

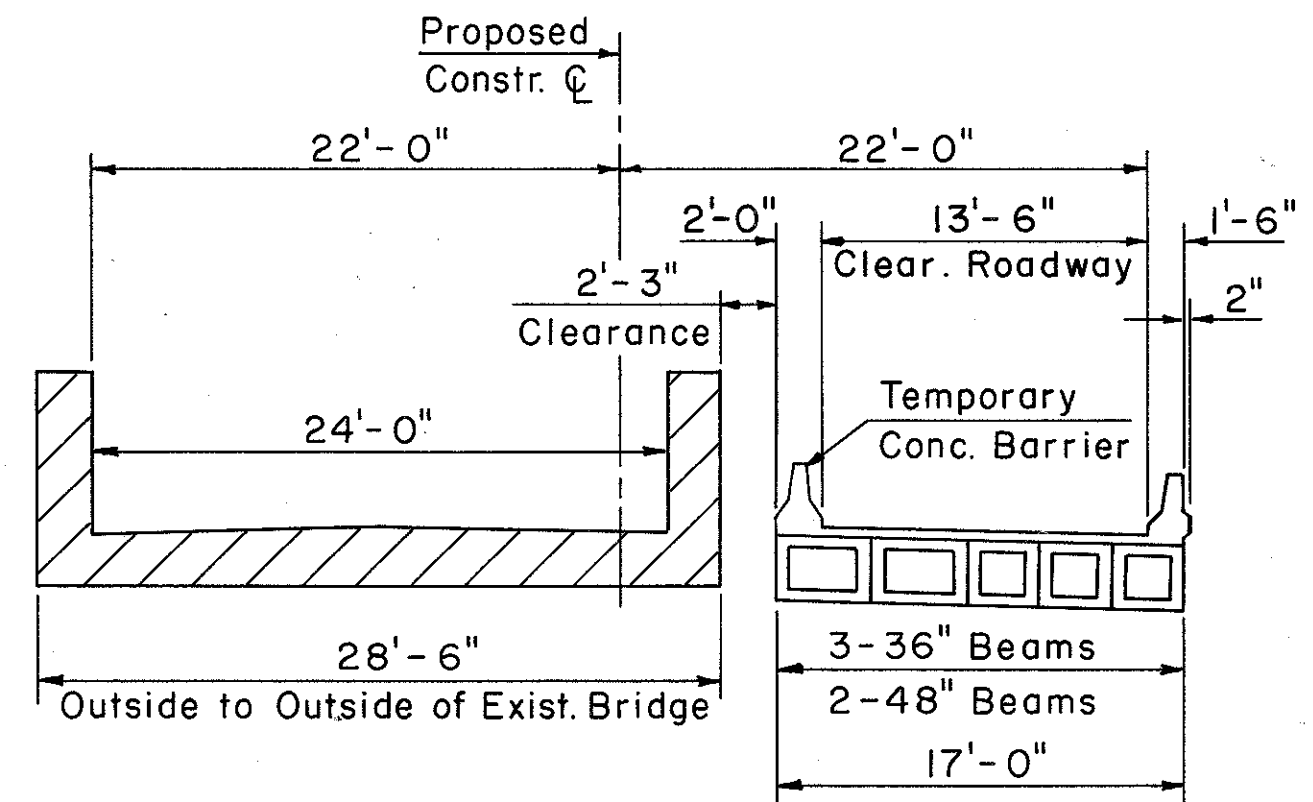
LAKE COUNTY  
LAK-86-2.23

PHASING DIAGRAM

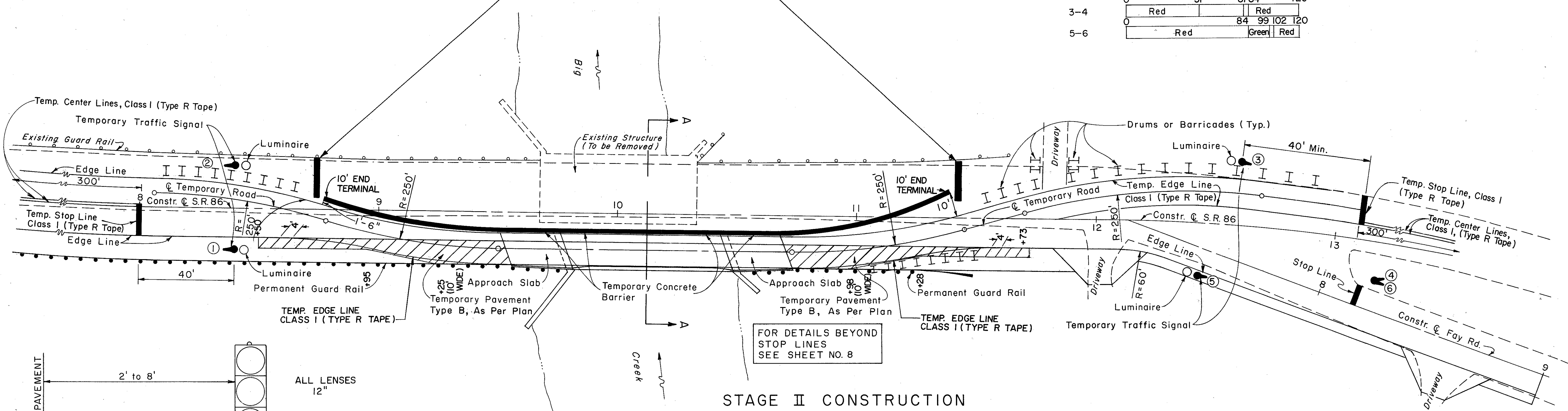
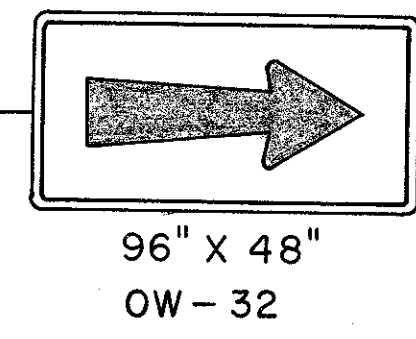
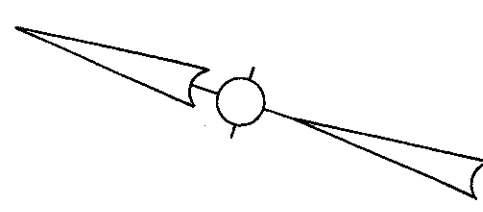
|         | PHASE "A" | PHASE "B" | PHASE "C" |
|---------|-----------|-----------|-----------|
|         | SR 86     | SR 86     | FAY ROAD  |
|         | INTERVALS | INTERVALS | INTERVALS |
| SIGNALS | 1 2 3 4   | 6 7 8 9   |           |
| 1-2     | G Y R R   | R R R R   |           |
| 3-4     | R R R G   | Y R R R   |           |
| 5-6     | R R R R   | R G Y R   |           |

CYCLE BARS  
(120 Sec. Cycle)

| SIGNALS | 0     | 30  | 33  | 120        |
|---------|-------|-----|-----|------------|
| 1-2     | Green |     | Red |            |
| 0       |       | 5   | 8   | 84         |
| 3-4     |       | Red |     | Red        |
| 0       |       |     | 84  | 99 102 120 |
| 5-6     |       | Red |     | Green Red  |



