# **GENERAL NOTES**

1.	THIS WORK CONSISTS OF MAINTENANCE OF TRAFFIC AND THE PROTECTION OF THE TRAVELING PUBLIC APPROACHING THE CONSTRUCTION AREA AND WITHIN THE LIMITS OF CONSTRUCTION AND ON APPROVED DETOURS.	18.
2.	FURNISH, ERECT, PLACE AND MAINTAIN TRAFFIC CONTROL SIGNS AND DEVICES AND MAINTAIN TRAFFIC DURING HOURS OF CONSTRUCTION AND AT ALL OTHER TIMES IN ACCORDANCE WITH THE METHODS INDICATED ON THESE DRAWINGS AND THE FOLLOWING:	19.
	A. SPECIAL PROVISIONS OF THE CONTRACT.	
	B. PENNDOT PUBLICATION 213, "TEMPORARY TRAFFIC CONTROL GUIDELINES", APRIL 2022 EDITION.	
	C. PENNDOT PUBLICATION 212, "OFFICIAL TRAFFIC CONTROL DEVICES", MARCH 2006.	
	D. PENNDOT PUBLICATION NO. 35, APPROVED CONSTRUCTION MATERIALS (BULLETIN 15), (LATEST).	20.
	E. PENNDOT PUBLICATION 46, TRAFFIC ENGINEERING MANUAL	
	F. PENNDOT PUBLICATION NO. 408, SPECIFICATIONS AND CURRENT REVISIONS.	21.
	G. PENNDOT PUBLICATION NO. 236, "HANDBOOK OF APPROVED SIGNS", (NOVEMBER 2013).	21.
	H. PENNDOT PUBLICATION NO. 111, "TRAFFIC CONTROL - PAVEMENT MARKING AND SIGNING STANDARDS" TC-8600 AND TC-8700 SERIES, AUGUST 2021).	22.
	<ol> <li>MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), 2009 EDITION INCLUDING ALL REVISIONS AND SUPPLEMENTS.</li> </ol>	22.
	J. PENNDOT PUBLICATION 148, TC-8800 SERIES, "TRAFFIC STANDARDS - SIGNALS", DECEMBER 2011 EDITION AND CURRENT REVISIONS.	23.
	K. PENNDOT PUBLICATION 149, "TRAFFIC SIGNAL DESIGN HANDBOOK", OCTOBER 14, 2010 (MAY 2013 UPDATE).	
3.	THE CONTRACTOR IS RESPONSIBLE FOR CONTACTING THE PENNSYLVANIA ONE CALL SYSTEM, INC. AT 1- 800-242-1776 AT LEAST THREE (3) FULL WORKING DAYS BEFORE DIGGING. PA ONE-CALL SHOULD BE CONTACTED BEFORE ANY SIGN POST ANCHOR IS DRIVEN INTO THE GROUND FOR ANY TEMPORARY AND/OR PERMANENT SIGNING.	25. 26.
4.	ALL SIGNS AND DEVICES ON THIS PROJECT MUST COMPLY WITH CURRENT N.C.H.R.P. 350 OR MASH CRITERIA.	27.
5.	MAINTAIN CONSTANT SURVEILLANCE OF TRAFFIC CONTROL OPERATIONS AND SATISFACTORILY REPLACE OR CORRECT ALL MISSING, DAMAGED, INEFFECTIVE, OR MISALIGNED EQUIPMENT TO THE SATISFACTION OF THE INSPECTOR-IN-CHARGE.	
6.	INSPECTOR-IN-CHARGE SHALL REPORT ALL TRAFFIC INCIDENTS TO THE DISTRICT TRAFFIC ENGINEER BY COPY OF THE TRAFFIC ACCIDENT REPORT FROM THE PENNSYLVANIA STATE POLICE.	
7.	ALL SIGNS AND DEVICES ARE TO BE NEW AT THE BEGINNING OF THE PROJECT AND ARE TO BE MAINTAINED TO PENNDOT'S SATISFACTION THROUGHOUT THE PROJECT DURATION.	
8.	ERADICATE ALL CONFLICTING PAVEMENT MARKINGS. REPLACE ALL PAVEMENT MARKINGS UPON PROJECT COMPLETION IN ACCORDANCE WITH PAVEMENT MARKING PLANS.	
9.	THIS TRAFFIC CONTROL PLAN DOES NOT RELIEVE THE CONTRACTOR OF THEIR RESPONSIBILITIES AS SPECIFIED IN SECTION 901.3 OF PUBLICATION NO. 408.	
10	. THE TRAFFIC CONTROL DEVICES SHOWN DO NOT NECESSARILY DEPICT THE ACTUAL NUMBER OF DEVICES REQUIRED. PLACE ANY ADDITIONAL DEVICES AS DIRECTED BY THE INSPECTOR-IN-CHARGE.	
11	. ANY SPECIAL SIGNS ARE TO BE FABRICATED IN ACCORDANCE WITH THE MOST CURRENT TC-8700 STANDARDS.	
12	. PROVIDE NEW REFLECTIVE SHEETING FOR ALL SIGNS AND DEVICES, I.E. SUPPORTS, SIGN BLANKS, DRUMS, VERTICAL PANELS, ETC. SHALL BE CLEAN AND FREE FROM ALL DEFECTS.	
13	. PROVIDE ADEQUATE NUMBER OF TYPE III BARRICADES AT ROAD CLOSURE LOCATIONS TO COMPLETELY CLOSE THE ROADWAY.	

- 14. CONTRACTOR SHALL DOCUMENT NOTIFICATION TO LOCAL EMERGENCY AUTHORITIES (E.G. POLICE, FIRE, MEDICAL), AFFECTED POST OFFICE(S), BUSINESSES, SCHOOL DISTRICT(S), AUTOMATED PERMIT ROUTING/ANALYSIS SYSTEM (APRAS) COORDINATOR AT LEAST FOURTEEN DAYS PRIOR TO ANY SIGNIFICANT TRAFFIC IMPACTS (E.G. LATERAL WIDTH RESTRICTIONS LESS THAN 12 FEET, DETOURS)
- 15. ALL SHORT-TERM OPERATIONS LEAD-IN SIGNS SHOULD BE MOUNTED ON PORTABLE SIGN STANDS ONLY AS STATED IN BULLETIN 15.
- 16. ALL CHANGES TO THIS TRAFFIC CONTROL PLAN MUST BE APPROVED AND SIGNED BY THE DISTRICT TRAFFIC UNIT.
- 17. CONTRACTOR SHALL ENSURE PROPER TEMPORARY BARRIER DEFLECTION DISTANCES TO DROPOFFS AND OBSTRUCTIONS ARE MAINTAINED IN ACCORDANCE WITH PENNDOT PUBLICATION 408 SECTION 901.

# <u>GENERAL NOTES (CONTINUED)</u>

NOTE THAT THIS APPROVAL DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY FOR THE PROTECTION OF THE PUBLIC AND THE CONSTRUCTION PERSONNEL. THE STANDARDS PRESCRIBED ARE MINIMUM AND ADDITIONAL PROTECTION MAY BE NECESSARY IF PROBLEMS ARE ENCOUNTERED DURING THE TERM OF THE CONTRACT. CONSTANTLY REVIEW THIS PLAN FOR ADEQUACY AND RECOMMEND CHANGES FOR THE DEPARTMENT APPROVAL WHEN INADEQUACIES ARE DISCOVERED.

THE CONTRACTOR HAS THE OPTION TO SUBMIT ALTERNATE TRAFFIC CONTROL PLANS FOR CONSIDERATION. THESE PLANS SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE COMMONWEALTH OF PENNSYLVANIA, AND SHALL BE CONSISTENT WITH STANDARD DESIGN PRACTICES. THE DEPARTMENT WILL ALLOW NO CONSTRUCTION ACTIVITY UNTIL THE CONTRACTOR'S ALTERNATE PLANS ARE APPROVED IN WRITING BY THE DISTRICT TRAFFIC ENGINEER. MODIFICATIONS TO THE APPROVED MPT PLAN SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER OR AUTHORIZED REPRESENTATIVE.

THE CONTRACTOR SHALL HAVE A SUFFICIENT AMOUNT OF THE FOLLOWING SIGNS AVAILABLE IN CASE THEIR USE BECOMES NECESSARY: W3-4 "BE PREPARED TO STOP" AND W20-7 "FLAGGER SYMBOL". THESE SIGNS ARE NOT INTENDED TO BE PART OF THE REQUIRED NORMAL TRAFFIC CONTROL OR A SUPPLEMENT THERETO.

MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES UTILIZING EXISTING DRIVEWAYS OR TEMPORARY ACCESS MEASURES AS NECESSARY. PROVIDE WIDTH ADEQUATE TO ACCOMODATE COMMERCIAL OR TWO-WAY TRAFFIC WHERE APPLICABLE. INSTALL DRUM-MOUNTED "ENTER HERE" SIGNS AT BUSINESS DRIVES WHEN DIRECTED BY THE INSPECTOR-IN-CHARGE.

THE CONTRACTOR SHALL PROVIDE INGRESS AND EGRESS ABILITIES TO LOCAL ROADS AND DRIVEWAYS SITUATED ADJACENT TO CONSTRUCTION AREAS AT ALL TIMES UNLESS OTHERWISE NOTED.

PROVIDE TWO (2) WEEKS NOTICE TO THE INSPECTOR-IN-CHARGE PRIOR TO ERECTING ANY TRAFFIC CONTROL DEVICÉS AND BETWEEN SETUP OF THE TRAFFIC CONTROL PHASES.

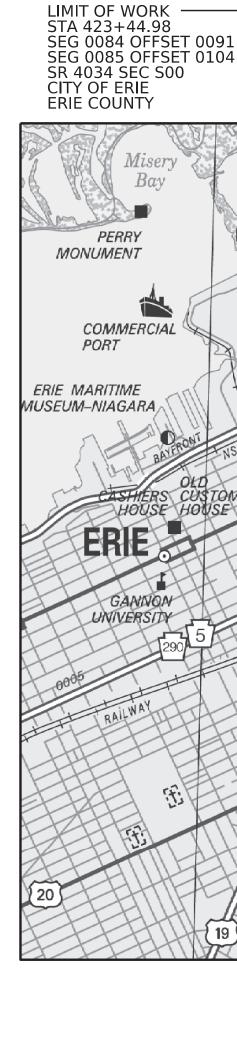
THE INSPECTOR-IN-CHARGE WILL INSPECT ALL TRAFFIC CONTROL DEVICES PRIOR TO THE START OF WORK.

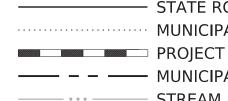
THE TRAFFIC CONTROL DEVICES SHOWN DO NOT NECESSARILY DEPICT THE ACTUAL NUMBER OF DEVICES REQUIRED.

PROVIDE 24 HOURS A DAY, 7 DAYS A WEEK ON CALL PERSONNEL TO RESET ANY DAMAGED OR OVERTURNED WORK ZONE TRAFFIC CONTROL DEVICES OR SIGNS.

ALL CHANNELIZING DEVICES MUST BE LONG TERM DEVICES. SEQUENTIAL FLASHING WARNING LIGHTS ARE REQUIRED ON CHANNELIZING DEVICES USED TO FORM MERGING TAPERS.

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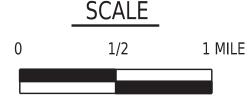
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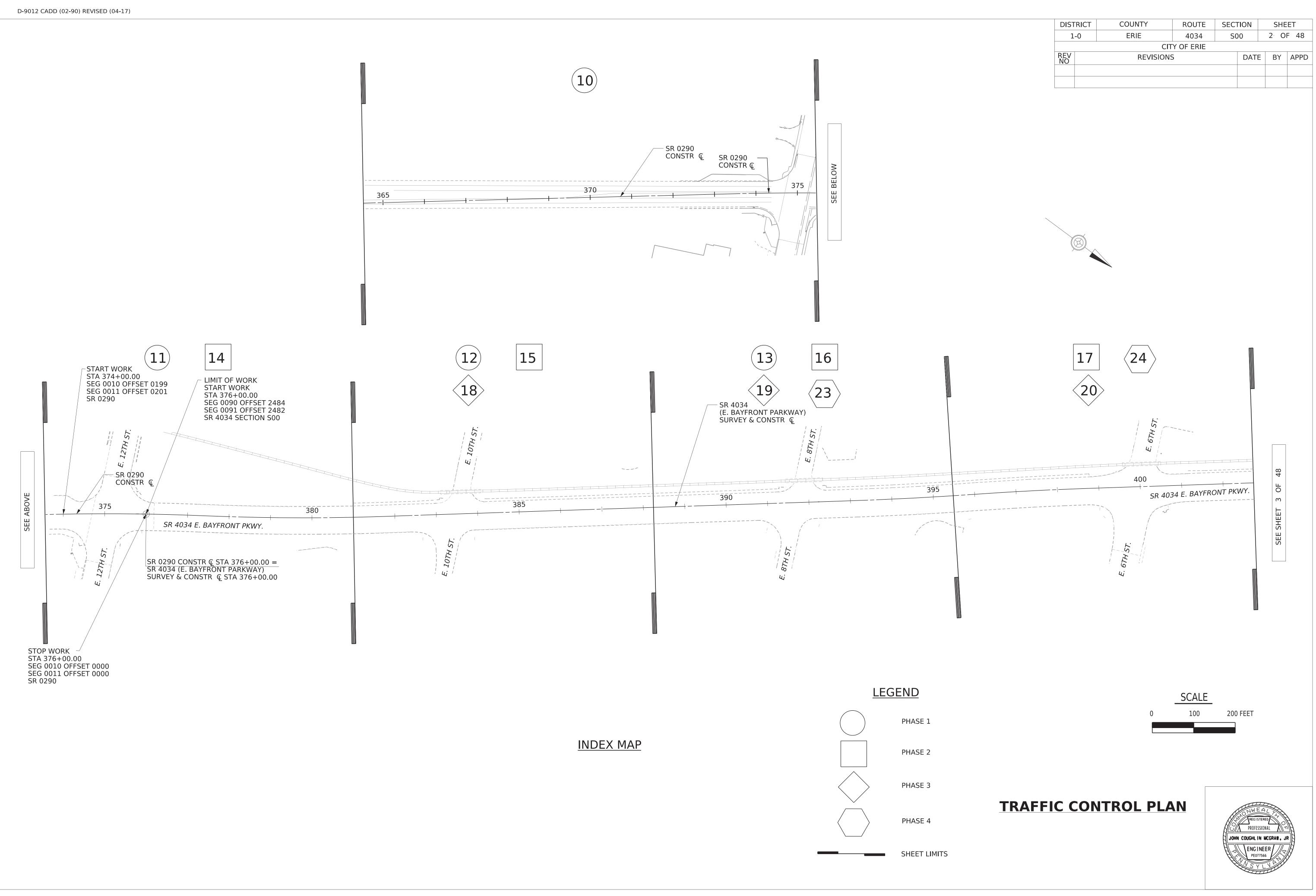
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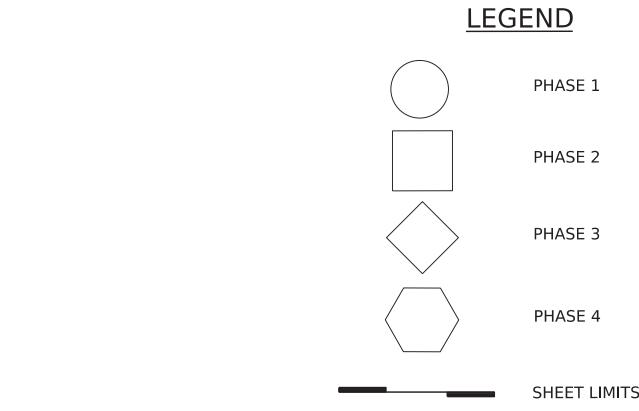
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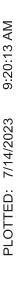


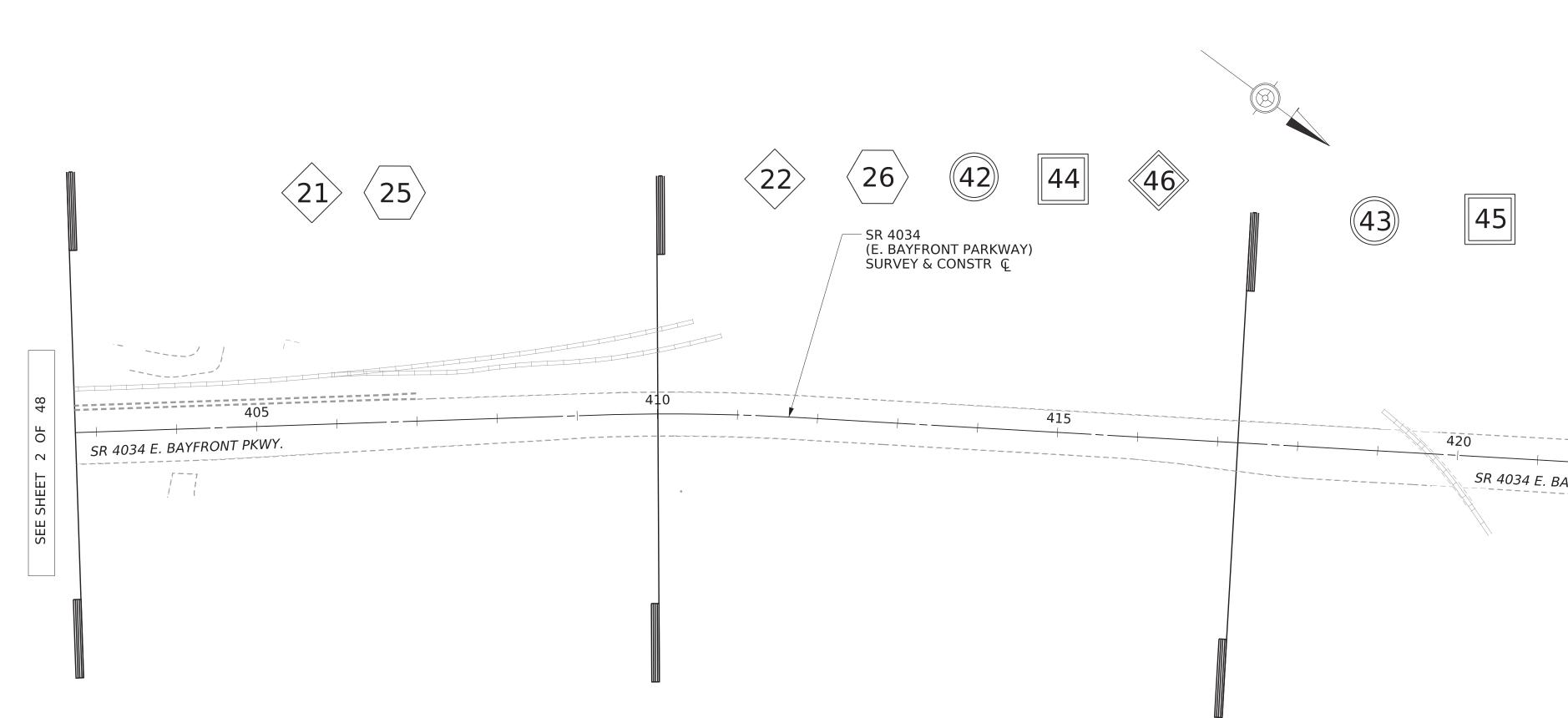


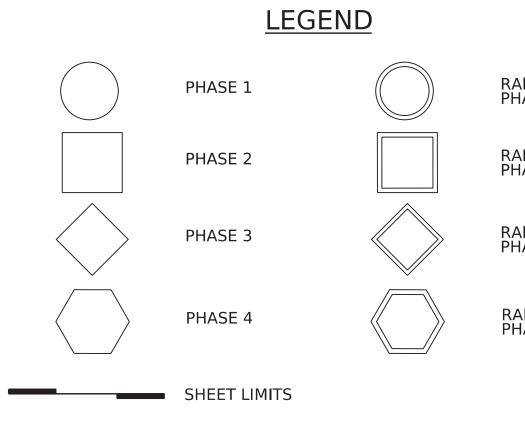












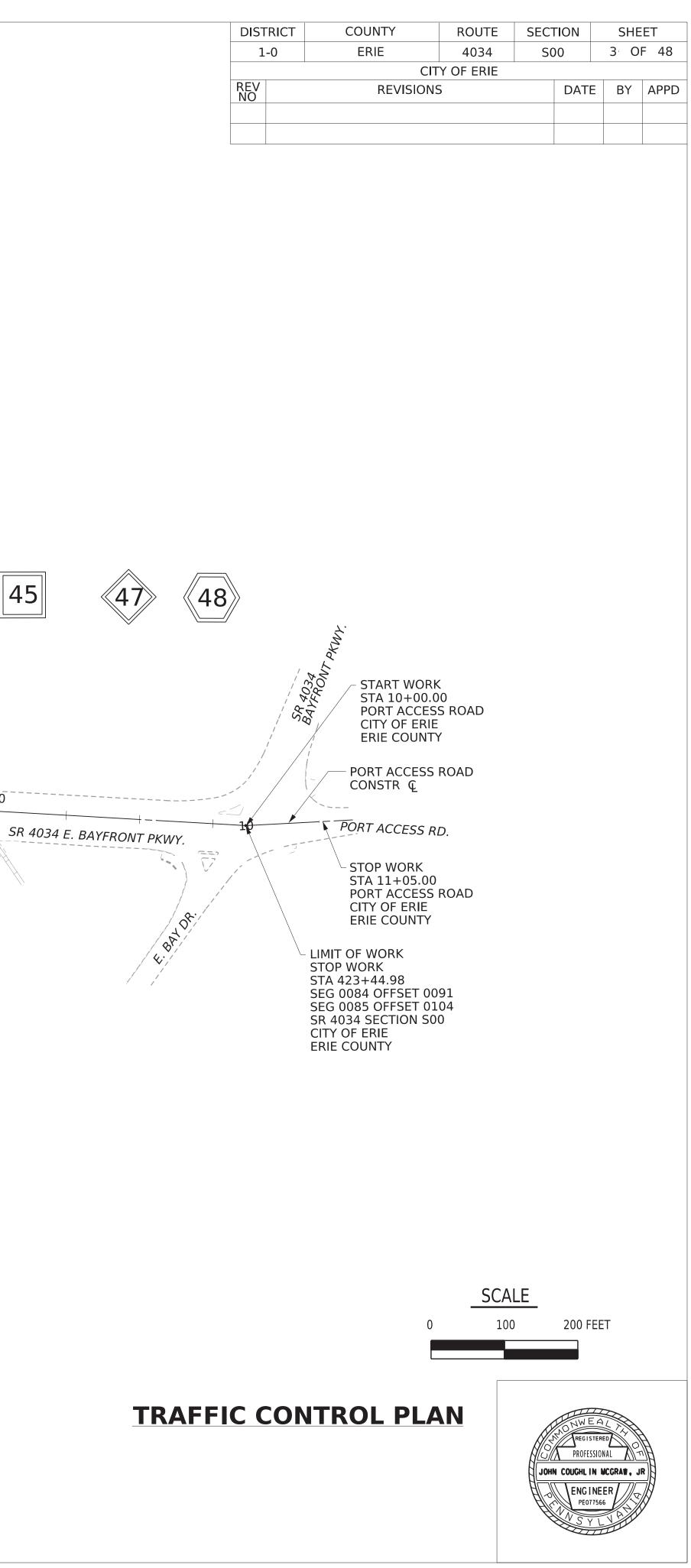
# INDEX MAP

RAILROAD REMOVAL PHASE D

RAILROAD REMOVAL PHASE C

RAILROAD REMOVAL PHASE B

RAILROAD REMOVAL PHASE A



# **CONSTRUCTION SEQUENCE**

## <u>PHASE 1</u>

PLACE LONG-TERM SIGNING SHOWN IN PHASE 1 OF THE TRAFFIC CONTROL PLAN.

REVISE EXISTING TRAFFIC SIGNAL TIMINGS AT THE FOUR INTERSECTIONS ALONG SR 4034 AS DIRECTED IN THE TEMPORARY SIGNAL COORDINATION PLAN AND CONTRACT DOCUMENTS.

ADJUST SIGNAL HEAD LOCATIONS AND INSTALL TEMPORARY OVERHEAD DETECTION IN ACCORDANCE WITH PHASE 1 TEMPORARY TRAFFIC SIGNAL PLAN.

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS, CHANNELIZING DEVICES AND SIGN OVERLAYS/COVERS.

MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AND TURN LANES AS SHOWN IN PHASE 1 OF THE TRAFFIC CONTROL PLAN.

CONSTRUCT THE RAISED MEDIAN AND DRAINAGE FEATURES AS SHOWN ON THE ROADWAY PLANS. BACKFILL AND RESTORE OR PLATE ALL OPEN EXCAVATIONS FOR DRAINAGE FEATURES AT THE END OF EACH WORK DAY.

ONCE COMPLETED WITH PHASE 1, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO RETURN RELOCATED SIGNAL HEADS NOT USED IN PHASE 2 TO PRIOR LOCATIONS.

## PHASE 2

UTILIZE SHORT TERM OPERATIONS PER PUBLICATION 213 TO INSTALL INTERIM PAVEMENT MARKINGS, WITH THE EXCEPTION OF THE W/4" EDGELINE AND CROSSWALKS, ON SOUTHBOUND SR 4034 BETWEEN EAST 12TH STREET AND EAST 10TH STREET CONSISTENT WITH THE MARKINGS SHOWN ON THE PERMANENT PAVEMENT MARKING PLAN.

PLACE LONG-TERM SIGNING SHOWN IN PHASE 2 OF THE TRAFFIC CONTROL PLAN.

ADJUST SIGNAL HEAD LOCATIONS AND INSTALL/ RESET TEMPORARY OVERHEAD DETECTION IN ACCORDANCE WITH PHASE 2 TEMPORARY TRAFFIC SIGNAL PLAN.

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS, CHANNELIZING DEVICES, AND SIGN OVERLAYS/COVERS.

MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AND TURN LANES AS SHOWN IN PHASE 2 OF THE TRAFFIC CONTROL PLAN.

CONSTRUCT THE RAISED MEDIAN AND DRAINAGE FEATURES AS SHOWN ON THE ROADWAY PLANS. BACKFILL AND RESTORE OR PLATE ALL OPEN EXCAVATIONS FOR DRAINAGE FEATURES AT THE END OF EACH WORK DAY.

ONCE COMPLETED WITH PHASE 2, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO RETURN RELOCATED SIGNAL HEADS NOT USED IN PHASE 3 TO PRIOR LOCATIONS.

## PHASE 3

UTILIZE SHORT TERM OPERATIONS PER PUBLICATION 213 TO INSTALL INTERIM PAVEMENT MARKINGS, WITH THE EXCEPTION OF THE W/4" EDGELINE AND CROSSWALKS, ON SOUTHBOUND SR 4034 BETWEEN EAST 10TH STREET AND EAST 8TH STREET AND NORTHBOUND SR 4034 BETWEEN EAST 12TH STREET AND EAST 10TH STREET CONSISTENT WITH THE MARKINGS SHOWN ON THE PERMANENT PAVEMENT MARKING PLAN.

PLACE LONG-TERM SIGNING SHOWN IN PHASE 3 OF THE TRAFFIC CONTROL PLAN.

ADJUST SIGNAL HEAD LOCATIONS AND RESET TEMPORARY VIDEO DETECTION IN ACCORDANCE WITH PHASE 3 TEMPORARY TRAFFIC SIGNAL PLAN.

UTILIZE SHORT TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS, CHANNELIZING DEVICES, AND SIGN OVERLAYS/COVERS.

MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AND TURN LANES AS SHOWN IN PHASE 3 OF THE TRAFFIC CONTROL PLAN.

CONSTRUCT THE RAISED MEDIAN AND DRAINAGE FEATURES AS SHOWN ON THE ROADWAY PLANS. BACKFILL AND RESTORE OR PLATE ALL OPEN EXCAVATIONS FOR DRAINAGE FEATURES AT THE END OF EACH WORK DAY.

ONCE COMPLETED WITH PHASE 3, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO RETURN RELOCATED SIGNAL HEADS NOT USED IN PHASE 4 TO PRIOR LOCATIONS.

# **CONSTRUCTION SEQUENCE (CONTINUED)**

## PHASE 4

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL TEMPORARY PAVEMENT MARKINGS, WITH THE EXCEPTION OF THE W/4" EDGELINE AND CROSSWALKS, ON SOUTHBOUND SR 4034 BETWEEN EAST 8TH STREET AND EAST 6TH STREET AND ON NORTHBOUND SR 4034 BETWEEN EAST 10TH STREET AND EAST 8TH STREET CONSISTENT WITH THE MARKING SHOWN ONT HE PERMANENT PAVEMENT MARKING PLAN.

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY PAVEMENT MARKINGS, CHANNELIZING DEVICES, AND SIGN OVERLAYS/COVERS.

PLACE LONG-TERM SIGNING SHOWN IN PHASE 4 OF THE TRAFFIC CONTROL PLAN.

SIGNAL HEAD LOCATIONS AND TEMPORARY OVERHEAD DETECTORS TO REMAIN IN PLACE FROM PHASE 3 IN ACCORDANCE WITH PHASE 4 TEMPORARY TRAFFIC SIGNAL PLAN.

DO NOT PLACE ANY TRAFFIC CONTROL DEVICES ON EXISTING RAILROAD TRACKS. DO NOT REMOVE EXISTING STOP BARS FOR RAILROAD CROSSING.

MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AND TURN LANES AS SHOWN IN PHASE 4 OF THE TRAFFIC CONTROL PLAN.

CONSTRUCT THE RAISED MEDIAN AND DRAINAGE FEATURES AS SHOWN ON THE ROADWAY PLANS. BACKFILL AND RESTORE OR PLATE ALL OPEN EXCAVATIONS FOR DRAINAGE FEATURES AT THE END OF EACH WORK DAY.

WHEN WORK IS COMPLETE AND ALL TRAFFIC CONTROL IS REMOVED, UTILIZE SHORT TERM OPERATIONS PER PUBLICATION 213 TO INSTALL INTERIM PAVEMENT MARKINGS, WITH THE EXCEPTION OF THE W/4" EDGELINE AND CROSSWALKS, ON SR 4034 NORTHBOUND BETWEEN EAST 8TH STREET AND EAST 6TH STREET AND SR 4034 NORTHBOUND AND SOUTHBOUND BETWEEN EAST 6TH STREET AND THE LIMITS OF THE TRAFFIC CONTROL CONSISTENT WITH THE MARKINGS SHOWN ON THE PERMANENT PAVEMENT MARKING PLAN. EXTEND YELLOW EDGELINE ADJACENT TO RAISED MEDIAN TO MATCH EXISTING DOUBLE YELLOW AT STA 409+69. MATCH ALL OTHER MARKINGS TO EXISTING MARKINGS AT THE END OF THE TRAFFIC CONTROL LIMITS.

ONCE COMPLETED WITH PHASE 4, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO RETURN RELOCATED SIGNAL HEADS TO PRIOR LOCATIONS AND RESTORE EXISTING TIMINGS TO ALL INTERSECTIONS.

## PHASE 5

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO COMPLETE THE CURB RAMP REPLACEMENT, DRAINAGE FEATURES ALONG EAST 12TH STREET, EAST 10TH STREET, EAST 8TH STREET, AND EAST 6TH STREET, PAVEMENT PATCHING, MILLING, AND PAVEMENT OVERLAY OF SR 0290 AND SR 4034, AS SHOWN IN THE ROADWAY PLANS. INSTALL FINAL SIGNING AND PAVEMENT MARKINGS.

MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

## PHASE 6

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO COMPLETE THE SIGNAL UPGRADES OF EACH INTERSECTION ALONG THE PROJECT LIMITS AS SHOWN IN THE SIGNAL PLANS.

MAINTAIN AT LEAST ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.

RAILROAD CROSSING REMOVAL PHASE A

PHASE A CANNOT OCCUR CONCURRENTLY WITH PHASE 3 OR PHASE 4.

PLACE LONG-TERM SIGNING SHOWN IN RAILROAD REMOVAL PHASE A OF THE TRAFFIC CONTROL PLAN.

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY BARRIER, CHANNELIZING DEVICES AND SIGN OVERLAYS/COVERS.

MAINTAIN ONE LANE OF TRAFFIC IN THE NORTHBOUND DIRECTION AS SHOWN IN RAILROAD REMOVAL PHASE A OF THE TRAFFIC CONTROL PLAN.

MAINTAIN BAYFRONT BIKEWAY AS SHOWN IN THE TRAFFIC CONTROL PLAN.

REMOVE RAILROAD TRACKS, CONCRETE PAVEMENT, AND ALL ASSOCIATED HARDWARE AS SHOWN IN THE TRAFFIC CONTROL PLANS AND CONSTRUCTION PLANS.

ONCE TRACKS ARE FULLY REMOVED, PLACE CONCRETE AND CURE. RESTORE BAYFRONT BIKEWAY TRAIL AS SHOWN IN CONSTRUCTION PLANS.

ONCE COMPLETED WITH PHASE A, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO REMOVE ALL LONG-TERM TRAFFIC CONTROL DEVICES AND REOPEN BAYFRONT BIKEWAY TO UNRESTRICTED PEDESTRIAN TRAFFIC.

RAILROAD CROSSING REMOVAL PHASE B

PHASE B CANNOT OCCUR CONCURRENTLY WITH PHASE 3 OR PHASE 4.

PLACE LONG-TERM SIGNING SHOWN IN RAILROAD REMOVAL PHASE A OF THE TRAFFIC CONTROL PLAN.

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY BARRIER, CHANNELIZING DEVICES AND SIGN OVERLAYS/COVERS.

MAINTAIN ONE LANE OF TRAFFIC IN EACH DIRECTION AS SHOWN IN RAILROAD REMOVAL PHASE B OF THE TRAFFIC CONTROL PLAN.

