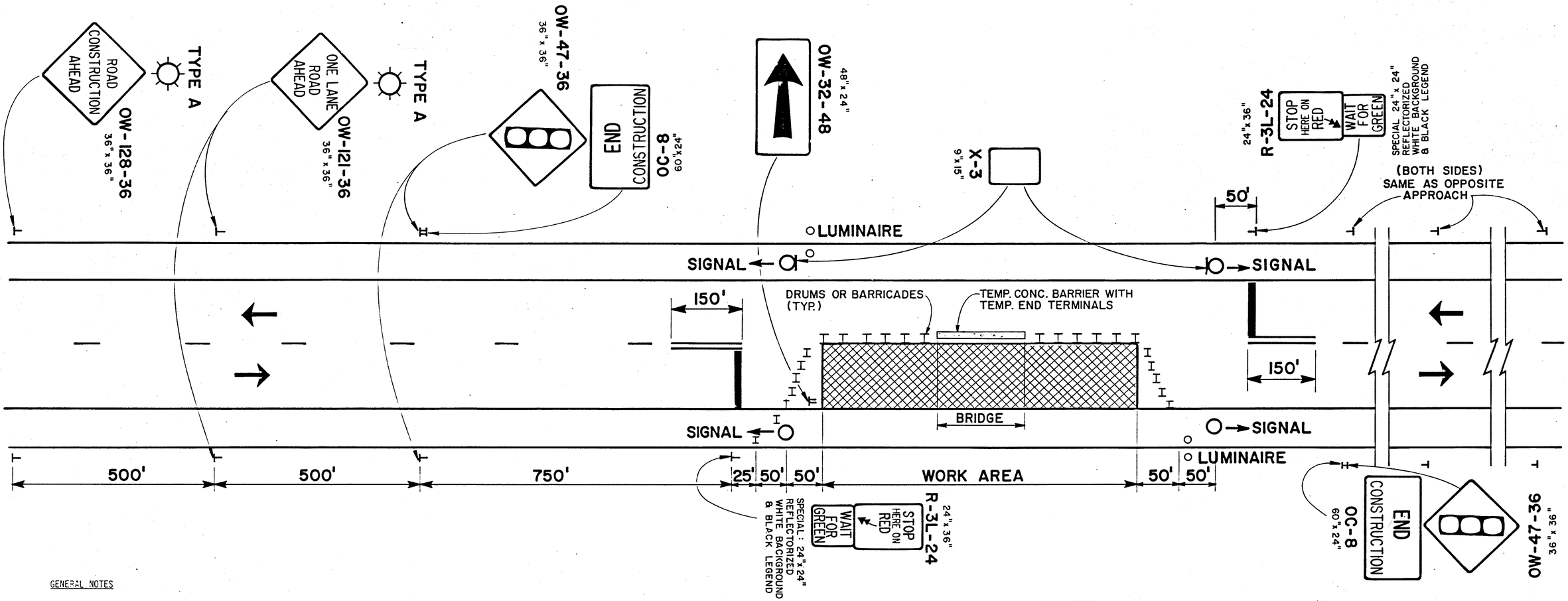
FHWA REGION	STATE	PROJECT	
5	OHIO	LAK-2-14.38	



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 CHANGES SHALL BE APPROVED BY THE PROJECT ENGINEER.

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 20' TO 30' CENTER TO CENTER WITHIN THE WORK AREA. DRUMS OR BARRICADES ON THE ADVANCE AND RETURN TAPERS SHALL BE SPACED AT 10' CENTER TO CENTER. TEMPORARY CONCRETE BARRIERS WITH TEMPORARY END TERMINALS SHALL BE USED ON THE BRIDGE AS SHOWN.

4. ADEQUATE AREA ILLUMINATION TO CLEARLY IDENTIFY BOTH ENDS OF THE WORK AREA AT NIGHT SHALL BE PROVIDED BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINAIRES OR 250 WATT MINIMUM MERCURY LUMINAIRES. LUMINAIRES SHALL BE LOCATED ADJACENT TO THE SIGNAL FOR EACH DIRECTION OF TRAFFIC. THE MOUNTING HEIGHT FOR TEMPORARY LUMINAIRES SHALL BE A MINIMUM OF 27 FEET ABOVE THE PAVEMENT AND THE OVERHEAD CONDUCTOR CLEARANCE SHALL BE A MINIMUM OF 18 FEET ABOVE THE PAVEMENT. LIGHTING MATERIAL SHALL COMPLY WITH SPECIFICATION 625.

5. TWENTY-FOUR (24) INCH STOP LINES SHALL BE INSTALLED AND WHERE NO PASSING LINES ARE NOT ALREADY IN PLACE THEY SHALL BE ADDED. REMOVABLE PAVEMENT MARKINGS MAY BE USED. EXISTING CONFLICTING PAVEMENT MARKINGS AND RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE WORK AREA AND THE STOP LINE SHALL BE REMOVED. AFTER COMPLETION OF THE WORK THE STOP LINES AND ADDED NO PASSING LINES SHALL BE REMOVED IN ACCORDANCE WITH 621.134.

6. THE TYPE A FLASHING BARRICADE WARNING LIGHTS SHOWN 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 MINIMUM). 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. ALL TRAFFIC SIGNALS AND EQUIPMENT USED IN THIS TRAFFIC SIGNAL INSTALLATION, SUCH AS A SIGNAL CABLE AND SIGNAL HEADS, SHALL BE IN CONFORMANCE WITH SPECIFICATIONS 632 AND 732. HOWEVER, THE PERFORMANCE TEST PROVISIONS NOTED IN SPECIFICATION 632.27, PARAGRAPH 6, AND THE WORKING DRAWING REQUIREMENTS OF 632.03 ARE WAIVED. THE CONTROLLER, FLASHERS, LOAD SWITCHES, CONFLICT MONITORS AND OTHER CONTROLLER ACCESSORIES SHALL COMPLY WITH SPECIFICATIONS 633 AND 733, EXCEPT THAT THE REQUIREMENTS OF 633.03 AND 633.05 ARE WAIVED, AS WELL AS THE REQUIREMENTS OF 733.01 FOR EXPANSIBLE THREE DIAL UNITS AND TWELVE CIRCUITS FOR PRETIMED CONTROLLERS. USED EQUIPMENT MEETING CURRENT ODOT SPECIFICATIONS IS ACCEPTABLE.

   CONFLICT MONITORS SHALL BE FURNISHED AT ALL LOCATIONS UNLESS AN ELECTROMECHANICAL PRETIMED CONTROLLER WITH CAM SHAFT IS PROVIDED.

10. WHEN THE SIGNAL IS CHANGED TO A FLASH CONDITION, EITHER MANUALLY OR AUTOMATICALLY, RED SHALL BE FLASHED TO BOTH APPROACHES.

LOCATIONS FOR SIGNALIZED CLOSURES

BR. Nº LAK-2-1597 (ELM ST.) SHEET 125
BR. Nº LAK-2-1677 (MANTLE RD.) SHEET 127

OHIO DEPARTMENT OF TRANSPORTATION

SIGNALIZED CLOSING
I LANE OF A 2 LANE
HIGHWAY (A)

DATE
12/82
3/83
4/85

DRAWN	CHECKED	REVIEWED

7G - 2A