1. All construction zone traffic control devices, including but not limited to barricades, signs, arrow panels, flashing beacon (portable), and channelizing devices, shall be furnished, installed, maintained, and approved. Replacement of damaged, removed when temporarily not in use and returned when required, retired as necessary during the progress of the project, and removed entirely when the project is completed. All devices shall meet the requirements of the LATEST EDITION OF THE ATSSA "QUALITY GUIDELINES FOR TEMPORARY TRAFFIC CONTROL DEVICES & FEATURES".

2. Work on the project shall not be started until all required traffic control devices are in place, and approved by the Engineer.

3. When speed limit reduction is required, such reduction shall be in accordance with existing speed limits. Whenever a change in an existing speed limit is required, the R2-1 signs, shown on the Schedule of Traffic Control Devices, shall be installed at the locations shown on the typical cases by R2-2 (portable) signs.

An ADVISORY SPEED LIMIT (10-15 MPH) MAY BE USED WITH A WARNING SIGN WHEN THE MAXIMUM RECOMMENDED SPEED FOR CONDITION NAMED IS LOWER THAN THE POSTED SPEED LIMIT.

The REGULATORY OR ADVISORY SPEED REDUCTION DISPLAYED SHALL NOT EXCEED 1/2 MPH PER SIGN INSTALLATION.

4. Any traffic control device that is damaged, weathered, worn, or otherwise deemed unacceptable by the Engineer, shall be replaced.

5. Contractor and personal vehicle parking is prohibited within the right-of-way, unless designated on the plans or approved by the Engineer.

6. Construction Traffic Signs shall be measured by the following sizes and descriptions:

   PANEL SIZE A
   0.05 to 8.00 SQ. FT. (INCLUDING TYPE 1 AND TYPE 2 BARRIERS)

   PANEL SIZE B
   8.01 to 30.00 SQ. FT.

   PANEL SIZE C
   Greater than 30.00 SQ. FT.

Construction Traffic Sign (Special), 50.6 FT., MAY BE USED FOR SOME PROJECT SPECIFIC INFORMATION SIGNS.

For detailed dimensions of signs with Sign Code Numbers, see "Standard Highway Signs" and the "Color-Coded Supplement". Sign layout and other signs will be furnished in the Plans, transmitted to the Engineer after award, or may be available upon request.

7. All warning and regulatory signs shall be posted on both sides of the roadway on divided highways, multi-lane ramps, one-way streets, and as directed by the Engineer, except where only one shoulder is closed (6 ft. case) on work site.

8. Additional, Traffic control devices addressing flagging, speed reduction, etc. will be necessary for set-up and two days of most applications, daily work site access, no pavement marking removal and installation operations.

9. Based on sight distance and other considerations, the final locations of signs are subject to approval of the Engineer.

10. If construction related traffic congestion backs up beyond the installed advance sign sequence, additional advance signing shall be provided. The locations of signs beyond the congestion will be in accordance with the Schedule of Traffic Control Devices.

11. All sign material, shall be sound and durable to the degree necessary for maintaining effective and neat appearing traffic controls.

   a. Sign panels may be fabricated from plywood, steel, aluminum, or other suitable material.
   b. Reflective sheeting shall conform to ASTM D4956. The type shall be as described in the standard specifications and/or as shown in the signs.
   c. Symbols and legend shall be of good workmanship and be legible lettersing will not be accepted.

   Portable or temporary signing shall not be constructed or installed by any method or material that makes them hazardous to traffic.

   c. Certain post sizes and shapes require a temporary stand device. See the applicable standard plan. Other post benders or systems require the material of an FHA letter of acceptance to the Engineer, and must be approved by the Engineer prior to the use.

12. All construction sign placement shall be in accordance with standard plan "Typical Sign Ground Placement" unless otherwise approved.

   Signs approved to be mounted on portable supports, or appropriate signs mounted on barricades, may be at lower heights, but the bottom of the signs shall not be less than one foot above the sign elevation.

   Signs mounted on the median of divided highways where median barrier or plan may be placed on the barrier with a saddle type bracket. The bracket allows the sign panel, to be turned parallel to the roadway. The sign may remain in place when not applicable, but laying the sign panel down in a horizontal position is not permitted.

   Traffic cones shall be at least 28 inches in height. However, the minimum size shall be 36 inches when they are used on freeways and expressways, or during night-time working hours. They shall also be 36 inches when used on other high speed roadways (45 MPH or more) with an art of 6,000 or more.

   Type I Barricades shall not be used in fireways, expressways, or other high speed roadways (40 MPH or more).

   When two-way traffic is placed on one roadway of a normally divided highway, opposing traffic shall be separated either with concrete barrier (temporary) or with channelizing devices approved for this application, throughout the length of two-way operation. The transition zones shall have concrete barrier (temporary). The barrier shall be tied to an existing structure or guardrail, or may be extended to meet clear zone requirements, or fitted with an impact attenuation device.

