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MATCH LINE STA. 1224+50
SEE SHEET 5

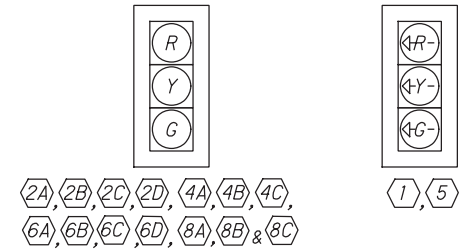
EXISTING SIGNAL SUPPORT TO BE REMOVED
STA. 1226+71.0, 45.0' LT.

SP-1, TYPE TC-81.10, DESIGN 14
STA. 1226+31.5, 43.5' LT.

EXISTING SIGNAL SUPPORT TO BE REMOVED
STA. 1227+70.9, 55.0' LT.

SP-3, TYPE TC-81.10, DESIGN 14
STA. 1227+92.3, 47.7' LT.

SIGNAL TYPES



1. ALL SIGNAL HEADS SHALL HAVE 12" LED LENSES.
2. ALL SIGNAL HEADS SHALL BE BLACK IN COLOR AND HAVE BACKPLATES.
3. ALL SIGNAL HEAD VISORS SHALL BE CUTAWAY TYPE.

CALCULATED
KJM
CHECKED
KMG



TRAFFIC SIGNAL PLAN
U.S. 30 / S.R. 94

WAY-30 AT S.R. 94

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46

SP-2, TYPE TC-81.10, DESIGN 14 WITH A
CCTV CAMERA AND 2" CONDUIT RISER
(WITH SERVICE CABLE)
STA. 1226+78.4, 128.4' RT.

(1)-4" CONDUIT WITH (4)-7C,
(6)-5C, (6)-RADAR AND (1)-CAT 5E
(1)-2" CONDUIT WITH POWER CABLE
IN TRENCH = 18'

PROPOSED GROUND MOUNTED CONTROLLER
WITH UNINTERRUPTIBLE POWER SUPPLY
STA. 1226+47.4, 136.9' RT.

(2)-4" CONDUITS WITH (4)-7C, (6)-5C,
(6)-RADAR AND (1)-CAT 5E
(1)-2" CONDUIT WITH POWER CABLE
IN TRENCH = 9'

UNINTERRUPTIBLE POWER SUPPLY
TO BE REMOVED
STA. 1226+96.0, 135.4' RT.

EXISTING SIGNAL SUPPORT AND POLE
MOUNTED CONTROLLER TO BE REMOVED
STA. 1227+06.0, 136.0' RT.

(1)-SERVICE CABLE
AERIALLY ATTACHED = 182'

PROPOSED POWER SOURCE
STA. 11+74.3, 24.0' LT.

SP-4, TYPE TC-81.10, DESIGN 14
STA. 1227+94.6, 122.0' RT.

EXISTING SIGNAL SUPPORT TO BE REMOVED
STA. 1228+05.9, 126.0' RT.

NOTES:

1. THE CONTRACTOR SHALL ENSURE THAT ALL SIGNAL FACES ARE CLEARLY VISIBLE TO ALL ONCOMING VEHICLES; CLEAR OF ANY OBSTRUCTION ONCE SUSPENDED FROM THE SPAN WIRE.
2. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL UTILITIES AND EXISTING SIGNAL HARDWARE AND APPARATUS PRIOR TO EXCAVATION.
3. UPON REMOVAL OF THE EXISTING FLASHING BEACONS, THE CONTRACTOR SHALL REMOVE ALL REMAINING SIGNAL CABLE AND ABANDON THE CONDUIT IN PLACE IN ACCORDANCE WITH ITEM 632 - SIGNALIZATION, MISC.: REMOVE EXISTING CABLE AND ABANDON CONDUIT.

