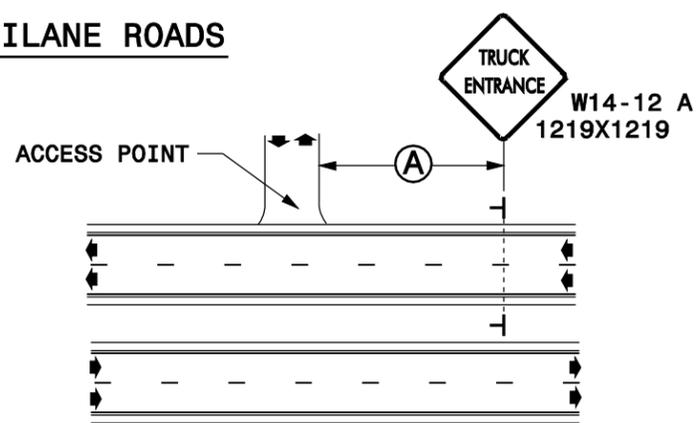


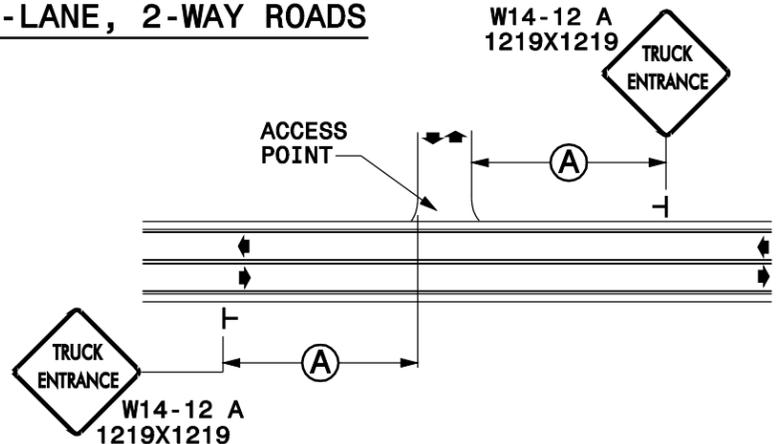
ROADSIDE ACCESS POINT

MULTILANE ROADS



RIGHT LANE CLOSURES MAY BE USED WHEN ALLOWED BY THE ENGINEER.

2-LANE, 2-WAY ROADS



WHEN DIRECTED BY THE ENGINEER, TRAFFIC MAY BE STOPPED TO ALLOW WORK VEHICLE ACCESS. USE THE SAME SIGNING FOR HAUL ROADS AS SHOWN IN THE ADJACENT DETAIL.

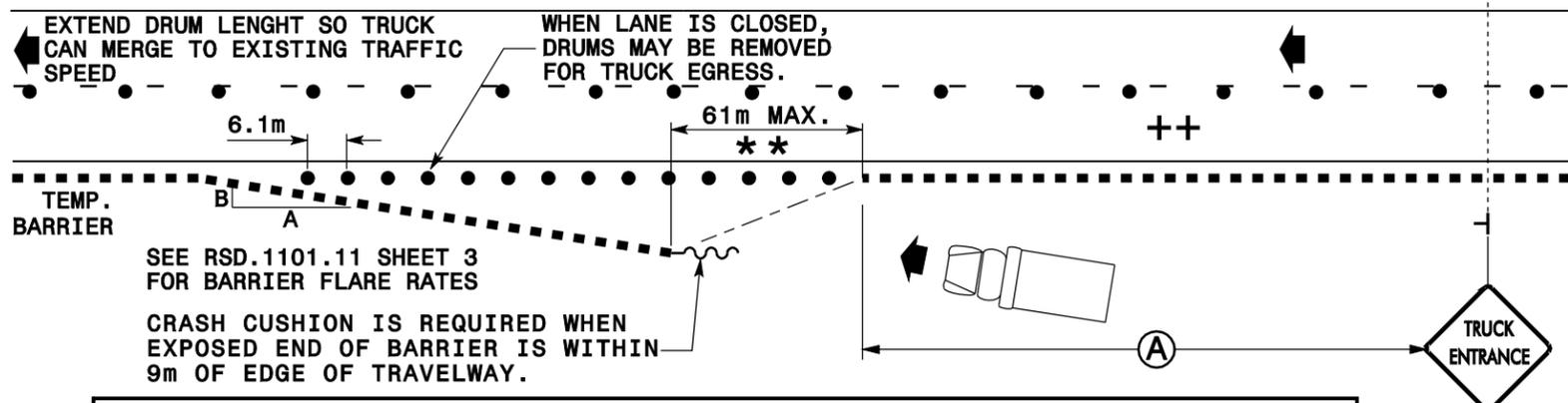
LEGEND

- ■ PORTABLE CONCRETE BARRIER
- ~ TEMPORARY CRASH CUSHION
- DRUM
- ⊥ STATIONARY SIGN
- ⚠ PORTABLE SIGN
- ⬇ FLAGGER
- ➡ DIRECTION OF TRAFFIC FLOW

NOTE:
THIS DRAWING IS DIMENSIONED IN MILLIMETERS UNLESS OTHERWISE DEPICTED WITHIN THE DRAWING.

