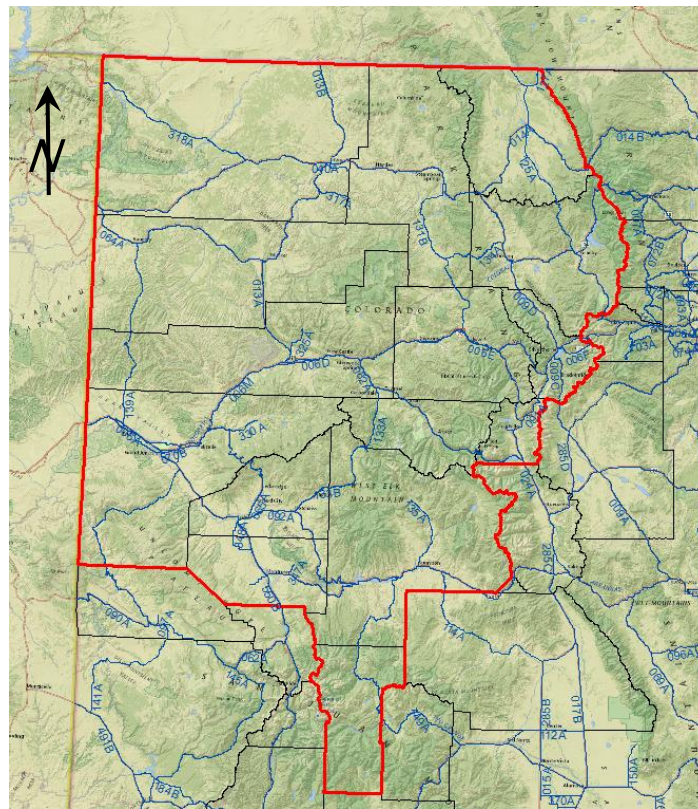


**DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO
HIGHWAY CONSTRUCTION BID PLANS OF PROPOSED
COLORADO PROJECT NO. MTCE R300-289
PROJECT CODE NO. 27061**

R3 FY 26 ROUNDABOUT STRIPING
HIGHWAYS: 6D, 6E, 9C, 70A, 70F, 70G, 82A, 133A, and 340A
COUNTIES: Mesa, Garfield, Pitkin, Eagle, and Summit

PROJECT LOCATION MAP



Sheet No.	Sheet Identification	New and Revised Standards to be used:
1	Title Sheet and Index	S-627-1 Pavement Markings
2	Standard Plans List	December 20, 2024 (11 sheets)
3	Description of Project and Traffic Notes	S-630-1 Traffic Controls for Highway Construction
3-4	General Notes	April 30, 2024 (26 Sheets)
5	Environmental Notes	
6	Summary of Approximate Quantities	
7	Storm Water Management Plan (SWMP)	
8-10	Detailed Stencil Quantities	

Computer File Information		TITLE SHEET		Project No. / Code
Creation Date: 29 Aug 2025	Initials: BC			MTCE R300-289
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Scale: NA Units: English				Sheet Number: 1

PLAN NUMBER	M STANDARD TITLE	PAGE NUMBER	PLAN NUMBER	STANDARD TITLE	PAGE NUMBER		
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☐	M-100-2	Acronyms and Abbreviations (4 Sheets).....	4-7	☐	S-613-1	Roadway Lighting (6 Sheets) (<i>Rev. on Sept. 30, 2020</i>)	179-186
☐	M-203-1	Approach Roads.....	8	☐	S-613-2	Alternative Roadway Lighting (4 Sheets) (<i>New, Issued on September 30, 2020</i>)	
☐	M-203-2	Ditch Types.....	9	☐	S-613-3	Pull Box Detail (2 Sheets) (<i>New, Issued on April 4, 2024</i>)	
☐	M-203-11	Superelevation Crowned and Divided Highways.....	10-12	☐	S-613-4	Traffic Signal One-Line Diagrams (6 Sheets) (<i>New, Issued on June 15, 2023</i>)	
☐	M-203-12	Superelevation Streets (2 Sheets)	13-14	☐	S-614-1	Ground Sign Placement (2 Sheets) (<i>Rev. on March 1, 2024</i>)	187-188
☐	M-206-1	Excavation and Backfill for Structures (2 Sheets)	15-16	☐	S-614-2	Class I Signs (<i>Revised on March 1, 2024</i>)	189
☐	M-206-2	Excavation and Backfill for Bridges (2 Sheets)	17-18	☐	S-614-3	Class II Signs (<i>Rev. on March 1, 2024</i>)	190
☐	M-208-1	Temporary Erosion Control (11 Sheets)	19-29	☐	S-614-4	Class III Signs (3 Sheets) (<i>Rev. on March 1, 2024</i>)	191-193
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☐	M-400-1	Safetyedge for Pavement (<i>New, December 12, 2024</i>)		☐	S-614-8	Tubular Steel Sign Support Details (7 Sheets).....	198-204
☐	M-412-1	Concrete Pavement Joints (9 Sheets)	35-39			(<i>Revised on March 1, 2024</i>)	
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☐	M-412-2	Concrete Pavement Crack Repair (6 Sheets) (<i>Revised on September 6, 2022</i>)				(<i>Superseded on January 23, 2020 by S-614-45</i>)	
☐	M-510-1	Structural Plate Pipe H-20 Loading	40	☐	S-614-10	Marker Assembly Installations	207
☐	M-601-1	Single Concrete Box Culvert (Cast-in-place) (2 Sheets)	41-42	☐	S-614-11	Milepost Sign Detail for High Snow Areas	208
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All of the M&S standard plans, as supplemented and revised, apply to this project when used by designated pay item or subsidiary item.

The M&S standard plans used to design this project are indicated by a marked box [x], and will be attached to the plans. All other M&S standard plans are still eligible for use in construction if approved by an appropriate CDOT engineer.

COLORADO
DEPARTMENT OF
TRANSPORTATION

STANDARD PLANS LIST
M&S STANDARDS
JULY 31, 2019

DECEMBER 20, 2024

All of the M&S standard plans, as supplemented and revised, apply to this project when used by designated pay item or subsidiary item.

The M&S standard plans used to design this project are indicated by a marked box [x], and will be attached to the plans. All other M&S standard plans are still eligible for use in construction if approved by an appropriate CDOT engineer.

COLORADO
DEPARTMENT OF
TRANSPORTATION

STANDARD PLANS LIST
M&S STANDARDS
JULY 31, 2019

DECEMBER 20, 2024

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Creation Date: 29 Aug 2025		Initials: BC			MTCE R300-289	
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DESCRIPTION OF PROJECT

Work shall consist of the removal, supply and application of preformed thermoplastic word / symbol and crosswalk stencils as designated by the Engineer and in the tabulation of pavement markings on all roundabouts on state highways within region 3; highways will include 6D, 6E, 9C, I-70A ramps, I-70 F, and G, 82A, 133A, and 340A. All stencils shall be ground to create a recessed groove as indicated in the detailed quantity spreadsheet.

TRAFFIC NOTES

- 1) ***The Contractor shall follow the Region 3 Lane Closure Strategy (R3 LCS) for all highways within Region 3, unless noted otherwise, in writing, by the project engineer.*** For lane closure and working time limitation the Region 3 Lane Closure Strategy, 2nd Edition, Region 3 West Vail Pass Addendum and the Region 1 Lane Closure Strategy, 3rd Edition shall be in effect and can be found at: <http://www.coloradodot.info/library/traffic/traffic-manuals-guidelines/lane-close-work-zone-safety/lane-closure-strategies>
 - a) Please note that this document allows for an exemption request; however, work shall be required to be done at night in all locations. Specifications regarding artificial lighting and traffic control device reflectivity shall be in effect for night work.
- 2) In addition to the criteria listed in the Region 3 Lane Closure Strategy, the Contractor shall immediately remove his operation from the roadway and not resume until the Engineer gives permission, for the following conditions:
 - a) If traffic at any time is backed up for 10 minutes or longer.
 - b) If traffic at any time is so adversely affected by the operation that the Engineer determines that the situation is unsafe

GENERAL NOTES

1. All work shall be performed in accordance with the Colorado Department of Transportation (CDOT) Standard Specifications for Roads and Bridge Construction (2025) as amended and according to manufacturer's recommendations unless stated otherwise in the plans, CDOT specifications, or as directed by the Engineer.
2. Contractor shall not use CDOT right of way, maintenance yards, or rest areas for staging equipment or supplies without the approval of the local maintenance foreman and the Project Engineer. All equipment and material staging will occur in previously disturbed areas. Contractor is responsible for providing adequate storage for equipment and materials, a forklift for loading and unloading materials, and all other accommodations to complete the work. These items will not be measured and paid for separately but shall be included in the work.
3. The Contractor shall limit work to one defined work area at a time. The contractor shall provide a Traffic Control Plan for each situation for CDOT for review and approval.
4. All preformed thermoplastic material is required to be a minimum thickness of 125 mil.
5. All stencils shall be inlaid 90 mils $\pm$ 10 mils. This will require grinding and removal of all stencils to be replaced to a depth of 90 mils $\pm$ 10 mils or as determined by the CDOT project inspector.

Computer File Information		PROJECT DESCRIPTION & TRAFFIC NOTES		Project No. / Code	
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GENERAL NOTES (CONTINUED)

6. Disposal of all grinding material and removed thermoplastic shall be the responsibility of the Contractor. All material on the roadway that was loosened during grinding and cleaning of the surface shall be removed from the roadway. All waste material shall be disposed of at an appropriate, off-site, non-CDOT waste disposal facility. These items shall not be measured and paid for separately but shall be included in the work.
7. The Contractor's method statement shall include the manufacturer's recommended installation procedure.
8. Stencils shall be installed on a clean surface, as recommended by the manufacturer. It is the Contractor's responsibility to ensure proper surface preparation. Cleaning of the pavement surface shall not be measured and paid for separately but shall be included in the work.
9. If the manufacturer requires a sealer, the sealer will not be paid for separately but shall be included in the cost of the stencil installation.
10. All crosswalks shall be refreshed with continental style crosswalks with 2-ft by 9-ft crosswalk bars. Side streets shall only have the crosswalk and stop bars installed where already existing or as directed by the project engineer.
11. Equipment shall not be left in the work zone while work is not being performed.
12. Payment shall be made only for items in the pay item list. All other work necessary to replace the preformed pavement markings shall be considered incidental to the work.
13. The Contractor foreman shall reconcile all quantities with the Project Inspector at the end of each day of work.
14. Quantities shall be installed according to the location priorities of the Engineer, until the quantities are exhausted. The Engineer may adjust quantities, substitute locations or add new locations for any bid item. Such additions or substitutions will be on any highways within Region 3, and payment will be based on the contract bid price for each item. Additional quantities may be added as funding allows and directed by the Engineer.

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ENVIRONMENTAL NOTES

- 1) None of the debris material or water used to clean the surface shall be allowed to run off into any storm drain system, vegetative swale, waterway, stream, wetland, or adjacent property. Any protection equipment used to prevent this shall be included in the cost of the project and approved by the Engineer prior to use.
- 2) There shall be no stockpiling or side casting of waste material adjacent to any storm drain system, vegetative swale, waterway, stream, ditches, or wetland. Prior to the pavement being prepared for striping, the Contractor shall review Section 107.25 and Section 208 in the Standard Specifications to prevent pollutants from entering storm drains and waterways.
- 3) The Contractor's work shall be restricted to the hours of 7:00 pm to 7:00 am, unless noted otherwise in the plans, or approved by the Engineer. A maximum of 12 hours in a 24-hour period shall be worked. The workweek shall be a maximum of 5 days per week, Sunday through Thursday night – or as directed by the Engineer. The Engineer must approve any deviation from the above daily and weekly work time constraints in writing.
- 4) In mountainous areas and/or mountain passes (Elevation greater than 8,000 ft), night work shall be kept to a schedule of 4 nights working with 3 nights of no work, temporary lighting will be used with directional shielding to focus the lighting onto the work area, and monitor lighting to ensure that it does not exceed the approved lighted area and that lights are on only when necessary to reduce the effects of the project on Canada lynx populations to an insignificant amount.
- 5) Disposal of millings from center line removal and grinding of groove shall be the responsibility of the contractor. All millings shall be disposed of at an appropriate, off-site, non-CDOT waste disposal facility. Disposal will not be paid for separately and shall be considered incidental to the work. Contractor shall use a vacuum truck to pick up millings and an air compressor rated to 120 psi to blow off the pavement before applying the preformed plastic pavement marker.
- 6) All staging, stockpiling, and parking shall occur on previously disturbed areas or be approved by CDOT Biologist.

Computer File Information		GENERAL NOTES CONTINUED		Project No. / Code
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R3 FY 26 REGION WIDE ROUNDABOUT STRIPING

CONTRACT ITEM NO.	CONTRACT ITEM	UNIT	QUANTITY
202-00250	Removal of Pavement Marking (Grinding)	SF	7,982
626-00000	Mobilization	LS	1
627-30407	Preformed Thermoplastic Pavement Marking (Word-Symbol) (Special)	SF	4,964
627-30411	Preformed Thermoplastic Pavement Marking (Crosswalk-Stop Line) (Special)	SF	3,956
630-00000	Flagging	HOURL	300
630-00012	Traffic Control Management	DAY	30
630-80341	Construction Traffic Sign (Panel A)	EACH	8
630-80342	Construction Traffic Sign (Panel B)	EACH	18
630-80380	Traffic Cone	EACH	100
700-70010	FA Minor Contract Revisions	FA	1

SUMMARY OF APPROXIMATE QUANTITIES

Computer File Information		SUMMARY OF APPROXIMATE QUANTITIES		Project No. /	
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Scale: NA Units: English					

STORMWATER MANAGEMENT PLAN (SWMP)

MTCE 27061 R3 FY 26 Region Wide Roundabout Striping Project STORMWATER MANAGEMENT PLAN (SWMP)

1. SITE DESCRIPTION

This project shall consist of the removal, supply and application of epoxy pavement marking and preformed thermoplastic word / symbol and crosswalk stencils as designated by the Engineer and in the tabulation of pavement markings on all roundabouts on state highways within region 3 and the diverging diamond on Highway 70B; highways will include 6D, 6E, 9C, I-70A ramps, I-70 B, F, and G, 82A, 133A, and 340A. All pavement markings and stencils shall be ground to create a recessed groove as indicated in the detailed quantity spreadsheet.

2. STORMWATER MANAGEMENT CONTROLS FIRST CONSTRUCTION ACTIVITIES

The contractor shall perform the following:

A. POTENTIAL POLLUTANT SOURCES

1. Evaluate, identify, and describe all potential sources of pollutants at the site in accordance with subsection 107.25 and place any Control Measures required to contain potential pollutants.

3. DURING CONSTRUCTION

The SWMP should be considered a “living document” that is continuously reviewed and modified. During construction, the following items shall be added, updated, or amended as needed by the Contractor in accordance with Section 208.

A. MATERIALS HANDLING AND SPILL PREVENTION

Materials handling shall be in accordance with subsection 208.06.

The Contractor shall inspect equipment and vehicles daily to ensure petroleum, oils, and lubricants (POL) are not leaking onto the soil or pavement. Absorbent material or containers approved by the CDOT Construction Manager shall be used to prevent leaking POL from reaching the soil or pavement. The Contractor shall have onsite approved absorbent material or containers of sufficient capacity to contain any POL leak that can reasonably be foreseen. All materials resulting from POL leakage control and cleanup shall become the property of the Contractor and shall be removed from the site. The cost for control, cleanup and removal of by-products resulting from POL leaks will not be paid for separately but shall be included in the work.

B. STOCKPILE MANAGEMENT AND WASTE DISPOSAL

There shall be no stockpiling or side casting of waste materials including but not limited to paint chips, epoxy or plastic grindings, asphalt millings, and concrete debris adjacent to state waters. All waste materials shall be disposed of at an appropriate, off-site, non-CDOT waste disposal facility.

C. STREET CLEANING

Shall be in accordance with subsection 208.04.

D. GENERAL HOUSEKEEPING

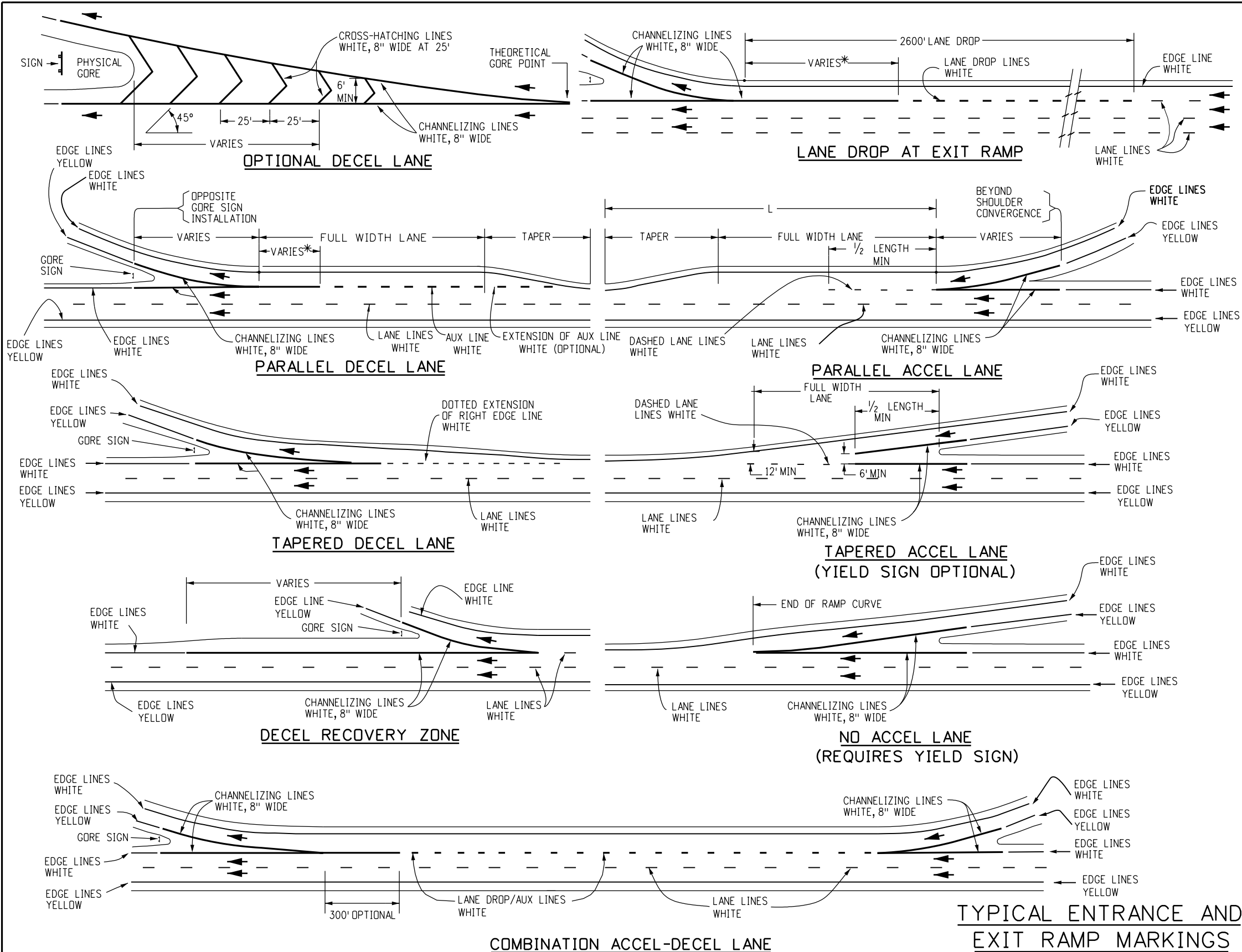
At the end of each day the Contractor shall collect all trash and dispose of it in appropriate containers. Containers shall be emptied as needed.

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Roundabout	Highway	Mile Marker	North or South	Intersecting Road	Town	Right Arrow 15.5 SF	Left Arrow 15.5 SF	Straight Arrow 12.5 SF	Diagonal Arrow 58 SF	Combo Straight Left 27.5 SF	Combo Straight Right 27.5 SF	Left Arrow w/ Oval 17.0 SF	Combo Straight Left w/ Oval 29.0 SF	Straight Right Left 38.5 SF	Straight Right Left w Oval 40.0 SF	Wrong Way Arrow 58 SF	Stencil 1-ft wide	Crosswalk Bars 9' X 2'	Bicycle Shared Use Marker 9 SF	Yield Bars 24 X 36 3 SF	Grinding for Stencils SF
Exit 19	340A	0.4	South	S. Frontage Rd.	Fruita	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	36
Exit 26 DDI	I-70B	0.0	DDI	70A	Grand Junc	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15.5
Exit 28	I-70A	27.5	North	24 Road	Grand Junc	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	55
Exit 28	I-70A	27.5	South	24 Road	Grand Junc	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	29
Exit 31	I-70A	31.4	North	Horizon Drive	Grand Junc	0	0	1	0	0	0	0	1	0	0	0	0	2	0	0	77.5
Exit 31	I-70A	31.4	South	Horizon Drive	Grand Junc	0	0	1	0	2	0	0	0	0	0	0	0	8	0	0	211.5
Redlands	340A	9.6		Redlands Parkw	Grand Junc	2	1	0	1	1	0	0	2	1	0	0	0	10	0	8	432.5
Exit 90	I-70A	90.5	South	S. Ramp	Rifle	0	0	4	0	4	2	0	2	0	1	0	0	1	0	0	331
Exit 90	I-70A	90.5	South	Airport Rd.	Rifle	0	1	1	0	2	1	1	0	0	0	0	0	5	0	0	217.5
Exit 97	6D	99.3	North	US 6	Silt	0	0	0	0	0	0	0	0	0	0	0	224	0	0	0	224
Exit 114	I-70A	114.3	North	N. Ramp	Glenwood	2	1	1	0	3	0	3	1	0	1	0	120	0	0	0	381.5

Exit 114	I-70A	114.3	South	S. Ramp	Glenwood	0	0	0	0	2	0	0	1	0	0	1	48	0	0	0	190
Carbondale	133A	67.8		Main Street	Carbondale	0	0	1	0	4	0	0	0	0	0	0	288	0	0	0	410.5
Maroon Creek	82A	39.8		Maroon Creek	Aspen	4	0	1	0	1	2	0	3	0	0	0	0	0	0	0	244
Exit 147	I-70A	146.7		Market St	Eagle	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	90
Exit 147	I-70A	146.7	North	N. Ramp	Eagle	0	1	2	0	1	1	1	1	1	0	0	0	0	0	0	180
Exit 147	I-70A	146.7	South	S. Ramp	Eagle	0	0	0	0	1	2	0	1	0	0	0	0	9	0	0	273.5
Exit 147	I-70F	0.2		Chambers Ave	Eagle	1	0	0	0	4	1	0	3	0	1	0	0	10	0	16	508
Exit 147	6E	149.7		Eby Creek	Eagle	2	2	1	0	4	0	0	0	1	1	0	0	16	0	0	551
Exit 163	I-70A	162.8	North	N. Ramp	Edwards	0	2	5	0	0	0	0	0	1	0	0	0	3	0	0	186
Exit 163	I-70A	162.8	South	S. Ramp	Edwards	0	0	3	0	0	2	0	1	0	0	0	0	5	0	0	211.5
Exit 163	I-70G	0.1		Miller Ranch Rd	Edwards	1	0	1	0	3	1	0	2	0	0	0	0	13	0	0	430
Exit 168	70A	168.2	South	S. Ramp	Avon	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	29
Exit 173	70A	173.4	North	N. Ramp	Vail	0	0	0	0	0	2	1	0	0	0	0	0	10	0	8	276
Exit 173	70A	173.4	South	S. Ramp	Vail	1	0	0	0	1	0	0	0	0	0	0	0	6	0	8	175
Vail SouthFront	70 FR				Vail	0	0	3	0	0	2	0	0	0	0	0	0	6	0	0	200.5
Exit 176	70A	176.0	North	N. Ramp	Vail	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	90

Exit176	70A	176.0	South	S. Ramp	Vail	0	0	0	0	0	1	0	1	0	0	0	0	3	0	12	146.5
Breckenridge	9C	86.6		Four O'Clock Rd	Breckenrid	0	0	0	0	0	0	0	0	0	0	0	0	12	1	0	225
Breckenridge	9C	86.8		Watson Avenue	Breckenrid	0	0	2	0	1	1	0	1	0	0	0	0	0	0	0	109
Breckenridge	9C	89.9		Fairview Blvd.	Breckenrid	0	0	2	0	3	1	0	1	0	0	0	0	16	0	0	452
Breckenridge	9C	95.5		Waterdance Driv	Breckenrid	0	0	0	0	3	1	0	1	0	0	0	0	17	0	0	445
Breckenridge	9C	95.8		8th Avenue	Breckenrid	0	0	0	0	3	2	0	3	0	0	0	0	18	0	0	548.5
					TOTAL	14	8	29	1	45	22	6	27	4	4	1	680	182	1	52	7982
					Square Ft	217	124	362.5	58	1237.5	605	102	783	1039.5	160	58	680	3276	9	208	7982



GENERAL NOTES

1. MINIMUM LONGITUDINAL PAVEMENT MARKING WIDTH

Facility Type	Speed	Edge Lines	Lane Lines	Center Lines ¹	Dotted Lane Lines	Lane Drop/Aux Lines
2-Lane Facilities	All	6"	n/a	4"	n/a	n/a
3- Lane Facilities	All	6"	6"	4"	6"	8"
Multi-Lane Facilities ≥ 50 MPH		6"	6"	4"	6"	8"
Multi-Lane Facilities ≤ 45 MPH		4"	4"	4"	4"	8"

¹Applies to facility types with double yellow lines, painted median, or undivided highway.

2. TEMPORARY PAVEMENT MARKING

4 INCHES WIDE MARKING CAN BE USED INSTEAD OF 6 INCHES WIDE MARKING FOR TEMPORARY MARKING UNLESS OTHERWISE DIRECTED BY THE REGION TRAFFIC ENGINEER.

3. CENTER LINES

- BROKEN YELLOW, 4 INCHES WIDE-10 FEET SEGMENTS WITH 30 FEET GAPS.
- SOLID YELLOW, 4 INCHES WIDE. THESE LINES SEPARATE ADJACENT-OPPOSITE DIRECTION TRAFFIC LANES. DOUBLE LINES SHALL BE SPACED 4 INCHES APART.

4. LANE LINES

- BROKEN WHITE, 4 OR 6 INCHES WIDE-10 FEET SEGMENTS WITH 30 FEET GAPS.
- SOLID WHITE, 4 OR 6 INCHES WIDE. THESE LINES SEPARATE ADJACENT-SAME DIRECTION TRAFFIC LANES. A SOLID LINE MAY BE USED TO DISCOURAGE LANE CHANGING, WHILE TWO PARALLEL SOLID WHITE LINES ARE REQUIRED TO PROHIBIT LANE CHANGING.

5. EDGE LINES

- SOLID WHITE OR YELLOW EDGE LINES SHALL BE 4 OR 6 INCHES WIDE. YELLOW EDGE LINES SHALL BE USED ONLY FOR LEFT EDGE, IN THE DIRECTION OF TRAVEL OF DIVIDED STREETS AND HIGHWAYS (SEPARATED BY OTHER THAN A PAINTED MEDIAN) AND ONE-WAY ROADWAYS (INCLUDING RAMPs).
- EDGE LINES ARE NOT CONTINUED THROUGH INTERSECTIONS AND ARE NOT BROKEN FOR DRIVEWAYS. CARE MUST BE TAKEN TO AVOID EDGE LINE APPEARING AS LANE LINE ALONG ROADWAYS WITH WIDE SHOULDERS AND/OR CLOSELY SPACED DRIVEWAYS.

6. DOTTED EXTENSION LINES

BROKEN WHITE, WIDTH MATCHING THE LINE BEING EXTENDED-2 FEET SEGMENTS WITH 4 FEET GAPS. THESE LINES ARE USED TO DELINEATE THE EXTENSION OF A LINE THROUGH AN INTERSECTION OR INTERCHANGE AREA.

7. LANE DROP / AUX LINES

BROKEN WHITE, 8 INCHES WIDE-3 FEET SEGMENTS WITH 12 FEET GAPS. THESE LINES SHOULD BEGIN 2600 FEET IN ADVANCE OF THE THEORETICAL GOREPOINT TO DISTINGUISH THE LANE DROP FROM A CONTINUOUS LANE.

8. DASHED LANE LINES

BROKEN WHITE, 4 OR 6 INCHES WIDE-3 FEET SEGMENTS WITH 12 FEET GAPS. LINE WIDTH SHALL MATCH THE ADJACENT LANE LINE.

9. CHANNELIZING LINES

SOLID WHITE, 8 INCHES WIDE. THESE LINES ARE USED WITH ACCELERATION-DECELERATION LANES, PAVEMENT WIDTH TRANSITIONS, AND LEFT-RIGHT TURN SLOTS OR ISLANDS.

* THE CHANNELIZING LINE MAY BE EXTENDED 300 FEET (TYPICAL) UPSTREAM FROM THE THEORETICAL GORE. FINAL LENGTH DEPENDS ON SITE CONDITIONS.

