

PoDI / NHS	
FHWA PROJECT OF DIVISION INTEREST (PoDI)?	☐ NO ☐ YES
NATIONAL HIGHWAY SYSTEM?	☐ NO ☐ YES

DEPARTMENT OF TRANSPORTATION
STATE OF COLORADO

Related Projects:	
P. E. UNDER PROJECT: Project Number Project Code:	FSAR 300-296 27387
R.D.W. Projects:	

HIGHWAY CONSTRUCTION BID PLANS OF PROPOSED
STATE PROJECT NO. FSAR 300-296
R3 TRAFFIC SIGNAL UPGRADES
REGION WIDE
PROJECT CODE NO. 27387

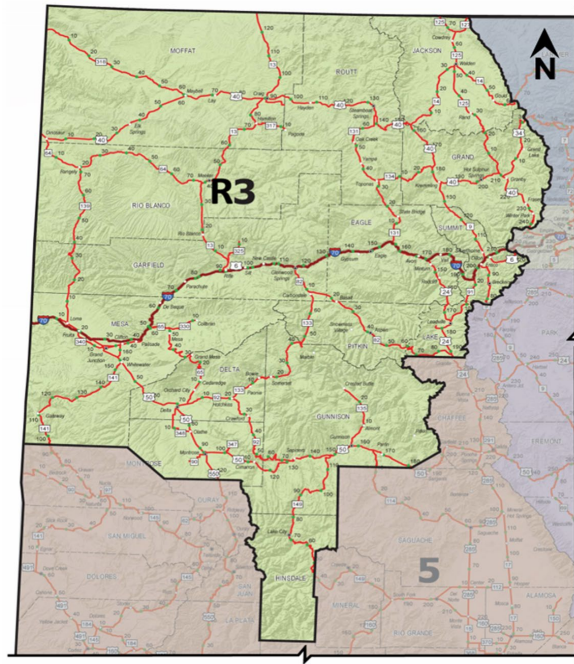
ALL SEALS FOR THIS SET OF DRAWINGS ARE APPLIED TO THE COVER PAGE(S)	Print Date: 03/05/2026	0000	Sheet Revisions			Colorado Department of Transportation  Region 3 222 South 6th Street, Room 100 Grand Junction, CO 81501 Phone: 970-683-6227 Fax: 970-683-6290 AS	As Constructed	Contract Information		Project No./Code
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	Unit Information							Project Engineer: Tristan Littlejohn		27387
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						Vaid:	Comments:			

DEPARTMENT OF TRANSPORTATION STATE OF COLORADO

HIGHWAY CONSTRUCTION BID PLANS OF PROPOSED
PROJECT NO. FSAR300-296
PROJECT CODE NO. 27378

R3 FY 26 TRAFFIC SIGNAL UPGRADES
HIGHWAYS: REGION WIDE

COUNTIES: Delta, Eagle, Garfield, Grand, Gunnison, Lake, Mesa, Moffat, Montrose, Pitkin, Routt,
and Summit



PROJECT LOCATION MAP

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PROJECT DESCRIPTION

This project consists of the systematic replacement of existing traffic signal backplates with new backplates featuring reflective borders at approximately 228 intersections throughout Region 3. The scope includes a comprehensive refresh of Light Emitting Diode (LED) modules for all signal indications older than five years old and the selective replacement of outdated traffic signal heads. The work encompasses all necessary materials, labor, and Traffic Control required to complete these safety and maintenance upgrades region-wide.

GENERAL NOTES

1. Traffic signal materials and installation shall comply with CDOT 2025 state of Colorado standard specifications for road and bridge construction; CDOT 2019 M&S standard plans; the manual on uniform traffic control devices (MUTCD) 2023 11th edition and Colorado Supplement MUTCD REV 2026; the current edition of the national electric code; and all local ordinances and regulations that apply, except as noted on these plans or special provisions.
2. The contractor shall adhere to the following requirements regarding traffic signal construction and maintenance personnel certifications. Current certificates showing qualifications shall be documented in the traffic safety maintenance plan (TSMP) to be submitted at the pre-construction conference.
 - A. For any potential work inside the traffic signal cabinet, signal and signal bench technicians shall be minimum IMSA level ii certified. This includes the completion of training in construction, corrective maintenance and signal turn-on. (revision of section 105 control of work, subsection 105.20)
 - B. For all work external to the signal cabinet, a minimum IMSA level I traffic signal field technician/electrician, or traffic signal bench technician/signal technician, is required. An IMSA level II traffic signal electrician shall be on the job site at all times that signalization work is taking place to ensure proper construction. A maximum ratio of four IMSA level I to one IMSA level ii shall be allowed for work external to the signal cabinet.(the united states department of labor – bureau of apprenticeship and training may be substituted for the IMSA level I traffic signal electrician requirement.)
3. A licensed journeyman electrician shall be present at the construction site for all electrical work.
4. Backplate, LED, and head quantities and locations are approximate and are shown for information purposes only. The contractor shall be responsible for field verification for exact quantities.
5. All removed items (such as bulbs, signal heads, backplates) are to be the property of CDOT and taken to the CDOT electrician's shop at 2328 g road, grand junction, co, unless otherwise indicated. Daily diaries along with returned units will be used to verify quantities of items installed.
6. All new LEDs will have a tag indicating the date of installation placed on the back of the led in a manner that is protected from the weather and will not come off.
7. The contractor shall be responsible for all traffic control necessary to complete ethe work required. Traffic control shall comply with the latest edition of the Manual on Uniform Traffic Control Devices and the Colorado Department of Transportation M & S Standards. An approved traffic control plan will be required prior to any work being performed. Any and all permits are the responsibility of the contractor.
8. All LED indications shall conform to the latest revision to Subsection 713.11 of the Colorado Department of Transportation, Standard Specifications for Road and Bridge Construction 2025 and Institute of Transportation Engineers (ITE) Vehicle Traffic Control Signal Head (VTC SH) Part 2.
9. All vehicle indications shall be 12" and approved solid state led type.
10. LED indications shall be secured so as not to twist or turn after installation.
11. Additional work zones may be designated by the engineer.

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12. Vehicle signal heads shall be polycarbonate.
13. All traffic signal heads, pedestrian heads, and backplates shall be black in color. Backplates shall be louvered aluminum with manufacturer installed 2 inch wide yellow reflective strip.
14. Signal heads on mast arms should be aligned over the center of each thru lane and the projection of the center of each left turn lane. Left turn signal heads may need to be offset if standard location will result in line-of-sight problems. Signal heads shall not be installed over lane lines.
15. Post or pole mounted supplemental signal heads are not considered part of this replacement project.
16. The contractor is directed to section 614.08(a) paragraph 1 of the spec book regarding material approvals for all traffic signal equipment. In addition, copies of all manufacturer's recommended installation instructions and procedures for materials shall be provided to CDOT prior to the start of work.
17. All items not shown in the summary of quantities shall be considered incidental to the installation of traffic signals and will not be paid for separately. Payment shall be made only for items on the pay item list.
18. The contractor shall be responsible for coordinating with the local electric utility if needed.
19. Normal working hours will be daylight hours. Night work will be allowed with written notification of the project engineer at least two working days in advance with the location and date of the night work.
20. Payment shall be made only for items in the pay item list. All other items necessary to replace the traffic signal and pedestrian head / count down heads shall be considered incidental to the work.

TRAFFIC NOTES

1. Road Work Ahead signs will be used at all access roads to the highway including the freeway on-ramps. Two (2) advance warning signs will be used at the beginning of the work zone. Advance warning signs shall be double posted. Cones shall be 36-inches high with weighted base and shall be spaced no more than every 120 feet on the recently painted line. Cones shall be removed from the roadway as soon as practicable.
2. The quantities of devices presented in the summaries are estimated ONLY. It is on the contractor to estimate and provide updated quantities. In this case the Contractor will only receive payment for those items used.
3. Speed limit reductions through the work zone shall be approved by the Region Traffic Engineer and/or CDOT procedures for determining work zone speed limits.
4. All signs and lane closures shall conform with the MUTCD requirements and CDOT M & S Standard Plans, as per applicable cases.
5. Single lane closures shall be maintained until all work is completed.
6. All construction equipment shall be moved off the highway during non-work times, unless otherwise directed by the Project Engineer. This equipment must be outside of the clear zone or protected by guardrail or Type 7 barrier. The Project Engineer shall approve designated locations where equipment may be stored.
7. Vertical panels, or barrels shall be used for all tapers, 36" cones can be used on tangents.
8. Portable message sign panels shall be used to warn motorists of construction and shall be placed within one-half mile of an active work location.

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9. All traffic control signs shall be removed from the location during times when work is not occurring (i.e. overnight and on weekends).
10. All work vehicles and mobile equipment shall be equipped with one or more functioning amber warning light.
11. Flagging hours will only be paid for when a flagger is on the road acting as a flagger.
12. ***The Contractor shall follow the Region 3 Lane Closure Strategy in this plan set (R3 LCS) for all highways within Region 3, unless noted otherwise, in writing, by the project engineer.*** The Contractor is advised to be familiar with the time restrictions in the latest edition of the R3 LCS. The R3 LCS can be found within this plan set.
13. 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.

ENVIRONMENTAL NOTES

1. The Contractor shall inspect equipment and vehicles daily to ensure petroleum, oils, and lubricants (POL) are not leaking onto the soil or pavement. 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 byproducts resulting from POL leaks will not be paid for separately, but shall be included in the work.

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SUMMARY OF APPROXIMATE QUANTITIES*

Item No.	Item	Unit	Quantity
614-00011	Sign Panel (Class I)	SF	100.00
614-10151	12 Inch LED (Ball) (Green)	EA	2,586.00
614-10152	12 Inch LED (Ball) (Red)	EA	2,597.00
614-10153	12 Inch LED (Ball) (Yellow)	EA	2,591.00
614-10156	12 Inch LED (Arrow) (Green)	EA	723.00
614-10157	12 Inch LED (Arrow) (Red)	EA	311.00
614-10158	12 Inch LED (Arrow) (Yellow)	EA	675.00
614-10160	Signal Head Back-Plates (12-12-12)	EA	1,855.00
614-10160	Signal Head Back-Plates (12-12-12-12)	EA	14.00
614-10160	Signal Head Back-Plates (12-12-12-12-12)	EA	267.00
614-10160	Signal Head Back-Plates (12-12-12-12-12) (Doghouse)	EA	38.00
614-70336	Traffic Signal Face (12-12-12)	EA	181.00
614-70560	Traffic Signal Face (12-12-12-12-12)	EA	16.00
614-70560	Traffic Signal Face (12-12-12-12-12) (Doghouse)	EA	7.00
626-00000	Mobilization	LS	1.00
626-01103	Public Information Services (Tier III)	LS	1.00
630-00000	Flagging	HOUR	1600.00
630-00007	Traffic Control Inspection	DAY	64.00
630-00012	Traffic Control Management	LS	1.00
630-80341	Construction Traffic Sign (Panel Size A)	EA	50.00
630-80342	Construction Traffic Sign (Panel Size B)	EA	76.00
630-80355	Portable Message Sign Panel	EA	8.00
630-80357	Advanced Warning Flashing or Sequencing Arrow Panel (B Type)	EA	4.00
630-80360	Drum Channelizing Device	EA	30.00
630-80380	Traffic Cone	EA	80.00
630-80393	Stackable Vertical Panels	EA	40.00
630-85041	Mobile Attenuator	EA	4.00
700-70010	F/A Minor Contract Revisions	FA	1.00
700-70011	F/A Project First Program	FA	1.00

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STORMWATER MANAGEMENT PLAN

1. SITE DESCRIPTION

The construction consists of the systematic upgrade of existing traffic signal infrastructure as listing in the summary of approximate quantities. The scope includes approximately 228 signalized intersections throughout Region 3.

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.

B. VEHICLE TRACKING CONTROL

1. Control Measures shall be implemented in accordance with subsection 208.04.

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 byproducts resulting from POL leaks will not be paid for separately, but shall be included in the work.

B. CONCRETE WASHOUT – Concrete washout and tool cleaning will not be allowed on the project site.

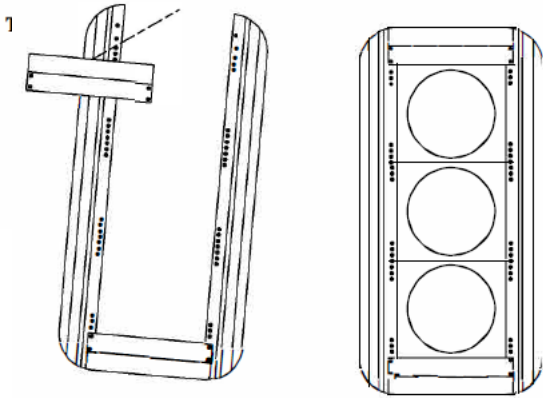
C. STREET CLEANING – Shall be in accordance with subsection 208.04.

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.

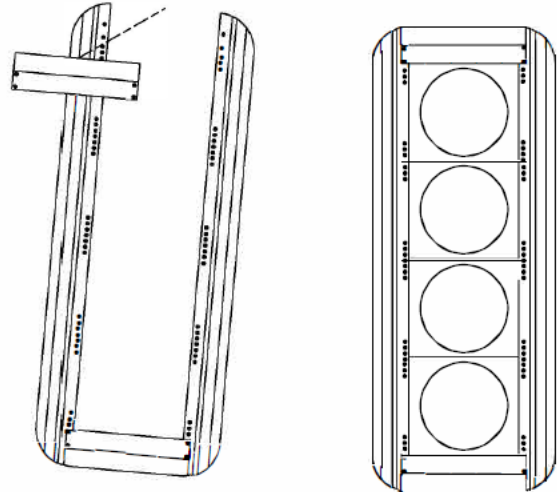
ALL SEALS FOR THIS SET OF
DRAWINGS ARE APPLIED TO THE
COVER PAGE(S)

Computer File Information	STORMWATER MANAGEMENT PLAN			Project No. / Code
Creation Date: 01/14/26 Initials: TRL				FSAR300-296
Last Modification Date: 03/03/26 Initials: TRL				27387
Full Path: C:\				
Drawing File Name:	Designer: TRL		Region: 3	
Scale: None Units: English	Detailer: TRL		Unit Leader: AS	
				Sheet No. 7

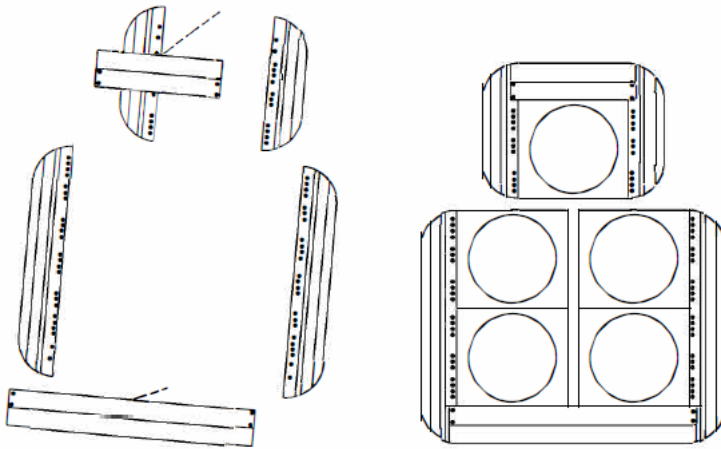
Traffic Signal Backplate Detail



3-SECTION SIGNAL HEAD

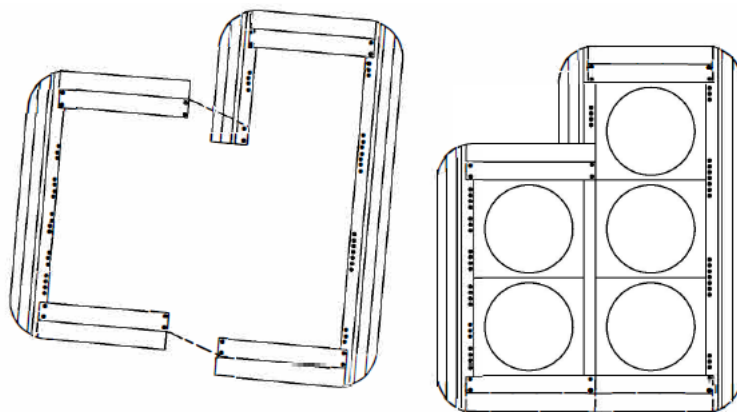
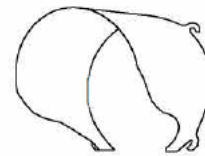


4-SECTION SIGNAL HEAD



5-SECTION SIGNAL HEAD: DOGHOUSE STYLE

TRAFFIC SIGNAL BALL CAP VISOR DETAIL



5-SECTION SIGNAL HEAD: D STYLE

Backplates shall be Pelco AeroFlex Flexible Backplate Models BK8000, BK8005, BK8105, and BK8106.

ALL SEALS FOR THIS SET OF
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COVER PAGE(S)

Computer File Information		TRAFFIC SIGNAL BACKPLATE DETAIL		Project No. / Code	
Creation Date: 01/14/26 Initials: TRL				FSAR300-296	
Last Modification Date: 03/03/26 Initials: TRL				27387	
Full Path: C:\		Designer: TRL		Region: 3	
Drawing File Name:		Detailer: TRL		Unit Leader: AS	
Scale: None Units: English				Sheet No. 8	

Schedule of Construction Traffic Control Devices

Sign Code	Legends	Dimensions	Item 630 - Construction Traffic Sign Panel		
			Each		
			A	B	C
W3-4	BE PREPARED TO STOP	36" X 36"		8.00	
36W4-2L	LEFT LANE TRANSITION SYMBOL	36" X 36"		4.00	
36W4-2R	RIGHT LANE TRANSITION SYMBOL	36" X 36"		4.00	
36W9-3	LEFT/CENTER/RIGHT LANE CLOSED AHEAD	36" X 36"		8.00	
30W16-2P	XX FEET (PLAQUE)		8.00		
36W20-1	ROAD/WORK/AHEAD	36" X 36"		8.00	
36W20-4	ONE LANE ROAD (DISTANCE)	36" X 36"	2.00		
36W20-5R	RIGHT LANE CLOSED (DIST.)	36" X 36"		4.00	
36W20-5L	LEFT LANE CLOSED (DIST.)	36" X 36"		4.00	
36W20-7a	FLAGGER	36" X 36"		4.00	
36W21-5a	RIGHT SHOULDER CLOSED	36" X 36"		8.00	
36R2-1	SPEED LIMIT (XX)	36" X 48"		8.00	
24R9-9	SIDEWALK CLOSED	24" X 12"	4.00		
24R9-10	SIDEWALK CLOSED / ARROW /USE OTHER SIDE	24" X 12"	4.00		
24R9-11	SIDEWALK CLOSED AHEAD / ARROW / CROSS HERE	24" X 12"	4.00		
24R9-11a	SIDEWALK CLOSED / AROW / CROSS HERE	24" X 12"	4.00		
48R52-6a	BEGIN / FINES / DOUBLE / IN WORK / ZONE	36" X 36"		8.00	
48R52-6b	END / FINES DOUBLE / IN WORK / ZONE	36" X 36"		8.00	
G20-10	THANK YOU SIGN	36" X 36"	8.00		
G20-11	CONSTRUCTION PROJECT INFORMATION SIGN	36" X 36"	8.00		
36G20-5aP	WORK ZONE (PLAQUE)	36" X 24"	8.00		
TOTALS			50.00	76.00	0.00

ALL SEALS FOR THIS SET OF
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Computer File Information		SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES		Project No. / Code
Creation Date: 01/14/26	Initials: TRL			FSAR300-296
Last Modification Date: 03/03/26	Initials: TRL			27387
Full Path: C:\	Designer: TRL		Region: 3	
Drawing File Name:	Detailer: TRL		Unit Leader: AS	
Scale: None	Units: English			Sheet No. 9

Schedule of Construction Traffic Control Devices (Continued)

Other Devices			
Item Number - Description		Unit	Project Totals
630-00000	FLAGGING	HOUR	1600.00
630-00007	TRAFFIC CONTROL INSPECTION	DAY	64.00
630-00012	TRAFFIC CONTROL MANAGEMENT	DAY	160.00
630-80355	PORTABLE MESSAGE SIGN PANEL	EA	8.00
630-80357	ADVANCED WARNING FLASHING OR SEQUENCING ARROW PANEL (TYPE B)	EA	4.00
630-80360	DRUM CHANNELIZING DEVICE	EA	30.00
630-80380	TRAFFIC CONE	EA	80.00
630-80393	STACKABLE VERTICAL PANELS	EA	40.00
630-85040	IMPACT ATTENUATOR (T M A) (TEMPORARY)	EA	4.00

Notes:

1. See CDOT standard plans for the basic placement details of construction traffic control devices.
2. All construction traffic control items shall meet the federal highway administration's manual for assessing safety hardware (mash) criteria.
3. Contractor shall be permitted to work at two intersections at the same time; locations must be within five (5) miles of each other. Only one traffic control management day will be paid per work day regardless of whether work occurs at one or two sites.
4. All construction traffic control devices shall be moveable. All such devices shall be removed by the contractor from the work site at the end of each workday.

