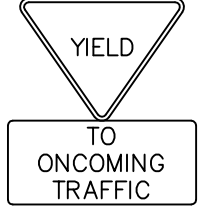
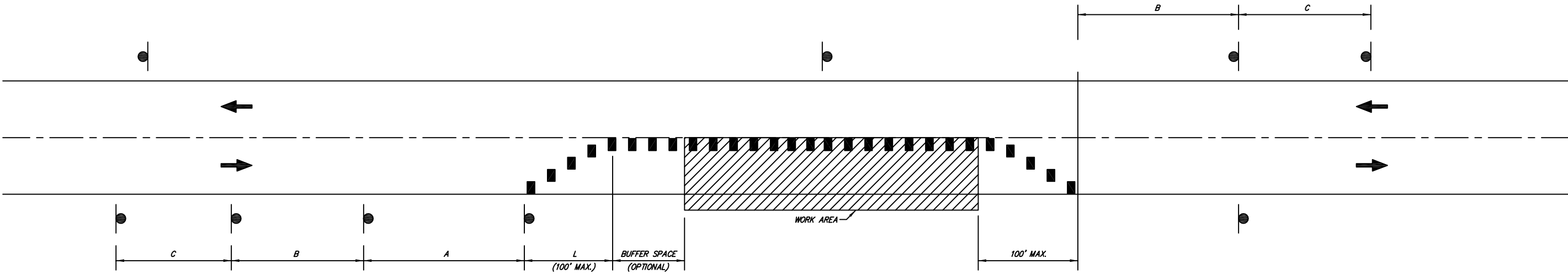


END ROAD WORK  
G20-2A  
PROVIDING NO OTHER CONSTRUCTION OR MAINTENANCE OPERATION WITHIN 2 MILES.



NOTE:  
MAY BE USED AS ALTERNATE TO TC.3.2 IF TRAFFIC VOLUME IS SUCH THAT SUFFICIENT GAPS EXIST FOR MOTOR VEHICLE TRAFFIC THAT MUST YIELD AND DRIVERS FROM BOTH DIRECTIONS ARE ABLE TO SEE APPROACHING TRAFFIC THROUGH AND BEYOND WORK SITE.

LANE CLOSURE ON LOW VOLUME 2 LANE ROAD (MUTCD TA-11)  
N.T.S.  
TC.3.1

END ROAD WORK  
G20-2A  
PROVIDING NO OTHER CONSTRUCTION OR MAINTENANCE OPERATION WITHIN 2 MILES.

**SYMBOLS LEGEND**

- WORK AREA
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- FLAGGER WITH TRAFFIC CONTROL SIGN
- TRAFFIC DIRECTION
- CONE, BARRICADE OR DRUM

- GENERAL NOTES:**
- CONSTRUCTION OPERATIONS SHALL BE CONFINED TO ONE TRAFFIC LANE, LEAVING THE OPPOSITE LANE OPEN TO TRAFFIC.
  - THE FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES.
  - A SINGLE FLAGGER MAY BE USED FOR LOW VOLUME SITUATIONS WITH SHORT WORK ZONES WITH STRAIGHT ROADWAYS WHERE THE FLAGGER IS VISIBLE TO APPROACHING ROADWAY USERS FROM BOTH DIRECTIONS.
  - BARRICADES OR DRUMS WITH STEADY BURN LIGHTS SHALL BE USED DURING NIGHTTIME OPERATIONS.
  - FLOODLIGHTS SHOULD BE PROVIDED TO MARK FLAGGER STATIONS AT NIGHT AS NEEDED.
  - ALL DEVICES ESTABLISHING A TAPER OR TANGENT LINE SHALL BE OF ONE TYPE; DEVICES SHALL NOT BE MIXED BY TYPE.
  - ALL VEHICLES, EQUIPMENT, WORKERS (EXCEPT FLAGGERS) AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO ONE SIDE OF THE PAVEMENT UNLESS OTHERWISE AUTHORIZED BY THE TRAFFIC ENGINEER.
  - WHEN THE DISTANCE BETWEEN SUCCESSIVE WORK AREAS IS LESS THAN 2,000 FEET, THE ENTIRE OPERATION MAY BE CONSIDERED AS ONE WORK AREA FOR SIGNING PURPOSES. WHEN SINGLE SIGNING SETUP IS USED FOR WORK SITES UP TO 2,000 FEET APART, LANE CLOSURE SHOULD BE CONTINUED THROUGH ENTIRE WORK. WHEN THE DISTANCE BETWEEN SUCCESSIVE WORK AREAS EXCEEDS 2,000 FEET, ADDITIONAL WARNING SIGNS AND TAPER SHALL BE PLACED AS REQUIRED BY THE ENGINEER.
  - LONGITUDINAL DIMENSIONS MAY BE ADJUSTED BY THE ENGINEER IN THE FIELD.
  - TABLE FOR SPACING OF ADVANCE WARNING SIGNS.

