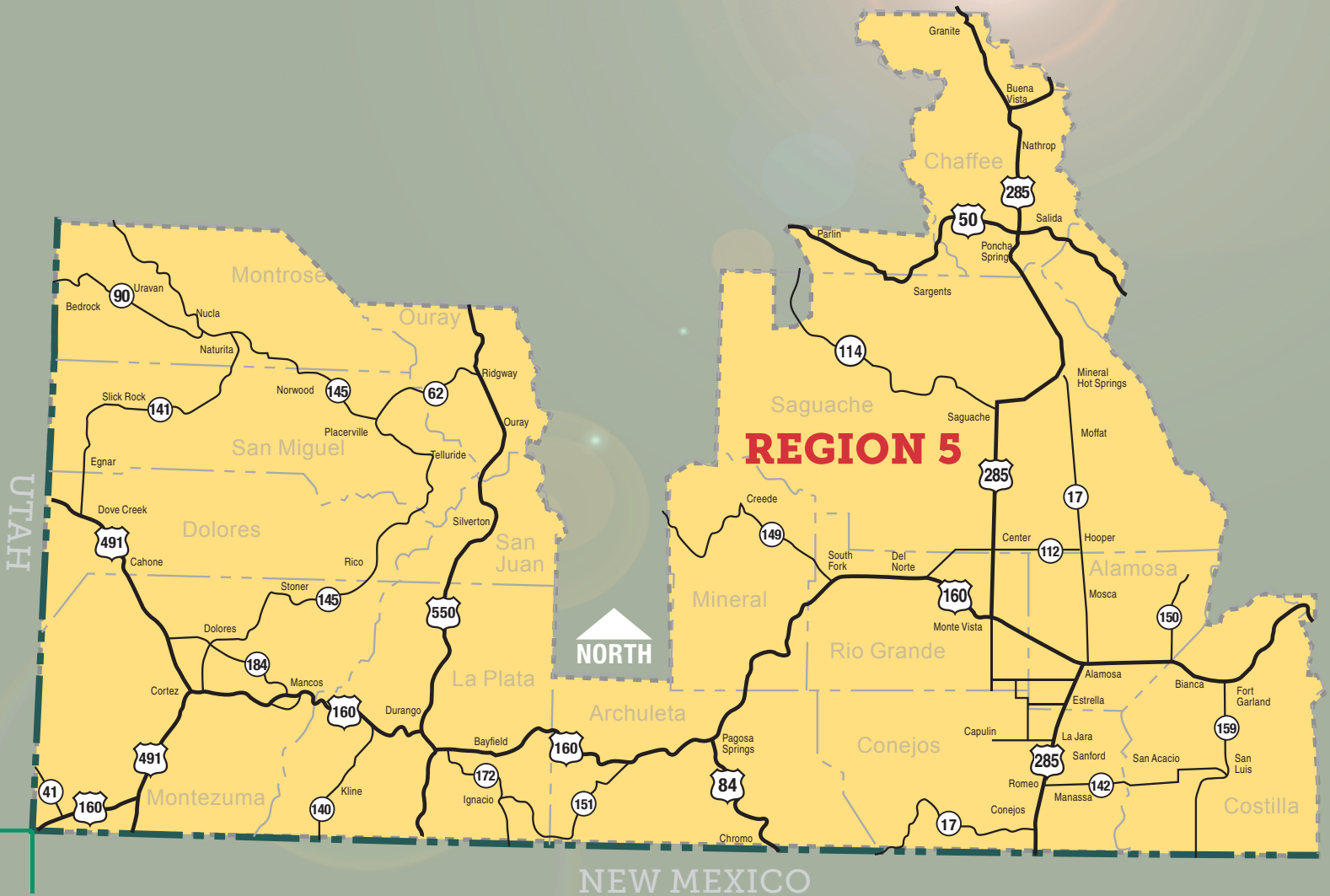


Colorado Department of Transportation Region 5 Lane Closure Strategy

Second Edition Technical Report and Lane Closure Schedules



COLORADO
Department of Transportation



Year 2019

LANE CLOSURE STRATEGY – 2ND EDITION LANE CLOSURE SCHEDULES & TECHNICAL REPORT

Colorado Department of Transportation
Region 5

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I. Introduction

A. Purpose and Use

This Lane Closure Strategy (LCS) establishes uniform criteria and authoritative guidance for scheduling lane closures in Region 5. **Figure I** shows the Region 5 engineering and maintenance areas covered by this LCS. The LCS was formulated to strike an appropriate balance between delays to the traveling public in the work zone and the cost of construction and maintenance. It is applicable to single-lane closures (and multi-lane closures on six-lane roadways) related to construction and maintenance activities on roads controlled by the Colorado Department of Transportation (CDOT). It is based on extensive data analyses and estimates of delays expected during lane closures. The LCS addresses weekday and weekend traffic demand and considers temporal variations in traffic volume occurring over a typical 24-hour period. The LCS also accounts for seasonal variations in traffic volumes.

In the past, lane closure decisions were primarily based on field observations, previous experience, and engineering judgment. Use of the information presented in this LCS is expected to improve the quality of lane closure decisions, simplify the decision process for the end user, and reduce the uncertainty associated with handling traffic during construction. This is only the 2nd Edition of the LCS, and it is expected that during its initial use some site-specific questions will arise.

This LCS is not meant to be a stand-alone document but is intended to be used in concert with all relevant information available to the decision-maker. For instance, a highway segment may be within the recommended delay threshold to allow a lane closure, but the use of the route for a special event or holiday traffic may influence the final selection of a lane closure schedule. At some locations, a noise ordinance may conflict with lane closure schedules recommended in this LCS. If a potential to generate noise levels in excess of the limit allowed by the ordinance exists, the project manager may need to seek a variance.

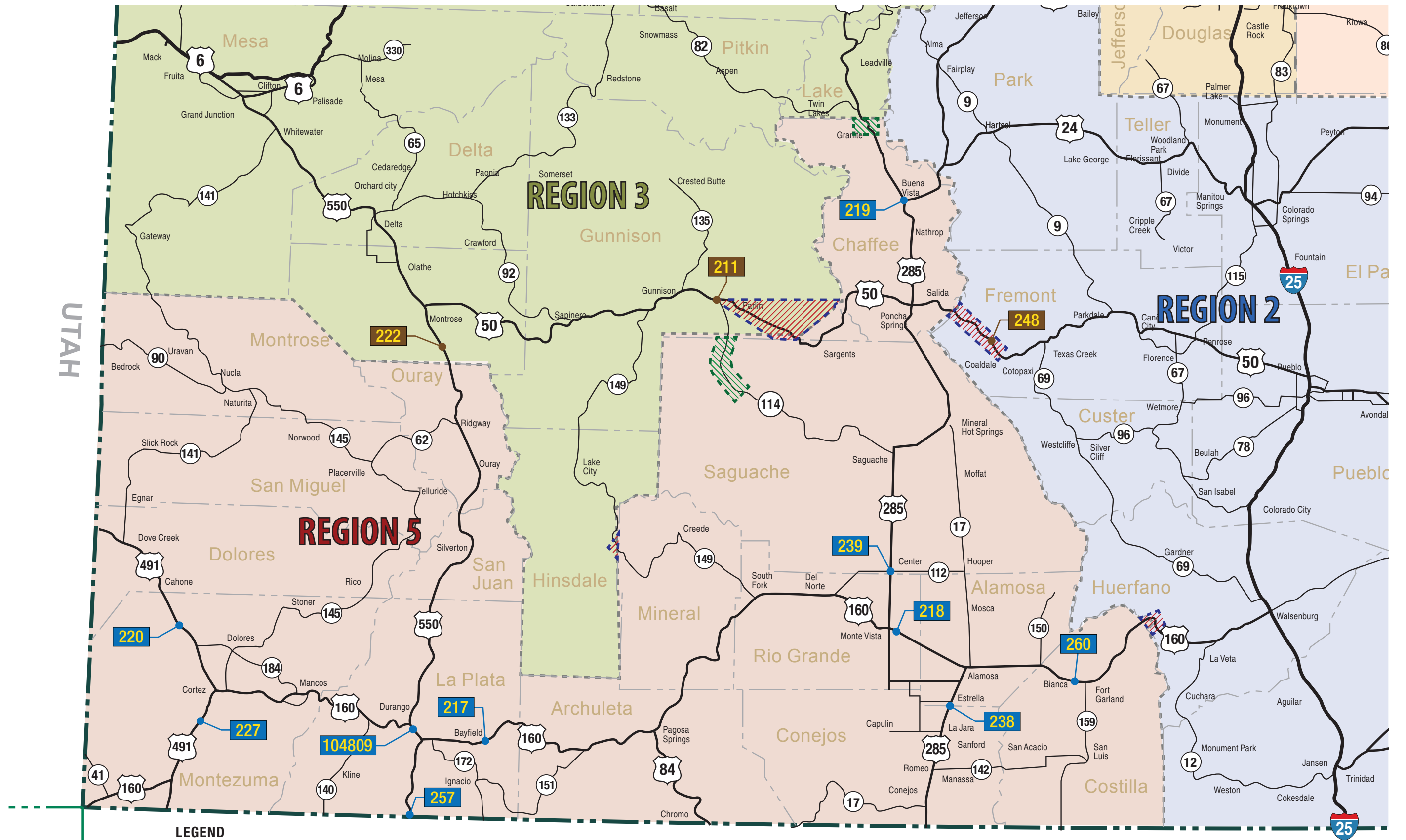
Region 5 Traffic plans to recalibrate the lane closure schedules presented herein every five years to reflect changes in traffic volumes and available capacity.

Appendix A specifies the appropriate usage of this LCS with respect to implementation, variance procedures, special events and emergency situations. **Appendix B** includes the detailed lane closure schedules for this LCS.

B. Summary of Major Changes

The 2nd Edition of this LCS incorporates some changes compared to the previous edition, including changes in strategy parameters and allowable closure hours. The following points summarize major changes to the LCS in this edition:

- The first edition of the LCS documented allowable hours for lane closures. As requested by Region 5, this version documents hours that are not allowed, or restricted hours.
- Since the publishing of the previous Region 5 LCS edition, the Highway Capacity Manual (HCM) has revised the baseline capacity of two-lane highways, which is used in this LCS to determine allowable closure hours for three-lane highways. **Section III.B** reflects this change.
- This version of the LCS does not include descriptive closure maps like the previous edition. Only the tables in **Appendix B** display restricted closure hours.
- Methods used to modify Annual Average Daily Traffic (AADT) to account for grade and heavy vehicle traffic were revised to be consistent with the most recent version of the HCM.



LEGEND

- XXX = Automatic Traffic Recording (ATR) Identification Number in Region 5
- XXX = Automatic Traffic Recording (ATR) Identification Number in Other Regions
- = Region 5 Maintenance Only
- = Not Maintained by Region 5

NOTE: Drawing Not to Scale



NEW MEXICO



FIGURE 1
CDOT Region 5 Map and ATR Locations

- For the purpose of analysis seasons, October was included in the Off-Season on all highways rather than including it during the summer to account for harvest and hunting peaks on select highways.
- Additional highway segment breaks were added to this edition of the LCS to reflect changes to the roadway geometry since the last edition.
- Unlike the previous version, changes to lane closure schedules were made beyond what was shown in the analyses to display a minimum closure or a minimum restriction of two hours.

C. Strategy Parameters

The following parameters are guidelines for the scope and application of this LCS. **Appendix A** details the LCS use specifications with respect to special events, emergency situations, and strategy updates.

- This LCS is to be used in conjunction with State of Colorado Statutes 42-04-106 and 24-33.5-226 in the implementation of lane closures.
- The restricted lane closure hours outlined in this LCS are intended for application during typical “non-event” traffic conditions. Closures during special events will be governed by the specification outlined in **Appendix A**.
- **Appendix A** also outlines closure notification procedures.
- Temporary lane closures necessitated by public safety emergencies supersede the schedules outlined in this LCS.
- The restricted lane closure hours were developed to account specifically for the presence of trucks in the traffic flow.
- The LCS is based on Year 2017 Average Annual Daily Traffic (AADT) volume information from CDOT’s Online Transportation Information System (OTIS).
- The restricted lane closure hours specifically account for highway segments where roadway grades exceed 5 percent. Locations include US 550 over Red Mountain Pass and Molas Divide, US 160 over Wolf Creek Pass, US 285 over Poncha Pass, and US 24 over Trout Creek Pass, among other locations.
- The LCS covers weekday and weekend traffic conditions and accounts for temporal variations in traffic volumes that occur during a typical 24-hour time period.
- Local noise ordinances must be considered before implementing lane closures through municipalities.
- When analysis determined that lane closures would be allowed or restricted for only one hour (generally during mid-day hours), schedules were adjusted to remove any such closures.
- Lane closure schedules were developed separately for two seasonal categories: Summer and Off-Season. **Table I** depicts the months included in each scheduling category.