ALL SEALS FOR THIS SET OF
DRAWINGS ARE APPLIED TO
THE COVER PAGE(S)

Computer File Information		SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES		Project No. / Code
Creation Date: 01/14/26	Initials: TRL			FSAR300-296
Last Modification Date: 03/03/26	Initials: TRL			27387
Full Path: C:\	Designer: TRL			
Drawing File Name:	Detailer: TRL		Region: 3	
Scale: None	Units: English		Unit Leader: AS	
				Sheet No. 10

Tabulation of Traffic Engineering Items

Township	Hwy	Ref Pt.	Intersection	3 Section Backplates Required	4 Section Backplates Required	5 Section Backplates Required	5 Section DH Backplates Required	Red Ball	Red Arrows	Yellow Ball	Yellow Arrows	Green Ball	Green Arrows	3 Section Face	4 Section Face	5 Section Face	5 Section DH Face
Aspen	082A	31.40	Hwy 82 / Aspen Village Rd	12	0	0	0	11	1	11	1	11	1	0	0	0	0
Aspen	082A	35.28	Hwy 82 / Brush Crk	20	0	0	0	10	10	10	10	10	10	0	0	0	0
Aspen	082A	37.63	Hwy 82 / Aspen ABC (Baltic)	17	1	0	0	10	7	10	7	10	8	0	0	0	0
Aspen	082A	38.37	Hwy 82 / Harmony	12	0	0	0	6	6	6	6	6	6	0	0	0	0
Aspen	082A	38.52	Hwy 82 / Owl Crk	13	0	0	0	10	3	10	3	10	3	0	0	0	0
Aspen	082A	39.27	Hwy 82 / Maroon Dr-Truscott	12	0	4	0	16	0	16	4	16	4	0	0	0	0
Aspen	082A	40.11	Hwy 82 / Cemetary Ln	3	0	0	1	4	0	4	1	4	1	0	0	0	0
Aspen	082A	41.03	Hwy 82 / Aspen St	8	0	0	0	8	0	8	0	8	0	0	0	0	0
Aspen	082A	41.09	Hwy 82 / Monarch St	9	0	0	0	9	0	9	0	9	0	0	0	0	0
Aspen	082A	41.16	Hwy 82 / Mill st	12	0	2	1	15	0	15	3	15	3	0	0	0	0
Aspen	082A	41.22	Hwy 82 / Galena	13	0	0	0	13	0	13	0	13	0	0	0	0	0
Avon	006E	169.16	US 6E / Prater-Beaver Crk	10	0	0	2	10	2	10	4	10	4	10	0	0	2
Avon	006E	171.63	US 6E / Stone Crk	0	0	0	0	8	0	8	2	8	2	0	0	0	0
Avon	006E	172.04	US 6E / Eagle Rd	9	0	1	1	11	0	11	2	11	2	0	0	0	0
Avon	006E	172.14	US 6E / I-70 WB Ramps	9	0	0	0	9	0	9	0	9	0	0	0	0	0
Basalt	082A	19.04	Hwy 82 / El Jebel-Sopris Village	17	0	1	1	14	5	14	7	14	7	0	0	0	0
Basalt	082A	19.49	Hwy 82 / Lower Willits Ln	21	0	0	0	10	11	10	11	10	11	0	0	0	0
Basalt	082A	20.61	Hwy 82 / Original Rd	14	0	0	0	10	4	10	4	10	4	0	0	0	0
Basalt	082A	20.95	Hwy 82 / Upper Willits-Two Rivers	14	0	2	2	14	4	14	8	14	8	10	0	2	0
Basalt	082A	23.08	Hwy 82 / Basalt Ave/Emma Curve?	17	1	1	1	12	8	12	10	12	11	0	0	0	0
Basalt	082A	23.67	Hwy 82 / Two Rivers	12	0	0	0	10	2	10	2	10	2	0	0	0	0
Basalt	082A	26.73	Hwy 82 / Snowmass Crk (Old Snowmass)	12	0	4	0	15	0	15	3	15	3	0	0	0	0
Breckenridge	009C	86.42	Hwy 9C (Main) / South Park	10	0	0	0	0	10	0	10	0	10	0	0	0	0
Breckenridge	009C	86.17	Hwy 9C (Main) / Boreas /Broken lance	10	0	8	0	18	0	18	8	18	8	0	0	0	0
Breckenridge	009C	86.74	Hwy 9C (South Park) / Ski Hill Rd	8	0	8	0	16	0	16	8	16	8	0	0	0	0
Breckenridge	009C	87.19	Hwy 9C (North Park) / Airport	10	0	4	0	14	0	14	4	14	4	0	0	0	0
Breckenridge	009C	87.52	Hwy 9C (Main) / Huron-CR 450	12	0	2	0	14	0	14	2	14	2	0	0	0	0
Breckenridge	009C	87.78	Hwy 9C (Main) / Valley Brk-Highlands	14	0	4	0	18	0	18	4	18	4	0	0	0	0
Carbondale	082A	11.70	Hwy 82 / Hwy 133	0	0	0	0	10	6	10	7	10	7	0	0	0	0
Carbondale	082A	15.54	Hwy 82 / Catherine Store	14	0	0	0	11	3	11	3	11	3	0	0	0	0
Carbondale	133A	66.56	Hwy 133 / Meadowood	0	0	0	0	11	0	14	4	14	4	0	0	0	0
Carbondale	133A	67.04	Hwy 133 / Snow Mass-River Valley Ranch/ main st?	10	0	2	2	14	0	14	4	14	4	0	0	0	0
Carbondale	133A	68.45	Hwy 133 / Village	0	0	0	0	11	0	11	4	11	4	0	0	0	0
Cedaredge	065A	10.77	Hwy 65 (Grand Mesa) / Main	8	0	0	0	8	0	8	0	8	0	0	0	0	0
Clifton	070B	11.07	I-70B / 31 1/2 Rd	8	0	0	0	7	4	7	4	7	4	0	0	0	0
Clifton	070B	10.83	I-70B / Warrior Way	13	0	0	0	5	8	5	8	5	8	0	0	0	0
Clifton	070B	11.57	I-70B / Old 32 Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clifton	070B	12.11	I-70B / Hwy 6C-Patterson	16	0	4	0	16	4	16	8	16	8	0	0	0	0
Clifton	006C	37.66	US 6C / 1st (Roundabout 2025)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clifton	006C	37.80	US 6C / 5th St Ped Signal (Roundabout 2025)	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Tabulation of Traffic Engineering Items (Continued)

Clifton	006C	38.15	US 6C / 33 Rd	8	0	3	0	11	0	11	3	11	3	0	0	0	0
Clifton	141B	158.93	Hwy 141B (32 Rd) / B 1/2 Rd	9	0	0	0	9	0	9	0	9	0	0	0	0	0
Clifton	141B	160.44	Hwy 141B (32 Rd) / D Rd	0	0	0	0	17	0	17	4	17	4	0	0	0	0
Clifton	141B	160.95	Hwy 141B (32 Rd) / D 1/2 Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Clifton	141B	161.36	Hwy 141B (32 Rd) / E Rd	10	0	8	0	18	0	16	7	18	7	0	0	0	0
Coyne Valley	009C	89.21	Hwy 9C / Coyne Valley	9	0	1	1	13	0	13	2	13	2	0	0	0	0
Coyne Valley	009C	90.25	Hwy 9C / Tiger Rd-Shores Ln	14	0	4	0	18	0	18	4	18	4	0	0	0	0
Craig	013B	89.83	Hwy 13B (Yampa) / 6th	0	0	0	0	16	0	16	0	16	0	0	0	0	0
Craig	013B	90.23	Hwy 13B (Yampa) / 9th	8	0	0	0	8	0	8	0	8	0	0	0	0	0
Craig	040A	89.32	US 40A (Victory) / Hwy 13A	0	0	0	0	18	0	18	0	18	0	0	0	0	0
Craig	040A	89.49	US 40A (Victory) / Wal Mart Access	10	0	2	0	12	0	12	2	12	2	0	0	0	0
Craig	040A	89.95	US 40A (Victory) / Finley-Mack	0	0	0	0	20	0	20	0	20	0	0	0	0	0
Craig	040A	90.32	US 40A (Victory) / Green	0	0	0	0	10	0	10	2	10	2	0	0	0	0
Craig	040A	90.53	US 40A (Victory) / Hwy 394A (Ranney)	11	1	0	0	9	3	9	3	9	4	0	0	0	0
Craig	040A	90.84	US 40A / Hwy 13B (Yampa)	7	0	0	0	7	0	7	0	7	0	0	0	0	0
Craig	040Z	0.35	Hwy 40Z (4th) / (Yampa)	6	0	0	0	6	0	6	0	6	0	0	0	0	0
Craig	040Z	0.65	Hwy 40Z (4th) / Hwy 394A (Ranney)	6	0	0	0	6	0	6	0	6	0	0	0	0	0
Delta	050A	69.99	US 50A / H 38 Rd	12	0	0	0	12	0	12	0	12	0	0	0	0	0
Delta	050A	71.00	US 50A / Hwy 92A-1st	0	0	0	0	15	2	15	6	15	6	0	0	0	0
Delta	092A	1.21	Hwy 92A / Stafford	18	0	0	0	13	0	13	0	13	0	0	0	0	0
Delta	050A	71.16	US 50A / 3rd	0	0	0	0	10	0	10	0	10	0	0	0	0	0
Delta	050A	71.24	US 50A / 4th	0	0	0	0	10	0	10	0	10	0	0	0	0	0
Delta	050A	71.34	US 50A / 5th	0	0	0	0	10	0	10	0	10	0	0	0	0	0
Delta	050A	71.43	US 50A / Hwy 348A-6th	0	0	0	0	10	0	10	0	10	0	0	0	0	0
Delta	050A	72.46	US 50A / 1600 Rd	14	0	0	0	14	0	14	0	14	0	0	0	0	0
Delta	050A	70.77	US 50A / Confluence Dr	13	0	2	2	14	3	14	7	14	7	0	0	0	0
Edwards	006E	163.68	US 6E / High School	12	0	0	0	8	4	8	4	8	4	0	0	0	0
Edwards	006E	164.36	US 6E / Edward Trl Prk Ped	4	0	0	0	4	0	4	0	4	0	0	0	0	0
Edwards	006E	167.34	US 6E / Miller Ranch	9	0	2	0	10	1	10	3	10	3	0	0	0	0
Fraser	040A	227.11	US 40A / CR 804-CR 72	4	0	0	4	8	0	8	8	8	8	0	0	0	0
Fraser	040A	228.30	US 40A / Grand Fire Dist Signal	6	0	0	0	6	0	6	0	6	0	0	0	0	0
Fraser	040A	228.40	US 40A / Rendezvous Rd	11	0	0	0	8	3	8	3	8	3	0	0	0	0
Frisco	009C	95.45	Hwy 9C / Peak One Blvd-Waterdance (Roundabout)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Frisco	009C	96.02	Hwy 9C / Main-Marina	0	0	0	0	14	4	14	9	14	9	0	0	0	0
Frisco	009C	96.36	Hwy 9C / School Rd-CR 1040	12	0	3	1	16	0	16	4	16	4	0	0	0	0
Frisco	009C	96.65	Hwy 9C / Hawn Dr-10 Mile Rd	14	0	2	2	18	0	18	4	18	4	0	0	0	0
Frisco	009C	96.80	Hwy 9C / Ten Mile Dr-Wal Mart	14	0	4	0	18	0	18	4	18	4	0	0	0	0
Frisco	009C	94.88	Hwy 9C / Peak One Dr-Recreation (CR 1005)	2	0	1	0	15	0	15	4	15	4	2	0	1	0
Frisco	009C	96.89	Hwy 9C / Lusher-Dillon Dam Rd	16	0	3	1	14	6	14	10	14	10	0	0	0	0
Fruita	340A	0.48	Hwy 340 (Cherry) / I-70A WB Ramps (Roundabouts	8	0	1	1	10	0	10	2	10	2	0	0	0	0
Fruita	340A	0.25	Hwy 340 (Cherry) / Apsen	8	0	6	0	14	0	14	6	14	6	0	0	0	0
Fruita	006A	21.26	US 6A / Pine St	8	0	1	1	10	0	10	2	10	2	0	0	0	0
Fruita	006A	22.46	US 6A / 19 Rd	0	0	0	0	10	0	10	2	10	3	0	0	0	0
Grand Junction	006A	25.86	US 6A / 22 Rd	11	0	0	0	11	2	11	2	11	2	0	0	0	0

Tabulation of Traffic Engineering Items (Continued)

Grand Junction	006A	26.02	US 6A / I-70A WB Ramp	6	0	0	0	6	2	0	6	0	6	0	0	0	0
Grand Junction	006B	30.59	US 6B (North) / 1st	0	0	0	0	17	0	17	0	17	8	0	0	0	0
Grand Junction	006B	30.92	US 6B (North) / 5th	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	006B	31.11	US 6B (North) / 7th	8	0	4	0	20	0	20	8	20	8	0	0	0	0
Grand Junction	006B	31.40	US 6B (North) / 10th	10	0	0	0	14	2	14	0	14	0	0	0	0	0
Grand Junction	006B	31.61	US 6B (North) / 12th	8	0	4	0	20	0	20	8	20	8	0	0	0	0
Grand Junction	006B	32.38	US 6B (North) / 23rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	006B	32.63	US 6B (North) / 28 Rd	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	006B	32.90	US 6B (North) / 28 1/4 Rd	8	0	2	0	16	0	16	4	16	4	0	0	0	0
Grand Junction	006B	33.16	US 6B (North) / 28 1/2 Rd	8	0	1	0	13	0	13	2	13	2	0	0	0	0
Grand Junction	006B	33.41	US 6B (North) / 28 3/4 Rd-Walmart	9	0	2	0	18	0	18	6	18	6	0	0	0	0
Grand Junction	006B	33.67	US 6B (North) / 29 Rd	14	0	2	0	20	4	20	6	20	6	0	0	0	0
Grand Junction	006B	34.19	US 6B (North) / 29 1/2 Rd	8	0	2	0	16	2	16	4	16	4	0	0	0	0
Grand Junction	050A	32.95	US 50A / Unaweepe-26 1/4	10	0	0	0	15	2	15	0	15	2	8	0	0	0
Grand Junction	050A	33.79	US 50A / 27 Rd	8	0	2	0	16	0	16	2	16	4	4	0	0	0
Grand Junction	050A	34.62	US 50A / 27 3/4 Rd	11	0	0	0	19	2	19	0	19	4	0	0	0	0
Grand Junction	050A	35.38	US 50A / 28 1/2 Rd	8	0	0	0	14	0	12	2	12	2	0	0	0	0
Grand Junction	050A	36.04	US 50A / 29 Rd	8	0	0	0	14	4	14	4	14	4	0	0	0	0
Grand Junction	050A	36.15	US 50A / Sundance	7	0	0	0	13	4	13	4	13	4	0	0	0	0
Grand Junction	050A	38.50	US 50A / Hwy 141B-32 Rd	7	0	0	0	8	2	8	0	8	4	0	0	0	0
Grand Junction	070B	0.08	I-70B / I-70A EB Ramp	6	0	0	0	7	2	7	0	7	4	0	0	0	0
Grand Junction	070B	1.23	I-70B / 23 Rd	7	0	0	0	6	4	6	4	4	6	0	0	0	0
Grand Junction	070B	2.86	I-70B / Mesa Mall Entrance	12	0	0	0	20	4	20	2	20	4	0	0	0	0
Grand Junction	070B	2.98	I-70B / 24 1/2 Rd	11	1	0	0	20	4	20	2	20	4	0	0	0	0
Grand Junction	070B	3.31	I-70B / 24 3/4 Rd	12	0	0	0	20	4	20	2	20	4	0	0	0	0
Grand Junction	070B	3.61	I-70B / 25 Rd	15	0	0	0	22	8	22	8	22	8	0	0	0	0
Grand Junction	070B	3.95	I-70B / Rimrock Dr	14	0	0	0	21	9	21	9	21	9	0	0	0	0
Grand Junction	070B	4.88	I-70B / Spruce St-1st	0	0	0	0	13	4	13	4	13	4	0	0	0	0
Grand Junction	070B	4.95	I-70B / Grand Ave-1st	0	0	0	0	22	10	22	10	22	10	0	0	0	0
Grand Junction	070B	5.09	I-70B / Rood Ave	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	070B	5.16	I-70B / Main St W	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	070B	5.57	I-70B (Pitkin) / 4th	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	070B	5.66	I-70B (Pitkin) / 5th	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	070B	5.75	I-70B (Pitkin) / 6th St Fire	2	0	0	0	2	0	2	0	2	0	0	0	0	0
Grand Junction	070B	5.85	I-70B (Pitkin) / 7th	7	0	0	0	10	0	10	0	10	0	0	0	0	0
Grand Junction	070B	6.03	I-70B (Pitkin) / 9th	7	0	0	0	10	0	10	0	10	0	3	0	0	0
Grand Junction	070B	6.86	I-70B / Main St E	8	0	2	0	16	2	16	4	16	4	8	0	2	0
Grand Junction	070B	7.37	I-70B / 28 Rd	6	0	1	0	11	0	11	0	11	0	3	0	0	0
Grand Junction	070B	8.52	I-70B / Teller Ave	7	0	0	0	8	4	8	4	8	4	0	0	0	0
Grand Junction	070B	9.31	I-70B / North Ave E	12	0	0	0	18	5	21	0	18	5	21	0	0	0
Grand Junction	070B	9.50	I-70B / 30 Rd	13	0	0	0	16	6	16	5	16	6	0	0	0	0
Grand Junction	070B	11.72	I-70B / Hwy 141-32 Rd	11	0	1	0	18	4	18	2	18	4	0	0	0	0
Grand junction	070B	12.08	I-70B / Peach Tree	10	0	0	0	16	8	16	8	16	8	0	0	0	0
Grand Junction	070Z	0.34	I-70Z (Ute) / 12th	6	0	0	0	9	0	9	0	9	0	9	0	0	0

Tabulation of Traffic Engineering Items (Continued)

Grand Junction	070Z	0.60	I-70Z (Ute) / 9th	7	0	0	0	10	0	10	0	10	0	10	0	0	0
Grand Junction	070Z	0.78	I-70Z (Ute) / 7th	7	0	0	0	10	0	10	0	10	0	0	0	0	0
Grand Junction	070Z	0.86	I-70Z (Ute) / 6th St Fire	3	0	0	0	3	0	3	0	3	0	0	0	0	0
Grand Junction	070Z	0.96	I-70Z (Ute) / US 50A-5th	5	0	0	0	7	0	7	0	7	0	0	0	0	0
Grand Junction	070Z	1.05	I-70Z (Ute) / 4th	2	0	0	0	3	0	3	0	3	0	0	0	0	0
Grand Junction	340A	9.06	Hwy 340 / Swan Ln School Flasher	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Junction	340A	9.17	Hwy 340 / Methodist Pre School Ped Signal	4	0	0	0	4	0	4	0	4	0	0	0	0	0
Grand Junction	340A	13.22	Hwy 340 (Grand) / Mulberry St	0	0	0	0	16	4	16	4	16	4	0	0	0	0
Glenwood	082A	0.00	Hwy 82 (Laurel) / I-70A EB Ramps	6	0	0	0	5	1	5	1	5	1	0	0	0	0
Glenwood	082A	0.04	I-70 / WB Ramps-Laurel	8	2	0	0	7	6	7	6	7	8	0	0	0	0
Glenwood	082A	0.09	Hwy 82 / River St	9	0	1	1	8	4	8	5	8	4	0	0	0	0
Glenwood	082A	0.33	Hwy 82 (Grand) / 8th	16	0	3	0	18	1	18	3	18	4	0	0	0	0
Glenwood	082A	0.41	Hwy 82 (Grand) / 9th	14	0	4	0	18	0	18	4	18	4	0	0	0	0
Glenwood	082A	0.50	Hwy 82 (Grand) / 10th	11	0	1	0	12	0	12	1	12	1	0	0	0	0
Glenwood	082A	0.58	Hwy 82 (Grand) / 11th	0	0	0	0	6	0	6	0	6	0	0	0	0	0
Glenwood	082A	0.82	Hwy 82 (Grand) / 14th	2	0	1	0	12	0	11	3	11	3	0	0	0	0
Glenwood	082A	0.89	Hwy 82 (Grand) / 15th	10	0	1	0	11	0	11	1	11	1	0	0	0	0
Glenwood	082A	1.05	Hwy 82 (Grand) / Sayre Park Ped Signal	4	0	0	0	4	0	4	0	4	0	0	0	0	0
Glenwood	082A	1.23	Hwy 82 (Grand) / 20th	9	0	1	0	10	0	10	1	10	1	0	0	0	0
Glenwood	082A	1.41	Hwy 82 (Grand) / 23rd	6	0	4	0	16	0	16	7	16	7	3	0	2	0
Glenwood	082A	1.71	Hwy 82 (Glen) / 27th	5	0	1	0	12	5	12	9	12	11	0	0	0	0
Glenwood	082A	2.17	Hwy 82 (Glen) / Blake/ McDonalds	7	0	0	0	10	0	10	1	10	1	4	0	0	0
Glenwood	082A	3.55	Hwy 82 / Buffalo Valley / CR154	0	0	0	0	7	3	7	3	7	3	0	0	0	0
Glenwood	082A	5.00	Hwy 82 / CR 154	0	0	0	0	6	1	6	2	6	2	0	0	0	0
Glenwood	082A	6.66	Hwy 82 / CMC Rd	0	0	0	0	13	0	13	0	13	0	0	0	0	0
Granby	040A	214.10	US 40A / Thompson	14	0	2	0	16	0	16	2	16	2	0	0	0	0
Granby	040A	212.06	US 40A / 1st	0	0	0	0	11	0	11	0	11	0	0	0	0	0
Gunnison	135A	0.08	Hwy 135 (Main) / Virginia	8	0	0	0	8	0	8	0	8	0	0	0	0	0
Gunnison	135A	0.45	Hwy 135 (Main) / Denver	9	0	0	1	10	0	10	1	10	1	9	0	0	1
Gunnison	135A	0.74	Hwy 135 (Main) / Spencer	18	0	0	0	18	0	18	0	18	0	0	0	0	0
Gunnison	050A	156.77	US 50A / New York	8	0	0	0	0	0	0	0	0	0	3	0	0	0
Gunnison	050A	157.18	US 50A (Tomichi) / Spruce	12	0	0	0	6	6	6	6	6	6	0	0	0	0
Gunnison	050A	157.39	US 50A (Tomichi) / Hwy 135-Main	13	0	3	0	16	0	16	3	16	3	13	0	3	0
Hayden	040A	107.44	US 40A / Poplar (Fire Signal)	4	0	0	0	4	0	6	0	4	0	0	0	0	0
Keystone	006F	216.07	US 6F / Rasor Dr-CR 67 Ped	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Kremmling	040A	184.53	US 40A / Hwy 9D-6th	0	0	0	0	12	0	12	0	12	0	0	0	0	0
Leadville	024A	175.08	US 24A / Mountain View	0	0	0	0	11	4	7	5	7	1	0	0	0	0
Leadville	024A	175.87	US 24A (Harrison) / 6th	0	0	0	0	8	0	8	0	8	0	0	0	0	0
Loma	006A	15.13	US 6A / Hwy 139A	11	2	2	0	15	2	15	2	15	2	0	0	0	0
Montrose	050A	90.54	US 50A / La Salle	19	0	0	0	19	0	19	0	19	0	0	0	0	0
Montrose	050A	91.88	US 50A (Townsend) / San Juan-Grand	16	1	2	0	11	8	10	10	10	12	0	0	0	0
Montrose	050A	93.56	US 50A (Main) / San Juan	12	1	1	0	13	1	13	2	13	3	0	0	0	0
Montrose	050A	94.10	US 50A (Main) / Hillcrest Dr	12	0	0	0	12	0	12	0	12	0	0	0	0	0
Montrose	090B	88.98	Hwy 90B / Marine	12	0	0	0	9	0	9	0	9	0	12	0	0	0

Tabulation of Traffic Engineering Items (Continued)

