TYPICAL APPLICATION

LANE CLOSURE: SIGNALIZED CONTROL WITH BARRIER

GENERAL NOTES

1. TEMPORARY TRAFFIC SIGNALS ARE PREFERABLE TO FLAGGERS FOR LONG-TERM PROJECTS AND OTHER ACTIVITIES THAT WOULD REQUIRE FLAGGERS AT NIGHT.

2. THE MAXIMUM LENGTH OF THE ACTIVITY AREA FOR ONE-WAY TRAFFIC SIGNAL CONTROL IS DETERMINED BY THE CAPACITY REQUIRED TO HANDLE THE PEAK HOUR DEMAND. SIGNAL TIMING SHALL BE ESTABLISHED BY QUALIFIED PERSONNEL.

3. SIGNALS SHALL BE INSTALLED AND OPERATED IN ACCORDANCE WITH THE REQUIREMENTS OF PART IV OF THE MUTCD. TEMPORARY TRAFFIC CONTROL SHALL MEET THE PHYSICAL DISPLAY AND OPERATIONAL REQUIREMENTS OF CONVENTIONAL TRAFFIC SIGNALS.

4. ADEQUATE AREA ILLUMINATION SHALL BE PROVIDED TO CLEARLY IDENTIFY THE CONVENTIONAL TRAFFIC SIGNALS.

5. STOP LINES 18 INCHES WIDE SHALL BE INSTALLED. ADD "NO-PASSING" LINES WHEN NECESSARY. REMOVABLE PAVEMENT MARKINGS MAY BE USED. CONFLICTING PAVEMENT MARKINGS AND REMOVABLE PAVEMENT MARKER REFLECTIONS BETWEEN THE ACTIVITY AREA AND THE STOP LINES SHALL BE REMOVED.

6. MUST IDENTIFICATION BEACONS OR TYPE A FLASHING WARNING LIGHTS MAY BE MOUNTED WITH WARNING SIGNS. IF WARRANTED.

7. THE MID-LANE ALIGNMENT OF THE ROADWAY MAY REQUIRE ADJUSTMENTS IN THE HEIGHT OF THE SIGNAL HEADS.

8. WHEN THE SIGNAL IS CHANGED TO A FLASH CONDITION EITHER MANUALLY OR AUTOMATICALLY, ALL APPROACHES SHALL FLASH RED.


10. CRASH CUSHIONS SHALL BE DELINEATED WITH TYPE 3 OBJECT MARKERS. SEE MUTCD FIGURE 2C-13.

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