   Channelizing device spacing in feet, shall be as follows:
   a. For tapers and transitions, spacing equals the numerical value of the speed limit (e.g. 45 MPH = 45 FEET)
   b. For afe or guide lines, spacing equals the numerical value of the speed limit (e.g. 45 MPH = 50 FEET) X 100 FEET MAXIMUM

18. For details on barricades, concrete barriers (temporary), vertical panels, and flashing beacon (portable), see the applicable standard plans.

19. Flood lights shall be used to illuminate flagger stations during the hours of darkness unless otherwise approved. A typical light should provide the following: 1. FULLY DIRECTIONAL, 2. 300, 200, 100, 50, 25, 6. METER WATT MINIMUM, SEL-SUPPORTING STAND WITH VARIABLE LIGHT HEIGHT FROM A MINIMUM OF EIGHT FEET ABOVE THE ROADWAY, AND A POWER SOURCE. IT SHALL ILLUMINATE THE STATION AREA AND A FLAGGER ESCAPE PATH, BUT SHALL NOT PRESENT ANY HARM TO TRAFFIC.

20. For temporary pavement markings and control points for installing these pavement markings for undivided roadways that are being constructed under traffic, full compliance center line, lane line, and edge line temporary markings shall be in place at the end of each work day in accordance with section 627.03(a).

21. Buffer space is optional. Need must be determined on a project or site specific basis as directed by the Engineer. When a buffer space is used, dimensions and/or devices used are to be incorporated in the traffic control plan (TOP) or the contractor's method of handling traffic (MIT).

22. Additional, VMS signage should be considered at least a mile in advance of the signing shown in the detail for any lane closures on interstate and other high speed facilities especially when the level of service is significantly reduced as a result of construction. The signs should be changed to advertise motorists of upcoming traffic conditions and to alert them of upcoming lane usage.

23. When arrow boards are used to close multiple lanes, a separate arrow board shall be used for each closed lane.

24. Raised Pavement Markers may be used to supplement temporary striping during non-peak periods for use in conjunction with higher speed facilities when traffic is being diverted from its usual course.

25. The typical cases depicted in this standard reflect the minimum requirements, unless otherwise directed by the project plans and specifications, and/or the project Engineer.

26. A significant project is defined as one that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts at a location for three or more consecutive days with either intermittent or continuous lane closures.
| INDEX TO TYPICAL WORK ZONE CASES |

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<td>2020 W. Howard Pl.</td>
<td>Denver, CO 80204</td>
</tr>
<tr>
<td>Phone: 303-757-0436</td>
<td>FAX: 303-757-9219</td>
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**Traffic Safety Engineering**

Traffic & Safety Engineering Branch July 31, 2019

**STANDARD PLAN NO.**

S-630-1

**Traffic Controls for Highway Construction**

Issued By: Traffic & Safety Engineering Branch July 31, 2019

**Project Sheet Number:**
**LEGEND**

- CHANNELIZING DEVICE FOR TYPE OF DEVICE TO BE USED SEE SCHEDULE OF TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE THE LANE CLOSURE TAPER.
- TYPE III BARRICADE
- CONCRETE BARRIER (TEMPORARY)
- FLAGGER
- DIRECTION OF TRAVEL
- WORK AREA
- TRANSITION TAPER LENGTH:
  - L = MINIMUM LENGTH OF TAPER
  - SPEED 45 MPH OR MORE: L = S x W
  - SPEED 40 MPH OR LESS: L = W / V

  *S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
  *W = WIDTH OF OFFSET

- ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
  - A = 100’ (URBAN LOW SPEED)
  - 350’ (URBAN HIGH SPEED)
  - 500’ (RURAL)
  - 1,000’ (EXPRESSWAY / FREEWAY)

- G20-11 SIGN IS REQUIRED IF SECTION 626 “PUBLIC INFORMATION SERVICES” PROJECT SPECIAL PROVISION WORKSHEET SPECIFICATION IS REQUIRED WITH PROJECT.

**Case NO.1**

**Typical Application**

**Closure of One Roadway 4-Lane Divided Highway**

**Channelizing Device**

**TYPICAL 2-WAY ZONE STRIPING**

- **Typical 2-Way Zone Stripping**
  - These devices are optional, if the posted speed limit in the work zone is reduced.
  - These items are not required when continuous concrete barrier is used for channelization.

**Impact Attenuator**

- See general note 16 on sheet 1.

**Impact Attenuator (Temp)**

- See general note 16 on sheet 1.

**Impact Attenuator (Fixed)**

- G20-10 Sign is required if Section 626 “Public Information Services” Project special provision work sheet specification is required with project.

