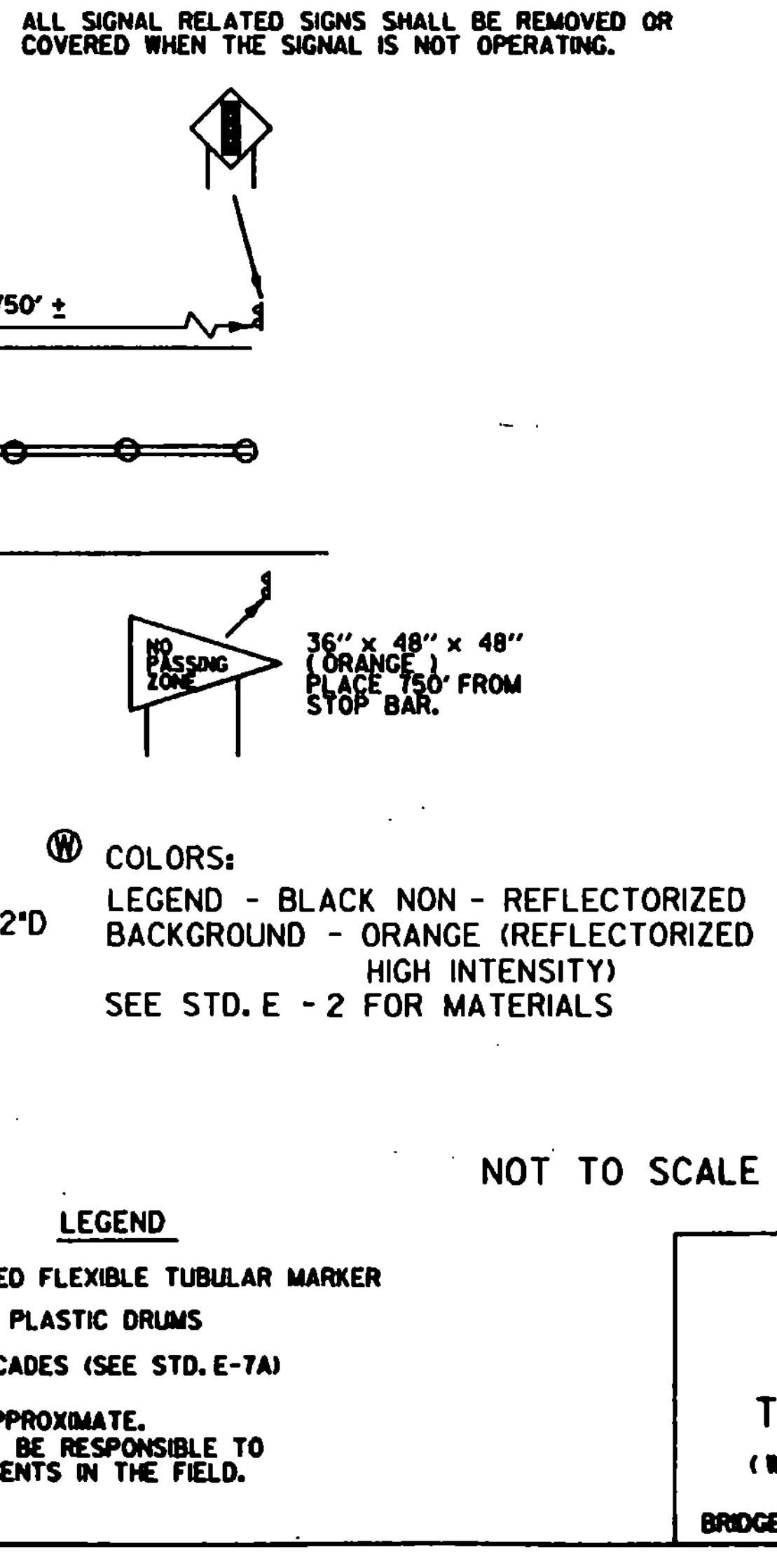
SIGNAL PHASING DIAGRAM

PHASE	A			B (Dwell)		
INTERVAL	1	2	3	4	5	6
MINIMUM	12	-	-	-	-	-
EXTENSION	2	-	-	-	-	-
MAXIMUM	18	3	14	18	3	14
HEAD A	G	Y	R	R	R	R
HEAD B	R	R	R	G	Y	R

