

NOTES:

SEE FIGURE 616.1.2 FOR SIGN SPACING.

THESE SIGNS MAY BE COMBINED WITH OTHER TRAFFIC CONTROL.

VERTICAL CLEARANCE SHOWN ON SIGNS IS EQUAL TO THE ACTUAL CLEARANCE AT THE WORK LOCATION MINUS 2 INCHES.

A CMS AND/OR ALTERNATE ROUTE SIGNING SHOULD BE USED IN ADDITION TO THIS SIGNING.

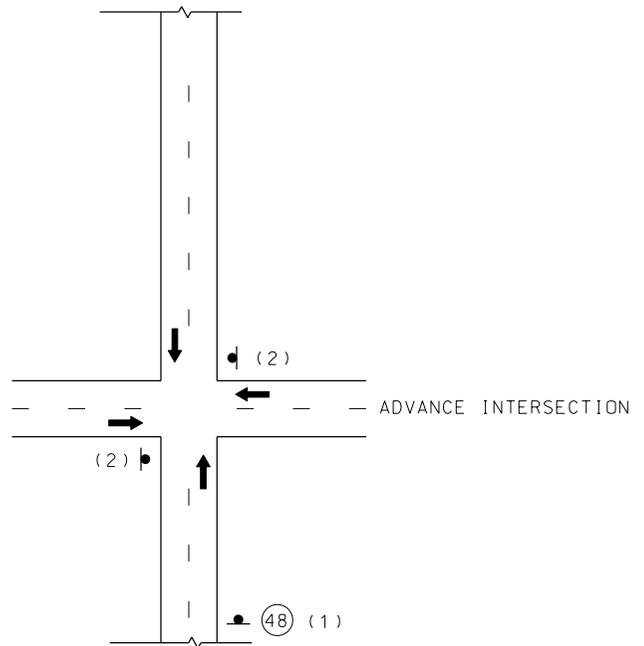
(1) SIGN INSTALLED A MINIMUM OF 1000' IN ADVANCE OF THE LAST INTERCHANGE EXIT RAMP, INTERSECTION OR POINT WHERE A DETOUR OR TURN AROUND IS PROVIDED BEFORE THE CLEARANCE RESTRICTION WHEN AN EXIT IS UNAVAILABLE AT THE WORK LOCATION. SIGN PLACEMENT MAY DEPEND ON GEOMETRY AND LOCATION OF EXISTING SIGNS.



SIGN MAY BE MODIFIED BASED ON GEOMETRICS.

(3) SIGN SHOULD BE PLACED NO MORE THAN 1000' FROM THE BRIDGE OR EXIT RAMP.

