NOTES:
1. Sign spacing on 1200 East (North End) = 350 ft; 1200 East (South End) = 100 ft; 600 East = 350 ft; All other streets = 100 ft; Unless noted otherwise.
2. Field adjust locations of detour signs, as needed.

GENERAL NOTES:
1. 1200 East posted speed = 35 mph; 1000 North posted speed = 30 mph; Aggie Blvd posted speed = 25 mph; 800 East posted speed = 35 mph (South of 1000 North), 40 mph (North of 1000 North); All other cross streets' posted speed = 30 mph and under.
2. All traffic control equipment shall meet NCHRP-350 report test requirements.
3. UDOT standards enforced. Traffic control shall conform to UDOT standard specifications section 01554 entitled 'Traffic Control.'
4. Traffic control equipment shall be configured as shown on UDOT standard drawings TC-2A to TC-2D.
5. Use channelizing devices (drawings or vertical panels) on tangent at 24' of the posted speed in feet max. spacing within the buffer zone and at 10 ft spacing within the intersection, unless noted otherwise.
6. Maintain access to all businesses within the project limits. Provide business access signs, as needed, per UDOT standard drawing TC-9.
7. Contractor to provide access to all cemetery entrances during Memorial Day Weekend.
8. Contractor shall provide temporary 'New Traffic Pattern Ahead' signs (WC-3-1) upon completion of construction on each existing approach road for 30 days past substantial completion.
9. These General Notes apply to all sheets contained within this plan set.
10. If a situation arises in the field that the traffic control plan set does not address due to alterations in phasing, sequencing, means and methods, or any other reason that requires specific details, it is the obligation of the contractor to contact Forte Engineering to request additional plans prior to setting up in the area under question.

CONTRACTOR:
STAKER PARSON

LIST OF DRAWINGS
SHEET NO(S) DESCRIPTION
1 1200 East - Closure & Detour
2 Typical Flagging Operation
3 - 4 Temporary Pedestrian/Bike Crossings
TYPICAL FLAGGING OPERATION

TYPICAL FLAGGING OPERATION AT INTERSECTION

TAPER, BUFFER ZONE & SIGN SPACING CHART

<table>
<thead>
<tr>
<th>POSTED SPEED</th>
<th>0-30</th>
<th>30-50</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPH</td>
<td>FEET</td>
<td>FEET</td>
</tr>
<tr>
<td>30 AND UNDER</td>
<td>50</td>
<td>12.5</td>
</tr>
<tr>
<td>35</td>
<td>50</td>
<td>12.5</td>
</tr>
<tr>
<td>50</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>55</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>60</td>
<td>50</td>
<td>100</td>
</tr>
<tr>
<td>70</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>80</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>90</td>
<td>350</td>
<td>175</td>
</tr>
</tbody>
</table>

CHART NOTES:
1. BUFFER ZONE SHOWN IS THE DESIRABLE DISTANCE. FIELD ADJUST BUFFER ZONE LENGTH, AS NEEDED, TO FIT IN-FIELD CONDITIONS.
MATCH LINE 1/ ABOVE

MATCH LINE 2/ SHEET 4

TEMPORARY PEDESTRIAN/BIKE CROSSINGS (ALTERNATE)

NOTES:
1. WORK THIS PLAN WITH THE FULL CLOSURE & DETOUR SHOWN ON SHEET 2.
2. WORK THIS PLAN WITH THE UDOT STANDARD DRAWING DETAILS SHOWN ON SHEETS TO 5A TO 6D.
3. SIDEWALK CLOSURES ARE SHOWN AT ALL LOCATIONS ON THIS PLAN.
COORDINATE PASSING FOR PEDESTRIAN/BIKE DETOUR ROUTES WITH UDOT AND LOGAN CITY AS WORK PROGRESSES.
TEMPORARY CROSSWALKS TO BE 10'-7" WIDE, STRIPING TO MATCH EXISTING, AS SHOWN.

COORDINATE PEDESTRIAN/BIKE DETOURS WITH USU

UTILIZE EXISTING CROSSWALK TO THE EAST FOR PEDESTRIAN/BIKE DETOURS

ROAD CLOSED

TYPE 3 BARRICADE

ROAD CLOSED

TYPE 2 BARRICADE

UTILIZE EXISTING CROSSWALK TO THE WEST FOR PEDESTRIAN/BIKE DETOURS

Maintain Existing Crosswalk for remainder of school year, reopen as soon as location is acceptable for pedestrian crossing.
NOTES:
1. WORK THIS PLAN WITH THE FULL CLOSURE & DETOUR SHOWN ON SHEET 2.
2. WORK THIS PLAN WITH THE USE OF STANDARD DRAWING DETAILS SHOWN ON SHEETS TO 6A TO 6D.
3. SIDEWALK CLOSURES ARE SHOWN AT ALL LOCATIONS ON THIS PLAN. COORDINATE PHASING FOR PEDESTRIAN/BIKE DETOUR ROUTES WITH LSU AND LOGAN CITY AS WORK PROGRESSES.
4. TEMPORARY CROSSWALKS TO BE 10'-FT WIDE, STRIPING TO MATCH EXISTING, AS SHOWN. REFER TO TYPICAL PEDESTRIAN/BIKE DETOUR ROUTE SHOWN BELOW.