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NOTES

1. FLAGPERSONS SHALL BE USED AT THE DISCRETION OF THE RESIDENT ENGINEER. IF NO FLAGPERSON IS PRESENT, THEN NO SIGN SHALL BE PLACED.
2. FOR SIGN AND CONE PLACEMENT AND SPACING REFER TO STANDARD E-110.
3. WORK IN WORK AREAS A/B AND Y/Z SHALL NOT OCCUR AT THE SAME TIME.
4. TWO PORTABLE ROAD WORK AHEAD SIGNS SHALL BE GATE POSTED NEAR THE BEGINNING OF THE ENTRANCE RAMP FOR ALL WORK DONE WITHIN THE REST AREA.
5. ALL SIGNS FOR THIS PROJECT MAY BE PORTABLE, IF SO REMOVE DAILY.
6. SIGN DETAILS, LOCATIONS, SPECIFICATIONS AND CHANNELIZING DEVICE SPECIFICATIONS NOT SHOWN ON THIS SHEET CAN BE FOUND ON STANDARD SHEETS E-100, E-101, E-102, E-106, E-107, E-107A, AND E-110.
7. TAPERS SHALL NOT BEGIN IN THE MIDDLE OF CURVES, BUT SHALL BE EXTENDED BACKWARD TO A POINT WHERE IT IS VISIBLE TO APPROACHING TRAFFIC.
8. WHEN WORK AREA IS ENTIRELY WITHIN THE REST AREA, CONES MAY BE USED AS THE CHANNELIZING DEVICE. CONES MAY ALSO BE USED AS THE CHANNELIZING DEVICE FOR WORK AREAS A, B, AND Y. HOWEVER, DRUMS SHALL BE USED AS THE CHANNELIZING DEVICE FOR WORK AREA Z, WITH LANE CLOSURE.
9. A MINIMUM TRAVEL WIDTH OF 14 FEET SHALL BE MAINTAINED IN ALL WORK AREAS EXCEPT AS FOLLOWS:
WHEN WORKING IN RAMP AREAS WHERE GUARD RAIL OF A CURBED MEDIAN ISLAND EXISTS, THE CONTRACTOR SHALL MAINTAIN A MINIMUM TRAVEL WIDTH OF 12 FEET.
10. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED IN M.P.H. TANGENT SPACING BETWEEN DEVICES SHOULD NOT EXCEED TWO TIMES THE SPEED LIMIT IN FEET
11. WHEN THE PAVED AREA(S) WITHIN THE REST AREA HAVE TO BE EXCAVATED FOR THE PLACEMENT OF ELECTRICAL CONDUIT SLEEVE, TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.

✱ — SIGN SO NOTED SHALL BE GATE POSTED

**TRAFFIC CONTROL FOR
OVERHEAD SIGN SUPPORT
SITE 10 - DERBY**

A. CHANNELIZING OF TRAFFIC SHALL BE AS PER STANDARD E-106 (MULTI LANE CLOSURE AT AN EXIT RAMP). THIS WILL ALLOW FOR A CRANE TO SIT IN THE TRAVEL LANE NEAR THE GORE AREA IN ORDER TO MOVE THE STRUCTURE. BARRELS SHALL BE USED AS CHANNELIZING DEVICES

B. TRAFFIC MAY CONTINUE TO PROCEED WHILE SET-UP FOR STRUCTURE REMOVAL/RESET IS IN PROGRESS (USING E-106 DETAIL).

C. WHEN THE STRUCTURE IS LIFTED OR SET (BY THE CRANE), TRAFFIC SHALL BE STOPPED BY UTO'S. AT THE ENGINEER'S DISCRETION, UTO'S MAY BE REQUIRED DURING SET-UP AS WELL.

D. TRAFFIC SHALL BE STOPPED FOR A MAXIMUM OF 10 MINUTES AT A TIME AND SHALL NOT BE STOPPED DURING PEAK TIMES OF 7-9 AM, AND 3-6 PM.

E. THE CONTRACTOR SHALL SUBMIT A PLAN FOR ACCOMPLISHING THIS WORK TO THE RESIDENT ENGINEER.

F. MINIMUM TRAVEL WIDTH OF 14 FEET SHALL BE MAINTAINED.

G. SEE NOTES 1, 5, 6, AND 10 ON THIS SHEET FOR FURTHER INFORMATION.

LEGEND

- — EXISTING OR PROPOSED STREET LIGHT
- — CONES, WORK AREA
- ⊠ — CONES, WORK AREA
- ▣ — CONES, WORK AREA
- ▤ — CONES, WORK AREA
- ▥ — DRUMS, WORK AREA
- ▧ — PORTABLE SIGN
- ▨ — TYPE III BARRICADES, ALL ZONES
- ⊞ — WORK AREA, TRUCK W/ FLASHING BEACON
- ⋯ — FLASHING ARROW PANEL

**INTERSTATE LOCATIONS
TRAFFIC CONTROL SHEET**

PREPARED BY RPD DATE 1-95
 MODIFIED BY EGE/PGJ DATE 4/97
 DESIGN SUPERVISOR ARK DATE _____
 PROJ. _____

STATEWIDE IM LITE (6)

TRAFFIC SHEET NO. _____ OF _____
 SHEET 16 OF 37 SHEETS

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