SECTION A-A

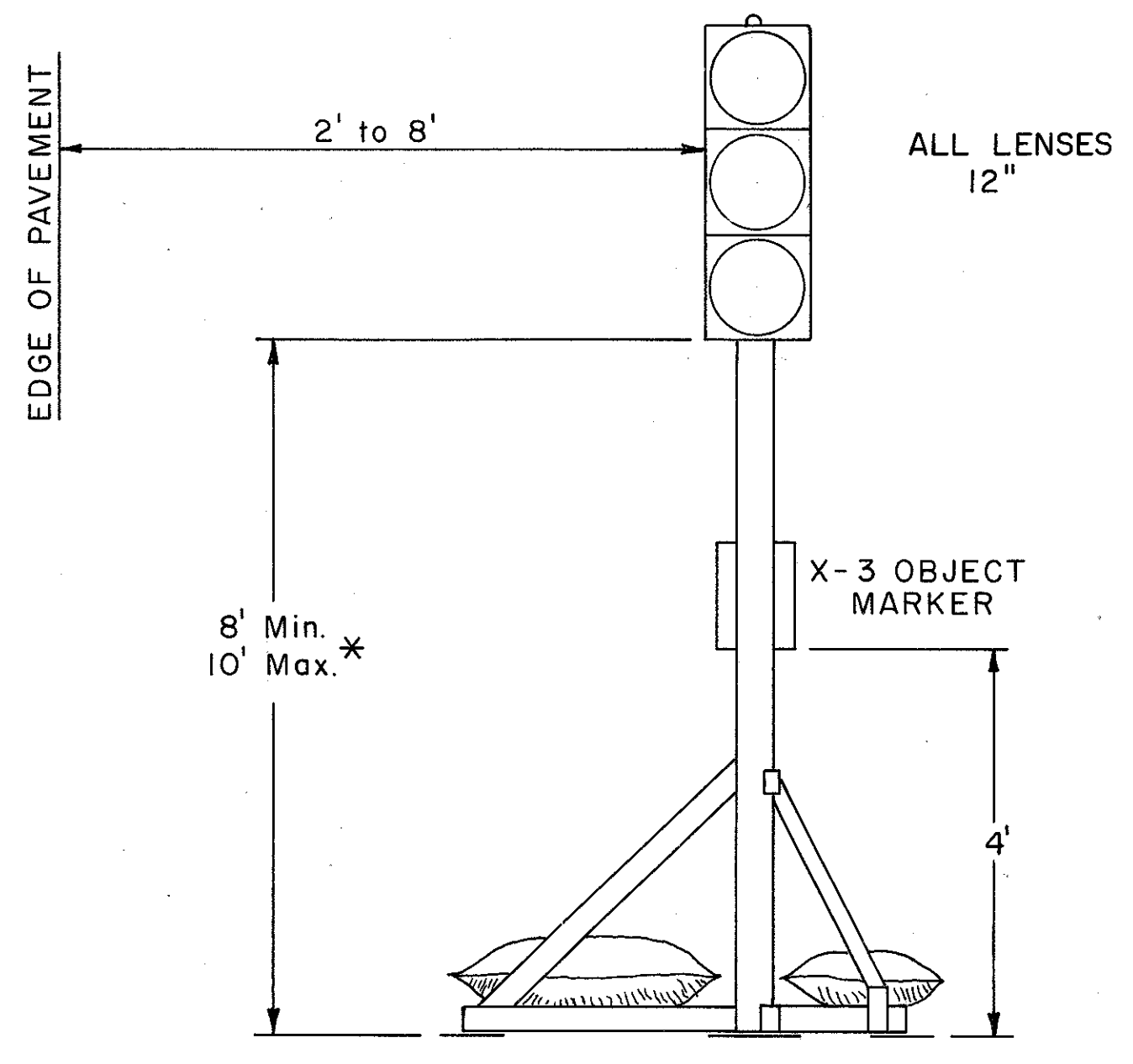


FOR DETAILS BEYOND STOP LINES SEE SHEET NO. 8

STAGE II CONSTRUCTION

GENERAL NOTES

1. THE MAXIMUM LENGTH OF WORK AREA FOR ONE WAY TRAFFIC SIGNAL CONTROL IS DETERMINED BY THE CAPACITY REQUIRED TO HANDLE THE PEAK HOUR DEMAND. PRACTICAL MAXIMUM LENGTH IS 400 FEET. SIGNAL TIMING SHALL BE AS INDICATED ABOVE.
2. SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF PART 6 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
3. DRUMS OR BARRICADES SHALL BE SPACED AT 50 FOOT TO 60 FOOT CENTER TO CENTER WITHIN THE WORK AREA. DRUMS OR BARRICADES ON THE ADVANCE AND RETURN TAPERS SHALL BE SPACED AT 10 FOOT CENTER TO CENTER.
4. ADEQUATE AREA ILLUMINATION TO CLEARLY IDENTIFY BOTH ENDS OF THE WORK AREA AT NIGHT FOR LONG TERM OPERATIONS SHALL BE PROVIDED BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINAIRES OR 250 WATT MINIMUM MERCURY LUMINAIRES. LUMINAIRES SHALL BE LOCATED ADJACENT TO ONE SIGNAL FOR EACH DIRECTION OF TRAFFIC AS SHOWN ABOVE. THE MOUNTING HEIGHT FOR TEMPORARY LUMINAIRES SHALL BE A MINIMUM OF 27 FEET ABOVE THE PAVEMENT AND THE OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET ABOVE THE PAVEMENT.
5. TEMPORARY NO PASSING LINES AND 24" STOP LINES SHALL BE INSTALLED AND MAINTAINED WHERE NO PASSING LINES ARE NOT ALREADY IN PLACE. REMOVABLE PAVEMENT MARKINGS MAY BE USED. EXISTING CONFLICTING PAVEMENT MARKINGS BETWEEN THE WORK AREA AND STOP LINE SHALL BE REMOVED. AFTER COMPLETION OF THE WORK, TEMPORARY MARKINGS SHALL BE REMOVED IN ACCORDANCE WITH 621.134.
