LANE CLOSURE, PILOT CAR METHOD
SHIFTED APPROACH
ONE-LANE, TWO WAY TRAFFIC

1/26/18 LAYOUT 61

Labels on diagram:
- SEE NOTES 5 THRU 9
- WORK SPACE SEE NOTES 10 THRU 12
- PILOT CAR FOLLOW ME
- SEE NOTES 1 THRU 4
- BUFFER SPACE SEE NOTES 6
- SEE NOTES 5 THRU 9
- A - up to 1 mile Maximum
- CHANNELIZING DEVICE OFFSET 4' FROM CENTERLINE
- BE PREPARED TO STOP
- ONE LANE ROAD AHEAD
- ADVISORY SPEED TO BE DETERMINED BY ROAD AUTHORITY -GENERALLY 15 MPH BELOW POSTED SPEEDLIMIT-
- XX M.P.H.
- END ROAD WORK
- DO NOT PASS
- NO PASSING ZONE
- ROAD WORK AHEAD

POSTED SPEED LIMIT PRIOR TO WORK STARTING	SPACING OF CHANNELIZING DEVICES (G)	SPACING OF ADVANCE WARNING SIGNS (A)	DECISION SIGHT DISTANCE	TAPER LENGTH (L)	BUFFER SPACE (B)
(MPH)	FEET	FEET	FEET	FEET	FEET
0 - 30	25	100	550	200	200
35 - 40	25	325	700	325	305
45 - 50	50	600	900	600	425
55	50	750	1200	700	500
60 - 65	50	1000	1400	800	650
70 - 75	50	1200	1600	900	820

NOTE:
    NOT ALL INFORMATION IN THIS BOX MAY APPLY TO THIS DETAIL.

NOTES:

1. THE PILOT CAR FOLLOW ME (G20-4) SIGN SHALL BE MOUNTED AT A CONSPICUOUS LOCATION ON THE REAR OF THE PILOT CAR VEHICLE.

2. THE PILOT CAR SHOULD HAVE THE NAME OF THE CONTRACTOR OR CONTRACTING AUTHORITY PROMINENTLY DISPLAYED.

3. THE PILOT CAR SHOULD TRAVEL AT A SAFE SPEED AND ADJUST ITS SPEED TO MAINTAIN A TIGHT PLATOON OF TRAFFIC AND REDUCE SPEED FOR POOR CONDITIONS, DROP-OFFS, ETC.

4. THE PILOT CAR SHALL BE EQUIPPED WITH A 360 DEGREE ROATING BEACON OR STROBE LIGHT AND SHOULD UTILIZE IT'S 4-WAY FLASHERS WHILE CONDUCTING OPERATIONS.

5. APPROACH SIGNS ARE THE SAME IN BOTH DIRECTIONS.

6. BUFFER SPACE SHOULD BE PROVIDED WHEN APPROACH LANE IS CLOSED.

7. USE DECISION SIGHT DISTANCE TO DETERMINE THE NEEDED VISIBILITY WHEN LOCATING FLAGGER STATIONS.

8. DURING NIGHTTIME OPERATIONS, ILLUMINATE BOTH THE FLAGGERS AND THE WORK SPACE WITH PORTABLE LIGHTS.

9. FLAGGERS SHOULD NOT ALLOW ADDITIONAL CARS TO FOLLOW THE PILOT CAR IF THE END OF THE PLATOON HAS TRAVELED FARTHER THAT 300 FT BEYOND THE FLAGGER STATION.

10. ALL LANE TRANSITION AREAS SHALL HAVE CHANNELIZING DEVICES IN TAPERS.

11. LONGITUDINAL CHANNELIZATION SHOULD BE PLACED WHEN:
     • TRAFFIC IS ADJACENT TO LONGITUDINAL DROP-OFFS GREATER THAN 4 INCHES, OR
     • ROADWAY GEOMETRY, DUST, WEATHER OR DARKNESS RESTRICTS VISIBILITY OF THE OPEN TRAVEL LANE.

12. HAZARDOUS AREAS WITHIN THE WORK SPACE SHOULD HAVE CHANNELIZATION AND BARRIERS, SUCH AS WHEN TRAFFIC IS ADJACENT TO DROP-OFFS GREATER THAN 12 INCHES.

✳ - REQUIRED FOR SPEEDS GREATER THAN 45 MPH.

● - CHANNELIZING DEVICE. (CONES OR TUBULAR MARKERS MAY BE USED ONLY FOR DAYTIME OPERATIONS)