

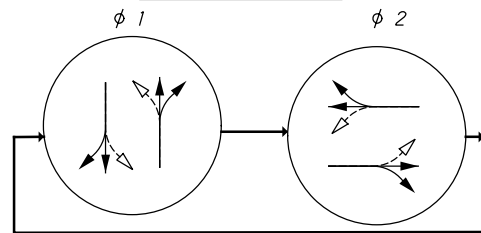
PROPOSED SIGNAL HEADS

12" ALUMINUM



2A, 2B, 4A, 4B, 6A, 6B, 6C, 8A, & 8B

SIGNAL PHASING



DETECTOR UNIT SUMMARY

DETECTOR	PHASE	LOCK/NON-LOCK
R1	phi 1	LOCK
R2	phi 1	LOCK

NOTES :

1. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH STATE OF OHIO CONSTRUCTION AND MATERIAL SPECIFICATIONS DATED JANUARY 1, 2016 AND SUBSEQUENT ADDENDA AND ALSO STANDARD CONSTRUCTION DRAWINGS TC-71.10, TC-81.10, TC-83.10, TC-84.20, TC-84.21, TC-85.21, AND TC-85.22.
2. ALL TRAFFIC CONTROL DEVICES SHALL CONFORM TO THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES DATED JANUARY 13, 2012 AS REVISED.
3. THE ELECTRICAL SERVICE CONNECTION FOR THE TEMPORARY TRAFFIC SIGNAL IS TO BE ESTABLISHED BY DP&L TO POLE #58983.
4. ALL EXISTING SIGNING AND STRIPING (STOP BARS, EDGE LINES, ETC.) CONFLICTING WITH THE TEMPORARY SIGNAL DESIGN SHALL BE REMOVED BY THE CONTRACTOR AND REPLACED UPON REMOVAL OF THE TEMPORARY TRAFFIC SIGNAL.
5. UNDERGROUND UTILITIES EXIST IN THE LIMITS OF THE CONSTRUCTION AREA. THE LOCATION AND TYPE ARE NOT SHOWN. BEFORE ANY EXCAVATION AND/OR GUY WIRE/SIGN INSTALLATION, THE CONTRACTOR SHALL NOTIFY O.U.P.S. TO DETERMINE THE EXACT LOCATION OF UTILITIES.
6. THE CONTRACTOR SHALL CONTACT THE MONTGOMERY COUNTY TRAFFIC ENGINEERING DEPARTMENT A MINIMUM OF FIVE (5) WORKING DAYS BEFORE SIGNAL HEADS ARE TO BE INSTALLED AND A MINIMUM OF THREE (3) WORKING DAYS PRIOR TO SIGNAL FLASH MODE ACTIVATION. CONTACT JOSSELYN BURRIS AT (937) 496-6510.
7. THE TEMPORARY TRAFFIC SIGNAL SHALL BE SET TO FLASH FOR 72 HOURS PRIOR TO ACTIVATION OF STOP-AND-GO MODE.
8. UPON THE REOPENING OF MAD RIVER ROAD, THE TEMPORARY TRAFFIC SIGNAL SHALL BE REMOVED AND THE INTERSECTION RETURNED TO ITS PRIOR CONDITION. (REMOVAL OF TEMPORARY SIGNAL HARDWARE, REINSTALLATION OF STOP SIGNS, PREVIOUS STRIPING RESTORED, ETC.)
9. TRAFFIC SIGNAL HEADS SHALL NOT BE TETHERED. GUY WIRES SHALL BE INSTALLED. MESSENGER WIRE TO BE MOUNTED AT THE FOLLOWING HEIGHTS ON EXISTING UTILITY POLES:

DP&L POLE #58983: APPROX. 27 FEET ABOVE GRADE
 DP&L POLE #58984: APPROX. 26 FEET ABOVE GRADE

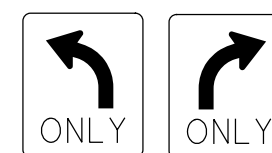
10. TRAFFIC SIGNAL CABINET AND STOP LINE RADAR UNITS TO BE CONNECTED TO UTILITY POLES BY BANDING.

LEGEND

TRAFFIC SIGNAL, 3 UNIT HEAD, 12"

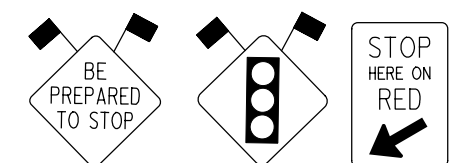
STOP BAR RADAR DETECTION UNIT

OVERHEAD SIGNS



R3-5L-30 S1 & S2
 R3-5R-30 S3

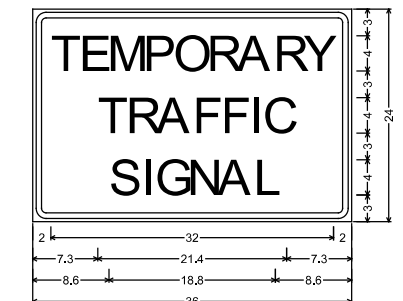
GROUND MOUNT SIGNS



W3-4-36 TOTAL = 3 AS SHOWN
 W3-3-36 TOTAL = 4 AS SHOWN
 R10-6-24 TOTAL = 4 AS SHOWN

FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
2A, 2B, 6A, 6B, 6C	R	phi 2R	R
	Y	phi 2Y	R
	G	phi 2G	R
4A, 4B, 8A, 8B	R	phi 1R	R
	Y	phi 1Y	R
	G	phi 1G	R

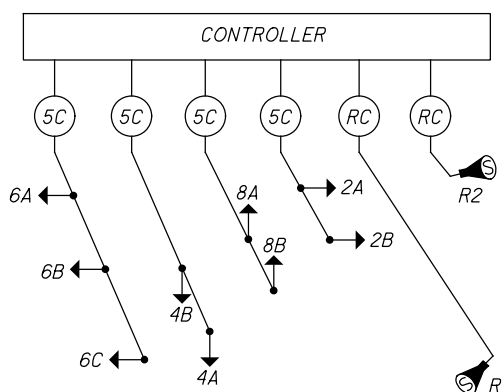


0.6" Border, 0.4" Indent, Black on Orange
 TEMPORARY D; *TRAFFIC* D; *SIGNAL* D;
 SPECIAL TOTAL = 4 AS SHOWN

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SIGNAL TIMINGS		
TIMING INTERVAL	phi 1	phi 2
MIN. GREEN	10	20
ADDED INITIAL (SEC./ACT.)	-	-
PASSAGE	2.0	-
TIME BEFORE REDUCTION	-	-
MINIMUM GAP	2.0	-
TIME TO REDUCE	-	-
MAX. GREEN I	30	45
MAX. GREEN II	-	-
YELLOW TIME	4.5	4.5
ALL RED	1.5	2.0
WALK	-	-
FLASH DON'T WALK	-	-
RECALL	OFF	ON
MEMORY	LOCK	-

WIRING DIAGRAM



WIRING DIAGRAM LEGEND

- 5C 5-CONDUCTOR CABLE
- RC RADAR DETECTION CABLE
- 3-SECTION SIGNAL HEAD
- STOP BAR RADAR DETECTION UNIT



TEMPORARY SIGNAL PLAN
 ALEX-BELL ROAD & MUNGER ROAD

MOT - CR79 - 0.50