



- GENERAL NOTES**
- FOR DETAILS OF PROTECTIVE DEVICES AND SIGNS SEE APPLICABLE TOLLWAY STANDARDS DRAWINGS.
  - IF CLOSURES ARE EXPECTED TO PRODUCE TRAFFIC BACKUPS EXTENDING BEYOND THE FIRST WARNING SIGN SHOWN ON THE DETAILS, ADDITIONAL UPSTREAM SIGNS SHALL BE PLACED SO THAT THE TRAFFIC CONTROL ZONE ENCOMPASSES THE ANTICIPATED BACKUP ZONE.
  - LONGITUDINAL DIMENSIONS MAY BE ADJUSTED SLIGHTLY TO FIT FIELD CONDITIONS.
  - THESE DETAILS ALSO APPLY TO OPPOSITE HAND LANE CLOSURES BY CHANGING SIGN LEGENDS AND ARROW DIRECTIONS TO INDICATE THE APPROPRIATE CLOSURE.
  - FOR NIGHT TIME CLOSURES, ONE TYPE A WARNING LIGHT SHALL BE INSTALLED ABOVE EACH OF THE 1 MILE AND 1/2 MILE ADVANCE WARNING SIGNS. FOR DAYLIGHT-ONLY CLOSURES, THE LIGHTS MAY BE OMITTED AND A MINIMUM OF 18" X 18" ORANGE WARNING FLAG AFFIXED TO THE FIRST SIGN ONLY.
  - FOR ANY LANE CLOSURE, FLASHING ARROW BOARDS SHALL BE REQUIRED AND IN OPERATION AT ALL TIMES. THE FLASHING ARROW BOARD IN ADVANCE OF THE TAPER SHALL BE PROTECTED WITH THREE TYPE II BARRICADES AT 50' O.C.
  - CONSTRUCTION SIGNS SHALL GENERALLY BE POST-MOUNTED OR ATTACHED TO PORTABLE SUPPORTS AND SHALL BE INSTALLED 8" TO 12" FROM ADJACENT TRAVEL LANE WHEREVER POSSIBLE, IN NO CASE SHALL SIGNS BE LOCATED TO PROVIDE LESS THAN 2' CLEARANCE BETWEEN EDGE OF SIGN AND ADJACENT TRAVEL LANE.
  - PAVEMENT MARKING TAPE AND REMOVAL OR OBLITERATION OF EXISTING MARKINGS SHALL BE REQUIRED WHEN THE CLOSURE TIME EXCEEDS FOUR DAYS. THIS WORK SHALL BE MEASURED AND PAID FOR SEPARATELY.
  - WHEN A FLAGGER IS NOT ON STATION, THE FLAGGER AHEAD SIGN SHALL BE PROMPTLY REMOVED, COVERED OR TURNED TO FACE AWAY FROM TRAFFIC. SEE NOTE 14 REGARDING MOVING OPERATIONS.
  - DIRECTION INDICATOR BARRICADES SHALL BE USED IN LANE TAPERS.
  - THE CONTRACTOR SHALL PROVIDE SUITABLE FRAMING TO SUPPORT THE GUIDE SIGN. THE ADEQUACY OF THE SUPPORT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
  - FOR CLOSURES OTHER THAN SHORT TERM (SUNRISE TO ONE HOUR BEFORE SUNSET), THE MINIMUM HEIGHT OF THE SIGN FROM SHOULDER ELEVATION SHALL BE 7'-0".
  - CONES MAY BE USED IN LIEU OF BARRICADES IN THE BUFFER AND WORK AREAS, WHEN THE CLOSURE IS FOR MAINTENANCE OPERATIONS.

- WHENEVER WORKERS ARE PRESENT, ONE WORK ZONE SPEED LIMIT SIGN ASSEMBLY WITH A 45 MPH POSTED SPEED SHALL BE PLACED ADJACENT TO THE OPEN LANE AT A DISTANCE OF 1000' MINIMUM TO 2,500' MAXIMUM IN ADVANCE OF WORKERS THROUGHOUT THE LANE CLOSURE. MOVING OPERATIONS WILL REQUIRE CONTINUOUS ADJUSTMENT OF THE SIGN ASSEMBLY LOCATION TO MAINTAIN THE ABOVE INTERVAL.
- AN ADDITIONAL SIGN ASSEMBLY SHALL BE PLACED 500' BEYOND THE LAST ENTRANCE RAMP FOR EACH INTERCHANGE THAT FALLS WITHIN THE 2,500'.
- THE SIGN ASSEMBLY SHALL BE PLACED NO CLOSER THAN 500' TO ANY OTHER SIGN.
- THE SIGN ASSEMBLY SHALL NOT BE UTILIZED WHEN WORKERS ARE BEHIND A TEMPORARY (MOVABLE BARRIER) WALL.
- THE SIGN ASSEMBLY SHALL BE PROMPTLY REMOVED OR COVERED WHEN WORKERS ARE NOT PRESENT.
- ALL CONFLICTING SPEED LIMIT SIGNS SHALL BE COVERED OR REMOVED.
- SIGNS WITH G20-2A, OR AND G20-1103 SHALL BE IN PLACE WHEN THE SIGN ASSEMBLY (WORK ZONE SPEED LIMIT SIGN) IS UP. THESE SIGNS SHALL ALSO BE REMOVED OR COVERED WHEN THE SIGN ASSEMBLY IS REMOVED OR COVERED, UNLESS STILL REQUIRED BY THE MAINTENANCE OF TRAFFIC PLAN.
- BARRICADES ARE TO BE LOCATED AT JOINT LINE WHEN WORK AREA EXTENDS UP TO JOINT UNLESS OTHERWISE SHOWN ON THE PLANS.

- SEE MAINTENANCE OF TRAFFIC DRAWINGS FOR ADDITIONAL SIGNING IN THIS AREA.
- PLACE CHECK BARRICADES IN ACCORDANCE WITH SECTION 1001.6.2 OF THE STANDARD SPECIFICATIONS.
- REFER TO SHEET 2 OF 2 OF THIS STANDARD FOR SIGNAGE IN ADVANCE OF 1 MILE.
- WHEN THE CLOSURE EXTENDS A MINIMUM 2000 FEET PAST THE LAST WORKER, AND THE WIDTH OF THE OPEN LANES HAVE NOT BEEN ALTERED, A WORK ZONE SPEED LIMIT SIGN ASSEMBLY (55 MPH-BEGINS) SHALL BE PLACED AT 1/2 MILE INTERVALS UNTIL THE END OF THE CLOSURE, OR THE NEXT WORK OPERATION.