Table I. Analysis Seasons and Months

Season	Months Included
Summer	May, June, July, August, September
Off-Season	October, November, December, January, February, March, April

D. Technical Report

This report summarizes the underlying methodology and assumptions used to develop the Region 5 LCS. It also establishes guidelines for applying the LCS to situations across the Region. This report includes restricted lane closure hours for every state highway facility in the Region.

E. Analysis Methodology

Traffic Information

Region 5 is geographically diverse and covers state highways in various mountainous areas (San Juans, La Garita, Sangre de Cristo, Sawatch, La Plata), the San Luis Valley, and the desert-like Four Corners region. Population centers within Region 5 include Durango, Alamosa, Pagosa Springs, and Monte Vista. Traffic data were compiled to provide information specific to the diverse areas within Region 5.

Through CDOT's OTIS database, AADT (a 365-day average) volume data are available for all state highway segments in the Region. AADT information for Year 2017 was used for this 2nd Edition of the LCS.

In addition, hourly traffic volume information is available for at least one location on all state highways in Region 5. This information is primarily weekday counts taken during summer months (May through September). CDOT also maintains a system of 13 Automatic Traffic Recorders (ATRs) throughout Region 5 to monitor traffic continuously. Hourly volumes are available by direction for every day of the year. ATRs along State Highways 50, 160, 285, 491, and 550 were used to gather data covering the full calendar Year 2017 for the purposes of this LCS. Due to lack of maintenance, some ATRs did not have available data for Year 2017; these locations used data from the previous edition.

Data from each of the 13 ATR locations were analyzed to evaluate variation in daily traffic levels over the course of the calendar year. The data indicated that the months of May through September demonstrated a generally uniform variance relative to the other months of the year for most of the ATR locations. In cooperation with Region 5 Traffic, it was determined that these months would be categorized as the Summer Lane Closure season and the remaining months as the Off-Season. Day of week variations were evaluated within these seasonal categories in a similar fashion, and it was determined that data from Monday through Thursday would represent typical weekday conditions. Fridays were not included in the weekday data compilation because hourly patterns differ from other weekdays, particularly after noon. The higher of Saturday or Sunday daily traffic would represent the weekend.

Based on these categorizations, a series of four factors were developed for each ATR location. The factors can be multiplied by the AADT volume to calculate the Average Daily Traffic (ADT) volume for a specific season and day of week. For example, the AADT along US Highway 160 (US 160) east of Monte Vista (ATR # 218) could be multiplied by 1.13 to calculate the Summer weekday ADT. The factor of 1.13 indicates that Summer weekdays carry 13 percent more traffic than the 365-day average. **Table 2** summarizes the AADT-to-ADT factors for each ATR location. **Figure 1** shows ATR locations.

Traffic counts revealed several patterns throughout Region 5. Summer brings the highest traffic volumes along most state highways. Seasonal peaking is most noticeable along rural highways. State highways in urban areas tend to have more uniform traffic volumes between Summer and Off-Season. In rural areas, weekend volumes are typically higher due to increased recreation whereas urban areas experience higher traffic volumes on weekdays. To complete analyses of highways with no ATR location, nearby ATR locations were selected as representative of traffic conditions.

Table 2. ATR Day-of-Week Factors

Highway	ATR	MP	Summer / All-Season		Off-Season	
			WD	WE	WD	WE
US 50	211	164.8	1.36	1.61	0.62	0.67
US 50	248	239.6	1.20	1.52	0.74	0.85
US 160	227	31.6	1.06	1.13	0.90	0.95
US 160	104809	84.3	1.15	0.91	1.02	0.79
US 160	217	100.9	1.18	0.96	0.95	0.78
US 160	218	219.8	1.13	1.04	0.96	0.83
US 160	260	256.4	1.15	1.31	0.81	0.81
US 285	238	28.4	1.12	1.01	0.97	0.83
US 285	239	63.4	1.20	1.27	0.92	0.92
US 285	219	148.8	1.27	1.45	0.72	0.73
US 491	220	42.4	1.11	1.11	0.87	0.91
US 550	257	1.3	1.08	1.06	0.93	0.92
US 550	222	119.5	1.29	1.18	0.97	0.78

Notes: ATR = Automatic Traffic Recorder; MP = Milepost; WD = Weekday; WE = Weekend

Analytical Procedure

Two analytical procedures were developed to evaluate traffic characteristics throughout the system and to develop appropriate lane closure schedules. Multi-lane arterials have one set of capacity and operational characteristics since both directions can operate simultaneously with one lane closed. The multi-lane methodology is similar to that used by the Florida Department of Transportation (*Florida DOT Plans Preparation Manual* Volume 1, Chapter 10, 2012). For multi-lane arterials, closures are not allowed when and where the average delay per vehicle caused by the closure exceeds 10 minutes in urban areas and 20 minutes in rural areas. The delay calculations were performed using a spreadsheet implementation of arrival / departure curves. This process is further described in **Section III**.

The two-lane analysis is based on the length of the closure and capacities for various closure lengths outlined in the *Workzone Traffic Analysis Guide* (Oregon Department of Transportation, February 2005) of the expected capacity of the single lane that is open to traffic. This process is further described in **Section IV**.

The lane closure tables in **Appendix B** present in detail the restricted closure hours along all roadway segment types in Region 5. The schedules have been developed for each segment of state highway. Highways have been segmented between intersecting state highway facilities. Segments have also been divided at locations where the roadway narrows or widens, the grade of the roadway changes significantly, or traffic volumes change significantly.

II. Lane Closure Scheduling and Variance Procedures

A. Lane Closures for Maintenance Work

Maintenance work efforts along state highways often require lane closures. For such efforts, **Figure 2** outlines the procedure for implementing a lane closure.

B. Lane Closures for Design Projects

Lane closure schedules are typically outlined in the specifications for CDOT design projects. For design and planning purposes, a work week is typically considered from 9:00 PM Sunday to noon Friday.

Figure 3 outlines the procedure for using the LCS to identify these schedules. The procedure also includes steps for modifying the closure hours if needed.

Unique circumstances may warrant modification(s) to the basic closure schedule. These unique circumstances might include, but are not limited to, the following:

- Nighttime temperatures, noise restrictions, materials supply limitations, etc.
- Nature of construction activity, for example, blasting may only be done during daylight hours.
- Seasonal or special events
- Potential restrictions for oversize vehicles.

C. Lane Closure Variances – During Construction

Upon implementing closure hours, it may be determined that an adjustment in the lane closure schedule is needed during construction. **Figure 4** outlines the procedure for changing the closure hours during construction. Lane closures may require variances for a variety of reasons. Typical reasons for variance requests include:

- **Chip Seals:** Due to the short time frame for implementation, the need for higher daytime temperatures, and the need for higher daytime traffic volumes to compact the product.
- **Construction/Maintenance Activities:** Due to particular techniques and/or projects that may require more continuous hours of lane closure than are possible given the restricted hours.
- **Tribal:** Due to sovereign restrictions on nighttime work.
- **Alternate Routes:** Due to the availability of multiple alternate routes and/or detours that can potentially lower traffic volumes and allow for expanded lane closure schedules.
- **Night-work Restrictions:** Due to municipal noise ordinances that restrict night work and/or the operation of material plants at night.

D. Variance Requests

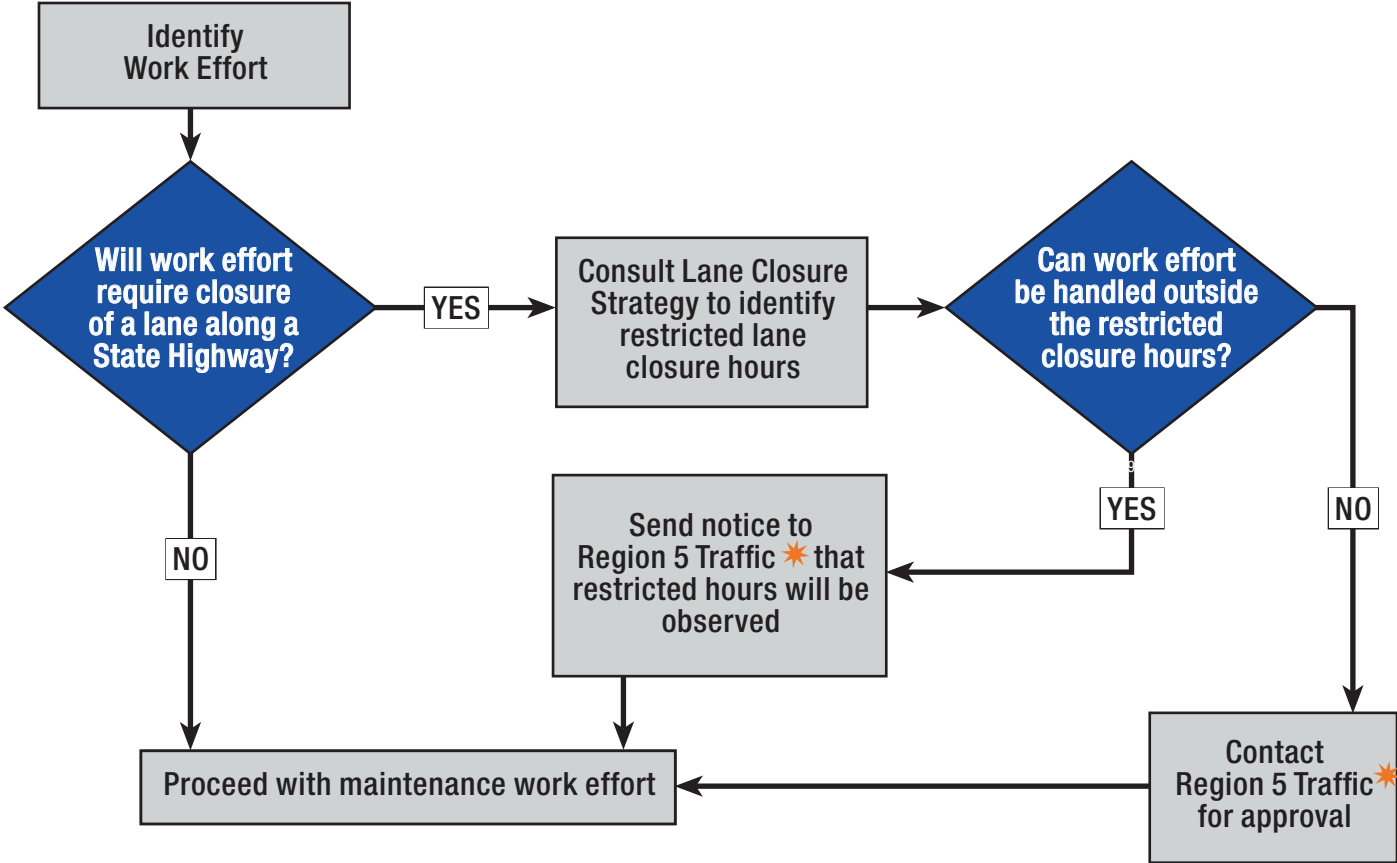
Variance requests must be submitted to the Region 5 Traffic Section and should, at a minimum, include:

- The location and limits of the state highway lane closure
- A reiteration of the restricted hours in the Lane Closure Strategy
- A presentation of the requested change to the restricted hours, specifying the new hours by the season, day-of-week, starting and ending time
- A concise statement as to the reason why a variance is being requested (Have other maintenance or construction methods been considered that would not require a variance?)
- A concise statement of how the new hours are expected to affect highway traffic

