GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

<table>
<thead>
<tr>
<th>SPEED LIMIT (MPH)</th>
<th>POSTED SPEED AND/OR DESIGN SPEED</th>
<th>MAXIMUM CHANNELIZING DEVICES SPACING (FT)</th>
<th>MINIMUM LONGITUDINAL BUFFER SPACE (FT)</th>
<th>TAPER RATES</th>
</tr>
</thead>
<tbody>
<tr>
<td>40</td>
<td>45</td>
<td>45</td>
<td>50</td>
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<td>70</td>
<td>75</td>
<td>70</td>
<td>80</td>
<td>80</td>
</tr>
</tbody>
</table>

Note: Taper rates are determined using the following equations:

\[ L = 0.5 \times \text{speed of 40 mph or greater} \]

Where:

\[ L = \text{maximum length of taper in feet} \]

2. FLASHING ARROW PANEL SHALL BE AS LEVEL AS POSSIBLE AS APPROVED BY THE ENGINEER. FLAShING ARROW PANEL SHOULD BE LOCATED AT THE BEGINNING OF THE TAPER OR, WHEN THE CROSSOVER IS CLOSED, BEHIND THE CHANNELIZING DEVICES IN THE CLOSED LANE.

3. ALL CHANNELIZING DEVICES SHALL BE REFLECTORIZED FREE STANDING PLASTIC DRUMS.

4. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.

5. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 48' X 48'.

6. LOCATION OF CROSSOVERS WILL BE AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER, REVERSE LAYOUT OF TAPERS, DRUMS AND SIGNS TO ACCOMMODATE TRUCKS APPROACHING FROM OPPOSITE DIRECTION.

7. USE OF CROSSOVER SHALL BE LIMITED TO TRUCKS DIRECTED BY THE ENGINEER OR WHEN THE CONSTRUCTION OPERATION ZONE OR SIGNS ENCROACH ON OR INTERFERE WITH THE OPERATION OF THE CONSTRUCTION CROSSOVER.

8. REVERSE LAYOUT OF TAPERS, DRUMS AND SIGNS TO ACCOMMODATE TRUCKS APPROACHING FROM OPPOSITE DIRECTION.

9. EACH CONSTRUCTION CROSSOVER SHALL BE CLOSED AS DIRECTED BY THE ENGINEER OR WHEN THE CONSTRUCTION OPERATION ZONE OR SIGNS ENCROACH ON OR INTERFERE WITH THE OPERATION OF THE CONSTRUCTION CROSSOVER.

10. THE CROSSOVER SHALL BE CLOSED USING 24' OF TYPE III BARRIERS DOUBLE FACED.