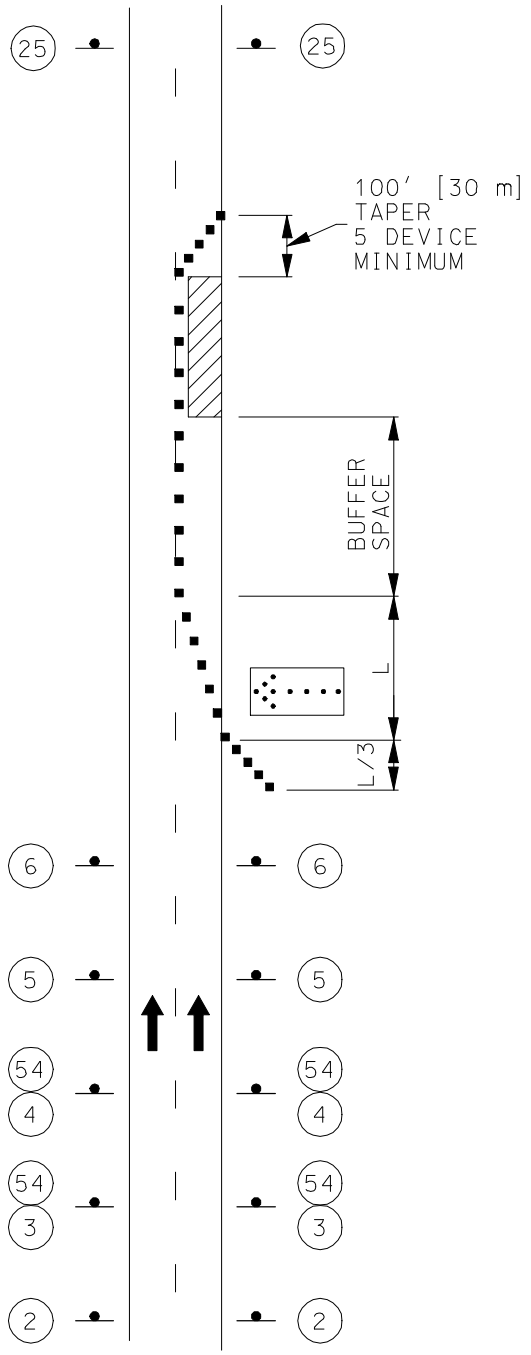
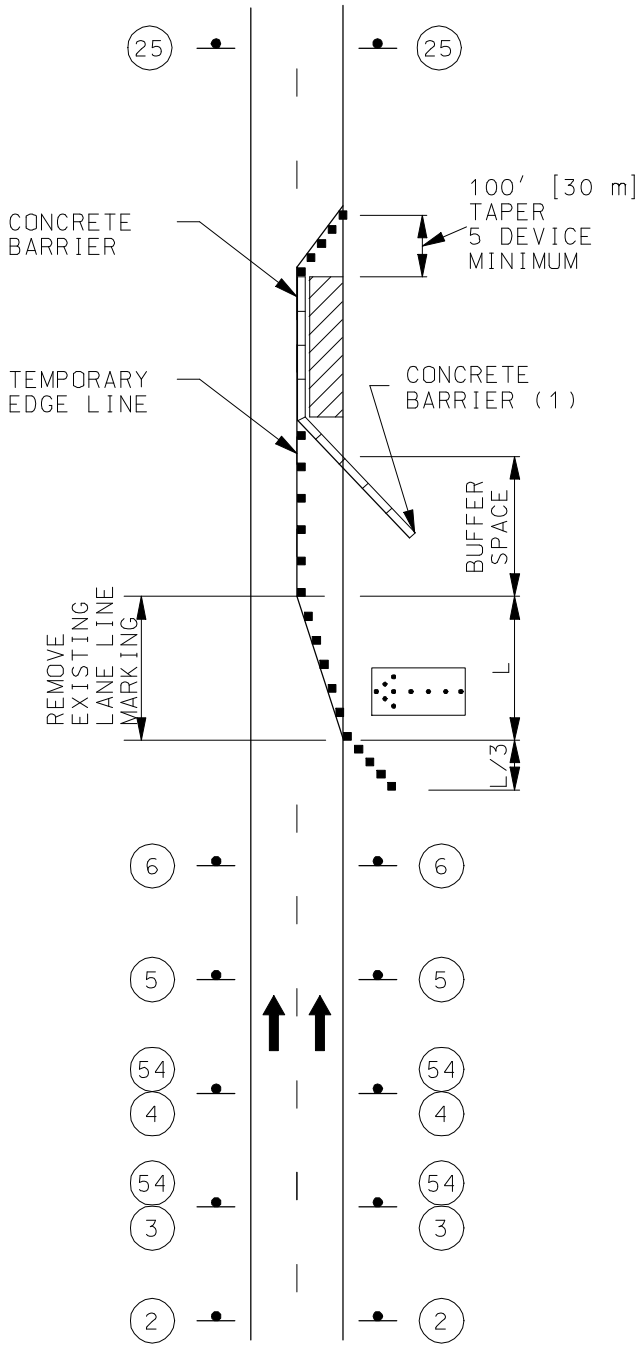
Lane Closure

Two-Lane Divided Highway



Two-Lane Divided Highway
With Barrier



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

SEE FIGURE 8-04.8, SHEET 2 of 2, FOR A LANE CLOSURE WITH WIDTH RESTRICTION.