Figure 2

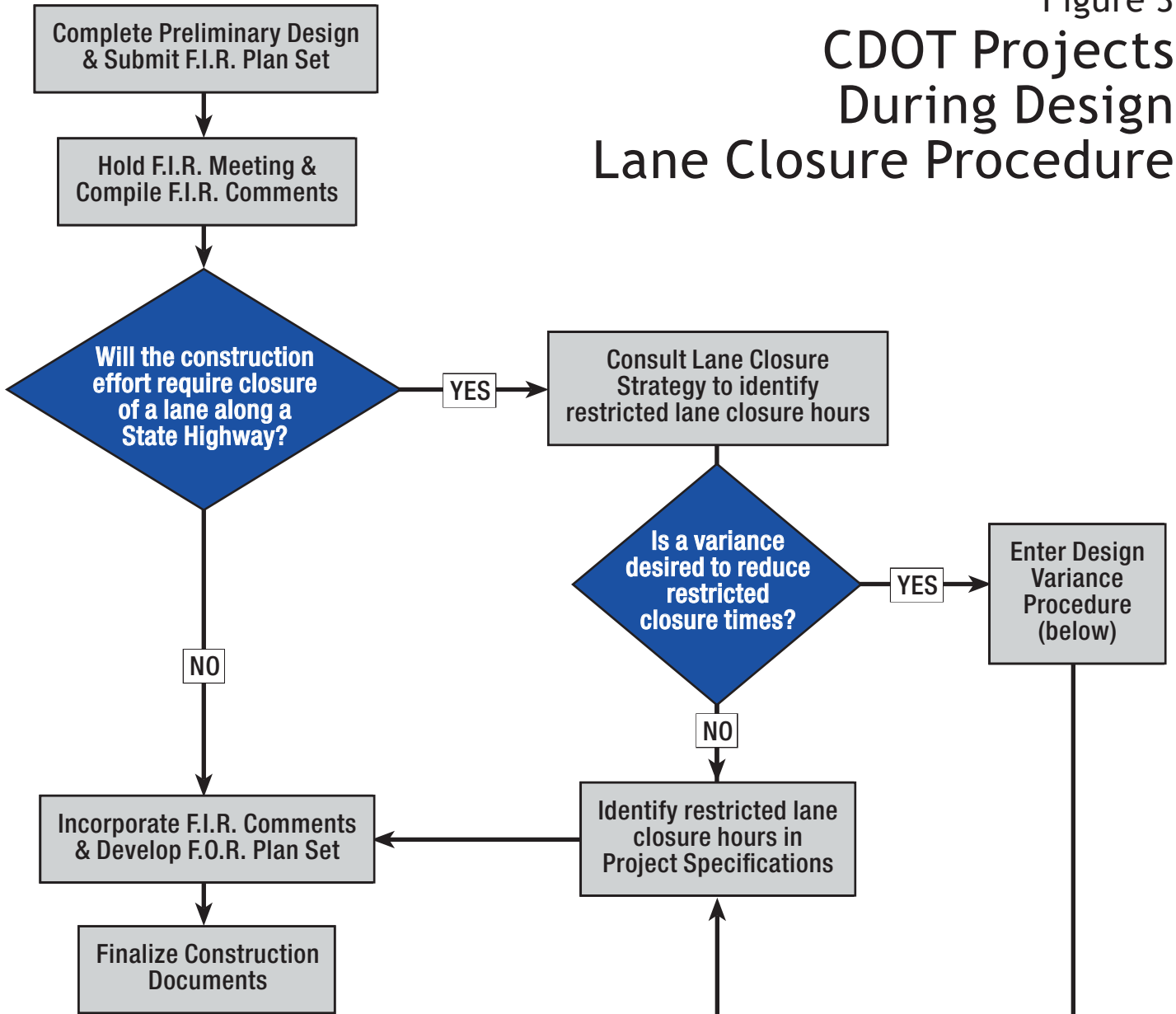
CDOT Maintenance Work Lane Closure Procedure

(Not applicable to emergency roadway maintenance situations)

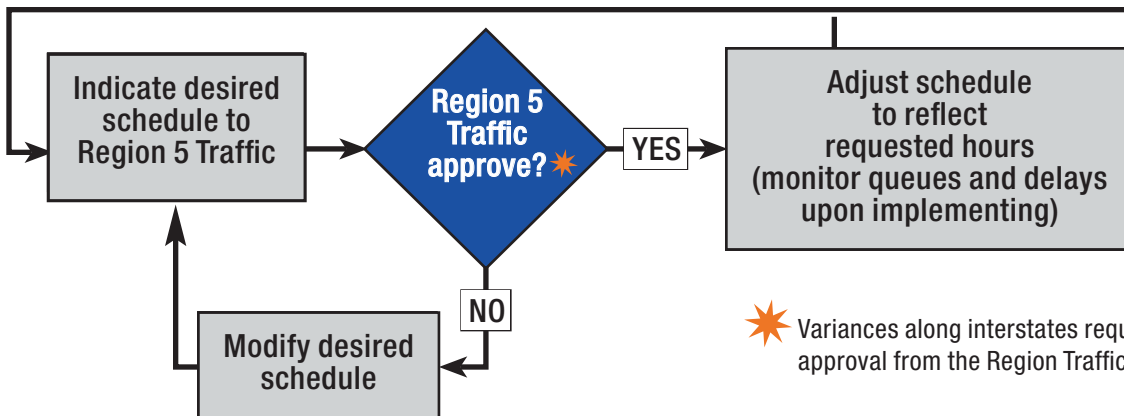


* Variances require approval from the Region Traffic Engineer

Figure 3
**CDOT Projects
 During Design
 Lane Closure Procedure**



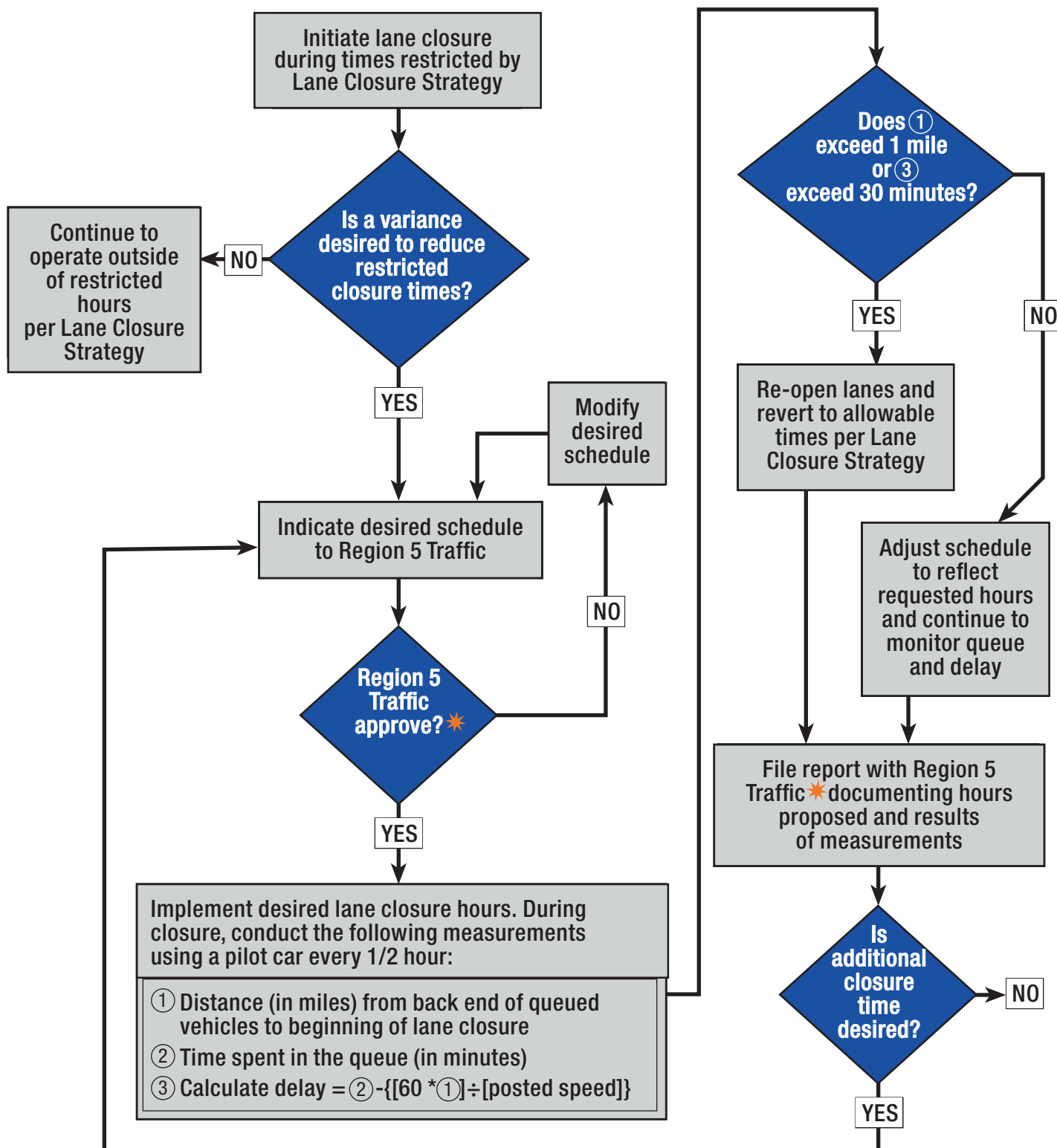
**Variance Procedure -
 During Design**



★ Variances along interstates require approval from the Region Traffic Engineer.

Figure 4

Variance Procedure - During Construction



Variances along interstates require approval from the Region Traffic Engineer.

III. Multi-Lane Highway Analysis

The multi-lane analysis methodology was developed to create lane closure schedules for state highway segments within the Region that consist of three or more lanes.

A. Data Collection and Synthesis

Data Sources

Traffic data for multi-lane facilities throughout the Region were gathered from various sources. Traffic volumes from the ATR locations and AADT information from the OTIS database maintained by CDOT were used as the basis for multi-lane analyses. For weekends, it was found that Saturday traffic volumes typically exceeded Sunday traffic volumes. Therefore, analyses of weekend conditions focused on Saturday traffic conditions.

Hourly traffic volumes on each highway segment were calculated by multiplying the selected hourly distribution by the daily traffic volume data from OTIS. Hourly traffic count information was not available for every multi-lane segment within the Region. In these cases, hourly distributions from nearby locations were applied to applicable daily traffic volume.

Seasonal and Day-of-Week Variations

Analysis of multi-lane traffic data included an accounting of day-of-week and seasonal variations depending on the level of available data. For segments whose hourly distributions were not governed by ATR data, AADT values were factored to calculate weekday and weekend daily traffic volumes based on neighboring ATR locations.

Highway Segmentation

Multi-lane highways were segmented at mileposts where the number of through lanes on the highway changed or where there are significant changes in AADT, grade, or truck percentages. Highways were also segmented where they intersect another state highway. A lane closure schedule was developed for each multi-lane highway segment.

B. Analysis Methodology

Delay Threshold

The approach used to determine appropriate lane closure schedules for multi-lane segments consisted of comparing traffic demand with roadway capacity. The closure of a lane along a multi-lane segment reduces roadway capacity. To determine when a lane closure along a multi-lane segment would be appropriate, it is necessary to determine times of day at which a lane closure would reduce the roadway capacity to a point where demand would exceed capacity, creating a bottleneck and causing delay to vehicles. Times during which the implementation of a lane closure induced an average vehicle delay in excess of 10 minutes in urban areas (Cortez, Durango, Alamosa, Monte Vista, Poncha Springs, Salida, and Buena Vista) and over 20 minutes in rural areas for the duration of the bottleneck are recorded as restricted closure times when the roadway must remain open. For these analyses, delay was defined as the increase in travel time encountered during a lane closure compared to the estimated travel time during free-flow conditions.

The average delay value of 10 minutes per vehicle was selected as a suitable delay threshold for urban areas based on a review of prevalent practices around the country and internal discussions within CDOT. An average delay value of 10 minutes per vehicle provides an appropriate balance between

delays to the traveling public and the cost of construction and maintenance. A greater average delay of 20 minutes is allowed along multi-lane highways outside the identified urban areas.

Lane closures implemented in accordance with the restricted hours included in this strategy are anticipated to cause delay for drivers. The effects of this delay, however, would be softened by the availability of alternate routes and detours to get around the closed portion of roadway. By including delay tolerances in these calculations, the restricted hours in the LCS account for the presence of alternate routes and detours.

Capacity Values

To calculate the delay caused by a closure-induced bottleneck, it is necessary to determine a capacity value for each multi-lane highway section or group of sections being analyzed. Many factors influence the per-lane capacity of a multi-lane highway, including the composition of vehicular traffic and the green time allocated to the highway at signalized intersections.

According to the HCM, the “ideal saturation flow rate” for an arterial facility is 1,900 passenger cars per hour per lane (pcphpl). Research conducted by the Denver Regional Council of Governments on saturation flow rates throughout the Denver metropolitan area concludes that 1,900 pcphpl is an appropriate value for multi-lane highways under typical operating conditions and can also be used for multi-lane highways in other parts of the state. This ideal flow rate is reduced to account for factors such as the presence of heavy vehicles in the traffic stream and signalized intersections. Accounting for these factors, the HCM estimates that the capacity of a typical arterial facility is 850 vphpl (vehicles per hour per lane). Therefore, an estimated capacity of 850 vphpl was used as a baseline capacity assumption for the development of this LCS.

This capacity, however, was adjusted upward in some cases to account for locations where the state highway facility is given a greater than typical allocation of green time. Such a condition is reflected in the traffic count information when the counted traffic volume at a given location exceeds 850 vphpl. At locations where the actual counted traffic volume exceeded 850 vphpl, the capacity value was adjusted upward to reflect the counted traffic volume.

Sequential multi-lane highway segments with identical characteristics, such as number of lanes, grade, and direction, should all have the same capacity, even though they may serve different traffic volumes. In these instances, the capacity of all the sequential segments is dictated by the segment that has the highest counted hourly volume.

Four-Lane Highway Analysis

A spreadsheet implementation of arrival / departure curves was formulated to automate the calculation of average delay induced by a lane closure along each multi-lane highway section. The spreadsheet enables the user to choose lane closure schedules with average delay values less than 10 minutes in urban areas or 20 minutes in rural areas. Selected were initial closure schedules that have the fewest restricted hours while providing the smallest average delay during closure. Additional adjustments were made to these schedules to provide at least two hours consecutive hours of closure or restriction. This allows meaningful construction/maintenance activity to be completed or excess vehicle queues to clear.

