


STATE OF ALABAMA
DEPARTMENT OF TRANSPORTATION
GUIDELINES FOR OPERATION

**SUBJECT: CONSTRUCTION SEQUENCES AND TRAFFIC HANDLING
ON INTERSTATE 4R PROJECTS**

The following guidelines shall be used for the establishment of construction sequences and traffic handling scheme for interstate 4R projects. These guidelines should be used in conjunction with the current Manual on Uniform Traffic Control Devices in developing project plans.

1. Normally, project lane closures should be limited to one lane closure per roadway at one time. More than one closure may be permitted if a clear roadway can be maintained between closures for a minimum distance of 3 miles. The length of any closure should not exceed 3 miles.
2. Traffic should not be placed on a mainline travel lane that has been planed or had bituminous surface treatments placed on it unless considered necessary by the Engineer at transitions, etc. It is acceptable to place traffic on a micro-milled surface for up to the time frame allowed by the specifications.
3. Lane closures should remain in place where pavement elevation differences exceed approximately 2 inches at the edges of the travel lanes. Overnight lane closures will not be necessary where the differences in elevation at lane edges are less than approximately 2 inches. In these situations, the edge should be tapered on an approximately 1:1 slope. Moving lane closures will be permitted where the elevation differentials are approximately 2 inches or less at the lane edges.
4. Where it is necessary to close a roadway and place two-way traffic on an adjacent roadway, the length of closure should not exceed 5 miles. The closure length shall be based on traffic volumes, estimated queues, and the Traffic Management Plan (TMP) outlined in GFO 3-61. When such closures are required, positive separation, such as portable safety barriers, should be used to divide the two-way traffic.

RECOMMENDED FOR APPROVAL:

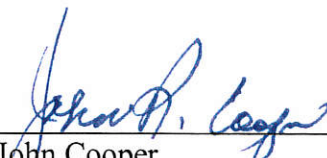


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APPROVAL:



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