






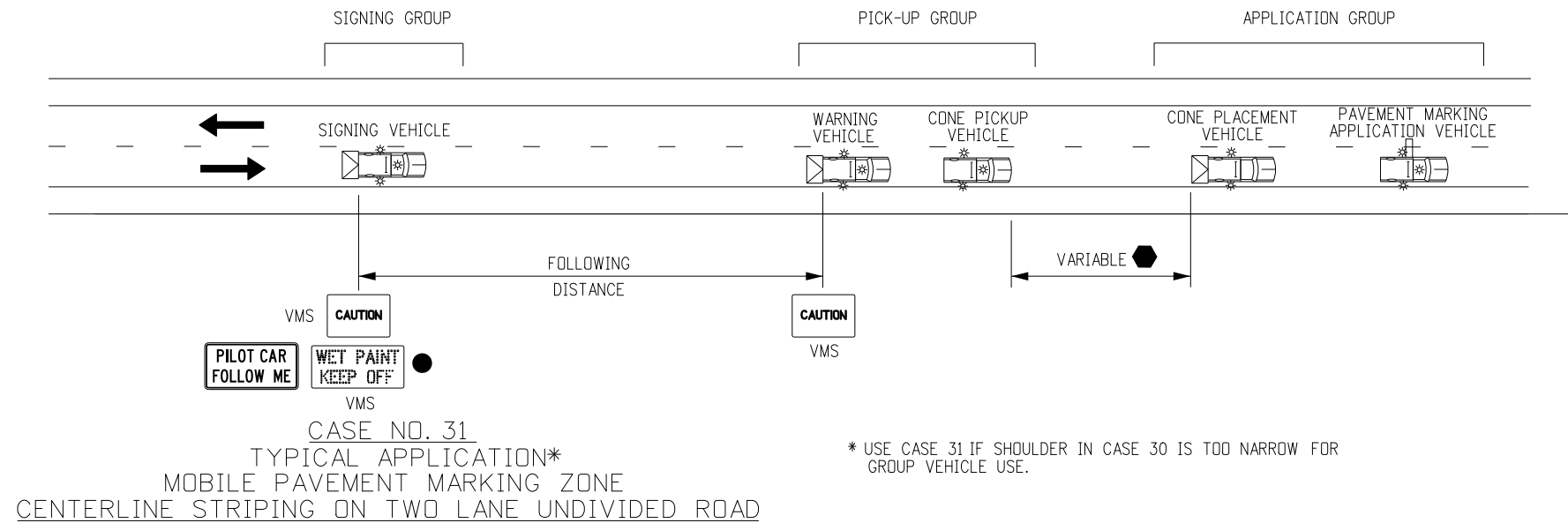
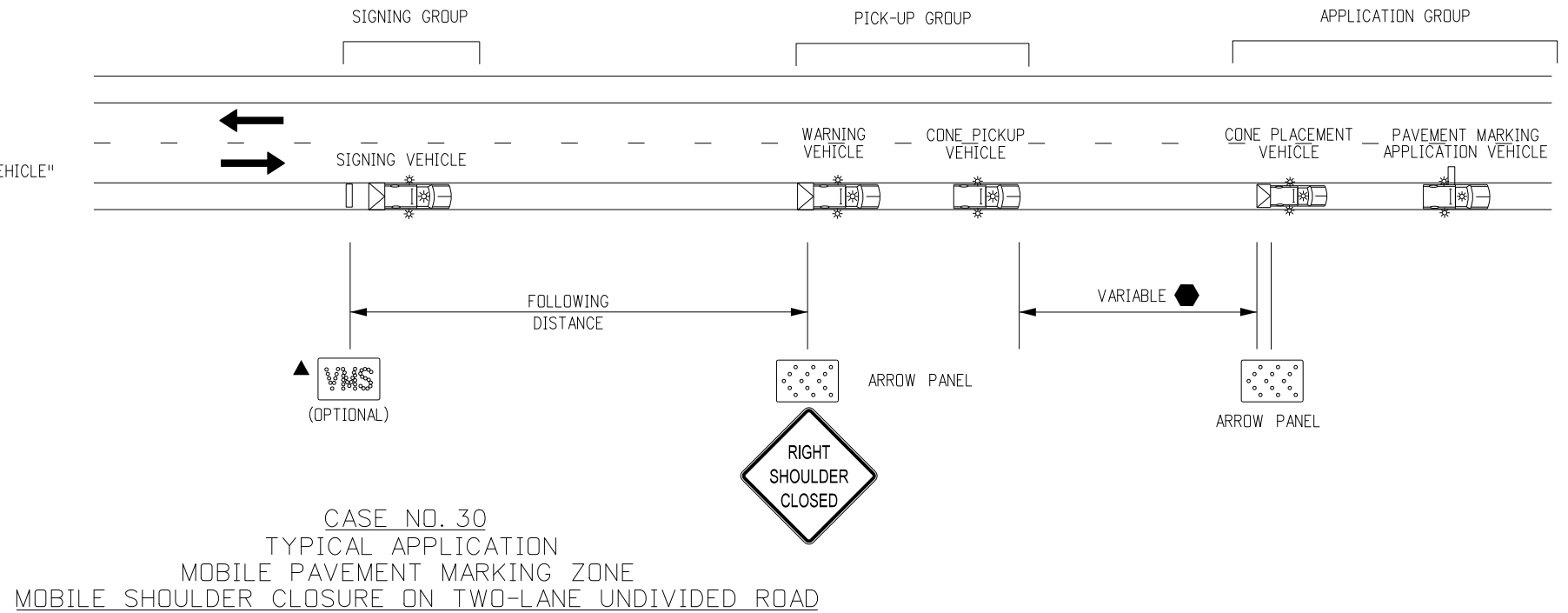