**Flash Beacon**

- See extra double signing notes on sheet 12.
**LEGEND**

- **CHANNELIZING DEVICE**: TYPE OF DEVICE TO BE USED, SEE SCHEDULE OF TRAFFIC CONSTRUCTION DEVICES.
- **TEMPORARY CONSTRUCTION DEVICES**: INCLUDED IN THE PLANS.
- **SPEED LIMIT**: 45 MPH OR LESS.
- **ROP**: 100' URBAN (LOW SPEED), 350' URBAN (HIGH SPEED), 500' (RURAL, FREEWAY)
- **CENTRAL SHOULDER BUFFER SPACE**: (OPTIONAL) + 500' MIN.
- **ARRIVAL Island (OPTIONAL)**
- **ADVANCE WARNING FLASHING DRUMS OR VERTICAL PANELS**: SHALL BE USED.
- **TD**: USES (SEE SCHEDULE OF TRAFFIC)
- **BEGIN WORK AREA**
- **CONSTRUCTION**: INCLUDED IN THE PLANS.
- **DOUBLE THANKS YOU**
- **DIRECTION OF TRAVEL**
- **WORK AREA**
- **TEMPORARY WHITE EDGES**: TO BE PROVIDED EVERY 2640' OR THE SPACING OF THE SIGNS MAY BE CHANGED AS DIRECTED BY ACTIVITY.
- **CASE NO. 3**
- **ROAD CLOSURE, USE OF ADJACENT SHOULDERS**
- **CASE NO. 2**
- **TYPICAL APPLICATION**
- **CLOSURE OF HALF OF 4-LANE UNDIVIDED HIGHWAY**
- **TYPE III BARRICADES**
- **WHITE LINES**: WHEN CONCRETE BARRIER IS NOT USED.
- **TYPE III BARRICADES**: WHEN CONCRETE BARRIER IS NOT USED.
- **V 1900**
- **SPEED LIMIT**
- **SIGN SEQUENCE AND FINES CONSTRUCTION**: DOUBLE THANKS YOU
- **VAR. BUFFER SPACE**: (SEE GENERAL NOTE 21 ON SHEET 1).

**KEY TO ADVANCE SIGNING DISTANCES**

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
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<th>B</th>
<th>C</th>
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</thead>
<tbody>
<tr>
<td>URBAN (&lt;=40 MPH)</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>URBAN (45-60 MPH)</td>
<td>350</td>
<td>350</td>
<td>350</td>
<td></td>
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<tr>
<td>RURAL</td>
<td>500</td>
<td>500</td>
<td>500</td>
<td></td>
</tr>
<tr>
<td>EXPRESSWAY/FREeway</td>
<td>1000</td>
<td>1500</td>
<td>2640</td>
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</tbody>
</table>

**S-630-1**

**STANDARD PLAN NO.**

**Issued By**: Traffic & Safety Engineering Branch July 31, 2019

**Project Sheet Number**
• BARRICADES

LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE SCHEDULE OF TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
- DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE THE LANE CLOSURE TAPER.

I f ,f f

---..:I;

500'~500'----+-:--500 1

/==

CASE NO. 9
TYPICAL APPLICATION
CENTER LANE CLOSURE - MULTI-LANE FREEWAY

CASE NO. 10
TYPICAL APPLICATION
ONE LANE CLOSED - 4-LANE DIVIDED HIGHWAY

W9-3

ARROW PANEL

ARROW PANEL.

OPTIONAL FOR PARKING OPERATIONS

OPTIONAL FOR PARKING OPERATIONS

CASE NO. 11
TYPICAL APPLICATION
SHOULDER WORK - FREEWAY/FREQUENT Way

TRANSITION TAPER LENGTH:
L = MINIMUM LENGTH OF TAPER
SPEED 45 MPH OR MORE: L = S x W
SPEED 40 MPH OR LESS: L = W
S = NUMERICAL VALUE OF SPEED LIMIT
W = WIDTH OF OFFSET

SHOULDER TAPER = 1/3 L

ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL

CLEAR ZONE (SEE GENERAL NOTE 16 ON SHEET 1).

THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.

THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.

FLASHING BEACON

VARIES

BUFFER SPACE (SEE GENERAL NOTE 21 ON SHEET 11).

REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.

SIGN IS REQUIRED WHEN SECTION 626 "PUBLIC INFORMATION SERVICES" PROJECT SPECIFICATION IS REQUIRED WITH PROJECT.

MOBILE ATTENUATOR

CONCRETE BARRIER (TEMPORARY) WITH LIGHTS

SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

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Colorado Department of Transportation
Traffic & Safety Engineering

TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

S-630-1

STANDARD PLAN NO.

S-630-1

Standard Sheet No. 7 of 24

Traffic & Safety Engineering Branch July 31, 2019

Issued By: Traffic & Safety Engineering Branch July 31, 2019

Project Sheet Number:

MKB

Traffic & Safety Engineering Branch July 31, 2019

Issued By: Traffic & Safety Engineering Branch July 31, 2019

Project Sheet Number:

MKB

Traffic & Safety Engineering Branch July 31, 2019

Issued By: Traffic & Safety Engineering Branch July 31, 2019

Project Sheet Number:
CASE NO. 12

TYPICAL APPLICATION

TRAFFIC CONTROL ON FREEWAY NEAR AN OFF-RAMP

BEGIN SPEED LIMIT XX

SPEED LIMIT R2-1(XX) FINES R2-6P DOUBLE
IN WORK ZONE

G20-5P WORK ZONE G20-5P ZONE

SPEED

R52-6b R2-10 R2-1000

CASE NO. 13

TYPICAL APPLICATION - TRAFFIC CONTROL ON FREEWAY BEFORE AN ON-RAMP

BEGIN SPEED LIMIT XX

TEMPORARY WHITE EDGE LINES

G20-5P WORK ZONE G20-5P ZONE

SPEED

R52-6b R2-10 R2-1000

CASE NO. 14

TYPICAL APPLICATION - TRAFFIC CONTROL ON FREEWAY ALLOWING ACCESS FROM ON-RAMP

BEGIN SPEED LIMIT XX

TEMPORARY YELLOW EDGE LINES

G20-5P WORK ZONE G20-5P ZONE

SPEED

R52-6b R2-10 R2-1000

LEGEND

• CHANNELIZING DEVICES FOR TYPE OF DEVICE TO BE USED SEE SCHEDULE OF TRAFFIC
  CONTROL DEVICES INCLUDED IN THE PLANS. DRUMS OR VERTICAL PANELS SHALL BE USED
  TO DELINEATE THE LANE CLOSURE TAPER.

• TYPE III BARRICADE

• CONCRETE BARRIER (TEMPORARY)

• FLAGGER

• DIRECTION OF TRAVEL

• WORK AREA

L TRANSITION TAPER LENGTH:

L = MINIMUM LENGTH OF TAPER
SPEED 45 MPH OR MORE: L = S X W
SPEED 40 MPH OR LESS: L = S^2

S = NUMERICAL VALUE OF SPEED LIMIT
W = WIDTH OF OFFSET
SHOULDER TAPER = 1/3 L

• ADVANCE WARNING FLASHING DR SEQUENCING ARROW PANEL

C2 CLEAR ZONE (SEE GENERAL NOTE 16 ON SHEET 1).

• THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY
  DETOUR DESIGN AND/or SCOPE OF CONSTRUCTION ACTIVITY, AND ARE
  REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION
  CONTROL DEVICES.

• THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK
  ZONE IS REDUCED.

VARES BUFFER SPACE (SEE GENERAL NOTE 22).

• REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.

• G20-11 SIGN IS REQUIRED WHEN SECTION 626 "PUBLIC INFORMATION SERVICES"
  PROJECT SPECIAL PROVISION WORKSHEET SPECIFICATION IS REQUIRED WITH
  PROJECT.

• MOBILE ATTENUATOR

• FLASHING BEACON

• SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.
**CASE NO. 15**

**TYPICAL APPLICATION**

**BLASTING ZONE**

**CASE NO. 16**

**TYPICAL APPLICATION**

**RAMP CONSTRUCTION WHERE PARTIAL RAMP IS CLOSED**

**CASE NO. 17**

**TYPICAL APPLICATION**

**LANE CLOSURE, 2-LANE HIGHWAY, AT CURVE**

---

**LEGEND**

- **CHANNELIZING DEVICES**
  - For type of device to be used, see schedule of traffic control devices included in plans. Drums or vertical panels shall be used to delineate the lane closure taper.
  - **TYPE II BARRICADE**
  - **CONCRETE BARRIER (TEMPORARY)**
  - **FLAGGER**
  - **DIRECTION OF TRAVEL**
  - **WORK AREA**
  - **TRANSITION TAPER LENGTH**
    - \( L = \text{minimum length of taper} \)
    - **SPEED 45 MPH OR MORE:** \( L = 5 \times W \)
    - **SPEED 40 MPH OR LESS:** \( L = 4 \times W \)
    - **S = numerical value of speed limit**
    - **W = width of offset**
    - **SHOULDER TAPER = \( \frac{1}{3} L \)**

- **MOBILE ATTENUATOR**

**KEY TO ADVANCE SIGNING DISTANCES**

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
<th>DISTANCE BETWEEN SIGNS</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>B</td>
</tr>
<tr>
<td>URBAN (&lt;= 40 MPH)</td>
<td>100</td>
</tr>
<tr>
<td>URBAN (40 - 45 MPH)</td>
<td>500</td>
</tr>
<tr>
<td>RURAL</td>
<td>500</td>
</tr>
<tr>
<td>EXPRESSEDWAY/FREeway</td>
<td>1000</td>
</tr>
</tbody>
</table>

---

**TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION**

**STANDARD PLAN NO. S-630-1**

**Traffic & Safety Engineering**

**MKB**

**Issued By: Traffic & Safety Engineering Branch July 31, 2019**

**Project Sheet Number:**
CASE NO. 18
TYPICAL APPLICATION
TRAFFIC CONTROL AROUND A WORK AREA
NEAR AN INTERSECTION, ONE LANE CLOSED

NOTES:
1. SIGN PLACEMENT SHOWN ON CASES 18 AND 25 (TYPES RURAL APPLICATIONS). URBAN APPLICATIONS REQUIRE THE SIGN TO BE PLACED WITHIN ONE OR PERHAPS TWO BLOCKS.
2. TRUCK-MOUNTED ATTENUATORS (TYPE IIA) OPTIMAL FOR ALL CASES AS DETERMINED BY THE ENGINEER.

CASE NO. 19
TYPICAL APPLICATION
TRAFFIC CONTROL AROUND A WORK AREA NEAR A WORK AREA

CASE NO. 20
TYPICAL SIGNING FOR ROAD CLOSURE

KEY TO ADVANCE SIGNING DISTANCES

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
<th>DISTANCE BETWEEN SIGNS</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN (45-60 MPH)</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>URBAN (60-70 MPH)</td>
<td>150</td>
<td>150</td>
<td>150</td>
<td></td>
</tr>
<tr>
<td>CITY</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td></td>
</tr>
<tr>
<td>URBAN (70-85 MPH)</td>
<td>250</td>
<td>250</td>
<td>250</td>
<td></td>
</tr>
<tr>
<td>EXPRESSWAY/FREEWAY</td>
<td>300</td>
<td>300</td>
<td>300</td>
<td></td>
</tr>
</tbody>
</table>

* KEY TO ADVANCE SIGNING DISTANCES
FOR INFORMATION

CASE NO. 21
TYPICAL APPLICATION, MULTI-LANE FREeway
FULL CLOSURE, MULTI-LANE FREeway

CASE NO. 22
TYPICAL APPLICATION
CONTINUOUS LANE RAMP CLOSURE, MULTI-LANE FREeway

CASE NO. 23
TYPICAL APPLICATION
SIMPLE RAMP CLOSURE, MULTI-LANE FREeway

NOTES
1. NOTICE OF EXIT CLOSURE SHALL ALSO BE GIVEN IN ADVANCE OF THE PREVIOUS EXIT TO PROVIDE MOTORISTS WITH THE OPTION TO EXIT AT THAT LOCATION.
2. ADDITIONAL SIGNING TO REDIRECT DETOUR TRAFFIC SHALL BE PROVIDED FOR IN THE PROJECT'S METHOD OF HANDLING TRAFFIC.
3. FOR LONG TERM SETUPS, A BLACK ON ORANGE "EXIT CLOSED" (E5-2a) PANEL SHALL BE MOUNTED DIAGONALLY ACROSS ALL EXISTING GUIDE SIGNS THAT PERTAIN TO THE CLOSED EXIT.

LEGEND

• advance warning flashing or sequencing arrow panel

- these devices are optional; their need will be determined by the designer based on project design and/or scope of the construction activity, and are required when they are included in the plans.

- required when work occupies the location for more than 3 days.

G20-11 sign is required when section 820 "public information services" project special provision worksheet specification is required with project.

- channelizing device; for type of device to be used, see schedule of traffic control devices included in the plans. drums or vertical panels shall be used to delineate the lane closure taper.

- type iii barricade

- direction of travel

\* transition taper length:

\* speed 45 mph or more: \* speed 40 mph or less:

\* = minimum length of taper

\* speed 45 mph or more: \* speed 40 mph or less:

\* s = numerical value of speed limit

\* w = width of offset shoulder taper = \* l

- closure and exit messages on sign legend(s) should be modified to fit the situation.

- flashing beacon

- see fines double signing notes on sheet 12.

TRAFFIC CONTROLS
FOR HIGHWAY CONSTRUCTION

STANDARD PLAN NO.
S-630-I

Standard Sheet No. 11 of 24

Computer File Information

Creation Date: 07/04/12
Created By: Nakao
Last Modification Date:
Last Modified By:

CAD Version: MicroStation V8 Not to Scale: Under English

Traffic & Safety Engineering

Traffic & Safety Engineering

Issued By: Traffic & Safety Engineering Branch July 31, 2019

Project Sheet Number:

 Issued By: Traffic & Safety Engineering Branch July 31, 2019

Project Sheet Number:
ROCK SCALING - ROAD CLOSURE, 4-LANE DIVIDED HIGHWAY

CASE NO. 28
TYPICAL APPLICATION

A step-down speed limit is required when there is more than a 15 mph difference between the normal speed limit and the construction zone speed limit. Otherwise, this G20-5/R2-10 sign assembly is not required.

These devices are optional; their need shall be determined by detour design and/or scope of construction activity, and are required when not included in the schedule of construction control devices.

These devices are not optional if the posted speed limit in the work zone is reduced.

G20-5 sign is required when Section 626 "Public Information Services" Project Special Provision Worksheet Specification is required with project.

See General Note 21 on Sheet 1.

Flagger
Direction of Travel
Work Area
Buffer Space
Mobile Attenuator (at the discretion of the engineer)
Flashing Beacon
See Finishes Double Signing Notes on sheet 12.
R52-6a shall be placed not more than 500' before the first speed limit sign array.

A step-down speed limit is required when there is more than a 15 MPH difference between the normal speed limit and the construction zone speed limit. Otherwise, this G20-5P/R2-1(XX) sign assembly is not required.

A transition taper length is required when the speed in the work zone is reduced.

Temporary white edge line.

CASE NO. 29

TYPICAL APPLICATION

LATE MERGING - ONE LANE CLOSED, 4-LANE DIVIDED HIGHWAY

CHANNELIZING DEVICES: For Type of Device to be used, see the Schedule of Construction Traffic Control Devices included in the Plans. If Project is designated as a "Significant Project" (see General Note 26), concrete barriers shall be used for channelization devices (TEMP) as determined by the Engineer.

Legend:

- Baricase
- Temporary white edge line
- Baricases
- Buffer space
- Advance warning signaling or sequencing arrow panel
- Flashing beacon
- Mobile attenuator
- Transition taper length:
  \[ L = \min (\text{length of taper}) \]
  \[ \text{Speed} 45 \text{ MPH or more:} \quad L = S \times W \]
  \[ \text{Speed} 40 \text{ MPH or less:} \quad L = 60 \]
  \[ S = \text{numerical value of speed limit} \]
  \[ W = \text{width of offset} \]
  \[ \text{Shoulder taper:} \quad 1/3 L \]
CASE NO. 30
TYPICAL APPLICATION
ROUNDABOUT - PARTIAL CLOSURE NEAR ONE-LANE ROUNDABOUT

ROAD TYPE DISTANCE BETWEEN SIGNS

<table>
<thead>
<tr>
<th>ROAD TYPE</th>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN (&lt;= 40 MPH)</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
<tr>
<td>URBAN (&gt;= 45 MPH)</td>
<td>350</td>
<td>350</td>
<td>350</td>
</tr>
<tr>
<td>RURAL</td>
<td>500</td>
<td>500</td>
<td>500</td>
</tr>
<tr>
<td>EXPRESSWAY/FREEWAY</td>
<td>1000</td>
<td>1000</td>
<td>1000</td>
</tr>
</tbody>
</table>
A TRUCK DETOUR ROUTE MAY BE NECESSARY TO DIVERT TRUCKS AWAY FROM THE ROUNDABOUT CIRCLE. THIS IS ALSO NEEDED TO ALERT MOTORISTS WHERE THEY NEED TO EXIT THE ROUNDABOUT CIRCLE TO ENTER THE DESIRED STREET AND/OR ROUTE NUMBER.

CHANNELIZING DEVICES FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS. IF PROJECT IS DESIGNATED AS "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 26), CONCRETE BARRIER MAY BE NEEDED TO BE USED FOR CHANNELIZATION DEVICES (TEM) AS DETERMINED BY THE ENGINEER.

NOTE: ADDITIONAL FLAGGERS MAY BE NEEDED TO PROVIDE WORK ZONE ACCESS FOR CONSTRUCTION VEHICLES.

FLASHING BEACON
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

MOBILE ATTENUATOR
- L = TRANSITION TAPER LENGTH:
  \[ L = \frac{S}{W} \times 100 \times 1000 \]
  \[ W = \text{WIDTH OF OFFSET} \]
  \[ SHOULDER TAPER = 1/3 L \]

CASE NO. 31
TYPICAL APPLICATION
ROUNDABOUT - INSIDE LANE CLOSURE FOR TWO-LANE ROUNDABOUT

ROAD TYPE | 2017 AADT DATABASE (D) | A | B | C
---|---|---|---|---
URBAN | 40 MPH | 500 | 500 | 500
RURAL | 40 MPH | 550 | 550 | 550
EXPRESSWAY/FREeway | 600 | 600 | 600

TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

STANDARD PLAN NO. S-630-1

Traffic & Safety Engineering

Issued By: Traffic & Safety Engineering Branch July 31, 2019

Project Sheet Number
A truck detour route may be necessary to divert trucks away from the roundabout circle. It is also necessary to provide a street name and/or route number sign informing motorists where they need to enter the roundabout circle to enter the desired street and/or route number.

- Channelizing devices for type of devices to be used see the schedule of construction traffic control devices included in the plans. If project is designated as a "significant project" (see general note 26), concrete barrier zone shall be used for channelization devices (temp) as determined by the engineer.

These devices are optional. Their need shall be determined by detour design and/or scope of construction activity, and are required when they are included in the schedule of construction control devices.

Channelizing devices required when section 626 "Public Information Services" project special provision worksheet specification is required with project.

- Flashing beacon
  - Required when work occupies the location for more than 3 days.
  - See fines double signing notes on sheet 12.

- Mobile attenuator
  - Transition taper length = I = Minimum length of taper = S = Numerical value of speed limit or 85 percentile speed
  - W = Width of offset
  - Shoulder taper = W/3

Buffers space = see general note 21 on sheet 1.

FLAGGER

CASE NO. 33
TYPICAL APPLICATION

ROUNDABOUT - PARTIAL CLOSURE FOR ONE-LANE ROUNDABOUT
**LEGEND**

- **QB**: MOBILE ATTENUATOR VEHICLE, TWO 360-DEGREE YELLOW FLASHING BEACONS, AND YELLOW FLASHING VEHICLE LIGHTS OR STROBES.

- **VMS**: VARIABLE MESSAGE SIGN (VMS).

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

- THE "PICK-UP VEHICLE" OR "WARNING VEHICLE" MAY ENTRANCE 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.

- OPTIONAL

**FOLLOWING DISTANCE CHART FOR WARNING AND MOBILE ATTENUATOR OR CONE PICKUP VEHICLE**

<table>
<thead>
<tr>
<th>POSTED MIN SPEED LIMIT (MPH)</th>
<th>FOLLOWING DISTANCE (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 30</td>
<td>250 - 500</td>
</tr>
<tr>
<td>35 - 40</td>
<td>325 - 700</td>
</tr>
<tr>
<td>45 - 50</td>
<td>600 - 900</td>
</tr>
<tr>
<td>55</td>
<td>750 - 1200</td>
</tr>
<tr>
<td>60 - 65</td>
<td>1000 - 1400</td>
</tr>
<tr>
<td>70 - 75</td>
<td>1600 - 1800</td>
</tr>
</tbody>
</table>

**CASE NO. 34**

TYPICAL APPLICATION
MOBILE WORK ZONE
MOBILE SHOULD CLOSURE ON 2-LANE UNDIVIDED HIGHWAY

**CASE NO. 35**

TYPICAL APPLICATION
MOBILE PAVEMENT MARKING ZONE
CENTERLINE STRIPING ON 2-LANE UNDIVIDED HIGHWAY

* USE CASE 35 IF SHOULDER IN CASE 34 IS TOO NARROW FOR GROUP VEHICLE USE.  

**NOTES**

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.
FOR CASE #36, VEHICLE/SIGN SEQUENCE IS THE SAME FOR THE LEFT SIDE OF HIGHWAY, WHILE TAPER IS MIRRORED ABOUT THE CENTER LANE, WHEN MOBILE WORK ZONE IS LOCATED ON THE LEFT SIDE OF HIGHWAY.

LEGEND

MOBILE ATTENUATOR VEHICLE, TWO 360-DEGREE YELLOW FLASHING BEACONS, AND YELLOW FLASHING VEHICLE LIGHTS OR STROBES.

ADVANCE WARNINGFLASHING 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.


OPTIONAL

FOLLOWING DISTANCE CHART FOR WARNING VEHICLE AND CONE PICKUP VEHICLES

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT (MPH)</th>
<th>FOLLOWING DISTANCE (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 30</td>
<td>250 - 500</td>
</tr>
<tr>
<td>30 - 40</td>
<td>325 - 700</td>
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<tr>
<td>45 - 55</td>
<td>600 - 900</td>
</tr>
<tr>
<td>55</td>
<td>750 - 1200</td>
</tr>
<tr>
<td>60 - 65</td>
<td>1000 - 1400</td>
</tr>
<tr>
<td>70 - 75</td>
<td>1200 - 1600</td>
</tr>
</tbody>
</table>

NOTES

1. THE SIGNING VEHICLES MAY ENCROACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.

2. IF THE RAMP CANNOT BE REOPENED WITHIN 10 MINUTES, USE CASE NO. 22 OF THE S-630-1 STANDARD PLAN.

CASE NO. 36

TYPICAL APPLICATION
MOBILE PAVEMENT MARKING ZONE
LANE LINE STRIPING OPERATIONS
MULTI-LANE DIVIDED HIGHWAY

CASE NO. 37

TYPICAL APPLICATION
MOBILE PAVEMENT MARKING ZONE
MOBILE RAMP WORK ZONE - EXPRESSWAY/FRE ways

STANDARD PLAN NO. S-630-1

Traffic & Safety Engineering MKB

Colorado Department of Transportation
2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9436
Fax: 303-757-9219

Issued By Traffic & Safety Engineering Branch July 31, 2019

STANDARD PLAN NO. S-630-1

Traffic Controls
For Highway Construction

Traffic & Safety Engineering MKB

Issued By Traffic & Safety Engineering Branch July 31, 2019

STANDARD PLAN NO. S-630-1

Traffic Controls
For Highway Construction

Traffic & Safety Engineering MKB

Issued By Traffic & Safety Engineering Branch July 31, 2019
NOTES

1. In roadway where 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 after traffic has been moved off the roadway. If applicable, all ramps 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 all work is completed.