(CONTINUED ON SHEET NO. 2)

Computer File Information	
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Created By: SCL	
Last Modification Date: 12/20/24	
Last Modified By: NRIVERA	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments
(R-6) 12/20/24	DASHED LANE LINE UPDATE
(R-5) 04/30/24	FORMATTING
(R-4) 04/14/23	UPDATED NUMBER OF SHEETS
(R-3) 07/22/22	PARALLEL DECEL LANE AND NOTES UPDATE

Colorado Department of Transportation	
	2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219
Traffic Safety & Engineering	EB

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

STANDARD PLAN NO.
S-627-1
Standard Sheet No. 1 of 11
Project Sheet Number:

GENERAL NOTES

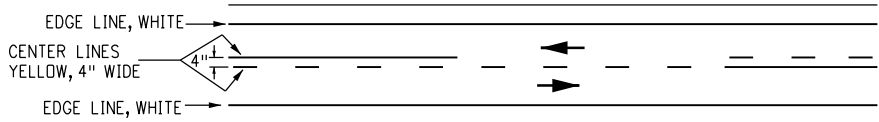
(CONTINUED FROM SHEET NO. 1)

10. CROSS-HATCHING LINES
a. SOLID WHITE OR YELLOW, 8 INCHES WIDE-45 DEGREE DIAGONAL, SPACED AT 25 FEET INTERVALS. THESE LINES ARE OPTIONAL AND MAY BE PLACED AT LOCATIONS INDICATED ON THE PLANS OR DETERMINED BY THE ENGINEER. YELLOW SHALL BE USED FOR PAINTED MEDIANS OR PAVEMENT WIDTH TRANSITIONS ONLY.
- b. OPTIONAL DIAGONAL SHOULDER MARKINGS SHALL BE SOLID WHITE, 8 INCHES WIDE, SPACED AT INTERVALS OF 20 FEET MINIMUM TO 100 FEET MAXIMUM.
11. PARKING LINES
SOLID WHITE, 3 INCHES WIDE-DIAGONAL OR PARALLEL AS SHOWN ON THE PLANS OR DIRECTED BY THE ENGINEER.
12. STOP LINES
SOLID WHITE, 24 INCHES WIDE-EXTEND PARALLEL TO INTERSECTED ROADWAY ACROSS ALL APPROACH LANES OR AS INDICATED AT LOCATIONS ON THE PLANS. LOCATE AT THE DESIRED STOPPING POINT, NOT MORE THAN 30 FEET, NOR LESS THAN 4 FEET FROM THE NEAREST EDGE OF THE INTERSECTED TRAFFIC LANE.
13. YIELD LINES
a. SOLID WHITE, THE INDIVIDUAL TRIANGLES COMPRISING YIELD LINES SHALL HAVE A BASE OF 12 TO 24 INCHES WIDE AND A HEIGHT EQUAL TO 1.5 TIMES THE BASE AND SHALL BE PARALLEL TO THE INTERSECTED ROADWAY ACROSS ALL APPROACH LANES OR AS INDICATED AT LOCATIONS ON THE PLANS.
- b. THE SPACE BETWEEN EACH TRIANGLE SHALL BE 3 TO 12 INCHES.
14. CROSSWALK LINES
a. SOLID WHITE, 12 INCHES WIDE FOR TRANSVERSE LINE TYPE. EXTEND ACROSS ENTIRE WIDTH OF PAVEMENT. IF NO ADVANCE STOP LINE IS PROVIDED, INCREASE THE WIDTH OF THE CROSSWALK LINES TO 24 INCHES. THE DISTANCE BETWEEN THE LINES IS USUALLY DETERMINED BY THE WIDTH OF THE SIDEWALKS CONNECTED, IN ANY CASE THIS SHALL NOT BE LESS THAN 6 FEET.
- b. COMPLICATED AND/OR CHANNELIZED INTERSECTIONS AND MID-BLOCK CROSSWALKS SHALL BE SOLID WHITE, 12 INCHES TO 24 INCHES WIDE AND 8 TO 10 FEET LONG FOR LONGITUDINAL LINE TYPE AS DETAILED IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
15. WORD, ARROW AND SYMBOL MARKINGS
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH "THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS" ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.
16. MERGING TAPER LENGTH
L = MINIMUM LENGTH OF TAPER.
S = DESIGN SPEED FOR NEW CONSTRUCTION OR NUMERICAL VALUE OF THE POSTED SPEED LIMIT OF THE 85TH PERCENTILE SPEED OF EXISTING TRAFFIC.
W = WIDTH TRANSITIONED.
- FORMULA: FOR SPEED 45 MPH OR MORE, $L=S \times W$
FOR SPEED 40 MPH OR LESS, $L= \frac{WS^2}{60}$
17. TRANSITION LINES
SOLID YELLOW, 8 INCHES WIDE. THESE LINES ARE USED WHERE ADDITIONAL EMPHASIS OR VISIBILITY IS DESIRABLE AT PAVEMENT WIDTH TRANSITIONS. PLACE AT LOCATIONS INDICATED ON THE PLANS OR AS DIRECTED BY THE ENGINEER.
18. SPEED MEASURING MARKING
SOLID WHITE, 24 INCHES EXTEND 4 FEET FROM OUTSIDE OF EDGE LINES ON SHOULDERS.
19. ALL SPACING IS DETERMINED CENTER ON CENTER EXCEPT FOR DOUBLE LINES.

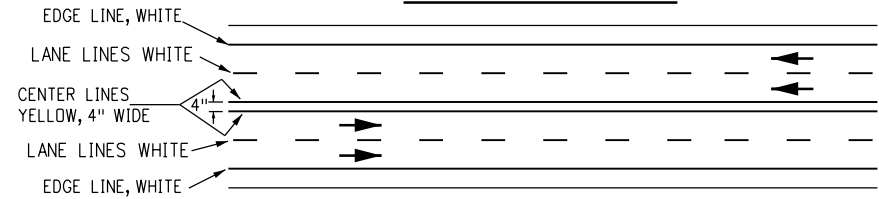
▲ NOTE:
AP = ADVANCE PLACEMENT DISTANCE FROM THE LANE ENDS SIGN (W4-2) TO THE BEGINNING OF THE MERGING TAPER. SEE SECTION 2C OF THE MUTCD FOR ADVANCE PLACEMENT DISTANCES.

LEGEND

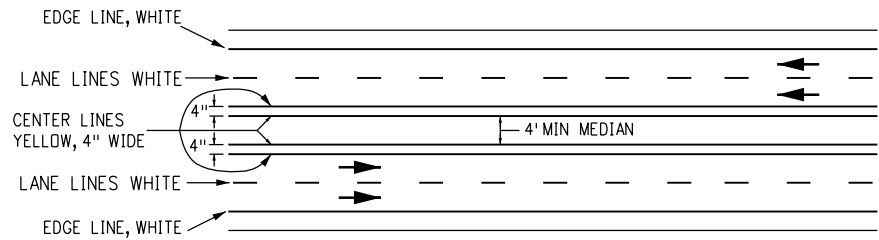
➔ Direction of Travel



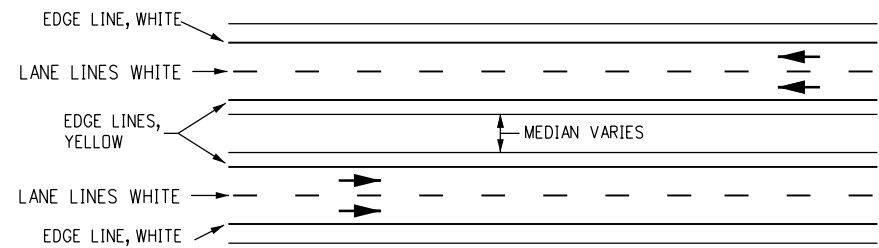
TWO LANE HIGHWAY



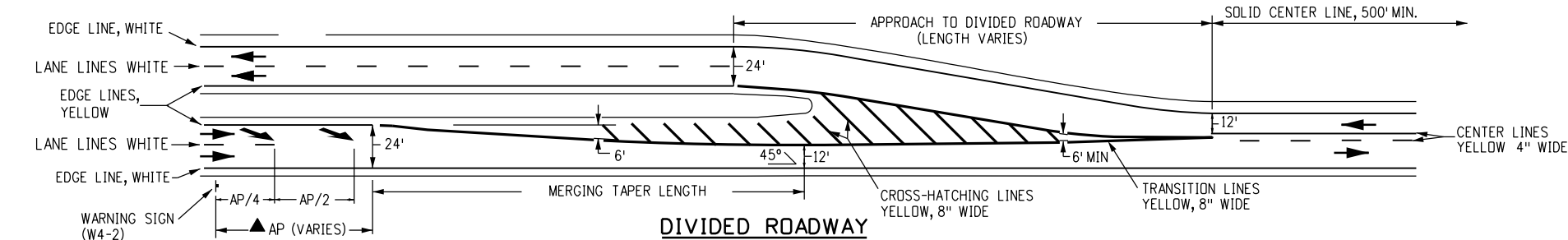
FOUR LANE UNDIVIDED HIGHWAY



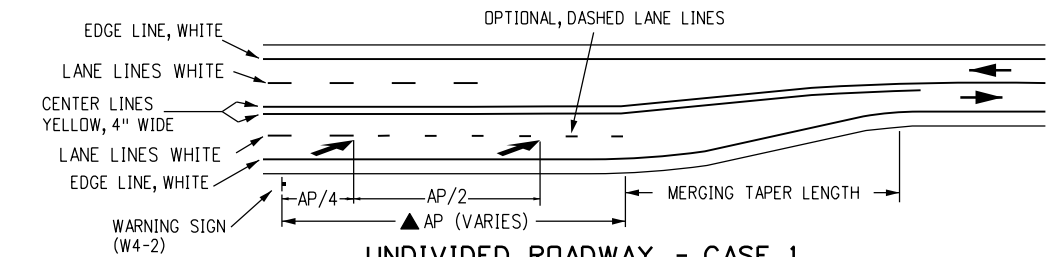
FOUR LANE PAINT DIVIDED HIGHWAY



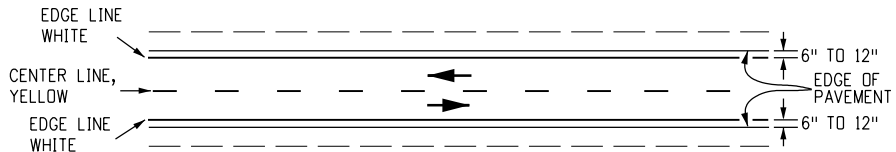
FOUR LANE DIVIDED HIGHWAY



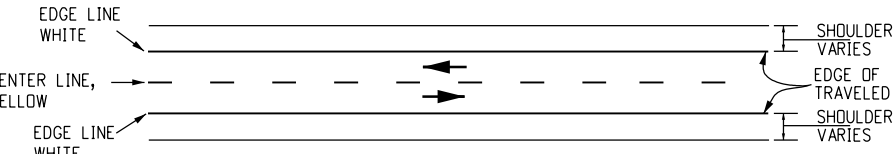
DIVIDED ROADWAY



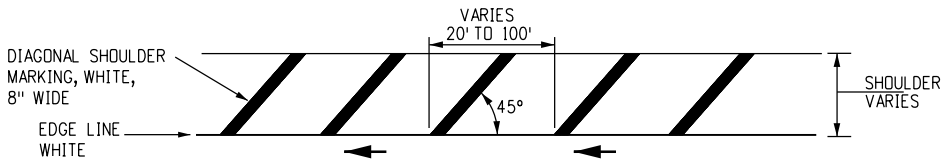
UNDIVIDED ROADWAY - CASE 1



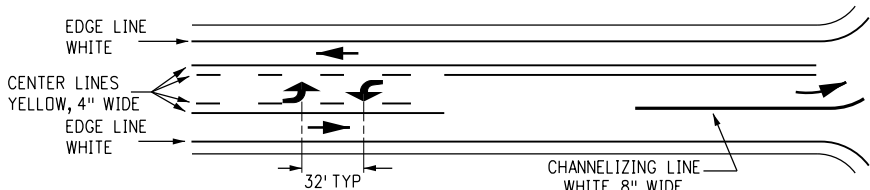
NO SHOULDER OR UNSURFACED SHOULDER



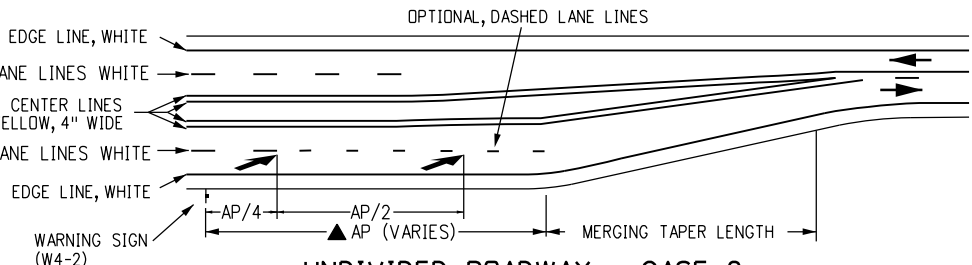
SHOULDER SURFACED



EDGE LINE WITH OPTIONAL DIAGONAL SHOULDER MARKING



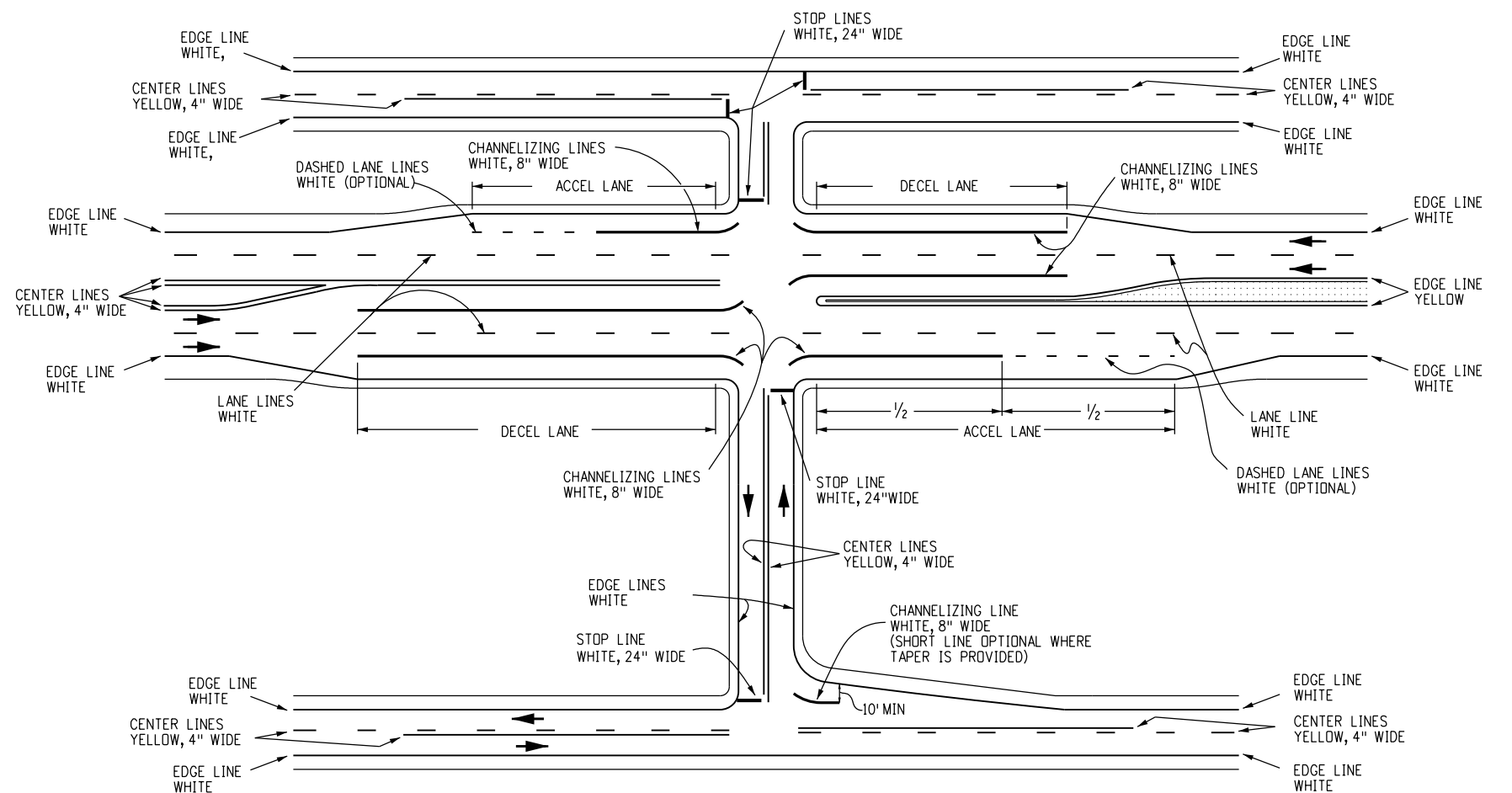
TYPICAL TWO WAY LEFT TURN LANE



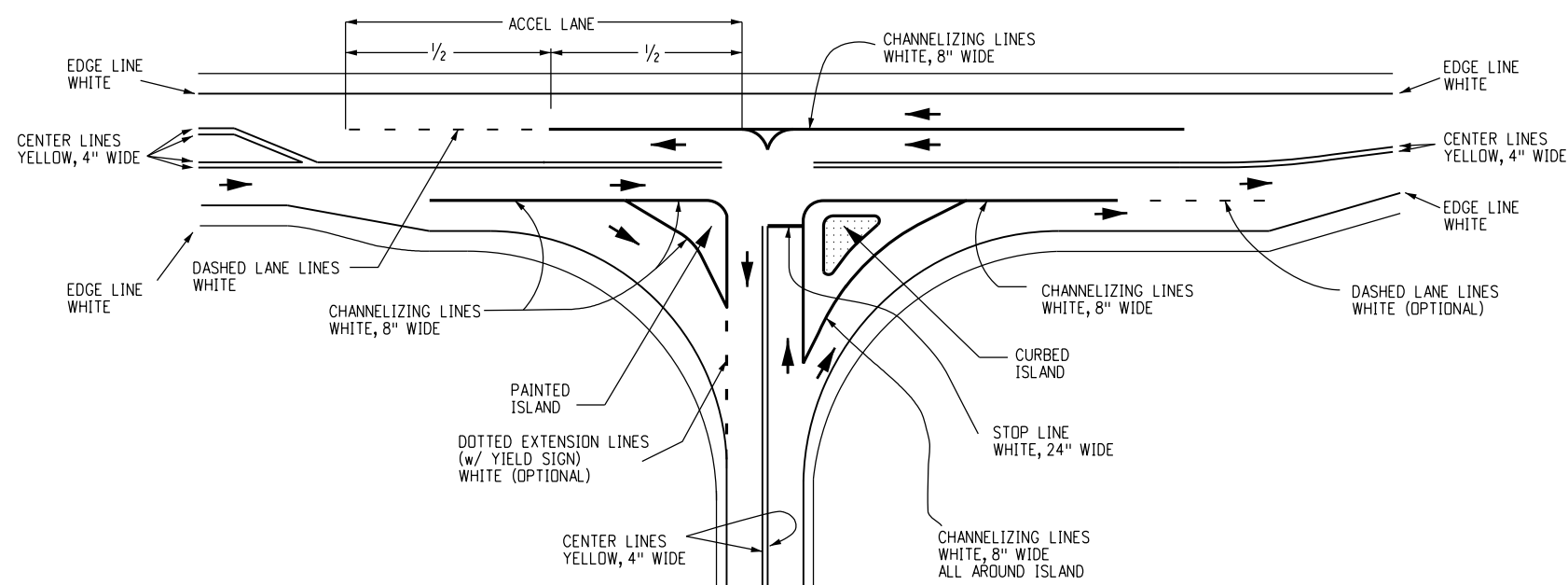
UNDIVIDED ROADWAY - CASE 2

TYPICAL PAVEMENT WIDTH TRANSITION MARKINGS

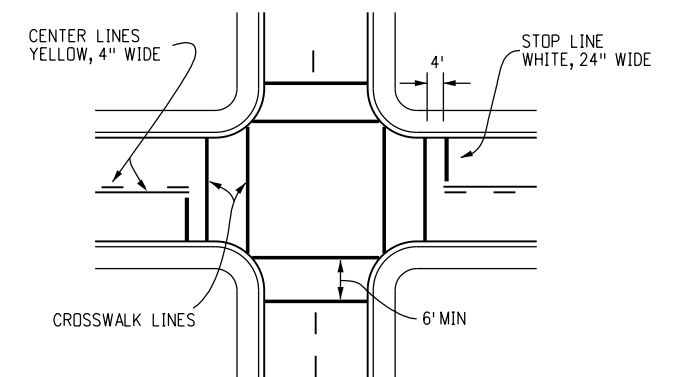
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Creation Date: 07/04/12		Date:	Comments			S-627-1		Standard Sheet No. 2 of 11	
Created By: KEN	(R-6)	12/20/24	UPDATE DASHED LANE LINES						
Last Modification Date: 12/20/24	(R-5)	04/30/24	LANE REDUCTION ARROWS ADDED UPDATED UNDIVIDED AND DIVIDED ROADWAY						
Last Modified By: NRIVERA	(R-4)	04/14/23	ADD GENERAL NOTE 13 & UPDATE NUMBER OF SHEETS	Issued By: Traffic Safety & Engineering Branch July 31, 2019		Project Sheet Number:			
CAD Ver.:MicroStation V8 Scale:Not to Scale Units: English	(R-3)	07/22/22	GENERAL NOTES UPDATE						



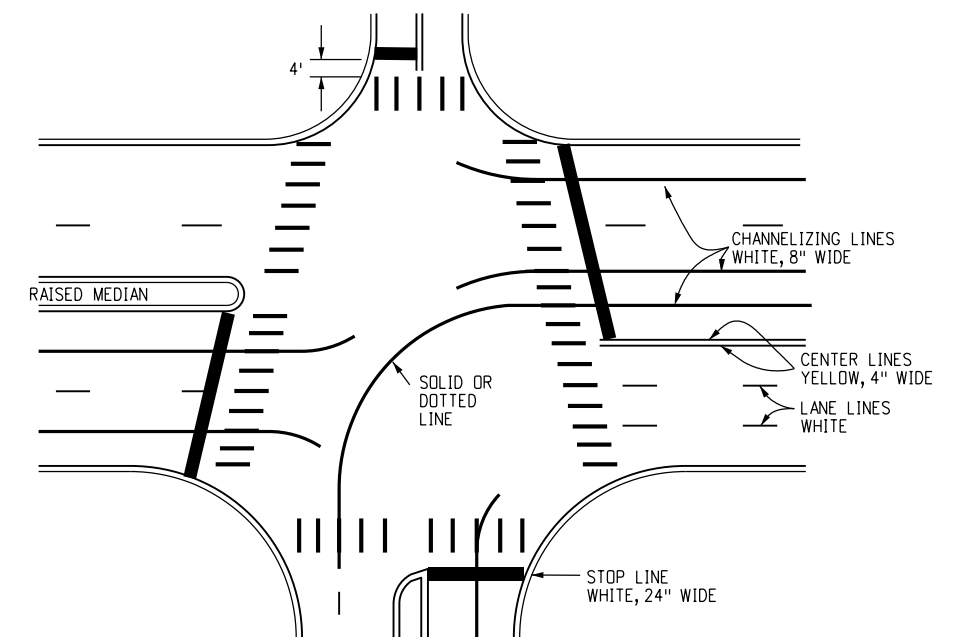
TYPICAL INTERSECTION MARKINGS



TYPICAL ISLAND MARKINGS

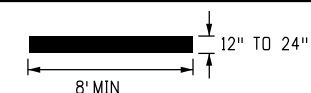


TYPICAL TRANSVERSE LINE CROSSWALK MARKINGS



TYPICAL CONTINENTAL CROSSWALK MARKINGS

CROSSWALK LINE DETAIL



LEGEND

➔ Direction of Travel

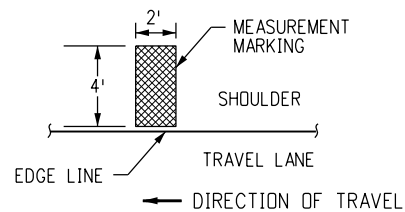
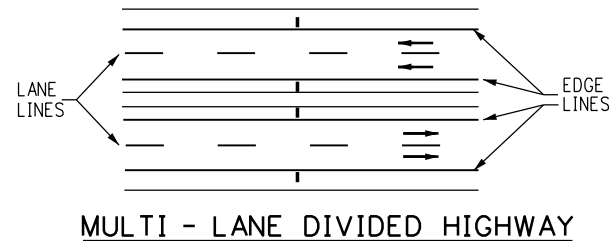
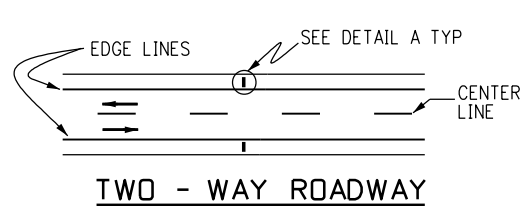
CONTINENTAL CROSSWALK NOTES

1. CENTER CROSSWALKS ON CURB RAMPS. IF SUCH RAMPS ARE NOT PROVIDED, CENTER ON SIGNAL POLES WHEREVER PRACTICAL.
2. CENTER CROSSWALKS ON EDGE LINES, LANE LINES AND CHANNELIZING LINES.
3. CENTER CROSSWALKS BETWEEN ADJACENT LINES.
4. MARKINGS SHALL NOT BE WITHIN WHEEL PATH OF VEHICLES.
5. CENTER ON EXTENDED FLOW LINE.
6. LINES AND SPACES TO APPROXIMATE ADJACENT PATTERN.

INTERSECTIONS, ISLANDS AND CROSSWALKS

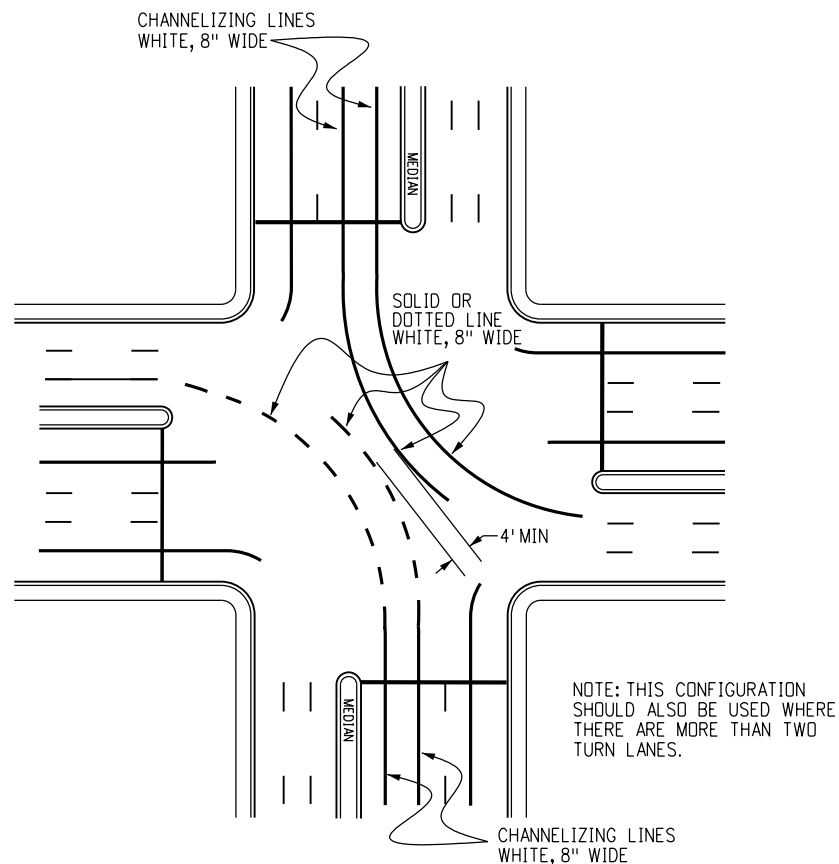
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Creation Date: 07/04/12		Date:	Comments				S-627-1
Created By: JSW	(R-5)	12/20/24	UPDATED DASHED LANE LINES				Standard Sheet No. 3 of 11
Last Modification Date: 12/20/24	(R-4)	04/14/23	UPDATED NUMBER OF SHEETS				
Last Modified By: NRIVERA	(R-3)	07/22/22	Changed Accel Lane Lines To Dotted Lane Lines				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-2)	02/16/21	ADDED DEC TAPER TO TYPICAL ISLAND MARKINGS				Project Sheet Number:

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

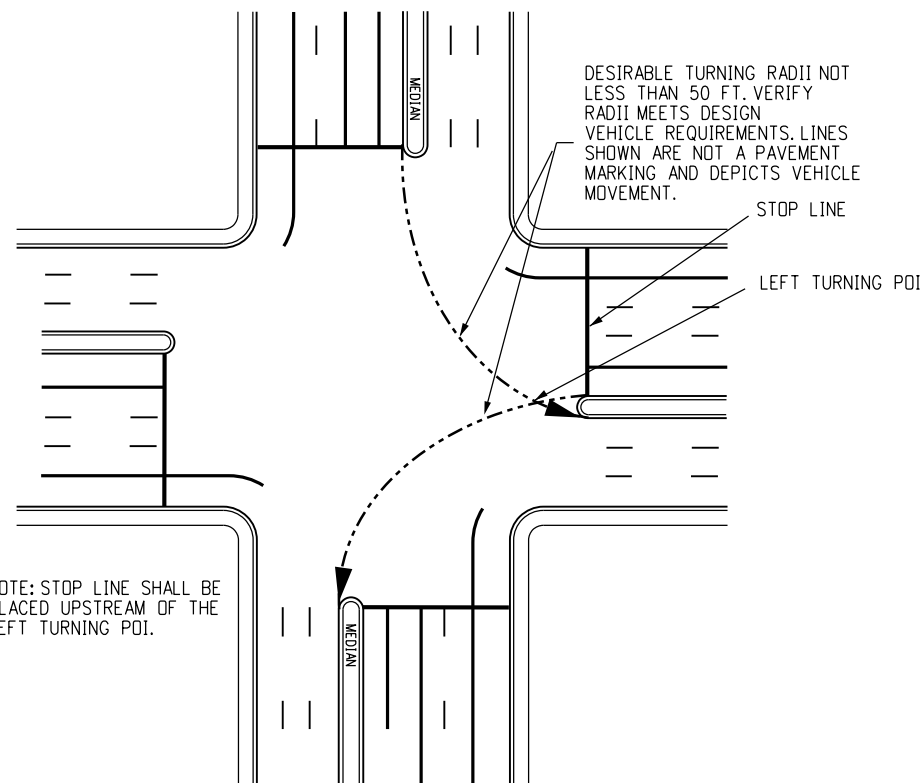


DETAIL A

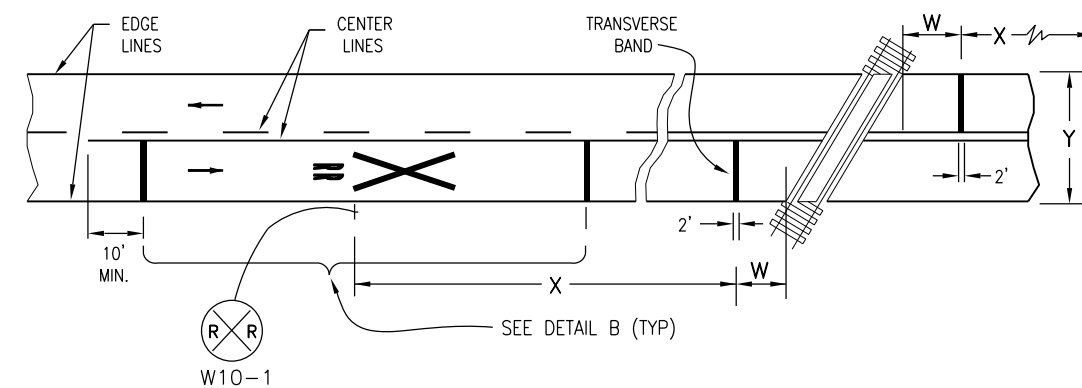
TYPICAL SPEED MEASUREMENT MARKING



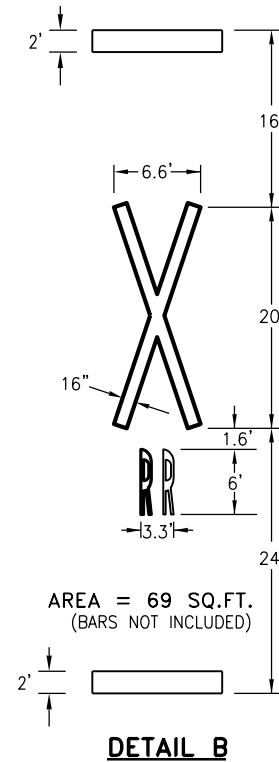
TYPICAL DOUBLE LEFT TURN MARKINGS



TYPICAL STOP LINE PLACEMENT



TYPICAL PAVEMENT MARKING AT RAILROAD CROSSING



W= APPROXIMATELY 15 FT. (STOP LINE SHOULD BE 8' IN ADVANCE OF ACTIVE TRAFFIC CONTROL SYSTEMS; I.E., AUTOMATIC GATES AND/OR FLASHING SIGNALS).