REMOVE RAILROAD TRACKS, CONCRETE PAVEMENT, AND ALL ASSOCIATED HARDWARE AS SHOWN IN THE TRAFFIC CONTROL PLANS AND CONSTRUCTION PLANS. ONCE TRACKS ARE FULLY REMOVED, PLACE CONCRETE AND CURE.

ONCE COMPLETED WITH PHASE B, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO REMOVE ALL LONG-TERM TRAFFIC CONTROL DEVICES.

## RAILROAD CROSSING REMOVAL PHASE C

PHASE C CANNOT OCCUR CONCURRENTLY WITH PHASE 3 OR PHASE 4.

PLACE LONG-TERM SIGNING SHOWN IN RAILROAD REMOVAL PHASE C OF THE TRAFFIC CONTROL PLAN. UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL LANE CLOSURES, TEMPORARY BARRIER, CHANNELIZING DEVICES AND SIGN OVERLAYS/COVERS.

MAINTAIN ONE LANE OF TRAFFIC IN THE SOUTHBOUND DIRECTION ON THE NORTHBOUND ROADWAY AS SHOWN IN RAILROAD REMOVAL PHASE C OF THE TRAFFIC CONTROL PLAN. MAINTAIN LANES ON THE NORTHBOUND ROADWAY AS SHOWN IN PHASE C OF THE TRAFFIC CONTROL PLAN.

REMOVE RAILROAD TRACKS, CONCRETE PAVEMENT, AND ALL ASSOCIATED HARDWARE AS SHOWN IN THE TRAFFIC CONTROL PLANS AND CONSTRUCTION PLANS.

ONCE TRACKS ARE FULLY REMOVED, PLACE CONCRETE AND CURE.

ONCE COMPLETED WITH PHASE C, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO REMOVE ALL LONG-TERM TRAFFIC CONTROL DEVICES.

# **CONSTRUCTION SEQUENCE (CONTINUED)**

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RAILROAD CROSSING REMOVAL PHASE D

PLACE LONG-TERM SIGNING SHOWN IN RAILROAD REMOVAL PHASE D OF THE TRAFFIC CONTROL PLAN.

UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO INSTALL TEMPORARY BARRIER.

MAINTAIN BAYFRONT BIKEWAY AS SHOWN IN THE TRAFFIC CONTROL PLANS.

REMOVE RAILROAD TRACKS, CONCRETE PAVEMENT, AND ALL ASSOCIATED HARDWARE AS SHOWN IN THE TRAFFIC CONTROL PLANS AND CONSTRUCTION PLANS.

ONCE TRACKS ARE FULLY REMOVED, PLACE ASPHALT PER CONSTRUCTION PLANS.

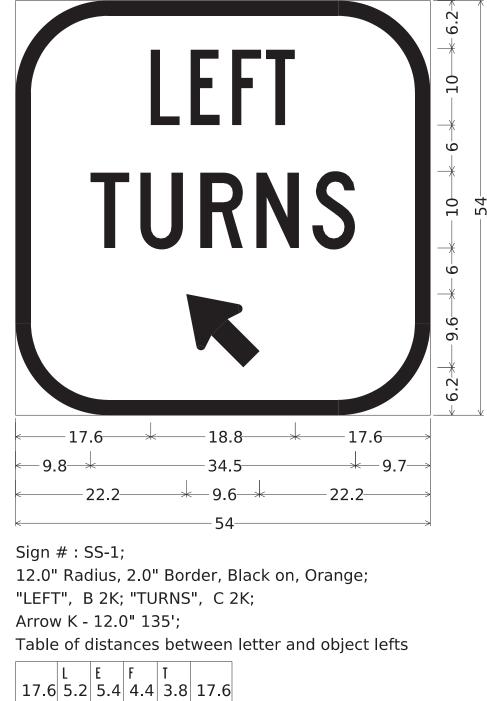
ONCE COMPLETED WITH PHASE D, UTILIZE SHORT-TERM OPERATIONS PER PUBLICATION 213 TO REMOVE ALL LONG-TERM TRAFFIC CONTROL DEVICES AND REOPEN BAYFRONT BIKEWAY TO UNRESTRICTED PEDESTRIAN TRAFFIC.

# **TRAFFIC CONTROL PLAN**

CONSTRUCTION SEQUENCE



RAFFIC CONTROL DEVICE	SIGN SIZE	DESCRIPTION	PHASE 1	PHASE 2	PHASE 3	PHASE 4	RAILROAD REMOVAL PHASE A	RAILROAD REMOVAL PHASE B	RAILROAD REMOVAL PHASE C	RAILROAD REMOVAL PHASE D
G20-2	60" X 24"	END ROAD WORK	2	2	2	2	4	3	4	
R1-1		STOP							2	
R3-5L	30" X 36"	LEFT TURN	3	4	4	2				
R9-3BL	18" X 12"	USE CROSSWALK LEFT	2	2	2	1				
R9-3BR	18" X 12"	USE CROSSWALK RIGHT	2	2	2	1				
R9-11A	24" X 12"	SIDEWALK CLOSED CROSS HERE	4	4	4	2				
R11-2 (MOD)	48" X 30"	LANE CLOSED	5	5	6	4				
R22-1	48" X 36"	WORK ZONE-TURN ON HEADLIGHTS	2	2	2	2	1	1	1	
W1-4L	48" X 38"	LEFT REVERSE CURVE							1	
W1-4R	48" X 48"	RIGHT REVERSE CURVE							1	
W3-1	48" X 48"	STOP SIGN AHEAD							1	
W4-2L	48" X 48"	PAVEMENT WIDTH TRANSITION - LEFT LANE ENDS	2	2	2	2		2	1	
W4-2R	48" X 48"	PAVEMENT WIDTH TRANSITION - RIGHT LANE ENDS					1		1	
W4-5	48" x 48"	ENTERING ROADWAY MERGE SIGN						1		
W20-1	48" X 48"	ROAD WORK	14	18	14	10	7	5	5	
W20-5L	48" X 48"	LEFT LANE CLOSED	2	2	2	2		3	1	
W20-5R	48" X 48"	RIGHT LANE CLOSED					1		2	
W21-19	48" X 48"	ACTIVE WORK ZONE WHEN FLASHING	2	2	2	2	1	2	2	
W21-20	48" X 48"	END ACTIVE WORK ZONE	2	2	2	2	2	2	2	
W30-1-6	30" X 10"	DISTANCE (AHEAD)	16	20	16	12	8	8	8	
SP-1	54" X 54"	LEFT TURNS	1							
SP-2	42" X 30"	TRAIL WORK AHEAD					2			2



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<u>SP-1</u>

22.2 9.6 22.2

TRAIL	0- <u>+</u> -5- <u>+</u> -9
WORK	6
AHEAD	- 7.5 <u>*</u> 5 <u>*</u> 6
<ul> <li>← 6.1 +</li> <li>← 6.1 +</li> <li>← 6.1 -</li> </ul>	
< 6.3 <sup>↓</sup> 17.5 <sup>↓</sup> 6.2	
4.3 ← 21.5 → 4.2	-
≤ 30	×
Sign # : SS-2;	
1.5" Radius, 0.8" Border, 0.6	" Ind
"TRAIL", D 2K; "WORK", D 2K;	
"AHEAD", D 2K;	
Table of distances between	etter
T         R         A         I         L           6.1         3.9         3.8         5.0         2.0         3.1         6.1	
WORK6.35.04.74.33.56.2	
A         H         E         A         D           4.3         4.9         4.7         3.5         4.9         3.5         4.2	2

<u>SP-2</u>

# TABULATION OF TRAFFIC CONTROL DEVICES

INCLUDED IN THE LUMP SUM ITEM 0901-0001 (FOR INFORMATION ONLY)

7.5-

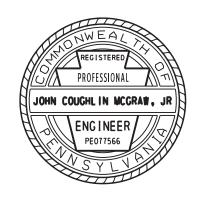
ndent, Black on, Orange;

er and object lefts

DIST	RICT	COUNTY	ROUTE	SECT	TION	SHE	ET					
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		CIT	Y OF ERIE		I							
REV NO		REVISIONS	5		DATE	BY	APPD					

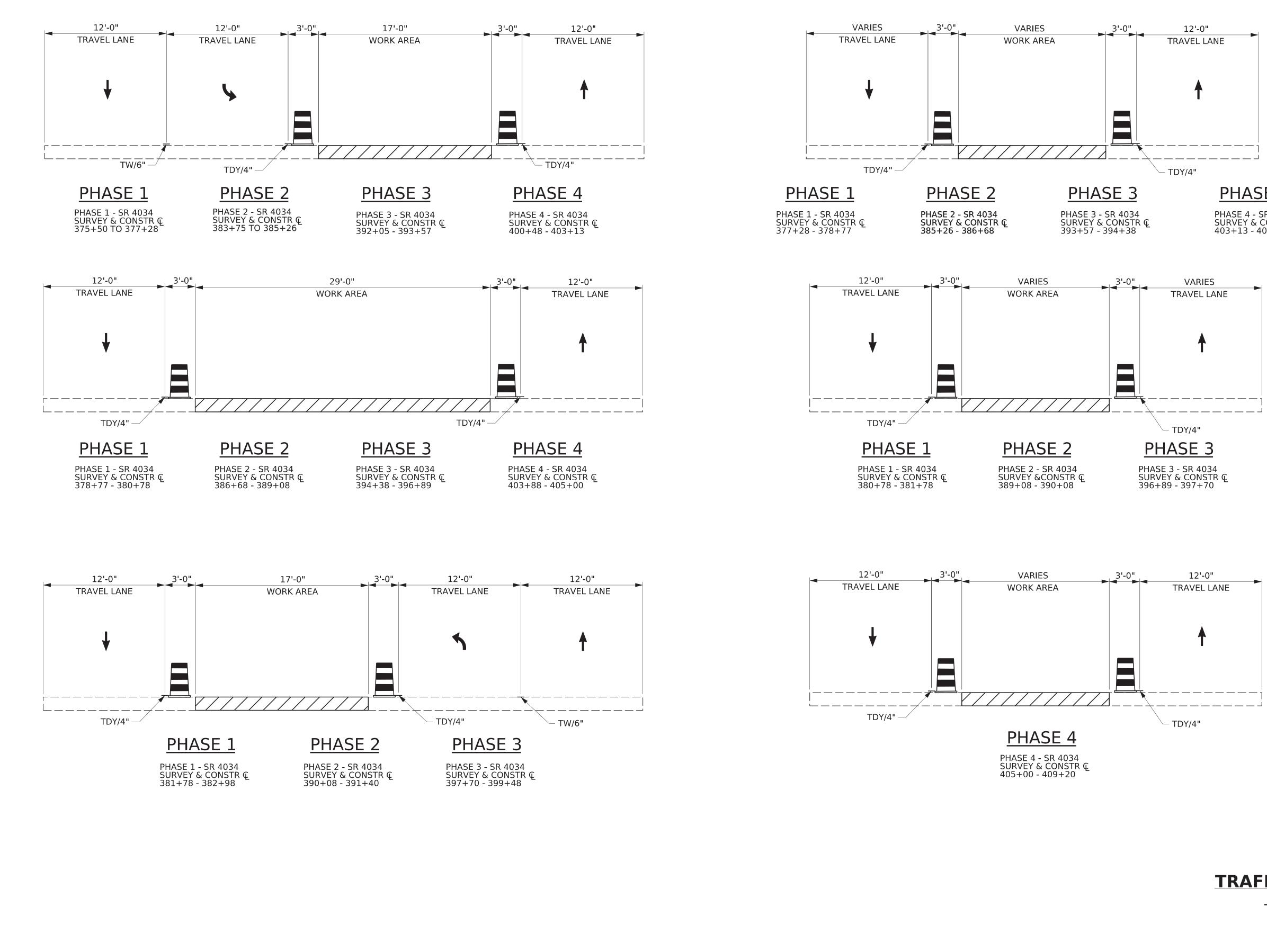
# **TRAFFIC CONTROL PLAN**

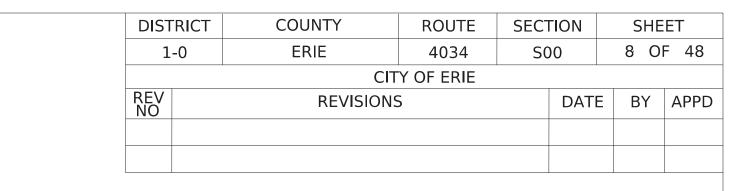
TABLULATIONS

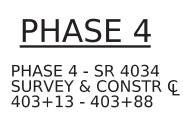


			TABULATION OF QUANTITIES TRAFFIC CONTROL PLAN														REVISIO	N NO		REVISION	NS	DATE	BY	_	OTRICT			ROUTE <b>403</b> 4	SECTIO S00					
																																CITY OF ERIE		
TEMPORARY BARRIER, TEST LEVEL 3, BARRIER DEFLECTION DISTANCE < /=1'	RESET TEMPORARY BARRIER, TEST LEVEL 3, BARRIER DEFLECTION DISTANCE < /=1'	TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3	RESET TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V (STANDARD), TEST LEVEL 3	MAINTENANCE AND PROTECTION OF TRAFFIC DURING CONSTRUCTION	ARROW PANEL	ADDITIONAL WARNING LIGHTS, TYPE B	ADDITIONAL TRAFFIC CONTROL SIGNS	SEQUENTIAL WARNING LIGHTS	4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW	6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, YELLOW	6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	24" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, WHITE	3-LINE CHANGEABLE MESSAGE SIGN WITH TELECOMMUNICATIONS	SIGNAL CABLE, 14 AWG, 5 CONDUCTOR, TEMPORARY	SIGNAL CABLE, 14 AWG, 7 CONDUCTOR, TEMPORARY	TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (2 APPROACHES)	TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (2 APPROACHES)	TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (2 APPROACHES)	TEMPORARY MODIFICATIONS TO EXISTING PERMANENT TRAFFIC SIGNAL (2 APPROACHES)	WHITE WATERBORNE PAVEMENT LEGEND, "LEFT ARROW", 12'-0" X 3'-0"	PAVEMENT MARKING REMOVAL	TEMPORARY SIGN COVER	CLOTH OVERLAY SIGN, REFLECTORIZED				1		RE	MARKS		SIDE		INCOUGHLIN MCGRAW, JR BNG INEER PEO77566 DECOMPTION
0627 3019 LF	0628 3019 LF	0696 0610 EACH	0697 0610 EACH	0901 0001 LS	0901 0203 EACH	0901 0231 DAY	0901 0240 SF	0901 0270 EACH	0901 0320 LF	0901 0321 LF	0901 0331 LF	0901 0334 LF	0901 0450 EACH	4954 0202 LF	4954 0203 LF	0958 0321 EACH	0958 0322 EACH	0958 0323 EACH	0958 0324 0324 EACH	0962 1062 EACH	0963 0001 SF	9000 0001 SF	9000 9003 SF						SR 4034 /	SR 0290				
					4	20	100	45					3													ENTIRE F	PROJECT						4+50.00 to 423+44	08
																											• • • •		PHA	SE 1			++50.00 10 423+44	
									4434		365	68									702	30	22.5										5+19.00 to 390+82	2.00
															20	1										SR 4034	& E 12TH	STREE	т				5+00.00	
														20	20		1									SR 4034							3+50.00	
																													PHA	SE 2				
									737		389	45								2							PAVEME	NT MAF				LT 37	5+83.00 to 382+92	2.00
									4635		418	135									2350	15	15										7+33.00 to 397+54	
														40				1								SR 4034			PHA	SE 3			1+75.00	
									736		325	31								1												RT 37	5+60.00 to 383+08	3.00
									743		365	32								2							PAVEME	NT MAF	RKINGS			LT / RT 38	3+80.00 to 391+35	.00
									5134		668	114									2690	15	15									LT / RT 38	5+62.00 to 408+83	3.00
															40				1							SR 4034	& E 6TH S	STREET				40	0+00.00	
																													PHA	SE 4				
								ļ	741	ļ	325	32								1						INTERIM	PAVEME	NET MA	RKINGS			RT 38	3+80.00 to 391+15	.00
							ļ	ļ	720	ļ	323	32								1						INTERIM	PAVEME	NT MAF	RKINGS			LT / RT 39	2+42.00 to 399+19	.00
						ļ	ļ	ļ	5636	ļ	470	58						ļ			5187												3+44.00 to 414+14	.00
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							ļ	ļ	1631	ļ	541	32								2												RT 39	2+09.00 to 409+69	0.00
							ļ	ļ	911	ļ	625	32								3												LT / RT 40	0+51.00 to 411+70	.00
							ļ			ļ																		RAILR	OAD REM	OVAL PHASE	Α			
470		2									400																					LT / RT 41	4+65.00 to 421+42	.00
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150	470	1	2							620																						LT / RT 41	4+48.00 to 422+00	.00
																												RAILR	OAD REM	OVAL PHASE	С			
	230		1								230																					LT / RT 41	4+21.00 to 422+91	.00
																SHEET	1 OF 2							PROJEC	CT ID: 4288		MPMS:	110836			ECMS: 110836		7/17/2023 9	:26:43 AM

		IABULATION OF QUANTITIES       TRAFFIC CONTROL PLAN       >     I       I     I       I     I       I     I       I     I														REVISI	ON NO		REVISIONS		DATE	BY DI	ISTRICT 01		DUNTY ERIE		OUTE 4034 RIE	SECTION SHEET					
0627 TEMPORARY BARRIER, TEST LEVEL 3, BARRIER 3019 DEFLECTION DISTANCE < /=1' LF	0628 RESET TEMPORARY BARRIER, TEST LEVEL 3, 3019 BARRIER DEFLECTION DISTANCE < /=1' LF	0696 TEMPORARY IMPACT ATTENUATING DEVICE, TYPE V 0610 (STANDARD), TEST LEVEL 3 EACH	0697 RESET TEMPORARY IMPACT ATTENUATING DEVICE, 0610 TYPE V (STANDARD), TEST LEVEL 3 EACH	0901 MAINTENANCE AND PROTECTION OF TRAFFIC DURING 0001 CONSTRUCTION LS	0901 ARROW PANEL 0203 FACH	0901 ADDITIONAL WARNING LIGHTS, TYPE B 0231 DAY	0901 ADDITIONAL TRAFFIC CONTROL SIGNS 0240	0901 SEQUENTIAL WARNING LIGHTS	EACH 0901 4" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, 0320 YELLOW	LF 0901 6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, 0321 YELLOW	LI 0901 6" STANDARD PAVEMENT MARKINGS, PAINT & BEADS, 0331 WHITE LF	D901 24" STANDARD PAVEMENT MARKINGS, PAINT & 0334 BEADS, WHITE LF	0901 3-LINE CHANGEABLE MESSAGE SIGN WITH 0450 TELECOMMUNICATIONS EACH	4954 SIGNAL CABLE, 14 AWG, 5 CONDUCTOR, TEMPORARY 0202 LF	4954 SIGNAL CABLE, 14 AWG, 7 CONDUCTOR, TEMPORARY 0203 LF	0958 TEMPORARY MODIFICATIONS TO EXISTING 0321 PERMANENT TRAFFIC SIGNAL (2 APPROACHES) EACH	0958 TEMPORARY MODIFICATIONS TO EXISTING 0322 PERMANENT TRAFFIC SIGNAL (2 APPROACHES) EACH	0958 TEMPORARY MODIFICATIONS TO EXISTING 0323 PERMANENT TRAFFIC SIGNAL (2 APPROACHES) EACH	0958 TEMPORARY MODIFICATIONS TO EXISTING 0324 PERMANENT TRAFFIC SIGNAL (2 APPROACHES)	0962 WHITE WATERBORNE PAVEMENT LEGEND, "LEFT 1062 ARROW", 12'-0" X 3'-0"	EACH 0963 PAVEMENT MARKING REMOVAL 0001	9000 TEMPORARY SIGN COVER	0001 SF 9000 CLOTH OVERLAY SIGN, REFLECTORIZED			ITEM NUMBER UNIT	RAILF		MARKS	D	SID	PE	
	80																														LT / I	RT 419-	65.00 to 420+35.00
620	780	3	3		4	20	100	45	26058	3 620	5444	611	3	60	80	1	1	1	1	12	10929	9 6	60 52.5					TOTAL	S				
																SHEE	T 2 OF 2							PROJECT ID: 42	288	MP	PMS: 110836	6		ECMS: 1108	36		7/17/2023 9:26:43 AM



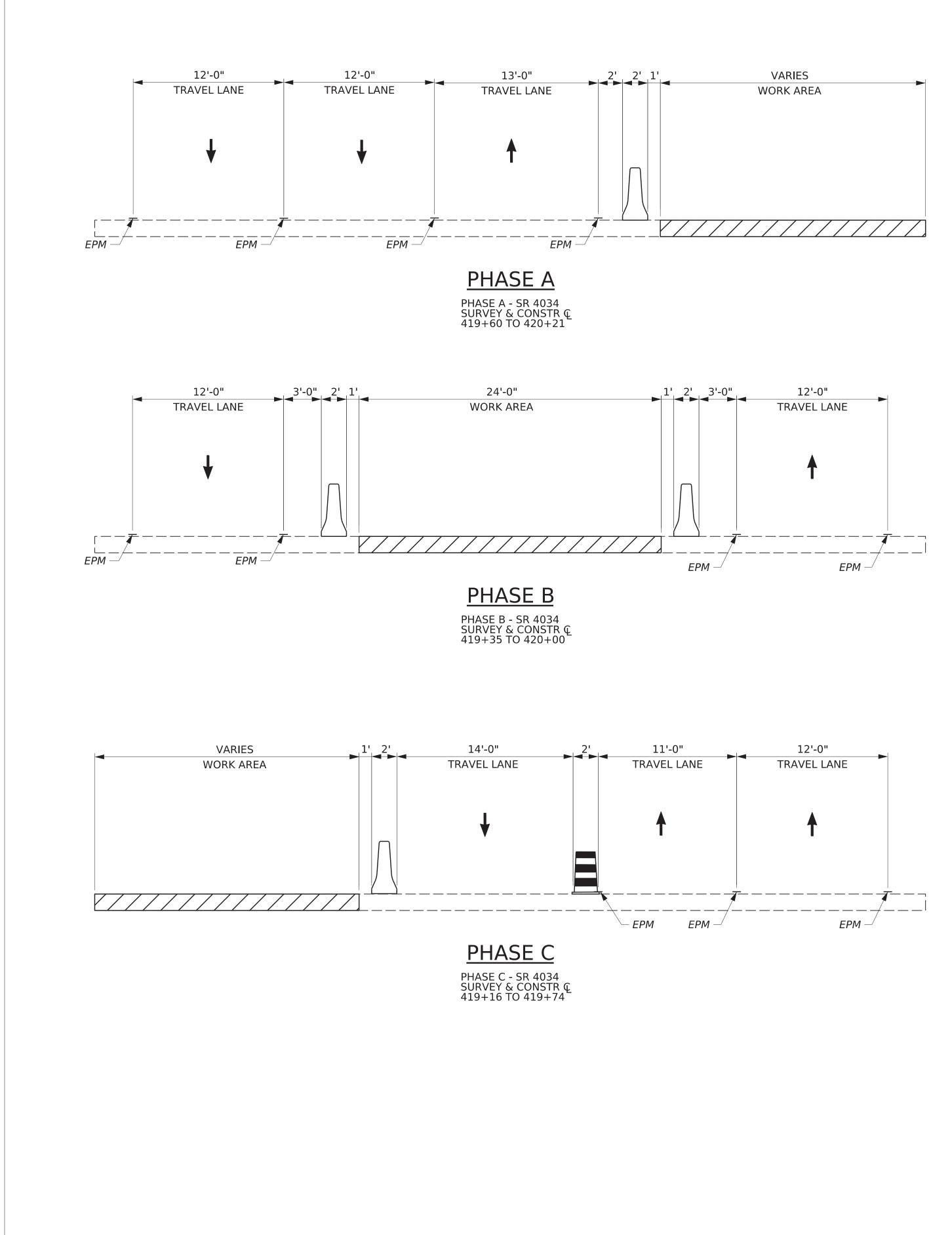




# **TRAFFIC CONTROL PLAN**

**TYPICAL SECTIONS** 

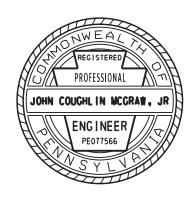


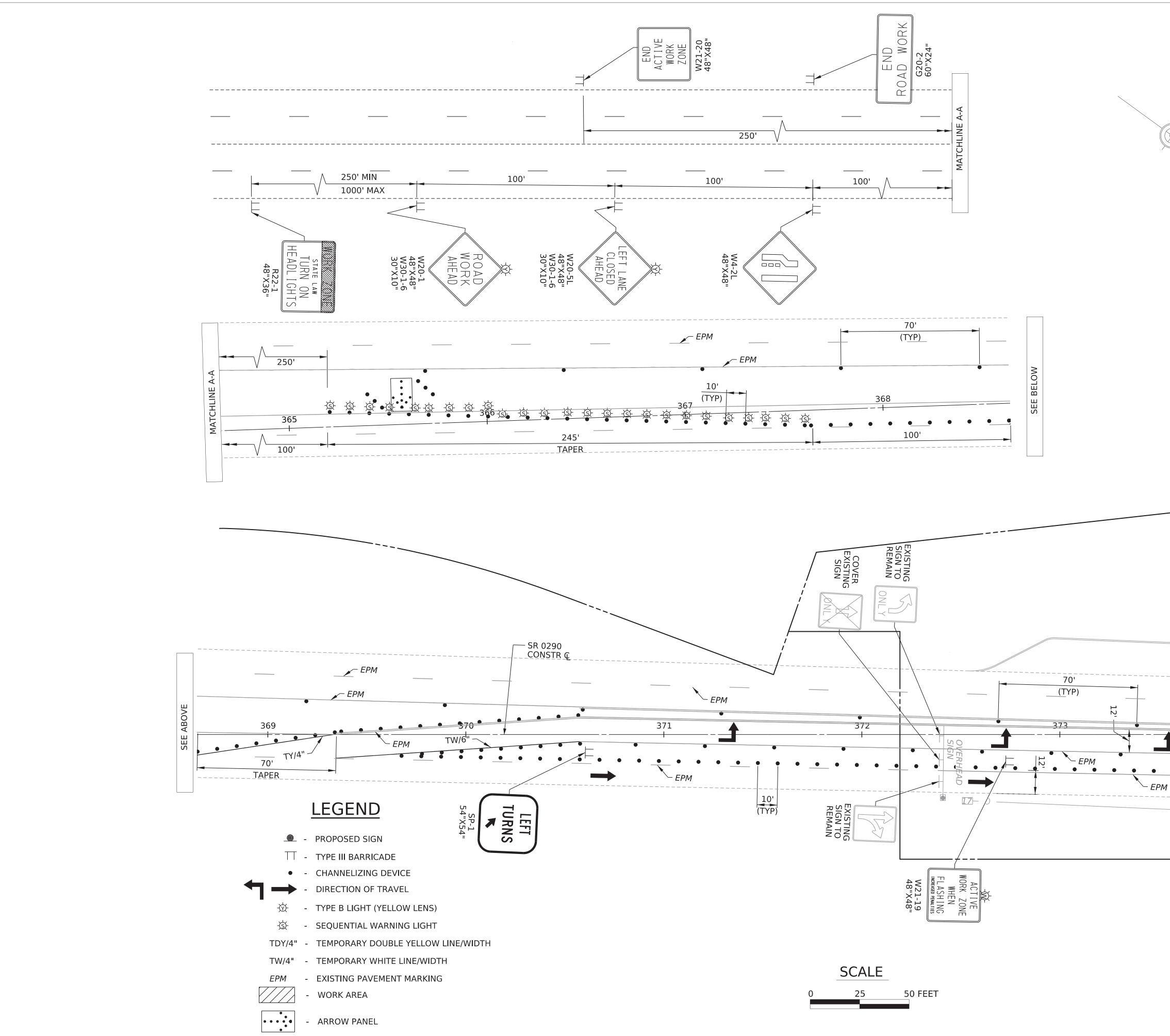


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		CIT	Y OF ERIE		·							
REV NO	REVISIONS DATE BY APPD											

# **TRAFFIC CONTROL PLAN**

TYPICAL SECTIONS





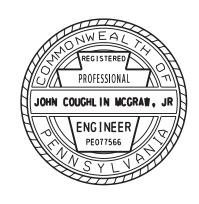
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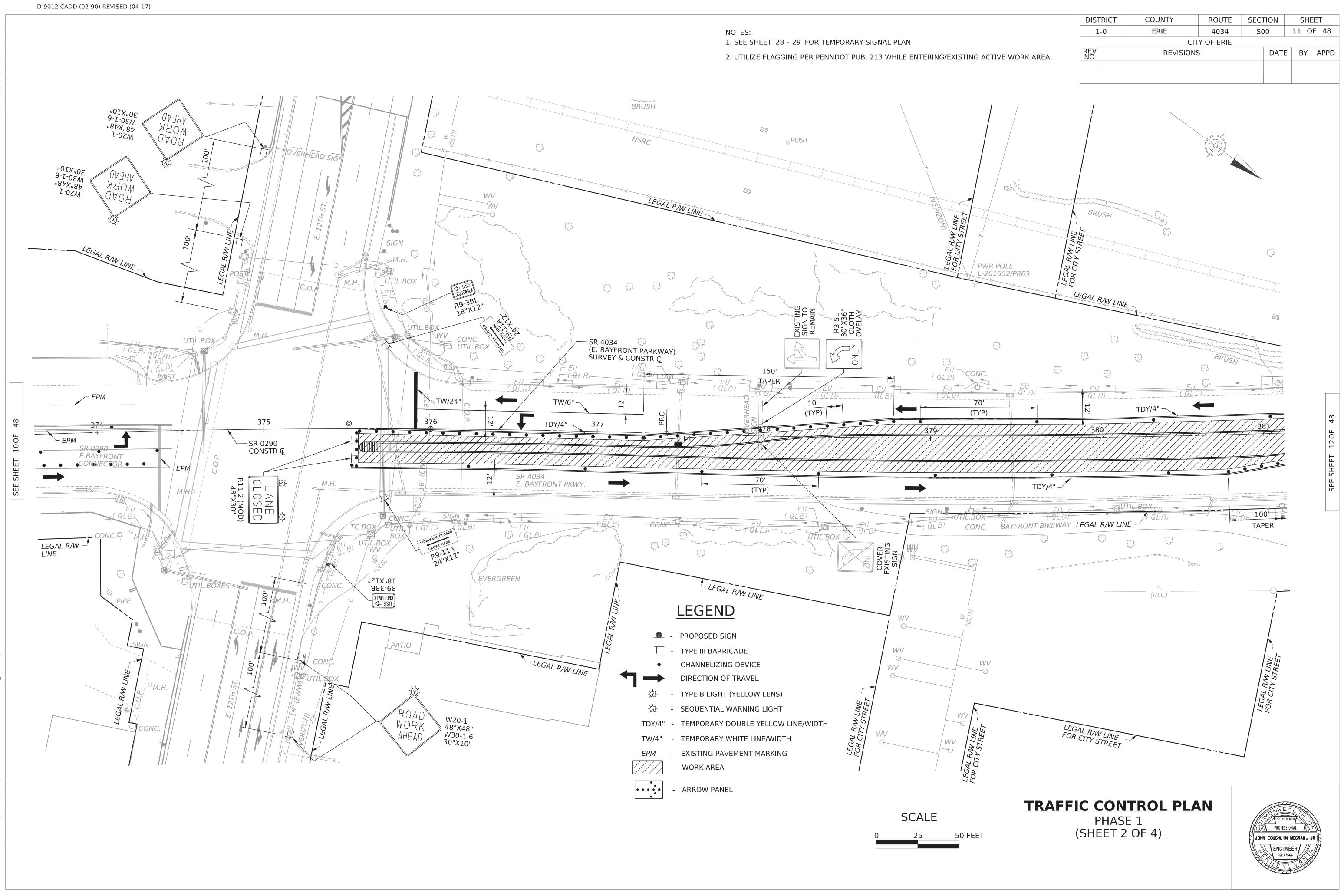
# **TRAFFIC CONTROL PLAN**

- EPM

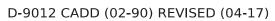
PHASE 1 (SHEET 1 OF 4)