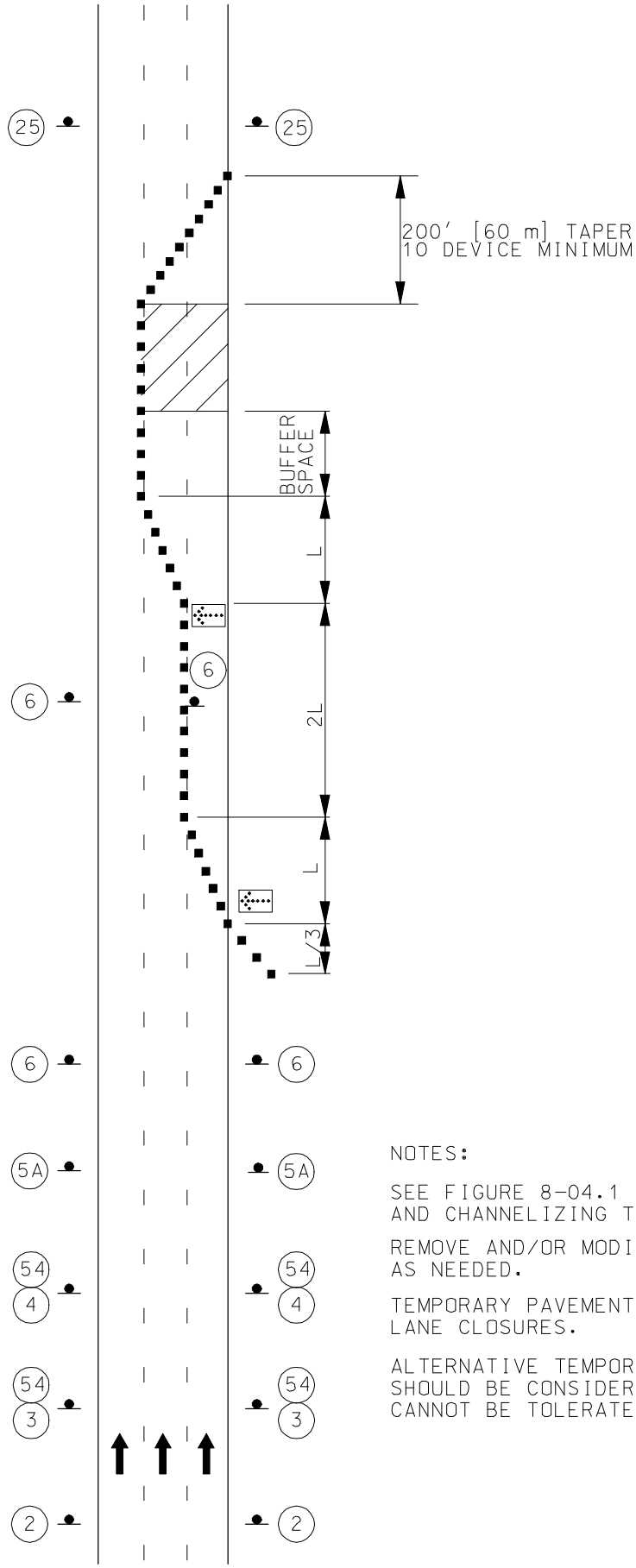
REMOVE AND/OR MODIFY ANY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM CLOSURES.

(1) FLARE BARRIER TO EXTEND BEYOND CLEAR ZONE OR FLARE BARRIER TO EDGE LINE AND USE APPROVED END TREATMENT.

Lane Closure

Two Lanes of Multi-Lane Divided Highway



NOTES:

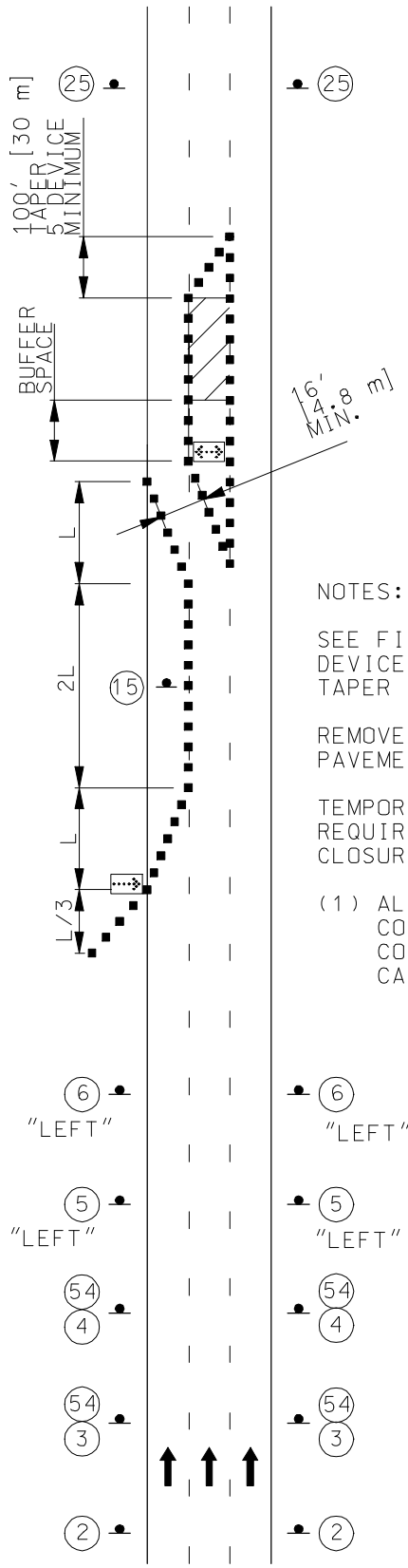
SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

REMOVE AND/OR MODIFY ANY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

ALTERNATIVE TEMPORARY TRAFFIC CONTROL SET-UPS SHOULD BE CONSIDERED WHEN REDUCTION IN CAPACITY CANNOT BE TOLERATED.

Interior Lane of Multi-Lane Divided Highway



NOTES:

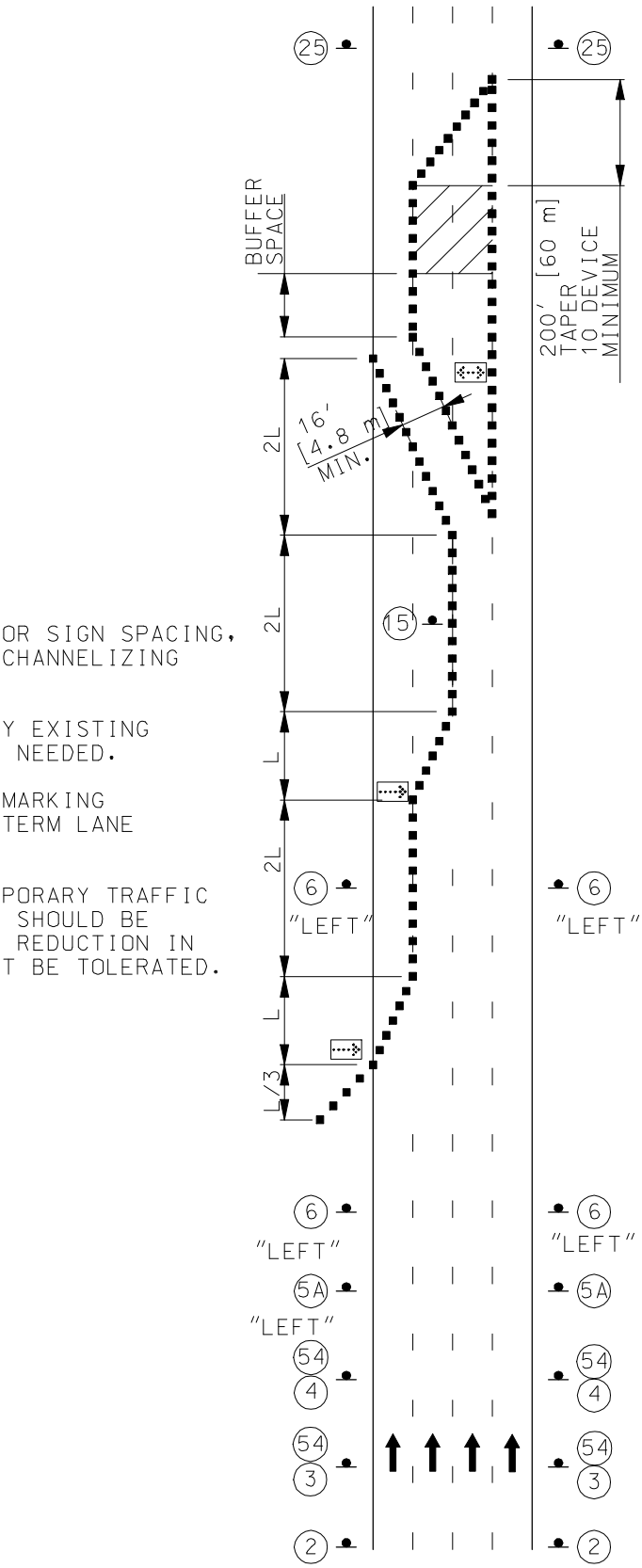
SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

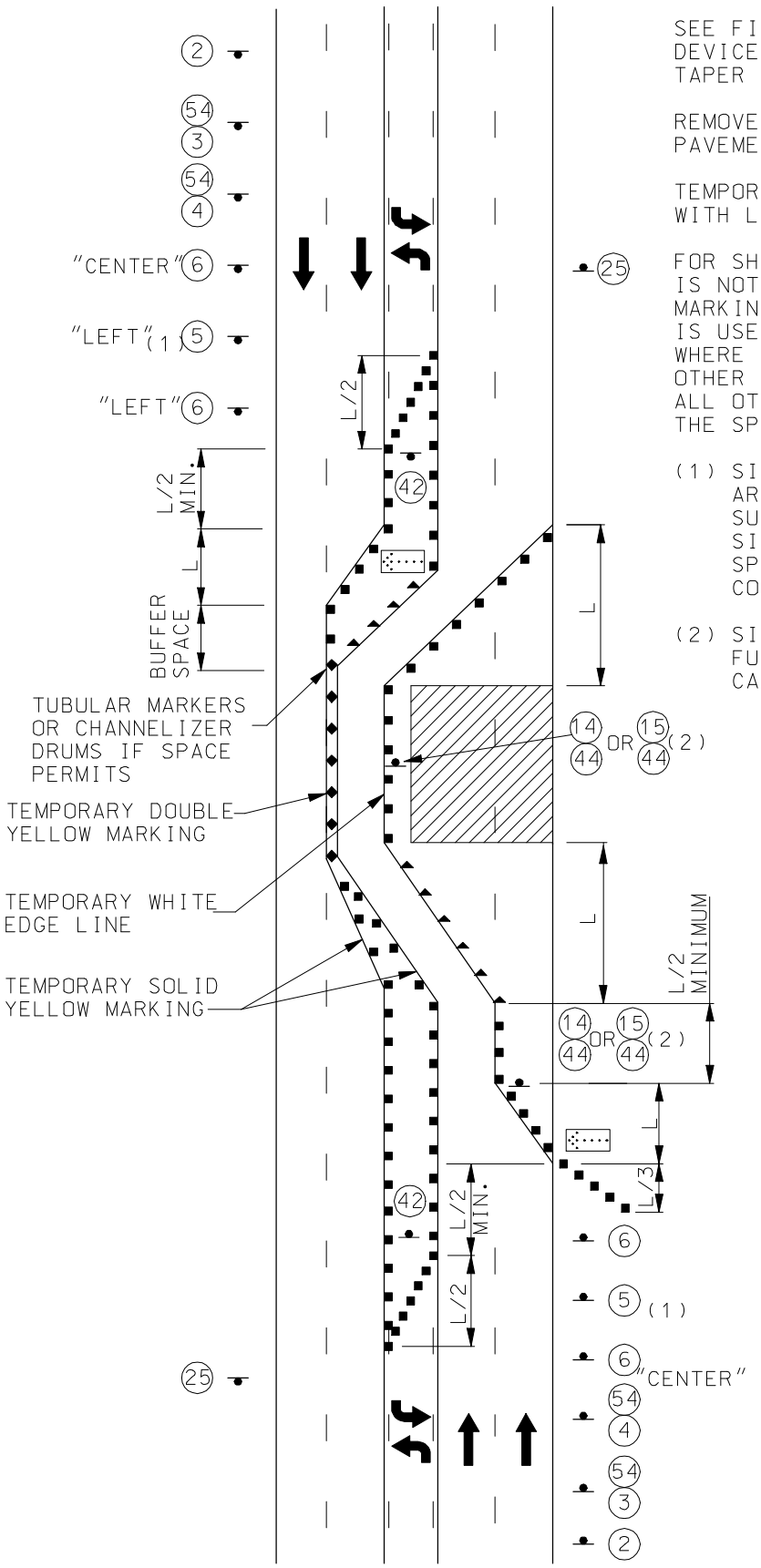
TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

(1) ALTERNATIVE TEMPORARY TRAFFIC CONTROL SET-UPS SHOULD BE CONSIDERED WHEN REDUCTION IN CAPACITY CANNNOT BE TOLERATED.

