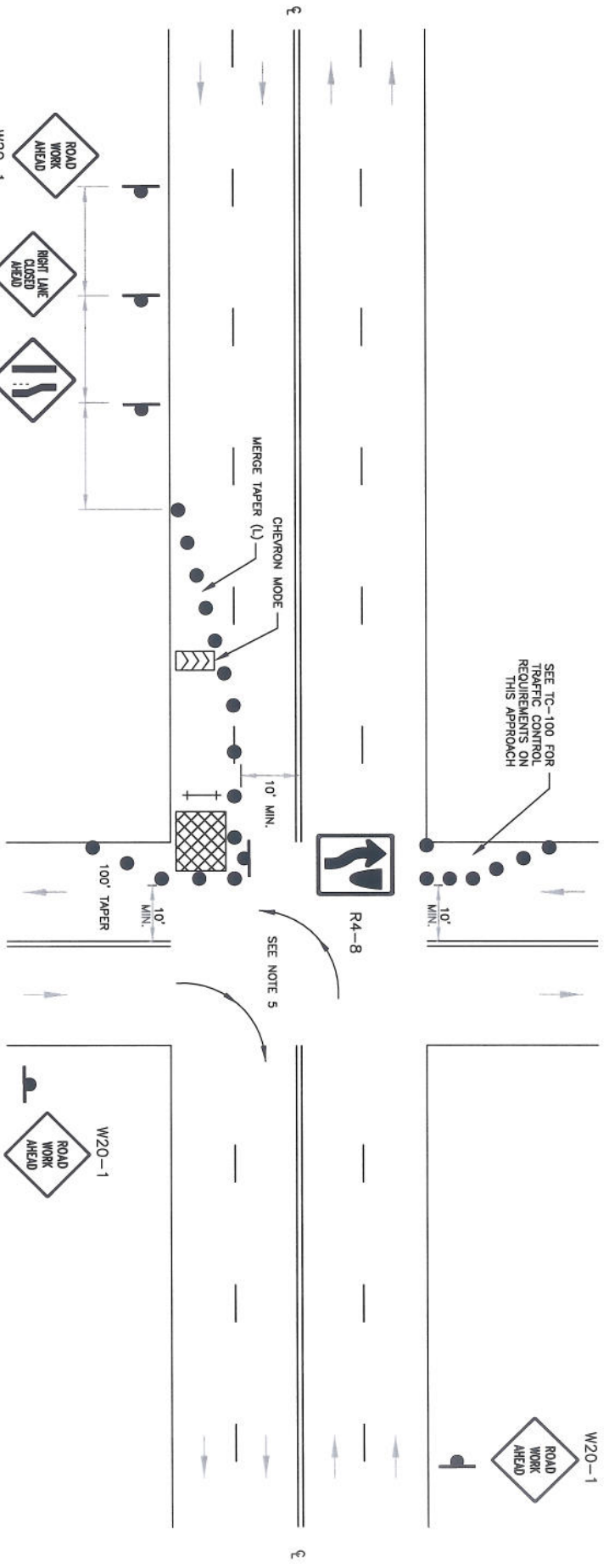


SEE TC-100 FOR TRAFFIC CONTROL REQUIREMENTS ON THIS APPROACH



W20-1
W20-5R
W4-2R

W20-1
ROAD WORK AHEAD

W20-1
ROAD WORK AHEAD

NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
3. CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
5. RIGHT AND/OR LEFT TURN RESTRICTIONS MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.

LEGEND

- DELINEATOR
- SIGN
- FLAGGER
- ⊥ BARRICADE
- VARIABLE MESSAGE SIGN
- ▤ ARROW BOARD
- ▨ WORK AREA
- TRAFFIC DIRECTION

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELINEATOR SPACING (TAPER/TAN.)	SIGN SPACING	BUFFER LENGTH
		/		

REVISIONS

NO.	DATE	BY	DESCRIPTION

SIGNATURES

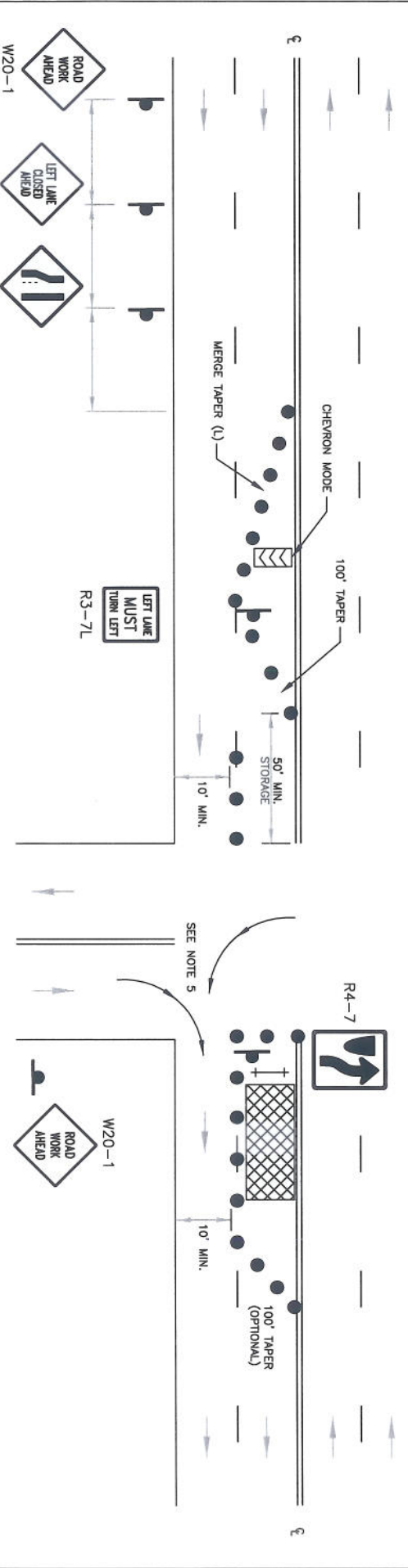
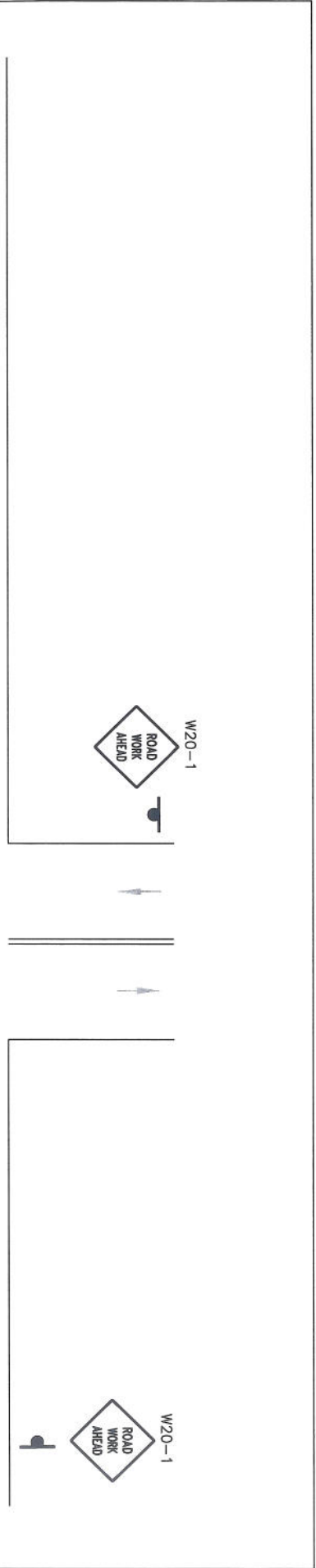
Scaled: NTS
Date: 3/13/2012
File: TC-51.DWG

