

GENERAL NOTES

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 (INCLUDING WASHING), REPLACED IF DAMAGED, REMOVED WHEN TEMPORARILY NOT IN USE AND RETURNED WHEN REQUIRED, RESET AS NECESSARY DURING THE PROGRESS OF CONSTRUCTION, AND REMOVED ENTIRELY WHEN THE PROJECT IS COMPLETED. ALL DEVICES SHALL MEET THE REQUIREMENTS OF ATSSA "QUALITY STANDARDS FOR WORK ZONE TRAFFIC CONTROL – 1992"

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 CDOT FORM 568, "AUTHORIZATION AND DECLARATION OF TEMPORARY SPEED LIMITS."

WHEN A CHANGE IN AN EXISTING SPEED LIMIT IS REQUIRED, THE R2–1 SIGNS, SHOWN ON THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES, SHOULD BE INSTALLED AT THE LOCATIONS SHOWN ON THE TYPICAL CASES BY R2–1 (OPTIONAL) SIGNS.

AN ADVISORY SPEED PLATE (W13–1) 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 15 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 A0.01 TO 9.00 SQ. FT. (INCLUDING TYPE 1 AND TYPE 2 BARRICADES).

PANEL SIZE B9.01 TO 16.00 SQ. FT.

PANEL SIZE CGREATER THAN 16 SQ. FT.

CONSTRUCTION TRAFFIC SIGN (SPECIAL), SQ. 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 "COLORADO SUPPLEMENT" THERETO. SIGN LAYOUTS FOR OTHER SIGNS WILL BE FURNISHED IN THE PLANS, TRANSMITTED TO THE ENGINEER AFTER AWARD, OR MAY BE AVAILABLE UPON REQUEST.

W20–5 WARNING SIGNS SHALL BE FURNISHED WITH EXCHANGEABLE PLAQUES READING "RIGHT", "LEFT", "CENTER", "RIGHT 2", ETC. AT NO ADDITIONAL COST.

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 (EX: CASE 11 ON SHEET 6).

8. ADDITIONAL TRAFFIC CONTROL DEVICES ADDRESSING FLAGGING, SPEED REDUCTION, ETC. WILL BE NECESSARY FOR SET–UP AND TAKE–DOWN OF MOST CASE APPLICATIONS; DAILY WORK SITE ACCESS; AND 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 PLACED BEYOND THE CONGESTION.

11. ALL SIGN MATERIAL SHALL BE SOUND AND DURABLE TO THE DEGREE NECESSARY FOR MAINTAINING EFFECTIVE AND NEAT APPEARING TRAFFIC CONTROLS, AND:

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 ON THE PLANS.

c. SYMBOLS AND LEGEND SHALL BE OF GOOD WORKMANSHIP (UNEVEN OR HAND LETTERING WILL NOT BE ACCEPTED).

d. PORTABLE OR TEMPORARY MOUNTING SHALL NOT BE CONSTRUCTED OR WEIGHTED BY ANY METHOD OR MATERIAL THAT MAKES THEM HAZARDOUS TO TRAFFIC.

e. CERTAIN POST SIZES AND SHAPES REQUIRE A "BREAK–AWAY" DEVICE. SEE THE APPLICABLE STANDARD PLAN. OTHER POST DESIGNS OR SYSTEMS REQUIRE THE SUBMITTAL OF AN FHWA LETTER OF ACCEPTANCE TO THE ENGINEER, AND MUST BE APPROVED BY THE ENGINEER PRIOR TO THEIR USE.

12. ALL CONSTRUCTION SIGN PLACEMENT SHALL BE IN ACCORDANCE WITH STANDARD PLAN "TYPICAL GROUND SIGN 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 PAVEMENT ELEVATION.

13. SIGNS MOUNTED ON THE MEDIAN OF DIVIDED HIGHWAYS WHERE MEDIAN BARRIER IS IN PLACE MAY BE MOUNTED ON THE BARRIER WITH A SADDLE TYPE BRACKET. IF 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.

14. 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 SHOULD ALSO BE 36 INCHES WHEN USED ON OTHER HIGH SPEED ROADWAYS (45 MPH OR MORE) WITH AN ADT OF 6,000 OR MORE.

15. TYPE 1 BARRICADES AND VERTICAL PANELS SHALL NOT BE USED ON FREEWAYS, EXPRESSWAYS, OR OTHER HIGH SPEED ROADWAYS (45 MPH OR MORE).

16. 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 GUARD RAIL, FLARED OR EXTENDED TO MEET CLEAR ZONE REQUIREMENTS, OR FITTED WITH AN IMPACT ATTENUATION DEVICE.
17. 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 TANGENTS ALONG THE BUFFER SPACE OR WORK AREA, SPACING MAY NOT BE GREATER THAN TWO TIMES THE SPEED LIMIT. (e.g. 50 MPH = 50 FEET TO 100 FEET MAXIMUM)

18. FOR DETAILS ON BARRICADES, CONCRETE BARRIER (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: A FULLY DIRECTIONAL SWIVEL MOUNT QUARTZ LIGHT SOURCE (500 WATT MINIMUM), SELF–SUPPORTING STAND WITH VARIABLE LIGHT HEIGHT FROM OF 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 GLARE TO TRAFFIC.

20. IF WORK ON THE ROADWAY IS FOR AN EXTENDED PERIOD, INAPPLICABLE PAVEMENT MARKINGS ARE TO BE REMOVED, AND FULL COMPLIANCE PAVEMENT MARKINGS ARE TO BE INSTALLED IN ACCORDANCE WITH THE APPLICABLE SPECIFICATIONS, (PAVEMENT MARKING – GENERAL), AND/OR AS DETAILED ON THE PLANS.


FOR ADDITIONAL PAVEMENT MARKING DETAILS, SEE STANDARD PLAN "TYPICAL PAVEMENT MARKINGS".

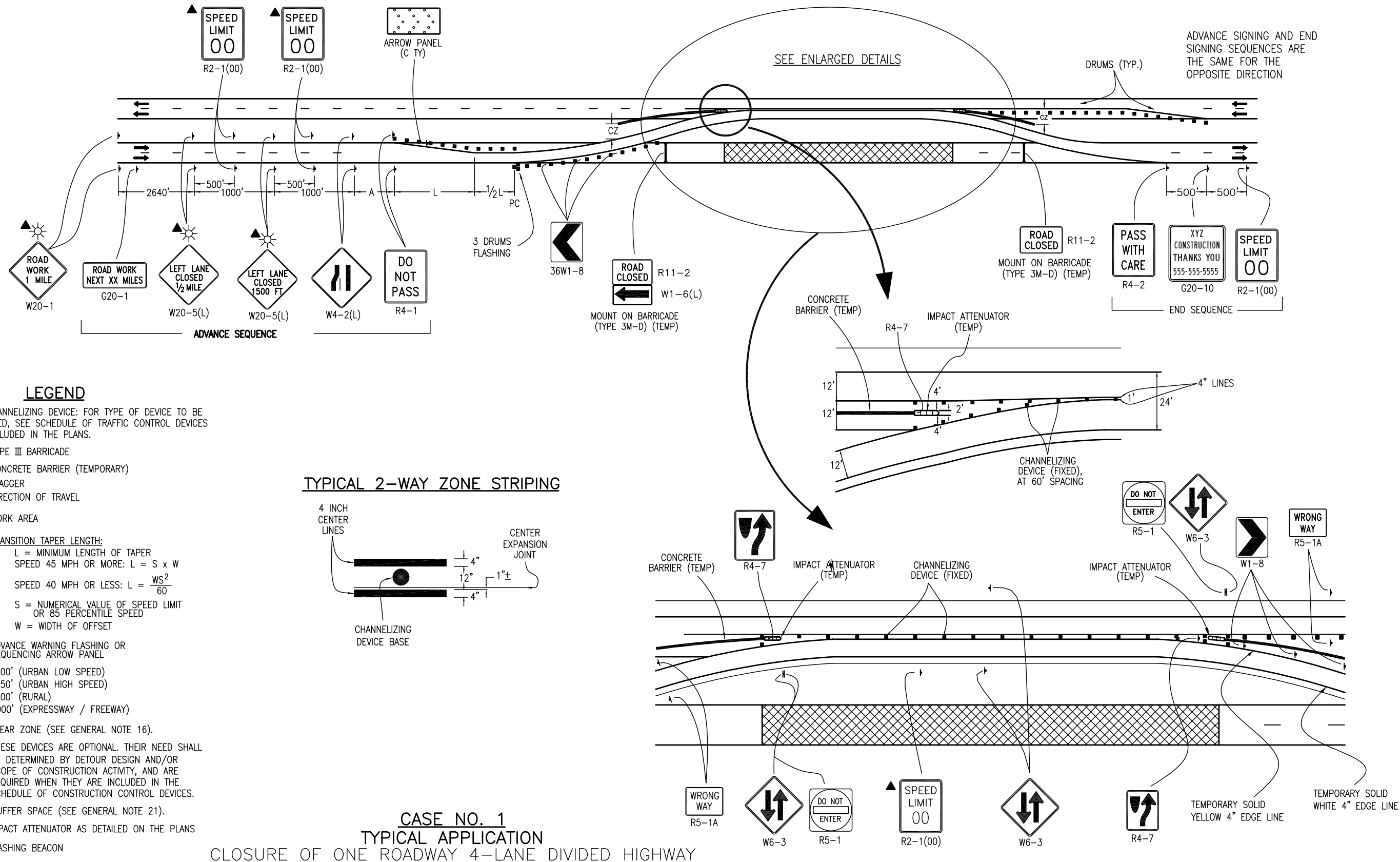
21. BUFFER SPACE IS OPTIONAL. NEED MUST BE DETERMINED ON A PROJECT OR SITE SPECIFIC BASIS AS DIRECTED BY THE ENGINEER. WHEN A BUFFER SPACE IS USED, DIMENSIONS AND/OR DEVICES USED ARE TO BE INCORPORATED IN THE TRAFFIC CONTROL PLAN (TCP) OR THE CONTRACTOR'S METHOD OF HANDLING TRAFFIC (MHT).

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 LEGENDS SHOULD BE CHANGED TO ADVISE MOTORISTS OF UPCOMING TRAFFIC CONDITIONS AND TO ALERT THEM OF UPCOMING LANE USAGE.

