NOTES:

FLAGGERS

1. Flaggers, one for each direction, shall be used to control traffic continuously for as long as a one lane operation is in effect. The flaggers shall be able to communicate with each other at all times.

LENGTH OF CLOSURE

2. Several small work areas close together should be combined into one work zone. However, the closure shall not be more than 2000' long unless approved by the Engineer. The length of each closure shall be 200’. Only one side of the road shall be closed in any one work zone.

SIGN LOCATION AND SPACING

3a. The minimum spacing between work zone signs is shown in Table 1. Maximum spacing should not be greater than 1.6 times the distances shown in Table 1.

3b. Sign spacing should be adjusted to avoid conflict with existing signs. Minimum spacing between signs shall be 200’ for speeds of 45 mph or less and a minimum of 400’ for speeds of 50 mph or greater.

3c. The location of the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

ADJUSTMENTS FOR SIGHT DISTANCE

4. The location of the flagger station and the advance warning signs should be adjusted to provide for adequate sight distance for the existing vertical and horizontal roadway alignment.

BASE SIGNING

5a. ROAD WORK AHEAD (W1-2) signs shall be provided on entrance ramps or roadways entering the work limits.

5b. END ROAD WORK (W1-3) signs are only required for lane closures of more than 1 day. It is intended that these signs be placed on the medians, on exit ramps, and on roadways exiting the work limits.

5c. Overlapping of signing for adjacent projects should be avoided where the message could be confusing. Any ROAD WORK AHEAD (W1-2) or END ROAD WORK (W1-3) sign which falls within the limits of another traffic control zone shall be omitted or covered during the period when both projects are active.

SIGNING DETAILS

6a. The advisory speed (W1-9) sign shall be used when specified in the plan.

6b. W1-8 warning signs may be used when the speed limit is 40 mph or less.

FLASHING WARNING LIGHTS

7. Type 4 flashing warning lights shown on the ROAD WORK AHEAD (W1-2) and/or on the LANE CLOSED AHEAD (W1-5) signs are required whenever a night lane closure is necessary.

DRUMS / CONES

8a. Drum spacing shall be as follows:

- at spacing along the closure shall be 40'-center-to-center.
- at spacing along the approach taper shall be 20'-center-to-center.

8b. Cones may be substituted for drums as follows:

- at cones used for daytime traffic control shall have a minimum length of 38’.
- at cones used for nighttime traffic control shall have a minimum height of 48”.
- a minimum of 30” of cones shall be placed along tapers.

8c. Cones shall be placed to the right of the drums to prevent them from blowing over.

8d. A minimum of two drums shall be used to close the paved shoulder.

RESERVED FOR FUTURE USE

AREA ILLUMINATION

9a. Intentionally blank

9b. Adequate area illumination of each flagger station shall be provided at night. Use of portable flood lighting is acceptable. kunne:es shall be located adjacent to each flagger station.

9c. To ensure the adequacy of floodlight placement and the elimination of glare, the Contractor and the flagger shall drive through the work site at night when the lighting is in place. Light placement shall be adjusted to the satisfaction of the Engineer.

INTERSECTION / DRIVEWAY ACCESS

10a. Within the length of closure, provision shall be made to control traffic entering from intersecting streets and major drives as necessary to prevent wrong-way movements and to keep vehicles off of new pavement not ready for traffic. The Contractor shall:

- place control signs at intersections and driveways.
- provide an additional flagger at every public street intersection and major driveway.
- set cones or barriers at intersections and driveways.
- ensure that the placement of cones or barriers is correct.
- provide additional signage as necessary.

Existing suT signs shall be relocated as necessary to ensure proper location for the traffic conditions.

The method of control shall be subject to the approval of the Engineer.