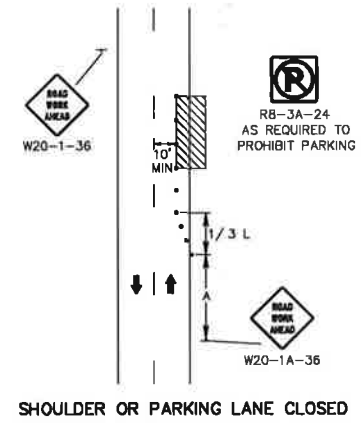
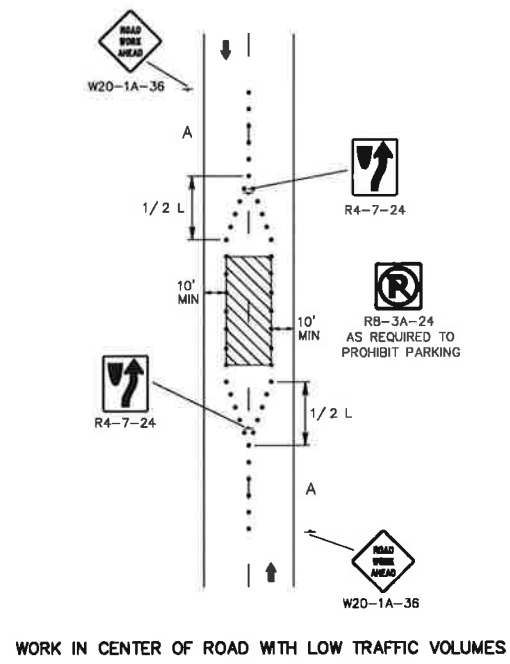


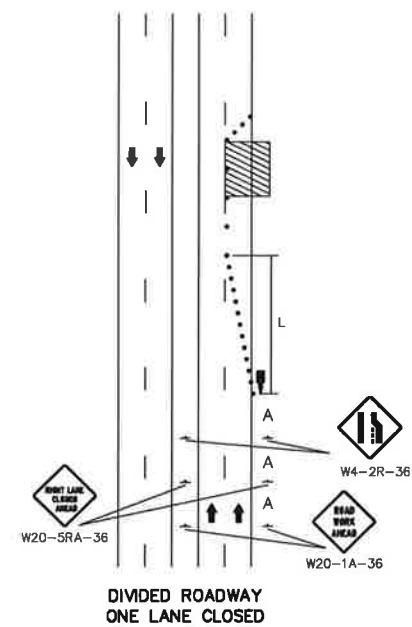
ONE LANE CLOSED WITH FLAGGER



SHOULDER OR PARKING LANE CLOSED



WORK IN CENTER OF ROAD WITH LOW TRAFFIC VOLUMES



DIVIDED ROADWAY ONE LANE CLOSED

LEGEND

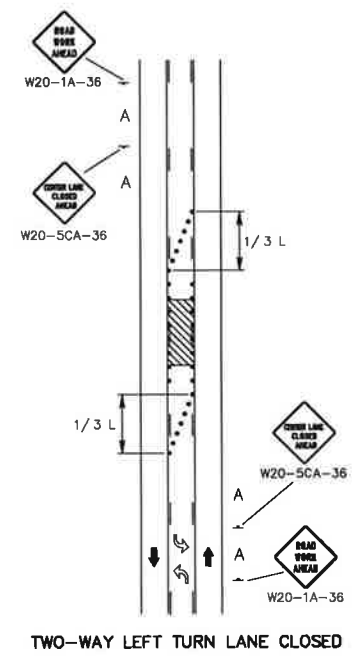
- ▶ FLASHING ARROW PANEL
- | TYPE III BARRICADE
- REFLECTORIZED PLASTIC DRUM OR TYPE II BARRICADE (SEE NOTE 6)
- ↑ SIGN
- △ 28" CONES OR 28" TUBULAR POST

TAPER FORMULA

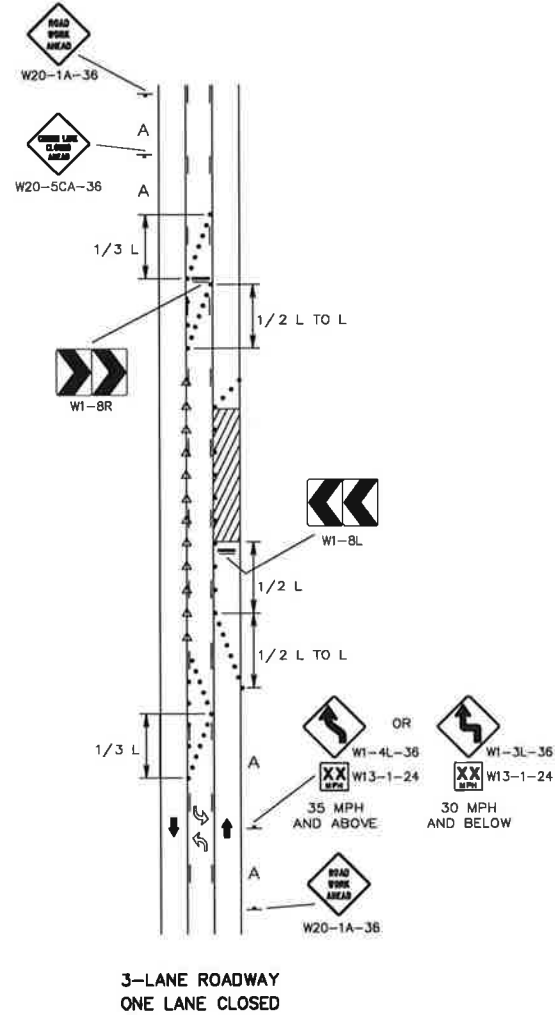
- L = MERGING TAPER
- L/2 = SHIFTING TAPER
- L/3 = SHOULDER TAPER
- L =  $W \times S$  FOR SPEEDS OF 45 MPH OR HIGHER
- L =  $\frac{WS^2}{80}$  FOR SPEEDS OF 40 MPH OR LOWER
- L = MINIMUM LENGTH OF TAPER
- S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK
- W = WIDTH OF OFFSET

GENERAL NOTES

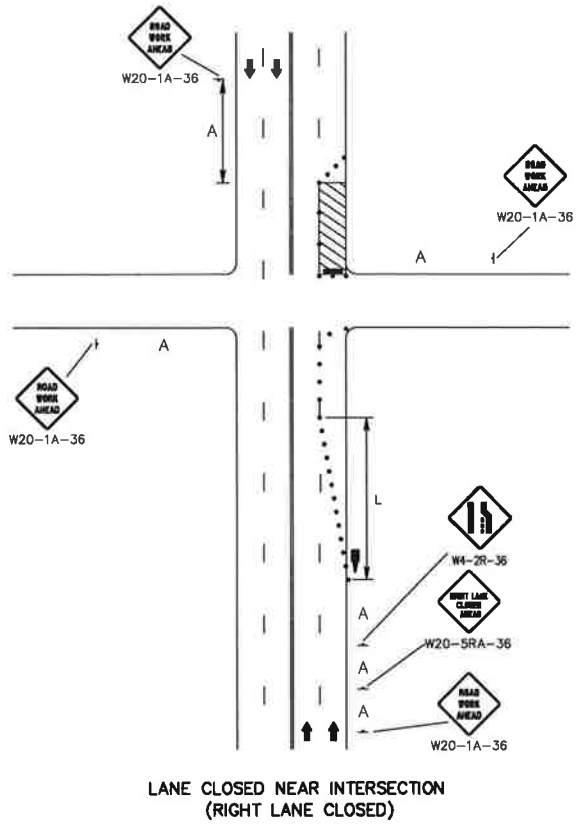
1. ALL BARRICADE AND SIGN LOCATIONS ON THIS PLAN ARE APPROXIMATE, AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS. THE SIGNS SHALL BE INSTALLED SO AS NOT TO OBSCURE THE VIEW OF OTHER TRAFFIC CONTROL DEVICES.
2. MINIMUM WIDTH OF TRAVELLED LANE SHALL BE AS REQUIRED BY THE ENGINEER.
3. FLASHING ARROW PANEL REQUIRED ON ALL ROADWAYS WITH POSTED SPEED LIMIT 45 MPH OR HIGHER.
4. LONG TERM FLASHING ARROW PANELS IN URBAN RESIDENTIAL AREAS WHERE DIESEL ENGINE NOISE WILL BE DISRUPTIVE TO RESIDENTS, MAY BE REQUIRED TO OPERATE BY 120 VAC OR, IF SIGHT DISTANCE ALLOWS A SOLAR POWERED ARROW PANEL MAY BE USED.
5. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT. WHERE USED ALONG THE WORK AREA, THE SPACING MAY BE INCREASED TO TWO S SPACING.
6. SUBSTITUTION OF CONES, IF IN ACCORDANCE WITH SECTION 6F.64 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, IS PERMITTED.



TWO-WAY LEFT TURN LANE CLOSED



3-LANE ROADWAY ONE LANE CLOSED



LANE CLOSED NEAR INTERSECTION (RIGHT LANE CLOSED)

ROAD TYPE	MINIMUM DISTANCE BETWEEN SIGNS
	A
URBAN (LOW SPEED - 25 MPH TO 40 MPH)	150
URBAN (HIGH SPEED - GREATER THAN 45 MPH)	350



**CITY OF GRAND ISLAND ENGINEERING DIVISION**  
**TYPICAL TRAFFIC CONTROL PLAN**

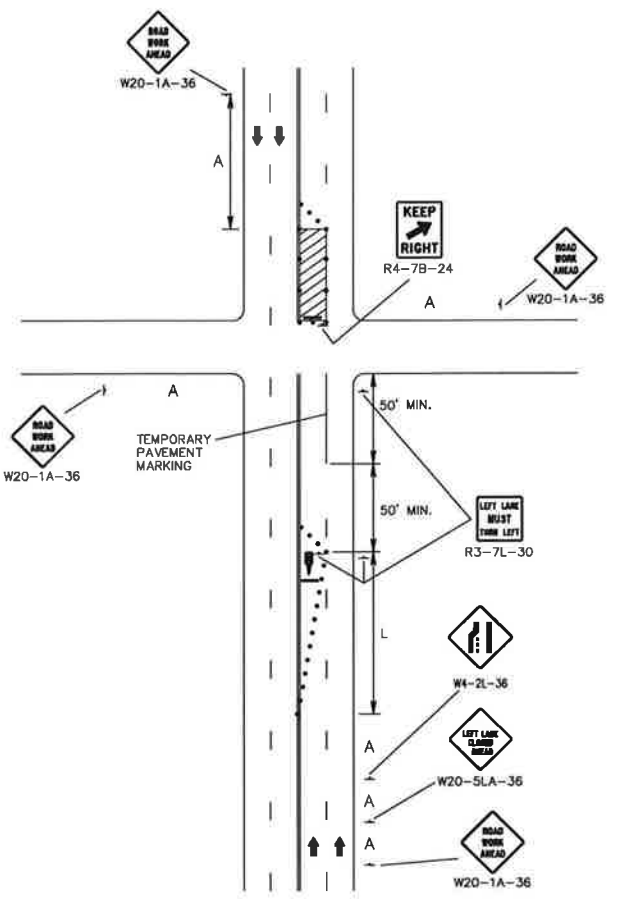
DESIGNED 12/10 SG  
 REVIEWED

TYPICAL URBAN TRAFFIC CONTROL PLAN

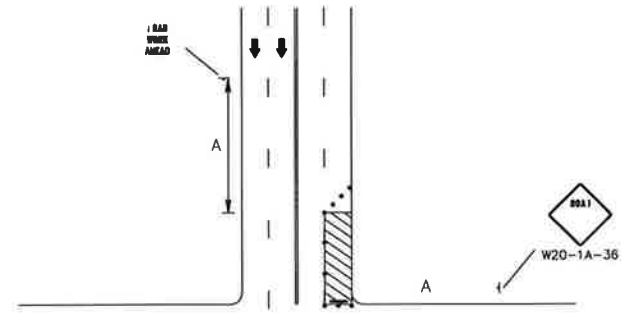
MERGING TAPER (L) 12' WIDTH

SPEED	DESCRIPTION
25	8 CONES AT 20' SPACES
30	10 CONES AT 20' SPACES
35	11 CONES AT 25' SPACES
40	11 CONES AT 35' SPACES
45	13 CONES AT 45' SPACES

