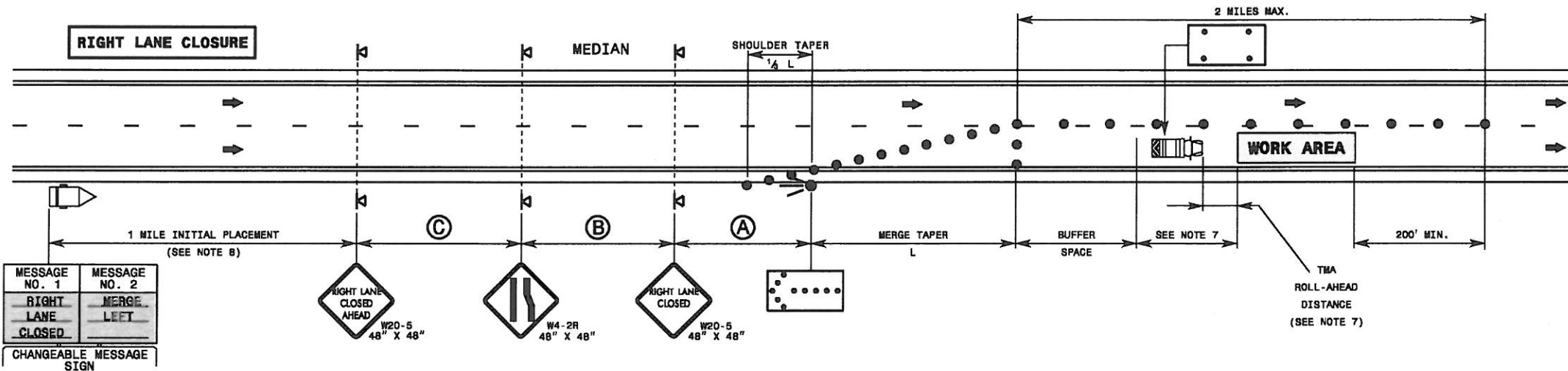
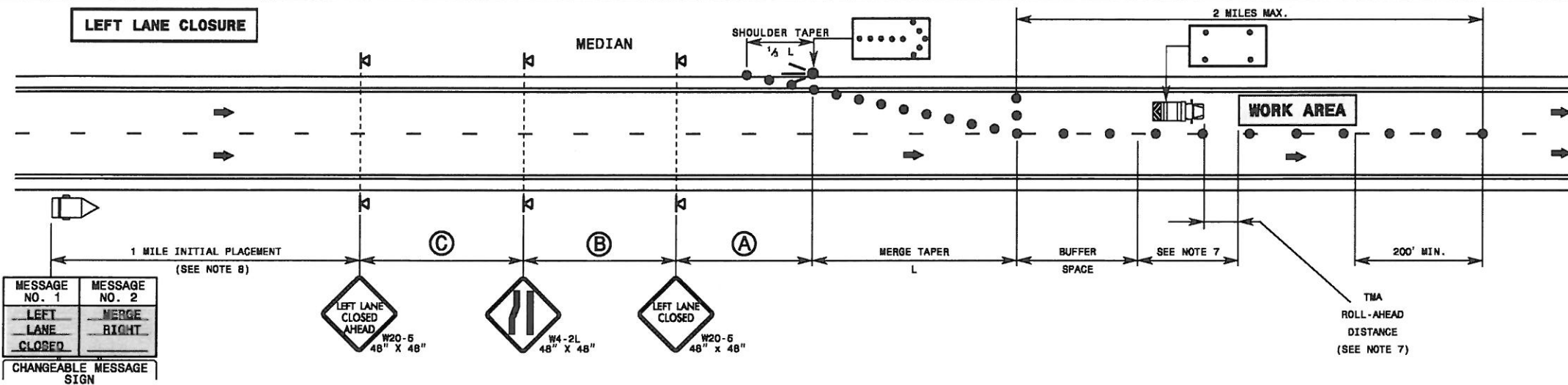


