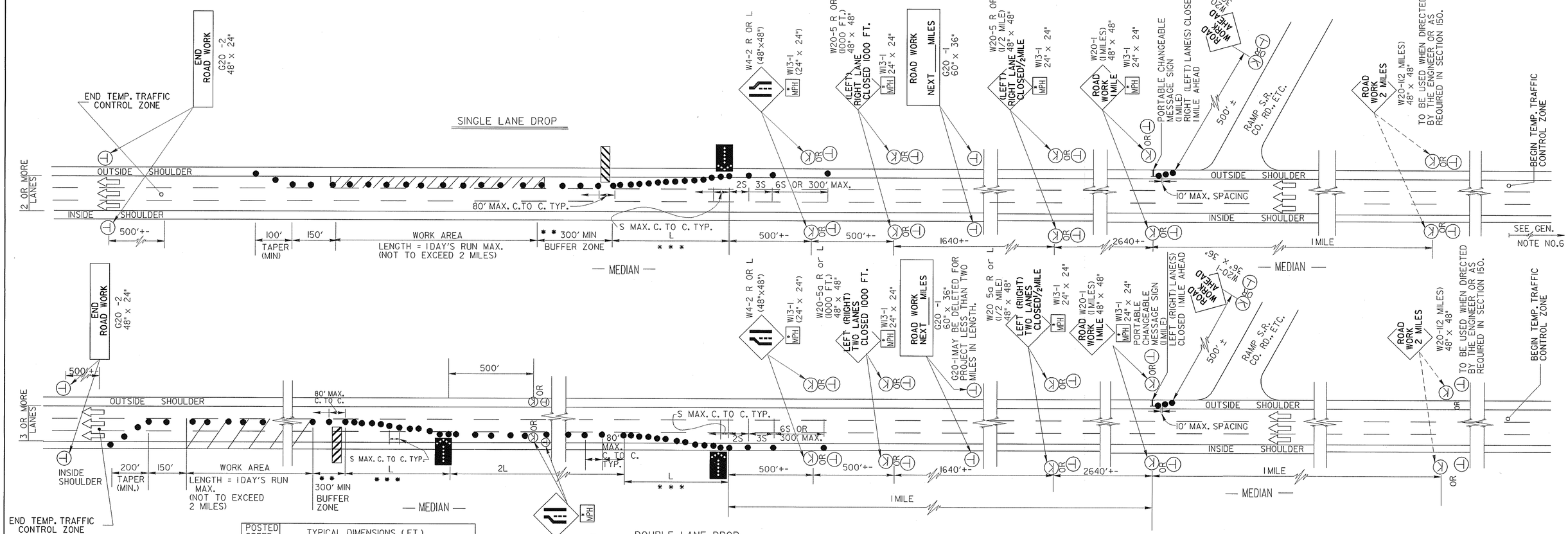

POSTED SPEED MPH PRIOR TO WORK	TYPICAL DIMENSIONS (FT.)				
	L (FOR 12' OFFSET)	S	2S	3S	6S or 300'MAX.
25	125	25	50	75	150
30	180	30	60	90	180
35	245	35	70	105	210
40	320	40	80	120	240
45	540	45	90	135	270
50	600	50	100	150	300
55	660	55	110	165	300
60	720	60	120	180	300
65	780	65	130	195	300

(SEE FORMULA FOR OTHER CONDITIONS)

* * * TAPERS REQUIRE THE USE OF SIX (6") INCH TOP STRIPES. IF CONDITIONS EXIST INTO THE NIGHT. SEE GENERAL NOTES NO. 5.

* 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 DUE TO SIGHT DISTANCE CONSIDERATIONS.

STANDARD LEGEND

- ● 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. - (7' MOUNT HEIGHT)
- Ⓚ PORTABLE MOUNTED SIGN (ON SHOULDER) --FOR SHORT TERM LANE CLOSURE SUCH AS MOVING OPERATIONS, RESURFACING PROJECTS, ETC. (SEE GENERAL NOTE. NO. 3)
- WORK AREA
- PORTABLE CHANGEABLE MESSAGE SIGN

$L = WS^2/60$ 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. (SEE SECTION 150)
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 SIGNS SHALL BE MOUNTED A MINIMUM OF 1FOOT ABOVE THE LEVEL OF PAVEMENT EDGE FOR DIRECTIONAL TRAFFIC OF TWO (2) LANES OR LESS AND A MINIMUM OF 7 FEET FOR DIRECTIONAL OF THREE (3) OR MORE LANES. ALL PORTABLE SIGNS AND SIGN MOUNTING DEVICES UTILIZED IN THE WORK SHALL BE NCHRP 350 COMPLIANT. PORTABLE SIGNS MAY BE USED WHEN THE DURATION OF THE WORK IS LESS THAN 3 DAYS.
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 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 SHALL HAVE, FOR THE LENGTH OF THE TAPER ONLY, A SIX (6") INCH ORANGE REFLECTIZED TOP STRIPE ON EACH DRUM IN THE TAPER AS REQUIRED IN SECTION 150. SPACING OF DEVICES SHALL BE AS SHOWN. DURING DAYLIGHT HOURS, CONES (28" MIN.) MAY BE USED IN ADVANCE OF AND THROUGHOUT WORK AREA.
6. SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED BY SECTION 150.
7. A PORTABLE SELF-SUSTAINED SEQUENTIAL OR FLASHING ARROW SIGN SHALL BE USED AT THE BEGINNING OF EACH LANE CLOSURE ON MULTI-LANE HIGHWAYS. ARROW PANELS SHALL NOT BE USED ON TWO-LANE TWO-WAY HIGHWAYS EXCEPT IN CAUTION MODE.
8. WHEN NOT IN USE, PORTABLE SIGNS SHALL BE REMOVED FROM THE TRAVELWAY SO THAT THE MESSAGE IS NOT VISIBLE TO THE MOTORIST. INTERIM SIGNS THAT ARE PERMANENT MOUNTED SHALL BE COVERED WHEN NOT APPLICABLE. SEE SECTION 150.
9. PAYMENT FOR TRAFFIC CONTROL SHALL BE PER SECTION 150.

GENERAL NOTES:

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.
12. HIGHWAY WORK ZONE SIGNS (HWZ-2 AND HWZ-3) SHALL BE INSTALLED ON THE TRAVEL WAY AND THE INTERSECTING ROADWAY AS REQUIRED IN SECTION 150.
13. THE G20-1 SIGNS SHOULD BE PLACED AT EACH TERMINUS OF THE PROJECT, PREFERABLY BETWEEN THE LAST ADVANCE WARNING SIGN(ROAD WORK- 500 FT.) AND BEFORE THE ADVANCE WARNING SIGNS FOR LANE SHIFTS, LANE CLOSURES, ETC.
14. THE PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) SHALL BE PLACED ONE MILE IN ADVANCE OF A LANE CLOSURE WITH A MESSAGE DENOTING THE APPROPIATE LANE CLOSURE ONE MILE AHEAD.

BY	REVISION	DATE
GLO	ADDED POTABLE MESSAGE SIGN. ADDED GEN. NOTE #14	9-4-07
GLO	REMOVED FLAGS AND REV. GENERAL NOTES. REV. SIGN G20-2A TO G20-2.	3-30-06

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. ____ DRW. ____ TRA. ____ CHK. ____

(SUBMITTED) STATE ROAD & AIRPORT DESIGN ENGINEER

(APPROVED) CHIEF ENGINEER

NUMBER 9106