Montrose	090B	89.63	Hwy 90B / Grand	10	0	8	0	16	0	17	16	17	16	0	0	0	0
Montrose	550B	126.81	US 550B (Townsend) / Williams-Rio Grande	15	0	4	0	17	2	16	7	16	7	0	0	0	0
Montrose	550B	127.03	US 550B (Townsend) / Hawk Pkwy-Walmart	12	0	4	0	16	0	16	4	16	4	0	0	0	0
Montrose	550B	127.12	US 550B (Townsend) / Ogden	16	0	2	2	20	0	20	4	20	4	0	0	0	0
Montrose	550B	127.34	US 550B (Townsend) / O'Delle	14	0	4	0	18	0	18	4	18	4	0	0	0	0
Montrose	550B	127.74	US 550B (Townsend) / Oak Grove	9	0	0	2	11	0	11	2	11	2	9	0	0	2
Montrose	550B	128.24	US 550B (Townsend) / Niagara	8	0	1	1	10	0	10	2	10	2	8	0	1	1
Montrose	550B	128.42	US 550B (Townsend) / S 12th-Columbia	12	0	2	0	13	0	13	2	13	2	0	0	0	0
Montrose	550B	128.63	US 550B (Townsend) / S 9th	10	0	0	0	10	0	10	0	10	0	0	0	0	0
Montrose	550B	128.77	US 550B (Townsend) / S 7th	14	0	0	0	14	0	14	0	14	0	0	0	0	0
Montrose	550B	128.91	US 550B (Townsend) / S 5th	13	0	0	0	13	0	13	0	13	0	0	0	0	0
Montrose	550B	129.12	US 550B (Townsend) / S 2nd	16	0	0	0	16	0	16	0	16	1	0	0	0	0
Montrose	550B	129.26	US 550B (Townsend) / Hwy 90B-Main	8	0	4	0	12	0	12	4	12	4	8	0	4	0
Montrose	550B	129.40	US 550B (Townsend) / N 2nd	17	0	0	0	17	0	17	0	17	0	0	0	0	0
Montrose	550B	129.89	US 550B (Townsend) / N 9th	10	0	0	0	10	0	10	0	10	0	10	0	0	0
Olathe	050A	82.61	US 50A / Hwy 348A-David St	16	0	0	0	12	4	12	4	12	4	0	0	0	0
Parachute	070A	74.01	CR 215 & Cardinal Way	0	0	0	0	10	0	11	1	11	1	0	0	0	0
Parachute	070A	74.02	I-70 Eastbound Ramps	5	1	1	0	7	0	8	0	8	0	0	0	0	0
Parachute	070A	74.03	I-70 Westbound Ramps	6	0	1	0	7	0	8	0	8	0	0	0	0	0
Rifle	013C	0.18	Hwy 13A / I-70A WB Ramps	6	0	1	1	8	0	8	2	8	2	6	0	1	1
Rifle	013A	2.69	Hwy 13A / 24th St	7	0	4	3	14	0	14	7	14	7	0	0	0	0
Silverthorne	006F	208.73	US 6F / I-70 EB Ramps	6	0	0	0	10	1	10	3	10	3	0	0	0	0
Silverthorne	009D	102.28	Hwy 9D / 6th	9	0	8	0	17	0	17	8	17	8	0	0	0	0
Silverthorne	009D	101.77	Hwy 9D / Wildernest-Rainbow	15	1	5	0	21	0	21	6	21	6	0	0	0	0
Silverthorne	006F	208.80	US 6F / Stephens	11	0	1	1	11	2	11	4	11	4	0	0	0	0
Silverthorne	006F	208.95	US 6F / Little Beaver	12	0	6	0	18	0	18	6	18	6	0	0	0	0
Silverthorne	006F	209.00	US 6F / Anemone	10	0	8	0	18	0	18	8	18	8	0	0	0	0
Silverthorne	006F	209.44	US 6F / Dillon Dam-CR 7	8	0	0	0	17	1	17	9	17	9	0	0	0	0
Silverthorne	009D	101.63	Hwy 9D / I-70 WB Ramps	6	0	0	0	10	1	10	3	10	3	0	0	0	0
Silverthorne	009D	102.04	Hwy 9D / 4th	12	0	4	0	16	0	16	4	16	4	0	0	0	0
Silverthorne	006F	209.84	US 6F / Lake Dillon-Evergreen	5	0	2	0	16	1	16	8	16	8	0	0	0	0
Silverthorne	009D	102.49	Hwy 9D / Annie	11	0	1	0	12	0	12	1	12	1	0	0	0	0
Silverthorne	009D	103.98	Hwy 9D / Hamilton Crk	10	0	2	0	12	0	12	2	12	2	0	0	0	0
Stand alone	091A	22.24	Hwy 91A / Copper Rd	9	0	10	0	19	0	19	10	19	10	0	0	0	0
Stand alone	009C	92.89	Hwy 9C / Swan Mtn-CR 1	11	0	7	0	18	0	18	7	18	7	0	0	0	0
Stand alone US 6	006F	213.23	US 6F / Swan Mt-Cove	10	0	0	0	6	4	6	4	6	4	0	0	0	0
Stand alone US 6	006F	214.91	US 6F / Keystone-Tennis Club	14	0	4	0	18	0	18	4	18	4	0	0	0	0
Stand alone US 6	006F	215.67	US 6F / Snake River Fire	8	0	0	0	8	0	8	0	8	0	8	0	0	0
Steamboat Springs	040A	130.77	US 40A (Lincoln) / Elk River	0	0	0	0	9	9	9	9	9	9	0	0	0	0
Steamboat Springs	040A	131.28	US 40A (Lincoln) / Stock Bridge	8	0	2	0	10	0	10	2	10	2	0	0	0	0
Steamboat Springs	040A	131.91	US 40A (Lincoln) / 13th	7	0	1	0	8	0	8	1	8	1	0	0	0	0
Steamboat Springs	040A	132.09	US 40A (Lincoln) / 11th	6	0	1	0	7	0	7	2	7	2	0	0	0	0
Steamboat Springs	040A	132.21	US 40A (Lincoln) / 9th	8	0	0	0	8	0	8	0	8	0	0	0	0	0
Steamboat Springs	040A	132.28	US 40A (Lincoln) / 8th	6	0	0	0	6	0	6	0	6	0	0	0	0	0

Tabulation of Traffic Engineering Items (Continued)

Steamboat Springs	040A	132.35	US 40A (Lincoln) / 7th	8	0	0	0	8	0	8	0	8	0	0	0	0	0
Steamboat Springs	040A	132.50	US 40A (Lincoln) / 5th	8	0	1	0	9	0	9	1	9	1	0	0	0	0
Steamboat Springs	040A	132.64	US 40A (Lincoln) / 3rd	12	2	2	0	15	3	14	5	14	5	0	0	0	0
Steamboat Springs	040A	133.28	US 40A (Lincoln) / Trafalgar (Hilltop)	8	0	2	0	10	0	10	2	10	2	0	0	0	0
Steamboat Springs	040A	133.81	US 40A (Lincoln) / Anglers	8	0	2	0	10	0	10	2	10	2	0	0	0	0
Steamboat Springs	040A	133.98	US 40A (Lincoln) / Pine Grove	16	0	1	1	14	4	14	5	14	5	0	0	0	0
Steamboat Springs	040A	135.12	US 40A (Lincoln) / Walton Crk	12	0	5	0	17	0	17	5	17	5	0	0	0	0
Winter Park	040A	229.49	US 40A / Rendezvous Way	8	0	2	0	10	0	10	2	10	2	0	0	0	0
Winter Park	040A	229.62	US 40A / Vasquez Rd	12	0	0	0	12	0	12	0	12	0	0	0	0	0
Winter Park	040A	232.06	US 40A / Lakota-Old Town	12	0	4	0	16	0	16	4	16	4	0	0	0	0
Winter Park	040A	232.46	US 40A / Winter Park Dr	12	0	7	0	14	5	14	10	14	10	0	0	0	0
Winter Park	040A	228.90	US 40A / Kings Crossing	13	0	3	1	17	0	17	4	17	4	0	0	0	0
TOTAL			Intersections	3 Section Backplates Required	4 Section Backplates Required	5 Section Backplates Required	5 Section DH Backplates Required	Red Ball	Red Arrows	Yellow Ball	Yellow Arrows	Green Ball	Green Arrows	3 Section Face	4 Section Face	5 Section Face	5 Section DH Face
			228	1855	14	267	38	2597	311	2591	675	2586	723	181	0	16	7

APPENDIX B TABULATED SUMMER CLOSURE SCHEDULES

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules					
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile			
006A	I-70 Exit 11 Mack	SH 139 (Loma)	11.08	15.13	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006A	SH 139 (Loma)	16.0 Road	15.13	18.75	2	3200	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006A	16.0 Road	SH 340	18.75	19.78	2	6000	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006A	SH 340	Mesa Street	19.78	20.24	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006A	Mesa Street	Pine Street	20.24	21.26	2	7800	1050/750	Both		Anytime	4 PM to 1 PM		Anytime	6 PM to 10 AM			
006A	Pine Street	19.0 Road	21.26	22.46	2	9700	1050/750	Both		Anytime	6 PM to 10 AM		5 PM to 11 AM	7 PM to 9 AM			
006A	19.0 Road	20.0 Road	22.46	23.66	2	12000	1050/750	Both		5 PM to 11 AM	7 PM to 9 AM		6 PM to 10 AM	8 PM to 9 AM			
006A	20.0 Road	22.0 Road Grand Junction	23.66	25.86	2	13400	1050/750	Both		6 PM to 10 AM	8 PM to 8 AM		7 PM to 9 AM	8 PM to 8 AM			
006A	22.0 Road Grand Junction	I-70 Exit 26 Grand Junction	25.86	26.08	4	22000	850	EB	7 PM to 11 AM			8 PM to 10 AM					
006A	I-70 Exit 26 Grand Junction	22.0 Road Grand Junction	26.08	25.86			850	WB	5 PM to 9 AM			5 PM to 8 AM					
006B	1-70 Business Loop Junction	29.5 Street	30.12	34.06	4	34000	850	EB	9 PM to 9 AM			9 PM to 9 AM					
006B	29.5 Street	1-70 Business Loop Junction	34.06	30.12			850	WB	7 PM to 7 AM			8 PM to 7 AM					
006B	29.5 Street	I-70 Business	34.10	34.54	4	18800	850	EB	6 PM to 1 PM			7 PM to 11 AM					
006B	I-70 Business	29.5 Street	34.54	34.10			850	WB	12 PM to 1 PM 3 PM to 10 AM			5 PM to 9 AM					
006C	I-70 Business Junction	32.5 Road	37.16	37.66	4	13000	850	Both	Anytime			Anytime					
006C	32.5 Road	1/4 Mile East of 33 Road	37.66	37.90	3	12000	1100	Both	Anytime			Anytime					
006C	1/4 Mile East of 33 Road	33 Road	37.90	38.15	3	12000	1100	Both	Anytime			Anytime					
006C	33 Road	2-lane section	38.15	38.26	3	6200	1100	Both	Anytime			Anytime					
006C	2-lane section	Frontage Road	38.26	42.90	2	6200	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006C	Frontage Road	Main Street	42.90	43.21	3	7600	1100	Both	Anytime			Anytime					
006C	Main Street	38 Road	43.21	43.39	2	3100	1050/750	Both				Anytime			Anytime	Anytime	Anytime
006C	38 Road	I-70 Junction	43.39	46.06	2	1300	1050/750	Both				Anytime			Anytime	Anytime	Anytime
006D	Jct. SH 13 Rifle	7th Street	92.00	99.11	2	5800	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006D	7th Street	SH I-70E	99.11	99.23	4	7200	850	Both									
006D	SH I-70E	CR 214	99.23	104.43	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006D	CR 214	7th Street	104.43	105.91	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006D	7th Street	Burning Mountain Avenue	105.91	107.12	2	5800	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006D	Burning Mountain Avenue	I-70 Exit 109	107.12	110.80	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006E	I-70 Junction (Gypsum)	Green Way (Gypsum)	141.82	143.10	2	9900	1050/750	Both		Anytime	9 AM to 10 AM 6 PM to 7 AM		Anytime	6 PM to 9 AM			
006E	Green Way (Gypsum)	2-lane section	143.10	144.19	3	9900	1100	Both	Anytime			Anytime					
006E	2-lane section	3-lane section near Brooks Lane	144.19	145.72	2	9900	1050/750	Both		Anytime	9 AM to 10 AM 6 PM to 7 AM		Anytime	6 PM to 9 AM			
006E	3-lane section near Brooks Lane	2-lane section	145.72	146.89	3	9900	1100	Both	Anytime			Anytime					
006E	2-lane section	Church Street	146.89	149.67	2	15000	1050/750	Both		6 PM to 7 AM	7 PM to 6 AM		6 PM to 9 AM	7 PM to 8 AM			
006E	Church Street	SH 131 (Wolcott)	149.67	159.57	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006E	SH 131 (Wolcott)	I-70 (Edwards)	159.57	163.25	2	12300	1050/750	Both		6 PM to 3 PM	6 PM to 7 AM		4 PM to 11 AM	7 PM to 9 AM			
006E	I-70 (Edwards)	3-lane section near Squaw Creek Road	163.25	163.30	2	12300	1050/750	Both		6 PM to 3 PM	6 PM to 7 AM		4 PM to 11 AM	7 PM to 9 AM			
006E	3-lane section near Squaw Creek Road	2-lane section	163.30	164.10	3	12300	1100	Both	Anytime			Anytime					
006E	2-lane section	3-lane section west of Edwards Spur Road	164.10	165.76	2	12300	1050/750	Both		8 AM to 3 PM 6 PM to 7 AM	6 PM to 7 AM		4 PM to 10 AM	7 PM to 9 AM			
006E	3-lane section west of Edwards Spur Road	2-lane section east of Bull Run Road	165.76	166.30	3	12300	1100	Both	Anytime			Anytime					
006E	2-lane section east of Bull Run Road	3-lane section west of Arrowhead Drive	166.30	166.97	2	13800	1050/750	Both		9 AM to 10 AM 6 PM to 7 AM	7 PM to 7 AM		5 PM to 9 AM	7 PM to 8 AM			
006E	3-lane section west of Arrowhead Drive	2-lane section east of McCoy Creek Drive	166.97	167.99	3	13800	1100	Both	Anytime			Anytime					
006E	2-lane section east of McCoy Creek Drive	3-lane section entering Avon	167.99	169.46	2	13800	1050/750	Both		9 AM to 10 AM 6 PM to 7 AM	7 PM to 7 AM		5 PM to 9 AM	7 PM to 8 AM			
006E	3-lane section entering Avon	2-lane section east of roundabout	169.46	170.12	3	13800	1100	Both	Anytime			Anytime					
006E	2-lane section east of roundabout	3-lane section west of Stonebridge Drive	170.12	170.45	2	13800	1050/750	Both		9 AM to 11 AM 6 PM to 7 AM	7 PM to 7 AM		5 PM to 9 AM	7 PM to 8 AM			
006E	3-lane section west of Stonebridge Drive	2-lane section east of roundabout	170.45	171.13	3	13800	1100	Both	Anytime			Anytime					
006E	2-lane section east of roundabout	3-lane section west of Eagle Road	171.13	171.85	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006E	3-lane section west of Eagle Road	2-lane section east of Eagle-Vail	171.85	172.88	3	5100	1100	Both	Anytime			Anytime					
006E	2-lane section east of Eagle-Vail	I-70 Junction (Minturn)	172.88	174.54	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime			
006F	I-70 Interchange (#205) in Dillon	Little Beaver Trail	208.66	208.95	4	25000	850	EB	9 AM to 11 AM 7 PM to 8 AM			8 PM to 9 AM					
006F	Little Beaver Trail	I-70 Interchange (#205) in Dillon	208.95	208.66			850	WB	6 PM to 7 AM			7 PM to 8 AM					
006F	Little Beaver Trail	County Road 67	208.95	215.95	4	15000	850	EB	Anytime			Anytime					
006F	County Road 67	Little Beaver Trail	215.95	208.95			850	WB	Anytime			Anytime					
006F	County Road 67	MP 217	215.95	217.00	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime			

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
006F	Milepost 217	Summit /Clear Creek County Line	217.00	225.04	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006K	Devereaux Rd Glenwood	Laurel St Glenwood	0.00	0.34	2	12200	1050/750	Both		6 PM to 3 PM	(Segment shorter than 1.0 mile)		4 PM to 11 AM	(Segment shorter than 1.0 mile)
006L	Jct. I-70 Exit 87 Rifle	Jct. SH 13 Rifle	88.90	91.24	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	I-70 Frontage road south of De Beque	Watson Avenue	62.31	74.88	2	970	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	Watson Avenue	Parachute Avenue	74.88	75.04	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	Parachute Avenue	Railroad Avenue	75.04	75.21	4	2800	850	Both	Anytime			Anytime		
006M	Railroad Avenue	Jct. I-70 Exit 87 Rifle	75.21	88.90	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	Park/Summit County Line	north base of Hoosier Pass	76.45	79.90	2	3800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	north base of Hoosier Pass	Blue River Road	79.90	82.63	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	Blue River Road	south Breckenridge city limit	82.63	86.03	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	south Breckenridge city limit	north Breckenridge city limit	86.03	90.62	2	13000	1050/750	Both		6 PM to 3 PM	7 PM to 7 AM		5 PM to 10 AM	7 PM to 8 AM
009C	north Breckenridge city limit	Frisco city limit	90.62	95.48	2	20000	1050/750	Both		7 PM to 7 AM	8 PM to 7 AM		7 PM to 8 AM	8 PM to 7 AM
009C	Frisco city limit	Frisco Main Street	95.48	96.02	4	23000	1050/750	NB	7 PM to 7 AM			8 PM to 8 AM		
009C	Frisco Main Street	Frisco city limit	96.02	95.48		23000	1050/750	SB	7 PM to 7 AM			8 PM to 8 AM		
009C	Frisco Main Street	I-70 Interchange (#203) in Frisco	96.02	97.23	4		850	NB	6 PM to 10 AM			5 PM to 10 AM		
009C	I-70 Interchange (#203) in Frisco	Frisco Main Street	97.23	96.02		22000	850	SB	9 AM to 12 PM 6 PM to 8 AM			5 PM to 10 AM		
009D	I-70 Interchange in Silverthorne	Wildernest Road	101.56	101.77	4		850	NB	7 PM to 7 AM			7 PM to 8 AM		
009D	Wildernest Road	I-70 Interchange in Silverthorne	101.77	101.56		29000	850	SB	7 PM to 7 AM			8 PM to 9 AM		
009D	Wildernest Road	6th Street	101.77	102.28	4	22000	850	NB	6 PM to 10 AM			6 PM to 8 AM		
009D	6th Street	Wildernest Road	102.28	101.77			850	SB	7 PM to 8 AM			7 PM to 9 AM		
009D	6th Street	Annie Road	102.28	102.49	4	14000	850	NB	Anytime			Anytime		
009D	Annie Road	6th Street	102.49	102.28			850	SB	Anytime			1 PM to 11 AM		
009D	Annie Road	n/o Willowbrook Road	102.49	103.53	4	10000	850	NB	Anytime			Anytime		
009D	n/o Willowbrook Road	Annie Road	103.53	102.49			850	SB	Anytime			Anytime		
009D	n/o Willowbrook Road	Boulder Creek Road (CR 1375)	103.53	110.31	2	6400	1050/750	Both		Anytime	Anytime		Anytime	2 PM to 11 AM
009D	Boulder Creek Road (CR 1375)	CR 33 s/o of Kremmling	110.31	127.43	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009D	Summit/Grand Co Line	Jct. SH 40 Kremmling	127.43	138.92	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	I-70 Exit 90 Rifle	Jct SH 6D	0.00	0.55	4	17500	850	NB	Anytime			4 PM to 11 AM		
013A	Jct SH 6D	I-70 Exit 90 Rifle	0.55	0.00			850	SB	5 PM to 3 PM			6 PM to 12 PM		
013A	I-70 Exit 90 Rifle	21st Street	0.55	2.63	3	5400	1100	Both	Anytime			Anytime		
013A	21st Street	30th Street	2.63	3.14	4	14400	850	Both	Anytime			Anytime		
013A	30th Street	Jct SH 325	3.14	4.11	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	Jct SH 325	Jct SH 64A	4.11	39.01	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	Jct SH 64A	CR 18	39.01	40.75	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	CR 18	3rd Street	40.75	41.95	2	7700	1050/750	Both		Anytime	9 AM to 4 PM 6 PM to 7 AM		Anytime	Anytime
013A	3rd Street	CR 8	41.95	43.37	2	4900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	CR 8	Jct SH 317 (Hamilton)	43.37	75.79	2	2400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	Jct SH 317 (Hamilton)	1st Street	75.79	88.32	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	1st Street	Jct. SH 40 West Craig	88.32	88.64	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct. SH 40 East Craig	Jct US 40A	89.61	89.71	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct US 40A	Jct SH 40Z	89.71	89.84	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct SH 40Z	CR 183	89.84	91.37	2	5200	1050/750	Both		Anytime	Anytime		Anytime	3 PM to 11 AM
013B	CR 183	CO/WY State Line	91.37	128.00	2	2200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
014A	Jct. SH 40 Muddy Pass	SH 125 South Walden	0.00	32.97	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
014B	SH 125 East Walden	Cameron Pass Summit	34.09	64.93	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct. I-70 Minturn	Meek Avenue	143.40	145.54	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Meek Avenue	Jct SH 91A	145.54	174.65	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 91A	CR 17	174.65	175.08	4	7100	850	Both	Anytime			Anytime		
024A	CR 17	12th Street	175.08	175.41	3	9100	1100	Both	Anytime			Anytime		
024A	12th Street	Harrison Street	175.41	175.71	2	9100	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	5 PM to 10 AM
024A	Harrison Street	Monroe Street	175.71	176.24	4	9100	850	Both	Anytime			Anytime		
024A	Monroe Street	Elm Street	176.24	177.22	3	5500	1100	Both	Anytime			Anytime		
024A	Elm Street	Jct SH 300W	177.22	180.10	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 300W	Jct SH 82W	180.10	183.60	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 82W	Cache Creek Crossing Granite	183.60	193.77	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	Jct. SH 40 Granby	CR 40	0.00	5.22	2	4600	1050/750	Both		Anytime	Anytime		Anytime	Anytime