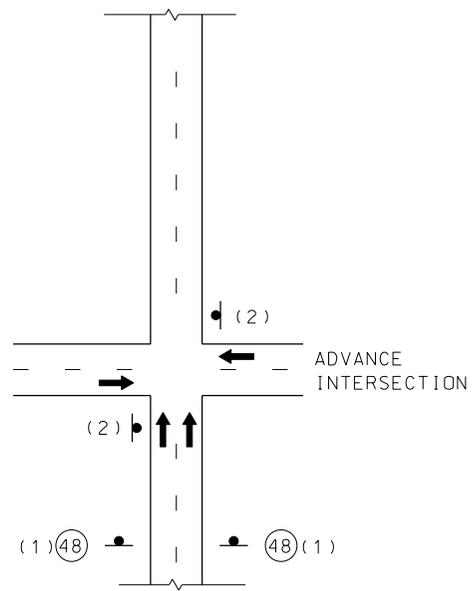
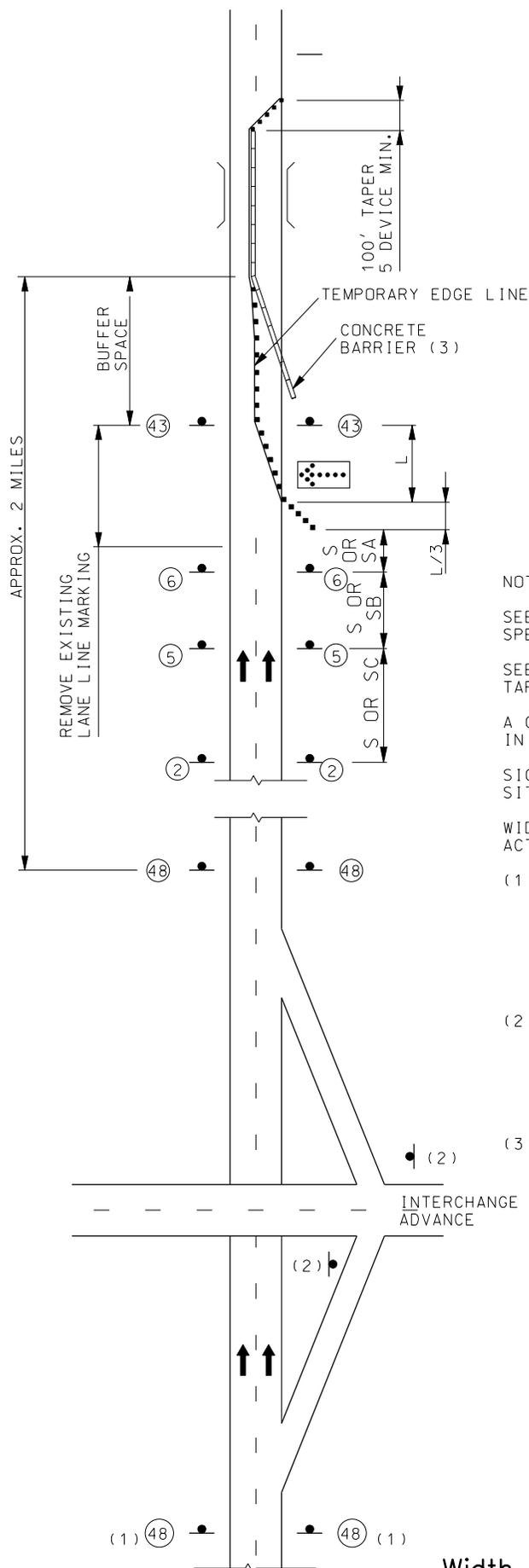
(4) LOCATION OF SIGN (48) AND DISTANCE INDICATED ON SIGN TO BE DETERMINED BY ENGINEER.



Vertical Clearance at Bridge

Lane Restriction

Figure 616.0.5



NOTES:

SEE EPG 616.29 WORK ZONE SPEED LIMITS FOR SPEED LIMIT GUIDELINES.

SEE FIGURE 616.1.2 FOR SIGN SPACING AND CHANNELIZING TAPER LENGTHS.

A CMS AND/OR ALTERNATE ROUTE SIGNING SHOULD BE USED IN ADDITION TO THIS SIGNING.

SIGN (48) MAY BE USED WITH OTHER TRAFFIC CONTROL SITUATIONS RESULTING IN A WIDTH RESTRICTION.

WIDTH RESTRICTION SHOWN ON SIGNS ARE EQUAL TO THE ACTUAL PAVEMENT WIDTH AT THE RESTRICTION.

(1) SIGN INSTALLED A MINIMUM OF 1000' IN ADVANCE OF THE LAST INTERCHANGE EXIT RAMP, INTERSECTION OR POINT WHERE A DETOUR OR TURN AROUND IS PROVIDED BEFORE THE CLEARANCE RESTRICTION WHEN AN EXIT IS UNAVAILABLE AT THE WORK LOCATION. SIGN PLACEMENT MAY DEPEND ON GEOMETRY AND LOCATION OF EXISTING SIGNS.



SIGN MAY BE MODIFIED BASED ON GEOMETRICS.

(3) FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE APPROVED END TREATMENT.

Width Restriction

Lane Restriction

Figure 616.0.5