Semi-actuated loop in eastbound lane (PHASE A) - install advance loop in eastbound lane 300'± from stop bar

See traffic sheets #2 & 3 for Ludlow bridge #99.

ALL SIGNAL RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN THE SIGNAL IS NOT OPERATING.



GENERAL

TEMPORARY TRAFFIC SIGNAL NOTES

- THE CONTRACTOR SHALL INSURE THAT THE SIGNAL INSTALLATION CONFORMS TO THE STANDARD SPECIFICATIONS FOR TRAFFIC SIGNALS AND TO THE REQUIREMENTS OF THE RESIDENT ENGINEER.
- SIGNAL TIMING/TIME ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL. THE ALL-RED CLEARANCE INTERVAL IS BASED ON AN ASSUMED SPEED OF 15 MPH. THE RESIDENT ENGINEER SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
- SIGNAL FACES SHALL CONSIST OF 12" LENSES (RED, YELLOW, AND GREEN).
- THE BOTTOM OF THE MOUNTING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16 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.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 6 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER OF FACES.
- SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM, AT LEAST ONE SIGNAL HEAD SHALL BE UNSTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED, LOCATED AT A DISTANCE NOT GREATER THAN 1/4 MILE 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. FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
- THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS, TEMPORARY PAVEMENT MARKINGS (AND REMOVALS) AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. IT ALSO INCLUDES PERMITS AND COST ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
- THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. THE APPROACHES NOTED SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION SHALL BE INDICATED. THE CONTROLLER, VEHICLE DETECTORS AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL M.E.M.A. STANDARDS.
- VEHICLE DETECTOR LOOPS SHALL BE 4' x 30' FOR PRESENCE DETECTION AT THE STOP BAR WITH THE NEAR PORTION LOCATED 3 FEET BEHIND THE STOP BAR. A 6' x 6' EXTENDED CALL DETECTOR SHALL BE PROVIDED IF REQUIRED IN THE SPECIAL NOTES. LOCATE 330' FROM STOP BAR OR AS NOTED FOR DILEMMA ZONE PROTECTION.
- ON SEMI-ACTUATED SIGNALS, PARTICULARLY WITH LONG BRIDGES, THE CONTROLLER SHOULD BE LOCATED ON THE SAME SIDE OF THE BRIDGE AS THE LOOP.
- INTERVAL TIMING SHOWN IN SECONDS.
- INTERCONNECT BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT.
- PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE POSSIBLE.
- 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.
- ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND HE SHALL BE RESPONSIBLE FOR THEIR REMOVAL, INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.
- A 400 WATT MER/200 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 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.
- STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
- PAYMENT FOR TEMPORARY VEHICLE DETECTOR LOOPS SHALL BE LINEAR FOOT OF SAWLOT IN THE PAVEMENT ITEM 618.22 (MODIFIED).
- TEMPORARY PAVEMENT MARKINGS (AND REMOVALS) AND SIGNING AS SUBSIDIARY TO THE ITEM 618.22 TRAFFIC CONTROL SIGNALS (STOP BARS, "STOP HERE ON RED", "SIGNAL AHEAD", "NO PASSING ZONE", "NO TURN ON RED").
- SEE THIS SHEET FOR "STOP HERE ON RED" SIGN DETAIL AND E-98 FOR "SIGNAL AHEAD" SIGN DETAIL. THE "SIGNAL AHEAD" SIGN SHALL HAVE AN ORANGE BACKGROUND REFLECTORIZED 1" x 20" STANDARD E-29 FOR SIGN PLACEMENT. SEE STANDARD E-35 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS. SEE STD. E-15 FOR "NO TURN ON RED" SIGN DETAIL.
- A "SIGNAL AHEAD" SIGN SHALL BE PLACED AT LEAST 750' FROM THE SIGNAL OR AT A POSITION TO BE DETERMINED BY THE ENGINEER. ALL POST, SIGNS, AND TEMP. PAVMT. MARKINGS SHALL BE CONSIDERED AS SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
- THE "NO PASSING" SIGN SHALL BE USED TO PREVENT PASSING FOR 750' IN ADVANCE OF THE STOP BAR. THE SIGN SHALL BE PER STANDARD E-708 EXCEPT THE COLOR SHALL BE A BLACK TEXT AND BORDER ON A REFLECTORIZED ORANGE BACKGROUND.
- ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
- TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE DETOUR WHENEVER POSSIBLE. DURING TWO-WAY TRAFFIC, THE SIGNALS SHALL BE SET ON FLASHING YELLOW.
- APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 638.04(3) TO MINIMIZE VEHICLE DELAY.
- AN ADVANCED CONSTRUCTION WARNING SIGN PACKAGE SHALL BE PROVIDED ON EACH APPROACH PER STANDARD E-2. THE "BUMP" SIGN AND ON PROJECT CONSTRUCTION SIGNS PER STD. E-6. PAYMENT FOR THESE SIGNS, THE REFLECTORIZED PLASTIC DRUMS, TUBULAR MARKERS, TYPE II BARRICADES, ETC. SHALL BE AS A PART OF "MAINTENANCE OF TRAFFIC FOR BRIDGE PROJECTS" - ITEM 527.00 OR "TRAFFIC CONTROL" - ITEM 644.00.

