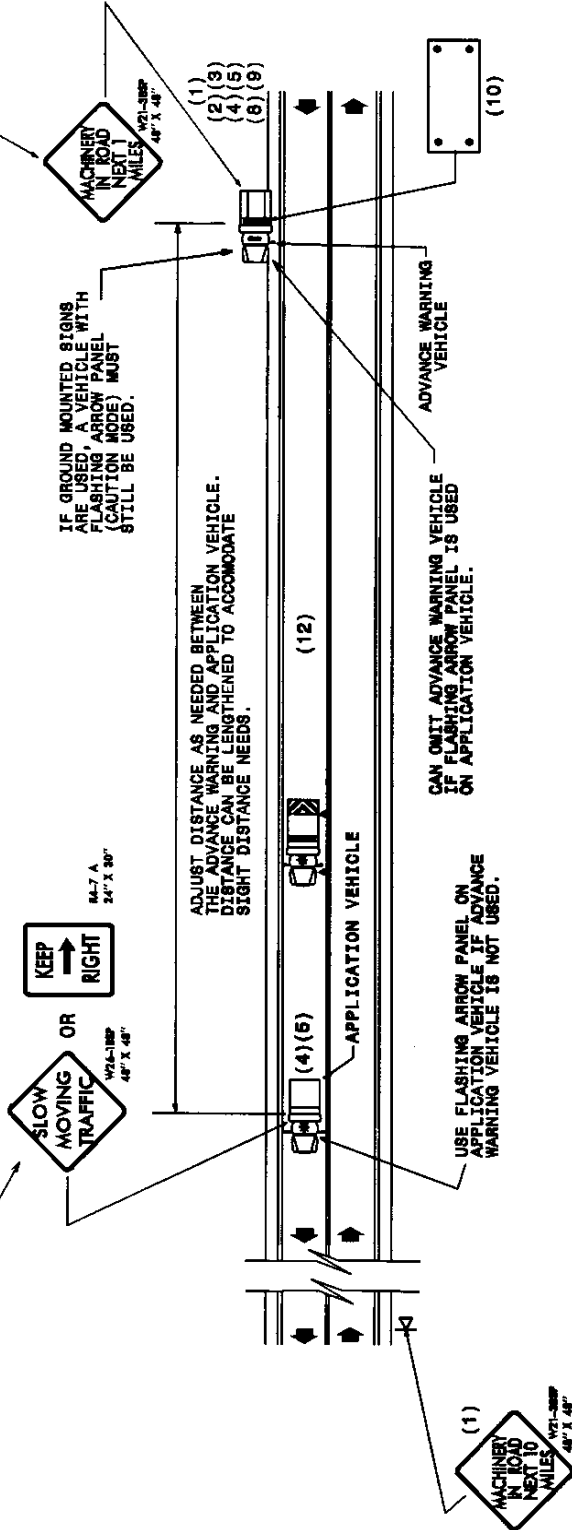


GENERAL NOTES

- (1) THE FOLLOWING OPTIONS MAY BE USED AS THE FIRST ADVANCE WARNING THE MOTORIST SEE:
 - A. TRUCK MOUNTED ADVANCE WARNING SIGNS
 - B. MOVING CHANGEABLE MESSAGE SIGN (CMS)
 - C. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST USE 'NEXT 10 MILES' AND MAKE CIRCLE TO PICK UP SIGNS)
 - D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST USE 'NEXT 10 MILES' AND MAKE CIRCLE TO PICK UP CMS)
- (2) TOTAL DISTANCE BETWEEN FIRST AND LAST VEHICLE IN CARAVAN SHOULD NOT EXCEED ONE (1) MILE IN LENGTH.
- (3) IF USING GROUND MOUNTED ADVANCE WARNING SIGNS OR STATIONARY CMS, THE TOTAL DISTANCE BETWEEN THE FIRST ADVANCE WARNING SIGN OR CMS AND APPLICATION VEHICLE SHOULD NOT EXCEED 10 MILES AND SIGN W21-38SP SHOULD READ 'MACHINERY IN ROAD NEXT 10 MILES'.
- (4) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHT BAR.

SIGN SHOULD BE ATTACHED TO THE BACK OF THE FLASHING ARROW PANEL. IF A FLASHING ARROW PANEL IS NOT USED ON THE APPLICATION VEHICLE, SIGN SHOULD BE ATTACHED TO A BRACE AT THE BACK OF THE TRUCK CAB IN SUCH A MANNER AS NOT TO OBSTRUCT THE DRIVER'S VISION.

MAY BE SIGNS OR CMS AND EITHER GROUND MOUNTED OR TRUCK MOUNTED



LEGEND

- K PORTABLE SIGN
- ➔ DIRECTION OF TRAFFIC FLOW
- APPLICATION VEHICLE WITH ROTATING BEACON
- PICKUP TRUCK WITH MOUNTED SIGN
- FLASHING ARROW PANEL, TYPE "B"
- CAUTION MODE

- (5) SIGN W20-18SP OR R4-7A SHOULD BE PLACED ON FRONT OF THE APPLICATION VEHICLE AND SIGN W21-38SP ON BACK OF THE ADVANCE WARNING VEHICLE. FRONT AND REAR ARE NOTIFIED OF OPERATIONS.
- (6) IF A LEAD VEHICLE IS ADDED TO OPERATION, IT SHOULD HAVE THE SAME ADVANCE WARNING SIGNS AS THE APPLICATION VEHICLE SHOWN BELOW.
- (7) RADIO COMMUNICATION BETWEEN VEHICLES IS RECOMMENDED.
- (8) ALL VEHICLES MUST HAVE BEACONS AND/OR LIGHT BARS OPERATING AT ALL TIMES.
- (9) USE OF CMS'S ARE OPTIONAL WITH ADVANCED WARNING VEHICLES.
- (10) USE A TYPE "B" FLASHING ARROW PANEL.
 - PANEL TYPE MIN. SIZE
 - B 60" X 30"
- (11) WHEN PAVEMENT TESTING INCLUDES A CORING OPERATION, USE LANE CLOSURES FOUND IN THE HIGHWAY DESIGN BRANCH ROADWAY STANDARD DRAWINGS.
- (12) WHEN IT BECOMES APPARENT TO THE CORING OPERATION FOREMAN TRAFFIC IS EXPERIENCING DIFFICULTY GETTING AROUND THE OPERATION, THE PILOT CAR METHOD SHOULD BE USED TO DIRECT TRAFFIC.

PAVEMENT MANAGEMENT OPERATIONS

(OPERATIONS STOPPED 0-15 MIN.)

TWO-LANE TWO-WAY ROADWAYS