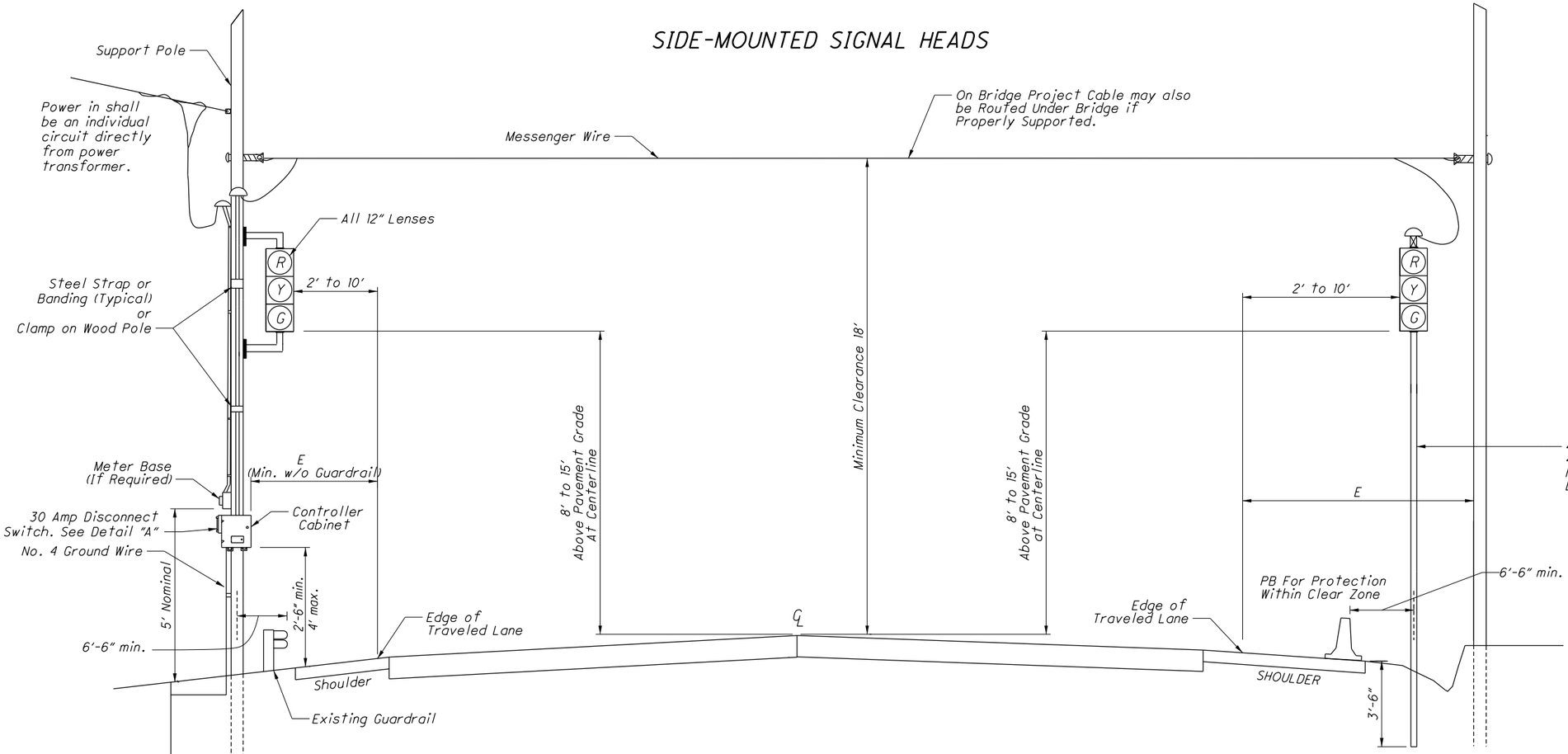
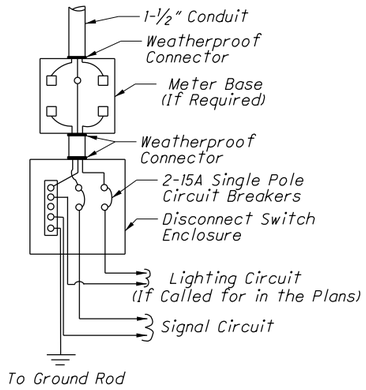
SIDE-MOUNTED SIGNAL HEADS





DETAIL "A"

NOTES:

1. Signal supports for work zone traffic signals shall be located outside the clear zone if not located behind guardrail or barrier, and shall also be located behind the drainage ditch where possible. See Standard Construction Drawing MT-96.11, Table II, for clear zone distance "E".

