

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
 S = POSTED SPEED LIMIT PRIOR TO WORK AREA
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING ALONG THE WORK AREA SHALL BE AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.

KEY

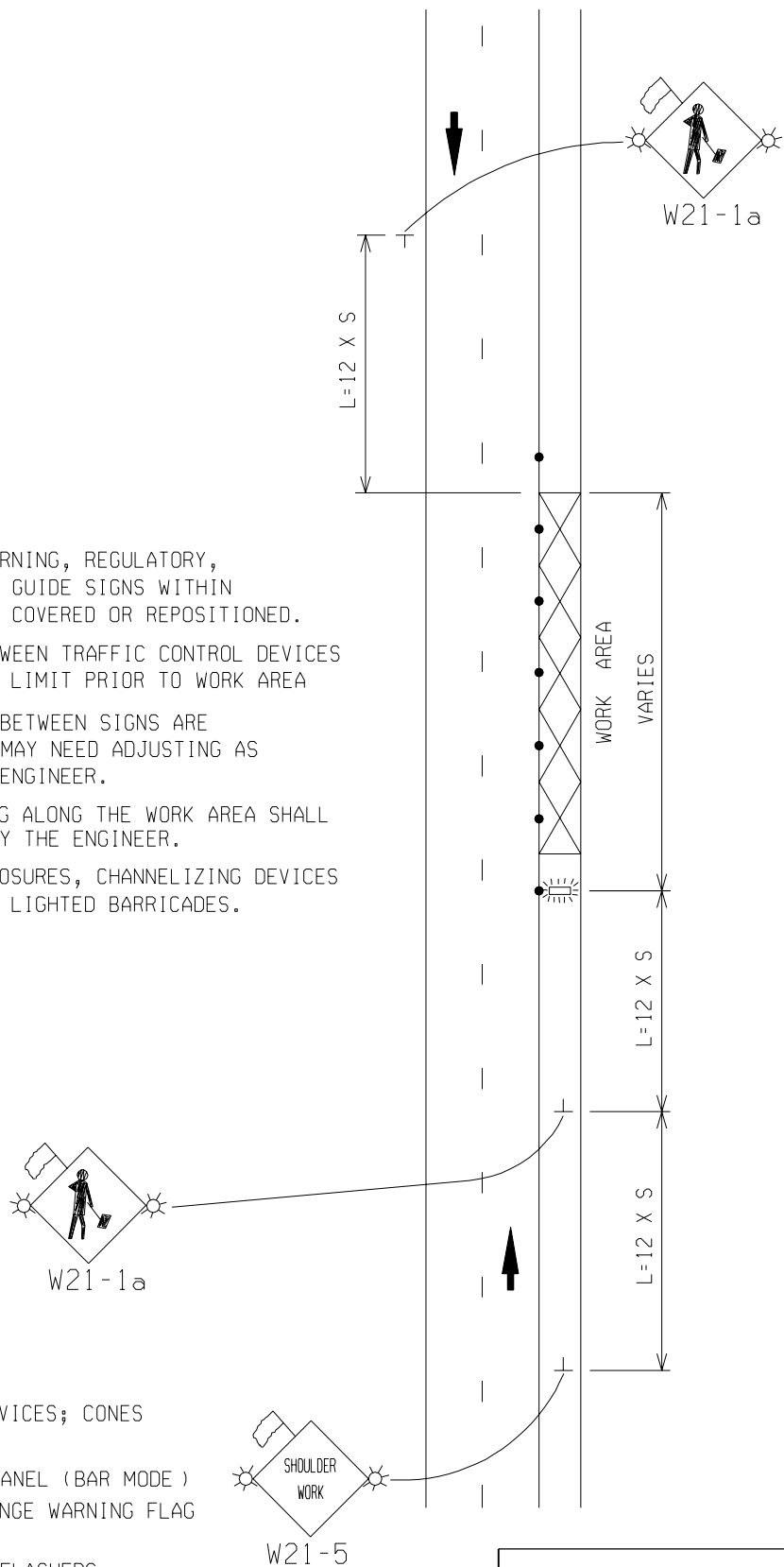
- ● ● CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
(BAR MODE)
- 🚩 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ★ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 32 SFT.

TYPICAL SIGN SEQUENCE FOR A
SHOULDER CLOSURE ON A RAMP

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
S = POSTED SPEED LIMIT PRIOR TO WORK AREA
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING ALONG THE WORK AREA SHALL BE AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.



KEY

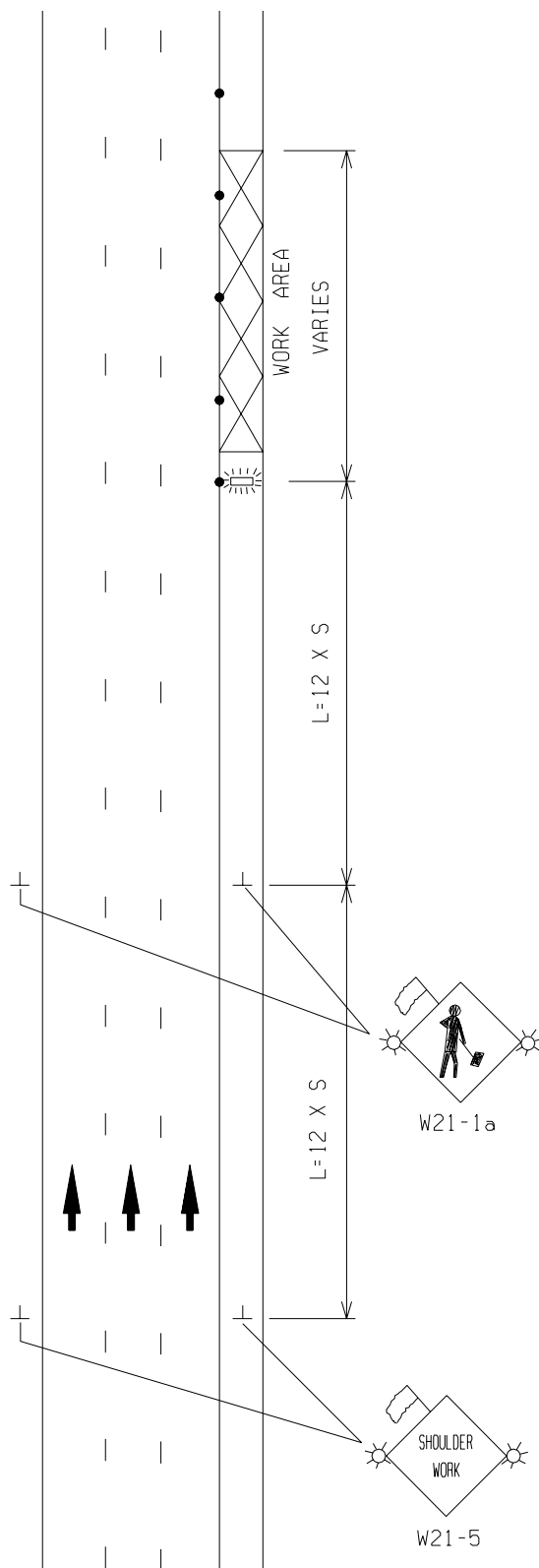
- CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL (BAR MODE)
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY- 48 SFT.

TYPICAL SIGN SEQUENCE FOR A SHOULDER
CLOSURE ON A 2-LANE
2-WAY ROADWAY

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
S = POSTED SPEED LIMIT PRIOR TO WORK AREA
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING ALONG THE WORK AREA SHALL BE AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.



KEY

- • • CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL (BAR MODE)
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY- 64 SFT.

TYPICAL SIGN SEQUENCE FOR A SHOULDER CLOSURE ON A DIVIDED HIGHWAY

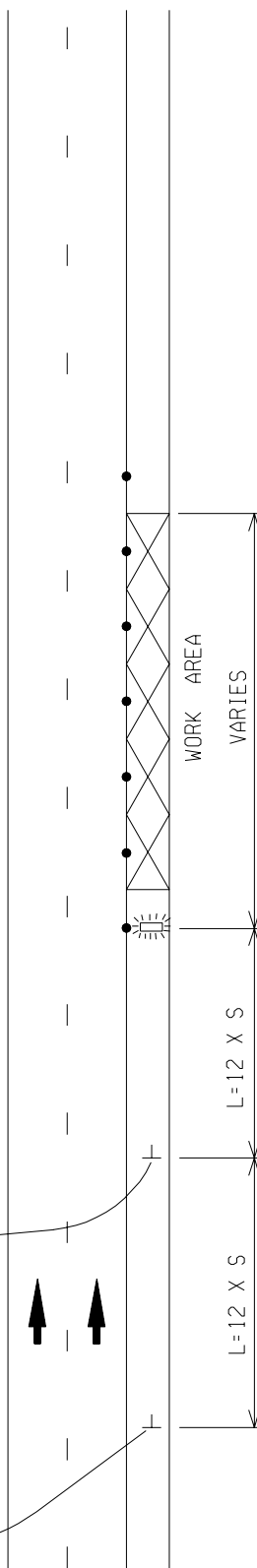
NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = DISTANCE BETWEEN TRAFFIC CONTROL DEVICES
S = POSTED SPEED LIMIT PRIOR TO WORK AREA
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING ALONG THE WORK AREA SHALL BE AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.

KEY

- ● ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL (BAR MODE)
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY- 32 SFT.








TYPICAL SIGN SEQUENCE FOR A
SHOULDER CLOSURE ON A DIVIDED HIGHWAY

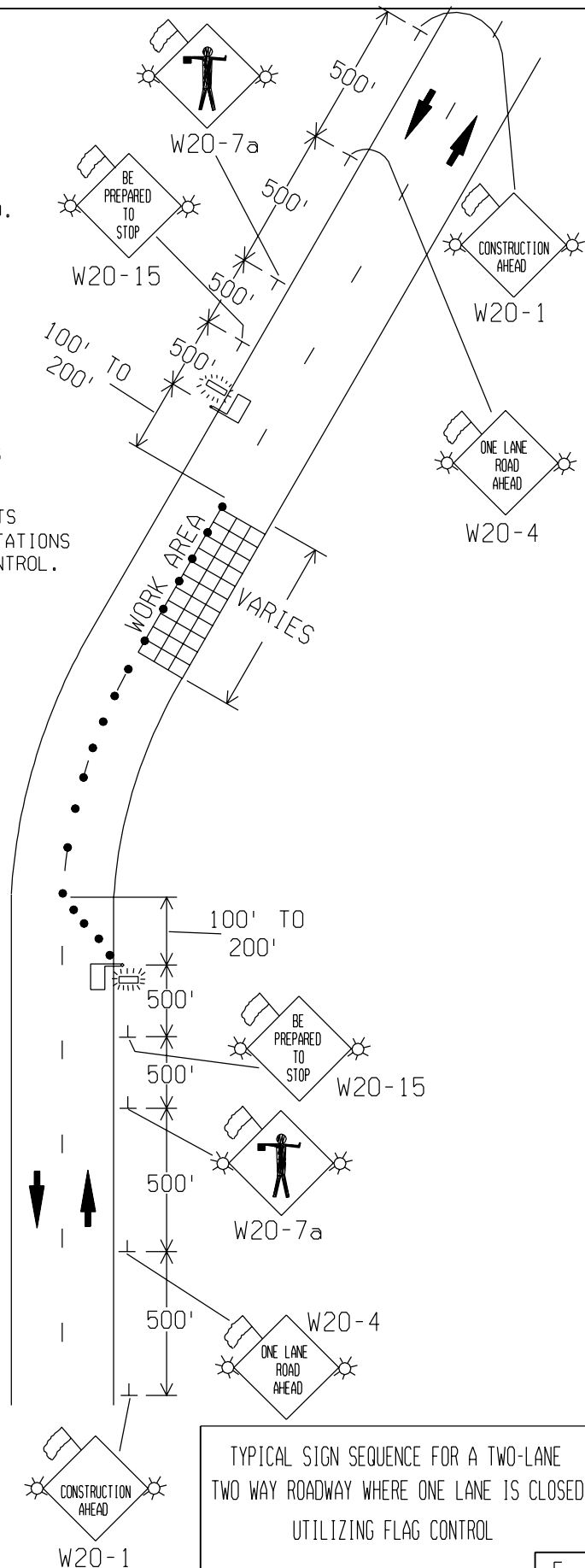
NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
3. BARRICADE SPACING SHALL BE EQUAL IN FEET TO POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
4. FOR NIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.
5. IF WORK IS ALLOWED AT NIGHT, FLOOD LIGHTS SHALL BE PROVIDED TO MARK THE FLAGGER STATIONS AND WILL BE PAID FOR AS PART OF FLAG CONTROL.

KEY

-  FLAGGER
-  CHANNELIZING DEVICES; CONES OR BARRICADES
-  LIGHTED ARROW PANEL (BAR MODE)
-  FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
-  TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 128 SFT.

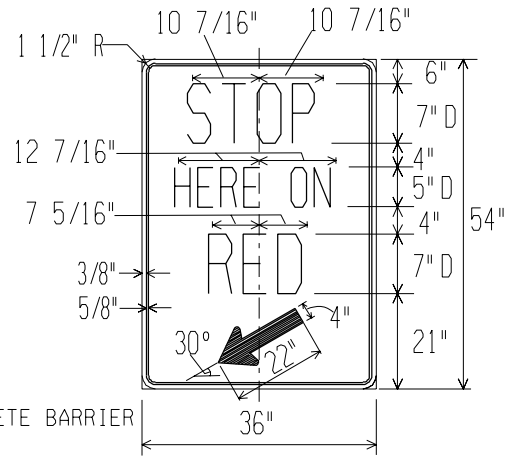


TYPICAL SIGN SEQUENCE FOR A TWO-LANE TWO WAY ROADWAY WHERE ONE LANE IS CLOSED UTILIZING FLAG CONTROL

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
3. REMOVE THE EXISTING PAVEMENT MARKINGS FROM THE TEMPORARY CONCRETE BARRIER TO THE STOP BARS.
4. TEMPORARY CONCRETE BARRIER SHALL BE APPLIED AS PER STANDARD PLAN VI-126C.
5. VERTICAL PANELS SHALL BE USED IN LIEU OF HAZARD LIGHTS SHOWN IN STANDARD PLAN VI-126C.

SIGN DETAIL



COLOR

LEGEND = BLACK (NON-REFL.)
BACKGROUND = WHITE (REFL.)

KEY

- • • CHANNELIZING DEVICES;
BARRICADES, TYPE II LIGHTED
- — • STOP AND GO SIGNALS
- TEMPORARY PAVEMENT MARKING
(SOLID 24" STOP BAR)
- FLUORESCENT ORANGE WARNING FLAG
(REQUIRED)
- ☀ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN TYPE A TEMPORARY - 8 SFT.
SIGN TYPE B TEMPORARY - 123 SFT.

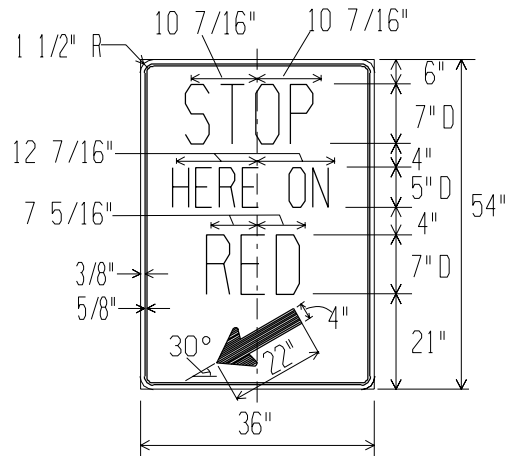
TYPICAL SIGN SEQUENCE FOR A TEMPORARY
TRAFFIC SIGNAL, 2-LANE 2-WAY ROADWAY
WITH SIGN PLACEMENT ON ONE
SIDE OF ROADWAY

6

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
3. REMOVE THE EXISTING PAVEMENT MARKINGS FROM THE TEMPORARY CONCRETE BARRIER TO THE STOP BARS.
4. TEMPORARY CONCRETE BARRIER SHALL BE APPLIED AS PER STANDARD PLAN VI-126C.
5. VERTICAL PANELS SHALL BE USED IN LIEU OF HAZARD LIGHTS SHOWN IN STANDARD PLAN VI-126C.

SIGN DETAIL



COLOR

LEGEND = BLACK (NON-REFL.)
BACKGROUND = WHITE (REFL.)

KEY

- • • CHANNELIZING DEVICES; BARRICADES, TYPE II LIGHTED
- • • STOP AND GO SIGNALS
- TEMPORARY PAVEMENT MARKING (SOLID 24" STOP BAR)
- ⬡ FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE A TEMPORARY - 8 SFT.
SIGN TYPE B TEMPORARY - 219 SFT.

TYPICAL SIGN SEQUENCE FOR A TEMPORARY
TRAFFIC SIGNAL, 2-LANE 2-WAY ROADWAY
WITH SIGN PLACEMENT ON BOTH
SIDES OF ROADWAY

NOTES:

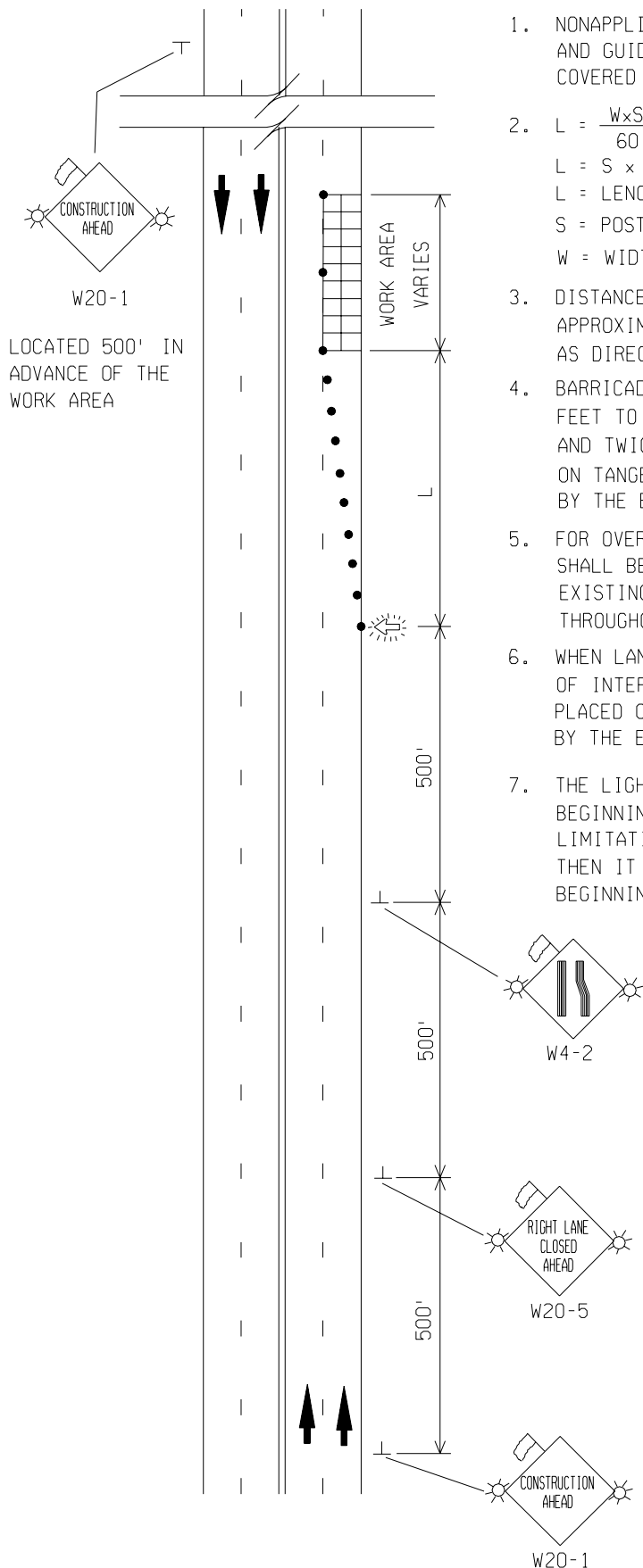
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

KEY

- ● ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 64 SFT.

TYPICAL SIGN SEQUENCE FOR A SINGLE LANE CLOSURE ON AN UNDIVIDED MULTI-LANE RDWY WITH EXISTING SPEED LIMIT 45 MPH OR LESS



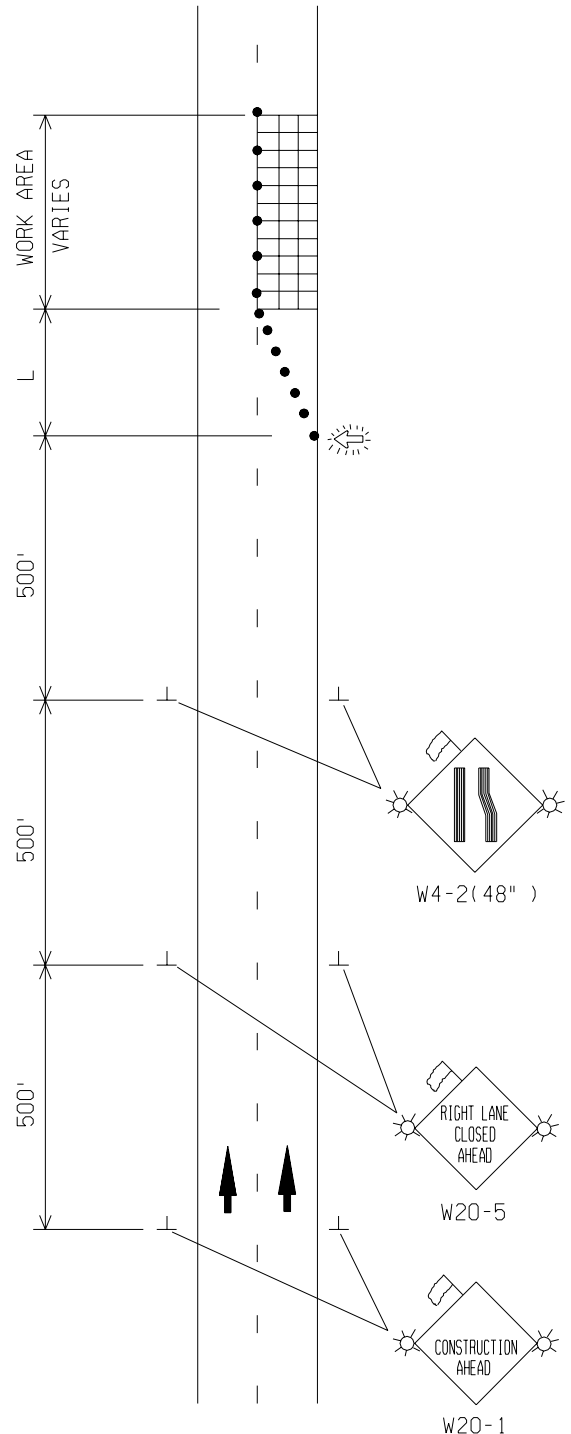
NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

KEY

- CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 96 SFT.



