

COMMONWEALTH OF MASSACHUSETTS
MASSACHUSETTS DEPARTMENT OF TRANSPORTATION, DISTRICT 5
1000 COUNTY STREET TAUNTON, MA 02780

TOWN: BARNSTABLE
LOCATION: ROUTE 6 AND ROUTE 149

DATE: JULY 29, 2022 Permit No.: 5–2022–XXXX

NSTAR Electric Company d/b/a Eversource Energy
Energy Facilities Siting Board
EFSB 19-06/D.P.U. 19-142/19-143
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TEMPORARY TRAFFIC CONTROL PLANS GENERAL NOTES

1. ALL CONSTRUCTION SIGNING, TEMPORARY TRAFFIC CONTROL DEVICES, AND ROADSIDE ELEMENTS SHALL CONFORM WITH THE 2009 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AS AMENDED, THE MASSDOT STANDARD DETAILS AND DRAWINGS FOR THE DEVELOPMENT OF TEMPORARY TRAFFIC CONTROL PLANS, THE LATEST REVISIONS OF THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, (AASHTO) ROADSIDE DESIGN GUIDE, AASHTO POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS, AND NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 350 OR THE AASHTO MANUAL FOR ASSESSING SAFETY HARDWARE (MASH).
2. ALL TEMPORARY PEDESTRIAN PATHWAY CROSSINGS WITH EQUIPMENT SHALL BE CONTROLLED BY POLICE DETAILS AT ALL TIMES. NO PEDESTRIAN PATHWAY ACCESS SHALL BE RESTRICTED LONGER THAN 5 MINUTES UNLESS OTHERWISE APPROVED BY THE DISTRICT TRAFFIC ENGINEER. .
3. WORK HOURS THAT IMPACT THE PUBLIC WAY SHALL NOT AFFECT TRAFFIC PATTERNS DURING PEAK TRAFFIC PERIODS. PEAK TRAFFIC PERIODS ARE DEFINED AS MONDAY THRU FRIDAY 7:00AM-9:00AM AND 3:00PM-7:00PM. WORK WITHIN THE PUBLIC WAY WILL NOT BE ALLOWED DURING PEAK PERIODS.
4. NO WORK SHALL OCCUR WITHIN THE PUBLIC WAY ON STATE RECOGNIZED HOLIDAYS UNLESS OTHERWISE APPROVED BY THE DISTRICT PERMITS ENGINEER.
5. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE TEMPORARY CLOSURE OR RESTRICTION OF ACCESS.
6. 11' MINIMUM LANE WIDTHS SHALL BE MAINTAINED UNLESS OTHERWISE NOTED.
7. NON-APPLICABLE TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE COVERED OR REMOVED DURING NON-WORKING HOURS WHEN NOT IN USE.
8. SIGNS INSTALLED ON PORTABLE STANDS REQUIRE 12 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
9. SIGNS INSTALLED ON PORTABLE STANDS PLACED AMONG CHANNELIZATION DEVICES REQUIRE A 36 INCH MINIMUM MOUNTING HEIGHT FROM THE ROADWAY SURFACE TO THE BOTTOM OF THE SIGN.
10. SIGNS MOUNTED ON POSTS REQUIRE A MINIMUM 84 INCH MOUNTING HEIGHT FROM THE ROADWAY OR SIDEWALK SURFACE TO THE BOTTOM OF THE SIGN.
11. REFLECTORIZED CONES SHALL BE A MINIMUM OF 36 INCHES IN HEIGHT.
12. CONES MAY BE USED IN LIEU OF DRUMS OUTSIDE OF TAPER AREAS.
13. ALL DRUMS OUTSIDE TAPER AREAS SHALL BE SET AT: 20' ON CENTER MAX. ON LOCAL ROADWAYS AND 40' ON ROUTE 6 UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
14. ALL DRUMS ON TAPERS SHALL BE SET AT: 10' ON CENTER MAX. ON LOCAL ROADWAYS AND 20' ON ROUTE 130 UNLESS OTHERWISE NOTED OR ADJUSTED BY THE ENGINEER.
15. ALL DRUMS AND/OR CONES SHALL BE APPROXIMATELY PLACED AND MOVED AS NECESSARY TO MAINTAIN SAFE AND REASONABLE ABUTTER ACCESS AT ALL TIMES. WORK MAY REQUIRE ADDITIONAL SIGNS, DRUMS AND OTHER TRAFFIC CONTROL DEVICES, GRADING AND TEMPORARY PAVEMENT FOR PASSAGE OF PEDESTRIAN, VEHICULAR AND EMERGENCY TRAFFIC THROUGH THE WORK AREAS, BOTH DURING AND AFTER WORKING HOURS, TO MAINTAIN SUCH ACCESS.
16. CONTRACTOR SHALL SECURE WORK AREAS TO PREVENT UNAUTHORIZED ACCESS AT ALL TIMES.
17. THE FIRST 10 DRUMS ON TAPERS SHALL BE REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS FOR WORK OCCURRING BETWEEN DUSK AND DAWN.
18. THERE ARE NO DESIGNATED BICYCLE LANES ON THE ROADWAY WITHIN THE PROJECT LIMITS. BICYCLES ARE EXPECTED TO SHARE THE ROAD WITH GENERAL VEHICULAR TRAFFIC WHERE PERMITTED TO DO SO.
19. AREAS DISTURBED BY THE CONTRACTORS ACTIVITIES SHALL BE RESTORED IN ACCORDANCE WITH MASSDOT STANDARDS UNLESS OTHERWISE APPROVED BY THE DISTRICT PERMITS ENGINEER.
20. TRUCK MOUNTED ATTENUATORS (TMA) TO BE PROVIDED AT LOCATIONS INDICATED FOR ALL LANE CLOSURES ON ROUTE 6 AND ASSOCIATED RAMPS (ON PER TRAVEL LANE OR USEABLE SHOULDER).
21. CONTRACTOR TO PROVIDE CLEAR ZONE AROUND TMA AT ALL TIMES IN ACCORDANCE WITH THE MANUFACTURERS REQUIREMENTS.
22. ACTUAL NUMBER OF POLICE DETAILS TO BE DETERMINED BY AGENCY WITH JURISDICTION OVER THE ROADWAY. "P" SYMBOL DENOTES SUGGESTED POLICE DETAIL LOCATIONS TO KEEP INTERSECTIONS CLEAR AT ALL TIMES.
23. CONSTRUCTION CLEAR ZONE SHALL BE IN ACCORDANCE WITH MASSDOT BOSTON TRAFFIC GUIDELINES AS FOLLOWS:

