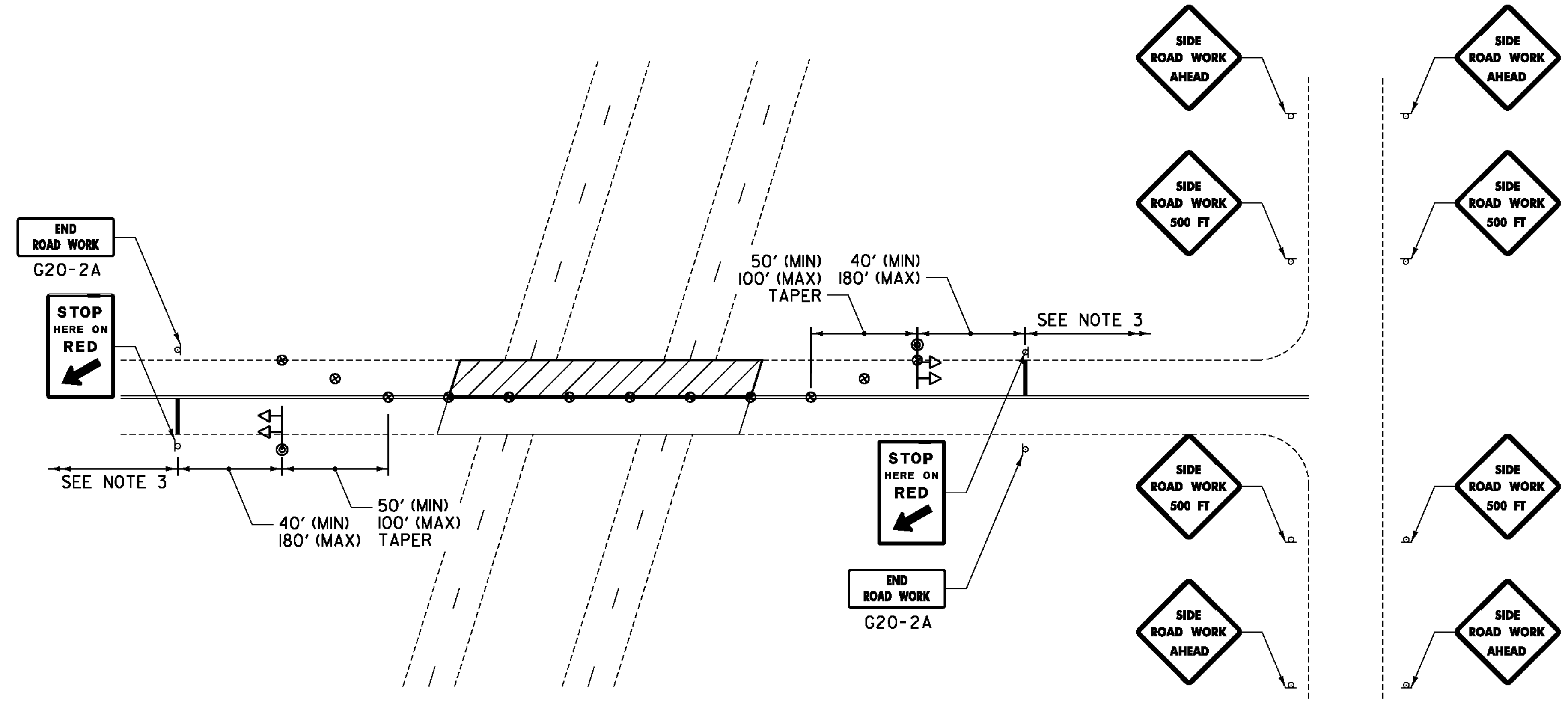
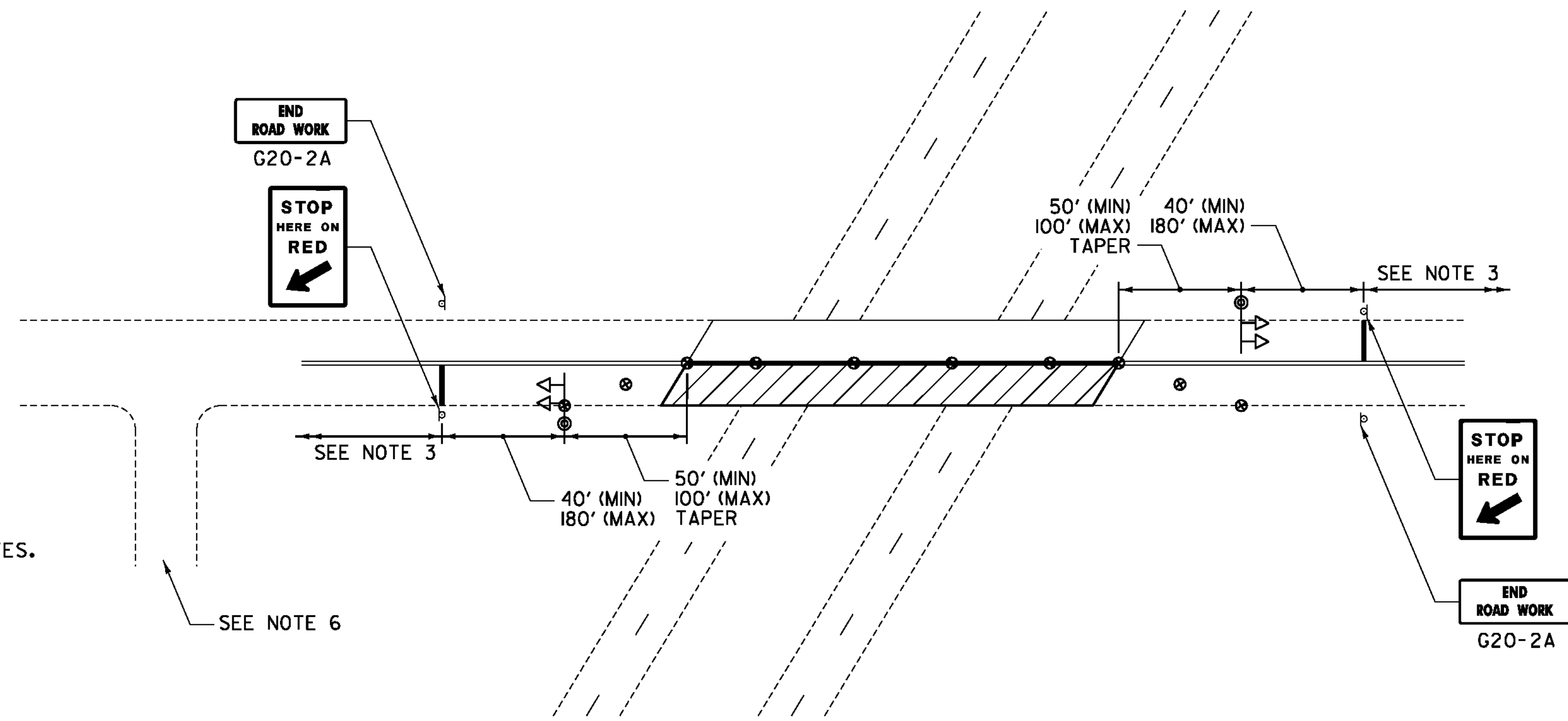


