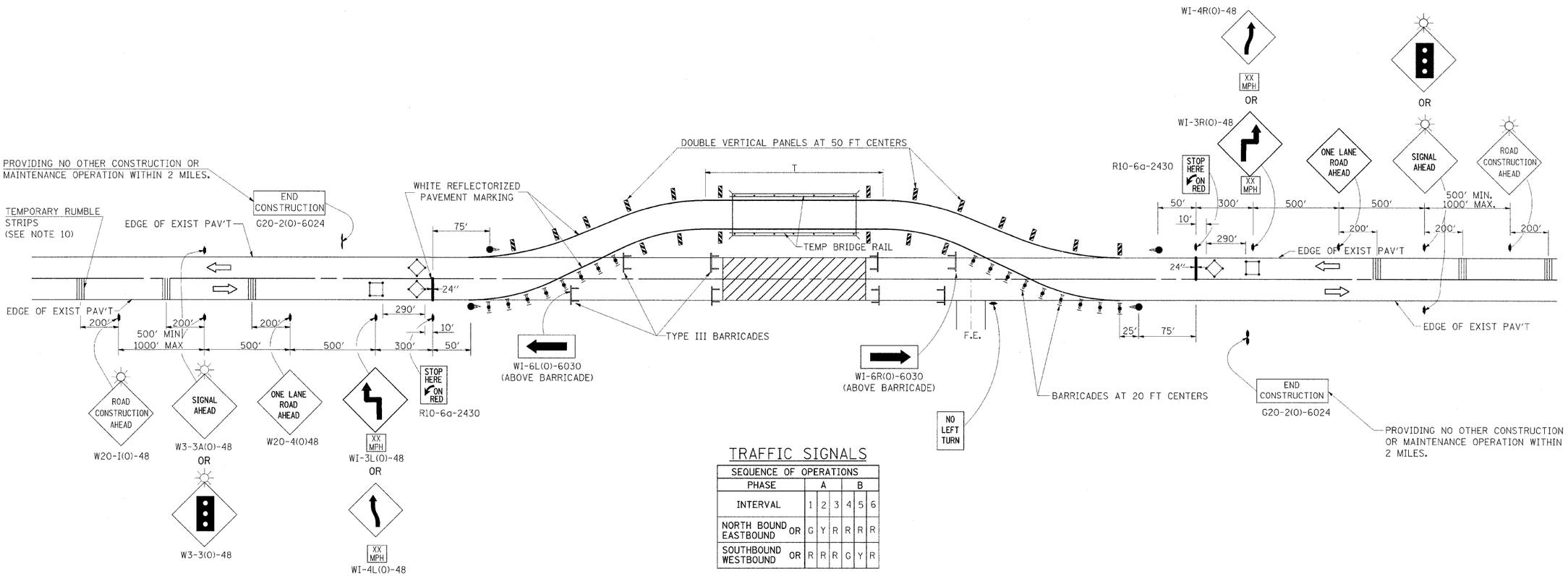
F.A.S. RTE.	F.A.P. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
2905	726	113B-1, 113B-2	WILLIAMSON	87	17
STA.			TO STA.		
FED. ROAD DIST. NO.			ILLINOIS	FED. AID PROJECT	

CONTRACT NO. 98777

TYPICAL APPLICATION OF TRAFFIC CONTROL DEVICES TO BE USED WITH ONE LANE DETOUR



TRAFFIC SIGNALS

SEQUENCE OF OPERATIONS						
PHASE		A			B	
INTERVAL		1	2	3	4	5	6
NORTH BOUND EASTBOUND	OR	G	Y	R	R	R	R
SOUTHBOUND WESTBOUND	OR	R	R	R	G	Y	R

SYMBOLS

- INDUCTION LOOP DETECTOR
- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- BARRICADE OR DRUM WITH STEADY BURNING LIGHT
- DOUBLE VERTICAL PANEL
- TRAFFIC SIGNAL
- FLASHING BEACON
- TYPE III BARRICADE

TYPICAL APPLICATION

BRIDGE CONSTRUCTION

CULVERT CONSTRUCTION

TWO-LANE, TWO WAY TRAFFIC, RURAL TEMPORARY ONE LANE RUNAROUND DAY OR NIGHT OPERATIONS.