Two Interior Lanes of Multi-Lane Divided Highway (1)



Two Lanes of Undivided Highway



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

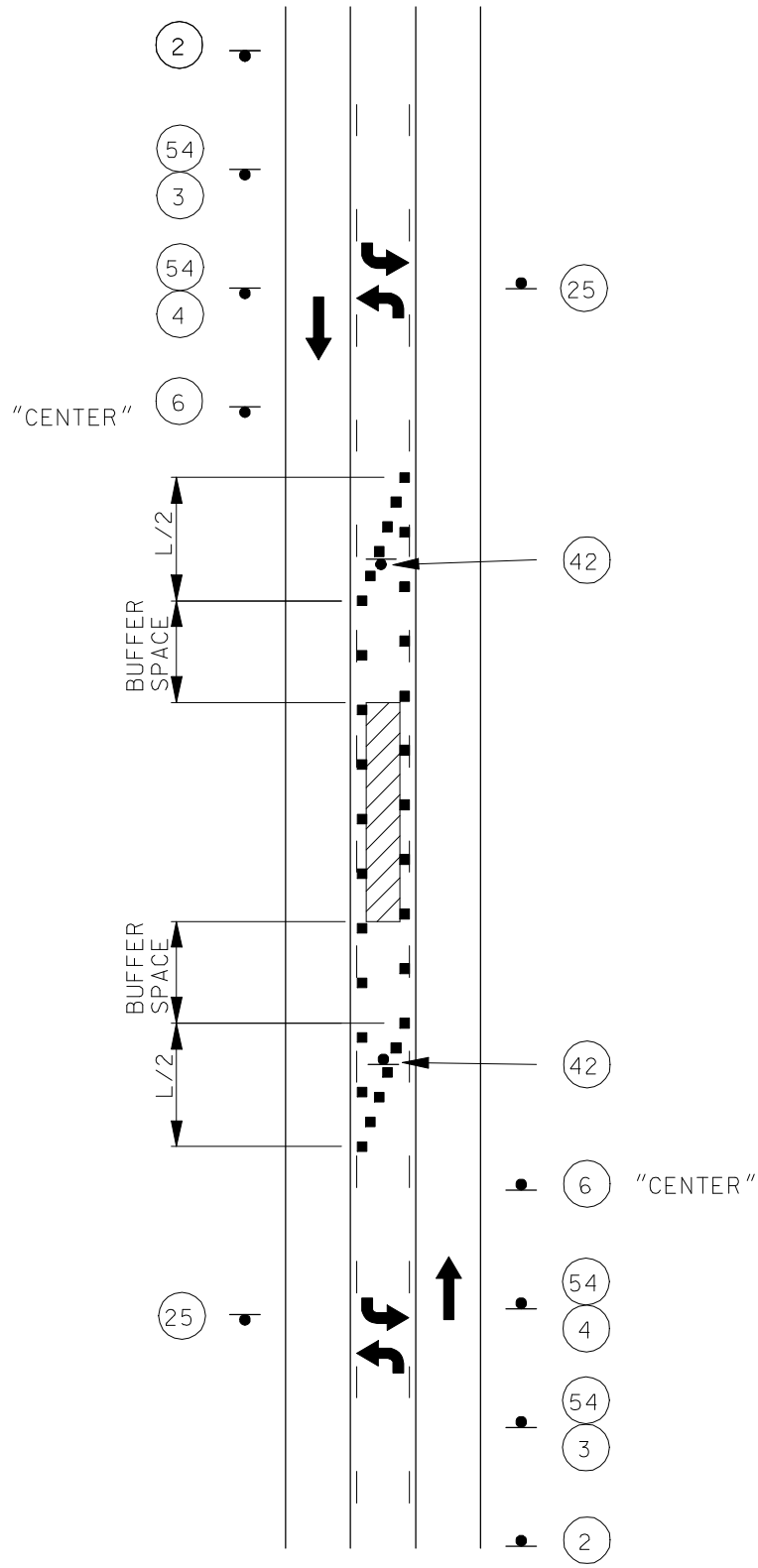
FOR SHORT TERM OPERATIONS WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, A 10′ (3 m) DEVICE SPACING IS USED IN THE SHIFTING TAPERS AND WHERE TRAFFIC IS GUIDED ACROSS OTHER CONFLICTING PAVEMENT MARKING, ALL OTHER SPACINGS ARE ONE-HALF OF THE SPACING SHOWN ON FIGURE 8-04.1.

(1) SIGN (5) MAY BE OMITTED IN URBAN AREAS WHERE THERE IS NOT SUFFICIENT SPACE FOR THE FULL SIGN SERIES, AND THE POSTED SPEED LIMIT PRIOR TO CONSTRUCTION IS 45 MPH OR LESS.

(2) SIGN (44) IS ONLY REQUIRED WHERE FULL LENGTH SHIFTING TAPERS CANNOT BE PROVIDED.

