

NOTE
CONTRACTOR IS RESPONSIBLE TO MAINTAIN TRAFFIC CONTROL AS SET FORTH IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS

NOTE
DETAILS DEPICTED ON THESE PLANS ARE FOR REFERENCE ONLY. ADDITIONAL SAFETY PRECAUTIONS MAY BE REQUIRED, SUCH AS FLAGGERS, BARRICADES AND/OR LIGHTING.

GENERAL NOTES:

- UNLESS OTHERWISE STATED IN THE PLANS, FLAGS ATTACHED TO SIGNS ARE REQUIRED.
- TOP 2-48 SHALL BE USED ONLY ON PROJECTS THAT WILL BE AT LOCATION FOR LESS THAN TWO WEEKS.
- EXISTING PAVEMENT MARKINGS MAY REMAIN IN PLACE FOR PROJECTS LESS THAN TWO WEEKS IN DURATION.
- THE FORM ONE LINE LEFT (OR RIGHT) SIGN MAY BE USED FOLLOWING THE RIGHT (OR LEFT) LANE CLOSED XXX FT SIGN. SPACING DISTANCE BETWEEN SIGNS SHOULD BE THE MINIMUM DISTANCE INDICATED.
- DOWNSTREAM TAPER IS OPTIONAL WHEN USED, IT SHOULD BE 100' MINIMUM LENGTH PER LANE.
- FOR INTERMEDIATE TERM SITUATIONS, WHEN IT IS NOT FEASIBLE TO REMOVE AND RESTORE PAVEMENT MARKINGS, THE CHANNELIZATION MUST BE MADE DOMINANT BY USING A VERY CLOSE SPACING. THIS IS ESPECIALLY IMPORTANT IN LOCATIONS OF CONFLICTING INFORMATION, SUCH AS WHERE TRAFFIC IS DIRECTED OVER A DOUBLE YELLOW CENTER. IN SUCH LOCATIONS A MAXIMUM CHANNELIZING DEVICE SPACING OF 10 FEET IS RECOMMENDED. THE 10 FOOT CHANNELIZING DEVICE SPACING RECOMMENDATION IS INTENDED FOR THE AREA OF CONFLICTING INFORMATION AND NOT THE ENTIRE WORK ZONE.

GENERAL NOTES:

- THE CONSTRUCTION CONTRACTOR WILL NOTIFY HOMEOWNERS WITH ALLEY ACCESS 48 HOURS PRIOR TO CLOSING ALLEY.
- THE CONSTRUCTION CONTRACTOR WILL CONTACT THE CITY ENVIRONMENTAL SERVICES DEPARTMENT AND COORDINATE THE CITY SO AS TO NOT INTERRUPT THE TRASH PICKUP SCHEDULE.
- LANES MAY BE CLOSED TO TRAFFIC BETWEEN 9 AM & 3:30 PM ONLY.
- ACCESSIBLE PEDESTRIAN ROUTES SHALL BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROL PLAN

NOT TO SCALE

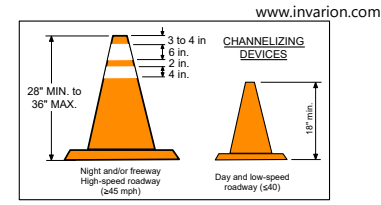
DISTANCE TABLE

POSTED SPEED	FORMULA	MINIMUM DESIRABLE TAPER LENGTHS			SUGGESTED MAX. DEVICE SPACING		BUFFER SPACE	SIGN SPACING
		10' OFFSET	11' OFFSET	12' OFFSET	ON A TAPER	ON A TANGENT		
30	$L = \frac{WS^2}{60}$	150'	165'	180'	30'	60'-75'	85'	120'
35		205'	225'	245'	35'	70'-90'	120'	160'
40		265'	295'	320'	40'	80'-100'	170'	240'
45	$L = WS$	450'	495'	540'	45'	90'-110'	220'	320'
50		500'	550'	600'	50'	110'-125'	280'	400'
55		550'	605'	660'	55'	110'-140'	335'	500'
65		650'	715'	780'	65'	130'-175'	485'	--