TYPICAL SIGN SEQUENCE FOR A ONE LANE
CLOSURE ON A DIVIDED ROADWAY WITH
EXISTING SPEED LIMIT 45 MPH OR LESS
(SIGNS BOTH SIDES)

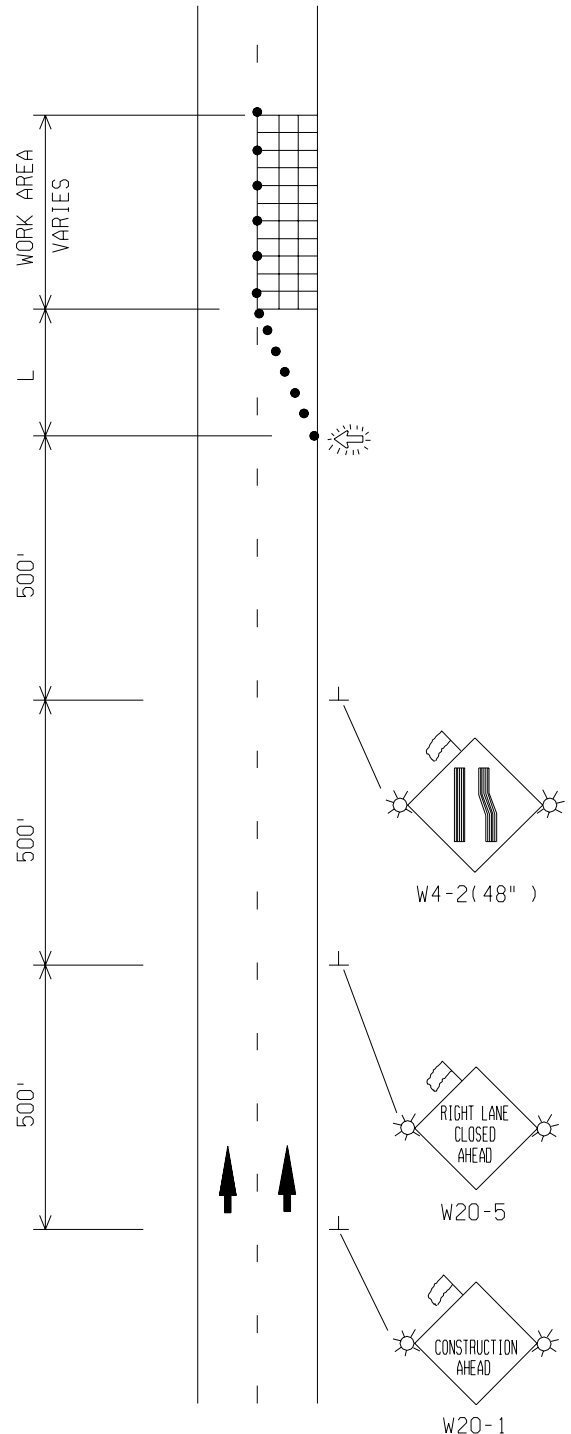
NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

KEY

- CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 48 SFT.

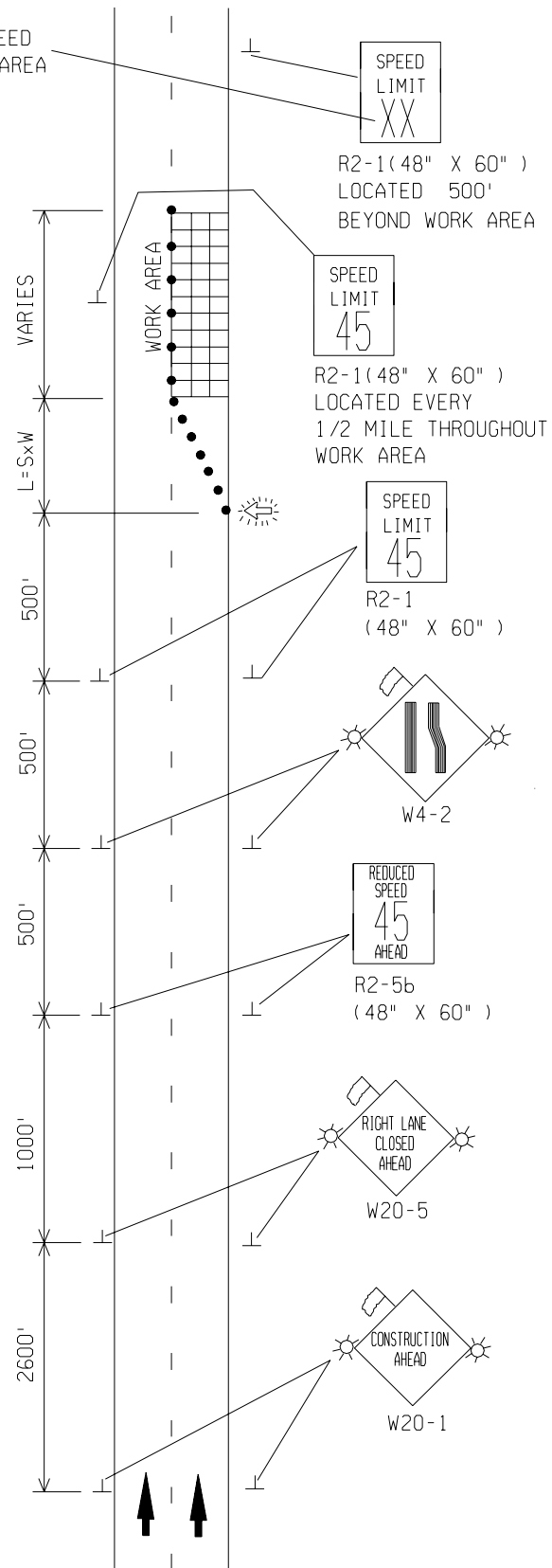


TYPICAL SIGN SEQUENCE FOR A ONE LANE
CLOSURE ON A DIVIDED ROADWAY WITH
EXISTING SPEED LIMIT 45 MPH OR LESS
(SIGNS ONE SIDE)

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER
S = POSTED SPEED LIMIT PRIOR TO WORK
W = WIDTH OF OFFSET
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

LEGEND REFLECTS SPEED
LIMIT BEYOND WORK AREA

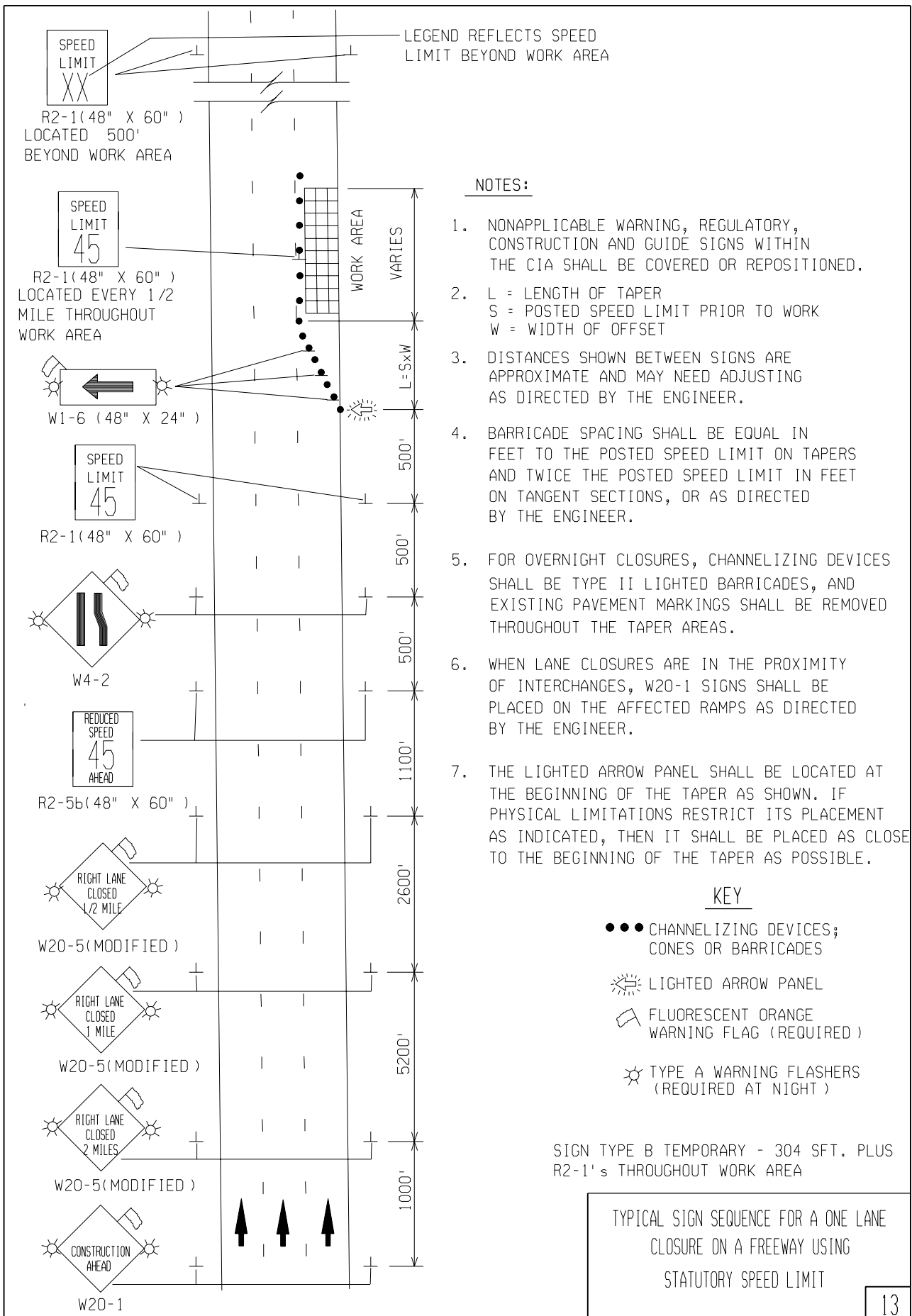


KEY

- ● ● CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY- 196 SFT. PLUS
R2-1's THROUGHOUT WORK AREA

TYPICAL SIGN SEQUENCE FOR A SINGLE LANE
CLOSURE ON A DIVIDED HIGHWAY USING
STATUTORY SPEED LIMIT



NOTES:

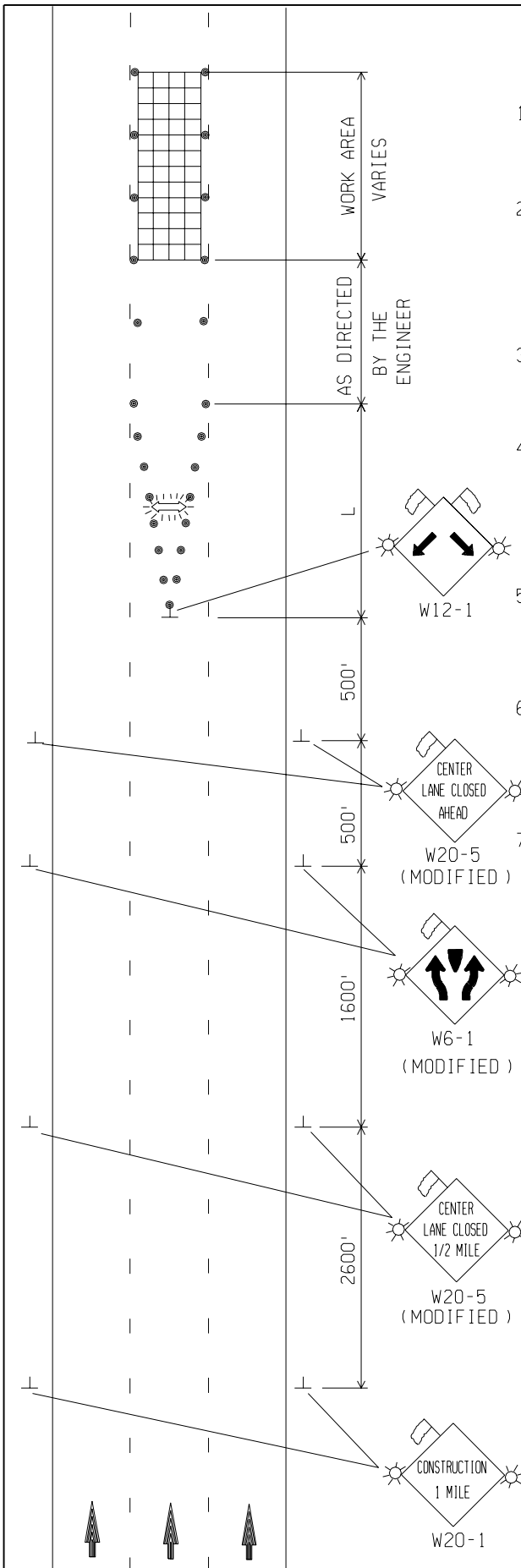
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED WITHIN THE CLOSURE, AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER, WHILE STILL ALLOWING SUFFICIENT LATERAL CLEARANCE BETWEEN THE ARROW AND THE TRAFFIC LANES.

KEY

- CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 144 SFT.

TYPICAL SIGN SEQUENCE FOR A CENTER LANE CLOSURE ON A MULTI-LANE DIVIDED HIGHWAY WITH EXISTING SPEED LIMIT 45 MPH OR LESS



NOTES:

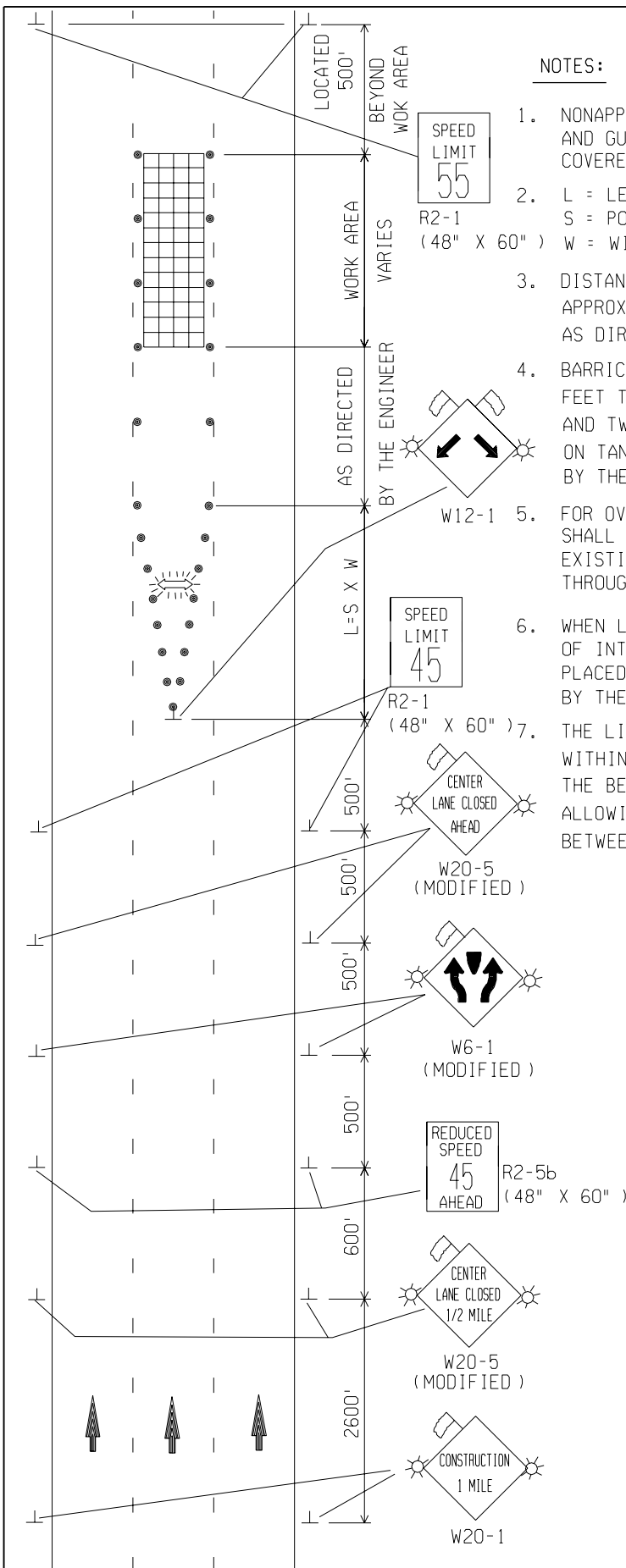
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED WITHIN THE CLOSURE, AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER, WHILE STILL ALLOWING SUFFICIENT LATERAL CLEARANCE BETWEEN THE ARROW AND THE TRAFFIC LANES.

KEY

- CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

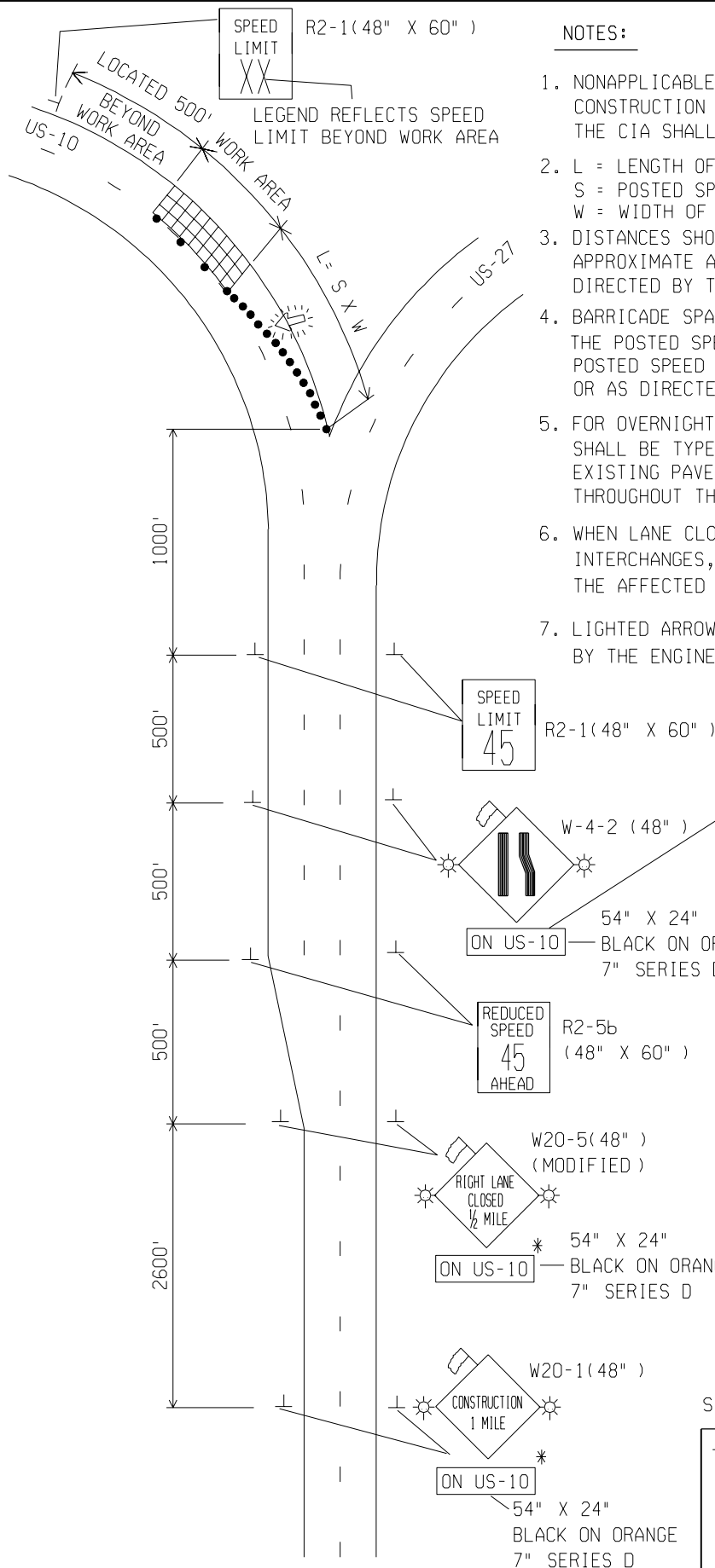
SIGN, TYPE B TEMPORARY - 264 SFT.

TYPICAL SIGN SEQUENCE FOR A CENTER LANE CLOSURE ON A MULTI-LANE DIVIDED HIGHWAY WITH STATUTORY SPEED LIMIT



NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER
S = POSTED SPEED LIMIT PRIOR TO WORK AREA
W = WIDTH OF OFFSET
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. LIGHTED ARROW PLACEMENT SHALL BE AS DIRECTED BY THE ENGINEER.



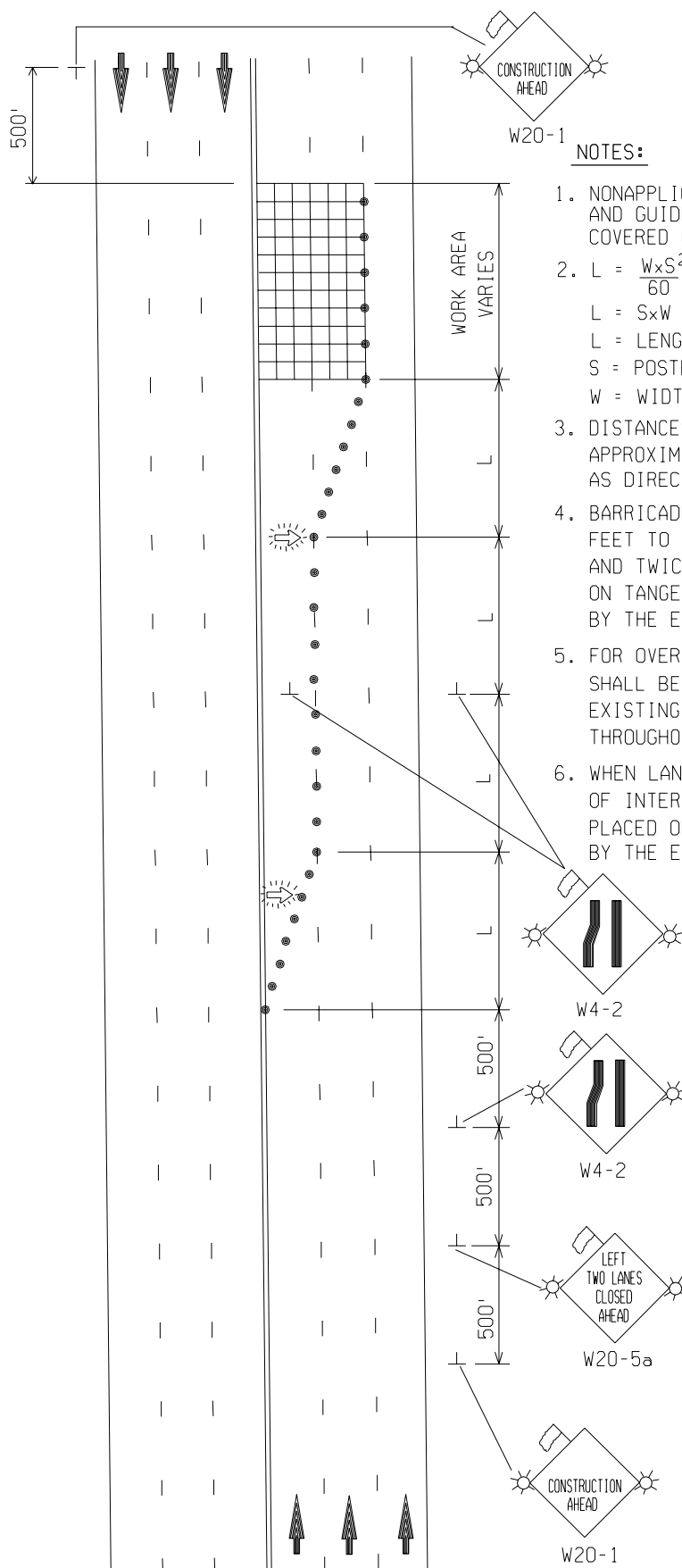
* 3 DIGIT TRUNKLINES REQUIRE A 60" X 24" SIGN

KEY

- ● ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- ☀ FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 230 SFT.