Lane Closure

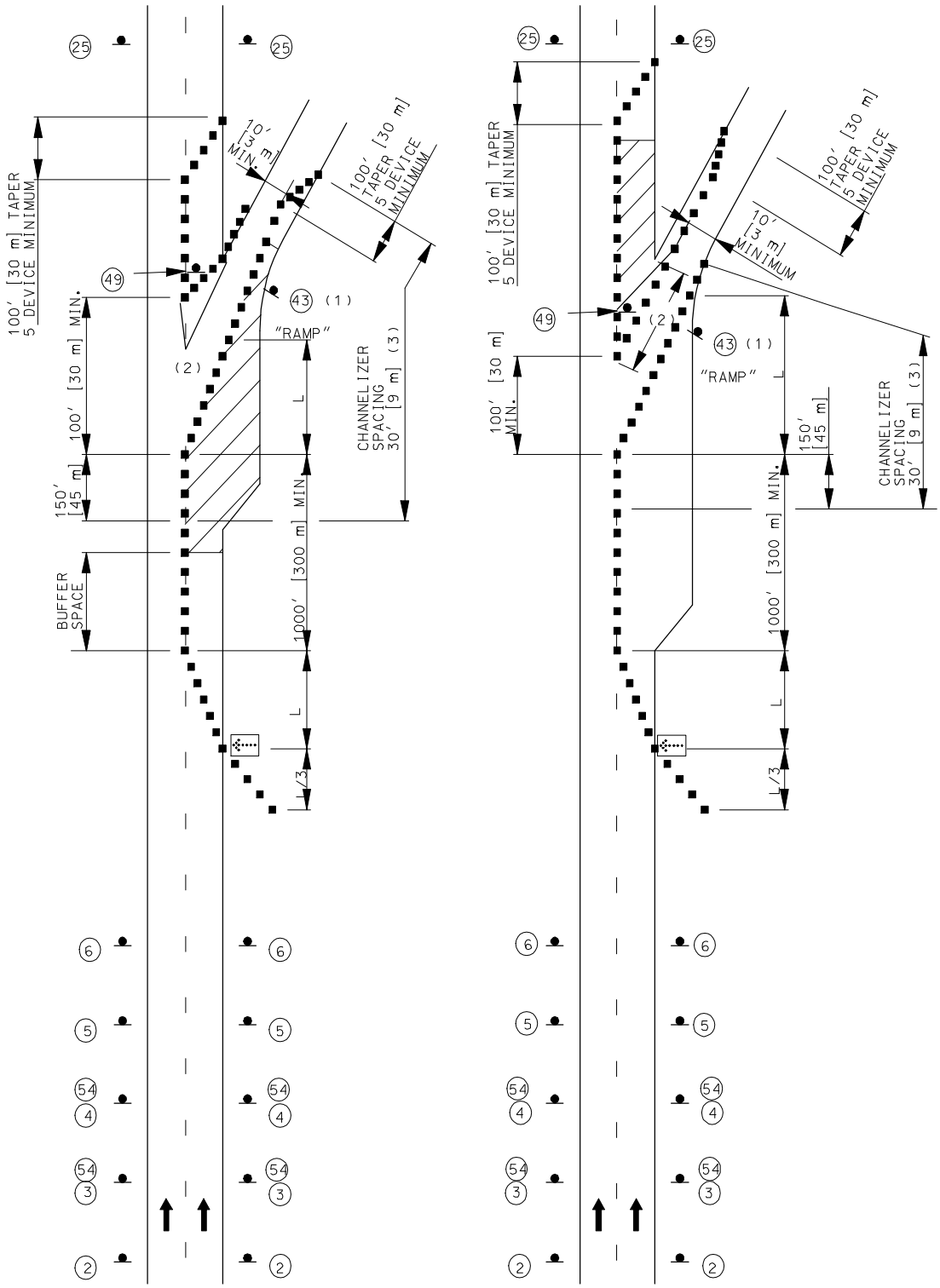
Center Turn Lane



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

Lane Closure
Exit Ramp Areas



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

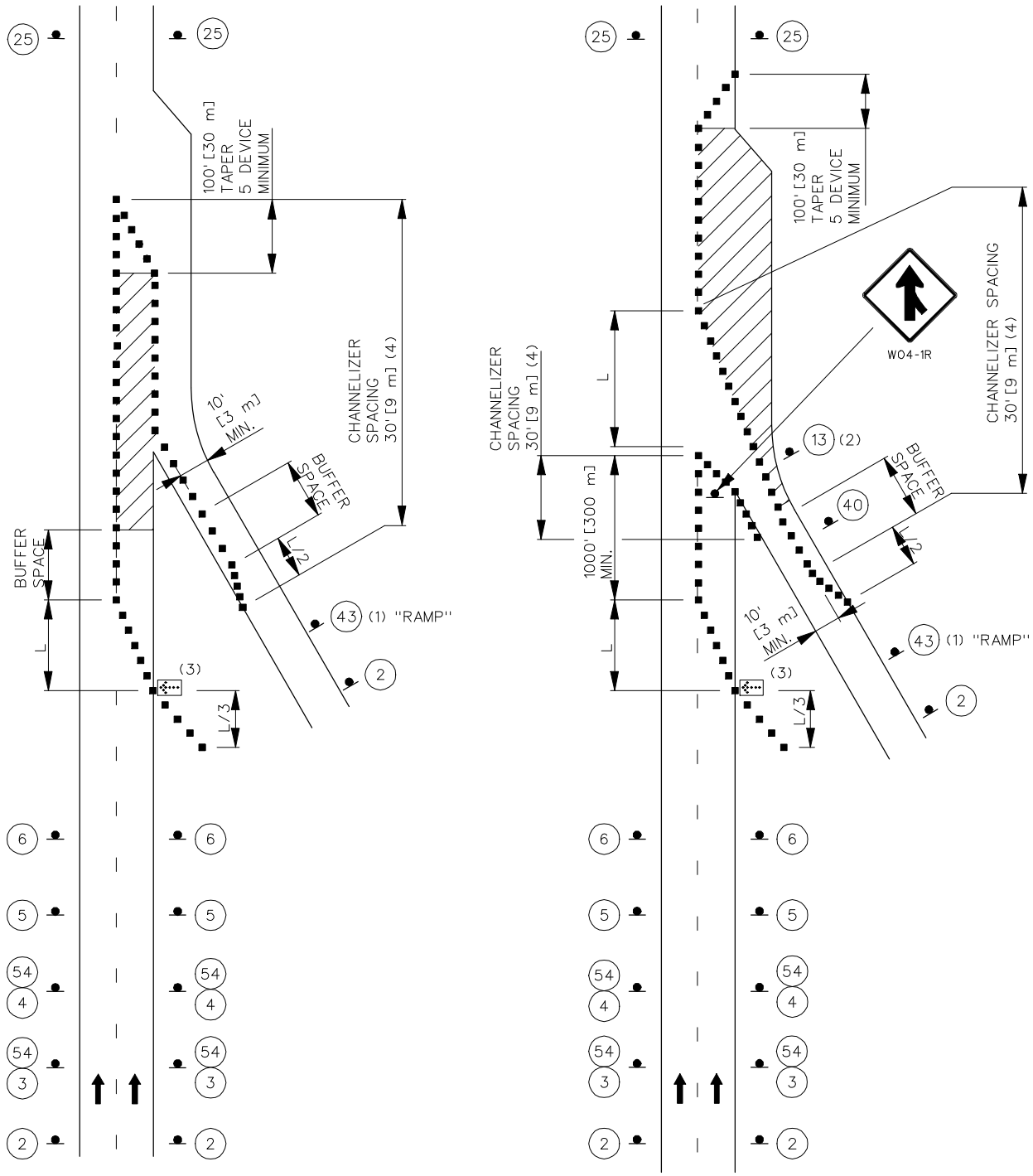
REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

(1) SIGN (43) REQUIRED WHEN RAMP WIDTH IS REDUCED.
(2) 5 DEVICE MINIMUM.

(3) FOR WORK ZONES WHERE DEVICES ARE IN PLACE OVERNIGHT, USE TRIM-LINE CHANNELIZERS.

Lane Closure
Entrance Ramp Areas



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

FOR RAMPS WITH SHARP CURVES OR MULTIPLE LANES, RAMP SIGNS MAY BE PLACED ON BOTH SIDES OF THE RAMP.