2. On bridge projects, cable may be routed under bridge as follows:

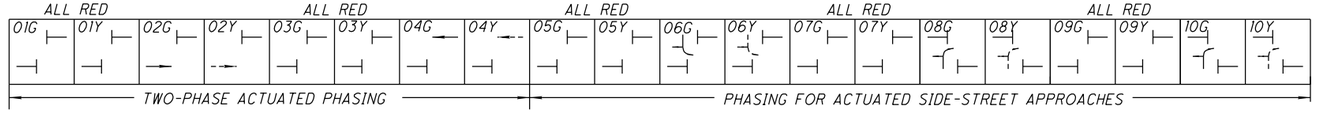
   a) Cable within reach of pedestrians shall be placed in conduit.
   b) Cable runs without conduit shall be supported at 10' intervals.

3. Imbedded loop detectors shall not be used for concrete or asphalt unless the surface is to be resurfaced as part of this work.

4. For requirements of portable traffic signals, see Supplemental Specification 961 and Supplement 1050. Portable traffic signals shall only be used when approved by the Engineer. Portable traffic signals, when approved for use, shall be provided per the ODOT Approved List. See Standard Construction Drawing MT-96.11 for additional requirements related to portable traffic signals.

5. Where portable barrier (PB) is located beyond the edge of the paved shoulder, the cross slope within the clear zone, including the surface on which the PB is placed, shall be graded at 10:1 or flatter. If the cross slope is steeper than 10:1, the PB shall be terminated on the paved shoulder. The PB shall be extended along the paved shoulder as necessary to satisfy the length of need, and then terminated using an impact attenuator.

6. If the posted speed limit is 45 mph or greater the minimum number of overhead signal heads shall be per OMUTCD Table 4D-1. Exclusively side mounted signals are only permitted on facilities with a speed limit of 40 mph or less.



When called for in the plans, even-numbered phases shall be the green phases and shall be actuated by detectors at approach to the work zone. Odd-numbered phases shall be dummy phases to time all red interval. Timing initializes on phase one.

DETAIL "B"
TYPICAL SIGNAL PHASING

THIS DRAWING REPLACES MT-96.20 DATED 07-19-2013.