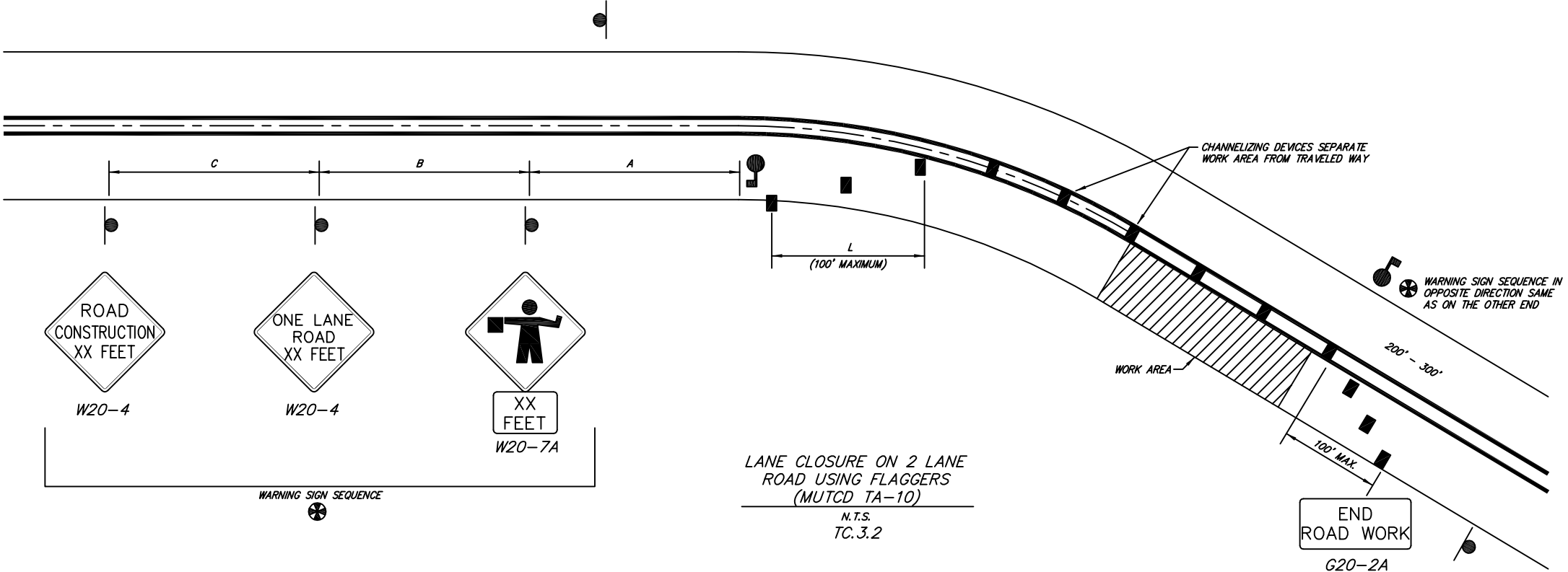
TABLE FOR SPACING OF ADVANCE WARNING SIGNS.

ROAD TYPE	DISTANCE BETWEEN SIGNS (FT)		
	A	B	C
URBAN (LESS THAN 35 MPH)	200	200	200
URBAN (35 MPH OR GREATER)	350	350	350
RURAL	500	500	500
EXPRESSWAY / FREEWAY	1000	1600	2600

TABLE FOR TAPER LENGTHS FOR LANE CLOSURES.

SPEED MILES PER HOUR 85TH PERCENTILE	TAPER LENGTH LANE WIDTH IN FEET			NUMBER OF CHANNELIZING DEVICES FOR TAPER	MAX. SPACING OF DEVICES ALONG TAPER IN FEET
	10	11	12		
20	70	75	80	5	20
25	105	115	125	6	25
30	150	165	180	7	30
35	205	225	245	8	35
40	270	295	320	9	40
45	450	495	540	13	45

END ROAD WORK  
G20-2A  
PROVIDING NO OTHER CONSTRUCTION OR MAINTENANCE OPERATION WITHIN 2 MILES.



LANE CLOSURE ON 2 LANE ROAD USING FLAGGERS (MUTCD TA-10)  
N.T.S.  
TC.3.2

By	Date	Revision

Standard Drawings  
TRAFFIC CONTROL  
Public Works Construction



CITY OF FORT SMITH  
Engineering Department  
623 Garrison Avenue, Room 409  
Fort Smith, Arkansas 72901  
Phone (479)784-2225 Fax (479)784-2245

Project:	Details
Date:	NOV 2012
Scale:	As Shown
Drawn By:	RBR
Dwg. No.:	TC3
Sheet No.:	26

11/05/12-13:52 26-TC3.dwg C:\DRAWINGS\00-Standard Details\2012\DWG\