



NOTES

- 1- PLACE ARROW BOARDS ON THE SHOULDER (PAVED OR UNPAVED). PLACE ARROW BOARDS WITHIN THE TAPER IF SHOULDERS DO NOT EXIST. MEET THE REQUIREMENTS FOR STOPPING SIGHT DISTANCE AT THE ARROW BOARD LOCATION. IF NEEDED, EXTEND LANE CLOSURES AT THE BUFFER SPACE, SUCH THAT STOPPING SIGHT DISTANCE TO THE ARROW BOARD IS MET (SEE STD. 1101.11 SHEET 2).
- 2- PLACE DRUMS IN TAPERS AT THE MAXIMUM SPACING EQUAL IN FEET TO THE POSTED SPEED LIMIT. PLACE DRUMS ALONG THE WORK AREA AT THE MAXIMUM SPACING EQUAL IN FEET TO 2 TIMES THE POSTED SPEED LIMIT.
- 3- REFER TO STD. 1101.11 FOR "L" DISTANCE, SIGN SPACING, AND BUFFER SPACE.
- 4- INSTALL LANE CLOSURES WITH THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE UPSTREAM SIDE OF TRAFFIC. REMOVE LANE CLOSURES AGAINST THE TRAFFIC FLOW, BEGINNING WITH DEVICES ON THE DOWNSTREAM SIDE OF TRAFFIC.
- 5- POSITION THE TMA TO MAINTAIN A ROLL-AHEAD DISTANCE AS RECOMMENDED BY THE MANUFACTURER AND CONTINUOUSLY ADVANCE TMA'S AS WORK PROGRESSES.
- 6- PLACE CHANGEABLE MESSAGE SIGN (CMS) ON THE OUTSIDE OF THE TRAVELWAY AS DIRECTED BY THE ENGINEER. PLACE CMS APPROXIMATELY 1 MILE IN ADVANCE OF THE W20-5 SIGNS, OR AS DIRECTED BY ENGINEER IF TRAFFIC BACKS UP TO WHERE THE CMS IS INITIALLY PLACED. RELOCATE CMS 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP. CONTINUE TO MONITOR TRAFFIC, MOVE CMS APPROXIMATELY 1/2 MILE IN ADVANCE OF ANTICIPATED BACKUP.
- 7- DURING EMERGENCY SITUATIONS, ADJUSTMENTS TO THIS STANDARD MAY BE NECESSARY TO ACCOMMODATE THE ACTIVE SCENE BEING WORKED BY LAW ENFORCEMENT, TOWING SERVICES, AND OTHER EMERGENCY SERVICES PERSONNEL.

8/17/2015 P:\TIP\Projects-BP\BP5500D\TrafficControl\TCP\BP-5500D_TC_TMP-10 Divided Lane Closure Under 60.dgn User:idsfouchko

APPROVED: <i>Lori Stouchko</i> DATE: 8/17/2015 		<p>TEMPORARY LANE CLOSURES DIVIDED MULTI-LANE ROADWAY 1 LANE CLOSED (FOR ROADWAYS < 60 MPH)</p>
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