LEGEND
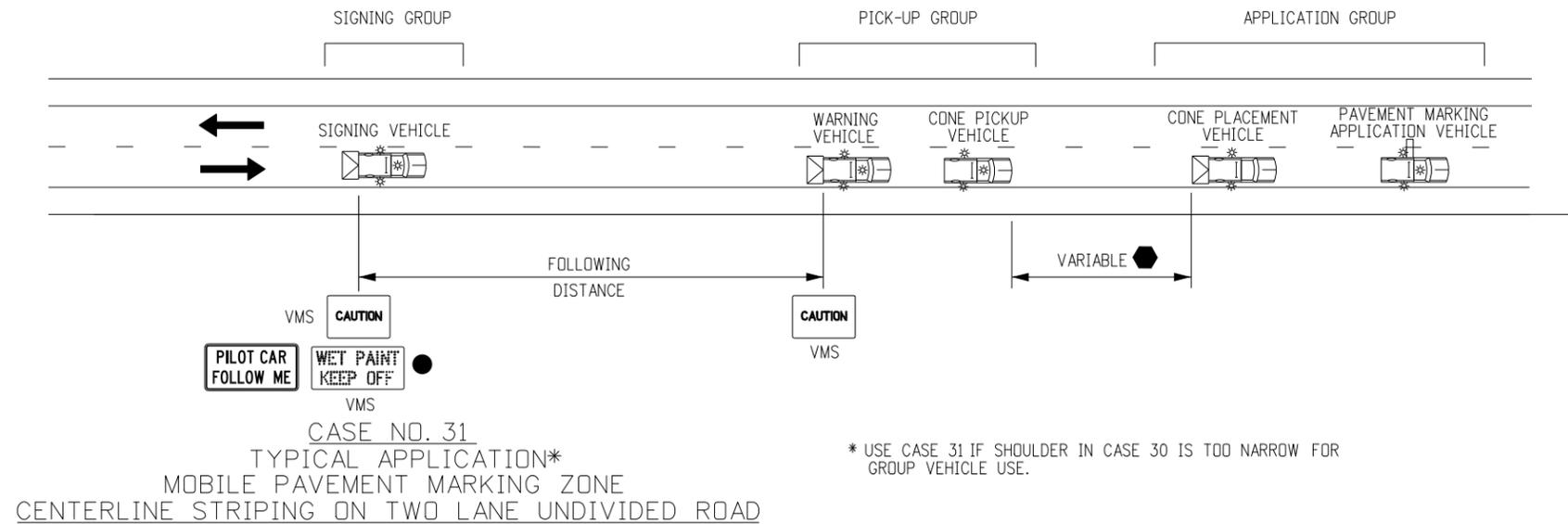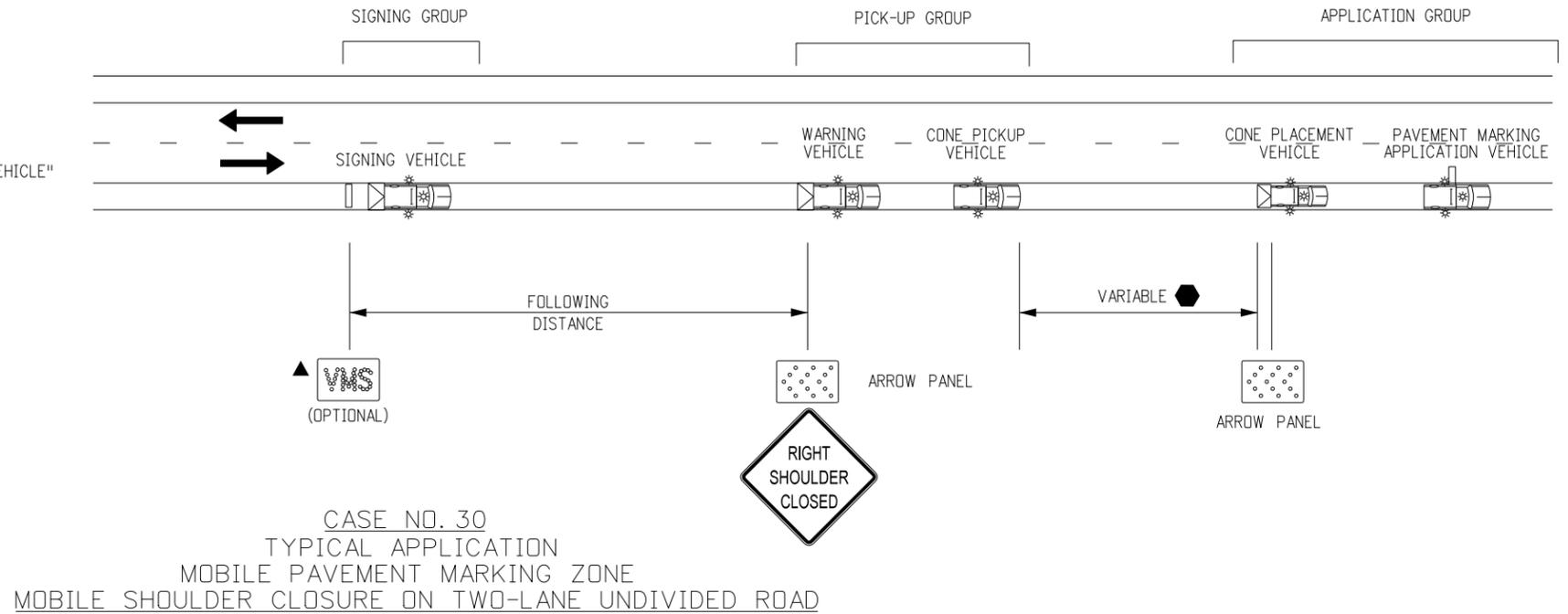
VEHICLE WITH TRUCK-MOUNTED ATTENUATORS (TMA), TWO 360-DEGREE YELLOW FLASHING BEACONS, AND YELLOW FLASHING VEHICLE LIGHTS OR STROBES.

ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.

VMS VARIABLE MESSAGE SIGN (VMS).

▲ WHEN VMS IS USED, THE "SHOULDER CLOSED" SIGN BECOMES OPTIONAL.

■ THE "PICK-UP VEHICLES" OR "WARNING VEHICLE" MAY ENCROACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.

● IF TRACKING OF THE WET PAINT IS ANTICIPATED, THE USE OF CONES OR STATIONARY "WET PAINT" SIGNS SHALL BE POSTED.

⬢ THE VARIABLE SEPARATION DISTANCE BETWEEN THE "CONE PLACEMENT VEHICLE" AND "CONE PICKUP VEHICLE" SHALL BE DETERMINED BY THE TRACK DRYING TIME OF THE PAVEMENT MARKING MATERIAL.

FOLLOWING DISTANCE CHART FOR WARNING AND SIGNING VEHICLES

POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)
0 – 30	250 – 550
35 – 40	325 – 700
45 – 50	600 – 900
55	750 – 1200
60 – 65	1000 – 1400
70 – 75	1200 – 1600

CASE NO. 30
TYPICAL APPLICATION
MOBILE PAVEMENT MARKING ZONE
MOBILE SHOULDER CLOSURE ON TWO-LANE UNDIVIDED ROAD

CASE NO. 31
TYPICAL APPLICATION*
MOBILE PAVEMENT MARKING ZONE
CENTERLINE STRIPING ON TWO LANE UNDIVIDED ROAD

* USE CASE 31 IF SHOULDER IN CASE 30 IS TOO NARROW FOR GROUP VEHICLE USE.

TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

Issued By: Safety & Traffic Engineering Branch July 4, 2006

STANDARD PLAN NO.

S-630-1

Sheet No. 16 of 19