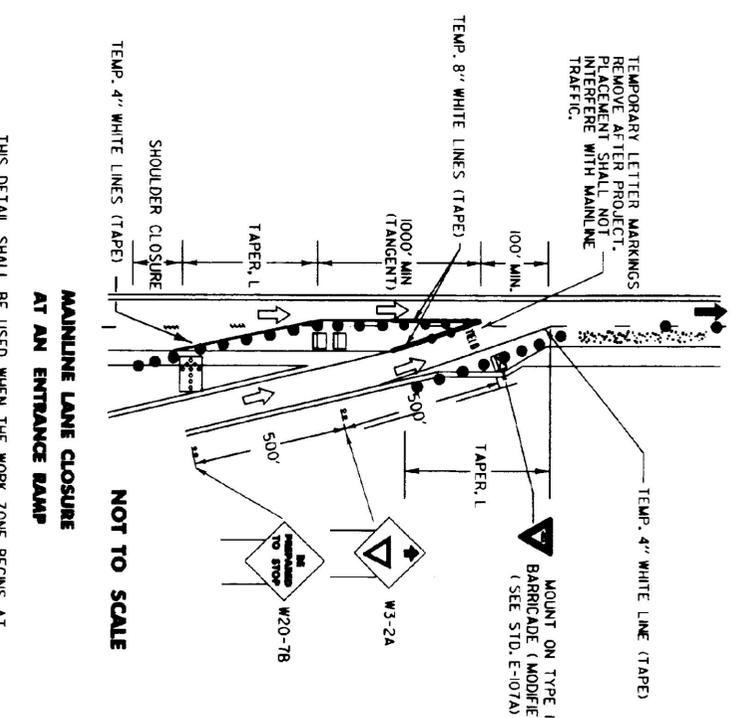
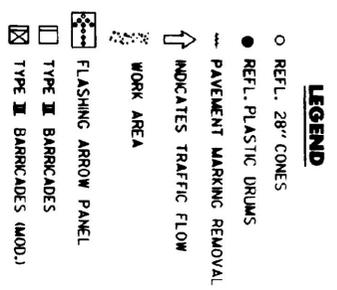
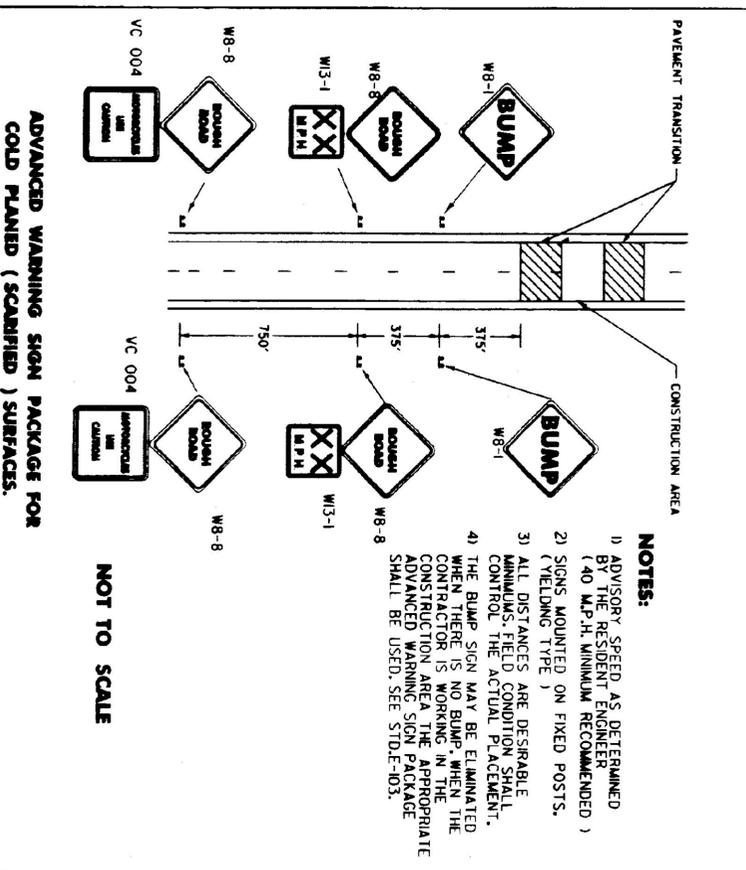