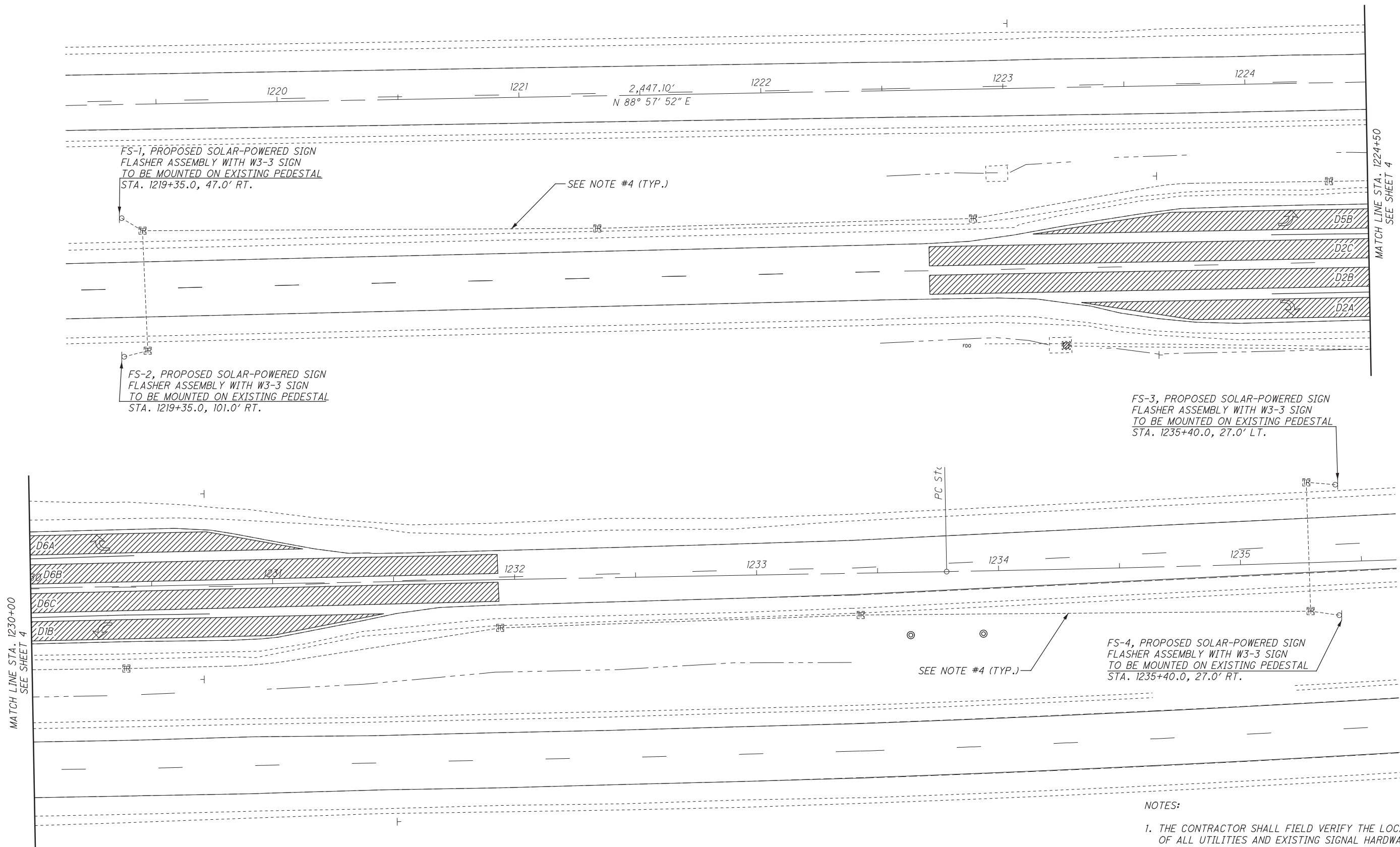
PULLBOX TABLE

PULL BOX #	STATION	SIDE	OFFSET (FT.)	SIZE (IN.)
PB-1	1226+55.8	RT.	134.4'	24 X 24

LEGEND

TRAFFIC SIGNAL, 3 UNIT HEAD, 12"	→	CONTROLLER CABINET WITH UNINTERRUPTIBLE POWER SUPPLY AND WORK PAD (TS2)	☒
3 SECTION VEHICULAR SIGNAL HEAD, TURN ARROWS, 1-WAY	→	TRAFFIC PULL BOX	☒
SIGNAL SUPPORT POLE	☐	PROPOSED CONDUIT	—
STOP LINE DETECTION UNIT	☒	DETECTION ZONE	▨
DILEMMA ZONE RADAR DETECTION UNIT	☒	CCTV CAMERA	☒

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- NOTES:
1. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL UTILITIES AND EXISTING SIGNAL HARDWARE AND APPARATUSES PRIOR TO EXCAVATION.
 2. FOR LEGEND, SEE SHEET 35.
 3. FOR SIGN FLASHER ASSEMBLY DETAIL, SEE SHEET 38.
 4. UPON REMOVAL OF THE EXISTING FLASHING BEACONS, THE CONTRACTOR SHALL REMOVE ALL REMAINING SIGNAL CABLE AND ABANDON THE CONDUIT IN PLACE IN ACCORDANCE WITH ITEM 632 - SIGNALIZATION, MISC.: REMOVE EXISTING CABLE AND ABANDON CONDUIT.

