

TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

NOTES:

A. FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVERAYS

- 1. SIDE ROAD WITH A SPEED LIMIT OF 40 MPH 650 HOUNG OR LESS AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEER.
- c) the bank relite, and relited on it approximately 200° 60° 60 by advance of the main relite,
- NO THE CLOSED PORTION OF THE MAIN ROLTE SHALL BE PROTECTED BY BLOCKING WITH TYPE I, TYPE II OR TYPE III BARRICAGES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 2. SIDE ROAD WITH A SPEED LIMIT CREATER THAN 40 GIPN 160 km/Ft AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENGINEERS
- of the brain route, and approximately sout its an advance of the main route,
- IN THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY BLOCKING WITH TYPE III BARRICADES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION.
- 3. WHEN THE SIDE POND LIES BETWEEN THE BECIMHING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW WE-11 SHALL BE USED IN LIEU OF THE DOUBLE HEADED ARROW WE-12.

B. FOR A LAME CLOSURE ON A SADE ROAD OR BRIVEWAY!

- USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES (STD. 701506, STD. 701506 OR THE APPROPRIATE STANDARD, THE SPACING OF SIGHS AND BARRICANES SHALL BE ADJUSTED FOR FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. THE BIRECTIONAL ARROW SHALL BE COVERED OR REMOVED WHEN HO LONGER CONSISTENT WITH THE SIDE ROAD LANE CLOSURE.
- C. ADVANCE WARNING SIGNS AME TO BE CHITTED ON DRIVEWAY LINCESS OTHERWISE MOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, BITERSECTIONS, AND BRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

All dimensions are in millimeters (Indhaurtess etherwise shown.

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J OBERLE	10/18/95	1 FOR					
A. HOUSEH	03/06/96	CIRC BOLOC MITTERCEOTIONS AND					
A. HOUSEN	10/15/96	SIDE ROADS, INTERSECTIONS, AND					
T. RAMMACHER	01/06/00	DRIVEWAYS					
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