Transportation Engineering literature documents the use of arrival and departure curves to calculate vehicle delays and queues. The methodology outlined in the book *Fundamentals of Traffic Engineering* (May 1990, pp. 346-349) uses a plot depicting cumulative vehicle arrivals at and departures from a given location over the course of 24 hours. For this analysis, the 24-hour traffic count information was used to plot cumulative arrivals, and the roadway vehicle capacities discussed previously were used to formulate cumulative departure curves.

Figure 5 provides a sample plot of arrivals and departures. This plot corresponds to a multi-lane arterial between the hours of 8:00 AM and 2:00 PM on a typical weekday. The curves become separated when demand or arrival rate (blue curve) exceeds capacity (over-saturated conditions). The departure rate, represented by the red curve, is reduced to the capacity of the partially closed highway between 9:00 AM and 12:00 PM. The curves reconnect when capacity is sufficient to meet the demand. This can occur if the vehicle arrival rate decreases or if the capacity of the highway increases (the closed lane is reopened). In the sample plot shown on **Figure 5**, this occurs at 1:00 PM.

At any point, the delay of an individual vehicle can be identified graphically as the horizontal distance between the arrival (blue) and departure (red) curves. As shown on **Figure 5**, the number of vehicles that experience delay is represented by the vertical distance between the curves. The shaded area between the curves is the total delay in vehicle-hours. The average delay can be calculated by dividing this area by the number of vehicles serviced during the period of over-saturation. The delay is averaged for the total time during which over-saturated conditions persist as a result of the lane closure. An average delay is calculated for each over-saturated period. As long as this average delay remains below 10 minutes (or 20 minutes in rural areas), a closure is allowed. As shown on **Figure 5**, the calculated delay resulting from the sample case is 6 minutes per vehicle.

The arrival and departure curves do not account for the existing cycle-to-cycle delay at signalized intersections along a four-lane facility. A baseline “No-delay” condition is set to emphasize the delay related to the lane closure. The delay calculated using the spreadsheet program is intended to represent closure-induced delay only.

Three-Lane Highway Analysis

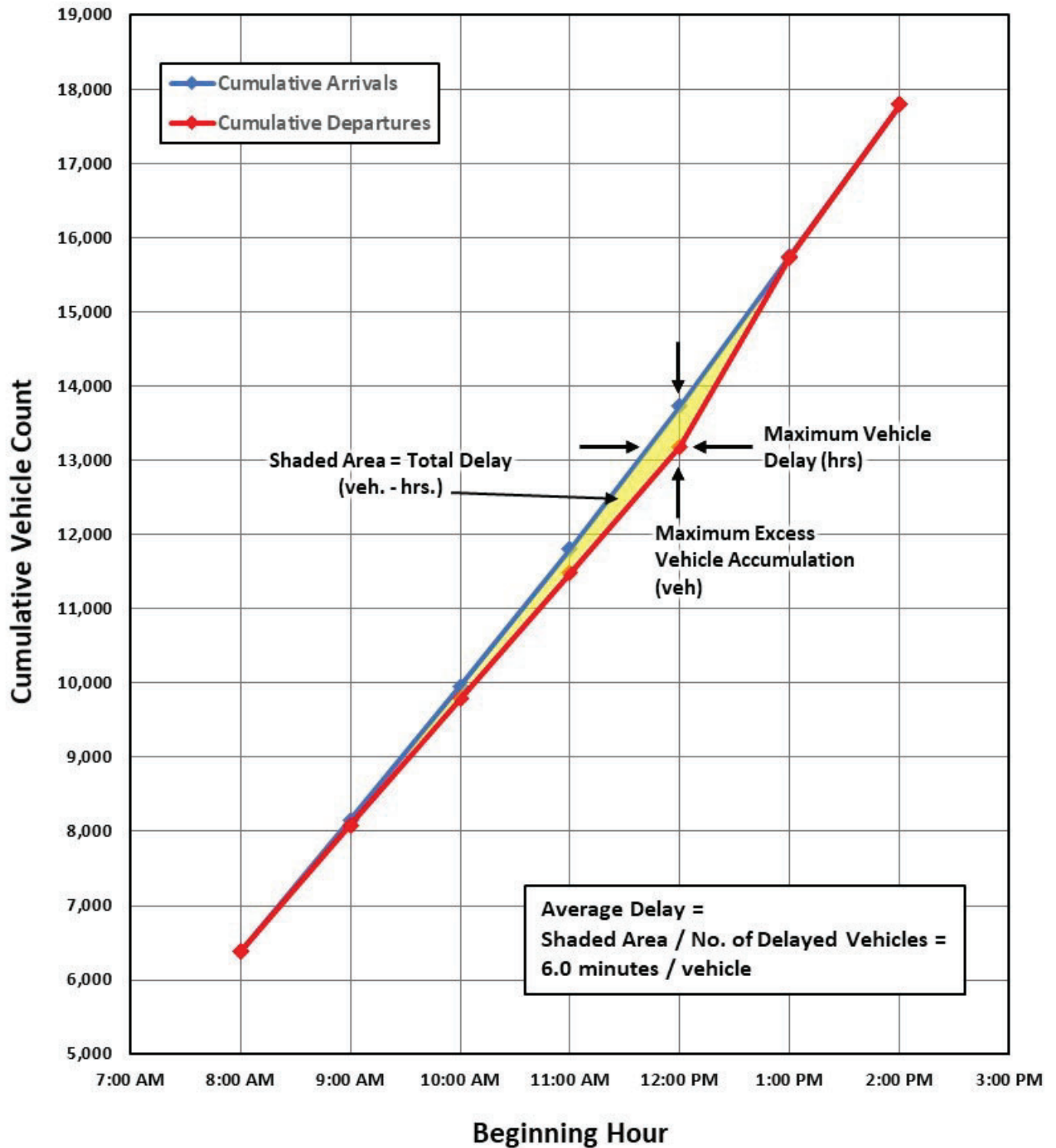
A lane closure along a three-lane roadway segment creates a two-lane operating condition. This condition was analyzed along each three-lane segment in Region 5 to develop restricted closure hours along three-lane segments. A capacity was estimated for each based on a two-lane highway analysis methodology summarized in the HCM – approximately 3,200 passenger cars per hour. The capacity was established as the traffic volume threshold between Level of Service (LOS) E and LOS F and was reduced to account for driver rubbernecking passing the work zone to 70 percent of the base capacity, or about 2,240 passenger cars per hour. Rather than using delay thresholds, closures on three-lane facilities are restricted simply when the combined hourly volume in both directions is greater than the reduced capacity of the highway segment.

C. Multi-Lane Analysis Results

The lane closure schedule tables in **Appendix B** present, in detail, restricted closure hours along multi-lane and three-lane highways in Region 5. The tables provide *specific* times at which closures are not allowed for each highway segment.

Figure 5

Sample State Highway Arrival / Departure Curves



IV. Two-Lane Highway Analysis

A. Data Collection and Synthesis

Data Sources

Traffic data for two-lane facilities throughout the region were primarily gathered from the CDOT OTIS database. Unlike multi-lane facilities that were analyzed by direction, two-lane facilities were evaluated bi-directionally, using combined AADT and hourly distributions to develop hourly traffic volumes. For weekends, it was found that Saturday traffic volumes typically exceeded Sunday traffic volumes. Therefore, analyses of weekend conditions focused on Saturday traffic conditions.

Hourly traffic volumes were calculated by multiplying the selected combined hourly distribution by the daily traffic volume data from OTIS. Hourly traffic count information was not available for every two-lane segment within the Region. In these cases, hourly distributions from nearby locations were applied to applicable daily traffic volume.

Seasonal and Day-of-Week Variations

Similar to multi-lane highway analyses, factors applied to these two-lane traffic counts consider seasonal and day-of-week variations, the impact of trucks on the traffic flow, and the impacts of roadway grade. For segments whose hourly distributions were not governed by ATR data, AADT values were factored to calculate weekday and weekend daily traffic volumes based on neighboring ATR locations.

Highway Segmentation

Multi-lane highways were segmented at mileposts where the number of through lanes on the highway changed or where there are significant changes in AADT, grade, or truck percentages. Highways were also segmented where they intersect another state highway. A lane closure schedule was developed for each two-lane highway segment.

B. Capacity Analysis

Patterns of Operations

Lane closures on two-lane facilities are unique in that only one lane is available to handle traffic. This generally means flaggers must be used at each end of the closure to alternate the direction of traffic. The capacity of the detour is related to the length of the closure. A longer detour will have less capacity because traffic in each direction takes longer to clear the work zone. Based on discussions with Region 5 Traffic Staff, it was confirmed that three typical work zone lengths would be analyzed: less than 1 mile, 1 to 2 miles, and greater than 2 miles. Mobile lane closures, such as for pavement marking installations, are subject to the same less than 1 mile, 1 to 2 miles, and greater than 2 miles criteria as stationary lane closures.

Capacity Values

The two-lane analysis is based on capacities for various closure lengths outlined in the *Workzone Traffic Analysis Guide* (Oregon Department of Transportation, February 2005). This document identifies hourly capacities of one-lane, bi-directional sections with flagger control. Capacities are provided for closure lengths exceeding 2 miles, ranging between 1 and 2 miles, and less than 1 mile. The Oregon DOT capacity values were developed based on a series of technical calculations supported by field observations conducted at construction sites. These values have a significant basis in actual field experience in combination with technical calculations.

Comprehensive field evaluations have not been performed for such closures in Colorado, but LCS documents prepared for other CDOT Regions have used the Oregon DOT values. In particular, CDOT Region 4 TSM&O Staff has indicated that field experience with flagging operations on recent Colorado projects supported capacity values similar to those of the Oregon DOT. Therefore, the Oregon DOT values have been used as the basis for the Region 5 LCS. **Table 3** summarizes capacity values adapted from the Oregon DOT information for use in the LCS.

Table 3. Closure Capacity Values for Two-Lane Highways

Closure Length	Hourly Capacity (Passenger-Car-Equivalents per Hour)
Greater than 2 miles [†]	400 PCE/hr
Between 1 and 2 miles	750 PCE/hr
Less than 1 mile	1050 PCE/hr

[†] Value not provided by Oregon DOT information; based on a linear extrapolation from provided capacities.

Providing the capacity values in Passenger Car Equivalents (PCE) allowed the specific inclusion of truck percentages in lane closure schedule calculations. Based on information in the HCM, PCE factors were applied to AADT values for two-lane highway segments based on roadway grade and total AADT. The resulting PCE volume was used in the analysis in place of AADT volume.

Lane closures implemented in accordance with the restricted hours included in this strategy are anticipated to cause up to 20 minutes of average delay for drivers. Stop times of this level typically occur on longer closures, particularly those in excess of 1 mile. It is expected that the shorter closures addressed in this document (less than 1 mile) can be implemented without causing delays approaching 20 minutes. The effects of delay would be softened by the potential availability of alternate routes and detours to get around the closed portion of roadway.

C. Analysis Methodology

To identify which hours should be restricted from lane closures on two-lane highways, hourly PCE volumes were determined for each highway segment and compared to the hourly capacity for each closure length category. A spreadsheet implementation of 1-mile, 1- to 2-mile, and greater than 2-mile closure capacities was formulated to automate the calculation of hourly capacities. The spreadsheet enables the user to input an hourly distribution of traffic and compare the resulting hourly volumes to the allowable capacity. Each hour is then evaluated (yes or no) whether it is appropriate for closure. This procedure was followed for both weekday and weekend volumes in Summer and Off-seasons. The result of the calculations can indicate that specific times should be restricted from lane closures or that no restrictions are applicable.

D. Two-Lane Analysis Results

The lane closure schedule tables in **Appendix B** present, in detail, restricted closure hours on two-lane highways in Region 5. The tables provide *specific* times at which closures are restricted for each highway segment.

APPENDIX A. LANE CLOSURE STRATEGY USE SPECIFICATIONS

Closure Implementation Process

The following steps should be followed to analyze, communicate, and document a proposed lane closure:

Step 1: Review closure tabulation (**Appendix B**) to determine basic closure restrictions.

Step 2: Analyze a specific closure that is necessary to determine if there are any unique circumstances that will warrant modification(s) to the basic closure schedule. These circumstances may include, but are not limited to:

- Night-time temperatures, noise restrictions, material supply limitations, etc.
- Nature of required construction (i.e., blasting work may be completed only during daylight hours)
- Special or seasonal events
- Potential restrictions for oversize vehicles

Any variances from the basic closure schedule will first require approval from the Resident Engineer or Maintenance Supervisor. Final approval from the Region 5 Traffic Engineer will also be required. Closures over multiple highway segments within a single project should be reviewed and a uniform closure time should be implemented. All modifications to the basic closure schedule must be documented.

Step 3: Notify the Traffic Operations Engineer of the closure and any requests for variance.