4' IF POSTED SPEED IS LESS THAN 35 MPH
8' IF POSTED SPEED IS 35 MPH
15' IF POSTED SPEED IS 40 MPH
20' IF POSTED SPEED IS 45 MPH
25' IF POSTED SPEED IS 55 MPH
30' IF POSTED SPEED IS GREATER THAN 55 MPH

BUFFER SPACING	
SPEED (MPH)	DISTANCE (FEET)
15	80
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645

LANE TAPER LENGTH FORMULAS	
L= TAPER LENGTH IN FEET	
W= WIDTH OF ROADWAY TO BE SHIFTED OR REDIRECTED IN FEET	
S= POSTED SPEED LIMIT IN MPH	
POSTED SPEED	
40 MPH OR LESS	GREATER THAN 40 MPH
$L = \frac{WS^2}{60}$	L= WS

ADVANCE SIGN SPACING				
ROAD TYPE	DISTANCE BETWEEN SIGNS (FEET)			
	A	B	C	D
LOCAL	100	50	100	100
MINOR ARTERIAL	500	250	500	500
LIMITED ACCESS HIGHWAY	2,640	1,500	1,500	1,000

NOTE:
1. FOR THE PURPOSES OF THIS PROJECT:
LIMITED ACCESS HIGHWAY: ROUTE 6
MINOR ARTERIAL: ROUTE 149
LOCAL ROADWAYS: ALL OTHER ROADS

LEGEND	
	POLICE OFFICER (SEE NOTE 22)
	REFLECTORIZED DRUM
	REFLECTORIZED DRUMS WITH SEQUENTIAL FLASHING WARNING LIGHTS (SEE NOTE 17)
	TEMPORARY CONSTRUCTION SIGN
	TRAFFIC CONE
	TYPE III BARRICADE
	ARROW BOARD (AB) (RIGHT OR LEFT)
	ARROW BOARD (AB) (DOUBLE)
	ARROW BOARD (AB) (CAUTION)
	PORTABLE CHANGEABLE MESSAGE SIGN (PCMS)
	WORK AREA (PUBLIC ACCESS RESTRICTED)
	TRAFFIC FLOW
NTS	NOT TO SCALE
DYL	DOUBLE YELLOW LINE



EVERSOURCE

MID–CAPE RELIABILITY PROJECT

OVERHEAD LINE CONSTRUCTION

TEMPORARY TRAFFIC CONTROL PLANS

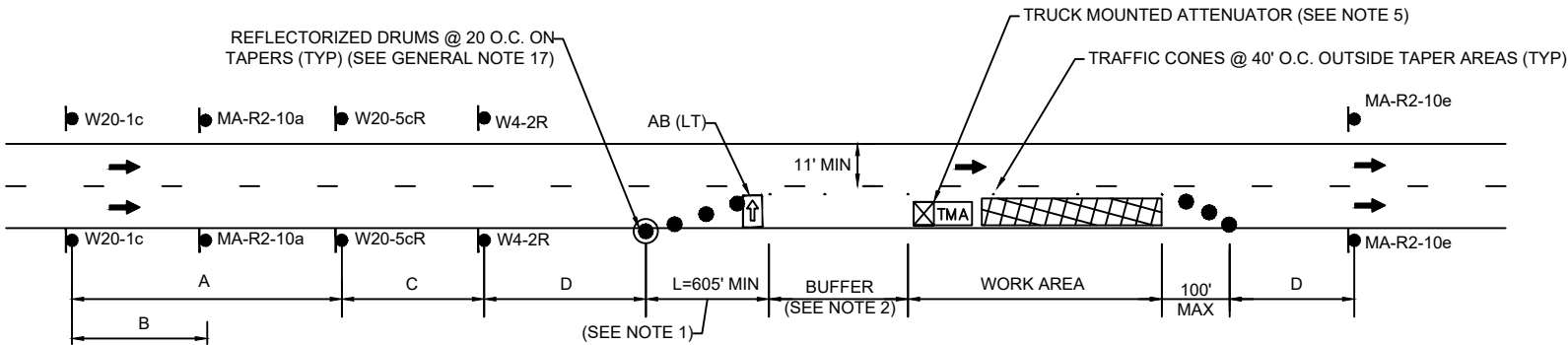
GENERAL NOTES, LEGEND AND TYPICAL DETAILS