Drawn By: Joshua Seel
Design By: Joshua Seel
Approved By: Ross Dean

TYPICAL TRAFFIC CONTROL PLANS

Intersection - Work Area
Closure at Side of Intersection

STANDARD DETAIL NO. - TC-51



LEGEND

	DELIMITATOR		ARROW BOARD
	SIGN		WORK AREA
	FLAGGER		TRAFFIC DIRECTION
	BARRICADE		
	VARIABLE MESSAGE SIGN		

* REVISIONS *

NO.	DATE	BY	DESCRIPTION

* SIGNATURES *

Scale: 1/2" = 10'	Drawn By: Joshua Sisk
Date: 11/19/14	Checked By: Keith Sisk
File: TC-52.DWG	Approved By: Ross Gray

* TYPICAL TRAFFIC CONTROL PLANS *

Interior of Road - Work Area

Left Lane Closure on Far Side of Intersection

* STANDARD DETAIL NO. *

TC-52

NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELIMITATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELIMITATOR SPACING MAY DECREASE.
3. CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
5. RIGHT AND/OR LEFT TURN RESTRICTIONS MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELIMITATOR SPACING (TAPER/TAN)	SIGN SPACING	BUFFER LENGTH

NO.	DATE	BY	DESCRIPTION

* REVISIONS *



Tulsa, Oklahoma Division
www.achd.com

Scale: NTS
Date: 3/12/2012
Title: TC-53-08

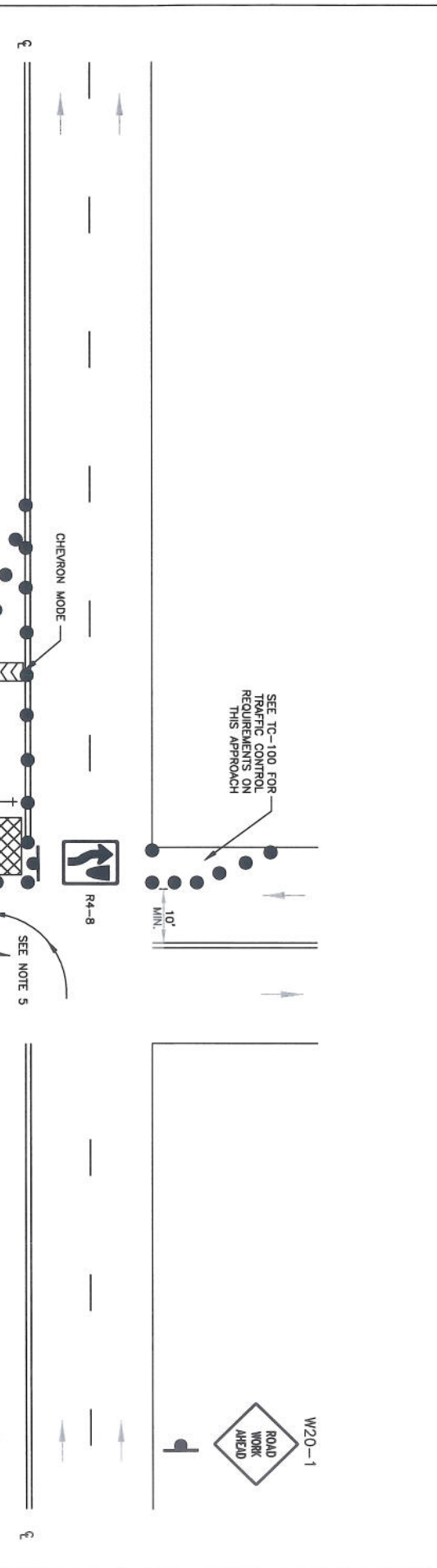
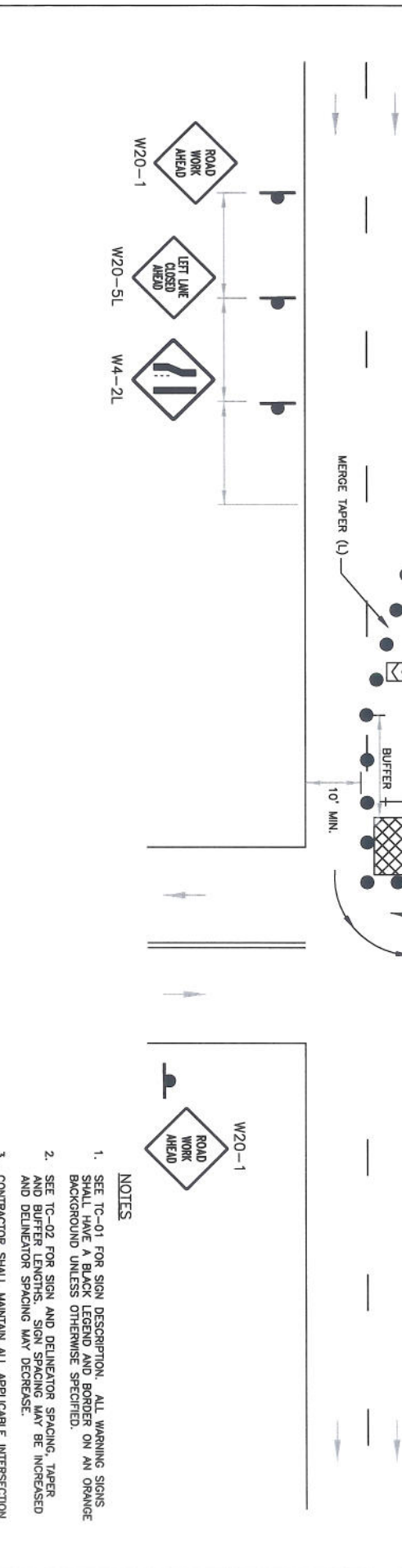
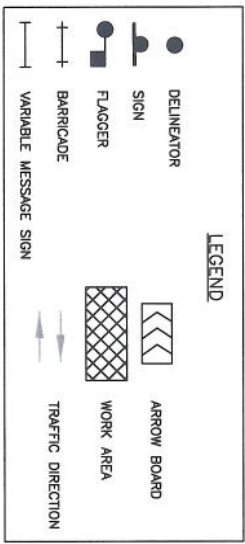
Drawn By: Joshua Sisk
Checked By: Joshua Sisk
Approved By: Ross Owen