X= THE DISTANCE FROM THE RAILROAD CROSSING MARKING TO THE NEAREST TRACK WILL VARY ACCORDING TO THE APPROACH SPEED AND THE SIGHT DISTANCE OF THE VEHICULAR TRAFFIC APPROACHING, BUT NOT LESS THAN 100 FT. (REFERENCE NOTE 1).

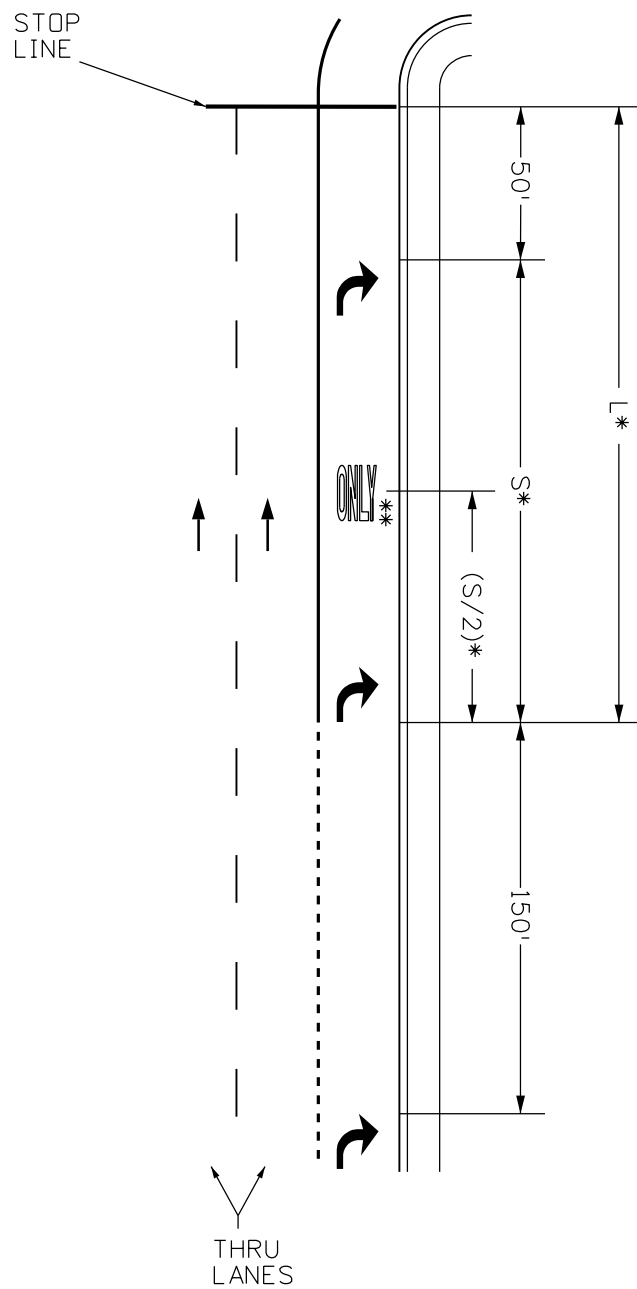
Y= ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL RR SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

NOTES

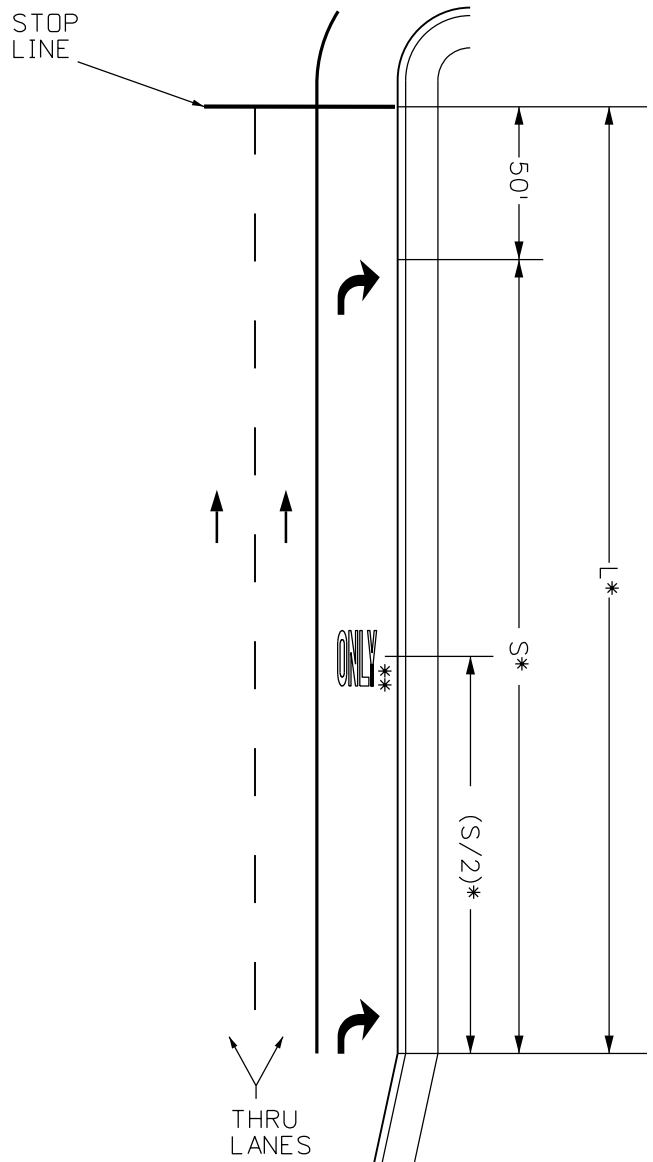
1. THE WARNING SIGN SHALL BE PLACED ACCORDING TO THE WARNING SIGN PLACEMENT TABLE IN THE MUTCD (CHAPTER 2C, TABLE 2C-4). IF CONDITIONS DO NOT ALLOW PLACEMENT ACCORDING TO THE TABLE, IT SHALL BE AS APPROVED BY THE ENGINEER.

2. FOR RR SYMBOL DETAILS, REFER TO "THE STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", ADOPTED BY THE FEDERAL HIGHWAY ADMINISTRATION.

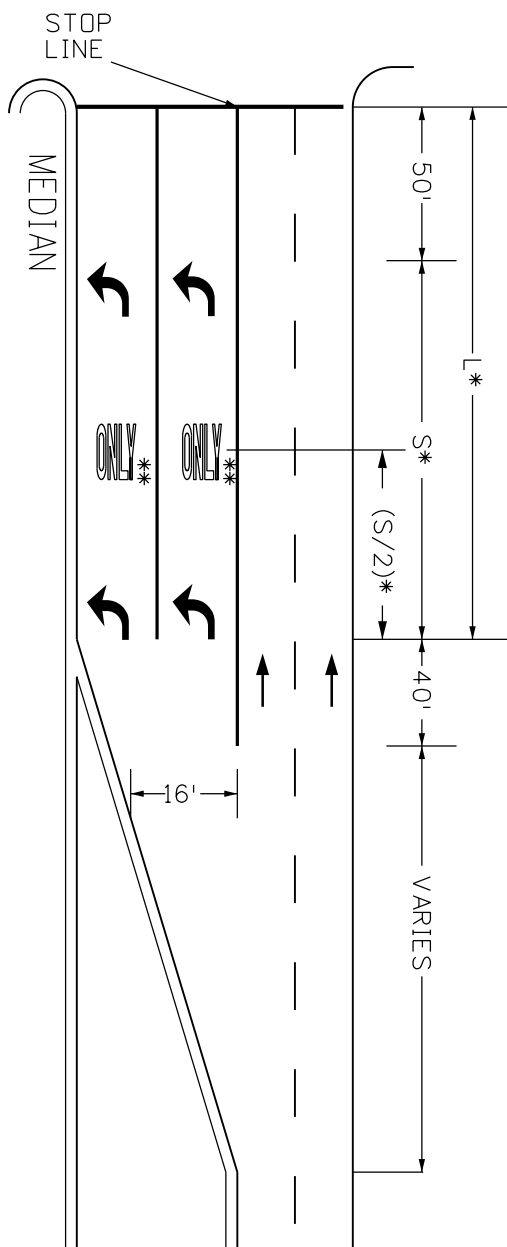
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Created By: SCL			04/14/23	UPDATED NUMBER OF SHEETS		Standard Sheet No. 4 of 11			
Last Modification Date: 04/14/23									
Last Modified By: AVu					Traffic Safety & Engineering EB		Issued By: Traffic Safety & Engineering Branch July 31, 2019		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							Project Sheet Number:		



LANE DROP



POCKET LANE



DOUBLE TURNING

GENERAL NOTES

- 1. THE SPACING, IN THE TABLE APPLIES TO LEFT & RIGHT TURN LANES.
- 2. ** 'ONLY' MARKING IS OPTIONAL. CONTACT REGION TRAFFIC ENGINEER FOR DIRECTION.
- 3. WHEN ONE (1) ARROW IS USED, IT SHALL BE PLACED AT THE BEGINNING OF THE FULL WIDTH TURN LANE, OTHERWISE USE THE TABLE BELOW FOR ARROW PLACEMENT.

LENGTH (L)	LEFT AND RIGHT TURN ARROW		NO. OF 'ONLY' PER LANE
	NO. OF ARROWS PER LANE	SPACING (S)	
L < 200'	1	NA	NA
200' - 350'	2	EVENLY SPACED BETWEEN 150'-300'	1
350' - 650'	3		2
650' - 950'	4		3
950' ≤	≥5		≥4

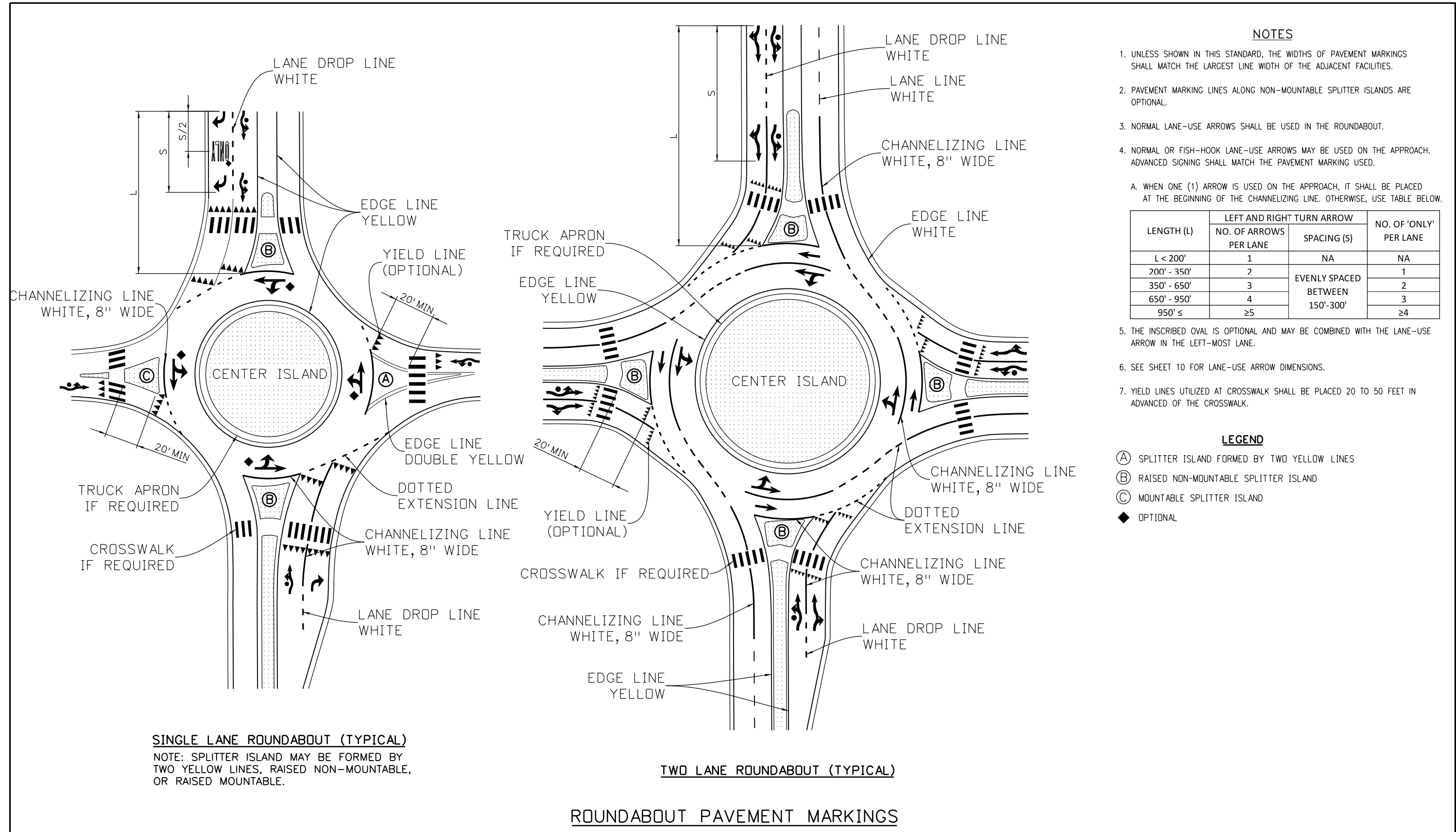
*L (LENGTH) AND *S (SPACING) PROVIDED IN THE TABLE ABOVE WILL HELP DETERMINE THE NUMBER OF ARROWS AND ONLY MARKINGS NEEDED PER LANE.

LEGEND

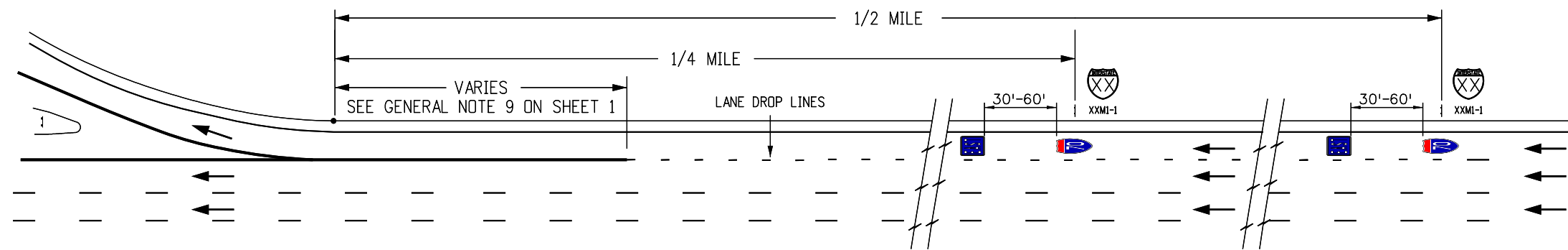
→ Direction of Travel

ARROW PLACEMENTS AT INTERSECTIONS

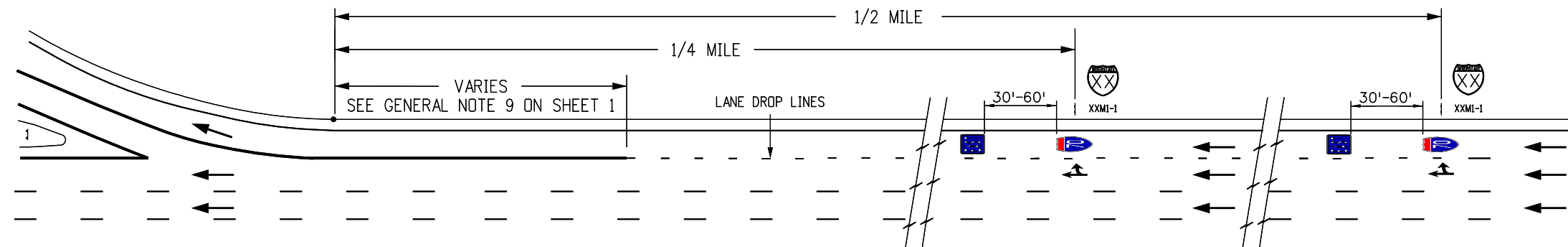
Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	PAVEMENT MARKINGS	STANDARD PLAN NO.
Creation Date: 02/08/17		Date:	Comments			S-627-1
Created By: MBhat		04/14/23	UPDATED NUMBER OF SHEETS			Standard Sheet No. 5 of 11
Last Modification Date: 04/14/23						
Last Modified By: AVu						
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English					Issued By: Traffic Safety & Engineering Branch July 31, 2019	Project Sheet Number:



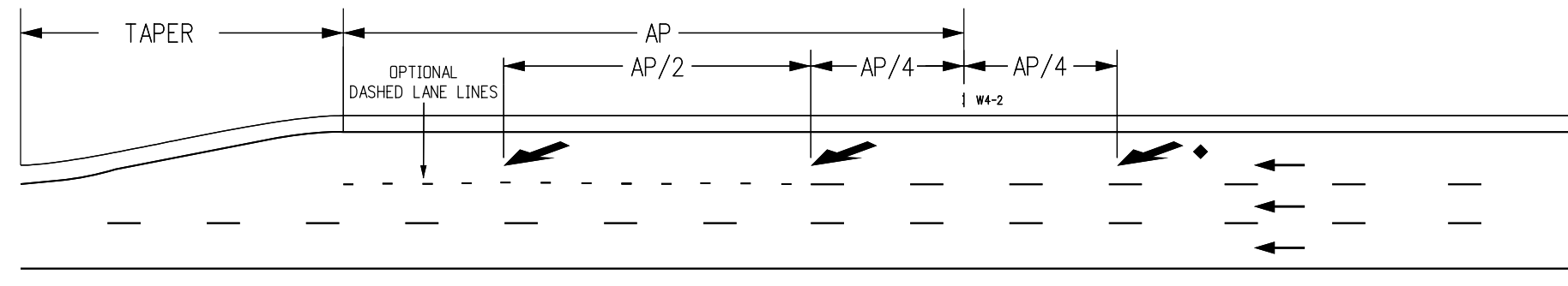
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Creation Date: 04/14/23			Date:	Comments		S-627-1			
Created By: AVu			12/20/24	UPDATE DOTTED EXTENSION LINES		Standard Sheet No. 6 of 11			
Last Modification Date: 12/20/24						Project Sheet Number:			
Last Modified By: NRIVERA									
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English						Issued By: Traffic Safety & Engineering Branch July 31, 2019			



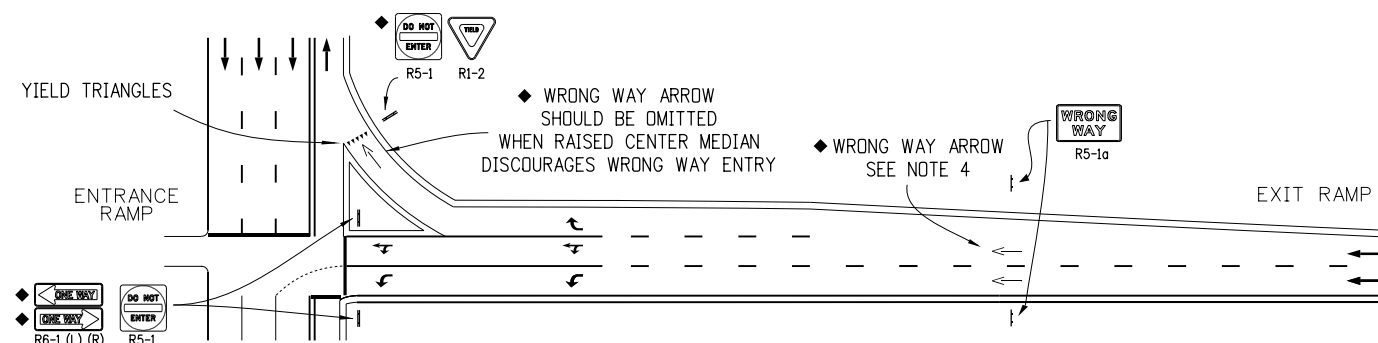
TYPICAL SHIELD PLACEMENT



TYPICAL SHIELD & OPTION ARROW PAVEMENT MARKING PLACEMENT

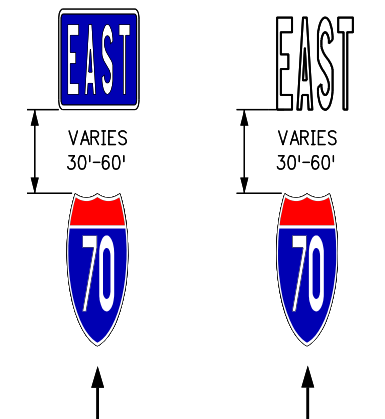


LANE REDUCTION MARKINGS



TYPICAL WRONG WAY WAY ARROW MARKING PLACEMENT

SHIELD LAYOUT DETAIL



NOTES

- SHIELD AND CARDINAL DIRECTION PAVEMENT MARKINGS ARE OPTIONAL AND SHALL BE INSTALLED AS SHOWN IN THE PLANS.
- LANE-REDUCTION ARROW MARKINGS ARE NOT REQUIRED FOR ACCELERATION LANES. LANE-REDUCTION ARROW MARKINGS MAY BE INSTALLED IN LONG ACCELERATION LANES AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- LANE-REDUCTION ARROW MARKINGS ARE OPTIONAL FOR SPEEDS LESS THAN 45 MPH.
- WRONG WAY ARROW MARKINGS MAY BE INSTALLED AS DIRECTED BY THE ENGINEER. IF USED, WRONG WAY ARROW MARKINGS SHALL BE THE LAST ARROW MARKING IN SEQUENCE FROM THE INTERSECTION TO THE BEGINNING OF THE EXIT RAMP.
- REFER TO SHEET 5 FOR LANE USE ARROW PLACEMENT AT INTERSECTIONS. SEE ARROW DETAILS ON SHEETS 9 AND 10.
- SEE NOTE 2 "CARDINAL DIRECTIONS" ON SHEET 11

LEGEND

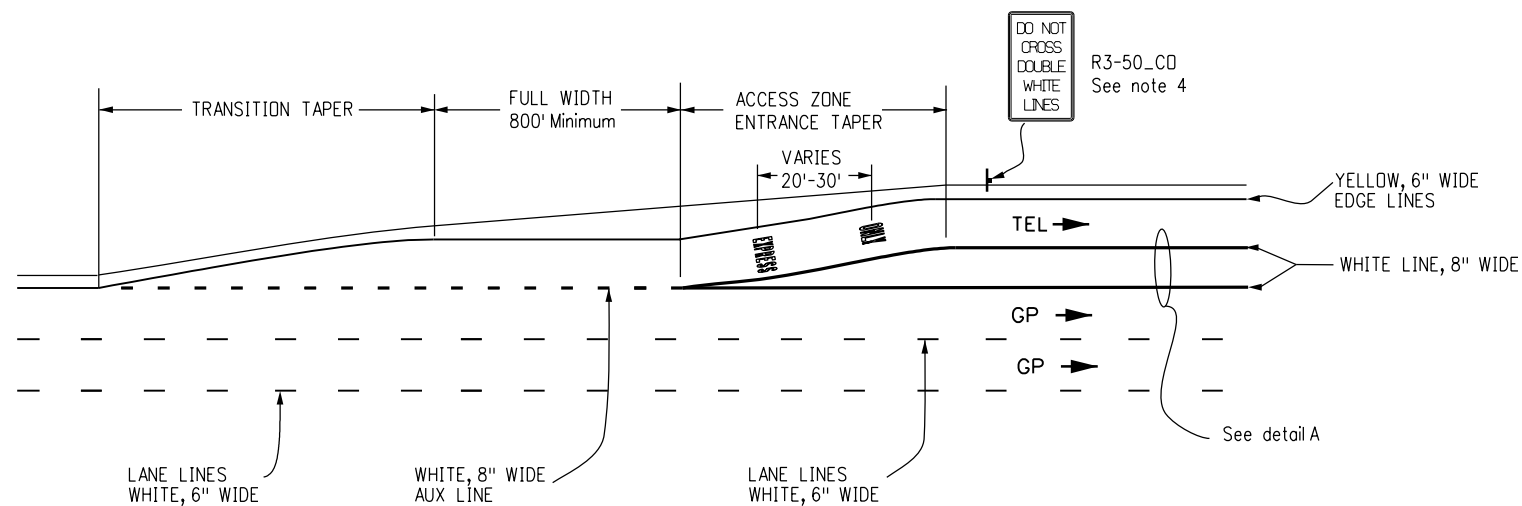
← DIRECTION OF TRAVEL

AP = ADVANCE PLACEMENT DISTANCE FROM THE LANE ENDS SIGN (W4-2) TO THE BEGINNING OF THE MERGING TAPER. SEE SECTION 2C OF THE MUTCD FOR ADVANCE PLACEMENT DISTANCES.

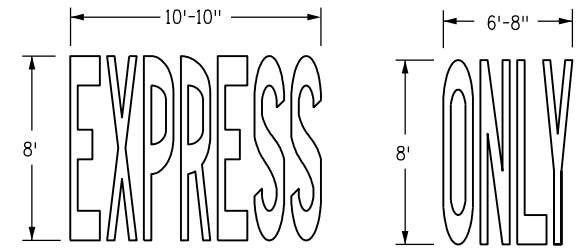
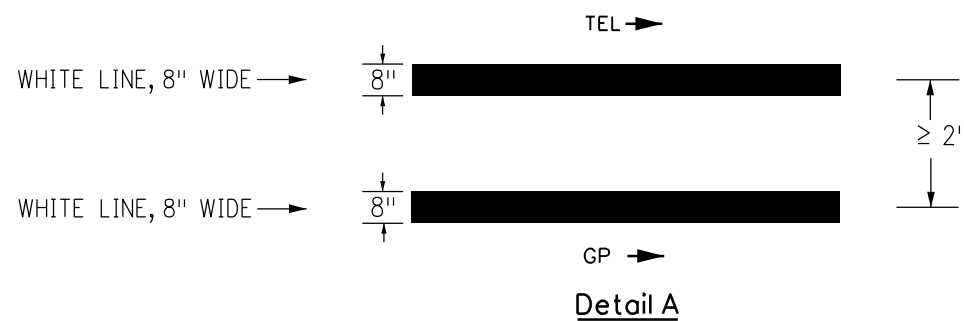
◆ OPTIONAL

TYPICAL ARROW AND SHIELD PAVEMENT MARKINGS

Computer File Information		Sheet Revisions		2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	STANDARD PLAN NO.	
Creation Date: 02/08/17		Date:	Comments		S-627-1	
Created By: MBhat		12/20/24	ADDED TYPICAL WRONG WAY ARROW DETAIL	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Standard Sheet No. 7 of 11	
Last Modification Date: 12/20/24		04/30/24	NOTES, LEGEND, AND ALL DETAILS UPDATED		Project Sheet Number:	
Last Modified By: NRIVERA		04/14/23	UPDATED SHEET NUMBER			
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English		07/22/22	Lane Drop to Thru Lane Reduction Markings			



TYPICAL ENTRANCE MARKING FOR BUFFER
WIDTH ≥2' AND WHERE BUFFER CROSSING IS PROHIBITED



GENERAL NOTES

- For transition taper use 25:1 ratio.
- For access zone entrance taper length use:
 $L = S \times W$
 L = MINIMUM LENGTH OF TAPER
 S = DESIGN SPEED FOR NEW CONSTRUCTION OR NUMERICAL VALUE OF THE POSTED SPEED LIMIT
 W = WIDTH TRANSITIONED
- If buffer space is wider than 4 feet, chevron markings are required (See MUCTD Section 3B.24 and figure 3D.2(A)).
- For each section prohibiting entering and exiting movements, the R3-50_CD sign shall be installed within 300 feet of the start of the express lane. Additional R3-50_CD signing shall be installed as shown in the plans.
- For each section prohibiting entering and exiting movements, an EXPRESS ONLY marking should be placed within 50 feet of the start of the express lane.
- EXPRESS ONLY markings should supplement the signs.

LEGEND

TEL - TOLL/EXPRESS LANE
GP - GENERAL PURPOSE LANE

TOLL EXPRESS LANE PAVEMENT MARKINGS

Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	PAVEMENT MARKINGS	STANDARD PLAN NO.	
Creation Date: 07/31/19	R-3 R-2 R-1	Date:	Comments			S-627-1	
Created By: EButta		12/20/24	REVISED LANE LINE TYPES			Standard Sheet No. 8 of 11	
Last Modification Date: 12/20/24		04/14/23	ADD LEGEND & UPDATED SHEET NUMBER			Project Sheet Number:	
Last Modified By: NRIVERA		04/17/20	STRIPING LAYOUT & GENERAL NOTE UPDATE				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English					Issued By: Traffic Safety & Engineering Branch July 31, 2019		

WORD AND SYMBOL NOTES

- 1. IF HEIGHT IS INCREASED OR DECREASED THEN ALL MEASUREMENTS CHANGE PROPORTIONATELY. EXAMPLE: "H" MEASUREMENT FOR STOP IS REDUCED TO 4 FT. FROM 8 FT. THEN SQUARE FEET 5.75 (1/4 OF 23.0 SQ.FT.).
- 2. PAVEMENT WORD AND SYMBOL MARKINGS, TRANSVERSE AND LONGITUDINAL (CONTINENTAL) CROSSWALK LINES, AND STOP LINES WILL BE PAID FOR IN SQUARE FEET USING THEIR SPECIFIC BID ITEMS.
- 3. LETTER SPACING SHALL BE 8 IN. EXCEPT FOR THE LETTER "A" WHICH IS 6 IN..
- 4. USE THE MARKING WORD "BIKE" IF 6 FT. TO 8 FT. BIKE LANES ARE INSTALLED.

