| FHWA REG NO. | STATE | PROJECT NO. | YEAR | SHEET NO. | TOTAL SHEETS |
|---|---|---|---|---|---|
| 7 | KANSAS | 87 N-0198-01 | 2001 | 64 | 82 |

FED. AID NO. – CMQ-N019(801)

ROCK ROAD TRAFFIC_CTRL.DWG

SEE TE700SI, RAMP CLOSURE DETAILS THIS SHEET & SHEET NO. 66 FOR TRAFFIC CONTROL

K-96 EB Off-Ramp

STA 49+958

K-96 EB On-Ramp

K-96 WB On-Ramp

K-96 WB Off-Ramp

STA 3+350

3+350 3+400 3+450 3+500 3+550

## NOTES:

1. REFER TO KDOT STANDARDS & PARTIAL EXIT RAMP CLOSURE DETAIL THIS SHEET FOR IDENTIFICATION OF SIGNS FOR HANDLING TRAFFIC THROUGH CONSTRUCTION. REFER TO KDOT STANDARDS FOR DIMENSIONS.
2. SOUTH BOUND ROCK ROAD MAY BE FULLY CLOSED FOR TRAFFIC SIGNAL RELOCATION FOR UP TO 5 HOURS DURING NIGHT TIME ONLY (FROM 1:00 AM TO 6:00 AM).
3. 32nd STREET WEST IS TO REMAIN OPEN TO A MINIMUM OF ONE LANE FOR ACCESS.
4. THE CONTRACTOR SHALL PROVIDE ACCESS TO ADJACENT PROPERTIES THAT ACCESS ROCK TOAD STREET DIRECTLY.

## Legend

- Phase 1-A CONSTRUCTION ZONES
- Phase 1-A EAST BOUND K-96 OFF RAMP TRAFFIC SIGNAL RELOCATION
- TYPE III BARRICADE
- CHANNELIZING DEVICE (DRUM)
- TRAFFIC FLOW ARROWS (NOT PAVEMENT MARKING)

0 5 10 20 50

HORIZONTAL SCALE 1:400

STA 3+040 TO 3+550, LT.
REMOVE EXISTING BROKEN WHITE LINES
KEEP EXISTING CENTERLANE MARKINGS

STA 3+340 TO 3+540, RT.
KEEP EXISTING PAVEMENT MARKINGS

STA 3+470.04
CONCRETE PAVEMENT
TO ASPHALT PAVEMENT

SEE TE700SI & SHEET NO. 66 FOR TRAFFIC CONTROL

STA 3+020 TO 3+340
REMOVE EXISTING BROKEN WHITE LINES
KEEP EXISTING CENTERLANE MARKINGS

18m MAX (TYP)

32nd Street

STA 3+281.35
ASPHALT PAVEMENT TO
CONCRETE PAVEMENT

3+050 3+100 3+150 3+200 3+250 3+300

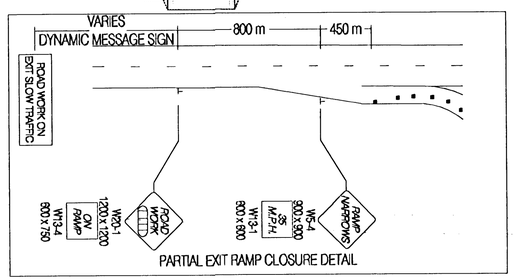
ROCK ROAD

18m MAX (TYP)

32nd Street

STA 3+305

SEE TE700SI & SHEET NO. 66 FOR TRAFFIC CONTROL




PARTIAL EXIT RAMP CLOSURE DETAIL

# ROCK ROAD
## TRAFFIC CONTROL PLAN
## PHASE 1-A


HWS Consulting Group Inc
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3206 Kimball Avenue
Manhattan, KS 66503
Phone: (785) 539-2202
Fax: (785) 539-2393


| Designed By: | JJH | Checked By: | JDM | |
|---|---|---|---|---|
| Drawn By: | BJD | Date: | 11/14/01 | Job No. 55-70-2003 |