

CONSTRUCTION NOTES

STOP BAR (W/24") IS TO BE PLACED A MINIMUM DISTANCE OF 50' FROM TRAFFIC SIGNALS.

SIGNALS MUST FLASH A MINIMUM OF THREE DAYS PRIOR TO RED, YELLOW, GREEN OPERATION.

CONTACT PENNDOT TRAFFIC UNIT, TO SCHEDULE A TRAFFIC SIGNAL INSPECTION, A MINIMUM OF THREE DAYS PRIOR TO PLACING SIGNALS INTO RED, YELLOW, GREEN OPERATION.

THE ENGINEER HAS THE RIGHT TO MODIFY THIS PLAN IN ORDER TO MOVE TRAFFIC MORE SAFELY AND EXPEDITIOUSLY ACCORDING TO ACCEPTED TRAFFIC ENGINEERING PRACTICES.

FOR OTHER SIGNING SEE THE MAINTENANCE PROTECTION OF TRAFFIC PLAN, OR PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION NO. 203 APRIL 1, 1994 EDITION.

INSTALL, OPERATE AND MAINTAIN THIS TRAFFIC SIGNAL IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS ON OFFICIAL TRAFFIC CONTROL DEVICES.

ALL MAINTENANCE NECESSARY FOR PROPER VISIBILITY OF THE SIGNALS, INCLUDING TRIMMING TREES, IS THE RESPONSIBILITY OF THE CONTRACTOR.

CONTRACTOR AND ENGINEER CONTACT LOCAL RESIDENTS TO EXPLAIN TEMPORARY TRAFFIC SIGNAL INSTALLATION TO INSURE SAFE INGRESS AND EGRESS OF DRIVEWAYS.

THE CONTRACTOR INSTALLS AND MAINTAINS ALL SIGNS AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING WHICH ARE CONSIDERED PART OF THE PERMIT, UNLESS OTHERWISE INDICATED.

INSTALL SIGNAL HEADS AND SIGNS ERECTED OVER THE ROADWAY WITH THE BOTTOMS NOT LESS THAN 16 FEET NOT MORE THAN 17 FEET ABOVE THE ROADWAY.

THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNALS, MEASURED AT RIGHT ANGLES TO THE APPROACH, IS TO BE EIGHT (8) FEET.

ALL STOP BARS ARE TO BE REFLECTORIZED PLASTIC TAPE, TEMPORARY MARKINGS SET PERPENDICULAR TO THE CENTERLINE OF ROAD.

ALL TEMPORARY PAVEMENT MARKINGS ARE TO BE REMOVED UPON COMPLETION OF THE PROJECT. REMOVE EXISTING PAVEMENT MARKINGS BETWEEN STOP BARS.

POLES ARE TO BE PLACED 2' FROM SHOULDER OR 10' FROM EDGE OF PAVEMENT (WHITE LINE/4"), WHICHEVER IS GREATER.

INSTALL, OPERATE AND MAINTAIN THIS TRAFFIC SIGNAL IN ACCORDANCE WITH THE TRAFFIC CONTROL STANDARDS (TC-7700 AND TC-7800 SERIES) AND TRAFFIC SIGNAL DESIGN HANDBOOK (PUB. 149).

PHASING DIAGRAM

SIGNAL	PHASE 1			PHASE 2			EMERGENCY FLASH
	1	2	3	1	2	3	
1,2	G	Y	R	R	R	R	R
3,4	R	R	R	G	Y	R	R
FIXED		3	10		3	10	
MINIMUM	7			7			
PASSAGE	2			2			
MAX 1	25			25			
MAX 2	30			30			
MEMORY	L			L			