↑

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HORIZONTAL
SCALE IN FEET

CALCULATED

KJM

CHECKED

KMG

TRAFFIC SIGNAL PLAN

U.S. 30 / S.R. 94

WAY-30 AT S.R. 94

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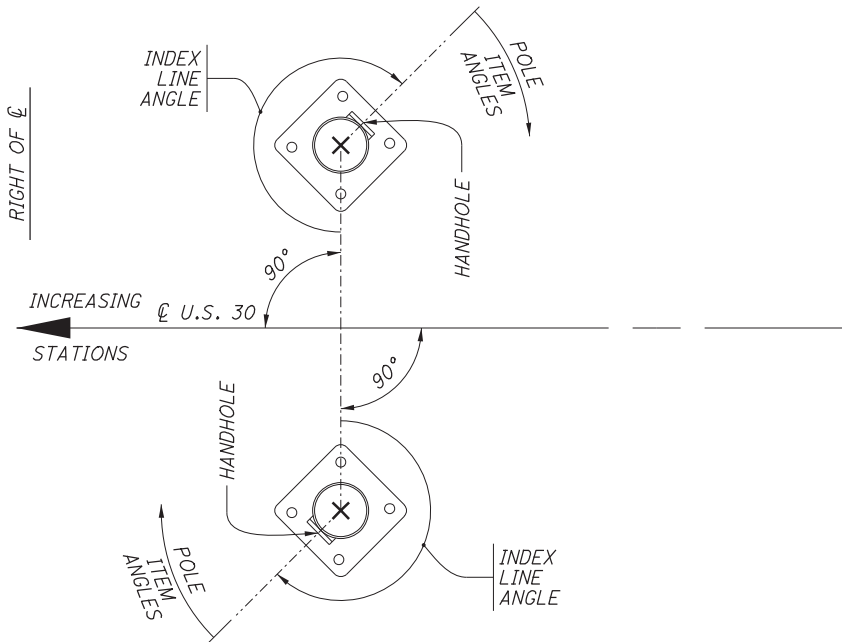
SIGNAL TIMING CHART

INTERSECTION: U.S. 30 / S.R. 94															
MAINTAINING AGENCY: OHIO DEPARTMENT OF TRANSPORTATION															
START UP START IN: ALL RED TIME FOR FLASH OR ALL RED: 5 FIRST PHASE(S): 2+6 COLOR DISPLAYED: GREEN				DUAL ENTRY: YES		PHASES: 2,4,6,8									
				REST IN RED:		RING 1		RING 2		-					
				OVERLAP				A		B		C		D	
				PHASES				-		-		-		-	
INTERVAL OR FEATURE				CONTROLLER MOVEMENT NO.											
INTERSECTION MOVEMENT (PHASE)				1	2	3	4	5	6	7	8				
DIRECTION				WB LT	EB	NB LT	SB	EB LT	WB	SB LT	NB				
MINIMUM GREEN (INITIAL) (SEC.)				7	20	-	10	7	20	-	10				
ADDED INITIAL *(SEC./ACTUATION)				-	-	-	-	-	-	-	-				
MAXIMUM INITIAL (SEC.)				-	-	-	-	-	-	-	-				
PASSAGE TIME (PRESET GAP) (SEC.)				3.0	2.0	-	3.0	3.0	2.0	-	3.0				
TIME BEFORE REDUCTION *(SEC.)				-	-	-	-	-	-	-	-				
MINIMUM GAP *(SEC.)				-	-	-	-	-	-	-	-				
TIME TO REDUCE *(SEC.)				-	-	-	-	-	-	-	-				
MAXIMUM GREEN I (SEC.)				25	60	-	25	25	60	-	25				
MAXIMUM GREEN II (SEC.)				-	-	-	-	-	-	-	-				
YELLOW CHANGE (SEC.)				5.2	6.2	-	4.4	5.2	6.2	-	4.4				
ALL RED CLEARANCE (SEC.)				2.5	1.0	-	1.4	2.5	1.0	-	1.4				
WALK (SEC.)				-	-	-	-	-	-	-	-				
PEDESTRIAN CLEARANCE (SEC.)				-	-	-	-	-	-	-	-				
RECALL		MAXIMUM (ON/OFF)		-	-	-	-	-	-	-	-				
		MINIMUM (ON/OFF)		-	ON	-	-	-	ON	-	-				
		PEDESTRIAN (ON/OFF)		-	-	-	-	-	-	-	-				
MEMORY (ON/OFF)				-	-	-	-	-	-	-	-				

