

NOTES

REFLECTORIZATION

ALL SIGNS USED DURING THE HOURS OF DARKNESS SHALL BE REFLECTORIZED (TYPE II OR III). CONES USED FOR TRAFFIC CONTROL AT NIGHT SHALL COMPLY WITH STANDARD E-106.

COLORS

THE WARNING SIGNS SHOWN ON THIS SHEET SHALL HAVE BLACK TEXT, BORDER, AND SYMBOLS ON AN ORANGE BACKGROUND. THE TEXT AND BORDERS MAY BE SCREENED, LETTERING FILM OR HAND PAINTED. THE ORANGE SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION.

TEXT DESIGN

LETTERS, DIGITS, SPACING, AND TEXT DIMENSIONS SHALL CONFORM WITH THE "STANDARD ALPHABETS FOR HIGHWAY SIGNS" AS REFERENCED IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

SPECIFICATIONS

WARNING SIGNS SHALL MEET THE STANDARD STATE SPECIFICATIONS FOR TRAFFIC SIGNS.

SIGN BASE MATERIAL

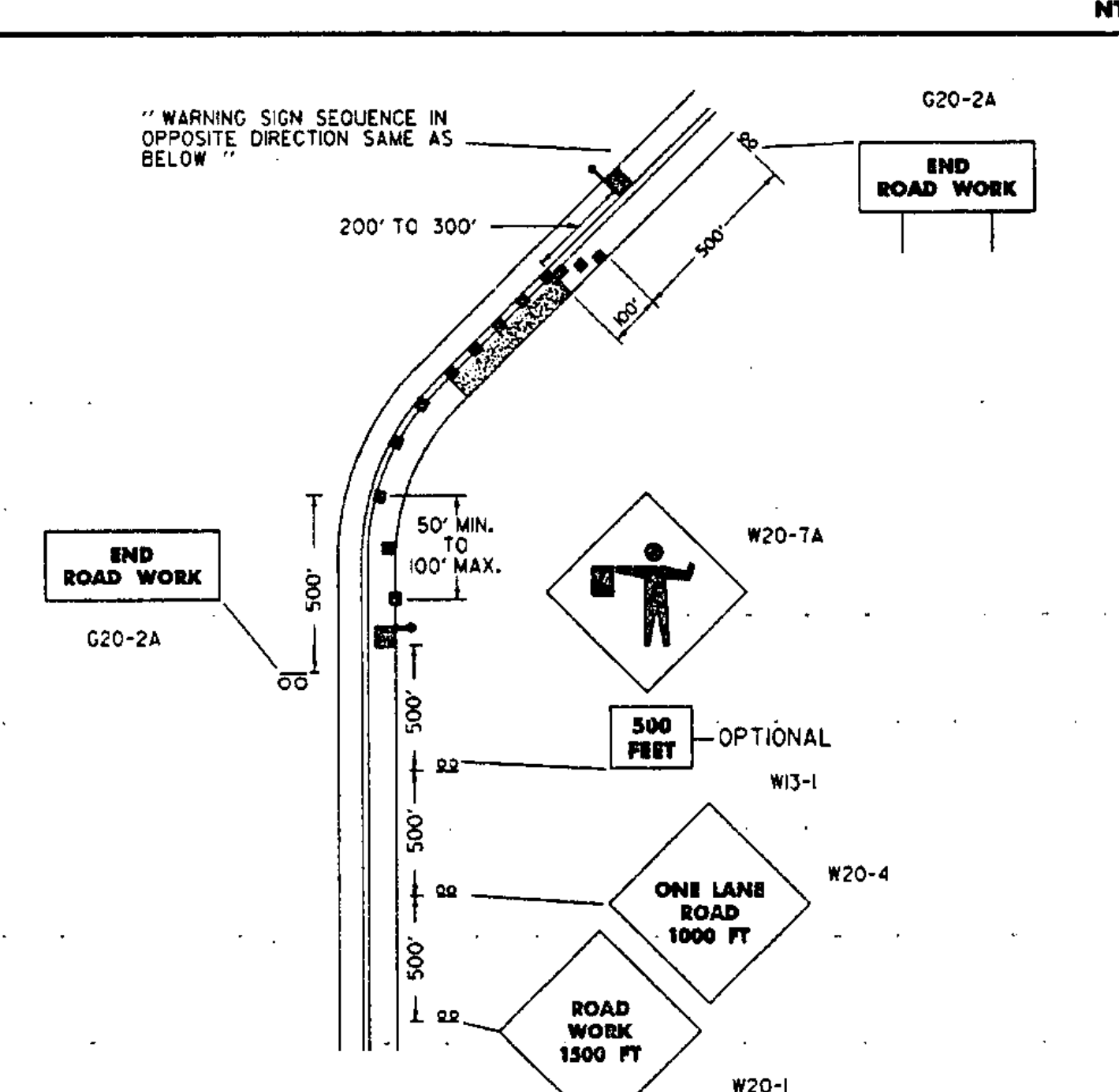
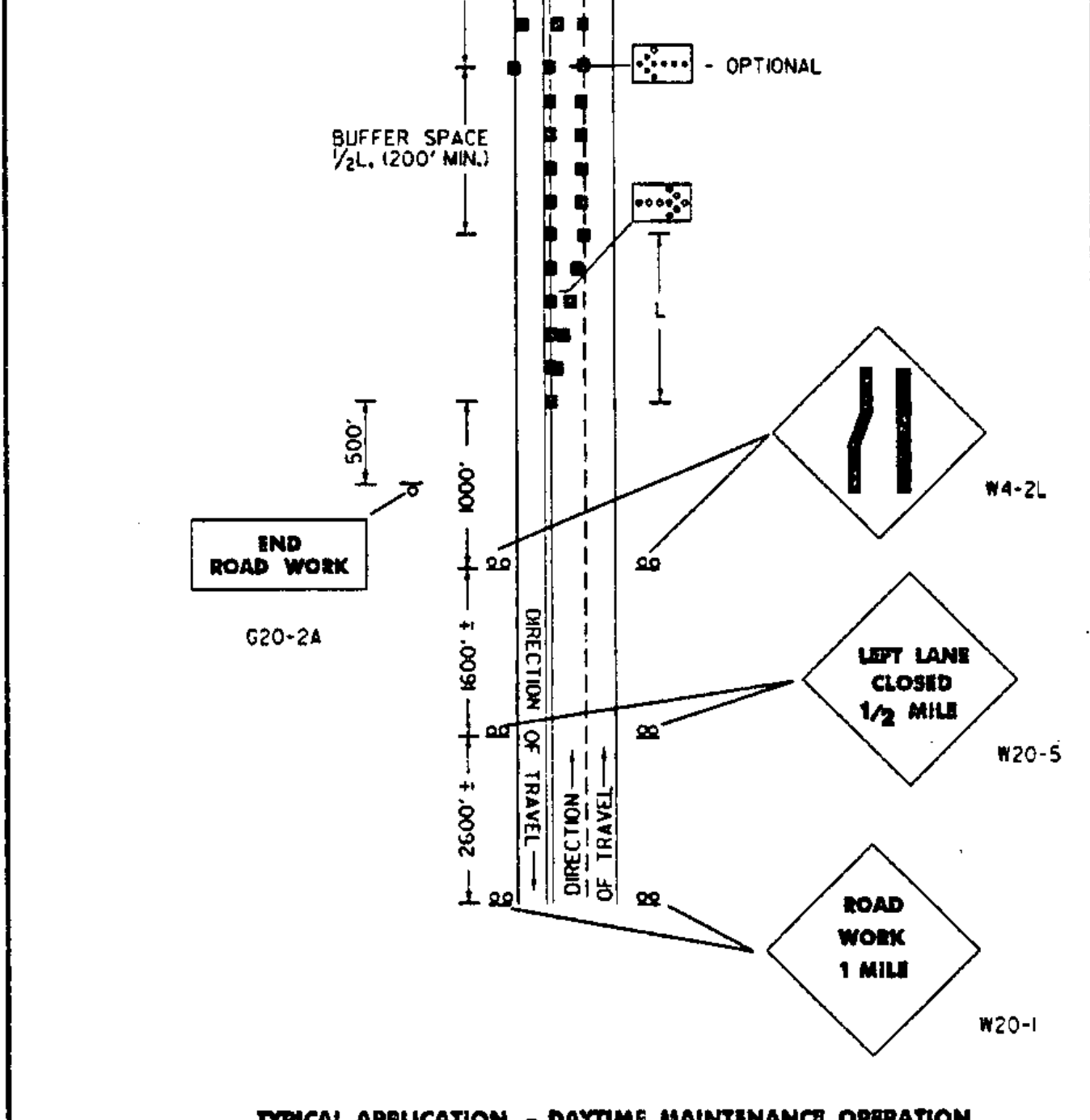
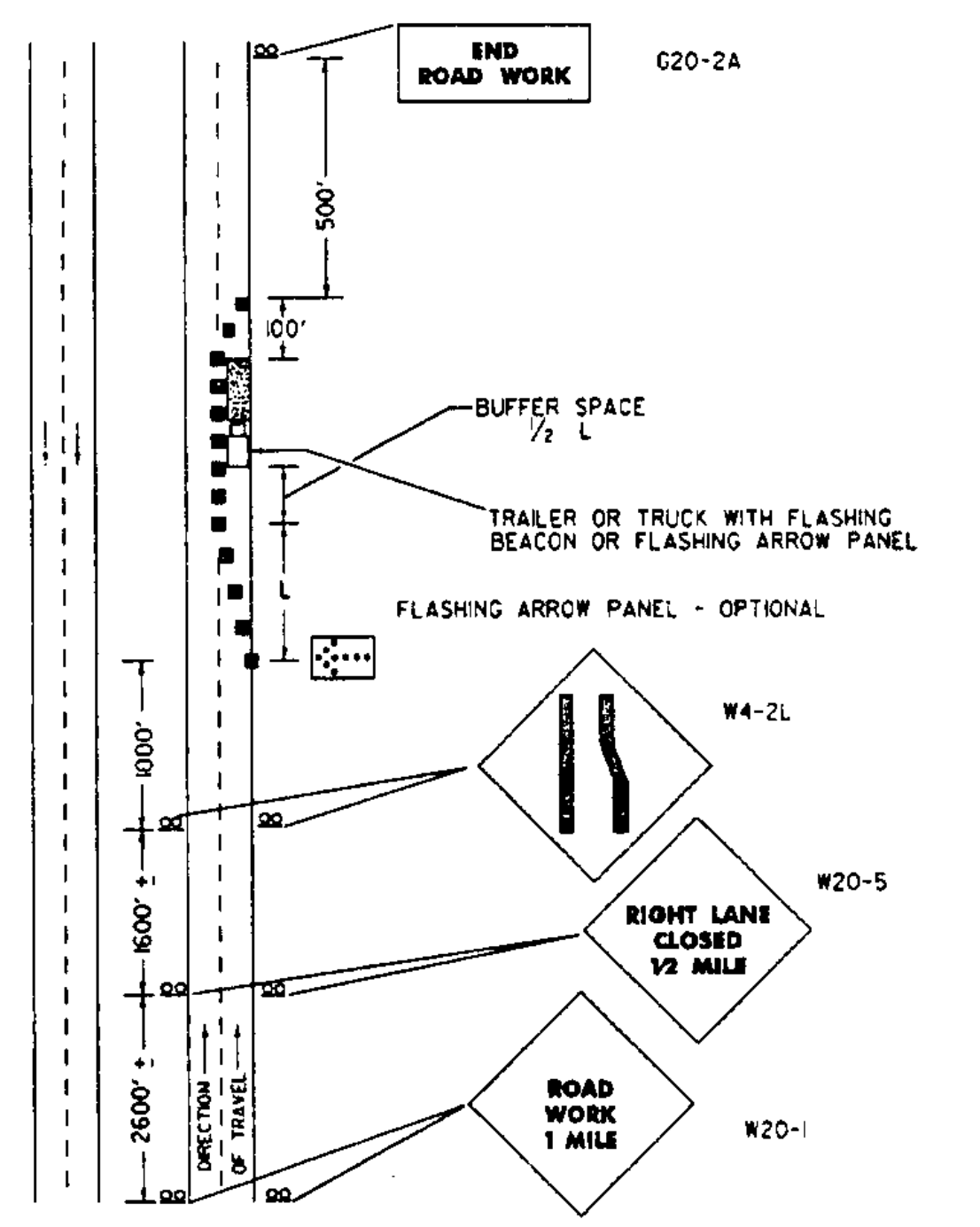
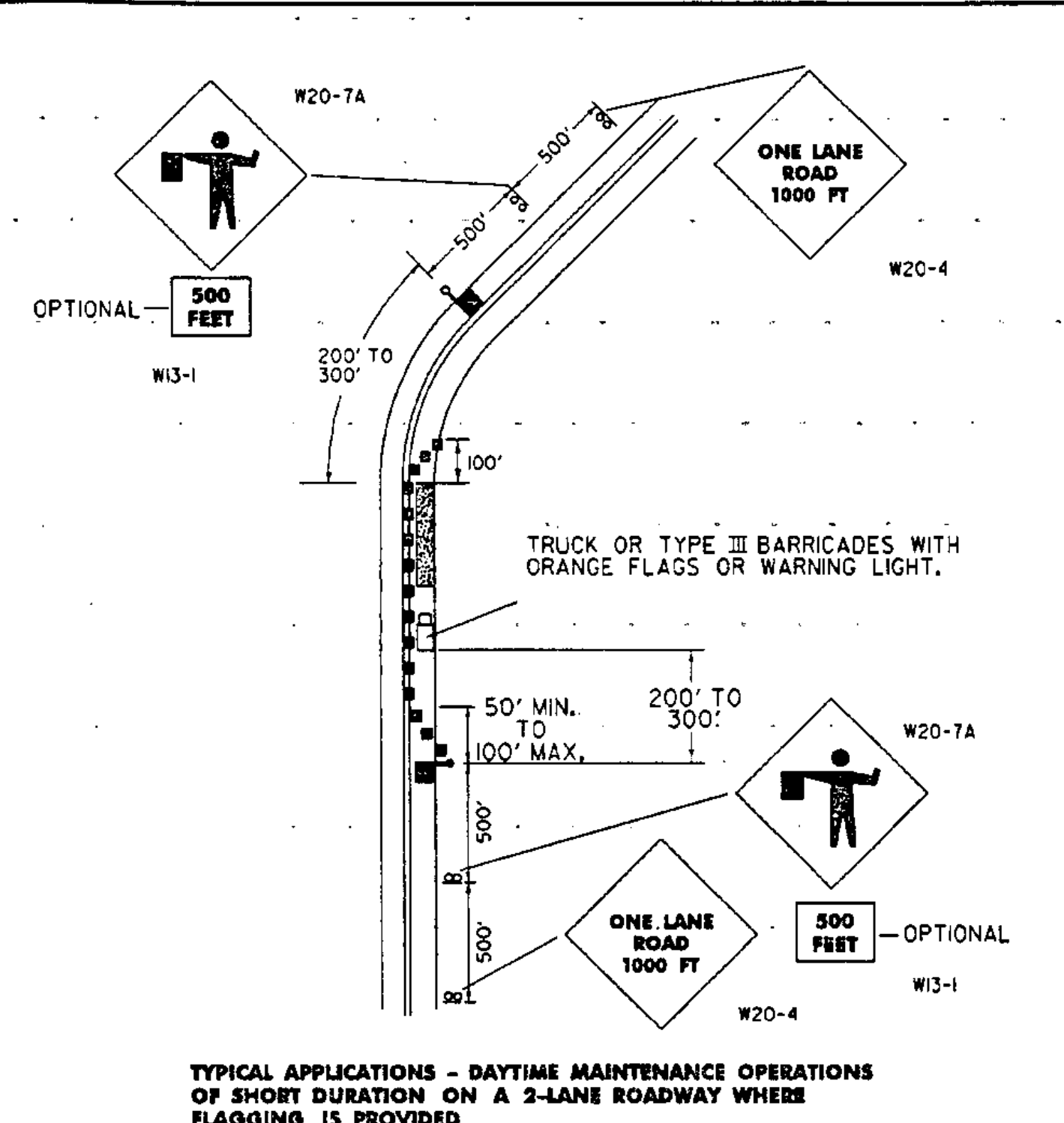