WHERE, AT ANY TIME, ANY VEHICLE, EQUIPMENT, MEN OR THEIR ACTIVITIES REQUIRE THE CLOSURE OF BOTH LANES AND A TEMPORARY ONE LANE RUNAROUND IS CONSTRUCTED.

GENERAL NOTES

1. THE ENGINEER MUST BE NOTIFIED AT LEAST 72 HOURS PRIOR TO PLACING THE TEMPORARY SIGNALS IN OPERATION SO THAT ARRANGEMENTS CAN BE MADE TO INSPECT THE INSTALLATION AND SET THE TIMING OF THE SIGNALS.
2. BIDIRECTIONAL STEADY BURNING AMBER LIGHTS SHALL BE ATTACHED TO THE TEMPORARY BRIDGE RAIL AT 25 FOOT CENTERS AND KEPT BURNING FROM DUSK UNTIL DAWN EACH NIGHT THE TEMPORARY BRIDGE RAIL IS IN USE.
3. ALL BARRICADE LIGHTS SHALL BE BIDIRECTIONAL.
4. ON PAVED RUNAROUNDS, REFLECTIVE EDGE LINES SHALL BE USED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS OR WHEN THE NORMAL POSTED SPEED OUTSIDE THE AREA OF OPERATIONS EXCEEDS 50 MILES PER HOUR. REFLECTORIZED PAVEMENT MARKING TAPE SHALL BE USED FOR MARKING THE EDGE LINES ON THE EXISTING PAVEMENT. EITHER TAPE OR REFLECTORIZED PAVEMENT MARKING PAINT MAY BE USED FOR MARKINGS ON THE PAVED RUN-AROUNDS. RAISED REFLECTIVE PAVEMENT MARKERS AT 25 FT CENTERS MAY BE USED IN LIEU OF TAPE OR PAINT WHERE THE PAVEMENT MARKING IS TO BE PLACED ADJACENT TO BARRICADES OR VERTICAL PANELS.
5. THE EXISTING CENTERLINE AND EDGE LINE MARKINGS WHICH CONFLICT WITH THE DETOUR TRAFFIC PATTERN SHALL BE REMOVED AS SOON AS TRAFFIC IS DIRECTED TO THE DETOUR. THE COST OF PAVEMENT MARKING REMOVAL IS INCLUDED IN THE COST OF TRAFFIC CONTROL AND PROTECTION, SPECIAL. REPLACEMENT WITH TEMPORARY OR PERMANENT PAVEMENT MARKING IS TO BE DONE AS SOON AS THE HIGHWAY IS REOPENED AND PAID FOR WITH THE TYPE OF PAVEMENT MARKING BEING APPLIED.
6. A CURVE SIGN WILL BE REQUIRED AT THE EXIT END OF THE RUNAROUNDS IF (T) IS EQUAL TO OR GREATER THAN 1,000 FEET.
7. THE ADVISORY SAFE SPEED TO BE SHOWN BELOW THE REVERSE CURVE (TURN) SIGNS SHALL BE DETERMINED AT THE SIGHT AND APPROVED BY THE ENGINEER.
8. ALL SIGNS SHALL BE POST MOUNTED IF THE CLOSURE TIME EXCEEDS FOUR DAYS.
9. LONGITUDINAL DIMENSIONS MAY BE ADJUSTED TO FIT THE FIELD CONDITIONS.
10. TEMPORARY RUMBLE STRIPS SHALL BE INSTALLED WHERE SHOWN, WHEN REQUIRED. THE COST SHALL BE INCLUDED IN PRICE FOR TRAFFIC CONTROL AND PROTECTION, (SPECIAL) - EACH.
11. THE SIGNAL INSTALLATION SHALL MEET THE REQUIREMENTS OF ARTICLE 701.18(b)
12. MAINTENANCE OF THE TEMPORARY ONE-LANE RUNAROUND SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.

STD. 9-33

REVISIONS	
REDRAWN	9-20-93
REVISED	8-23-94
REVISED	2-28-97
REVISED	7-10-01
REVISED	01-09-07

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