Based on the extent and duration of the proposed closure, additional notifications should be considered. Information may be distributed to:

- CDOT Public Relations Office
- Statewide Traffic Operations Center (TOC) for possible display on permanent Variable Message Signs (VMS) located upstream of the closure
- Local media outlets (including newspapers, radio and television stations, etc.)
- Emergency response agencies (State Patrol, Sheriff's Office, Fire, Paramedics)

Step 4: Place closure documentation in the project file.

Special Events

The occurrence of special events will affect traffic conditions along state highway facilities. The lane closure restriction schedules outlined in this LCS are not intended to apply to special event traffic control. When the schedule for a special event is known, construction- or maintenance-related lane closures should not be scheduled from two hours before the event until one hour after the event. This LCS is also not intended for application during peak holiday travel times, such as the weeks of Memorial Day, Independence Day, and Memorial Day.

Variance Requests

Figure 3 and **Figure 4** document the process for requesting a variance from the hours restricted by this LCS.

Emergency Situations

This LCS is intended for application to planned lane closures, not lane closures necessitated by public safety emergencies. Temporary lane closures required in emergency situations, such as avalanche control, are permitted at all times.

Updates to the Strategy

To account for future changes in traffic volumes and patterns, the LCS will be updated every five years. This 2nd Edition of the LCS is based on Year 2017 traffic volumes. Therefore, the next update will occur in Year 2022.

APPENDIX B

Lane Closure Schedule Tables

APPENDIX B. LANE CLOSURE SCHEDULE TABLES

How to Use the Schedule Tables – Sample Exercises

Scenario 1: Striping maintenance along State Highway (SH) 24A at Milepost (MP) 212.0. This project requires the temporary closure of a single lane along the highway, implementing a two-way alternating flow condition with flaggers. The project is scheduled for a Tuesday in June. The length of the closure may vary between less than 1 mile and more than 2 miles.

Solution 1: Referring to the tables in **Appendix B**, look up SH 24A in the leftmost column. Locate MP 212.0 between MP 211.2 and MP 213.6. The restricted hours shown for a weekday during the summer indicate that a closure of less than 1 mile could be implemented anytime. If the closure is between 1 mile and 2 miles in length, then a closure could be implemented anytime except between 9 AM and 6 PM. Finally, if the closure is longer than 2 miles, the closure could be implemented anytime except between 7 AM and 8 PM.

In summary, as the length of the closure increases, the number of restricted hours also increases.

Scenario 2: Repaving of a lane is planned for westbound SH 160A at MP 83.0. The project requires the temporary closure of a single lane along the highway. The project is schedule for a Saturday in October.

Solution 2: Referring to the tables in **Appendix B**, look up SH 160A in the leftmost column. Locate MP 83.0 between MP 81.2 and MP 83.2. The restricted hours shown for westbound traffic on a weekend during the off-season indicate that a lane can be closed at any time except between 11 AM and 6 PM. Note that the restricted closure hours do not vary based on closure length for multi-lane highways.

Scenario 3: A utility sewer will be replaced along US 285A in November south of Alamosa. This operation will require two weeks of continuous work, resulting in the closure of a lane for slightly less than 1 mile between MP 33 and MP 33.4.

Solution 3: Referring to the tables in **Appendix B**, look up US 285A in the leftmost column. Locate MP 33 between MP 32.4 and MP 33.7. The restricted hours shown during the off-season indicate that a lane can be closed at any time. However, since the roadway would need to be closed continuously, a variance request would need to specify the requested lane closure hours and provide a Method of Handling Traffic (MHT) with alternate route/detour signing to mitigate the delay effects of the continuous closure. In this example, US 285A is supported by a west frontage road that could provide an alternate route/detour during the closure. An approval letter from the City or County should also be submitted.

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours			
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	
3A	0.0	2.2	2	9400	Both	None	11 AM to 6 PM	7 AM to 7 PM	None	11 AM to 2 PM	9 AM to 7 PM	None	12 PM to 6 PM	7 AM to 7 PM	None	None	9 AM to 7 PM	
3A	2.2	2.4	4	7300	NB (WB)	None	None	None	None	None	None	None	None	None	None	None	None	
					SB (EB)	None	None	None	None	None	None	None	None	None	None	None	None	None
15A	0.0	0.4	2	2900	Both	None	None	None	None	None	None	None	None	None	None	None	None	
15A	0.4	0.8	2	2100	Both	None	None	None	None	None	None	None	None	None	None	None	None	
15A	0.8	12.4	2	980	Both	None	None	None	None	None	None	None	None	None	None	None	None	
15B	20.4	30.9	2	1800	Both	None	None	None	None	None	None	None	None	None	None	None	None	
17A	0.0	17.0	2	580	Both	None	None	11 AM to 2 PM 4 PM to 6 PM	None	None	None	None	None	None	None	None	None	
17A	17.0	39.0	2	1800	Both	None	None	11 AM to 2 PM 4 PM to 6 PM	None	None	None	None	None	4 PM to 6 PM	None	None	None	
17B	69.1	70.1	2	5100	Both	None	None	10 AM to 7 PM	None	None	9 AM to 6 PM	None	None	12 PM to 4 PM	None	None	11 AM to 3 PM	
17B	70.1	76.1	2	2800	Both	None	None	None	None	None	None	None	None	None	None	None	None	
17B	76.1	87.9	2	2600	Both	None	None	None	None	None	None	None	None	None	None	None	None	
17B	87.9	118.8	2	2000	Both	None	None	None	None	None	None	None	None	None	None	None	None	
24A	195.5	209.9	2	8900	Both	None	10 AM to 6 PM	7 AM to 8 PM	11 AM to 4 PM	9 AM to 6 PM	7 AM to 8 PM	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM	
24A	209.9	211.2	4	13000	EB	None	None	None	None	None	None	None	None	None	None	None	None	
					WB	None	None	None	9 AM to 1 PM	9 AM to 1 PM	9 AM to 1 PM	None	None	None	None	None	None	None
24A	211.2	213.2	2	10000	Both	None	9 AM to 6 PM	7 AM to 8 PM	10 AM to 5 PM	8 AM to 7 PM	7 AM to 9 PM	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM	
24A	213.2	213.5	4	6500	EB	None	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None	None
24A	213.5	217.5	2	5000	Both	None	None	9 AM to 7 PM	None	None	8 AM to 6 PM	None	None	None	None	None	None	
24A	217.5	218.3	3	5000	Both	None	None	None	None	None	None	None	None	None	None	None	None	
24A	218.3	219.7	2	5000	Both	None	9 AM to 6 PM	7 AM to 8 PM	10 AM to 4 PM	8 AM to 6 PM	7 AM to 8 PM	None	None	7 AM to 6 PM	None	None	8 AM to 7 PM	
24A	219.7	221.7	2	5000	Both	None	None	9 AM to 7 PM	None	None	8 AM to 6 PM	None	None	None	None	None	None	
24A	221.7	222.6	3	5000	Both	None	None	None	None	None	None	None	None	None	None	None	None	
24A	222.6	225.4	2	5000	Both	None	None	9 AM to 7 PM	None	None	8 AM to 6 PM	None	None	None	None	None	None	
24A	225.4	226.6	3	5000	Both	None	None	None	None	None	None	None	None	None	None	None	None	
41A	0.0	9.5	2	860	Both	None	None	None	None	None	None	None	None	None	None	None	None	
50A	165.6	178.7	2	3300	Both	None	None	11 AM to 4 PM	None	None	9 AM to 5 PM	None	None	None	None	None	None	
50A	178.7	179.4	4	2500	EB	None	None	None	None	None	None	None	None	None	None	None	None	
					WB	None	None	None	None	None	None	None	None	None	None	None	None	None
50A	179.4	189.3	2	2500	Both	None	None	None	None	None	10 AM to 2 PM	None	None	None	None	None	None	
50A	189.3	192.2	2	2600	Both	9 AM to 6 PM	8 AM to 7 PM	6 AM to 9 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 9 PM	None	2 PM to 4 PM	7 AM to 7 PM	None	10 AM to 5 PM	8 AM to 7 PM	
50A	192.2	199.2	3	2600	Both	None	None	None	None	None	None	None	None	None	None	None	None	
50A	199.2	200.0	3	2600	Both	None	None	None	10 AM to 4 PM	10 AM to 4 PM	10 AM to 4 PM	None	None	None	None	None	None	
50A	200.0	201.1	2	2600	Both	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	None	10 AM to 6 PM	7 AM to 7 PM	None	9 AM to 6 PM	7 AM to 7 PM	
50A	201.1	202.6	3	2600	Both	None	None	None	10 AM to 4 PM	10 AM to 4 PM	10 AM to 4 PM	None	None	None	None	None	None	
50A	202.6	203.0	2	2600	Both	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	None	10 AM to 6 PM	7 AM to 7 PM	None	9 AM to 6 PM	7 AM to 7 PM	
50A	203.0	204.6	3	2600	Both	None	None	None	10 AM to 4 PM	10 AM to 4 PM	10 AM to 4 PM	None	None	None	None	None	None	
50A	204.6	207.7	2	2200	Both	9 AM to 6 PM	8 AM to 7 PM	6 AM to 9 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	None	12 PM to 4 PM	7 AM to 7 PM	None	10 AM to 5 PM	8 AM to 7 PM	
50A	207.7	208.6	3	2200	Both	None	None	None	None	None	None	None	None	None	None	None	None	
50A	208.6	210.6	2	2200	Both	None	None	10 AM to 5 PM	None	None	9 AM to 6 PM	None	None	None	None	None	None	
50A	210.6	215.0	2	2500	Both	None	None	None	None	None	10 AM to 4 PM	None	None	None	None	None	None	
50A	215.0	216.7	2	4200	Both	None	None	10 AM to 6 PM	None	None	9 AM to 6 PM	None	None	None	None	None	None	
50A	216.7	217.3	3	6000	Both	None	None	None	None	None	None	None	None	None	None	None	None	
50A	217.3	218.1	2	7000	Both	None	None	7 AM to 7 PM	None	9 AM to 5 PM	7 AM to 8 PM	None	None	10 AM to 6 PM	None	None	8 AM to 6 PM	
50A	218.1	218.5	3	7200	Both	None	None	None	None	None	None	None	None	None	None	None	None	
50A	218.5	221.3	4	8900	EB	None	None	None	None	None	None	None	None	None	None	None	None	
					WB	None	None	None	None	None	None	None	None	None	None	None	None	None
50A	221.3	222.4	4	14000	EB	None	None	None	2 PM to 5 PM	2 PM to 5 PM	2 PM to 5 PM	None	None	None	None	None	None	
					WB	None	None	None	9 AM to 2 PM	9 AM to 2 PM	9 AM to 2 PM	None	None	None	None	None	None	None