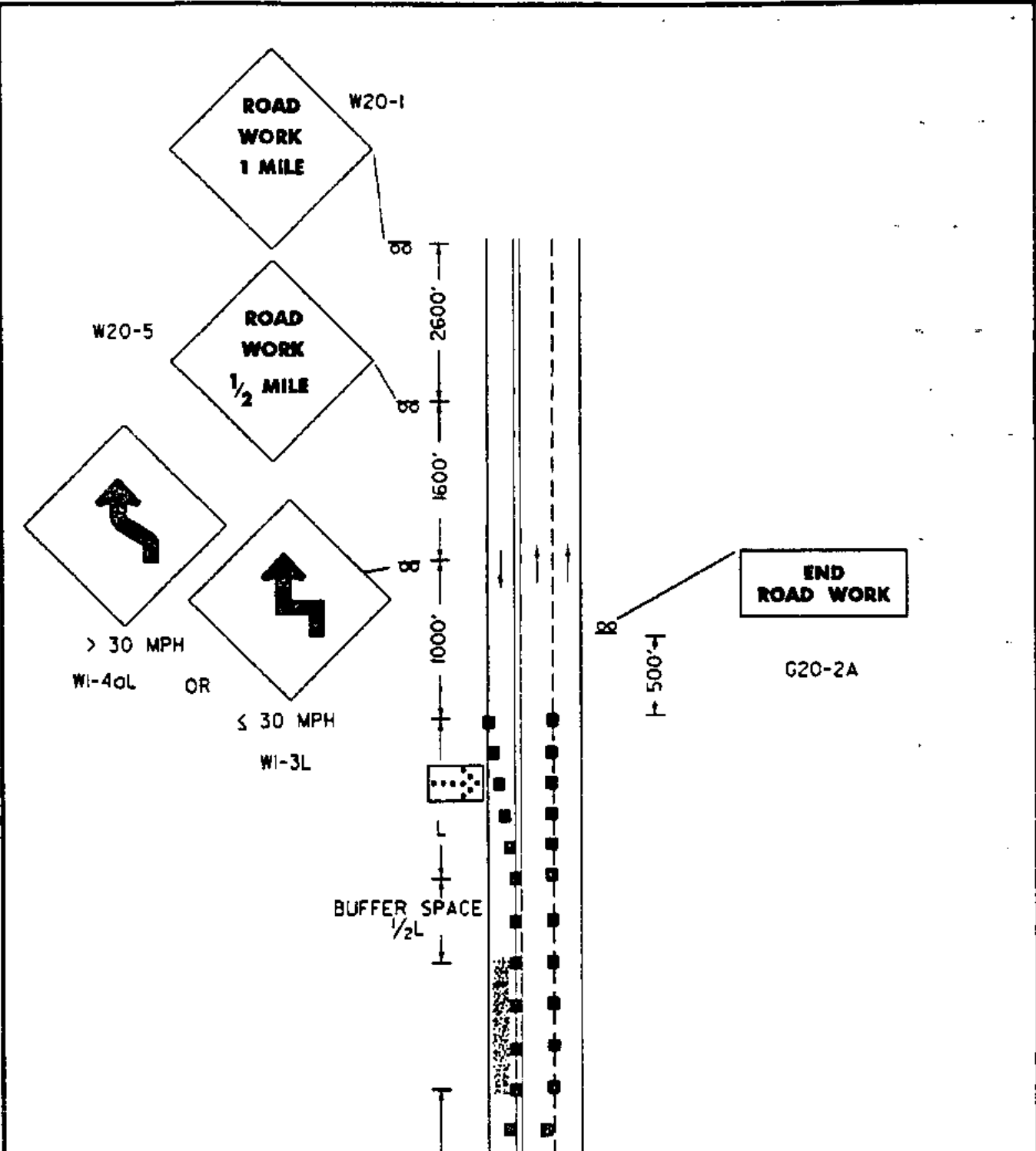
THE SIGN BASE MATERIAL USED FOR THE WARNING SIGNS ON THIS SHEET MAY BE OF ANY OF THE FOLLOWING, WITH MINIMUM THICKNESS AS NOTED:
 FLAT STEEL OR ALUMINUM 0.125 INCHES
 HIGH DENSITY OVERLAYED PLYWOOD 1/2, 5/8, OR 3/4 INCHES
 GALVANIZED SHEET STEEL 12 GAUGE