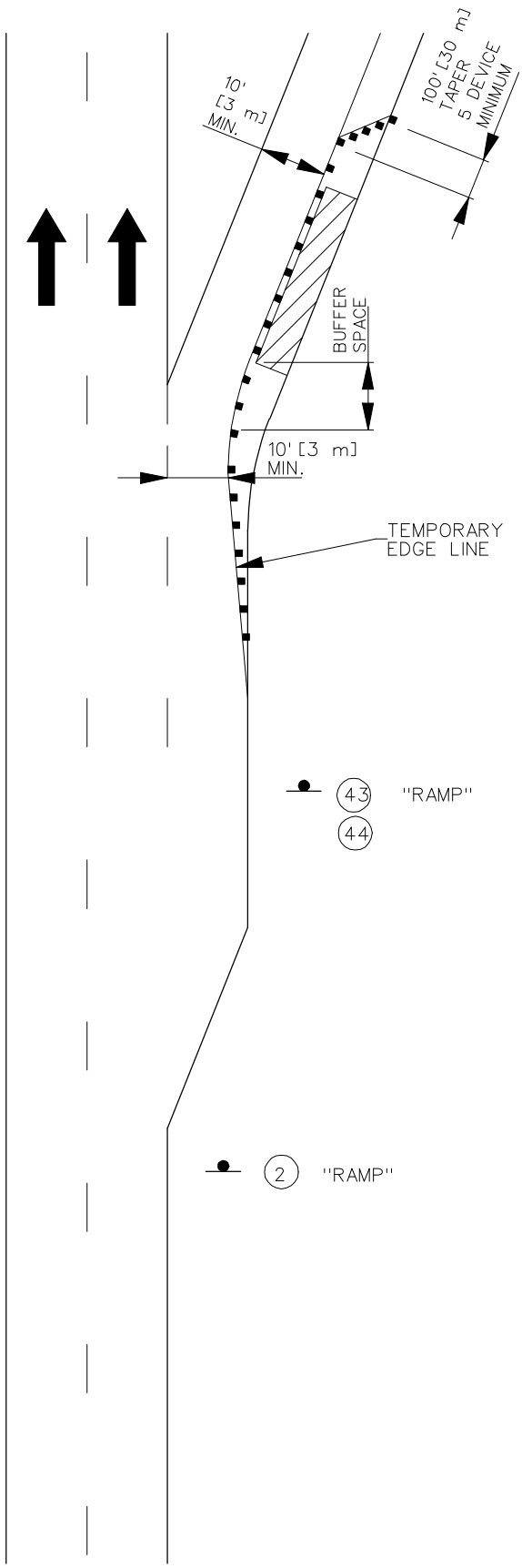
(1)SIGN (43) REQUIRED WHEN RAMP WIDTH IS REDUCED.

(2)SIGN (13) SHOULD BE PLACED ON THE RAMP TO PROVIDE ADEQUATE VISIBILITY OF MAINLINE TRAFFIC.

(3)THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORISTS ON THE RAMP.

(4)FOR WORK ZONES WHERE DEVICES ARE IN PLACE OVERNIGHT, USE TRIM-LINE CHANNELIZERS.

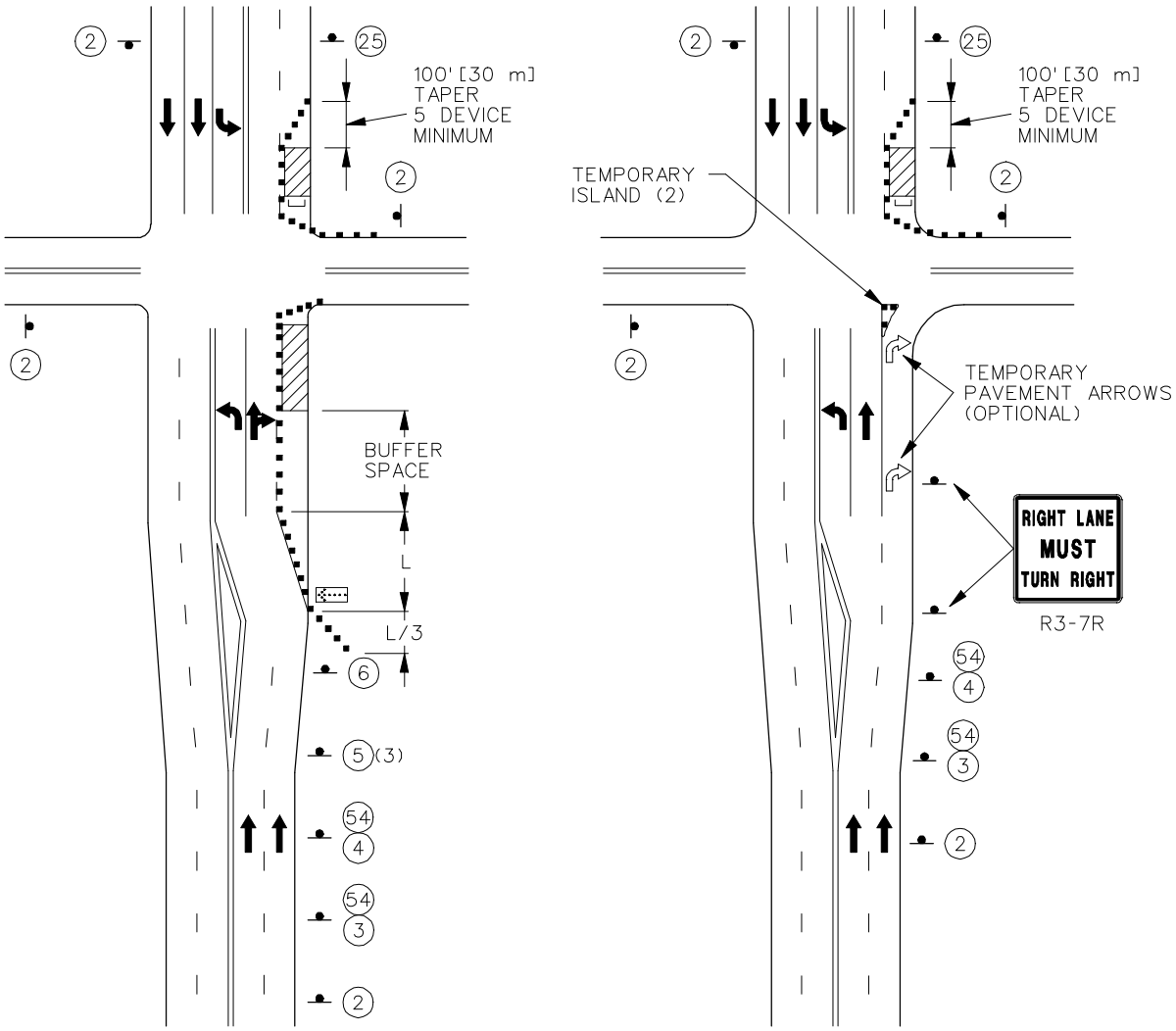
Partial Ramp Lane



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING AND DEVICE SPACING.