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules			
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	
034A	CR 40	CR 64	5.22	10.71	2	5500	1050/750	Both		Anytime	Anytime		Anytime	4 PM to 10 AM	
034A	CR 64	Rocky Mtn. NP Entrance	10.71	15.01	2	5100	1050/750	Both		Anytime	Anytime		Anytime	2 PM to 11 AM	
040A	Utah/CO State Line	Jct SH 64S	0.00	2.91	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct SH 64S	Jct SH 318A	2.91	59.78	2	1100	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct SH 318A	CR 201	59.78	83.21	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	CR 201	Wickes Avenue	83.21	88.17	3	2400	1100	Both	Anytime			Anytime			
040A	Wickes Avenue	Jct SH 13A	88.17	89.32	2	5200	1050/750	Both	Anytime	Anytime	Anytime	Anytime	Anytime	Anytime	
040A	Jct SH 13A	Jct SH 40Z	89.32	90.36	4	15000	850	Both							
040A	Jct SH 40Z	Jct SH 394	90.36	90.53	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct SH 394	Jct SH 13B	90.53	90.84	2	7100	1050/750	Both		Anytime	5 PM to 4 PM		Anytime	4 PM to 12 PM	
040A	Jct SH 13B	Jct SH 40Z	90.84	91.26	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct SH 40Z	1st Street	91.26	92.07	2	8100	1050/750	Both		Anytime	5 PM to 11 AM		Anytime	Anytime	
040A	1st Street	CR 204N	92.07	127.57	2	6000	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	CR 204N	Shield Road	127.57	130.57	2	12500	1050/750	Both		6 PM to 8 AM	7 PM to 7 AM		5 PM to 9 AM	7 PM to 8 AM	
040A	Shield Road	13th Street	130.57	131.91	2	17000	1050/750	Both		7 PM to 7 AM	7 PM to 7 AM		6 PM to 8 AM	7 PM to 8 AM	
040A	13th Street	Pine Grove Road	131.91	133.98	4	29000	850	Both		7 PM to 7 AM			6 PM to 8 AM		
040A	Pine Grove Road	Mount Werner Road	133.98	134.41	4	22000	850	EB	6 PM to 8 AM	4 PM to 9 AM					
040A	Mount Werner Road	Pine Grove Road	134.414	133.98			850	WB	9 AM to 11 AM 6 PM to 7 AM	6 PM to 10 AM					
040A	Mount Werner Road	Sibley Road	134.41	135.28	4	21000	850	EB	2 PM to 3 PM 6 PM to 8 AM	4 PM to 9 AM					
040A	Sibley Road	Mount Werner Road	135.279	134.414			850	WB	9 AM to 11 AM 6 PM to 7 AM	6 PM to 10 AM					
040A	Sibley Road	Jct SH 131	135.28	136.52	2	8700	1050/750	Both		Anytime	9 AM to 10 AM 6 PM to 8 AM		Anytime	4 PM to 9 AM	
040A	Jct SH 131	CR 19	136.52	153.68	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	CR 19	Jct SH 14A	153.68	157.33	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct SH 14A	Jct SH 134A	157.33	178.26	3	2300	1100	Both	Anytime			Anytime			
040A	Jct SH 134A	1st Street	178.26	184.21	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	1st Street	Jct SH 9	184.21	184.53	4	6800	850	Both	Anytime			Anytime			
040A	Jct SH 9	Jct SH 125A	184.53	209.17	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct SH 125A	Jct US 34A	209.17	211.08	2	4400	1050/750	Both		Anytime	Anytime		Anytime	Anytime	
040A	Jct US 34A	Mesa Street	211.08	211.88	3	7100	1100	Both	Anytime			Anytime			
040A	Mesa Street	6th Street	211.88	212.50	4	9100	850	Both	Anytime			Anytime			
040A	6th Street	CR 522	212.50	223.03	3	10000	1100	Both	Anytime			Anytime			
040A	CR 522	Eisenhower Drive	223.03	226.84	2	9600	1050/750	Both		Anytime	12 PM to 11 AM		5 PM to 10 AM	7 PM to 8 AM	
040A	Eisenhower Drive	Sitzmark	226.84	228.89	2	12700	1050/750	Both		Anytime	6 PM to 9 AM		7 PM to 9 AM	8 PM to 8 AM	
040A	Sitzmark	Denver Water-Works Road	228.89	232.06	4	12000	850	Both	Anytime			5 PM to 11 AM			
040A	Denver Water-Works Road	Maintenance boundary with Region 1	232.06	232.77	4	6800	850	Both	Anytime			Anytime			
040A	Maintenance boundary with Region 1	South of Winter Park Drive	232.77	233.00	4	6300	850	EB	Anytime			Anytime			
040A	South of Winter Park Drive	Maintenance boundary with Region 1	233.00	232.77			850	WB	Anytime			Anytime			
040A	South of Winter Park Drive	North of Winter Park City Limits	233.00	234.00	3	7200	1100	Both	Anytime			Anytime			
040A	North of Winter Park City Limits	west base of Berthoud Pass	234.00	235.62	2	7200	1050/750	Both		Anytime	Anytime		2 PM to 11 AM	6 PM to 9 AM	
040A	west base of Berthoud Pass	top of Berthoud Pass	235.62	242.97	3	7200	1100	EB	Anytime			Anytime			
040A	top of Berthoud Pass	west base of Berthoud Pass	242.97	235.62	3	7200	1100	WB	Anytime			Anytime			
040Z	Lincoln Street Craig	Pershing Ave Craig	0.00	0.72	3	9700	1700	WB 1-WAY	Anytime			Anytime			
050A	Jct. Riverside Pkwy. GJ	Noland Avenue	31.76	32.34	4	25300	850	EB				7 PM to 9 AM			
050A	Noland Avenue	Jct. Riverside Pkwy. GJ	32.338	31.76			850	WB				6 PM to 7 AM			6 PM to 10 AM
050A	Noland Avenue	UnawEEP Avenue	32.34	32.95	4	32700	850	EB				7 PM to 7 AM			8 PM to 8 AM
050A	UnawEEP Avenue	Noland Avenue	32.945	32.338			850	WB				7 PM to 6 AM			7 PM to 9 AM
050A	UnawEEP Avenue	B 1/2 Road	32.95	34.10	4	28000	850	EB				7 PM to 8 AM			7 PM to 9 AM
050A	B 1/2 Road	UnawEEP Avenue	34.1	32.945			850	WB				6 PM to 7 AM			7 PM to 9 AM
050A	B 1/2 Road	Jct SH 141 East	34.10	38.50	4	16000	850	Both				Anytime			Anytime
050A	Jct SH 141 East	Jct SH 141 West	38.50	41.14	4	12000	850	Both				Anytime			Anytime
050A	Jct SH 141 West	CR 15.25	41.14	69.40	4	11000	850	Both				Anytime			Anytime
050A	CR 15.25	Jct SH 348	69.40	71.43	4	16900	850	Both				Anytime			Anytime
050A	Jct SH 348	CR M La Salle Road	71.43	90.54	4	15600	850	Both	Anytime	Anytime					
050A	CR M La Salle Road	Jct US 50D, Jct US 550, Jct SH 90	90.54	92.84	4	22000	850	EB	6 PM to 2 PM	6 PM to 10 AM					
050A	Jct US 50D, Jct US 550, Jct SH 90	CR M La Salle Road	92.84	90.54			850	WB	6 PM to 9 AM	6 PM to 10 AM					
050A	Jct US 50D, Jct US 550, Jct SH 90	Hillcrest Drive	92.84	94.10	4	19000	850	EB	6 PM to 3 PM	Anytime					
050A	Hillcrest Drive	Jct US 50D, Jct US 550, Jct SH 90	94.1	92.841			850	WB	Anytime	5 PM to 11 AM					

No lane closures will be allowed between Noon and Midnight on Fridays without a granted variance except for emergency work and contract striping operations

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
050A	Hillcrest Drive	CR 67.0	94.10	95.11	4	11000	850	Both	Anytime			Anytime		
050A	CR 67.0	Jct SH 347A	95.11	100.55	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	Jct SH 347A	Jct SH 92	100.55	131.13	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	Jct SH 92	Jct SH 149	131.13	148.05	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	Jct SH 149	CR 32	148.05	153.01	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	CR 32	CR 38	153.01	155.76	2	6500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	CR 38	Rio Grande Avenue	155.76	156.39	2	8800	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	5 PM to 11 AM
050A	Rio Grande Avenue	11th Street	156.39	156.94	3	7900	1100	Both	Anytime			Anytime		
050A	11th Street	Adams Street	156.94	157.89	4	11300	850	Both	Anytime			4 PM to 10 AM		
050A	Adams Street	CR 42	157.89	163.34	4	6800	850	Both	Anytime			Anytime		
050A	CR 42	Gunnison-Saguache County Line	163.34	190.61	2	3400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050D	Jct. 50A north Olathe	Jct SH 348A	0.00	0.93	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050D	Jct SH 348A	Jct. 50A south Olathe	0.93	1.54	2	1500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Jct. SH 40 Dinosaur	CR 46	0.00	17.27	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 46	Kennedy Drive	17.27	19.28	2	5600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Kennedy Drive	Jct SH 139A	19.28	19.79	2	3400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Jct SH 139A	CR 65	19.79	27.31	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 65	CR 7	27.31	72.55	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 7	Jct. SH 13A	72.55	73.71	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	Jct. SH 92	CR J.25 Drive	0.00	2.05	2	7800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR J.25 Drive	CR 21.0	2.05	5.18	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR 21.0	CR N.00	5.18	6.21	2	7100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR N.00	Independence Avenue	6.21	10.68	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	Independence Avenue	CR U.50	10.68	14.35	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR U.50	Jct SH 330	14.35	51.17	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	Jct SH 330	Jct. I-70 Exit 49	51.17	61.38	2	2300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
070A	Utah State Line	Mack Interchange	0.00	11.10	4	7400	1100	Both	Anytime			Anytime		
070A	Mack Interchange	Loma Interchange/SH 139	11.10	15.10	4	8400	1100	Both	Anytime			Anytime		
070A	Loma Interchange/SH 139	Fruita Interchange/SH340	15.10	19.40	4	10700	1100	Both	Anytime			Anytime		
070A	Fruita Interchange/SH340	Grand Junction Business Loop	19.40	25.60	4	17000	1100	Both	Anytime			Anytime		
070A	Grand Junction Business Loop	24 Road Interchange	25.60	27.60	4	15000	1100	Both	Anytime			Anytime		
070A	24 Road Interchange	Horizon Drive Interchange	27.60	31.30	4	20000	1100	Both	Anytime			6 PM to 12 PM		
070A	Horizon Drive Interchange	Clifton/Grand Junction Interchange	31.30	36.60	4	20000	1100	Both	Anytime			6 PM to 12 PM		
070A	Clifton/Grand Junction Interchange	Palisade Interchange	36.60	41.60	4	24400	1100	EB	8 AM to 7 AM			4 PM to 12 PM		
070A	Palisade Interchange	Clifton/Grand Junction Interchange	41.60	36.60			1100	WB	7 PM to 3 PM			Anytime		
070A	Palisade Interchange	Palisade/ US 6 Interchange	41.60	43.70	4	19100	1100	Both	Anytime			Anytime		
070A	Palisade/ US 6 Interchange	Debeque Interchange	43.70	61.60	4	18400	1100	EB	Anytime			Anytime		
070A	Debeque Interchange	Palisade/ US 6 Interchange	61.60	43.70			1100	WB	Anytime			Anytime		
070A	Debeque Interchange	Canyon Creek/US 6 Interchange	61.60	109.00	4	27000	1100	EB	8 AM to 4 PM 6 PM to 6 AM			6 PM to 11 AM		
070A	Canyon Creek/US 6 Interchange	Debeque Interchange	109.00	61.60			1100	WB	7 PM to 1 PM			5 PM to 11 AM		
070A	Canyon Creek/US 6 Interchange	West Glenwood Springs Interchange	109.00	114.30	4	28500	1100	EB	8 AM to 3 PM 6 PM to 6 AM			6 PM to 10 AM		
070A	West Glenwood Springs Interchange	Canyon Creek/US 6 Interchange	114.30	109.00			1100	WB	7 PM to 12 PM			6 PM to 10 AM		
070A	West Glenwood Interchange	Glenwood Springs/Aspen/US 6 Interchange	114.30	116.40	4	23400	1100	EB	Anytime			Anytime		
070A	Glenwood Springs/Aspen/US 6 Interchange	West Glenwood Interchange	116.40	114.30			1100	WB	7 PM to 3 PM			Anytime		
070A	Glenwood Springs/Aspen/US 6 Interchange	Gypsum/US 6 Interchange	116.40	139.50	4	18700	800	Both	6 PM to 11 AM			7 PM to 9 AM		
070A	Gypsum/US 6 Interchange	Eagle Interchange	139.50	146.70	4	20000	1100	EB	Anytime			5 PM to 10 AM		
070A	Eagle Interchange	Gypsum/US 6 Interchange	146.70	139.50			1100	WB	Anytime			4 PM to 10 AM		
070A	Eagle Interchange	Wolcott/SH131 Interchange	146.70	156.60	4	26000	1100	EB	5 PM to 11 AM			7 PM to 9 AM		
070A	Wolcott/SH131 Interchange	Eagle Interchange	156.60	146.70			1100	WB	6 PM to 11 AM			6 PM to 9 AM		
070A	Wolcott/SH131 Interchange	Edwards Interchange	156.60	162.80	4	26000	1100	EB	9 AM to 7 AM			5 PM to 10 AM		
070A	Edwards Interchange	Wolcott/SH131 Interchange	162.80	156.60			1100	WB	6 PM to 2 PM			3 PM to 10 AM		
070A	Edwards Interchange	Avon Interchange	162.80	166.60	4	36000	1100	EB	6 PM to 6 AM			7 PM to 9 AM		
070A	Avon Interchange	Edwards Interchange	166.60	162.80			1100	WB	7 PM to 8 AM			6 PM to 8 AM		
070A	Avon Interchange	Minturn/Leadville Interchange	166.60	171.10	4	38000	1100	EB	6 PM to 6 AM			7 PM to 9 AM		
070A	Minturn/Leadville Interchange	Avon Interchange	171.10	166.60			1100	WB	7 PM to 8 AM			6 PM to 8 AM		
070A	Minturn/Leadville Interchange	West Vail Interchange	171.10	173.30	4	37000	1100	EB	7 PM to 7 AM			7 PM to 9 AM		
070A	West Vail Interchange	Minturn/Leadville Interchange	173.30	171.10			1100	WB	7 PM to 8 AM			6 PM to 9 AM		

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
070A	West Vail Interchange	Main Vail Interchange	173.30	176.00	4	30000	1100	EB	6 PM to 7 AM			5 PM to 10 AM		
070A	Main Vail Interchange	West Vail Interchange	176.00	173.30			1100	WB	6 PM to 11 AM			5 PM to 10 AM		
070A	Main Vail Interchange	East Vail Interchange	176.00	179.90	4	24100	1100	EB	Anytime			1 PM to 11 AM		
070A	East Vail Interchange	Main Vail Interchange	179.90	176.00			1100	WB	6 PM to 3 PM			Anytime		
070A	East Vail Interchange	East end of Eisenhower Tunnel	179.90	215.35	See Appendix E for I-70 Monthly Closure Schedules									
070B	I-70 Exit 26 Grand Junction	Redlands Parkway Interchange	0.00	2.40	4	28000	850	EB	8 PM to 10 AM			9 PM to 10 AM		
070B	Redlands Parkway Interchange	I-70 Exit 26 Grand Junction	2.40	0.00			850	WB	6 PM to 8 AM			7 PM to 8 AM		
070B	Redlands Parkway Interchange	CO RD 25	2.40	3.60	4	38900	850	EB	9 PM to 9 AM			10 PM to 9 AM		
070B	CO RD 25	Redlands Parkway Interchange	3.60	2.40			850	WB	8 PM to 7 AM			8 PM to 7 AM		
070B	CO RD 25	US 6 Bypass	3.60	4.60	4	44900	850	EB	10 PM to 8 AM			10 PM to 9 AM		
070B	US 6 Bypass	CO RD 25	4.60	3.60			850	WB	8 PM to 7 AM			9 PM to 7 AM		
070B	US 6 Bypass	SH340 Junction	4.60	5.00	4	26300	850	EB	8 PM to 10 AM			8 PM to 10 AM		
070B	SH340 Junction	US 6 Bypass	5.00	4.60			850	WB	6 PM to 8 AM			6 PM to 8 AM		
070B	SH340 Junction	Colorado Avenue	5.00	5.20	4	34000	850	EB	9 PM to 9 AM			9 PM to 9 AM		
070B	Colorado Avenue	SH340 Junction	5.20	5.00			850	WB	7 PM to 7 AM			8 PM to 7 AM		
070B	Colorado Avenue	SH70 Junction/Ute Avenue/Pitkin Avenue	5.20	5.26	4	30900	850	EB	8 PM to 9 AM			9 PM to 9 AM		
070B	SH70 Junction/Ute Avenue/Pitkin Avenue	Colorado Avenue	5.26	5.20			850	WB	7 PM to 8 AM			7 PM to 7 AM		
070B	SH70 Junction/Ute Avenue/Pitkin Avenue	4th Street	5.26	5.57	4	17000	850	Both	5 PM to 3 PM			6 PM to 11 AM		
070B	4th Street (Begin 1-Way Section)	SH50 Junction/5th Street	5.57	5.66	2	19000	1700	EB 1-Way	Anytime			7 PM to 11 AM		
070B	SH50 Junction/5th Street	12th Street	5.66	6.31	2	13000	1700	EB 1-Way	Anytime			Anytime		
070B	12th Street	15th Street (End 1-Way Section)	6.31	6.59	2	12700	1700	EB 1-Way	Anytime			Anytime		
070B	15th Street	Melody Lane	6.59	8.30	4	22700	850	EB	7 PM to 10 AM			8 PM to 10 AM		
070B	Melody Lane	15th Street	8.30	6.59			850	WB	5 PM to 8 AM			6 PM to 8 AM		
070B	Melody Lane	US 6 Junction	8.30	9.30	4	20900	850	EB	7 PM to 11 AM			7 PM to 10 AM		
070B	US 6 Junction	Melody Lane	9.30	8.30			850	WB	4 PM to 9 AM			5 PM to 8 AM		
070B	US 6 Junction	CO RD 30	9.30	9.50	4	30800	850	EB	8 PM to 9 AM			9 PM to 9 AM		
070B	CO RD 30	US 6 Junction	9.50	9.30			850	WB	7 PM to 8 AM			7 PM to 7 AM		
070B	CO RD 30	CO RD 31.5	9.50	11.10	4	20800	850	EB	7 PM to 11 AM			7 PM to 10 AM		
070B	CO RD 31.5	CO RD 30	11.10	9.50			850	WB	4 PM to 9 AM			5 PM to 8 AM		
070B	CO RD 31.5	SH141/CO RD 32	11.10	11.70	4	16000	850	Both	Anytime			6 PM to 12 PM		
070B	SH141/CO RD 32	US 6 Junction	11.70	12.20	4	23200	850	EB	7 PM to 10 AM			8 PM to 10 AM		
070B	US 6 Junction	SH141/CO RD 32	12.20	11.70			850	WB	5 PM to 8 AM			6 PM to 8 AM		
070B	US 6 Junction	I-70 Exit 37	12.20	13.27	4	15100	850	EB	Anytime			6 PM to 1 PM		
070B	I-70 Exit 37	US 6 Junction	13.27	12.20			850	WB	Anytime			3 PM to 10 AM		
070E	I-70 Exit 97 S. Terminal	Jct. SH 6	0.00	0.22	2	8900	1050/750	Both		Anytime	(Segment shorter than 1.0 mile)		Anytime	(Segment shorter than 1.0 mile)
070F	Jct. SH 6 Eagle	I-70 Exit 147 N. Terminal	0.00	0.35	2	18000	1050/750	Both		7 PM to 7 AM	8 PM to 6 AM		7 PM to 8 AM	8 PM to 7 AM
070G	I-70 Exit 163 N. Terminal	Jct. SH 6 Edwards	0.00	0.58	2	17000	1050/750	Both		6 PM to 7 AM	7 PM to 6 AM		7 PM to 9 AM	8 PM to 7 AM
070Z	Begin 1-way WB	5th St	0.00	0.96	3	14000	1700	WB 1-WAY	Anytime			Anytime		
070Z	5th St	End 1-way WB	0.96	1.34	2	16200	850	WB 1-WAY	9 PM to 9 AM			7 PM to 7 AM		
082A	I-70 Interchange	32nd Street	* 0.00	2.19	4	31300	850	EB	7 PM to 6 AM			6 PM to 10 AM		
082A	32nd Street	I-70 Interchange	* 2.19	0.00			850	WB	7 PM to 7 AM			6 PM to 9 AM		
082A	32nd Street	1/4 Mile East of Blake Avenue	* 2.19	2.44	4	25000	1100	EB	9 AM to 6 AM			Anytime		
082A	1/4 Mile East of Blake Avenue	32nd Street	* 2.44	2.19			850	WB	7 PM to 11 AM			5 PM to 11 AM		
082A	1/4 Mile East of Blake Avenue	1/4 Mile West of Old SH 82/CR 154	2.44	4.75	4	25000	1100	EB	9 AM to 6 AM			Anytime		
082A	1/4 Mile West of Old SH 82/CR 154	1/4 Mile East of Blake Avenue	4.75	2.44			1100	WB	7 PM to 3 PM			Anytime		
082A	1/4 Mile West of Old SH 82/CR 154	Old SH 82/CR 154	* 4.75	5.00	4	25000	850	EB	9 AM to 3 PM			4 PM to 1 PM		
082A	Old SH 82/CR 154	1/4 Mile West of Old SH 82/CR 154	* 5.00	4.75			1100	WB	7 PM to 3 PM			Anytime		
082A	Old SH 82/CR 154	1/4 Mile East of Old SH 82/CR 154	* 5.00	5.25	4	25000	1100	EB	9 AM to 6 AM			Anytime		
082A	1/4 Mile East of Old SH 82/CR 154	Old SH 82/CR 154	* 5.25	5.00			850	WB	7 PM to 11 AM			5 PM to 11 AM		
082A	1/4 Mile East of Old SH 82/CR 154	1/4 Mile West of Spring Valley Road/CR 154	5.25	6.41	4	25000	1100	EB	9 AM to 6 AM			Anytime		
082A	1/4 Mile West of Spring Valley Road/CR 154	1/4 Mile East of Old SH 82/CR 154	6.41	5.25			1100	WB	7 PM to 3 PM			Anytime		
082A	1/4 Mile West of Spring Valley Road/CR 154	Spring Valley Road/CR 154	6.41	6.66	4	25000	850	EB	9 AM to 3 PM			4 PM to 1 PM		
082A	Spring Valley Road/CR 154	1/4 Mile West of Spring Valley Road/CR 154	6.66	6.41			1100	WB	7 PM to 3 PM			Anytime		
082A	Spring Valley Road/CR 154	1/4 Mile East of Spring Valley Road/CR 154	* 6.66	6.91	4	25000	1100	EB	9 AM to 6 AM			Anytime		
082A	1/4 Mile East of Spring Valley Road/CR 154	Spring Valley Road/CR 154	* 6.91	6.66			850	WB	7 PM to 11 AM			5 PM to 11 AM		
082A	1/4 Mile East of Spring Valley Road/CR 154	1/4 Mile West of SH 133 Junction (Carbondale)	6.91	11.45	4	25000	1100	EB	9 AM to 6 AM			Anytime		
082A	1/4 Mile West of SH 133 Junction (Carbondale)	1/4 Mile East of Spring Valley Road/CR 154	11.45	6.91			1100	WB	7 PM to 3 PM			Anytime		