1. SIGNS WITH "ROAD WORK 1500 FT." AND "END ROAD WORK" TEXT SHALL BE USED WHEN THE WORK IS NOT COMPLETE AND A HAZARD REMAINS OVERNIGHT.
2. THE FLAGPERSON SHALL USE THE SIGN PADDLE DETAILED ON STANDARD SHEET E-102.
3. ALL SIGNS SHALL BE COVERED OR REMOVED AT THE END OF THE WORKING DAY UNLESS REQUIRED FOR THE PROTECTION AND SAFETY OF THE TRAVELING PUBLIC.
4. INSTALLATION: SIGNS AND BARRICADES SHALL BE IN PLACE PRIOR TO THE START OF THE MAINTENANCE OPERATION TO WHICH THEY APPLY AND SHALL BE REMOVED PROMPTLY WHEN THE NEED NO LONGER EXISTS. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER ON YIELDING WOOD OR METAL POSTS SET SECURELY IN THE GROUND (IN ACCORDANCE WITH STD. E-121), OR ON PORTABLE SUPPORTS WHEN APPROPRIATE. THE INSTALLATION OF SIGNS AND BARRICADES SHALL BE SUBJECT TO THE APPROVAL OF THE ENGINEER.
5. ALTHOUGH LISTED AS A MAINTENANCE OPERATION STANDARD SIGN SHEET, THE APPROACH SIGNS SHOWN SHALL BE USED BY CONTRACTORS WHEN WORKING WITHIN OR OUTSIDE PROJECT LIMITS.
6. ALL DISTANCES ARE DESIRABLE SPECIFICATIONS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
7. SIGN DETAILS NOT SHOWN ON THIS SHEET CAN BE FOUND ON STANDARD SHEETS E-100, E-101, AND E-102.
8. TAPER FORMULA:
 $L = \frac{SW}{60}$ FOR SPEEDS OF 45 OR MORE
 $L = \frac{WS^2}{60}$ FOR SPEEDS OF 40 OR LESS
 WHERE:
 L = MINIMUM LENGTH OF TAPER
 S = NUMERICAL VALUE OF POSTED SPEED LIMIT PRIOR TO WORK OR 85 PERCENTILE SPEED.
 W = WIDTH OF OFFSET.
9. THE MAXIMUM SPACING BETWEEN CHANNELIZING DEVICES IN A TAPER SHOULD BE APPROXIMATELY EQUAL IN FEET TO THE SPEED LIMIT IN M.P.H., ON TANGENT SECTIONS. THE MAXIMUM SPACING SHOULD BE APPROXIMATELY EQUAL TO TWICE THE POSTED SPEED LIMIT.
10. FLOOD LIGHTS SHOULD BE PROVIDED TO MARK THE FLAGPERSON STATIONS AT NIGHT AS NEEDED.
11. AT SHORT WORK ZONES WHERE ADEQUATE SIGHT DISTANCE IS AVAILABLE FOR THE SAFE HANDLING OF TRAFFIC ONE FLAGGER MAY BE USED WITH THE APPROVAL OF THE ENGINEER.
12. CHANNELIZING DEVICES SHALL BE EXTENDED TO A POINT WHERE THEY ARE VISIBLE TO APPROACHING TRAFFIC.
13. THE NUMBER OF CHANNELIZING AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED SHALL BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR CURVE, ETC.).

