GENERAL NOTES

9. Based on data estimates and other considerations, the final location of signs are subject to approval of the Engineer.

10. If construction related traffic control back-up is required for the installation of the signs, the following temporary traffic control signs shall be used:

   a. All signs shall be constructed using standard sign material, unless other materials are specifically approved by the Engineer.
   b. All work zone signs are subject to an additional design review and approval by the Engineer.
   c. All signs shall be installed using standard installation techniques, unless other methods are specifically approved by the Engineer.

11. All construction activities shall be coordinated with the local public works department, unless otherwise approved by the Engineer.

12. Traffic control plans shall be submitted to the Engineer for review and approval before work begins.

13. In the event of an emergency, traffic control signs may be removed at the discretion of the Engineer.

14. Traffic control signs are subject to be changed at any time, without notice, if the Engineer deems it necessary.

15. Traffic control signs shall be removed when no further work is anticipated or when the work zone is closed.

16. Traffic control signs must be left in place for at least 24 hours after work is completed.

17. Traffic control signs shall be removed upon completion of all work in the work zone.

18. Traffic control signs must remain in place for a minimum of 24 hours after work is completed.

19. Traffic control signs shall be removed upon completion of all work in the work zone.

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98. Traffic control signs must remain in place for a minimum of 24 hours after work is completed.

99. Traffic control signs shall be removed upon completion of all work in the work zone.

100. Traffic control signs must remain in place for a minimum of 24 hours after work is completed.
CASE NO. 24
TYPICAL APPLICATION
"FINES DOUBLE IN WORK ZONE" SIGNING
(WITH SPEED REDUCTION)

LEGEND

- DIRECTION OF TRAFFIC
- THESE DEVICES ARE OPTIONAL. THEIR NEED
  WILL BE DETERMINED BY THE DESIGNER BASED
  ON DETOUR DESIGN AND/OR SCOPE OF THE
  CONSTRUCTION ACTIVITY, AND WE REQUIRED
  WHEN THEY ARE ILLUSTRATED IN THE PLANS.
- FINE DOUBLE IS REQUIRED WHEN SECTION SIZE "PUBLIC
  INFORMATION SERVICES" PROJECT SPECIAL PROVISION
  WORKSHEET SPECIFICATION IS REQUIRED WITH PROJECT.

DOUBLE FINES (SPEED REDUCTION) SIGNING NOTES:

1. SIGNS SHALL NOT BE PLACED GREATER THAN FOUR HOURS BEFORE
   WORK IS TO BEGIN AND SHALL BE
   REMOVED AS SOON AS WORK ACTIVITIES ARE CONCLUDED. USE POTENTIAL
   HAZARDS INTRODUCED AS
   A RESULT OF THE WORK ARE STILL PRESENT AT THE END OF THE WORK DAY. SIGNS ARE LEFT IN PLACE
   AFTER WORK ACTIVITIES. THE WORKING CONTROL SUPERVISOR SHALL MAKE A ENTRY IN THEIR DAILY
   DIARY THAT JUSTIFIES THEIR USE.

2. "HAZARDS" INCLUDE BUT ARE NOT LIMITED TO:
   - EGGS, DROP OFFS
   - EQUIPMENT, WORKERS ON OR NEAR SHIELDS OR OBJECTS IN THE CLEAR ZONE
   - RE果实, PLOW, ROLLOFF, MAJOR ENCROACHMENT, ROLL-OFF CONTAINER, TOTAL ROAD CLOSURE
   - TEMPORARY ROADWAY SIGNS, OR BARRIERS
   - LANE CLOSURE
   - "FINES DOUBLE IN WORK ZONE" SIGNING
   - "FINES DOUBLE IN WORK ZONE" SIGNING

3. SIGNS SHALL ONLY BE PLACED WHERE WORKERS ARE PRESENT IN THE WORK ZONE OR ARE AT WORK OR WHERE THERE ARE HAZARDS IN THE WORK ZONE.

4. SIGNS SHOULD BE PLACED SO THAT MOTORISTS IMMEDIATELY ASSOCIATE THE SIGNS WITH PRESENT
   WORK ACTIVITIES. IN THE ZONE OF WORK ACTIVITY, THE SIGNS SHOULD BE NEEDED
   ACCORDINGLY.

4. SIGNS PLACED TO ENFORCE "FINES DOUBLE IN WORK ZONE" ADDITIONAL SIGNING SHOULD
   BE IN ACCORDANCE WITH THAT NORMALLY REQUIRED FOR THE PARTICULAR WORK ZONE. PLACEMENT OF
   "FINES DOUBLE IN WORK ZONE" SIGNING MAY BE ADJUSTED AS NEEDED TO PROVIDE A MINIMUM 200-FOOT SPACING BETWEEN
   OTHER SIGNING REQUIRED FOR THE SPECIFIC WORK ZONE SETUP.
A step-down speed limit is required when there is more than a 10 MPH difference between the normal speed limit and the construction zone speed limit.

TO BE PROVIDED EVERY 200' OR AS DIRECTED BY THE ENGINEER.
RS-60 AND RS-66 SIGNS

CASE NO. 29
TYPICAL APPLICATION (LATE MERGING)
ONE LANE CLOSED, 4-LANE DIVIDED HIGHWAY

LEGEND
- CHANNELIZING DEVICES FOR TYPE OF DEVICE TO BE USED. SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLAN FIRE PROJECT AS DESIGNATED AS A "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 2). CONCRETE BARRIER SHALL BE USED FOR CHANNELIZATION DEVICES (TEM) AS DETERMINED BY THE ENGINEER.
- TYPE OF BARRIER
- DIRECTION OF TRAVEL
- WORK AREA
- ADVANCE WARNING, FLASHING OR SEQUENCING ARROW PANEL
- THESE DEVICES ARE OPTIONAL, THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED ON THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES.
- THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
- RS-60 SIGN IS REQUIRED WHEN SECTION FOR VARIABLE INFORMATION DISPLAY (VIND) SPECIAL PROVISION WORKSHEET SPECIFICATION IS REQUIRED WITH PROJECT.
- FLASHING BEACON
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- TRUCK MOUNTED ATTENUATOR (TMA)

TRANSITION LAYER LENGTH:

L = MINIMUM LENGTH OF TAPER
SPEED 45 MPH OR MORE: L = 5 x W
SPEED 40 MPH OR LESS: L = 60
S = NUMERICAL VALUE OF SPEED LIMIT OR 50 PERCENTILE SPEED
W = WIDTH OF OFFSET
SHOULDER TAPER = L/3

BUFFER SPACE (SEE GENERAL NOTE 2) OF 5'-800'.