TEMPORARY PAVEMENT MARKING OPTIONAL FOR SHORT TERM OPERATIONS.



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

FOR SIGNALIZED INTERSECTIONS, ADJUSTMENTS MAY NEED TO BE MADE TO SIGNAL PHASING, TIMING, INDICATIONS OR DETECTOR SETTINGS.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

PAVEMENT MARKING AND BARRICADES OPTIONAL FOR SHORT TERM OPERATIONS.

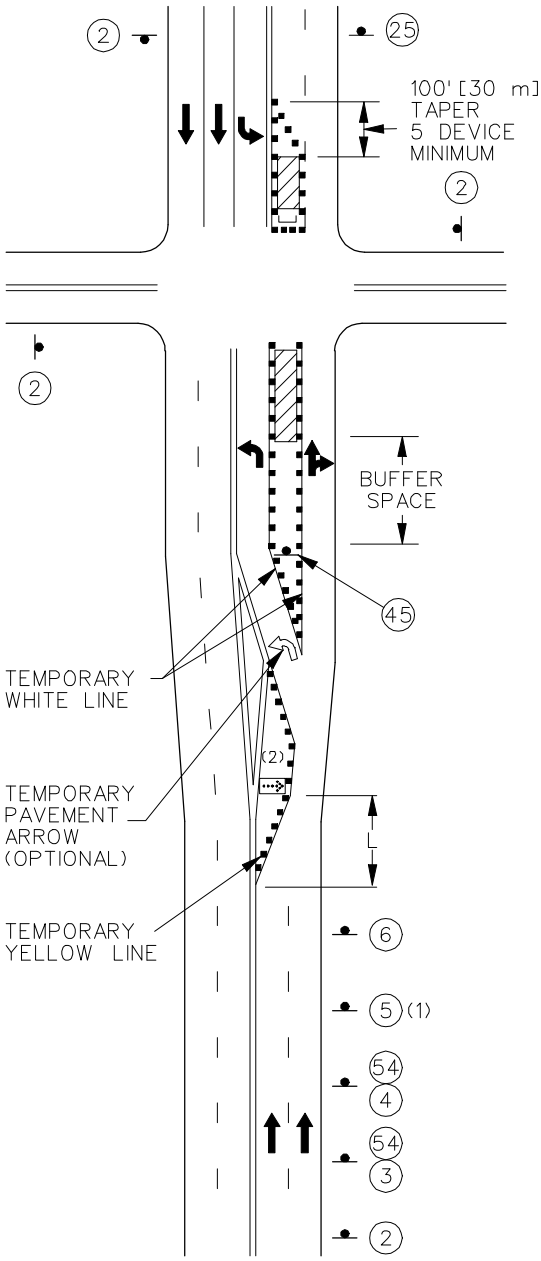
TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM LANE CLOSURES.

FOR SHORT TERM OPERATIONS, WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, A 10' [3 m] DEVICE SPACING IS USED WHERE TRAFFIC IS GUIDED ACROSS DOUBLE YELLOW LINES OR OTHER CONFLICTING PAVEMENT MARKING. ALL OTHER SPACINGS ARE ONE HALF OF THE SPACING SHOWN ON FIGURE 8-04.1.

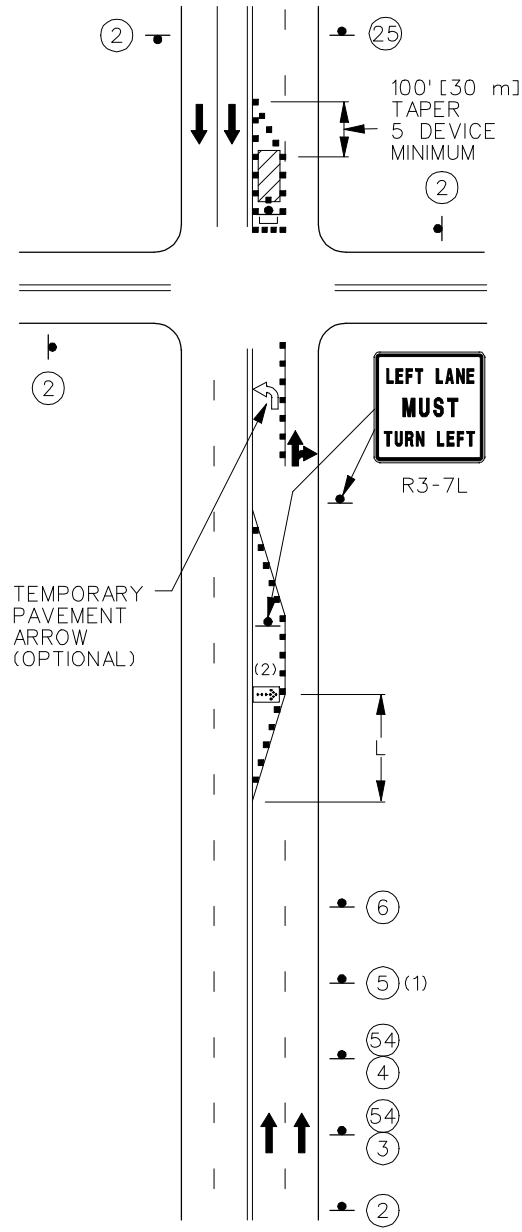
(1) THIS FIGURE ONLY APPLIES WHERE A SIGNIFICANT PERCENTAGE OF THE APPROACH VOLUME TURNS RIGHT.

(2) TEMPORARY ISLAND MAY BE USED TO EMPHASIZE THE MANDATORY RIGHT TURN MOVEMENT WHERE THERE IS A SUFFICIENT RIGHT TURN RADIUS.

(3) SIGN (5) MAY BE OMITTED IN LOW SPEED URBAN AREAS WHERE THERE IS NOT SUFFICIENT SPACE FOR THE FULL SIGN SERIES.



Work On Near Or Far Side



Work On Far Side Only

NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS

FOR SIGNALIZED INTERSECTIONS, ADJUSTMENTS MAY NEED TO BE MADE TO SIGNAL PHASING, TIMING, INDICATIONS OR DETECTOR SETTINGS.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

PAVEMENT MARKING AND BARRICADES OPTIONAL FOR SHORT TERM OPERATIONS.

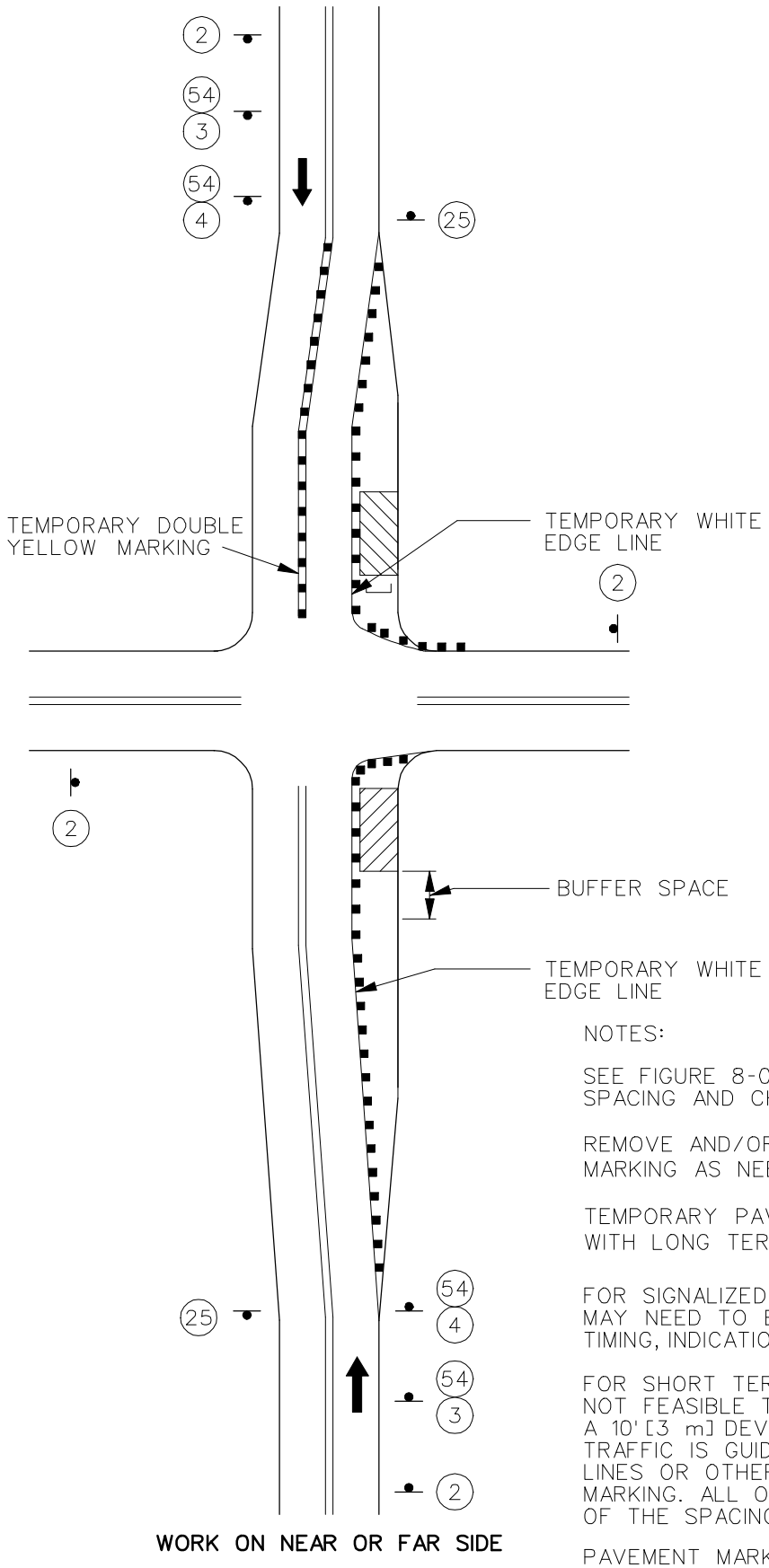
TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM CLOSURES.

FOR SHORT TERM OPERATION, WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, A 10' [3 m] DEVICE SPACING IS USED WHERE TRAFFIC IS GUIDED ACROSS DOUBLE YELLOW LINES OR OTHER CONFLICTING PAVEMENT MARKING. ALL OTHER SPACINGS ARE ONE-HALF OF THE SPACING SHOWN ON FIGURE 8-04.1.

(1) SIGN (5) MAY BE OMITTED IN LOW SPEED URBAN AREAS WHERE THERE IS NOT SUFFICIENT SPACE FOR THE FULL SIGN SERIES.

(2) THE FLASHING ARROW BOARD SHOULD BE LOCATED AT THE BEGINNING OF THE MERGING TAPER WHEN MEDIAN WIDTH ALLOWS THIS PLACEMENT.

Through Lane at Intersection



NOTES:

SEE FIGURE 8-04.1 FOR SIGN SPACING, DEVICE SPACING AND CHANNELIZING TAPER LENGTHS.

REMOVE AND/OR MODIFY EXISTING PAVEMENT MARKING AS NEEDED.

TEMPORARY PAVEMENT MARKING REQUIRED WITH LONG TERM CLOSURES.

FOR SIGNALIZED INTERSECTIONS, ADJUSTMENTS MAY NEED TO BE MADE TO SIGNAL PHASING, TIMING, INDICATIONS OR DETECTOR SETTINGS.

FOR SHORT TERM OPERATIONS, WHERE IT IS NOT FEASIBLE TO MODIFY PAVEMENT MARKING, A 10' [3 m] DEVICE SPACING IS USED WHERE TRAFFIC IS GUIDED ACROSS DOUBLE YELLOW LINES OR OTHER CONFLICTING PAVEMENT MARKING. ALL OTHER SPACINGS ARE ONE-HALF OF THE SPACING SHOWN ON FIGURE 8-04.1.

PAVEMENT MARKING AND BARRICADES OPTIONAL FOR SHORT TERM OPERATIONS.