* SIGNATURES *

* TYPICAL TRAFFIC CONTROL PLANS *

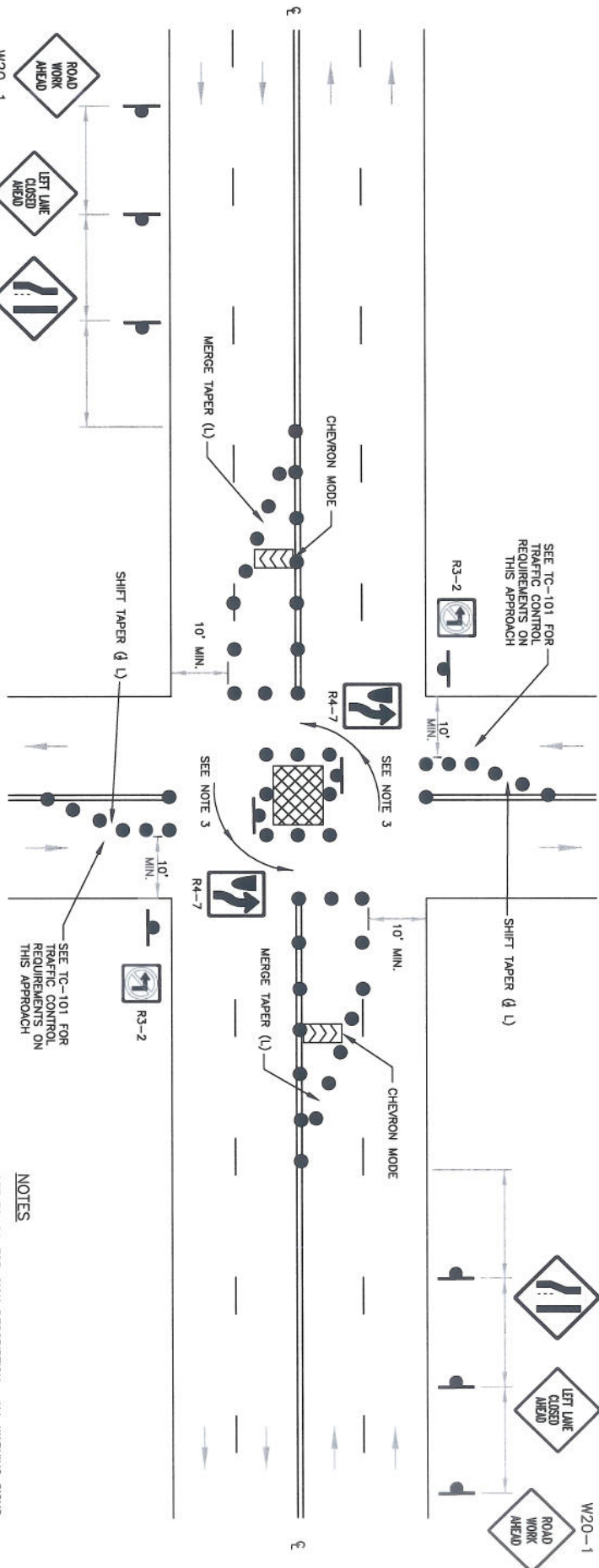
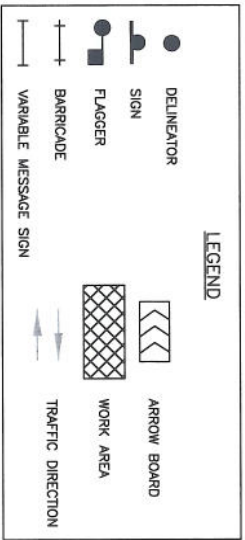
Intersection - Work Area
Left Lane Closure at Intersection

STANDARD DETAIL NO. -
TC-53



- NOTES**
- SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
 - SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
 - CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
 - THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
 - RIGHT AND/OR LEFT TURN RESTRICTIONS MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.

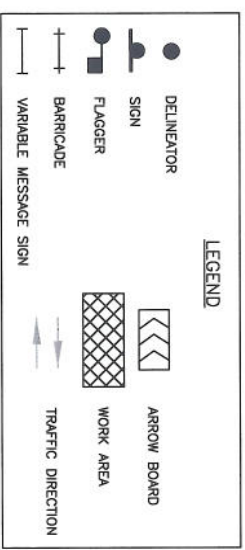
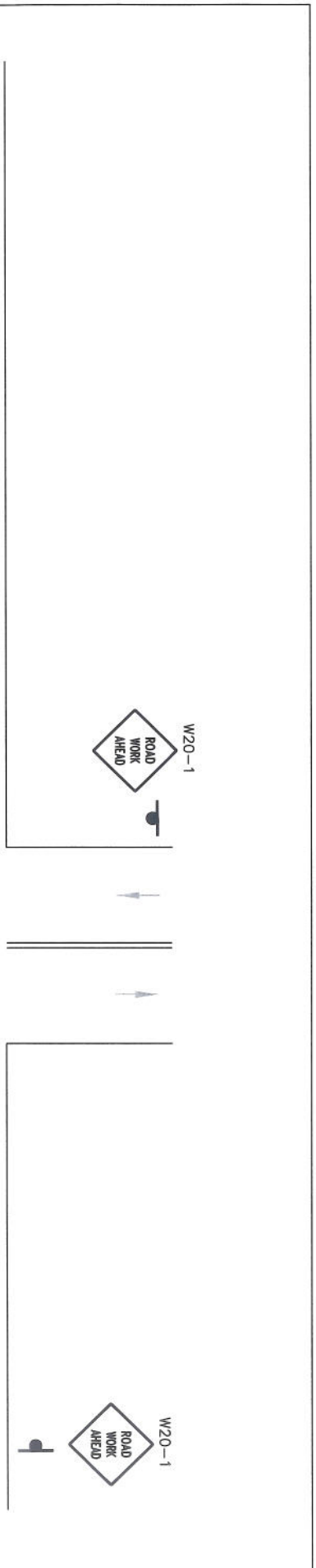
POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELINEATOR SPACING (TAPER/TAN)	SIGN SPACING	BUFFER LENGTH



NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
3. CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
5. ADDITIONAL LEFT TURN RESTRICTIONS MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELINEATOR SPACING (TAPER/75N)	SIGN SPACING	BUFFER LENGTH
		/		



• REVISIONS •

NO.	DATE	BY	DESCRIPTION
1			
2			
3			
4			

• SIGNATURES •

Scale: NTS
 Date: 3/13/2012
 File: TC-56.DWG

Drawn By: Joshua Spick
 Design By: Joshua Spick
 Approved By: Ross Owen

• TYPICAL TRAFFIC CONTROL PLANS •

Intersection - Work Area
 Right Lane Closure at Side of Intersection

• STANDARD DETAIL NO. •

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELINEATOR SPACING (TAPER/TAN.)	SIGN SPACING	BUFFER LENGTH
		/		

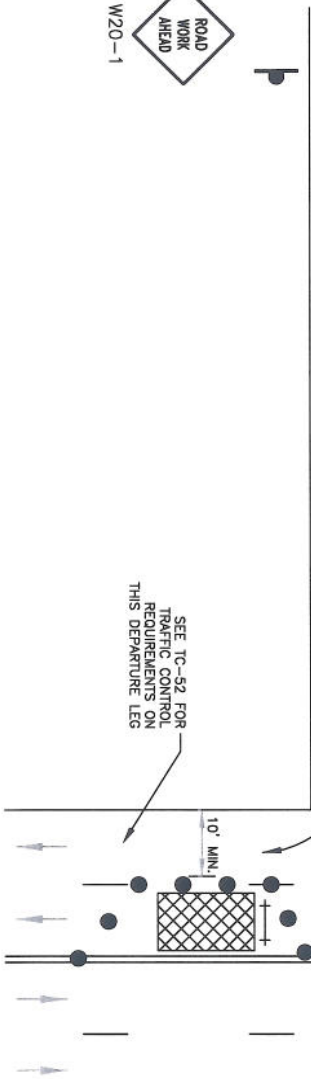
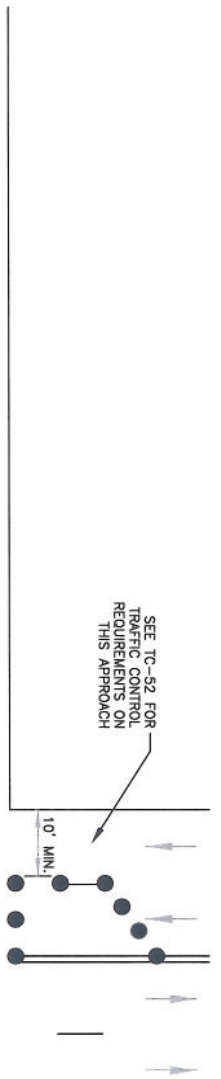
TC-56

SEE TC-101 FOR TRAFFIC CONTROL REQUIREMENTS ON THIS APPROACH

SHIFT TAPER (L)

NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
3. CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
5. LEFT TURN RESTRICTIONS FROM THE SIDE STREET MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.



NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
3. CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
5. RIGHT TURN RESTRICTIONS MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.

LEGEND

	DELINATOR		ARROW BOARD
	SIGN		WORK AREA
	FLAGGER		TRAFFIC DIRECTION
	BARRICADE		
	VARIABLE MESSAGE SIGN		

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELINATOR SPACING (TAPER/TAN.)	SIGN SPACING	BUFFER LENGTH
		/		

REVISIONS

NO.	DATE	BY	DESCRIPTION

SIGNATURES

Scale: NTS	Drawn By: Joshua Sisk
Date: 3/19/2012	Design By: Joshua Sisk
File: TC-57.DWG	Approved By: Ross Oyer

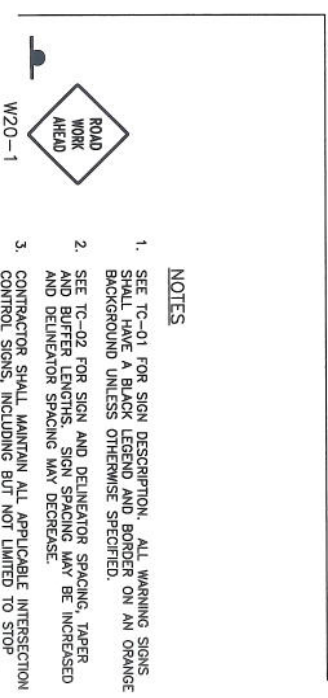
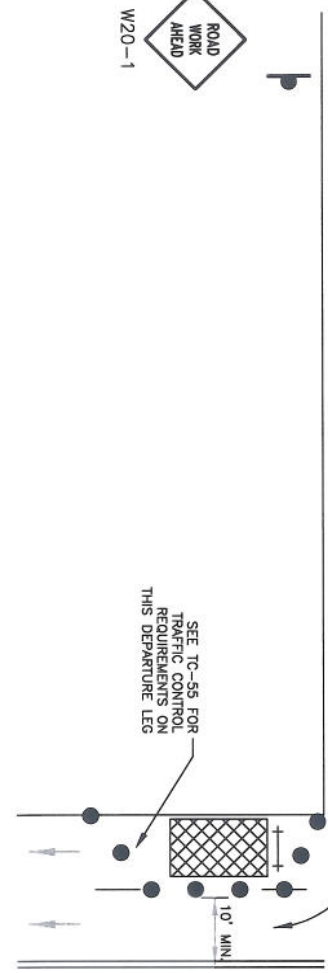
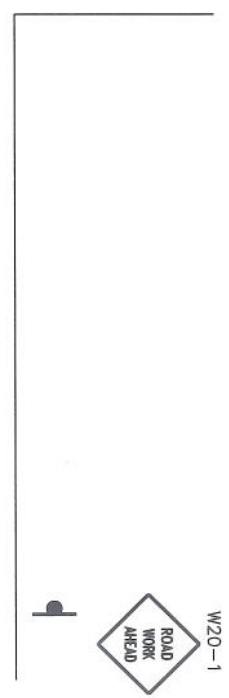
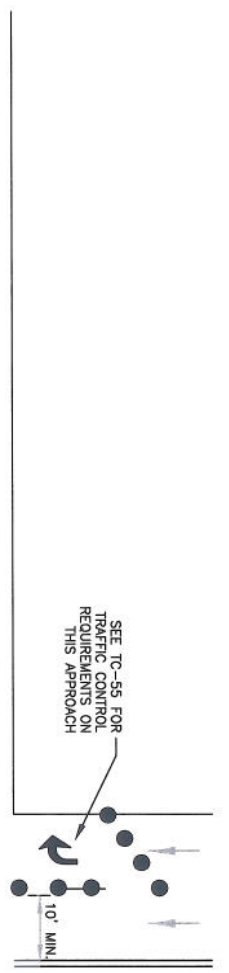
TYPICAL TRAFFIC CONTROL PLANS

Interior of Road - Work Area
Left Turn Intersection Traffic Control w/Left Lane Closure at Far Side of Intersection

STANDARD DETAIL NO.