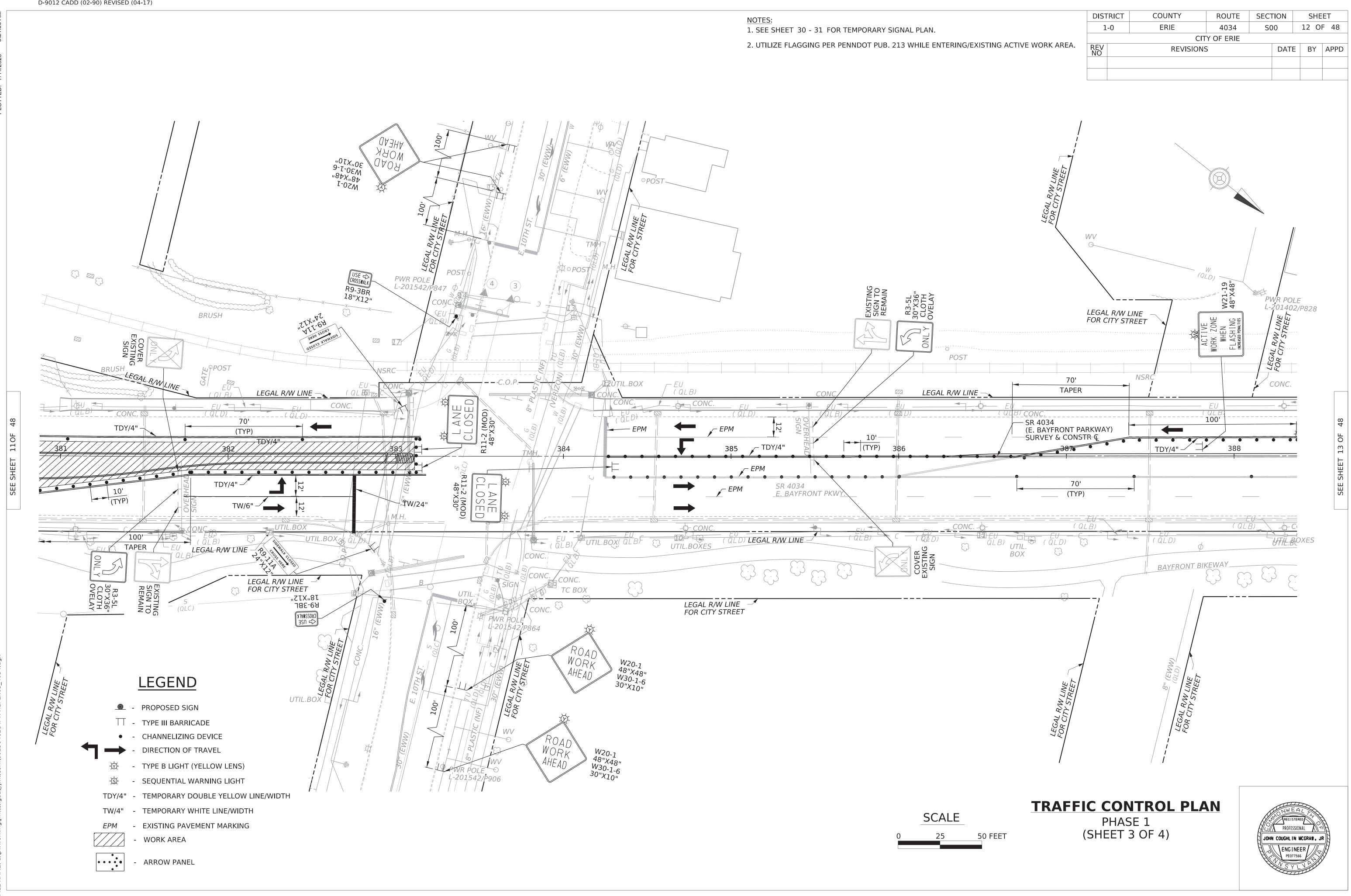




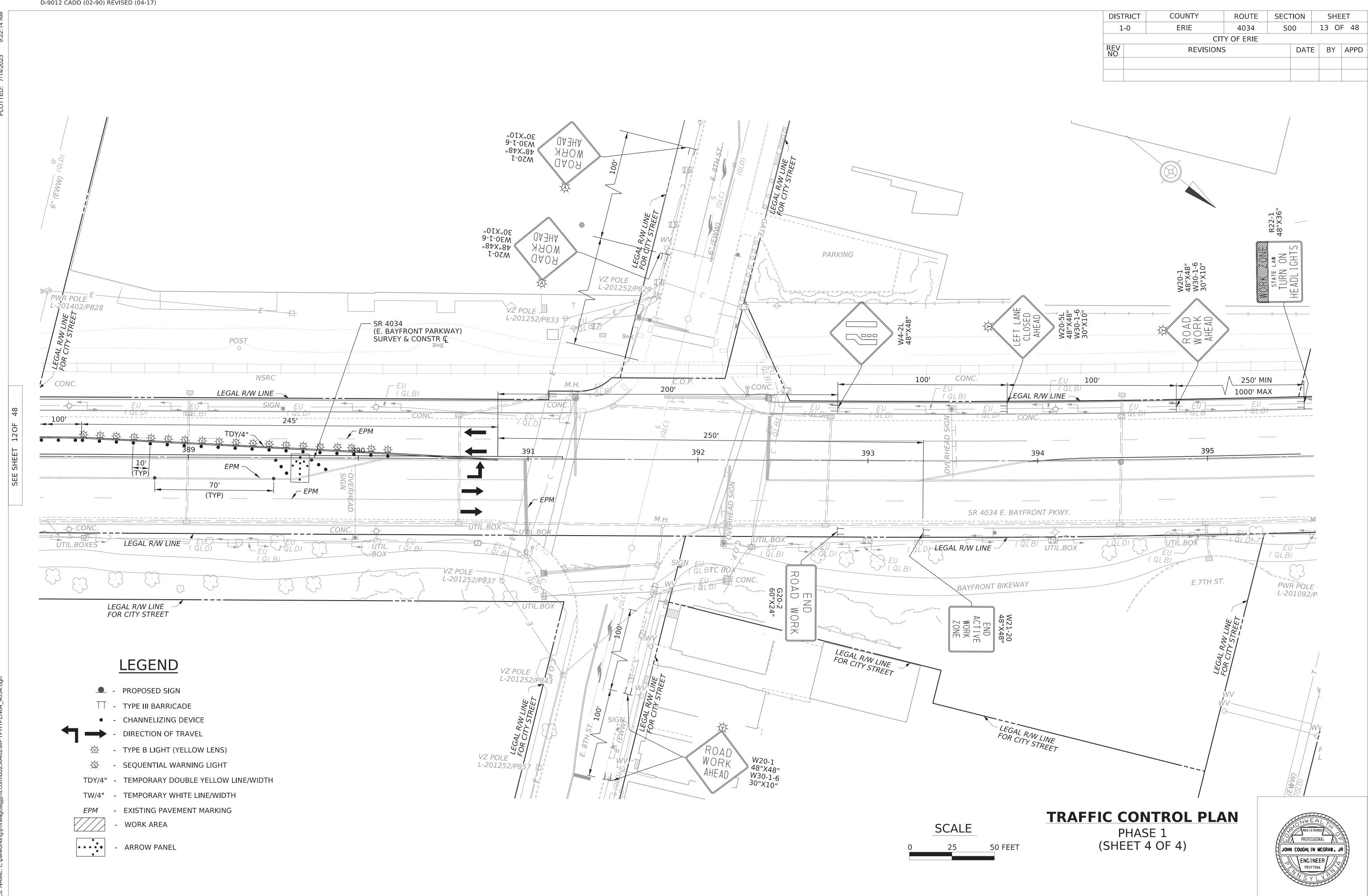
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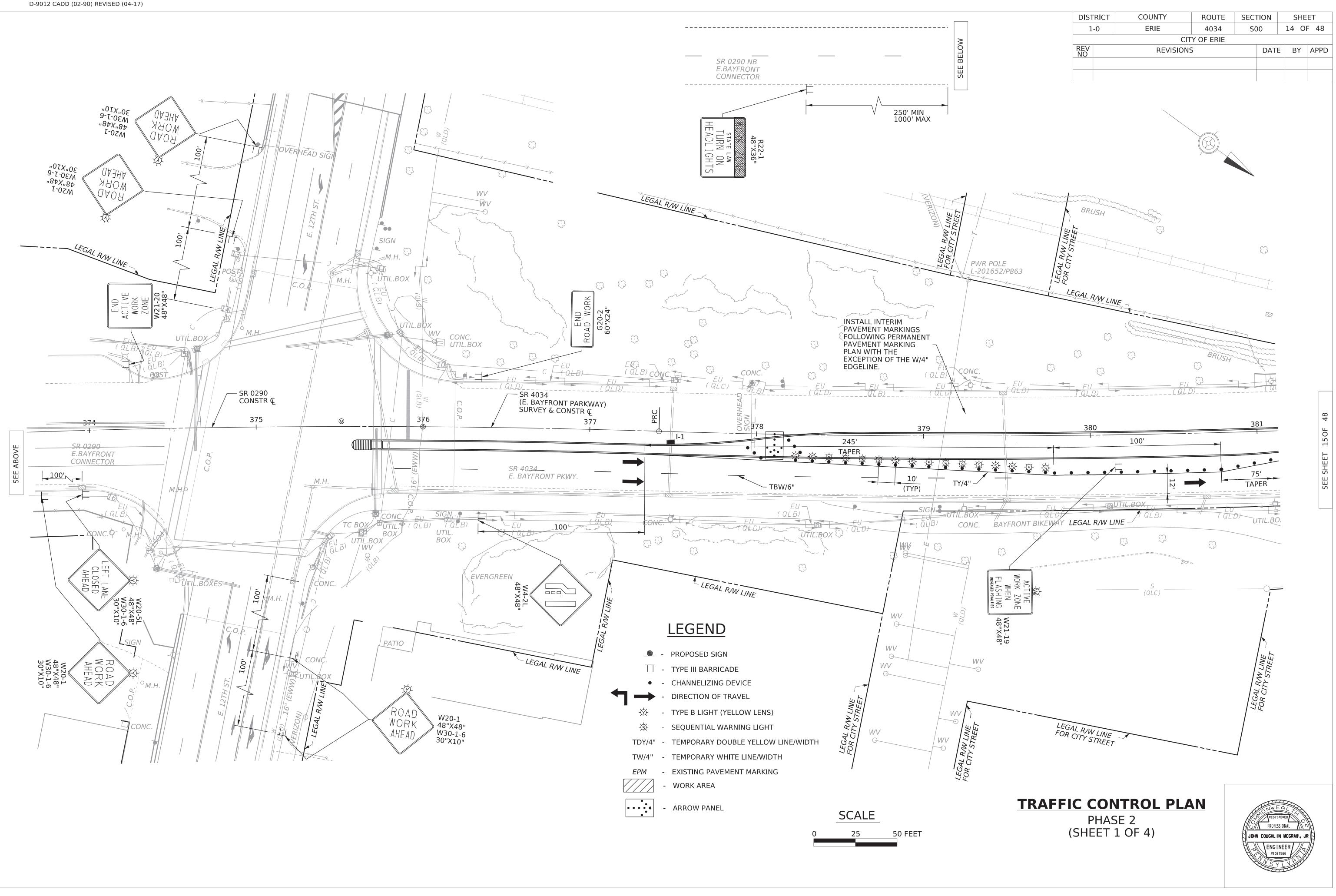




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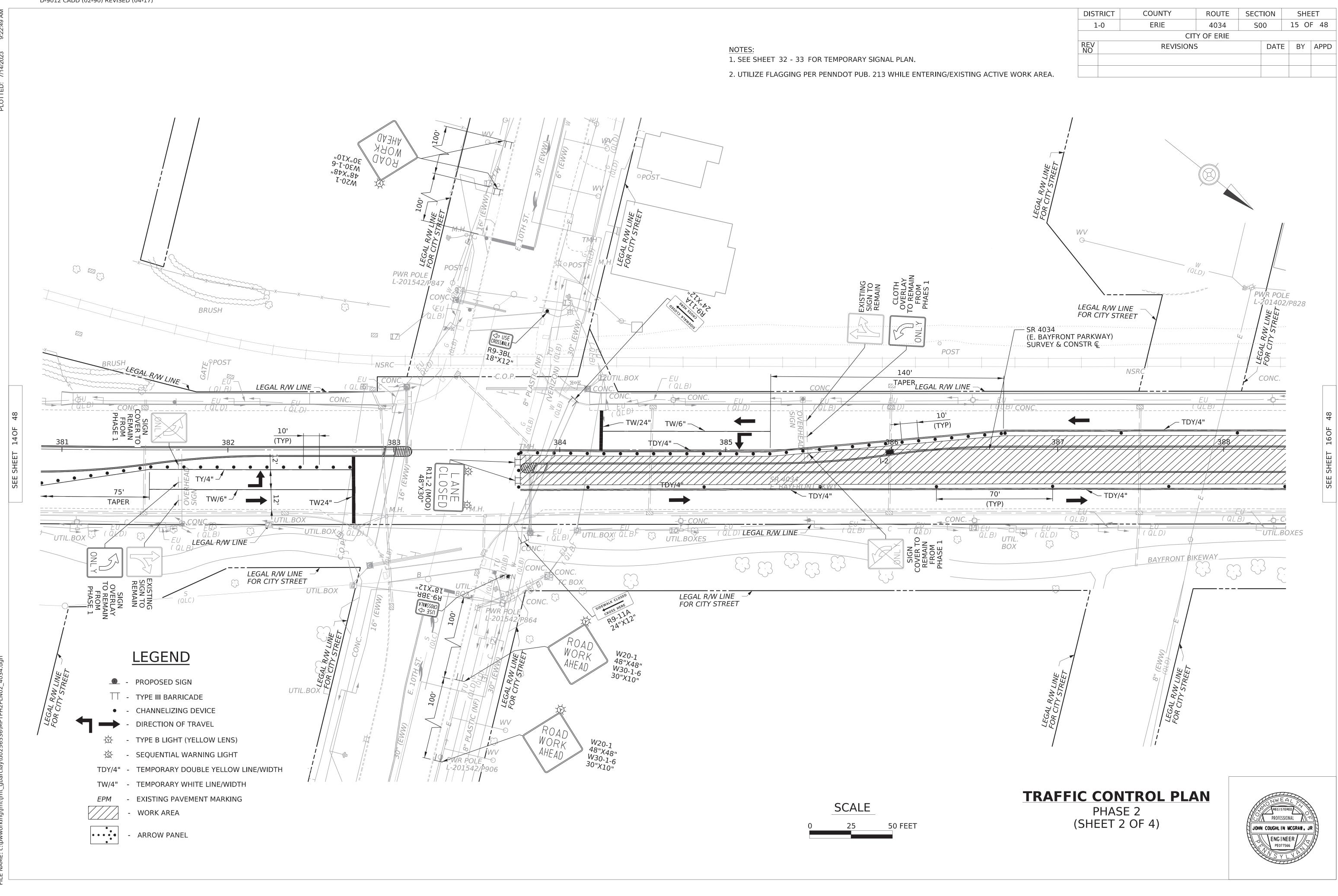


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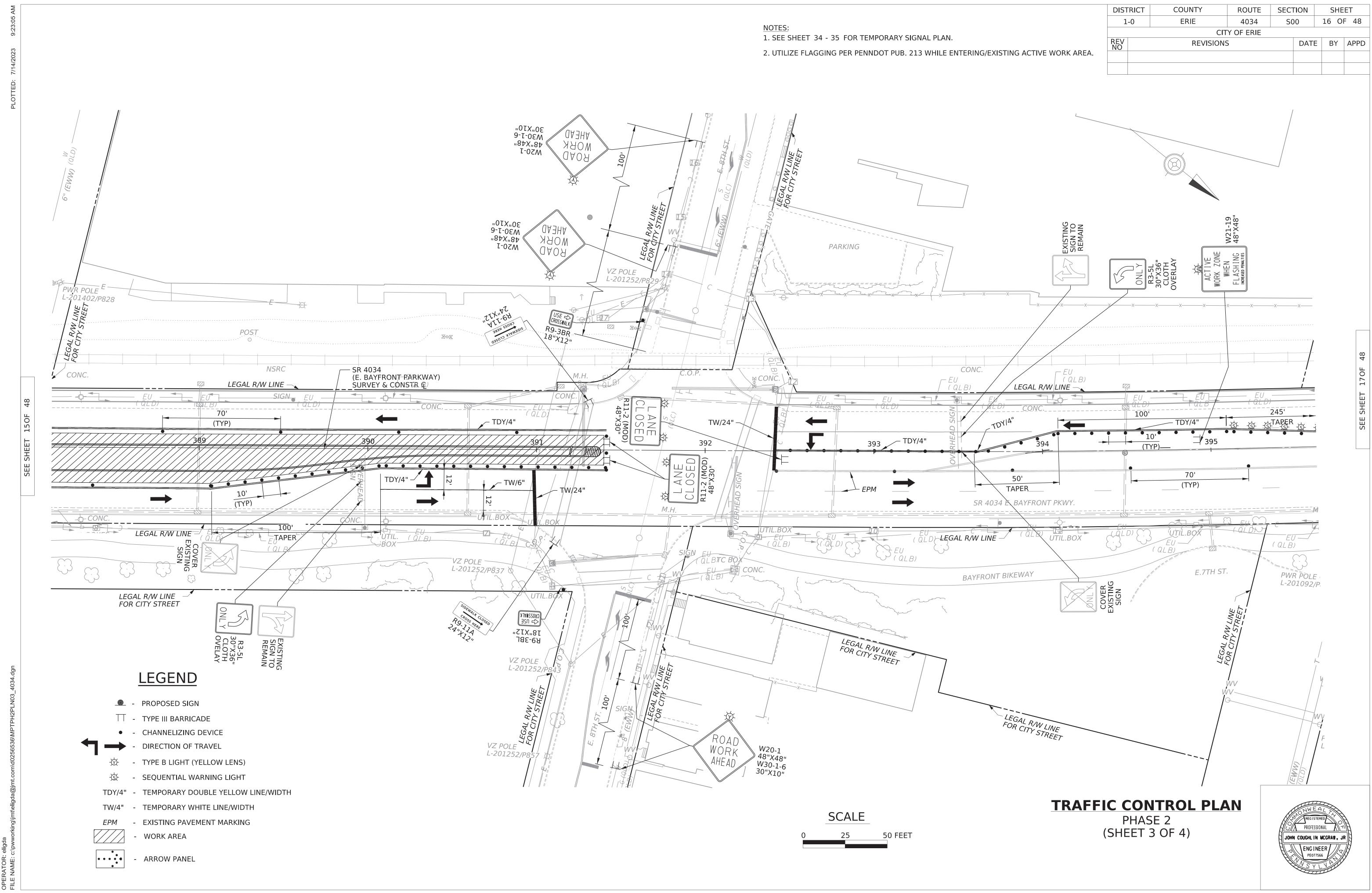


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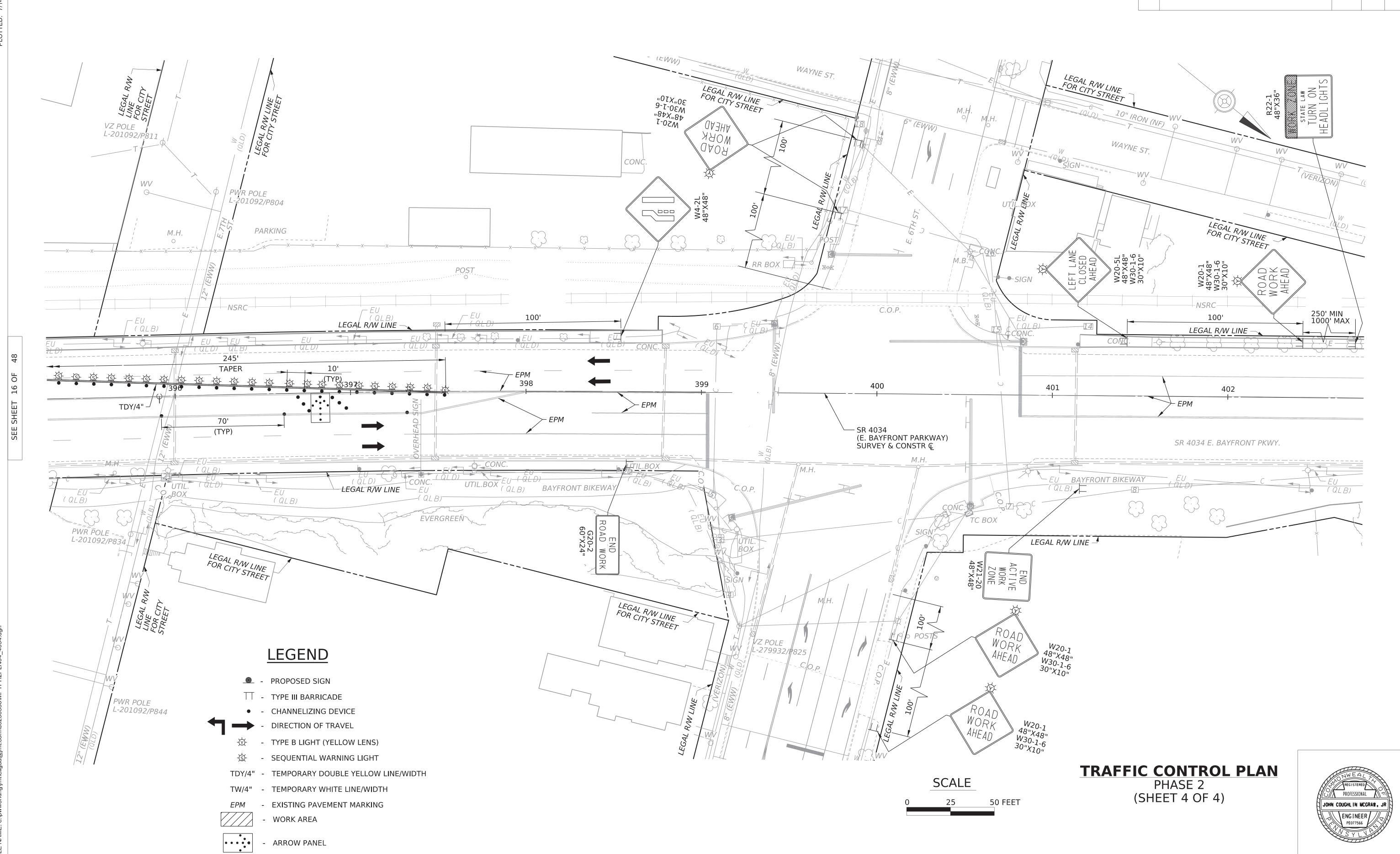




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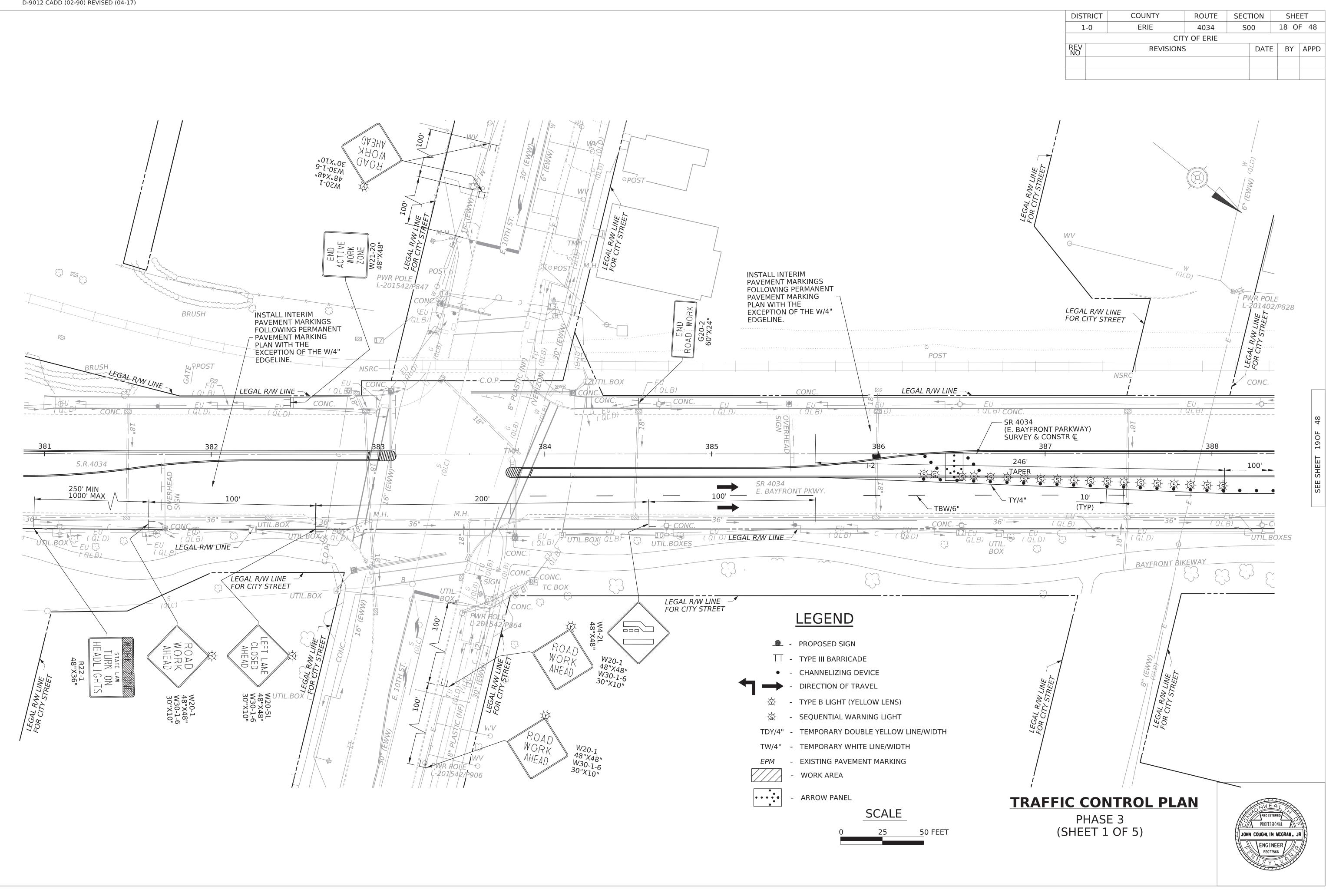




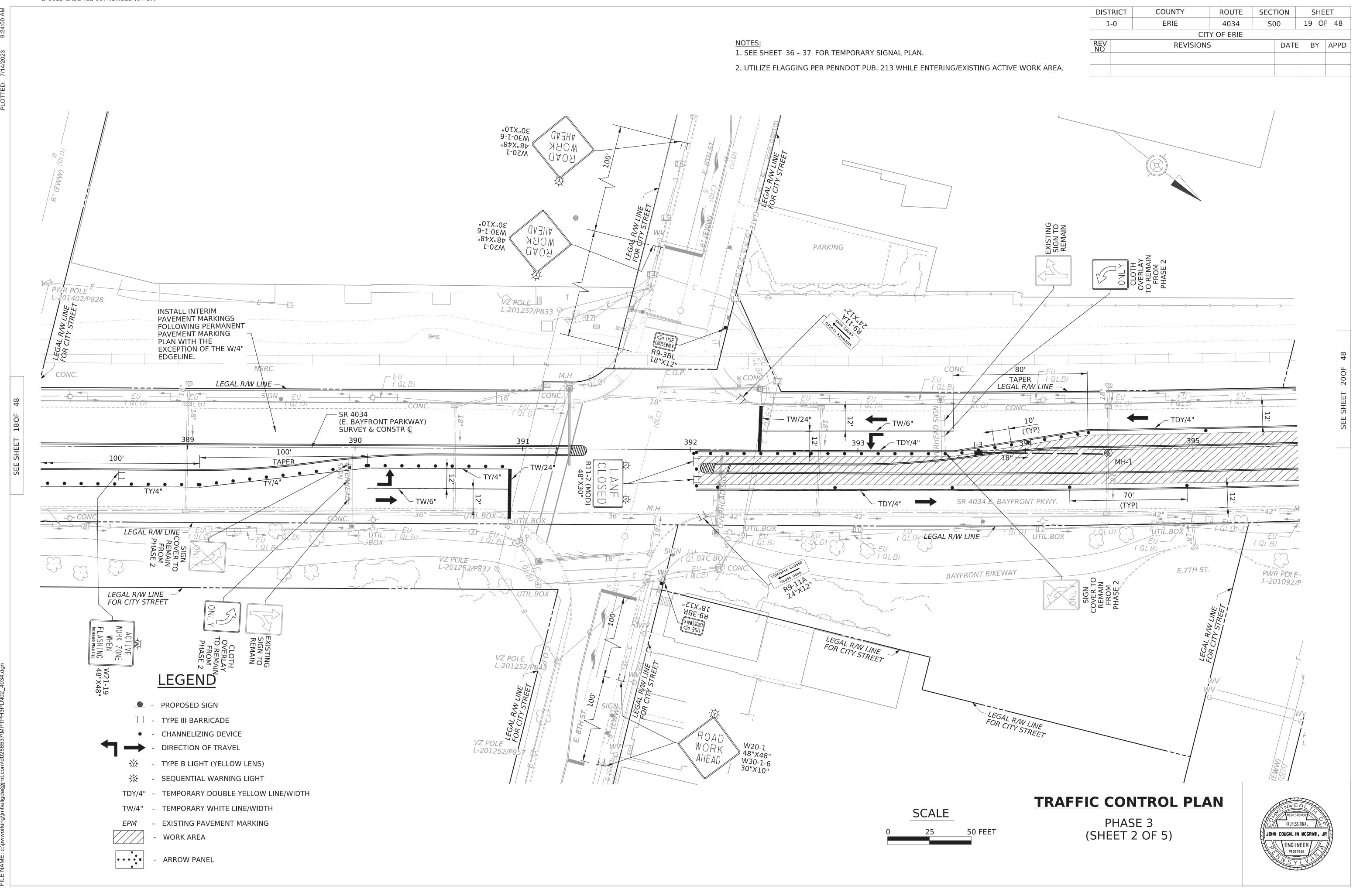


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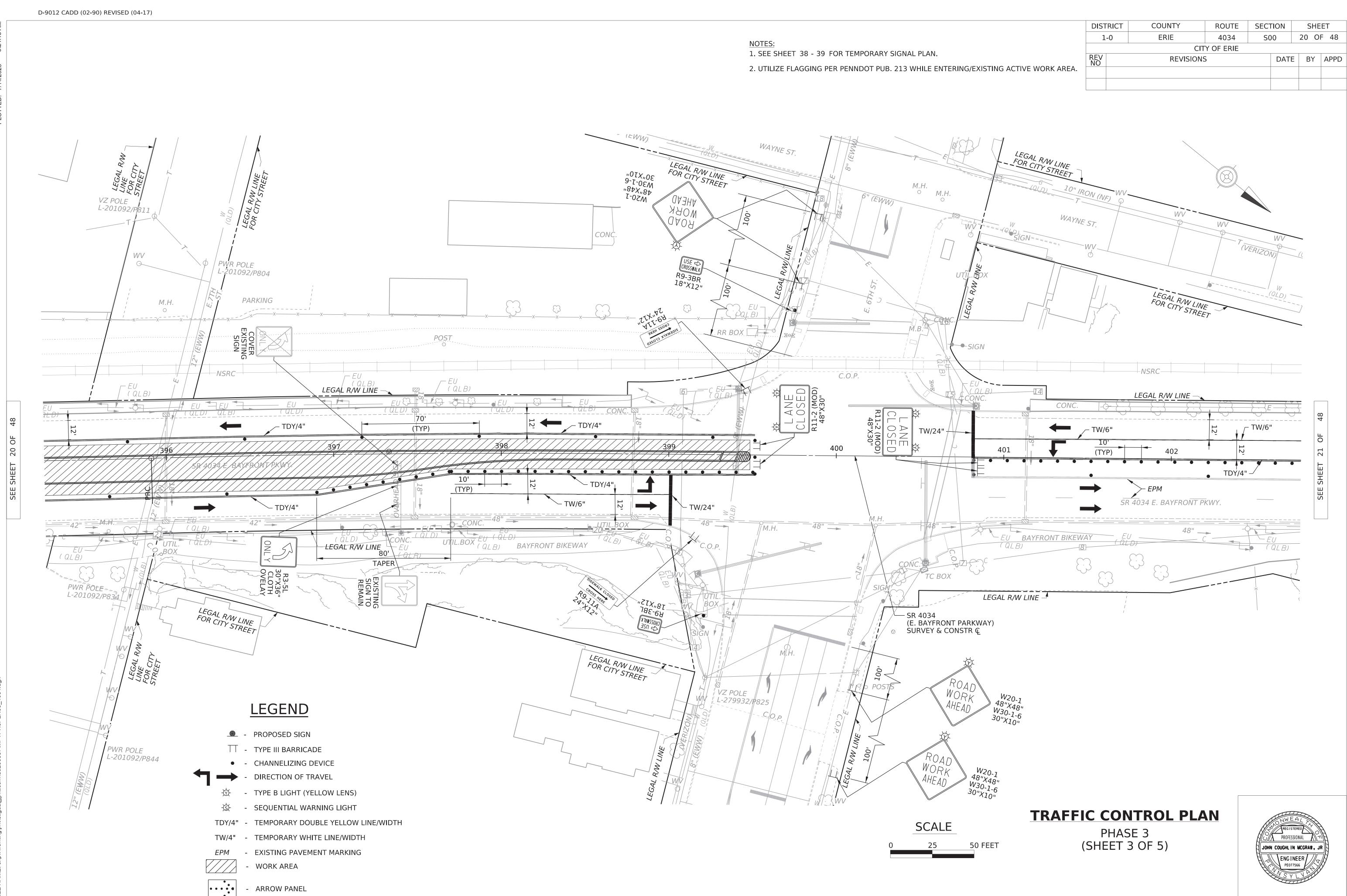


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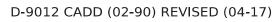