Route	From	To		MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules		
										Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
082A	1/4 Mile West of SH 133 Junction (Carbondale)	SH 133 Junction (Carbondale)	*	11.45	11.70	4	25000	850	EB	9 AM to 3 PM 6 PM to 6 AM			4 PM to 12 PM		
082A	SH 133 Junction (Carbondale)	1/4 Mile West of SH 133 Junction (Carbondale)	*	11.70	11.45			1100	WB	7 PM to 3 PM			Anytime		
082A	SH 133 Junction (Carbondale)	Owl Creek Road	*	11.70	38.52	4	22000	1100	EB	10 AM to 6 AM			Anytime		
082A	Owl Creek Road	SH 133 Junction (Carbondale)	*	38.52	11.70			1100	WB	6 PM to 3 PM			Anytime		
082A	Owl Creek Road	6th Street	*	38.52	40.56	2	23000	1050/750	Both		7 PM to 6 AM	8 PM to 6 AM		7 PM to 7 AM	7 PM to 7 AM
082A	6th Street	Spring Street (Aspen)	*	40.56	41.36	4	28000	850	EB	1 PM to 2 PM 4 PM to 6 AM			10 AM to 7 AM		
082A	Spring Street (Aspen)	6th Street	*	41.36	40.56			850	WB	7 PM to 11 AM			6 PM to 12 PM		
082A	Spring Street (Aspen)	Hopkins Street	*	41.36	41.46	2	12000	1050/750	Both		9 AM to 3 PM 6 PM to 7 AM	7 PM to 6 AM		Anytime	5 PM to 2 PM
082A	Hopkins Street	Lupine Drive		41.46	42.47	2	8100	1050/750	Both		Anytime	9 AM to 3 PM 6 PM to 7 AM		Anytime	Anytime
082A	Lupine Drive	Jct. US24		42.47	85.29	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
* Indicates that the segment includes at least one signalized intersection. Refer to Appendix F for a complete list of signals along SH 82.															
090B	Montrose CR 90	CR P		81.53	86.06	2	610	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	CR P	Springs Creek Road		86.06	87.91	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	Springs Creek Road	CR 64.0		87.91	88.98	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	CR 64.0	CR 64.5		88.98	89.30	2	9200	1050/750	Both		6 PM to 4 PM	6 PM to 7 AM		Anytime	6 PM to 10 AM
090B	CR 64.5	Jct. SH 550 Montrose		89.30	89.86	4	14000	850	EB	Anytime			Anytime		
090B	Jct. SH 550 Montrose	CR 64.5		89.86	89.30			850	WB	6 PM to 4 PM			Anytime		
091A	Jct. SH 24	Fremont Pass Summit		0.00	11.27	4	4700	850	Both	Anytime			Anytime		
091A	Fremont Pass Summit	Jct. I-70 Exit 195		11.27	22.00	2	4300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	Jct. SH 50 Delta	18.0 Road		0.00	2.51	3	14300	1100	Both	Anytime			Anytime		
092A	18.0 Road	Jct SH 65		2.51	3.81	4	11000	850	Both	Anytime			Anytime		
092A	Jct SH 65	31.0 Road		3.81	16.91	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	31.0 Road	Jct SH 133		16.91	20.72	2	8600	1050/750	Both		Anytime	6 PM to 1 PM		Anytime	Anytime
092A	Jct SH 133	J.75 Drive		20.72	21.67	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	J.75 Drive	B.00 Road		21.67	33.64	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	B.00 Road	Jct. SH 50 Sapinero		33.64	73.26	2	530	1050/750	Both		Anytime	Anytime		Anytime	Anytime
114A	Jct. SH 50	CR 14 - Maintenance Boundary		0.00	19.00	2	460	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	Jct. SH 40 Granby	Jct SH 14A		0.00	52.02	2	970	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	Jct SH 14A	6th Street		52.02	53.29	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	6th Street	1st Street		53.29	53.91	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	1st Street	CR 6		53.91	62.59	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	CR 6	Jct SH 127		62.59	66.56	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	Jct SH 127	CO/WY State Line		66.56	75.41	2	350	1050/750	Both		Anytime	Anytime		Anytime	Anytime
127A	Jct. SH 125	CO/WY State Line		0.00	9.00	2	820	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131A	Jct. I-70 Exit 157	Jct. SH 6		0.00	0.32	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	Jct. SH 6 Wolcott	CR 6		0.05	2.44	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	CR 6	Jct SH 134A		2.44	32.90	2	1700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	Jct SH 134A	CR 8		32.90	42.66	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	CR 8	CR 14		42.66	62.27	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	CR 14	Jct. SH 40 Steamboat		62.27	68.72	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Jct. SH 92 Hotchkiss	CR L.25		0.00	2.22	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	CR L.25	Jct SH 187A		2.22	8.86	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Jct SH 187A	Old Hwy 133A		8.86	18.21	2	3100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Old Hwy 133A	CR 3		18.21	46.37	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	CR 3	CR 3D		46.37	56.81	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	CR 3D	Snowmass Drive		56.81	67.04	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Snowmass Drive	Main Street		67.04	67.80	2	10300	1050/750	Both		Anytime	9 AM to 2 PM 7 PM to 6 AM		Anytime	Anytime
133A	Main Street	Jct. SH 82 Carbondale		67.80	68.82	2	20900	1050/750	Both		7 PM to 6 AM	8 PM to 6 AM		7 PM to 9 AM	8 PM to 7 AM
133B	Jct. SH 133A	End SH 133B		12.16	16.08	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
134A	Jct. SH 131 Toponas	Jct. SH 40		0.00	27.00	2	630	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	Jct. SH 50 Gunnison	Spencer Avenue		0.00	0.74	2	11300	1050/750	Both		6 PM to 2 PM	7 PM to 7 AM		4 PM to 11 AM	6 PM to 9 AM
135A	Spencer Avenue	CR 48E		0.74	3.14	2	8800	1050/750	Both		Anytime	6 PM to 7 AM		Anytime	5 PM to 10 AM
135A	CR 48E	CR 742		3.14	10.24	2	6800	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime
135A	CR 742	CR 740		10.24	20.70	2	3600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	CR 740	6th Street Crested Butte		20.70	27.48	2	7000	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
139A	I-70 Exit 15 S. Terminal	Railroad Crossing	0.00	5.03	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
139A	Railroad Crossing	Jct. SH 64 Rangely	5.03	72.07	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141A	Montrose-Mesa Co Line	Jct. SH 50 Whitewater South	95.80	154.11	2	1000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141B	Jct. SH 50 Whitewater North	CR B.50	156.75	158.93	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141B	CR B.50	CR C.00	158.93	159.45	2	9400	1050/750	Both		Anytime	6 PM to 2 PM		Anytime	6 PM to 10 AM
141B	CR C.00	CR D.0	159.45	160.44	4	12900	850	Both		Anytime			Anytime	
141B	CR D.0	Grand Valley Canal	160.44	161.47	4	18000	850	NB	6 PM to 4 PM	Anytime				
141B	Grand Valley Canal	CR D.0	161.47	160.44			850	SB	Anytime	4 PM to 12 PM				
141B	Grand Valley Canal	Jct. I-70 Business Loop GJ	161.47	162.30	4	23400	850	NB	6 PM to 1 PM	6 PM to 10 AM				
141B	Jct. I-70 Business Loop GJ	Grand Valley Canal	162.3	161.471			850	SB	6 PM to 8 AM	6 PM to 10 AM				
149A	Mineral-Hinsdale Co Line	Spring Street	42.17	71.90	2	920	1050/750	Both		Anytime	Anytime		Anytime	Anytime
149A	Spring Street	8 1/2 Street	71.90	72.83	2	2100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
149A	8 1/2 Street	Jct. SH 50	72.83	117.52	2	910	1050/750	Both		Anytime	Anytime		Anytime	Anytime
300A	Jct. SH 24	CR 5A Malta	0.00	3.36	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
317A	Jct. SH 13 Hamilton	CR 29 Pagoda	0.00	12.00	2	200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
318A	CO/Utah State Line	Jct. SH 40 Maybell	0.00	60.70	2	360	1050/750	Both		Anytime	Anytime		Anytime	Anytime
325A	Jct. SH 13	Jct. CR 217	0.00	11.40	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
330A	Jct. SH 65	High Street Collbran	0.00	11.40	2	2800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	Jct. SH 6 Fruita	Cherry Street	0.00	0.25	3	6900	1100	Both	Anytime			Anytime		
340A	Cherry Street	Jct I-70	0.25	0.51	4	14000	850	Both	Anytime			Anytime		
340A	Jct I-70	CR CM.10	0.51	2.85	4	8000	850	Both	Anytime			Anytime		
340A	CR CM.10	CR 20.50	2.85	7.22	2	3600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	CR 20.50	CR E.90	7.22	8.03	2	8500	1050/750	Both		Anytime	5 PM to 11 AM		Anytime	6 PM to 10 AM
340A	CR E.90	CR 22.20	8.03	9.15	2	11000	1050/750	Both		4 PM to 2 PM	7 PM to 9 AM		5 PM to 10 AM	7 PM to 9 AM
340A	CR 22.20	CR 24.05	9.15	11.53	2	12500	1050/750	Both		5 PM to 10 AM	7 PM to 9 AM		6 PM to 10 AM	8 PM to 8 AM
340A	CR 24.05	CR 25.20	11.53	12.40	2	16000	1050/750	Both		7 PM to 9 AM	8 PM to 8 AM		7 PM to 9 AM	9 PM to 8 AM
340A	CR 25.20	Jct. I-70 Business Loop GJ	12.40	13.34	2	23200	1050/750	Both		9 PM to 8 AM	10 PM to 7 AM		9 PM to 8 AM	10 PM to 7 AM
347A	Jct. SH 50	CR J-74	0.00	5.25	2	880	1050/750	Both			Anytime		Anytime	
348A	Jct. SH 50 Delta	CR F.00	0.00	1.34	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	CR F.00	Ironstone Canal	1.34	14.40	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Ironstone Canal	Hersum Avenue	14.40	16.53	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Hersum Avenue	Jct. SH 50 Olathe	16.53	17.06	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	Jct. SH 40Z Craig	Jct US 40A	0.00	0.12	2	2800	1050/750	Both			Anytime		Anytime	
394A	Jct US 40A	1st Street	0.12	1.37	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	1st Street	CR 107	1.37	3.00	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	CR 107	Jct. CR 65, Moffat-Routt Co Line	3.00	9.38	2	830	1050/750	Both		Anytime	Anytime		Anytime	Anytime
550B	Montrose-Ouray Co Line	CR T	117.53	122.51	2	7400	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	1 PM to 2 PM 4 PM to 11 AM
550B	CR T	Racine Drive	122.51	124.82	4	9000	850	Both	Anytime			Anytime		
550B	Racine Drive	Rio Grande Avenue	124.82	126.81	4	15000	850	Both	Anytime			Anytime		
550B	Rio Grande Avenue	Jct. SH 50 Montrose	126.81	130.22	4	25800	850	NB	7 PM to 7 AM			7 PM to 9 AM		
550B	Jct. SH 50 Montrose	Rio Grande Avenue	130.22	126.81			850	SB	7 PM to 7 AM			7 PM to 9 AM		
Vail North	Chamonix Drive	City Market	I-70 Vail Frontage Road North		2	20700	1050/750	Both		7 PM to 7 AM	9 PM to 7 AM		7 PM to 9 AM	9 PM to 7 AM
Vail North	City Market	Buffehr Creek Road			2	9100	1050/750	Both		Anytime	6 MP to 2 PM		Anytime	4 PM to 11 AM
Vail North	Buffehr Creek Road	Lionsridge Loop			2	8000	1050/750	Both		Anytime	5 PM to 4 PM		Anytime	Anytime
Vail North	Lionsridge Loop	End of Frontage Road			2	8400	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime
Vail South	Chamonix Drive	Matterhorn Circle	I-70 Vail Frontage Road South		2	13300	1050/750	Both		6 PM to 2 PM	7 PM to 7 AM		5 PM to 11 AM	7 PM to 9 AM
Vail South	Matterhorn Circle	Westhaven Drive			2	11900	1050/750	Both		6 PM to 4 PM	7 PM to 8 AM		Anytime	6 PM to 9 AM
Vail South	Westhaven Drive	West Lionshead Circle			2	11100	1050/750	Both		Anytime	6 PM to 8 AM		Anytime	6 PM to 10 AM
Vail South	West Lionshead Circle	East Lionshead Circle			2	10800	1050/750	Both		Anytime	6 PM to 8 AM		Anytime	6 PM to 10 AM
Vail South	East Lionshead Circle	Vail Road			2	15500	1050/750	Both		6 PM to 8 AM	7 PM to 7 AM		6 PM to 10 AM	8 PM to 8 AM

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Summer Weekday Schedules			Summer Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
Vail South	Vail Road	Village Center Road	I-70 Vail Frontage Road South		2	21700	1050/750	Both		7 PM to 7 AM	9 PM to 6 AM		8 PM to 8 AM	9 PM to 7 AM
Vail South	Village Center Road	Ford Road			2	5400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
Vail South	Ford Road	End of Frontage Road			2	4400	1050/750	Both		Anytime	Anytime		Anytime	Anytime

APPENDIX C TABULATED SPRING/FALL CLOSURE SCHEDULES

Appendix C: Spring/Fall Lane Closure Schedules
(April - Mid-May, Mid-September - October) - ALLOWED HOURS

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
006A	I-70 Exit 11 Mack	SH 139 (Loma)	11.08	15.13	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	SH 139 (Loma)	16.0 Road	15.13	18.75	2	3200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	16.0 Road	SH 340	18.75	19.78	2	6000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	SH 340	Mesa Street	19.78	20.24	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	Mesa Street	Pine Street	20.24	21.26	2	7800	1050/750	Both		Anytime	Anytime		Anytime	5 PM to 11 AM
006A	Pine Street	19.0 Road	21.26	22.46	2	9700	1050/750	Both		Anytime	4 PM to 1 PM		5 PM to 12 PM	6 PM to 10 AM
006A	19.0 Road	20.0 Road	22.46	23.66	2	12000	1050/750	Both		Anytime	6 PM to 10 AM		6 PM to 10 AM	7 PM to 9 AM
006A	20.0 Road	22.0 Road Grand Junction	23.66	25.86	2	13400	1050/750	Both		4 PM to 2 PM	7 PM to 9 AM		6 PM to 10 AM	7 PM to 9 AM
006A	22.0 Road Grand Junction	I-70 Exit 26 Grand Junction	25.86	26.08	4	22000	850	EB	6 PM to 2 PM			7 PM to 11 AM		
006A	I-70 Exit 26 Grand Junction	22.0 Road Grand Junction	26.08	25.86			850	WB	3 PM to 1 PM			5 PM to 9 AM		
006B	1-70 Business Loop Junction	29.5 Street	30.12	34.06	4	34000	850	EB	8 PM to 10 AM			9 PM to 9 AM		
006B	29.5 Street	1-70 Business Loop Junction	34.06	30.12			850	WB	6 PM to 8 AM			7 PM to 8 AM		
006B	29.5 Street	I-70 Business	34.10	34.54			850	EB	Anytime			6 PM to 11 AM		
006B	I-70 Business	29.5 Street	34.54	34.10			850	WB	Anytime			5 PM to 9 AM		
006C	I-70 Business Junction	32.5 Road	37.16	37.66	4	13000	850	Both	Anytime			Anytime		
006C	32.5 Road	1/4 Mile East of 33 Road	37.66	37.90	3	12000	1100	Both	Anytime			Anytime		
006C	1/4 Mile East of 33 Road	33 Road	37.90	38.15	3	12000	1100	Both	Anytime			Anytime		
006C	33 Road	2-lane section	38.15	38.26	3	6200	1100	Both	Anytime			Anytime		
006C	2-lane section	Frontage Road	38.26	42.90	2	6200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006C	Frontage Road	Main Street	42.90	43.21	3	7600	1100	Both	Anytime			Anytime		
006C	Main Street	38 Road	43.21	43.39	2	3100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006C	38 Road	I-70 Junction	43.39	46.06	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	Jct. SH 13 Rifle	7th Street	92.00	99.11	2	5800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	7th Street	SH I-70E	99.11	99.23	4	7200	850	Both	Anytime			Anytime		
006D	SH I-70E	CR 214	99.23	104.43	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	CR 214	7th Street	104.43	105.91	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	7th Street	Burning Mountain Avenue	105.91	107.12	2	5800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	Burning Mountain Avenue	I-70 Exit 109	107.12	110.80	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006E	I-70 Junction (Gypsum)	Green Way (Gypsum)	141.82	143.10	2	9900	1050/750	Both		Anytime	8 AM to 3 PM 6 PM to 7 AM		Anytime	1 PM to 2 PM 3 PM to 11 AM
006E	Green Way (Gypsum)	2-lane section	143.10	144.19	3	9900	1100	Both	Anytime			Anytime		
006E	2-lane section	3-lane section near Brooks Lane	144.19	145.72	2	9900	1050/750	Both		Anytime	8 AM to 3 PM 6 PM to 7 AM		Anytime	1 PM to 12 PM
006E	3-lane section near Brooks Lane	2-lane section	145.72	146.89	3	9900	1100	Both	Anytime			Anytime		
006E	2-lane section	Church Street	146.89	149.67	2	15000	1050/750	Both		8 AM to 3 PM 6 PM to 7 AM	7 PM to 7 AM		5 PM to 10 AM	7 PM to 9 AM
006E	Church Street	SH 131 (Wolcott)	149.67	159.57	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006E	SH 131 (Wolcott)	I-70 (Edwards)	159.57	163.25	2	12300	1050/750	Both		5 PM to 4 PM	9 AM to 10 AM 6 PM to 7 AM		Anytime	6 PM to 10 AM
006E	I-70 (Edwards)	3-lane section near Squaw Creek Road	163.25	163.30	2	12300	1050/750	Both		5 PM to 4 PM	9 AM to 10 AM 6 PM to 7 AM		Anytime	6 PM to 10 AM
006E	3-lane section near Squaw Creek Road	2-lane section	163.30	164.10	3	12300	1100	Both	Anytime			Anytime		
006E	2-lane section	3-lane section west of Edwards Spur Road	164.10	165.76	2	12300	1050/750	Both		5 PM to 4 PM	6 PM to 7 AM		Anytime	6 PM to 10 AM
006E	3-lane section west of Edwards Spur Road	2-lane section east of Bull Run Road	165.76	166.30	3	12300	1100	Both	Anytime			Anytime		
006E	2-lane section east of Bull Run Road	3-lane section west of Arrowhead Drive	166.30	166.97	2	13800	1050/750	Both		8 AM to 4 PM 6 PM to 7 AM	6 PM to 7 AM		Anytime	6 PM to 9 AM
006E	3-lane section west of Arrowhead Drive	2-lane section east of McCoy Creek Drive	166.97	167.99	3	13800	1100	Both	Anytime			Anytime		
006E	2-lane section east of McCoy Creek Drive	3-lane section entering Avon	167.99	169.46	2	13800	1050/750	Both		8 AM to 4 PM 6 PM to 7 AM	6 PM to 7 AM		Anytime	6 PM to 9 AM
006E	3-lane section entering Avon	2-lane section east of roundabout	169.46	170.12	3	13800	1100	Both	Anytime			Anytime		
006E	2-lane section east of roundabout	3-lane section west of Stonebridge Drive	170.12	170.45	2	13800	1050/750	Both		8 AM to 4 PM 6 PM to 7 AM	6 PM to 7 AM		Anytime	6 PM to 9 AM
006E	3-lane section west of Stonebridge Drive	2-lane section east of roundabout	170.45	171.13	3	13800	1100	Both	Anytime			Anytime		
006E	2-lane section east of roundabout	3-lane section west of Eagle Road	171.13	171.85	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006E	3-lane section west of Eagle Road	2-lane section east of Eagle-Vail	171.85	172.88	3	5100	1100	Both	Anytime			Anytime		
006E	2-lane section east of Eagle-Vail	I-70 Junction (Minturn)	172.88	174.54	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006F	I-70 Interchange (#205) in Dillon	Little Beaver Trail	208.66	208.95	4	25000	850	EB	6 PM to 4 PM			2 PM to 1 PM		
006F	Little Beaver Trail	I-70 Interchange (#205) in Dillon	208.95	208.66			850	WB	6 PM to 3 PM			1 PM to 2 PM 5 PM to 10 AM		

Appendix C: Spring/Fall Lane Closure Schedules
(April - Mid-May, Mid-September - October) - ALLOWED HOURS

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
006F	Little Beaver Trail	County Road 67	208.95	215.95	4	15000	850	EB	Anytime			Anytime		
006F	County Road 67	Little Beaver Trail	215.95	208.95			850	WB	Anytime			Anytime		
006F	County Road 67	MP 217	215.95	217.00	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006F	Milepost 217	Summit /Clear Creek County Line	217.00	225.04	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006K	Devereaux Rd Glenwood	Laurel St Glenwood	0.00	0.34	2	12200	1050/750	Both		6 PM to 4 PM	8 AM to 11 AM 7 PM to 7 AM		Anytime	7 PM to 10 AM
006L	Jct. I-70 Exit 87 Rifle	Jct. SH 13 Rifle	88.90	91.24	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	I-70 Frontage road south of De Beque	Watson Avenue	62.31	74.88	2	970	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	Watson Avenue	Parachute Avenue	74.88	75.04	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	Parachute Avenue	Railroad Avenue	75.04	75.21	4	2800	850	Both	Anytime			Anytime		
006M	Railroad Avenue	Jct. I-70 Exit 87 Rifle	75.21	88.90	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	Park/Summit County Line	north base of Hoosier Pass	76.45	79.90	2	3800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	north base of Hoosier Pass	Blue River Road	79.90	82.63	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	Blue River Road	south Breckenridge city limit	82.63	86.03	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	south Breckenridge city limit	north Breckenridge city limit	86.03	90.62	2	13000	1050/750	Both		Anytime	9 AM to 11 AM 6 PM to 7 AM		Anytime	6 PM to 10 AM
009C	north Breckenridge city limit	Frisco city limit	90.62	95.48	2	20000	1050/750	Both		6 PM to 7 AM	7 PM to 7 AM		6 PM to 9 AM	7 PM to 8 AM
009C	Frisco city limit	Frisco Main Street	95.48	96.02	4	23000	1050/750	NB	7 PM to 7 AM			6 PM to 8 AM		
009C	Frisco Main Street	Frisco city limit	96.02	95.48			1050/750	SB	7 PM to 7 AM			6 PM to 8 AM		
009C	Frisco Main Street	I-70 Interchange (#203) in Frisco	96.02	97.23	4	22000	850	NB	6 PM to 4 PM			Anytime		
009C	I-70 Interchange (#203) in Frisco	Frisco Main Street	97.23	96.02			850	SB	Anytime			Anytime		
009D	I-70 Interchange in Silverthorne	Wildernest Road	101.56	101.77	4	29000	850	NB	10 AM to 11 AM 7 PM to 9 AM			6 PM to 10 AM		
009D	Wildernest Road	I-70 Interchange in Silverthorne	101.77	101.56			850	SB	7 PM to 7 AM			6 PM to 10 AM		
009D	Wildernest Road	6th Street	101.77	102.28	4	22000	850	NB	6 PM to 5 PM			Anytime		
009D	6th Street	Wildernest Road	102.28	101.77			850	SB	Anytime			3 PM to 11 AM		
009D	6th Street	Annie Road	102.28	102.49	4	14000	850	NB	Anytime			Anytime		
009D	Annie Road	6th Street	102.49	102.28			850	SB	Anytime			Anytime		
009D	Annie Road	n/o Willowbrook Road	102.49	103.53	4	10000	850	NB	Anytime			Anytime		
009D	n/o Willowbrook Road	Annie Road	103.53	102.49			850	SB	Anytime			Anytime		
009D	n/o Willowbrook Road	Boulder Creek Road (CR 1375)	103.53	110.31	2	6400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009D	Boulder Creek Road (CR 1375)	CR 33 s/o of Kremmling	110.31	127.43	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009D	Summit/Grand Co Line	Jct. SH 40 Kremmling	127.43	138.92	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	I-70 Exit 90 Rifle	Jct SH 6D	0.00	0.55	4	17500	850	NB	Anytime			Anytime		
013A	Jct SH 6D	I-70 Exit 90 Rifle	0.55	0.00			850	SB	5 PM to 4 PM			Anytime		
013A	I-70 Exit 90 Rifle	21st Street	0.55	2.63	3	5400	1100	Both	Anytime			Anytime		
013A	21st Street	30th Street	2.63	3.14	4	14400	850	Both	Anytime			Anytime		
013A	30th Street	Jct SH 325	3.14	4.11	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	Jct SH 325	Jct SH 64A	4.11	39.01	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	Jct SH 64A	CR 18	39.01	40.75	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	CR 18	3rd Street	40.75	41.95	2	7700	1050/750	Both		Anytime	8 AM to 5 PM 6 PM to 7 AM		Anytime	Anytime
013A	3rd Street	CR 8	41.95	43.37	2	4900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	CR 8	Jct SH 317 (Hamilton)	43.37	75.79	2	2400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	Jct SH 317 (Hamilton)	1st Street	75.79	88.32	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	1st Street	Jct. SH 40 West Craig	88.32	88.64	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct. SH 40 East Craig	Jct US 40A	89.61	89.71	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct US 40A	Jct SH 40Z	89.71	89.84	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct SH 40Z	CR 183	89.84	91.37	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	CR 183	CO/WY State Line	91.37	128.00	2	2200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
014A	Jct. SH 40 Muddy Pass	SH 125 South Walden	0.00	32.97	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
014B	SH 125 East Walden	Cameron Pass Summit	34.09	64.93	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct. I-70 Minturn	Meek Avenue	143.40	145.54	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Meek Avenue	Jct SH 91A	145.54	174.65	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 91A	CR 17	174.65	175.08	4	7100	850	Both	Anytime			Anytime		
024A	CR 17	12th Street	175.08	175.41	3	9100	1100	Both	Anytime			Anytime		
024A	12th Street	Harrison Street	175.41	175.71	2	9100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Harrison Street	Monroe Street	175.71	176.24	4	9100	850	Both	Anytime			Anytime		
024A	Monroe Street	Elm Street	176.24	177.22	3	5500	1100	Both	Anytime			Anytime		