TAPERING NOTES

- 1. ALL PAVEMENT MARKING APPROACH EDGES FROM THE VEHICLE DIRECTION OF TRAVEL SHALL BE TAPERED USING A PUTTY KNIFE OR SIMILAR TOOL.

DESIGNATED PAYMENT AREAS

FOR THE FOLLOWING H, W, AND S DIMENSIONS PAY:

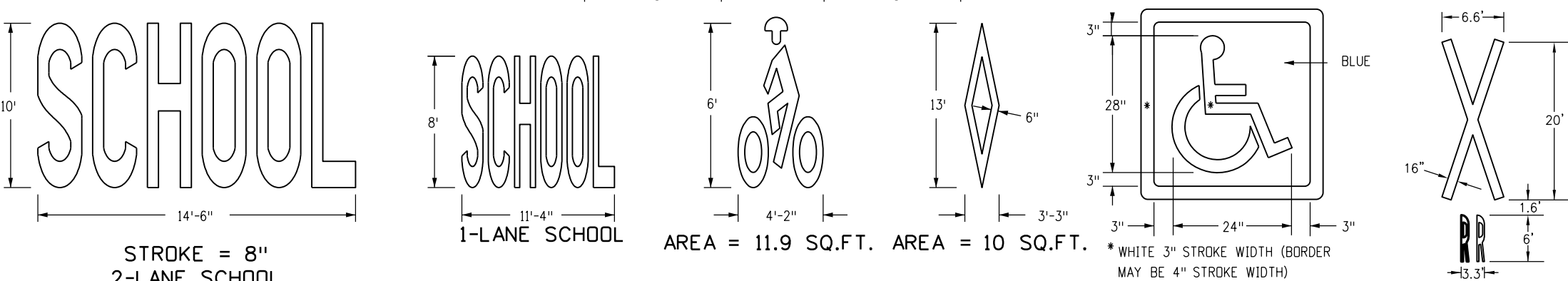
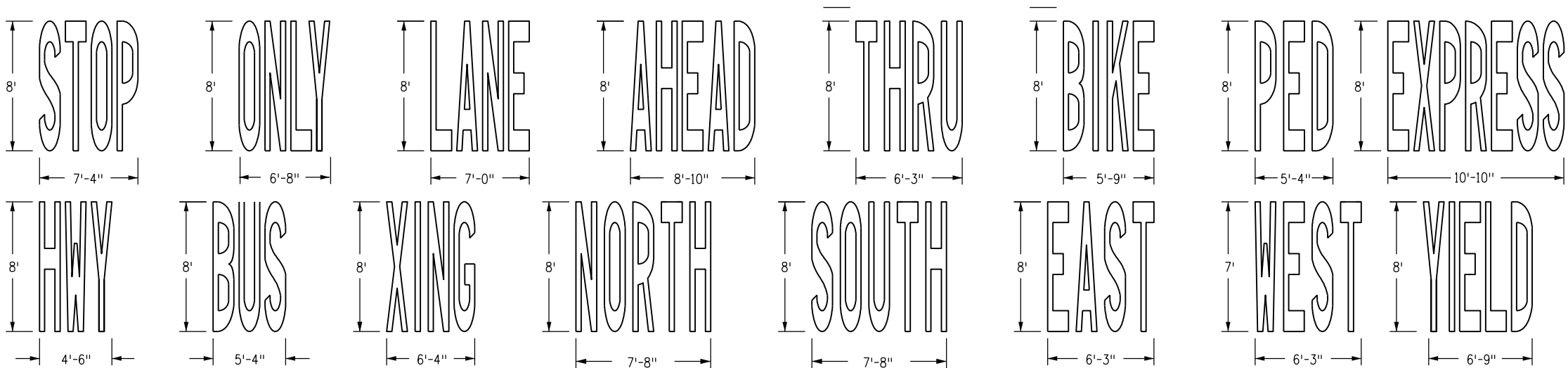
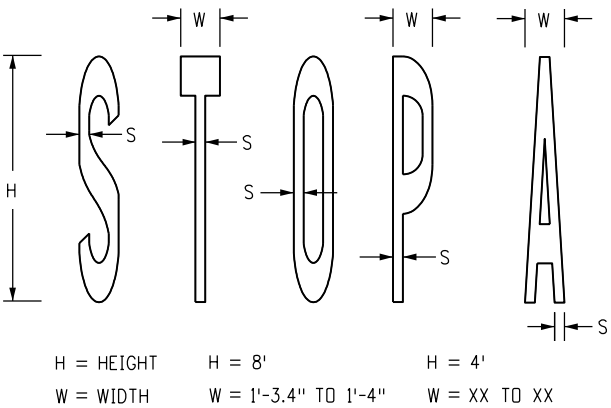
H = 4' WORDS

BIKE - 5.5 SQ.FT. LANE - 6.0 SQ.FT.
ONLY - 6.0 SQ.FT. XING - 5.0 SQ.FT.

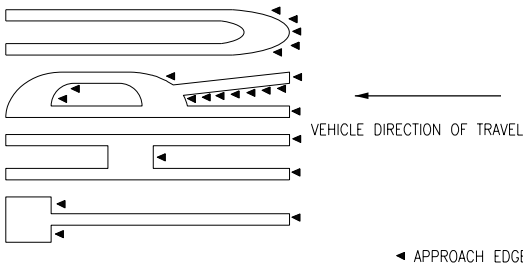
H = 8' WORDS

STOP - 23.0 SQ.FT. XING - 20.0 SQ.FT.
ONLY - 22.5 SQ.FT. LANE - 22.5 SQ.FT.
AHEAD - 29.0 SQ.FT. BIKE - 21.0 SQ.FT.
BUS - 18.5 SQ.FT. HWY - 16.5 SQ.FT.
SCHOOL(1L) - 33.0 SQ.FT. THRU - 22.0 SQ.FT.
SCHOOL(2L) - 85.0 SQ.FT. PED - 17.5 SQ.FT.
NORTH - 30.6 SQ.FT. SOUTH - 28.5 SQ.FT.
EAST - 22.1 SQ.FT. WEST - 23.7 SQ.FT.
X with RR - 69 SQ.FT. EXPRESS - 41 SQ.FT.
YIELD - 23 SQ.FT.

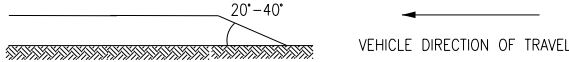
TYPICAL LETTER MEASUREMENTS



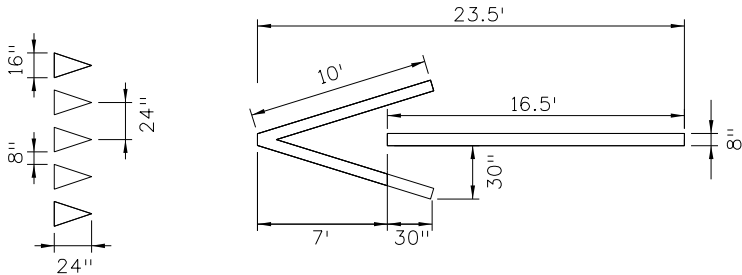
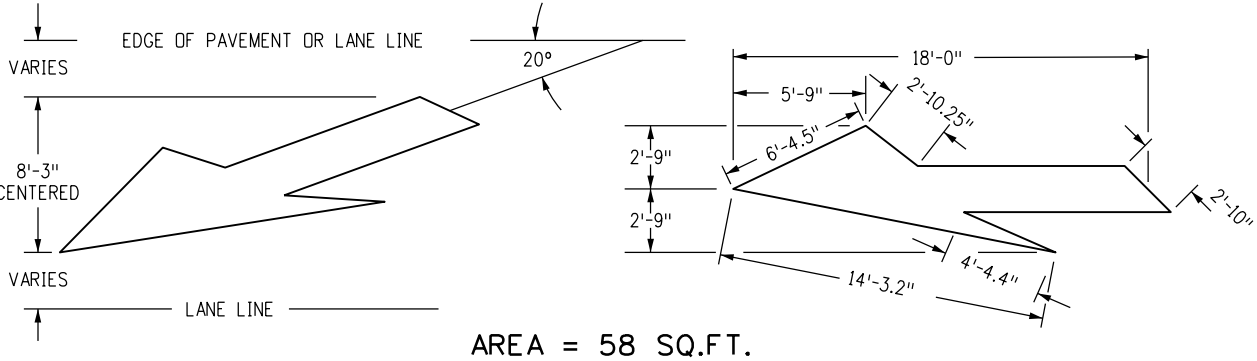
STROKE = 8"
2-LANE SCHOOL



TYPICAL APPROACH EDGE TAPERING VIEW



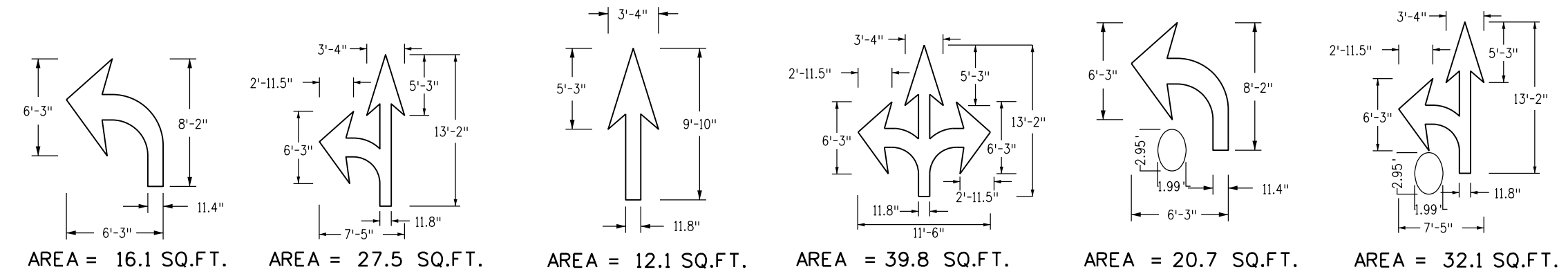
TYPICAL APPROACH EDGE TAPERING PROFILE VIEW



TYPICAL YIELD TRIANGLES AND WRONG WAY ARROW

PAVEMENT MARKING WORDS AND SYMBOLS (PAGE 1)

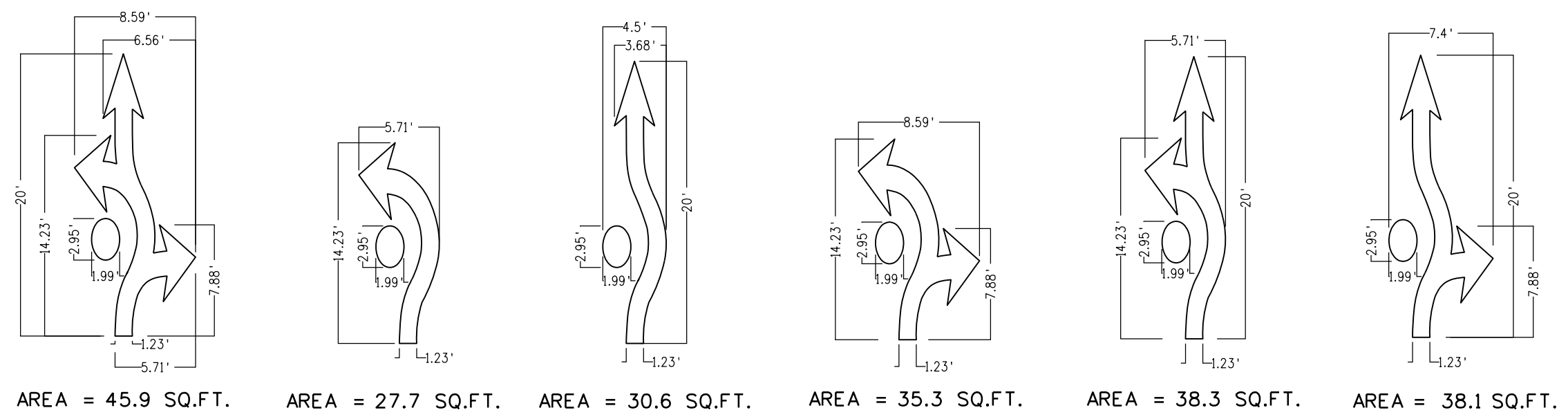
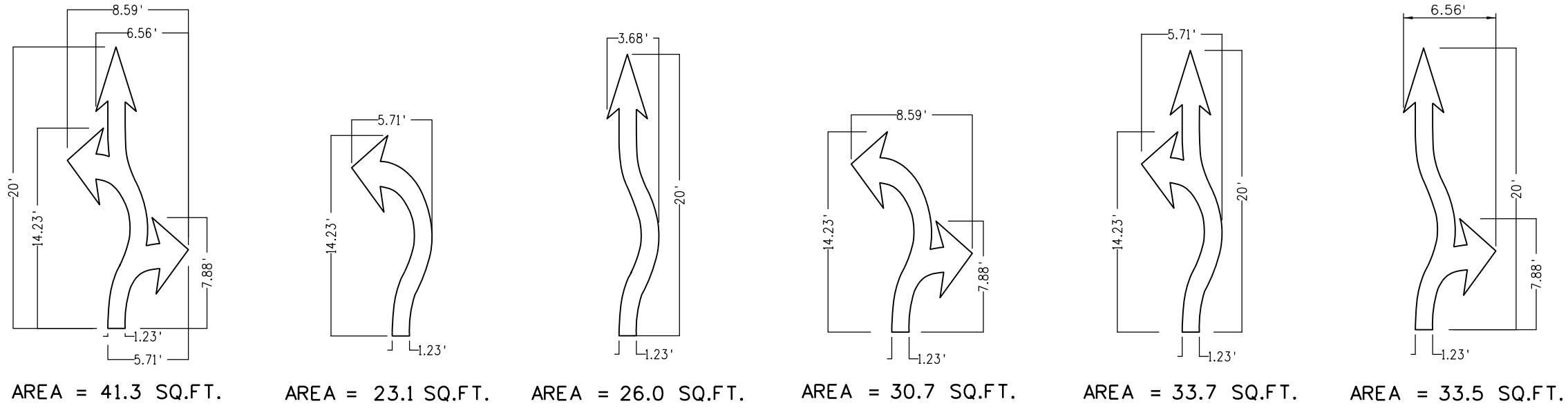
Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	PAVEMENT MARKINGS Issued By: Traffic Safety & Engineering Branch July 31, 2019	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-627-1	
Created By: SCL	R-2	12/20/24	YIELD TRIANGLES AND WRONG WAY ARROW			Standard Sheet No. 9 of 11	
Last Modification Date: 12/20/24	R-1	04/14/23	MOVED ARROWS DIMENSIONS TO SHEET 10			Project Sheet Number:	
Last Modified By: NRIVERA			UPDATED SHEET NUMBER				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							



WORD AND SYMBOL NOTES

1. IF HEIGHT IS INCREASED OR DECREASED THEN ALL MEASUREMENTS CHANGE PROPORTIONATELY. EXAMPLE: "H" MEASUREMENT FOR STOP IS REDUCED TO 4 FT. FROM 8 FT. THEN SQUARE FEET 5.75 (1/4 OF 23.0 SQ. FT.).

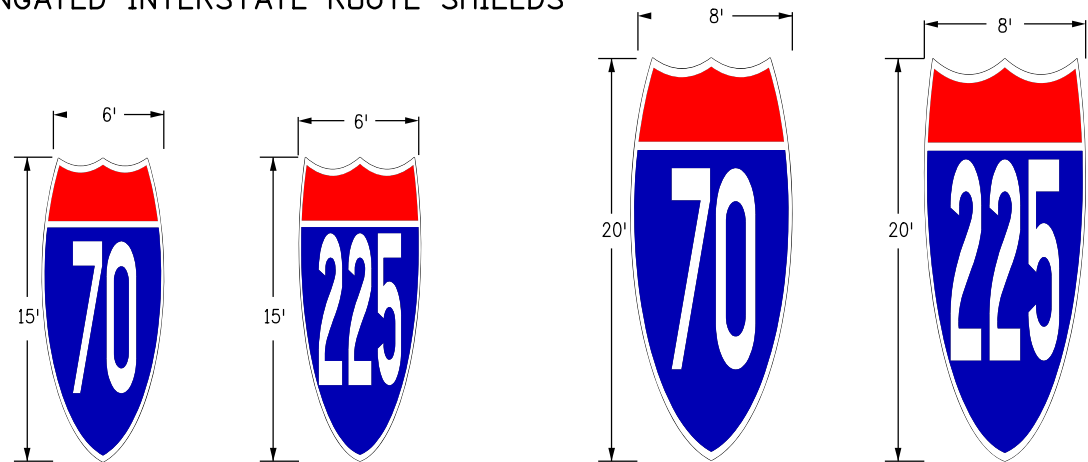
2. PAVEMENT WORD AND SYMBOL MARKINGS, TRANSVERSE AND LONGITUDINAL (CONTINENTAL) CROSSWALK LINES, AND STOP LINES WILL BE PAID FOR IN SQUARE FEET USING THEIR SPECIFIC BID ITEMS.



PAVEMENT MARKING WORDS AND SYMBOLS (PAGE 2)

Computer File Information		0 0 0 0	Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	PAVEMENT MARKINGS	STANDARD PLAN NO.	
Creation Date: 04/14/23	Date:		Comments	S-627-1				
Created By: AVu				Standard Sheet No. 10 of 11				
Last Modification Date:				Project Sheet Number:				
Last Modified By:								
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English								Issued By: Traffic Safety & Engineering Branch July 31, 2019

ELONGATED INTERSTATE ROUTE SHIELDS



DESIGNATED PAYMENT AREAS

FOR THE FOLLOWING ROUTE SHIELDS
& CARDINAL DIRECTIONS DIMENSIONS PAY:

INTERSTATE

6' X 15' - 75 SQ.FT. 8' X 20' - 128 SQ.FT.

COLORADO STATE

6' X 15' - 90 SQ.FT. 8' X 20' - 160 SQ.FT.

US HIGHWAYS

7' X 16' - 112 SQ.FT. 9' X 21' - 189 SQ.FT.

CARDINAL

8' X 10' - 80 SQ.FT. 9' X 10' - 90 SQ.FT.

NOTES

1. DIMENSIONS

ELONGATED ROUTE SHIELDS SHALL BE AT LEAST 8'X20' WHEN USED ON HIGH SPEED ROADWAYS (55 MPH OR MORE).

PER FIGURE 3B-25 OF THE 2009 MUTCD ELONGATED ROUTE SHIELD COLORS SHALL CONFORM WITH THE STANDARD HIGHWAY SIGNS AND MARKINGS BOOK.

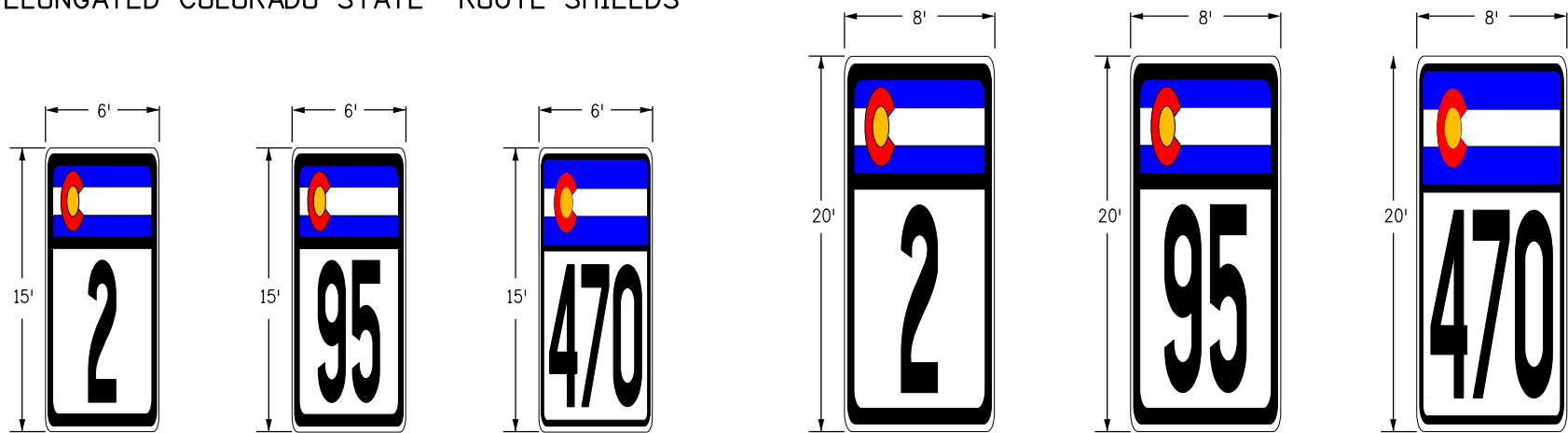
2. CARDINAL DIRECTIONS

USE CARDINAL DIRECTIONS WITH WHITE ON BLUE WHEN USING INTERSTATE ROUTE SHIELDS

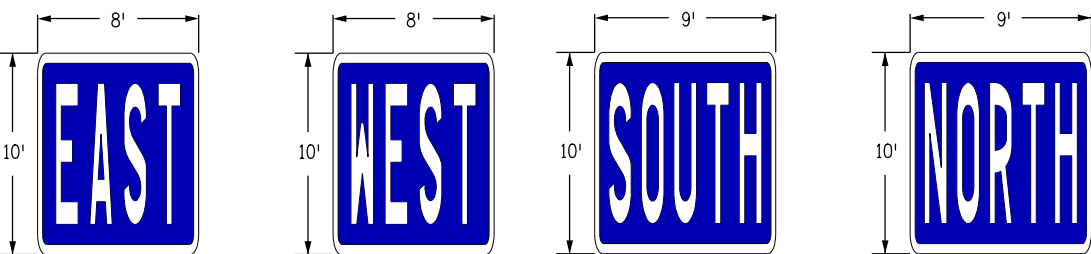
USE CARDINAL DIRECTIONS WITH BLACK ON WHITE WHEN USING EITHER COLORADO STATE OR US HIGHWAY ROUTE SHIELDS.

CARDINAL DIRECTION MARKING WORD SYMBOL FROM SHEET 9 OF 11 MAY BE USED INSTEAD OF PLAQUE.

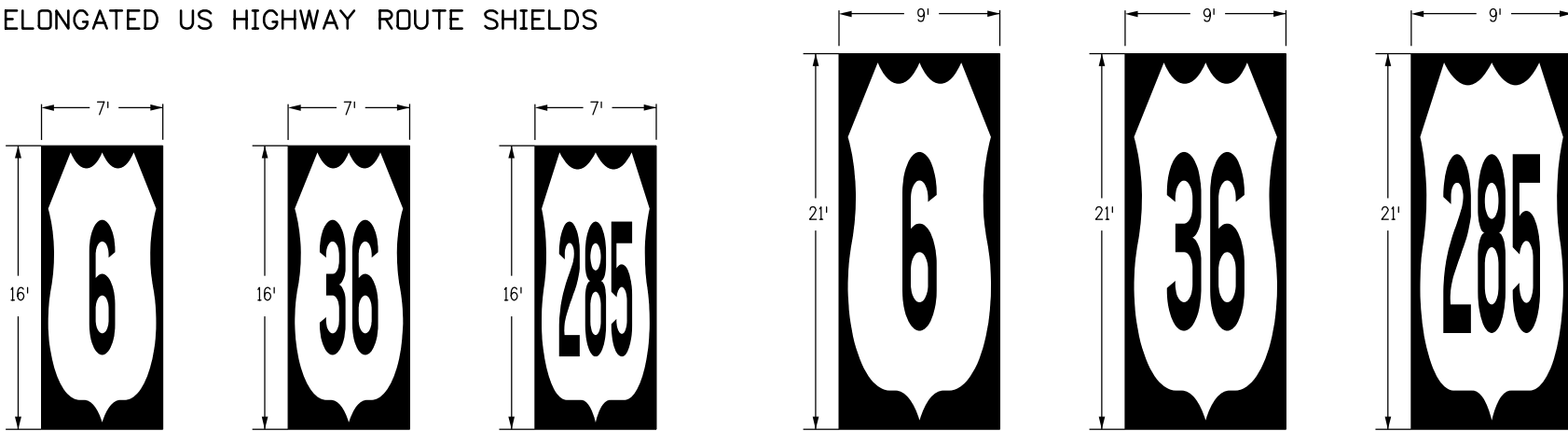
ELONGATED COLORADO STATE ROUTE SHIELDS



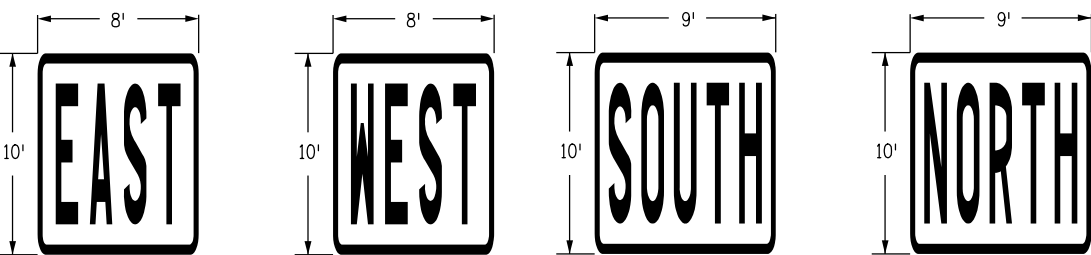
CARDINAL DIRECTIONS
(WHITE LETTERING ON BLUE BACKGROUND)



ELONGATED US HIGHWAY ROUTE SHIELDS



CARDINAL DIRECTIONS
(BLACK LETTERING ON WHITE BACKGROUND WITH BLACK BORDER)



ELONGATED ROUTE SHIELDS & CARDINAL DIRECTION MARKINGS

Computer File Information		R-3 R-2 R-1	Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	PAVEMENT MARKINGS	STANDARD PLAN NO.	
Creation Date: 02/08/17	Date:		Comments	S-627-1				
Created By: MBhat	04/30/24		UPDATED SHEET REFERENCES	Standard Sheet No. 11 of 11				
Last Modification Date: 04/30/24	04/14/23		UPDATED SHEET NUMBER	Issued By: Traffic Safety & Engineering Branch July 31, 2019				
Last Modified By: NRIVERA	02/16/21		GENERAL NOTE UPDATE					
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English			UPDATED NOTE TITLE					

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Computer File Information		R-1	Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.
Creation Date: 07/04/12			Date: 01/20/23	Comments: ADD CASE NUMBERS 40, 41, AND 42 MOVED TO SHEET 1 UPDATED TABLE			S-630-1
Created By: Nakao							Standard Sheet No. 1 of 26
Last Modification Date: 01/20/23							
Last Modified By: NRIVERA							
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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 THE LATEST EDITION OF THE ATSSA "QUALITY GUIDELINES FOR TEMPORARY TRAFFIC CONTROL DEVICES & FEATURES".
2.

WORK ON THE PROJECT SHALL NOT BE STARTED UNTIL ALL REQUIRED TRAFFIC CONTROL DEVICES ARE IN PLACE, AND APPROVED BY THE ENGINEER.
3.

WHEN SPEED LIMIT REDUCTION IS REQUIRED, SUCH REDUCTION SHALL BE IN ACCORDANCE WITH CDOT FORM 568, "CDOT TEMPORARY SPEED LIMIT REDUCTION."

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 (W13-1P) 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.

WORK ZONE (G20-5P) AND FINES DOUBLE (R2-6P) SIGNS SHALL BE PROVIDED EVERY 2640' BETWEEN R2-10 AND R2-11 SIGNS. THE SPACING OF THESE SIGNS MAY BE CHANGED AS DIRECTED BY THE ENGINEER.
5.

ANY TRAFFIC CONTROL DEVICE THAT IS DAMAGED, WEATHERED, WORN, OR OTHERWISE DEEMED UNACCEPTABLE BY THE ENGINEER, SHALL BE REPLACED.
6.

CONTRACTOR AND PERSONAL VEHICLE PARKING IS PROHIBITED WITHIN THE RIGHT-OF-WAY UNLESS DESIGNATED ON THE PLANS, OR APPROVED BY THE ENGINEER.
7.

CONSTRUCTION TRAFFIC SIGNS SHALL BE MEASURED BY THE FOLLOWING SIZES AND DESCRIPTIONS:

PANEL SIZE A

0.01 TO 9.00 SQ. FT. (INCLUDING TYPE 1 AND TYPE 2 BARRICADES).

PANEL SIZE B

9.01 TO 16.00 SQ. FT.

PANEL SIZE C

GREATER 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.

8.

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 7).

9.

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.

10.

BASED ON SIGHT DISTANCE AND OTHER CONSIDERATIONS, THE FINAL LOCATIONS OF SIGNS ARE SUBJECT TO APPROVAL OF THE ENGINEER.
11.

IF CONSTRUCTION RELATED TRAFFIC CONGESTION BACKS UP BEYOND THE INSTALLED ADVANCE SIGN SEQUENCE, ADDITIONAL ADVANCE SIGNING SHALL BE PLACED BEYOND THE CONGESTION.

12.

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.

13.

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.

14.

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.

15.

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.

16.

TYPE 1 BARRICADES SHALL NOT BE USED ON FREEWAYS, EXPRESSWAYS, OR OTHER HIGH SPEED ROADWAYS (55 MPH OR MORE).

17.

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.

18.

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)
19.

FOR DETAILS ON BARRICADES, CONCRETE BARRIER (TEMPORARY), VERTICAL PANELS, AND FLASHING BEACON (PORTABLE), SEE THE APPLICABLE STANDARD PLANS.

20.

FLAGGER STATION SHALL COMPRISE OF EITHER A FLAGGER OR AN AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD). SEE THE MOST RECENT CDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION FOR ADDITIONAL GUIDANCE REGARDING AFAD.

21.

FLAGGING OPERATIONS SHALL NOT OVERRIDE VISIBLE REGULATORY SIGNING OR TRAFFIC SIGNALS, EVEN WHEN TRAFFIC SIGNALS HAVE BEEN DISABLED OR SET TO FLASH MODE. ONLY A UNIFORMED POLICE OFFICER MAY DIRECT TRAFFIC IN A SIGNALIZED INTERSECTION. FLAGGING IS NOT PERMITTED ON INTERSTATES UNLESS APPROVED BY THE REGION TRAFFIC ENGINEER.

22.

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 A MINIMUM OF EIGHT FEET ABOVE THE ROADWAY, AND A POWER SOURCE. IT SHALL ILLUMINATE THE STATION AREA AND A FLAGGER ESCAPE PATH, BUT SHALL NOT PRESENT ANY GLARE TO TRAFFIC.

23.

