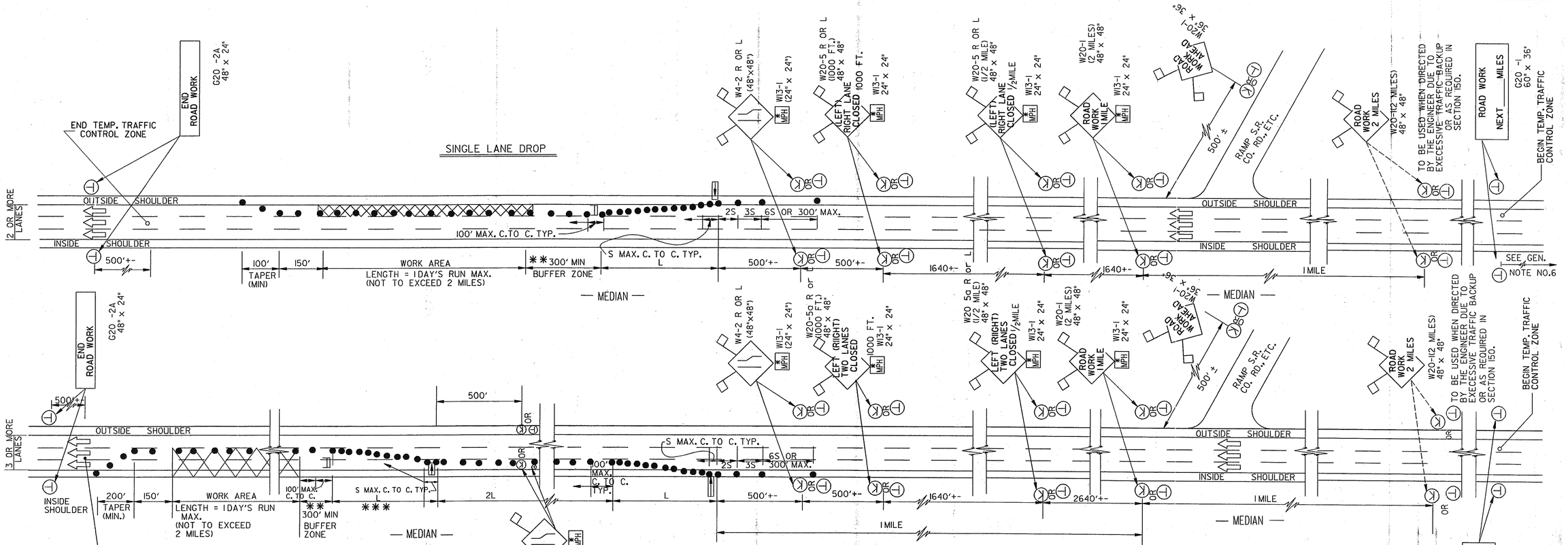
STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.	M115-M002-00(425)	8	8



POSTED SPEED MPH PRIOR TO WORK	TYPICAL DIMENTIONS(IN FT.)				
	L (FOR 12' OFFSET)	S	2S	3S	6S OR 300'MAX.
25	125	25	50	75	150
30	180	30	60	90	180
35	245	35	70	105	210
40	320	40	80	120	240
45	540	45	90	135	270
50	600	50	100	150	300
55	660	55	110	165	300
60	720	60	120	180	300
65	780	65	130	195	300

(SEE FORMULAE FOR OTHER CONDITIONS)

*** TAPERS REQUIRE THE USE OF 10"x10" PANELS WITH TYPE V SHEETING IF CONDITIONS EXIST INTO THE NIGHT.

* WHEN TEMPORARY OPERATING SPEEDS ARE LESS THAN THE POSTED SPEED LIMIT, THE ADVISORY SPEED PLATES (W13-1) SHALL BE USED IN 10 M.P.H. INCREMENTS, UNTIL THE SPEED IS REDUCED TO THE TEMPORARY OPERATING SPEED.

** BUFFER ZONES OF 300' MINIMUM, 500' DESIRABLE ARE REQUIRED FOR TANGENT SECTIONS AND SHALL BE INCREASED FOR HORIZONTAL OR VERTICAL CURVES AS DIRECTED BY THE ENGINEER DUE TO SIGHT DISTANCE CONSIDERATIONS

STANDARD LEGEND

- 18" X 18" FLOURESCENT RED/ORANGE OR ORANGE/RED WARNING FLAG
- STRIPED DRUM
- TRAFFIC CONE - 28" MIN. (DAYTIME USE ONLY)
- TYPE III BARRICADE (OPTIONAL)
- SEQUENTIAL OR FLASHING ARROW
- TEMPORARY POST MOUNTED SIGN (OFF SHOULDER) --FOR LONG TERM LANE CLOSURE SUCH AS STATIONARY OPERATIONS, BRIDGE WIDENING PROJECTS ETC. - NO FLAGS REQUIRED (7' MOUNT HEIGHT)
- PORTABLE MOUNTED SIGN (ON SHOULDER) --FOR SHORT TERM LANE CLOSURE SUCH AS MOVING OPERATIONS, RESURFACING PROJECTS, ETC. - FLAGS REQUIRED (1' TO 3' MOUNT HEIGHT)
- WORK AREA

L=WS FOR SPEEDS OF 45 M.P.H. OR GREATER;
L= WS^2 /60 FOR SPEEDS OF 40 M.P.H. OR LESS
WHERE:

L=MIN. LENGTH OF TAPER FOR LANE CLOSURE
S=POSTED SPEED
W=WIDTH OF OFFSET.