FLASHING BEACON NOTES

- WIRE CONNECTIONS AT THE BASE OF THE POST SHALL BE FUSED WITH A WATER-TIGHT DISCONNECT PLUG-IN TYPE CONNECTOR WHICH WILL DISCONNECT WITHOUT DAMAGE DURING A KNOCKDOWN. EACH INSTALLATION SHALL BE GROUNDED.
- AT THE CONTRACTOR'S OPTION:
 - THE POWER SUPPLY MAY BE AERIAL OR UNDERGROUND
 - POWER MAY BE COMBINED WITH THE TRAFFIC SIGNAL OR SEPARATE.
 - THE FLASHER MAY BE INSTALLED ON A STUB POLE NEAR THE SIGN, ON A UTILITY POLE (WITH UTILITY COMPANY APPROVAL) OR AT THE SAME LOCATION AS THE TRAFFIC SIGNAL CONTROLLER.
- THE FLASHER UNIT SHALL BE ONE CIRCUIT AND INCLUDE A RADIO INTERFERENCE FILTER.
- THE FLASHING BEACON INSTALLATION SHALL BE SUBSIDIARY TO THE TRAFFIC SIGNAL ITEM.
- BATTERY OPERATED FLASHERS SHALL NOT BE ALLOWED.

LEGEND

- SURFACE MOUNTED FLEXIBLE TUBULAR MARKER
- ⊗ REFLECTORIZED PLASTIC DRUMS
- ⏏ TYPE II BARRICADES (SEE STD. E-7A)

ITEM LOCATIONS ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE TO CONFIRM ANY MEASUREMENTS IN THE FIELD.

NOT TO SCALE

ONE-WAY TEMPORARY TRAFFIC SIGNAL (WITH FLASHING BEACON)

BRIDGE NO. 33 MT. HOLLY

PREPARED BY LKA/SM DATE 1/27/87
 CHECKED BY DSP DATE 2/1/87
 DESIGN SUPERVISOR DATE
 PROJ. LUDLOW - MT. HOLLY
 F DECK (22) S
 TRAFFIC SHEET NO. 1 OF 4
 SHEET 9 OF 40 SHEETS