1-12



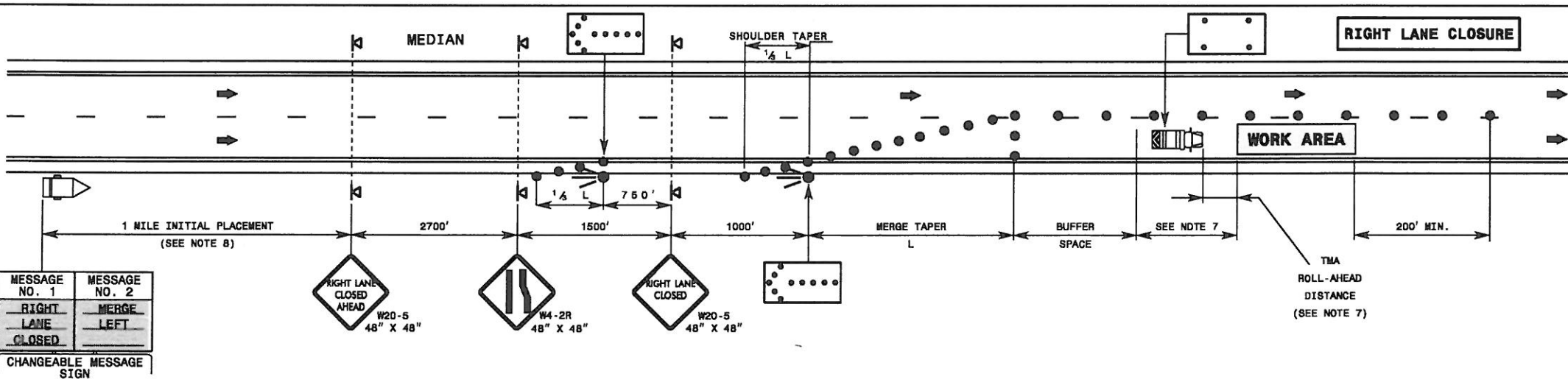
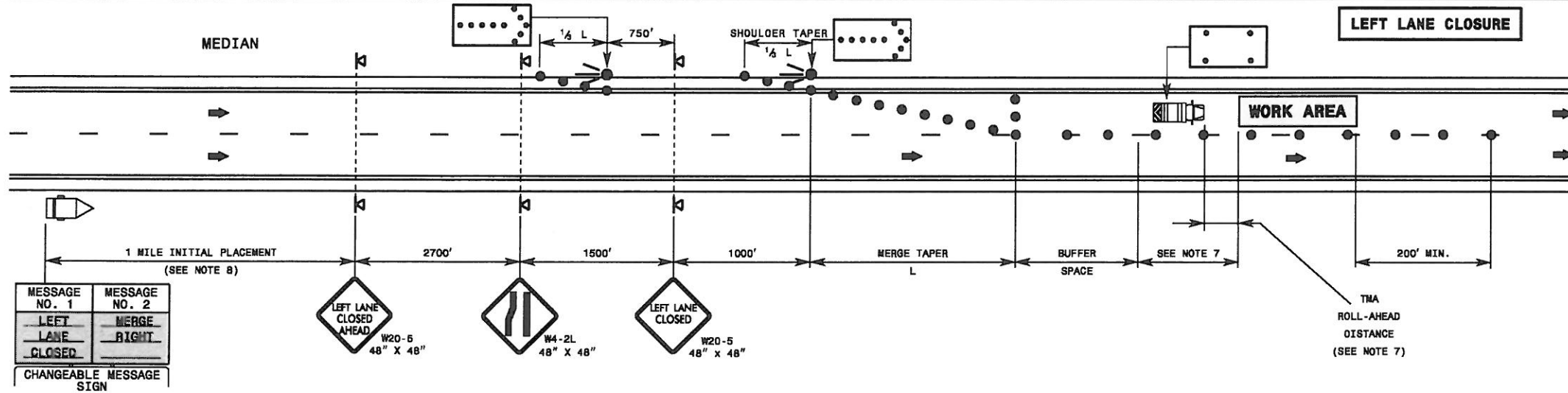
GENERAL NOTES

- IF NECESSARY USE THIS STD. FOR ONE-WAY CITY TYPE STREETS WHERE SIGNS MAY BE MOUNTED ON BOTH SIDES OF THE ROADWAY.
- PLACE ARROW BOARDS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW BOARDS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW BOARD LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW BOARD IS MET (SEE STD. 1101.11 SHEET 2).
- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- REFER TO STD. 1101.11 FOR "L" DISTANCE, SIGN SPACING, AND BUFFER SPACE.
- REFER TO STD. 1101.02 SHEETS 9 AND 10 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.
- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- POSITION THE TMA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER AND CONTINUOUSLY ADVANCE TMA'S AS WORK PROGRESSES.
- PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1 MILE IN ADVANCE OF THE W20-5 SIGNS. IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED, RELOCATE CMS 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC, MOVE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP.
- DO NOT EXCEED A 2 MILE LANE CLOSURE LENGTH UNLESS OTHERWISE SHOWN IN THE TMP OR AS DIRECTED BY THE ENGINEER.

