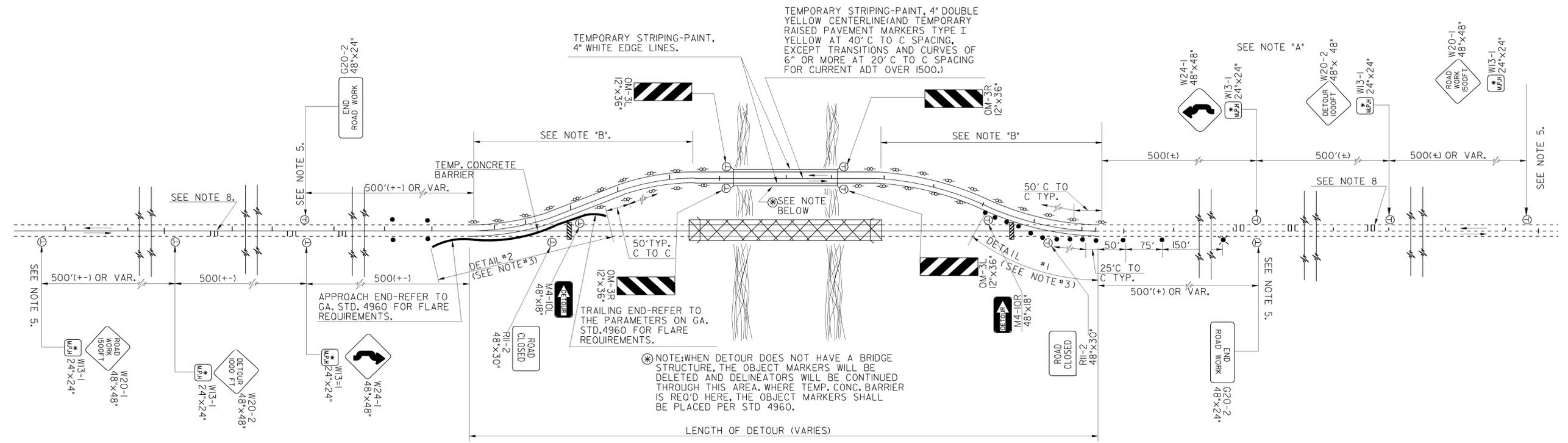


STATE	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
GA.			

NOTE "B":
 CURVE DESIGNS OR LANE SHIFTS SHALL BE AS SHOWN IN THE PLANS OR AS SUBMITTED BY THE CONTRACTOR WITH D.O.T. APPROVAL DESIGNS WHICH NECESSITATE SPEED REDUCTIONS WILL REQUIRE W13-1 SIGNING. *



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

STANDARD LEGEND

- STRIPED DRUM
- ⊕ TEMPORARY POST MOUNTED SIGN - (7' MOUNT HEIGHT)
- TYPE I CLEAR (WHITE) DELINEATOR DOUBLE FACE
- ▨ TYPE III BARRICADES

NOTE "A":
 WHERE THE LENGTH OF DETOUR EXCEEDS 1/2 MILE, OMIT THE W24-1 SIGN AND SUBSTITUTE A W1-4L (OR W1-4R) SIGN 500'+- IN ADVANCE OF BEGINNING CURVE OR LANE SHIFT WITH A W1-4R (OR W1-4L) SIGN ALSO ADDED WHERE THE ALIGNMENT REVERSES. THIS COMBINATION IS REQUIRED FOR BOTH DIRECTIONS OF TRAFFIC. ADVISORY SPEED PLATES ARE REQUIRED WITH W1-4L AND W1-4R SIGNS UNLESS APPROVED OTHERWISE.

GENERAL NOTES:

1. UNLESS SPECIFIED OTHERWISE IN THE PLANS, THE DETOUR PAVEMENT STRUCTURE SHALL CONSIST OF 8" MIN. GRADED AGGREGATE BASE COURSE, 19 mm Superpave- 220 lb/yd² COURSE AND 12.5 mm Superpave- 165 lb/yd² SURFACE COURSE AS APPROVED BY THE ENGINEER.
2. USABLE SHOULDERS SHALL NOT BE PAVED.
3. EXISTING ROAD MAY BE CLOSED BY EITHER DETAIL #1 OR #2 AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. ENGINEER MAY SPECIFY TEMP. CONC. BARRIER AT OTHER LOCATIONS.
4. WHEN TRAFFIC CONTROL IS LISTED AS A PAYMENT ITEM IN THE PROPOSAL, PAYMENT WILL BE MADE BY THE LUMP SUM BID, OTHERWISE ALL THE TRAFFIC CONTROL COST WILL BE INCLUDED IN THE OVER-ALL BID SUBMITTED EXCEPT AS SPECIFIED BELOW. THE UNCLASSIFIED EXCAVATION, BORROW, MISCELLANEOUS STRUCTURES (INCLUDING BRIDGES), BASE, BITUMINOUS TACK COAT, PAVING, ETC. THAT WILL BE NEEDED TO CONSTRUCT THE DETOUR WILL BE PAID FOR SEPARATELY UNDER PROPER PAYMENT ITEMS. ALSO, THE TEMPORARY CONCRETE BARRIER WALL WILL BE PAID FOR SEPARATELY UNDER PROPER PAYMENT ITEMS.
5. WHERE THE LENGTH OF PROJECT EXCEEDS THE DETOUR LENGTH, THE LOCATIONS OF W20-1 AND G20-2 SIGNS SHALL BE VARIED AS DIRECTED BY THE ENGINEER TO CORRESPOND WITH THE BEGINNING AND THE END OF THE PROJECT.
6. SIGNS SHOWN HERE ARE IN ADDITION TO ALL ADVANCE WARNING SIGNS REQUIRED BY SECTION 150.
7. TRAFFIC CONTROL SHOWN IS FOR A TYPICAL BY-PASS DETOUR, ADDITIONAL TRAFFIC CONTROL MAY BE SPECIFIED FOR INDIVIDUAL CONDITIONS AS DIRECTED BY THE ENGINEER, AS SHOWN ON THE PLANS, OR IN SPECIAL PROVISIONS.
8. SEE SEPARATE SHEET FOR DETAILS IF RUMBLE STRIPS ARE SPECIFIED ON THE TRAVEL LANES.
9. TEMPORARY PIPES, INLETS, END SECTIONS, ETC. ARE INCLUDED IN PAYMENT FOR TRAFFIC CONTROL AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER REMOVAL.
10. THIS STANDARD MAY BE USED FOR 3-LANE HIGHWAY BY MODIFYING PAVEMENT MARKINGS IN ACCORDANCE WITH THE MUTCD.

NOTE: FOR GENERAL NOTES, LEGEND, & MISC. DETAILS, REFER TO: *TRAFFIC CONTROL GENERAL NOTES, STD. LEGEND AND MISC. DETAILS*

3-30-06		DATE	DEPARTMENT OF TRANSPORTATION STATE OF GEORGIA	
REMOVED FLAGS AND REV.	WI-5 SIGN TO W-24-1	REVISION	STANDARD TRAFFIC CONTROL DETAIL TYPICAL BY-PASS DETOUR FOR 2-LANE HIGHWAY	
GLO	BY			
NO SCALE			JAN., 2001	
DES. _____ (SUBMITTED) <i>[Signature]</i>		STATE ROAD & AIRPORT DESIGN ENGINEER		NUMBER 9108
TRA. _____ (APPROVED) <i>[Signature]</i>		CHIEF ENGINEER		
CHK. _____				