FOR TEMPORARY PAVEMENT MARKINGS AND CONTROL POINTS FOR INSTALLING THOSE PAVEMENT MARKINGS FOR UNDIVIDED ROADWAYS THAT ARE BEING CONSTRUCTED UNDER TRAFFIC, FULL COMPLIANCE CENTER LINE, LANE LINE, AND EDGE LINE TEMPORARY MARKINGS SHALL BE IN PLACE AT THE END OF EACH WORK DAY IN ACCORDANCE WITH THE MOST RECENT CDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

FOR ADDITIONAL PAVEMENT MARKING DETAILS, SEE STANDARD PLAN S-627-1 "PAVEMENT MARKINGS".

24.

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).

25.

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.

26.

WHEN ARROW BOARDS ARE USED TO CLOSE MULTIPLE LANES, A SEPARATE ARROW BOARD SHALL BE USED FOR EACH CLOSED LANE.

IF ARROW BOARDS ARE USED FOR SHOULDER WORK, BLOCKING THE SHOULDER, FOR ROADSIDE WORK NEAR THE SHOULDER, OR FOR TEMPORARILY CLOSING ONE LANE ON A TWO-LANE, TWO-WAY ROADWAY, USE THE ARROW BOARDS ONLY IN THE CAUTION MODE.

27.

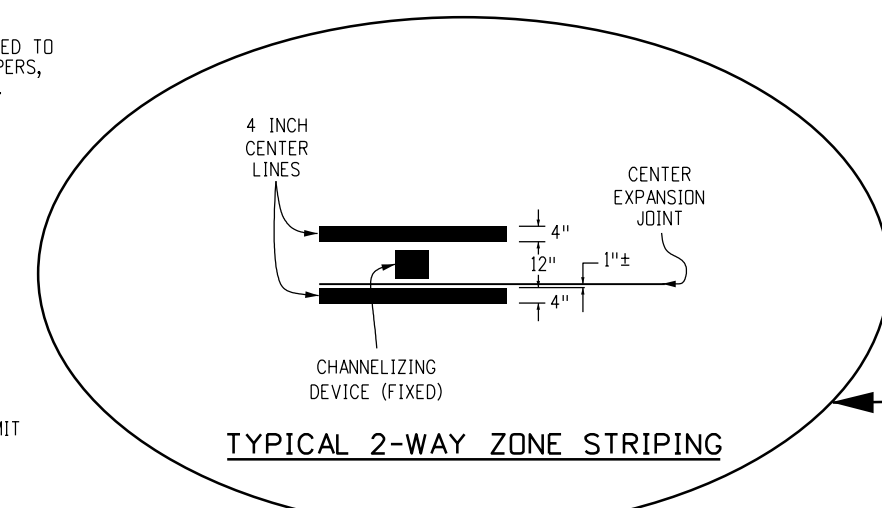
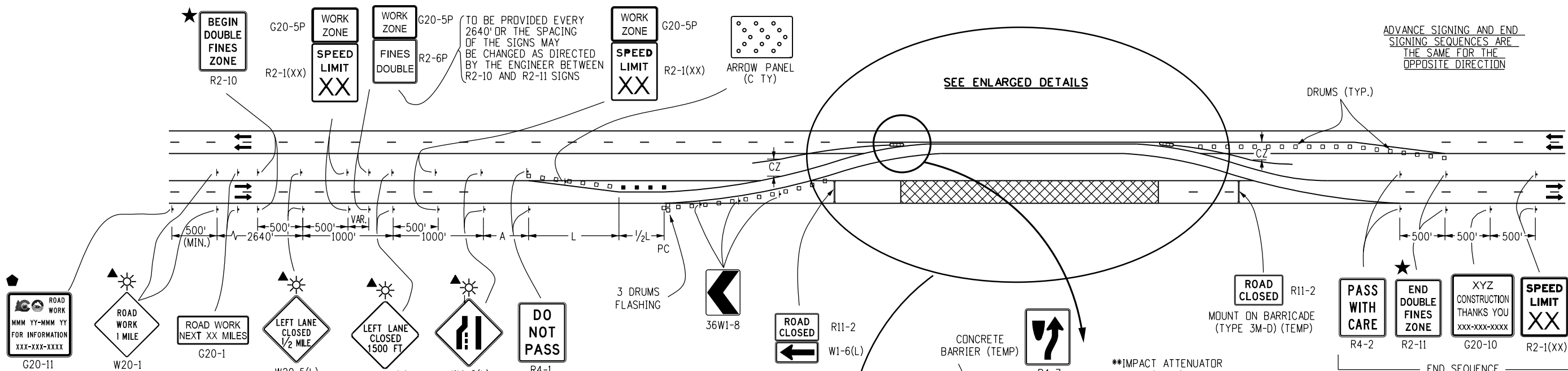
RAISED PAVEMENT MARKERS MAY BE USED TO SUPPLEMENT TEMPORARY STRIPING DURING NON-SNOW PERIODS. THEIR USE IS ENCOURAGED ON HIGHER SPEED FACILITIES WHEN TRAFFIC IS BEING DIVERTED FROM ITS USUAL COURSE.

28.

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.

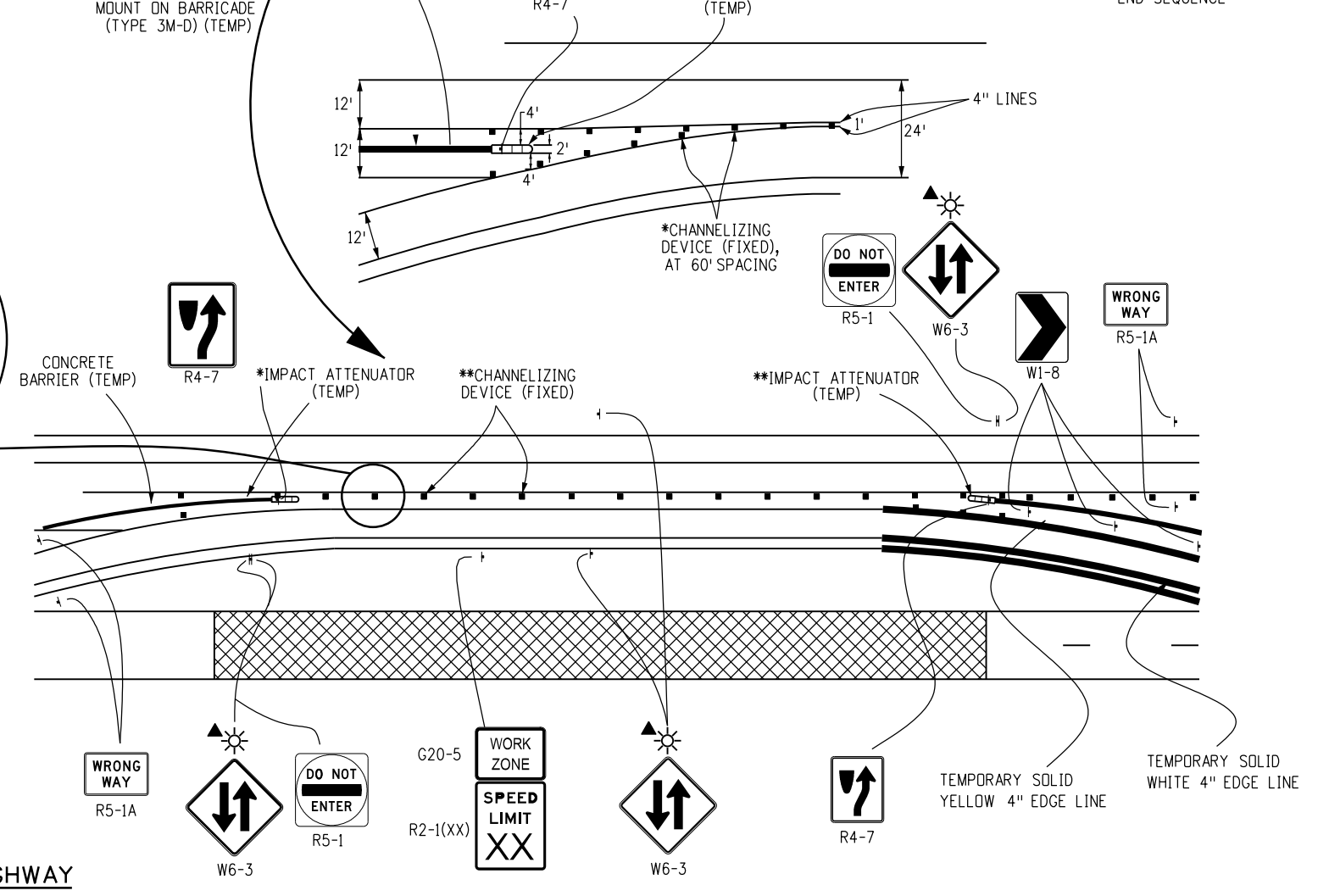
29.

A SIGNIFICANT PROJECT IS DEFINED AS ONE THAT, ALONE OR IN COMBINATION WITH OTHER CONCURRENT PROJECTS NEARBY, IS ANTICIPATED TO CAUSE SUSTAINED WORK ZONE IMPACTS AT A LOCATION FOR THREE OR MORE CONSECUTIVE DAYS WITH EITHER INTERMITTENT OR CONTINUOUS LANE CLOSURES.
- | Computer File Information | | | Sheet Revisions | | <div>Colorado Department of Transportation</div> <div><div><div><div></div><div>2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9654
FAX: 303-757-9219</div></div></div><div>Traffic Safety & Engineering</div><div>EB</div></div> | TRAFFIC CONTROLS
FOR HIGHWAY
CONSTRUCTION | | STANDARD PLAN NO. | |
|--|----------------|----------|--|----------------------------|--|---|--|-------------------|--|
| Creation Date: 07/04/12 | <div>R-2</div> | Date: | Comments | S-630-1 | | | | | |
| Created By: Nakao | | 07/20/23 | ADDED NOTE 21.
UPDATED NOTES LAYOUT. | Standard Sheet No. 2 of 26 | | | | | |
| Last Modification Date: 07/20/23 | | 01/20/23 | ADDED NOTE 4 & 20.
UPDATED NOTE 3 and 22. | Project Sheet Number: | | | | | |
| Last Modified By: NRIVERA | <div>R-1</div> | | | | Issued By: Traffic Safety & Engineering Branch July 31, 2019 | | | | |
| CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English | | | | | | | | | |

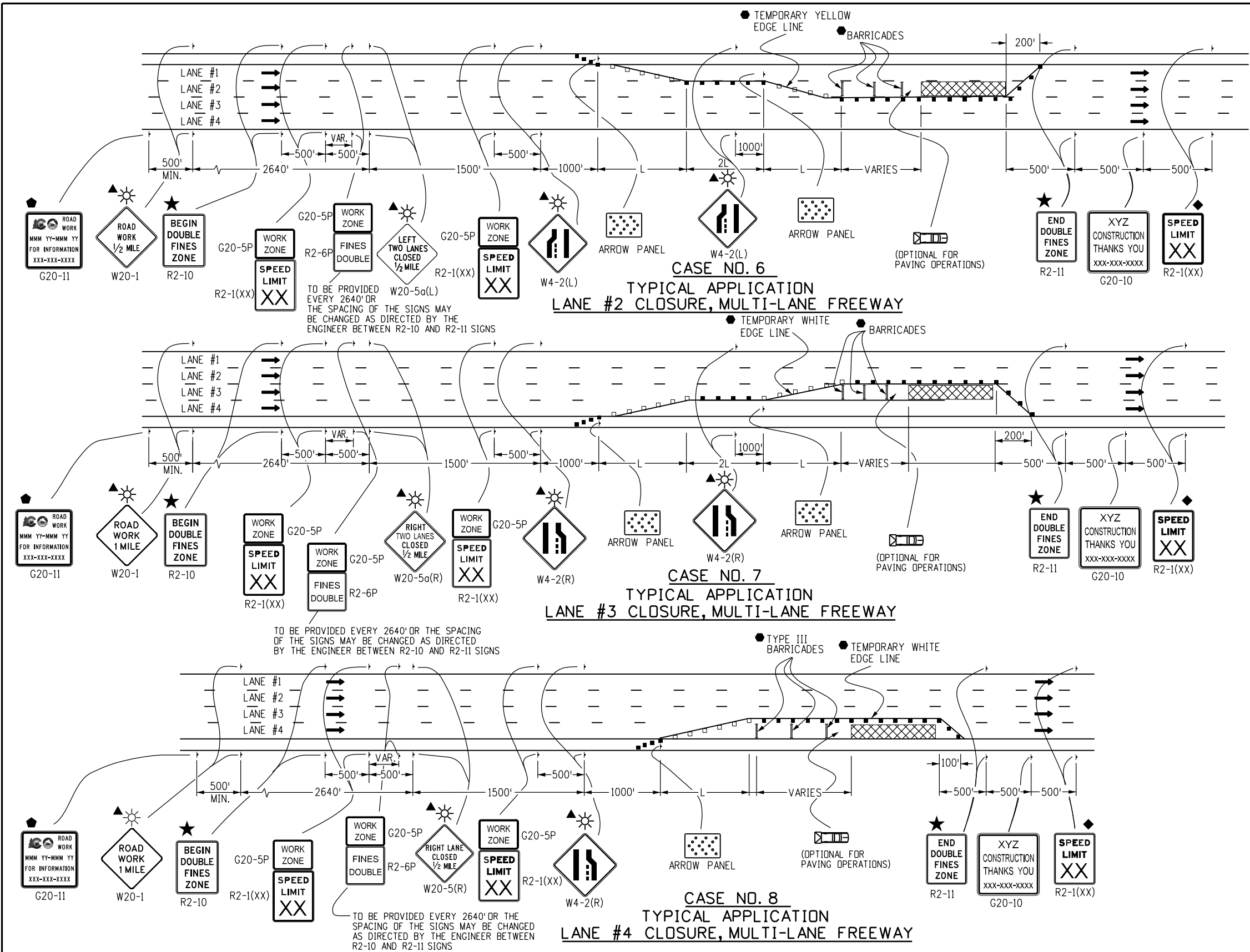


- ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
- * THESE ITEMS ARE NOT REQUIRED WHEN CONTINUOUS CONCRETE BARRIER IS USED FOR CHANNELIZATION.
- ** SEE GENERAL NOTE 17 ON SHEET 2.
- ◆ G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.
- ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

CASE NO. 1
TYPICAL APPLICATION
CLOSURE OF ONE ROADWAY 4-LANE DIVIDED HIGHWAY



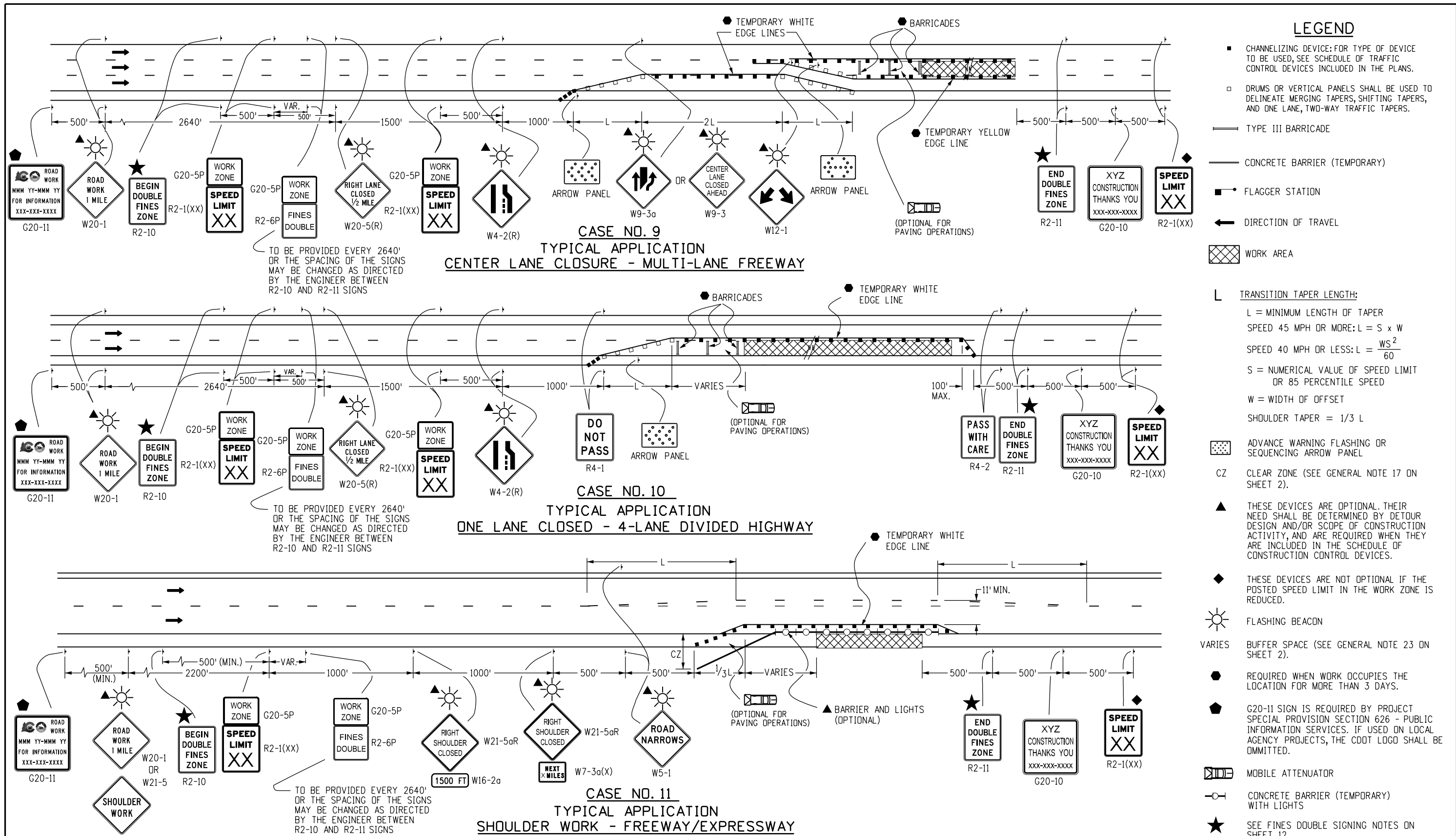
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Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Roybal	(R-2)	04/30/24	REVISED G20-11 LEGEND	2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Standard Sheet No. 3 of 26	
Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11)				
Last Modified By: NRIVERA			Updated G20-11				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English			Added Drum/Vertical Panel Symbol	Traffic Safety & Engineering	EB	Project Sheet Number:	



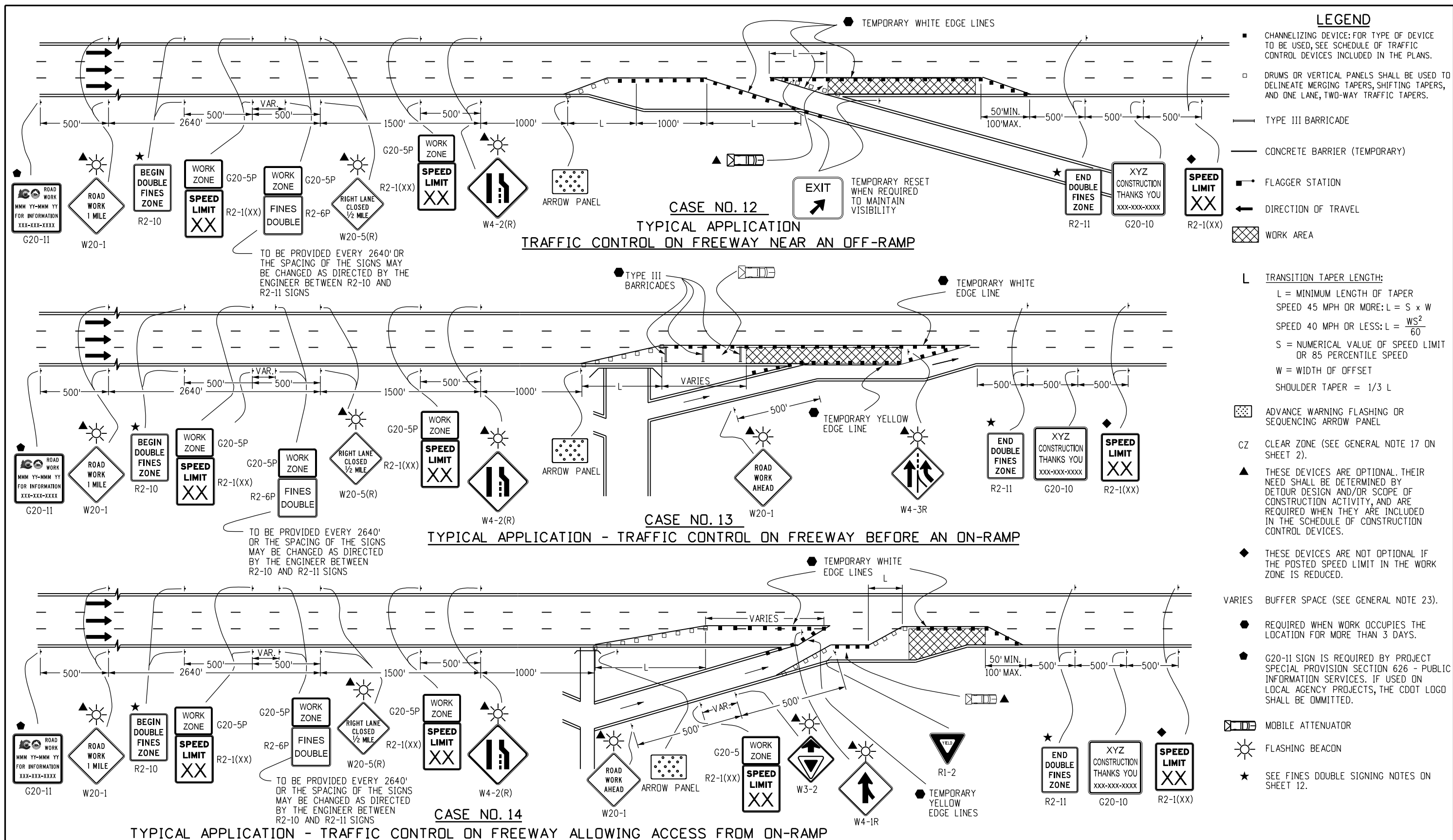
LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE SCHEDULE OF TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
- DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE LANE, TWO-WAY TRAFFIC TAPERS.
- TYPE III BARRICADE
- CONCRETE BARRIER (TEMPORARY)
- FLAGGER STATION
- DIRECTION OF TRAVEL
- WORK AREA
- TRANSITION TAPER LENGTH:
 $L = \text{MINIMUM LENGTH OF TAPER}$
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 17 ON SHEET 2).
- THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.
- THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
- BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.
- MOBILE ATTENUATOR
- FLASHING BEACON
- SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

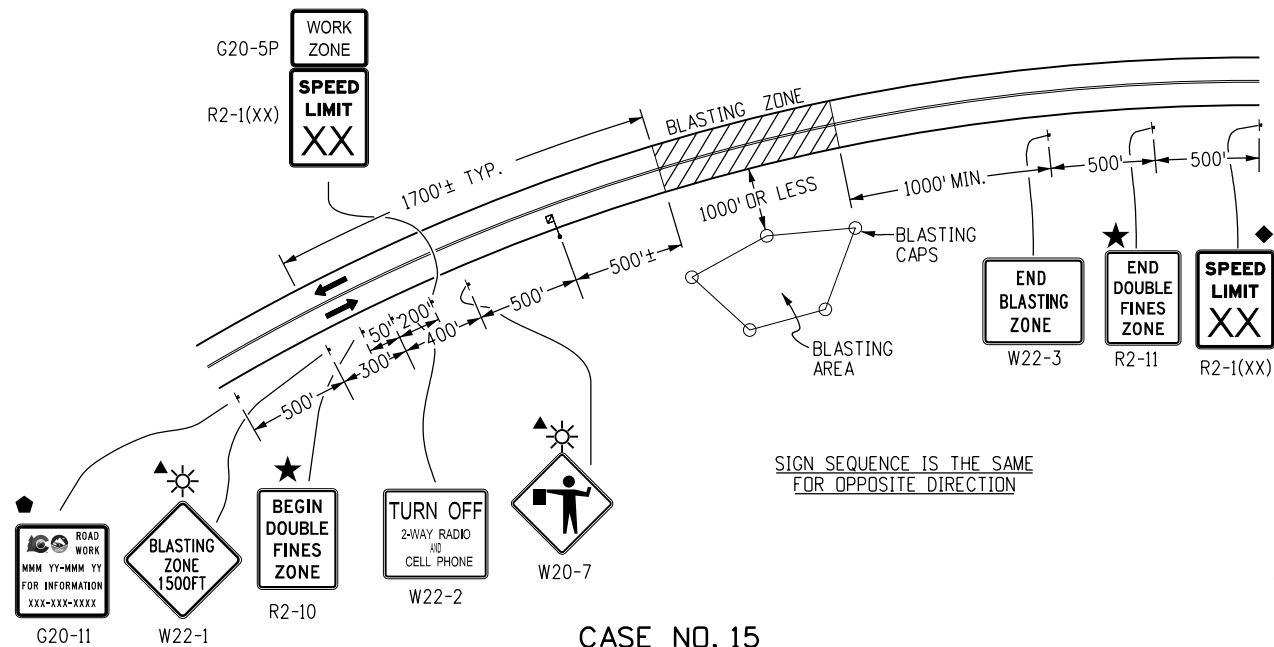
Computer File Information		R-2 R-1	Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB <th colspan="2">TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION</th> <th colspan="2">STANDARD PLAN NO.</th>	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12			Date:	Comments		S-630-1			
Created By: Roybal			04/30/24	REVISED G20-11 LEGEND		Standard Sheet No. 6 of 26			
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Last Modified By: NRIVERA						Issued By: Traffic Safety & Engineering Branch July 31, 2019			
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English									



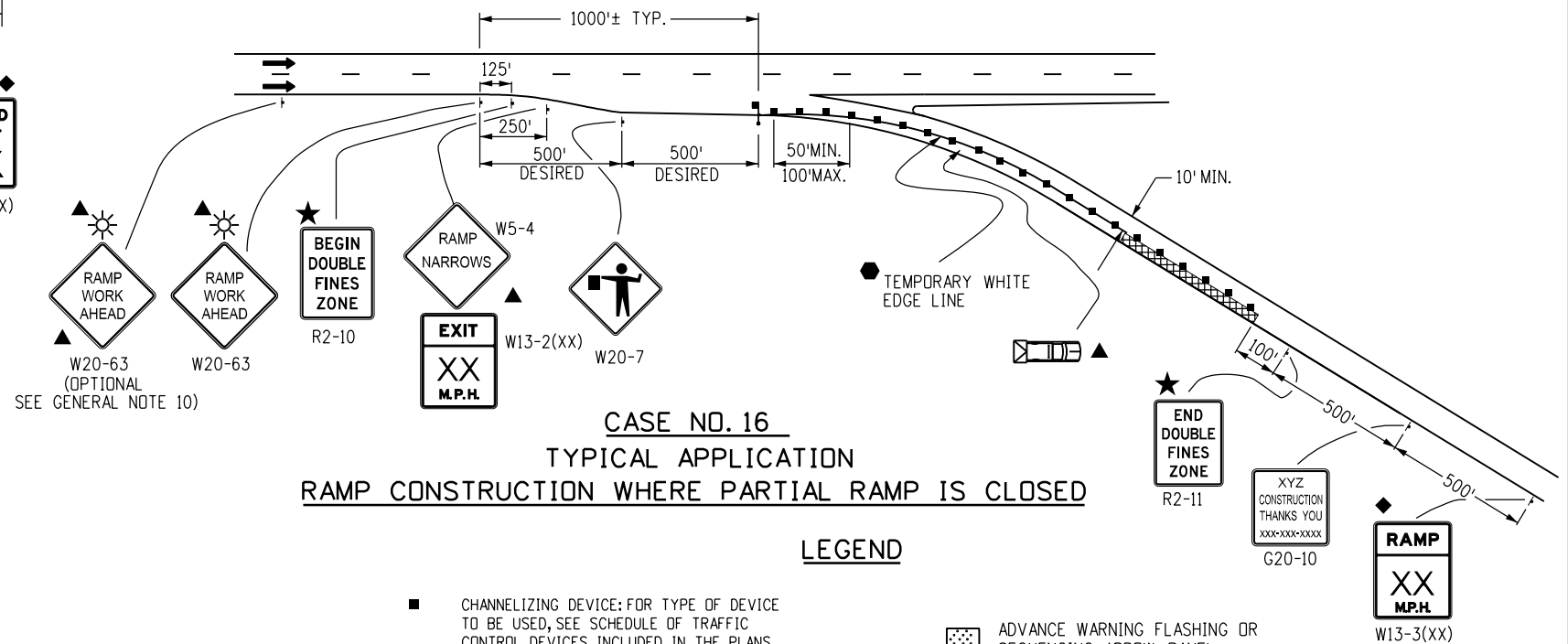
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Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Roybal	(R-2)	04/30/24	REVISED G20-11 LEGEND			Standard Sheet No. 7 of 26	
Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol				
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Creation Date: 07/04/12		Date:	Comments			S-630-1	
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Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol				
Last Modified By: NRIVERA							
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				EB	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Project Sheet Number:	



CASE NO. 15
TYPICAL APPLICATION
BLASTING ZONE



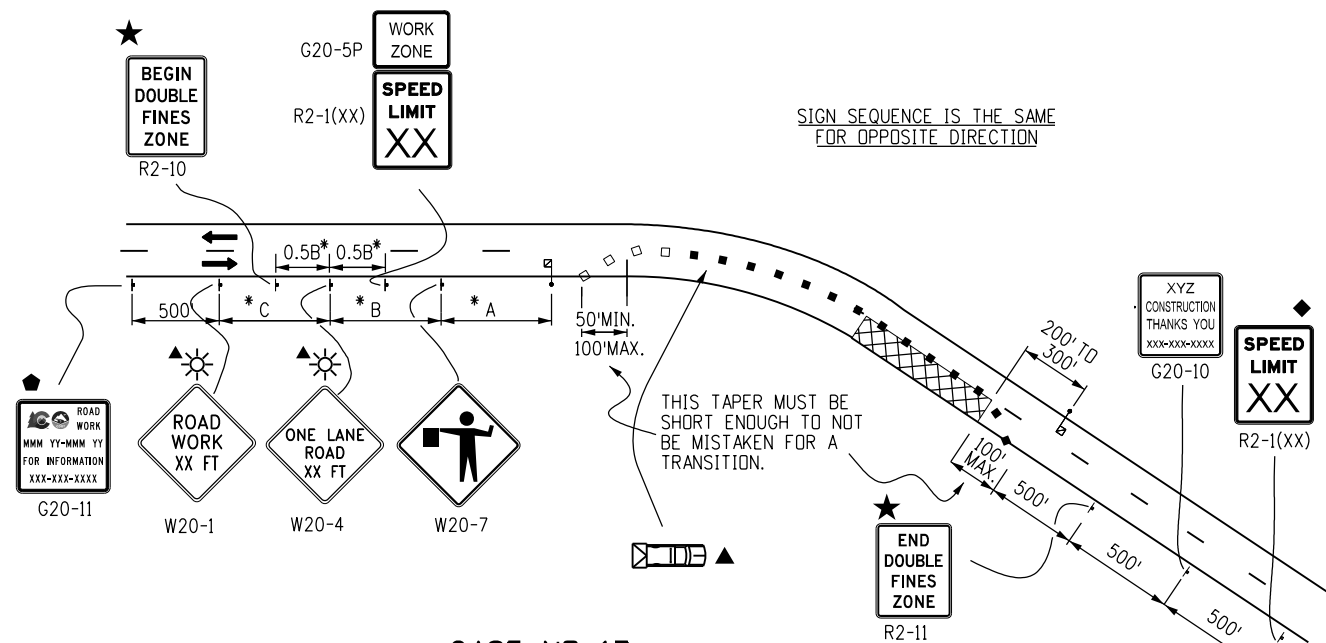
CASE NO. 16
TYPICAL APPLICATION
RAMP CONSTRUCTION WHERE PARTIAL RAMP IS CLOSED

LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE SCHEDULE OF TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
- DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE LANE, TWO-WAY TRAFFIC TAPERS.
- TYPE III BARRICADE
- CONCRETE BARRIER (TEMPORARY)
- FLAGGER STATION
- ← 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 17 ON SHEET 2).
- ▲ THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.
- ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
- ☀ FLASHING BEACON
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- ◆ G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDDT LOGO SHALL BE OMITTED.

*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

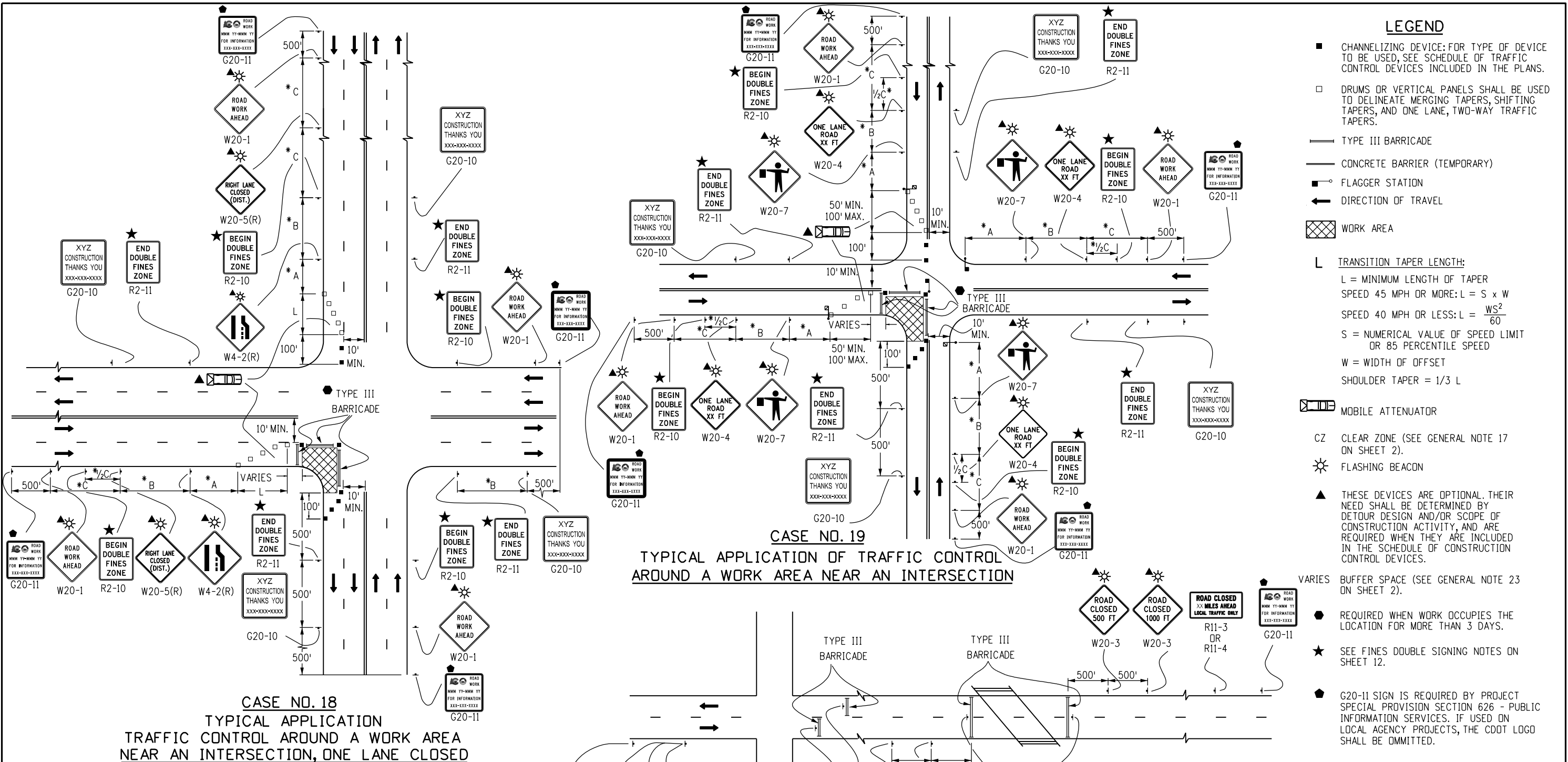


CASE NO. 17
TYPICAL APPLICATION
LANE CLOSURE, 2-LANE HIGHWAY, AT CURVE

▨ MOBILE ATTENUATOR

★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

Computer File Information		Sheet Revisions		Colorado Department of Transportation	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Roybal	(R-2)	04/30/24	REVISED G20-11 LEGEND	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Standard Sheet No. 9 of 26	
Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol			Project Sheet Number:	
Last Modified By: NRIVERA							
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				Traffic Safety & Engineering	EB		



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

NOTES:

- 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.
- TRUCK-MOUNTED ATTENUATORS (TMA) OPTIONAL FOR ALL CASES AS DETERMINED BY THE ENGINEER.

Computer File Information	
Creation Date: 07/04/12	
Created By: Roybal	
Last Modification Date: 04/30/24	
Last Modified By: NRIVERA	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments
04/30/24	REVISED G20-11 LEGEND
01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol

Colorado Department of Transportation

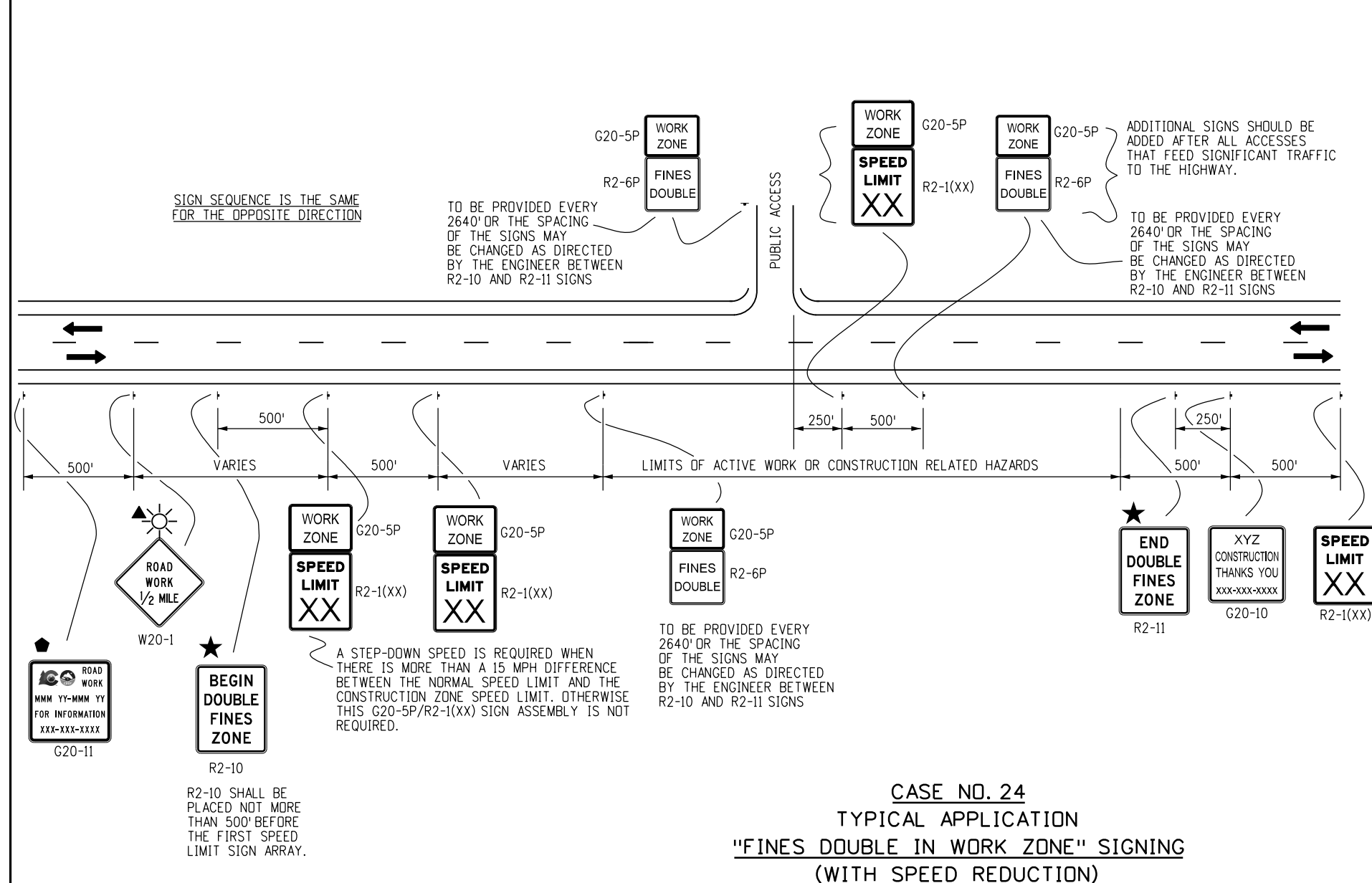
2829 W. Howard Pl.
 Denver, CO 80204
 Phone: 303-757-9654
 FAX: 303-757-9219

Traffic Safety & Engineering EB

**TRAFFIC CONTROLS
 FOR HIGHWAY
 CONSTRUCTION**

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

STANDARD PLAN NO.
S-630-1
Standard Sheet No. 10 of 26
Project Sheet Number:



LEGEND

← DIRECTION OF TRAVEL

▲ 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.

 G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.

 FLASHING BEACON

★ FINES DOUBLE SIGNING NOTES, SEE BELOW

FINES DOUBLE SIGNING NOTES:

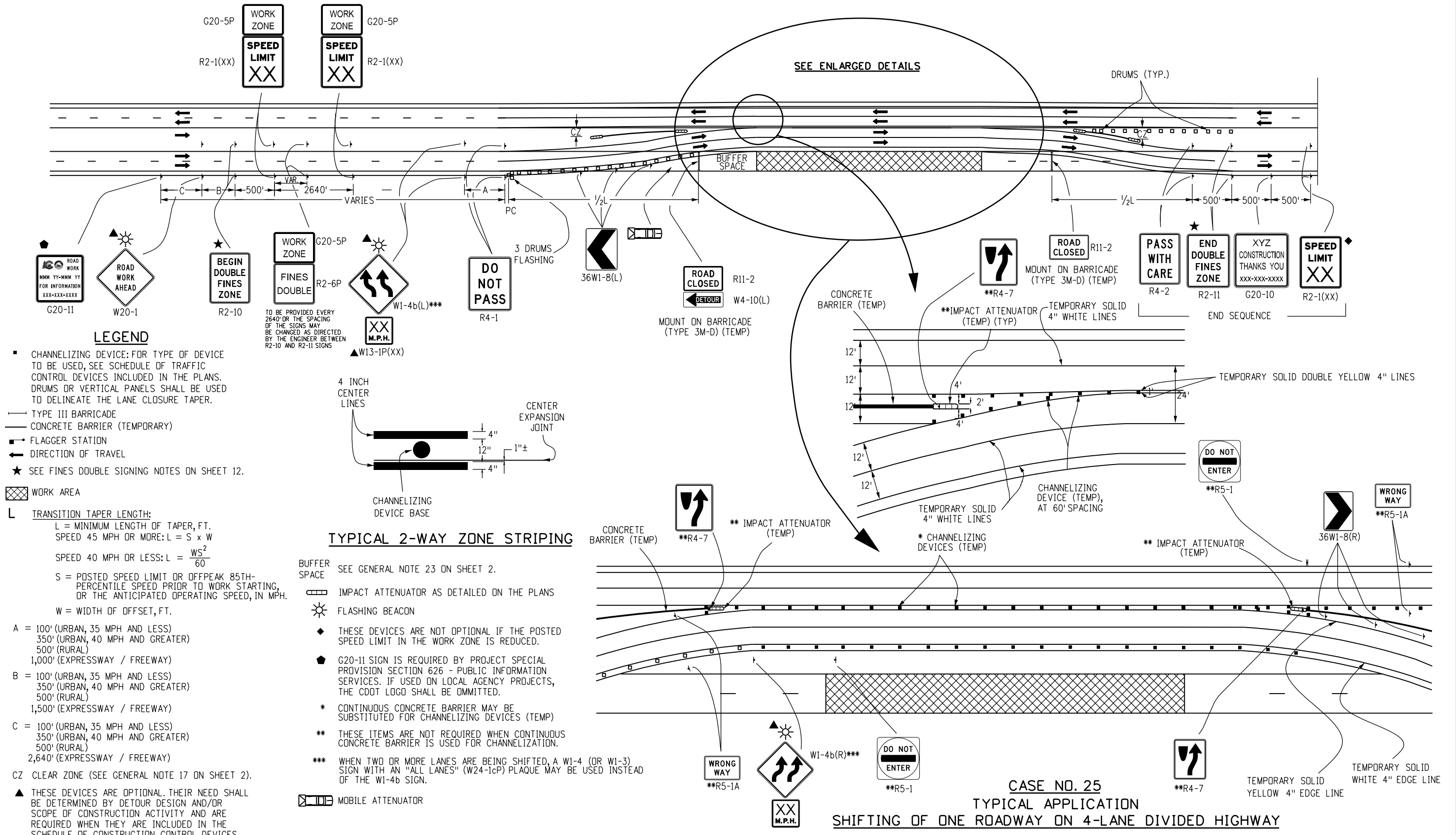
1. SIGNS SHALL NOT BE PLACED SOONER THAN FOUR HOURS BEFORE WORK IS TO BEGIN AND SHALL BE REMOVED AS SOON AS WORK ACTIVITIES ARE CONCLUDED, UNLESS POTENTIAL HAZARDS INTRODUCED AS A RESULT OF THE WORK ARE STILL PRESENT AT THE END OF THE WORK DAY. IF SIGNS ARE LEFT IN PLACE AFTER WORK ACTIVITIES, THE TRAFFIC CONTROL SUPERVISOR SHALL MAKE AN ENTRY IN THEIR DAILY DIARY THAT JUSTIFIES THEIR USE.

"HAZARDS" INCLUDE BUT ARE NOT LIMITED TO:

- EDGE DROP OFFS
- EQUIPMENT, WORKERS OR NON-SHIELDED OBJECTS IN THE CLEAR ZONE
- ROUGH PAVEMENT
- MAJOR CHANGE IN ALIGNMENT
- REDUCED SHOULDER WIDTH
- TEMPORARY GUARD RAIL OR BARRIER
- LANE CLOSURE

2. SIGNS SHALL ONLY BE PLACED WHERE WORKERS ARE PRESENT IN THE ROADWAY OR CLEAR ZONE OR ARE AT RISK, OR WHERE THERE ARE HAZARDS IN THE TRAVELWAY, SHOULDERS OR CLEAR ZONE.
3. SIGNS SHOULD BE PLACED SO THAT MOTORISTS IMMEDIATELY ASSOCIATE THE SIGNS WITH PRESENT WORK ACTIVITIES. IF THE ZONE OF WORK ACTIVITY MOVES, THE SIGNS SHOULD BE MOVED ACCORDINGLY.
4. SIGNING SHOWN IS REQUIRED TO ENFORCE DOUBLE FINES IN A WORK ZONE. ADDITIONAL SIGNING SHALL BE IN ACCORDANCE WITH THAT NORMALLY REQUIRED FOR THE PARTICULAR WORK ZONE. PLACEMENT OF "FINES DOUBLE" SIGNING MAY BE ADJUSTED AS NEEDED TO PROVIDE A MINIMUM 250' SPACING BETWEEN OTHER SIGNING REQUIRED FOR THE SPECIFIC WORK ZONE SETUP.

Computer File Information		Sheet Revisions		Colorado Department of Transportation		TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12		Date: Comments		 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219		S-630-1		Standard Sheet No. 12 of 26	
Created By: Raybal		04/30/24 REVISED G20-11 LEGEND							
Last Modification Date: 04/30/24		01/20/23 Replaced R52-a(b) with R2-10(11) Updated G20-11							
Last Modified By: NRIVERA				Traffic Safety & Engineering		Issued By: Traffic Safety & Engineering Branch July 31, 2019		Project Sheet Number:	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				EB					



Computer File Information		R-2 R-1	Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12			Date:	Comments		S-630-1		Standard Sheet No. 13 of 26	
Created By: Roybal			04/30/24	REVISED G20-11 LEGEND					
Last Modification Date: 04/30/24			01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/VerticalPanelSymbol					
Last Modified By: NRIVERA									
CAD Ver.: MicroStation V8	Scale: Not to Scale		Units: English					Issued By: Traffic Safety & Engineering Branch July 31, 2019	
								Project Sheet Number:	

LEGEND

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

TYPE III BARRICADE

CONCRETE BARRIER (TEMPORARY)

FLAGGER STATION

DIRECTION OF TRAVEL

WORK AREA

TRANSITION TAPER LENGTH:

L = MINIMUM LENGTH OF TAPER

SPEED 45 MPH OR MORE: $L = S \times W$

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 17 ON SHEET 2).

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

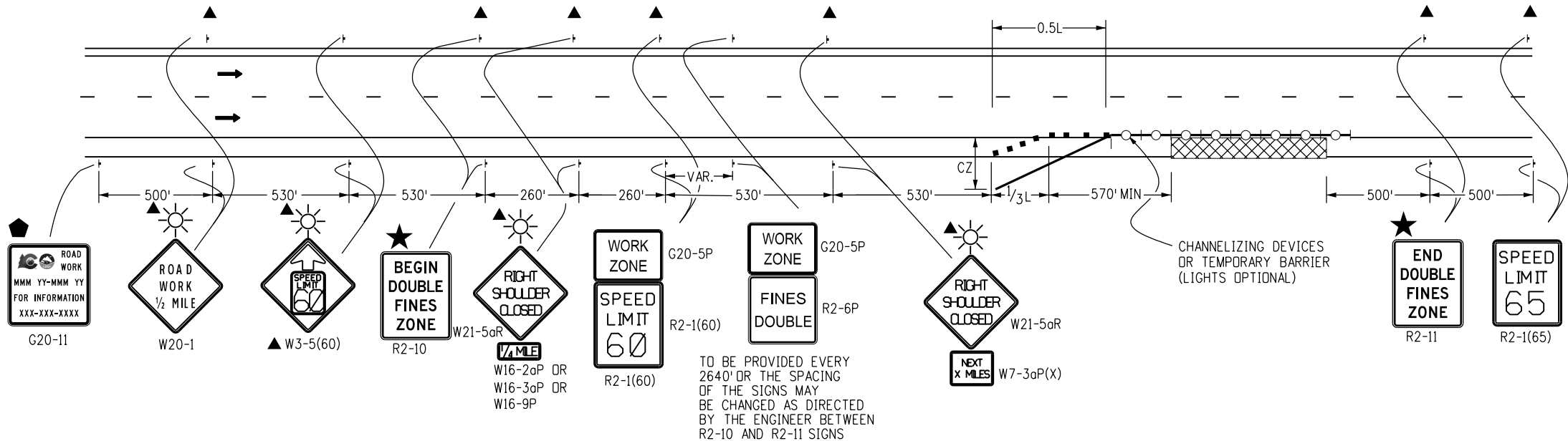
G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDDT LOGO SHALL BE OMITTED.

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

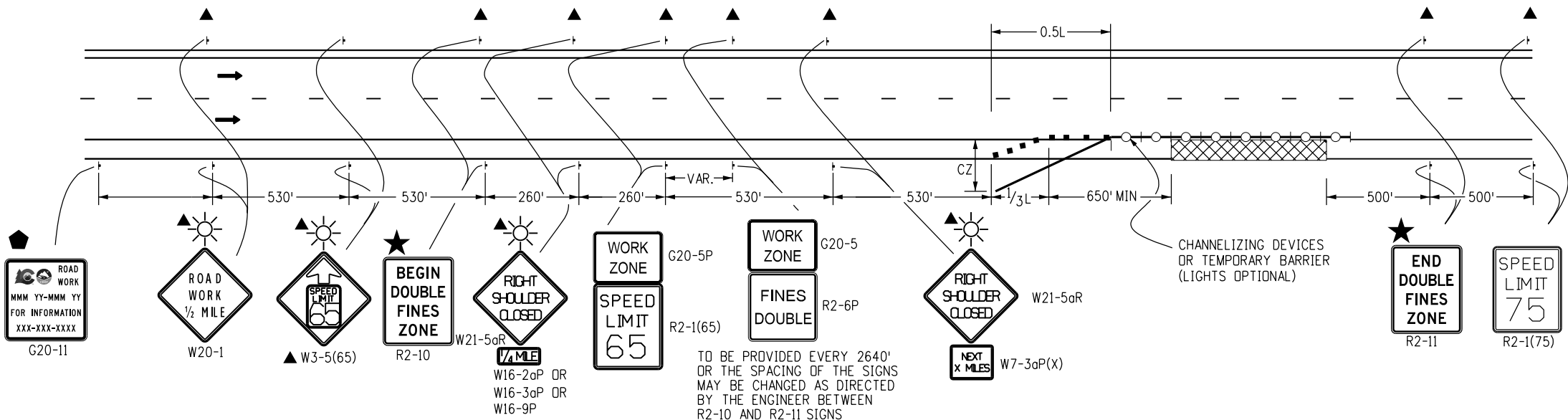
MOBILE ATTENUATOR

FLASHING BEACON

SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

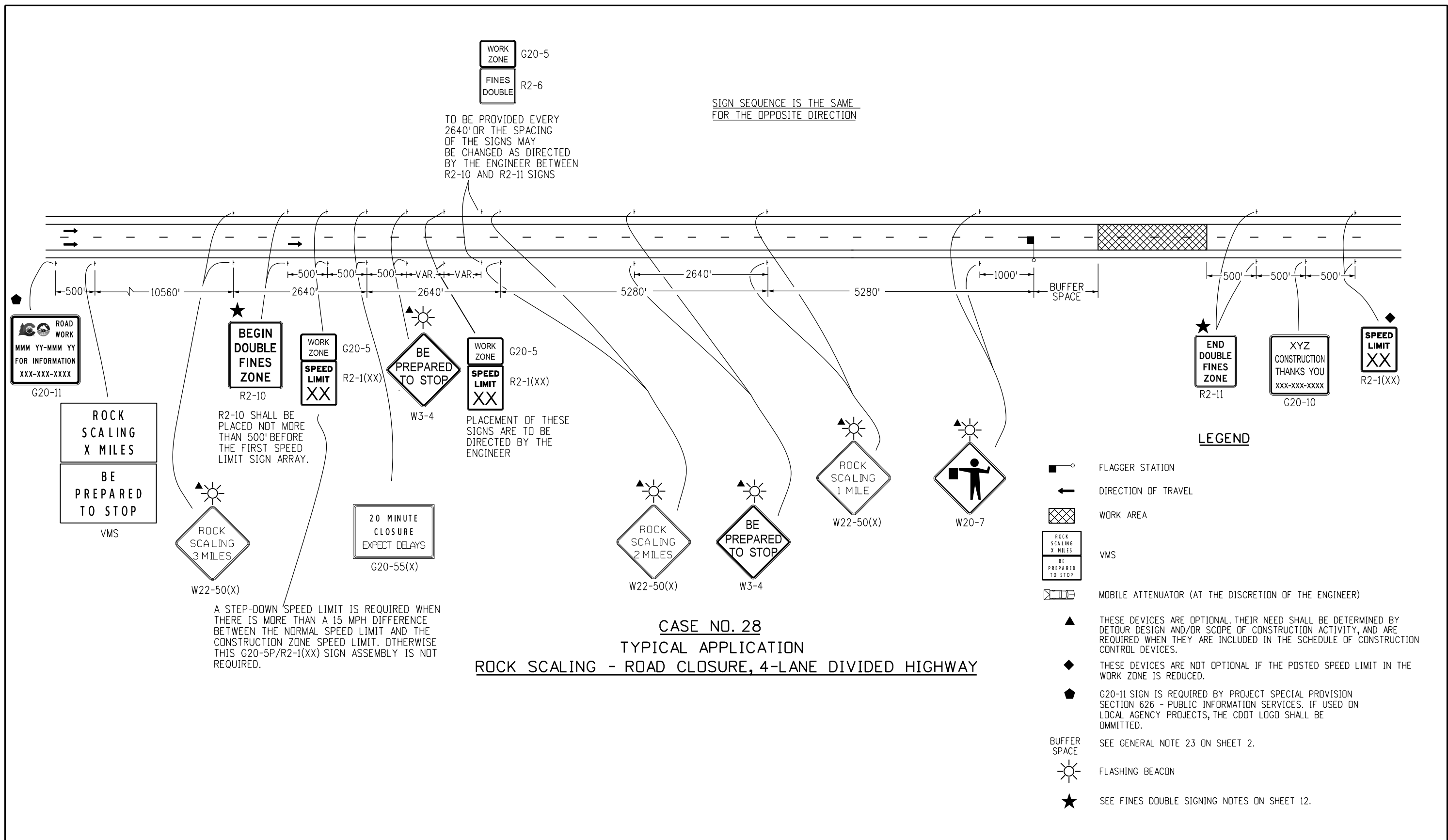


CASE NO. 26
TYPICAL APPLICATION
SHOULDER WORK - FREEWAY/EXPRESSWAY w/ 65 MPH SPEED LIMIT
WHEN HAZARDS (WORKERS, EQUIPMENT, OR TEMPORARY BARRIER) ARE WITHIN 8 FT OF TRAVEL WAY



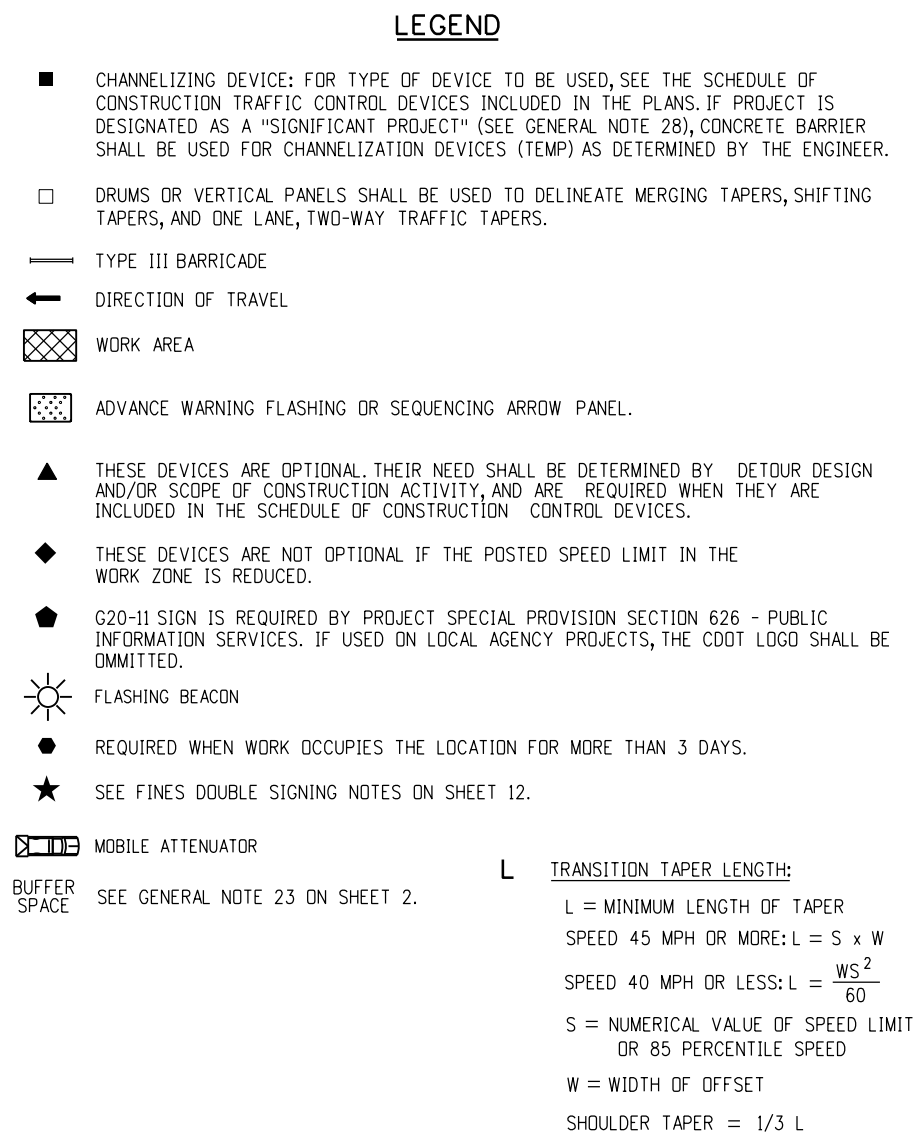
CASE NO. 27
TYPICAL APPLICATION
SHOULDER WORK - FREEWAY/EXPRESSWAY w/ 75 MPH SPEED LIMIT
WHEN HAZARDS (WORKERS, EQUIPMENT, OR TEMPORARY BARRIER) ARE WITHIN 10 FT OF TRAVEL WAY

Computer File Information		Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Roybal	(R-2)	04/30/24	REVISED G20-11 LEGEND			Standard Sheet No. 14 of 26	
Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11			Project Sheet Number:	
Last Modified By: NRIVERA					Issued By: Traffic Safety & Engineering Branch July 31, 2019		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							

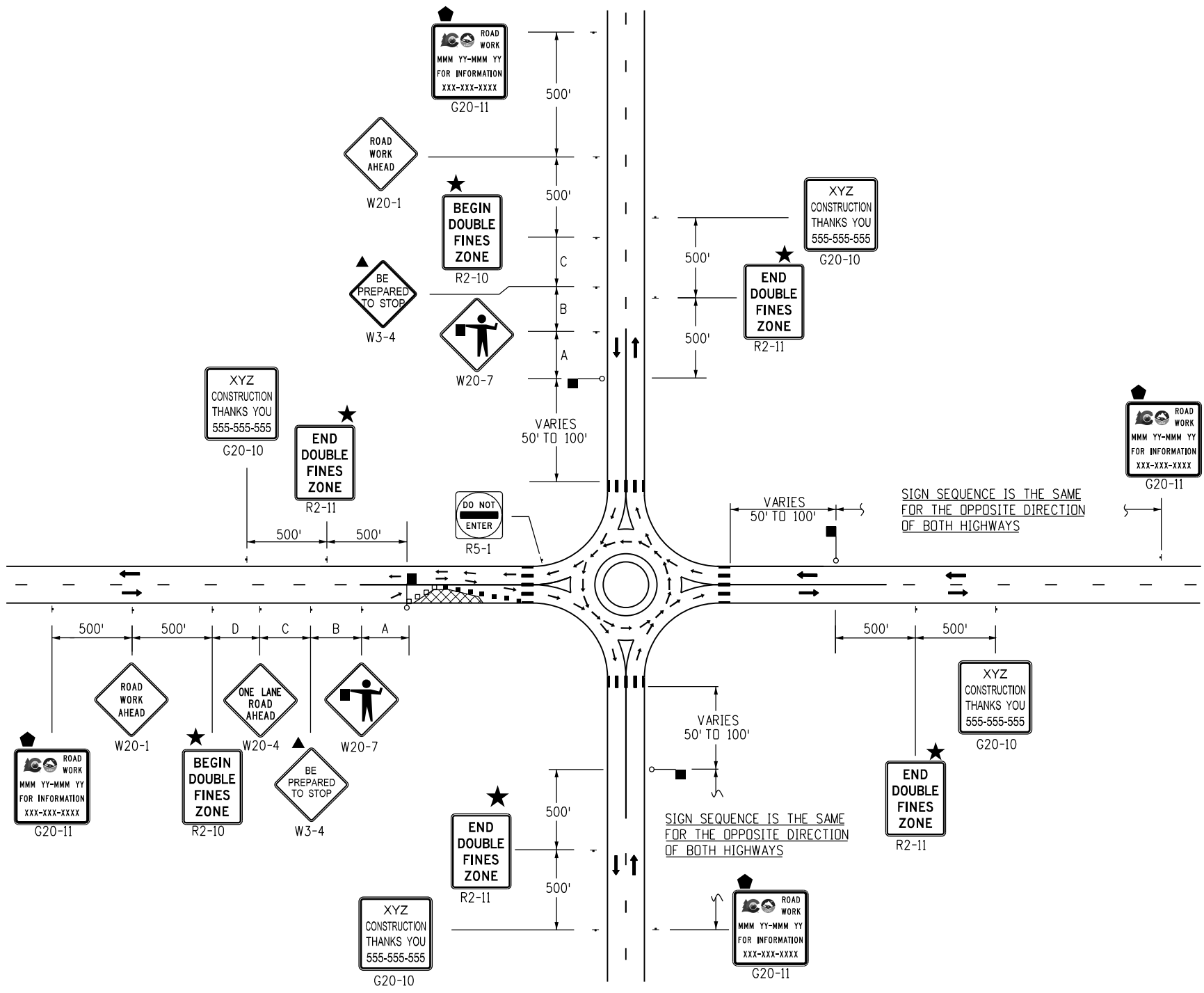


CASE NO. 28
TYPICAL APPLICATION
ROCK SCALING - ROAD CLOSURE, 4-LANE DIVIDED HIGHWAY

Computer File Information		Sheet Revisions		Colorado Department of Transportation		TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12		R-2 R-1	Date:	Comments	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	Issued By: Traffic Safety & Engineering Branch July 31, 2019		S-630-1	
Created By: Roybal			04/30/24	REVISED G20-11 LEGEND				Standard Sheet No. 15 of 26	
Last Modification Date: 04/30/24			01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11				Project Sheet Number:	
Last Modified By: NRIVERA									
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English									



Computer File Information		Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments		S-630-1		Standard Sheet No. 16 of 26	
Created By: Roybal		04/30/24	REVISED G20-11 LEGEND					
Last Modification Date: 04/30/24		01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol					
Last Modified By: NRIVERA								
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							Project Sheet Number:	



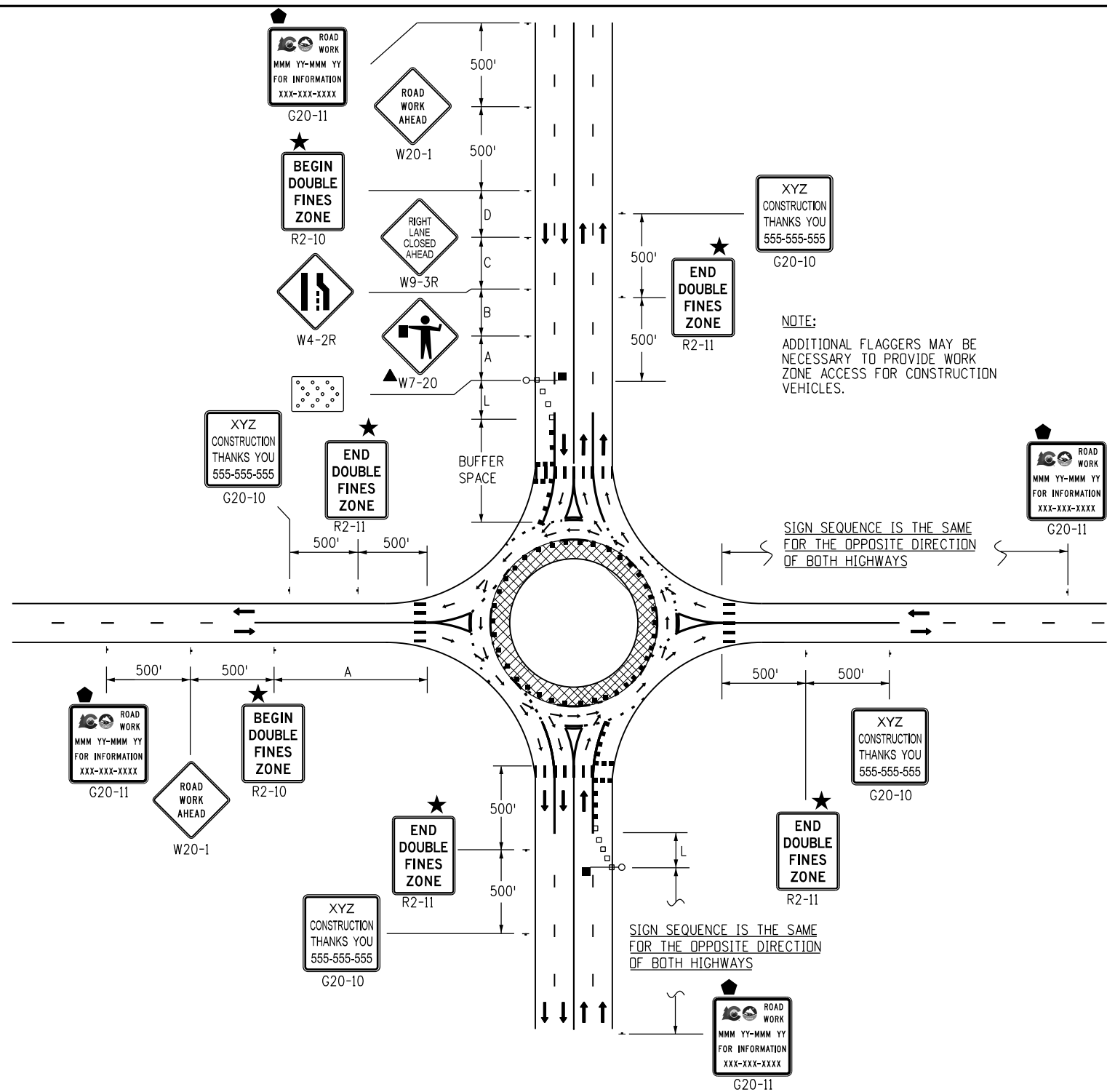
LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS. IF PROJECT IS DESIGNATED AS A "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 28), CONCRETE BARRIER SHALL BE USED FOR CHANNELIZATION DEVICES (TEMP) AS DETERMINED BY THE ENGINEER.
- DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE LANE, TWO-WAY TRAFFIC TAPERS.
- TYPE III BARRICADE
- ← DIRECTION OF TRAVEL
- ▨ WORK AREA
- ▤ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
- ▲ THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.
- ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
- ⬢ G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.
- ☀ FLASHING BEACON
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.
- ▤ MOBILE ATTENUATOR
- L TRANSITION TAPER LENGTH:
L = 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
- ⬢ BUFFER SPACE SEE GENERAL NOTE 23 ON SHEET 2.
- FLAGGER STATION

CASE NO. 30
TYPICAL APPLICATION
ROUNDBOUT - PARTIAL CLOSURE NEAR ONE-LANE ROUNDBOUT

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

Computer File Information		Sheet Revisions		Colorado Department of Transportation	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Nakao	(R-2)	04/30/24	REVISED G20-11 LEGEND	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Standard Sheet No. 17 of 26	
Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11			Project Sheet Number:	
Last Modified By: NRIVERA			Added Drum/Vertical Panel Symbol				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				Traffic Safety & Engineering	EB		

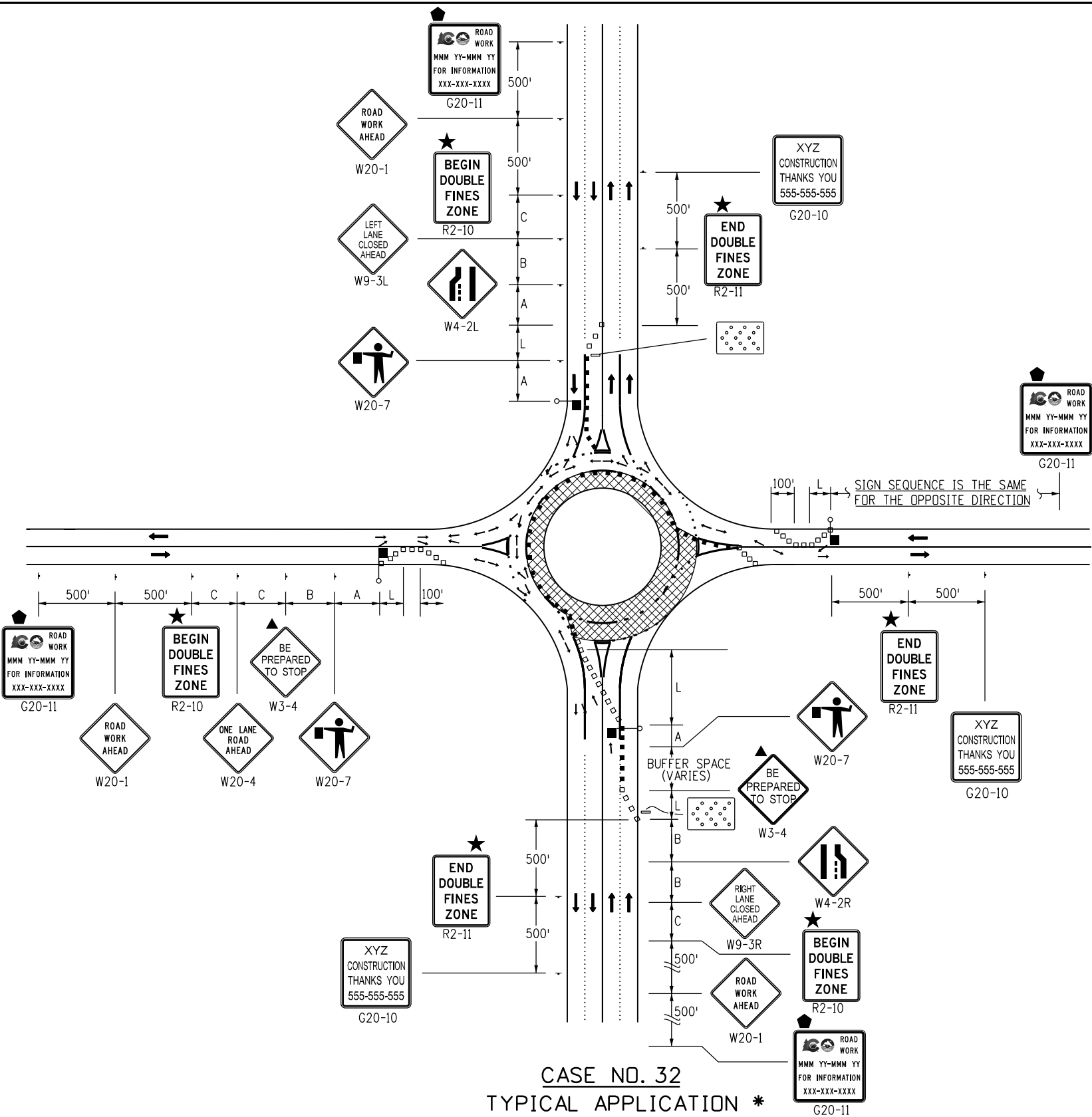


CASE NO. 31
TYPICAL APPLICATION *
ROUNDABOUT - INSIDE LANE CLOSURE FOR TWO-LANE ROUNDABOUT

- LEGEND**
- * A TRUCK DETOUR ROUTE MAY BE NECESSARY TO DIVERT TRUCKS AWAY FROM THE ROUNDABOUT CIRCLE. ALSO NECESSARY IS A STREET NAME AND/OR ROUTE NUMBER SIGN, INFORMING MOTORISTS WHERE THEY NEED TO EXIT THE ROUNDABOUT CIRCLE TO ENTER THE DESIRED STREET AND/OR ROUTE NUMBER.
 - CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS. IF PROJECT IS DESIGNATED AS A "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 28), CONCRETE BARRIER SHALL BE USED FOR CHANNELIZATION DEVICES (TEMP) AS DETERMINED BY THE ENGINEER.
 - DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE LANE, TWO-WAY TRAFFIC TAPERS.
 - TYPE III BARRICADE
 - ← DIRECTION OF TRAVEL
 - ▨ WORK AREA
 - ▤ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
 - ▲ THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.
 - ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
 - G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.
 - ☀ FLASHING BEACON
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
 - ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.
 - ▤ MOBILE ATTENUATOR
 - L TRANSITION TAPER LENGTH:
L = 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
 - SEE GENERAL NOTE 23 ON SHEET 2.
 - FLAGGER STATION

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

Computer File Information		Sheet Revisions		Colorado Department of Transportation	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Nakao	(R-2)	04/30/24	REVISED G20-11 LEGEND	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219		Standard Sheet No. 18 of 26	
Last Modification Date: 04/30/24	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11				
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CAD Ver.: MicroStation V8				Traffic Safety & Engineering	EB	Project Sheet Number:	
Scale: Not to Scale							
Units: English							
				Issued By: Traffic Safety & Engineering Branch July 31, 2019			



CASE NO. 32
TYPICAL APPLICATION *
ROUNDBOUT - OUTSIDE LANE CLOSURE FOR TWO-LANE ROUNDBOUT

- LEGEND**
- * A TRUCK DETOUR ROUTE MAY BE NECESSARY TO DIVERT TRUCKS AWAY FROM THE ROUNDBOUT CIRCLE. ALSO NECESSARY IS A STREET NAME AND/OR ROUTE NUMBER SIGN, INFORMING MOTORISTS WHERE THEY NEED TO EXIT THE ROUNDBOUT CIRCLE TO ENTER THE DESIRED STREET AND/OR ROUTE NUMBER.
 - CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS. IF PROJECT IS DESIGNATED AS A "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 28), CONCRETE BARRIER SHALL BE USED FOR CHANNELIZATION DEVICES (TEMP) AS DETERMINED BY THE ENGINEER.
 - DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE LANE, TWO-WAY TRAFFIC TAPERS.
 - TYPE III BARRICADE
 - ← DIRECTION OF TRAVEL
 - ▨ WORK AREA
 - ▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
 - ▲ THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.
 - ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
 - ⬢ G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.
 - ☀ FLASHING BEACON
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
 - ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.
 - ▢ MOBILE ATTENUATOR
 - L TRANSITION TAPER LENGTH:
L = 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
 - BUFFER SPACE SEE GENERAL NOTE 23 ON SHEET 2.
 - FLAGGER STATION

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

Computer File Information	
Creation Date: 07/04/12	
Created By: Nakao	
Last Modification Date: 04/30/24	
Last Modified By: NRIVERA	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments
04/30/24	REVISED G20-11 LEGEND
01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol

Colorado Department of Transportation

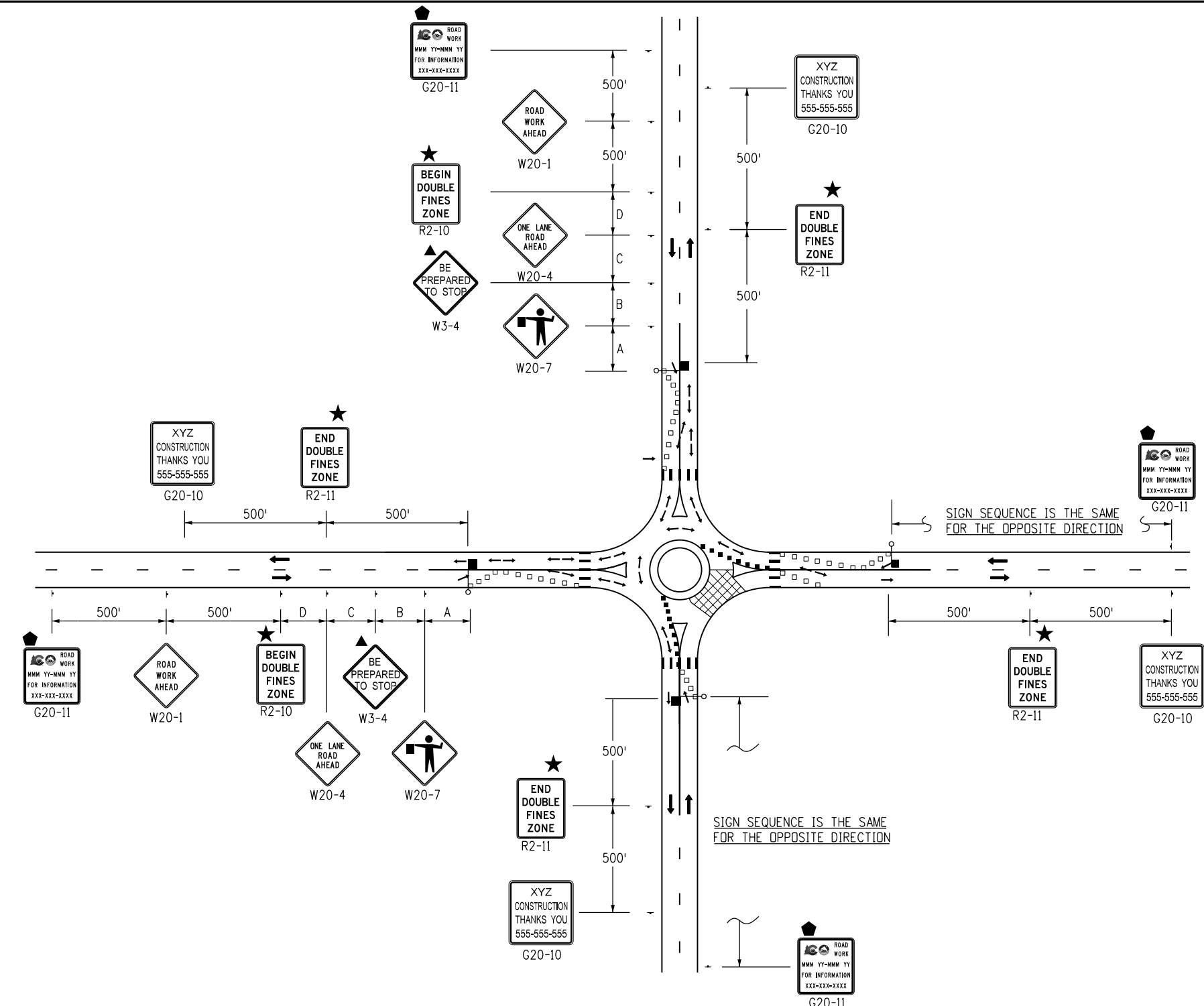
 2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9654
FAX: 303-757-9219

Traffic Safety & Engineering EB

**TRAFFIC CONTROLS
FOR HIGHWAY
CONSTRUCTION**

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

STANDARD PLAN NO.
S-630-1
Standard Sheet No. 19 of 26
Project Sheet Number:



- LEGEND**
- * A TRUCK DETOUR ROUTE MAY BE NECESSARY TO DIVERT TRUCKS AWAY FROM THE ROUNDABOUT CIRCLE. ALSO NECESSARY IS A STREET NAME AND/OR ROUTE NUMBER SIGN, INFORMING MOTORISTS WHERE THEY NEED TO EXIT THE ROUNDABOUT CIRCLE TO ENTER THE DESIRED STREET AND/OR ROUTE NUMBER.
 - CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS. IF PROJECT IS DESIGNATED AS A "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 28), CONCRETE BARRIER SHALL BE USED FOR CHANNELIZATION DEVICES (TEMP) AS DETERMINED BY THE ENGINEER.
 - DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE LANE, TWO-WAY TRAFFIC TAPERS.
 - TYPE III BARRICADE
 - ← DIRECTION OF TRAVEL
 - ▨ WORK AREA
 - ▤ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
 - ▲ THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.
 - ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
 - ⬢ G20-11 SIGN IS REQUIRED BY PROJECT SPECIAL PROVISION SECTION 626 - PUBLIC INFORMATION SERVICES. IF USED ON LOCAL AGENCY PROJECTS, THE CDOT LOGO SHALL BE OMITTED.
 - ☀ FLASHING BEACON
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
 - ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.
 - ▤ MOBILE ATTENUATOR
 - L TRANSITION TAPER LENGTH:
L = 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
 - BUFFER SPACE SEE GENERAL NOTE 23 ON SHEET 2.
 - ◻ FLAGGER STATION

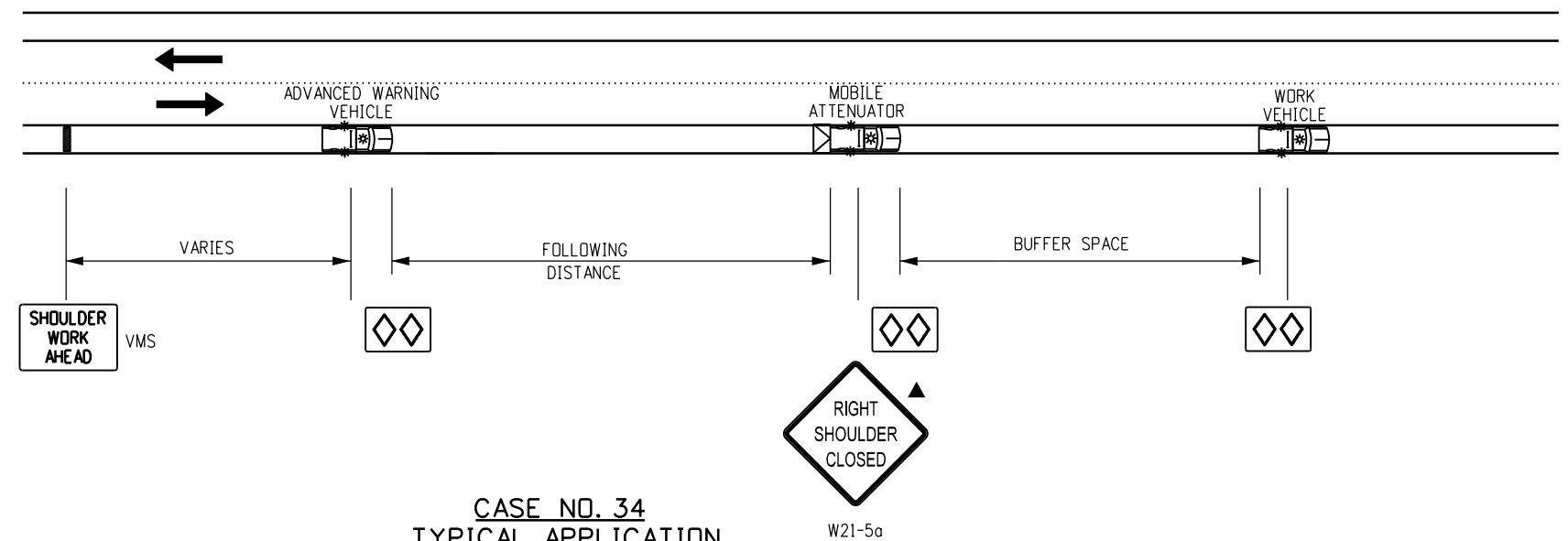
ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (<= 40 MPH)	100	100	100
URBAN (>= 45 MPH)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1000	1500	2640

CASE NO. 33
TYPICAL APPLICATION *
ROUNDABOUT - PARTIAL CLOSURE FOR ONE-LANE ROUNDABOUT

Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.
Creation Date: 07/04/12		Date: 04/30/24	REVISED G20-11 LEGEND			S-630-1
Created By: Nakao	(R-2)	01/20/23	Replaced R52-a(b) with R2-10(11)			Standard Sheet No. 20 of 26
Last Modification Date: 04/30/24	(R-1)		Updated G20-11			
Last Modified By: NRIVERA	□		Added Drum/Vertical Panel Symbol			
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	□				Issued By: Traffic Safety & Engineering Branch July 31, 2019	Project Sheet Number:

LEGEND

-  MOBILE ATTENUATOR VEHICLE, TWO 360-DEGREE YELLOW FLASHING BEACONS, AND YELLOW FLASHING VEHICLE LIGHTS OR STROBES.
-  VARIABLE MESSAGE SIGN (VMS).
-  ARROW BOARD
-  WHEN VMS IS USED, THE "RIGHT SHOULDER CLOSED" (W21-5a) SIGN BECOMES OPTIONAL.
-  IF TRACKING OF THE WET PAINT IS ANTICIPATED, THE USE OF CONES OR STATIONARY "WET PAINT" SIGNS SHALL BE POSTED.
-  THE VARIABLE SEPARATION DISTANCE BETWEEN THE "CONE PLACEMENT VEHICLE" AND "CONE PICKUP VEHICLE" SHALL BE DETERMINED BY THE TRACK DRYING TIME OF THE PAVEMENT MARKING MATERIAL.
-  OPTIONAL

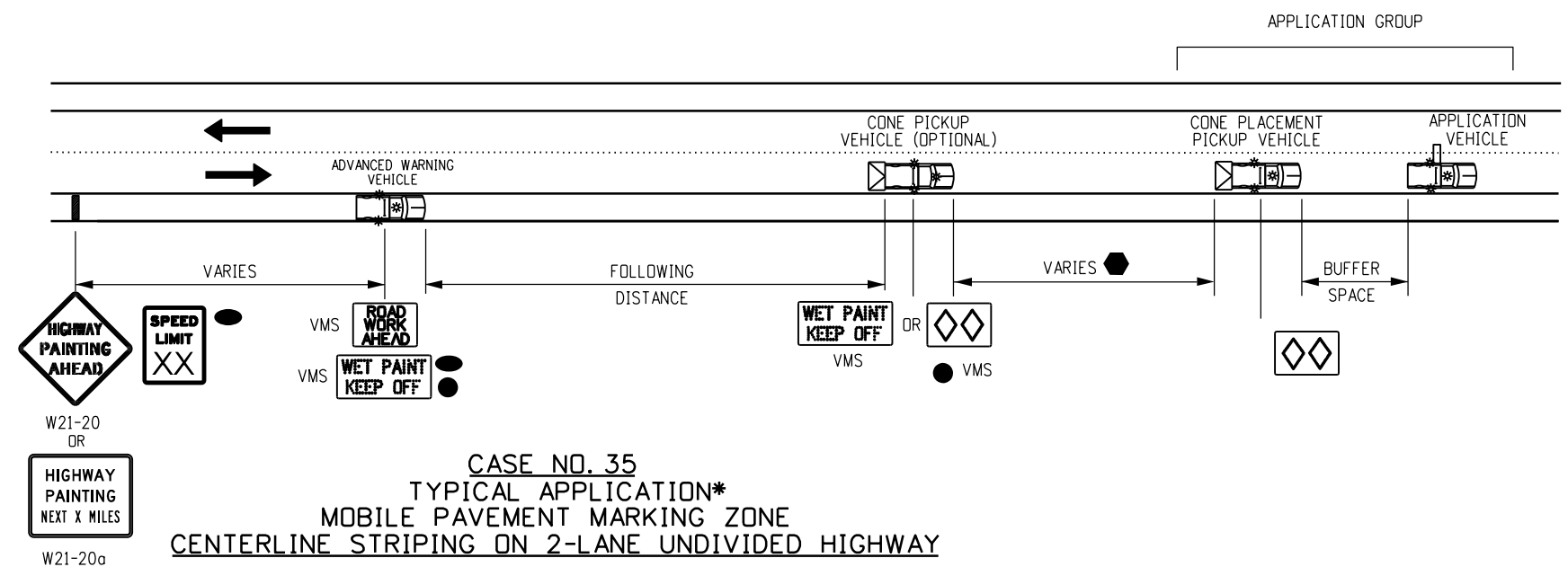


CASE NO. 34
TYPICAL APPLICATION
MOBILE WORK ZONE
MOBILE SHOULDER CLOSURE ON 2-LANE UNDIVIDED HIGHWAY

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

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

POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)	BUFFER SPACE (FEET)
0 - 30	250 - 550	100 - 120
35 - 40	325 - 700	100 - 120
45 - 50	600 - 900	120 - 140
55	750 - 1200	120 - 140
60	1000 - 1400	180 - 200

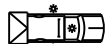


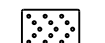
CASE NO. 35
TYPICAL APPLICATION*
MOBILE PAVEMENT MARKING ZONE
CENTERLINE STRIPING ON 2-LANE UNDIVIDED HIGHWAY