6. THE TYPE A FLASHING BARRICADE WARNING LIGHTS ON THE "ROAD CONSTRUCTION AHEAD" AND THE "ONE LANE ROAD AHEAD" SIGNS ARE REQUIRED WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
7. TYPE C STEADY BURNING BARRICADE WARNING LIGHTS SHALL BE ERECTED ON DRUMS OR BARRICADES FOR NIGHT LANE CLOSURES. THE MAXIMUM SPACING SHALL BE IDENTICAL TO THE CHANNELIZING DEVICE SPACING REQUIREMENTS DESCRIBED IN NOTE 3.
8. THE HORIZONTAL OR VERTICAL ALIGNMENT OF THE ROADWAY MAY REQUIRE ADJUSTMENTS IN THE LOCATION OF THE ADVANCE WARNING SIGNS (THE DISTANCES SHOWN FOR ADVANCE WARNING SIGN SPACINGS ARE MINIMUMS). THE VERTICAL ALIGNMENT OF THE ROADWAY MAY REQUIRE ADJUSTMENTS IN THE HEIGHT OF THE SIGNAL HEADS WITHIN THE RANGE SPECIFIED IN THE TYPICAL POLE SUPPORTED SIGNAL DETAIL.
9. SIGNAL HEADS NUMBER 3,4,5 & 6 SHALL BE OPTICALLY PROGRAMMED HEADS.
10. ALL TRAFFIC SIGNALS AND EQUIPMENT USED IN THIS TRAFFIC SIGNAL INSTALLATION, SUCH AS SIGNAL CABLE AND SIGNAL HEADS, SHALL BE IN CONFORMANCE WITH SPECIFICATIONS 632 AND 732. HOWEVER, THE PERFORMANCE TEST PROVISION NOTED IN SPECIFICATION 632.27, PARAGRAPH 6 AND THE WORKING DRAWING REQUIREMENTS OF 632.03 ARE WAIVED. THE CONTROLLER, FLASHERS, LOAD SWITCHES, CONFLICT MONITOR AND OTHER CONTROLLER ACCESSORIES SHALL COMPLY WITH SUPPLEMENTAL SPECIFICATIONS 861 AND 961, EXCEPT THAT THE REQUIREMENTS OF 861.03 AND 861.05 ARE WAIVED. (CONTINUED)



TYPICAL POLE SUPPORTED SIGNAL

\*Above grade of roadway centerline

MAINTENANCE AND PROTECTION OF TRAFFIC  
STAGE II CONSTRUCTION (within work area)