

GENERAL TEMPORARY TRAFFIC SIGNAL SYSTEM NOTES

- DESIGN OF THE SIGNAL SUPPORT(S) AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
- SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE RESIDENT ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40 "TEMPORARY TRAFFIC SIGNAL SYSTEM". 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 HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16 1/2 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 8 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 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 14 1/2 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. FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
- THE CONTRACTOR SHALL PROVIDE AN ACTUATED CONTROLLER. THE APPROACHES NOTED SHALL HAVE A TEMPORARY VEHICLE DETECTOR. THE TYPE OF DETECTION SHALL BE AT THE OPTION OF THE CONTRACTOR. LOOPS ARE SHOWN FOR PLACEMENT PURPOSES ONLY. THE CONTROLLER, DETECTOR AND ALL OTHER SIGNAL EQUIPMENT SHALL MEET OR EXCEED ALL NEMA STANDARDS.
- WHEN USED, VEHICLE DETECTOR LOOPS SHALL BE 4' X 40' FOR PRESENCE DETECTION AT THE STOP BAR WITH THE NEAR PORTION LOCATED 5 FEET BEYOND THE STOP BAR.
- ON SEMI-ACTUATED SIGNAL, PARTICULARLY WITH LONG BRIDGES, THE CONTROLLER SHOULD BE LOCATED ON THE SAME SIDE OF THE BRIDGE AS THE DETECTOR.
- INTERVAL TIMING SHOWN IN SECONDS.
- INTERCONNECT BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT TO PROVIDE FOR A SAFE INSTALLATION PERIOD THIS WORK WILL BE INCIDENTAL TO ITEM 678.40.
- 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 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 THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL, INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.
- 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 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. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40 "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 120' FROM THE NEAREST SIGNAL HEAD.
- SEE STD. E-121 FOR SIGN PLACEMENT.
- SEE STD. E-171A AND STD. E-172 FOR ADDITIONAL INFORMATION ON SIGNALS AND DETECTORS.
- APPROACH WIDTHS SHALL BE AS DETAILED IN SECTION 528.04(b) 2 TO MINIMIZE VEHICLE DELAY.
- PAYMENT FOR REFLECTORIZED PLASTIC DRUMS AND BARRICADES SHALL BE INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".

ENERGY ABSORPTION ATTENUATOR NOTES

- ENERGY ABSORPTION ATTENUATORS SHALL BE LOCATED AS SHOWN ON THE TRAFFIC CONTROL SHEETS. THE ENERGY ABSORPTION ATTENUATORS SHALL BE SUITABLE FOR A NARROW WIDTH APPLICATION AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS. THESE ATTENUATORS WILL BE PAID AS ITEM 621.56, "ENERGY ABSORPTION ATTENUATOR".
- THE ATTENUATORS SHALL MEET THE REQUIREMENTS OF THE LATEST VERSION OF THE AASHTO "ROADSIDE DESIGN GUIDE" AND SHALL BE DESIGNED FOR A 4500 LB VEHICLE TRAVELING AT 25 MPH.