L = TAPER LENGTH
W = LATERAL SHIFT OF TRAFFIC DUE TO THE PARTIALLY OR FULLY CLOSED LANE
S = POSTED SPEED (MPH)

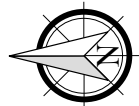
Legend

- FLASHING ARROW BOARD
- RIGHT LANE CLOSED AHEAD
- UTILITY WORK AHEAD
- END ROAD WORK
- WORK SPACE
- TRAFFIC CHANNELING
- EQUIPMENT LOCATION

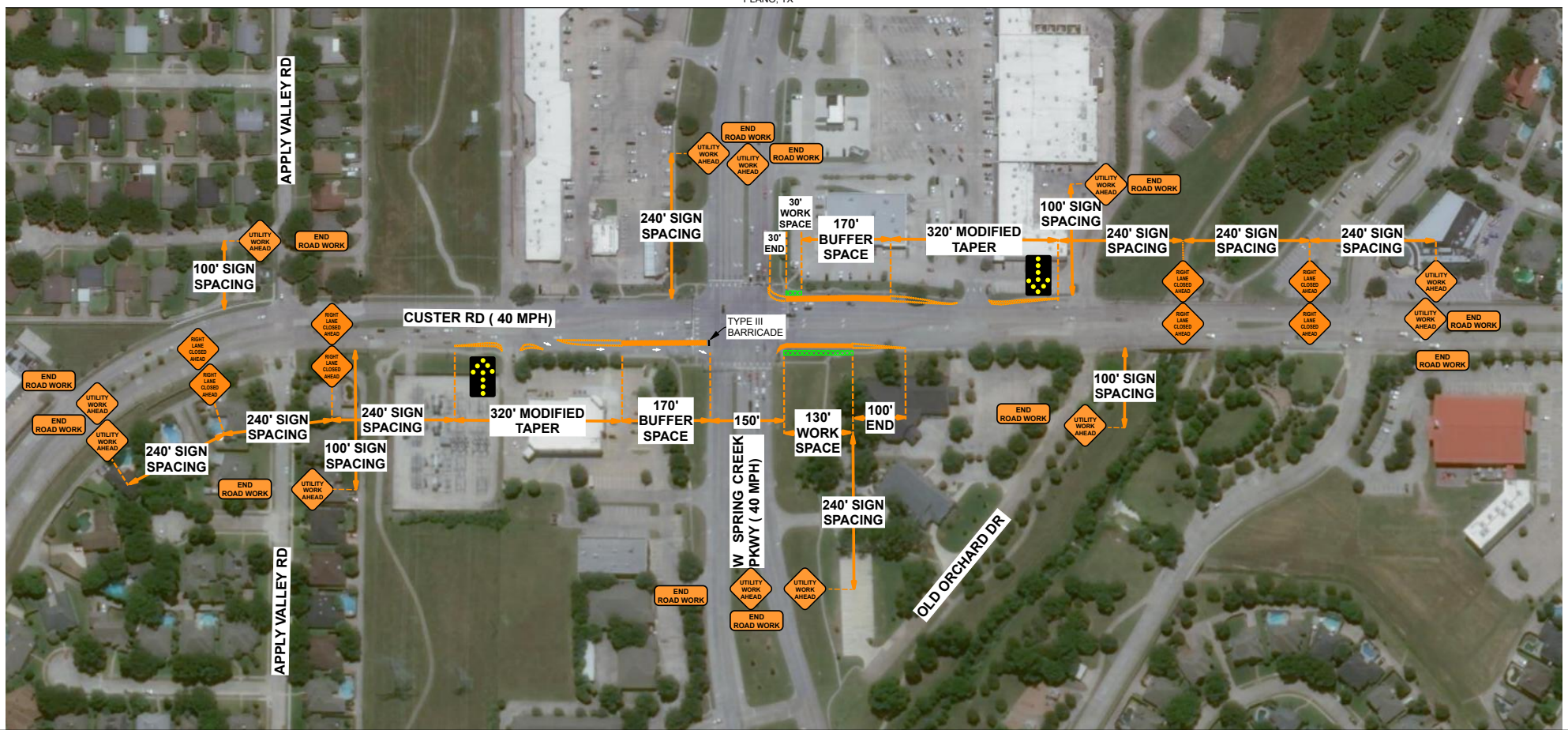


www.invarion.com

CONTACT CITY TRAFFIC ENGINEERING AT
bshewski@plano.gov and ramad@plano.gov
72 HOURS TO LANE CLOSURE



