

GENERAL NOTES

1. ALL CONSTRUCTION ZONE TRAFFIC CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO BARRICADES, SIGNS, ARROW PANELS, FLASHING BEACON (PORTABLE), AND CHANNELIZING DEVICES, SHALL BE FURNISHED, INSTALLED, MAINTAINED (INCLUDING WASHING), REPLACED IF DAMAGED, REMOVED WHEN TEMPORARILY NOT IN USE AND RETURNED WHEN REQUIRED, RESET AS NECESSARY DURING THE PROGRESS OF CONSTRUCTION, AND REMOVED ENTIRELY WHEN THE PROJECT IS COMPLETED. ALL DEVICES SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE ATSSA "QUALITY STANDARDS FOR WORK ZONE TRAFFIC CONTROL.
2. WORK ON THE PROJECT SHALL NOT BE STARTED UNTIL ALL REQUIRED TRAFFIC CONTROL DEVICES ARE IN PLACE, AND APPROVED BY THE ENGINEER.
3. WHEN SPEED LIMIT REDUCTION IS REQUIRED, SUCH REDUCTION SHALL BE IN ACCORDANCE WITH CDOT FORM 568, "AUTHORIZATION AND DECLARATION OF TEMPORARY SPEED LIMITS."

WHEN A CHANGE IN AN EXISTING SPEED LIMIT IS REQUIRED, THE R2-1 SIGNS, SHOWN ON THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES, SHOULD BE INSTALLED AT THE LOCATIONS SHOWN ON THE TYPICAL CASES BY R2-1 (OPTIONAL) SIGNS.

AN ADVISORY SPEED PLATE (W13-1P) MAY BE USED WITH A WARNING SIGN WHEN THE MAXIMUM RECOMMENDED SPEED FOR CONDITION NAMED IS LOWER THAN THE POSTED SPEED LIMIT.

THE REGULATORY OR ADVISORY SPEED REDUCTION DISPLAYED SHALL NOT EXCEED 15 MPH PER SIGN INSTALLATION.

4. ANY TRAFFIC CONTROL DEVICE THAT IS DAMAGED, WEATHERED, WORN, OR OTHERWISE DEEMED UNACCEPTABLE BY THE ENGINEER, SHALL BE REPLACED.
5. CONTRACTOR AND PERSONAL VEHICLE PARKING IS PROHIBITED WITHIN THE RIGHT-OF-WAY UNLESS DESIGNATED ON THE PLANS, OR APPROVED BY THE ENGINEER.
6. CONSTRUCTION TRAFFIC SIGNS SHALL BE MEASURED BY THE FOLLOWING SIZES AND DESCRIPTIONS:

PANEL SIZE A	0.01 TO 9.00 SQ. FT. (INCLUDING TYPE 1 AND TYPE 2 BARRICADES).
PANEL SIZE B	9.01 TO 16.00 SQ. FT.
PANEL SIZE C	GREATER THAN 16 SQ. FT.

CONSTRUCTION TRAFFIC SIGN (SPECIAL), SQ. FT., MAY BE USED FOR SOME PROJECT SPECIFIC INFORMATION SIGNS.

FOR DETAILED DIMENSIONS OF SIGNS WITH SIGN CODE NUMBERS, SEE "STANDARD HIGHWAY SIGNS" AND THE "COLORADO SUPPLEMENT" THERETO. SIGN LAYOUTS FOR OTHER SIGNS WILL BE FURNISHED IN THE PLANS, TRANSMITTED TO THE ENGINEER AFTER AWARD, OR MAY BE AVAILABLE UPON REQUEST.

W20-5 WARNING SIGNS SHALL BE FURNISHED WITH EXCHANGEABLE PLAQUES READING "RIGHT", "LEFT", "CENTER", "RIGHT 2", ETC. AT NO ADDITIONAL COST.

7. ALL WARNING AND REGULATORY SIGNS SHALL BE POSTED ON BOTH SIDES OF THE ROADWAY ON DIVIDED HIGHWAYS, MULTI-LANE RAMP, ONE-WAY STREETS, AND AS DIRECTED BY THE ENGINEER, EXCEPT WHERE ONLY ONE SHOULDER IS CLOSED (EX: CASE 11 ON SHEET 6).
8. ADDITIONAL TRAFFIC CONTROL DEVICES ADDRESSING FLAGGING, SPEED REDUCTION, ETC. WILL BE NECESSARY FOR SET-UP AND TAKE-DOWN OF MOST CASE APPLICATIONS; DAILY WORK SITE ACCESS; AND PAVEMENT MARKING REMOVAL AND INSTALLATION OPERATIONS.

9. BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS, THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
10. IF CONSTRUCTION RELATED TRAFFIC CONGESTION BACKS UP BEYOND THE INSTALLED ADVANCE SIGN SEQUENCE, ADDITIONAL ADVANCE SIGNING SHALL BE PLACED BEYOND THE CONGESTION.
11. ALL SIGN MATERIAL SHALL BE SOUND AND DURABLE TO THE DEGREE NECESSARY FOR MAINTAINING EFFECTIVE AND NEAT APPEARING TRAFFIC CONTROLS, AND:
 - a. SIGN PANELS MAY BE FABRICATED FROM PLYWOOD, STEEL, ALUMINUM, OR OTHER SUITABLE MATERIAL.
 - b. REFLECTIVE SHEETING SHALL CONFORM TO ASTM D4956. THE TYPE SHALL BE AS DESCRIBED IN THE STANDARD SPECIFICATIONS AND/OR AS SHOWN ON THE PLANS.
 - c. SYMBOLS AND LEGEND SHALL BE OF GOOD WORKMANSHIP (UNEVEN OR HAND LETTERING WILL NOT BE ACCEPTED).
 - d. PORTABLE OR TEMPORARY MOUNTING SHALL NOT BE CONSTRUCTED OR WEIGHTED BY ANY METHOD OR MATERIAL THAT MAKES THEM HAZARDOUS TO TRAFFIC.
 - e. CERTAIN POST SIZES AND SHAPES REQUIRE A "BREAK-AWAY" DEVICE. SEE THE APPLICABLE STANDARD PLAN. OTHER POST DESIGNS OR SYSTEMS REQUIRE THE SUBMITTAL OF AN FHWA LETTER OF ACCEPTANCE TO THE ENGINEER, AND MUST BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE.

12. ALL CONSTRUCTION SIGN PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD PLAN "TYPICAL GROUND SIGN PLACEMENT" UNLESS OTHERWISE APPROVED.

SIGNS APPROVED TO BE MOUNTED ON PORTABLE SUPPORTS, OR APPROPRIATE SIGNS MOUNTED ON BARRICADES, MAY BE AT LOWER HEIGHTS, BUT THE BOTTOM OF THE SIGNS SHALL NOT BE LESS THAN ONE FOOT ABOVE THE PAVEMENT ELEVATION.
13. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. IF THE BRACKET ALLOWS THE SIGN PANEL TO BE TURNED PARALLEL TO THE ROADWAY, THE SIGN MAY REMAIN IN PLACE WHEN NOT APPLICABLE, BUT LAYING THE SIGN PANEL DOWN IN A HORIZONTAL POSITION IS NOT PERMITTED.
14. TRAFFIC CONES SHALL BE AT LEAST 28 INCHES IN HEIGHT. HOWEVER, THE MINIMUM SIZE SHALL BE 36 INCHES WHEN THEY ARE USED ON FREEWAYS AND EXPRESSWAYS, OR DURING NIGHT TIME WORKING HOURS. THEY SHOULD ALSO BE 36 INCHES WHEN USED ON OTHER HIGH SPEED ROADWAYS (45 MPH OR MORE) WITH AN ADT OF 6,000 OR MORE.
15. TYPE 1 BARRICADES SHALL NOT BE USED ON FREEWAYS, EXPRESSWAYS, OR OTHER HIGH SPEED ROADWAYS (45 MPH OR MORE).
16. WHEN TWO-WAY TRAFFIC IS PLACED ON ONE ROADWAY OF A NORMALLY DIVIDED HIGHWAY, OPPOSING TRAFFIC SHALL BE SEPARATED EITHER WITH CONCRETE BARRIER (TEMPORARY), OR WITH CHANNELIZING DEVICES APPROVED FOR THIS APPLICATION, THROUGHOUT THE LENGTH OF TWO-WAY OPERATION. THE TRANSITION ZONES SHALL HAVE CONCRETE BARRIER (TEMPORARY). THE BARRIER SHALL BE TIED TO AN EXISTING STRUCTURE OR GUARD RAIL, FLARED OR EXTENDED, TO MEET CLEAR ZONE REQUIREMENTS, OR FITTED WITH AN IMPACT ATTENUATION DEVICE.
17. CHANNELIZING DEVICE SPACING, IN FEET, SHALL BE AS FOLLOWS:
 - a. FOR TAPERS AND TRANSITIONS, SPACING EQUALS THE NUMERICAL VALUE OF THE SPEED LIMIT.
(e.g. 45 MPH = 45 FEET)
 - b. FOR TANGENTS ALONG THE BUFFER SPACE OR WORK AREA, SPACING MAY NOT BE GREATER THAN TWO TIMES THE SPEED LIMIT. (e.g. 50 MPH = 50 FEET TO 100 FEET MAXIMUM)