LEGEND

-  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.
-  VARIABLE MESSAGE SIGN (VMS).
-  WHEN VMS IS USED, THE "SHOULDER CLOSED" SIGN BECOMES OPTIONAL.
-  THE "PICK-UP VEHICLES" OR "WARNING VEHICLE" MAY ENCOACH 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

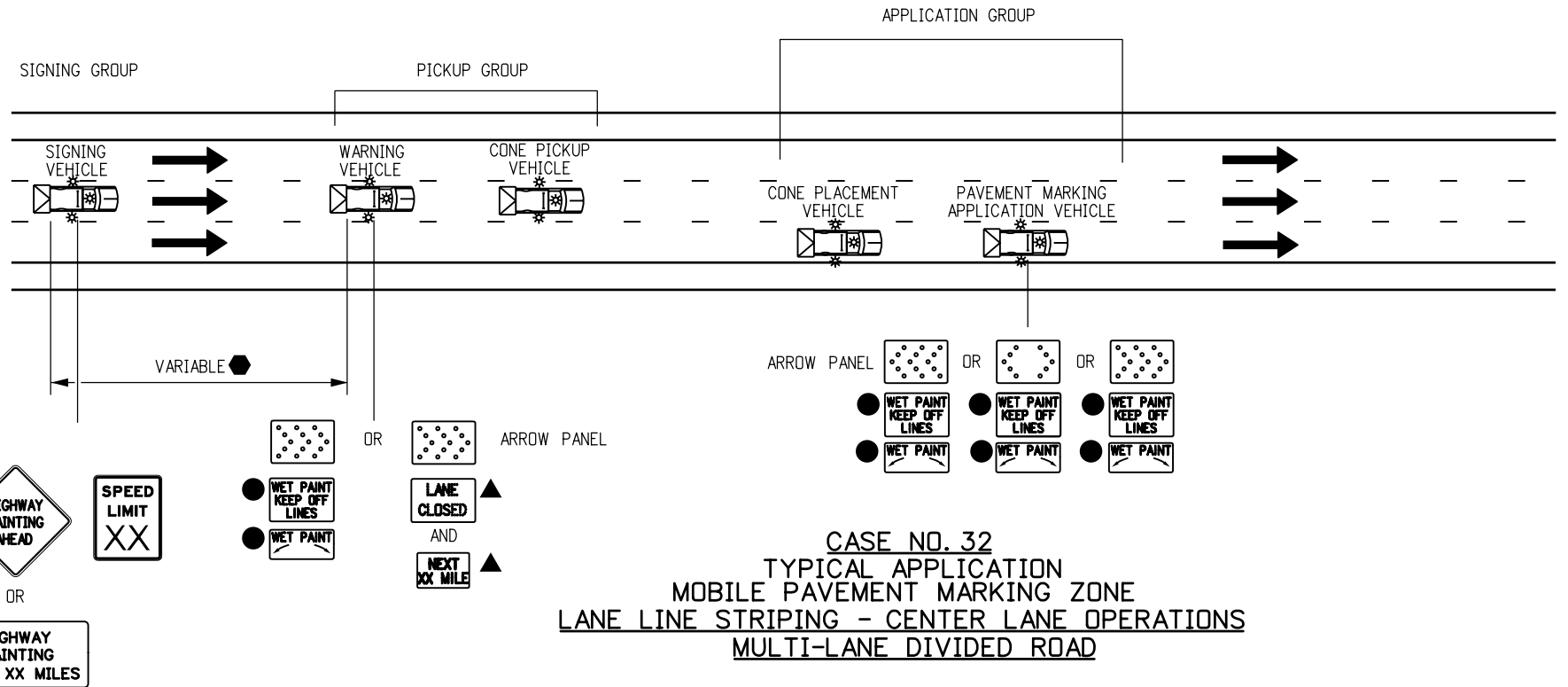
POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)
0 - 30	250 - 550
35 - 40	325 - 700
45 - 50	600 - 900
55	750 - 1200
60 - 65	1000 - 1400
70 - 75	1200 - 1600



<p><b>Computer File Information</b></p> <p>Creation Date: 06/24/09      Initials: KEN</p> <p>Last Modification Date: 02/24/11      Initials: KEN</p> <p>Full Path: www.dot.state.co.us/DesignSupport/</p> <p>Drawing File Name: Sheet_S-630-1_16of19.dgn</p> <p>CAD Ver.: MicroStation V8      Scale: Not to Scale      Units: English</p>	<p><b>Sheet Revisions</b></p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Date:</th> <th>Comments</th> </tr> <tr> <td>2/24/11</td> <td>CORRECTING TEXT ERRORS</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	Date:	Comments	2/24/11	CORRECTING TEXT ERRORS					<p>Colorado Department of Transportation</p> <p> 4201 East Arkansas Avenue Denver, Colorado 80222 Phone: (303) 757-9543 Fax: (303) 757-9219</p> <p>Safety &amp; Traffic Engineering Branch      KCM/KEN</p>	<p><b>TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</b></p> <p>Issued By: Safety &amp; Traffic Engineering Branch July 4, 2006</p>	<p><b>STANDARD PLAN NO.</b></p> <p><b>S-630-1</b></p> <p><b>Sheet No. 16 of 19</b></p>
Date:	Comments											
2/24/11	CORRECTING TEXT ERRORS											