TYPICAL SIGN SEQUENCE FOR A SINGLE LANE CLOSURE ON ONE SIDE OF A GORE AREA AT A MAJOR DIVERGENCE WITH STATUTORY SPEED LIMIT



NOTES:

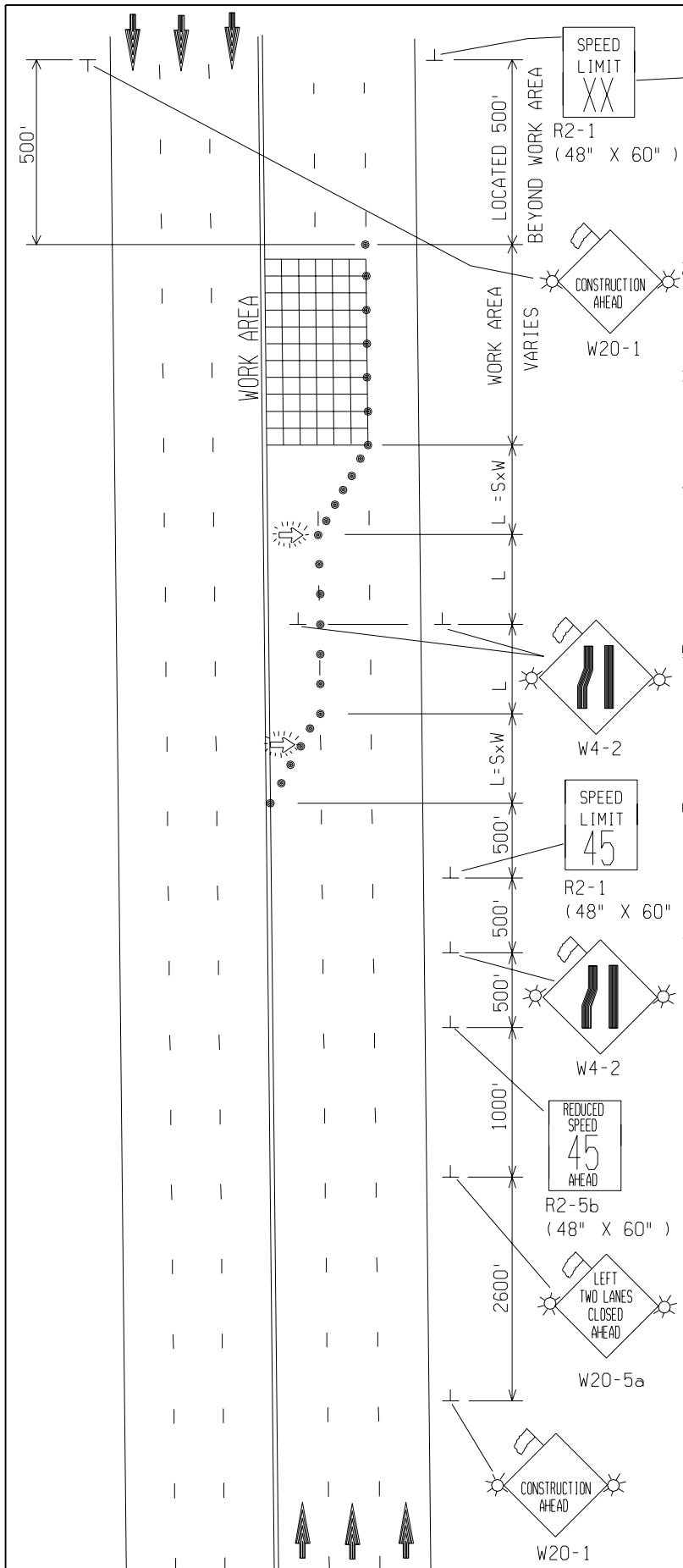
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

KEY

- CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY= 96 SFT.

TYPICAL SIGN SEQUENCE FOR A DOUBLE
LANE CLOSURE ON AN UNDIVIDED HIGHWAY
WITH EXISTING SPEED LIMIT 45 MPH OR LESS



LEGEND REFLECTS SPEED
LIMIT BEYOND WORK AREA

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

KEY

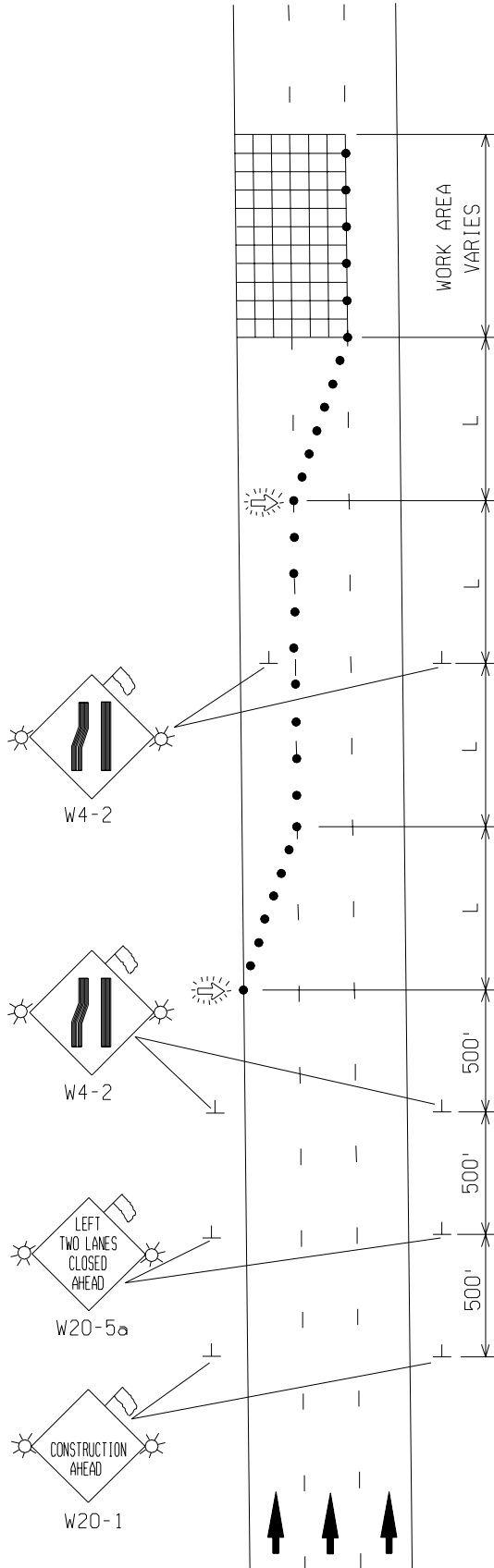
- CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY = 140 SFT.

TYPICAL SIGN SEQUENCE FOR A DOUBLE LANE
CLOSURE ON AN UNDIVIDED HIGHWAY USING
STATUTORY SPEED LIMIT

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMP AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

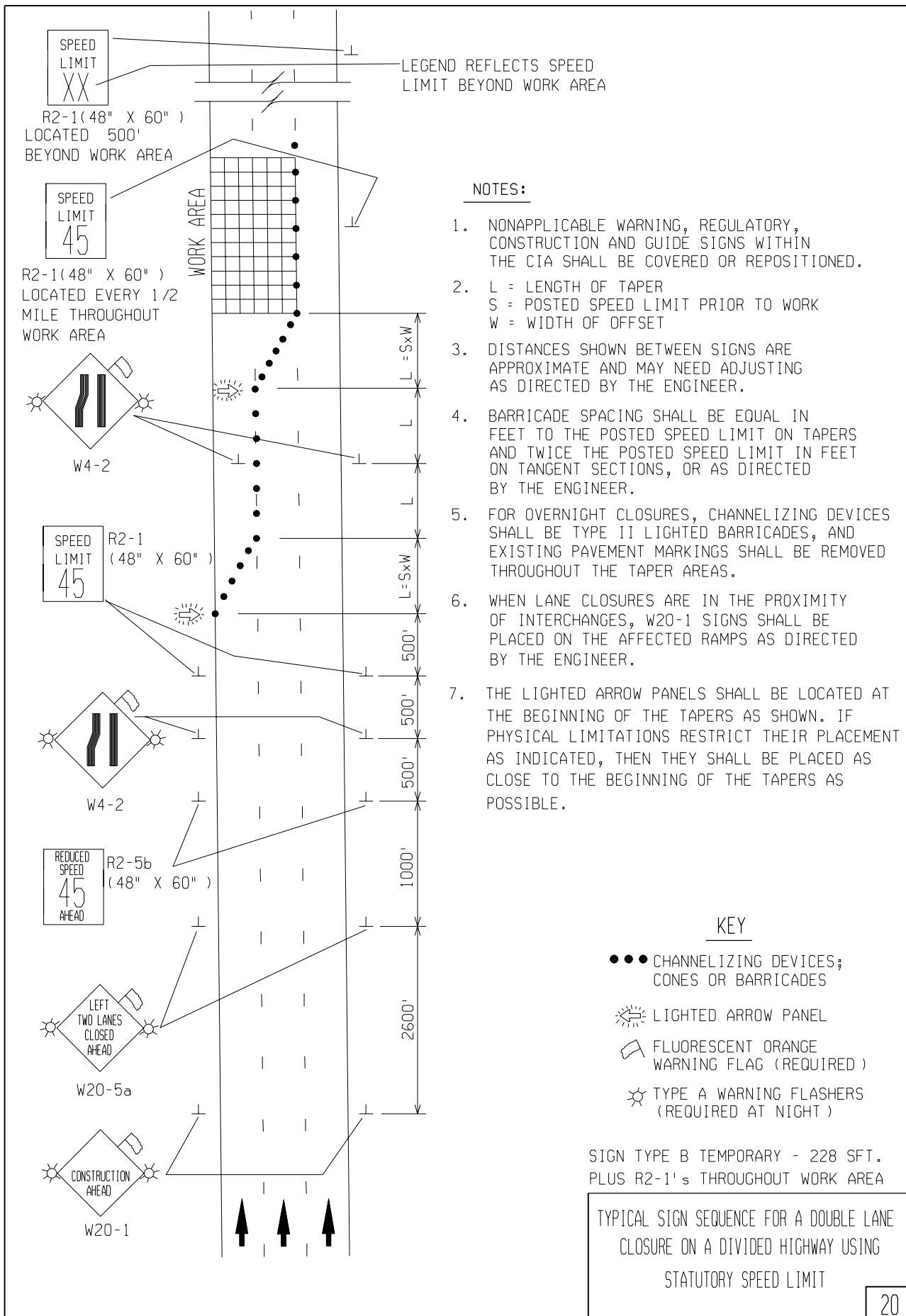


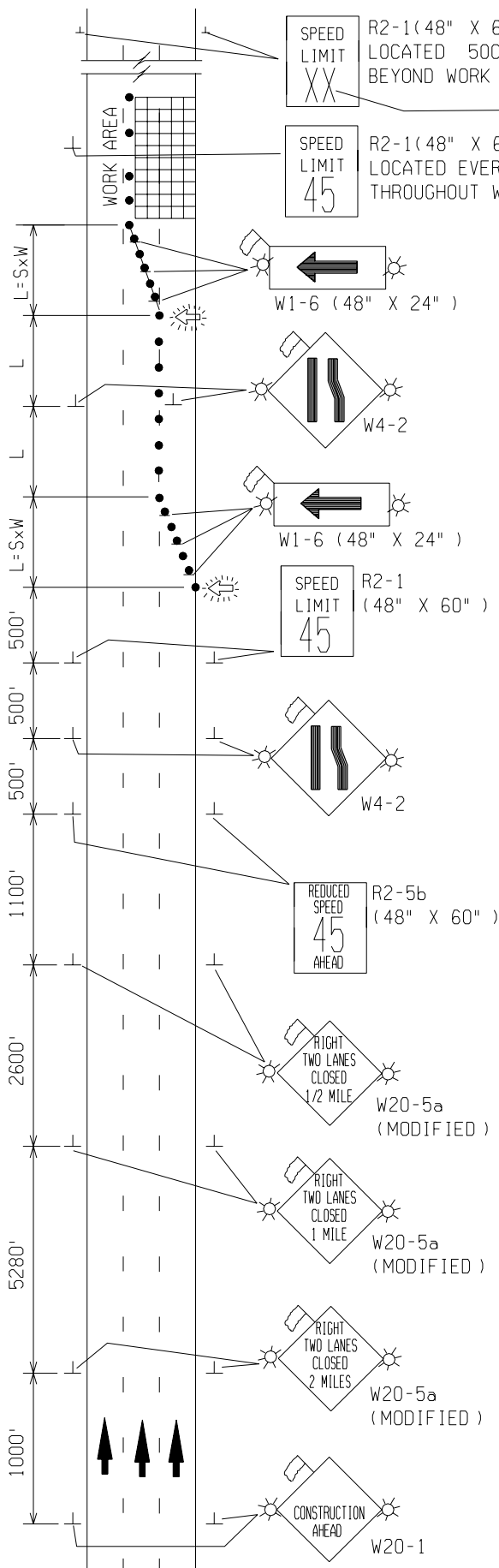
KEY

- ● ● CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 128 SFT.

TYPICAL SIGN SEQUENCE FOR A DOUBLE
LANE CLOSURE ON A DIVIDED HIGHWAY WITH
EXISTING SPEED LIMIT 45 MPH OR LESS





LEGEND REFLECTS SPEED
LIMIT BEYOND WORK AREA

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER
S = POSTED SPEED LIMIT PRIOR TO WORK
W = WIDTH OF OFFSET
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMP AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

KEY

- CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)




SIGN TYPE B TEMPORARY - 360 SFT. PLUS
R2-1's THROUGHOUT WORK AREA

TYPICAL SIGN SEQUENCE FOR A DOUBLE LANE
CLOSURE ON A FREEWAY USING
STATUTORY SPEED LIMIT

NOTES:

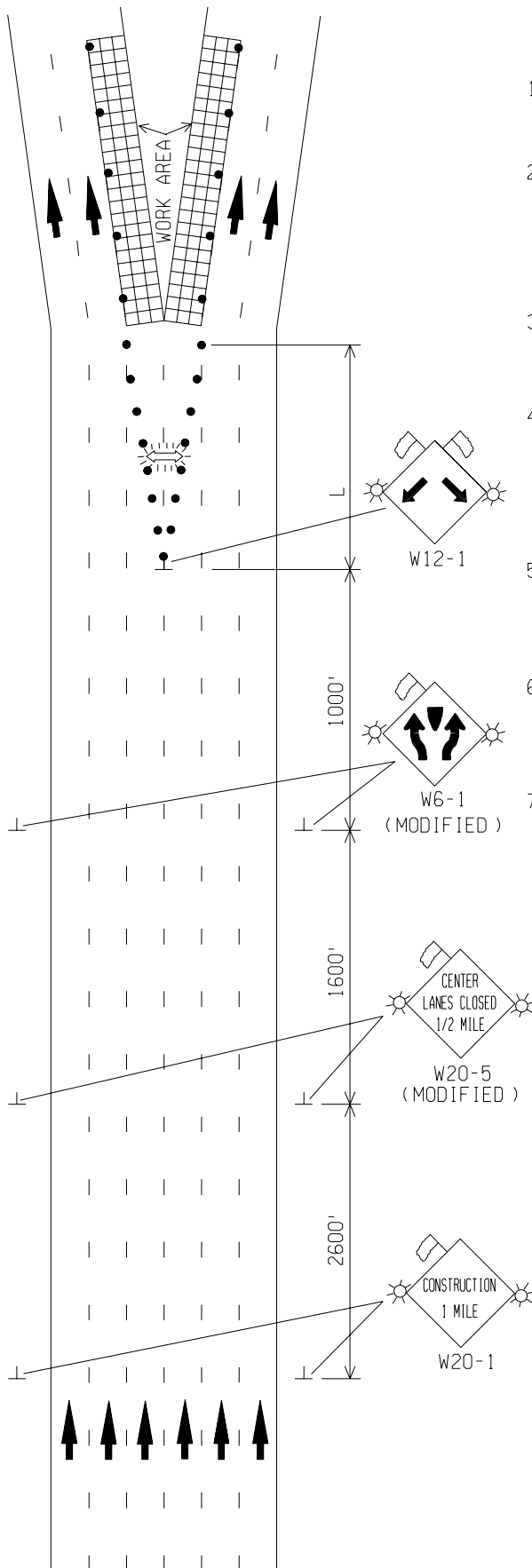
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMP AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED WITHIN THE CLOSURE, AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER, WHILE STILL ALLOWING SUFFICIENT LATERAL CLEARANCE BETWEEN THE ARROW AND THE TRAFFIC LANES.

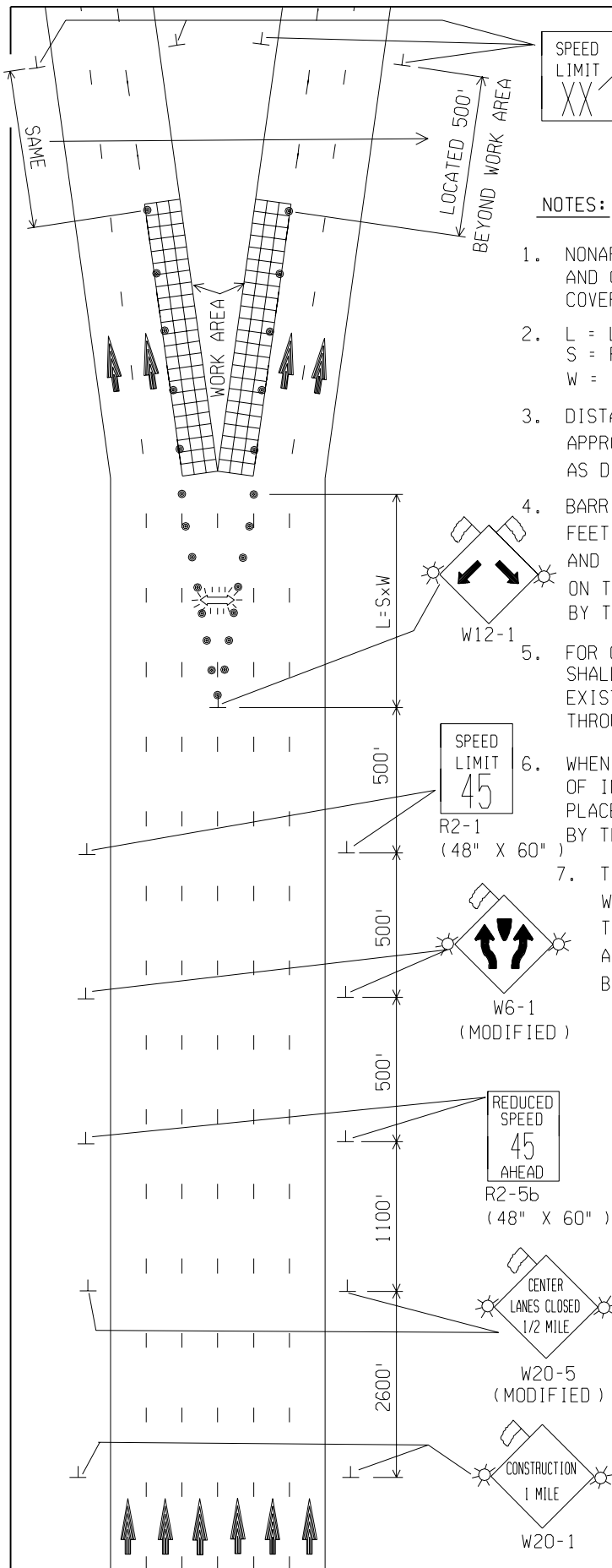
KEY

- ● ● CHANNELIZING DEVICES;
CONES OR BARRICADES
-  LIGHTED ARROW PANEL
-  FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
-  TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 112 SFT.

TYPICAL SIGN SEQUENCE FOR A LANE CLOSURE
ON EACH SIDE OF A CORE AREA AT
A MAJOR DIVERGENCE WHERE EXISTING
SPEEDS ARE 45 MPH OR LESS





LEGEND REFLECTS SPEED LIMIT BEYOND WORK AREA
R2-1 (48" X 60")

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER.
S = POSTED SPEED LIMIT PRIOR TO WORK.
W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANEL SHALL BE LOCATED WITHIN THE CLOSURE, AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER, WHILE STILL ALLOWING SUFFICIENT LATERAL CLEARANCE BETWEEN THE ARROW AND THE TRAFFIC LANES.

KEY

- CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN, TYPE B TEMPORARY - 272 SFT.