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18. FOR DETAILS ON BARRICADES, CONCRETE BARRIER (TEMPORARY), VERTICAL PANELS, AND FLASHING BEACON (PORTABLE), SEE THE APPLICABLE STANDARD PLANS.
19. FLOOD LIGHTS SHALL BE USED TO ILLUMINATE FLAGGER STATIONS DURING THE HOURS OF DARKNESS UNLESS OTHERWISE APPROVED. A TYPICAL LIGHT SHOULD PROVIDE THE FOLLOWING: A FULLY DIRECTIONAL SWIVEL MOUNT QUARTZ LIGHT SOURCE (500 WATT MINIMUM), SELF-SUPPORTING STAND WITH VARIABLE LIGHT HEIGHT FROM A MINIMUM OF EIGHT FEET ABOVE THE ROADWAY, AND A POWER SOURCE. IT SHALL ILLUMINATE THE STATION AREA AND A FLAGGER ESCAPE PATH, BUT SHALL NOT PRESENT ANY GLARE TO TRAFFIC.

20. IF WORK ON THE ROADWAY IS FOR A LONG-TERM STATIONARY PERIOD, AS DEFINED IN SECTION 6G.02 OF THE MUTCD, INAPPLICABLE PAVEMENT MARKINGS ARE TO BE REMOVED, AND FULL COMPLIANCE PAVEMENT MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS, (PAVEMENT MARKING - GENERAL), AND/OR AS DETAILED ON THE PLANS.

FOR ADDITIONAL PAVEMENT MARKING DETAILS, SEE STANDARD PLAN "TYPICAL PAVEMENT MARKINGS".

21. BUFFER SPACE IS OPTIONAL. NEED MUST BE DETERMINED ON A PROJECT OR SITE SPECIFIC BASIS AS DIRECTED BY THE ENGINEER. WHEN A BUFFER SPACE IS USED, DIMENSIONS AND/OR DEVICES USED ARE TO BE INCORPORATED IN THE TRAFFIC CONTROL PLAN (TCP) OR THE CONTRACTOR'S METHOD OF HANDLING TRAFFIC (MHT).

22. ADDITIONAL VMS SIGNAGE SHOULD BE CONSIDERED AT LEAST A MILE IN ADVANCE OF THE SIGNING SHOWN IN THE DETAIL FOR ANY LANE CLOSURES ON INTERSTATE AND OTHER HIGH SPEED FACILITIES ESPECIALLY WHEN THE LEVEL OF SERVICE IS SIGNIFICANTLY REDUCED AS A RESULT OF CONSTRUCTION. THE LEGENDS SHOULD BE CHANGED TO ADVISE MOTORISTS OF UPCOMING TRAFFIC CONDITIONS AND TO ALERT THEM OF UPCOMING LANE USAGE.

ADDITIONAL ADVANCE WARNING SIGNAGE IS ENCOURAGED IN ALL CASES WHERE TRAFFIC VOLUMES AND SPEEDS ARE HIGH AND/OR WHERE THERE ARE INFREQUENT EXITS. ADDITIONAL SIGNAGE IS ALSO ENCOURAGED IN LOCATIONS WHERE DRIVERS' LINE OF SIGHT TO ADVANCE WARNING SIGNS IS OBSTRUCTED.

23. RAISED PAVEMENT MARKERS MAY BE USED TO SUPPLEMENT TEMPORARY STRIPING DURING NON-SNOW PERIODS. THEIR USE IS ENCOURAGED ON HIGHER SPEED FACILITIES WHEN TRAFFIC IS BEING DIVERTED FROM ITS USUAL COURSE.

24. THE TYPICAL CASES DEPICTED IN THIS STANDARD REFLECT THE MINIMUM REQUIREMENTS, UNLESS AS OTHERWISE DIRECTED BY THE PROJECT PLANS AND SPECIFICATIONS, AND/OR THE PROJECT ENGINEER.

25. A SIGNIFICANT PROJECT IS DEFINED AS ONE THAT, ALONE OR IN COMBINATION WITH OTHER CONCURRENT PROJECTS NEARBY, IS ANTICIPATED TO CAUSE SUSTAINED WORK ZONE IMPACTS AT A LOCATION FOR THREE OR MORE CONSECUTIVE DAYS WITH EITHER INTERMITTENT OR CONTINUOUS LANE CLOSURES.

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Date:	Comments
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(R-2) 06/24/09	SHEET 1 - REV. NOTE 20, ADD NOTE 25
(R-2) 06/24/09	ADDED SHEETS 13-19.
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**TRAFFIC CONTROLS
FOR HIGHWAY
CONSTRUCTION**

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