3. If applicable, all ramps 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 all work is completed.

FOLLOWING DISTANCE CHART FOR WARNING VEHICLE AND SIGNING VEHICLES

<table>
<thead>
<tr>
<th>POSTED MAX SPEED LIMIT (MPH)</th>
<th>FOLLOWING DISTANCE (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 30</td>
<td>250 - 550</td>
</tr>
<tr>
<td>30 - 40</td>
<td>325 - 700</td>
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<tr>
<td>45 - 50</td>
<td>600 - 900</td>
</tr>
<tr>
<td>60 - 65</td>
<td>750 - 1200</td>
</tr>
<tr>
<td>70 - 75</td>
<td>1000 - 1400</td>
</tr>
<tr>
<td>80 - 85</td>
<td>1200 - 1600</td>
</tr>
</tbody>
</table>

CASE NO. 38
TYPICAL APPLICATION
MOBILE STRIPING OPERATION OF LANE CLOSURE OF MULTI-LANE HIGHWAY
(NOT FOR USE ON FREEWAYS)

CASE NO. 39
TYPICAL APPLICATION
MOBILE OPERATION OF LANE CLOSURE OF MULTI-LANE HIGHWAY
TYPICAL CONSTRUCTION ZONE SIGNS

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

G20-1
"ADVANCE OF A BRIDGE OR TRAFFIC IS MAINTAINED THROUGH THE PROJECT."

G20-4
"ROAD/MACHINERY AHEAD" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE BRIDGES OR CULVERTS WHERE THE ROADWAY WIDTH IS LESS THAN 16 FEET (18 FEET FOR THE "ROAD/CLOSED" SIGN).

G20-5
"DIVIDED HIGHWAY SYMBOL" - THIS SIGN SHOULD BE PLACED ON THE APPROACHES TO THE DIVIDED HIGHWAY WHERE OPPOSING FLOWS OF TRAFFIC ARE SEPARATED BY A PHYSICAL MEDIAN.

G20-5P
"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.

G20-5S
"ROAD CLOSED/TD/THRU TRAFFIC" - THIS SIGN SHOULD BE PLACED WHERE THROUGH TRAFFIC MUST DETOUR TO AVOID THE CLOSURE OF THE ROAD SOME DISTANCE BEYOND.

G20-6
"CENTER LANE CLOSED AHEAD" - THIS SIGN SHOULD BE USED IN ADVANCE OF THE POINT WHERE TRAFFIC IS PERMITTED TO PASS ON EITHER SIDE OF THE OBSTRUCTION.

G20-7
"LOW CLEARANCE SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN OBSTRUCTION WHERE THE HIGHWAY SURFACE IS SLIPPERY BEYOND WHAT IS ORDINARY WHEN WET.

G20-8
"L淤D CLEAR/BONTONAR/IS/ENGINEERING WORK " - THIS SIGN IS TO BE MOUNTED ON THE BARRICADE THAT IS PLACED BEFORE THE WORK ZONE ENTRANCE TO PROTECT TRAFFIC FROM ENTERING THE WORK ZONE.

G20-9
"ADVISORY SPEED PLAQUE" - THIS PLAQUE IS INTENDED TO SUPPLEMENT WARNING SIGNS ONLY BETWEEN 30 AND 60 MILES PER HOUR.

G20-10
"ROAD/CLOSED/(DIST .)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT AT WHICH THE ROAD OR TRAFFIC IN BOTH DIRECTIONS MUST USE A SINGLE LANE.

G20-11
"LOW CLEARANCE" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN UNLIMITED ADVANCE WORK ZONE THAT EXCEEDS 1500 FEET IN LENGTH.

G20-12
"BLITZING/ZONE/DIST ." - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY POINT WHERE THERE IS EXPOSURE TO BLITZING.

G20-13
"REVERSE TURN ARROW" - THIS SIGN IS INTENDED FOR USE WHERE TWO TURNS ON THE CURVE AND A TURN IN OPPOSITE DIRECTIONS ARE SEPARATED BY A TANGENT OF LESS THAN 600 FEET.

G20-14
"REVERSE CURVE SYMBOL" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G20-15
"REVERSE CURVE ARROW" - THIS SIGN IS INTENDED FOR USE WHERE TWO CURVES IN OPPOSITE DIRECTIONS ARE CONNECTED BY A TANGENT OF LESS THAN 600 FEET.

G4-1
"ADVANCE WARNING" - THIS SIGN IS TO BE MOUNTED AT THE WORK ZONE ENTRANCE TO AVOID BUMPINESS TO A WIDTH SUCH THAT TWO CARS CANNOT PASS WITHOUT REDUCING SPEED.

G7-1
"ROAD WIDTH" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE TRANSITION ON THE ROADWAY WHERE THE ROADWIDE IS NOT EVEN.

G8-1
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-2
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-3
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-4
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-5
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-6
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-7
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-8
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-9
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-10
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-11
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-12
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-13
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-14
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-15
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-16
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-17
"BUMP/DIP SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY ROAD SURFACE OR EARTH ROAD WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.

G8-18
"BUMP/DIP ARROW" - THIS SIGN IS INTENDED FOR USE WHERE CONSTRUCTION ZONE TRAFFIC CONDITIONS REQUIRE THE SIGN TO BE USED IN THE HIGHEST TRAFFIC DIRECTION.