BARNSTABLE, MASSACHUSETTS

SCALE:	NTS	DATE:	7/29/2022
DRAWN BY:	RN	SHEET:	1 OF 20
APPROVED:	MS	JOB #:	N/A

OPERATIONAL SIGNING

LANE CLOSURES SHOWN ARE FOR TEMPORARY CONSTRUCTION.
ALL DRUMS AND SIGNS ARE SHOWN AS THEY SHOULD APPEAR
DURING THE WORKING DAY, OR WHILE OPERATING IN THE WORK ZONE.



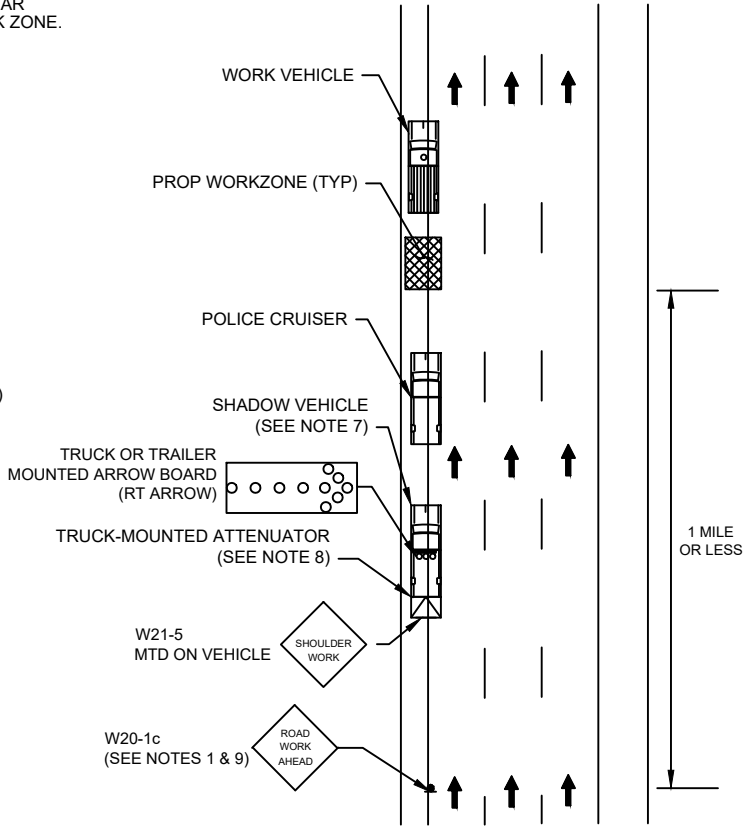
NOTES:

- SEE TAPER LENGTH CALCULATION.
- SEE BUFFER SPACING CHART ON TTCP GENERAL NOTES & LEGEND SHEET.
- SEE ADVANCED SIGN SPACING CHART ON TTCP GENERAL NOTES & LEGEND SHEET.
- SEE TTCP GENERAL NOTES & LEGEND SHEET FOR ADDITIONAL INFORMATION.
- TRUCK MOUNTED ATTENUATORS REQUIRED ON ROUTE 6

TYPICAL ONE LANE CLOSURE - RIGHT (ROUTE 6)

SCALE: NTS

ROUTE 6 LANE CLOSURE	
TAPER CALCULATIONS	
W = 11' LANE WIDTH	
S = 55 MPH	
L = WS = 605' MIN	



SHORT-DURATION OR MOBILE OPERATION ON A SHOULDER - ROUTE 6

SCALE: NTS

NOTES:

NOT TO SCALE

- STATIONARY ADVANCE WARNING SIGN MAY BE OMITTED FOR SHORT DURATION OR MOBILE OPERATIONS IF ALL VEHICLES DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- VEHICLE HAZARD WARNING SIGNALS MAY BE USED TO SUPPLEMENT HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- VEHICLE HAZARD WARNING SIGNALS SHALL NOT BE USED INSTEAD OF THE VEHICLE'S HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- ARROW BOARD FOR OPERATION ON THE SHOULDER SHALL OPERATE IN FOUR-POINT CAUTION MODE.
- VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY ARE NOT OBSCURED BY THE EQUIPMENT OR SUPPLIES. SIGN LEGENDS ON VEHICLE-MOUNTED SIGNS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
- SETUP SHOWN FOR MOBILE OR SHORT DURATION WORK ON SHOULDERS LESS THAN ONE HOUR IN DURATION.
- SHADOW VEHICLE TO BE PRESENT AT ALL TIMES.
- SEE GENERAL NOTES 20 & 21 FOR ADDITIONAL INFO.
- ALL SIGN SIZES SHALL BE 48"X48" WHEN USED
- SEE TTCP GENERAL NOTES & LEGEND SHEET FOR ADDITIONAL INFORMATION.