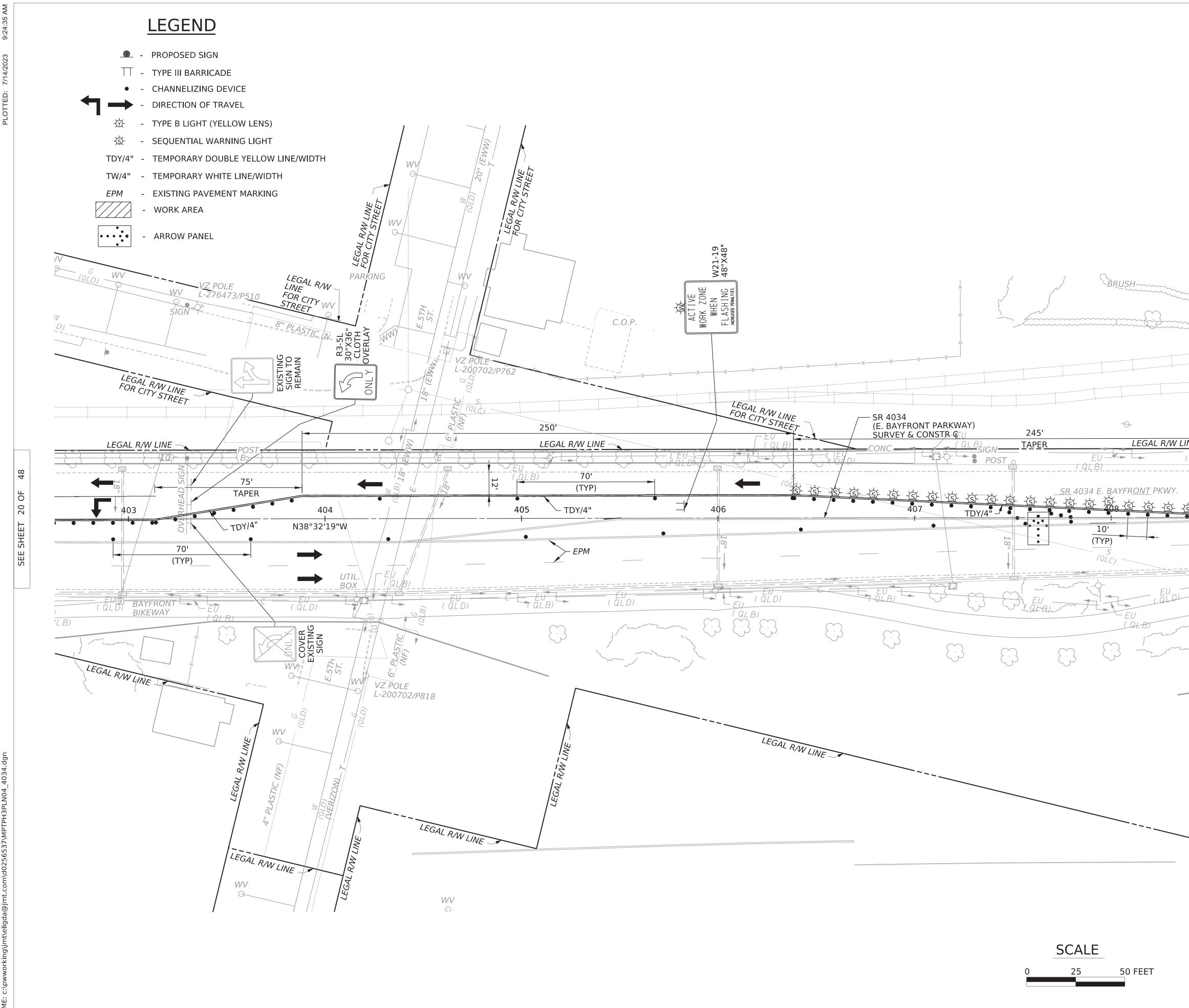
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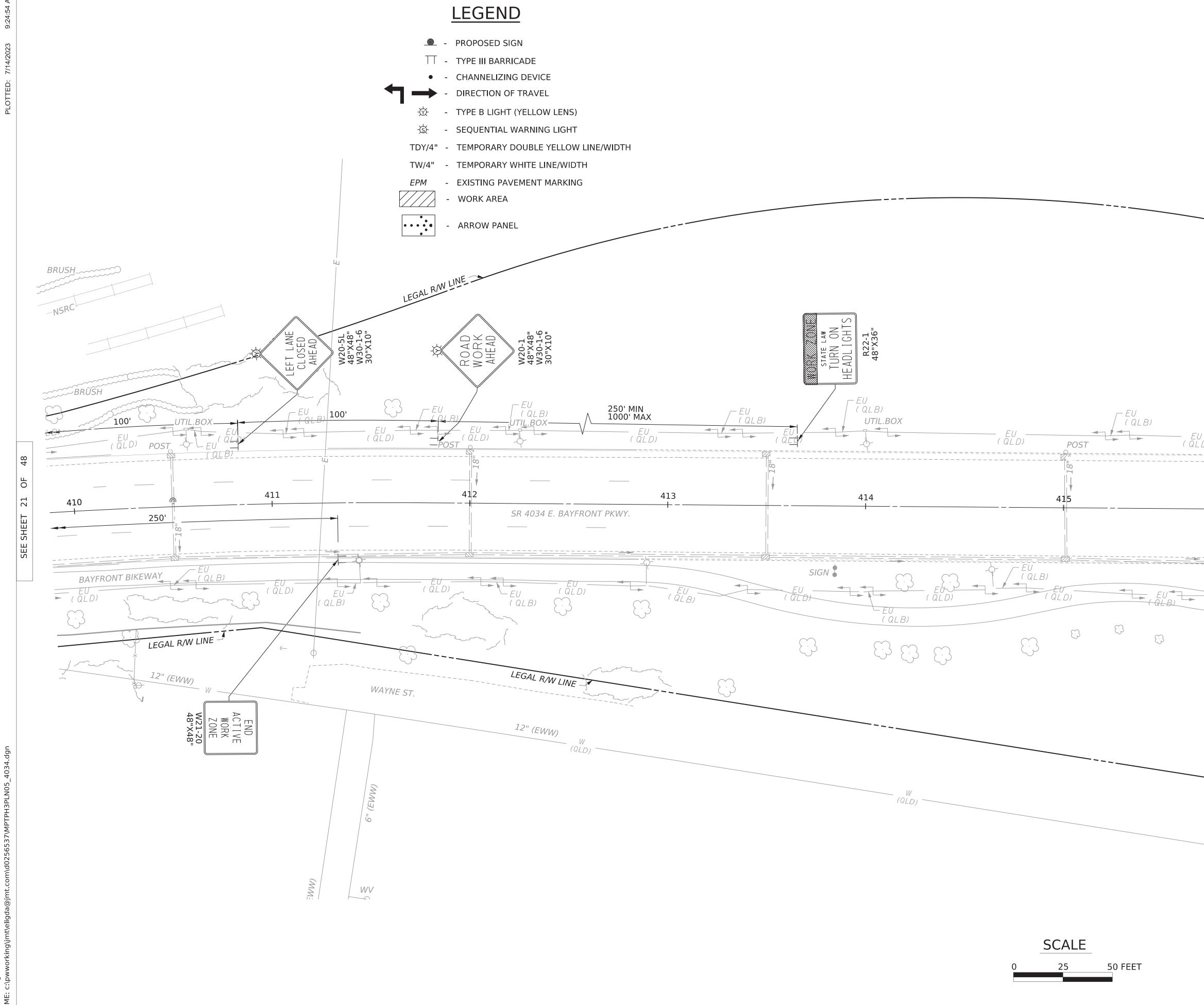




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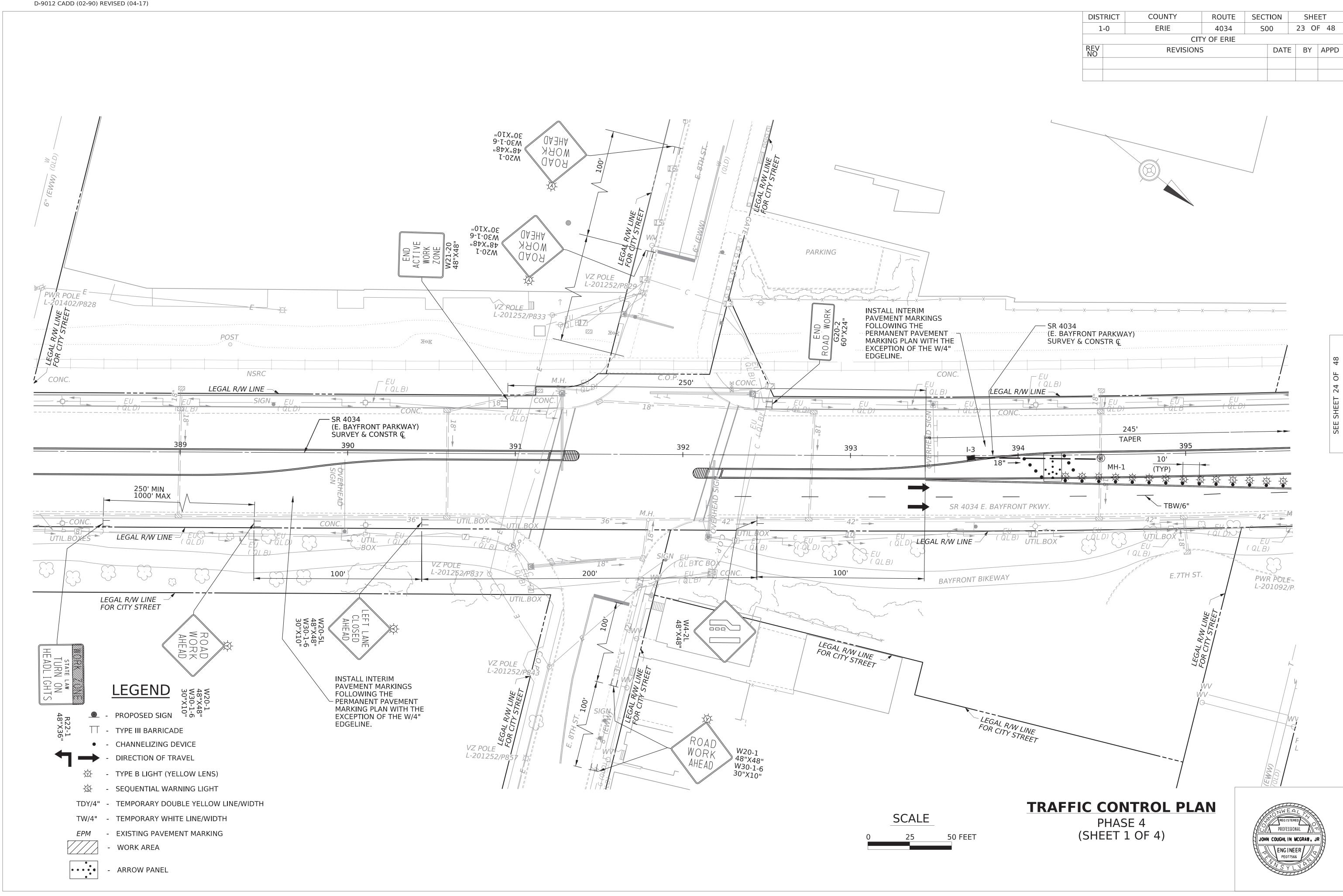
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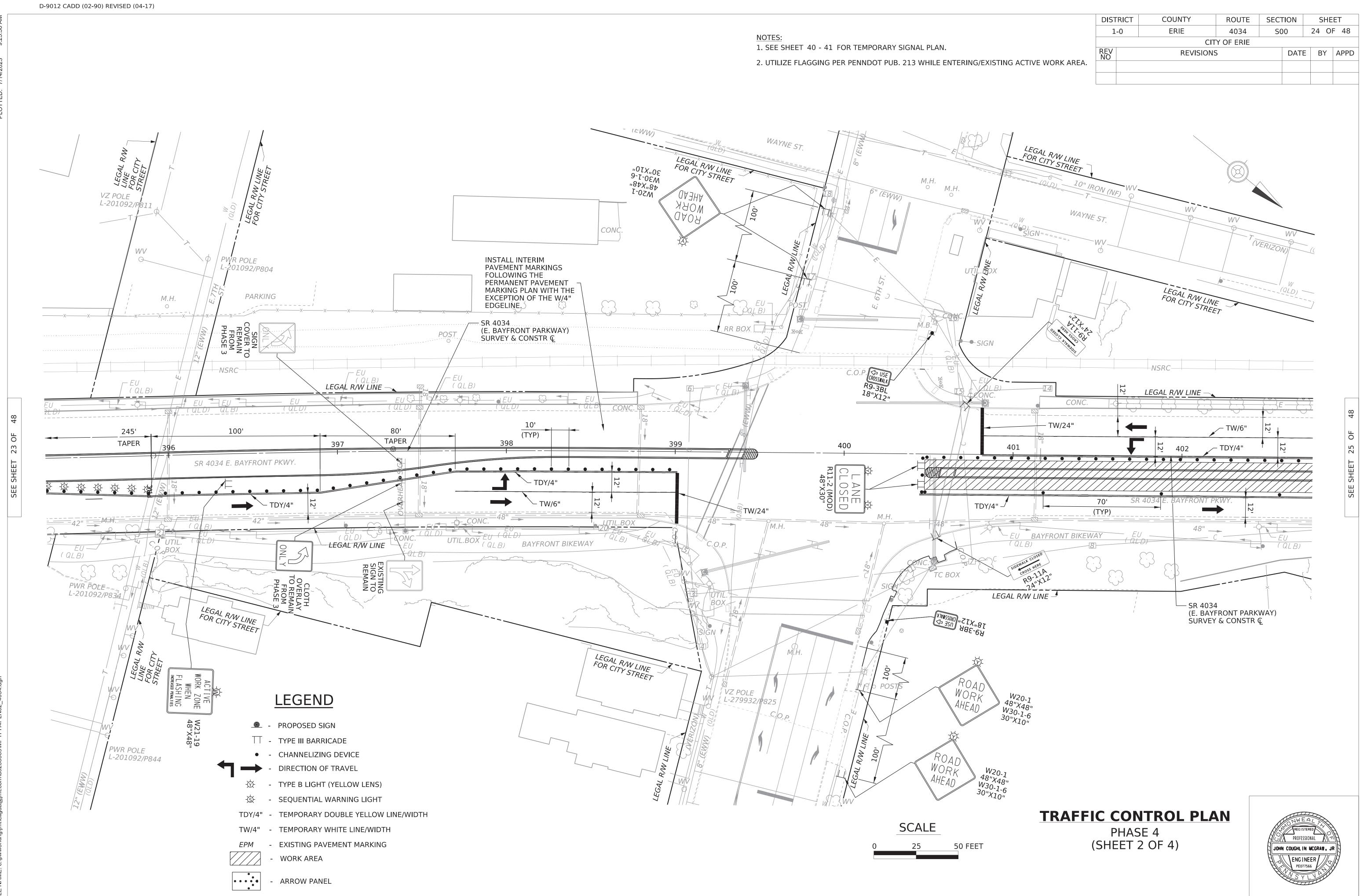
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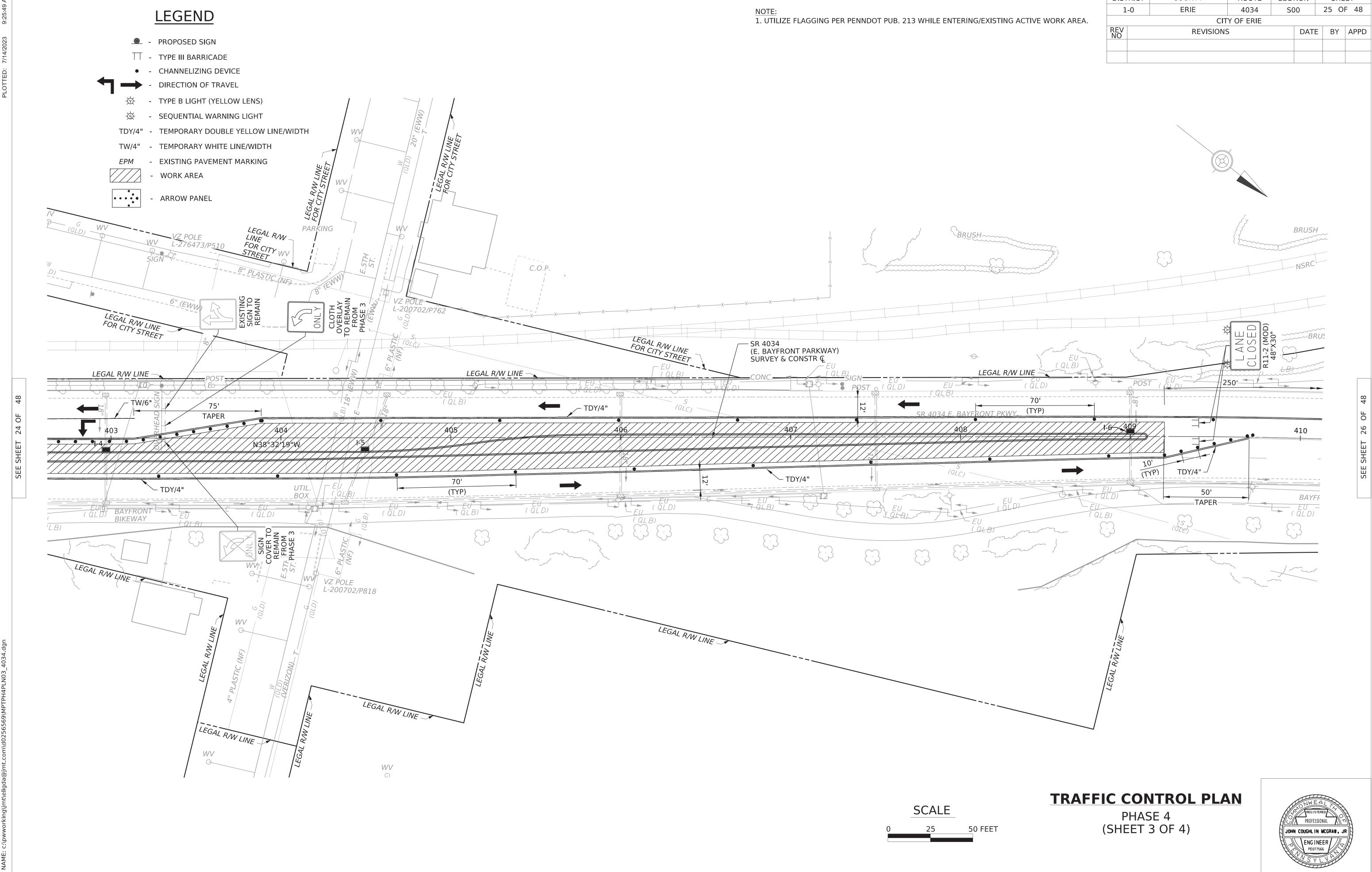


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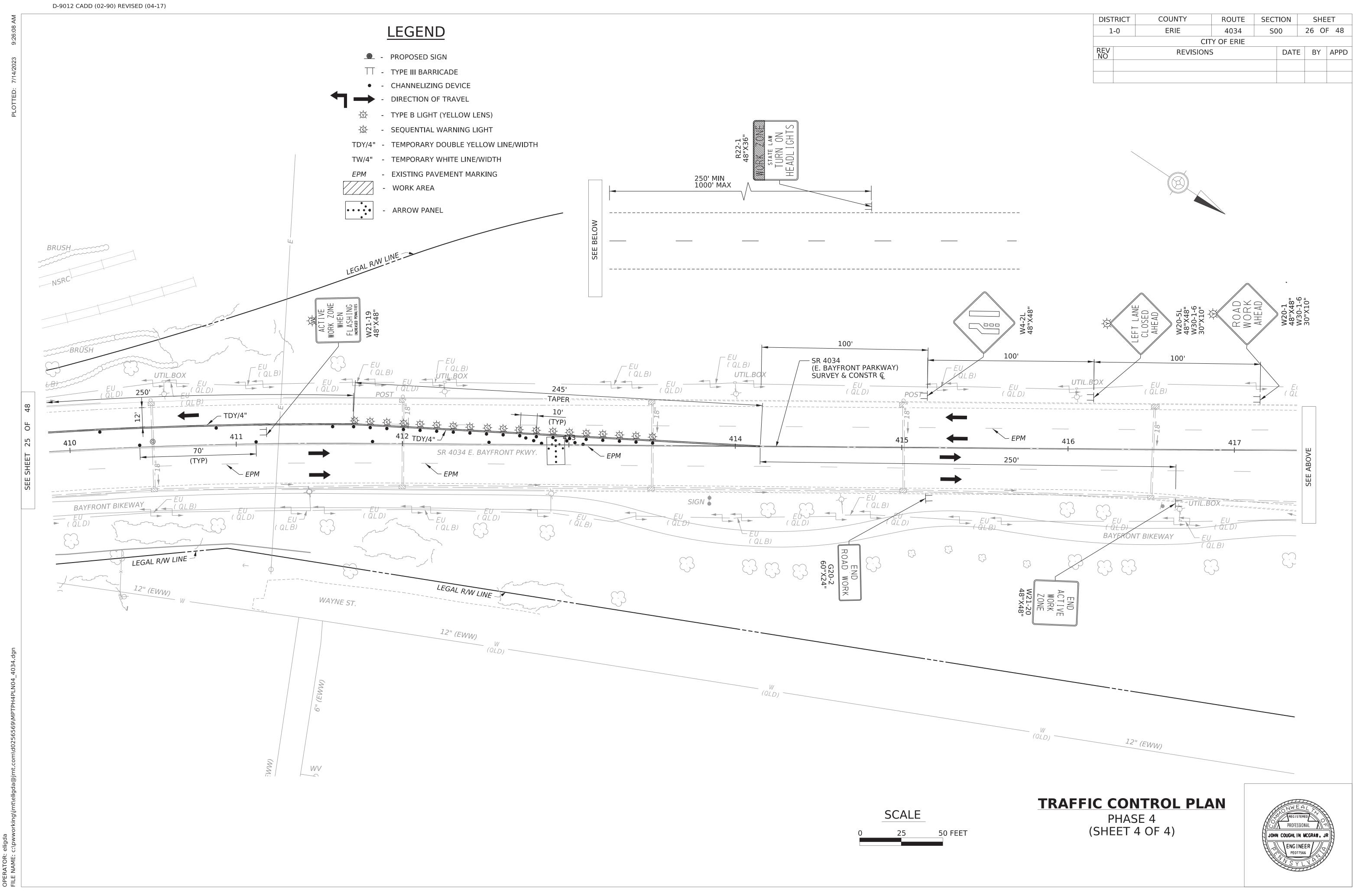
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3	ACTIVE	WORK AREA.	

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# SR 0290/SR 4034 (BAYFRONT CONNECTOR) AND SR 0005 (EAST 12TH STREET)

## COORDINATION PLAN

PLAN		DA	Y	OF	V	N	EE	K		TIME	CYCLE	OFFSET				SPLITS				
FLAIN	S	М	Т	. N	/	Т	F		S		LENGTH	OFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
3		Х	Х	X	(	Х	X	(		12:00 AM TO 6:30 AM	70	0	14	19	13	24	14	19	13	24
1		Х	Х	X	(	Х	X	(		6:30 AM TO 9:30 AM	110	0	14	31	26	39	14	31	13	52
3		Х	X	X	(	Х	X	(		9:30 AM TO 3:00 PM	70	0	14	19	13	24	14	19	13	24
2		Х	Х	X	(	Х	X	(		3:00 PM TO 6:00 PM	110	0	14	32	13	51	14	32	13	51
3		Х	Х	X	(	Х	X	(		6:00 PM TO 12:00 AM	70	0	14	19	13	24	14	19	13	24
3	Х								Х	12:00 AM TO 12:00 PM	70	0	14	19	13	24	14	19	13	24

# SR 4034 (BAYFRONT PARKWAY) AND EAST EIGHTH STREET

## COORDINATION PLAN

PLAN	[	DA	Y (	DF	W	EE	<	TIME	CYCLE	OFFSET		SPL	_IT
PLAN	S	М	Т	W	Т	F	S		LENGTH	UFFSET	Ø2	Ø4	
3		Х	Х	Х	Х	Х		12:00 AM TO 6:30 AM	70	22	18	52	
1		Х	Х	Х	Х	Х		6:30 AM TO 9:30 AM	110	100	18	92	
3		Х	Х	X	Х	Х		9:30 AM TO 3:00 PM	70	22	18	52	
2		Х	Х	Х	Х	Х		3:00 PM TO 6:00 PM	110	68	36	74	
3		Х	Х	Х	Х	Х		6:00 PM TO 12:00 AM	70	22	18	52	
3	Х						Х	12:00 AM TO 12:00 PM	70	22	18	52	

# SR 4034 (BAYFRONT PARKWAY) AND EAST TENTH STREET

	COORDINATION PLAN														
	DAY OF WEEK TIME CYCLE OFFSET SPLITS														
FLAN	S M T W T F						S		LENGTH	OFFSET	Ø2	Ø4	Ø6	Ø7	Ø8
3		Х	X	Х	Х	Х		12:00 AM TO 6:30 AM	70	16	35.5	34.5	35.5	13	21.5
1		Х	X	X	Х	Х		6:30 AM TO 9:30 AM	110	26	36	74	36	13	61
3		Х	Х	Х	Х	Х		9:30 AM TO 3:00 PM	70	16	35.5	34.5	35.5	13	21.5
2		Х	X	X	Х	Х		3:00 PM TO 6:00 PM	110	16	41	69	41	13	56
3		Х	Х	Х	Х	Х		6:00 PM TO 12:00 AM	70	16	35.5	34.5	35.5	13	21.5
3	Х						Х	12:00 AM TO 12:00 PM	70	16	35.5	34.5	35.5	13	21.5

S	
Ø6	Ø8
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18	52

# SR 4034 (BAYFRONT PARKWAY) AND EAST SIXTH STREET

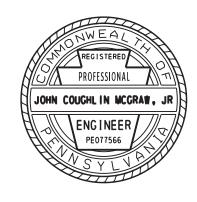
## COORDINATION PLAN

	[	DA	Y (	DF	W	EE	K		TIME	CYCLE	OFFSET				SPL	ITS			
PLAN	S	Μ	Т	W	Т	F	S			LENGTH	UFFSET	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
3		X	X	Х	X	X		12:00	0 AM TO 6:30 AM	70	62	12	17	11	30	12	17	15	26
1		X	X	Х	Х	X		6:30	AM TO 9:30 AM	110	58	12	23	15	60	12	23	22	53
3		X	X	Х	X	X		9:30	AM TO 3:00 PM	70	62	12	17	11	30	12	17	15	26
2		X	X	Х	X	X		3:00	PM TO 6:00 PM	110	26	15	30	11	54	12	33	30	35
3		Х	X	Х	Х	X		6:00	PM TO 12:00 AM	70	62	12	17	11	30	12	17	15	26
3	Х						X	12:00	0 AM TO 12:00 PM	70	62	12	17	11	30	12	17	15	26

DIST	RICT	COUNTY	ROUTE	SEC	ΓΙΟΝ		SHE	ET
1	-0	ERIE	4034	SC	00	2	7 <sup>.</sup> Ol	F 48
		CIT	Y OF ERIE		·			
REV NO		REVISIONS	5		DATE	Ξ	BY	APPD

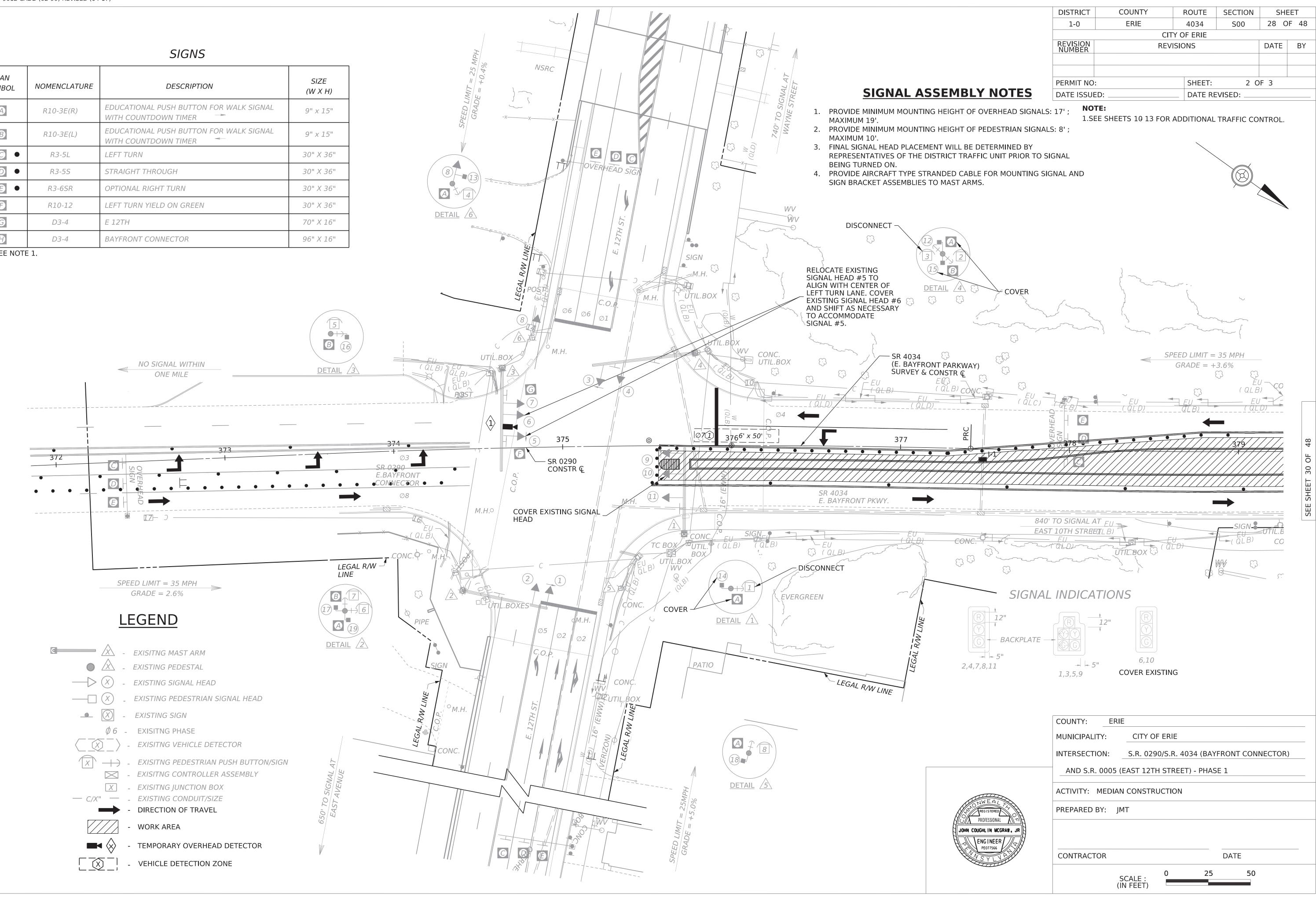
# **TRAFFIC CONTROL PLAN**

TEMPORARY SIGNAL COORDINATION PLAN



PLAN SYMBOL	NOMENCLATURE	DESCRIPTION	SIZE (W X H)
	R10-3E(R)	EDUCATIONAL PUSH BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER	9" x 15"
B	R10-3E(L)	EDUCATIONAL PUSH BUTTON FOR WALK SIGNAL WITH COUNTDOWN TIMER	9" x 15"
<b>C</b> •	R3-5L	LEFT TURN	30" X 36"
0	R3-55	STRAIGHT THROUGH	30" X 36"
•	R3-6SR	OPTIONAL RIGHT TURN	30" X 36"
6	R10-12	LEFT TURN YIELD ON GREEN	30" X 36"
G	D3-4	E 12TH	70" X 16"
G	D3-4	BAYFRONT CONNECTOR	96" X 16"

• SEE NOTE 1.

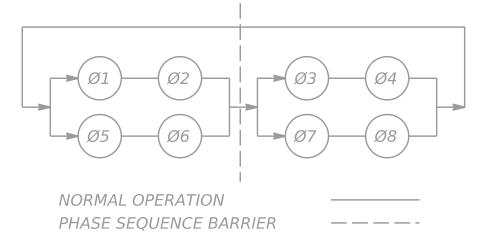


			MOVEMENI,	PHASI	NG, ANL	<b>J SEQUENCE</b>	CHARI			
	PHASE 1+5	PHASE 1+6	PHASE 2+5	PHAS	E 2+6	PHASE 3+7	PHASE 3+8	PHASE 4+7	PHASE 4+8	
										EMERGENCY FLASHING
	INTERVAL	INTERVAL	INTERVAL	INTE	RVAL	INTERVAL	INTERVAL	INTERVAL	INTERVAL	MERG
SIGNAL	1 2 3	1 2 3 4	1 2 3 4	1 2 3	3 4	1 2 3	1 2 3 4	1 2 3 4	1 2 3 4	
1	$\frac{R}{\epsilon G} - \frac{R}{\epsilon Y} - R$		R R R R	G G Y	′ R	R R R	R R R R	R R R R	R R R R	R
2,8	R R R	$G G Y R R^{(4)}$	R R R R	G G Y	′ R	R R R	R R R R	R R R R	R R R R	R
3	$\frac{R}{\epsilon G} = \frac{RQ}{\epsilon Y} = \frac{Q}{R}$	R R R R	$ \begin{array}{c c} \underline{G} \\ \underline{G} \\$	G G Y	′ R	R R R	R R R R	R R R R	R R R R	R
4	R R R	R R R R	$G G Y R R^{(4)}$	G G Y	′ R	R R R	R R R R	R R R R	R R R R	R
5	R R R	R R R R	R R R R	R R F	R R	$\frac{R}{\epsilon G} = \frac{R}{\epsilon Y} - \frac{G}{R}$	R R R R	$\begin{array}{c c} \underline{G} & \underline{G} & \underline{G} \\ \underline{\leftarrow} G - \underline{\leftarrow} G - Y & R \end{array}$	G G Y R	Y
7	R R R	R R R R	R R R R	R R I	R R	R R R	R R R R	$G G Y B R^{(B)}$	G G Y R	Y
9	R R R	R R R R	R R R R	R R I	R R	$\frac{R}{\epsilon G} = \frac{R}{\epsilon Y} - \frac{R}{R}$	$\begin{array}{c c} \underline{G} & \underline{G} & \underline{G} \\ \underline{\leftarrow} G - \underline{\leftarrow} G - Y & R \end{array}$	R R R R	G G Y R	Y
11	R R R	R R R R	R R R R	R R F	R R	R R R	$G G Y R R^{\otimes}$	R R R R	G G Y R	Y
12,13	DW DW DW	DW DW DW DW	DW DW DW DW	DW DW D	W DW L	DW DW DW	DW DW DW DW	W FD DW DW	W FD DW DW	OFF
14,15				COVER EX	ISTING PEDES	STRIAN SIGNAL HEADS	;			
16,17	DW DW DW	W FD DW DW	DW DW DW DW	W FD D	W DW L	DW DW DW	DW DW DW DW	DW DW DW DW	DW DW DW DW	OFF
18,19	DW DW DW	DW DW DW DW	DW DW DW DW	DW DW D	W DW L	DW DW DW	W FD DW DW	DW DW DW DW	W FD DW DW	OFF
FIXED	4 3	4 3	4 3		4 3	3.5 2.5	3.5 2.5	3.5 2.5	3.5 2.5	
MINIMUM	7	7	7	10		7	7	7	7	
ADDED INITIAL				21						
MAX. INITIAL				17						
PASSAGE	3	3	3	7		3	3	3	4	
TO REDUCE				4						
BEFORE RED				25						
MIN. GAP				3						
MAX I*	12	12	12	46		12	12	12	32	
MAX II*	12	12	12	46		12	12	12	32	
*** PEDESTRIAN		10	10	19 25			9	9	14 18	
MEMORY	NL	NL	NL	/	1N	NL	NL	NL	NL	
MN - MINIMUM REC MX - MAXIMUM REC L - LOCKING NL - NON-LOCKING	CALL (1) $\frac{R}{\epsilon G}$ -	I PEDESTRIAN ACTIVATION, IF FOLLOWED BY   1+6 IF FOLLOWED BY   2+5	OTHERWISE DON'T WALK 9 TIMING WILL BE 4+8. INTERVALS THIS PHASE OR	AS SHOWN . 5 1 & 2 MAY <sup>-</sup>	IN PHASE TIME OUT IN	ITEM NUMBER UNIT	DESCRIPT			REMARKS
inl - inuin-lucking	$\bigcirc \frac{G}{\langle Y \rangle}$	IF FOLLOWED BY  2+5 IF FOLLOWED BY  2+6 IF FOLLOWED BY  2+6	10 TIMING WILL BE 2+6. INTERVALS	AS SHOWN 5 1 & 2 MAY	IN PHASE TIME OUT IN	4954 0203 LF	SIGNAL CABLE, 14 AV CONDUCTOR, TEMPO		374+65	EXISTING SIGNAL HEAD 5

- $(5) \stackrel{G}{\leftarrow Y_{-}}$  IF FOLLOWED BY | 4+8
- $6 \in \frac{R}{G}$  IF FOLLOWED BY | 4+7
- $\bigcirc \frac{R}{\langle G_{-} \rangle}$  IF FOLLOWED BY | 3+8
- 8 G IF FOLLOWED BY | 4+8
- THIS PHASE OR MAY BE COMPLETED IN PHASE 2+6.