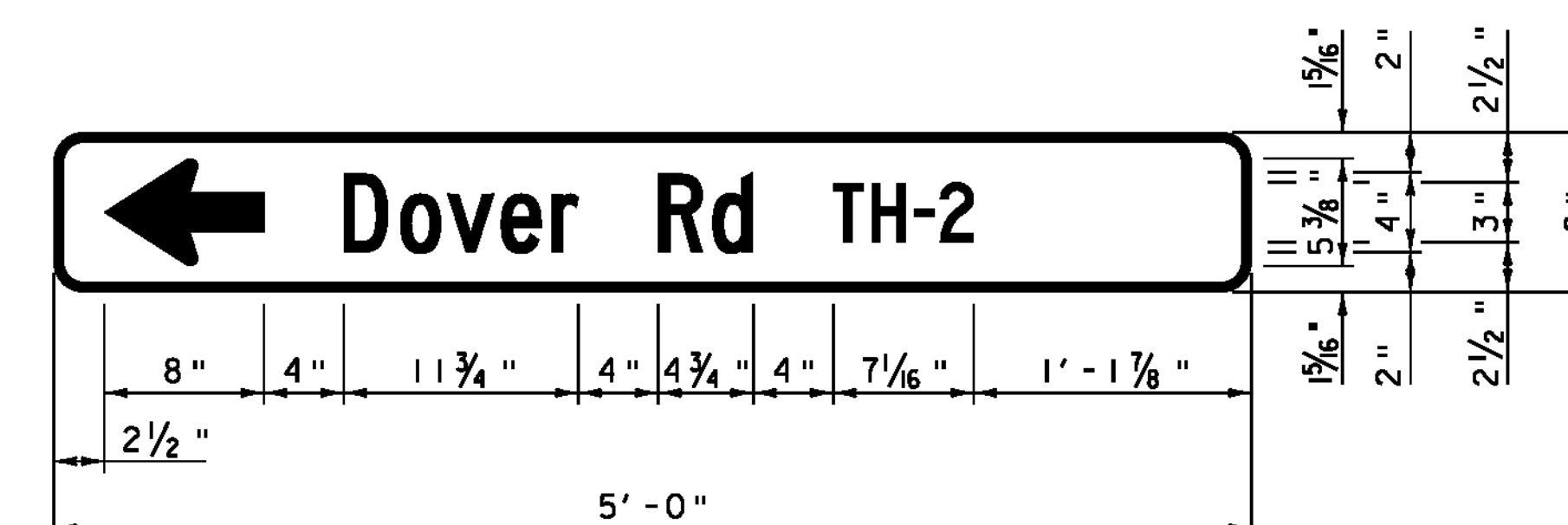
PHASING DIAGRAM AND SPECIAL NOTES FOR EACH LOCATION

PHASE	2			6			4		
MINIMUM	8			8			8		
EXTENSION	2	3	18	2	3	18	2	3	18
MAXIMUM	23			23			23		
HEAD 2	G	Y	R	G	Y	R	R	R	R
HEAD 6	G	Y	R	G	Y	R	R	R	R
HEAD 4	R	R	R	R	R	R	G	Y	R

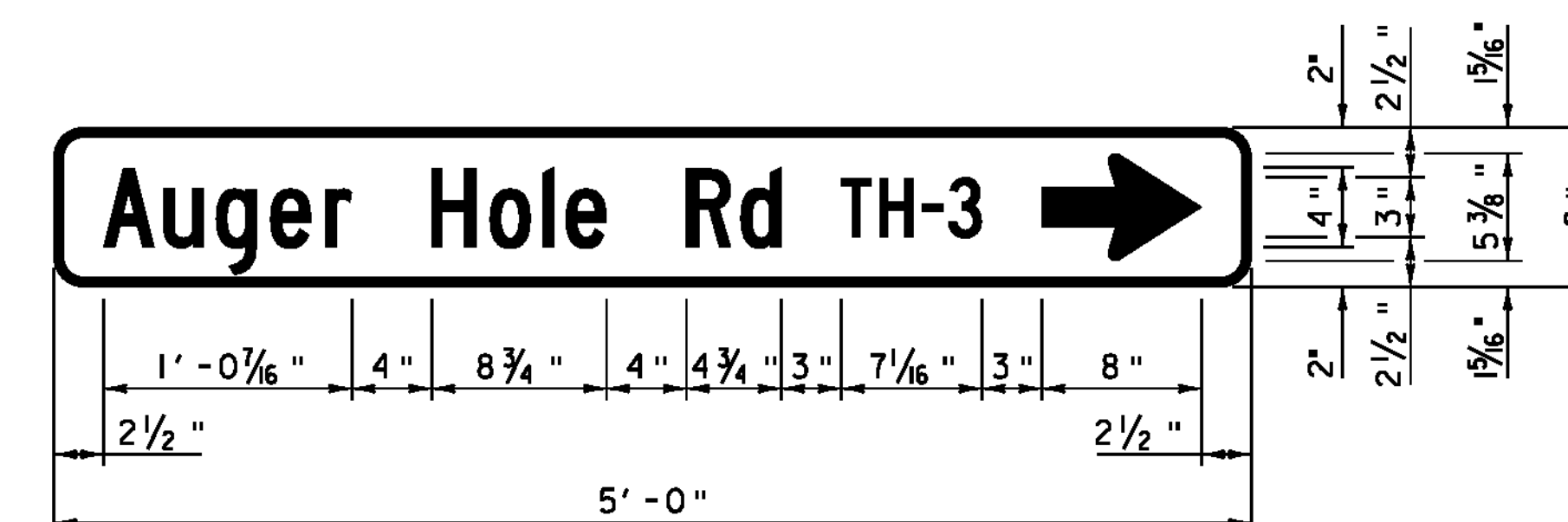
DESIGN SPEED: 40 KPH (25 MPH)