LEGEND

- FLASHING ARROW BOARD (TYPE C)
- FLASHING ARROW BOARD, TYPE "C" (96"X48" MIN.), "CAUTION MODE"
- TRUCK MOUNTED ATTENUATOR(TMA)
- CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

1-12

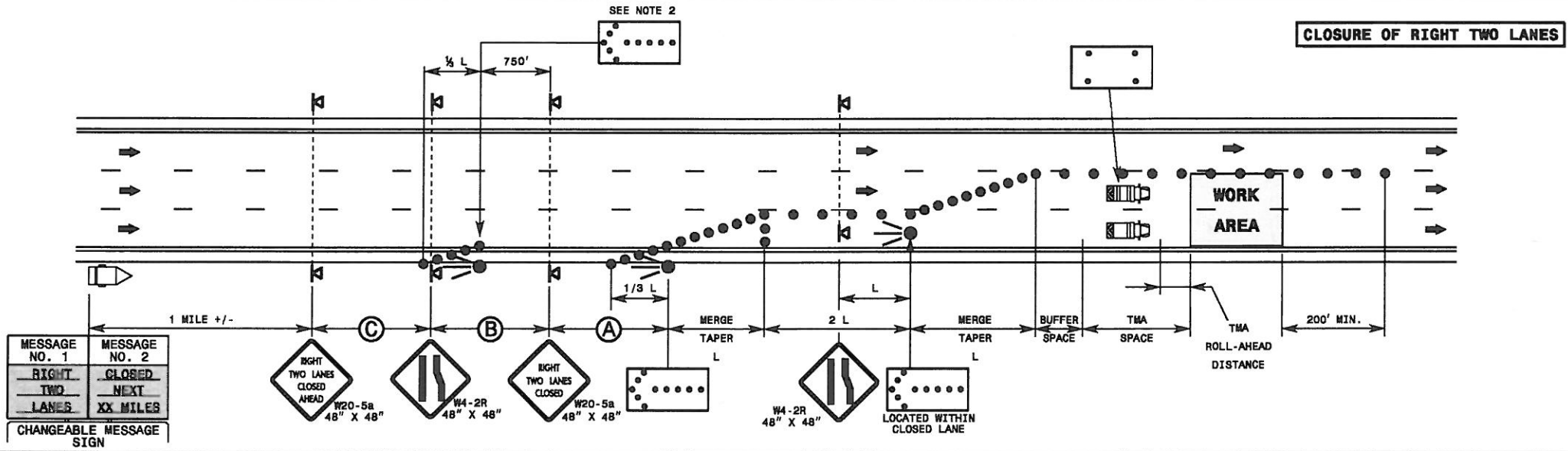
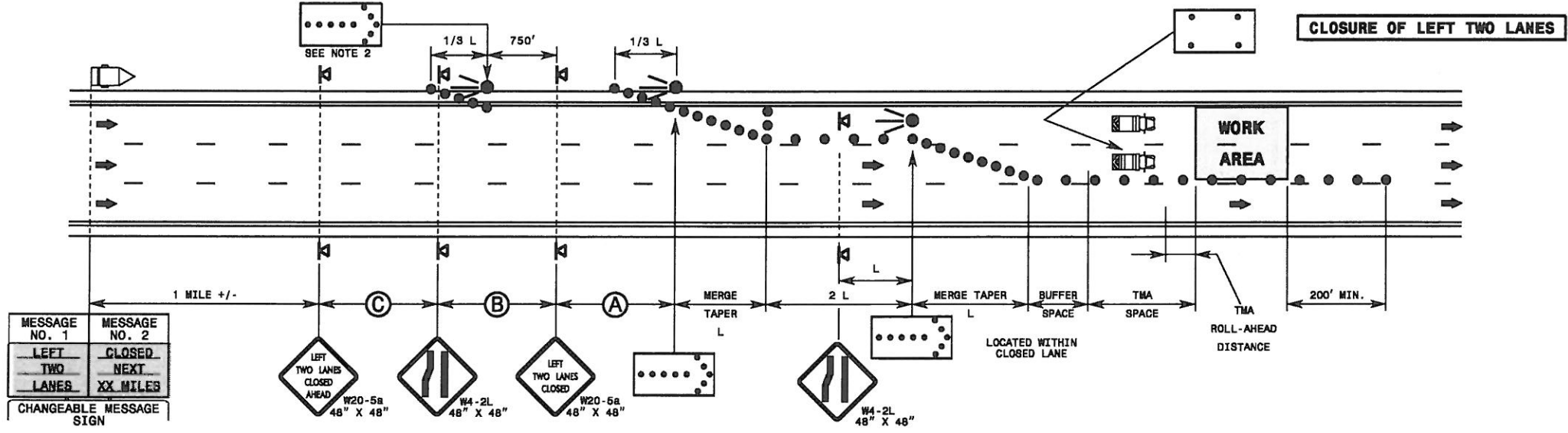