TC-57





- NOTES**
1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
 2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
 3. CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
 4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
 5. RIGHT TURN RESTRICTIONS MAY BE NECESSARY DEPENDING ON SITE SPECIFIC WORK CONDITIONS.

LEGEND

- DELINEATOR
- SIGN
- ⊙ FLAGGER
- ⊕ BARRICADE
- ⊖ VARIABLE MESSAGE SIGN
- ▭ ARROW BOARD
- ▨ WORK AREA
- TRAFFIC DIRECTION

REVISIONS

NO.	DATE	BY	DESCRIPTION

SIGNATURES

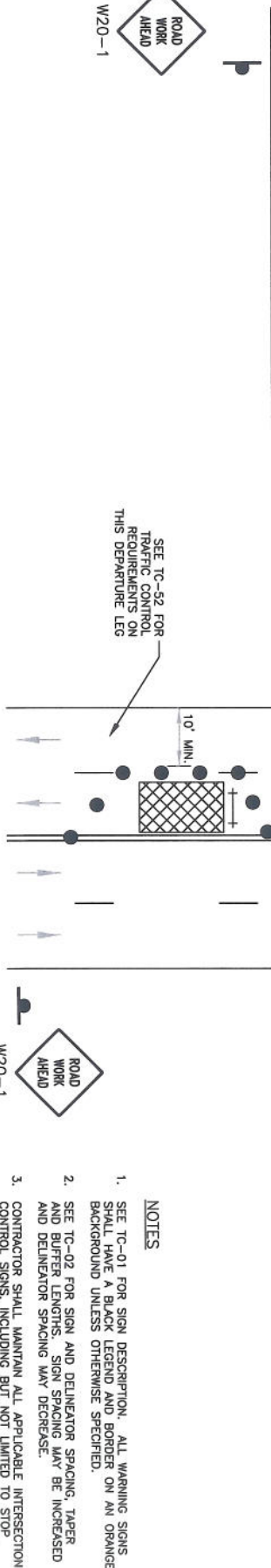
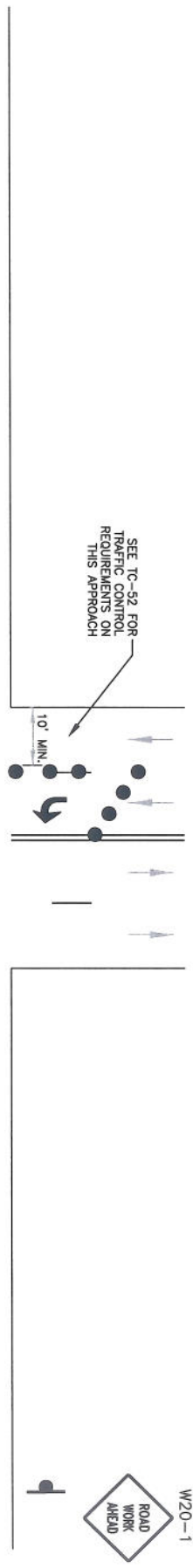
Scale: NTS
 Date: 7/20/12
 Title: TC-58/WR

Drawn By: Joshua Sade
 Checked By: [Signature]
 Approved By: Ron Owen

STANDARD DETAIL NO.

TC-58

Left Turn Intersection Traffic Control w/Right Lane Closure at Far Side of Intersection



LEGEND

●	DELIMITER	▭	ARROW BOARD
○	SIGN	▨	WORK AREA
■	FLAGGER	→	TRAFFIC DIRECTION
—+—	BARRICADE		
— —	VARIABLE MESSAGE SIGN		

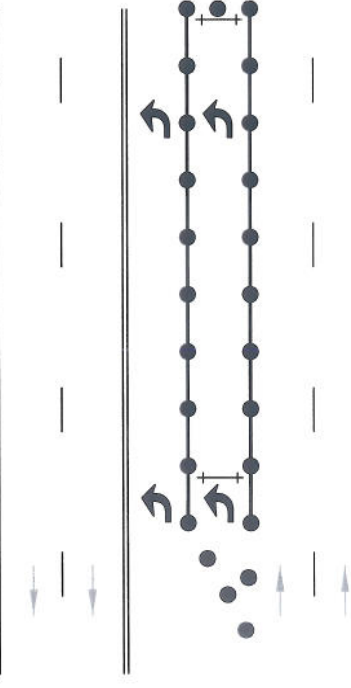
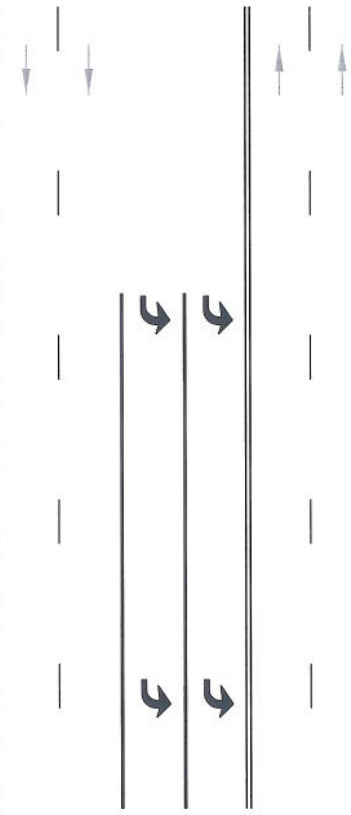
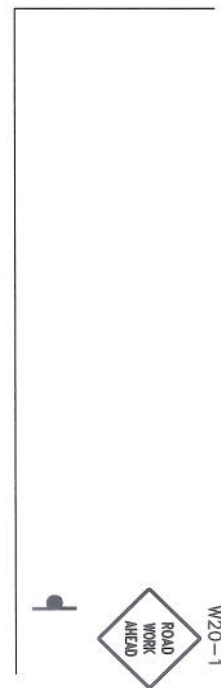
POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (1)	DELIMITER SPACING (TAPER/TAN.)	SIGN SPACING	BUFFER LENGTH
		/		

- NOTES**
- SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
 - SEE TC-02 FOR SIGN AND DELIMITER SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELIMITER SPACING MAY DECREASE.
 - CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
 - LEFT TURN SIGNAL HEADS MAY NEED TO BE COVERED ON THE MAIN STREET FOR THE SPECIFIC LANE CLOSURE.
 - THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