SPECIAL REQUIREMENTS

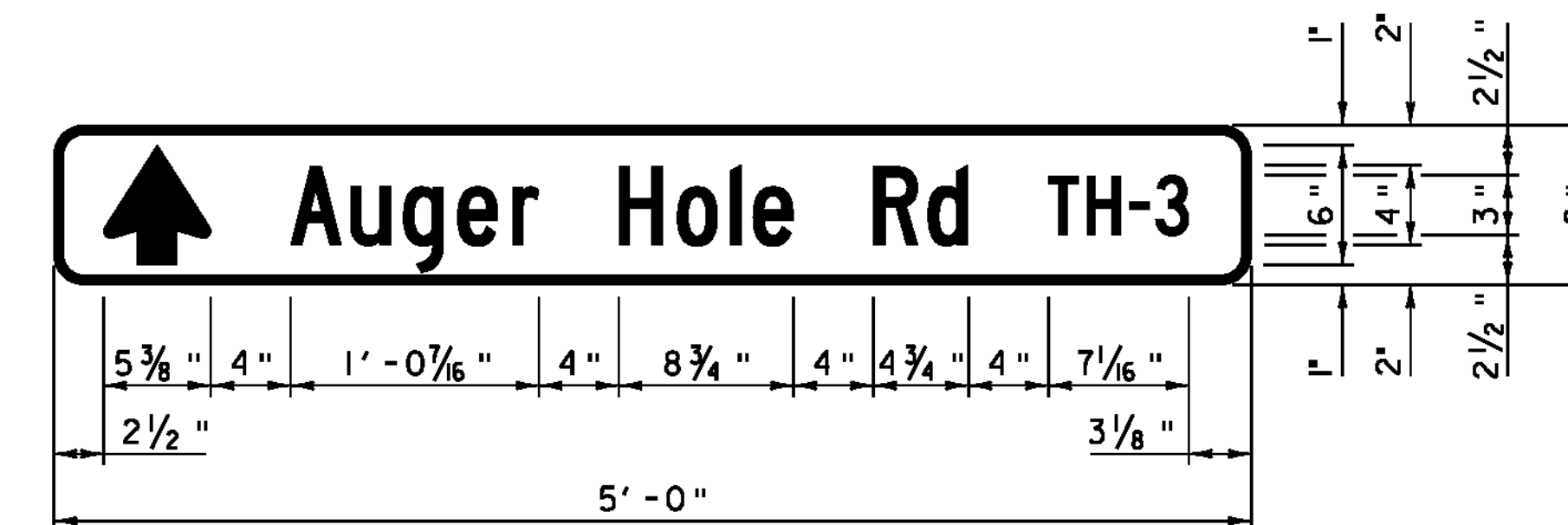
APPROACH	TEMPORARY VEHICLE DETECTOR	FLASHING BEACON ON ADVANCED WARNING SIGN
2	X	
6	X	
4	X	



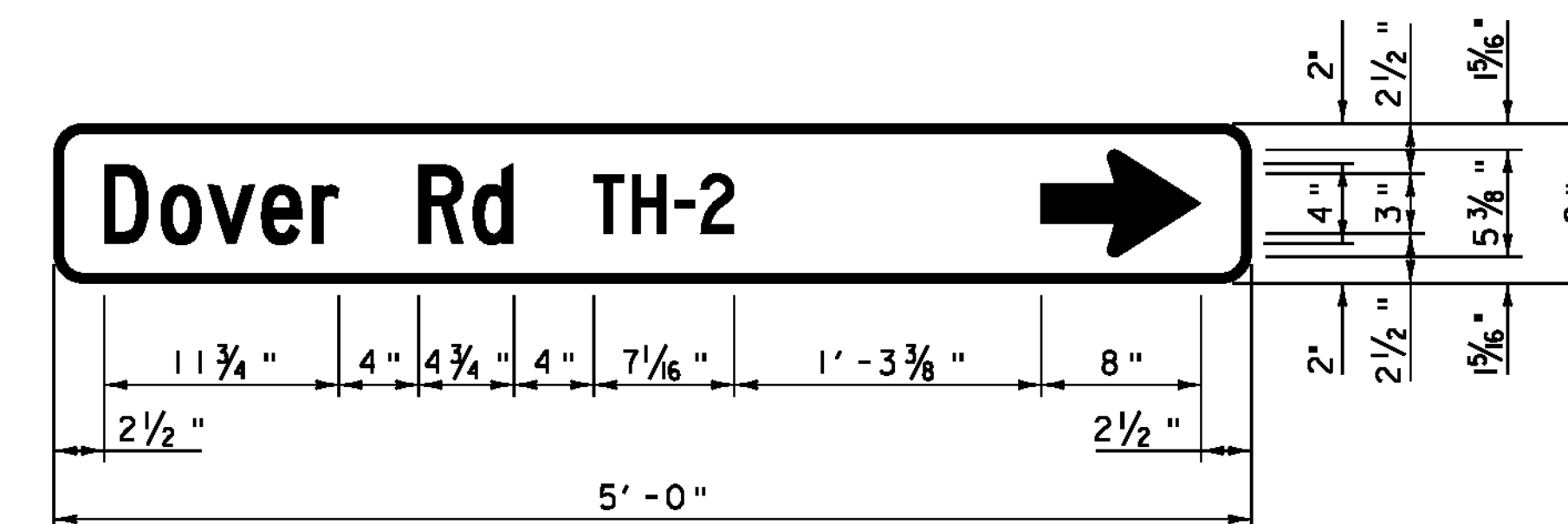
Standard Arrow Custom 8.000" X 5.375" 180; [Dover Rd TH-2] C 2K;