No lane closures will be allowed between Noon and Midnight on Fridays without a granted variance except for emergency work and contract striping operations

Appendix C: Spring/Fall Lane Closure Schedules
(April - Mid-May, Mid-September - October) - ALLOWED HOURS

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
024A	Elm Street	Jct SH 300W	177.22	180.10	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 300W	Jct SH 82W	180.10	183.60	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 82W	Cache Creek Crossing Granite	183.60	193.77	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	Jct. SH 40 Granby	CR 40	0.00	5.22	2	4600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	CR 40	CR 64	5.22	10.71	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	CR 64	Rocky Mtn. NP Entrance	10.71	15.01	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Utah/CO State Line	Jct SH 64S	0.00	2.91	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 64S	Jct SH 318A	2.91	59.78	2	1100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 318A	CR 201	59.78	83.21	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	CR 201	Wickes Avenue	83.21	88.17	3	2400	1100	Both	Anytime			Anytime		
040A	Wickes Avenue	Jct SH 13A	88.17	89.32	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 13A	Jct SH 40Z	89.32	90.36	4	15000	850	Both	Anytime			Anytime		
040A	Jct SH 40Z	Jct SH 394	90.36	90.53	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 394	Jct SH 13B	90.53	90.84	2	7100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 13B	Jct SH 40Z	90.84	91.26	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 40Z	1st Street	91.26	92.07	2	8100	1050/750	Both		Anytime	6 PM to 5 PM		Anytime	Anytime
040A	1st Street	CR 204N	92.07	127.57	2	6000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	CR 204N	Shield Road	127.57	130.57	2	12500	1050/750	Both		Anytime	6 PM to 7 AM		Anytime	3 PM to 4 PM 5 PM to 10 AM
040A	Shield Road	13th Street	130.57	131.91	2	17000	1050/750	Both		6 PM to 7 AM	6 PM to 7 AM		3 PM to 10 AM	6 PM to 9 AM
040A	13th Street	Pine Grove Road	131.91	133.98	4	29000	850	Both	6 PM to 8 AM			3 PM to 9 AM		
040A	Pine Grove Road	Mount Werner Road	133.98	134.41	4	22000	850	EB	6 PM to 5 PM			2 PM to 10 AM		
040A	Mount Werner Road	Pine Grove Road	134.414	133.98			850	WB	8 AM to 7 AM			Anytime		
040A	Mount Werner Road	Sibley Road	134.41	135.28			850	EB	Anytime			12 PM to 10 AM		
040A	Sibley Road	Mount Werner Road	135.279	134.414		21000	850	WB	8 AM to 7 AM			Anytime		
040A	Sibley Road	Jct SH 131	135.28	136.52	2	8700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 131	CR 19	136.52	153.68	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	CR 19	Jct SH 14A	153.68	157.33	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 14A	Jct SH 134A	157.33	178.26	3	2300	1100	Both	Anytime			Anytime		
040A	Jct SH 134A	1st Street	178.26	184.21	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	1st Street	Jct SH 9	184.21	184.53	4	6800	850	Both	Anytime			Anytime		
040A	Jct SH 9	Jct SH 125A	184.53	209.17	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 125A	Jct US 34A	209.17	211.08	2	4400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct US 34A	Mesa Street	211.08	211.88	3	7100	1100	Both	Anytime			Anytime		
040A	Mesa Street	6th Street	211.88	212.50	4	9100	850	Both	Anytime			Anytime		
040A	6th Street	CR 522	212.50	223.03	3	10000	1100	Both	Anytime			Anytime		
040A	CR 522	Eisenhower Drive	223.03	226.84	2	9600	1050/750	Both		Anytime	Anytime		Anytime	5 PM to 10 AM
040A	Eisenhower Drive	Sitzmark	226.84	228.89	2	12700	1050/750	Both		Anytime	Anytime		3 PM to 10 AM	6 PM to 9 AM
040A	Sitzmark	Denver Water-Works Road	228.89	232.06	4	12000	850	Both	Anytime			Anytime		
040A	Denver Water-Works Road	Maintenance boundary with Region 1	232.06	232.77	4	6800	850	Both	Anytime			Anytime		
040A	Maintenance boundary with Region 1	South of Winter Park Drive	232.77	233.00	4	6300	850	EB	Anytime			Anytime		
040A	South of Winter Park Drive	Maintenance boundary with Region 1	233.00	232.77			850	WB	Anytime			Anytime		
040A	South of Winter Park Drive	North of Winter Park City Limits	233.00	234.00	3	7200	1100	Both	Anytime			Anytime		
040A	North of Winter Park City Limits	west base of Berthoud Pass	234.00	235.62	2	7200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	west base of Berthoud Pass	top of Berthoud Pass	235.62	242.97	3	7200	1100	EB	Anytime			Anytime		
040A	top of Berthoud Pass	west base of Berthoud Pass	242.97	235.62	3	7200	1100	WB	Anytime			Anytime		
040Z	Lincoln Street Craig	Pershing Ave Craig	0.00	0.72	3	9700	1700	WB 1-WAY	Anytime			Anytime		
050A	Jct. Riverside Pkwy. GJ	Noland Avenue	31.76	32.34	4	25300	850	EB	6 PM to 1 PM			7 PM to 10 AM		
050A	Noland Avenue	Jct. Riverside Pkwy. GJ	32.338	31.76			850	WB	6 PM to 7 AM			6 PM to 9 AM		
050A	Noland Avenue	Unaweep Avenue	32.34	32.95	4	32700	850	EB	7 PM to 7 AM			8 PM to 9 AM		
050A	Unaweep Avenue	Noland Avenue	32.945	32.338			850	WB	6 PM to 6 AM			7 PM to 8 AM		
050A	Unaweep Avenue	B 1/2 Road	32.95	34.10	4	28000	850	EB	6 PM to 12 PM			7 PM to 9 AM		
050A	B 1/2 Road	Unaweep Avenue	34.1	32.945			850	WB	6 PM to 7 AM			6 PM to 8 AM		
050A	B 1/2 Road	Jct SH 141 East	34.10	38.50	4	16000	850	Both	Anytime			Anytime		
050A	Jct SH 141 East	Jct SH 141 West	38.50	41.14	4	12000	850	Both	Anytime			Anytime		
050A	Jct SH 141 West	CR 15.25	41.14	69.40	4	11000	850	Both	Anytime			Anytime		
050A	CR 15.25	Jct SH 348	69.40	71.43	4	16900	850	Both	Anytime			Anytime		
050A	Jct SH 348	CR M La Salle Road	71.43	90.54	4	15600	850	Both	Anytime			Anytime		

Appendix C: Spring/Fall Lane Closure Schedules
(April - Mid-May, Mid-September - October) - ALLOWED HOURS

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
050A	CR M La Salle Road	Jct US 50D, Jct US 550, Jct SH 90	90.54	92.84	4	22000	850	EB	6 PM to 3 PM			6 PM to 1 PM		
050A	Jct US 50D, Jct US 550, Jct SH 90	CR M La Salle Road	92.84	90.54			850	WB	11 AM to 4 PM 5 PM to 9 AM			5 PM to 9 AM		
050A	Jct US 50D, Jct US 550, Jct SH 90	Hillcrest Drive	92.84	94.10	4	19000	850	EB	6 PM to 4 PM			5 PM to 3 PM		
050A	Hillcrest Drive	Jct US 50D, Jct US 550, Jct SH 90	94.1	92.841			850	WB	Anytime			1 PM to 10 AM		
050A	Hillcrest Drive	CR 67.0	94.10	95.11	4	11000	850	Both	Anytime			Anytime		
050A	CR 67.0	Jct SH 347A	95.11	100.55	2	4200	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
050A	Jct SH 347A	Jct SH 92	100.55	131.13	2	3500	1050/750	Both		Anytime	Anytime	Anytime		
050A	Jct SH 92	Jct SH 149	131.13	148.05	2	3000	1050/750	Both		Anytime	Anytime	Anytime		
050A	Jct SH 149	CR 32	148.05	153.01	2	3900	1050/750	Both		Anytime	Anytime	Anytime		
050A	CR 32	CR 38	153.01	155.76	2	6500	1050/750	Both		Anytime	Anytime	Anytime		
050A	CR 38	Rio Grande Avenue	155.76	156.39	2	8800	1050/750	Both		Anytime	5 PM to 4 PM	Anytime	4 PM to 3 PM	
050A	Rio Grande Avenue	11th Street	156.39	156.94	3	7900	1100	Both	Anytime			Anytime		
050A	11th Street	Adams Street	156.94	157.89	4	11300	850	Both	Anytime			Anytime		
050A	Adams Street	CR 42	157.89	163.34	4	6800	850	Both	Anytime			Anytime		
050A	CR 42	Gunnison-Saguache County Line	163.34	190.61	2	3400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050D	Jct. 50A north Olathe	Jct SH 348A	0.00	0.93	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050D	Jct SH 348A	Jct. 50A south Olathe	0.93	1.54	2	1500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Jct. SH 40 Dinosaur	CR 46	0.00	17.27	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 46	Kennedy Drive	17.27	19.28	2	5600	1050/750	Both		Anytime	Anytime		Anytime	
064A	Kennedy Drive	Jct SH 139A	19.28	19.79	2	3400	1050/750	Both		Anytime	Anytime		Anytime	
064A	Jct SH 139A	CR 65	19.79	27.31	2	2000	1050/750	Both		Anytime	Anytime		Anytime	
064A	CR 65	CR 7	27.31	72.55	2	1400	1050/750	Both		Anytime	Anytime		Anytime	
064A	CR 7	Jct. SH 13A	72.55	73.71	2	2700	1050/750	Both		Anytime	Anytime		Anytime	
065A	Jct. SH 92	CR J.25 Drive	0.00	2.05	2	7800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR J.25 Drive	CR 21.0	2.05	5.18	2	6300	1050/750	Both		Anytime	Anytime		Anytime	
065A	CR 21.0	CR N.00	5.18	6.21	2	7100	1050/750	Both		Anytime	Anytime		Anytime	
065A	CR N.00	Independence Avenue	6.21	10.68	2	6300	1050/750	Both		Anytime	Anytime		Anytime	
065A	Independence Avenue	CR U.50	10.68	14.35	2	3500	1050/750	Both		Anytime	Anytime		Anytime	
065A	CR U.50	Jct SH 330	14.35	51.17	2	1600	1050/750	Both		Anytime	Anytime		Anytime	
065A	Jct SH 330	Jct. I-70 Exit 49	51.17	61.38	2	2300	1050/750	Both		Anytime	Anytime		Anytime	
070A	Utah State Line	Mack Interchange	0.00	11.10	4	7400	1100	Both	Anytime			Anytime		
070A	Mack Interchange	Loma Interchange/SH 139	11.10	15.10	4	8400	1100	Both	Anytime			Anytime		
070A	Loma Interchange/SH 139	Fruita Interchange/SH340	15.10	19.40	4	10700	1100	Both	Anytime			Anytime		
070A	Fruita Interchange/SH340	Grand Junction Business Loop	19.40	25.60	4	17000	1100	Both	Anytime			4 PM to 2 PM		
070A	Grand Junction Business Loop	24 Road Interchange	25.60	27.60	4	15000	1100	Both	Anytime			Anytime		
070A	24 Road Interchange	Horizon Drive Interchange	27.60	31.30	4	20000	1100	Both	Anytime			6 PM to 12 PM		
070A	Horizon Drive Interchange	Clifton/Grand Junction Interchange	31.30	36.60	4	20000	1100	Both	Anytime			6 PM to 12 PM		
070A	Clifton/Grand Junction Interchange	Palisade Interchange	36.60	41.60	4	24400	1100	EB	8 AM to 7 AM			Anytime		
070A	Palisade Interchange	Clifton/Grand Junction Interchange	41.60	36.60			1100	WB	6 PM to 4 PM			Anytime		
070A	Palisade Interchange	Palisade/ US 6 Interchange	41.60	43.70	4	19100	1100	Both	Anytime			Anytime		
070A	Palisade/ US 6 Interchange	Debeque Interchange	43.70	61.60	4	18400	1100	EB	Anytime			Anytime		
070A	Debeque Interchange	Palisade/ US 6 Interchange	61.60	43.70			1100	WB	Anytime			Anytime		
070A	Debeque Interchange	Canyon Creek/US 6 Interchange	61.60	109.00	4	27000	1100	EB	8 AM to 6 AM			6 PM to 1 PM		
070A	Canyon Creek/US 6 Interchange	Debeque Interchange	109.00	61.60			1100	WB	7 PM to 3 PM			12 PM to 11 AM		
070A	Canyon Creek/US 6 Interchange	West Glenwood Springs Interchange	109.00	114.30	4	28500	1100	EB	8 AM to 6 AM			6 PM to 12 PM		
070A	West Glenwood Springs Interchange	Canyon Creek/US 6 Interchange	114.30	109.00			1100	WB	7 PM to 3 PM			2 PM to 11 AM		
070A	West Glenwood Interchange	Glenwood Springs/Aspen/US 6 Interchange	114.30	116.40	4	23400	1100	EB	Anytime			Anytime		
070A	Glenwood Springs/Aspen/US 6 Interchange	West Glenwood Interchange	116.40	114.30			1100	WB	6 PM to 4 PM			Anytime		
070A	Glenwood Springs/Aspen/US 6 Interchange	Gypsum/US 6 Interchange	116.40	139.50	4	18700	800	Both	Anytime			6 PM to 10 AM		
070A	Gypsum/US 6 Interchange	Eagle Interchange	139.50	146.70	4	20000	1100	EB	Anytime			Anytime		
070A	Eagle Interchange	Gypsum/US 6 Interchange	146.70	139.50			1100	WB	Anytime			Anytime		
070A	Eagle Interchange	Wolcott/SH131 Interchange	146.70	156.60	4	26000	1100	EB	Anytime			6 PM to 10 AM		
070A	Wolcott/SH131 Interchange	Eagle Interchange	156.60	146.70			1100	WB	Anytime			4 PM to 10 AM		
070A	Wolcott/SH131 Interchange	Edwards Interchange	156.60	162.80	4	26000	1100	EB	9 AM to 7 AM			Anytime		
070A	Edwards Interchange	Wolcott/SH131 Interchange	162.80	156.60			1100	WB	6 PM to 3 PM			Anytime		
070A	Edwards Interchange	Avon Interchange	162.80	166.60	4	36000	1100	EB	5 PM to 7 AM			6 PM to 10 AM		
070A	Avon Interchange	Edwards Interchange	166.60	162.80			1100	WB	6 PM to 10 AM			5 PM to 9 AM		

Appendix C: Spring/Fall Lane Closure Schedules
(April - Mid-May, Mid-September - October) - ALLOWED HOURS

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules			
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	
070A	Avon Interchange	Minturn/Leadville Interchange	166.60	171.10	4	38000	1100	EB	6 PM to 6 AM			6 PM to 10 AM			
070A	Minturn/Leadville Interchange	Avon Interchange	171.10	166.60			1100	WB	7 PM to 10 AM			6 PM to 9 AM			
070A	Minturn/Leadville Interchange	West Vail Interchange	171.10	173.30	4	37000	1100	EB	5 PM to 7 AM			6 PM to 10 AM			
070A	West Vail Interchange	Minturn/Leadville Interchange	173.30	171.10			1100	WB	6 PM to 11 AM			6 PM to 11 AM			
070A	West Vail Interchange	Main Vail Interchange	173.30	176.00	4	30000	1100	EB	9 AM to 7 AM			12 PM to 11 AM			
070A	Main Vail Interchange	West Vail Interchange	176.00	173.30			1100	WB	6 PM to 3 PM			Anytime			
070A	Main Vail Interchange	East Vail Interchange	176.00	179.90	4	24100	1100	EB	Anytime			Anytime			
070A	East Vail Interchange	Main Vail Interchange	179.90	176.00			1100	WB	5 PM to 4 PM			Anytime			
070A	East Vail Interchange	East end of Eisenhower Tunnel	179.90	215.35	See Appendix E for I-70 Monthly Closure Schedules										
070B	I-70 Exit 26 Grand Junction	Redlands Parkway Interchange	0.00	2.40	4	28000	850	EB	7 PM to 10 AM			8 PM to 10 AM			
070B	Redlands Parkway Interchange	I-70 Exit 26 Grand Junction	2.40	0.00			850	WB	5 PM to 9 AM			6 PM to 8 AM			
070B	Redlands Parkway Interchange	CO RD 25	2.40	3.60	4	38900	850	EB	8 PM to 9 AM			9 PM to 9 AM			
070B	CO RD 25	Redlands Parkway Interchange	3.60	2.40			850	WB	7 PM to 8 AM			7 PM to 7 AM			
070B	CO RD 25	US 6 Bypass	3.60	4.60	4	44900	850	EB	9 PM to 9 AM			10 PM to 9 AM			
070B	US 6 Bypass	CO RD 25	4.60	3.60			850	WB	8 PM to 7 AM			8 PM to 7 AM			
070B	US 6 Bypass	SH340 Junction	4.60	5.00	4	26300	850	EB	7 PM to 11 AM			8 PM to 10 AM			
070B	SH340 Junction	US 6 Bypass	5.00	4.60			850	WB	5 PM to 9 AM			6 PM to 8 AM			
070B	SH340 Junction	Colorado Avenue	5.00	5.20	4	34000	850	EB	8 PM to 9 AM			9 PM to 9 AM			
070B	Colorado Avenue	SH340 Junction	5.20	5.00			850	WB	6 PM to 8 AM			7 PM to 8 AM			
070B	Colorado Avenue	SH70 Junction/Ute Avenue/Pitkin Avenue	5.20	5.26	4	30900	850	EB	8 PM to 10 AM			8 PM to 10 AM			
070B	SH70 Junction/Ute Avenue/Pitkin Avenue	Colorado Avenue	5.26	5.20			850	WB	6 PM to 8 AM			7 PM to 8 AM			
070B	SH70 Junction/Ute Avenue/Pitkin Avenue	4th Street	5.26	5.57	4	17000	850	Both	Anytime			6 PM to 12 PM			
070B	4th Street (Begin 1-Way Section)	SH50 Junction/5th Street	5.57	5.66	2	19000	1700	EB 1-Way	Anytime			6 PM to 11 AM			
070B	SH50 Junction/5th Street	12th Street	5.66	6.31	2	13000	1700	EB 1-Way	Anytime			Anytime			
070B	12th Street	15th Street (End 1-Way Section)	6.31	6.59	2	12700	1700	EB 1-Way	Anytime			Anytime			
070B	15th Street	Melody Lane	6.59	8.30	4	22700	850	EB	6 PM to 1 PM			7 PM to 11 AM			
070B	Melody Lane	15th Street	8.30	6.59			850	WB	11 AM to 12 PM 4 PM to 10 AM			5 PM to 9 AM			
070B	Melody Lane	US 6 Junction	8.30	9.30	4	20900	850	EB	5 PM to 3 PM			7 PM to 11 AM			
070B	US 6 Junction	Melody Lane	9.30	8.30			850	WB	3 PM to 2 PM			5 PM to 9 AM			
070B	US 6 Junction	CO RD 30	9.30	9.50	4	30800	850	EB	7 PM to 10 AM			8 PM to 10 AM			
070B	CO RD 30	US 6 Junction	9.50	9.30			850	WB	6 PM to 8 AM			7 PM to 8 AM			
070B	CO RD 30	CO RD 31.5	9.50	11.10	4	20800	850	EB	5 PM to 3 PM			7 PM to 11 AM			
070B	CO RD 31.5	CO RD 30	11.10	9.50			850	WB	Anytime			5 PM to 9 AM			
070B	CO RD 31.5	SH141/CO RD 32	11.10	11.70	4	16000	850	Both	Anytime			6 PM to 12 PM			
070B	SH141/CO RD 32	US 6 Junction	11.70	12.20			850	EB	6 PM to 12 PM			7 PM to 10 AM			
070B	US 6 Junction	SH141/CO RD 32	12.20	11.70	4	23200	850	WB	11 AM to 12 PM 4 PM to 10 AM			6 PM to 9 AM			
070B	US 6 Junction	I-70 Exit 37	12.20	13.27			850	EB	Anytime			5 PM to 1 PM			
070B	I-70 Exit 37	US 6 Junction	13.27	12.20	4	15100	850	WB	Anytime			3 PM to 1 PM			
070E	I-70 Exit 97 S. Terminal	Jct. SH 6	0.00	0.22	2	8900	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime	
070F	Jct. SH 6 Eagle	I-70 Exit 147 N. Terminal	0.00	0.35	2	18000	1050/750	Both		6 PM to 7 AM	7 PM to 6 AM		6 PM to 10 AM	7 PM to 8 AM	
070G	I-70 Exit 163 N. Terminal	Jct. SH 6 Edwards	0.00	0.58	2	17000	1050/750	Both		9 AM to 11 AM 6 PM to 7 AM	7 PM to 7 AM		6 PM to 10 AM	7 PM to 8 AM	
070Z	Begin 1-way WB	5th St	0.00	0.96	3	14000	1700	WB 1-WAY	Anytime			Anytime			
070Z	5th St	End 1-way WB	0.96	1.34	2	16200	850	WB 1-WAY	6 PM to 8 AM			7 PM to 8 AM			
082A	I-70 Interchange	32nd Street	*	0.00	4	31300	850	EB	6 PM to 6 AM			6 PM to 10 AM			
082A	32nd Street	I-70 Interchange	*	2.19			0.00	850	WB			7 PM to 7 AM			6 PM to 9 AM
082A	32nd Street	1/4 Mile East of Blake Avenue	*	2.19	2.44	4	25000	1100	EB			9 AM to 6 AM			Anytime
082A	1/4 Mile East of Blake Avenue	32nd Street	*	2.44	2.19			850	WB			7 PM to 12 PM			4 PM to 10 AM
082A	1/4 Mile East of Blake Avenue	1/4 Mile West of Old SH 82/CR 154		2.44	4.75	4	25000	1100	EB			9 AM to 6 AM			Anytime
082A	1/4 Mile West of Old SH 82/CR 154	1/4 Mile East of Blake Avenue		4.75	2.44			1100	WB			6 PM to 3 PM			Anytime
082A	1/4 Mile West of Old SH 82/CR 154	Old SH 82/CR 154	*	4.75	5.00	4	25000	850	EB			9 AM to 3 PM 6 PM to 6 AM			Anytime
082A	Old SH 82/CR 154	1/4 Mile West of Old SH 82/CR 154	*	5.00	4.75			1100	WB			6 PM to 3 PM			Anytime
082A	Old SH 82/CR 154	1/4 Mile East of Old SH 82/CR 154	*	5.00	5.25	4	25000	1100	EB			9 AM to 6 AM			Anytime
082A	1/4 Mile East of Old SH 82/CR 154	Old SH 82/CR 154	*	5.25	5.00			850	WB			7 PM to 12 PM			4 PM to 10 AM
082A	1/4 Mile East of Old SH 82/CR 154	1/4 Mile West of Spring Valley Road/CR 154		5.25	6.41	4	25000	1100	EB			9 AM to 6 AM			Anytime
082A	1/4 Mile West of Spring Valley Road/CR 154	1/4 Mile East of Old SH 82/CR 154		6.41	5.25			1100	WB			6 PM to 3 PM			Anytime