PLANO, TX



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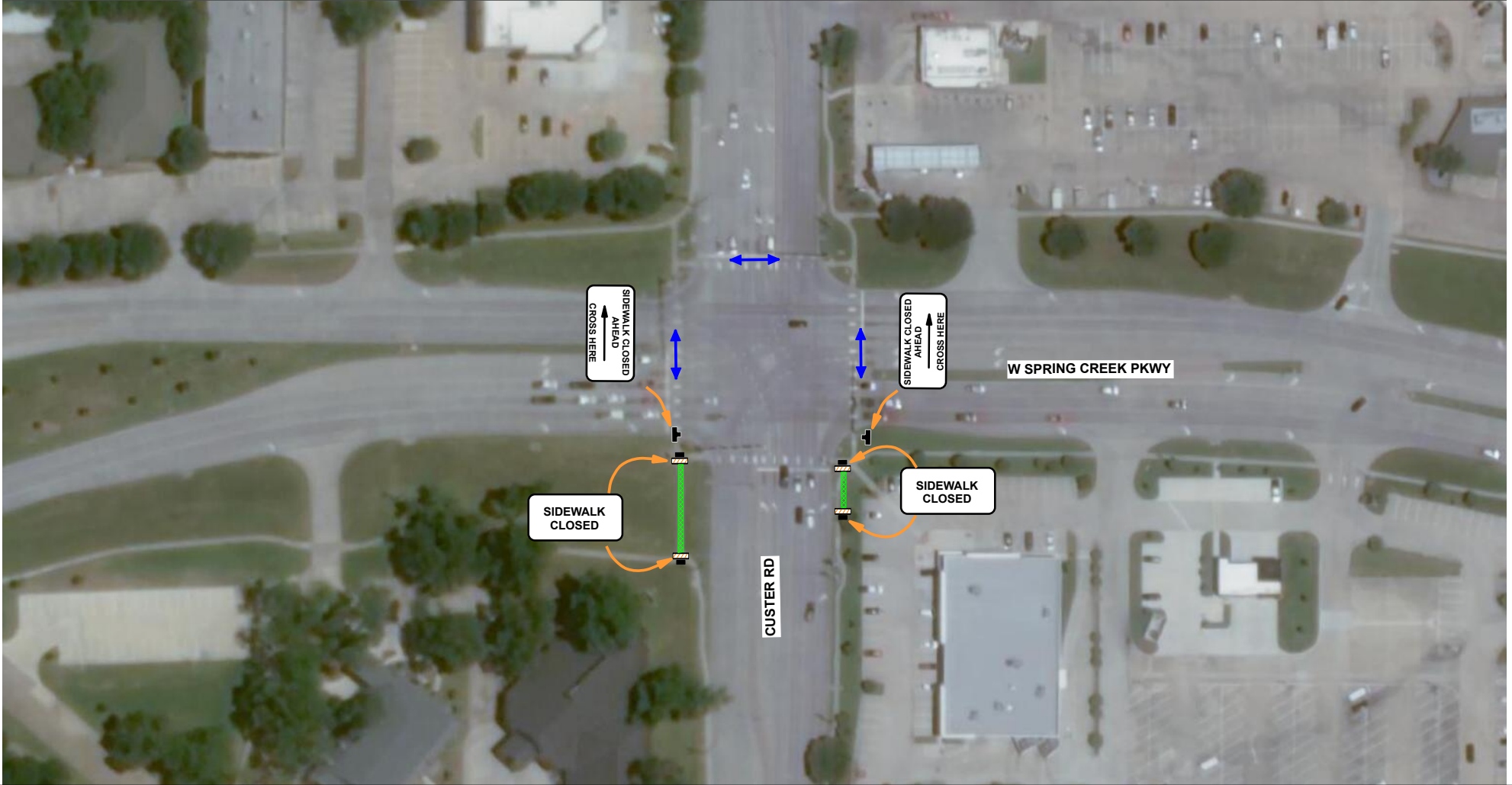
Legend

