

# TYPICAL APPLICATION

(NOT TO SCALE)

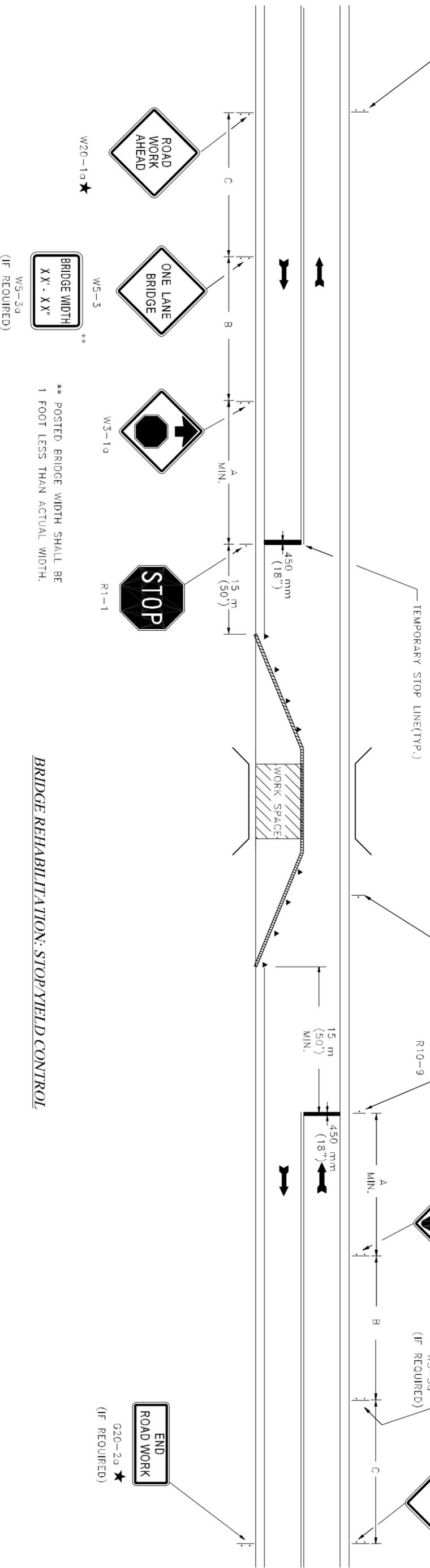
## SUGGESTED ADVANCE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C*
URBAN ( ≤ 30 MPH)	30 m (100')	30 m (100')	30 m (100')
URBAN ( ≥ 35 MPH)	105 m (350')	105 m (350')	105 m (350')
RURAL	150 m (500')	150 m (500')	150 m (500')

\* IF REQUIRED

(IF REQUIRED)  
G20-2a ★

END ROAD WORK



\*\* POSTED BRIDGE WIDTH SHALL BE  
1 FOOT LESS THAN ACTUAL WIDTH.

W5-3  
BRIDGE WIDTH  
X'X" - X'X"  
(IF REQUIRED)

★ SEE AMENDMENT NO. 8 ON TC-1

### BRIDGE REHABILITATION: STOP/YIELD CONTROL

#### GENERAL NOTES

- THIS TYPICAL APPLICATION MAY BE USED AS AN ALTERNATE TO MUTCD FIGURE 6H-10, WHEN THE FOLLOWING CONDITIONS EXIST:
  - TRAFFIC VOLUME IS SUCH THAT SUFFICIENT GAPS EXIST FOR TRAFFIC THAT MUST YIELD.
  - DRIVERS FROM BOTH DIRECTIONS MUST BE ABLE TO SEE APPROACHING TRAFFIC THROUGH AND BEYOND THE WORK SITE.
- THIS TYPICAL APPLICATION MAY ALSO BE USED AS AN ALTERNATE TO MUTCD FIGURE 6H-11 WHERE TRAFFIC VOLUMES EXCEED 400 AADT AND TEMPORARY TRAFFIC SIGNALS ARE NOT JUSTIFIED.
- EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AND TEMPORARY MARKINGS INSTALLED AS ORDERED.

- REGULATORY SIGN PLACEMENT SHALL BE APPROVED BY BUREAU OF TRAFFIC.
- HAZARD IDENTIFICATION BEACONS OR TYPE A FLASHING WARNING LIGHTS MAY BE MOUNTED WITH WARNING SIGNS, IF WARRANTED.
- THE USE OF BARRIER IS ANTICIPATED FOR MOST SITUATIONS REQUIRING APPLICATION OF THIS LANE CLOSURE. A DECISION NOT TO USE BARRIER SHOULD BE BASED ON THE NEED DETERMINED BY ENGINEERING JUDGMENT. (TAPER RATES FOR BARRIER ARE FOUND ON THE PORTABLE CONCRETE BARRIER DETAIL INCLUDED IN THE PLANS.)
- SIGNING SHOWN IS FOR WORK ON A BRIDGE. WORK ON ROADWAY SITES WILL REQUIRE THE SUBSTITUTION OF ROAD SIGNS FOR BRIDGE SIGNS.

#### LEGEND

- ▬ PORTABLE BARRIER
- ▲ CHANNELIZING DEVICES