NO. DATE BY		DESCRIPTION	* REVISIONS *	

Scale: ITS	Drawn By: Ashna Sood	* SIGNATURES *	
Date: 3/23/2012	Design By: Ashna Sood		
Title: TC-59/2012	Approved By: Russ Oyam		

<p>Ada County Highway District 3775 Adams Street, Suite 100, Boise, ID 83714 Traffic Engineering Division</p>	<p style="text-align: center;">* TYPICAL TRAFFIC CONTROL PLANS *</p> <p style="text-align: center;">Interior of Road - Work Area</p> <p style="text-align: center;">Left Turn Intersection Traffic Control w/Left Lane Closure at Far Side of Intersection</p> <p style="text-align: center;">* STANDARD DETAIL NO. *</p> <p style="text-align: center;">TC-59</p>
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SEE TC-55 FOR TRAFFIC CONTROL REQUIREMENTS ON THIS DEPARTURE LEG



- NOTES**
1. SEE TC-01 FOR SIGN DESCRIPTION, ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
 2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
 3. CONTRACTORS SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNALS INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
 4. LEFT TURN SIGNAL HEADS MAY NEED TO BE COVERED ON THE MAIN STREET FOR THE SPECIFIC LANE CLOSURE.
 5. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

LEGEND

- DELINEATOR
- SIGN
- FLAGGER
- ▬ BARRICADE
- ▬ VARIABLE MESSAGE SIGN
- ▭ ARROW BOARD
- ▨ WORK AREA
- ➔ TRAFFIC DIRECTION

REVISIONS

NO.	DATE	BY	DESCRIPTION

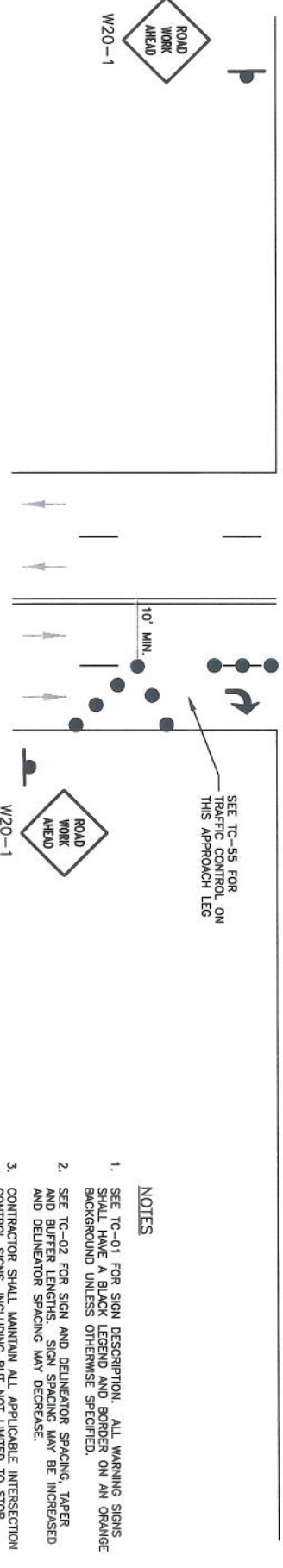
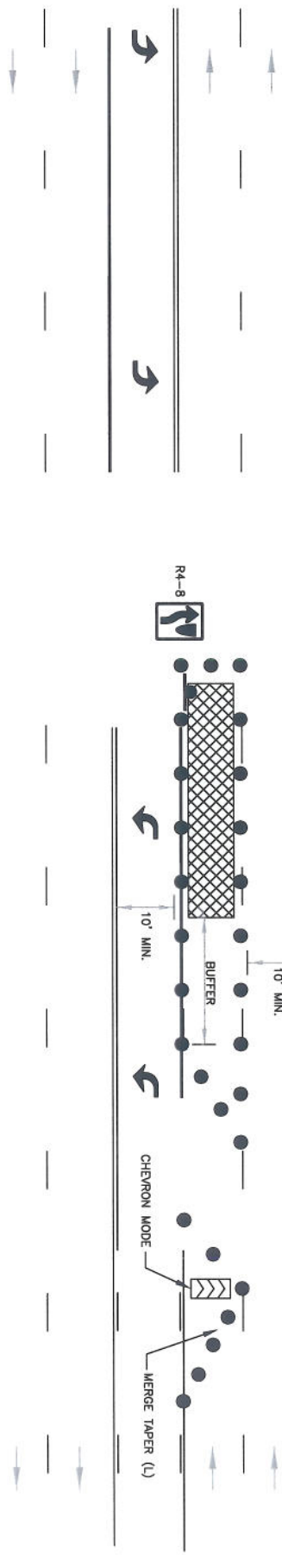
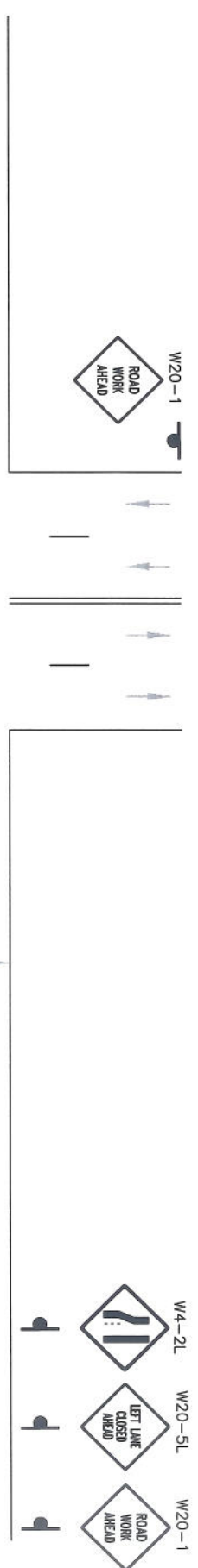
SIGNATURES

Scale:	Date:	Drawn By:	Checked By:
1/2" = 1'	11/2/2012	Johnnie Seay	Johnnie Seay
TC-60/2012		Approved By:	Issue Date:

TYPICAL TRAFFIC CONTROL PLANS

Side of Road - Work Area	STANDARD DETAIL NO.
Left Turn Intersection Traffic Control w/Right Lane Closure at Far Side of Intersection	TC-60





LEGEND

●	DELIMITER	▤	ARROW BOARD
⬇	SIGN	▨	WORK AREA
⬆	FLAGGER	▧	TRAFFIC DIRECTION
⊕	BARRICADE	▩	
⊖	VARIABLE MESSAGE SIGN		

REVISIONS

NO.	DATE	BY	DESCRIPTION

SIGNATURES

Scale	Drawn By	Checked By	Design By	Approved By
1/8" = 1'-0"	Johann Boek	Johann Boek	Johann Boek	Mark Oren
Date: 3/23/2012				
File: TC-61.DWG				

STANDARD DETAIL NO.