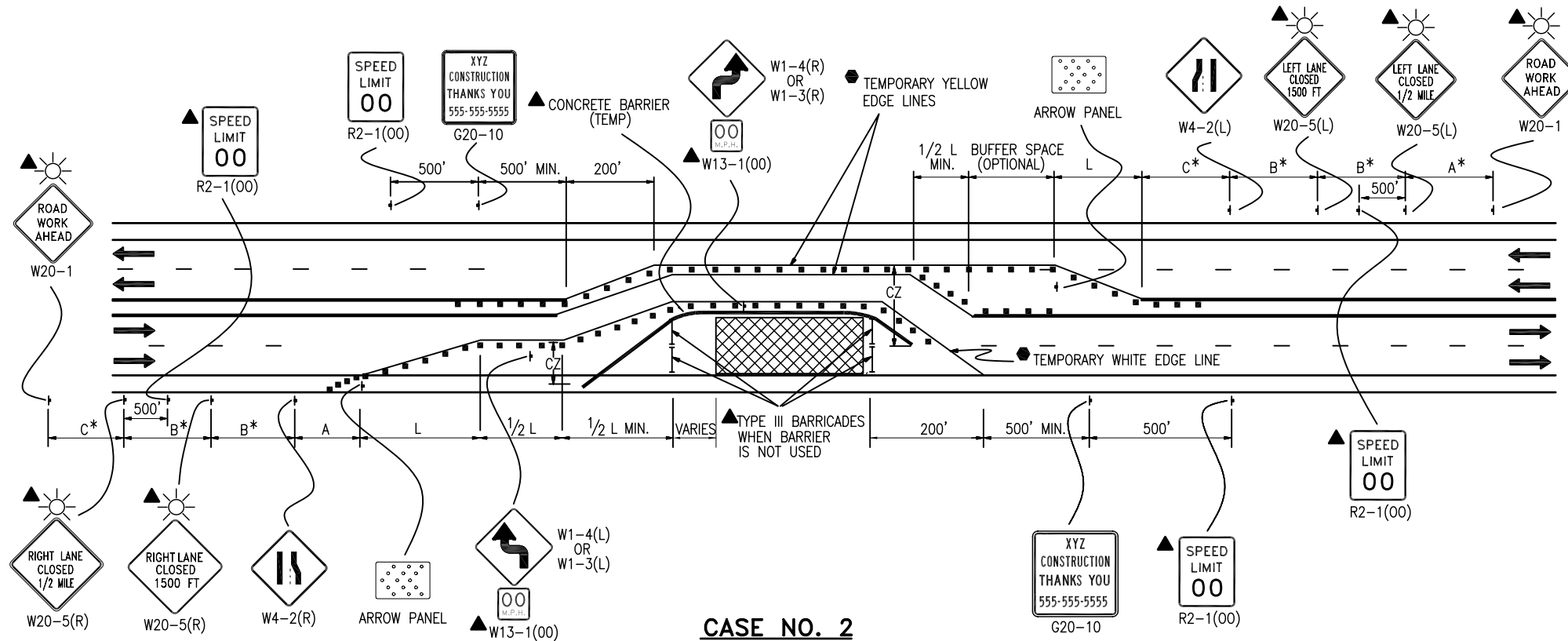
ADDITIONAL ADVANCE WARNING SIGNAGE IS ENCOURAGED IN ALL CASES WHERE TRAFFIC VOLUMES AND SPEEDS ARE HIGH AND/OR WHERE THERE ARE INFREQUENT EXITS. ADDITIONAL SIGNAGE IS ALSO ENCOURAGED IN LOCATIONS WHERE DRIVERS' LINE OF SIGHT TO ADVANCE WARNING SIGNS IS OBSTRUCTED.

23. RAISED PAVEMENT MARKERS MAY BE USED TO SUPPLEMENT TEMPORARY STRIPING DURING NON–SNOW PERIODS. THEIR USE IS ENCOURAGED ON HIGHER SPEED FACILITIES WHEN TRAFFIC IS BEING DIVERTED FROM ITS USUAL COURSE.

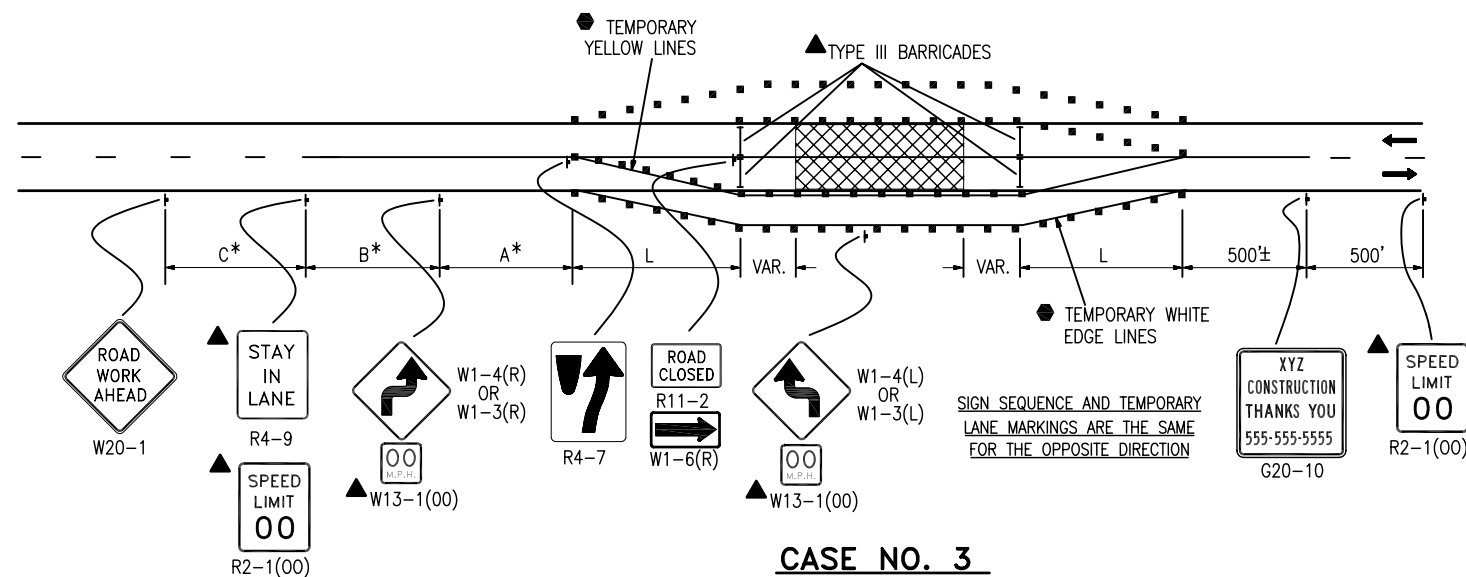
24. THE TYPICAL CASES DEPICTED IN THIS STANDARD REFLECT THE MINIMUM REQUIREMENTS, UNLESS AS OTHERWISE DIRECTED BY THE PROJECT PLANS AND SPECIFICATIONS, AND/OR THE PROJECT ENGINEER.
- | Computer File Information | | Sheet Revisions | | <div>Colorado Department of Transportation</div> <div> 4201 East Arkansas Avenue
Denver, Colorado 80222
Phone: (303) 757–9543
Fax: (303) 757–9820</div> <div>Staff Traffic BranchKCM/JSW</div> | TRAFFIC CONTROLS
FOR HIGHWAY
CONSTRUCTION | STANDARD PLAN NO. |
|--|---------------------|-----------------|----------|---|--|-------------------|
| Creation Date: 07–04–06 | Initials: KCM | Date: | Comments | | | S-630-1 |
| Last Modification Date: 07–04–06 | Initials: JSW | | | | | |
| Full Path:www.dot.state.co.us/DesignSupport/ | | | | | | |
| Drawing File Name: S–630–1 (1 of 12) | | | | | | |
| CAD Ver.: MicroStation V8 | Scale: Not to Scale | Units: English | | | Issued By: Traffic Engineering Unit July 4, 2006 | Sheet No. 1 of 12 |



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CASE NO. 2
TYPICAL APPLICATION
CLOSURE OF HALF OF 4-LANE HIGHWAY, NOT PHYSICALLY DIVIDED



CASE NO. 3
TYPICAL APPLICATION
ROAD CLOSURE, USE OF ADJACENT SHOULDERS

LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.

- 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: $L = S \times W$
SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
W = WIDTH OF OFFSET
SHOULDER TAPER = $1/3 L$

- ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL

- A = 100' (URBAN LOW SPEED)
350' (URBAN HIGH SPEED)
500' (RURAL)
1,000' (EXPRESSWAY / FREEWAY)

- CZ CLEAR ZONE (SEE GENERAL NOTE 16).

- 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.

- VARIES BUFFER SPACE (SEE GENERAL NOTE 21).

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

- FLASHING BEACON

*KEY TO ADVANCE SIGNING DISTANCES

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (<=40 MPH)	100	100	100
URBAN (>=45 MPH)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1000	1500	2640