GENERAL NOTES

- IF NECESSARY USE THIS STD. FOR ONE-WAY CITY TYPE STREETS WHERE SIGNS MAY BE MOUNTED ON BOTH SIDES OF THE ROADWAY.
- PLACE ARROW BOARDS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW BOARDS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW BOARD LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW BOARD IS MET (SEE STD. 1101.11 SHEET 2).
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LEGEND

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- FLASHING ARROW BOARD, TYPE "C" (96"X48" MIN.), "CAUTION MODE"
- TRUCK MOUNTED ATTENUATOR (TMA)
- CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW

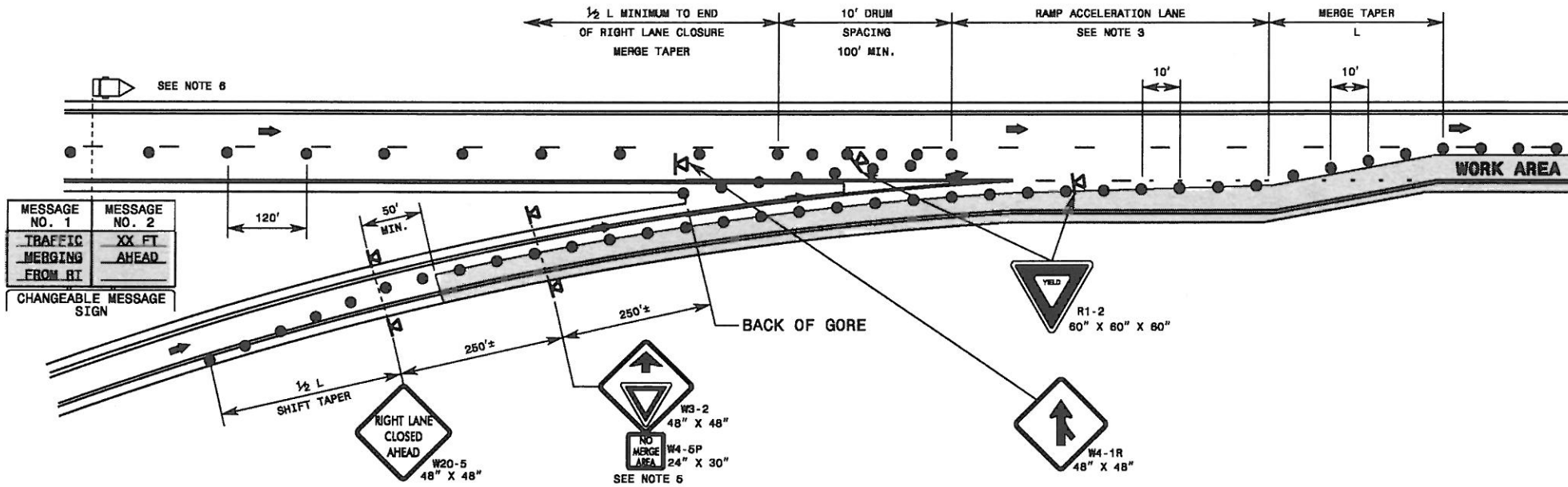
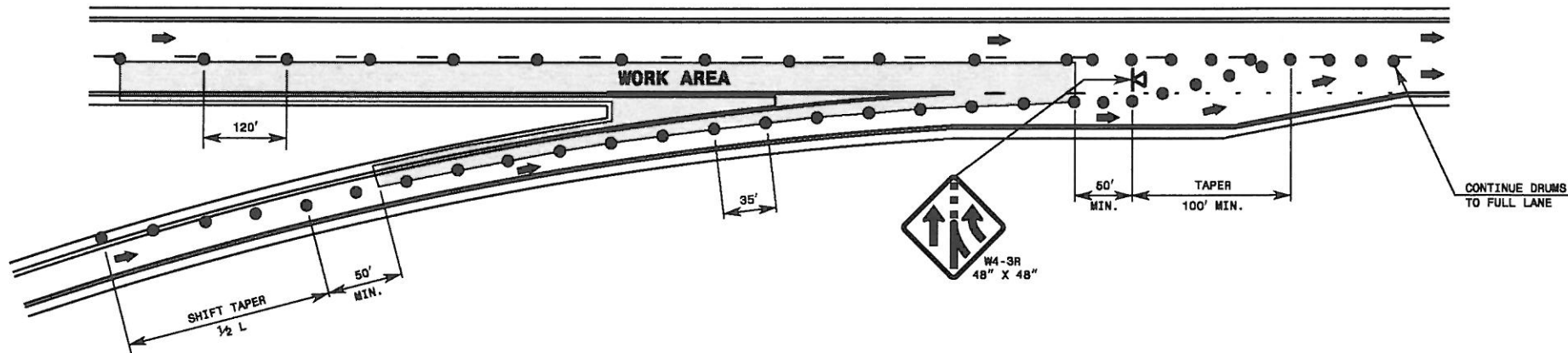