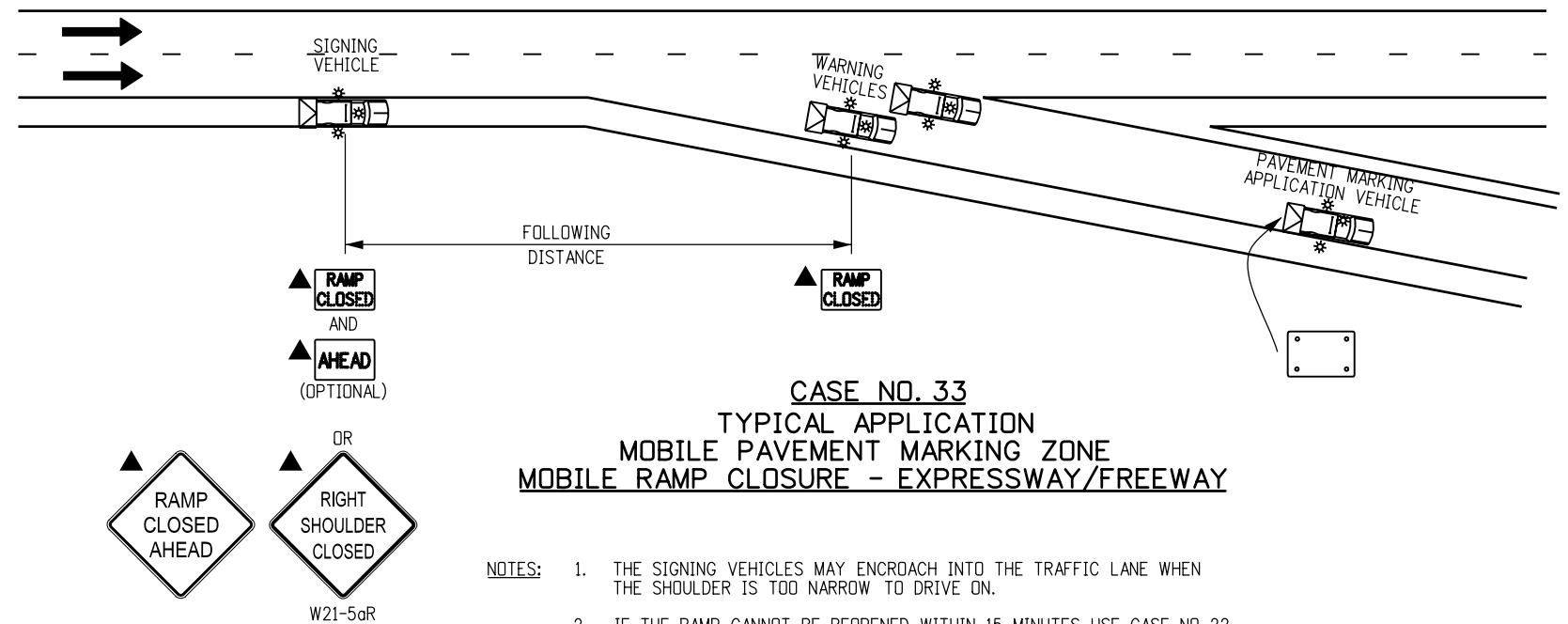
**LEGEND**

-  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.
-  PORTABLE VARIABLE MESSAGE SIGN (VMS).
-  WHEN THE VMS IS USED, THE "SHOULDER CLOSED" (W21-5aX) OR W21-5bX), AND "RAMP CLOSED AHEAD" SIGNS BECOME OPTIONAL.
-  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 "WARNING VEHICLE" AND "SIGNING VEHICLE" SHALL BE DETERMINED BY THE TRACK DRYING TIME OF THE PAVEMENT MARKING MATERIAL.



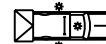




**FOLLOWING DISTANCE CHART FOR WARNING VEHICLE AND SIGNING VEHICLES**

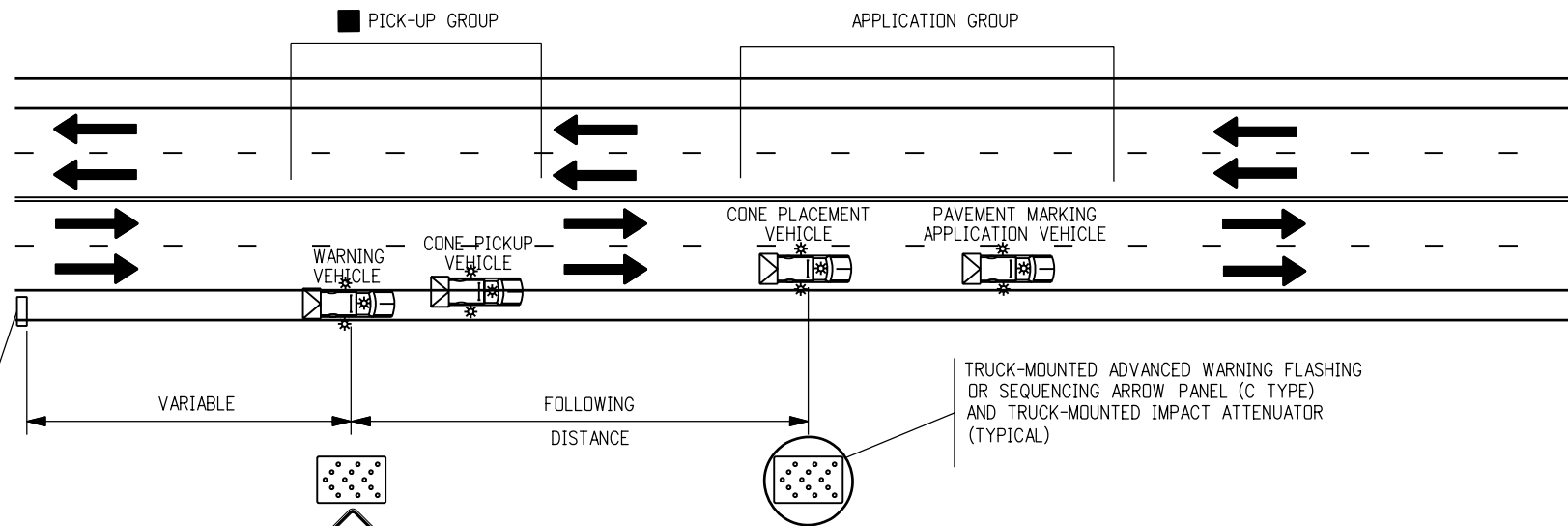
POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)
0 - 30	250 - 550
35 - 40	325 - 700
45 - 50	600 - 900
55	750 - 1200
60 - 65	1000 - 1400
70 - 75	1200 - 1600