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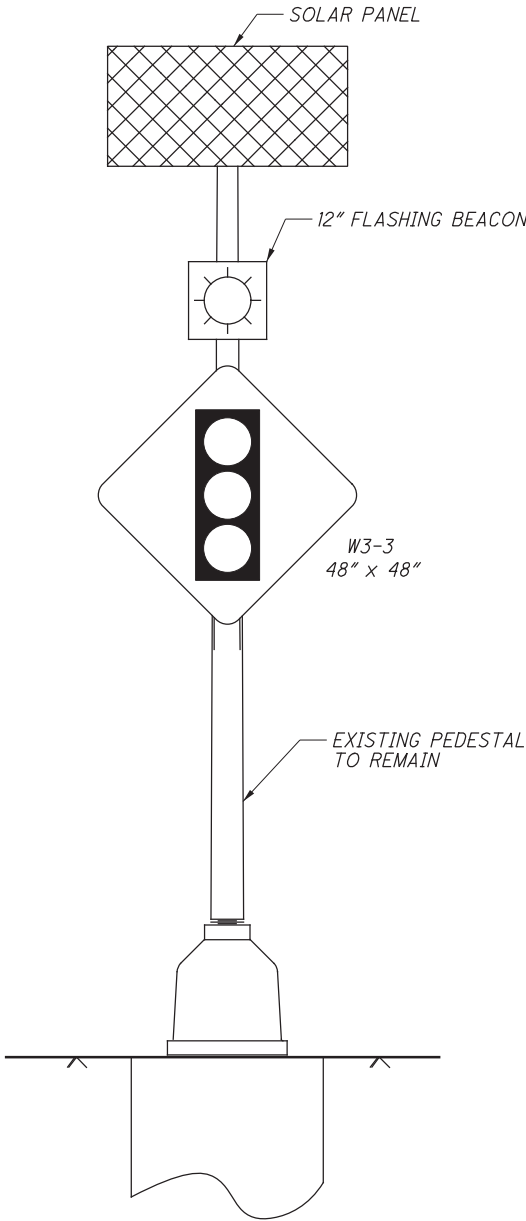
PLAN DETAILS FOR STRAIN POLES

POLE NO.	DESIGN NO.	POLE HEIGHT (FT.)	FOUNDATION ELEV.	SPAN WIRE ATTACHED HEIGHT	CABLE ENTRANCE DISTANCE FROM TOP (IN.)	INDEX LINE ANGLE (DEG.)	ANGLES (DEG.) FROM INDEX LINE CABLE ENTRANCE
SP-1	14	33	1076.53	30.1	47	110	180
SP-2	14	31	1076.19	28.4	44	245	180
SP-3	14	33	1069.82	30.8	39	215	180
SP-4	14	31	1072.00	28.8	39	140	180