GENERAL NOTES

- 1- REFER TO NOTES ON STD. 1101.02 SHEET 3.
- 2- THE FIRST FLASHING ARROW BOARDS ARE NOT REQUIRED ON FACILITIES ≤ 55 MPH.

LEGEND

- FLASHING ARROW BOARD (TYPE C)
- ◻ FLASHING ARROW BOARD, TYPE "C" (96"X48" MIN.), "CAUTION MODE"
- ▣ TRUCK MOUNTED ATTENUATOR (TMA)
- DRUM
- ◁ PORTABLE SIGN
- ◻ CHANGEABLE MESSAGE SIGN (CMS)
- ➔ DIRECTION OF TRAFFIC FLOW

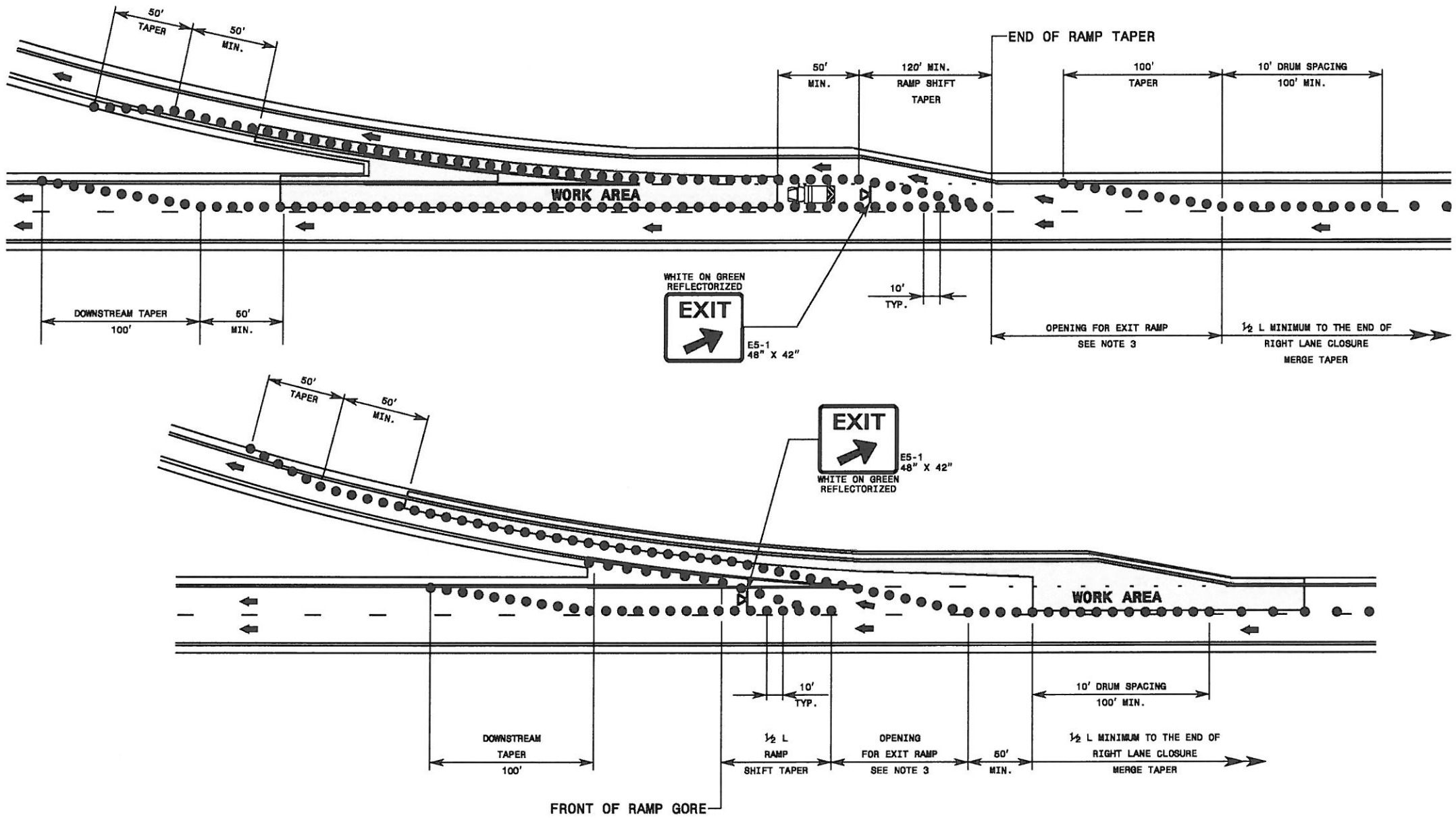


GENERAL NOTES

- 1- USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON ROADWAY STD. 1101.02 SHEET 3.
- 2- MOUNT SIGNS SHOWN A MINIMUM OF 5 FEET ABOVE THE PAVEMENT ELEVATION.
- 3- IF EXISTING ACCELERATION DISTANCE OR A MINIMUM OF 400' ACCELERATION DISTANCE CANNOT BE PROVIDED, CLOSE RAMP AS DIRECTED BY THE ENGINEER.
- 4- CLOSE THE RIGHT LANE SUFFICIENTLY IN ADVANCE TO STABILIZE MOTOR VEHICLE TRAFFIC FLOW BEFORE THE MERGE AS SHOWN ON STD. 1101.02 SHEET 3.
- 5- INSTALL W4-5P BELOW THE YIELD AHEAD SIGN (AS SHOWN) TO ALERT MOTORISTS IF THE ACCELERATION DISTANCE HAS BEEN REDUCED.
- 6- COORDINATE WITH THE ENGINEER FOR LOCATION OF CMS.

LEGEND

- ◻ CHANGEABLE MESSAGE SIGN (CMS)
- DRUM
- ◀ PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW



GENERAL NOTES

- 1- USE THE ABOVE DETAILS IN CONJUNCTION WITH A RIGHT LANE CLOSURE AS SHOWN ON STD. 1101.02 SHEET 3.
- 2- MOUNT EXIT SIGNS A MINIMUM OF 5 FEET ABOVE THE PAVEMENT ELEVATION.
- 3- USE EXISTING RAMP OPENING LENGTH, BUT NO LESS THAN 1/2 ORIGINAL LENGTH. CONSIDER CLOSING RAMP IF 1/2 ORIGINAL LENGTH CANNOT BE OBTAINED, AS DIRECTED BY THE ENGINEER.

LEGEND

- TRUCK MOUNTED ATTENUATOR
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW