



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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SPACING OF ADVANCE WARNING SIGNS (A) FEET	SPACING OF CHANNELIZING DEVICES (G) FEET	BUFFER SPACE (B) FEET	DECISION SIGHT DISTANCE FEET
0 - 30	250	25	200	550
35 - 40	325	25	305	700
45 - 50	600	50	425	900
55	750	50	500	1200
60 - 65	1000	50	650	1400
70 - 75	1200	50	820	1600

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. PILOT CARS SHOULD LEAD TRAFFIC THROUGH THE WORK ZONE AT A SAFE SPEED. SEE THE FLAGGER HANDBOOK FOR ADDITIONAL GUIDANCE.
4. ADVANCE WARNING SIGNS ARE THE SAME FOR BOTH DIRECTIONS APPROACHING THE WORK AREA.
5. BUFFER SPACE SHOULD BE PROVIDED WHEN APPROACH LANE IS CLOSED.
6. THE APPROACH SIGHT DISTANCE TO THE FLAGGER SHALL BE AT LEAST THE DECISION SIGHT DISTANCE.
7. DURING NIGHTTIME OPERATIONS, ILLUMINATE BOTH THE FLAGGERS AND THE WORK SPACE WITH PORTABLE LIGHTS.
8. 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.
9. ALL LANE TRANSITION AREAS SHALL HAVE CHANNELIZING DEVICES IN TAPERS.
10. CHANNELIZING DEVICES ALONG THE EDGE OF THE WORK SPACE MAY BE OMITTED UNLESS:
 - A. TRAFFICE IS TRAVELING NEXT TO THE LOGITUDINAL DROP-OFFS THAT ARE GREATER THAN 4 INCHES, OR
 - B. VISIBILITY OF THE OPEN TRAVELED LANE IS RESTRICTED.
11. HAZARDOUS AREAS WITHIN THE WORK SPACE SHOULD HAVE CHANNELIZATION AND BARRIERS, SUCH AS WHEN TRAFFIC IS ADJACENT TO DROP-OFFS GREATER THAN 12 INCHES.
12. THE ONE LANE ROAD AHEAD SIGN MAY BE OMITTED WHEN THE POSTED SPEED LIMIT IS 40 MPH OR LESS.

* - REQUIRED FOR SPEEDS GREATER THAN 45 MPH.

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