- BARRIER
- SIDEWALK CLOSED
- SIDEWALK CLOSED AHEAD CROSS HERE
- SIGN STAND
- Work Area

SIDEWALK DETOUR

NOT TO SCALE

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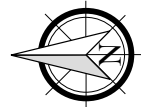
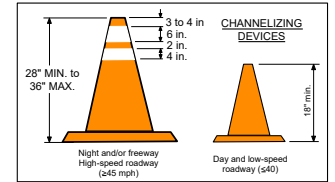
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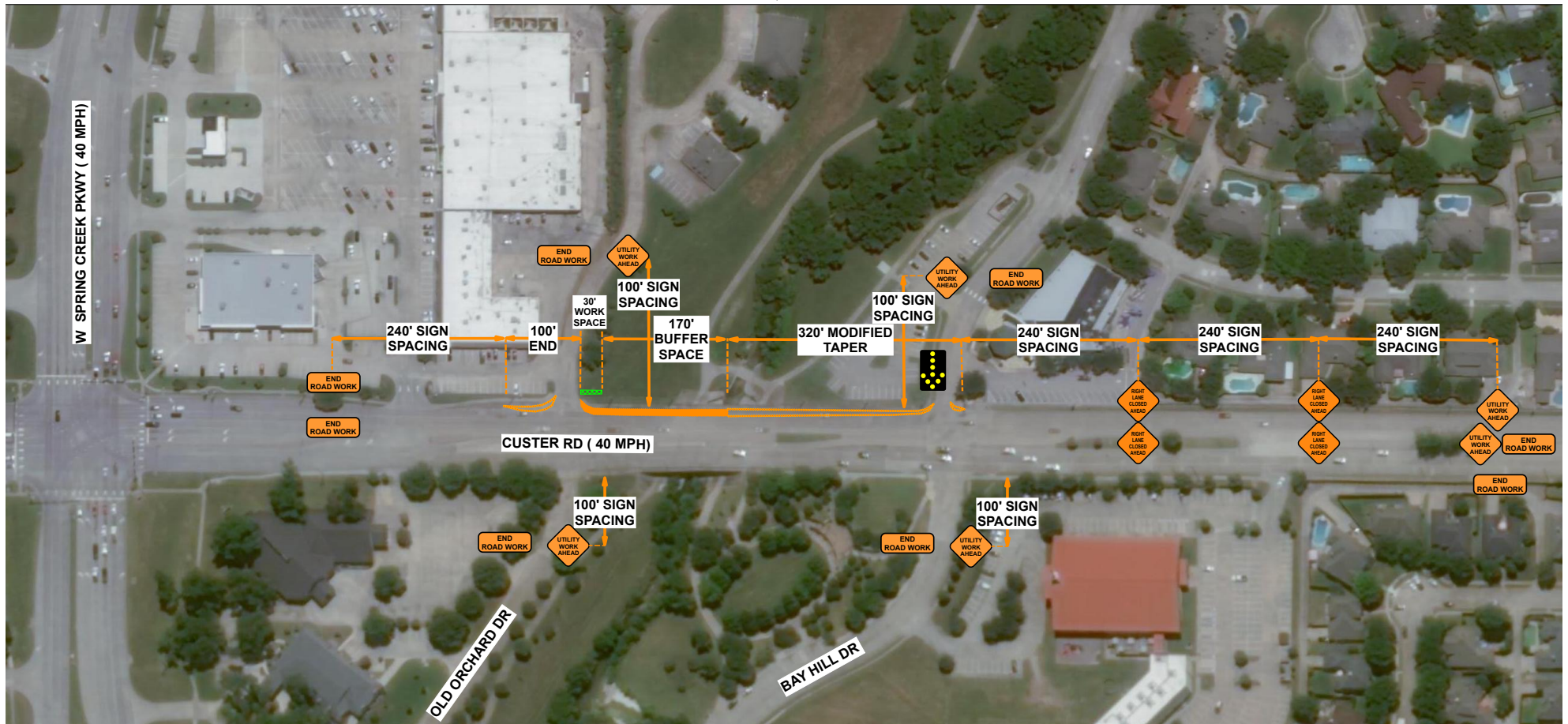
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