NOTES:

1. SEE SHEETS ID-1 AND ID-2 FOR GENERAL TRAFFIC CONTROL NOTES.
2. REFER TO STANDARD E-100 FOR CONSTRUCTION APPROACH SIGNS CRITERIA.
3. REFER TO "TRAFFIC CONTROL APPROACH SIGN PACKAGE" ON THIS SHEET. FOR BRIDGES 89 & 99, "ROAD WORK AHEAD" SIGN IS REPLACED WITH "SIDE ROAD WORK AHEAD" SIGN AS SHOWN ON BRIDGES 89 & 99 TRAFFIC CONTROL PLAN.
4. CHANNELIZING DEVICE SPACING
TANGENT SECTIONS: 60 FT. (2X DESIGN SPEED LIMIT)
TAPER SECTIONS: 30 FT. (1X DESIGN SPEED LIMIT)
DESIGN SPEED THROUGH CONSTRUCTION ZONE = 30MPH
5. ACCESS TO ALL EXISTING SIDE ROADS, DRIVES, AND PARKING AREAS SHALL BE MAINTAINED AT ALL TIMES DURING CONSTRUCTION. DRIVES, SIDE ROADS OR PARKING AREAS SHALL NOT BE LOCATED WITHIN THE ONE-LANE CLOSURE.
6. IF 12' MINIMUM TOTAL LANE WIDTH CAN NOT BE ACHIEVED ON BRIDGE 80, A "NARROW BRIDGE" SIGN (W5-2) SHOULD BE USED IN THE TRAFFIC CONTROL APPROACH SIGN PACKAGE AS DIRECTED BY THE RESIDENT ENGINEER.



LEGEND

	CHANNELIZING DEVICE
	TEMPORARY TRAFFIC SIGNAL
	TEMPORARY CONSTRUCTION SIGN
	FLASHING BEACON
	WORK ZONE

PROJECT NAME: MILTON-HIGHGATE
 PROJECT NUMBER: IM MEMB(26)
 FILE NAME: ...Plot Files\05-traf ctrl.dgn PLOT DATE: 5/4/2011
 PROJECT LEADER: G. BOGUE DRAWN BY: E. ALLING
 DESIGNED BY: E. ALLING CHECKED BY: T. KNIGHT
TRAFFIC CONTROL PLAN TC-1 SHEET 8 OF 70



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