



GENERAL NOTES

-WEAVE LANE CLOSURES ARE TO BE USED ONLY ON DIVIDED, CONTROLLED ACCESS ROADWAYS, WITH POSTED SPEED LIMITS OF 55 MPH, OR GREATER.

-FLASHING ARROW PANELS SHALL BE PLACED ON THE SHOULDER (PAVED OR UNPAVED). THE LOCATION OF THE ARROW PANEL SHALL MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE. LANE CLOSURES SHALL BE EXTENDED IF NEEDED, WITHIN THE BUFFER SPACE SUCH THAT STOPPING SIGHT DISTANCE TO THE BEGINNING OF THE LANE CLOSURE OR FLASHING ARROW PANEL IS MET. SEE STD. NO. 1101.11 SHEET 2 FOR STOPPING SIGHT DISTANCE & BUFFER SPACE TABLES.

-THE MAXIMUM SPACING OF DRUMS IN TAPERS SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MAXIMUM SPACING OF DRUMS ALONG THE BUFFER SPACE, AND WORK AREA, SHALL BE EQUAL IN FEET TO (2) TIMES THE POSTED SPEED LIMIT.

-SEE STD. NO. 1101.11-SHEETS 1 & 4, FOR VALUES OF "L", AND SIGN SPACING DISTANCES.

-SEE STD. NO. 1101.02-SHEETS 6 & 7 FOR TREATMENT OF LANE CLOSURES THRU INTERCHANGES.

-LANE CLOSURES SHALL BE INSTALLED WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. LANE CLOSURES SHALL BE REMOVED AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.

-LANE CLOSURE SWITCHES TO BE PERFORMED BY A ROLLING ROADBLOCK OPERATION. SEE RSD 1101.07, SHEET 2 OF 2.

-TRUCK MOUNTED IMPACT ATTENUATOR SHALL BE USED TO PROTECT THE WORK AREA. TMIA'S SHALL BE PLACED IN ADVANCE OF THE WORK AREA AT DISTANCES SPECIFIED BY THEIR MANUFACTURER.

-CHANGEABLE MESSAGE SIGN SHALL BE PLACED EITHER IN THE MEDIAN, OR ON THE OUTSIDE OF THE TRAVELWAY, AS DIRECTED BY THE ENGINEER. THE SIGN SHOULD INITIALLY BE LOCATED APPROXIMATELY 2 MILES IN ADVANCE OF THE MERGE TAPER. IF IT IS ANTICIPATED THAT TRAFFIC WILL BACK UP TO WHERE THE SIGN IS LOCATED, THE SIGN SHOULD THEN INITIALLY BE PLACED APPROXIMATELY 1 MILE PRIOR TO ANTICIPATED BACKUPS. BACKUPS SHOULD BE MONITORED SUCH THAT FOR FUTURE LANE CLOSURES, THE SIGN IS PLACED APPROXIMATELY 1 MILE PRIOR TO WHERE TRAFFIC IS ANTICIPATED TO BACK UP.

-CHANGEABLE MESSAGE SIGN MESSAGES OTHER THAN THE ONES SHOWN MAY BE PORTRAYED AS DEEMED NECESSARY BY THE ENGINEER. NO MORE THAN 2 MESSAGE DISPLAYS SHOULD BE USED WITH ANY CYCLE.

LEGEND

- FLASHING ARROW PANEL (TYPE C)
- TRUCK MOUNTED IMPACT ATTENUATOR (TMIA)
- DRUM
- PORTABLE SIGN
- DIRECTION OF TRAFFIC FLOW
- CHANGEABLE MESSAGE SIGN

SHEET 1 OF 1

STANDARD DETAIL DRAWING

LANE CLOSURE SWITCHES FOR DIVIDED ROADWAYS
 LEFT LANE WORK AREA - WEAVE LANE CLOSURE
 RIGHT LANE WORK AREA - NORMAL LANE CLOSURE

APPROVED: DATE: 3/20/04

SEAL

SCALE: NONE		REVISIONS
DATE:		
DWG. BY:		
DESIGN BY:		
REVIEWED BY:		CADD FILE