Computer File Information		Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering		TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12		Date: Comments		EB		Issued By: Traffic Safety & Engineering Branch July 31, 2019		S-630-1	
Created By: Nakao		01/20/23 UPDATED LEGEND DELETED NOTE UPDATED FOLLOWING DISTANCE CHART MOVED NOTE UNDER CASE 34						Standard Sheet No. 21 of 26	
Last Modification Date: 01/20/23		06/03/21 UPDATED FOR BUFFER SPACE.							
Last Modified By: NRIVERA									
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English									

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

LEGEND

- 

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

ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
- 

VARIABLE MESSAGE SIGN (VMS).
- 

ARROW BOARD
- 

WHEN THE VMS IS USED, THE "SHOULDER CLOSED" W21-5a(R/L) AND "RAMP CLOSED AHEAD" W5-40 SIGNS BECOME OPTIONAL.
- 

IF TRACKING OF THE WET PAINT IS ANTICIPATED, THE USE OF CONES OR STATIONARY "WET PAINT" SIGNS SHALL BE POSTED.
- 

THE VARIABLE SEPARATION DISTANCE BETWEEN THE "CONE PLACEMENT VEHICLE" AND "CONE PICKUP VEHICLE" SHALL BE DETERMINED BY THE TRACK DRYING TIME OF THE PAVEMENT MARKING MATERIAL.
- 

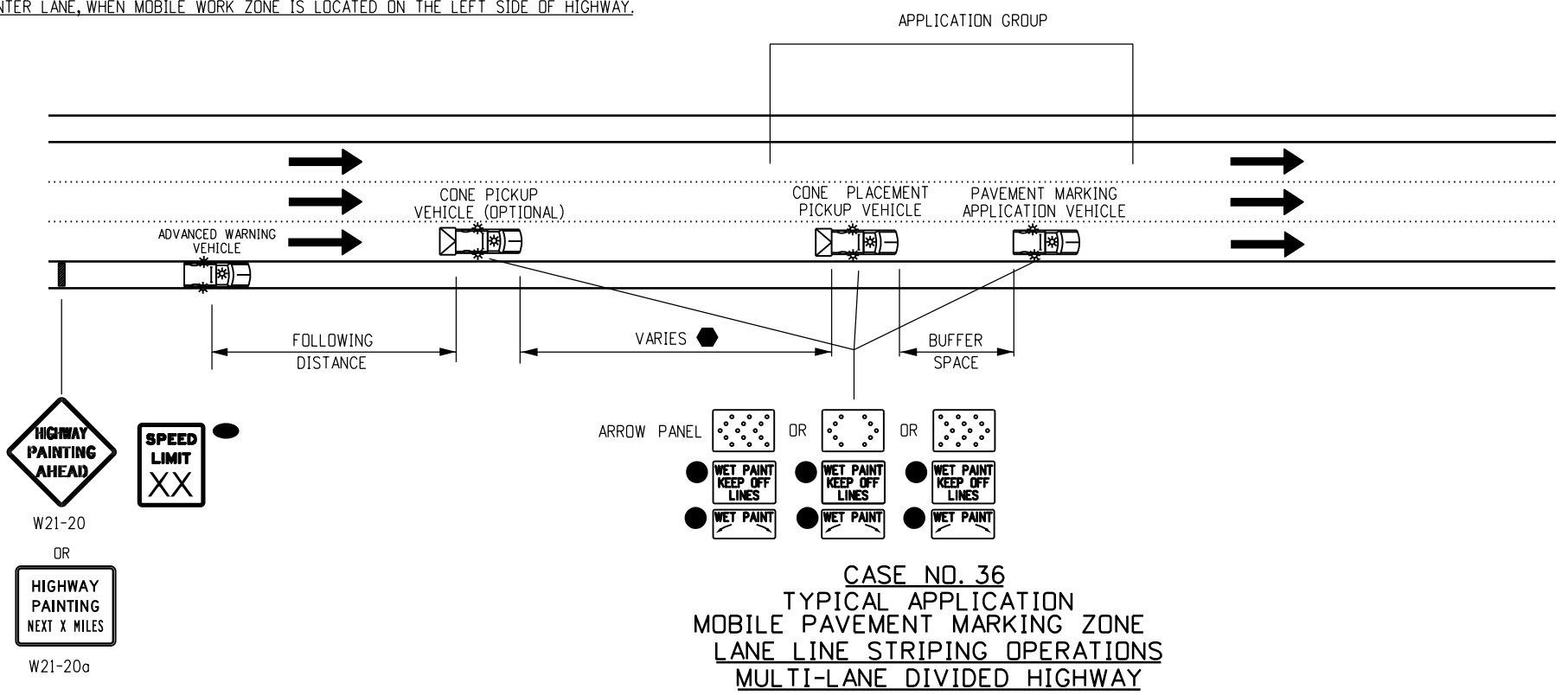
OPTIONAL

NOTES

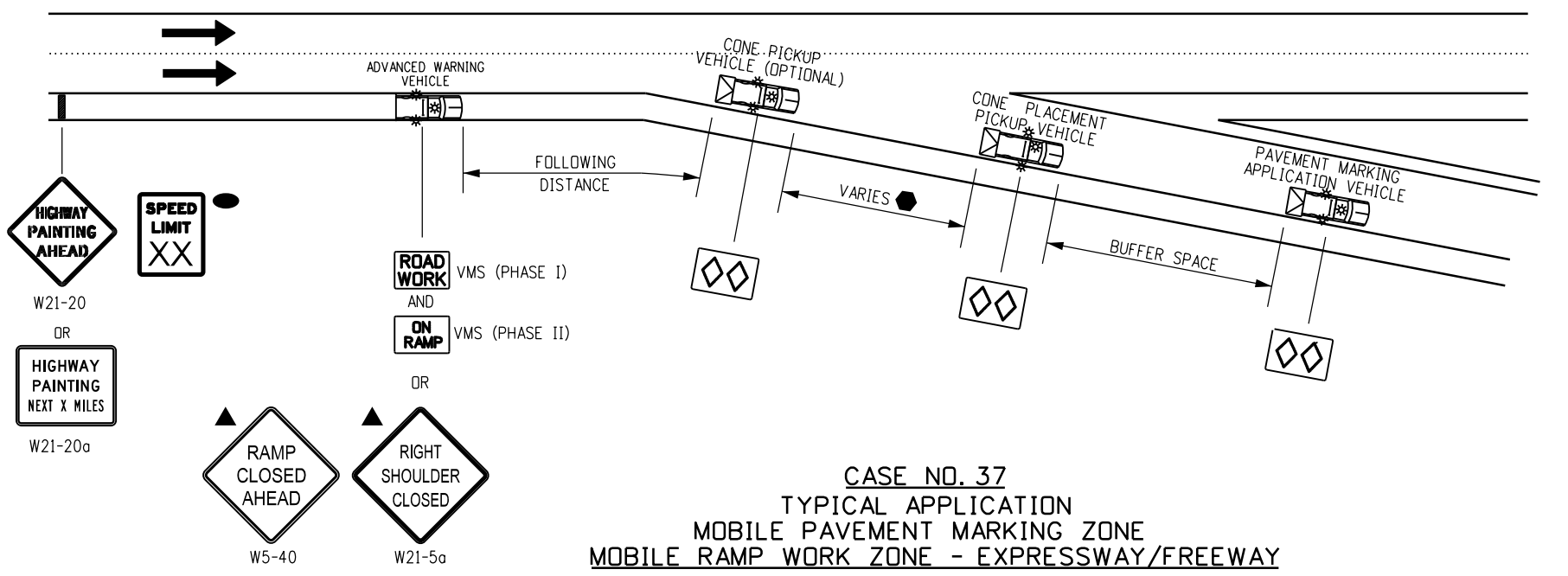
1. THE SIGNING VEHICLES MAY ENCRDACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.
2. IF THE RAMP CANNOT BE REOPENED WITHIN 15 MINUTES, USE CASE NO. 22 OF THE S-630-1 STANDARD PLAN.

FOLLOWING DISTANCE CHART FOR WARNING VEHICLE AND CONE PICKUP VEHICLES

POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)	BUFFER SPACE (FEET)
0 - 30	250 - 550	100 - 120
35 - 40	325 - 700	100 - 120
45 - 50	600 - 900	120 - 140
55	750 - 1200	120 - 140
60	1000 - 1400	180 - 200



CASE NO. 36
TYPICAL APPLICATION
MOBILE PAVEMENT MARKING ZONE
LANE LINE STRIPING OPERATIONS
MULTI-LANE DIVIDED HIGHWAY



CASE NO. 37
TYPICAL APPLICATION
MOBILE PAVEMENT MARKING ZONE
MOBILE RAMP WORK ZONE - EXPRESSWAY/FREEWAY

Computer File Information		R=1	Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.	
Creation Date: 07/04/12	Date:		Comments	S-630-1				
Created By: Nakao	01/20/23		UPDATED LEGEND UPDATED FOLLOWING DISTANCE CHART	Standard Sheet No. 22 of 26				
Last Modification Date: 01/20/23				Project Sheet Number:				
Last Modified By: NRIVERA				Issued By: Traffic Safety & Engineering Branch July 31, 2019				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English								

LEGEND

- 

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

ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
- 

WHEN THE VMS IS USED, THE "RIGHT LANE CLOSED AHEAD" W9-3(R/L) SIGN BECOMES OPTIONAL.
- 

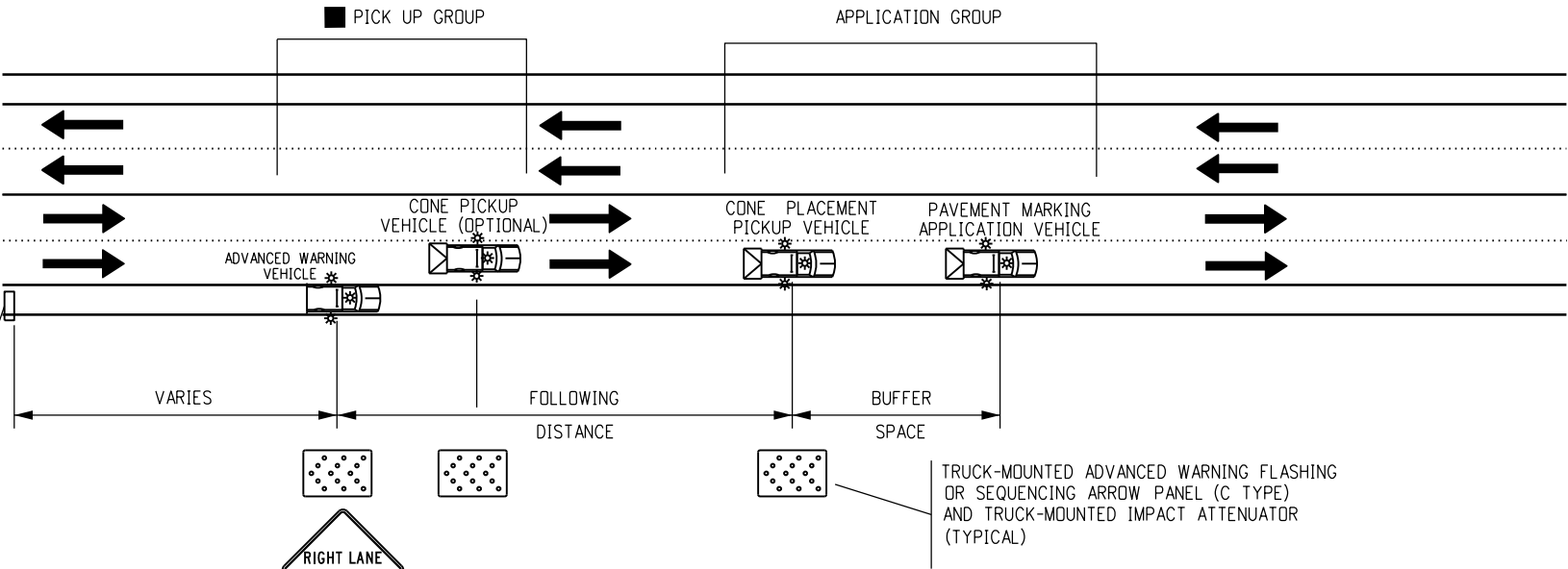
THE "CONE PICK UP VEHICLE" OR "WARNING VEHICLE" MAY ENCRDACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.

NOTES

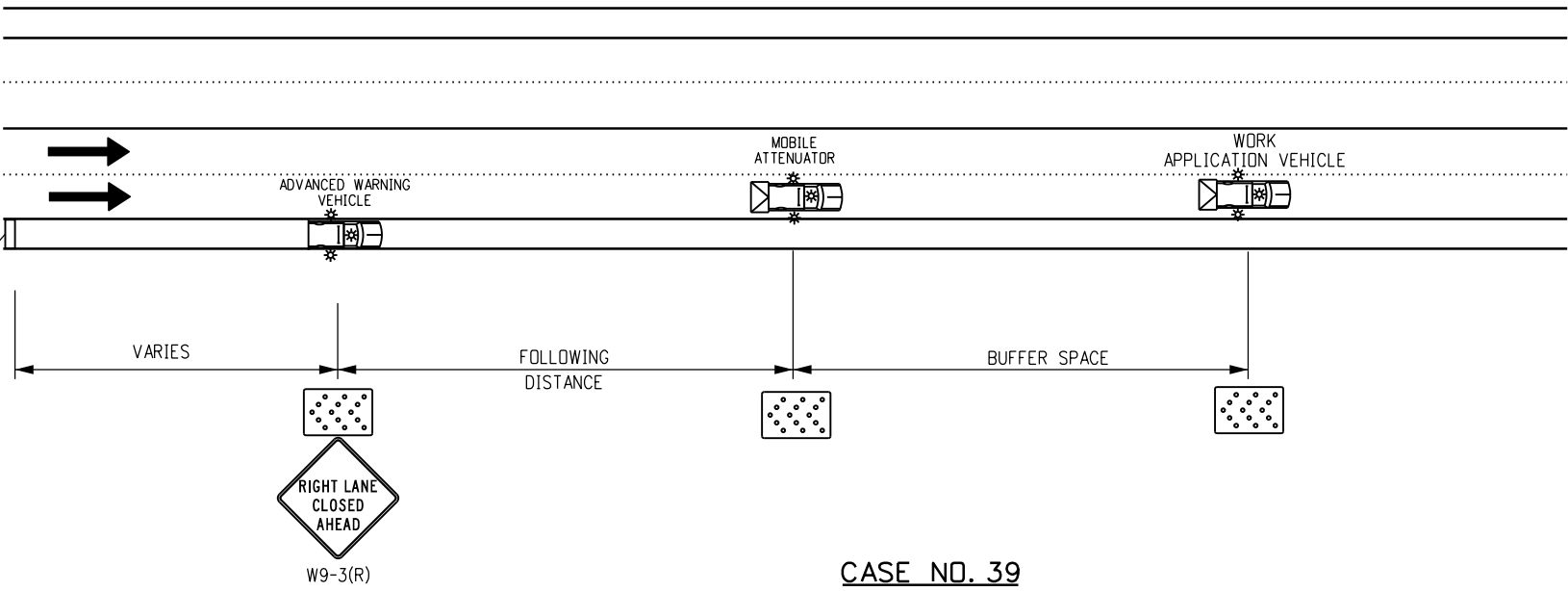
1. IN ROADWAY WHERE THE AADT IS 2,000 OR LESS, A SINGLE WORK VEHICLE WITH APPROPRIATE WARNING DEVICES ON THE VEHICLE MAY BE USED.
2. RADIO COMMUNICATIONS BETWEEN THE WORKCREW AND THE MOVING BLOCKADE ARE REQUIRED TO ADJUST THE BLOCKADE TO INCREASE OR DECREASE THE CLOSURE TIME. RELEASE TRAFFIC ONLY AFTER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

FOLLOWING DISTANCE CHART FOR WARNING VEHICLE AND SIGNING VEHICLES

POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)	BUFFER SPACE (FEET)
0 - 30	250 - 550	100 - 120
35 - 40	325 - 700	100 - 120
45 - 50	600 - 900	120 - 140
55	750 - 1200	120 - 140
60	1000 - 1400	180 - 200

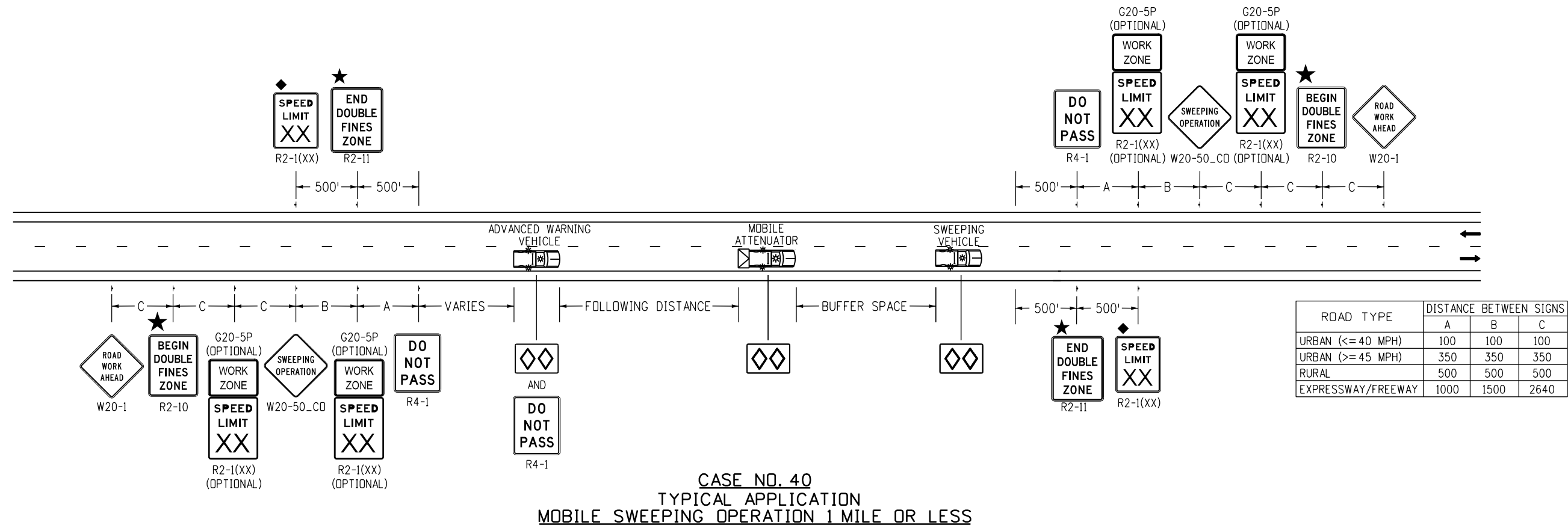


CASE NO. 38
TYPICAL APPLICATION
MOBILE STRIPING OPERATION OF LANE CLOSURE OF MULTI-LANE HIGHWAY
(NOT FOR USE ON FREEWAYS)



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

Computer File Information		Sheet Revisions		Colorado Department of Transportation	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION	STANDARD PLAN NO.	
Creation Date: 07/04/12		Date:	Comments			S-630-1	
Created By: Nakao		01/20/23	UPDATED LEGEND UPDATED FOLLOWING DISTANCE CHART	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Standard Sheet No. 23 of 26	
Last Modification Date: 01/20/23						Project Sheet Number:	
Last Modified By: NRIVERA				Traffic Safety & Engineering	EB		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							



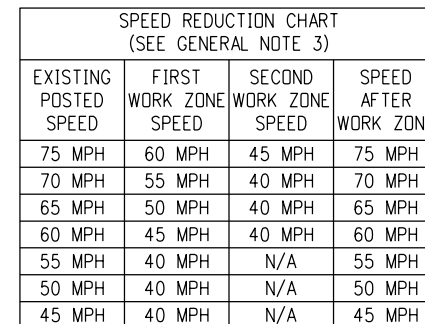
**FOLLOWING DISTANCE CHART FOR WARNING
AND MOBILE ATTENUATOR (OR SWEEPING) VEHICLE**

POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)	BUFFER SPACE (FEET)
0 - 30	250 - 550	100 - 120
35 - 40	325 - 700	100 - 120
45 - 50	600 - 900	120 - 140
55	750 - 1200	120 - 140
60	1000 - 1400	180 - 200

SPEED REDUCTION CHART (SEE GENERAL NOTE 3)			
EXISTING POSTED SPEED	FIRST WORK ZONE SPEED	SECOND WORK ZONE SPEED	SPEED AFTER WORK ZONE
75 MPH	60 MPH	45 MPH	75 MPH
70 MPH	55 MPH	40 MPH	70 MPH
65 MPH	50 MPH	40 MPH	65 MPH
60 MPH	45 MPH	40 MPH	60 MPH
55 MPH	40 MPH	N/A	55 MPH
50 MPH	40 MPH	N/A	50 MPH
45 MPH	40 MPH	N/A	45 MPH

LEGEND

- MOBILE ATTENUATOR VEHICLE, TWO 360-DEGREE YELLOW FLASHING BEACONS, AND YELLOW FLASHING VEHICLE LIGHTS OR STROBES.
- ARROW BOARD
- ◆ THESE DEVICES ARE NOT OPTIONAL IF THE POSTED SPEED LIMIT IN THE WORK ZONE IS REDUCED.
- ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.



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/FREWAY	1000	1500	2640

Computer File Information		Sheet Revisions		Colorado Department of Transportation		TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 06/03/21		Date: Comments		 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219		S-630-1		Standard Sheet No. 25 of 26	
Created By: AVU		04/30/24 REVISED G20-11 LEGEND							
Last Modification Date: 04/30/24		07/20/23 ADDED G20-5P SIGN TO SHEET UPDATED NOTE UNDER CASE NO.41 UPDATED SIGN SPACINGS UPDATED FLAGGER TAPER LENGTH							
Last Modified By: NRIVERA				Traffic Safety & Engineering		EB		Issued By: Traffic Safety & Engineering Branch July 31, 2019	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English								Project Sheet Number:	

TYPICAL CONSTRUCTION ZONE SIGNS																																																																																																																																																																	
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 TWO (2) MILES IN LENGTH WHERE TRAFFIC IS MAINTAINED THROUGH THE PROJECT.	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.*	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.*																																																																																																																																																												
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.	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.*	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.*																																																																																																																																																												
G20-5P	"WORK ZONE" - THIS PLAQUE SHALL BE MOUNTED JUST ABOVE THE WORK ZONE SPEED LIMIT SIGNS PRIOR TO THE WORK ZONE AREA.			W21-4	"ROAD/WORK/(DIST.)" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF MAINTENANCE FOR MINOR RECONSTRUCTION OPERATIONS IN THE ROADWAY.																																																																																																																																																												
G20-10	THANK YOU SIGN - THIS SIGN SHOULD BE ERECTED APPROXIMATELY 500 FEET BEYOND THE END OF THE PROJECT.	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.	W21-5	"SHOULDER/WORK" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE PROJECT INVOLVING THE SHOULDER, WHERE THE TRAVELED WAY REMAINS UNOBSTRUCTED.																																																																																																																																																												
G20-11	CONSTRUCTION PROJECT INFORMATION SIGN - THIS SIGN SHALL BE ERECTED AS DESCRIBED IN SECTION 626 PROJECT SPECIAL PROVISION - PUBLIC INFORMATION SERVICES. THE CDOT LOGO SHALL NOT BE USED ON LOCAL AGENCY PROJECTS.	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.	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.*																																																																																																																																																												
G20-55(X)	"X MINUTE CLOSURE. EXPECT DELAYS" - THIS SIGN IS INTENDED FOR USE 500 FEET PAST THE "WORK ZONE"/SPEED LIMIT SIGN.	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.*	W21-20	"HIGHWAY PAINTING AHEAD" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A POINT WHERE A PAINT CREW IS WORKING IN OR ADJACENT TO THE ROADWAY.																																																																																																																																																												
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.	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.*	W21-20a	"HIGHWAY PAINTING NEXT X MILES" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF PAINT CREW WORKING IN OR ADJACENT TO THE ROADWAY.																																																																																																																																																												
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.	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.*	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.																																																																																																																																																												
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.	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.*	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.																																																																																																																																																												
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.	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.*	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.																																																																																																																																																												
R2-6P	"FINES DOUBLE" - THIS SIGN IS INTENDED FOR USE WITHIN WORK ZONES TO PROVIDE NOTICE OF INCREASED FINES FOR TRAFFIC VIOLATIONS WITHIN WORK ZONES.	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.*	W22-50(X)	"ROCK SCALING X MILE(S)" - THIS SIGN IS INTENDED TO BE USED IN ADVANCE OF A FLAGGER IN ADVANCED OF THE WORK ZONE AREA.																																																																																																																																																												
R4-1	"DO NOT PASS" - THIS SIGN SHOULD BE PLACED AT TRANSITION TAPER POINT.	W8-9a	"SHOULDER DROP-OFF" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A SHOULDER DROP-OFF THAT EXCEEDS THREE INCHES IN HEIGHT.*	ADVANCE PLACEMENT OF WARNING SIGNS																																																																																																																																																													
R4-2	"PASS WITH CARE" - THIS SIGN SHOULD BE PLACED AT TRANSITION TAPER POINT.	W8-11	"UNEVEN LANES" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN UNEVEN ADJACENT LANE SITUATION THAT EXCEEDS ONE INCH IN HEIGHT.*	<table><tr><th rowspan="3">POSTED OR 85TH PERCENTILE SPEED</th><th rowspan="4">+ CONDITION A</th><th colspan="8">ADVANCE PLACEMENT DISTANCE (FEET)</th></tr><tr><th colspan="8">++ CONDITION B: DECLARATION TO THE LISTED ADVISORY SPEED (MPH) FOR THE CONDITION</th></tr><tr><th colspan="8">MPH</th></tr><tr><th colspan="2"></th><th>0</th><th>10</th><th>20</th><th>30</th><th>40</th><th>50</th><th>60</th><th>70</th></tr><tr><td>20</td><td>225</td><td>●</td><td>●</td><td>--</td><td>--</td><td>--</td><td>--</td><td>--</td><td>--</td></tr><tr><td>25</td><td>325</td><td>●</td><td>●</td><td>●</td><td>--</td><td>--</td><td>--</td><td>--</td><td>--</td></tr><tr><td>30</td><td>450</td><td>●</td><td>●</td><td>●</td><td>--</td><td>--</td><td>--</td><td>--</td><td>--</td></tr><tr><td>35</td><td>550</td><td>●</td><td>●</td><td>●</td><td>●</td><td>--</td><td>--</td><td>--</td><td>--</td></tr><tr><td>40</td><td>650</td><td>125</td><td>●</td><td>●</td><td>●</td><td>--</td><td>--</td><td>--</td><td>--</td></tr><tr><td>45</td><td>750</td><td>175</td><td>125</td><td>●</td><td>●</td><td>●</td><td>--</td><td>--</td><td>--</td></tr><tr><td>50</td><td>850</td><td>250</td><td>200</td><td>150</td><td>100</td><td>●</td><td>--</td><td>--</td><td>--</td></tr><tr><td>55</td><td>950</td><td>325</td><td>275</td><td>225</td><td>175</td><td>100</td><td>●</td><td>--</td><td>--</td></tr><tr><td>60</td><td>1100</td><td>400</td><td>350</td><td>300</td><td>250</td><td>175</td><td>●</td><td>--</td><td>--</td></tr><tr><td>65</td><td>1200</td><td>475</td><td>425</td><td>400</td><td>350</td><td>275</td><td>175</td><td>●</td><td>--</td></tr><tr><td>70</td><td>1250</td><td>550</td><td>525</td><td>500</td><td>425</td><td>350</td><td>250</td><td>150</td><td>--</td></tr><tr><td>75</td><td>1350</td><td>650</td><td>625</td><td>600</td><td>525</td><td>450</td><td>350</td><td>250</td><td>100</td></tr></table>		POSTED OR 85TH PERCENTILE SPEED	+ CONDITION A	ADVANCE PLACEMENT DISTANCE (FEET)								++ 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
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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.	W9-1()	"LEFT (RIGHT) LANE ENDS" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).	+ 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".																																																																																																																																																													
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.	W9-2()	"LANE ENDS/MERGE LEFT (RIGHT)" - THIS SIGN IS INTENDED FOR USE AS A SUPPLEMENT TO THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).																																																																																																																																																														
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.	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.*																																																																																																																																																														
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.	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.	● NO SUGGESTED DISTANCES ARE PROVIDED AT THESE SPEEDS, AS THE PLACEMENT IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING.																																																																																																																																																													
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.*	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.*																																																																																																																																																														
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.*	W13-1P()	"ADVISORY SPEED PLAQUE" - THIS PLAQUE 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.																																																																																																																																																														
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.*	W13-3	"ADVISORY RAMP SPEED" - THIS SIGN IS TO BE POSTED TO INFORM MOTORISTS WHAT THE SUGGESTED SPEED LIMIT IS ON A RAMP.	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.																																																																																																																																																													
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.*	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.																																																																																																																																																														
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.	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.																																																																																																																																																														
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.*	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.	Traffic Safety & Engineering																																																																																																																																																													
W3-4	"BE PREPARED TO STOP" - THIS SIGN TO BE PLACED IN ADVANCE OF A FLAGGER.	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.																																																																																																																																																														
W4-2(X)	"LEFT (RIGHT) LANE TRANSITION SYMBOL" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE REDUCTION IN THE NUMBER OF TRAFFIC LANES IN THE DIRECTION OF TRAVEL ON THE MULTILANE HIGHWAY.*	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.																																																																																																																																																														
W4-50	"USE BOTH LANES DURING CONGESTION" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF THE "ROAD WORK X MILE" ADVANCED WARNING SIGN.	W20-7	"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.*	EB																																																																																																																																																													
W4-51	"USE BOTH LANES TO MERGE POINT" - THIS SIGN IS INTENDED TO DIRECT MOTORISTS TO USE BOTH TRAVEL LANES UNTIL THE LANES ARE REDUCED TO ONE LANE.	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.																																																																																																																																																														
W4-52	"TAKE TURNS MERGE HERE" - THIS SIGN IS INTENDED TO WARN MOTORISTS IN ADVANCED TO MOVE FROM THE CLOSED TRAVEL LANE TO THE OPEN TRAVEL LANE, USUALLY 500 FEET IN ADVANCED OF THE START OF THE TRANSITION TAPER .	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.																																																																																																																																																														
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.*																																																																																																																																																																
Computer File Information		Sheet Revisions		Colorado Department of Transportation		TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.																																																																																																																																																									
Creation Date: 07/04/12		Date:	Comments		2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Issued By: Traffic Safety & Engineering Branch July 31, 2019		S-630-1																																																																																																																																																									
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