TYPICAL SIGN SEQUENCE FOR A LANE CLOSURE ON EACH SIDE OF A GORE AREA AT A MAJOR DIVERGENCE WITH STATUTORY SPEED LIMIT

NOTES:

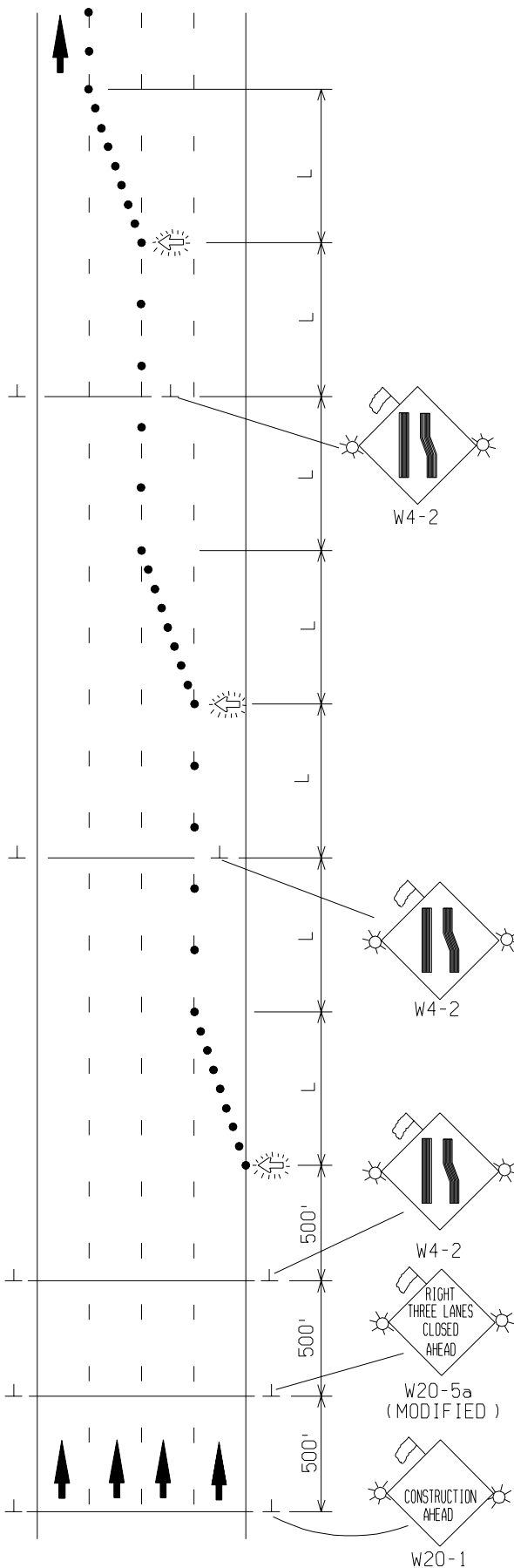
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

KEY

- ● ● CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE
WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

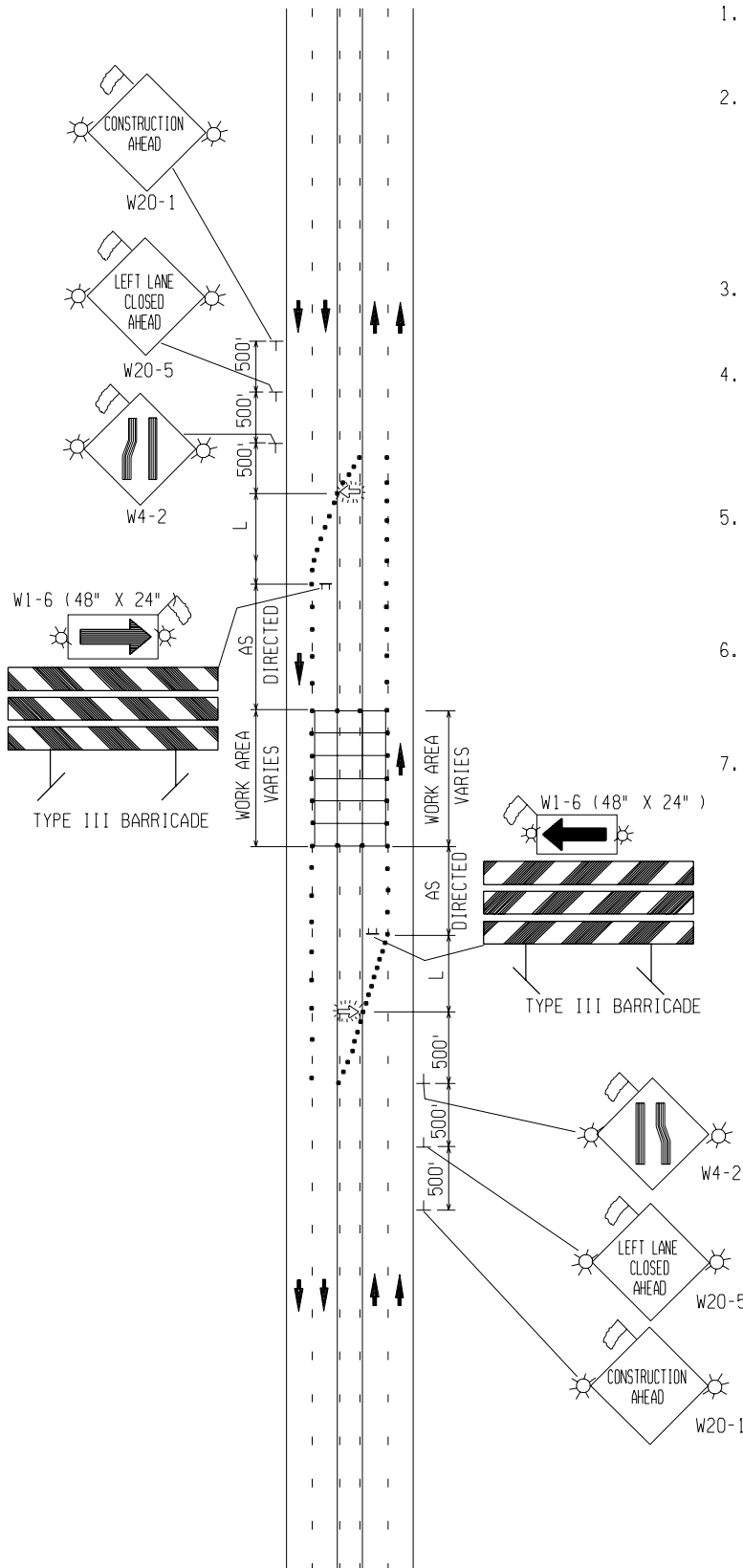
SIGN TYPE B TEMPORARY - 160 SFT.

TYPICAL SIGN SEQUENCE FOR A THREE LANE
CLOSURE ON A DIVIDED HIGHWAY WITH
EXISTING SPEED LIMIT 45 MPH OR LESS



NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POTTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.



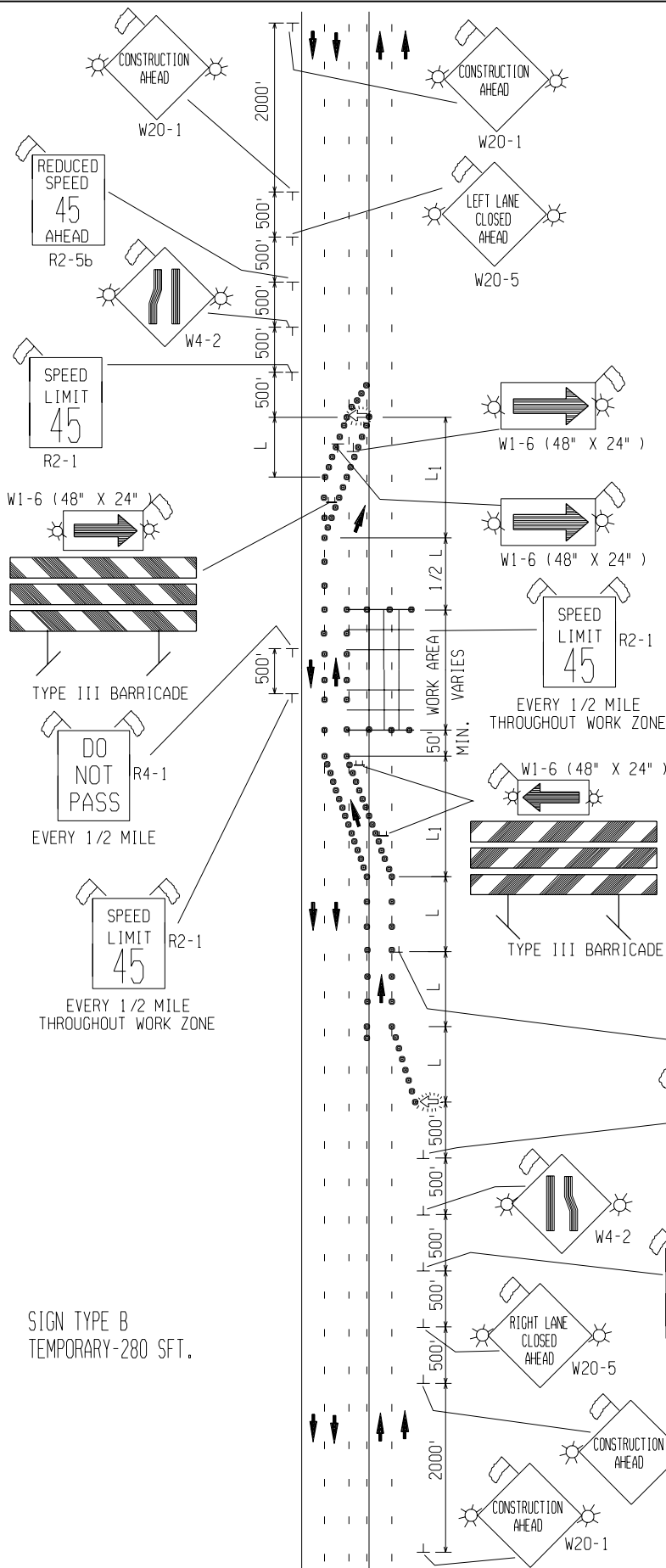
KEY

- ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY-112 SFT.

TYPICAL SIGN SEQUENCE FOR CLOSING THE CENTER 3 LANES OF A 5 LANE UNDIVIDED ROADWAY WITH EXISTING SPEED LIMIT 45 MPH OR LESS

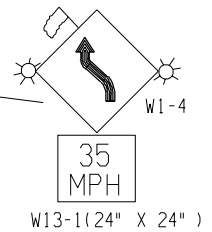
24A



NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L AND $L_1 = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 L , AND $L_1 = S \times W$ WHERE SPEED IS MORE THAN 40 MPH
 L , AND L_1 = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LEGEND ON THE W13-1'S SHALL BE 35 MPH.
8. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

$L = 660'$
 $L_1 = 1320'$



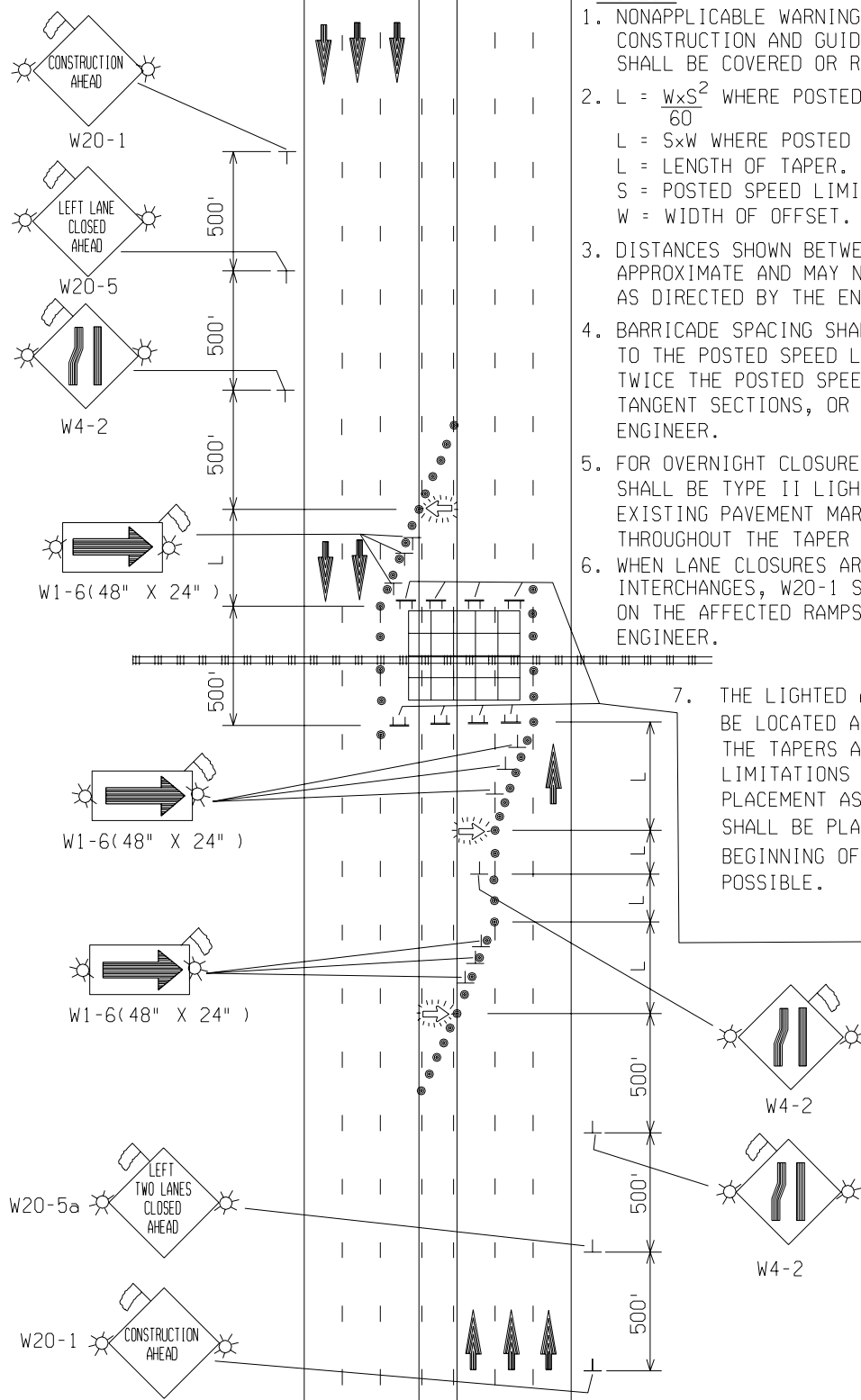
KEY

- ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

TYPICAL SIGN SEQUENCE FOR CLOSING 3 LANES OF A 5 LANE UNDIVIDED ROADWAY USING STATUTORY SPEED LIMIT

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMP AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.



KEY

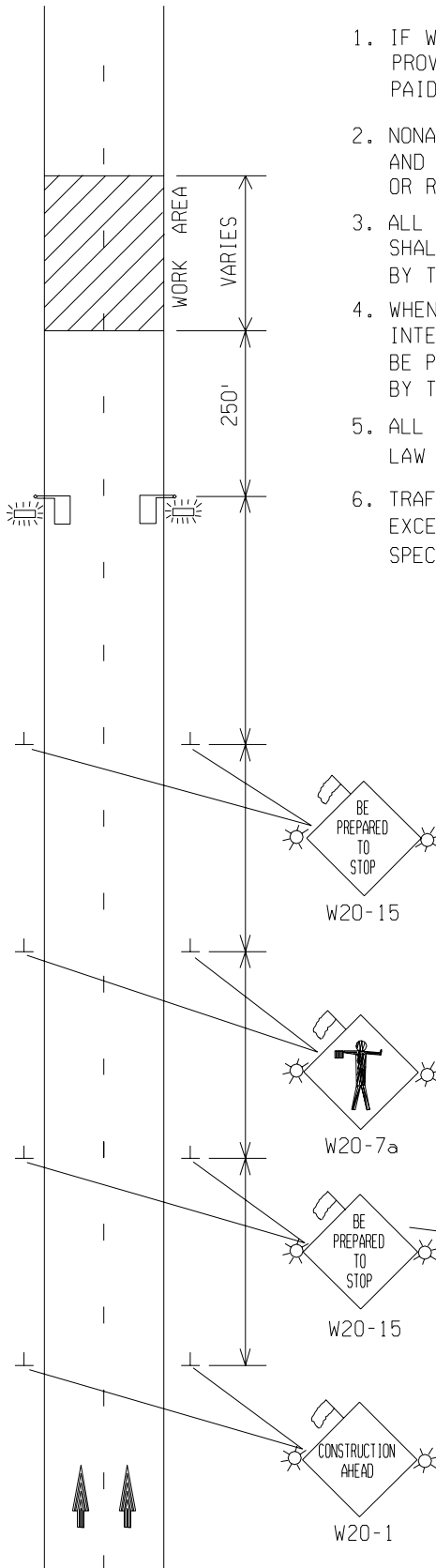
- • • CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ⚡ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 184 SFT.

TYPICAL SIGN SEQUENCE FOR MULTIPLE LANE CLOSURES ON A SEVEN LANE UNDIVIDED HIGHWAY WITH EXISTING SPEED LIMIT 45 MPH OR LESS

NOTES:

1. IF WORK IS ALLOWED AT NIGHT, FLOOD LIGHTS SHALL BE PROVIDED TO MARK THE FLAGGER STATIONS AND WILL BE PAID FOR AS PART OF FLAG CONTROL.
2. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
3. ALL DISTANCES BETWEEN THE TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS DIRECTED BY THE ENGINEER.
4. WHEN TRAFFIC STOPPAGES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 AND/OR W20-15 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
5. ALL TRAFFIC STOPPAGES SHALL BE CONDUCTED UTILIZING LAW ENFORCEMENT OFFICIALS.
6. TRAFFIC MAY BE STOPPED FOR A PERIOD OF TIME NOT TO EXCEED 15 MINUTES DURING TIMES PRESCRIBED IN THE SPECIAL PROVISIONS FOR MAINTAINING TRAFFIC.



KEY

- LIGHTED ARROW PANEL (BAR MODE)
- FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)
- FLAGGER

MAY BE ELIMINATED AS DIRECTED BY THE ENGINEER






SIGN TYPE B TEMPORARY - 128 SFT.

TYPICAL SIGN SEQUENCE FOR A TRAFFIC STOPPAGE ON A DIVIDED ROADWAY
(FLAG CONTROL)

NOTES:

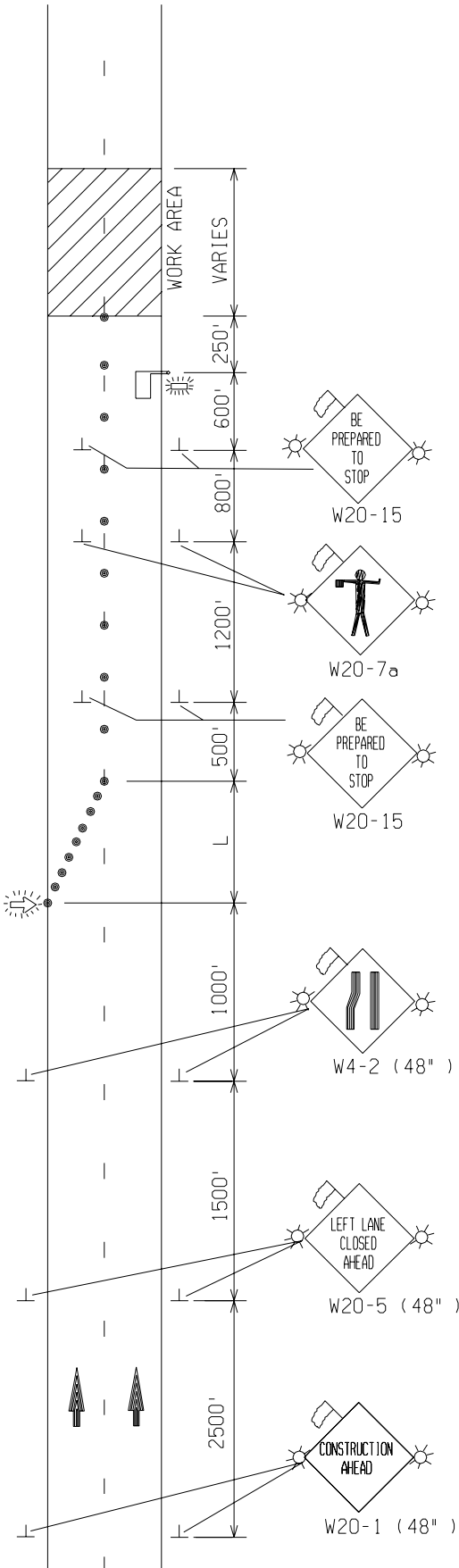
1. IF WORK IS ALLOWED AT NIGHT, FLOOD LIGHTS SHALL BE PROVIDED TO MARK THE FLAGGER STATIONS AND WILL BE PAID FOR AS PART OF FLAG CONTROL.
2. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
3. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH OR MORE.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
4. FOR TRAFFIC STOPPAGES OCCURRING AT NIGHT, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.
5. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING TO FIT CONDITIONS AS DIRECTED BY THE ENGINEER.
6. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
7. WHEN TRAFFIC STOPPAGES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 AND /OR W20-15 SIGNS SHALL BE PLACED ON THE AFFECTED RAMP AS DIRECTED BY THE ENGINEER.
8. ALL TRAFFIC STOPPAGES SHALL BE CONDUCTED UTILIZING LAW ENFORCEMENT OFFICIALS.
9. TRAFFIC MAY BE STOPPED FOR A PERIOD OF TIME NOT TO EXCEED 15 MINUTES DURING TIMES PRESCRIBED IN THE SPECIAL PROVISIONS FOR MAINTAINING TRAFFIC, OR AS DIRECTED BY THE ENGINEER.
10. THE ONE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE. THE OTHER LIGHTED ARROW PANEL SHALL BE PLACED ON THE SHOULDER NEAR THE FLAGGER AS SHOWN.