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours		
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
50A	222.4	222.7	4	8300	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
50A	222.7	233.6	2	5700	Both	None	None	8 AM to 6 PM	None	10 AM to 4 PM	8 AM to 7 PM	None	None	None	None	None	10 AM to 12 PM 2 PM to 5 PM
50A	233.6	242.3	2	3400	Both	None	None	None	None	None	9 AM to 5 PM	None	None	None	None	None	None
62A	0.0	12.7	2	3800	Both	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM	None	None	4 PM to 6 PM	None	None	None
62A	12.7	13.2	2	3800	Both	7 AM to 7 PM	6 AM to 8 PM	5 AM to 9 PM	9 AM to 7 PM	8 AM to 8 PM	7 AM to 10 PM	7 AM to 9 AM 2 PM to 6 PM	6 AM to 7 PM	6 AM to 8 PM	11 AM to 4 PM	9 AM to 6 PM	7 AM to 8 PM
62A	13.2	16.0	3	3800	Both	None	None	None	None	None	None	None	None	None	None	None	None
62A	16.0	19.7	2	3800	Both	None	4 PM to 6 PM	6 AM to 7 PM	None	11 AM to 1 PM	8 AM to 7 PM	None	None	7 AM to 7 PM	None	None	10 AM to 6 PM
62A	19.7	22.6	2	3600	Both	None	4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	None	7 AM to 7 PM	None	None	10 AM to 6 PM
62A	22.6	23.4	2	6400	Both	None	None	7 AM to 7 PM	None	None	9 AM to 7 PM	None	None	7 AM to 10 AM 1 PM to 7 PM	None	None	10 AM to 5 PM
84A	0.0	4.6	2	840	Both	None	None	None	None	None	None	None	None	None	None	None	None
84A	4.6	8.0	2	980	Both	None	None	3 PM to 5 PM	None	None	None	None	None	None	None	None	None
84A	8.0	11.3	2	980	Both	None	None	3 PM to 5 PM	None	None	None	None	None	4 PM to 6 PM	None	None	None
84A	11.3	13.8	2	1000	Both	None	None	None	None	None	None	None	None	None	None	None	None
84A	13.8	19.7	2	1000	Both	None	None	3 PM to 5 PM	None	None	None	None	None	None	None	None	None
84A	19.7	25.9	2	2100	Both	None	None	3 PM to 5 PM	None	None	None	None	None	None	None	None	None
84A	25.9	27.9	2	4600	Both	None	None	6 AM to 8 AM 3 PM to 5 PM	None	None	11 AM to 1 PM	None	None	7 AM to 9 AM 4 PM to 6 PM	None	None	None
90A	0.0	5.2	2	190	Both	None	None	None	None	None	None	None	None	None	None	None	None
90A	5.2	6.7	2	190	Both	None	None	None	None	None	None	None	None	None	None	None	None
90A	6.7	9.6	2	190	Both	None	None	None	None	None	None	None	None	None	None	None	None
90A	9.6	33.9	2	450	Both	None	None	None	None	None	None	None	None	None	None	None	None
97A	0.0	4.6	2	1500	Both	None	None	None	None	None	None	None	None	None	None	None	None
110A	0.0	0.1	2	2600	Both	None	None	None	None	None	None	None	None	None	None	None	None
112A	0.0	0.4	2	2800	Both	None	None	None	None	None	None	None	None	None	None	None	None
112A	0.4	13.1	2	2100	Both	None	None	None	None	None	None	None	None	None	None	None	None
112A	13.1	15.0	2	1400	Both	None	None	None	None	None	None	None	None	None	None	None	None
112A	15.0	15.6	2	3200	Both	None	None	None	None	None	None	None	None	None	None	None	None
112A	15.6	19.3	2	2400	Both	None	None	None	None	None	None	None	None	None	None	None	None
112A	19.3	27.8	2	710	Both	None	None	None	None	None	None	None	None	None	None	None	None
114A	19.0	31.2	2	460	Both	None	None	10 AM to 5 PM	None	None	9 AM to 5 PM	None	None	None	None	None	None
114A	31.2	61.7	2	680	Both	None	None	9 AM to 6 PM	None	11 AM to 2 PM	8 AM to 7 PM	None	None	None	None	None	None
136A	0.0	4.5	2	2700	Both	None	None	None	None	None	None	None	None	None	None	None	None
140A	0.0	23.4	2	2500	Both	None	None	6 AM to 8 AM 2 PM to 6 PM	None	None	10 AM to 6 PM	None	None	6 AM to 8 AM 3 PM to 6 PM	None	None	11 AM to 6 PM
141A	0.0	11.3	2	510	Both	None	None	None	None	None	None	None	None	None	None	None	None
141A	11.3	55.5	2	420	Both	None	None	4 PM to 6 PM	None	None	9 AM to 6 PM	None	None	2 PM to 6 PM	None	None	10 AM to 5 PM
141A	55.5	60.7	2	2000	Both	None	None	None	None	None	8 AM to 7 PM	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM
141A	60.7	95.8	2	930	Both	None	None	None	None	None	None	None	None	None	None	None	None
142A	0.0	33.8	2	2600	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	0.0	1.3	4	9100	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
145A	1.3	7.5	2	7100	Both	None	None	8 AM to 7 PM	None	None	8 AM to 7 PM	None	None	10 AM to 6 PM	None	None	9 AM to 6 PM
145A	7.5	8.3	3	5700	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	8.3	9.7	2	5100	Both	None	11 AM to 6 PM	7 AM to 8 PM	None	10 AM to 4 PM	8 AM to 8 PM	None	None	7 AM to 7 PM	None	None	8 AM to 7 PM
145A	9.7	11.1	2	5500	Both	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM	None	None	11 AM to 1 PM 4 PM to 6 PM	None	None	11 AM to 2 PM
145A	11.1	17.1	2	3600	Both	None	None	None	None	None	None	None	None	None	None	None	None

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours		
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
145A	17.1	47.0	2	2000	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	47.0	47.3	3	2300	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	47.3	58.8	2	2300	Both	None	10 AM to 1 PM	8 AM to 7 PM	None	None	8 AM to 7 PM	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM
145A	58.8	64.2	2	2300	Both	None	9 AM to 5 PM	7 AM to 7 PM	None	10 AM to 5 PM	8 AM to 8 PM	None	10 AM to 1 PM	8 AM to 7 PM	None	None	8 AM to 7 PM
145A	64.2	65.5	2	2300	Both	None	None	7 AM to 7 PM	None	None	9 AM to 7 PM	None	None	7 AM to 10 AM 1 PM to 7 PM	None	None	10 AM to 5 PM
145A	65.5	67.4	2	2300	Both	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM	None	None	4 PM to 6 PM	None	None	None
145A	67.4	71.5	2	7100	Both	6 AM to 7 PM	6 AM to 8 PM	5 AM to 10 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	7 AM to 7 PM	6 AM to 7 PM	5 AM to 9 PM	10 AM to 6 PM	8 AM to 7 PM	7 AM to 9 PM
145A	71.5	72.4	2	7500	Both	6 AM to 7 PM	6 AM to 7 PM	6 AM to 9 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	7 AM to 6 PM	6 AM to 7 PM	6 AM to 8 PM	10 AM to 5 PM	8 AM to 7 PM	7 AM to 8 PM
145A	72.4	72.8	3	7500	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	72.8	74.1	2	7500	Both	6 AM to 7 PM	6 AM to 7 PM	6 AM to 9 PM	8 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	7 AM to 6 PM	6 AM to 7 PM	6 AM to 8 PM	10 AM to 5 PM	8 AM to 7 PM	7 AM to 8 PM
145A	74.1	84.3	2	5400	Both	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM	None	None	7 AM to 12 PM 4 PM to 6 PM	None	None	None
145A	84.3	95.6	2	1800	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	95.6	99.5	2	1800	Both	7 AM to 9 AM 4 PM to 6 PM	7 AM to 9 AM 12 PM to 6 PM	6 AM to 7 PM	None	10 AM to 5 PM	8 AM to 8 PM	None	7 AM to 9 AM 4 PM to 6 PM	7 AM to 7 PM	None	None	9 AM to 6 PM
145A	99.5	101.1	2	2400	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	101.1	101.5	2	2300	Both	None	None	None	None	None	None	None	None	None	None	None	None
145A	101.5	116.9	2	1800	Both	None	7 AM to 9 AM 4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	None	7 AM to 6 PM	None	None	10 AM to 6 PM
149A	0.0	0.2	3	3000	Both	None	None	None	None	None	None	None	None	None	None	None	None
149A	0.2	41.5	2	2000	Both	None	None	None	None	None	None	None	None	None	None	None	None
149A	41.5	42.4	2	580	Both	None	None	None	None	None	None	None	None	None	None	None	None
150A	0.0	16.0	2	1100	Both	None	None	None	None	None	None	None	None	None	None	None	None
151A	0.0	5.0	2	3100	Both	None	None	7 AM to 6 PM	None	None	9 AM to 5 PM	None	None	7 AM to 9 AM 3 PM to 6 PM	None	None	None
151A	5.0	19.0	2	1600	Both	None	None	7 AM to 9 AM 11 AM to 6 PM	None	None	None	None	None	None	None	None	None
151A	19.0	34.0	2	1000	Both	None	None	None	None	None	None	None	None	None	None	None	None
159A	0.0	17.8	2	1100	Both	None	None	None	None	None	None	None	None	None	None	None	None
159A	17.8	18.2	2	3100	Both	None	None	None	None	None	None	None	None	None	None	None	None
159A	18.2	33.7	2	2300	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	0.0	18.3	2	2900	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	18.3	21.5	2	5900	Both	None	None	10 AM to 7 PM	None	None	10 AM to 8 PM	None	None	12 PM to 6 PM	None	None	10 AM to 6 PM
160A	21.5	23.0	3	5900	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	23.0	35.2	2	8600	Both	None	4 PM to 6 PM	7 AM to 8 PM	None	1 PM to 5 PM	8 AM to 9 PM	None	None	8 AM to 7 PM	None	None	9 AM to 8 PM
160A	35.2	37.1	2	13000	Both	4 PM to 6 PM	9 AM to 7 PM	6 AM to 10 PM	11 AM to 6 PM	9 AM to 8 PM	7 AM to 11 PM	None	11 AM to 6 PM	6 AM to 9 PM	None	10 AM to 7 PM	8 AM to 9 PM
160A	37.1	37.9	4	17000	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
160A	37.9	38.2	4	17000	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
160A	38.2	39.6	4	20000	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	3 PM to 5 PM	3 PM to 5 PM	3 PM to 5 PM	None	None	None	None	None	None
160A	39.6	40.5	4	17000	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
160A	40.5	41.9	2	11000	Both	4 PM to 6 PM	7 AM to 7 PM	6 AM to 8 PM	None	9 AM to 5 PM	7 AM to 8 PM	None	7 AM to 9 AM 2 PM to 6 PM	6 AM to 8 PM	None	None	8 AM to 7 PM
160A	41.9	46.5	2	7300	Both	None	4 PM to 6 PM	7 AM to 7 PM	None	None	8 AM to 6 PM	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM
160A	46.5	48.6	3	7300	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	48.6	50.2	4	6100	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours		
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
160A	50.2	51.8	2	6100	Both	None	None	7 AM to 7 PM	None	None	9 AM to 5 PM	None	None	7 AM to 9 AM 12 PM to 6 PM	None	None	10 AM to 5 PM
160A	51.8	52.6	3	6100	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	52.6	54.8	2	6100	Both	None	None	7 AM to 7 PM	None	None	9 AM to 5 PM	None	None	7 AM to 9 AM 12 PM to 6 PM	None	None	10 AM to 5 PM
160A	54.8	58.5	2	6700	Both	None	None	7 AM to 7 PM	None	None	8 AM to 6 PM	None	None	7 AM to 7 PM	None	None	10 AM to 5 PM
160A	58.5	61.8	3	6700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	61.8	62.3	3	6700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	62.3	65.0	2	6700	Both	7 AM to 6 PM	7 AM to 7 PM	6 AM to 9 PM	10 AM to 4 PM	8 AM to 6 PM	7 AM to 9 PM	4 PM to 6 PM	7 AM to 7 PM	6 AM to 8 PM	None	9 AM to 6 PM	7 AM to 7 PM
160A	65.0	72.8	3	6700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	72.8	79.9	3	8800	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	79.9	81.2	3	9100	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	81.2	83.2	4	22000	EB	3 PM to 6 PM	3 PM to 6 PM	3 PM to 6 PM	None	None	None	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	None	None	None
					WB	7 AM to 12 PM 3 PM to 5 PM	7 AM to 12 PM 3 PM to 5 PM	7 AM to 12 PM 3 PM to 5 PM	9 AM to 2 PM	9 AM to 2 PM	9 AM to 2 PM	7 AM to 9 AM	7 AM to 9 AM	7 AM to 9 AM	None	None	None
160A	83.2	85.6	4	40000	EB	8 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	11 AM to 5 PM	11 AM to 5 PM	11 AM to 5 PM
					WB	9 AM to 6 PM	9 AM to 6 PM	9 AM to 6 PM	10 AM to 7 PM	10 AM to 7 PM	10 AM to 7 PM	9 AM to 6 PM	9 AM to 6 PM	9 AM to 6 PM	11 AM to 6 PM	11 AM to 6 PM	11 AM to 6 PM
160A	85.6	88.3	4	38000	EB	8 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	11 AM to 5 PM	11 AM to 5 PM	11 AM to 5 PM
					WB	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	8 AM to 9 AM 11 AM to 6 PM	8 AM to 9 AM 11 AM to 6 PM	8 AM to 9 AM 11 AM to 6 PM	11 AM to 6 PM	11 AM to 6 PM	11 AM to 6 PM
160A	88.3	89.0	4	22000	EB	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	None	None	None	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	None	None	None
					WB	7 AM to 4 PM	7 AM to 4 PM	7 AM to 4 PM	9 AM to 2 PM	9 AM to 2 PM	9 AM to 2 PM	7 AM to 9 AM	7 AM to 9 AM	7 AM to 9 AM	None	None	None
160A	89.0	91.5	4	22000	EB	2 PM to 6 PM	2 PM to 6 PM	2 PM to 6 PM	None	None	None	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	None	None	None
					WB	7 AM to 1 PM 3 PM to 5 PM	7 AM to 1 PM 3 PM to 5 PM	7 AM to 1 PM 3 PM to 5 PM	9 AM to 3 PM	9 AM to 3 PM	9 AM to 3 PM	7 AM to 9 AM	7 AM to 9 AM	7 AM to 9 AM	None	None	None
160A	91.5	93.1	2	13000	Both	7 AM to 6 PM	7 AM to 7 PM	6 AM to 9 PM	9 AM to 5 PM	8 AM to 7 PM	7 AM to 9 PM	7 AM to 9 AM 3 PM to 6 PM	7 AM to 7 PM	6 AM to 8 PM	None	9 AM to 6 PM	7 AM to 8 PM
160A	93.1	103.6	2	12000	Both	7 AM to 6 PM	7 AM to 7 PM	6 AM to 9 PM	10 AM to 12 PM	8 AM to 6 PM	7 AM to 9 PM	7 AM to 9 AM 4 PM to 6 PM	7 AM to 6 PM	6 AM to 8 PM	None	9 AM to 5 PM	8 AM to 7 PM
160A	103.6	110.3	2	4800	Both	None	4 PM to 6 PM	7 AM to 7 PM	None	None	8 AM to 6 PM	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM
160A	110.3	110.8	3	4800	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	110.8	113.1	2	4800	Both	None	4 PM to 6 PM	7 AM to 7 PM	None	None	8 AM to 6 PM	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM
160A	113.1	114.1	3	4800	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	114.1	118.1	3	4800	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	118.1	125.2	2	4800	Both	None	7 AM to 9 AM 3 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	7 AM to 9 AM 4 PM to 6 PM	7 AM to 7 PM	None	None	8 AM to 6 PM
160A	125.2	126.1	3	4800	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	126.1	127.0	2	4800	Both	None	7 AM to 6 PM	6 AM to 8 PM	None	10 AM to 12 PM	8 AM to 7 PM	None	7 AM to 9 AM 4 PM to 6 PM	7 AM to 7 PM	None	None	8 AM to 6 PM
160A	127.0	127.6	3	6000	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	127.6	129.9	2	6000	Both	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM	None	None	7 AM to 9 AM 2 PM to 6 PM	None	None	10 AM to 5 PM
160A	129.9	135.5	2	8500	Both	None	7 AM to 9 AM 3 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	7 AM to 9 AM 4 PM to 6 PM	7 AM to 7 PM	None	None	9 AM to 6 PM
160A	135.5	136.9	3	8500	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	136.9	138.2	2	8500	Both	None	9 AM to 5 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM
160A	138.2	140.9	2	15000	Both	8 AM to 5 PM	6 AM to 7 PM	6 AM to 9 PM	10 AM to 4 PM	8 AM to 7 PM	7 AM to 9 PM	10 AM to 5 PM	7 AM to 6 PM	6 AM to 8 PM	None	9 AM to 6 PM	7 AM to 8 PM
160A	140.9	143.2	3	19000	Both	8 AM to 5 PM	8 AM to 5 PM	8 AM to 5 PM	10 AM to 12 PM	10 AM to 12 PM	10 AM to 12 PM	11 AM to 1 PM 3 PM to 5 PM	11 AM to 1 PM 3 PM to 5 PM	11 AM to 1 PM 3 PM to 5 PM	None	None	None
160A	143.2	143.6	4	16000	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
160A	143.6	144.5	2	8500	Both	None	9 AM to 5 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM
160A	144.5	154.1	2	5000	Both	None	None	8 AM to 5 PM	None	None	10 AM to 5 PM	None	None	9 AM to 3 PM	None	None	None