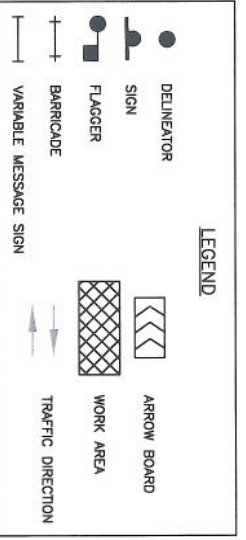
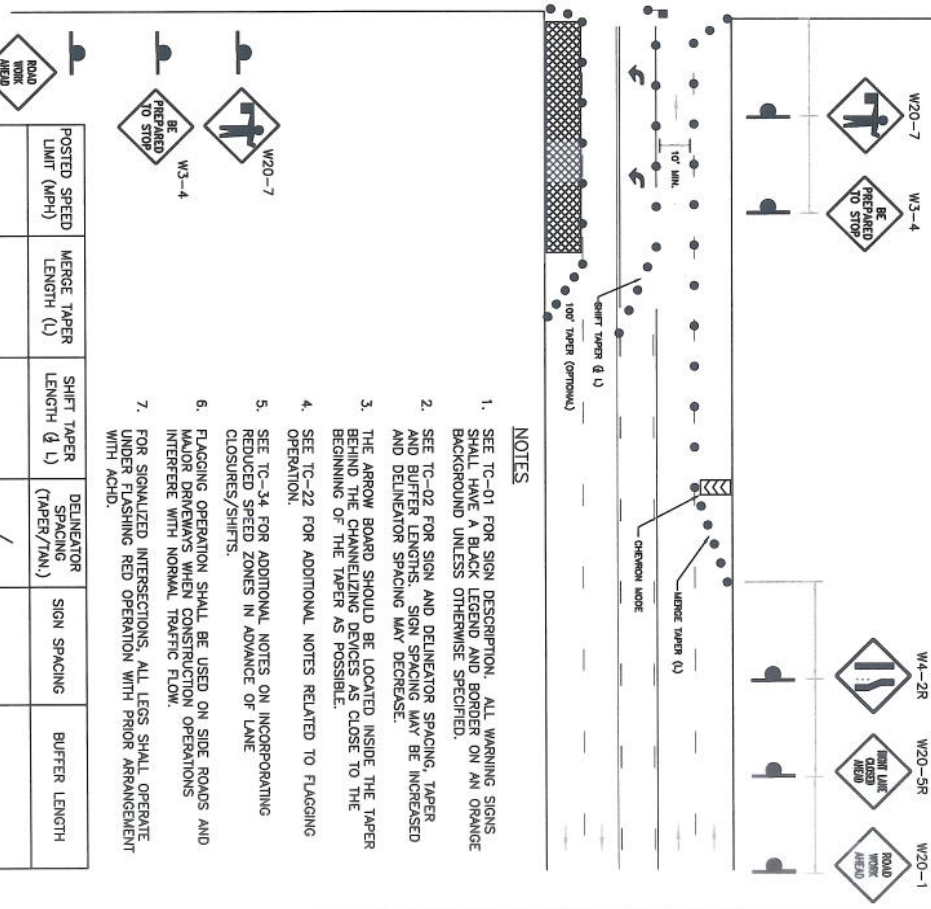
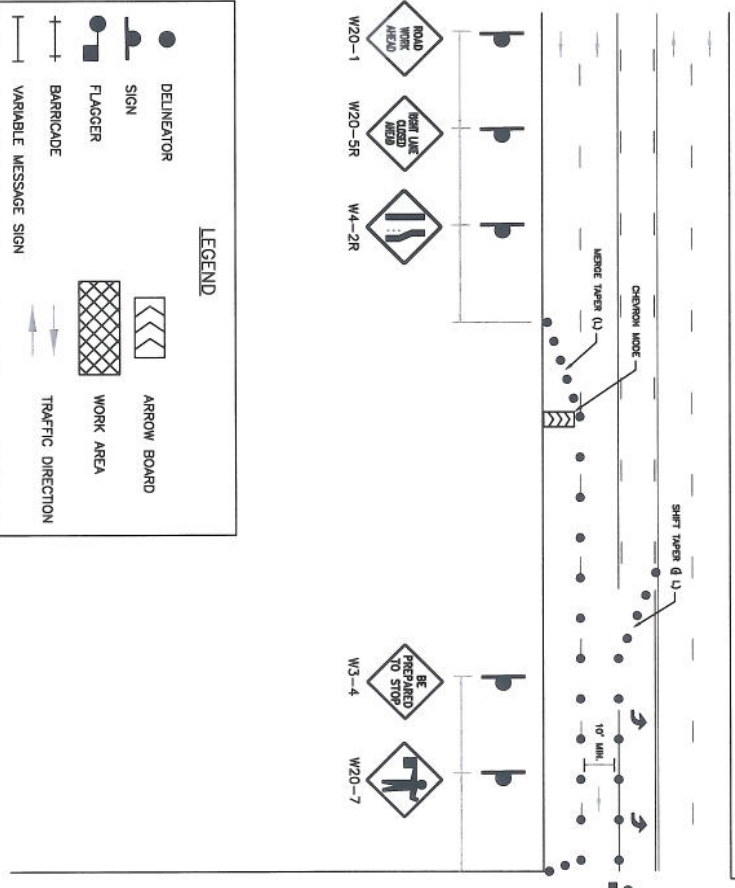
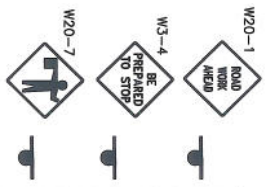
TC-61

TYPICAL TRAFFIC CONTROL PLANS

Intersection - Work Area
Right Lane/Left Lane Closure at Intersection

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	DELIMITER SPACING (TAPER/T/N.)	SIGN SPACING	BUFFER LENGTH

- NOTES**
- SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
 - SEE TC-02 FOR SIGN AND DELIMITER SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELIMITER SPACING MAY DECREASE.
 - CONTRACTOR SHALL MAINTAIN ALL APPLICABLE INTERSECTION CONTROL SIGNS, INCLUDING BUT NOT LIMITED TO STOP SIGNS, LANE USE CONTROL SIGNS AND TRAFFIC SIGNALS.
 - THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.



NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION, ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
3. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
4. SEE TC-22 FOR ADDITIONAL NOTES RELATED TO FLAGGING OPERATION.
5. SEE TC-34 FOR ADDITIONAL NOTES ON INCORPORATING REDUCED SPEED ZONES IN ADVANCE OF LANE CLOSURES/SHIFTS.
6. FLAGGING OPERATION SHALL BE USED ON SIDE ROADS AND MAJOR DRIVEWAYS WHEN CONSTRUCTION OPERATIONS INTERFERE WITH NORMAL TRAFFIC FLOW.
7. FOR SIGNALIZED INTERSECTIONS, ALL LEGS SHALL OPERATE UNDER FLASHING RED OPERATION WITH PRIOR ARRANGEMENT WITH ACHD.