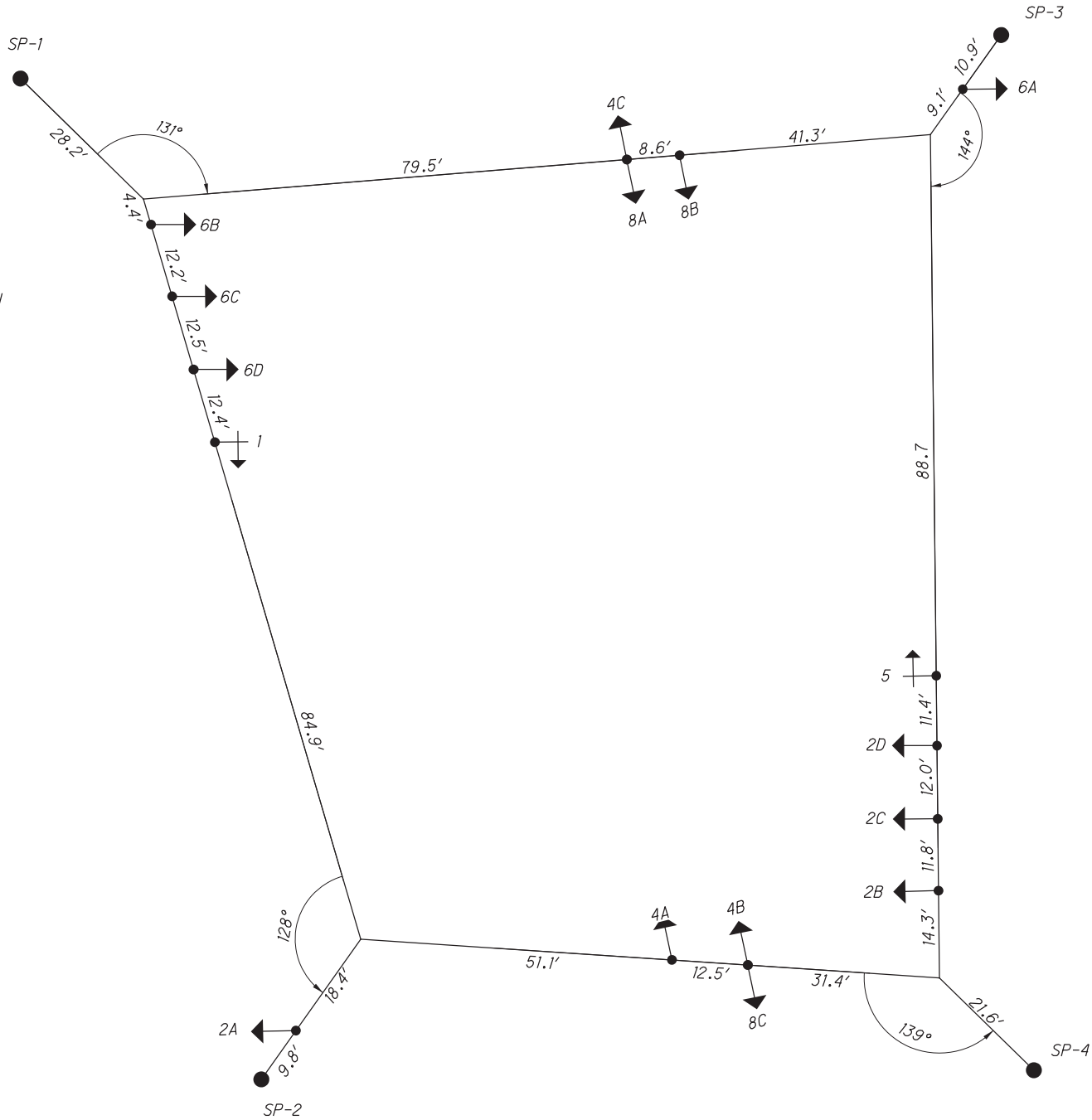


- NOTES:
- ALL ANGLES ARE MEASURED CLOCKWISE.
 - THE INDEX LINE GOES THROUGH THE CENTER OF THE HANDHOLE.