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules						
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile				
082A	1/4 Mile West of Spring Valley Road/CR 154	Spring Valley Road/CR 154	6.41	6.66	4	25000	850	EB	9 AM to 3 PM 6 PM to 6 AM			Anytime						
082A	Spring Valley Road/CR 154	1/4 Mile West of Spring Valley Road/CR 154	6.66	6.41			1100	WB	6 PM to 3 PM			Anytime						
082A	Spring Valley Road/CR 154	1/4 Mile East of Spring Valley Road/CR 154	* 6.66	6.91	4	25000	1100	EB	9 AM to 6 AM			Anytime						
082A	1/4 Mile East of Spring Valley Road/CR 154	Spring Valley Road/CR 154	* 6.91	6.66			850	WB	7 PM to 12 PM			4 PM to 10 AM						
082A	1/4 Mile East of Spring Valley Road/CR 154	1/4 Mile West of SH 133 Junction (Carbondale)	6.91	11.45	4	25000	1100	EB	9 AM to 6 AM			Anytime						
082A	1/4 Mile West of SH 133 Junction (Carbondale)	1/4 Mile East of Spring Valley Road/CR 154	11.45	6.91			1100	WB	6 PM to 3 PM			Anytime						
082A	1/4 Mile West of SH 133 Junction (Carbondale)	SH 133 Junction (Carbondale)	* 11.45	11.70	4	25000	850	EB	9 AM to 3 PM 6 PM to 6 AM			Anytime						
082A	SH 133 Junction (Carbondale)	1/4 Mile West of SH 133 Junction (Carbondale)	* 11.70	11.45			1100	WB	6 PM to 3 PM			Anytime						
082A	SH 133 Junction (Carbondale)	Owl Creek Road	* 11.70	38.52	4	22000	1100	EB	9 AM to 6 AM			Anytime						
082A	Owl Creek Road	SH 133 Junction (Carbondale)	* 38.52	11.70			1100	WB	6 PM to 3 PM			Anytime						
082A	Owl Creek Road	6th Street	* 38.52	40.56	2	23000	1050/750	Both		7 PM to 6 AM	7 PM to 6 AM		6 PM to 9 AM	7 PM to 7 AM				
082A	6th Street	Spring Street (Aspen)	* 40.56	41.36	4	28000	850	EB	11 AM to 6 AM			Anytime						
082A	Spring Street (Aspen)	6th Street	* 41.36	40.56			850	WB	7 PM to 12 PM			5 PM to 3 PM						
082A	Spring Street (Aspen)	Hopkins Street	* 41.36	41.46	2	12000	1050/750	Both				9 AM to 3 PM 6 PM to 7 AM	10 AM to 2 PM 6 PM to 7 AM		Anytime	Anytime		
082A	Hopkins Street	Lupine Drive	41.46	42.47	2	8100	1050/750	Both		Anytime	9 AM to 4 PM 6 PM to 7 AM	Anytime	Anytime					
082A	Lupine Drive	Jct. US24	42.47	85.29	2	1600	1050/750	Both		Anytime	Anytime	Anytime	Anytime					
* Indicates that the segment includes at least one signalized intersection. Refer to Appendix F for a complete list of signals along SH 82.																		
090B	Montrose CR 90	CR P	81.53	86.06	2	610	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
090B	CR P	Springs Creek Road	86.06	87.91	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
090B	Springs Creek Road	CR 64.0	87.91	88.98	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
090B	CR 64.0	CR 64.5	88.98	89.30	2	9200	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime				
090B	CR 64.5	Jct. SH 550 Montrose	89.30	89.86	4	14000	850	EB	Anytime			Anytime						
090B	Jct. SH 550 Montrose	CR 64.5	89.86	89.30			850	WB	Anytime			Anytime						
091A	Jct. SH 24	Fremont Pass Summit	0.00	11.27	4	4700	850	Both	Anytime			Anytime						
091A	Fremont Pass Summit	Jct. I-70 Exit 195	11.27	22.00	2	4300	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
092A	Jct. SH 50 Delta	18.0 Road	0.00	2.51	3	14300	1100	Both	Anytime			Anytime						
092A	18.0 Road	Jct SH 65	2.51	3.81	4	11000	850	Both	Anytime			Anytime						
092A	Jct SH 65	31.0 Road	3.81	16.91	2	6300	1050/750	Both				Anytime	Anytime	Anytime				
092A	31.0 Road	Jct SH 133	16.91	20.72	2	8600	1050/750	Both				Anytime	6 PM to 3 PM	Anytime	Anytime	12 PM to 11 AM		
092A	Jct SH 133	J.75 Drive	20.72	21.67	2	3500	1050/750	Both				Anytime	Anytime	Anytime	Anytime			
092A	J.75 Drive	B.00 Road	21.67	33.64	2	2700	1050/750	Both				Anytime	Anytime	Anytime	Anytime			
092A	B.00 Road	Jct. SH 50 Sapinero	33.64	73.26	2	530	1050/750	Both				Anytime	Anytime	Anytime	Anytime			
114A	Jct. SH 50	CR 14 - Maintenance Boundary	0.00	19.00	2	460	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
125A	Jct. SH 40 Granby	Jct SH 14A	0.00	52.02	2	970	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
125A	Jct SH 14A	6th Street	52.02	53.29	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
125A	6th Street	1st Street	53.29	53.91	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
125A	1st Street	CR 6	53.91	62.59	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
125A	CR 6	Jct SH 127	62.59	66.56	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
125A	Jct SH 127	CO/WY State Line	66.56	75.41	2	350	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
127A	Jct. SH 125	CO/WY State Line	0.00	9.00	2	820	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
131A	Jct. I-70 Exit 157	Jct. SH 6	0.00	0.32	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
131B	Jct. SH 6 Wolcott	CR 6	0.05	2.44	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
131B	CR 6	Jct SH 134A	2.44	32.90	2	1700	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
131B	Jct SH 134A	CR 8	32.90	42.66	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
131B	CR 8	CR 14	42.66	62.27	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
131B	CR 14	Jct. SH 40 Steamboat	62.27	68.72	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	Jct. SH 92 Hotchkiss	CR L.25	0.00	2.22	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	CR L.25	Jct SH 187A	2.22	8.86	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	Jct SH 187A	Old Hwy 133A	8.86	18.21	2	3100	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	Old Hwy 133A	CR 3	18.21	46.37	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	CR 3	CR 3D	46.37	56.81	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	CR 3D	Snowmass Drive	56.81	67.04	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime				
133A	Snowmass Drive	Main Street	67.04	67.80	2	10300	1050/750	Both		Anytime	9 AM to 3 PM 6 PM to 6 AM		Anytime	Anytime				
133A	Main Street	Jct. SH 82 Carbondale	67.80	68.82	2	20900	1050/750	Both		7 PM to 6 AM	8 PM to 6 AM		6 PM to 9 AM	8 PM to 8 AM				
133B	Jct. SH 133A	End SH 133B	12.16	16.08	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime				

Appendix C: Spring/Fall Lane Closure Schedules
(April - Mid-May, Mid-September - October) - ALLOWED HOURS

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
134A	Jct. SH 131 Toponas	Jct. SH 40	0.00	27.00	2	630	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	Jct. SH 50 Gunnison	Spencer Avenue	0.00	0.74	2	11300	1050/750	Both		Anytime	9 AM to 3 PM 6 PM to 7 AM		Anytime	1 PM to 3 PM 4 PM to 11 AM
135A	Spencer Avenue	CR 48E	0.74	3.14	2	8800	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime
135A	CR 48E	CR 742	3.14	10.24	2	6800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	CR 742	CR 740	10.24	20.70	2	3600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	CR 740	6th Street Crested Butte	20.70	27.48	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
139A	I-70 Exit 15 S. Terminal	Railroad Crossing	0.00	5.03	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
139A	Railroad Crossing	Jct. SH 64 Rangely	5.03	72.07	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141A	Montrose-Mesa Co Line	Jct. SH 50 Whitewater South	95.80	154.11	2	1000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141B	Jct. SH 50 Whitewater North	CR B.50	156.75	158.93	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141B	CR B.50	CR C.00	158.93	159.45	2	9400	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	5 PM to 10 AM
141B	CR C.00	CR D.0	159.45	160.44	4	12900	850	Both	Anytime			Anytime		
141B	CR D.0	Grand Valley Canal	160.44	161.47	4	18000	850	NB	5 PM to 4 PM			Anytime		
141B	Grand Valley Canal	CR D.0	161.47	160.44	4	23400	850	SB	Anytime			Anytime		
141B	Grand Valley Canal	Jct. I-70 Business Loop GJ	161.47	162.30			850	NB	6 PM to 2 PM			6 PM to 12 PM		
141B	Jct. I-70 Business Loop GJ	Grand Valley Canal	162.3	161.471			850	SB	12 PM to 4 PM 6 PM to 8 AM			5 PM to 9 AM		
149A	Mineral-Hinsdale Co Line	Spring Street	42.17	71.90	2	920	1050/750	Both		Anytime	Anytime		Anytime	Anytime
149A	Spring Street	8 1/2 Street	71.90	72.83	2	2100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
149A	8 1/2 Street	Jct. SH 50	72.83	117.52	2	910	1050/750	Both		Anytime	Anytime		Anytime	Anytime
300A	Jct. SH 24	CR 5A Malta	0.00	3.36	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
317A	Jct. SH 13 Hamilton	CR 29 Pagoda	0.00	12.00	2	200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
318A	CO/Utah State Line	Jct. SH 40 Maybell	0.00	60.70	2	360	1050/750	Both		Anytime	Anytime		Anytime	Anytime
325A	Jct. SH 13	Jct. CR 217	0.00	11.40	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
330A	Jct. SH 65	High Street Collbran	0.00	11.40	2	2800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	Jct. SH 6 Fruita	Cherry Street	0.00	0.25	3	6900	1100	Both	Anytime			Anytime		
340A	Cherry Street	Jct I-70	0.25	0.51	4	14000	850	Both	Anytime			3 PM to 2 PM		
340A	Jct I-70	CR CM.10	0.51	2.85	4	8000	850	Both	Anytime			Anytime		
340A	CR CM.10	CR 20.50	2.85	7.22	2	3600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	CR 20.50	CR E.90	7.22	8.03	2	8500	1050/750	Both		Anytime	Anytime		Anytime	6 PM to 10 AM
340A	CR E.90	CR 22.20	8.03	9.15	2	11000	1050/750	Both		Anytime	6 PM to 10 AM		5 PM to 11 AM	7 PM to 9 AM
340A	CR 22.20	CR 24.05	9.15	11.53	2	12500	1050/750	Both		Anytime	6 PM to 9 AM		6 PM to 10 AM	7 PM to 9 AM
340A	CR 24.05	CR 25.20	11.53	12.40	2	16000	1050/750	Both		6 PM to 10 AM	7 PM to 9 AM		7 PM to 9 AM	8 PM to 8 AM
340A	CR 25.20	Jct. I-70 Business Loop GJ	12.40	13.34	2	23200	1050/750	Both		8 PM to 9 AM	9 PM to 8 AM		8 PM to 8 AM	9 PM to 8 AM
347A	Jct. SH 50	CR J-74	0.00	5.25	2	880	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Jct. SH 50 Delta	CR F.00	0.00	1.34	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	CR F.00	Ironstone Canal	1.34	14.40	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Ironstone Canal	Hersum Avenue	14.40	16.53	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Hersum Avenue	Jct. SH 50 Olathe	16.53	17.06	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	Jct. SH 40Z Craig	Jct US 40A	0.00	0.12	2	2800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	Jct US 40A	1st Street	0.12	1.37	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	1st Street	CR 107	1.37	3.00	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	CR 107	Jct. CR 65, Moffat-Routt Co Line	3.00	9.38	2	830	1050/750	Both		Anytime	Anytime		Anytime	Anytime
550B	Montrose-Ouray Co Line	CR T	117.53	122.51	2	7400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
550B	CR T	Racine Drive	122.51	124.82	4	9000	850	Both	Anytime			Anytime		
550B	Racine Drive	Rio Grande Avenue	124.82	126.81	4	15000	850	Both	Anytime			Anytime		
550B	Rio Grande Avenue	Jct. SH 50 Montrose	126.81	130.22	4	25800	850	NB	11 AM to 1 PM 6 PM to 10 AM			6 PM to 10 AM		
550B	Jct. SH 50 Montrose	Rio Grande Avenue	130.22	126.81			850	SB	11 AM to 1 PM 6 PM to 10 AM			6 PM to 10 AM		
Vail North	Chamonix Drive	City Market	I-70 Vail Frontage Road North		2	20700	1050/750	Both		6 PM to 7 AM	7 PM to 7 AM		6 PM to 10 AM	8 PM to 8 AM
Vail North	City Market	Buffehr Creek Road			2	9100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
Vail North	Buffehr Creek Road	Lionsridge Loop			2	8000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
Vail North	Lionsridge Loop	End of Frontage Road			2	8400	1050/750	Both		Anytime	Anytime		Anytime	Anytime

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Spring-Fall Weekday Schedules			Spring-Fall Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
Vail South	Chamonix Drive	Matterhorn Circle	I-70 Vail Frontage Road South		2	13300	1050/750	Both		Anytime	6 PM to 8 AM		Anytime	6 PM to 10 AM
Vail South	Matterhorn Circle	Westhaven Drive			2	11900	1050/750	Both		Anytime	6 PM to 8 AM 9 AM to Noon		Anytime	5 PM to 11 AM
Vail South	Westhaven Drive	West Lionshead Circle			2	11100	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	5 PM to 11 AM
Vail South	West Lionshead Circle	East Lionshead Circle			2	10800	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	4 PM to 11 AM
Vail South	East Lionshead Circle	Vail Road			2	15500	1050/750	Both		6 PM to 3 PM	7 PM to 7 AM		4 PM to 11 AM	7 PM to 9 AM
Vail South	Vail Road	Village Center Road			2	21700	1050/750	Both		7 PM to 7 AM	7 PM to 7 AM		7 PM to 9 AM	8 PM to 8 AM
Vail South	Village Center Road	Ford Road			2	5400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
Vail South	Ford Road	End of Frontage Road			2	4400	1050/750	Both		Anytime	Anytime		Anytime	Anytime