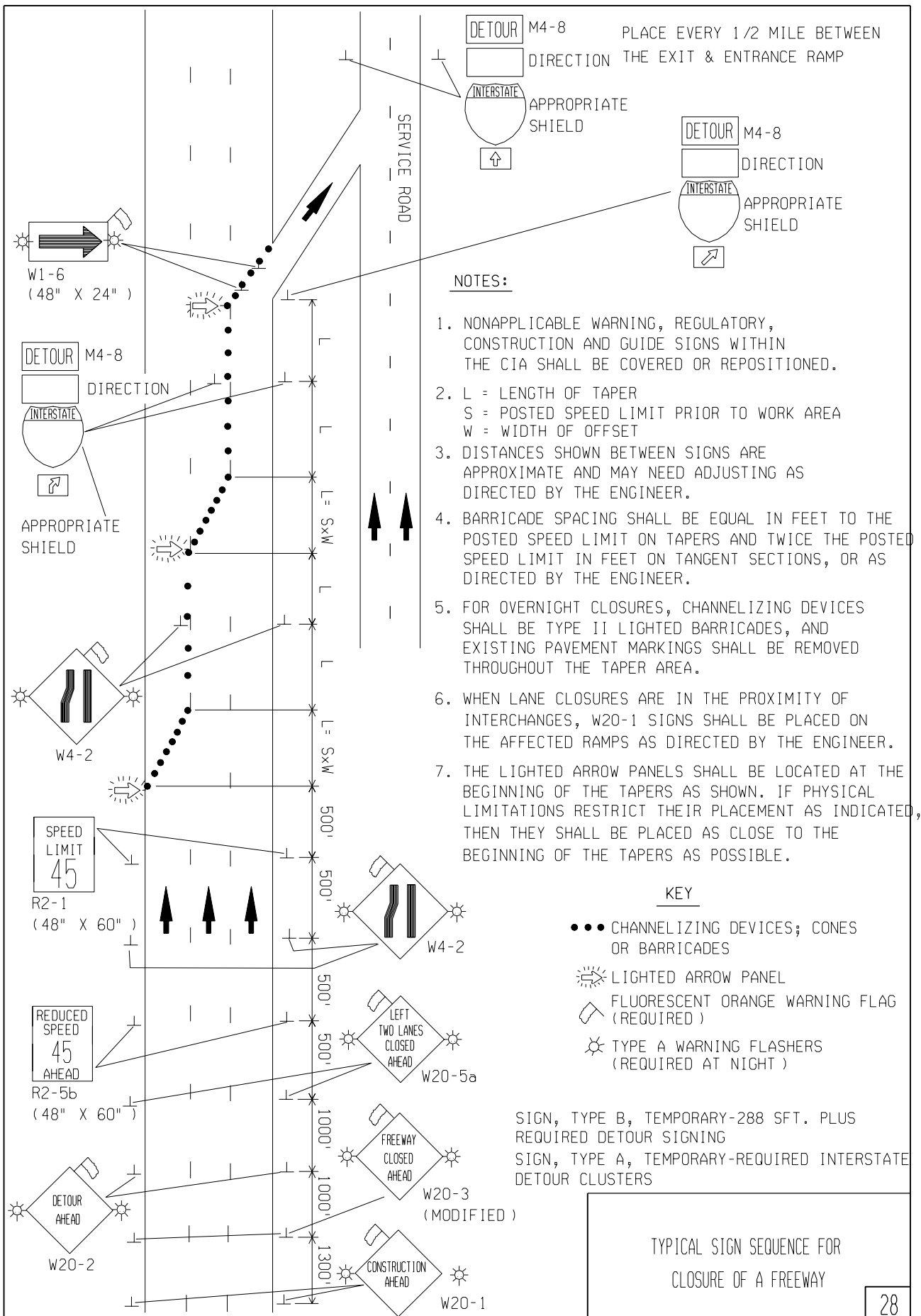
KEY

- • • CHANNELIZING DEVICES;
CONES OR BARRICADES
-  LIGHTED ARROW PANEL
-  LIGHTED ARROW PANEL (BAR MODE)
-  FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
-  TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)
-  FLAGGER

SIGN TYPE B TEMPORARY - 192 SFT.

TYPICAL SIGN SEQUENCE FOR A TRAFFIC STOPPAGE ON A DIVIDED HIGHWAY WITH A LANE CLOSURE AND UTILIZING A FLAGGER (FLAG CONTROL)





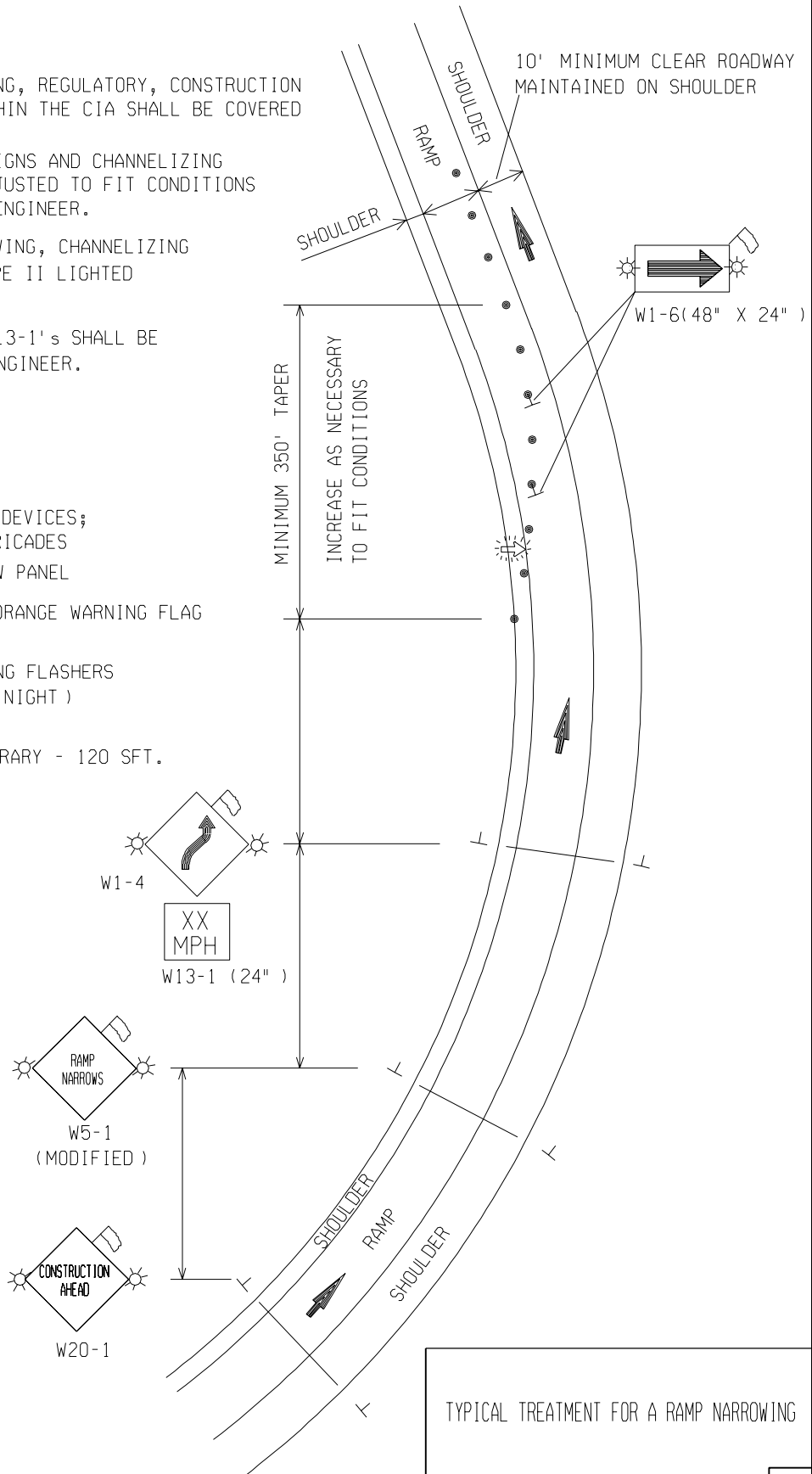
NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. DISTANCES BETWEEN SIGNS AND CHANNELIZING DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS DIRECTED BY THE ENGINEER.
3. FOR OVERNIGHT NARROWING, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.
4. THE LEGEND ON THE W13-1's SHALL BE DETERMINED BY THE ENGINEER.

KEY

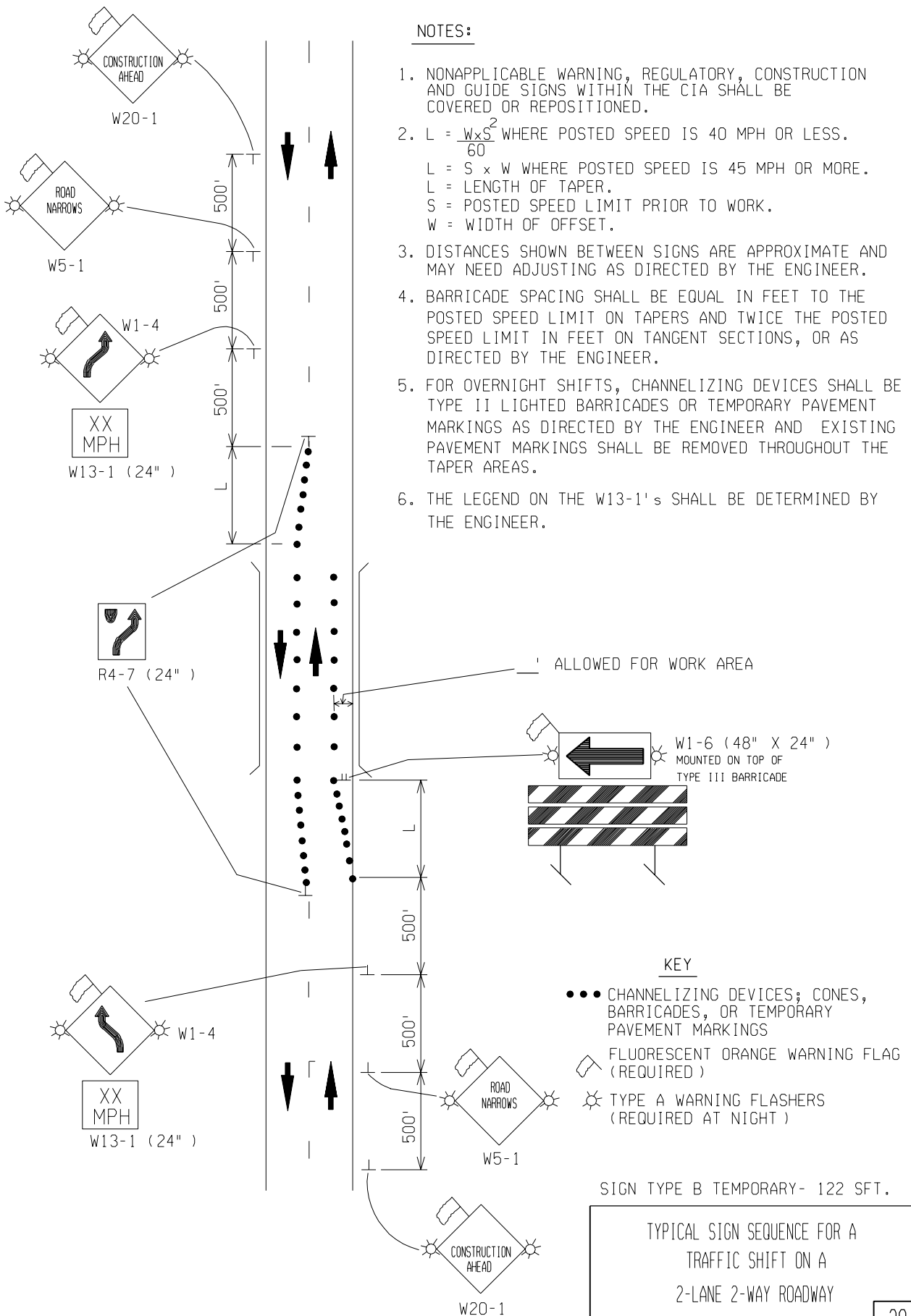
- • • CHANNELIZING DEVICES;
CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG
(REQUIRED)
- ☀ TYPE A WARNING FLASHERS
(REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 120 SFT.



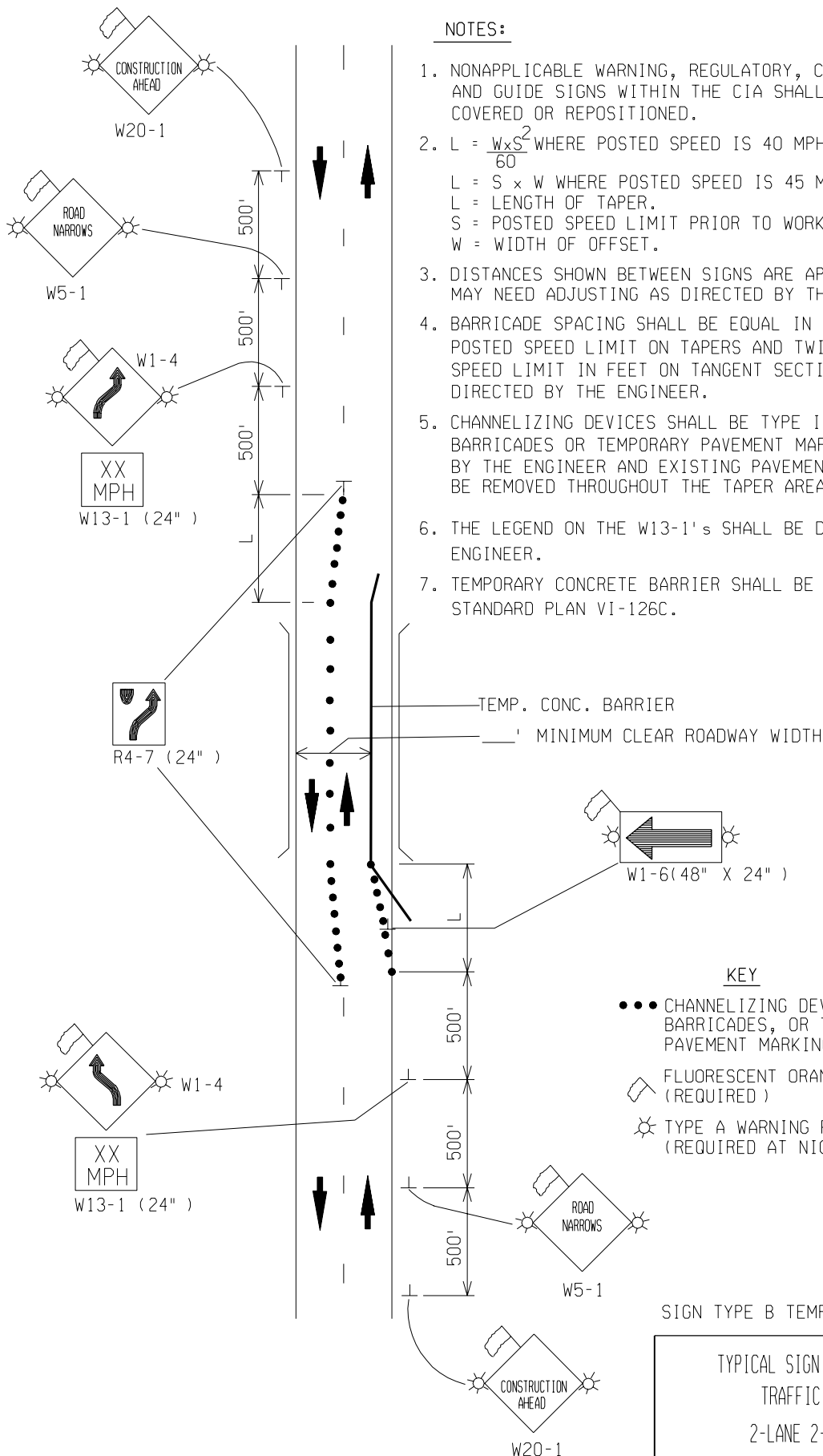
NOTES:

1. NONAPPLICABLE, WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
L = S x W WHERE POSTED SPEED IS 45 MPH OR MORE.
L = LENGTH OF TAPER.
S = POSTED SPEED LIMIT PRIOR TO WORK.
W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT SHIFTS, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES OR TEMPORARY PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. THE LEGEND ON THE W13-1's SHALL BE DETERMINED BY THE ENGINEER.



NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH OR MORE.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES OR TEMPORARY PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. THE LEGEND ON THE W13-1's SHALL BE DETERMINED BY THE ENGINEER.
7. TEMPORARY CONCRETE BARRIER SHALL BE APPLIED AS PER STANDARD PLAN VI-126C.



KEY

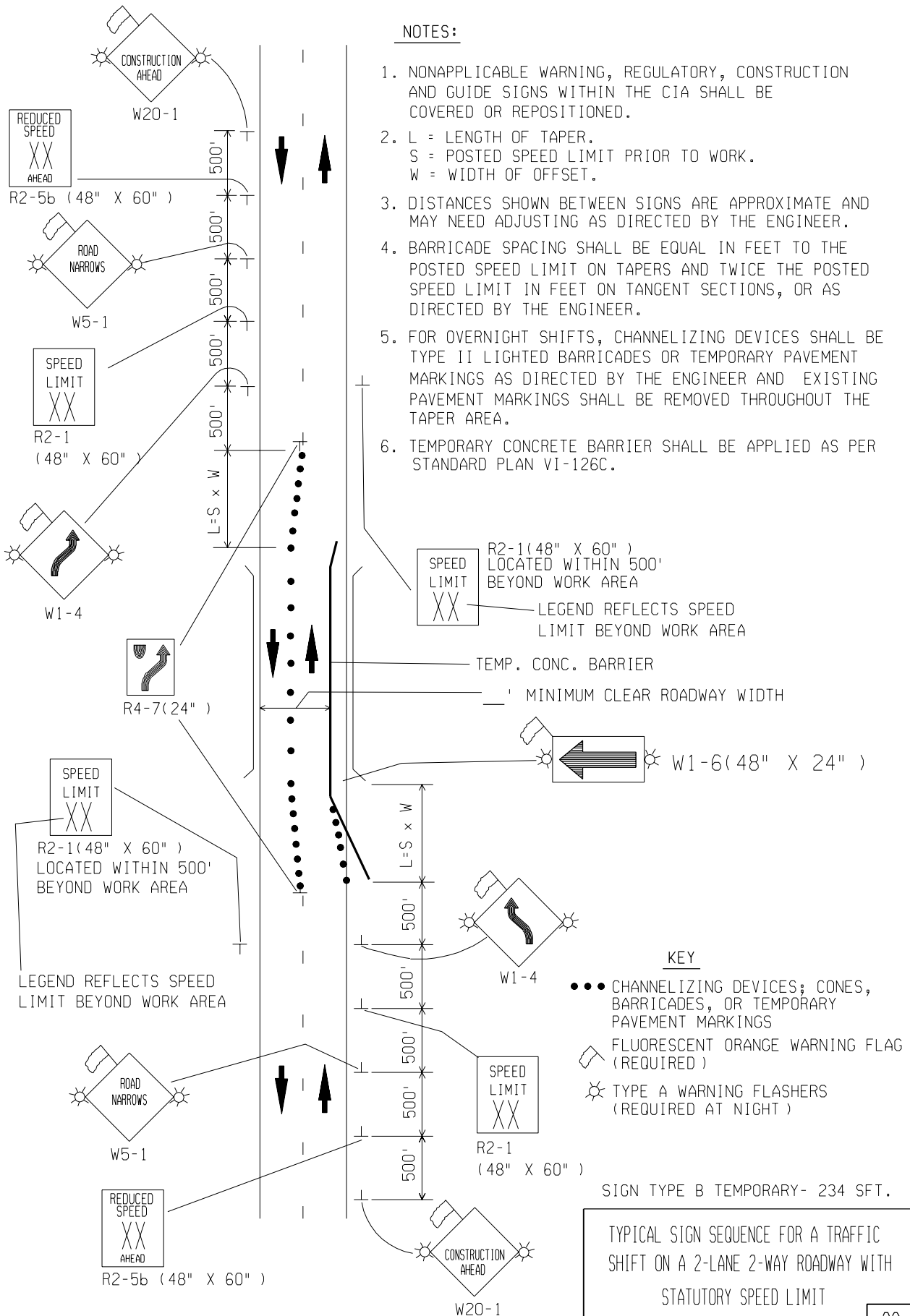
- CHANNELIZING DEVICES; CONES, BARRICADES, OR TEMPORARY PAVEMENT MARKINGS
- FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☼ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY- 122 SFT.

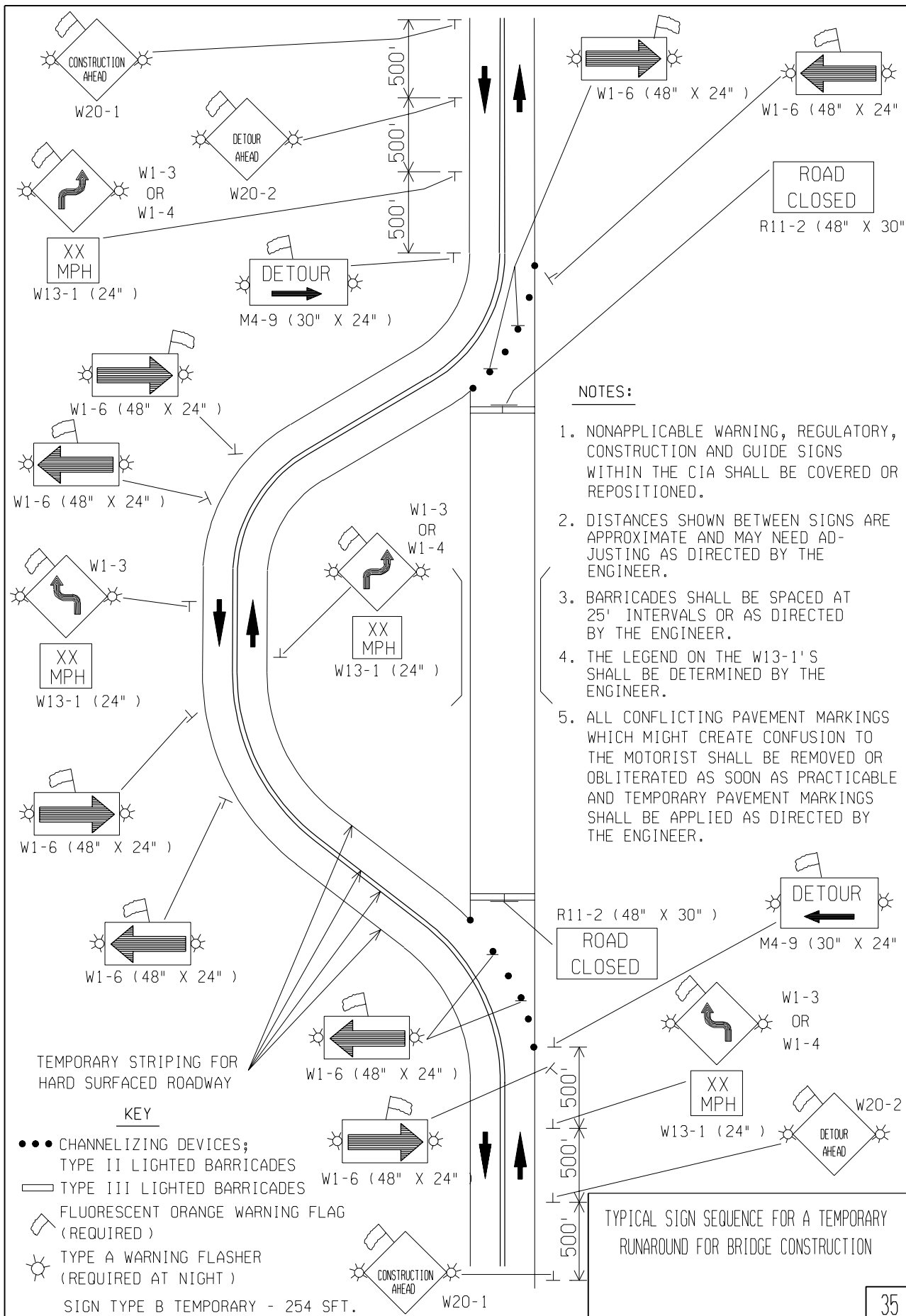
TYPICAL SIGN SEQUENCE FOR A
TRAFFIC SHIFT ON A
2-LANE 2-WAY ROADWAY

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH OF TAPER.
S = POSTED SPEED LIMIT PRIOR TO WORK.
W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT SHIFTS, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES OR TEMPORARY PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. TEMPORARY CONCRETE BARRIER SHALL BE APPLIED AS PER STANDARD PLAN VI-126C.