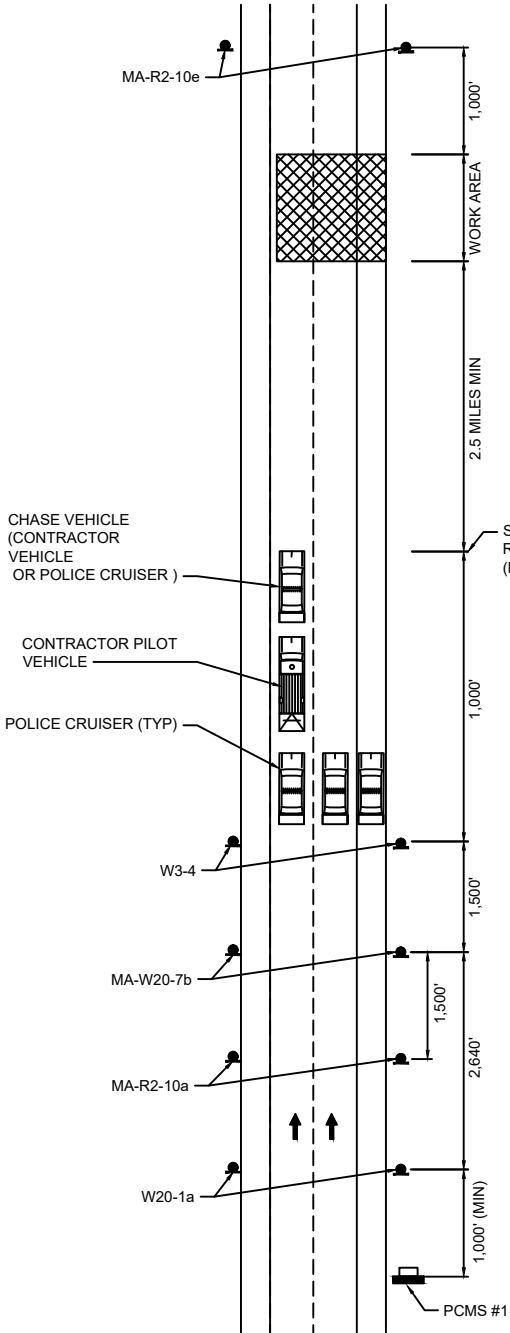
TYPICAL DETAILS
SHEET 1 OF 2



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Eversource 7/29/22

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Overhead Line Construction
Temporary Traffic Control Plan
Barnstable Route 6 & Route 149



NOTES:

1. ALL TRAFFIC MANAGEMENT SIGNS SHALL ME PLACED ON BOTH SIDE OF THE ROADWAY. IF A RAMP IS PROPOSED TO BE CLOSED, REFER TO TYPICAL RAMP SETUP DETAIL.
2. PROVIDE ONE POLICE CRUISER PER LANE INCLUDING DRIVABLE SHOULDERS.

RRB - TYPICAL MAINLINE ROADWAY SETUP (ROUTE 6)

SCALE: NTS

ROLLING ROAD BLOCK (RRB) - ROUTE 6

ROLLING ROAD BLOCKS WILL ONLY BE ALLOWED DURING OFF-PEAK TRAFFIC PERIODS. CONTRACTOR SHALL COORDINATE WITH LOCAL AND STATE LAW ENFORCEMENT, MUNICIPALITIES AND THE MEDIA AS NEEDED IN PREPARATION FOR THE RRB.

THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT ENGINEER OR DISTRICT PERMITS ENGINEER TO DETERMINE THE PRACTICAL TIME GAP LENGTHS NEEDED TO SAFELY COMPLETE THE WORK. THE CONTRACTOR SHOULD PLAN THEIR WORK TO MINIMIZE THE DURATION OF ALL RRBS (12 MINUTE MAXIMUM). THE LONGER THE RRB DURATION THAT IS NEEDED, THE FURTHER BACK THE RRB WILL NEED TO START AND THUS THE MORE SIGNING AND TEMPORARY TRAFFIC CONTROL DEVICES REQUIRED TO BE DEPLOYED TO COMPLETE THE WORK.