LEGEND:

- FLAGPERSON
- CHANNELIZING DEVICES (CONES OR DRUMS)
- FLASHING ARROW PANEL
- WORK AREA
- SIGN & POSTS
- TYPE III BARRICADES

OTHER STDS. REQUIRED: E-100 E-102
E-101 E-106



TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATIONS OF SHORT DURATION ON A 4-LANE DIVIDED ROADWAY WHERE HALF OF ROADWAY IS CLOSED.

TYPICAL APPLICATION - DAYTIME MAINTENANCE OPERATION OF SHORT DURATION ON A 3-LANE ROADWAY WHERE CENTER LANE IS USED FOR OPPOSING TRAFFIC.

TYPICAL APPLICATIONS - TRAFFIC CONTROL DEVICES ON 3-LANE HIGHWAY WHERE ONE LANE IS CLOSED AND FLAGGING IS PROVIDED.

REVISIONS AND CORRECTIONS
 SEPT 10, 1987 - DATE OF ORIGINAL ISSUE
 MAR 01, 1988 - FHWA REVIEW COMMENTS
 SEP 20, 1993 - REVISED NOTES & MISC. DETAILS
 AUG 08, 1995 - DELETED SIGN DETAILS
 APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION, FHWA FINAL APPROVAL PENDING.

APPROVED
Stephen D. McArthur
 DIRECTOR OF ENGINEERING
David A. Ross
 TRAFFIC AND SAFETY ENGINEER

MAJOR MAINTENANCE OPERATION LANE CLOSURE



STANDARD E-110