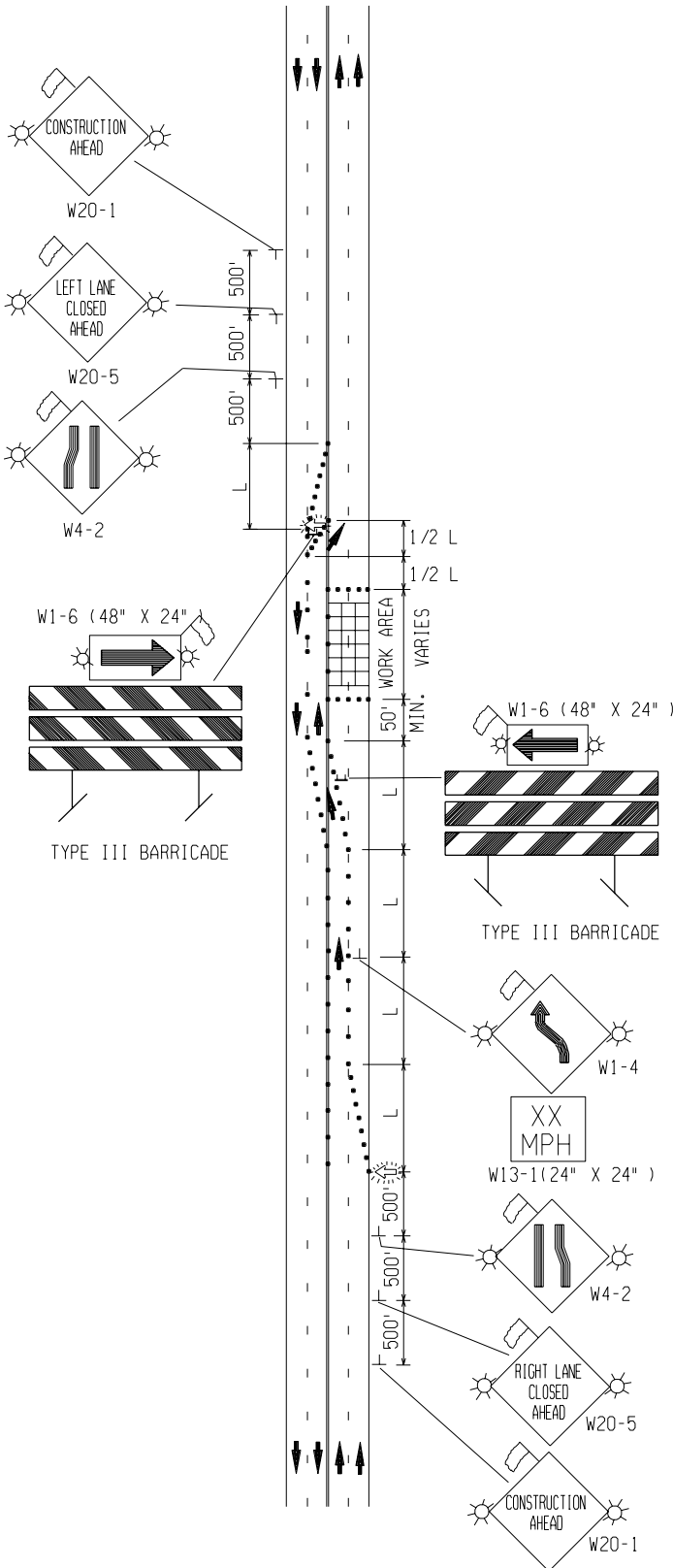


TYPICAL SIGN SEQUENCE FOR A TRAFFIC SHIFT ON A 2-LANE 2-WAY ROADWAY WITH STATUTORY SPEED LIMIT



NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L AND $L_1 = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 L , AND $L_1 = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L , AND L_1 = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LEGEND ON THE W13-1's SHALL BE DETERMINED BY THE ENGINEER.
8. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.



KEY

- ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

TYPICAL SIGN SEQUENCE FOR CLOSING
ONE-HALF OF A 4-LANE UNDIVIDED ROADWAY
WITH EXISTING SPEED LIMIT
45 MPH OR LESS

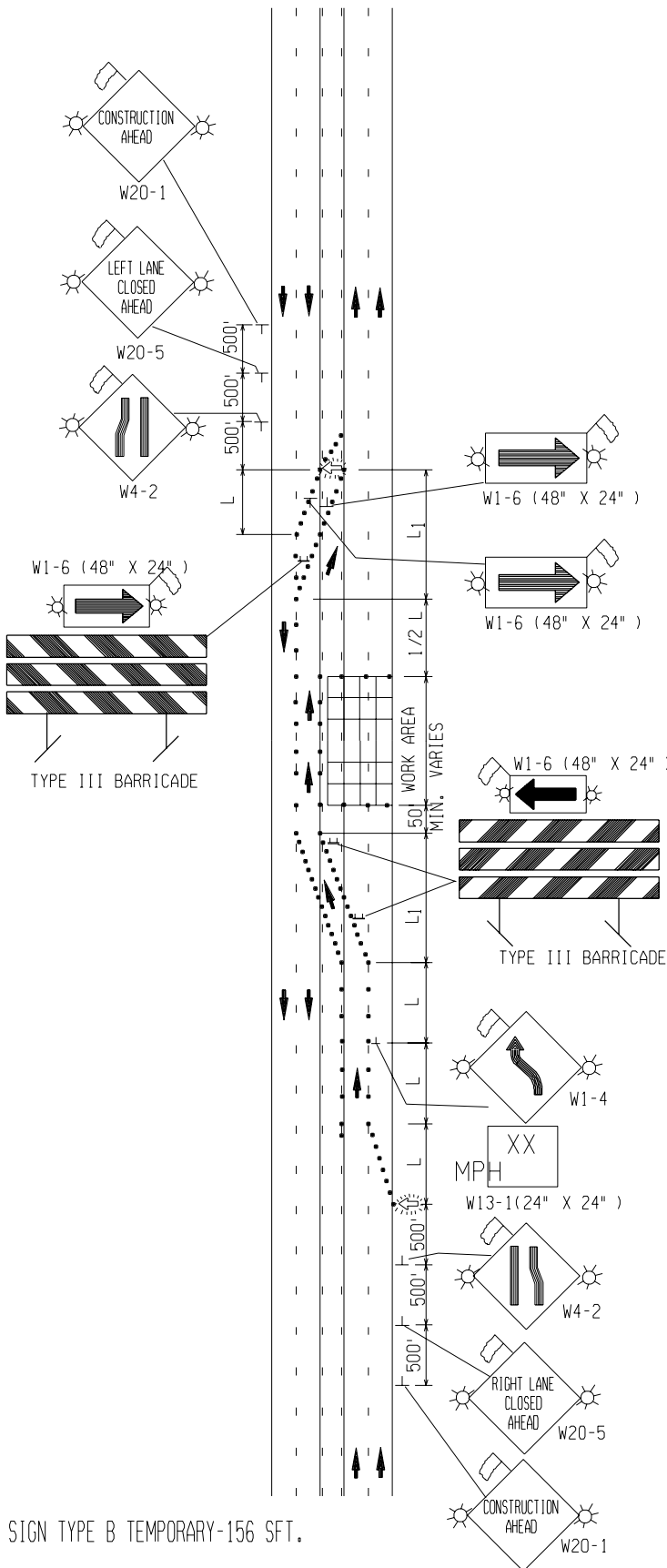
SIGN TYPE B TEMPORARY-132 SFT.

NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L AND $L_1 = \frac{W \times S^2}{60}$ WHERE POSTED SPEED IS 40 MPH OR LESS.
 L , AND $L_1 = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L , AND L_1 = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. THE LEGEND ON THE W13-1'S SHALL BE DETERMINED BY THE ENGINEER.
8. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

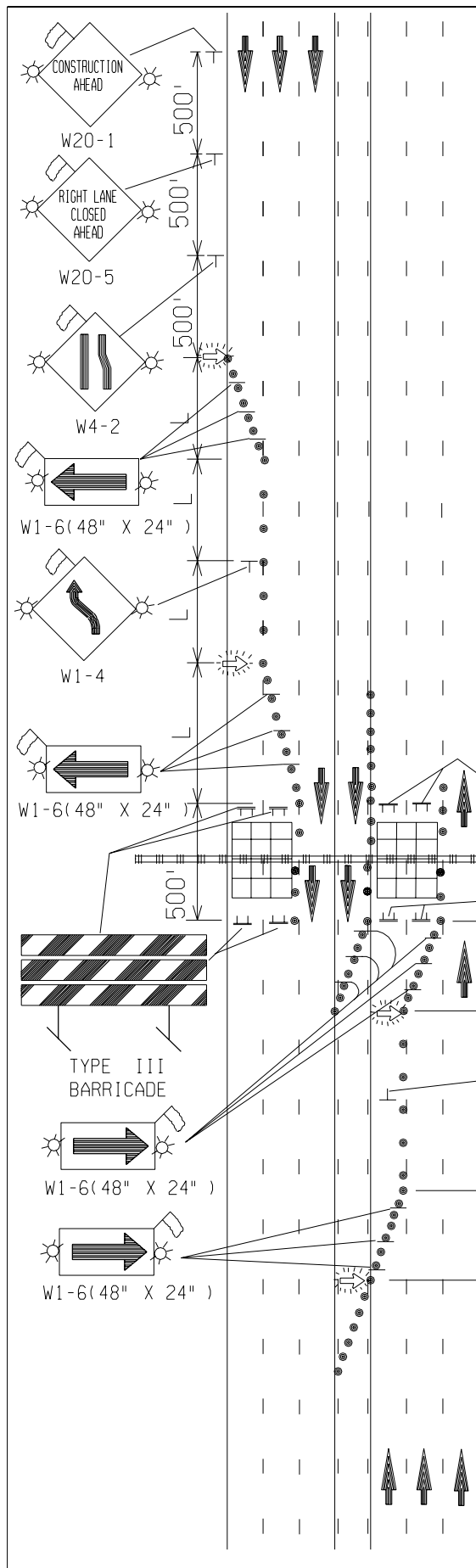
KEY

- ● CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)



SIGN TYPE B TEMPORARY-156 SFT.

TYPICAL SIGN SEQUENCE FOR CLOSING
3 LANES OF A 5 LANE UNDIVIDED ROADWAY
WITH EXISTING SPEED LIMIT
45 MPH OR LESS



NOTES:

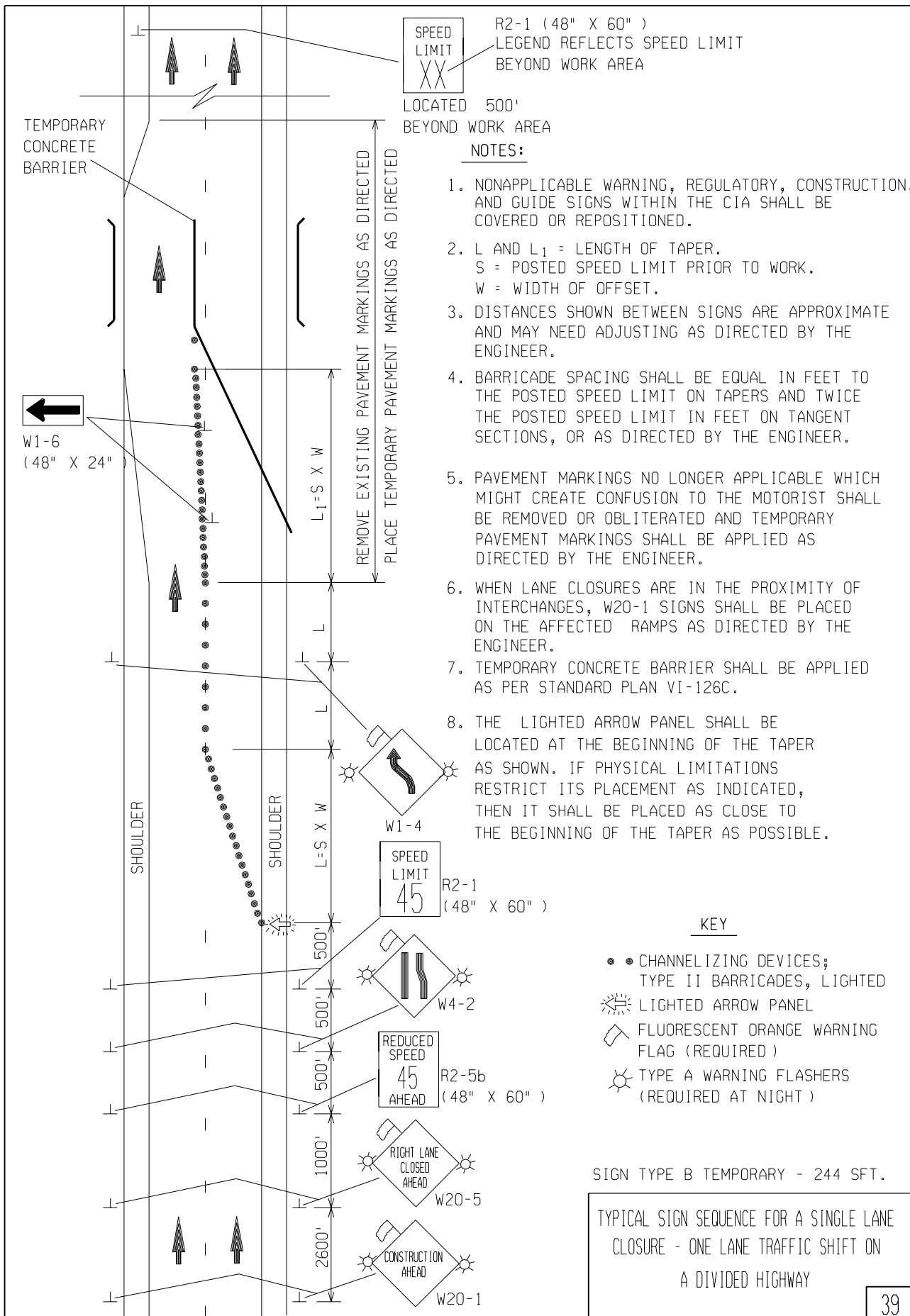
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. $L = \frac{W \times S^2}{60}$ WHERE POSTED IS 40 MPH OR LESS
 $L = S \times W$ WHERE POSTED SPEED IS 45 MPH.
 L = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREAS.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMP AS DIRECTED BY THE ENGINEER.
7. THE LIGHTED ARROW PANELS SHALL BE LOCATED AT THE BEGINNING OF THE TAPERS AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT THEIR PLACEMENT AS INDICATED, THEN THEY SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPERS AS POSSIBLE.

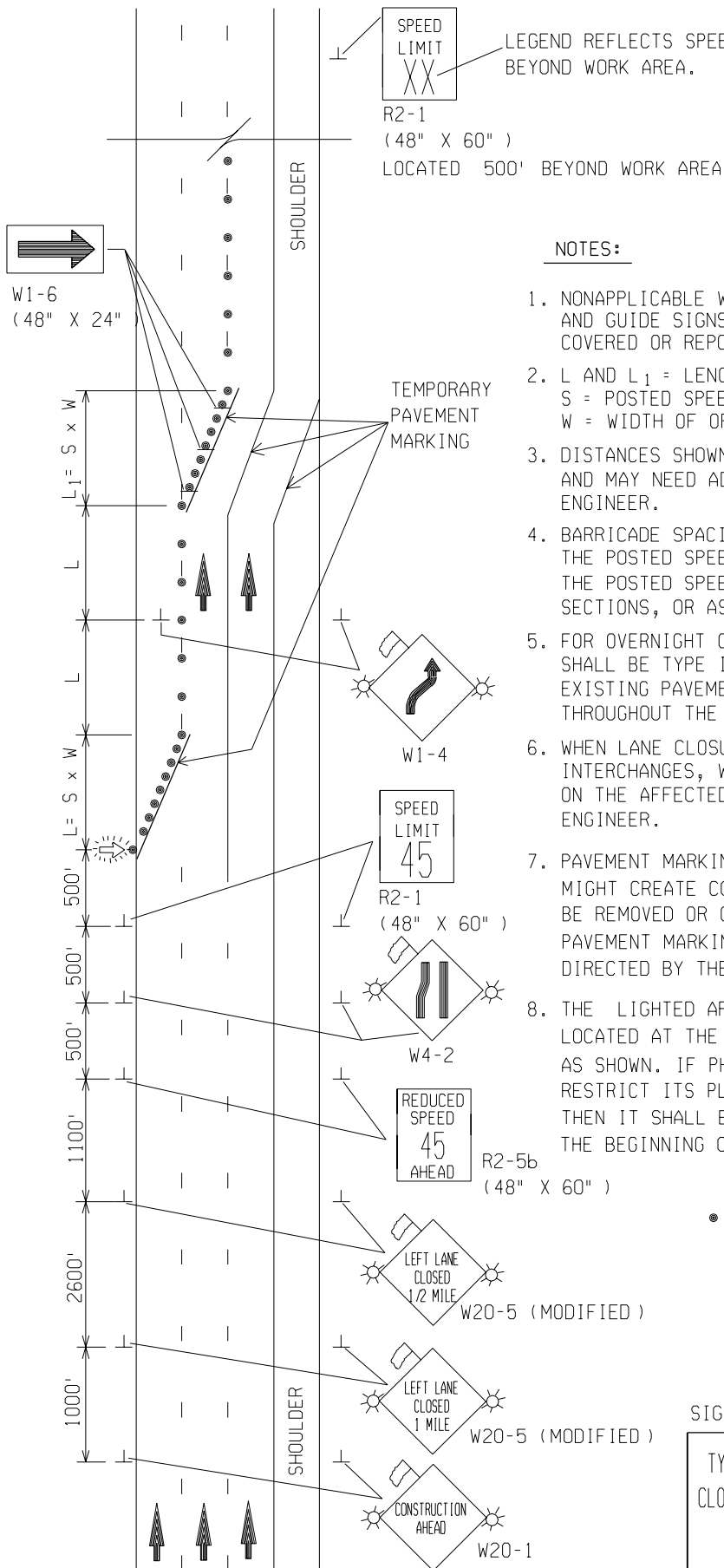
KEY

- CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 264 SFT.

TYPICAL SIGN SEQUENCE FOR MULTIPLE LANE CLOSURES ON A SEVEN LANE UNDIVIDED HIGHWAY WITH EXISTING SPEED LIMIT 45 MPH OR LESS





NOTES:

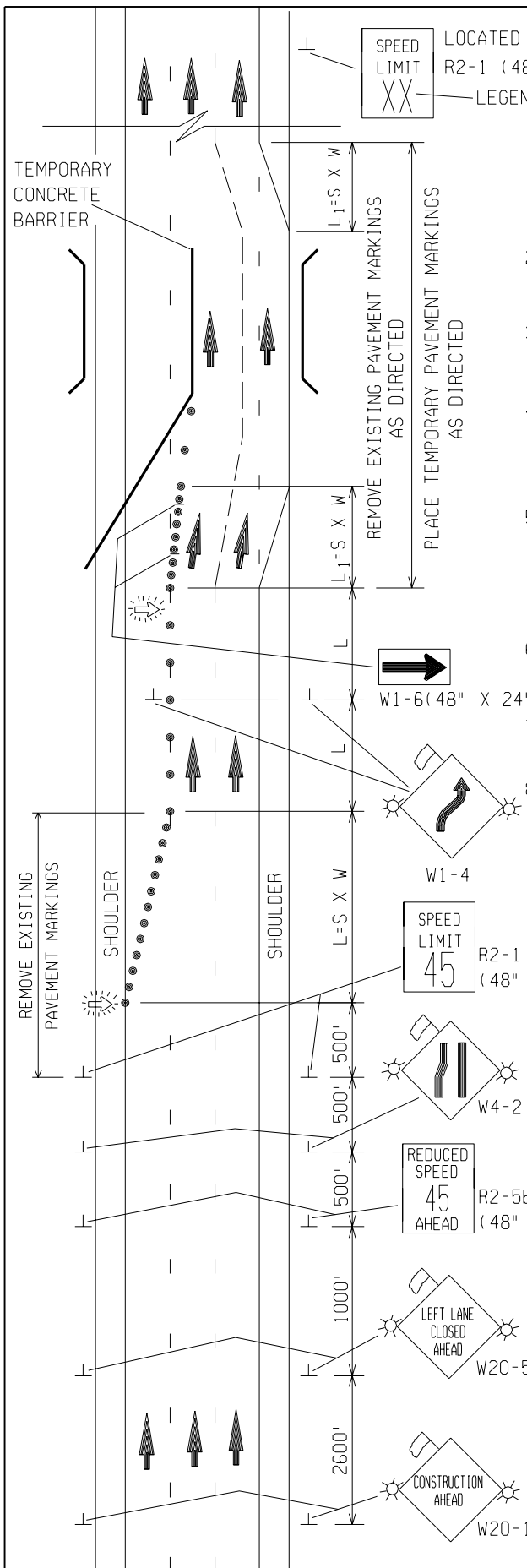
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L AND L_1 = LENGTH OF TAPER.
 S = POSTED SPEED LIMIT PRIOR TO WORK.
 W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES, AND EXISTING PAVEMENT MARKINGS SHALL BE REMOVED THROUGHOUT THE TAPER AREA.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. PAVEMENT MARKINGS NO LONGER APPLICABLE, WHICH MIGHT CREATE CONFUSION TO THE MOTORIST, SHALL BE REMOVED OR OBLITERATED AND TEMPORARY PAVEMENT MARKINGS SHALL BE APPLIED AS DIRECTED BY THE ENGINEER.
8. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

KEY

- • • CHANNELIZING DEVICES; CONES OR BARRICADES
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY-284 SFT.