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours		
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
160A	154.1	157.5	2	3000	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	157.5	162.0	3	3000	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	162.0	166.7	4	3000	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
160A	166.7	173.7	3	3000	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	173.7	178.3	2	3000	Both	None	None	8 AM to 5 PM	None	None	9 AM to 6 PM	None	None	8 AM to 5 PM	None	None	11 AM to 4 PM
160A	178.3	183.5	2	3200	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	183.5	184.3	3	3200	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	184.3	184.7	2	3200	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	184.7	201.6	2	6400	Both	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM	None	None	7 AM to 9 AM 11 AM to 6 PM	None	None	11 AM to 5 PM
160A	201.6	202.5	3	7500	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	202.5	207.1	2	5200	Both	None	None	7 AM to 6 PM	None	None	10 AM to 5 PM	None	None	7 AM to 9 AM 3 PM to 6 PM	None	None	12 PM to 2 PM
160A	207.1	215.2	2	6000	Both	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM	None	None	7 AM to 9 AM 12 PM to 6 PM	None	None	11 AM to 5 PM
160A	215.2	215.7	3	9300	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	215.7	216.9	3	13000	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	216.9	222.5	2	8900	Both	None	7 AM to 9 AM 2 PM to 6 PM	7 AM to 8 PM	None	11 AM to 3 PM	8 AM to 8 PM	None	4 PM to 6 PM	7 AM to 7 PM	None	None	9 AM to 7 PM
160A	222.5	223.1	3	8700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	223.1	225.5	4	8700	EB	None	None	None	None	None	None	None	None	None	None	None	None
					WB	None	None	None	None	None	None	None	None	None	None	None	None
160A	225.5	225.9	3	8700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	225.9	227.1	2	8700	Both	None	3 PM to 6 PM	7 AM to 8 PM	None	11 AM to 2 PM	8 AM to 8 PM	None	4 PM to 6 PM	7 AM to 7 PM	None	None	9 AM to 7 PM
160A	227.1	230.3	2	20000	Both	7 AM to 7 PM	7 AM to 8 PM	6 AM to 10 PM	9 AM to 7 PM	8 AM to 9 PM	7 AM to 11 PM	7 AM to 7 PM	7 AM to 7 PM	6 AM to 9 PM	10 AM to 6 PM	8 AM to 7 PM	7 AM to 10 PM
160A	230.3	232.5	4	24000	EB	7 AM to 9 AM 11 AM to 6 PM	7 AM to 9 AM 11 AM to 6 PM	7 AM to 9 AM 11 AM to 6 PM	9 AM to 2 PM	9 AM to 2 PM	9 AM to 2 PM	7 AM to 9 AM	7 AM to 9 AM	7 AM to 9 AM	9 AM to 12 PM	9 AM to 12 PM	9 AM to 12 PM
					WB	2 PM to 6 PM	2 PM to 6 PM	2 PM to 6 PM	1 PM to 5 PM	1 PM to 5 PM	1 PM to 5 PM	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	3 PM to 5 PM	3 PM to 5 PM	3 PM to 5 PM
160A	232.5	232.8	2	9000	EB	None	None	None	None	None	None	None	None	None	None	None	None
160A	232.8	233.5	2	7300	EB	None	None	None	None	None	None	None	None	None	None	None	None
160A	233.5	234.3	2	15000	Both	7 AM to 6 PM	7 AM to 7 PM	6 AM to 9 PM	10 AM to 5 PM	8 AM to 7 PM	7 AM to 10 PM	7 AM to 9 AM 3 PM to 6 PM	7 AM to 7 PM	6 AM to 9 PM	12 PM to 2 PM	9 AM to 6 PM	8 AM to 9 PM
160A	234.3	236.9	2	7600	Both	None	12 PM to 2 PM	7 AM to 7 PM	None	9 AM to 4 PM	8 AM to 8 PM	None	None	7 AM to 6 PM	None	None	9 AM to 6 PM
160A	236.9	253.6	2	5300	Both	None	None	9 AM to 6 PM	None	None	8 AM to 6 PM	None	None	3 PM to 5 PM	None	None	11 AM to 1 PM
160A	253.6	258.3	2	5700	Both	None	None	9 AM to 6 PM	None	None	8 AM to 7 PM	None	None	3 PM to 5 PM	None	None	10 AM to 3 PM
160A	258.3	264.5	2	4700	Both	None	9 AM to 6 PM	7 AM to 8 PM	10 AM to 3 PM	9 AM to 6 PM	7 AM to 9 PM	None	None	7 AM to 7 PM	None	None	8 AM to 7 PM
160A	264.5	265.7	3	4700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	265.7	271.5	2	4700	Both	None	None	10 AM to 6 PM	None	None	9 AM to 6 PM	None	None	None	None	None	None
160A	271.5	277.6	3	4700	Both	None	None	None	None	None	None	None	None	None	None	None	None
160A	277.6	282.3	3	4300	Both	10 AM to 5 PM	10 AM to 5 PM	10 AM to 5 PM	9 AM to 5 PM	9 AM to 5 PM	9 AM to 5 PM	None	None	None	None	None	None
160D	0.0	2.5	2	1500	Both	None	None	None	None	None	None	None	None	None	None	None	None
160Z	0.0	0.7	3	11000	WB	None	None	None	None	None	None	None	None	None	None	None	None
160Z	0.7	0.9	2	11000	WB	3 PM to 6 PM	3 PM to 6 PM	3 PM to 6 PM	2 PM to 5 PM	2 PM to 5 PM	2 PM to 5 PM	4 PM to 6 PM	4 PM to 6 PM	4 PM to 6 PM	None	None	None
172A	0.0	2.1	2	370	Both	None	None	None	None	None	None	None	None	None	None	None	None
172A	2.1	7.6	2	1400	Both	None	None	None	None	None	None	None	None	None	None	None	None
172A	7.6	8.8	2	5500	Both	None	6 AM to 8 AM 3 PM to 6 PM	6 AM to 7 PM	None	11 AM to 5 PM	7 AM to 8 PM	None	4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM
172A	8.8	9.2	2	6900	Both	None	None	6 AM to 7 PM	None	None	9 AM to 7 PM	None	None	6 AM to 8 AM 1 PM to 6 PM	None	None	10 AM to 6 PM
172A	9.2	12.1	2	8000	Both	None	4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 8 PM	None	4 PM to 6 PM	7 AM to 7 PM	None	None	9 AM to 7 PM

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours		
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
172A	12.1	19.4	2	6400	Both	4 PM to 6 PM	7 AM to 9 AM 3 PM to 6 PM	6 AM to 8 PM	None	10 AM to 6 PM	7 AM to 9 PM	None	4 PM to 6 PM	6 AM to 8 PM	None	2 PM to 5 PM	8 AM to 7 PM
172A	19.4	23.6	2	6400	Both	4 PM to 6 PM	7 AM to 9 AM 11 AM to 7 PM	6 AM to 9 PM	None	10 AM to 6 PM	7 AM to 9 PM	4 PM to 6 PM	7 AM to 9 AM 3 PM to 6 PM	6 AM to 8 PM	None	10 AM to 6 PM	7 AM to 8 PM
172A	23.6	24.5	2	8900	Both	None	4 PM to 6 PM	6 AM to 8 PM	None	3 PM to 5 PM	8 AM to 8 PM	None	4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM
184A	0.0	6.9	2	1500	Both	None	None	None	None	None	None	None	None	None	None	None	None
184A	6.9	8.0	2	2700	Both	None	None	7 AM to 6 PM	None	None	10 AM to 4 PM	None	None	4 PM to 6 PM	None	None	None
184B	9.0	22.0	2	2700	Both	None	None	4 PM to 6 PM	None	None	None	None	None	None	None	None	None
184B	22.0	26.4	2	3800	Both	None	None	7 AM to 7 PM	None	None	9 AM to 5 PM	None	None	7 AM to 9 AM 2 PM to 6 PM	None	None	None
184B	26.4	26.6	2	2000	Both	None	None	None	None	None	None	None	None	None	None	None	None
285A	0.0	5.2	2	1700	Both	None	None	None	None	None	None	None	None	None	None	None	None
285A	5.2	12.7	2	6300	Both	None	None	6 AM to 6 PM	None	None	8 AM to 6 PM	None	None	7 AM to 9 AM 11 AM to 6 PM	None	None	10 AM to 5 PM
285A	12.7	31.3	2	6100	Both	None	None	6 AM to 6 PM	None	None	9 AM to 5 PM	None	None	7 AM to 9 AM 12 PM to 6 PM	None	None	11 AM to 5 PM
285A	31.3	32.4	2	6800	Both	None	None	6 AM to 6 PM	None	None	8 AM to 6 PM	None	None	7 AM to 9 AM 10 AM to 6 PM	None	None	10 AM to 5 PM
285A	32.4	33.7	2	10000	Both	3 PM to 5 PM	6 AM to 8 AM 12 PM to 6 PM	6 AM to 7 PM	None	9 AM to 3 PM	7 AM to 8 PM	None	7 AM to 9 AM 3 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM
285A	33.7	34.1	2	13000	Both	6 AM to 8 AM 3 PM to 6 PM	6 AM to 6 PM	6 AM to 8 PM	11 AM to 2 PM	8 AM to 6 PM	7 AM to 9 PM	7 AM to 9 AM 4 PM to 6 PM	7 AM to 6 PM	6 AM to 8 PM	None	10 AM to 5 PM	8 AM to 8 PM
285B	51.2	53.3	4	4900	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
285B	53.3	53.8	4	2500	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
285B	53.8	62.9	2	2500	Both	None	None	None	None	None	None	None	None	None	None	None	None
285B	62.9	86.6	2	2900	Both	None	None	None	None	None	None	None	None	None	None	None	None
285B	86.6	100.5	2	1900	Both	None	None	None	None	None	None	None	None	None	None	None	None
285B	100.5	104.9	2	3100	Both	None	None	None	None	None	11 AM to 4 PM	None	None	None	None	None	None
285B	104.9	119.0	2	2500	Both	None	None	None	None	None	None	None	None	None	None	None	None
285B	119.0	122.0	3	2500	Both	None	None	None	None	None	None	None	None	None	None	None	None
285B	122.0	126.1	3	3300	Both	None	None	None	None	None	None	None	None	None	None	None	None
285B	126.1	126.5	2	4700	Both	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM	None	None	None	None	None	None
285C	126.9	127.3	2	5700	Both	None	None	8 AM to 6 PM	None	11 AM to 3 PM	8 AM to 7 PM	None	None	None	None	None	12 PM to 3 PM
285C	127.3	130.9	3	5700	Both	None	None	None	None	None	None	None	None	None	None	None	None
285C	130.9	133.9	2	4900	Both	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM	None	None	None	None	None	None
285C	133.9	135.5	2	7800	Both	None	11 AM to 5 PM	7 AM to 7 PM	12 PM to 2 PM	9 AM to 6 PM	8 AM to 8 PM	None	None	11 AM to 6 PM	None	None	10 AM to 5 PM
285C	135.5	138.0	3	7800	Both	None	None	None	None	None	None	None	None	None	None	None	None
285C	138.0	139.6	2	7800	Both	None	11 AM to 5 PM	7 AM to 7 PM	12 PM to 2 PM	9 AM to 6 PM	8 AM to 8 PM	None	None	11 AM to 6 PM	None	None	10 AM to 5 PM
285C	139.6	140.4	3	7800	Both	None	None	None	None	None	None	None	None	None	None	None	None
285C	140.4	142.5	2	7800	Both	None	11 AM to 5 PM	7 AM to 7 PM	12 PM to 2 PM	9 AM to 6 PM	8 AM to 8 PM	None	None	11 AM to 6 PM	None	None	10 AM to 5 PM
285C	142.5	143.0	2	9500	Both	12 PM to 3 PM	9 AM to 6 PM	7 AM to 8 PM	10 AM to 5 PM	9 AM to 6 PM	7 AM to 8 PM	None	None	8 AM to 6 PM	None	None	9 AM to 6 PM
285C	143.0	144.2	3	9500	Both	None	None	None	None	None	None	None	None	None	None	None	None
285C	144.2	146.0	2	9500	Both	12 PM to 3 PM	9 AM to 6 PM	7 AM to 8 PM	10 AM to 5 PM	9 AM to 6 PM	7 AM to 8 PM	None	None	8 AM to 6 PM	None	None	9 AM to 6 PM
285C	146.0	146.7	3	9500	Both	None	None	None	None	None	None	None	None	None	None	None	None
285C	146.7	148.0	2	9500	Both	12 PM to 3 PM	9 AM to 6 PM	7 AM to 8 PM	10 AM to 5 PM	9 AM to 6 PM	7 AM to 8 PM	None	None	8 AM to 6 PM	None	None	9 AM to 6 PM
291A	0.0	2.7	2	4700	Both	None	None	9 AM to 6 PM	None	None	8 AM to 6 PM	None	None	None	None	None	None
291A	2.7	9.0	2	4200	Both	None	None	10 AM to 5 PM	None	None	9 AM to 6 PM	None	None	None	None	None	None
368A	0.0	12.3	2	720	Both	None	None	None	None	None	None	None	None	None	None	None	None
370A	0.0	14.0	2	880	Both	None	None	None	None	None	None	None	None	None	None	None	None
371A	0.0	6.0	2	780	Both	None	None	None	None	None	None	None	None	None	None	None	None