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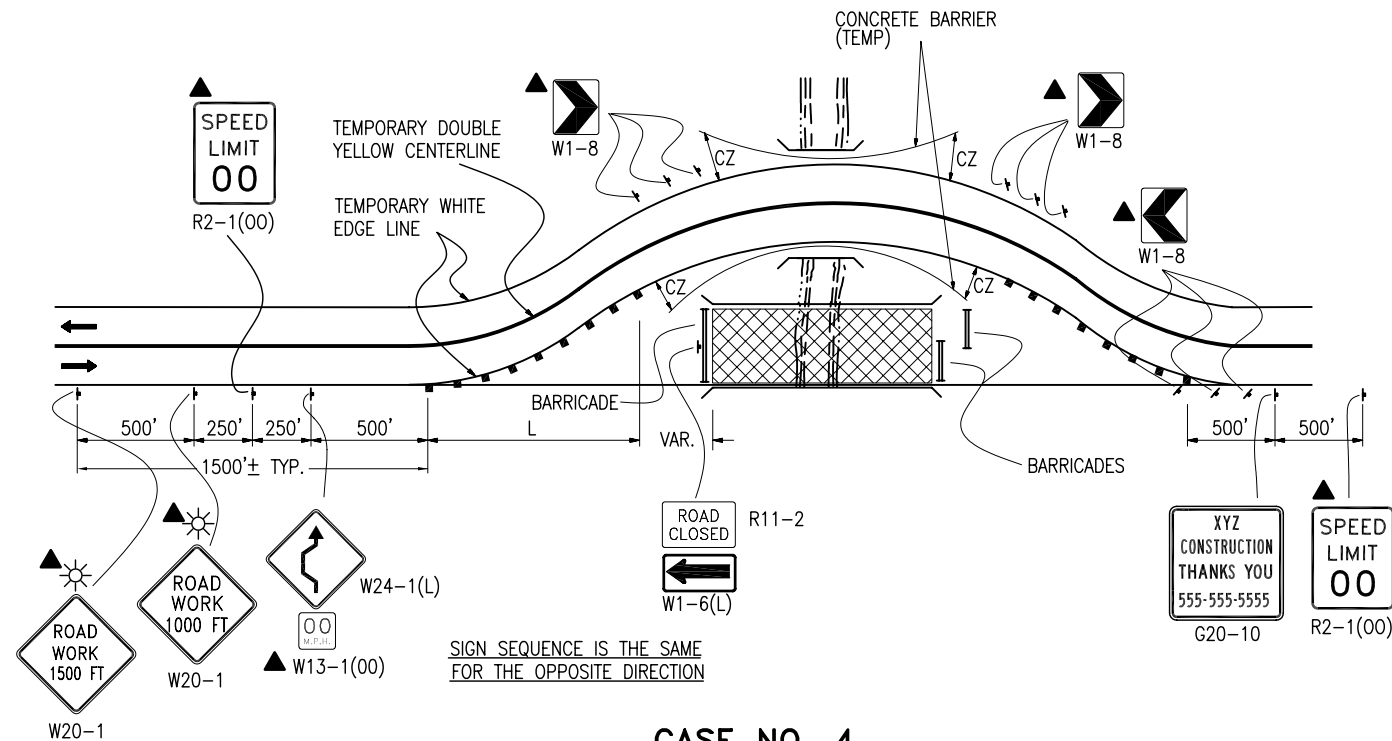
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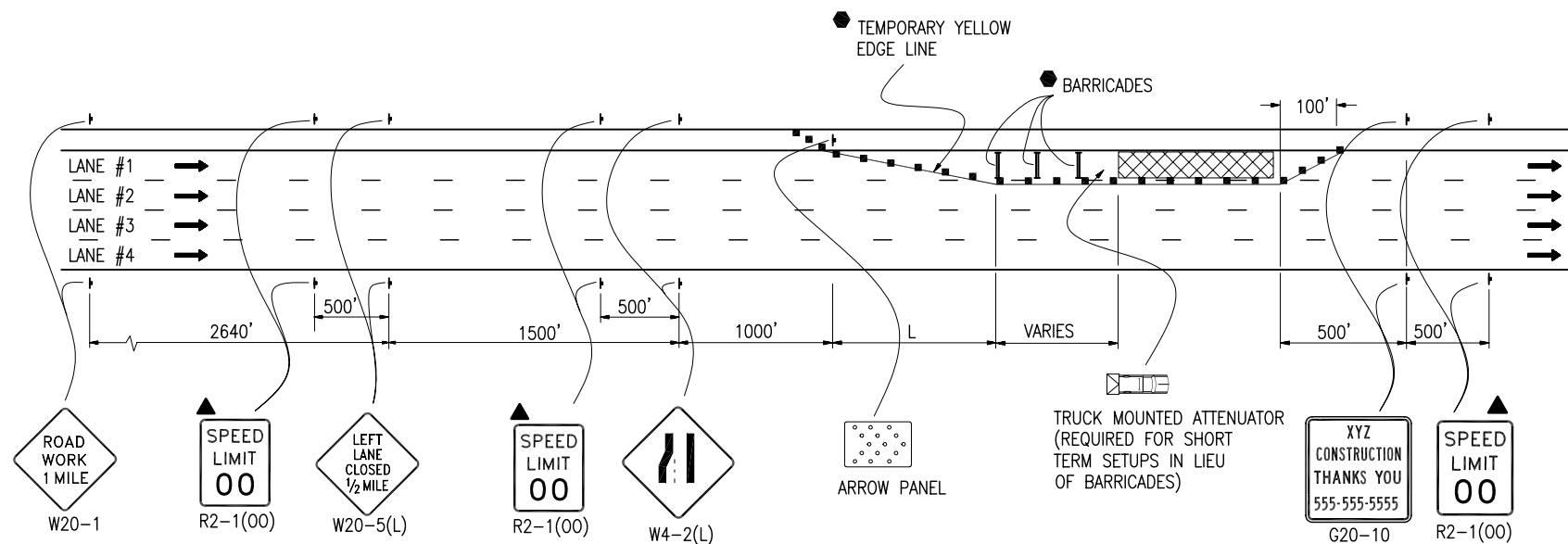
STANDARD PLAN NO.

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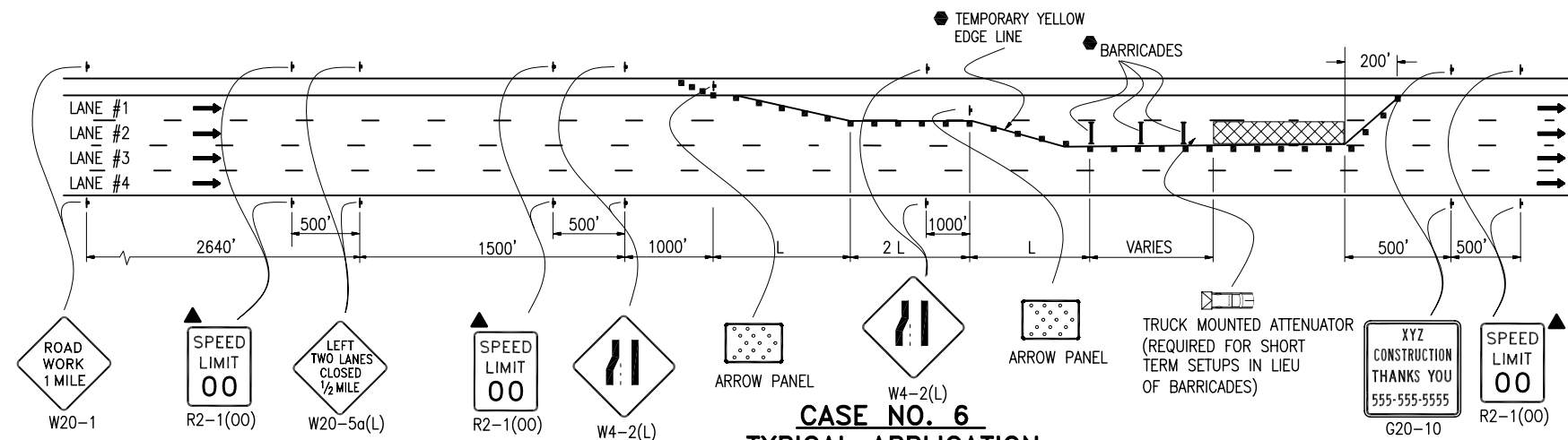
CASE NO. 4
TYPICAL APPLICATION
ROAD CLOSURE, BYPASS DETOUR PROVIDED



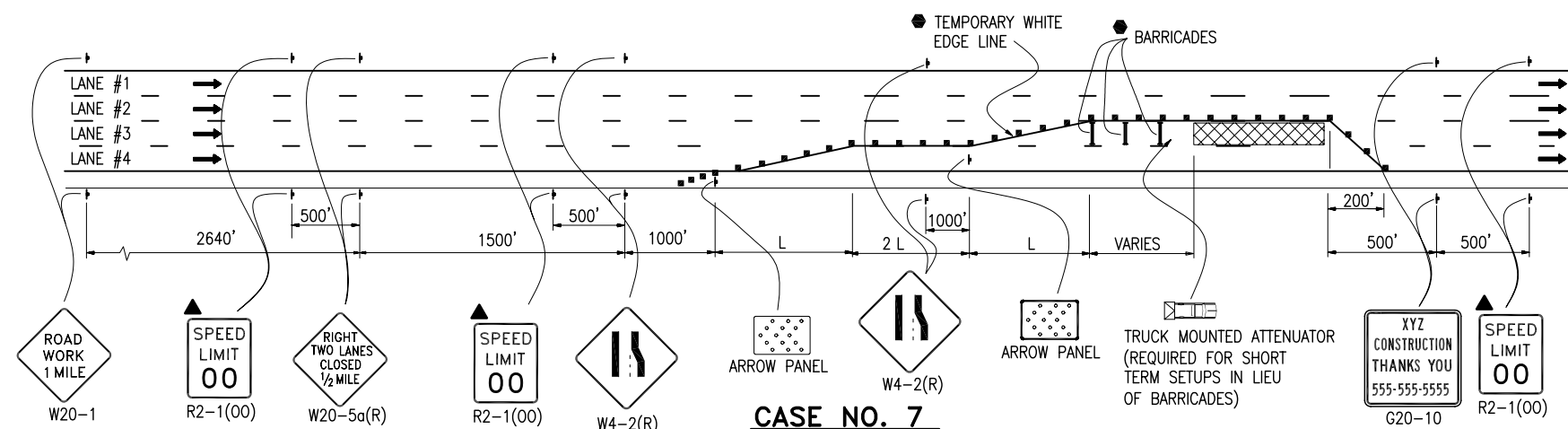
CASE NO. 5
TYPICAL APPLICATION
LANE #1 CLOSURE, MULTILANE FREEWAY

- LEGEND**
- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
 - 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: $L = S \times W$
 SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
 S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
 W = WIDTH OF OFFSET
 SHOULDER TAPER = $\frac{1}{3} L$
 - ▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
 - CZ CLEAR ZONE (SEE GENERAL NOTE 16).
 - ▲ 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.
 - VARIES BUFFER SPACE (SEE GENERAL NOTE 21).
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
 - ▨ TRUCK MOUNTED ATTENUATOR
 - ☀ FLASHING BEACON

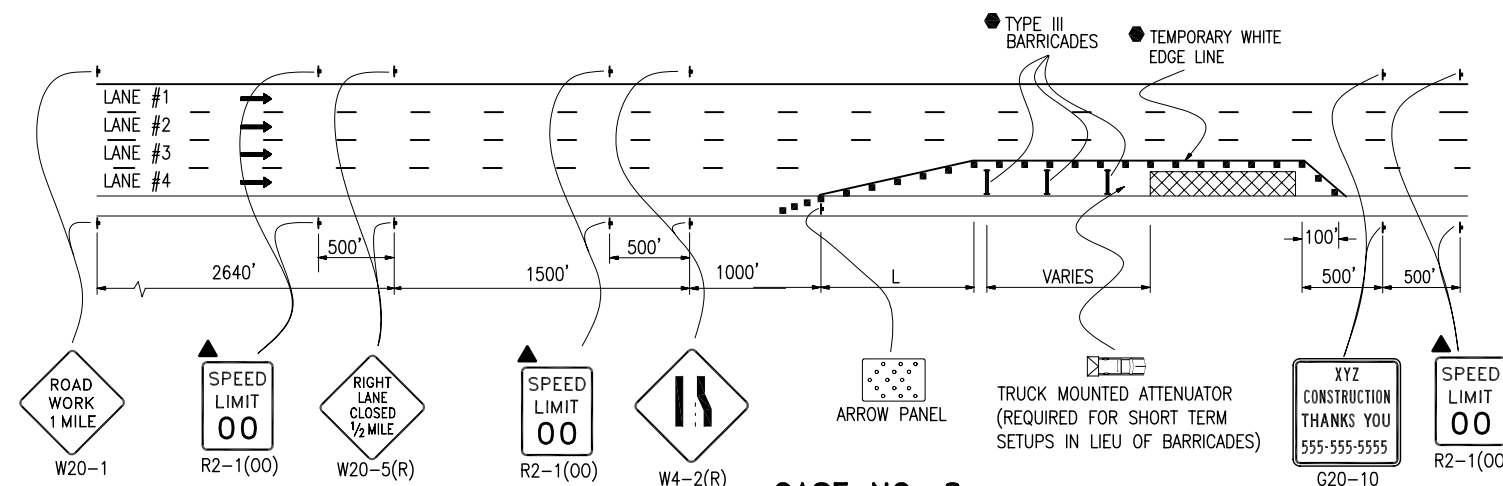
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CASE NO. 6
TYPICAL APPLICATION



CASE NO. 7
TYPICAL APPLICATION
LANE #3 CLOSURE, MULTILANE FREEWAY



CASE NO. 8
TYPICAL APPLICATION
LANE #4 CLOSURE, MULTILANE FREEWAY

LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.