POLE DIAGRAM



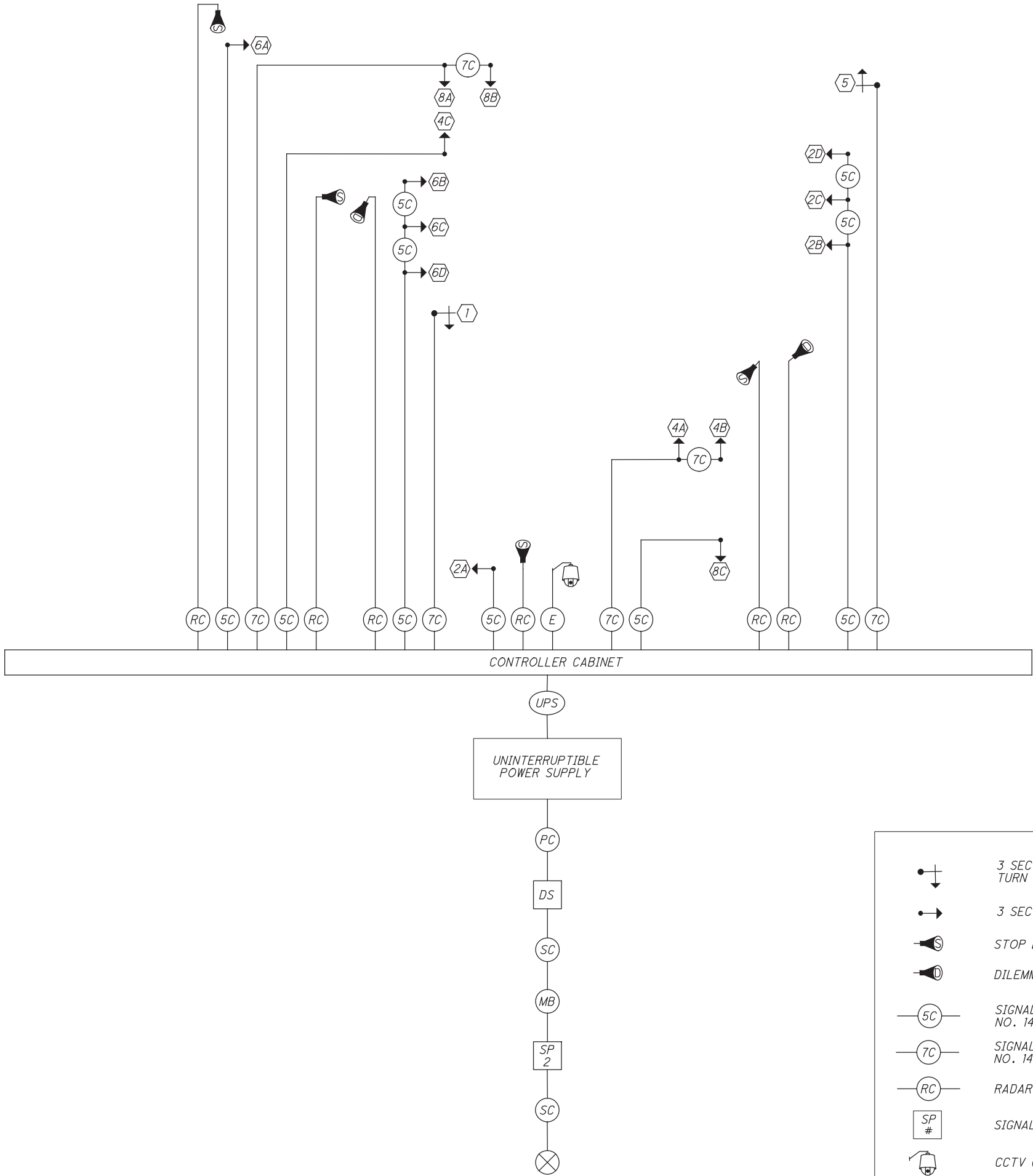
SIGN FLASHER ASSEMBLY DETAIL
NOT TO SCALE



PLAN VIEW DETAIL
NOT TO SCALE

- NOTES:
- 17' MIN TO 19' MAX CLEARANCE PER TC-85.22
 - TETHERED PER TC-85.21
 - FOUNDATIONS SHALL BE 2" (± 1") ABOVE GRADE PER TC-21.20

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FIELD WIRING HOOK-UP CHART

SIGNAL HEAD	INDICATION	FIELD TERMINAL	FLASH
1 (WB LT)	<--R---	φ 1 R	R
	<--Y---	φ 1 Y	
	<--G---	φ 1 G	
2A, 2B, 2C, 2D (EB)	R	φ 2 R	R
	Y	φ 2 Y	
	G	φ 2 G	
4A, 4B, 4C (SB)	R	φ 4 R	R
	Y	φ 4 Y	
	G	φ 4 G	
5 (EB LT)	<--R---	φ 5 R	R
	<--Y---	φ 5 Y	
	<--G---	φ 5 G	
6A, 6B, 6C, 6D (WB)	R	φ 6 R	R
	Y	φ 6 Y	
	G	φ 6 G	
8A, 8B, 8C (NB)	R	φ 8 R	R
	Y	φ 8 Y	
	G	φ 8 G	
LS = LOAD SWITCH			

LEGEND

	3 SECTION VEHICULAR SIGNAL HEAD, TURN ARROWS 1-WAY		POWER SOURCE
	3 SECTION VEHICULAR SIGNAL HEAD, 1-WAY		ETHERNET CAT 5E ARMORED CABLE
	STOP LINE RADAR DETECTION UNIT		POWER CABLE, 3 CONDUCTOR, NO. 6 AWG
	DILEMMA ZONE RADAR DETECTION UNIT		METER BASE
	SIGNAL CABLE, 5 CONDUCTOR, NO. 14 AWG		SIGNAL DISCONNECT SWITCH
	SIGNAL CABLE, 7 CONDUCTOR, NO. 14 AWG		UNINTERRUPTIBLE POWER SUPPLY CABLE
	RADAR DETECTION CABLE		SERVICE CABLE, 3 CONDUCTOR, NO. 6 AWG
	SIGNAL SUPPORT POLE NO. --		
	CCTV CAMERA		