GENERAL NOTES:

1. ALL TRAFFIC CONTROL DEVICES SHALL BE MADE AND ERECTED IN ACCORDANCE WITH THE DETAILS SHOWN ON THE PLANS; THE MUTCD; THE GEORGIA STANDARD SPECIFICATIONS, AND/OR SPECIAL PROVISIONS.
2. ALL TRAFFIC CONTROL DEVICES SHALL BE AS SHOWN, OR AS DIRECTED BY THE ENGINEER. ADDITIONAL DEVICES MAY BE REQUIRED AS DIRECTED BY THE ENGINEER.
3. ALL PORTABLE MOUNTED SIGNS SHALL BE MOUNTED SO THAT THE BOTTOM OF THE SIGN WILL BE BETWEEN 1' AND 3' ABOVE THE PAVEMENT EDGE. ALL TEMPORARY POST MOUNTED SIGNS SHALL BE MOUNTED SO THAT THE BOTTOM OF THE SIGN SHALL BE 7' MINIMUM ABOVE PAVEMENT EDGE.
4. WHEN THE CONSTRUCTION AREA HAS ENTRANCE/EXIT RAMPS OR INTERSECTIONS, WORK WILL BE PERFORMED IN SUCH A MANNER TO PERMIT TRAFFIC TO OPERATE WITH THE LEAST AMOUNT OF INCONVENIENCE AS POSSIBLE. ADDITIONAL CHANNELIZATION AND SIGNING SHALL BE INSTALLED AS REQUIRED, TO ALLOW TRAFFIC TO REMAIN AS OPERATIONAL AS POSSIBLE. WHEN ENTRANCE/EXIT RAMPS/INTERSECTIONS ARE INOPERABLE, FLAGGERS WILL BE UTILIZED TO CONTROL AND PROHIBIT MOVEMENT INTO THE PROJECT AT THAT POINT UNTIL CONSTRUCTION HAS CLEARED THE RESTRICTION SUFFICIENT TO RETURN TO OPERATIONAL STATUS.
5. FOR NIGHT TIME OPERATIONS, DRUMS IN TAPERS ONLY, SHALL HAVE 10"X10" PANELS WITH TYPE V YELLOW SHEETING. DURING DAYLIGHT HOURS ONLY, CONES (28" MINIMUM) MAY BE USED FOR LONGITUDINAL CHANNELIZATION ONLY.
6. SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED BY SECTION 150. WARNING FLAGS AND FLASHING LIGHTS ON SIGNS SHALL BE AS REQUIRED BY SECTION 150.
7. A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE WHEN SHOWN.
8. WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTRIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
9. PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.

10.(a) ON PROJECTS WITH LOW OR SOFT SHOULDERS, THE CONTRACTOR SHALL ERECT IMMEDIATELY AHEAD OF CONSTRUCTION OPERATIONS "LOW/SOFT SHOULDER" WARNING SIGNS AT THE PROJECT TERMINI, AT INTERVALS NOT TO EXCEED ONE MILE AND IMMEDIATELY PAST EACH CROSSROAD.

(b) WHERE THE CONTRACTOR IS NOT RESPONSIBLE FOR SHOULDER CONSTRUCTION THE DEPARTMENT WILL FURNISH THESE SIGNS FOR THE CONTRACTOR TO PICK-UP, TRANSPORT AND ERECT, THE DEPARTMENT WILL LATER REMOVE AND RETAIN THE SIGNS.

11. IF EXISTING ADVANCE WARNING SIGNS (ROAD WORK, W20-1) ARE IN PLACE, AND ARE IN CONFLICT WITH THE LANE CLOSURE SIGNS SHOWN, THEY SHALL BE RESET IN ADVANCE OF LANE CLOSURE WITH THE MINIMUM SIGN SPACING REQUIRED BY THE STANDARDS AND THE MUTCD MAINTAINED .

BY	DATE

DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

STANDARD
TRAFFIC CONTROL DETAIL
FOR LANE CLOSURE ON MULTI-LANE
DIVIDED HIGHWAY

NO SCALE — REV. & REDR. JULY, 1999

DES. ____ (SUBMITTED) James A. Kessler
DRW. ____ STATE ROAD & AIRPORT DESIGN ENGINEER
TRA. ____ (APPROVED)
CHK. ____ CHIEF ENGINEER

NUMBER 9106