GENERAL NOTES:

1. Special Conditions may be required in accordance with these notes and the following sheets.

A. Railroad Crossings:
   a. If an active railroad crossing is located closer to the Work Area than the queue length plus 300 feet, extend the Buffer Space as shown on Sheet 2.
   b. If the flagging of vehicles across an active railroad crossing cannot be avoided, provide a uniformed traffic control officer or flagger at the highway-rail grade crossing to prevent vehicles from stopping within the highway-rail grade crossing. Even if automatic train warning devices are in place.
   c. If the Work Area encroaches on the Centerline, use the Layout for Temporary Lane Shift in Shoulder on Sheet 3 only if the Existing Paved Shoulder width is sufficient to provide for an 11' lane through the work zone.
   d. Use Option 1 or Option 2 as shown on Sheet 2. Use only one option shown.

2. Temporary Raised Rumble Strips:
   a. Use when both of the following conditions are met concurrently:
      i. Existing Posted Speed is 55 mph or greater;
      ii. The two channelizing devices directly in front of the work area may be omitted provided vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.
   b. When Buffer Space cannot be attained due to geometric constraints, use Table 1.

3. Additional one-way control may be provided by the following means:
   a. Flag-carrying vehicle;
   b. Official vehicle;
   c. Pilot vehicles;
   d. Traffic signals.

When flaggers are the sole means of one-way control, the flaggers must be in sight of each other or in direct communication at all times.

4. When a side road intersects the highway within the TTC zone, place additional TTC devices in accordance with other applicable TCZ Indexes.

5. The two channelizing devices directly in front of the work area may be omitted provided vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.

6. When Buffer Space cannot be attained due to geometric constraints, use Table 1.

7. ROAD WORK AHEAD and the BE PREPARED TO STOP signs may be omitted if all of the following conditions are met:
   a. Work operations are 60 minutes or less.
   b. Speed limit is 45 mph or less.
   c. There are no sight obstructions to vehicles approaching the work area for a distance equal to the Buffer Space shown in Table 1.
   d. Vehicles in the work area have high-intensity rotating, flashing, oscillating, or strobe lights operating.
   e. Volume and complexity of the roadway has been considered.
   f. A railroad crossing is present, vehicles will not queue across rail tracks.
   g. MFDs are not in use.

8. See Index 600 for general TCZ requirements and additional information.

9. Automated Flagger Assistance Devices (AFADs) may be used in accordance with Specifications Section 102, 990 and the APL vendor drawings.

10. Conditions:
    Where any vehicle, equipment, workers or their activities encroach the area between the Centerline and a line 2' outside the edge of Travel Way.

INDEX:
   603

SHEET:
   1

DESCRIPTION:
   DESIGN STANDARDS

LAST
   01/01/16

REVISED
   FY 2017-18

INDEX
   NO.

SYMBOLS:
   Work Area
   Channelizing Device (See Index No. 600)
   Flagger
   Lane Identification + Direction of Traffic

TWO-LANE, TWO-WAY, WORK WITHIN THE TRAVEL WAY
SYMBOLS:
- Work Area
- Channelizing Device (See Index 102-600)
- Work Zone Sign
- Flagger
- Lane Identification + Direction of Traffic

WITH TEMPORARY RAISED RUMBLE STRIPS
(When Required See GENERAL NOTE #2)

TEMPORARY RAISED RUMBLE STRIPS
* May Be omitted if ROAD WORK AHEAD sign is installed upstream within the project limits.

REMOVABLE POLYMER STRIPING TAPE

MOLDED ENGINEERED POLYMER SET

TEMPORARY RAISED RUMBLE STRIPS

TWO-LANE, TWO-WAY,
WORK WITHIN THE TRAVEL WAY
SPECIAL CONDITIONS

TEMPORARY RAILROAD CROSSING BUFFER SPACE EXTENSION

TEMPORARY LANE SHIFT TO SHOULDER WHEN WORK AREA ENCROACHES ON THE CENTERLINE

Cross Reference:
1. See General Note #1, Sheet 1 for more information.