MAX I\* : 10PM TO 10AM \*\* MAX II\*\* : 10AM TO 10PM \*\* \*\* IN CASE OF COORDINATION FAILURE





# **MOVEMENT, PHASING, AND SEQUENCE CHART**

# ITEM 0958-0321 (FOR INFORMATION ONLY)

DESCRIPTION	QTY	LOCATION	REMARKS
TEMPORARY OVERHEAD DETECTION SYSTEM	1	$\langle 1 \rangle$	

NOTES:

1. SIGNAL HEADS 6 AND 10 COVERED DURING THIS PHASE.

2. MAINTAIN ALL EXISTING PREEMPTION.

1.	INSTAL
	WITH P
	LOCAT

2. NO MODIFICATIONS OF THIS INSTALLATION ARE PREMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE SECRETARY OF TRANSPORTATION OR HIS REPRESENTATIVE.

3. MAINTENANCE WORK ON ALL APPROACHES TO THE SIGNALIZED INTERSECTION NECESSARY FOR PROPER VISIBILITY OF THE SIGNS AND SIGNALS, INCLUDING TRIMMING OF TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

4. UNLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE FACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET GRATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

5. ALL SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT MARKINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

6. SUPPORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY TO EDGE OF SUPPORT POLE.

7. VEHICULAR SIGNALS OR SIGNS ERECTED OVER THE ROADWAY SHALL HAVE A CLEARANCE OF 17 FEET ABOVE THE ROADWAY. UNLESS OTHERWISE NOTED, POST MOUNTED VEHICULAR SIGNALS SHALL HAVE A CLEARANCE OF NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK LEVEL OR PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALK EXISITS. UNLESS OTHERWISE NOTED, PEDESTRIAN SIGNALS SHALL HAVE A CLEARANCE OF 8 FEET ABOVE THE SIDEWALK LEVEL. UNLESS OTHERWISE NOTED, POST MOUNTED SIGNS SHALL HAVE A CLEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF NO SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED SIGNS SHALL BE A MINIMUM 9 FEET ABOVE GROUND LINE.

8. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

9. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

0005).

MASTER COMPUTER IS LOCATED AT THE CITY OF ERIE ENGINEERING OFFICES.

MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF EAST 6TH STREET (S.R. 4018) BAYFRONT CONNECTOR (S.R. 4034).

MASTER LOCATION FOR REFERENCING OFFSETS IS AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290). OFFSETS ARE REFERENCED TO THE END OF GREEN OF PHASE 4+8.



DISTRICT	COUNTY	ROUTE	SECTION	SH	EET		
1-0	ERIE	4034	S00	29 C	DF 48		
	CIT	Y OF ERIE					
REVISION NUMBER	REV	ISIONS		DATE	BY		
PERMIT NO	:	SHEET:	SHEET: 3 OF 3				
DATE ISSUE	ED:	DATE RE	DATE REVISED:				

# NOTES

LLATION, OPERATION, AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, TION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

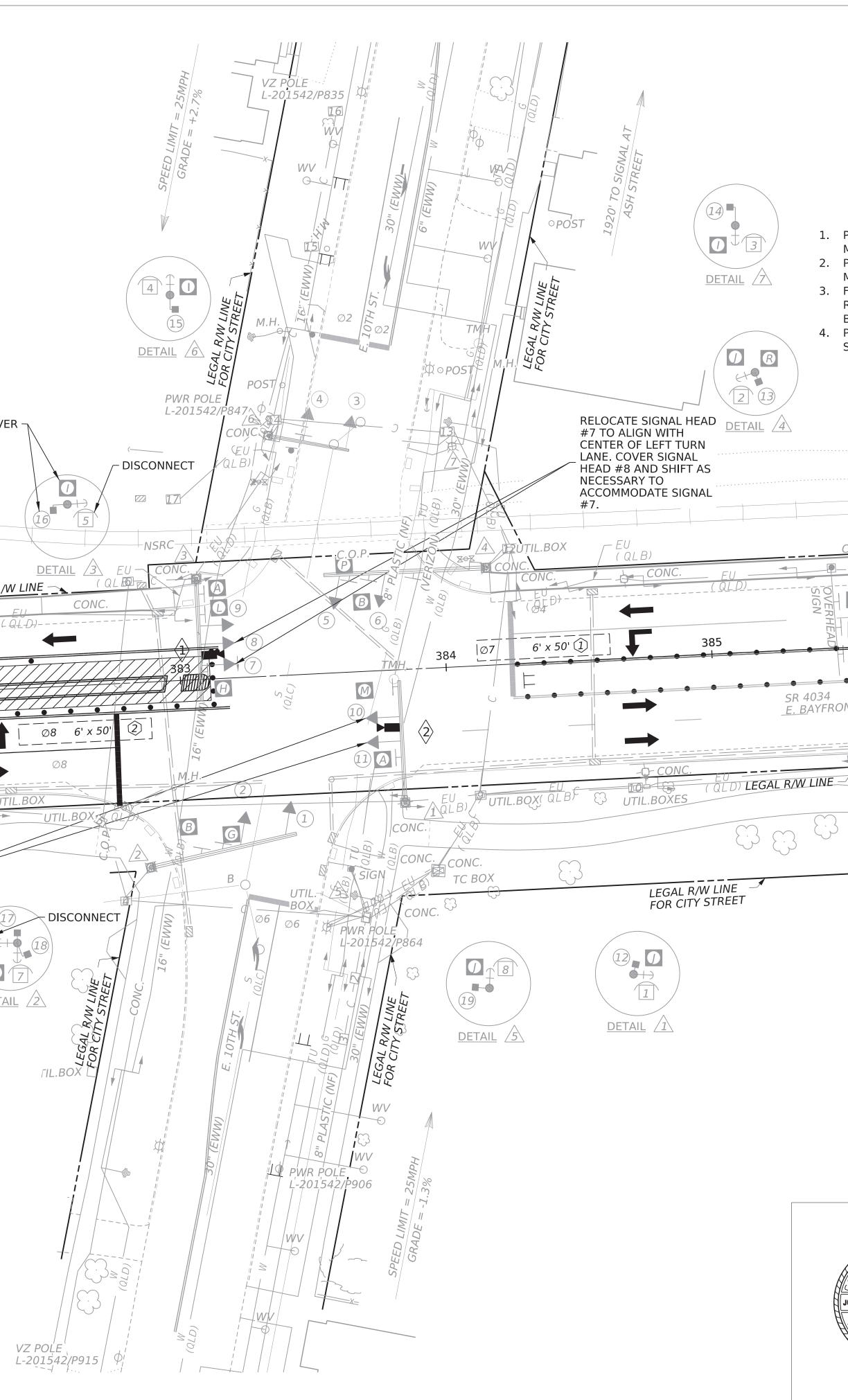
# COORDINATION NOTES

CONTROLLER TO BE COORDINATED WITH ADJACENT CONTROLLERS THROUGH THE USE OF THE INTERCONNECT BABLE TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG THE BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290), EAST 6TH STREET (S.R. 4018), EAST LAKE ROAD (S.R. 4018), EAST 10TH STREET, AND EAST 12TH STREET (S.R.

	COUNTY: ERIE
	MUNICIPALITY: CITY OF ERIE
	INTERSECTION: S.R. 0290/S.R. 4034 (BAYFRONT CONNECTOR)
	AND S.R. 0005 (EAST 12TH STREET) - PHASE 1
	ACTIVITY: MEDIAN CONSTRUCTION
PROFESSIONAL TIT	PREPARED BY: JMT
PEOT7566	CONTRACTOR DATE
	0 25 50
	SCALE : (IN FEET)

Image: Special in the initial initiali initialini initiali initial initial initial initial initial init	[					
Q       23-4       BATTAL CAT PARKWAY       BPT X 10         Q       R3-55       LEFT TURN       30' X 30'         Q       R3-55       STRAIGHT-THROUGH       20' X 30'         Q       R3-57       CEFT LANK MELLON CONCREEN       20' X 30'         Q       R10-22       LEFT TURN WELD ON CONCREN       20' X 30'         Q       R10-22       LEFT TURN WELD ON CONCRENT       20' X 30'         Q       R10-24       PUPS BUTTON FOR WAIK STRAIM       9' X 32'         Q       R10-24       PUPS BUTTON FOR WAIK STRAIM       9' X 30'         Q       R3-2       NO OKTENTER (INTERNALLY ALLUMINATED)       30' X 30'         Q       R3-2       NO OKT STDP ON TRACKS       24' X 30'         Q       R3-10       ONOT BUTS ANTIC MAS EXTENDED GREEN       30' X 30'         Q       R10-20       OPT STDP ON TRACKS       24' X 30'         Q       R10-20       OPT STDP ON TRACKS       24' X 30'         Q       R10-20       OPT STDP ON TRACKS       24' X 30'			DESCRIPTION			
■       R3-SL       LEFT TURN       30* X 30*         ■       R3-SS       STRAGENT-THROUGH       30* X 30*         ■       R10-12       LEFT TURN VELO ON GREEN       30* X 30*         ■       R10-12       LEFT TURN VELO ON GREEN       30* X 30*         ■       R10-42       RUSH RUTTON TOR WALK STOMAL       9* X 12*         ■       R10-42       RUSH RUTTON TOR WALK STOMAL       9* X 12*         ■       R10-42       RUSH RUTTON TOR WALK STOMAL **       9* X 12*         ■       R10-44       RUSH RUTTON TOR WALK STOMAL **       9* X 12*         ■       R10-45       STOP HERE ON RED       2* X 30*         ■       RECOL       8* 2*       NO DO NOT STOP ON TRAHCK NAS EXTENDED ONCEN       2* X 30*         ■       RECOL       9* 75* 0*       10*       0* 75* 30*         ■       RECOL       10* 75* 0*       10* 75* 0*       10* 75* 30*         ■       Settentel       10* 75* 30*       10* 75* 30*       10* 75* 30*         ■       Sete		D3-4	E 10TH ST	70" X 16"		
Q       • R3-55       STRAGHT-THR0UGH       30' X 30'         Q       • R3-55       OPTIONAL REAT TURN       10' X 30'         Q       R3 71       LEFT TURN VELO OR GREEN       30' X 30'         Q       R10-12       LEFT TURN VELO OR GREEN       30' X 30'         Q       R10-14       LEFT TURN VELO OR GREEN       30' X 30'         Q       R10-14       LEFT TURN VELO OR GREEN       30' X 30'         Q       R10-44       PUSH BUTTON FOR WALK SIGNAL       9' X 12'         Q       R10-44       PUSH BUTTON FOR WALK SIGNAL       9' X 12'         Q       R10-46       STOP HERE ON RED       36' X 30'         Q       R10-47       PUSH BUTTON FOR WALK SIGNAL       9' X 12'         Q       R10-40       OPPCSMIC HART RIALLY ILLIANNATED       36' X 30'         Q       R12-1       NO LEFT TINN (MITERIALLY ILLIANNATED)       36' X 30'         Q       R12-1       NO LEFT TINN (MITERIALLY ILLIANNATED)       36' X 30'         Q       R12-1       NO LEFT TINN (MITERIALLY ILLIANNATED)       36' X 30'         Q       R10-20       OPPCSMIC HARCKS       24' X 30'         Q       R10-20       OPPCSMIC HARCKS       24' X 30'         MITER       DO HOT ENTER INTERI	B	D3-4	BAYFRONT PARKWAY	96" X 16"	]	
A 3-659 OPTIONAL RIGHT TURN     30' X 30'     R 3-659 OPTIONAL RIGHT TURN     30' X 30'     R 3-74     LEFT LARE MIST TURN LEFT     30' X 30'     R 3-1     R 3-2     R 10 HR ED     30' X 30'     R 3-2     R 10 HR ED     R 3-4     R	<b>©</b> •	R3-5L	LEFT TURN	30" X 36"		
C       R3.71       LEFT LANE MUST TURN OK LEFT       30° X 30°         C       R3.71       LEFT TURN VELD ON GREEN       30° X 30°         C       R10-12       LEFT TURN VELD ON GREEN       30° X 30°         C       R10-41       PUSH BUTTON FOR VALK SIGNAL       9° X 12°         C       R10-41       PUSH BUTTON FOR VALK SIGNAL       9° X 12°         C       R10-41       STOP MERE ON RED       24' X 30°         C       R3-2       NO ELET TURN (MEEMALLY LLUMINATED)       30° X 30°         C       R3-3       NO RICHT TURN (INTERNALLY LLUMINATED)       30° X 30°         C       R3-4       NO RICHT TURN (INTERNALLY LLUMINATED)       30° X 30°         C       R3-3       NO DATO STOP ON TRACSS       24' X 30°         C       R10-20       OPOSING TRAFFIC MAS EXTENDED GREEN       30° X 30°         C       R10-20       OPOSING TRAFFIC MAS EXTENDED GREEN       30° X 30°         C       R10-20       OPOSING TRAFFIC MAS EXTENDED GREEN       30° X 30°         C       R10-20       OPOSING TRAFFIC MAS EXTENDED GREEN       30° X 30°         C       R10-20       OPOSING TRAFFIC MAS EXTENDED SIGN IS LT       30° X 30°         C       REDOCATE SIGNAL MEAD       COUNTRION OF REDESTINAL       CO	•	R3-55	STRAIGHT-THROUGH	30" X 36"		
Image: Construct and the construction of the constructi		R3-6SR	OPTIONAL RIGHT TURN	30" X 36"		
Image: Constraint of the second se	Ø	R3-7L	LEFT LANE MUST TURN LEFT	30" X 30"		
Image: Constraint of the state stat	G	R10-11	NO TURN ON RED	30" X 36"		
Image: Construction of the second state status and the status status and the sta	G	R10-12	LEFT TURN YIELD ON GREEN	30" X 36"		
A RECORD SIGNAL AT     BAGY TO SIGNAL AT     ELEGEND     SUPER LIME AN UNE     SUPER LIME AN     SUPER LIME AN UNE     SUPER AN UNE     SUPER AN UNE	0	R10-4L	PUSH BUTTON FOR WALK SIGNAL -	9" X 12"	-	
Image: Construct and the second se	0	R10-4R	PUSH BUTTON FOR WALK SIGNAL	9" X 12		
Image: Second	$\textcircled{\black}{\label{eq:label{eq:label}}$	R10-6L	STOP HERE ON RED	24" X 30"		
Image: Second State Sta	0	R3-1	NO RIGHT TURN (INTERNALLY ILLUMINATED)	36" X 36"		
Image: Second State Sta		R3-2	NO LEFT TURN (INTERNALLY ILLUMINATED)	36" X 36"		COV
Image: Special work in the image: Special wo		R5-1	DO NOT ENTER (INTERNALLY ILLUMINATED)	36" X 36"		
Image: Special No PARKING ANYTIME       12* X 18*         Image: Special No TURN ON RED WHEN OVERHEAD SIGN IS LIT       36* X 36*         SEE NOTE 1.       Sold 'TO SIGMAL AT         Image: Special No TURN ON RED WHEN OVERHEAD SIGN IS LIT       36* X 36*         See NOTE 1.       Sold 'TO SIGMAL AT         Image: Special No TURN ON RED WHEN OVERHEAD SIGN IS LIT       36* X 36*         Image: Special No TURN ON RED WHEN OVERHEAD SIGN IS LIT       Sold 'TO SIGMAL AT         Image: Special No TURN ON RED WHEN OVERHEAD SIGN IS LIT       Sold 'TO SIGMAL AT         Image: Special No Turn ON RED WHEN OVERHEAD SIGN IS LIT       Sold 'TO SIGMAL AT         Image: Special No Turn ON RED WHEN OVERHEAD SIGN IS LIT       Sold 'TO SIGMAL AT         Image: Special No Turn ON RED WHEN OVERHEAD SIGN IS LIT       Sold 'To Sigmat Head         Image: Special NoT = 35MPH       Sold 'To Sigmat Head         Image: Special NoT = 35MPH       Sold 'To Sigmat Head         Image: Special NoT = 35MPH       Sold 'To Sigmat Head         Image: Special NoT = 35MPH       Sold 'To Sigmat Head         Image: Special NoT = 35MPH       Sold 'To Sigmat Head         Image: Special NoT Sigmat Head       Sold 'To Sigmat Head         Image: Special NoT Sigmat Head       Sold 'Sold 'S	0	R8-8	DO NOT STOP ON TRACKS	24" X 30"		
SPECIAL       NO TURN ON RED WHEN OVERHEAD SIGN IS LIT       36" X 36"         SEE NOTE 1.       BAO' TO SIGNAL AT E 12TH STREET       IEGAL R         SILO       OLD       IEGAL R         SUDTLE DOX       IEGAL R       IEGAL R         SUDTLE DOX       IEGAL R       IEGAL R         SPEED LIMIT = 35MPH GRADE = 2.8%       IEGEND       IEGAL R         SPEED LIMIT = 35MPH GRADE = 2.8%       IEGEND       IEGAL R         IEGEND       IEGEND       IEGAL R       IEGAL R         IEGEND       IEGAL R       IEGAL R       IEGAL R         IEGAL R	P	R10-20	OPPOSING TRAFFIC HAS EXTENDED GREEN	30" X 36"		
SEE NOTE 1.      BAO' TO SIGNAL AT     E 12TH STREET      LEAR RAY LINE      COUC	0	R7-7A	NO PARKING ANYTIME	12" X 18"		
SHO TO SIGNAL AT         E, 12TH STREET         Collai         Collai <tr< td=""><td>R</td><td>SPECIAL</td><td>NO TURN ON RED WHEN OVERHEAD SIGN IS LIT</td><td>36" X 36"</td><td></td><td></td></tr<>	R	SPECIAL	NO TURN ON RED WHEN OVERHEAD SIGN IS LIT	36" X 36"		
$ \begin{array}{c}                                     $			EU S (QLD)		(QLD)	
WAY LEGAL RAW LINE       CLED       FILM       ELEGAL RAW LINE         WAY LEGAL RAW LINE       RELOCATE SIGNAL HEAD         #10 TO ALIGN WITH CENTER OF LEFT TURN LANE.       COVER         SPEED LIMIT = 35MPH GRADE = -2.8%       EEGEND         Image: Cover Cove			EU S (QLD)		(QLD)	
*10 TO ALIGN WITH CANER OF LEFT TURN COVER SPEED LIMIT = 35MPH GRADE = -2.8% LEGEND COVER COV		5U 380////////////////////////////////////			CONC.	
SPEED LIMIT = 35MPH $GRADE = -2.8%$ $EEGEND$ $Contraction Control Let Contr$		380 380 1 1 1 1 1 1 1 1 1 1 1 1 1			CONC.	
LEGEND		5U 380 380 A B UTIL.B AL R/W LINE -		RELOCATE SIG #10 TO ALIGN CENTER OF LEI	CONC. CONC.	
<ul> <li>EXISITING MAST ARM</li> <li>EXISTING PEDESTAL</li> <li>EXISTING SIGNAL HEAD</li> <li>EXISTING PEDESTRIAN SIGNAL HEAD</li> <li>EXISTING SIGN</li> <li>EXISTING PHASE</li> <li>EXISITING PEDESTRIAN PUSH BUTTON/SIGN</li> <li>EXISITING PEDESTRIAN PUSH BUTTON/SIGN</li> <li>EXISITING PEDESTRIAN PUSH BUTTON/SIGN</li> <li>EXISITING CONTROLLER ASSEMBLY</li> <li>EXISTING CONDUIT/SIZE</li> <li>EXISTING CONDUIT/SIZE</li> <li>DIRECTION OF TRAVEL</li> <li>WORK AREA</li> </ul>		5U 380 380 A A A A A A A A A A A A A	FU	RELOCATE SIG #10 TO ALIGN CENTER OF LEI	CONC. CO	
$ \begin{array}{c} & & \\ & & & \\ & $		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	EU = 3 $C(QLD)$ $C$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI	CONC. CO	
$ \begin{array}{c} & \\ \hline \\$		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	EU = 1 $Calcol$ $C$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI	CONC. CO	
$ \begin{array}{c} & & & \\ & & & \\ & & \\ & & \\ & & \\ & & \\ & & \\ & & & \\ & & \\ & & \\ & & & \\ & $		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	$EU \xrightarrow{EU} (QLD) ($	RELOCATE SIG #10 TO ALIGN CENTER OF LEI	CONC. CO	
		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	EU = CaLD2 $(aLD) = CalD2$ $(aLD) = CalD2$ $S.R.403$ $S.R.403$ $S.R.403$ $S.R.403$ $CaLD2 = CalD2$ $EU = C$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
<ul> <li>EXISITING VEHICLE DETECTOR</li> <li>EXISITING PEDESTRIAN PUSH BUTTON/SIGN</li> <li>EXISITING CONTROLLER ASSEMBLY</li> <li>EXISITING JUNCTION BOX</li> <li>C/X"</li> <li>EXISTING CONDUIT/SIZE</li> <li>DIRECTION OF TRAVEL</li> <li>WORK AREA</li> </ul>		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	$EU = \frac{EU}{(ULD)}$ $(ULD) = CO$ $(ULD) = C$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
$\begin{array}{c} & & & \\ \hline \hline & & \\ \hline & & \\ \hline & & \\ \hline \hline & & \\ \hline \hline \\ \hline & & \\ \hline \hline \\ \hline & & \\ \hline \hline \hline \hline \hline \\ \hline \hline \hline \hline \hline \hline \\ \hline \hline \hline \hline \hline \hline \hline \hline \\ \hline \hline$		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	$EU = \frac{EU}{(QLD)}$ $(QLD)$ $(QLD)$ $(QLD)$ $S, R, 403$ $S, 100$ $S, 10, 10$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
- WORK AREA		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	EU = 3 $(alb) = (alb) = (al$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
- WORK AREA		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	EU = 3 $C(U)$ $C(U)$ $C(U)$ $C(U)$ $S(U)$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
- WORK AREA		380         380         A         B         UTIL.B         B         UTIL.B         S         S         SPEED LIMIT	FU $(QLD) $ $(QLD$	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
- WORK AREA		380         380         A         Image: Second Limit         GRADE =	EU       Image: Color of the c	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
- TEMPORARY OVERHEAD DETECTOR		380         380         A         Image: Second Limit         GRADE =	EU       Image: Color of the c	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	
		380         380         A         Image: Second Limit         GRADE =	EU COLDI	RELOCATE SIG #10 TO ALIGN CENTER OF LEI LANE.	CONC. CO	

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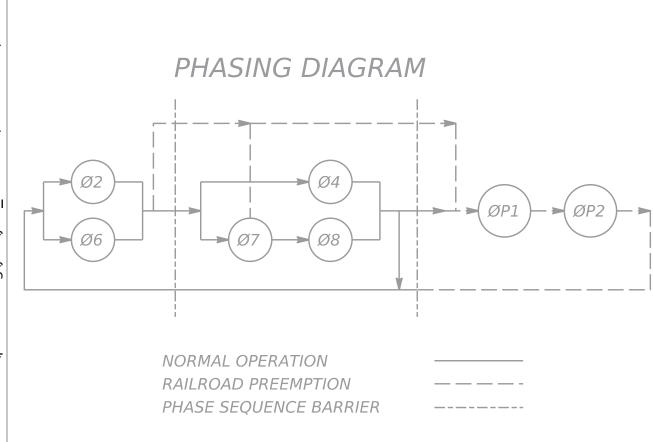
	DISTRICT 1-0	COUNTY ERIE	ROUTE 4034	SECTION S00	SHE 30 O	
	REVISION NUMBER	CIT	Y OF ERIE		DATE	BY
	NUMBER					
	PERMIT NO:		SHEET:	2 C	)F 3	
	DATE ISSUED	):	DATE RE	VISED:		
	1.SEE SHEETS		NAL TRAFFIC	CONTROL.		
		LY NOTES	S. 17'.			
PROVIDE MINIMUM MOUNT MAXIMUM 19'. PROVIDE MINIMUM MOUNT MAXIMUM 10'. FINAL SIGNAL HEAD PLACE REPRESENTATIVES OF THE BEING TURNED ON. PROVIDE AIRCRAFT TYPE S SIGN BRACKET ASSEMBLIE	TING HEIGHT O EMENT WILL BE DISTRICT TRA	F PEDESTRIAN SIGNA E DETERMINED BY FFIC UNIT PRIOR TO BLE FOR MOUNTING S	ALS: 8' ; SIGNAL			
		PEED LIMIT = 35MPH GRADE = +1.4%				
		·····.				
					Ν	
CONC.	LEGAL R/M					
-EU	))		- 1004			
9			R 4034 E. BAYFRON SURVEY & CC	T PARKWAT) DNSTR (L		
386			30	/•		
C		•				
DNT PKW <u>Y.</u>				-		
				( QLB)		
EU (QLB) C				— <i>C</i> []		
		BO>	K 0			
			825' T(	) SIGNAL AT		
				H STREET		
	SIG	SNAL INDICA	TIONS			
	1,2,3,4,5,	ACKPLATE		R G G 8 COVER EXIS	TING	
	6,,9,10,11					
	COUNTY:	Y: CITY OF ERI	E			
	INTERSECTIO	N: S.R. 4034 (B/	AYFRONT PA	RKWAY)		
	AND EAST	TENTH STREET - PH/	ASE 1			
THE AL	ACTIVITY: M	IEDIAN CONSTRUCTI	ON			
PROFESSIONAL TI	PREPARED B	Y: JMT				
JOHN COUGHLIN MCGRAW, JR						
PE077566 VSYLVA	CONTRACTO	R		DATE		
		O SCALE : (IN FEET)	25	50		
		(1141661)				

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													RAILROAD PREEMPTION						AILROA EMPT				
		PH	ASE 2	2+6			PH	ASE 4	1+7		PHASE 4+8			P1				P2					
				C								C											
			†     					Π					<b>┤╽╷</b>					] <b>†</b> π					<u>]₩</u> ₩[
		IN	TERV	′AL			IN	TERV	'AL			IN	TERV	/AL			IN	TERV	'AL			IN	TERV
SIGNAL	1	2	3	4	5	1	2	3	4		1	2	3	4		1	2	3			1	2	3
1,2	G	G	G	Y	R	R	R	R	R		R	R	R	R		G	Y	R			R	R	R
3,4	G	G	Y	R	R	R	R	R	R		R	R	R	R		R	R	R			R	R	R
5,6	G	G	Y	R	R	R	R	R	R		R	R	R	R		R	R	R			R	R	R
7	R	R	R	R	R	<u> </u>	$\frac{G}{\epsilon G}$	<u>ү</u> 2	) (3) R		G	G	Y	R		R	R	Y			G	G	Y
9	R	R	R	R	R	G	G	y (1	$R^{(1)}$		G	G	Y	R		R	R	Y			G	G	Y
10,11	R	R	R	R	R	R	R	R	R		G	G	Y	R		G	G	Y			G	G	Y
*12,13	W	FD	DW	DW	DW	DW	DW	DW	DW		DW	DW	DW	DW		DW	DW	DW	DW		DW	DW	DW
*16,17				1				. (	COVE	R EX	ISTIN	IG PE	DES	' Frian	SIG	NAL F	HEAD	S		I		I	<u> </u>
*14,15	DW	DW	DW	DW	DW	W	FD	DW	DW		W	FD	DW	DW		DW	DW	DW	DW		W	FD	DW
*18,19	DW	DW	DW	DW	DW	DW	DW	DW	DW		W	FD	DW	DW		DW	DW	DW	DW		W	FD	DW
SIGNS 🚺 🕅 🕖	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		OFF	OFF	OFF	OFF		ON	ON	ON	ON		ON	ON	ON
FIXED		$\overline{\langle}$	3.0	3.0	2.0		$\overline{\langle}$	3.0	3.0		>	$\overline{\langle}$	3.0	3.0		6.0	3.0	3.0			>	$\overline{\langle}$	3.0
MINIMUM		7					7				1	2											
SEC./ACT.											2	.1											
MAX. INITIAL											2	25											
PASSAGE		4					4				(	6											
TIME TO REDUCE												3											
BEFORE REDUCTION											2	7											
MIN. GAP												3											
MAX I	4	10					7				2	3				6						5	
MAX II	4	15					7				1	8				6						5	
* PEDESTRIAN	13.0	17.5				(	4)				10.0	13.0								-	10.0	6 13.0	)
MEMORY			MN					NL					MN						1				

MN - MINIMUM RECALL MX - MAXIMUM RECALL L - LOCKING NL - NON-LOCKING

- ① G IF FOLLOWED BY PHASE 4+8
- (2)  $\frac{G}{\epsilon Y}$  IF FOLLOWED BY PHASE 4+8
- ③ G IF FOLLOWED BY PHASE 4+8
- TIMING WILL BE AS SHOWN IN PHASE 4+8. INTERVALS 1 & 2 MAY TIME OUT IN THIS PHASE OR MAY BE COMPLETED IN PHASE 4+8.
- 5 DWELL UNTIL PREEMPTION TERMINATES.
- 6 RETURN TO DW UNTIL PEDESTRIAN ACTUATION IS CALLED.



RT	•			RAILROAD PREEMPTION NOTES		
	ILRO EMPT			NORMAL OPERATION WILL BE PREEMPTED BY THE TRAIN APPROACH SIGNALS WHEN ACTIVATED BY A TRAIN ENTERING THE RAILROAD CIRCUIT. IF TRAIN PREEMPTION OCCURS IN:		
	P2			-PHASE 4+8-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+8-INTERVALS 2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS		
	<u>ш</u> — 1 <sub>7</sub>		SHING	ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.		
		- -	CY FLA	-PHASE 4+8-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVAL 4 AND TRAIN PHASE P1-INTERVAL 1.		
		 	ERGENC	-PHASE 4+8-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 4+7-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+7-INTERVALS	1.	INS
1N 2	TERV	AL	EMER	2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1.		WIT LOC
Z	R	4 R	R	-PHASE 4+7-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+7-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.	2.	NO I IN W
R	R	R	R	-PHASE 4+7-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+7-INTERVALS 4 AND TRAIN PHASE P1-INTERVAL 1.	3.	MAI
R	R	R	R	-PHASE 4+7-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 2+6-INTERVALS	5.	PRO RES
G	Y	R	Y	2,3,4&5 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3,4&5 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1.	4.	UNL
G	Y	R	Y	-PHASE 2+6-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 3,4&5 AND TRAIN PHASE P1-INTERVAL 1.		FAC GRA
G	Y	R	Y	-PHASE 2+6-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 4&5 AND TRAIN	5.	ALL
DW	DW	DW	OFF	PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 5 AND TRAIN PHASE P1-INTERVAL 1.		DRA THE PUB
FD	DW	DW	OFF	-PHASE 2+6-INTERVAL 5, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.		MAF
FD	DW	DW	OFF	IN RETURNING FROM TRAIN OPERATION TO NORMAL OPERATION, IF TRAIN PREEMPTION TERMINATES IN:	6.	SUP FEE TO I
ON	ON			-TRAIN PHASE P2-INTERVAL 1, A TIMING DEVICE WILL BE ACTIVATED WHICH WILL HOLD THIS INTERVAL FOR TEN SECONDS FOLLOWED BY THE TRAIN PHASE P2-INTERVALS 2,3&4 BEFORE	7.	VEF
$\leq$	3.0	3.0		RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 2, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 3&4		FEE SHA SIDI
				BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 4		UNL THE
				BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.		CLE NO BE /
				OPERATION OF LOOP DETECTORS ON EASTBOUND APPROACH E. 10TH ST. AS AFFECTED BY THE RAILROAD PREEMPTION IS AS FOLLOWS:	8.	THE APP
				ANY CALL ON THIS DETECTOR EXISITNG AT THE TIME OF PREEMPTION OR OCCURING DURING PREEMPTION SHALL BE HELD BY THE PREEMPTION EQUIPMENT TO BE PLACED IN THE CONTROLLER MEMORY UPON RETURN TO NORMAL OPERATION.	9.	THIS CON UTII
) 				RAILROAD PREEMPTION TAKES PRECEDENCE OVER EMERGENCY PREEMPTION.		PRC
) 6						

ITEM MISCELLANEOUS NUMBER DESCRIPTION UNIT QTY LOCATION REMARKS 4954 0202 SIGNAL CABLE, 14 AWG, 5 CONDUCTOR, TEMPORARY 20 383+75 EXISTING SIGNAL HEAD 10 LF 4954 0203 SIGNAL CABLE, 14 AWG, 7 CONDUCTOR, TEMPORARY 20 383+08 EXISTING SIGNAL HEAD 7 LF

CONTRO THE INT THE BA 4018), I 0005).