TYPICAL SIGN SEQUENCE FOR A ONE LANE CLOSURE USING STATUTORY SPEED LIMIT AND TRAFFIC SHIFTED ONTO THE SHOULDER ON A DIVIDED HIGHWAY



NOTES:

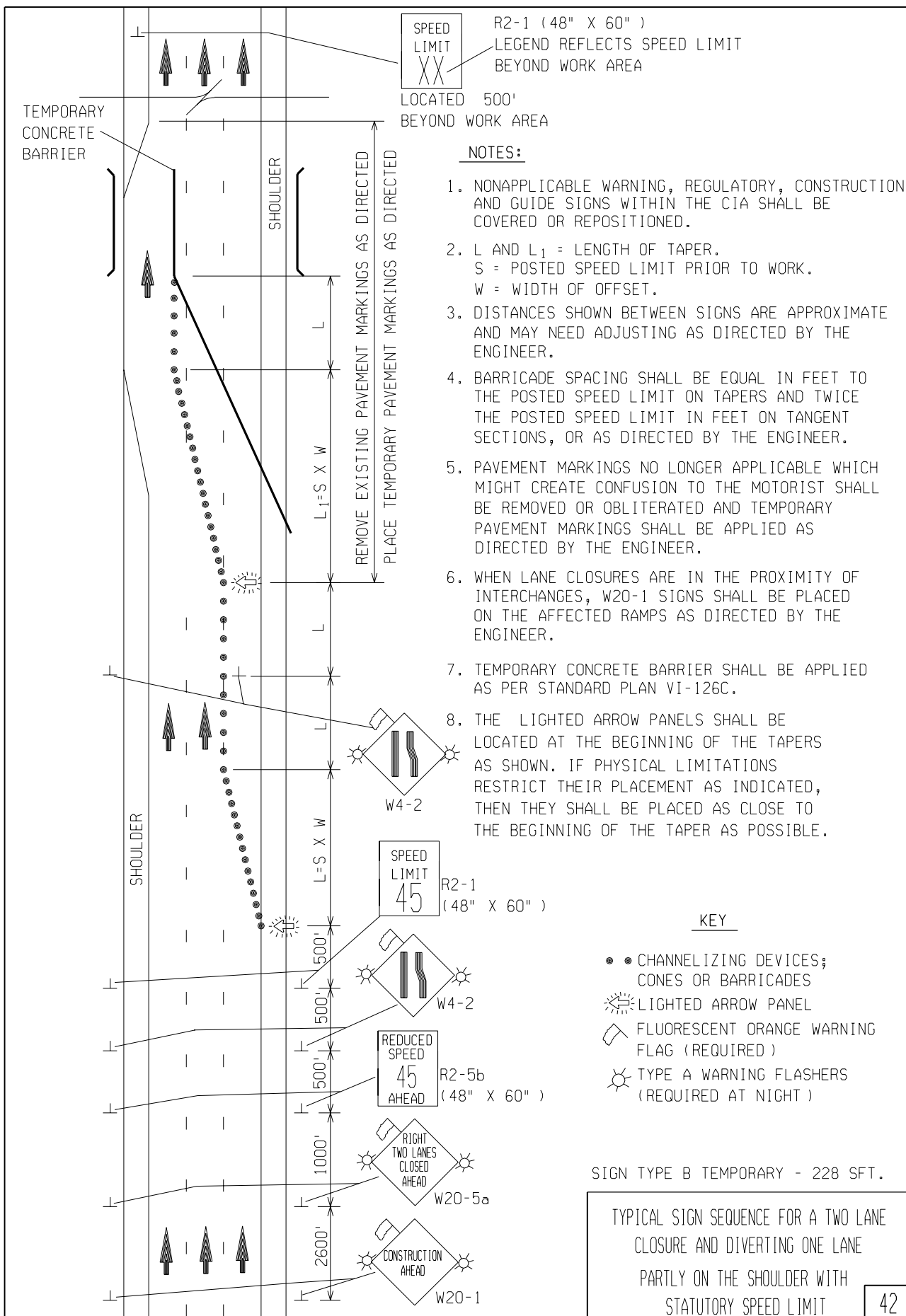
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L AND L_1 = LENGTH OF TAPER.
S = POSTED SPEED LIMIT PRIOR TO WORK.
W = WIDTH OF OFFSET.
3. DISTANCES SHOWN BETWEEN SIGNS ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER.
4. BARRICADE SPACING SHALL BE EQUAL IN FEET TO THE POSTED SPEED LIMIT ON TAPERS AND TWICE THE POSTED SPEED LIMIT IN FEET ON TANGENT SECTIONS, OR AS DIRECTED BY THE ENGINEER.
5. PAVEMENT MARKINGS NO LONGER APPLICABLE WHICH MIGHT CREATE CONFUSION TO THE MOTORIST SHALL BE REMOVED OR OBLITERATED AND TEMPORARY PAVEMENT MARKINGS SHALL BE APPLIED AS DIRECTED BY THE ENGINEER.
6. WHEN LANE CLOSURES ARE IN THE PROXIMITY OF INTERCHANGES, W20-1 SIGNS SHALL BE PLACED ON THE AFFECTED RAMPS AS DIRECTED BY THE ENGINEER.
7. TEMPORARY CONCRETE BARRIER SHALL BE APPLIED AS PER STANDARD PLAN VI-126D.
8. THE LIGHTED ARROW PANEL SHALL BE LOCATED AT THE BEGINNING OF THE TAPER AS SHOWN. IF PHYSICAL LIMITATIONS RESTRICT ITS PLACEMENT AS INDICATED, THEN IT SHALL BE PLACED AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

KEY

- • CHANNELIZING DEVICES;
TYPE II BARRICADES, LIGHTED
- ☀ LIGHTED ARROW PANEL
- 🚧 FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- ☀ TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 244 SFT.

TYPICAL SIGN SEQUENCE FOR A ONE LANE CLOSURE - TWO LANE TRAFFIC SHIFT ON A DIVIDED HIGHWAY



NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. THE SPACING BETWEEN THE CHANNELIZING DEVICES SHALL BE DETERMINED BY THE ENGINEER TO FIT CONDITIONS.
3. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.

EXTEND CHANNELIZING DEVICES THROUGHOUT WORK AREA






END CHANNELIZING DEVICES AT MERGE POINT

MINIMUM 400' TAPER

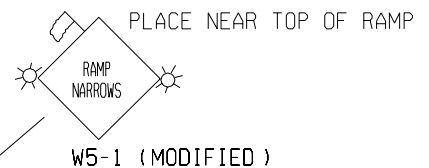
10' MINIMUM

ADVANCE SIGNING AND CHANNELIZING SHALL CONFORM TO THE TYPICAL FOR A SINGLE LANE CLOSURE

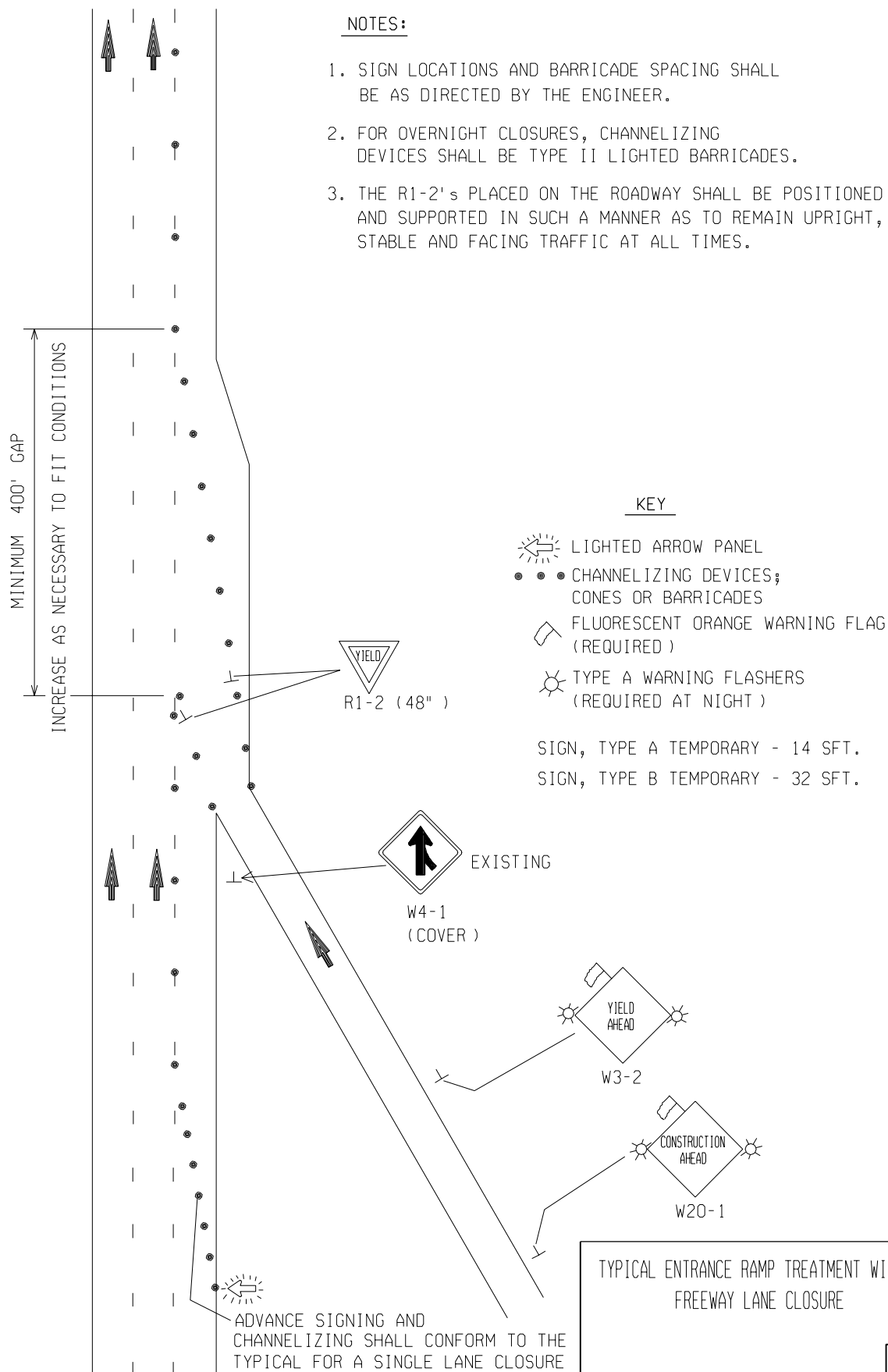
KEY

-  LIGHTED ARROW PANEL
-  LIGHTED ARROW PANEL (BAR MODE)
-  CHANNELIZING DEVICES; CONES OR BARRICADES
-  FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
-  TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 16 SFT.



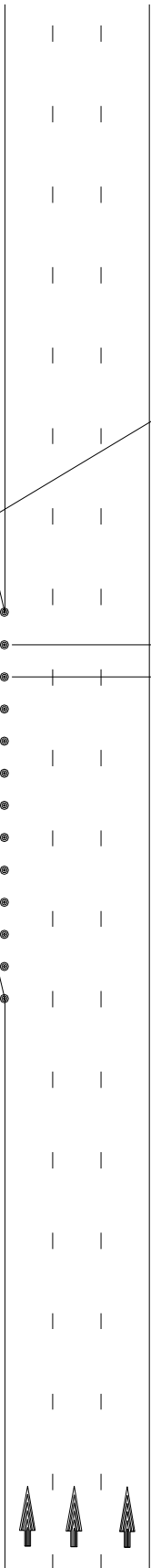
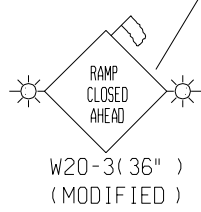
TYPICAL ENTRANCE RAMP TREATMENT WHERE AN ADD ON LANE IS CLOSED



ENTRANCE RAMP

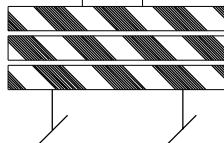
POSITIONED AS
DIRECTED BY
THE ENGINEER

$L = 12 \times S$



RAMP
CLOSED

R11-2(48" X 30") (MODIFIED) ON 1
OF THE TYPE III BARRICADES



TYPE III BARRICADE

20' OR AS DIRECTED
BY THE ENGINEER

NOTES:

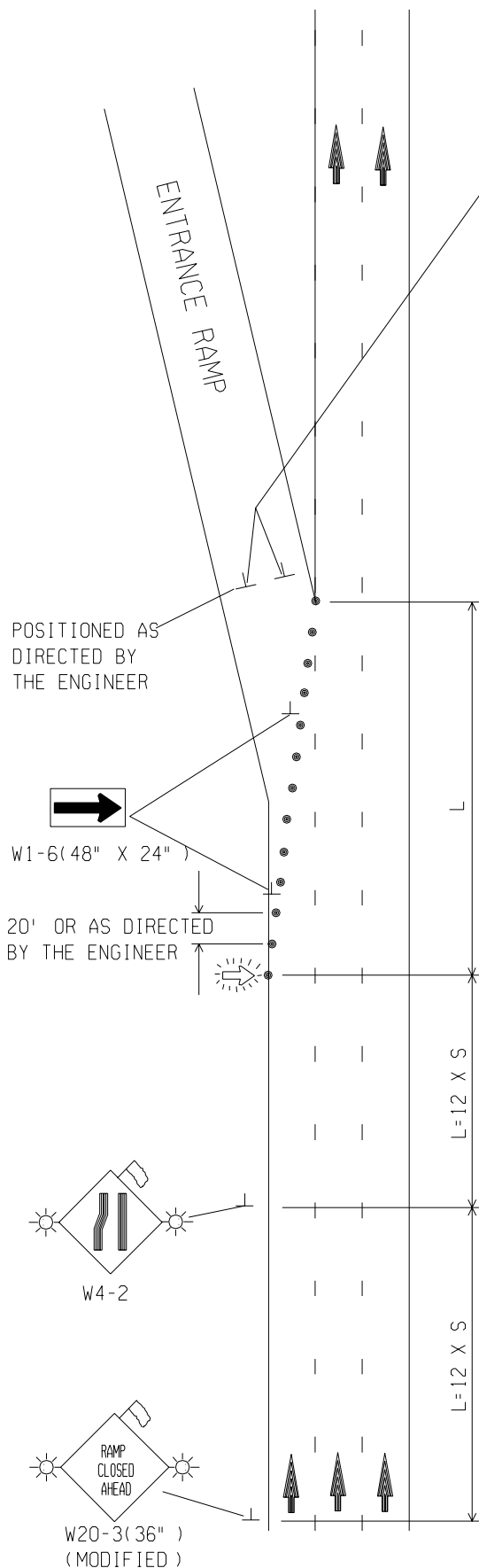
1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION, AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. L = LENGTH BETWEEN TRAFFIC CONTROL DEVICES
S = POSTED SPEED LIMIT PRIOR TO WORK AREA.
3. DISTANCES SHOWN BETWEEN TRAFFIC CONTROL DEVICES ARE APPROXIMATE AND MAY NEED ADJUSTING AS DIRECTED BY THE ENGINEER
4. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES AND THE TYPE III BARRICADES SHALL BE LIGHTED.

KEY

- • • CHANNELIZING DEVICES
- TYPE II BARRICADES
- FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY 19 SFT

TYPICAL TREATMENT FOR
CLOSURE OF A FREEWAY ENTRANCE
RAMP

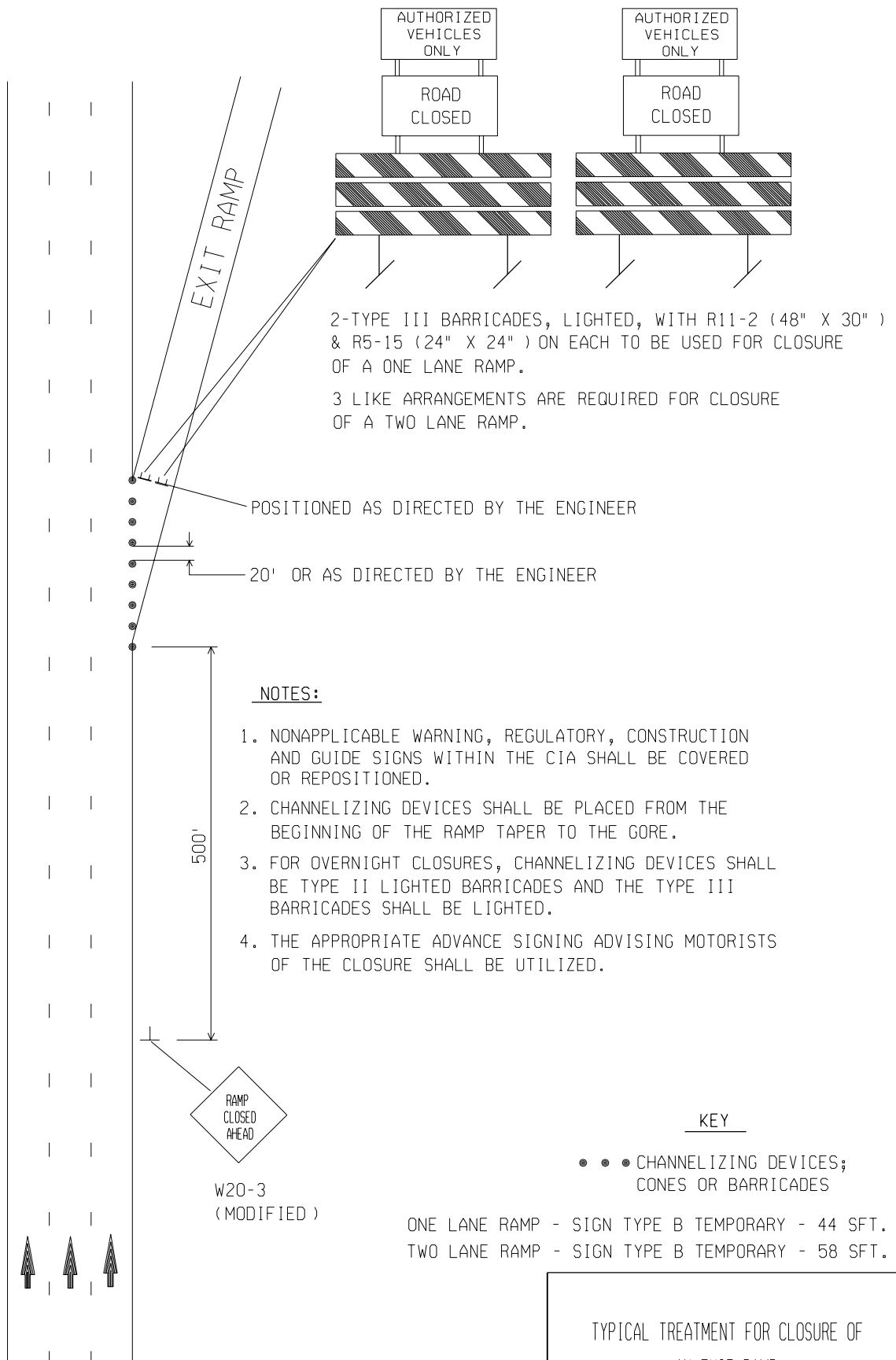


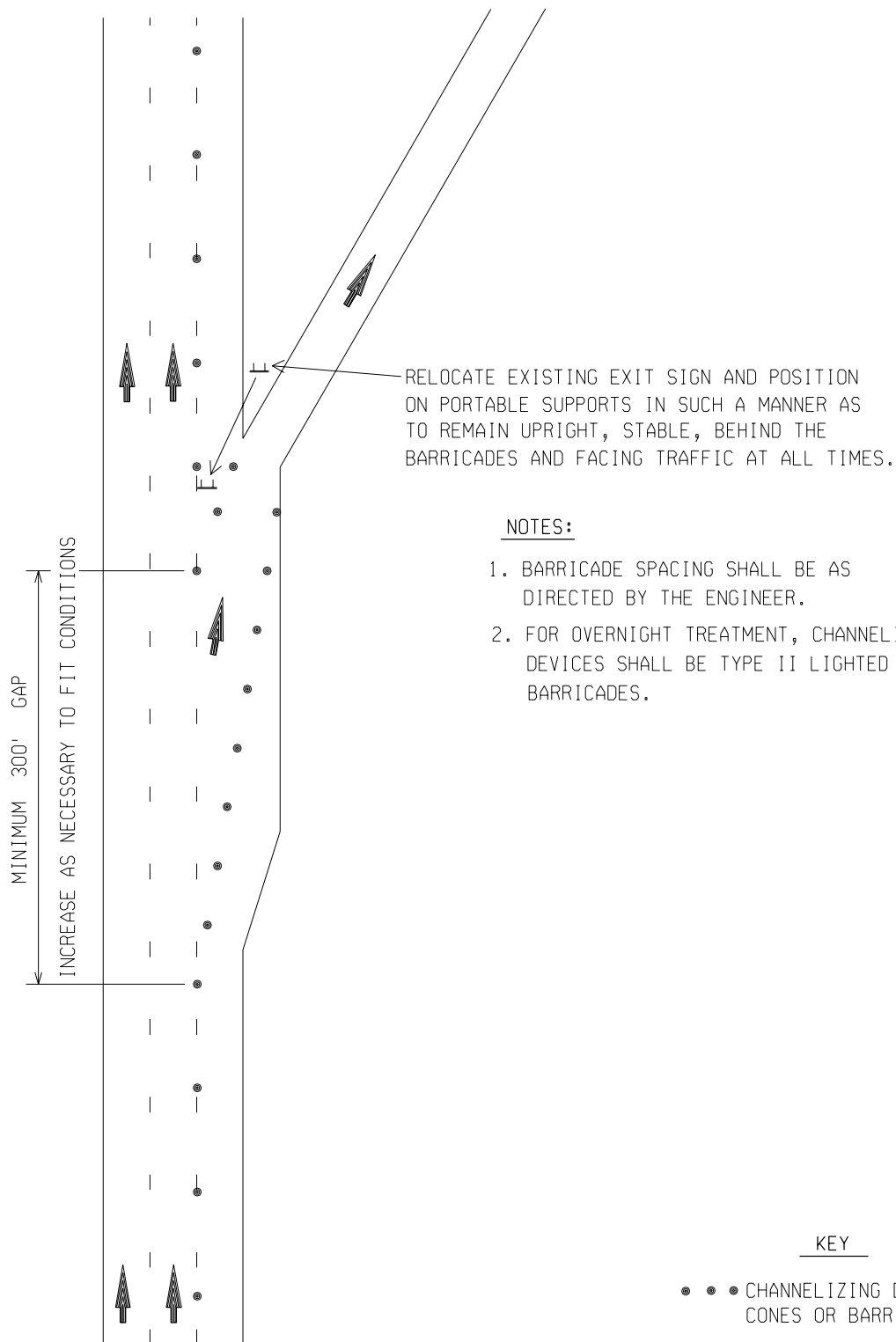
KEY

- • • CHANNELIZING DEVICES
TYPE II BARRICADES
- LIGHTED ARROW PANEL
- FLUORESCENT ORANGE WARNING FLAG (REQUIRED)
- TYPE A WARNING FLASHERS (REQUIRED AT NIGHT)

SIGN TYPE B TEMPORARY - 34 SFT.