- 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: $L = S \times W$
SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
W = WIDTH OF OFFSET
SHOULDER TAPER = $1/3 L$

- ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL

- CZ CLEAR ZONE (SEE GENERAL NOTE 16).

- 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.

- VARIES BUFFER SPACE (SEE GENERAL NOTE 21).

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

- TRUCK MOUNTED ATTENUATOR

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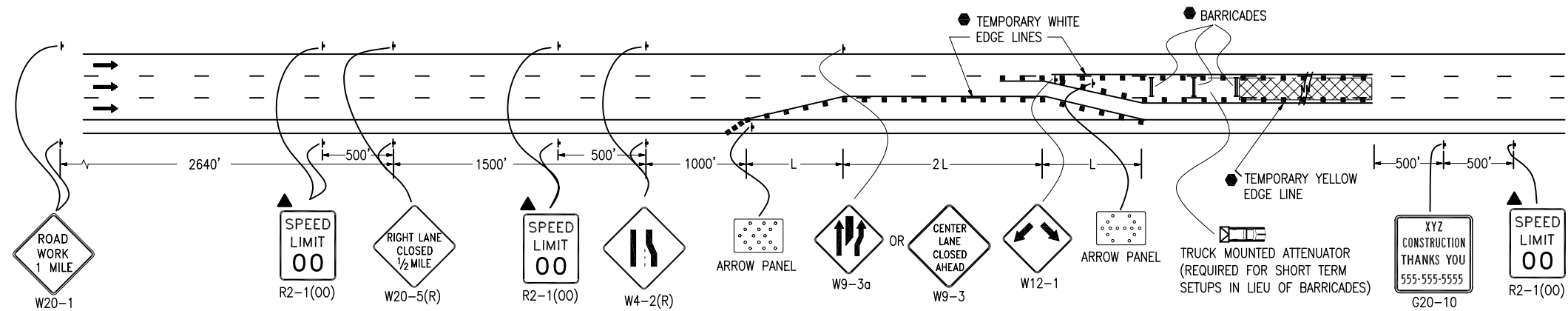
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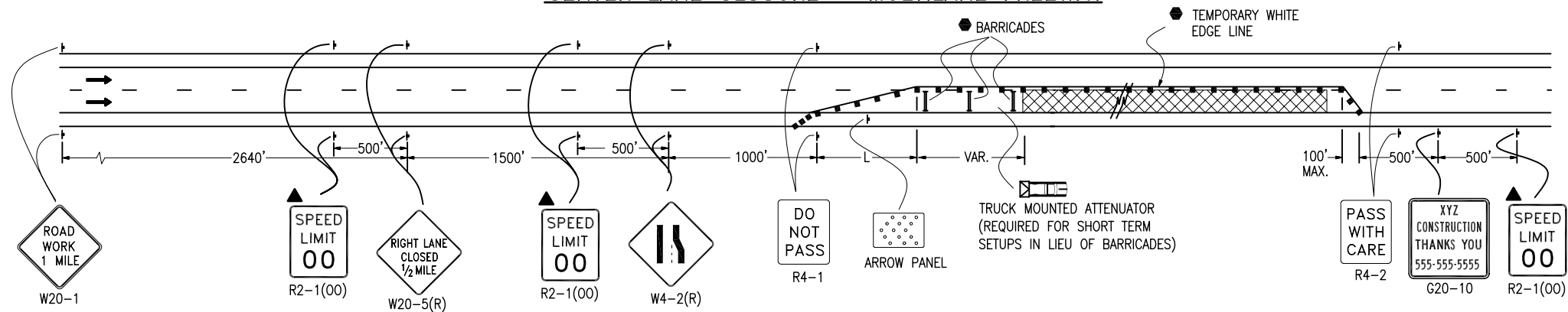
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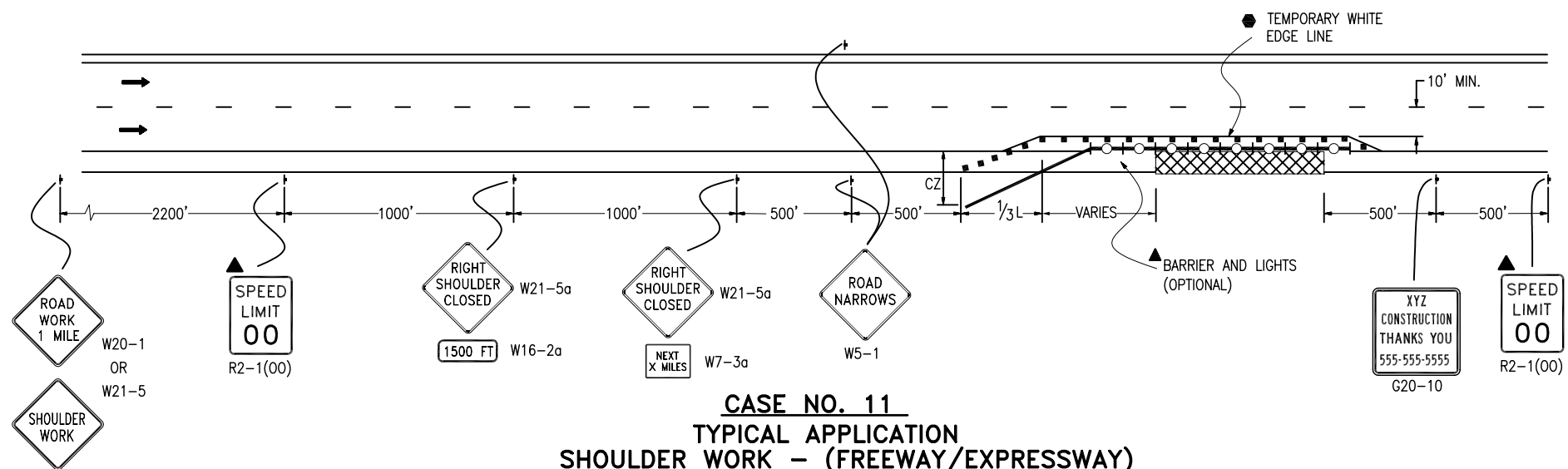
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CASE NO. 9
TYPICAL APPLICATION
CENTER LANE CLOSURE – MULTILANE FREEWAY




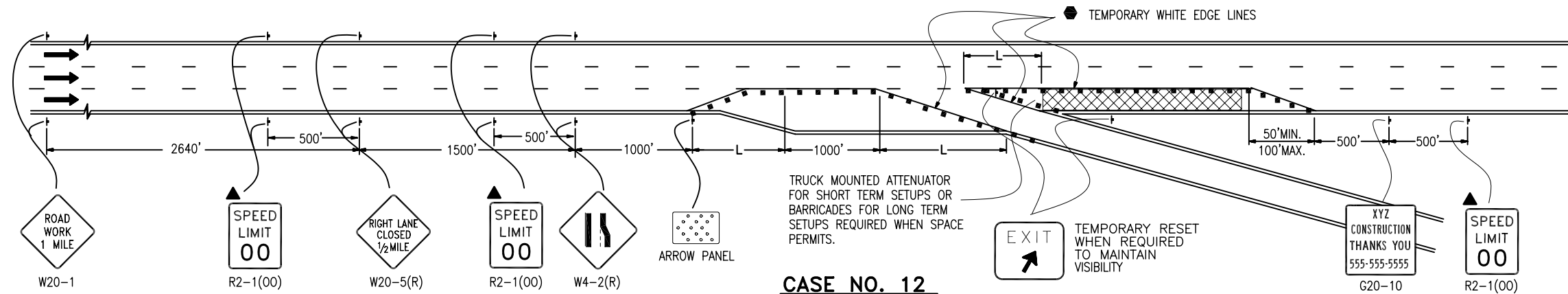
CASE NO. 10
TYPICAL APPLICATION
ONE LANE CLOSED – FOUR-LANE DIVIDED HIGHWAY



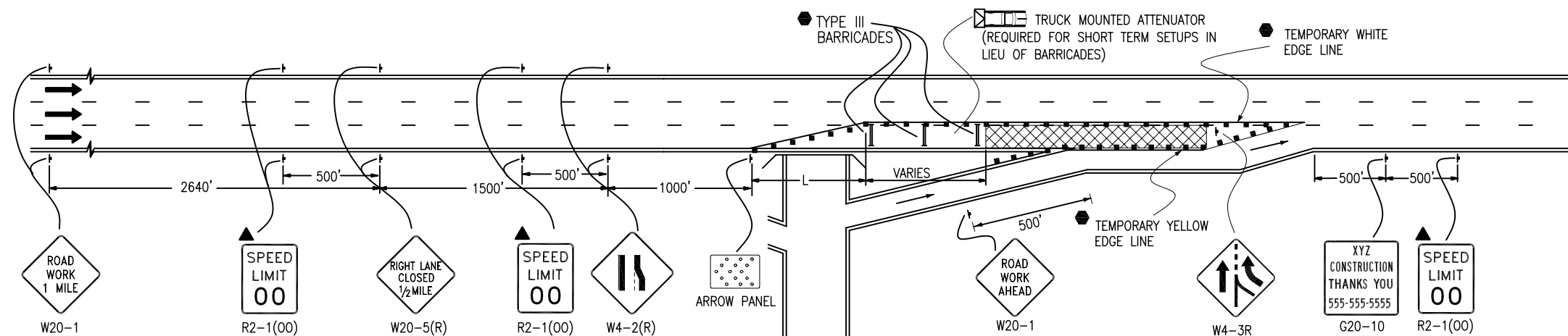
CASE NO. 11
TYPICAL APPLICATION
SHOULDER WORK – (FREEWAY/EXPRESSWAY)

- LEGEND**
- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
 - 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: $L = S \times W$
 - SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
 - S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
 - W = WIDTH OF OFFSET
 - SHOULDER TAPER = $\frac{1}{3} L$
 - ▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
 - CZ CLEAR ZONE (SEE GENERAL NOTE 16).
 - ▲ 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.
 - VARIES BUFFER SPACE (SEE GENERAL NOTE 21).
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
 - ▨ TRUCK MOUNTED ATTENUATOR
 - CONCRETE BARRIER (TEMPORARY) WITH LIGHTS