ASTER

MASTER LOCATION FOR REFERENCING OFFSETS IS AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290). OFFSETS ARE REFERENCED TO THE END OF GREEN OF PHASE 4+8.

# ITEM 0958-0322 (FOR INFORMATION ONLY)

DESCRIPTION	QTY	LOCATION	REMARKS
TEMPORARY OVERHEAD DETECTION SYSTEM	1		

NOTES:

1. SIGNAL HEAD 8 COVERED DURING THIS PHASE

2. MAINTAIN ALL EXISTING PREEMPTION.

DISTRICT	COUNTY	ROUTE	SECTION	SHI	EET		
1-0	ERIE	S00	31 OF 48				
	CIT	Y OF ERIE					
REVISION NUMBER	REV	DATE	BY				
PERMIT NO	:	SHEET:	SHEET: 3 OF 3				
DATE ISSUED: DATE REVISED:							

## <u>NOTES</u>

ALLATION, OPERATION, AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE H PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, ATION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

MODIFICATIONS OF THIS INSTALLATION ARE PREMITTED UNLESS PRIOR APPROVAL IS GRANTED, RITING, BY THE SECRETARY OF TRANSPORTATION OR HIS REPRESENTATIVE.

NTENANCE WORK ON ALL APPROACHES TO THE SIGNALIZED INTERSECTION NECESSARY FOR PER VISIBILITY OF THE SIGNS AND SIGNALS, INCLUDING TRIMMING OF TREES, IS THE PONSIBILITY OF THE PERMITTEE.

ESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE LITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET TES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS WING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION LICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT KINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

PORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 T BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY EDGE OF SUPPORT POLE.

ICULAR SIGNALS OR SIGNS ERECTED OVER THE ROADWAY SHALL HAVE A CLEARANCE OF 17 ABOVE THE ROADWAY. UNLESS OTHERWISE NOTED, POST MOUNTED VEHICULAR SIGNALS LL HAVE A CLEARANCE OF NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE WALK LEVEL OR PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALK EXISITS. ESS OTHERWISE NOTED, PEDESTRIAN SIGNALS SHALL HAVE A CLEARANCE OF 8 FEET ABOVE SIDEWALK LEVEL. UNLESS OTHERWISE NOTED, POST MOUNTED SIGNS SHALL HAVE A ARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED SIGNS SHALL ANNIMUM 9 FEET ABOVE GROUND LINE.

MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE ROACH, SHALL BE 8 FEET.

DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE IPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND ITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY BLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

# COORDINATION NOTES

CONTROLLER TO BE COORDINATED WITH ADJACENT CONTROLLERS THROUGH THE USE OF THE INTERCONNECT CABLE TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG THE BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290), EAST 6TH STREET (S.R. 4018), EAST LAKE ROAD (S.R. 4018), EAST 10TH STREET, AND EAST 12TH STREET (S.R.

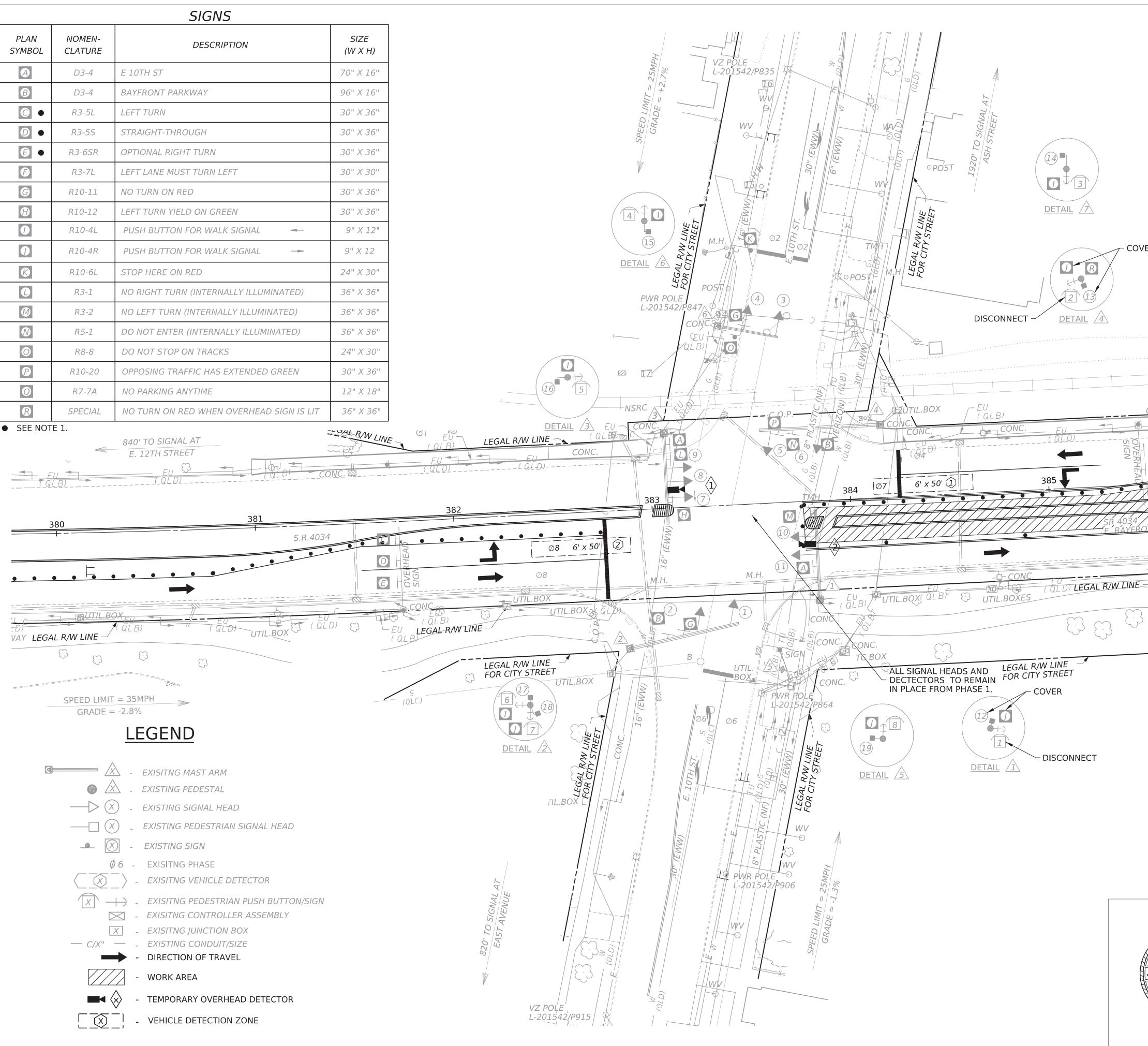
MASTER COMPUTER IS LOCATED AT THE CITY OF ERIE ENGINEERING OFFICES.

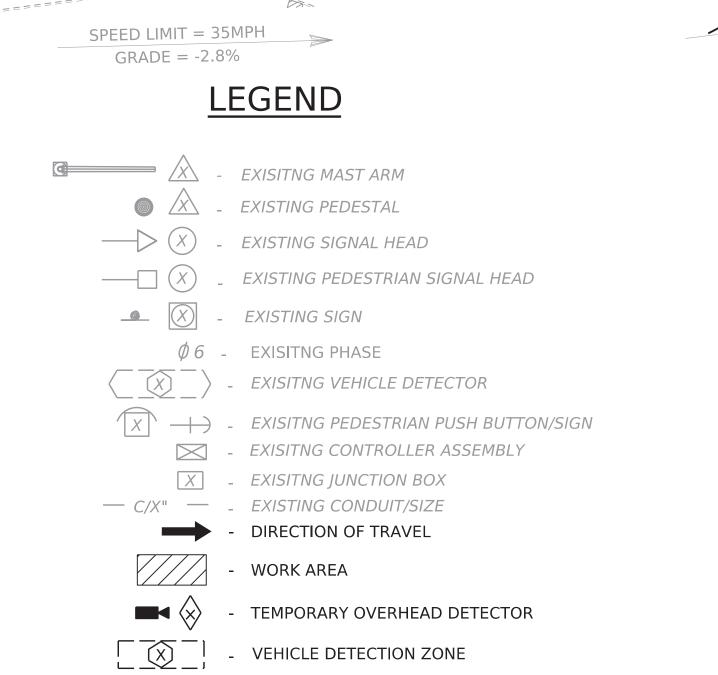
MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290).

	COUNTY: E	RIE					
	MUNICIPALITY:	CITY OF	ERIE				
	INTERSECTION:	S.R. 403	4 (BAYFRON	T PARKWAY	<i>(</i> )		
	AND EAST TE	NTH STREET	- PHASE 1				
NWEAL 3	ACTIVITY: MEDIAN CONSTRUCTION						
PROFESSIONAL	PREPARED BY:	JMT					
JOHN COUGHL IN MCGRAW, JR							
ENG INEER PE077566	CONTRACTOR			DATE			
		SCALE : (IN FEET)	0	25	50		

PLAN SYMBOL	NOMEN- CLATURE	DESCRIPTION	SIZE (W X H)
	D3-4	E 10TH ST	70" X 16"
B	D3-4	BAYFRONT PARKWAY	96" X 16"
<b>C</b> •	R3-5L	LEFT TURN	30" X 36"
	R3-55	STRAIGHT-THROUGH	30" X 36"
	R3-6SR	OPTIONAL RIGHT TURN	30" X 36"
9	R3-7L	LEFT LANE MUST TURN LEFT	30" X 30"
G	R10-11	NO TURN ON RED	30" X 36"
0	R10-12	LEFT TURN YIELD ON GREEN	30" X 36"
0	R10-4L	PUSH BUTTON FOR WALK SIGNAL -	9" X 12"
0	R10-4R	PUSH BUTTON FOR WALK SIGNAL	9" X 12
	R10-6L	STOP HERE ON RED	24" X 30"
	R3-1	NO RIGHT TURN (INTERNALLY ILLUMINATED)	36" X 36"
	R3-2	NO LEFT TURN (INTERNALLY ILLUMINATED)	36" X 36"
	R5-1	DO NOT ENTER (INTERNALLY ILLUMINATED)	36" X 36"
0	R8-8	DO NOT STOP ON TRACKS	24" X 30"
P	R10-20	OPPOSING TRAFFIC HAS EXTENDED GREEN	30" X 36"
0	R7-7A	NO PARKING ANYTIME	12" X 18"
R	SPECIAL	NO TURN ON RED WHEN OVERHEAD SIGN IS LIT	36" X 36"

• SEE NOTE 1.





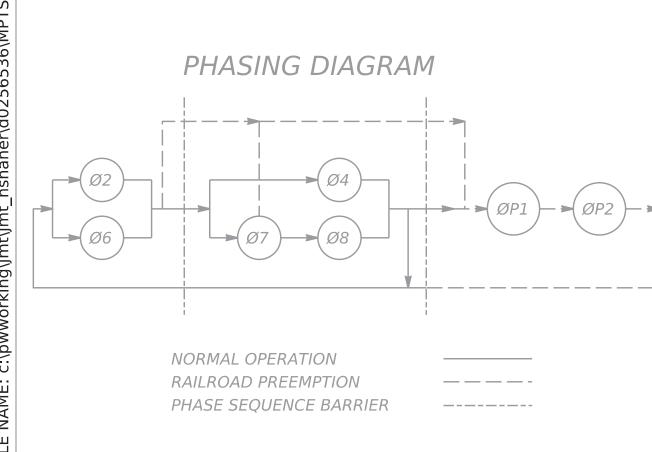
	DISTRICT	COUNTY	ROUTE	SECTION	SHE	ET
	1-0	ERIE	4034	S00	32 0	
	REVISION NUMBER		TTY OF ERIE		DATE	BY
	NUMBER					
	PERMIT NO: DATE ISSUED:		SHEET:	2 0 VISED:		
ΝΟΤ	E:					
		7 FOR ADDITION		NTROL.		
SIG	NAL ASSI	EMBLY NO	JIES \			
<ol> <li>PROVIDE MINIMUL MAXIMUM 19'.</li> <li>PROVIDE MINIMUL MAXIMUM 10'.</li> <li>FINAL SIGNAL HEA REPRESENTATIVE BEING TURNED O</li> <li>PROVIDE AIRCRAI SIGN BRACKET AS</li> </ol>	M MOUNTING H AD PLACEMENT S OF THE DISTF N. FT TYPE STRANI	EIGHT OF PEDES WILL BE DETERM RICT TRAFFIC UNI DED CABLE FOR M	FRIAN SIGNALS 11NED BY T PRIOR TO SIG	: 8' ;		
	SP	EED LIMIT = 35M GRADE = +1.4%	PH			
		····.	— SR 4034 (E. BAYFROI SURVEY & C	NT PARKWAY CONSTR Q	()	
	POST					
	LEGAL R/W					
$\underbrace{CONC.}_{EU} = \underbrace{EU}_{U}$			<u>CONC.</u>			~
<u><u>G</u></u>				-	•	)F 48
			1///38			34 0
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				(QLB)		
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(QLB)	(QBD)		TIL. ES	<u></u>		
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0				) SIGNAL AT		
			E. 87	H STREET		
	SIG	NAL INDICA	ATIONS			
	1,2,3,4,5,	CKPLATE	12" 12" 12" -5"	R G G 8 COVER EXIST	TING	
	6,9,10,11					
	COUNTY:	ERIE				
	MUNICIPALITY		RIE			
	INTERSECTION	l: S.R. 4034 (	BAYFRONT PA	RKWAY)		
	AND EAST 1	ENTH STREET - P	PHASE 2			
	ΑCTIVITY ΜΕ	DIAN CONSTRUC	TION			
NWEAL AND ADDRA LAND	PREPARED BY:					
PROFESSIONAL		ייינ <u></u>				
JOHN COUGHLIN MCGRAW, JR						
PE077566	CONTRACTOR			DATE		
		SCALE (	) 25	50		
		SCALE : (IN FEET)				

			M	OVEMEN	IT, P	HASIN	G, ANI	D SEQ	UENCI	E CH/	١RT				RAILROAD PREEMPTION NOTES	
									AILROAD			ROAD		I	NORMAL OPERATION WILL BE PREEMPTED BY THE TRAIN APPROACH SIGNALS WHEN ACTIVATED BY A TRAIN ENTERING THE RAILROAD CIRCUIT. IF TRAIN PREEMPTION OCCURS IN:	
	PHA	SE 2+	-6	PHASE 4	+7	PHA	SE 4+8		EEMPTION P1			<u>MPTION</u> P2		7	-PHASE 4+8-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+8-INTERVALS	
													ENCY FLASHING		2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVAL 4 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 1.	
	INT	- ERVA	L	INTERVA	AL	INT	ERVAL		NTERVAL		 INTE	RVAL	MERGEI		-PHASE 4+7-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+7-INTERVALS 2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS	1. INST WITH
SIGNAL	1 2	3	4 5	1 2 3	4	1 2	3 4	1 2	3	1	2	3 4	Ш Ш		ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1.	LOC
1,2	G G	G	Y R	R R R	R	R R	R R	G Y	R	R	R	R R	R		-PHASE 4+7-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+7-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.	2. NO MIN W
3,4	G G	Y	R R	R R R	R	R R	R R	RR	R	R	R	R R	R		-PHASE 4+7-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+7-INTERVALS 4 AND TRAIN PHASE P1-INTERVAL 1.	3. MAIN
5,6	G G	Y	R R	R R R	R	R R	R R	RR	R	R	R	R R	R		-PHASE 4+7-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.	PRO
7	R R	R	R R	$\frac{G}{\epsilon G^{-}} \stackrel{G}{\epsilon G^{-}} \stackrel{(2)}{\gamma}$	3	G G	Y R	R R	Y	G	G	Y R	Y		-PHASE 2+6-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 2+6-INTERVALS 2,3,4&5 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3,4&5 IF PEDESTRIAN TIMINGS	4. UNL
9	R R	R	R R	G G Y		G G	Y R	R R	Y	G	G	Y R	Y		ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 3,4&5 AND TRAIN	FACI GRA
10,11	R R	R	R R	R R R	R	G G	Y R	G G	Y	G	G	Y R	Y		PHASE P1-INTERVAL 1.	
*12,13		I		C	OVER E		ESTRIAN SI	I I IGNAL HEA	DS				I		-PHASE 2+6-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 4&5 AND TRAIN PHASE P1-INTERVAL 1.	5. ALL DRA
*16,17	W FD	DW [	DW DW	DW DW DW	DW	DW DW	DW DW	DW DV	V DW DW	DW	/ DW D	DW DW	OFF	=	-PHASE 2+6-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 5 AND TRAIN PHASE P1-INTERVAL 1.	THE PUBI
*14,15	DW DW	DW E	DW DW	W FD DW	DW	W FD	DW DW	DW DV	V DW DW	W	FD E	DW DW	OFF	=	-PHASE 2+6-INTERVAL 5, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.	MAR
*18,19	DW DW	DW [	DW DW	DW DW DW	DW	W FD	DW DW	DW DV	V DW DW	W	FD D	DW DW	OFF	= /	IN RETURNING FROM TRAIN OPERATION TO NORMAL OPERATION, IF TRAIN PREEMPTION	6. SUPF
SIGNS 🚺 🕅 🕡	OFF OFF	OFF C	OFF OFF	OFF OFF OFF	OFF	OFF OFF	OFF OFF	ON OI	V ON ON	ON	ON C	ON ON			TERMINATES IN: -TRAIN PHASE P2-INTERVAL 1, A TIMING DEVICE WILL BE ACTIVATED WHICH WILL HOLD THIS	το ε
FIXED		3.0 3	3.0 2.0	3.0	3.0		3.0 3.0	6.0 3.	0 3.0			3.0 3.0			INTERVAL FOR TEN SECONDS FOLLOWED BY THE TRAIN PHASE P2-INTERVALS 2,3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.	7. VEH
MINIMUM	7			7		12									-TRAIN PHASE P2-INTERVAL 2, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 3&4	SHA SIDE
SEC./ACT.						2.1									BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 4	UNLI THE
MAX. INITIAL						25									BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVAL 1 AND	CLEA NO S
PASSAGE	4			4		6									NORMAL OPERATION.	BE A
TIME TO REDUCE						3								(	OPERATION OF LOOP DETECTORS ON EASTBOUND APPROACH E. 10TH ST. AS AFFECTED BY THE	8. THE APPF
BEFORE REDUCTION						27									RAILROAD PREEMPTION IS AS FOLLOWS: ANY CALL ON THIS DETECTOR EXISITNG AT THE TIME OF PREEMPTION OR OCCURING DURING	9. THIS
MIN. GAP						3									PREEMPTION SHALL BE HELD BY THE PREEMPTION EQUIPMENT TO BE PLACED IN THE	COM UTIL
MAX I	40			7		23		6		(	5				CONTROLLER MEMORY UPON RETURN TO NORMAL OPERATION.	PRO
MAX II	45			7		18		6		(	5			/	RAILROAD PREEMPTION TAKES PRECEDENCE OVER EMERGENCY PREEMPTION.	
* PEDESTRIAN	13.017.5			4		10.0 13.0				10.(	) 6 13.0					
MEMORY		MN		NL			MN				<b>I</b>	. I		_		
MN - MINIMUM R MX - MAXIMUM F				N PEDESTRIAN IF FOLLOWE			RWISE DON		NT ALL TIME		DN TERM	1INATES.			NOTES: 1. SIGNAL HEAD 8 COVERED DURING THIS PHASE 2. MAINTAIN ALL EXISTING PREEMPTION.	

MX - MAXIMUM RECALL L - LOCKING NL - NON-LOCKING

 $\bigcirc \frac{G}{\epsilon Y_{-}}$  IF FOLLOWED BY PHASE 4+8

- ③ G IF FOLLOWED BY PHASE 4+8
- ④ TIMING WILL BE AS SHOWN IN PHASE 4+8. INTERVALS 1 & 2 MAY TIME OUT IN THIS PHASE OR MAY BE COMPLETED IN PHASE 4+8.
- 6 RETURN TO DW UNTIL PEDESTRIAN
  - ACTUATION IS CALLED.



0005).

MASTER COMPUTER IS LOCATED AT THE CITY OF ERIE ENGINEERING OFFICES.

MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290).

DISTRICT	COUNTY	ROUTE	SECTION	SHE	EET
1-0	ERIE	33 OF 48			
	CIT	Y OF ERIE			
REVISION NUMBER	REV	ISIONS		DATE	BY
PERMIT NO	:	SHEET:	3 C	)F 3	
DATE ISSUE	ED:	DATE RE	EVISED:		

## **NOTES**

ISTALLATION, OPERATION, AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE ITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, DCATION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

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NLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE ACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET RATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

LL SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS RAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY HE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION UBLICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT ARKINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

UPPORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 EET BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY O EDGE OF SUPPORT POLE.

EHICULAR SIGNALS OR SIGNS ERECTED OVER THE ROADWAY SHALL HAVE A CLEARANCE OF 17 EET ABOVE THE ROADWAY. UNLESS OTHERWISE NOTED, POST MOUNTED VEHICULAR SIGNALS HALL HAVE A CLEARANCE OF NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE DEWALK LEVEL OR PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALK EXISITS. NLESS OTHERWISE NOTED, PEDESTRIAN SIGNALS SHALL HAVE A CLEARANCE OF 8 FEET ABOVE HE SIDEWALK LEVEL. UNLESS OTHERWISE NOTED, POST MOUNTED SIGNS SHALL HAVE A LEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF O SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED SIGNS SHALL E A MINIMUM 9 FEET ABOVE GROUND LINE.

HE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE PPROACH, SHALL BE 8 FEET.

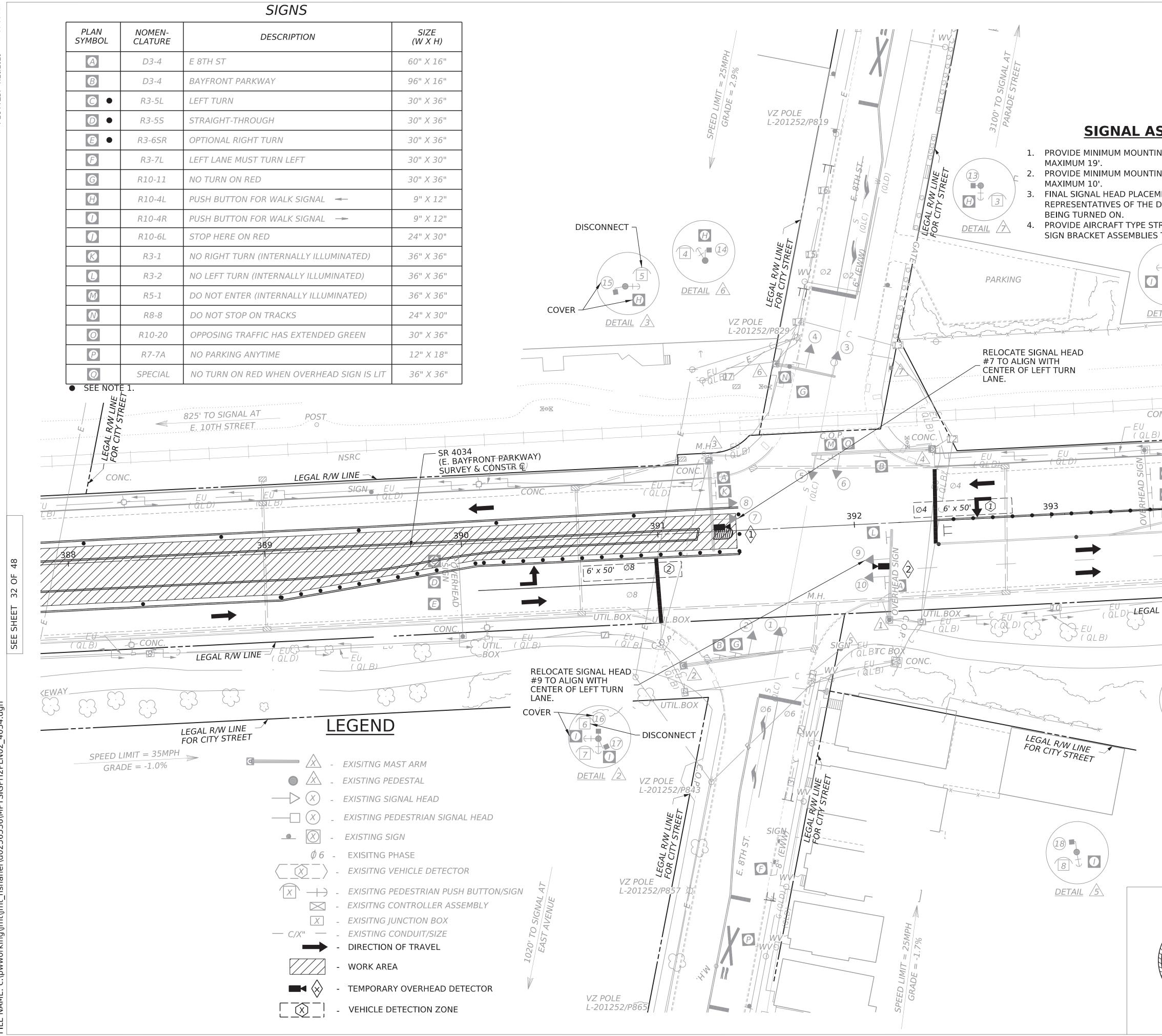
HIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE OMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND TILITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY ROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

# COORDINATION NOTES

CONTROLLER TO BE COORDINATED WITH ADJACENT CONTROLLERS THROUGH THE USE OF THE INTERCONNECT CABLE TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG THE BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290), EAST 6TH STREET (S.R. 4018), EAST LAKE ROAD (S.R. 4018), EAST 10TH STREET, AND EAST 12TH STREET (S.R.

MASTER LOCATION FOR REFERENCING OFFSETS IS AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290). OFFSETS ARE REFERENCED TO THE END OF GREEN OF PHASE 4+8.

	COUNTY: ERIE					
	MUNICIPALITY:	CITY OF	ERIE			
	INTERSECTION:	S.R. 4034	(BAYFRON	T PARKWA	4Y)	
	AND EAST TENTH	I STREET -	PHASE 2			
	ACTIVITY: MEDIAN	CONSTRU	CTION			
PROFESSIONAL TIT	PREPARED BY: JM	IT				
DHN COUGHL IN MCGRAW, JR						
ENGINEER PE077566	CONTRACTOR				TE	
VSYL UT	CONTRACTOR			DA		
		CALE : N FEET)	0	25	50	



	DISTRICT 1-0	COUNTY ERIE	ROUTE 4034	SECTION S00	SHE 34 O	EET F 48
	REVISION NUMBER		Y OF ERIE SIONS		DATE	BY
	PERMIT NO:		SHEET:		DF 3	
		D: NOTE:	DATE RI	EVISED:		
SSEMBLY NOTE		1.SEE SHEETS 14 - 17	FOR ADDIT	IONAL TRAF	FIC CONT	FROL.
NG HEIGHT OF OVERHEAD S						
IENT WILL BE DETERMINED						
RANDED CABLE FOR MOUN TO MAST ARMS.	ITING SIGNAL A	AND				
2 0 12 TAIL 4				XX	X	-
XXXX	XX	xxxxxx	xx 5MPH	<u>A</u> N		
		GRADE = +1.4				-
						-
DNC.	EU ( QLB)	777]			1	
LEGAL R/W LIN		EU QLD	EU QLB	EU = <del>(QLD)</del>		
EUCONC						2
3	• • •		395	• • •	• •	-
<b>D</b> 394		•				
C		•				
		-				
SR 4034 E. BAYFRONT P	KWY.					-
			BOX	COLDN	EU	
R/W LINE (QLB)	TIL.BOX	(QLD) (C) (QLD) (C) (QLD) (C) (C) (C) (C) (C) (C) (C) (C) (C) (C			( QLB)	-
			E.7TH S	T.	• • • • • • • • • • • • • • • • • • •	- 
BAYFRONT BIKEWAY			E./1H 3		PVVF 1_7(	
BATTRON 83	30' TO SIGNAL E. 6TH STREET	AT SIGN	JAL INC	ICATIOI	NS	
11 DETAIL 1				2" BACKPLATE 5"		
			1,2,3,4,5 6,7,8,9,1	,		
			0,7,0,9,1	5		
	COUNTY:	ERIE				
	MUNICIPALIT		E			
	INTERSECTIO	ON: S.R. 4034 (BA	AYFRONT PA	RKWAY)		
	AND EAS	T EIGHTH STREET - PH	IASE 2			
	ACTIVITY: I		ON			
PROFESSIONAL JOHN COUGHL IN MCGRAW, JR	PREPARED E	BY: JMT				
ENCINEER PEOT7566	CONTRACTO	)R		DATE		
SYLVIN		0	25	50 DATE		
		SCALE : (IN FEET)	25	50		

# PLOTTED: 7/26/2023 7:59:41 AM

# **MOVEMENT, PHASING, AND SEQUENCE CHART**

													ILRO, EMPT					ILRO EMPT		
		PH	ASE 2	2+6			PH.	ASE 4	4+8				Ρ1					P2		
	- C -	T			_					_	- C	T T		<b> </b> ⊥ +	_	- C -				EMERGENCY FLASHING
		IN	TERV	AL	-		IN	TERV	'AL			IN	TERV	AL			IN	TERV	'AL	EMER
SIGNAL	1	2	3	4	5	1	2	3	4		1	2	3			1	2	3	4	
1,2	G	G	G	Y	R	R	R	R	R		G	Y	R			R	R	R	R	R
3,4	G	G	Y	R	R	R	R	R	R		R	R	R			R	R	R	R	R
5,6	G	G	Y	R	R	R	R	R	R		R	R	R			R	R	R	R	R
7,8	R	R	R	R	R	G	G	Y	R		R	R	R			G	G	Y	R	Y
9,10	R	R	R	R	R	G	G	Y	R		R	R	R			G	G	Y	R	Y
*11,12	W	FD	DW	DW	DW	DW	DW	DW	DW		DW	DW	DW			DW	DW	DW	DW	OFF
*15,16		1				CO	VER	EXIST	- ING	PEDE	STRI	AN S	IGNA	L HE	ADS		1			<b>I</b>
*13,14	DW	DW	DW	DW	DW	W	FD	DW	DW		DW	DW	DW			W	FD	DW	DW	OFF
*17,18	DW	DW	DW	DW	DW	W	FD	DW	DW		DW	DW	DW			W	FD	DW	DW	OFF
SIGNS 🔇 🖸 🕖	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		ON	ON	ON			ON	ON	ON	ON	OFF
FIXED	>		3.0	3.0	2.0	>		3.0	3.0			3.0	2.0			$\geq$		3.0	3.0	
MINIMUM		7				1	.2				7									
SEC./ACT.						2	.5													
MAX. INITIAL						2	25													
PASSAGE	4	4					6													
TIME TO REDUCE							3													
BEFORE REDUCTION						2	7													
MIN. GAP							3							L						
MAX I	2	1				5	5				7			L		(.	1)			
MAX II	2	9				4	.7				7					(.	1)			
* PEDESTRIAN	13.0	18				9.0	12									9.0	2 12			
MEMORY		1	NL		1		1	MN	1	1	MN									

<u>MEMORY:</u>

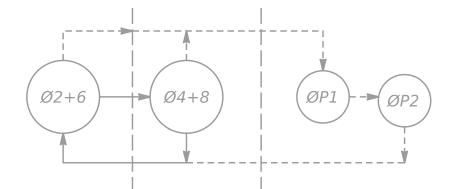
\* UPON PEDESTRIAN ACTIVATION, OTHERWISE DON'T WALK AT ALL TIMES.

MN - MINIMUM RECALL MX - MAXIMUM RECALL L - LOCKING NL - NON-LOCKING

① DWELL UNTIL PREEMPTION TERMINATES.

(2) RETURN TO DW UNTIL PEDESTRIAN ACTUATION IS CALLED.

# PHASING DIAGRAMS



NORMAL OPERATION RAILROAD PREEMPTION PHASE SEQUENCE BARRIER

\_\_\_\_\_

# RAILROAD PREEMPTION NOTES

NORMAL OPERATION WILL BE PREEMPTED BY THE TRAIN APPROACH SIGNALS WHEN ACTIVATED BY A TRAIN ENTERING THE RAILROAD CIRCUIT. IF TRAIN PREEMPTION OCCURS IN: -PHASE 4+8-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+8-INTERVALS 2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-		
INTERVAL 1. -PHASE 4+8-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVAL 4 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 2+6-INTERVALS 2,3,4&5 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3,4&5 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-		
INTERVAL 1. -PHASE 2+6-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 3,4&5 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 4&5 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 5 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 5, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.	1. 2.	WI LO
IN RETURNING FROM TRAIN OPERATION TO NORMAL OPERATION, IF TRAIN PREEMPTION TERMINATES IN: -TRAIN PHASE P2-INTERVAL 1, A TIMING DEVICE WILL BE ACTIVATED WHICH WILL HOLD THIS INTERVAL FOR TEN SECONDS FOLLOWED BY THE TRAIN PHASE P2-INTERVALS 2,3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.	3.	IN MA
-TRAIN PHASE P2-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.	4.	PR RE UN
OPERATION OF LOOP DETECTORS ON EASTBOUND APPROACH E. 8TH ST. AS AFFECTED BY THE RAILROAD PREEMPTION IS AS FOLLOWS: ANY CALL ON THIS DETECTOR EXISITING AT THE TIME OF PREEMPTION OR OCCUPING DUPING PREEMPTION SHALL BE		FA GR

ANY CALL ON THIS DETECTOR EXISITNG AT THE TIME OF PREEMPTION OR OCCURING DURING PREEMPTION SHALL BE HELD BY THE PREEMPTION EQUIPMENT TO BE PLACED IN THE CONTROLLER MEMORY UPON RETURN TO NORMAL OPERATION.

