



GENERAL NOTES:

1. THE LOCATION OF THE ADVANCE WARNING SIGNS SHOULD ONLY BE ADJUSTED TO PROVIDE FOR ADEQUATE SIGHT DISTANCE FOR THE EXISTING VERTICAL AND HORIZONTAL ROADWAY ALIGNMENT.
2. 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.
3. CONES ON THE TAPERS SHALL BE SPACED AT 10' CENTER TO CENTER. CONES SHALL BE SPACED AT 200' CENTER TO CENTER PARALLEL TO THE CENTER LANE BUT 1 TO 2 FT. WITHIN THE CLOSED LANE. CONES MAY BE TEMPORARILY MOVED OFF THE ROAD IN THE IMMEDIATE VICINITY OF THE SUPPLY TRUCKS, PAVING SPREADER OR ROLLERS BUT SHALL BE IMMEDIATELY REPLACED WHEN THAT ACTIVITY HAS PASSED BY THE CONE LOCATION. CONES SHALL HAVE A MINIMUM HEIGHT OF 28 INCHES AND SHALL BE STABILIZED TO PREVENT THEM FROM BLOWING OVER. CLOSURES AT NIGHT SHALL USE DRUMS RATHER THAN CONES.
4. IT IS REQUIRED THAT THE LENGTH OF CLOSURE BE KEPT TO A MINIMUM AT ALL TIMES, AS DIRECTED BY THE ENGINEER.

WHEN THE AMBIENT TEMPERATURE EXCEEDS 80 DEGREES F, THE ENGINEER MAY INCREASE THE LENGTH OF CLOSURE TO ALLOW FOR SUFFICIENT COOLING OF NEW PAVEMENT.

4. CONT. THE ENGINEER MAY SHORTEN THE MAXIMUM ALLOWABLE LENGTH OF CLOSURE TO RELIEVE EXCESSIVE TRAFFIC BACKUPS OR TO IMPROVE TRAFFIC OPERATION.

ALL TRAFFIC CONTROL SIGNS, CONES (OR DRUMS), AND THE FLAGGER SHALL BE MOVED FORWARD AS A GROUP BEFORE THE CLOSURE REACHES THE MAXIMUM ALLOWABLE LENGTH. ONLY ONE SIDE OF THE ROAD SHALL BE CLOSED AT ANY TIME.

5. 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. AS A MINIMUM, THE CONTRACTOR SHALL:

- A) PROVIDE AN ADDITIONAL FLAGGER AT EVERY PUBLIC STREET INTERSECTION AND MAJOR DRIVEWAY AND -
- B) PLACE A ROW OF 3 CONES ACROSS THE CLOSED LANE APPROXIMATELY 100 FT. ON EACH SIDE OF AN INTERSECTION.
- C) ADDITIONAL ROWS OF 3 CONES EACH SHALL BE PLACED ACROSS THE CLOSED LANE AT A MAXIMUM SPACING OF 1000 FT. BETWEEN ROWS OF CONES.

ROWS OF CONES MAY BE MOVED OFF THE ROAD TO ALLOW PASSAGE OF ROLLERS, PAVING SPREADER OR SUPPLY TRUCKS BUT SHALL BE MOVED BACK ONTO THE ROAD WHEN THE ACTIVITY HAS PASSED.

6. THE TYPE A FLASHING WARNING LIGHTS ARE REQUIRED ON THE 'ROAD CONSTRUCTION AHEAD' (OW-128) AND THE 'ONE LANE ROAD AHEAD' (OW-121) SIGNS WHENEVER A NIGHT LANE CLOSURE IS NECESSARY.
7. TYPE C STEADY BURNING WARNING LIGHTS SHALL BE ERECTED ON EACH DRUM FOR NIGHT LANE CLOSURES.
8. ADEQUATE AREA ILLUMINATION OF EACH FLAGGER STATION SHALL BE PROVIDED AT NIGHT BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINAIRES OR 250 WATT MINIMUM MERCURY LUMINAIRES. LUMINAIRES SHALL BE LOCATED ADJACENT TO ONE FLAGGER STATION FOR EACH DIRECTION OF TRAFFIC.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH 614 AND OTHER APPLICABLE PORTIONS OF THE C & M SPECIFICATIONS AS WELL AS IN ACCORDANCE WITH PART 7 OF OUMTCD. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE THIS METHOD OF TRAFFIC CONTROL SHALL BE INCLUDED IN THE LUMP SUM BID FOR 614 MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DISTANCE	A	B	C
URBAN	200	350	100
RURAL	500	650	200

REVISED BY:	DATE:
209711FED	04/05/89
FLAGGER CLOSING 1 LANE OF A 2 LANE HIGHWAY FOR PAVING OPERATIONS WITH CONES	
PLAN INSERT SHEET	