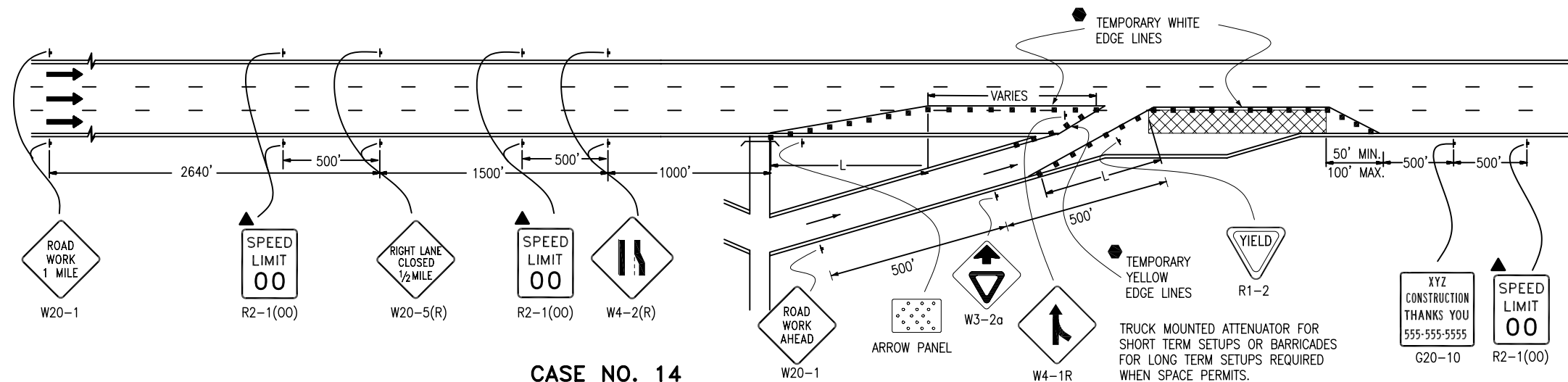
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CASE NO. 12
TYPICAL APPLICATION OF TRAFFIC CONTROL ON FREEWAY NEAR AN OFF RAMP



CASE NO. 13
TYPICAL APPLICATION OF TRAFFIC CONTROL ON FREEWAY BEFORE AN ON RAMP

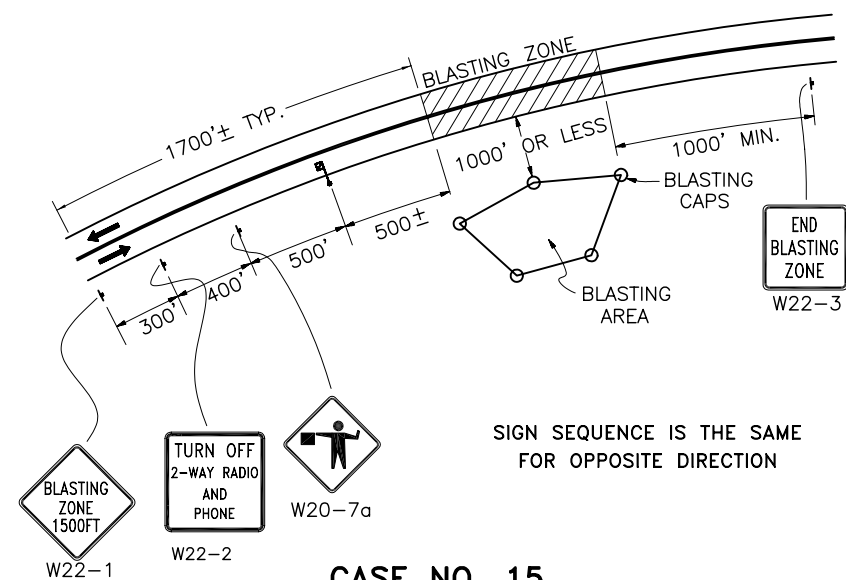


CASE NO. 14
TYPICAL APPLICATION OF TRAFFIC CONTROL ON FREEWAY ALLOWING ACCESS FROM ON RAMP

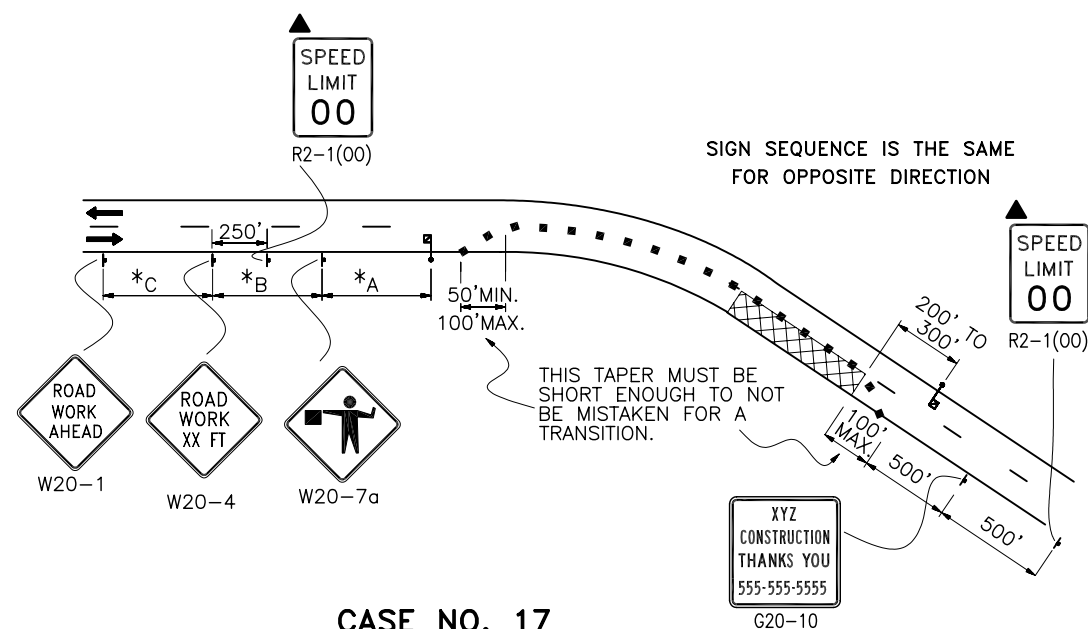
LEGEND

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- DIRECTION OF TRAVEL
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 SHOULDER TAPER = 1/3 L
- ▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
- CZ CLEAR ZONE (SEE GENERAL NOTE 16).
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- VARIES BUFFER SPACE (SEE GENERAL NOTE 21).
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- ▨ TRUCK MOUNTED ATTENUATOR

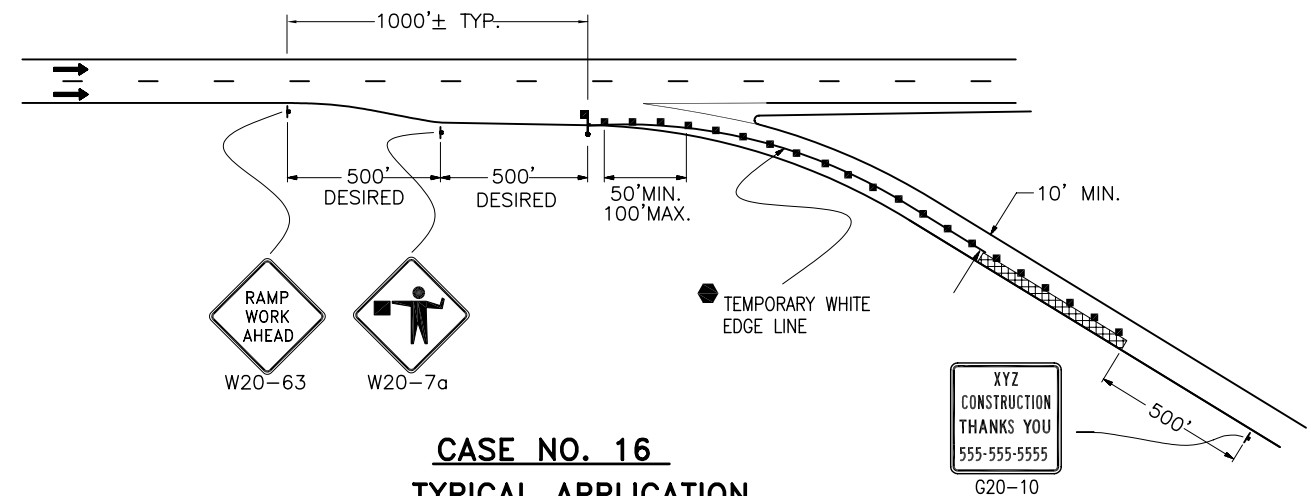
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CASE NO. 15
TYPICAL APPLICATION – FOR BLASTING



CASE NO. 17
TYPICAL APPLICATION
LANE CLOSURE, 2-LANE HIGHWAY, AT CURVE



CASE NO. 16
TYPICAL APPLICATION
RAMP CONSTRUCTION WHERE PARTIAL RAMP IS CLOSED

LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
- TYPE 3 BARRICADE
- CONCRETE BARRIER (TEMPORARY)
- FLAGGER
- ← DIRECTION OF TRAVEL
- ▨ WORK AREA

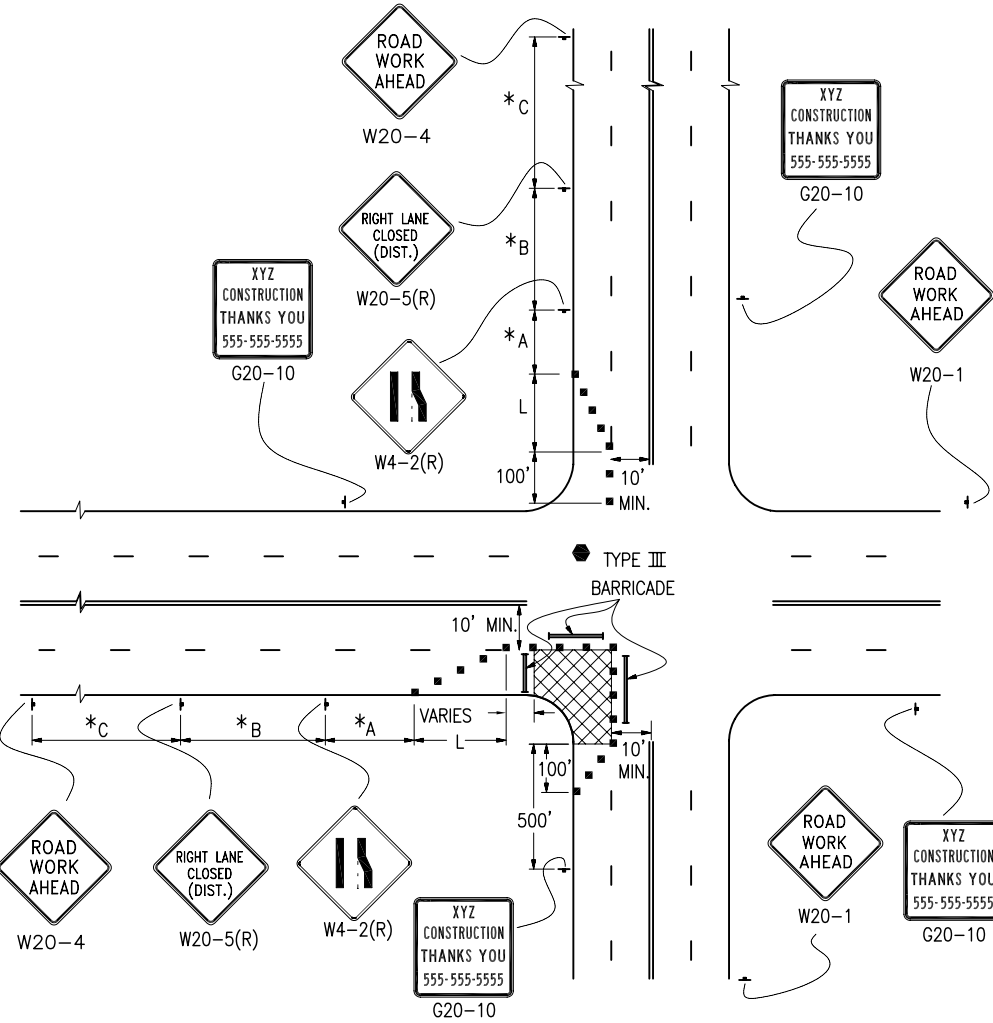
- L TRANSITION TAPER LENGTH:
L = MINIMUM LENGTH OF TAPER
SPEED 45 MPH OR MORE: $L = S \times W$
SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
W = WIDTH OF OFFSET
SHOULDER TAPER = 1/3 L

- ▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
- CZ CLEAR ZONE (SEE GENERAL NOTE 16).
- ▲ 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.
- VARIES BUFFER SPACE (SEE GENERAL NOTE 21).
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.