TYPICAL TREATMENT FOR CLOSURE
OF A FREEWAY ENTRANCE RAMP
WHEN A LANE IS BEING DROPPED





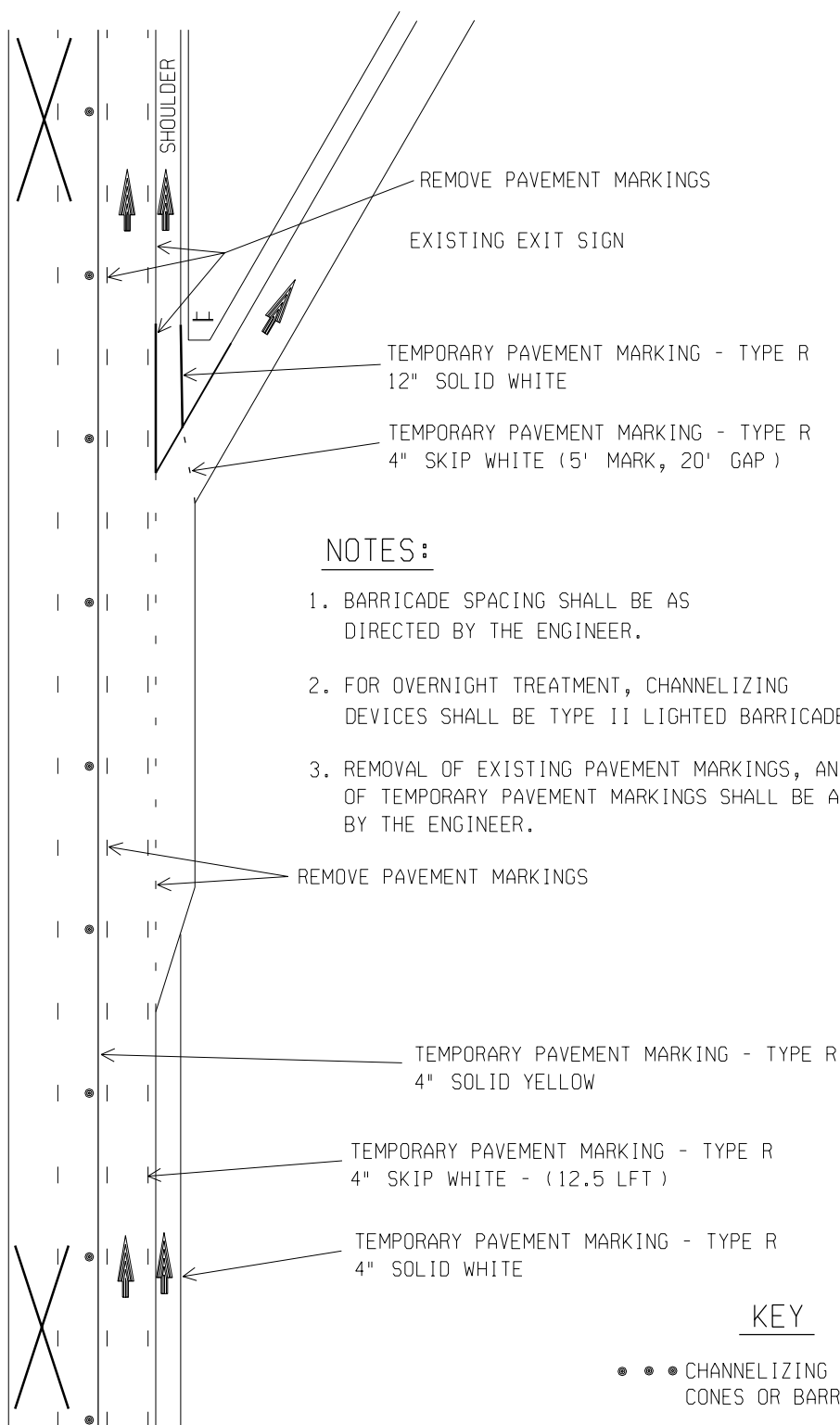
NOTES:

1. BARRICADE SPACING SHALL BE AS DIRECTED BY THE ENGINEER.
2. FOR OVERNIGHT TREATMENT, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.

KEY

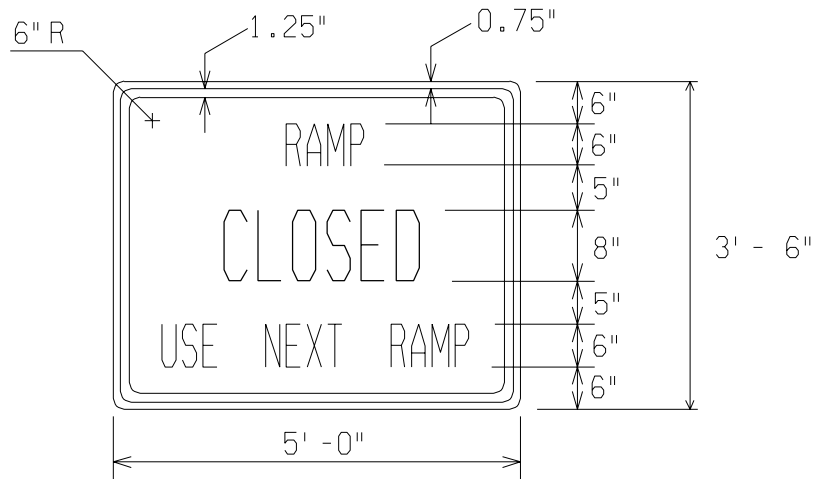
- • • CHANNELIZING DEVICES;
CONES OR BARRICADES

TYPICAL EXIT RAMP TREATMENT WITH A
FREEWAY LANE CLOSURE



TYPICAL PAVEMENT MARKING LAYOUT FOR
CLOSING ONE-HALF OF FREEWAY
AT INTERCHANGE RAMPS
(MAINTAIN TWO LANES USING SHOULDER)

48A



SPECIFICATIONS

1. SIGN PANEL: TYPE II, 5/8" PLYWOOD OR APPROVED EQUAL.

2. SIGN FACE: TYPE B

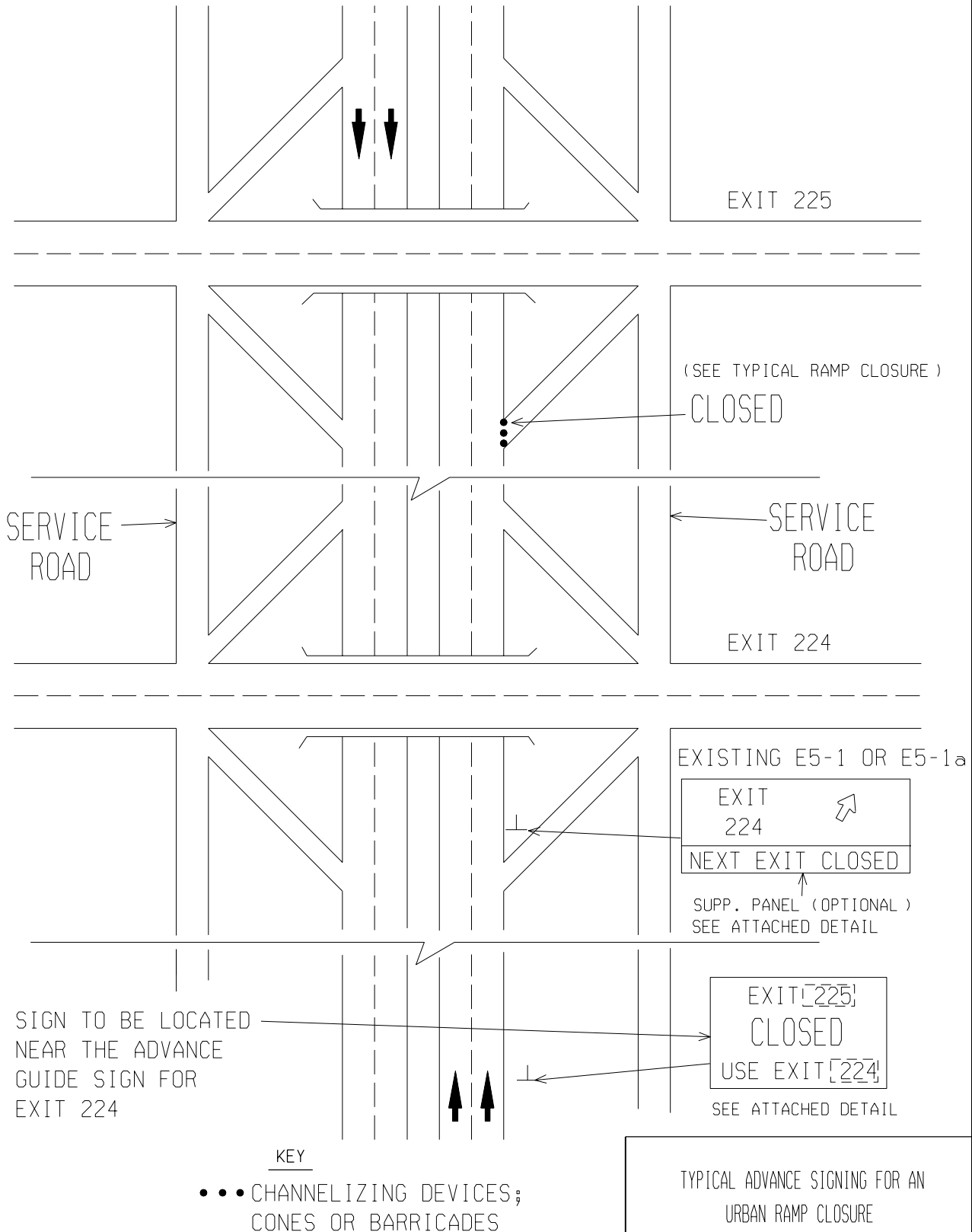
(a) LEGEND: SERIES "C" LETTERS OF THE HEIGHT INDICATED.

(b) COLOR: BLACK LETTERS, & BORDER ON AN ORANGE BACKGROUND.

(c) REFLECTORIZATION: ORANGE SHEETING.

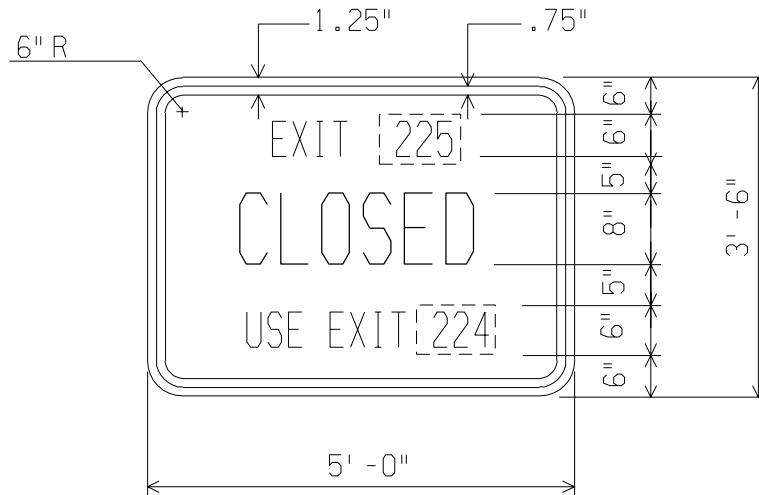
NOTES:

1. NONAPPLICABLE WARNING, REGULATORY, CONSTRUCTION AND GUIDE SIGNS WITHIN THE CIA SHALL BE COVERED OR REPOSITIONED.
2. CHANNELIZING DEVICES SHALL BE SPACED AS DIRECTED BY THE ENGINEER TO FIT CONDITIONS.
3. FOR OVERNIGHT CLOSURES, CHANNELIZING DEVICES SHALL BE TYPE II LIGHTED BARRICADES.

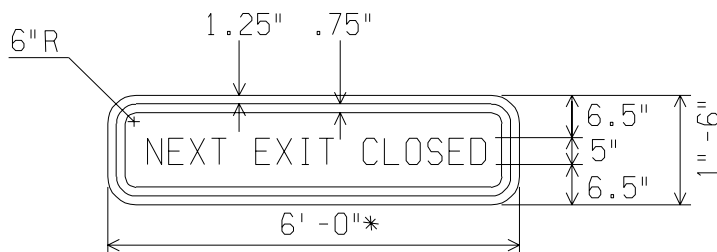


SPECIFICATIONS

1. SIGN PANEL: TYPE II, 5/8" PLYWOOD OR APPROVED EQUAL
2. SIGN FACE: TYPE B
 - (a.) LEGEND; SERIES C LETTERS OF THE HEIGHT INDICATED
 - (b.) COLOR; BLACK LETTERS, NUMBERS & BORDER
ON AN ORANGE BACKGROUND
 - (c.) REFLECTORIZATION; ORANGE SHEETING



[---] DENOTES OVERLAY WITH APPROPRIATE EXIT NUMBERS



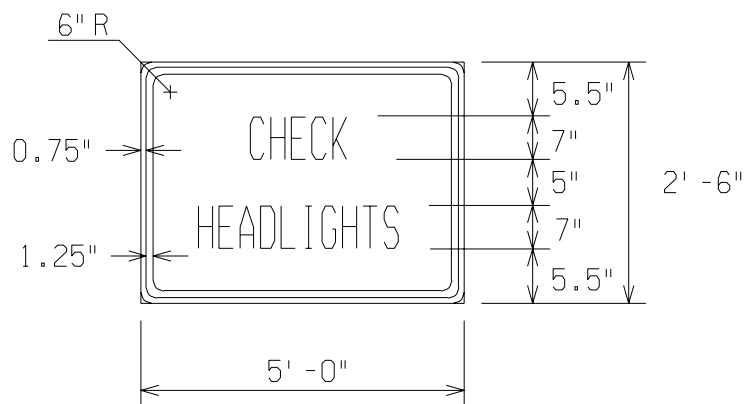
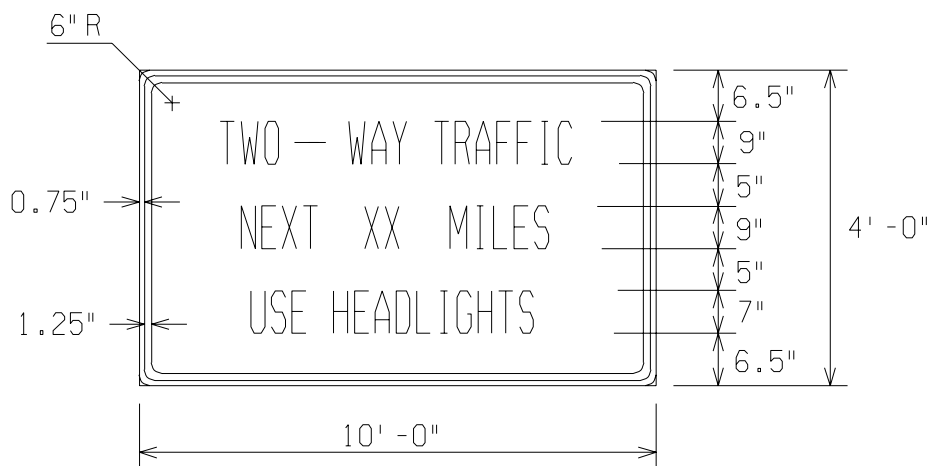
SPECIFICATIONS

1. SIGN PANEL: TYPE II, 5/8" PLYWOOD OR APPROVED EQUAL
2. SIGN FACE: TYPE B
 - (a.) LEGEND; SERIES D LETTERS OF THE HEIGHT INDICATED
 - (b.) COLOR; BLACK LETTERS, & BORDER
ON AN ORANGE BACKGROUND
 - (c.) REFLECTORIZATION; ORANGE SHEETING

SIGN TYPE B TEMPORARY -
26.5 SFT. (BOTH SIGNS)

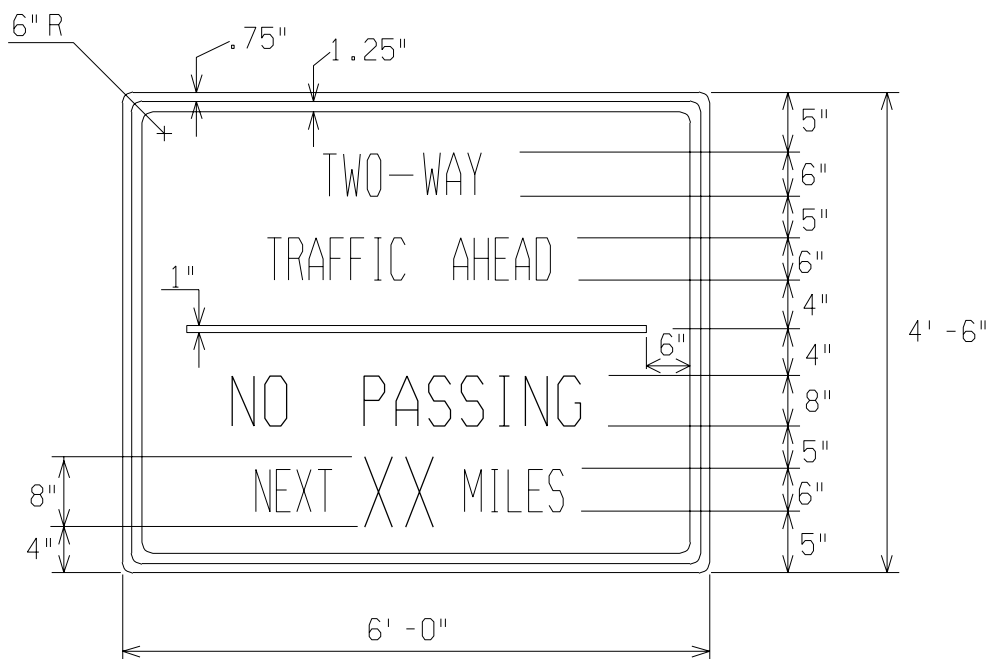
TYPICAL ADVANCE SIGNING
FOR AN URBAN RAMP CLOSURE

* SIGN MUST BE 6' - 6" IN LENGTH WHEN USED IN
CONJUNCTION WITH THE 9' E5-1a



SPECIFICATIONS

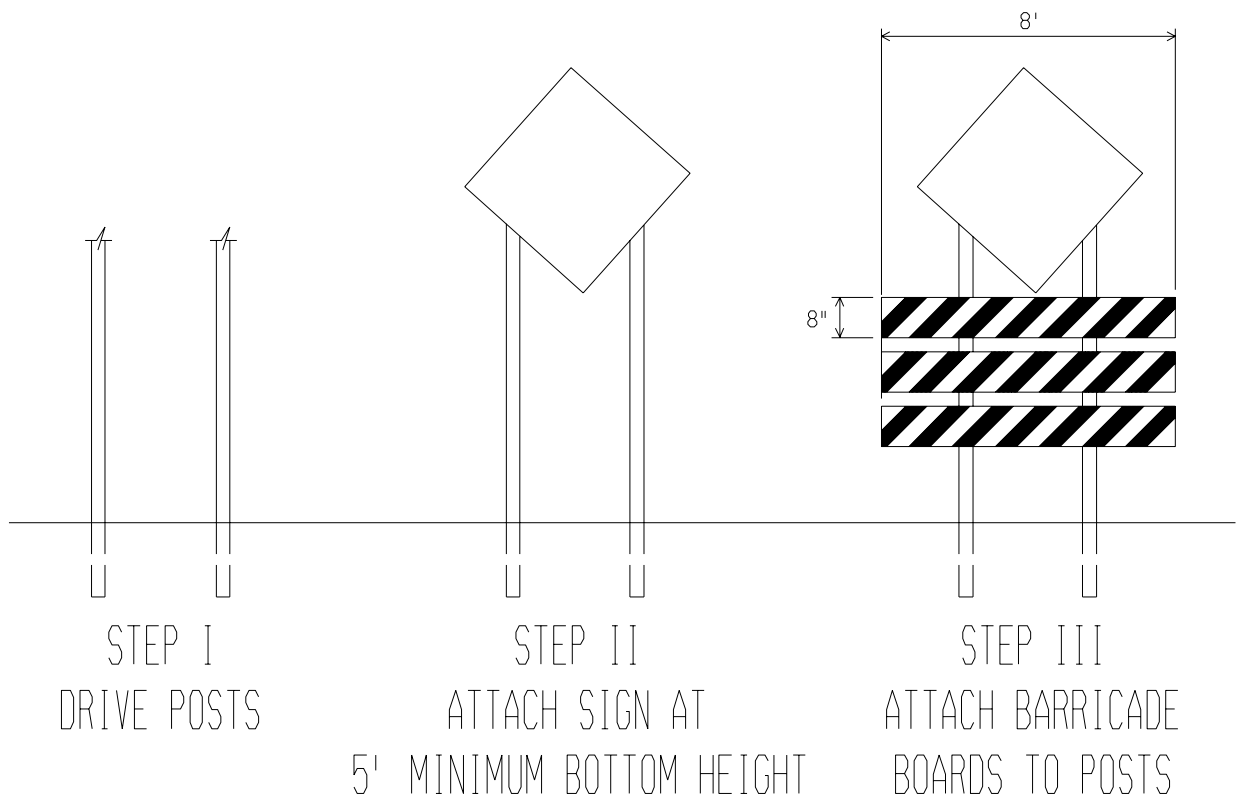
1. SIGN PANEL: TYPE II, 5/8" PLYWOOD OR APPROVED EQUAL.
2. SIGN FACE: TYPE B
 - (a) LEGEND: SERIES "C" LETTERS AND NUMERALS OF THE HEIGHT INDICATED.
 - (b) COLOR: BLACK LETTERS, NUMERALS AND BORDER ON AN ORANGE BACKGROUND.
 - (c) REFLECTORIZATION: ORANGE SHEETING.



SPECIFICATIONS

1. SIGN PANEL: TYPE II, 5/8" PLYWOOD OR APPROVED EQUAL.
2. SIGN FACE: TYPE B

- (a) LEGEND: SERIES "C" LETTERS AND NUMERALS OF THE HEIGHT INDICATED.
- (b) COLOR: BLACK LETTERS, NUMERALS, BORDER & BAR ON AN ORANGE BACKGROUND.
- (c) REFLECTORIZATION: ORANGE SHEETING



REQUIREMENTS :

1. BARRICADE BOARDS SHALL BE FABRICATED AND SPACED ACCORDING TO STANDARD PLAN VI-125F FOR 8' BARRICADE TYPE III.
2. STRIPES SHALL BE SLANTED LEFT OR RIGHT, DOWNWARDS TOWARD TRAFFIC, ACCORDING TO PLACEMENT ALONG ROADSIDE.
3. PAY ITEM FOR BARRICADE BOARDS SHALL BE SIGN, TYPE A TEMPORARY.
4. BOARDS SHALL BE ATTACHED TO ALL CONSTRUCTION SIGNS, INCLUDING SPEED LIMIT SIGNS, ON DRIVEN SUPPORTS, IN ADVANCE OF THE WORK AREA.

SIGN, TYPE A TEMPORARY - 16 SFT

BARRICADE BOARD
ATTACHMENT DETAIL



SPECIFICATIONS

1. SIGN PANEL: TYPE II, 5/8" PLYWOOD OR APPROVED EQUAL.
2. SIGN FACE: TYPE B
 - (a) LEGEND: SERIES "C" LETTERS OF THE HEIGHT INDICATED.
 - (b) COLOR: BLACK LETTERS AND BORDER ON AN ORANGE BACKGROUND.
 - (c) REFLECTORIZATION: ORANGE SHEETING.

SIGN TYPE B TEMPORARY - 48 SFT.

TYPICAL ADVANCE SIGNING WHERE TRAFFIC
BACKUPS AND STOPPED TRAFFIC IS EXPECTED
TO OCCUR ON HIGH SPEED ROADWAYS.