RAILROAD PREEMPTION TAKES PRECEDENCE OVER EMERGENCY PREEMPTION.

ITEM NUMBER	Ν	MISCELLANEOUS										
UNIT	DESCRIPTION	QTY	LOCATION	REMARKS								
4954 0202	SIGNAL CABLE, 14 AWG, 5 CONDUCTOR, TEMPORARY	20	391+28	EXISTING SIGNAL HEAD 7								
LF	CONDUCTOR, TEMPORART											
4954 0202	SIGNAL CABLE, 14 AWG, 5 CONDUCTOR, TEMPORARY	20	392+16	EXISTING SIGNAL HEAD 9								
LF	CONDUCTOR, TEMPORART											

## ITEM 0958-0323 (FOR INFORMATION ONLY)

· · · ·			· — · /
DESCRIPTION	QTY	LOCATION	REMARKS
TEMPORARY OVERHEAD DETECTION SYSTEM	1		

NOTES:

1. MAINTAIN ALL EXISTING PREEMPTION.

7.

DISTRICT	COUNTY	ROUTE	SECTION	SHI	EET
1-0	ERIE	35 C	)F 48		
	CIT	Y OF ERIE			
REVISION NUMBER	REV	ISIONS		DATE	BY
PERMIT NO	:	SHEET:	3 C	F 3	
DATE ISSU	ED:	DATE RE	EVISED:		

## **NOTES**

INSTALLATION, OPERATION, AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

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5. ALL SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT MARKINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

6. SUPPORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY TO EDGE OF SUPPORT POLE.

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8. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

9. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

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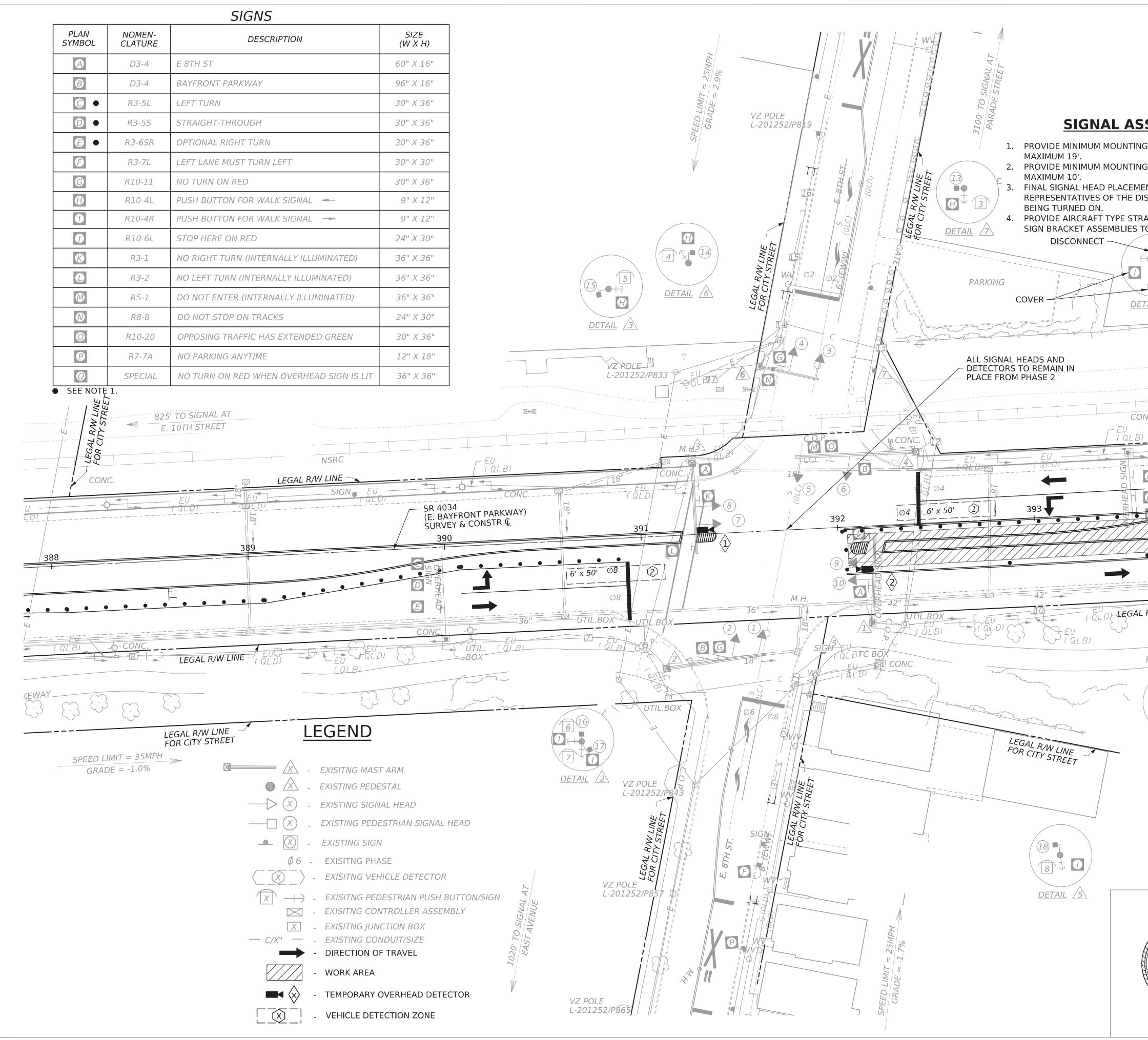
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MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290).

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	COUNTY: ERIE	=				
	MUNICIPALITY:	CITY OF	ERIE			
	INTERSECTION:	S.R. 403	4 (BAYFRON <sup>-</sup>	T PARKW	/AY)	
	AND EAST EIGHT	TH STREET	- PHASE 2			
	ACTIVITY: MEDIAN	I CONSTRU	ICTION			
PROFESSIONAL TH	PREPARED BY: JM	ſΤ				
JOHN COUGHL IN MCGRAW, JR						
PEOT7566	CONTRACTOR			DA	ATE	
		SCALE : N FEET)	0	25	50	





	DISTRICT	COUNTY	ROUTE	SECTION	SHEET	
	1-0ERIE4034S00CITY OF ERIE		36 0	F 48		
	REVISION REVISIONS DATE					BY
	PERMIT NO:		SHEET:	2 C	)F 3	
	DATE ISSUED		DATE RE	EVISED:		
SEMBLY NOTES		N <b>OTE:</b> L.SEE SHEETS 18 - 22	FOR ADDIT	IONAL TRAFI		FROL.
G HEIGHT OF OVERHEAD SIG	SNALS: 17' ;					
G HEIGHT OF PEDESTRIAN S						
INT WILL BE DETERMINED B STRICT TRAFFIC UNIT PRIOR						
ANDED CABLE FOR MOUNTI	NG SIGNAL AN	D				
			2			-
XXX	XX	XXX	XX	XX-	X	-
^		SPEED LIMIT = 35 $GRADE = +1.4$	5MPH 1%			
						-
						1
VC.	QLB)	777			1	-
LEGAL R/W LINE			EU	EU = <del>(QLD)</del>		-
( QLD) CONC						48
9			// 395/			OF 4
						38 (
18"		/ MH-1/				SHEET
			•			SEE SH
SR 4034 E. BAYFRONT PK	WY.				= 42"	S
	)-		BOX H	COLDN	EU	-
R/W LINE (QLB) UTI	L.BOX	$(QLD) \in \mathcal{S} = \mathcal{E}U = \mathcal{O}$	00		( QLB)	-
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COVER	E. 6TH S	~TDEET	VAL IND	ICATIOI	VS	
			R 1	2"		
DETAIL 1	CONNECT		G	BACKPLATE		
			1,2,3,4,5,	-		
			6,7,8,9,10	)		
	COUNTY:	ERIE				
	MUNICIPALIT					
				RKWAY)		
	AND EAST EIGHTH STREET - PHASE 3					
DNWEAL AND	ACTIVITY: MEDIAN CONSTRUCTION					
PROFESSIONAL TI	PREPARED B	í: JMT				
JOHN COUGHLIN NCGRAW, JR						
PEOTISE	CONTRACTO	R		DATE		
		SCALE: 0	25	50		
		SCALE : (IN FEET)				

## **MOVEMENT, PHASING, AND SEQUENCE CHART**

													ILRO. EMPT					ILRO EMPT			
		PH	ASE 2	2+6			PH,	ASE 4	1+8				Ρ1					P2			
	-				- 2 -					-	-	<u>т</u> + П				-					EMERGENCY FLASHING
		IN	TERV	'AL			IN	TERV	'AL			IN	TERV	AL			IN	TERV	'AL		EMEH
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3,4	G	G	Y	R	R	R	R	R	R		R	R	R			R	R	R	R		R
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7,8	R	R	R	R	R	G	G	Y	R		R	R	R			G	G	Y	R		Y
9,10	R	R	R	R	R	G	G	Y	R		R	R	R			G	G	Y	R		Y
*11,12		•	•	•		CO	ver i	EXIST	ING	PEDE	STRI	AN SI	GNA	L HEAI	DS						
*15,16	W	FD	DW	DW	DW	DW	DW	DW	DW		DW	DW	DW			DW	DW	DW	DW		OFF
*13,14	DW	DW	DW	DW	DW	W	FD	DW	DW		DW	DW	DW			W	FD	DW	DW		OFF
*17,18	DW	DW	DW	DW	DW	W	FD	DW	DW		DW	DW	DW			W	FD	DW	DW		OFF
SIGNS 🔇 🕻 🕼	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF		ON	ON	ON			ON	ON	ON	ON		OFF
FIXED	>		3.0	3.0	2.0	$\geq$		3.0	3.0			3.0	2.0			>	$\overline{\langle}$	3.0	3.0		
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SEC./ACT.						2	.5														
MAX. INITIAL						2	5														
PASSAGE	4	4				(	6														
TIME TO REDUCE							3														
BEFORE REDUCTION					L	2	7													$\neg$	
MIN. GAP							3													+	
MAX I	2	1				5	5				7					(	D			$\neg$	
MAX II	2	9				4	7				7					(.	D			$\neg$	
* PEDESTRIAN	13.0	18				9.0	12									9.0	2 12			$\dashv$	
MEMORY		<u>I</u>	NL	1	I		<u>I</u>	MN	1	<u> </u>	MN						<u> </u>			$\neg \uparrow$	

<u>MEMORY:</u>

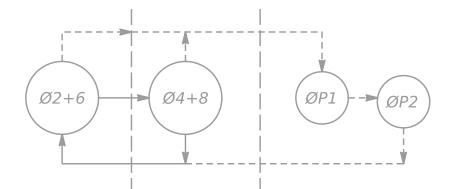
\* UPON PEDESTRIAN ACTIVATION, OTHERWISE DON'T WALK AT ALL TIMES.

MILMORT. MN - MINIMUM RECALL MX - MAXIMUM RECALL L - LOCKING NL - NON-LOCKING

① DWELL UNTIL PREEMPTION TERMINATES.

(2) RETURN TO DW UNTIL PEDESTRIAN ACTUATION IS CALLED.

## PHASING DIAGRAMS



NORMAL OPERATION RAILROAD PREEMPTION PHASE SEQUENCE BARRIER \_\_\_\_\_

## RAILROAD PREEMPTION NOTES

NORMAL OPERATION WILL BE PREEMPTED BY THE TRAIN APPROACH SIGNALS WHEN ACTIVATED BY A TRAIN ENTERING THE RAILROAD CIRCUIT. IF TRAIN PREEMPTION OCCURS IN: -PHASE 4+8-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+8-INTERVALS 2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVAL 4 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 2+6-INTERVALS 2,3,4&5 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3,4&5 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 3,4&5 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 4&5 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 5 AND TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 5, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. IN RETURNING FROM TRAIN OPERATION TO NORMAL OPERATION, IF TRAIN PREEMPTION TERMINATES IN:

-TRAIN PHASE P2-INTERVAL 1, A TIMING DEVICE WILL BE ACTIVATED WHICH WILL HOLD THIS INTERVAL FOR TEN SECONDS FOLLOWED BY THE TRAIN PHASE P2-INTERVALS 2,3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

- -TRAIN PHASE P2-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.
- OPERATION OF LOOP DETECTORS ON EASTBOUND APPROACH E. 8TH ST. AS AFFECTED BY THE RAILROAD PREEMPTION IS AS FOLLOWS:

ANY CALL ON THIS DETECTOR EXISITNG AT THE TIME OF PREEMPTION OR OCCURING DURING PREEMPTION SHALL BE HELD BY THE PREEMPTION EQUIPMENT TO BE PLACED IN THE CONTROLLER MEMORY UPON RETURN TO NORMAL OPERATION.

RAILROAD PREEMPTION TAKES PRECEDENCE OVER EMERGENCY PREEMPTION.

NOTES:

### 1. MAINTAIN ALL EXISTING PREEMPTION.

4.



DISTRICT	COUNTY	ROUTE	SECTION	SHI	EET
1-0	ERIE	4034	S00	37 C	)F 48
	CIT	Y OF ERIE			
REVISION NUMBER	REV	ISIONS		DATE	BY
PERMIT NO	:	SHEET:	3 C	F 3	
DATE ISSUE	D:	DATE RE	EVISED:		

## <u>NOTES</u>

1. INSTALLATION, OPERATION, AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

2. NO MODIFICATIONS OF THIS INSTALLATION ARE PREMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE SECRETARY OF TRANSPORTATION OR HIS REPRESENTATIVE.

3. MAINTENANCE WORK ON ALL APPROACHES TO THE SIGNALIZED INTERSECTION NECESSARY FOR PROPER VISIBILITY OF THE SIGNS AND SIGNALS, INCLUDING TRIMMING OF TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

UNLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE FACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET GRATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

5. ALL SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT MARKINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

6. SUPPORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY TO EDGE OF SUPPORT POLE.

7. VEHICULAR SIGNALS OR SIGNS ERECTED OVER THE ROADWAY SHALL HAVE A CLEARANCE OF 17 FEET ABOVE THE ROADWAY. UNLESS OTHERWISE NOTED, POST MOUNTED VEHICULAR SIGNALS SHALL HAVE A CLEARANCE OF NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK LEVEL OR PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALK EXISITS. UNLESS OTHERWISE NOTED, PEDESTRIAN SIGNALS SHALL HAVE A CLEARANCE OF 8 FEET ABOVE THE SIDEWALK LEVEL. UNLESS OTHERWISE NOTED, POST MOUNTED SIGNS SHALL HAVE A CLEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF NO SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED SIGNS SHALL BE A MINIMUM 9 FEET ABOVE GROUND LINE.

8. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

9. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

## **COORDINATION NOTES**

CONTROLLER TO BE COORDINATED WITH ADJACENT CONTROLLERS THROUGH THE USE OF THE INTERCONNECT CABLE TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG THE BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290), EAST 6TH STREET (S.R. 4018), EAST LAKE ROAD (S.R. 4018), EAST 10TH STREET, AND EAST 12TH STREET (S.R. 0005).

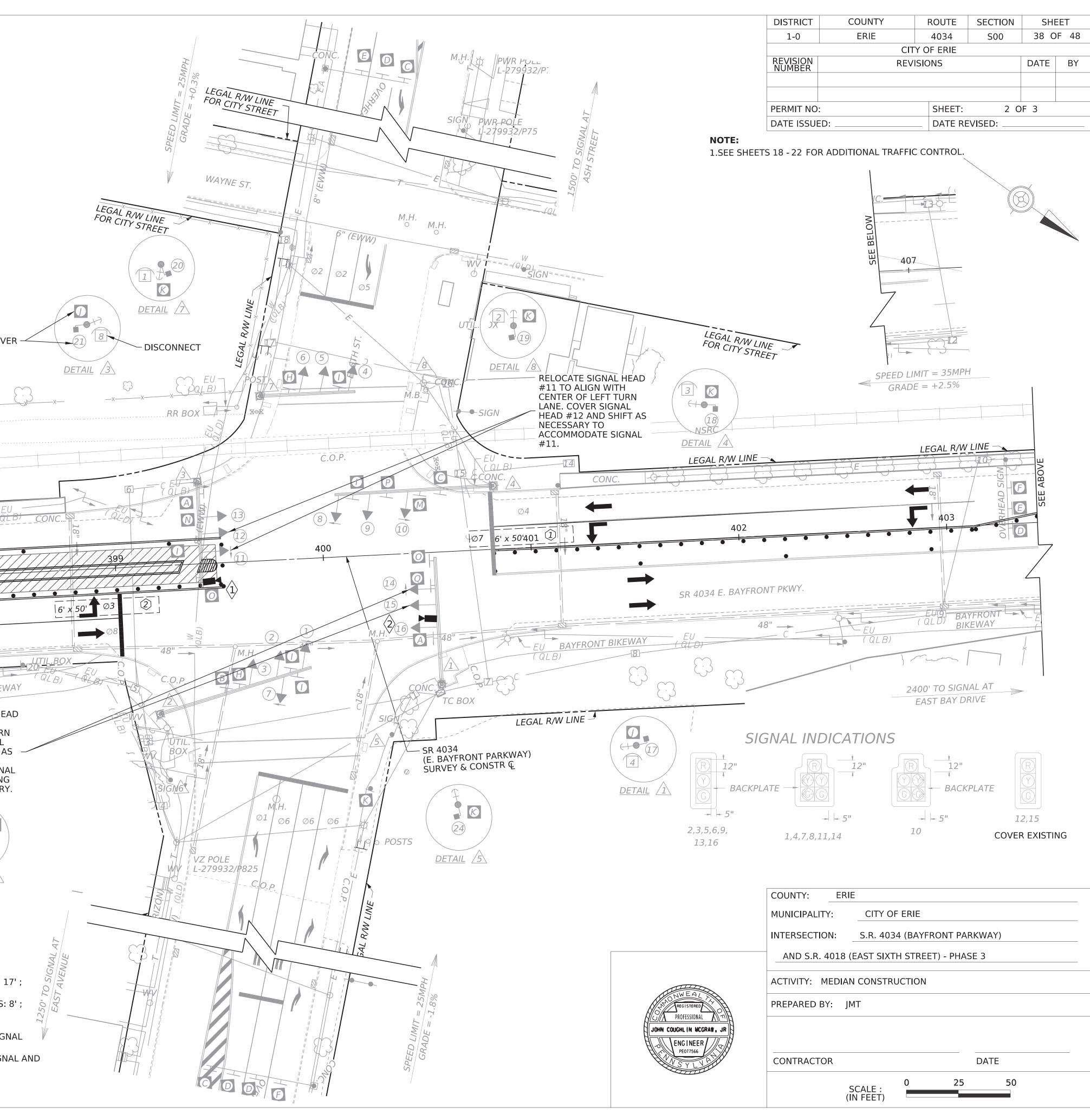
MASTER COMPUTER IS LOCATED AT THE CITY OF ERIE ENGINEERING OFFICES.

MASTER CONTROLLER IS LOCATED AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290).

MASTER LOCATION FOR REFERENCING OFFSETS IS AT THE INTERSECTION OF EAST 12TH STREET (S.R. 0005) AT BAYFRONT CONNECTOR/PARKWAY (S.R. 4034/S.R. 0290). OFFSETS ARE REFERENCED TO THE END OF GREEN OF PHASE 4+8.

	COUNTY: ERIE					_
	MUNICIPALITY:	CITY OF	ERIE			_
	INTERSECTION:	S.R. 4034	I (BAYFRON	T PARKWA	XY)	_
	AND EAST EIGHT	H STREET	- PHASE 3			_
	ACTIVITY: MEDIAN	CONSTRU	CTION			
NWEAL A	PREPARED BY: JM	IT				
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ENG INEER PE077566						
VSYL VAL	CONTRACTOR			DAT	ГЕ	
		CALE : N FEET)	0	25	50	
		,				

	PLAN SYMBOL	NOMEN- CLATURE	DESCRIPTION	SIZE (W X H)	
		D3-4	E 6TH ST	60" X 16"	
	B	D3-5	- BAYFRONT PARKWAY	96" X 16"	
	G	D3-5	- BAYFRONT PARKWAY	96" X 16"	
	•	R3-5L	LEFT TURN	30" X 36"	
		R3-5S	STRAIGHT-THROUGH	30" X 36"	
	<b>()</b>	R3-6SR	OPTIONAL RIGHT TURN	30" X 36"	
	G	R3-5R	RIGHT TURN	30" X 36"	
		R10-11	NO TURN ON RED	30" X 36"	
	0	R10-12	LEFT TURN YIELD ON GREEN	30" X 36"	
	0	R10-4L	PUSH BUTTON FOR WALK SIGNAL 🛁	9" X 12"	
	Ø	R10-4R	PUSH BUTTON FOR WALK SIGNAL	9" X 12	
	O	R10-6L	STOP HERE ON RED	24" X 30"	
		R10-10R	RIGHT TURN SIGNAL	30" X 36"	CC
		R3-1	NO RIGHT TURN (INTERNALLY ILLUMINATED)	36" X 36"	
	Ø	R3-2	NO LEFT TURN (INTERNALLY ILLUMINATED)	36" X 36"	
		R5-1	DO NOT ENTER (INTERNALLY ILLUMINATED)	30" X 36"	
		R10-12	LEFT TURN YIELD ON GREEN (INTERNALLY ILLUMINATED)	36" X 36"	×
	ß	W11-2A	PEDESTRIAN CROSSING	30" X 30"	
	9	R7-7A	YIELD TO PEDS IN CROSSWALKS	24" X 18"	
		SPECIAL	NO TURN ON RED WHEN OVERHEAD SIGN IS LIT	36" X 36"	
	SEE NO	TE 1.	D SIGNAL AT		
F 48	396	U (L B) (L B	In STREET LEGAL R/W LINE     EU     EU <th>EU</th> <th></th>	EU	
SHEET 36 OF	396			C. 48" FU (QLD)	
- 36 OF	396		EU CALDI (ALDI)	(QLD)	
SHEET 36 OF	396 $396$ $5R 403$ $5R 403$ $6$ $C$	U L B) 4 E. BAYFRON 4 E. BA	EU (QLD) (QLD) (QLD) LEGAL R/W LINE EU CONC. UTIL.BOX	C. 48" FU (QLD)	SIGNAL I GN WITH
SHEET 36 OF	396 $396$ $5R 403$ $5R 403$ $6$ $C$		EU (QLD) (QLD) (QLD) LEGAL R/W LINE EU CONC. UTIL.BOX	CQLD)         398////////////////////////////////////	SIGNAL I GN WITH LEFT TU ER SIGNA
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SHEET 36 OF	396 396 SR 403 SR 403 SR 403 SR 403 C UTIL. C UTIL. C UTIL. SPEE G LEC	U $I$	EU (QLD)	ABU ABU ABU ABU ABU ABU ABU ABU	SIGNAL GN WITH ER SIGNAND SHIF Y TO DATE SIC T EXIST
SHEET 36 OF	$\frac{1}{396}$ $\frac{396}{5R 403}$ $\frac{1}{5R 403}$ $\frac{1}{$	4 E. BAYFRON 4 E. BAYFRON 4 E. BAYFRON 4 E. BAYFRON 4 E. BAYFRON 5 END 5 LIMIT = 35N 7 ADE = -1.0%	EU (QLD) (Q	ABUILDI ABUILAN ABUILAN ABUILAN AC. AU AU AU AU AU AU AU AU AU AU	SIGNAL GN WITH ER SIGN ND SHIF Y TO DATE SIC T EXIST
SHEET 36 OF	$\frac{1}{396}$ $\frac{1}{396}$ $\frac{1}{58}$ $\frac{1}{60}$ $\frac{1}{58}$ $\frac{1}{60}$ $\frac{1}{58}$ $\frac{1}{60}$ $\frac{1}{58}$ $\frac{1}{58$	A E. BAYFRON 4	EU COVER - T AL HEAD	ABUILDI ABU	SIGNAL GN WITH LEFT TU ER SIGN ND SHIF TO DATE SIC ST EXIST NECESS
SHEET 36 OF	$\frac{396}{396}$ $\frac{396}{100}$	A E. BAYFRON 4	EU COVER - T AL HEAD	ABUILDI ABU	SIGNAL GN WITH ER SIGN ND SHIF TO DATE SIC ST EXIST NECESS
SHEET 36 OF	A = E	A E. BAYFRON 4	EU (QLD)	ABUILDI ABU	SIGNAL GN WITH ER SIGN ND SHIF TO DATE SIC ST EXIST NECESS
SHEET 36 OF		LIMIT = 35N RADE = -1.0% CEND	EU     COLUME       COLUME     COLUME <t< td=""><td>ABUILDI ABU</td><td>SIGNAL I GN WITH ER SIGNA ND SHIFT Y TO DATE SIG ST EXISTINECESSA</td></t<>	ABUILDI ABU	SIGNAL I GN WITH ER SIGNA ND SHIFT Y TO DATE SIG ST EXISTINECESSA
SHEET 36 OF	$ \begin{array}{c}                                     $	U LBD A E. BAYFRON A E. BAY	EU     COLUME       COLUME     COLUME <t< td=""><td>ABUILDI ABU</td><td>SIGNAL I GN WITH LEFT TU ER SIGNA ND SHIFT TO DATE SIG ST EXISTI NECESSA</td></t<>	ABUILDI ABU	SIGNAL I GN WITH LEFT TU ER SIGNA ND SHIFT TO DATE SIG ST EXISTI NECESSA
SHEET 36 OF		U L B) A E. BAYFRON A E. BA	EU COURT T PRWV: T PRWV: T PRWV: T ARM ESTAL AL HEAD SSE MICLE DETECTOR DESTRIAN PUSH BUTTON/SIGN	AB AB AB AB AB AB AB AB AB AB	SIGNAL I GN WITH LEFT TU ER SIGNA ND SHIFT TO DATE SIG ST EXIST NECESSA
SHEET 36 OF		U L B) A E. BAYFRON A E. BA	EU GLUD GL	ABLY NOT	SIGNAL I GN WITH ER SIGNA ND SHIFT TO DATE SIG T EXISTINECESSA
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SHEET 36 OF		U L B) A E. BAYFRON A E. BA	EU       COLUT         ALLO       COLUT         ASSI       COLUT         IT FKWY       Image: Concentration of the concentratin of the concentration of the concentration of the co	ABLY NOT	GN WITH LEFT TU ER SIGNA ND SHIFT TO DATE SIG TEXISTI NECESSA
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SHEET 36 OF		LIMIT = 35N A E. BAYFRON A E. B	EU CULU CULU CULU CULU F TARM TSTAL AL HEAD STAL AL HEAD STRIAN SIGNAL HEAD COVER CO	ABLY NOT ABLY NOT	SIGNAL I GN WITH LEFT TU ER SIGNA ND SHIFT TO DATE SIG T EXISTI NECESSA <b>ETAIL</b>



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5,6	R	R	R	R		G	G	Y	R	R	R	R	R		R	R	R	R	G	G	Y	R		R	R	R	R	R
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10	R	R	R	R		G	G	Y	R	R	$\frac{R}{-G}$	$-\frac{R}{Y}$	R		R	R	R	R	R	R	R	R		R	R	R	R	R
11	R	R	R	R		R	R	R	R	R	$\frac{R}{\epsilon G}$ -	$\frac{R}{\epsilon Y}$ -	R		G	G	Y	R	R	R	R	R		G	G	Y	R	R
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# RAILROAD PREEMPTION NOTES

NORMAL OPERATION WILL BE PREEMPTED BY THE TRAIN APPROACH SIGNALS WHEN ACTIVATED BY A TRAIN ENTERING THE RAILROAD CIRCUIT. IF TRAIN PREEMPTION OCCURS IN: -PHASE 3+7-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 3+7-INTERVALS 2&3 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 3+7-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 3+7-INTERVAL 3 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 3+7-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+8-INTERVALS 2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 4+8-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 4+8-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVAL 4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 4+8-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 1+5-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 1+5-INTERVALS 2,3&4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 1+5-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 1+5-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 1+5-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 1+5-INTERVALS 4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 1+5-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 2+6-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 2+6-INTERVALS 2,3,4&5 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3,4&5 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 2+6-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 3,4&5 AND

TRAIN PHASE P1-INTERVAL 1. 6. SUPPORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 -PHASE 2+6-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 4&5 AND TRAIN FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY PHASE P1-INTERVAL 1. TO EDGE OF SUPPORT POLE.

-PHASE 2+6-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 5 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 2+6-INTERVAL 5, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.

IN RETURNING FROM TRAIN OPERATION TO NORMAL OPERATION, IF TRAIN PREEMPTION TERMINATES IN:

-TRAIN PHASE P2-INTERVAL 1, A TIMING DEVICE WILL BE ACTIVATED WHICH WILL HOLD THIS INTERVAL FOR TEN SECONDS FOLLOWED BY THE TRAIN PHASE P2-INTERVALS 2,3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

-TRAIN PHASE P2-INTERVAL 2, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 4

BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION. -TRAIN PHASE P2-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

OPERATION OF LOOP DETECTORS ON EASTBOUND APPROACH E. 6TH ST. AS AFFECTED BY THE RAILROAD PREEMPTION IS AS FOLLOWS:

ANY CALL ON THIS DETECTOR EXISITNG AT THE TIME OF PREEMPTION OR OCCURING DURING PREEMPTION SHALL BE HELD BY THE PREEMPTION EQUIPMENT TO BE PLACED IN THE CONTROLLER MEMORY UPON RETURN TO NORMAL OPERATION.

RAILROAD PREEMPTION TAKES PRECEDENCE OVER EMERGENCY PREEMPTION.

## EMERGENCY PREEMPTION NOTES

EMERGENCY PREEMPTION EQUIPMENT IS LOCATED IN THE CONTROLLER CABINET. UPON PREEMPTION, THE CONTROLLER'S INTERNAL PREEMPTION PROGRAM PROVIDES THE FOLLOW SEQUENCE IF THE CONFLICTING PHASE IS IN GREEN:

A, A FLASHING "DON'T WALK" REPLACES ANY "WALK" INDICATION.

B. THE FLASHING "DON'T WALK" INTERVAL IS COMPLETED.

C. A YELLOW CLEARANCE INTERVAL REPLACES ALL CONFLICTING GREEN INDICATIONS. D. UPON COMPLETION OF THE YELLOW CLEARANCE INTERVAL, THE ALL RED INTERVAL IS COMPLETED FOLLOWED BY THE GREEN INDICATIONS FOR THE SELECTED STREET.

UPON PREEMPTION, THE CONTROLLER'S INTERNAL PREEMPTION PROGRAM PROVIDES THE FOLLOWING SEQUENCE IF THE SELECTED STREET IS IN GREEN:

A, A FLASHING "DON'T WALK" REPLACES ANY "WALK" INDICATION. B. THE FLASHING "DON'T WALK" INTERVAL IS COMPLETED. C. THE GREEN INDICATION REMAINS ON THE SELECTED STREET.

UTILIZE CONTROLLER TIMINGS FOR INTERVAL BEING CLEARED.

FOR THE DURING OF THE PREEMPTION, A GREEN INDICATION REMAINS ONT HE SELECTED STREET WITH A RED INDICATION GIVEN TO ALL OTHER STREETS AND A STEADY "DON'T WALK" INDICATION ON ALL PEDESTRIAN SIGNALS.

UPON TERMINATION OF THE PREEMPTION, THE SIGNAL RETURNS TO NORMAL OPERATION.



DISTRICT	COUNTY	ROUTE	SECTION	SHI	EET
1-0	ERIE	4034	S00	39 C	F 48
	CIT	Y OF ERIE			
REVISION NUMBER	REV	ISIONS		DATE	BY
PERMIT NO	:	SHEET:	3 C	F 3	
DATE ISSUE	ED:	DATE RE	EVISED:		

## NOTES

1. INSTALLATION. OPERATION. AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

NO MODIFICATIONS OF THIS INSTALLATION ARE PREMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE SECRETARY OF TRANSPORTATION OR HIS REPRESENTATIVE.

3. MAINTENANCE WORK ON ALL APPROACHES TO THE SIGNALIZED INTERSECTION NECESSARY FOR PROPER VISIBILITY OF THE SIGNS AND SIGNALS, INCLUDING TRIMMING OF TREES, IS THE **RESPONSIBILITY OF THE PERMITTEE.** 

4. UNLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE FACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET GRATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

5. ALL SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION PUBLICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT MARKINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

7. VEHICULAR SIGNALS OR SIGNS ERECTED OVER THE ROADWAY SHALL HAVE A CLEARANCE OF 17 FEET ABOVE THE ROADWAY. UNLESS OTHERWISE NOTED, POST MOUNTED VEHICULAR SIGNALS SHALL HAVE A CLEARANCE OF NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK LEVEL OR PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALK EXISITS. UNLESS OTHERWISE NOTED, PEDESTRIAN SIGNALS SHALL HAVE A CLEARANCE OF 8 FEET ABOVE THE SIDEWALK LEVEL. UNLESS OTHERWISE NOTED, POST MOUNTED SIGNS SHALL HAVE A CLEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF NO SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED SIGNS SHALL BE A MINIMUM 9 FEET ABOVE GROUND LINE.

8. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

9. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

## COORDINATION NOTES

CONTROLLER TO BE COORDINATED WITH ADJACENT CONTROLLERS THROUGH THE USE OF THE INTERCONNECT BABLE TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG THE BAYFRONT CONNECTOR (S.R. 4034), BAYFRONT PARKWAY (S.R. 4034), AND EAST 6TH STREET (S.R. 4018).

