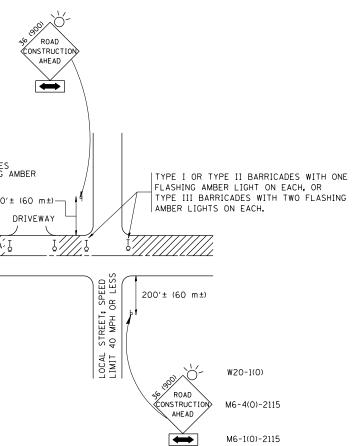
TRAFFIC CONTROL AND PROTECTION FOR NOTES: A FOR NO LANE RESTRICTION ON THE SIDE ROAD OR DRIVEWAYS SHOW NO THE ORAWING AND AS DIRECTED BY THE ENCIRENT ONE ROAD WITH A SPEED LIMIT OF 40 MPH (60 km/h) OR LESS AS SHOW NO THE DRAWING AND AS DIRECTED BY THE ENCIRENT ONE ROAD CONSTRUCTION AFFAD SION 36 x 36 (900x900) WITH A FLASHER AND FLAG MOUNTED ON IT APPROXIMATELY 200' (60 m) IN ADVANCE OF THE MAIN ROUTE. DIDECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AD THE DRAWING AND AS DIRECTED BY THE ENCIRENT OF THE MAIN ROUTE. DIDECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AD THE CLOSED PORTION OF THE MAIN ROUTE SHALL BE PROTECTED BY DIECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENCIRES, 1/3 OF THE CROSS SECTION OF THE CLOSED PORTION. DI DECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENCIRES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION. DI DECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENCIRES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION. DI DECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENCIRES, 1/2 OF THE CROSS SECTION OF THE CLOSED PORTION. DI DECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENCIRES, 1/2 OF THE CROSS SECTION OF THE MAIN ROUTE SHALL BE PROTECTED BY DEDCKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY THE ENCIRES DI DECKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY DEDCKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY DEDCKING WITH TA SPEED LIMIT GREATER THAN 40 MPH (60 km/h) AS SHOWN ON THE DRAWING AND AS DIRECTED BY DEDCKING WITH TA SPEED THE DEGED ARGW (MG-10) IN ADVANCE DI DECKING WITH TA SPEED THE BERDET	
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	3. WHEN THE SIDE ROAD LIES BETWEEN THE BEGINNING OF THE MAINLINE SIGNING AND THE WORK ZONE, A SINGLE HEADED ARROW (MG-1) SHALL

FILE NAME =	USER NAME = Tariqfm	DESIGNED - LHA	REVISED - J. OBERLE 10-18-95	· ·		TRAFFIC CONTROL AND PROTECTION FOR	F.A.	SECTION	COUNTY TOTA	AL SHEET
c:\pw_work\pwidot\tariqfm\d0241225\Dist	td.dgn	DRAWN -	REVISED - A. HOUSEH 03-06-96				3518	0405.2-RS	СООК 24	17
	PLOT SCALE = 100.0000 ' / in.	CHECKED -	REVISED - A. HOUSEH 10-15-96	DEPARTMENT OF TRANSPORTATION	SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS		_	TC-10	CONTRACT NO.	60M23
	PLOT DATE = 7/11/2014	DATE - 06-89	REVISED -T. RAMMACHER 01-06-00		SCALE: NONE	SHEET NO. 1 OF 1 SHEETS STA. TO STA.	FED. ROAD	DIST. NO. 1 ILLINOIS FED. A	ID PROJECT	



SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS

B. FOR A LANE CLOSURE ON A SIDE ROAD OR DRIVEWAY:
USE APPLICABLE PORTIONS OF THE TYPICAL APPLICATION OF TRAFFIC
CONTROL DEVICES (STD. 701501, STD. 701606 OR THE APPROPRIATE STANDARD).
THE SPACING OF SIGNS AND BARRICADES SHALL BE ADJUSTED FOR FIELD
CONDITIONS AS DIRECTED BY THE ENGINEER. THE DIRECTIONAL ARROW
SHALL BE COVERED OR REMOVED WHEN NO LONGER CONSISTENT WITH THE
SIDE ROAD LANE CLOSURE.

- C. ADVANCE WARNING SIGNS ARE TO BE OMITTED ON DRIVEWAY UNLESS OTHERWISE NOTED.
- D. THE TRAFFIC CONTROL AND PROTECTION FOR SIDE ROADS, INTERSECTIONS, AND DRIVEWAYS SHALL BE INCIDENTAL TO THE COST OF SPECIFIED TRAFFIC CONTROL STANDARDS OR ITEMS.

	All	dime	ensions	are	in	millimeters	(inches)		
unless otherwise shown.									