POSTED SPEED LIMIT (MPH)	MERGE TAPER LENGTH (L)	SHIFT TAPER LENGTH (S)	DELINEATOR SPACING (TAPER/TAN)	SIGN SPACING	BUFFER LENGTH

*** REVISIONS ***

NO.	DATE	BY	DESCRIPTION



Ada County Highway District • 3775 ADAMS STREET, GARDEN CITY, ID 83714 • www.achd.idaho.gov

*** SIGNATURES ***

Source: NRS	Drawn By: Joshua Sisk
Date: 3/22/2013	Design By: Joshua Sisk
Title: TC-62/62C	Approved By: Russ Owen

*** TYPICAL TRAFFIC CONTROL PLANS ***

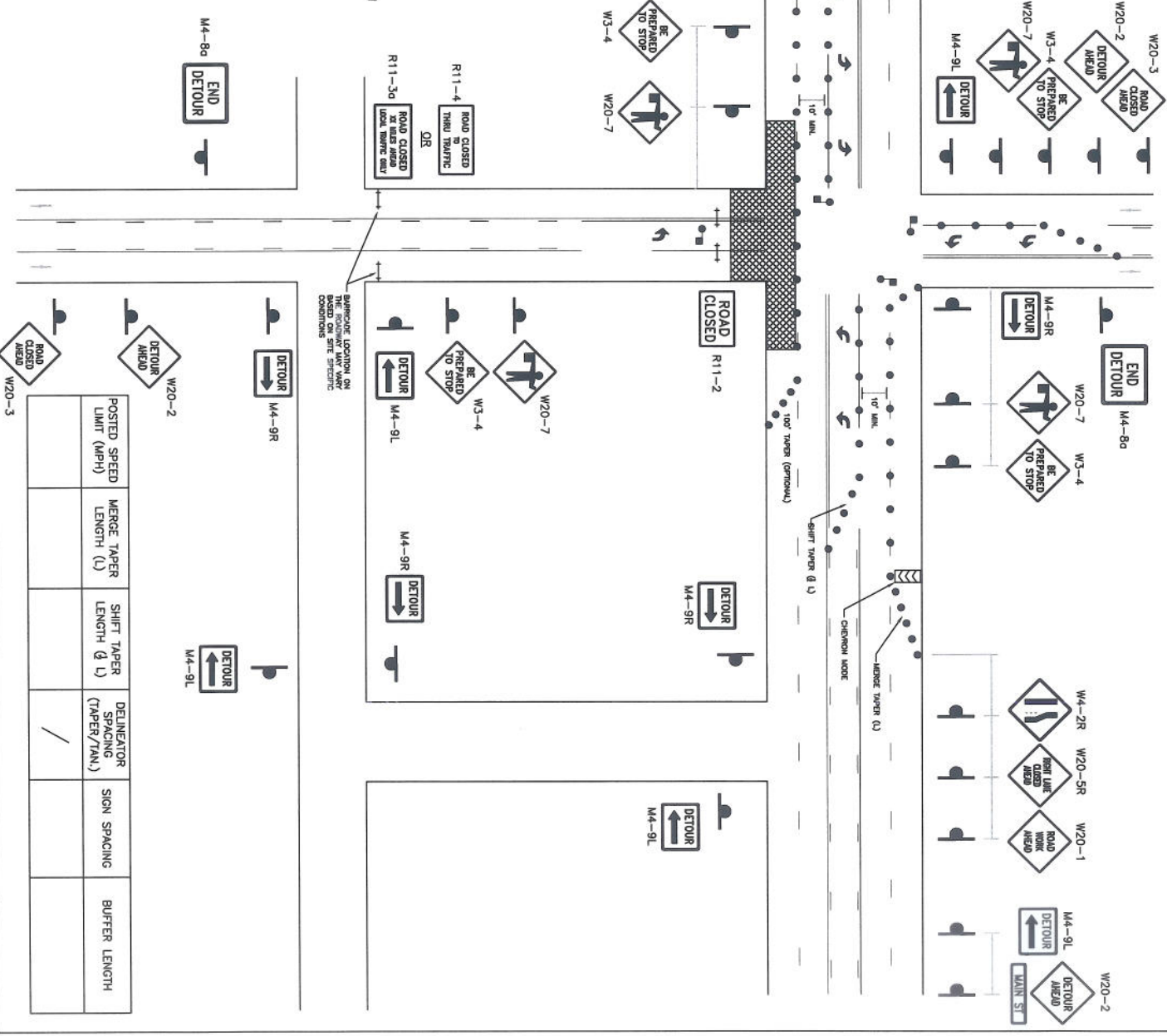
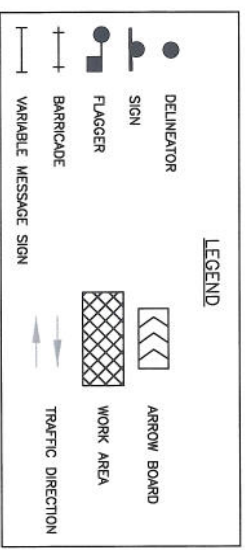
Intersection - Flagging Operation

*** STANDARD DETAIL NO. ***

TC-62

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.
3. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.
4. SEE TC-22 FOR ADDITIONAL NOTES RELATED TO FLAGGING OPERATION.
5. SEE TC-34 FOR ADDITIONAL NOTES ON INCORPORATING REDUCED SPEED ZONES IN ADVANCE OF LANE CLOSURES/SHIFTS.
6. FLAGGING OPERATION SHALL BE USED ON SIDE ROADS AND MAJOR DRIVEWAYS WHEN CONSTRUCTION OPERATIONS INTERFERE WITH NORMAL TRAFFIC FLOW.
7. FOR SIGNALIZED INTERSECTIONS, ALL LEGS SHALL OPERATE UNDER FLASHING RED OPERATION WITH PRIOR ARRANGEMENT WITH ACHD.
8. AT LOCATIONS WHERE DETOUR ROUTES MAY OVERLAP OR CONFLICT, STREET NAMES MAY BE ADDED TO THE DETOUR SIGNS.

NOTES



NO.	DATE	BY	DESCRIPTION

ACHD
 Ada County Highway District
 Traffic Engineering Division
 3773 300th STREET, GARDEN CITY, ID 83714
 www.achd.idaho.gov

NO.	DATE	BY	DESCRIPTION

NO.	DATE	BY	DESCRIPTION

TC-63