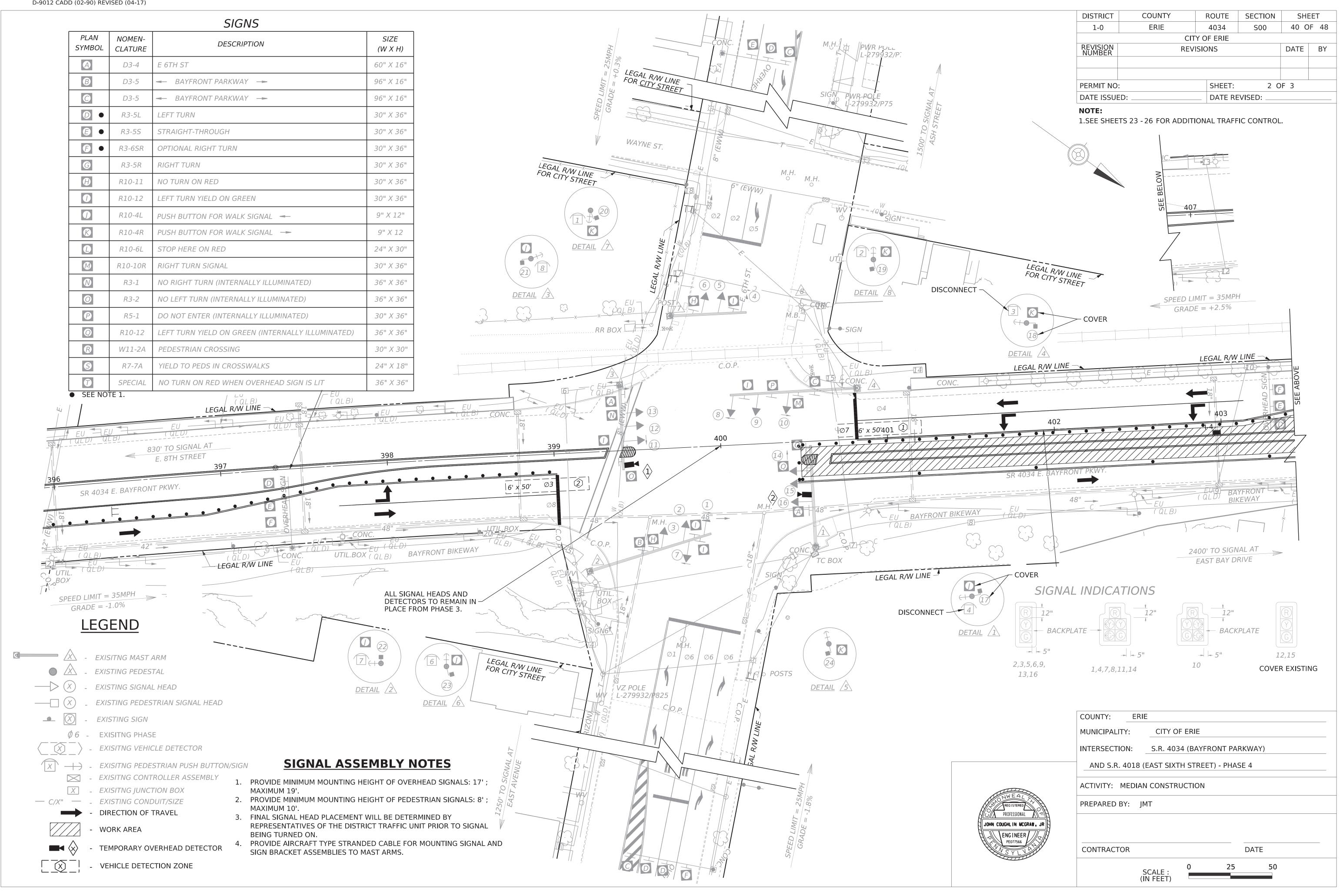
MASTER COMPUTER IS LOCATED AT THE CITY OF ERIE ENGINEERING OFFICES.

MASTER CONTROLLER IS LOCATED AT THIS INTERSECTION.

MASTER LOCATION FOR REFERENCING OFFSETS IS AT THIS INTERSECTION. OFFSETS ARE REFERENCED TO THE END OF GREEN OF PHASE 4+8.

CONTROLLER TO OPERATE IN FREE MODE (INDEPENDENTLY) IN THE EVENT OF FAILURE OF THE COORDINATION SYSTEM.

	COUNTY: ERIE
	MUNICIPALITY: CITY OF ERIE
	INTERSECTION: S.R. 4034 (BAYFRONT PARKWAY)
	AND S.R. 4018 (EAST SIXTH STREET) - PHASE 3
	ACTIVITY: MEDIAN CONSTRUCTION
PROFESSIONAL TI	PREPARED BY: JMT
OHN COUGHLIN NCGRAW, JR	
ENGINEER PEOT7566	CONTRACTOR DATE
	SCALE : (IN FEET)



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		PH	ASE 1	L+5			PH	ASE 2	2+6			PH	ASE 3	3+7			PH	ASE 4	1+8				Ρ1					P2		
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4	$\frac{R}{\epsilon G}$ -	$\frac{R}{\epsilon Y}$ -	R	R		G	G	Y	R	R	R	R	R			R	R	R	R		R	R	R	R		R	R	R	R	R
5,6	R	R	R	R		G	G	Y	R	R	R	R	R			R	R	R	R		G	G	Y	R		R	R	R	R	R
7,8	$\frac{R}{\epsilon G}$ -	$\frac{R}{\epsilon Y}$ -	R	R		G	G	Y	R	R	R	R	R			R	R	R	R		R	R	R	R		R	R	R	R	R
9	R	R	R	R		G	G	Y	R	R	R	R	R			R	R	R	R		R	R	R	R		R	R	R	R	R
10	R	R	R	R		G	G	Y	R	R	$\frac{R}{-G}$	$\frac{R}{-Y}$	R			R	R	R	R		R	R	R	R		R	R	R	R	R
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13	R	R	R	R		R	R	R	R	R	R	R	R			G	G	Ŷ	R		R	R	R	R		G	G	Y	R	R
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*23,24	DW	DW	DW	DW		DW	DW	DW	DW	DW	DW	DW	DW			W	FD	DW	DW	,	DW	DW	DW	DW		W	FD	DW	DW	OFF
SIGN <b>NOP</b>	OFF	OFF	OFF	OFF	(	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF			OFF	OFF	OFF	OFF		ON	ON	ON	ON		ON	ON	ON	ON	OFF
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MAX I	10					1	6				1	.0				2	6									(.	D			
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* PEDESTRIAN						14	20									13.0	19									13.0	2 19			
MEMORY	NL					М	1N				/	IL				М	N													

MEMORY:

\* UPON PEDESTRIAN ACTIVATION, OTHERWISE DON'T WALK AT ALL TIMES.

MN - MINIMUM RECALL MX - MAXIMUM RECALL L - LOCKING

NL - NON-LOCKING

(1) DWELL UNTIL PREEMPTION TERMINATES.

(2) RETURN TO DW UNTIL PEDESTRIAN ACTUATION IS CALLED.



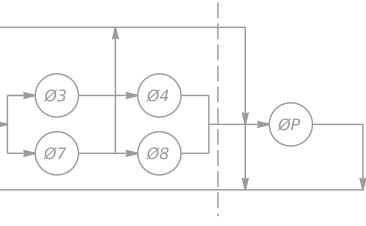
1. SIGNAL HEADS 12 AND 15 COVERED IN THIS PHASE.

2. MAINTAIN ALL EXISTING PREEMPTION.

NORMAL OPERATION RAILROAD PREEMPTION PHASE SEQUENCE BARRIER

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## PHASING DIAGRAM



RAILROAD PREEMPTION NOTES

NORMAL OPERATION WILL BE PREEMPTED BY THE TRAIN APPROACH SIGNALS WHEN ACTIVATED BY A TRAIN ENTERING THE RAILROAD CIRCUIT. IF TRAIN PREEMPTION OCCURS IN: -PHASE 3+7-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 3+7-INTERVALS 2&3 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 3+7-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 3+7-INTERVAL 3 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 3+7-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 4+8-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 4+8-INTERVALS 2,3&4 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3&4 IF PEDESTRIAN TIMINGS ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 4+8-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 4+8-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 4+8-INTERVAL 4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 4+8-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1. -PHASE 1+5-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 1+5-INTERVALS 2.3&4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 1+5-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 1+5-INTERVALS 3&4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 1+5-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 1+5-INTERVALS 4 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 1+5-INTERVAL 4, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.

5. ALL SIGNS, CURBS, CURB RAMPS, SIDEWALKS, AND PAVEMENT MARKINGS INDICATED ON THIS -PHASE 2+6-INTERVAL 1, IT TERMINATES IMMEDIATELY FOLLOWED BY PHASE 2+6-INTERVALS DRAWING ARE CONSIDERED PART OF THE PERMIT AND SHALL BE INSTALLED AND MAINTAINED BY THE PERMITTEE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION 2,3,4&5 IF PEDESTRIAN TIMINGS ARE ACTUATED, OR INTERVALS 3,4&5 IF PEDESTRIAN TIMINGS PUBLICATION 68, OFFICAL TRAFFIC CONTROL DEVICES. EXCEPTIONS ARE LONGITUDINAL PAVEMENT ARE NOT ACTUATED, AND TRAIN PHASE P1-INTERVAL 1. MARKINGS IN STATE HIGHWAYS, WHICH ARE MAINTAINED BY THE DEPARTMENT.

-PHASE 2+6-INTERVAL 2, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 3,4&5 AND TRAIN PHASE P1-INTERVAL 1.

6. SUPPORT POLES FOR OVERHEAD SIGNALS AND SIGNS SHALL HAVE A MINIMUM CLEARANCE OF 2 -PHASE 2+6-INTERVAL 3, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 4&5 AND TRAIN FEET BEHIND THE FACE OF THE CURB OR 12 FEET FROM THE EDGE OF THE TRAVELED ROADWAY PHASE P1-INTERVAL 1. TO EDGE OF SUPPORT POLE.

-PHASE 2+6-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVALS 5 AND TRAIN PHASE P1-INTERVAL 1.

-PHASE 2+6-INTERVAL 5, IT TIMES OUT FOLLOWED BY TRAIN PHASE P1-INTERVAL 1.

IN RETURNING FROM TRAIN OPERATION TO NORMAL OPERATION, IF TRAIN PREEMPTION TERMINATES IN:

-TRAIN PHASE P2-INTERVAL 1, A TIMING DEVICE WILL BE ACTIVATED WHICH WILL HOLD THIS INTERVAL FOR TEN SECONDS FOLLOWED BY THE TRAIN PHASE P2-INTERVALS 2,3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

-TRAIN PHASE P2-INTERVAL 2, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 3&4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

-TRAIN PHASE P2-INTERVAL 3, IT TIMES OUT FOLLOWED BY TRAIN PHASE P-INTERVALS 4 BEFORE RETURNING TO PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

-TRAIN PHASE P2-INTERVAL 4, IT TIMES OUT FOLLOWED BY PHASE 2+6-INTERVAL 1 AND NORMAL OPERATION.

OPERATION OF LOOP DETECTORS ON EASTBOUND APPROACH E. 6TH ST. AS AFFECTED BY THE RAILROAD PREEMPTION IS AS FOLLOWS:

ANY CALL ON THIS DETECTOR EXISITNG AT THE TIME OF PREEMPTION OR OCCURING DURING PREEMPTION SHALL BE HELD BY THE PREEMPTION EQUIPMENT TO BE PLACED IN THE CONTROLLER MEMORY UPON RETURN TO NORMAL OPERATION.

RAILROAD PREEMPTION TAKES PRECEDENCE OVER EMERGENCY PREEMPTION.

## EMERGENCY PREEMPTION NOTES

EMERGENCY PREEMPTION EQUIPMENT IS LOCATED IN THE CONTROLLER CABINET. UPON PREEMPTION, THE CONTROLLER'S INTERNAL PREEMPTION PROGRAM PROVIDES THE FOLLOW SEQUENCE IF THE CONFLICTING PHASE IS IN GREEN:

A, A FLASHING "DON'T WALK" REPLACES ANY "WALK" INDICATION.

B. THE FLASHING "DON'T WALK" INTERVAL IS COMPLETED.

C. A YELLOW CLEARANCE INTERVAL REPLACES ALL CONFLICTING GREEN INDICATIONS. D. UPON COMPLETION OF THE YELLOW CLEARANCE INTERVAL, THE ALL RED INTERVAL IS COMPLETED FOLLOWED BY THE GREEN INDICATIONS FOR THE SELECTED STREET.

UPON PREEMPTION, THE CONTROLLER'S INTERNAL PREEMPTION PROGRAM PROVIDES THE FOLLOWING SEQUENCE IF THE SELECTED STREET IS IN GREEN:

A. A FLASHING "DON'T WALK" REPLACES ANY "WALK" INDICATION. B. THE FLASHING "DON'T WALK" INTERVAL IS COMPLETED. C. THE GREEN INDICATION REMAINS ON THE SELECTED STREET.

UTILIZE CONTROLLER TIMINGS FOR INTERVAL BEING CLEARED.

FOR THE DURING OF THE PREEMPTION, A GREEN INDICATION REMAINS ONT HE SELECTED STREET WITH A RED INDICATION GIVEN TO ALL OTHER STREETS AND A STEADY "DON'T WALK" INDICATION ON ALL PEDESTRIAN SIGNALS.

UPON TERMINATION OF THE PREEMPTION, THE SIGNAL RETURNS TO NORMAL OPERATION.

DISTRICT	COUNTY	ROUTE	SECTION	SHI	EET
1-0	ERIE	4034	S00	41 C	)F 48
	CIT	Y OF ERIE	·		
REVISION NUMBER	REV	SIONS		DATE	BY
PERMIT NO	:	SHEET:	3 C	F 3	
DATE ISSUE	ED:	DATE RE	EVISED:		

## NOTES

1. INSTALLATION, OPERATION, AND MAINTENANCE OF THESE SIGNALS SHALL BE IN ACCORDANCE WITH PENNSYLVANIA DEPARTMENT OF TRANSPORTATION REGULATIONS GOVERNING THE DESIGN, LOCATION, AND OPERATION OF SIGNS, SIGNALS, AND PAVEMENT MARKINGS.

2. NO MODIFICATIONS OF THIS INSTALLATION ARE PREMITTED UNLESS PRIOR APPROVAL IS GRANTED, IN WRITING, BY THE SECRETARY OF TRANSPORTATION OR HIS REPRESENTATIVE.

3. MAINTENANCE WORK ON ALL APPROACHES TO THE SIGNALIZED INTERSECTION NECESSARY FOR PROPER VISIBILITY OF THE SIGNS AND SIGNALS, INCLUDING TRIMMING OF TREES, IS THE RESPONSIBILITY OF THE PERMITTEE.

4. UNLESS OTHERWISE NOTED, THE PERMITTEE SHALL MAINTAIN CURBING AND OTHER DRAINAGE FACILITIES IN ACCORDANCE WITH DEPARTMENT STANDARDS AND CRITERIA, EXCEPT FOR INLET GRATES THAT WILL BE MAINTAINED BY THE DEPARTMENT AS A PART OF THE ROADWAY SURFACE.

7. VEHICULAR SIGNALS OR SIGNS ERECTED OVER THE ROADWAY SHALL HAVE A CLEARANCE OF 17 FEET ABOVE THE ROADWAY. UNLESS OTHERWISE NOTED, POST MOUNTED VEHICULAR SIGNALS SHALL HAVE A CLEARANCE OF NOT LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE SIDEWALK LEVEL OR PAVEMENT GRADE AT THE CENTER OF THE HIGHWAY IF NO SIDEWALK EXISITS. UNLESS OTHERWISE NOTED, PEDESTRIAN SIGNALS SHALL HAVE A CLEARANCE OF 8 FEET ABOVE THE SIDEWALK LEVEL. UNLESS OTHERWISE NOTED, POST MOUNTED SIGNS SHALL HAVE A CLEARANCE OF 7 FEET ABOVE THE SIDEWALK LEVEL OR ABOVE THE EDGE OF ROADWAY GRADE, IF NO SIDEWALK EXISTS. UNLESS OTHERWISE NOTED, THE TOP OF THE POST MOUNTED SIGNS SHALL BE A MINIMUM 9 FEET ABOVE GROUND LINE.

8. THE MINIMUM HORIZONTAL DISTANCE BETWEEN SIGNAL, MEASURED AT RIGHT ANGLES TO THE APPROACH, SHALL BE 8 FEET.

9. THIS DRAWING CANNOT BE USED AS A CONSTRUCTION DRAWING UNLESS THE PERMITTEE COMPLIES WITH THE PROVISIONS OF THE LATEST ACT PREVENTING DAMAGE TO UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONSULT WITH UTILITY COMPANIES TO RESOLVE ANY PROBLEMS THAT MAY BE CREATED DUE TO THE LOCATION OF UTILITIES.

## COORDINATION NOTES

CONTROLLER TO BE COORDINATED WITH ADJACENT CONTROLLERS THROUGH THE USE OF THE INTERCONNECT BABLE TO PROVIDE A PROGRESSIVE MOVEMENT OF TRAFFIC ALONG THE BAYFRONT CONNECTOR (S.R. 4034), BAYFRONT PARKWAY (S.R. 4034), AND EAST 6TH STREET (S.R. 4018).

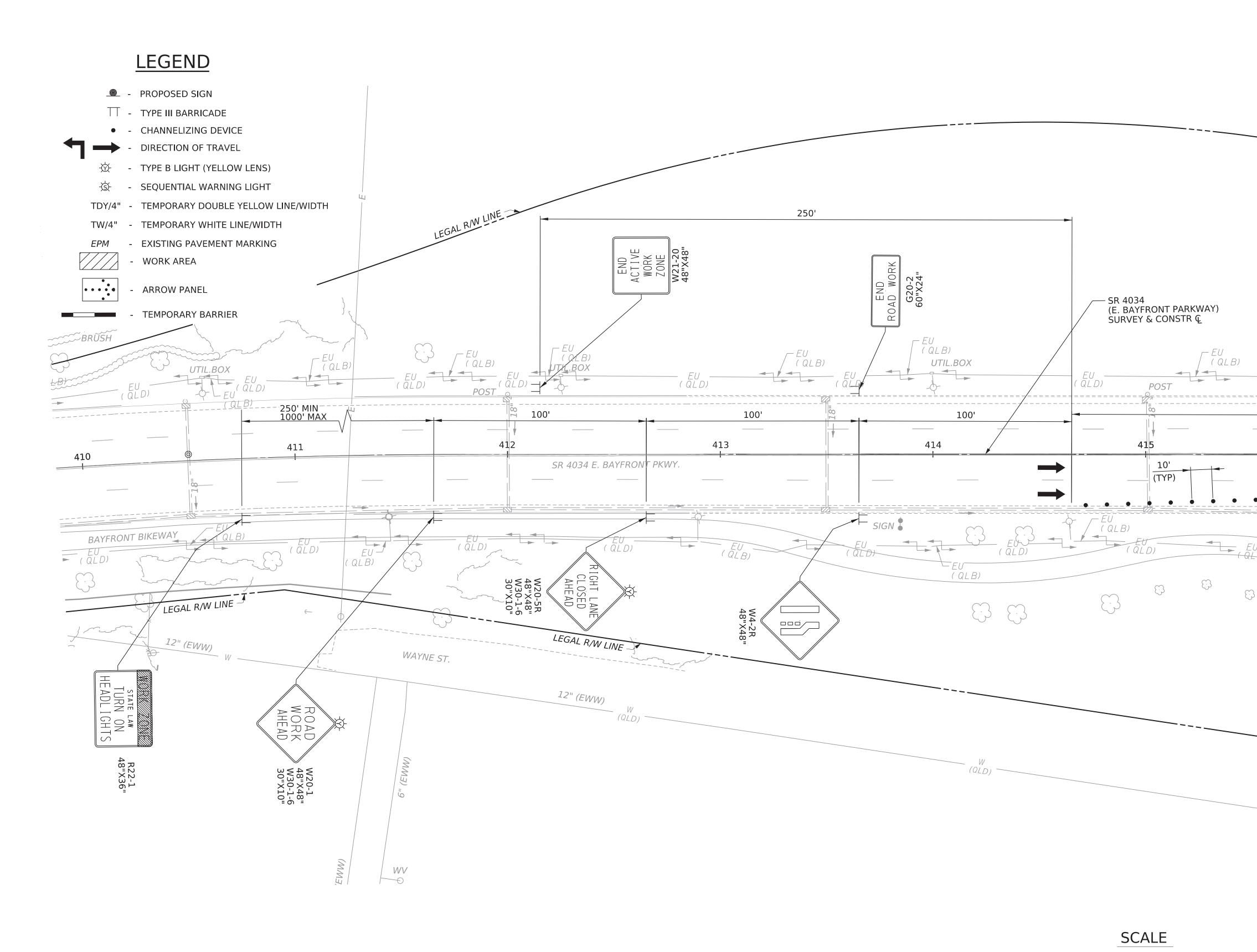
MASTER COMPUTER IS LOCATED AT THE CITY OF ERIE ENGINEERING OFFICES.

MASTER CONTROLLER IS LOCATED AT THIS INTERSECTION.

MASTER LOCATION FOR REFERENCING OFFSETS IS AT THIS INTERSECTION. OFFSETS ARE REFERENCED TO THE END OF GREEN OF PHASE 4+8.

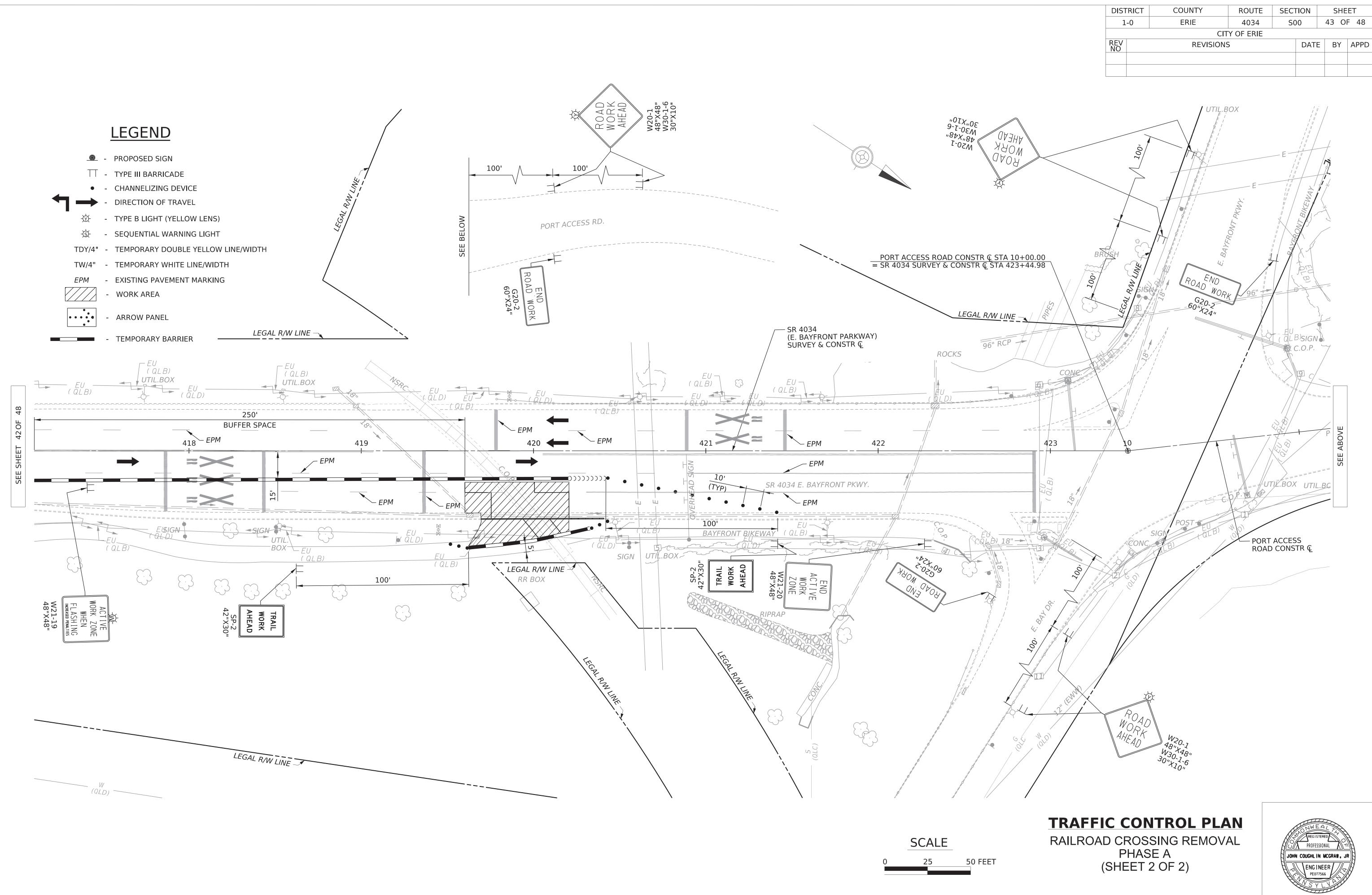
CONTROLLER TO OPERATE IN FREE MODE (INDEPENDENTLY) IN THE EVENT OF FAILURE OF THE COORDINATION SYSTEM.

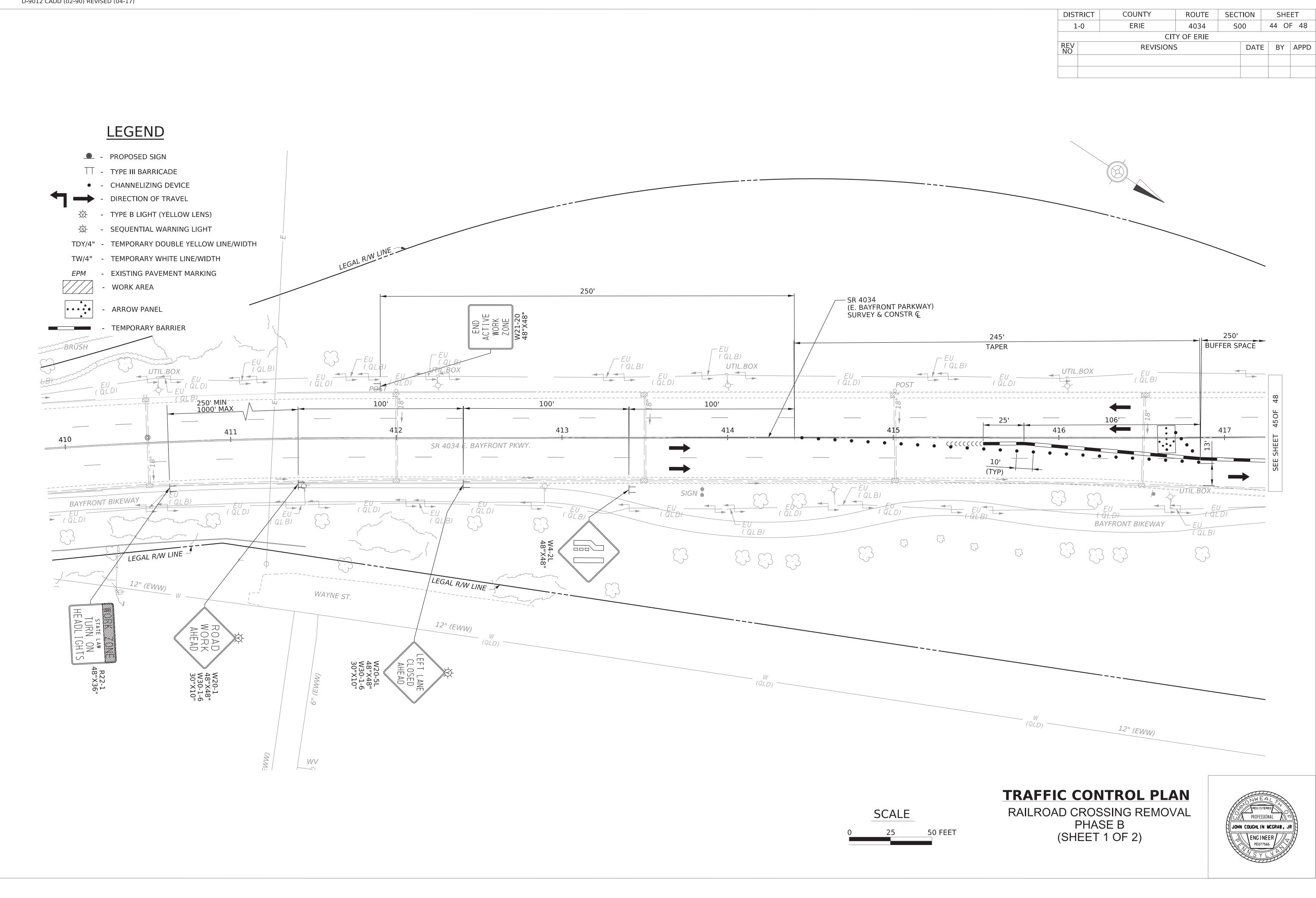
	COUNTY: ERIE
	MUNICIPALITY: CITY OF ERIE
	INTERSECTION: S.R. 4034 (BAYFRONT PARKWAY)
	AND S.R. 4018 (EAST SIXTH STREET) - PHASE 4
	ACTIVITY: MEDIAN CONSTRUCTION
PROFESSIONAL	PREPARED BY: JMT
OHN COUGHLIN MCGRAW, JR	
PEO77566	CONTRACTOR DATE
	SCALE : 0 25 50 (IN FEET)



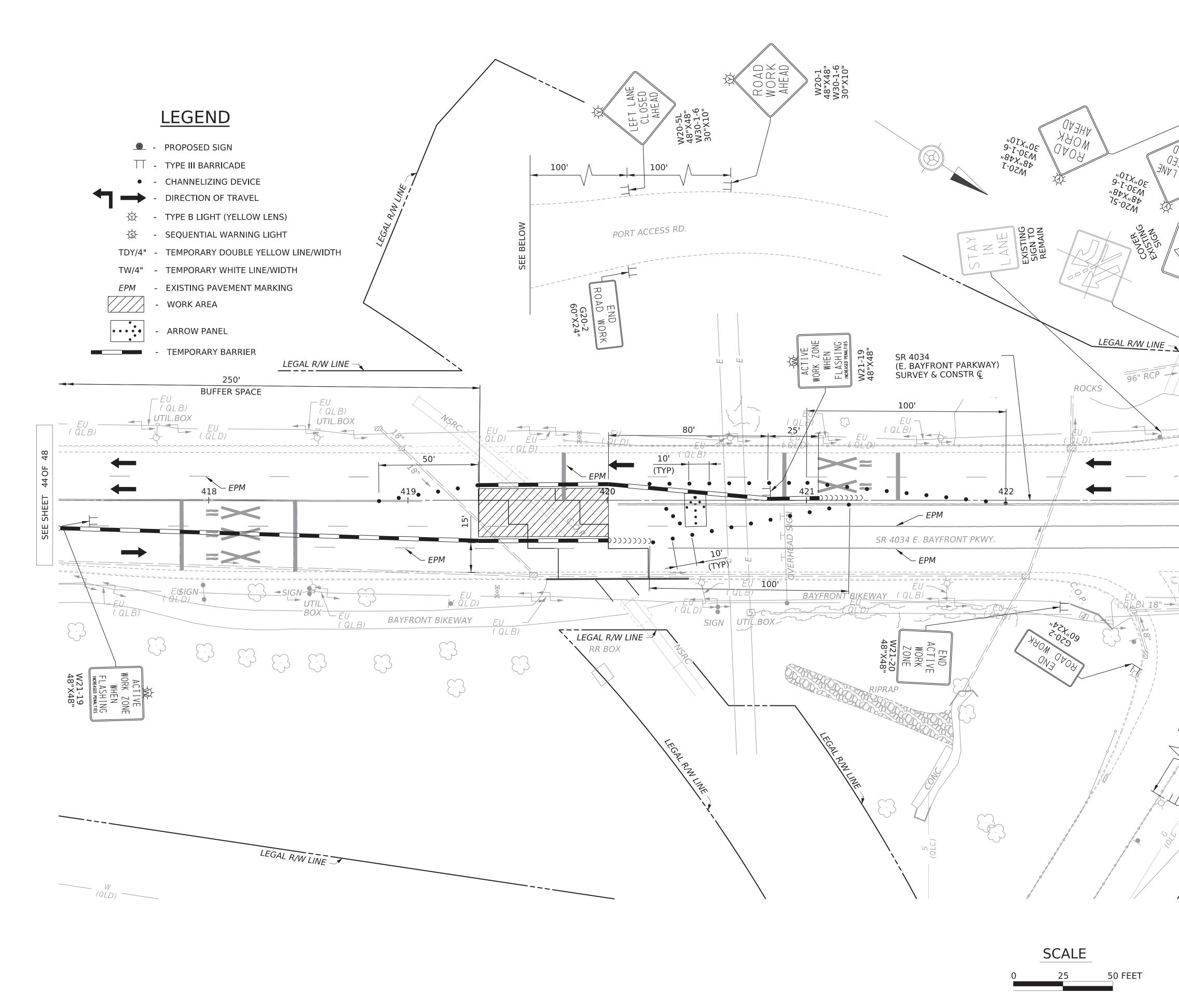


DISTRICT         COUNTY         ROUTE         SECTION           1-0         ERIE         4034         SOO         A           CITY OF ERIE           REV         REVISIONS         DATE           0         -         -         -	42 OI BY	F 48 APPD
	BY	APPD
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245'		
416 417		
10:1 FLARE RATE U		
$\left\{\begin{array}{c} \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\ \\$		
EU EU EU (QLD) EU (QLD) EU (QLD)		
BAYFRONT BIKEWAY EU (QLB)		
(QLD) 12" (EWW)		
TRAFFIC CONTROL PLAN		
	AL T	
RAILROAD CROSSING REMOVAL PHASE A (SHEET 1 OF 2)	CGRAW, JI	
RAILROAD CROSSING REMOVAL PHASE A	CGRAW, JI	









LE NAME: c:\pwworking\jmt\eligda@jmt.com\d0754243\MPT\_RR\_PH2PLN02\_4034.