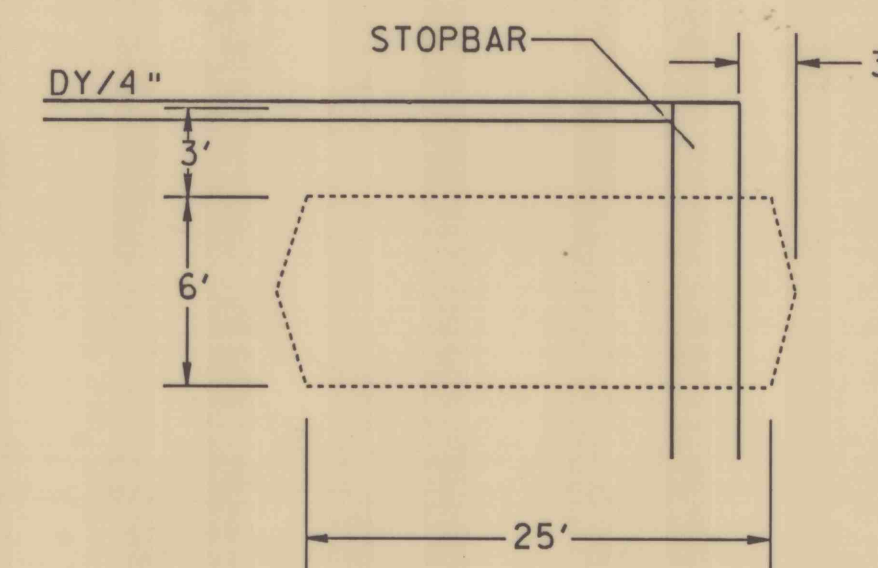
L = LOCKING
SIGNALS ARE TO REST IN RED DURING NO ACTUATION.

DETECTOR NOTES:
ALL LOOP DETECTORS ARE TO HAVE A 1 TO 10 SECOND DELAY CAPABILITY.
ALL LOOP DETECTORS ARE TO OPERATE IN PRESENCE

WEEKLY PROGRAM CHART

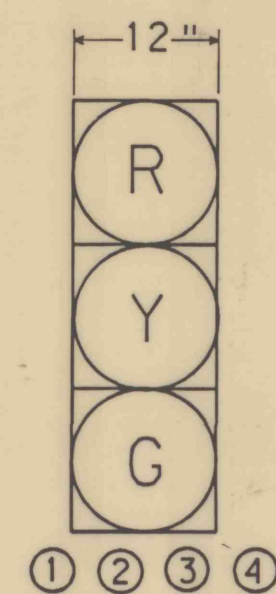
EVENT	WEEK	*DAY	HOUR	MAX
1	1 TO 52	1 TO 7	2300	1
2	1 TO 52	1 TO 7	0600	2

* - DAY ONE IS SUNDAY



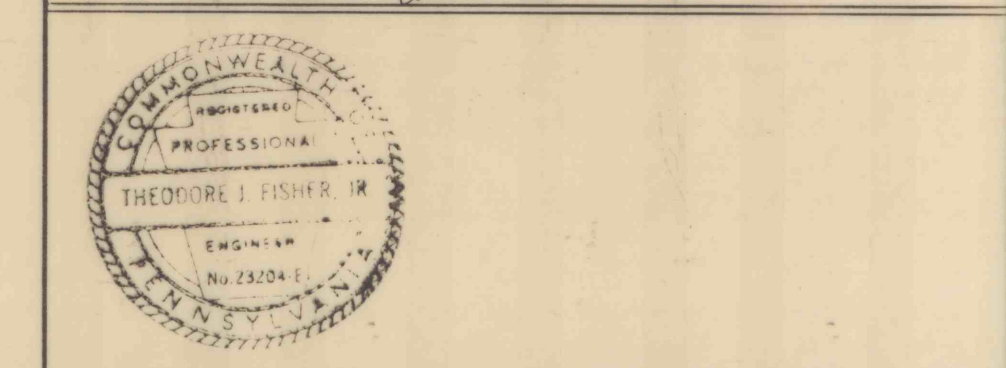
LOOP DETAIL
(NOT TO SCALE)

SIGNALS



NO.	DATE	REVISION	APPR.

SUBMITTED *David A. Greenfield*
PROJECT DESIGNER, WILKES-BORO
APPROVED *Theodore J. Fisher*
CHIEF, DESIGN SECTION, WILKES-BORO



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF ENVIRONMENTAL PROTECTION

PROJECT NO. OSM 35(2080) 102.1

STREAM CHANNEL REHABILITATION
STERRY CREEK SOUTH
JESSUP BOROUGH

LACKAWANNA COUNTY, PENNSYLVANIA

TRAFFIC CONTROL PLAN

PERMIT NO. PENDING SHEET 2 OF 3

DATE ISSUED PENDING DATE REVISED _____

ALL DIMENSIONS AND EXISTING
CONDITIONS SHALL BE CHECKED
AND VERIFIED BY CONTRACTOR
AT THE SITE.

DRAWN BY PA. D.O.T. DATE SEP.26,1996 DRAWING NO. 17 of 26
CHECKED BY 770 SCALE AS SHOWN