- NOTES:**
- 1) ALL SIGNS SHALL BE MOUNTED ON FIXED POSTS (YIELDING TYPE) UNLESS OTHERWISE NOTED.
  - 2) CHANNELIZING DEVICES SHALL BE PLACED AS FOLLOWS:
    - a) DEVICES SHALL BE SPACED AT A MAXIMUM OF "5" (THE SPEED LIMIT IN FEET) APART. TANGENT DEVICES SHALL BE SPACED 2 X "5" (THE SPEED LIMIT IN FEET) APART.
    - b) CONDITIONS SHALL BE DESIRABLE MINIMUMS FIELD PLACEMENT.
  - 3) ALL DISTANCES ARE BASED ON THE POSTED MAINLINE AND EXIT SPEEDS.
  - 4) TAPER RATES ARE BASED ON THE POSTED MAINLINE AND EXIT SPEEDS.
  - 5) TEMPORARY PAVEMENT MARKINGS ARE REQUIRED WHEN THE LAYOUT IS TO BE IN EFFECT FOR THREE DAYS OR MORE.
  - 6) LANE CLOSURES AND TAPER LENGTHS, L, AS DETAILED ON STANDARD E-103.
  - 7) EXIT SIGNS SHALL BE MOUNTED A MINIMUM OF 3' ABOVE THE GROUND AND HIGH ENOUGH TO BE SEEN ABOVE CHANNELIZING DEVICES.



THIS DETAIL SHALL BE USED WHEN THE WORK ZONE BEGINS AT THE END OF THE ACCELERATION LANE OR THE MAINLINE ON-RAMP TRAFFIC. IF THE LENGTH OF THE ACCELERATION LANE IS NOT ADEQUATE, THE YIELD SIGN SHALL BE REPLACED WITH A STOP SIGN. IF A STOP SIGN IS USED, IT SHOULD BE ACCOMPANIED BY A STOP BAR.



- NOTES:**
- 1) ADVISORY SPEED AS DETERMINED BY THE RESIDENT ENGINEER (40 MPH MINIMUM RECOMMENDED) (YIELDING TYPE)
  - 2) SIGNS MOUNTED ON FIXED POSTS.
  - 3) ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.
  - 4) THE BUMP SIGN MAY BE ELIMINATED WHEN THERE IS NO BUMP. WHEN THE CONSTRUCTION WORKING IN APPROPRIATE ADVANCED WARNING SIGN PACKAGE SHALL BE USED. SEE STD-E-103.

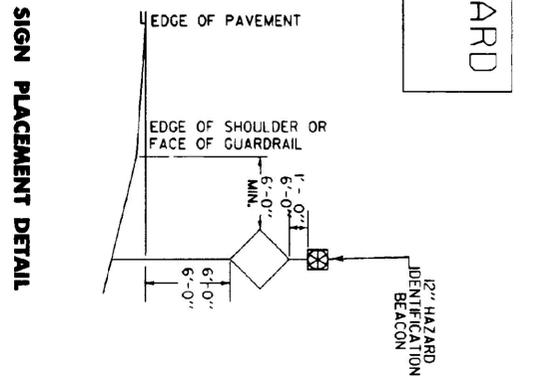
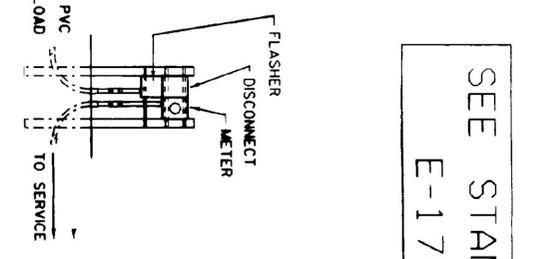
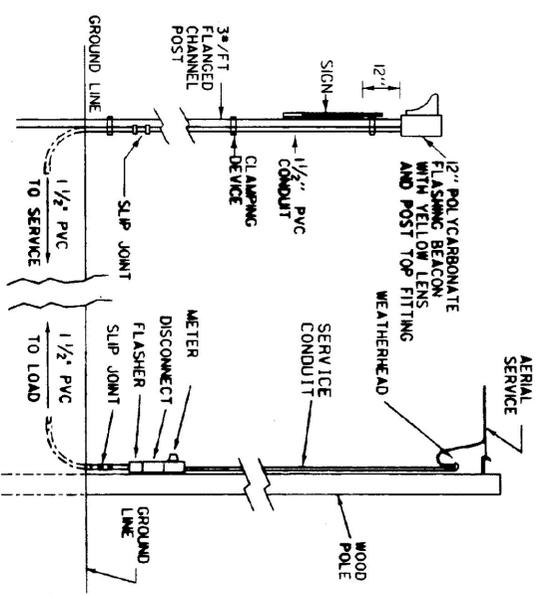
**MAINTAINING LANE CLOSURE AT AN EXIT RAMP**

NOT TO SCALE

**MAINTAINING LANE CLOSURE AT AN ENTRANCE RAMP**

NOT TO SCALE

THIS DETAIL SHALL BE USED WHEN THE WORK ZONE BEGINS AT THE CORNER OR THE MAINLINE LANE CLOSURE DRUM PLACEMENT INTERFERES WITH THE EXIT RAMP.