AT A MINIMUM, ROLLING ROAD BLOCKS INVOLVE THE USE OF A NUMBER OF ITEMS, INCLUDING:

- POLICE CRUISERS, CONTRACTOR PILOT CAR AND CHASE VEHICLE (TYPICALLY POLICE CRUISER)
- POLICE DETAILS/FLAGGERS (AT ALL CLOSURE POINTS AND ONE POLICE CRUISER PER LANE TO BE CONTROLLED)
- TRAFFIC CONTROL SUPERVISOR (CONTRACTOR OR RESIDENT ENGINEER) LOCATED AT THE WORK SITE
- PCMS (ONE AT EACH HIGHWAY ACCESS CLOSURE, AT LEAST ONE IN EACH DIRECTION ON ROADWAY BEING CLOSED)
- REFLECTORIZED DRUMS (AT ALL CLOSURE POINTS)

PROCEDURE

1. A PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE PLACED ON ROADWAY BEING CLOSED IN ADVANCE (UPSTREAM) OF THE PLANNED STARTING POINT FOR THE ROLLING ROAD BLOCK (APPROXIMATELY 1.25-MILE IN ADVANCE OF THE START OF THE RRB. ONE PCMS SHOULD BE PLACED FOR EACH DIRECTION AFFECTED BY THE RRB. ALL MESSAGES SHALL BE APPROVED BY MASSDOT PRIOR TO PCMS INSTALLATION. ALL PCMS SHALL BE INSTALLED 30 FEET MIN FROM EDGE OF TRAVELED WAY (OUTSIDE AASHTO CLEAR ZONE) OR MARKED BY A SHOULDER CLOSURE.
2. POLICE CRUISERS, CHASE VEHICLE AND THE PILOT CAR WILL ENTER THE ROADWAY TO BE CLOSED AND FORM A MOVING BLOCKADE BY SLOWLY DECELERATING TRAFFIC BEHIND THEM TO A FIXED SPEED OF 10 MPH. ONE POLICE CRUISER IS NEEDED FOR EACH LANE OF TRAFFIC. THE PILOT CAR AND CHASE VEHICLE SHOULD BE PLACED IN FRONT OF THE POLICE CRUISERS. THE VEHICLE QUEUE SHOULD NEVER STOP COMPLETELY. SEE DESCRIPTION OF OPERATIONS BELOW FOR ENTRY AND EXIT LOCATIONS AND TYPICAL MAINLINE ROADWAY SETUP DETAIL.
3. EVENTUALLY, A LARGE GAP OPENS BETWEEN THE FREE-FLOWING TRAFFIC IN FRONT OF THE POLICE CARS AND SLOWED TRAFFIC BEHIND. THE GAP IN TIME BETWEEN THE SLOWLY MOVING BLOCKADE AND THE WORK SITE WILL GIVE THE CONTRACTOR TIME TO COMPLETE THE PLANNED WORK.
4. THE STATE POLICE CHASE VEHICLE SHALL LEAVE THE BLOCKADE AND FOLLOW THE LAST FREE FLOWING VEHICLE AHEAD OF THE BLOCKADE. THE CHASE VEHICLE SHALL VERIFY THAT ALL ACCESS POINTS HAVE CLOSED TO TRAFFIC AHEAD OF THE BLOCKADE AND THAT NO STOPPED VEHICLES REMAIN ON THE ROADWAY WITHIN THE BLOCKADE AND WORK AREAS. WHEN THE CHASE VEHICLE PASSES THE WORKSITE AND CONFIRMS WITH THE TRAFFIC CONTROL SUPERVISOR THAT THE ROADWAY IS CLOSED AND CLEAR, THE PROPOSED WORK OPERATION CAN BEGIN.
5. ALL ON-RAMPS TO THE ROADWAY TO BE CLOSED BETWEEN THE ROLLING BLOCKADE AND THE WORK OPERATION MUST BE TEMPORARILY CLOSED USING POLICE DETAILS WITH A CRUISER. THESE CLOSURES WILL REMAIN IN PLACE UNTIL THE "ALL CLEAR" SIGNAL IS GIVEN BY THE TRAFFIC CONTROL SUPERVISOR IN RESPONSIBLE CHARGE OF THE WORK SITE. DETOURS WILL NOT BE REQUIRED FOR RRB CLOSURES DUE TO THE SHORT DURATION. SEE DESCRIPTION OF OPERATIONS BELOW FOR RAMP CLOSURES.
6. RAMPS TO BE CLOSED AS PART OF RRB SHALL BE RE-OPENED ONLY UPON COMPLETION OF WORK AND ONCE THE ROLLING QUEUE HAS PASSED THE ENTRANCE RAMP.
7. PCMS SHALL BE PLACED ON ROUTE 6 EASTBOUND & WESTBOUND A MINIMUM OF 1.25 MILES BACK FROM EXIT 65 7 DAYS PRIOR TO OVERHEAD CABLE WORK FOR PUBLIC INFORMATION UNLESS OTHERWISE DIRECTED BY MASSDOT

PCMS #1 TEXT DURING RRB

SLOW TRAFFIC AHEAD	BE PREPARED TO STOP
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PCMS #1 TEXT (7 DAYS PRIOR TO UTILITY WORK - SEE NOTE 7)

UTILITY WORK	DAY DATE TIME
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RRB DESCRIPTION OF OPERATIONS:

- POLICE ENTER AT INTERCHANGE 61 EASTBOUND AND START ROLLING ROAD BLOCK AT OR BEFORE MILE MARKER 62.6 EASTBOUND.
- CLOSE ENTRANCE RAMP FROM INTERCHANGE 63 FROM CHASE ROAD.