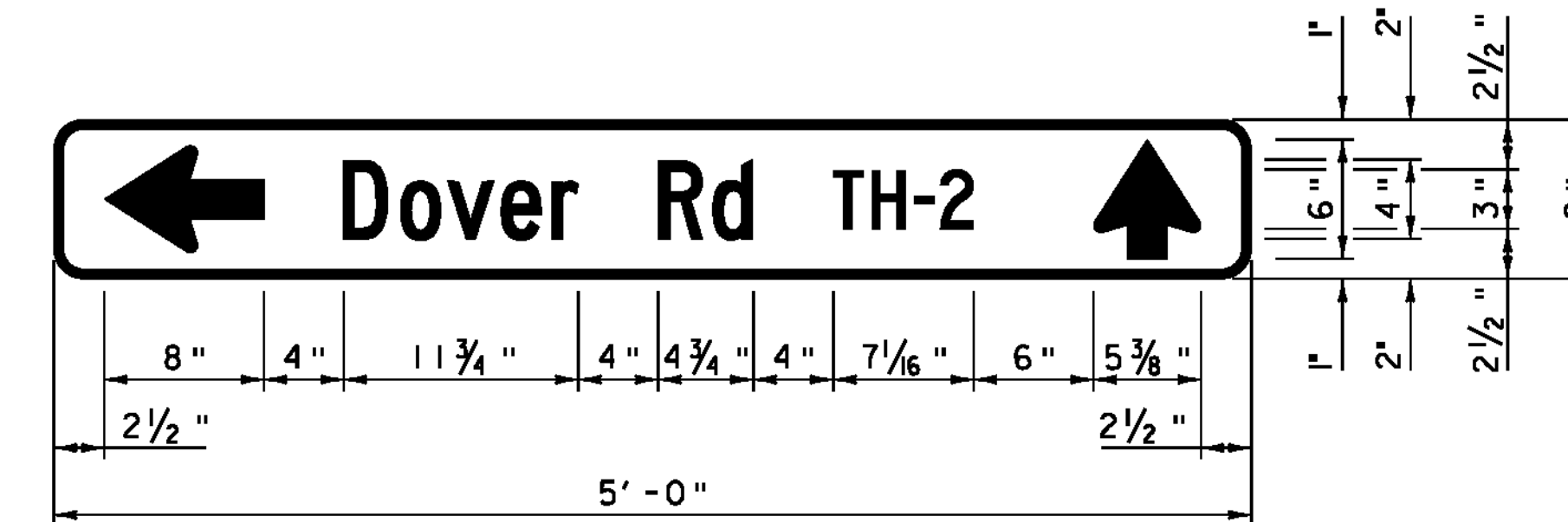
[Auger Hole Rd TH-3] C 2K; Standard Arrow Custom 8.000" X 5.375" 0;



Standard Arrow Custom 6.000" X 5.375" 90; [Auger Hole Rd TH-3] C 2K;



[Dover Rd TH-2] C 2K; Standard Arrow Custom 8.000" X 5.375" 0;



PROJECT NAME: NEWFANE
PROJECT NUMBER: BRF 0106(3)S

FILE NAME: s95j280trf.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: T. LACKEY
TRAFFIC CONSTRUCTION DETOUR NOTES

PLOT DATE: 22-JUL-2011
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SHEET 18 OF 70