*KEY TO ADVANCE SIGNING DISTANCES

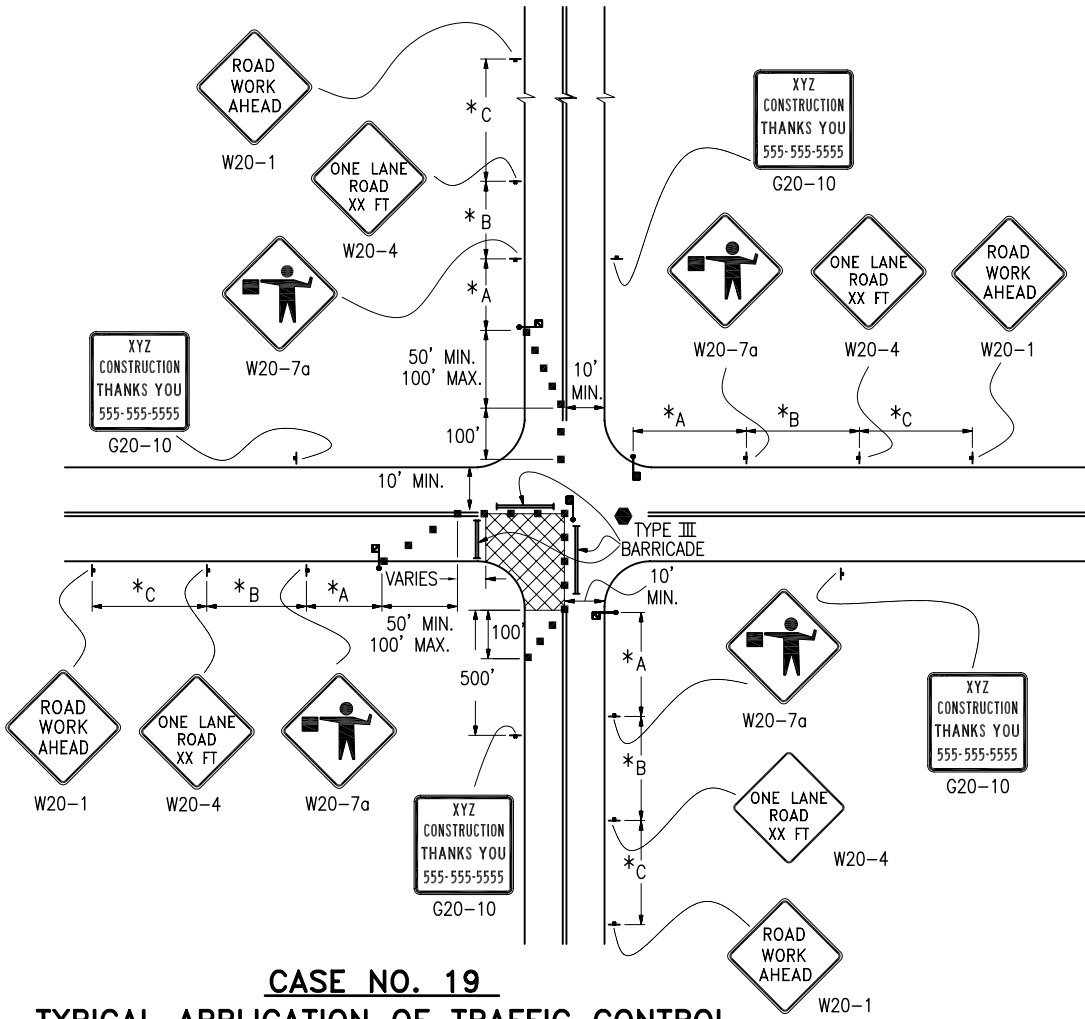
ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (<=40 MPH)	100	100	100
URBAN (>=45 MPH)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1000	1500	2640

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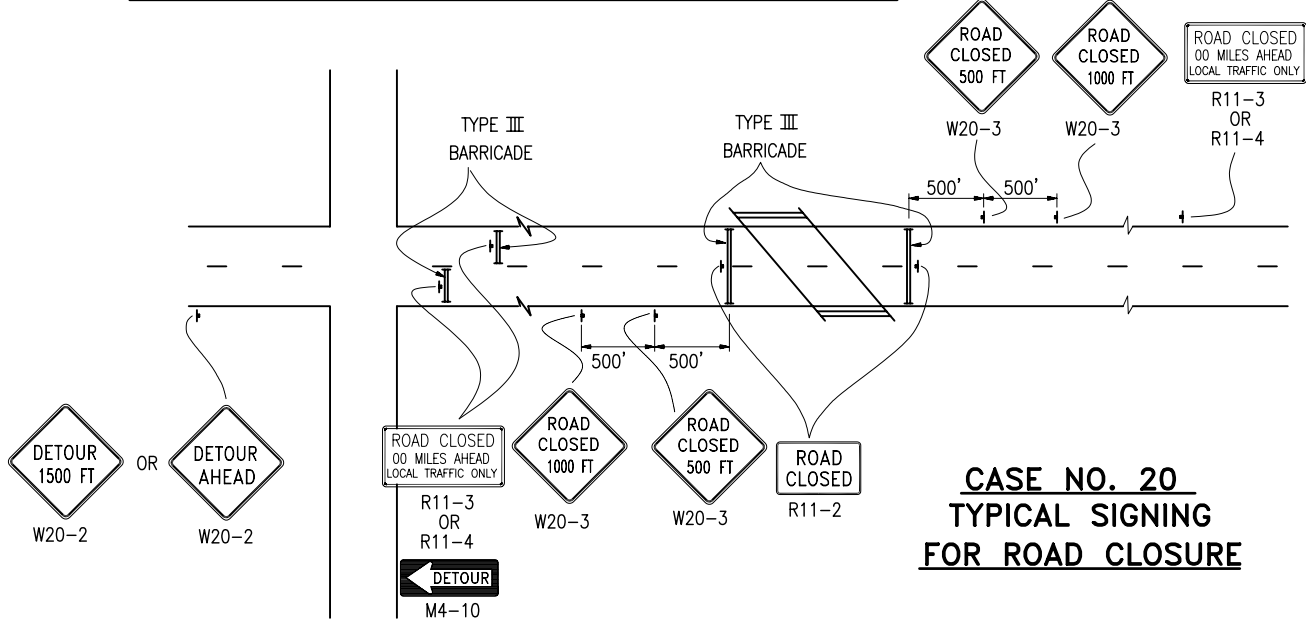


CASE NO. 18
TYPICAL APPLICATION
OF TRAFFIC CONTROL AROUND A WORK AREA
NEAR AN INTERSECTION, ONE LANE CLOSED

NOTE:
SIGN PLACEMENT SHOWN ON CASES 18
AND 19 TYPIFIES RURAL APPLICATIONS.
URBAN APPLICATIONS REQUIRE THE
SIGNS TO BE PLACED WITHIN ONE, OR
PERHAPS TWO, BLOCKS.



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

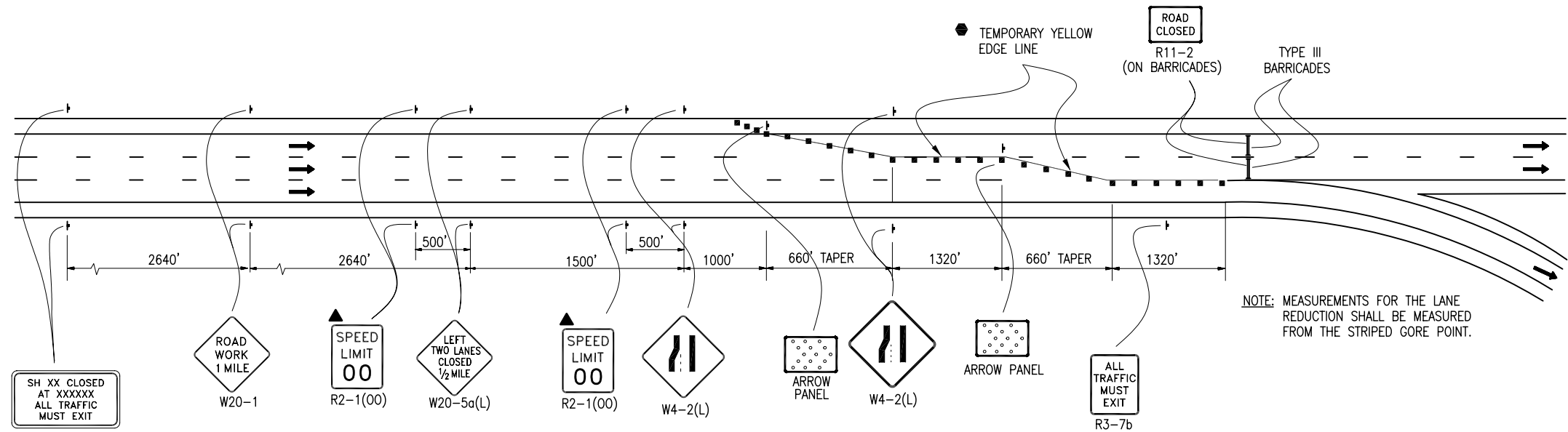


CASE NO. 20
TYPICAL SIGNING
FOR ROAD CLOSURE

- LEGEND**
- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
 - 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: $L = S \times W$
SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
W = WIDTH OF OFFSET
SHOULDER TAPER = $1/3 L$
 - ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
 - CZ CLEAR ZONE (SEE GENERAL NOTE 16).
 - 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.
 - VARIES BUFFER SPACE (SEE GENERAL NOTE 21).
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.