TYPICAL DETAILS

SHEET 2 OF 2



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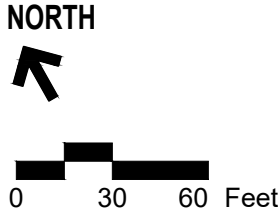
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SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

- NOTES:
1. SEE TEMPORARY TRAFFIC CONTROL GENERAL NOTES AND LEGEND FOR ADDITIONAL INFORMATION.
 2. SEE TEMPORARY TRAFFIC CONTROL SIGN SUMMARY FOR SIGN INFORMATION.



SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

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NORTH

0 100 200 Feet

SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

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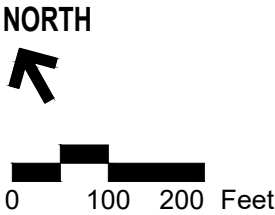
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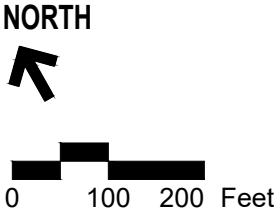
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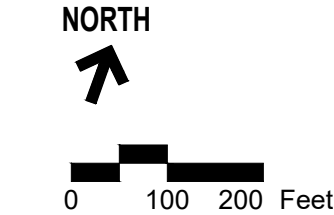
SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

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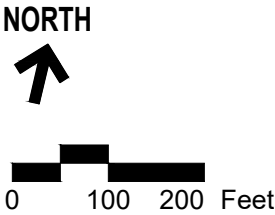
SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

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SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

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SITE SPECIFIC - ROUTE 6 EAST ON-RAMP CLOSURE AND DETOUR WITH POLICE CONTROL ON ROUTE 149

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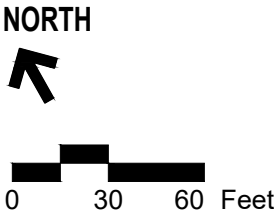
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CONTINUED ON
SHEET NO. 13



SITE SPECIFIC - CLOSURE AND DETOUR OF EXIT 65 EXIT-RAMP

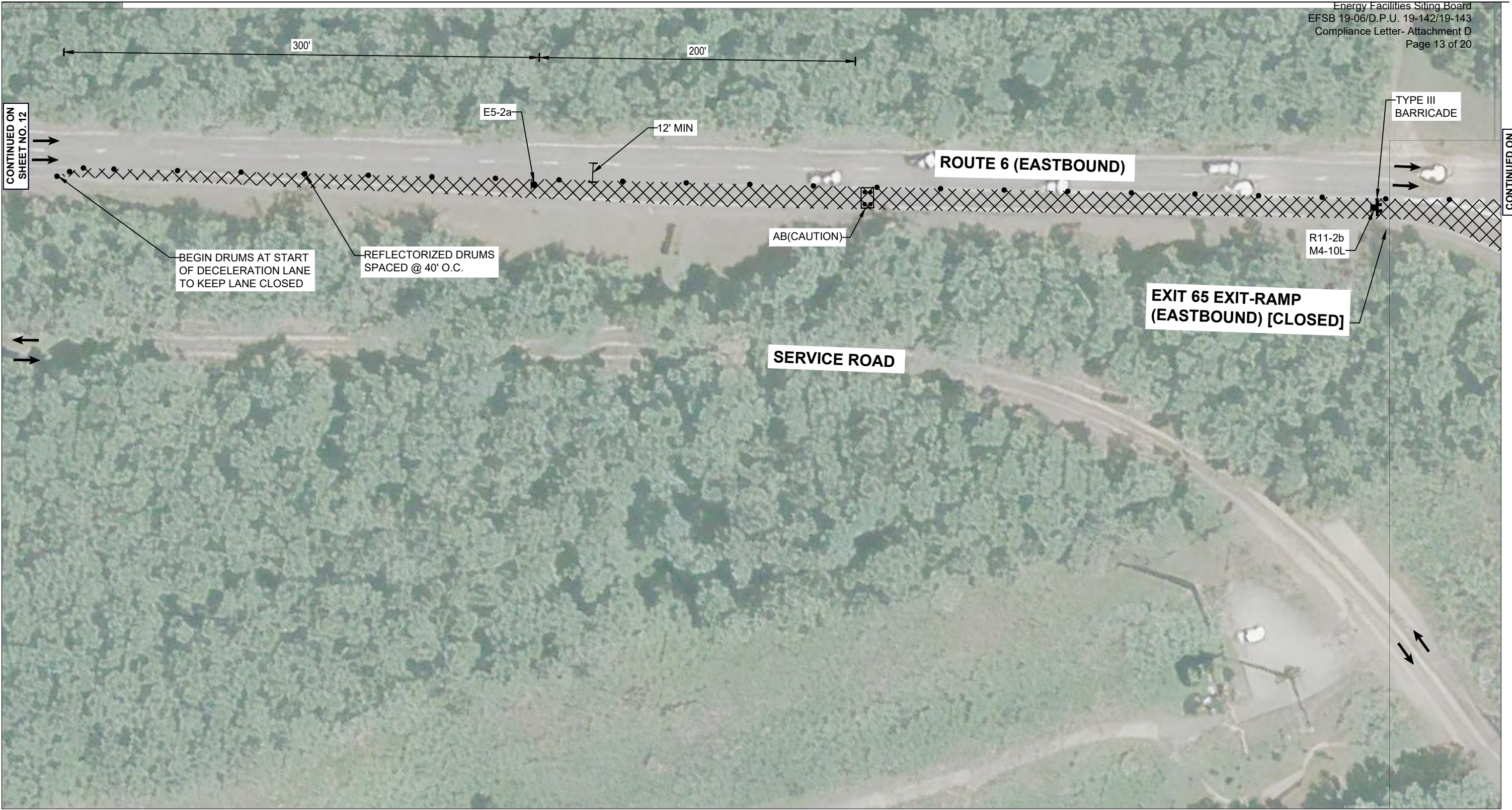
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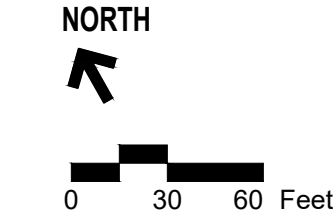
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SITE SPECIFIC - CLOSURE AND DETOUR OF EXIT 65 EXIT-RAMP