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

State Highway	Start MP	End MP	# of Lanes	AADT	Direct.	Summer Weekday Restricted Hours			Summer Weekend Restricted Hours			Off-Season Weekday Restricted Hours			Off-Season Weekend Restricted Hours		
						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
491A	0.0	6.4	2	3900	Both	None	None	4 PM to 6 PM	None	None	1 PM to 5 PM	None	None	None	None	None	None
491B	26.2	26.4	2	6800	Both	None	None	9 AM to 7 PM	None	None	9 AM to 8 PM	None	None	11 AM to 6 PM	None	None	10 AM to 7 PM
491B	26.4	26.7	4	6400	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
491B	26.7	29.0	4	12000	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
491B	29.0	31.7	2	7400	Both	None	None	7 AM to 7 PM	None	None	8 AM to 7 PM	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM
491B	31.7	36.7	2	5400	Both	None	None	9 AM to 6 PM	None	None	9 AM to 6 PM	None	None	3 PM to 5 PM	None	None	10 AM to 5 PM
491B	36.7	39.8	3	5100	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	39.8	46.5	2	4600	Both	None	10 AM to 6 PM	6 AM to 8 PM	None	9 AM to 6 PM	7 AM to 9 PM	None	None	7 AM to 7 PM	None	11 AM to 3 PM	8 AM to 8 PM
491B	46.5	47.5	3	3300	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	47.5	51.2	2	3300	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	51.2	51.7	3	3300	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	51.7	52.3	4	3600	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
491B	52.3	53.0	3	3600	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	53.0	56.8	2	3600	Both	6 AM to 8 PM	6 AM to 9 PM	5 AM to 11 PM	None	9 AM to 6 PM	7 AM to 9 PM	7 AM to 7 PM	6 AM to 8 PM	5 AM to 10 PM	8 AM to 8 PM	7 AM to 9 PM	6 AM to 11 PM
491B	56.8	57.9	3	3600	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	57.9	60.6	2	3600	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	60.6	61.0	3	4300	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	61.0	61.8	4	4600	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
491B	61.8	63.3	2	3700	Both	None	None	None	None	None	None	None	None	None	None	None	None
491B	63.3	69.6	2	2800	Both	None	None	None	None	None	None	None	None	None	None	None	None
491C	0.0	0.2	4	5100	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550A	0.0	2.8	4	8800	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550A	2.8	4.5	2	8800	Both	6 AM to 8 AM 2 PM to 6 PM	6 AM to 7 PM	5 AM to 9 PM	10 AM to 6 PM	8 AM to 7 PM	7 AM to 10 PM	6 AM to 8 AM 3 PM to 6 PM	6 AM to 6 PM	5 AM to 8 PM	11 AM to 6 PM	9 AM to 7 PM	7 AM to 9 PM
550A	4.5	5.8	3	6300	Both	None	None	None	None	None	None	None	None	None	None	None	None
550A	5.8	11.9	2	6300	Both	None	None	6 AM to 7 PM	None	None	9 AM to 7 PM	None	None	6 AM to 8 AM 2 PM to 6 PM	None	None	10 AM to 6 PM
550A	11.9	12.4	4	6300	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550A	12.4	15.6	2	7900	Both	None	4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	None	6 AM to 6 PM	None	None	9 AM to 7 PM
550A	15.6	16.6	2	8100	Both	6 AM to 8 AM 1 PM to 6 PM	6 AM to 7 PM	5 AM to 9 PM	10 AM to 6 PM	8 AM to 8 PM	6 AM to 10 PM	6 AM to 8 AM 3 PM to 6 PM	6 AM to 6 PM	5 AM to 8 PM	10 AM to 6 PM	9 AM to 7 PM	7 AM to 9 PM
550B	20.9	22.4	4	39000	NB	8 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	8 AM to 6 PM	10 AM to 5 PM	10 AM to 5 PM	10 AM to 5 PM
					SB	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	10 AM to 7 PM	10 AM to 7 PM	10 AM to 7 PM	9 AM to 6 PM	9 AM to 6 PM	9 AM to 6 PM	11 AM to 6 PM	11 AM to 6 PM	11 AM to 6 PM
550B	22.4	24.1	4	28000	NB	10 AM to 6 PM	10 AM to 6 PM	10 AM to 6 PM	12 PM to 5 PM	12 PM to 5 PM	12 PM to 5 PM	9 AM to 11 AM 1 PM to 6 PM	9 AM to 11 AM 1 PM to 6 PM	9 AM to 11 AM 1 PM to 6 PM	12 PM to 5 PM	12 PM to 5 PM	12 PM to 5 PM
					SB	1 PM to 6 PM	1 PM to 6 PM	1 PM to 6 PM	11 AM to 5 PM	11 AM to 5 PM	11 AM to 5 PM	1 PM to 6 PM	1 PM to 6 PM	1 PM to 6 PM	1 PM to 5 PM	1 PM to 5 PM	1 PM to 5 PM
550B	24.1	25.7	4	13000	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550B	25.7	30.3	2	13000	Both	8 AM to 7 PM	7 AM to 7 PM	6 AM to 9 PM	10 AM to 6 PM	8 AM to 7 PM	7 AM to 10 PM	3 PM to 4 PM	8 AM to 7 PM	7 AM to 8 PM	None	10 AM to 6 PM	8 AM to 8 PM
550B	30.3	35.3	2	7700	Both	None	9 AM to 6 PM	7 AM to 8 PM	None	11 AM to 4 PM	8 AM to 7 PM	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM
550B	35.3	39.6	3	6600	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	39.6	45.6	3	4100	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	45.6	48.0	4	4100	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550B	48.0	49.0	3	4100	Both	None	None	None	None	None	None	None	None	None	None	None	None

Summer: May – September, Off-Season: October – April; Weekday: Monday – Friday, Weekend: Saturday – Sunday

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						<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure	<1 Mile Lane Closure	1-2 Mile Lane Closure	>2 Mile Lane Closure
550B	49.0	56.5	2	2100	Both	10 AM to 5 PM	9 AM to 7 PM	7 AM to 8 PM	11 AM to 4 PM	9 AM to 7 PM	7 AM to 9 PM	10 AM to 12 PM	9 AM to 5 PM	8 AM to 8 PM	None	None	8 AM to 7 PM
550B	56.5	59.4	2	2100	Both	9 AM to 6 PM	9 AM to 7 PM	8 AM to 8 PM	10 AM to 5 PM	9 AM to 7 PM	7 AM to 9 PM	10 AM to 4 PM	9 AM to 6 PM	8 AM to 8 PM	None	11 AM to 4 PM	8 AM to 7 PM
550B	59.4	60.8	2	2100	Both	10 AM to 5 PM	9 AM to 6 PM	8 AM to 8 PM	11 AM to 1 PM	9 AM to 6 PM	7 AM to 9 PM	None	10 AM to 5 PM	9 AM to 7 PM	None	None	8 AM to 7 PM
550B	60.8	61.4	3	2100	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	61.4	63.7	2	2100	Both	10 AM to 5 PM	9 AM to 6 PM	8 AM to 8 PM	11 AM to 1 PM	9 AM to 6 PM	7 AM to 9 PM	None	10 AM to 5 PM	9 AM to 7 PM	None	None	8 AM to 7 PM
550B	63.7	70.4	2	2100	Both	9 AM to 6 PM	9 AM to 7 PM	7 AM to 8 PM	10 AM to 5 PM	9 AM to 7 PM	7 AM to 9 PM	10 AM to 4 PM	9 AM to 6 PM	8 AM to 8 PM	None	10 AM to 5 PM	8 AM to 7 PM
550B	70.4	72.0	2	2100	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	72.0	76.6	2	1900	Both	None	10 AM to 4 PM	9 AM to 7 PM	None	None	9 AM to 7 PM	None	None	9 AM to 6 PM	None	None	11 AM to 4 PM
550B	76.6	77.4	3	1900	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	77.4	79.9	2	1900	Both	None	10 AM to 4 PM	9 AM to 7 PM	None	None	8 AM to 7 PM	None	None	9 AM to 6 PM	None	None	10 AM to 5 PM
550B	79.9	93.3	2	2900	Both	9 AM to 6 PM	9 AM to 7 PM	7 AM to 8 PM	9 AM to 6 PM	8 AM to 7 PM	7 AM to 10 PM	10 AM to 5 PM	9 AM to 6 PM	8 AM to 8 PM	None	9 AM to 6 PM	8 AM to 8 PM
550B	93.3	103.7	2	5300	Both	None	4 PM to 6 PM	6 AM to 7 PM	None	None	8 AM to 7 PM	None	None	7 AM to 7 PM	None	None	10 AM to 5 PM
550B	103.7	108.1	2	7300	Both	None	4 PM to 6 PM	6 AM to 7 PM	None	11 AM to 3 PM	8 AM to 7 PM	None	None	7 AM to 7 PM	None	None	9 AM to 6 PM
550B	108.1	108.5	4	7400	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550B	108.5	108.7	3	7400	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	108.7	109.3	2	7400	Both	None	3 PM to 6 PM	6 AM to 7 PM	None	11 AM to 3 PM	8 AM to 7 PM	None	None	6 AM to 7 PM	None	None	9 AM to 6 PM
550B	109.3	109.8	3	7400	Both	None	None	None	None	None	None	None	None	None	None	None	None
550B	109.8	115.8	2	7400	Both	None	3 PM to 6 PM	6 AM to 7 PM	None	11 AM to 3 PM	8 AM to 7 PM	None	None	6 AM to 7 PM	None	None	9 AM to 6 PM
550B	115.8	116.8	4	7400	NB	None	None	None	None	None	None	None	None	None	None	None	None
					SB	None	None	None	None	None	None	None	None	None	None	None	None
550B	116.8	122.5	2	8000	Both	None	2 PM to 6 PM	6 AM to 8 PM	None	10 AM to 5 PM	8 AM to 8 PM	None	5 PM to 6 PM	6 AM to 7 PM	None	None	9 AM to 6 PM