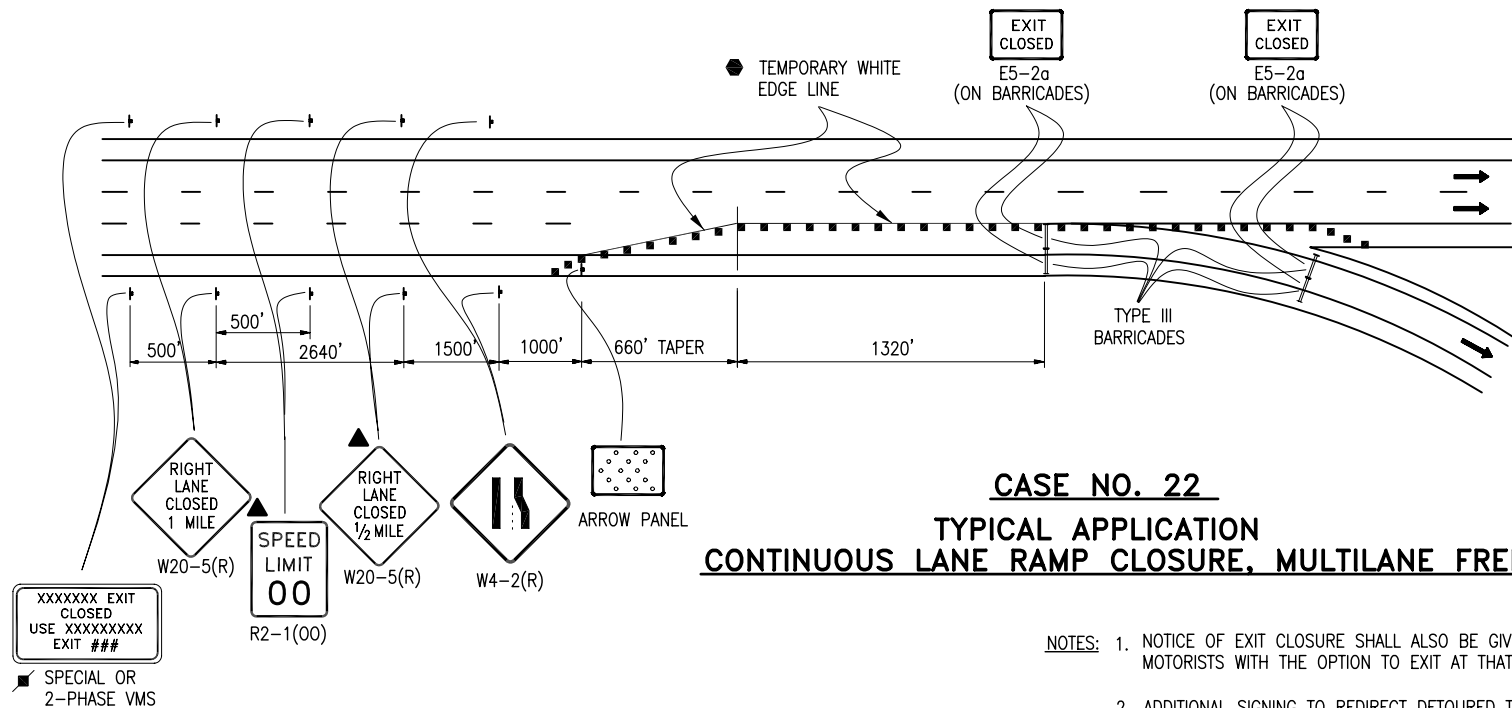
***KEY TO ADVANCE SIGNING DISTANCES**

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (<=40 MPH)	100	100	100
URBAN (>=45 MPH)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1000	1500	2640

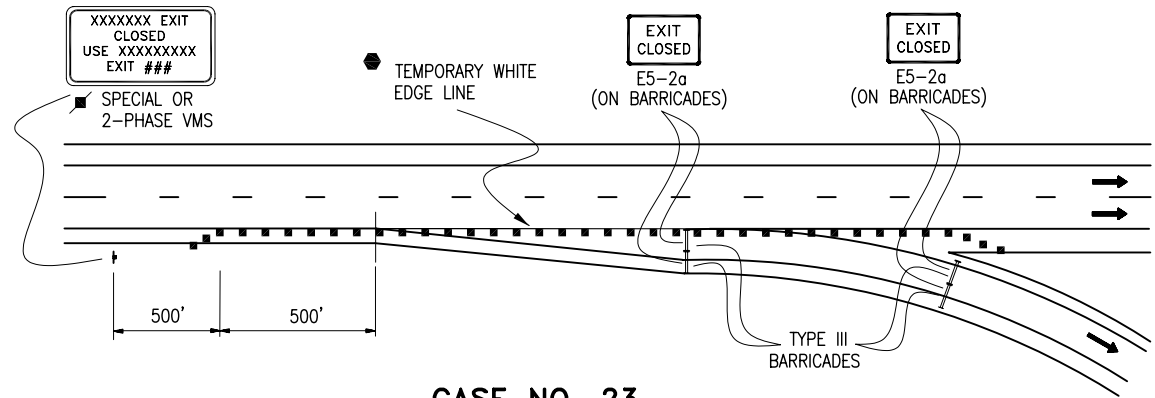


CASE NO. 21
TYPICAL APPLICATION
FULL CLOSURE, MULTILANE FREEWAY

- LEGEND**
- ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL
 - THESE DEVICES ARE OPTIONAL. THEIR NEED WILL BE DETERMINED BY THE DESIGNER BASED ON DETOUR 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.
 - CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
 - TYPE III BARRICADE
 - DIRECTION OF TRAVEL
 - TRANSITION TAPER LENGTH:**
 - L = MINIMUM LENGTH OF TAPER
 - SPEED 45 MPH OR MORE: $L = S \times W$
 - SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
 - S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
 - W = WIDTH OF OFFSET
 - SHOULDER TAPER = $1/3 L$
 - CLOSURE AND EXIT MESSAGES ON SIGN LEGEND(S) SHOULD BE MODIFIED TO FIT THE SITUATION.



CASE NO. 22
TYPICAL APPLICATION
CONTINUOUS LANE RAMP CLOSURE, MULTILANE FREEWAY



CASE NO. 23
TYPICAL APPLICATION
SIMPLE RAMP CLOSURE, MULTILANE FREEWAY

- NOTES:**
- 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.
 - ADDITIONAL SIGNING TO REDIRECT DETOURED TRAFFIC SHALL BE PROVIDED FOR IN THE PROJECT'S METHOD OF HANDLING TRAFFIC.
 - 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.

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

G20-1	"ROAD/WORK/NEXT XX MILES" – THIS SIGN SHALL BE ERECTED AT THE LIMITS OF ANY ROAD CONSTRUCTION OR MAINTENANCE PROJECT OF MORE THAN 2 MILES IN LENGTH WHERE TRAFFIC IS MAINTAINED THROUGH THE PROJECT.
G20-10	THANK YOU SIGN – THIS SIGN SHOULD BE ERECTED APPROXIMATELY 500 FEET BEYOND THE END OF THE PROJECT.
G20-4	"PILOT CAR/FOLLOW ME" – THIS SIGN SHALL BE MOUNTED IN A CONSPICUOUS POSITION ON THE REAR OF A VEHICLE USED FOR GUIDING ONE-WAY TRAFFIC THROUGH OR AROUND THE PROJECT.
M4-9()	"DETOUR/<<<<<<" – THIS SIGN IS USED FOR UNNUMBERED ROUTES; FOR USE IN EMERGENCY SITUATIONS; FOR PERIODS OF SHORT DURATION; OR WHERE, OVER RELATIVELY SHORT DISTANCES. IT IS NOT NECESSARY TO SHOW ROUTE MARKERS TO GUIDE TRAFFIC ALONG THE DETOUR AND BACK TO ITS AUTHORIZED ROUTE.
M4-10()	"DETOUR ARROW" – THIS SIGN SHOULD BE MOUNTED JUST BELOW THE ROAD CLOSED SIGN AT THE POINT WHERE THE DETOUR ROADWAY OR ROUTE HAS BEEN ESTABLISHED DUE TO THE CLOSURE OF THE STREET OR HIGHWAY TO THROUGH TRAFFIC.
R2-1()	"SPEED/LIMIT/XX" – THESE SIGNS ARE INTENDED TO REDUCE TRAFFIC SPEED IN ADVANCE OF THE DAILY WORK AREA WITHIN THE OVERALL PROJECT LIMITS.
R2-1(XX)	"SPEED/LIMIT/XX" – THIS SIGN IS INTENDED FOR USE 500 FEET PAST THE "THANK YOU" SIGN TO BRING TRAFFIC BACK TO ORIGINAL POSTED SPEED.
R11-2	"ROAD/CLOSED" – THIS SIGN IS TO BE MOUNTED ON THE BARRICADE THAT IS PLACED BEFORE THE WORK ZONE ENTRANCE TO PROHIBIT TRAFFIC FROM ENTERING THE WORK ZONE.
R11-3	"ROAD CLOSED/X MILES AHEAD/L.T.O. – THIS SIGN SHOULD BE PLACED WHERE THROUGH TRAFFIC MUST DETOUR TO AVOID THE CLOSURE OF THE ROAD SOME DISTANCE BEYOND, BUT WHERE THE ROAD IS OPEN TO LOCAL TRAFFIC UP TO THE POINT OF CLOSURE.
R11-4	"ROAD CLOSED/TO/THRU TRAFFIC" FOR URBAN USE – THIS SIGN SHOULD BE PLACED WHERE THROUGH TRAFFIC MUST DETOUR TO AVOID THE CLOSURE OF THE ROAD SOME DISTANCE BEYOND, BUT WHERE THE ROAD IS OPEN TO LOCAL TRAFFIC UP TO THE POINT OF CLOSURE.
W1-1()	"TURN ARROW" – THIS SIGN IS INTENDED FOR USE WHERE ENGINEERING INVESTIGATIONS OF ROADWAY CONDITIONS SHOW THE RECOMMENDED SPEED ON THE TURN TO BE 30 MPH OR LESS. *
W1-2()	"CURVE ARROW" – THIS SIGN IS INTENDED FOR USE WHERE ENGINEERING INVESTIGATIONS OF ROADWAY CONDITIONS SHOW THE RECOMMENDED SPEED ON THE CURVE TO BE IN THE RANGE BETWEEN 30 AND 60 MILES PER HOUR. *
W1-3()	"REVERSE TURN ARROW" – THIS SIGN IS INTENDED FOR USE WHERE TWO TURNS OR THE CURVE AND A TURN IN OPPOSITE DIRECTIONS ARE SEPARATED BY A TANGENT OF LESS THAN 600 FEET. *
W1-4()	"REVERSE CURVE ARROW" – THIS SIGN IS INTENDED FOR USE WHERE TWO CURVES IN OPPOSITE DIRECTIONS ARE SEPARATED BY A TANGENT OF LESS THAN 600 FEET. *
W1-6()	"ARROW" – THIS SIGN SHOULD BE MOUNTED JUST BELOW THE ROAD CLOSED SIGN AT THE POINT WHERE THE DIVERSION HAS BEEN ESTABLISHED DUE TO THE LANE CLOSURE.
W3-2	"YIELD AHEAD" – THIS SIGN IS INTENDED FOR USE AT THE APPROACH TO THE YIELD SIGN THAT IS NOT VISIBLE FOR A SUFFICIENT DISTANCE TO PERMIT THE DRIVER TO BRING HIS VEHICLE TO A STOP AT THE YIELD SIGN. *
W4-2	"LEFT (RIGHT) LANE TRANSITION SYMBOL" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE REDUCTION IN THE NUMBER OF TRAFFIC LANES IN THE DIRECTION OF TRAVEL ON THE MULTILANE HIGHWAY. *
W5-1	"ROAD NARROWS" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE TRANSITION ON THE ROAD WHERE THE PAVEMENT WIDTH IS REDUCED ABRUPTLY TO A WIDTH SUCH THAT TWO CARS CANNOT PASS WITHOUT REDUCING SPEED. *
W5-2a	"NARROW BRIDGE SYMBOL" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A BRIDGE OR CULVERT HAVING A CLEAR TWO-WAY ROADWAY WIDTH OF 16 TO 18 FEET OR ANY BRIDGE OR CULVERT HAVING A ROADWAY CLEARANCE LESS THAN THE WIDTH OF THE APPROACH PAVEMENT. *
W5-3	"ONE LANE/BRIDGE" – THIS SIGN SHOULD BE PLACED ON TWO-WAY ROADWAYS IN ADVANCE OF THE BRIDGES OR CULVERTS WHERE THE ROADWAY WIDTH IS LESS THAN 16 FEET (18 FEET FOR COMMERCIAL VEHICLES) OR WHEN THE ALIGNMENT IS POOR ON THE APPROACH TO THE STRUCTURE HAVING A CLEAR ROADWAY WIDTH OF 18 FEET OR LESS. *
W6-1	"DIVIDED HIGHWAY SYMBOL" – THIS SIGN SHOULD BE PLACED ON THE APPROACHES TO THE SECTION OF HIGHWAY WHERE OPPOSING FLOWS OF TRAFFIC ARE SEPARATED BY A PHYSICAL MEDIAN.
W6-2	"DIVIDED HIGHWAY ENDS SYMBOL" – THIS SIGN SHOULD BE PLACED AT THE END OF THE SECTION OF PHYSICALLY DIVIDED HIGHWAY AS A WARNING OF TWO-WAY TRAFFIC AHEAD.