- NOTES:**
- 1) AT THE CONTRACTOR'S OPTION:
    - A. THE POWER SUPPLY MAY BE AERIAL OR UNDERGROUND (SEE DETAIL).
    - B. POWER FOR A FLASHING BEACON MAY BE COMBINED WITH POWER FOR A TRAFFIC SIGNAL OR THEY MAY HAVE SEPARATE POWER SOURCES.
    - C. THE FLASHER MAY BE INSTALLED ON A STANCHION NEAR APPROVAL OR A UTILITY POLE WITH UTILITY COMPANY APPROVAL OR AT THE SAME LOCATION AS A TRAFFIC SIGNAL CONTROLLER.
  - 2) THE FLASHER UNIT SHALL BE ONE CIRCUIT AND INCLUDE A RADIO INTERFERENCE FILTER.
  - 3) BATTERY OPERATED FLASHERS WILL NOT BE ALLOWED.
  - 4) BOTTOM OF THE BEACON SHALL BE A MIN. OF 8'-0" AND A MAX. OF 12'-0" ABOVE THE EDGE OF THE PAVEMENT.
  - 5) FOR URBAN AREA PLACEMENT SEE STD. E-121.

SEE STANDARD  
E-175

**FLASHING BEACON DETAIL**

AERIAL SERVICE WITHOUT UNDERGROUND

UNDERGROUND SERVICE DETAIL

APPROVED

*Scott O. Kelly*  
DIRECTOR OF ENGINEERING

*David O. Kovach*  
TRAFFIC AND SAFETY ENGINEER

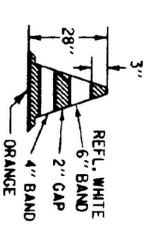
**REVISIONS AND CORRECTIONS**

- APR 12, 1988 - DATE OF ORIGINAL ISSUE
- JAN 23, 1989 - REVISED EXIT SIGN - CLARIFIED EXIT TAPER
- SEPT 20, 1993 - REVISED RAMP CLOSURES, FLASHING BEACON DETAILS AND MOVED TYPE III BARRICADE (MOD) TO STDE-107A
- AUG 08, 1995 - REVISED BEACON SIZE

APPROVED FOR THIS PROJECT AND/OR DESIGN AND IMPLEMENTATION. FINAL FINAL APPROVAL PRINTING.

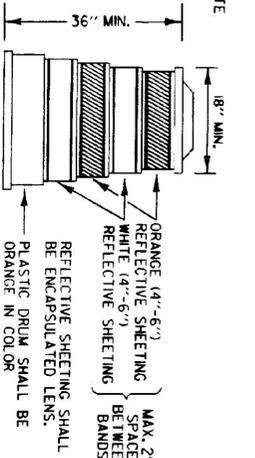
**TRAFFIC CONTROL MISCELLANEOUS DETAILS**

/tr04/std/std06.dgn : std06.i



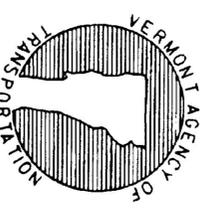
- NOTES:**
- 1) 28" CONES SHALL BE USED ON ROADWAYS WITH SPEED LIMITS OF 35 MPH OR MORE AND ON ALL ROADWAYS DURING HOURS OF DARKNESS.
  - 2) CONES MAY BE WEIGHTED TO PREVENT OVERTURNING, HOWEVER THE WEIGHTS SHALL NOT PRESENT A HAZARD IF THE CONE IS STRUCK.
  - 3) REFLECTIVE SHEETING SHALL BE ENCAPSULATED LENS.

**28" REFLECTORIZED CONE**



**REFLECTORIZED PLASTIC DRUM**

- OTHER STDS. REQUIRED:**
- E-101
  - E-102
  - E-102A
  - E-103
  - E-107A
  - E-136
  - E-150
  - E-175



**STANDARD E-106**