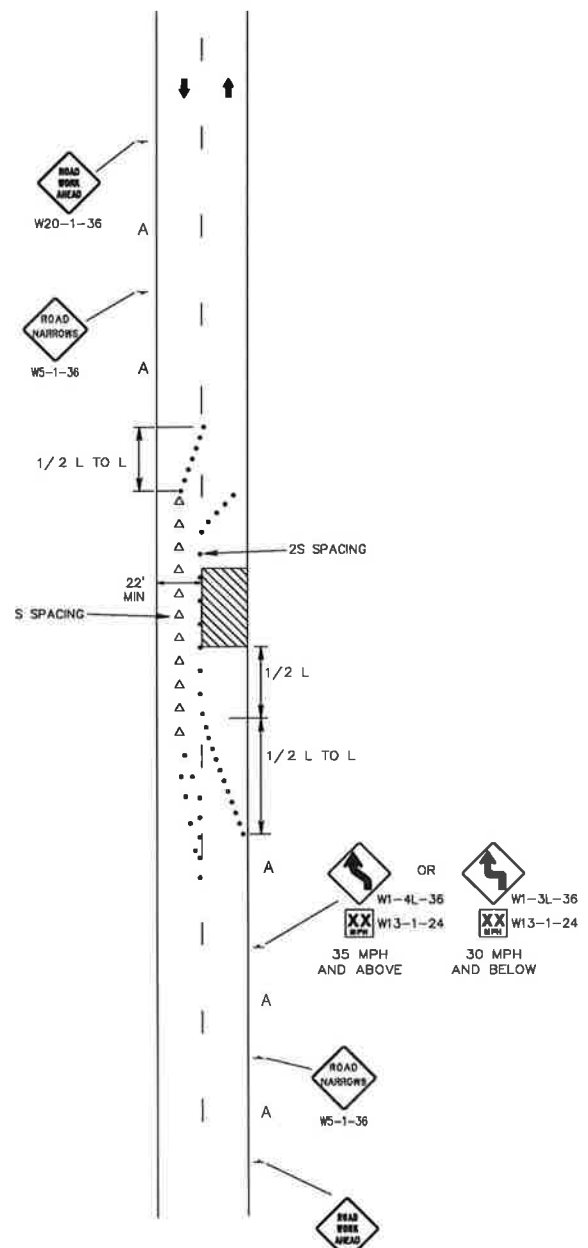
S = POSTED SPEED LIMIT



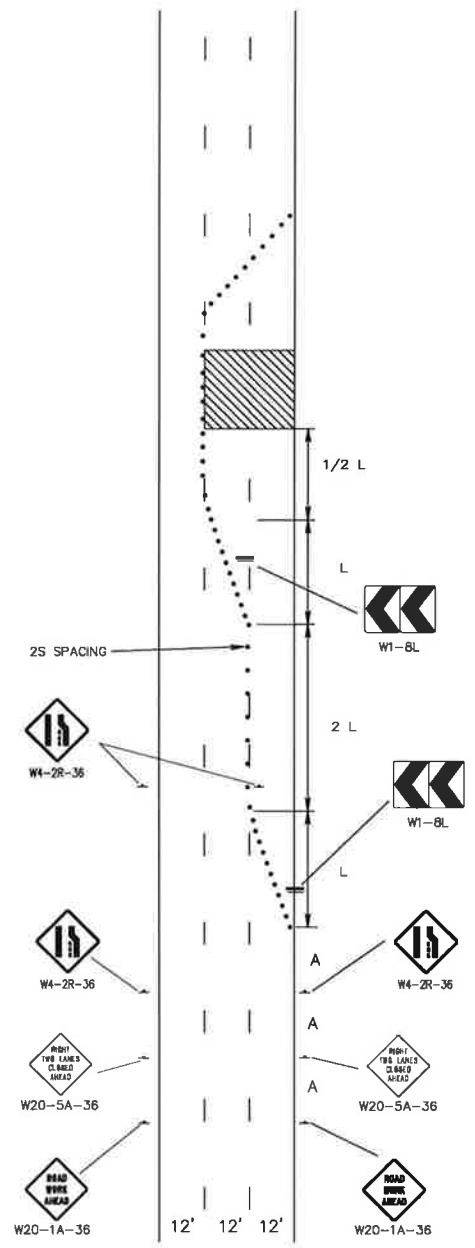
LANE CLOSED NEAR INTERSECTION (LEFT LANE CLOSURE FORMING A TURNBAY)



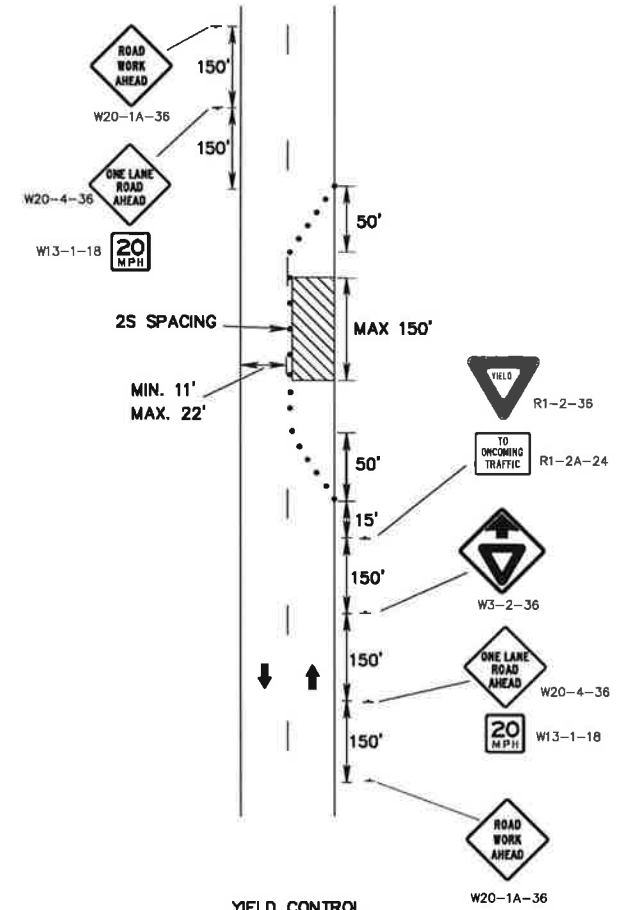
LANE CLOSED NEAR INTERSECTION (RIGHT LANE REMAINS OPEN)



HEAD TO HEAD SPEEDS BELOW 40 MPH



MULTIPLE LANE CLOSURE



YIELD CONTROL USE FOR SPEED LIMITS OF 40 OR BELOW USE ON CITY STREETS ONLY



**CITY OF GRAND ISLAND ENGINEERING DIVISION**

**TYPICAL TRAFFIC CONTROL PLAN**

DESIGNED 12/10 SG

REVIEWED

TYPICAL URBAN TRAFFIC CONTROL PLAN

2/2