TYPICAL CONSTRUCTION ZONE SIGNS

W6-3	"TWO-WAY TRAFFIC SYMBOL" – THIS SIGN IS INTENDED FOR USE TO GIVE WARNING OF TRANSITION FROM A SEPARATED ONE-WAY ROADWAY TO A TWO-WAY ROADWAY. *
W7-1	"HILL SYMBOL" – THIS SIGN SHOULD BE PLACED AT A POINT IN ADVANCE OF THE DOWNGRADE WHERE THE LENGTH, PERCENT OF GRADE, HORIZONTAL CURVATURE, OR OTHER PHYSICAL FEATURES REQUIRE SPECIAL CONSIDERATION ON THE PART OF DRIVERS. *
W8-1,W8-2	"BUMP"/"DIP" – THESE SIGNS ARE INTENDED FOR USE TO GIVE WARNING OF A SHARP RISE OR DEPRESSION IN THE PROFILE OF THE ROAD THAT IS SUFFICIENTLY ABRUPT TO AFFECT VEHICLE OPERATION OR CAUSE CONSIDERABLE DISCOMFORT TO PASSENGERS. *
W8-3a	"PAVEMENT ENDS SYMBOL" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE THE PAVEMENT SURFACE CHANGES FROM A HARD-SURFACED PAVEMENT TO THE LOW-TYPE SURFACE OR EARTH ROAD. *
W8-4	"SOFT SHOULDER" – THIS SIGN IS INTENDED FOR USE TO WARN OF A SOFT SHOULDER CONDITION THAT COULD PRESENT A PROBLEM TO VEHICLES THAT MAY GET OFF THE PAVEMENT. *
W8-5	"SLIPPERY WHEN WET SYMBOL" – THIS SIGN SHOULD BE PLACED IN ADVANCE OF THE CONDITION WHERE THE HIGHWAY SURFACE IS SLIPPERY BEYOND WHAT IS ORDINARY WHEN WET. *
W8-9a	"SHOULDER DROP-OFF" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A SHOULDER DROP-OFF THAT EXCEEDS THREE INCHES IN HEIGHT. *
W8-11	"UNEVEN LANES" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN UNEVEN ADJACENT LANE SITUATION THAT EXCEEDS ONE INCH IN HEIGHT. *
W9-1()	"LEFT (RIGHT) LANE ENDS" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).
W9-2()	"LANE ENDS/MERGE LEFT (RIGHT)" – THIS SIGN IS INTENDED FOR USE AS A SUPPLEMENT TO THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).
W9-3 OR W9-3a()	"CENTER LANE CLOSED AHEAD" – THIS SIGN SHOULD BE USED IN ADVANCE OF THE POINT WHERE WORK OCCUPIES THE CENTER LANE AND TRAFFIC IS DIRECTED TO THE RIGHT OR LEFT OF THE WORK ZONE. *
W12-1	"DOUBLE ARROW SYMBOL" – THIS SIGN SHOULD BE PLACED AT THE POINT OF THE OBSTRUCTION IN THE ROADWAY, WHERE TRAFFIC IS PERMITTED TO PASS ON EITHER SIDE OF THE OBSTRUCTION.
W12-2	"LOW CLEARANCE SYMBOL" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN OBSTRUCTION TO WARN VEHICLE OPERATORS OF CLEARANCES LESS THAN THE MAXIMUM VEHICLE HEIGHT PERMITTED PLUS 12 INCHES. *
W13-1()	"ADVISORY SPEED PLAQUE" – THIS SIGN IS INTENDED TO SUPPLEMENT WARNING SIGNS ONLY AND SHALL NOT BE MOUNTED ALONE. IT IS USED TO INDICATE THE MAXIMUM RECOMMENDED SPEED FOR THE INDICATED CONDITION.
W20-1	"ROAD/WORK/AHEAD" – THIS SIGN IS TO BE LOCATED IN ADVANCE OF THE INITIAL ACTIVITY OR DETOUR A DRIVER MAY ENCOUNTER, AND IS INTENDED TO BE USED AS A WARNING OF OBSTRUCTIONS OR RESTRICTIONS.
W20-2	"DETOUR/(DIST.)" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE POINT AT WHICH TRAFFIC IS DIVERTED OVER A TEMPORARY ROADWAY OR ROUTE.
W20-3	"ROAD/CLOSED/(DIST.)" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT AT WHICH A ROADWAY IS CLOSED TO ALL TRAFFIC OR TO ALL BUT LOCAL TRAFFIC.
W20-4	"ONE LANE/ROAD/(DIST.)" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE TRAFFIC IN BOTH DIRECTIONS MUST USE A SINGLE LANE.
W20-5()	"XXX LANE/CLOSED/(DIST.)" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE ONE LANE OF A MULTIPLE-LANE ROADWAY IS CLOSED. IT SHOULD BE PROVIDED WITH INTERCHANGEABLE PLAQUES READING "RIGHT", "LEFT", AND "CENTER" AT NO ADDITIONAL COST TO THE PROJECT.
W20-7a	"FLAGGER SYMBOL" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY POINT AT WHICH A FLAGGER HAS BEEN STATIONED TO CONTROL TRAFFIC THROUGH OR AROUND THE PROJECT. *
W20-52	"GROOVED/PAVEMENT/AHEAD" – THIS SIGN IS INTENDED TO BE USED IN ADVANCE OF A ROADWAY THAT HAS BEEN GROOVED AND/OR ROTO MILLED.
W21-1a	"WORKER SYMBOL" – THIS SIGN IS INTENDED FOR USE IN CONJUNCTION WITH MINOR MAINTENANCE AND PUBLIC UTILITY OPERATIONS FOR THE PROTECTION OF MEN WORKING IN OR NEAR THE ROADWAY.
W21-2	"FRESH/OIL" – THIS SIGN IS INTENDED FOR USE WHERE RE-SURFACING OPERATIONS HAVE RENDERED THE SURFACE OF THE PAVEMENT TEMPORARILY WET, AND OBJECTIONABLE SPLASHING ON VEHICLES MAY OCCUR. *
W21-3	"ROAD/MACHINERY/AHEAD" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE AREAS WHERE HEAVY EQUIPMENT IS OPERATING IN OR ADJACENT TO THE ROADWAY. *

W21-4	"ROAD/WORK/(DIST.)" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF MAINTENANCE FOR MINOR RECONSTRUCTION OPERATIONS IN THE ROADWAY.
W21-5	"SHOULDER/WORK" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE PROJECT INVOLVING THE SHOULDER, WHERE THE TRAVELED WAY REMAINS UNOBSTRUCTED.
W21-6	"SURVEY/CREW" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE A SURVEYING CREW IS WORKING IN OR ADJACENT TO THE ROADWAY. *
W22-1	"BLASTING/ZONE/(DIST.)" – THIS SIGN IS INTENDED FOR USE IN ADVANCE OF ANY POINT OR WORK SITE WHERE THERE ARE EXPLOSIVES BEING USED. THE W22-2 AND W22-3 SIGNS MUST BE USED IN SEQUENCE WITH THIS SIGN.
W22-2	"TURN OFF/2-WAY RADIOS/AND/CELLULAR/PHONES" – THIS SIGN IS TO BE USED IN SEQUENCE WITH THE W22-1 AND W22-3 SIGNS AND PLACED AT LEAST 1000 FEET FROM THE BEGINNING OF THE BLASTING ZONE.
W22-3	"END/BLASTING/ZONE" – THIS SIGN IS TO BE USED TO DENOTE THE END OF THE RADIO INFLUENCE AREA AND SHALL BE PLACED A MINIMUM OF 1000 FEET FROM THE BLASTING ZONE, EITHER WITH OR PRECEDING THE END CONSTRUCTION SIGN.


ADVANCE PLACEMENT OF WARNING SIGNS

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

- + CONDITION A: SPEED REDUCTION AND LANE CHANGING IN HEAVY TRAFFIC. TYPICAL SIGNS ARE "MERGE" AND "RIGHT LANE ENDS".
- ++ CONDITION B: TYPICAL CONDITIONS ARE THE WARNING OF A POTENTIAL STOP SITUATION AND LOCATIONS WHERE THE ROAD USER MUST DECREASE SPEED TO MANEUVER THROUGH THE WARNED CONDITION. TYPICAL SIGNS ARE "STOP AHEAD", "SIGNAL AHEAD", "YIELD AHEAD", "CURVE", "REVERSE CURVE", "TURN".
- NO SUGGESTED DISTANCES ARE PROVIDED AT THESE SPEEDS, AS THE PLACEMENT IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING.

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

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

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