ACCESS THROUGH TEMPORARY BARRIER

DETAIL SHOWN FOR LEFT SIDE, SAME PRINCIPLE APPLIES FOR RIGHT SIDE ACCESSES



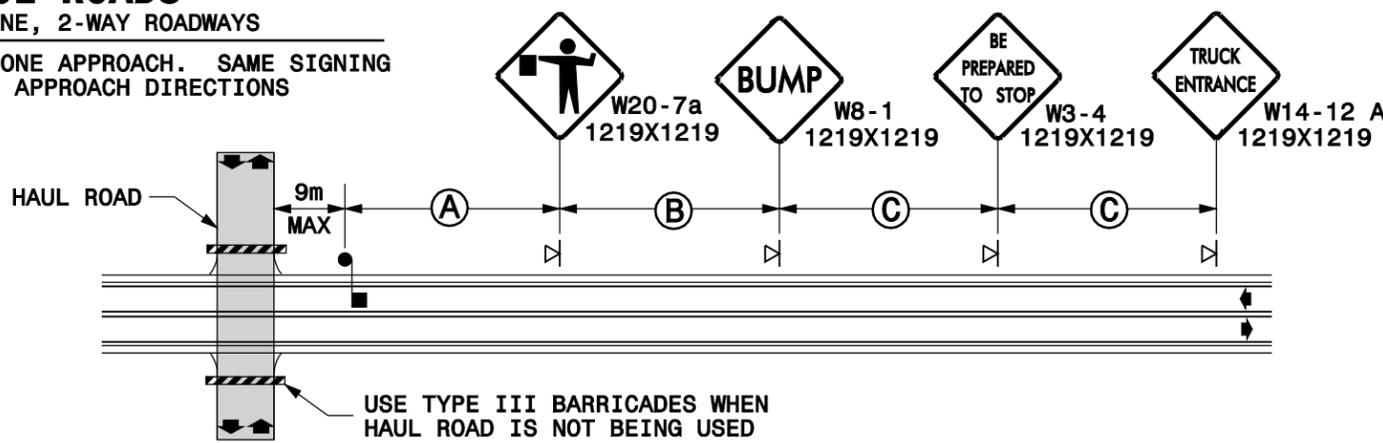
NOTES:

- ** 61m IS A MAXIMUM DIMENSION. KEEP THIS DIMENSION AS SHORT AS POSSIBLE.
- ++ LEFT LANE CLOSURE SHALL BE USED FOR ACCESS, UNLESS AN ENGINEERED ROAD ACCESS IS DESIGNED. SEE STD. 1101.02, SHEET 3.

HAUL ROADS

FOR 2-LANE, 2-WAY ROADWAYS

SIGNS SHOWN FOR ONE APPROACH. SAME SIGNING APPLIES FOR BOTH APPROACH DIRECTIONS



GENERAL NOTES

- 1- MOUNT SIGNS ON BOTH LEFT AND RIGHT SIDES ON DIVIDED ROADWAYS. SIGNS ARE REQUIRED ONLY ON THE RIGHT SIDE OF THE ROADWAY FOR UNDIVIDED ROADWAYS.
- 2- PROVIDE MINIMUM STOPPING SIGHT DISTANCE FOR EACH FLAGGER LOCATION.
- 3- REFER TO STD. 1101.11 SHEETS 2 & 4 FOR STOPPING SIGHT DISTANCE AND SIGN SPACING.
- 4- UPON COMPLETION OF EACH HAULING OPERATION, REPAIR, SWEEP, AND RESTORE THE ROADWAY TO BE SAFELY TRAVERSABLE AT NORMAL OPERATING SPEEDS.
- 5- "BUMP" SIGNS (W8-1) ARE REQUIRED ONLY IF A BUMP OVER THE ROADWAY EXISTS AS A RESULT OF IMPLEMENTING THE HAUL ROAD. USE FLAGGERS AT ALL TIMES TO STOP TRAFFIC WHEN BUMPS ARE LOCATED ACROSS THE ROADWAY. CONSTRUCT BUMPS TO PROVIDE A SMOOTH TRANSITION FOR TRAFFIC CROSSING THEM. REMOVE BUMPS PRIOR TO ALLOWING TRAFFIC TO RESUME NORMAL OPERATING SPEEDS.
- 6- WHEN NOT SPECIFIED IN THE PLANS OR BY THE ENGINEER, PAYMENT FOR CONVENIENCE WILL NOT BE MADE.