NOTES:

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NORTH

0 30 60 Feet

SITE SPECIFIC - CLOSURE AND DETOUR OF EXIT 65 EXIT-RAMP

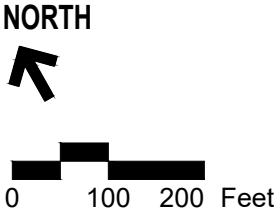
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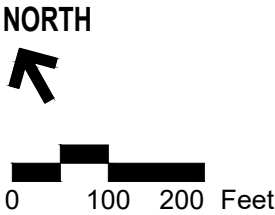
SITE SPECIFIC - CLOSURE AND DETOUR OF EXIT 65 EXIT-RAMP

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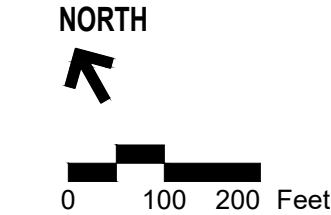
SITE SPECIFIC - CLOSURE AND DETOUR OF EXIT 65 EXIT-RAMP

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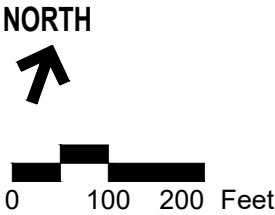
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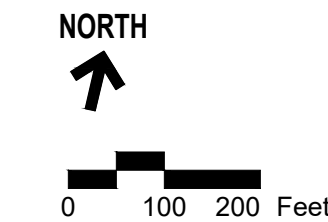
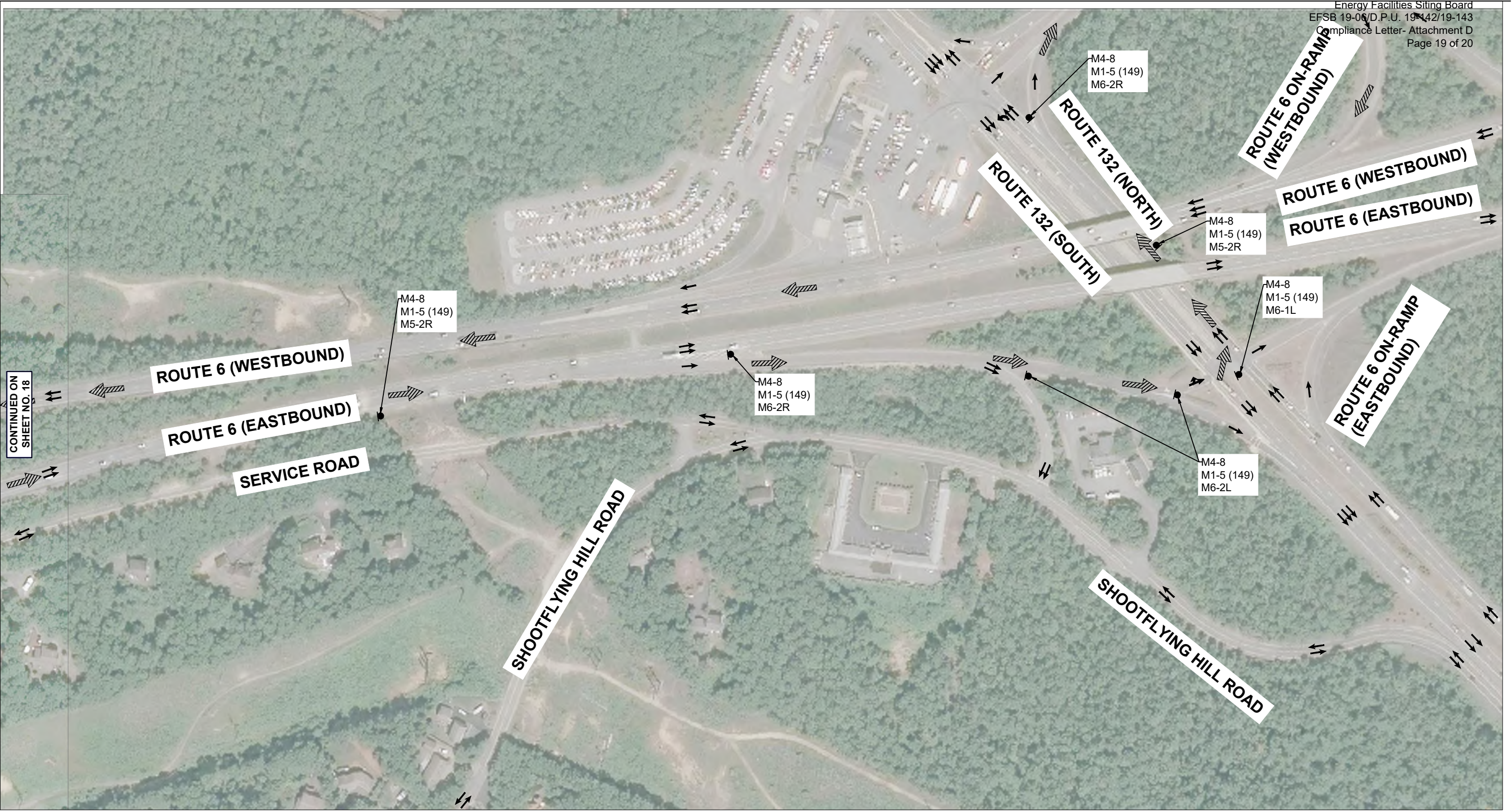
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Temporary Traffic Control Plan
Barnstable Route 6 & Route 149