- NOTES:**
1. THE SIGNING VEHICLES MAY ENCRDACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.
  2. IF THE RAMP CANNOT BE REOPENED WITHIN 15 MINUTES, USE CASE NO. 22 OF THE S-630-1 STANDARD PLAN.

**LEGEND**

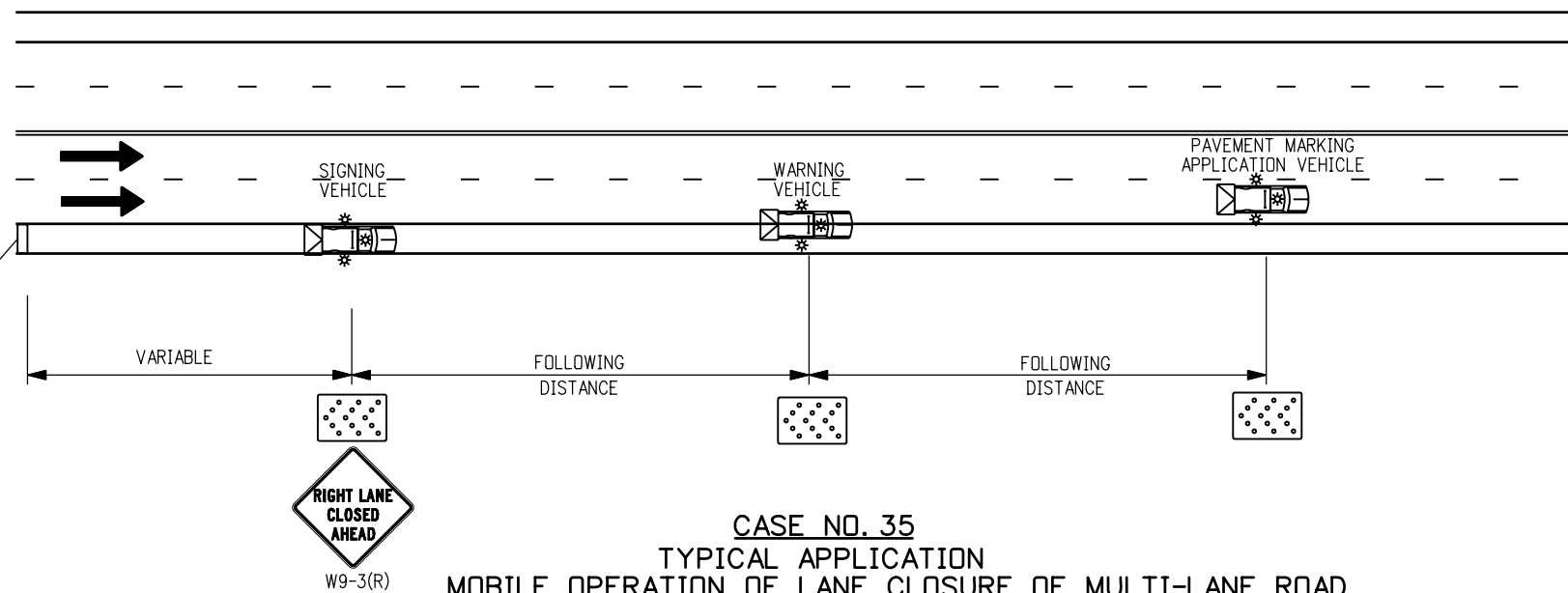
-  VEHICLE WITH TRUCK-MOUNTED ATTENUATORS (TMA), TWO 360-DEGREE YELLOW FLASHING BEACONS, AND YELLOW FLASHING VEHICLE LIGHTS OR STROBES.
-  ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
-  PORTABLE VARIABLE MESSAGE SIGN (VMS).
-  WHEN THE VMS IS USED, THE "RIGHT LANE CLOSED AHEAD" (W9-3X) SIGN BECOMES OPTIONAL.
-  THE "CONE PICK-UP VEHICLE" OR "WARNING VEHICLE" MAY ENCRDACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.