REVISION DATE 07-15-2016

STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR David L. Holstein

STDS. ENGINEER Soisson

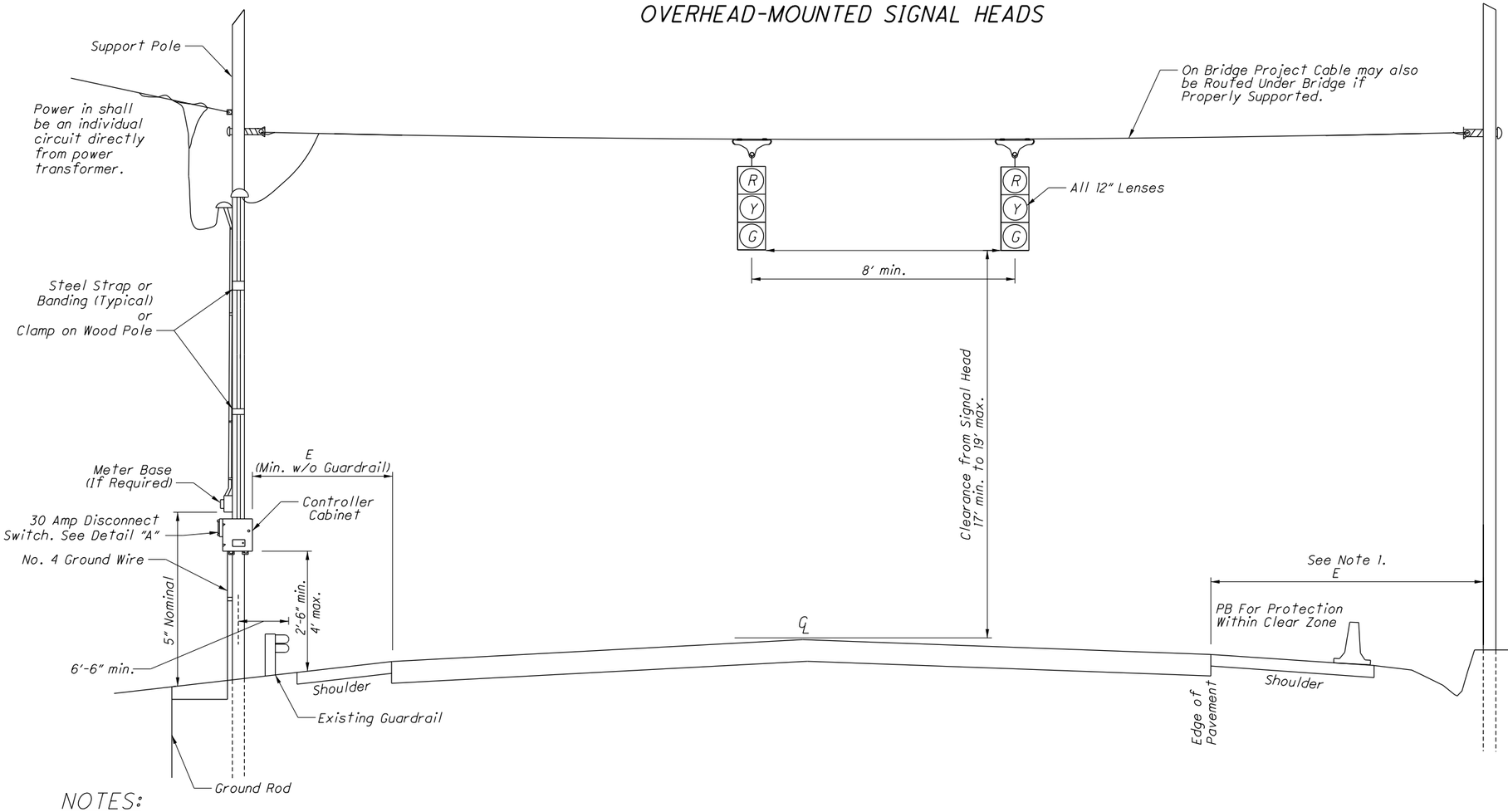
OFFICE OF ROADWAY ENGINEERING

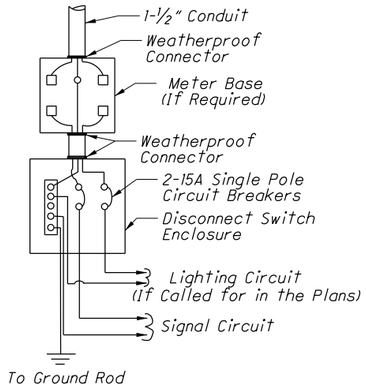
STANDARD ROADWAY CONSTRUCTION DRAWING

DETAILS FOR SIGNALIZED CLOSING 1 LANE OF A 2-LANE HIGHWAY

SCD NUMBER **MT-96.20**

OVERHEAD-MOUNTED SIGNAL HEADS





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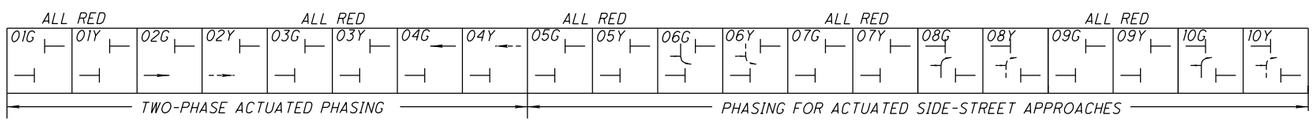

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DETAIL "B"
TYPICAL SIGNAL PHASING

THIS DRAWING REPLACES MT-96.20 DATED 07-19-2013.

REVISION DATE 07-15-2016

STATE OF OHIO DEPARTMENT OF TRANSPORTATION ADMINISTRATOR David L. Holstein

STDS. ENGINEER Soisson

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DETAILS FOR SIGNALIZED CLOSING 1 LANE OF A 2-LANE HIGHWAY

STANDARD ROADWAY CONSTRUCTION DRAWING

SCD NUMBER MT-96.20