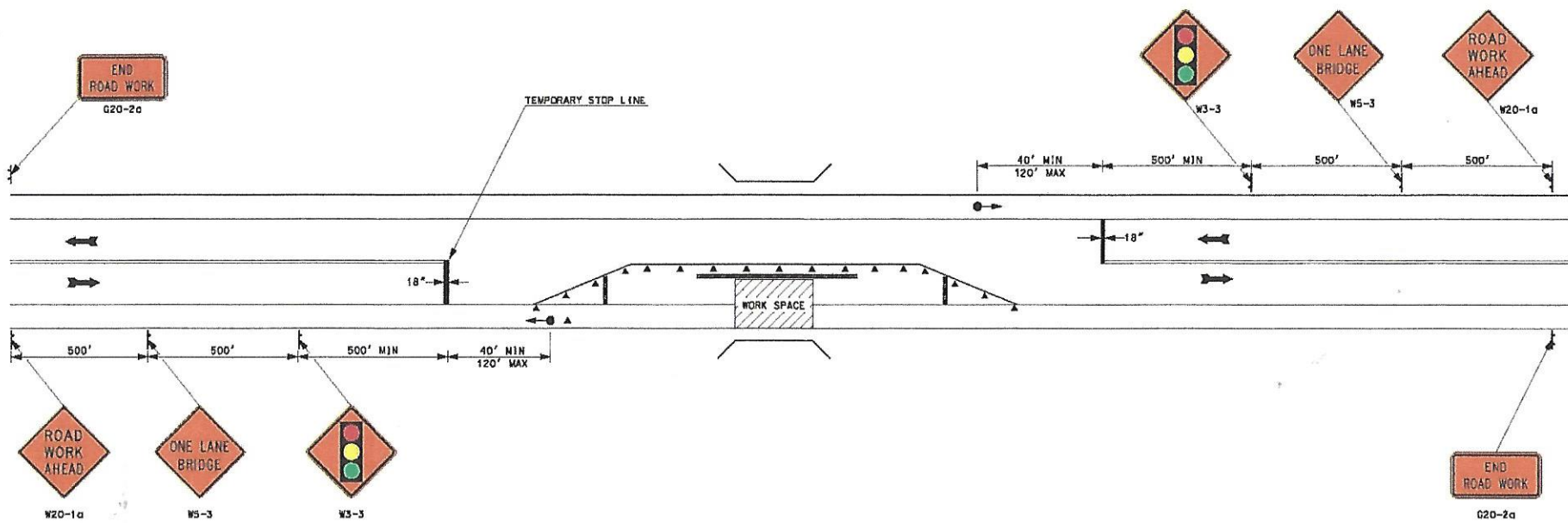


# TOWN HOUSE ROAD TRAFFIC CONTROL PLAN

## 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 TRANSITION AREAS AT NIGHT FOR LONG-TERM OPERATIONS.
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 RAISED PAVEMENT MARKER REFLECTORS BETWEEN THE ACTIVITY AREA AND THE STOP LINES SHALL BE REMOVED.
6. HAZARD IDENTIFICATION BEACONS OR TYPE A FLASHING WARNING LIGHTS MAY BE MOUNTED WITH WARNING SIGNS, IF WARRANTED.
7. THE VERTICAL 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.
9. THE USE OF BARRIER IS ANTICIPATED FOR MOST SITUATIONS REQUIRING APPLICATION OF THIS LANE CLOSURE.

<u>LEGEND</u>	
▬▬▬▬▬▬	PORTABLE BARRIER
◀●	SIGNAL HEAD
▲	CHANNELIZING DEVICES

**WORK ZONE TRAFFIC CONTROL**  
**LANE CLOSURE: SIGNALIZED CONTROL WITH BARRIER**

NOT TO SCALE

J. Parker & Daughters Construction, Inc.