**CASE NO. 34**  
**TYPICAL APPLICATION**  
**MOBILE OPERATION OF LANE CLOSURE OF MULTI-LANE ROAD**  
**(NOT FOR USE ON FREEWAYS)**

**FOLLOWING DISTANCE CHART FOR WARNING VEHICLE 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. 35**  
**TYPICAL APPLICATION**  
**MOBILE OPERATION OF LANE CLOSURE OF MULTI-LANE ROAD**

- NOTES:**
1. IN ROADWAY WHERE THE AADT IS 2,000 OR LESS, A SINGLE WORK VEHICLE WITH APPROPRIATE WARNING DEVICES ON THE VEHICLE MAY BE USED.
  2. RADIO COMMUNICATIONS BETWEEN THE WORKCREW AND THE MOVING BLOCKADE ARE REQUIRED TO ADJUST THE BLOCKADE TO INCREASE OR DECREASE THE CLOSURE TIME. RELEASE TRAFFIC ONLY AFTER CONFIRMATION THAT ALL WORKERS AND THEIR VEHICLES ARE CLEAR OF THE ROADWAY.
  3. IF APPLICABLE, ALL RAMP AND ACCESS BETWEEN THE MOVING BLOCKADE AND WORK OPERATION AREA SHALL BE TEMPORARILY CLOSED USING TRAFFIC CONTROL EQUIPMENT AND PERSONNEL. EACH RAMP MUST REMAIN CLOSED UNTIL THE CREW DOING THE WORK GIVES THE "ALL CLEAR" SIGNAL OR UNTIL THE FRONT OF THE MOVING BLOCKADE PASSES THE CLOSED RAMP(S).

<b>Computer File Information</b>		<b>Sheet Revisions</b>	<b>Colorado Department of Transportation</b>	<b>TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</b>	<b>STANDARD PLAN NO.</b>
Creation Date: 06/24/09	Initials: KEN	Date:	 4201 East Arkansas Avenue Denver, Colorado 80222 Phone: (303) 757-9543 Fax: (303) 757-9219	Issued By: Safety & Traffic Engineering Branch June 24, 2009	S-630-1
Last Modification Date:	Initials:	Comments:			Sheet No. 18 of 19
Full Path: www.dot.state.co.us/DesignSupport/					
Drawing File Name: Sheet_S-630-1_18of19.dgn					
CAD Ver.: MicroStation V8	Scale: Not to Scale	Units: English			

THESE SIGNING NOTES ARE INTENDED AS A QUICK REFERENCE FOR TYPICAL SIGN USE AND PLACEMENT IN CONSTRUCTION ZONES.

TYPICAL CONSTRUCTION ZONE SIGNS

G20-1 "ROAD/WORK/NEXT XX MILES" - THIS SIGN SHALL BE ERECTED AT THE LIMITS OF ANY ROAD CONSTRUCTION OR MAINTENANCE PROJECT OF MORE THAN TWO (2) MILES IN LENGTH WHERE TRAFFIC IS MAINTAINED THROUGH THE PROJECT.

G20-4 "PILOT CAR/FOLLOW ME" - THIS SIGN SHALL BE MOUNTED IN A CONSPICUOUS POSITION ON THE REAR OF A VEHICLE USED FOR GUIDING ONE-WAY TRAFFIC THROUGH OR AROUND THE PROJECT.

G20-5 "WORK ZONE" - THIS SIGN SHALL BE MOUNTED JUST ABOVE THE WORK ZONE SPEED LIMIT SIGNS PRIOR TO THE WORK ZONE AREA.

G20-10 THANK YOU SIGN - THIS SIGN SHOULD BE ERECTED APPROXIMATELY 500 FEET BEYOND THE END OF THE PROJECT.

G20-11 CONSTRUCTION PROJECT INFORMATION SIGN - THIS SIGN SHOULD BE ERECTED AS DESCRIBED IN THE SECTION 626 STANDARD SPECIFICATION.

G20-55(X) "X MINUTE CLOSURE. EXPECT DELAYS" - THIS SIGN IS INTENDED FOR USE 500 FEET PAST THE "WORK ZONE"/SPEED LIMIT SIGN.

M4-9( ) "DETOUR/⟨⟨⟨" - THIS SIGN IS USED FOR UNNUMBERED ROUTES; FOR USE IN EMERGENCY SITUATIONS; FOR PERIODS OF SHORT DURATION; OR WHERE, OVER RELATIVELY SHORT DISTANCES, IT IS NOT NECESSARY TO SHOW ROUTE MARKERS TO GUIDE TRAFFIC ALONG THE DETOUR AND BACK TO ITS AUTHORIZED ROUTE.

M4-10( ) "DETOUR ARROW" - THIS SIGN SHOULD BE MOUNTED JUST BELOW THE ROAD CLOSED SIGN AT THE POINT WHERE THE DETOUR ROADWAY OR ROUTE HAS BEEN ESTABLISHED DUE TO THE CLOSURE OF THE STREET OR HIGHWAY TO THROUGH TRAFFIC.

R2-1( ) "SPEED/LIMIT/XX" - THESE SIGNS ARE INTENDED TO REDUCE TRAFFIC SPEED IN ADVANCE OF THE DAILY WORK AREA WITHIN THE OVERALL PROJECT LIMITS.

R2-1(XX) "SPEED/LIMIT/XX" - THIS SIGN IS INTENDED FOR USE 500 FEET PAST THE "THANK YOU" SIGN TO BRING TRAFFIC BACK TO ORIGINAL POSTED SPEED.

R4-1 "DO NOT PASS" - THIS SIGN SHOULD BE PLACED AT TRANSITION TAPER POINT.

R4-2 "PASS WITH CARE" - THIS SIGN SHOULD BE PLACED AT TRANSITION TAPER POINT.

R11-2 "ROAD/CLOSED" - THIS SIGN IS TO BE MOUNTED ON THE BARRICADE THAT IS PLACED BEFORE THE WORK ZONE ENTRANCE TO PROHIBIT TRAFFIC FROM ENTERING THE WORK ZONE.

R11-3 "ROAD CLOSED/X MILES AHEAD/L.T.O." - THIS SIGN SHOULD BE PLACED WHERE THROUGH TRAFFIC MUST DETOUR TO AVOID THE CLOSURE OF THE ROAD SOME DISTANCE BEYOND, BUT WHERE THE ROAD IS OPEN TO LOCAL TRAFFIC UP TO THE POINT OF CLOSURE.

R11-4 "ROAD CLOSED/TO/THRU TRAFFIC" FOR URBAN USE - THIS SIGN SHOULD BE PLACED WHERE THROUGH TRAFFIC MUST DETOUR TO AVOID THE CLOSURE OF THE ROAD SOME DISTANCE BEYOND, BUT WHERE THE ROAD IS OPEN TO LOCAL TRAFFIC UP TO THE POINT OF CLOSURE.

R52-6a "BEGIN FINES DOUBLE IN WORK ZONE" SIGN IS PLACED AT THE BEGINNING OF THE ADVANCED WARNING AREA OF THE TRAFFIC CONTROL ZONE.

R52-6b "END FINES DOUBLE IN WORK ZONE" SIGN IS PLACED AFTER WORK ZONE AREA, PAST DOWNSTREAM TAPER SECTION.

W1-1( ) "TURN ARROW" - THIS SIGN IS INTENDED FOR USE WHERE ENGINEERING INVESTIGATIONS OF ROADWAY CONDITIONS SHOW THE RECOMMENDED SPEED ON THE TURN TO BE 30 MPH OR LESS. \*

W1-2( ) "CURVE ARROW" - THIS SIGN IS INTENDED FOR USE WHERE ENGINEERING INVESTIGATIONS OF ROADWAY CONDITIONS SHOW THE RECOMMENDED SPEED ON THE CURVE TO BE IN THE RANGE BETWEEN 30 AND 60 MILES PER HOUR. \*

W1-3( ) "REVERSE TURN ARROW" - THIS SIGN IS INTENDED FOR USE WHERE TWO TURNS OR THE CURVE AND A TURN IN OPPOSITE DIRECTIONS ARE SEPARATED BY A TANGENT OF LESS THAN 600 FEET. \*

W1-4( ) "REVERSE CURVE ARROW" - THIS SIGN IS INTENDED FOR USE WHERE TWO CURVES IN OPPOSITE DIRECTIONS ARE SEPARATED BY A TANGENT OF LESS THAN 600 FEET. \*

W1-6( ) "ARROW" - THIS SIGN SHOULD BE MOUNTED JUST BELOW THE ROAD CLOSED SIGN AT THE POINT WHERE THE DIVERSION HAS BEEN ESTABLISHED DUE TO THE LANE CLOSURE.

W3-2 "YIELD AHEAD" - THIS SIGN IS INTENDED FOR USE AT THE APPROACH TO THE YIELD SIGN THAT IS NOT VISIBLE FOR A SUFFICIENT DISTANCE TO PERMIT THE DRIVER TO BRING HIS VEHICLE TO A STOP AT THE YIELD SIGN. \*

W3-4 "BE PREPARED TO STOP" - THIS SIGN TO BE PLACED 1.5 MILES IN ADVANCED OF A FLAGGER.

W4-2(X) "LEFT (RIGHT) LANE TRANSITION SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE REDUCTION IN THE NUMBER OF TRAFFIC LANES IN THE DIRECTION OF TRAVEL ON THE MULTILANE HIGHWAY. \*

W4-50 "USE BOTH LANES DURING CONGESTION" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE "ROAD WORK X MILE" ADVANCED WARNING SIGN.

W4-51 "USE BOTH LANES TO MERGE POINT" - THIS SIGN IS INTENDED TO DIRECT MOTORISTS TO USE BOTH TRAVEL LANES UNTIL THE LANES ARE REDUCED TO ONE LANE.

W4-52 "TAKE TURNS MERGE HERE" - THIS SIGN IS INTENDED TO WARN MOTORISTS IN ADVANCED TO MOVE FROM THE CLOSED TRAVEL LANE TO THE OPEN TRAVEL LANE, USUALLY 500 FEET IN ADVANCED OF THE START OF THE TRANSITION TAPER .

W5-1 "ROAD NARROWS" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE TRANSITION ON THE ROAD WHERE THE PAVEMENT WIDTH IS REDUCED ABRUPTLY TO A WIDTH SUCH THAT TWO CARS CANNOT PASS WITHOUT REDUCING SPEED. \*

W5-2a "NARROW BRIDGE SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A BRIDGE OR CULVERT HAVING A CLEAR TWO-WAY ROADWAY WIDTH OF 16 TO 18 FEET OR ANY BRIDGE OR CULVERT HAVING A ROADWAY CLEARANCE LESS THAN THE WIDTH OF THE APPROACH PAVEMENT. \*

W5-3 "ONE LANE/BRIDGE" - THIS SIGN SHOULD BE PLACED ON TWO-WAY ROADWAYS IN ADVANCE OF THE BRIDGES OR CULVERTS WHERE THE ROADWAY WIDTH IS LESS THAN 16 FEET (18 FEET FOR COMMERCIAL VEHICLES) OR WHEN THE ALIGNMENT IS POOR ON THE APPROACH TO THE STRUCTURE HAVING A CLEAR ROADWAY WIDTH OF 18 FEET OR LESS. \*

W6-1 "DIVIDED HIGHWAY SYMBOL" - THIS SIGN SHOULD BE PLACED ON THE APPROACHES TO THE SECTION OF HIGHWAY WHERE OPPOSING FLOWS OF TRAFFIC ARE SEPARATED BY A PHYSICAL MEDIAN.

W6-2 "DIVIDED HIGHWAY ENDS SYMBOL" - THIS SIGN SHOULD BE PLACED AT THE END OF THE SECTION OF PHYSICALLY DIVIDED HIGHWAY AS A WARNING OF TWO-WAY TRAFFIC AHEAD.