SITE SPECIFIC - CLOSURE AND DETOUR OF EXIT 65 EXIT-RAMP













- NOTES:
- 1. SEE TEMPORARY TRAFFIC CONTROL GENERAL NOTES AND LEGEND FOR ADDITIONAL INFORMATION.
 - 2. SEE TEMPORARY TRAFFIC CONTROL SIGN SUMMARY FOR SIGN INFORMATION.

Northeast Traffic Control Services, Inc.

Eversource 7/29/22

Mid-Cape Reliability Project
Overhead Line Construction
Temporary Traffic Control Plan
Barnstable Route 6 & Route 149

TEMPORARY TRAFFIC CONTROL SIGN SUMMARY									
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR		
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK- GROUND	LEGEND	BORDER
MA-R2-10a	48"	36"		AS PER MASSDOT STANDARD			FLUOR- ESCENT ORANGE	BLACK	BLACK
MA-R2-10e	36"	48"					FLUOR- ESCENT ORANGE	BLACK	BLACK
MA-W20-10c	48"	48"					FLUOR- ESCENT ORANGE	BLACK	BLACK
W3-4	36"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			ORANGE	BLACK	BLACK
W4-2R	36"	36"					ORANGE	BLACK	BLACK
W20-1a	36"	36"					ORANGE	BLACK	BLACK
W20-1c (SEE NOTE 3)	48"	48"					ORANGE	BLACK	BLACK
W20-2c	36"	36"					ORANGE	BLACK	BLACK
W20-3c(MOD)	36"	36"					ORANGE	BLACK	BLACK
W20-5cR	48"	48"					ORANGE	BLACK	BLACK
MA-W20-7b	36"	36"					ORANGE	BLACK	BLACK
W21-5	48"	48"					ORANGE	BLACK	BLACK

TEMPORARY TRAFFIC CONTROL SIGN SUMMARY									
IDENTIFI- CATION NUMBER	SIZE OF SIGN		TEXT	TEXT DIMENSIONS (INCHES)			COLOR		
	WIDTH	HEIGHT		LETTER HEIGHT	VERTICAL SPACING	ARROW RTE. MKR.	BACK- GROUND	LEGEND	BORDER
E5-2a	48"	36"		SEE FHWA "STANDARD HIGHWAY SIGNS, 2004 EDITION"; AS AMENDED			ORANGE	BLACK	BLACK
R11-2b	48"	30"					WHITE	BLACK	BLACK
M1-4 (6)	36"	36"					WHITE	BLACK	BLACK
M1-5 (149)	36"	36"					ORANGE	BLACK	BLACK
M4-8	24"	12"					ORANGE	BLACK	BLACK
M4-8a	24"	18"					ORANGE	BLACK	BLACK
M4-10L	18"	48"					ORANGE	BLACK	BLACK
M5-2R	21"	15"					ORANGE	BLACK	BLACK
M6-1L	21"	15"					ORANGE	BLACK	BLACK
M6-2L	21"	15"					ORANGE	BLACK	BLACK
M6-2R	21"	15"					ORANGE	BLACK	BLACK
M6-3	21"	15"					ORANGE	BLACK	BLACK

SIGN SUMMARY

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