W6-3 "TWO-WAY TRAFFIC SYMBOL" - THIS SIGN IS INTENDED FOR USE TO GIVE WARNING OF TRANSITION FROM A SEPARATED ONE-WAY ROADWAY TO A TWO-WAY ROADWAY. \*

W7-1 "HILL SYMBOL" - THIS SIGN SHOULD BE PLACED AT A POINT IN ADVANCE OF THE DOWNGRADE WHERE THE LENGTH, PERCENT OF GRADE, HORIZONTAL CURVATURE, OR OTHER PHYSICAL FEATURES REQUIRE SPECIAL CONSIDERATION ON THE PART OF DRIVERS. \*

W8-1, W8-2 "BUMP"/"DIP" - THESE SIGNS ARE INTENDED FOR USE TO GIVE WARNING OF A SHARP RISE OR DEPRESSION IN THE PROFILE OF THE ROAD THAT IS SUFFICIENTLY ABRUPT TO AFFECT VEHICLE OPERATION OR CAUSE CONSIDERABLE DISCOMFORT TO PASSENGERS. \*

W8-3a "PAVEMENT ENDS SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE THE PAVEMENT SURFACE CHANGES FROM A HARD-SURFACED PAVEMENT TO THE LOW-TYPE SURFACE OR EARTH ROAD. \*

W8-4 "SOFT SHOULDER" - THIS SIGN IS INTENDED FOR USE TO WARN OF A SOFT SHOULDER CONDITION THAT COULD PRESENT A PROBLEM TO VEHICLES THAT MAY GET OFF THE PAVEMENT. \*

W8-5 "SLIPPERY WHEN WET SYMBOL" - THIS SIGN SHOULD BE PLACED IN ADVANCE OF THE CONDITION WHERE THE HIGHWAY SURFACE IS SLIPPERY BEYOND WHAT IS ORDINARY WHEN WET. \*

W8-9a "SHOULDER DROP-OFF" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A SHOULDER DROP-OFF THAT EXCEEDS THREE INCHES IN HEIGHT. \*

W8-11 "UNEVEN LANES" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN UNEVEN ADJACENT LANE SITUATION THAT EXCEEDS ONE INCH IN HEIGHT. \*

W9-1( ) "LEFT (RIGHT) LANE ENDS" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).

W9-2( ) "LANE ENDS/MERGE LEFT (RIGHT)" - THIS SIGN IS INTENDED FOR USE AS A SUPPLEMENT TO THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).

W9-3 OR W9-3a( ) "CENTER LANE CLOSED AHEAD" - THIS SIGN SHOULD BE USED IN ADVANCE OF THE POINT WHERE WORK OCCUPIES THE CENTER LANE AND TRAFFIC IS DIRECTED TO THE RIGHT OR LEFT OF THE WORK ZONE. \*

W12-1 "DOUBLE ARROW SYMBOL" - THIS SIGN SHOULD BE PLACED AT THE POINT OF THE OBSTRUCTION IN THE ROADWAY, WHERE TRAFFIC IS PERMITTED TO PASS ON EITHER SIDE OF THE OBSTRUCTION.

W12-2 "LOW CLEARANCE SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN OBSTRUCTION TO WARN VEHICLE OPERATORS OF CLEARANCES LESS THAN THE MAXIMUM VEHICLE HEIGHT PERMITTED PLUS 12 INCHES. \*

W13-1( ) "ADVISORY SPEED PLAQUE" - THIS SIGN IS INTENDED TO SUPPLEMENT WARNING SIGNS ONLY AND SHALL NOT BE MOUNTED ALONE. IT IS USED TO INDICATE THE MAXIMUM RECOMMENDED SPEED FOR THE INDICATED CONDITION.

W13-3 "ADVISORY RAMP SPEED" - THIS SIGN IS TO BE POSTED TO INFORM MOTORISTS WHAT THE SUGGESTED SPEED LIMIT IS ON A RAMP.

W20-1 "ROAD/WORK/AHEAD" - THIS SIGN IS TO BE LOCATED IN ADVANCE OF THE INITIAL ACTIVITY OR DETOUR A DRIVER MAY ENCOUNTER, AND IS INTENDED TO BE USED AS A WARNING OF OBSTRUCTIONS OR RESTRICTIONS.

W20-2 "DETOUR/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE POINT AT WHICH TRAFFIC IS DIVERTED OVER A TEMPORARY ROADWAY OR ROUTE.

W20-3 "ROAD/CLOSED/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT AT WHICH A ROADWAY IS CLOSED TO ALL TRAFFIC OR TO ALL BUT LOCAL TRAFFIC.

W20-4 "ONE LANE/ROAD/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE TRAFFIC IN BOTH DIRECTIONS MUST USE A SINGLE LANE.

W20-5( ) "XXX LANE/CLOSED/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE ONE LANE OF A MULTIPLE-LANE ROADWAY IS CLOSED. IT SHOULD BE PROVIDED WITH INTERCHANGEABLE PLAQUES READING "RIGHT", "LEFT", AND "CENTER" AT NO ADDITIONAL COST TO THE PROJECT.

W20-7a "FLAGGER SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY POINT AT WHICH A FLAGGER HAS BEEN STATIONED TO CONTROL TRAFFIC THROUGH OR AROUND THE PROJECT. \*

W20-52 "GROOVED/PAVEMENT/AHEAD" - THIS SIGN IS INTENDED TO BE USED IN ADVANCE OF A ROADWAY THAT HAS BEEN GROOVED AND/OR ROTO MILLED.

W21-1a "WORKER SYMBOL" - THIS SIGN IS INTENDED FOR USE IN CONJUNCTION WITH MINOR MAINTENANCE AND PUBLIC UTILITY OPERATIONS FOR THE PROTECTION OF MEN WORKING IN OR NEAR THE ROADWAY.

W21-2 "FRESH/OIL" - THIS SIGN IS INTENDED FOR USE WHERE RE-SURFACING OPERATIONS HAVE RENDERED THE SURFACE OF THE PAVEMENT TEMPORARILY WET, AND OBJECTIONABLE SPLASHING ON VEHICLES MAY OCCUR. \*

W21-3 "ROAD/MACHINERY/AHEAD" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE AREAS WHERE HEAVY EQUIPMENT IS OPERATING IN OR ADJACENT TO THE ROADWAY. \*

W21-4 "ROAD/WORK/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF MAINTENANCE FOR MINOR RECONSTRUCTION OPERATIONS IN THE ROADWAY.

W21-5 "SHOULDER/WORK" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE PROJECT INVOLVING THE SHOULDER, WHERE THE TRAVELED WAY REMAINS UNOBSTRUCTED.

W21-6 "SURVEY/CREW" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE A SURVEYING CREW IS WORKING IN OR ADJACENT TO THE ROADWAY. \*

W22-1 "BLASTING/ZONE/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY POINT OR WORK SITE WHERE THERE ARE EXPLOSIVES BEING USED. THE W22-2 AND W22-3 SIGNS MUST BE USED IN SEQUENCE WITH THIS SIGN.

W22-2 "TURN OFF/2-WAY RADIOS/AND/CELLULAR/PHONES" - THIS SIGN IS TO BE USED IN SEQUENCE WITH THE W22-1 AND W22-3 SIGNS AND PLACED AT LEAST 1000 FEET FROM THE BEGINNING OF THE BLASTING ZONE.

W22-3 "END/BLASTING/ZONE" - THIS SIGN IS TO BE USED TO DENOTE THE END OF THE RADIO INFLUENCE AREA AND SHALL BE PLACED A MINIMUM OF 1000 FEET FROM THE BLASTING ZONE, EITHER WITH OR PRECEDING THE END CONSTRUCTION SIGN.

W22-50(X) "ROCK SCALING X MILE(S)" - THIS SIGN IS INTENDED TO BE USED IN ADVANCE OF A FLAGGER IN ADVANCED OF THE WORK ZONE AREA.

ADVANCE PLACEMENT OF WARNING SIGNS

POSTED OR 85TH PERCENTILE SPEED	ADVANCE PLACEMENT DISTANCE (FEET)								
	CONDITION A	CONDITION B: DECLARATION TO THE LISTED ADVISORY SPEED (MPH) FOR THE CONDITION							
		MPH							
	+	0	10	20	30	40	50	60	70
20	225	●	●	--	--	--	--	--	--
25	325	●	●	●	--	--	--	--	--
30	450	●	●	●	●	--	--	--	--
35	550	●	●	●	●	--	--	--	--
40	650	125	●	●	●	--	--	--	--
45	750	175	125	●	●	●	--	--	--
50	850	250	200	150	100	●	--	--	--
55	950	325	275	225	175	100	●	--	--
60	1100	400	350	300	250	175	●	--	--
65	1200	475	425	400	350	275	175	●	--
70	1250	550	525	500	425	350	250	150	--
75	1350	650	625	600	525	450	350	250	100


+ CONDITION A: SPEED REDUCTION AND LANE CHANGING IN HEAVY TRAFFIC. TYPICAL SIGNS ARE "MERGE" AND "RIGHT LANE ENDS".

+ + CONDITION B: TYPICAL CONDITIONS ARE THE WARNING OF A POTENTIAL STOP SITUATION AND LOCATIONS WHERE THE ROAD USER MUST DECREASE SPEED TO MANEUVER THROUGH THE WARNED CONDITION. TYPICAL SIGNS ARE "STOP AHEAD", "SIGNAL AHEAD", "YIELD AHEAD", "CURVE", "REVERSE CURVE", "TURN".

● NO SUGGESTED DISTANCES ARE PROVIDED AT THESE SPEEDS, AS THE PLACEMENT IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING.

A SUPPLEMENTAL PLAQUE MAY BE USED WITH WARNING SIGNS SPECIFYING THE DISTANCE TO THE CONDITION IF THERE IS AN IN-BETWEEN INTERSECTION THAT MIGHT CONFUSE THE MOTORIST.

\* PLACEMENT SHOULD BE IN ACCORDANCE WITH WARNING SIGN PLACEMENT TABLE.

<b>Computer File Information</b>		<b>Sheet Revisions</b>		<b>Colorado Department of Transportation</b>  4201 East Arkansas Avenue Denver, Colorado 80222 Phone: (303) 757-9543 Fax: (303) 757-9458 <b>Safety &amp; Traffic Engineering Branch</b> <b>KCM/KEN</b>	<b>TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</b> Issued By: Safety & Traffic Engineering Branch July 4, 2006	<b>STANDARD PLAN NO.</b> S-630-1 Sheet No. 19 of 19
Creation Date: 07/04/06	Initials: KCM	Date:	Comments			
Last Modification Date: 12/07/09	Initials: KEN	(R-2) 06/24/09	ADDED NOTES FOR W4-50, W4-51, W4-52, W4-53 & W5-2a SIGNS.			
Full Path: www.dot.state.co.us/DesignSupport/		(R-3) 12/07/09	ADDED NOTES FOR G20-11 SIGNS.			
Drawing File Name: Sheet_S-630-01_19of19.dgn						
CAD Ver.: MicroStation V8	Scale: Not to Scale	Units: English				