APPENDIX D TABULATED WINTER CLOSURE SCHEDULES

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
006A	I-70 Exit 11 Mack	SH 139 (Loma)	11.08	15.13	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	SH 139 (Loma)	16.0 Road	15.13	18.75	2	3200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	16.0 Road	SH 340	18.75	19.78	2	6000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	SH 340	Mesa Street	19.78	20.24	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	Mesa Street	Pine Street	20.24	21.26	2	7800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	Pine Street	19.0 Road	21.26	22.46	2	9700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006A	19.0 Road	20.0 Road	22.46	23.66	2	12000	1050/750	Both		Anytime	Anytime		Anytime	4 PM to 1 PM
006A	20.0 Road	22.0 Road Grand Junction	23.66	25.86	2	13400	1050/750	Both		Anytime	5 PM to 2 PM		Anytime	5 PM to 11 AM
006A	22.0 Road Grand Junction	I-70 Exit 26 Grand Junction	25.86	26.08	4	22000	850	EB	Anytime	Anytime		Anytime	Anytime	
006A	I-70 Exit 26 Grand Junction	22.0 Road Grand Junction	26.08	25.86			850	WB	Anytime	Anytime		Anytime	Anytime	
006B	1-70 Business Loop Junction	29.5 Street	30.12	34.06	4	34000	850	EB	6 PM to 1 PM	6 PM to 1 PM		7 PM to 11 AM	7 PM to 11 AM	
006B	29.5 Street	1-70 Business Loop Junction	34.06	30.12			850	WB	11 AM to 1 PM 3 PM to 10 AM	11 AM to 1 PM 3 PM to 10 AM		5 PM to 8 AM	5 PM to 8 AM	
006B	29.5 Street	I-70 Business	34.10	34.54	4	18800	850	EB	Anytime	Anytime		Anytime	Anytime	
006B	I-70 Business	29.5 Street	34.54	34.10			850	WB	Anytime	Anytime		Anytime	Anytime	
006C	I-70 Business Junction	32.5 Road	37.16	37.66	4	13000	850	Both	Anytime	Anytime		Anytime	Anytime	
006C	32.5 Road	1/4 Mile East of 33 Road	37.66	37.90	3	12000	1100	Both	Anytime	Anytime		Anytime	Anytime	
006C	1/4 Mile East of 33 Road	33 Road	37.90	38.15	3	12000	1100	Both	Anytime	Anytime		Anytime	Anytime	
006C	33 Road	2-lane section	38.15	38.26	3	6200	1100	Both	Anytime	Anytime		Anytime	Anytime	
006C	2-lane section	Frontage Road	38.26	42.90	2	6200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006C	Frontage Road	Main Street	42.90	43.21	3	7600	1100	Both	Anytime	Anytime		Anytime	Anytime	
006C	Main Street	38 Road	43.21	43.39	2	3100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006C	38 Road	I-70 Junction	43.39	46.06	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	Jct. SH 13 Rifle	7th Street	92.00	99.11	2	5800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006D	7th Street	SH I-70E	99.11	99.23	4	7200	850	Both	Anytime			Anytime		
006D	SH I-70E	CR 214	99.23	104.43	2	5500	1050/750	Both	Anytime	Anytime	Anytime	Anytime	Anytime	Anytime
006D	CR 214	7th Street	104.43	105.91	2	2700	1050/750	Both	Anytime	Anytime	Anytime	Anytime	Anytime	Anytime
006D	7th Street	Burning Mountain Avenue	105.91	107.12	2	5800	1050/750	Both	Anytime	Anytime	Anytime	Anytime	Anytime	Anytime
006D	Burning Mountain Avenue	I-70 Exit 109	107.12	110.80	2	2000	1050/750	Both	Anytime	Anytime	Anytime	Anytime	Anytime	Anytime
006E	I-70 Junction (Gypsum)	Green Way (Gypsum)	141.82	143.10	2	9900	1050/750	Both		Anytime	9 AM to 7 AM		Anytime	Anytime
006E	Green Way (Gypsum)	2-lane section	143.10	144.19	3	9900	1100	Both	Anytime			Anytime		
006E	2-lane section	3-lane section near Brooks Lane	144.19	145.72	2	9900	1050/750	Both		Anytime	9 AM to 7 AM		Anytime	Anytime
006E	3-lane section near Brooks Lane	2-lane section	145.72	146.89	3	9900	1100	Both	Anytime			Anytime		
006E	2-lane section	Church Street	146.89	149.67	2	15000	1050/750	Both		9 AM to 7 AM	5 PM to 6 AM		Anytime	6 PM to 9 AM
006E	Church Street	SH 131 (Wolcott)	149.67	159.57	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006E	SH 131 (Wolcott)	I-70 (Edwards)	159.57	163.25	2	12300	1050/750	Both		9 AM to 7 AM	10 AM to 7 AM		Anytime	4 PM to 11 AM
006E	I-70 (Edwards)	3-lane section near Squaw Creek Road	163.25	163.30	2	12300	1050/750	Both		9 AM to 7 AM	10 AM to 7 AM		Anytime	4 PM to 11 AM
006E	3-lane section near Squaw Creek Road	2-lane section	163.30	164.10	3	12300	1100	Both	Anytime			Anytime		
006E	2-lane section	3-lane section west of Edwards Spur Road	164.10	165.76	2	12300	1050/750	Both		9 AM to 7 AM	10 AM to 7 AM		Anytime	5 PM to 11 AM
006E	3-lane section west of Edwards Spur Road	2-lane section east of Bull Run Road	165.76	166.30	3	12300	1100	Both	Anytime			Anytime		
006E	2-lane section east of Bull Run Road	3-lane section west of Arrowhead Drive	166.30	166.97	2	13800	1050/750	Both		9 AM to 7 AM	4 PM to 7 AM		Anytime	5 PM to 10 AM
006E	3-lane section west of Arrowhead Drive	2-lane section east of McCoy Creek Drive	166.97	167.99	3	13800	1100	Both	Anytime			Anytime		
006E	2-lane section east of McCoy Creek Drive	3-lane section entering Avon	167.99	169.46	2	13800	1050/750	Both		9 AM to 7 AM	4 PM to 7 AM		Anytime	5 PM to 10 AM
006E	3-lane section entering Avon	2-lane section east of roundabout	169.46	170.12	3	13800	1100	Both	Anytime			Anytime		
006E	2-lane section east of roundabout	3-lane section west of Stonebridge Drive	170.12	170.45	2	13800	1050/750	Both		9 AM to 7 AM	4 PM to 7 AM		Anytime	5 PM to 10 AM
006E	3-lane section west of Stonebridge Drive	2-lane section east of roundabout	170.45	171.13	3	13800	1100	Both	Anytime			Anytime		
006E	2-lane section east of roundabout	3-lane section west of Eagle Road	171.13	171.85	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006E	3-lane section west of Eagle Road	2-lane section east of Eagle-Vail	171.85	172.88	3	5100	1100	Both	Anytime			Anytime		
006E	2-lane section east of Eagle-Vail	I-70 Junction (Minturn)	172.88	174.54	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006F	I-70 Interchange (#205) in Dillon	Little Beaver Trail	208.66	208.95	4	25000	850	EB	5 PM to 3 PM			10 AM to 7 AM		
006F	Little Beaver Trail	I-70 Interchange (#205) in Dillon	208.95	208.66			850	WB	5 PM to 2 PM			5 PM to 2 PM		
006F	Little Beaver Trail	County Road 67	208.95	215.95	4	15000	850	EB	Anytime			Anytime		
006F	County Road 67	Little Beaver Trail	215.95	208.95			850	WB	Anytime			Anytime		
006F	County Road 67	MP 217	215.95	217.00	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006F	Milepost 217	Summit /Clear Creek County Line	217.00	225.04	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006K	Devereaux Rd Glenwood	Laurel St Glenwood	0.00	0.34	2	12200	1050/750	Both		Anytime	8 AM to 6 AM		Anytime	2 PM to 12 PM
006L	Jct. I-70 Exit 87 Rifle	Jct. SH 13 Rifle	88.90	91.24	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	I-70 Frontage road south of De Beque	Watson Avenue	62.31	74.88	2	970	1050/750	Both		Anytime	Anytime		Anytime	Anytime
006M	Watson Avenue	Parachute Avenue	74.88	75.04	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
006M	Parachute Avenue	Railroad Avenue	75.04	75.21	4	2800	850	Both	Anytime			Anytime		
006M	Railroad Avenue	Jct. I-70 Exit 87 Rifle	75.21	88.90	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	Park/Summit County Line	north base of Hoosier Pass	76.45	79.90	2	3800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	north base of Hoosier Pass	Blue River Road	79.90	82.63	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	Blue River Road	south Breckenridge city limit	82.63	86.03	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009C	south Breckenridge city limit	north Breckenridge city limit	86.03	90.62	2	13000	1050/750	Both		6 PM to 3 PM	6 PM to 7 AM		5 PM to 2 PM	6 PM to 8 AM
009C	north Breckenridge city limit	Frisco city limit	90.62	95.48	2	20000	1050/750	Both		6 PM to 7 AM	7 PM to 7 AM		7 PM to 7 AM	8 PM to 7 AM
009C	Frisco city limit	Frisco Main Street	95.48	96.02	4	23000	1050/750	NB	7 PM to 7 AM			7 PM to 7 AM		
009C	Frisco Main Street	Frisco city limit	96.02	95.48		23000	1050/750	SB	7 PM to 7 AM			7 PM to 7 AM		
009C	Frisco Main Street	I-70 Interchange (#203) in Frisco	96.02	97.23	4	22000	850	NB	6 PM to 3 PM			11 AM to 1 PM 5 PM to 10 AM		
009C	I-70 Interchange (#203) in Frisco	Frisco Main Street	97.23	96.02			850	SB	9 AM to 3 PM 5 PM to 8 AM			9 AM to 2 PM 5 PM to 8 AM		
009D	I-70 Interchange in Silverthorne	Wildernest Road	101.56	101.77	4	29000	850	NB	7 PM to 1 PM			6 PM to 12 PM		
009D	Wildernest Road	I-70 Interchange in Silverthorne	101.77	101.56			850	SB	3 PM to 4 PM 6 PM to 8 AM			4 PM to 10 AM		
009D	Wildernest Road	6th Street	101.77	102.28	4	22000	850	NB	6 PM to 5 PM			Anytime		
009D	6th Street	Wildernest Road	102.28	101.77			850	SB	Anytime			1 PM to 11 AM		
009D	6th Street	Annie Road	102.28	102.49	4	14000	850	NB	Anytime			Anytime		
009D	Annie Road	6th Street	102.49	102.28			850	SB	Anytime			Anytime		
009D	Annie Road	n/o Willowbrook Road	102.49	103.53	4	10000	850	NB	Anytime			Anytime		
009D	n/o Willowbrook Road	Annie Road	103.53	102.49			850	SB	Anytime			Anytime		
009D	n/o Willowbrook Road	Boulder Creek Road (CR 1375)	103.53	110.31	2	6400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009D	Boulder Creek Road (CR 1375)	CR 33 s/o of Kremmling	110.31	127.43	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
009D	Summit/Grand Co Line	Jct. SH 40 Kremmling	127.43	138.92	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013A	I-70 Exit 90 Rifle	Jct SH 6D	0.00	0.55	4	17500	850	NB	Anytime	Anytime		Anytime	Anytime	
013A	Jct SH 6D	I-70 Exit 90 Rifle	0.55	0.00			850	SB	Anytime	Anytime		Anytime	Anytime	
013A	I-70 Exit 90 Rifle	21st Street	0.55	2.63	3	5400	1100	Both	Anytime	Anytime		Anytime	Anytime	
013A	21st Street	30th Street	2.63	3.14	4	14400	850	Both	Anytime	Anytime		Anytime	Anytime	
013A	30th Street	Jct SH 325	3.14	4.11	2	5500	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013A	Jct SH 325	Jct SH 64A	4.11	39.01	2	3300	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013A	Jct SH 64A	CR 18	39.01	40.75	2	4000	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013A	CR 18	3rd Street	40.75	41.95	2	7700	1050/750	Both		Anytime	9 AM to 7 AM	Anytime	Anytime	
013A	3rd Street	CR 8	41.95	43.37	2	4900	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013A	CR 8	Jct SH 317 (Hamilton)	43.37	75.79	2	2400	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013A	Jct SH 317 (Hamilton)	1st Street	75.79	88.32	2	2700	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013A	1st Street	Jct. SH 40 West Craig	88.32	88.64	2	5300	1050/750	Both		Anytime	Anytime	Anytime	Anytime	
013B	Jct. SH 40 East Craig	Jct US 40A	89.61	89.71	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct US 40A	Jct SH 40Z	89.71	89.84	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	Jct SH 40Z	CR 183	89.84	91.37	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
013B	CR 183	CO/WY State Line	91.37	128.00	2	2200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
014A	Jct. SH 40 Muddy Pass	SH 125 South Walden	0.00	32.97	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
014B	SH 125 East Walden	Cameron Pass Summit	34.09	64.93	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct. I-70 Minturn	Meek Avenue	143.40	145.54	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Meek Avenue	Jct SH 91A	145.54	174.65	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 91A	CR 17	174.65	175.08	4	7100	850	Both	Anytime			Anytime		
024A	CR 17	12th Street	175.08	175.41	3	9100	1100	Both	Anytime			Anytime		
024A	12th Street	Harrison Street	175.41	175.71	2	9100	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	5 PM to 2 PM
024A	Harrison Street	Monroe Street	175.71	176.24	4	9100	850	Both	Anytime			Anytime		
024A	Monroe Street	Elm Street	176.24	177.22	3	5500	1100	Both	Anytime			Anytime		
024A	Elm Street	Jct SH 300W	177.22	180.10	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 300W	Jct SH 82W	180.10	183.60	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
024A	Jct SH 82W	Cache Creek Crossing Granite	183.60	193.77	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	Jct. SH 40 Granby	CR 40	0.00	5.22	2	4600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	CR 40	CR 64	5.22	10.71	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
034A	CR 64	Rocky Mtn. NP Entrance	10.71	15.01	2	5100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Utah/CO State Line	Jct SH 64S	0.00	2.91	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 64S	Jct SH 318A	2.91	59.78	2	1100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 318A	CR 201	59.78	83.21	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
040A	CR 201	Wickes Avenue	83.21	88.17	3	2400	1100	Both	Anytime			Anytime		
040A	Wickes Avenue	Jct SH 13A	88.17	89.32	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 13A	Jct SH 40Z	89.32	90.36	4	15000	850	Both	Anytime			Anytime		
040A	Jct SH 40Z	Jct SH 394	90.36	90.53	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 394	Jct SH 13B	90.53	90.84	2	7100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 13B	Jct SH 40Z	90.84	91.26	2	5500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 40Z	1st Street	91.26	92.07	2	8100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	1st Street	CR 204N	92.07	127.57	2	6000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	CR 204N	Shield Road	127.57	130.57	2	12500	1050/750	Both		6 PM to 4 PM	6 PM to 10 AM		Anytime	5 PM to 9 AM
040A	Shield Road	13th Street	130.57	131.91	2	17000	1050/750	Both		6 PM to 12 PM	7 PM to 8 AM		5 PM to 9 AM	6 PM to 8 AM
040A	13th Street	Pine Grove Road	131.91	133.98	4	29000	850	Both	6 PM to 10 AM			6 PM to 10 AM		
040A	Pine Grove Road	Mount Werner Road	133.98	134.41	4	22000	850	EB	6 PM to 3 PM			6 PM to 3 PM		
040A	Mount Werner Road	Pine Grove Road	134.414	133.98			850	WB	9 AM to 7 AM			9 AM to 7 AM		
040A	Mount Werner Road	Sibley Road	134.41	135.28	4	21000	850	EB	6 PM to 4 PM			6 PM to 4 PM		
040A	Sibley Road	Mount Werner Road	135.279	134.414			850	WB	8 AM to 7 AM			8 AM to 7 AM		
040A	Sibley Road	Jct SH 131	135.28	136.52	2	8700	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime
040A	Jct SH 131	CR 19	136.52	153.68	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	CR 19	Jct SH 14A	153.68	157.33	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 14A	Jct SH 134A	157.33	178.26	3	2300	1100	Both	Anytime			Anytime		
040A	Jct SH 134A	1st Street	178.26	184.21	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	1st Street	Jct SH 9	184.21	184.53	4	6800	850	Both	Anytime			Anytime		
040A	Jct SH 9	Jct SH 125A	184.53	209.17	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct SH 125A	Jct US 34A	209.17	211.08	2	4400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
040A	Jct US 34A	Mesa Street	211.08	211.88	3	7100	1100	Both	Anytime			Anytime		
040A	Mesa Street	6th Street	211.88	212.50	4	9100	850	Both	Anytime			Anytime		
040A	6th Street	CR 522	212.50	223.03	3	10000	1100	Both	Anytime			Anytime		
040A	CR 522	Eisenhower Drive	223.03	226.84	2	9600	1050/750	Both		Anytime	5 PM to 2 PM		1 PM to 10 AM	8 AM to 9 AM 5 PM to 7 AM
040A	Eisenhower Drive	Sitzmark	226.84	228.89	2	12700	1050/750	Both		5 PM to 3 PM	12 PM to 1 PM 6 PM to 11 AM		5 PM to 9 AM	6 PM to 7 AM
040A	Sitzmark	Denver Water-Works Road	228.89	232.06	4	12000	850	Both	Anytime			Anytime		
040A	Denver Water-Works Road	Maintenance boundary with Region 1	232.06	232.77	4	6800	850	Both	Anytime			Anytime		
040A	Maintenance boundary with Region 1	South of Winter Park Drive	232.77	233.00	4	6300	850	EB	Anytime			Anytime		
040A	South of Winter Park Drive	Maintenance boundary with Region 1	233.00	232.77			850	WB	Anytime			Anytime		
040A	South of Winter Park Drive	North of Winter Park City Limits	233.00	234.00	3	7200	1100	Both	Anytime			Anytime		
040A	North of Winter Park City Limits	west base of Berthoud Pass	234.00	235.62	2	7200	1050/750	Both		Anytime	Anytime		Anytime	4 PM to 10 AM
040A	west base of Berthoud Pass	top of Berthoud Pass	235.62	242.97	3	7200	1100	EB	Anytime			Anytime		
040A	top of Berthoud Pass	west base of Berthoud Pass	242.97	235.62	3	7200	1100	WB	Anytime			Anytime		
040Z	Lincoln Street Craig	Pershing Ave Craig	0.00	0.72	3	9700	1700	WB 1-WAY	Anytime			Anytime		
050A	Jct. Riverside Pkwy. GJ	Noland Avenue	31.76	32.34	4	25300	850	EB	6 PM to 2 PM			6 PM to 2 PM		
050A	Noland Avenue	Jct. Riverside Pkwy. GJ	32.338	31.76			850	WB	11 AM to 4 PM 5 PM to 9 AM			4 PM to 9 AM		
050A	Noland Avenue	UnawEEP Avenue	32.34	32.95	4	32700	850	EB	6 PM to 11 AM			7 PM to 10 AM		
050A	UnawEEP Avenue	Noland Avenue	32.945	32.338			850	WB	6 PM to 7 AM			6 PM to 9 AM		
050A	UnawEEP Avenue	B 1/2 Road	32.95	34.10	4	28000	850	EB	6 PM to 1 PM			7 PM to 12 PM		
050A	B 1/2 Road	UnawEEP Avenue	34.1	32.945			850	WB	2 PM to 3 PM 6 PM to 7 AM			5 PM to 9 AM		
050A	B 1/2 Road	Jct SH 141 East	34.10	38.50	4	16000	850	Both	Anytime			Anytime		
050A	Jct SH 141 East	Jct SH 141 West	38.50	41.14	4	12000	850	Both	Anytime			Anytime		
050A	Jct SH 141 West	CR 15.25	41.14	69.40	4	11000	850	Both	Anytime			Anytime		
050A	CR 15.25	Jct SH 348	69.40	71.43	4	16900	850	Both	Anytime			Anytime		
050A	Jct SH 348	CR M La Salle Road	71.43	90.54	4	15600	850	Both	Anytime			Anytime		
050A	CR M La Salle Road	Jct US 50D, Jct US 550, Jct SH 90	90.54	92.84	4	22000	850	EB	6 PM to 3 PM			5 PM to 3 PM		
050A	Jct US 50D, Jct US 550, Jct SH 90	CR M La Salle Road	92.84	90.54			850	WB	Anytime			1 PM to 10 AM		
050A	Jct US 50D, Jct US 550, Jct SH 90	Hillcrest Drive	92.84	94.10	4	19000	850	EB	5 PM to 4 PM			Anytime		
050A	Hillcrest Drive	Jct US 50D, Jct US 550, Jct SH 90	94.1	92.841			850	WB	Anytime			12 PM to 11 AM		
050A	Hillcrest Drive	CR 67.0	94.10	95.11	4	11000	850	Both	Anytime			Anytime		
050A	CR 67.0	Jct SH 347A	95.11	100.55	2	4200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	Jct SH 347A	Jct SH 92	100.55	131.13	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	Jct SH 92	Jct SH 149	131.13	148.05	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime

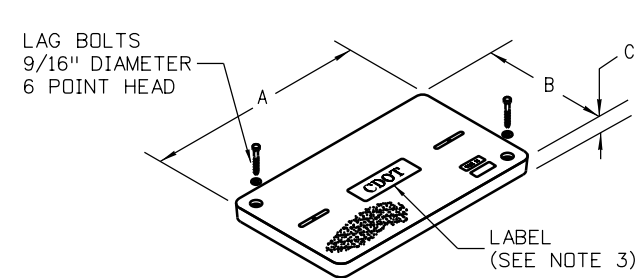
Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
050A	Jct SH 149	CR 32	148.05	153.01	2	3900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	CR 32	CR 38	153.01	155.76	2	6500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050A	CR 38	Rio Grande Avenue	155.76	156.39	2	8800	1050/750	Both		Anytime	6 PM to 4 PM		Anytime	Anytime
050A	Rio Grande Avenue	11th Street	156.39	156.94	3	7900	1100	Both	Anytime			Anytime		
050A	11th Street	Adams Street	156.94	157.89	4	11300	850	Both	Anytime			Anytime		
050A	Adams Street	CR 42	157.89	163.34	4	6800	850	Both	Anytime			Anytime		
050A	CR 42	Gunnison-Saguache County Line	163.34	190.61	2	3400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050D	Jct. 50A north Olathe	Jct SH 348A	0.00	0.93	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
050D	Jct SH 348A	Jct. 50A south Olathe	0.93	1.54	2	1500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Jct. SH 40 Dinosaur	CR 46	0.00	17.27	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 46	Kennedy Drive	17.27	19.28	2	5600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Kennedy Drive	Jct SH 139A	19.28	19.79	2	3400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	Jct SH 139A	CR 65	19.79	27.31	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 65	CR 7	27.31	72.55	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
064A	CR 7	Jct. SH 13A	72.55	73.71	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	Jct. SH 92	CR J.25 Drive	0.00	2.05	2	7800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR J.25 Drive	CR 21.0	2.05	5.18	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR 21.0	CR N.00	5.18	6.21	2	7100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR N.00	Independence Avenue	6.21	10.68	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	Independence Avenue	CR U.50	10.68	14.35	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	CR U.50	Jct SH 330	14.35	51.17	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
065A	Jct SH 330	Jct. I-70 Exit 49	51.17	61.38	2	2300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
070A	Utah State Line	Mack Interchange	0.00	11.10	4	7400	1100	Both	Anytime			Anytime		
070A	Mack Interchange	Loma Interchange/SH 139	11.10	15.10	4	8400	1100	Both	Anytime			Anytime		
070A	Loma Interchange/SH 139	Fruita Interchange/SH340	15.10	19.40	4	10700	1100	Both	Anytime			Anytime		
070A	Fruita Interchange/SH340	Grand Junction Business Loop	19.40	25.60	4	17000	1100	Both	Anytime			Anytime		
070A	Grand Junction Business Loop	24 Road Interchange	25.60	27.60	4	15000	1100	Both	Anytime			Anytime		
070A	24 Road Interchange	Horizon Drive Interchange	27.60	31.30	4	20000	1100	Both	Anytime			Anytime		
070A	Horizon Drive Interchange	Clifton/Grand Junction Interchange	31.30	36.60	4	20000	1100	Both	Anytime			Anytime		
070A	Clifton/Grand Junction Interchange	Palisade Interchange	36.60	41.60	4	24400	1100	EB	Anytime			Anytime		
070A	Palisade Interchange	Clifton/Grand Junction Interchange	41.60	36.60			1100	WB	6 PM to 5 PM			Anytime		
070A	Palisade Interchange	Palisade/ US 6 Interchange	41.60	43.70	4	19100	1100	Both	Anytime			Anytime		
070A	Palisade/ US 6 Interchange	Debeque Interchange	43.70	61.60	4	18400	1100	EB	Anytime			Anytime		
070A	Debeque Interchange	Palisade/ US 6 Interchange	61.60	43.70			1100	WB	Anytime			Anytime		
070A	Debeque Interchange	Canyon Creek/US 6 Interchange	61.60	109.00	4	27000	1100	EB	Anytime			Anytime		
070A	Canyon Creek/US 6 Interchange	Debeque Interchange	109.00	61.60			1100	WB	6 PM to 4 PM			Anytime		
070A	Canyon Creek/US 6 Interchange	West Glenwood Springs Interchange	109.00	114.30	4	28500	1100	EB	Anytime			Anytime		
070A	West Glenwood Springs Interchange	Canyon Creek/US 6 Interchange	114.30	109.00			1100	WB	6 PM to 4 PM			Anytime		
070A	West Glenwood Interchange	Glenwood Springs/Aspen/US 6 Interchange	114.30	116.40	4	23400	1100	EB	Anytime			Anytime		
070A	Glenwood Springs/Aspen/US 6 Interchange	West Glenwood Interchange	116.40	114.30			1100	WB	Anytime			Anytime		
070A	Glenwood Springs/Aspen/US 6 Interchange	Gypsum/US 6 Interchange	116.40	139.50	4	18700	800	Both	Anytime			Anytime		
070A	Gypsum/US 6 Interchange	Eagle Interchange	139.50	146.70	4	20000	1100	EB	Anytime			Anytime		
070A	Eagle Interchange	Gypsum/US 6 Interchange	146.70	139.50			1100	WB	Anytime			Anytime		
070A	Eagle Interchange	Wolcott/SH131 Interchange	146.70	156.60	4	26000	1100	EB	Anytime			Anytime		
070A	Wolcott/SH131 Interchange	Eagle Interchange	156.60	146.70			1100	WB	Anytime			Anytime		
070A	Wolcott/SH131 Interchange	Edwards Interchange	156.60	162.80	4	26000	1100	EB	9 AM to 7 AM			Anytime		
070A	Edwards Interchange	Wolcott/SH131 Interchange	162.80	156.60			1100	WB	6 PM to 4 PM			Anytime		
070A	Edwards Interchange	Avon Interchange	162.80	166.60	4	36000	1100	EB	10 AM to 7 AM			2 PM to 9 AM		
070A	Avon Interchange	Edwards Interchange	166.60	162.80			1100	WB	6 PM to 2 PM			5 PM to 11 AM		
070A	Avon Interchange	Minturn/Leadville Interchange	166.60	171.10	4	38000	1100	EB	1 PM to 7 AM			2 PM to 8 AM		
070A	Minturn/Leadville Interchange	Avon Interchange	171.10	166.60			1100	WB	6 PM to 11 AM			6 PM to 11 AM		
070A	Minturn/Leadville Interchange	West Vail Interchange	171.10	173.30	4	37000	1100	EB	6 PM to 7 AM			5 PM to 7 AM		
070A	West Vail Interchange	Minturn/Leadville Interchange	173.30	171.10			1100	WB	7 PM to 11 AM			6 PM to 11 AM		
070A	West Vail Interchange	Main Vail Interchange	173.30	176.00	4	30000	1100	EB	10 AM to 7 AM			12 PM to 8 AM		
070A	Main Vail Interchange	West Vail Interchange	176.00	173.30			1100	WB	6 PM to 3 PM			6 PM to 3 PM		
070A	Main Vail Interchange	East Vail Interchange	176.00	179.90	4	24100	1100	EB	Anytime			Anytime		
070A	East Vail Interchange	Main Vail Interchange	179.90	176.00			1100	WB	6 PM to 4 PM			5 PM to 4 PM		
070A	East Vail Interchange	East end of Eisenhower Tunnel	179.90	215.35	See Appendix E for I-70 Monthly Closure Schedules									

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
070B	I-70 Exit 26 Grand Junction	Redlands Parkway Interchange	0.00	2.40	4	28000	850	EB	Anytime			6 PM to 12 PM		
070B	Redlands Parkway Interchange	I-70 Exit 26 Grand Junction	2.40	0.00			850	WB	Anytime			12 PM to 9 AM		
070B	Redlands Parkway Interchange	CO RD 25	2.40	3.60	4	38900	850	EB	7 PM to 11 AM			7 PM to 10 AM		
070B	CO RD 25	Redlands Parkway Interchange	3.60	2.40			850	WB	5 PM to 9 AM			5 PM to 8 AM		
070B	CO RD 25	US 6 Bypass	3.60	4.60	4	44900	850	EB	7 PM to 10 AM			8 PM to 10 AM		
070B	US 6 Bypass	CO RD 25	4.60	3.60			850	WB	5 PM to 8 AM			6 PM to 8 AM		
070B	US 6 Bypass	SH340 Junction	4.60	5.00	4	26300	850	EB	Anytime			5 PM to 1 PM		
070B	SH340 Junction	US 6 Bypass	5.00	4.60			850	WB	Anytime			11 AM to 10 AM		
070B	SH340 Junction	Colorado Avenue	5.00	5.20	4	34000	850	EB	6 PM to 1 PM			7 PM to 11 AM		
070B	Colorado Avenue	SH340 Junction	5.20	5.00			850	WB	11 AM to 1 PM 4 PM to 10 AM			5 PM to 8 AM		
070B	Colorado Avenue	SH70 Junction/Ute Avenue/Pitkin Avenue	5.20	5.26	4	30900	850	EB	5 PM to 2 PM			6 PM to 11 AM		
070B	SH70 Junction/Ute Avenue/Pitkin Avenue	Colorado Avenue	5.26	5.20			850	WB	Anytime			4 PM to 9 AM		
070B	SH70 Junction/Ute Avenue/Pitkin Avenue	4th Street	5.26	5.57	4	17000	850	Both	Anytime			Anytime		
070B	4th Street (Begin 1-Way Section)	SH50 Junction/5th Street	5.57	5.66	2	19000	1700	EB 1-Way	Anytime			Anytime		
070B	SH50 Junction/5th Street	12th Street	5.66	6.31	2	13000	1700	EB 1-Way	Anytime			Anytime		
070B	12th Street	15th Street (End 1-Way Section)	6.31	6.59	2	12700	1700	EB 1-Way	Anytime			Anytime		
070B	15th Street	Melody Lane	6.59	8.30	4	22700	850	EB	Anytime			Anytime		
070B	Melody Lane	15th Street	8.30	6.59			850	WB	Anytime			Anytime		
070B	Melody Lane	US 6 Junction	8.30	9.30	4	20900	850	EB	Anytime			Anytime		
070B	US 6 Junction	Melody Lane	9.30	8.30			850	WB	Anytime			Anytime		
070B	US 6 Junction	CO RD 30	9.30	9.50	4	30800	850	EB	5 PM to 2 PM			6 PM to 12 PM		
070B	CO RD 30	US 6 Junction	9.50	9.30			850	WB	Anytime			4 PM to 9 AM		
070B	CO RD 30	CO RD 31.5	9.50	11.10	4	20800	850	EB	Anytime			Anytime		
070B	CO RD 31.5	CO RD 30	11.10	9.50			850	WB	Anytime			Anytime		
070B	CO RD 31.5	SH141/CO RD 32	11.10	11.70	4	16000	850	Both	Anytime			Anytime		
070B	SH141/CO RD 32	US 6 Junction	11.70	12.20			850	EB	Anytime			Anytime		
070B	US 6 Junction	SH141/CO RD 32	12.20	11.70	4	23200	850	WB	Anytime			Anytime		
070B	US 6 Junction	I-70 Exit 37	12.20	13.27			850	EB	Anytime			Anytime		
070B	I-70 Exit 37	US 6 Junction	13.27	12.20	4	15100	850	WB	Anytime			Anytime		
070E	I-70 Exit 97 S. Terminal	Jct. SH 6	0.00	0.22	2	8900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
070F	Jct. SH 6 Eagle	I-70 Exit 147 N. Terminal	0.00	0.35	2	18000	1050/750	Both		10 AM to 12 PM 1 PM to 7 AM	6 PM to 6 AM		5 PM to 10 AM	6 PM to 8 AM
070G	I-70 Exit 163 N. Terminal	Jct. SH 6 Edwards	0.00	0.58	2	17000	1050/750	Both		10 AM to 7 AM	6 PM to 6 AM		2 PM to 3 PM 4 PM to 11 AM	6 PM to 8 AM
070Z	Begin 1-way WB	5th St	0.00	0.96	3	14000	1700	WB 1-WAY	Anytime			Anytime		
070Z	5th St	End 1-way WB	0.96	1.34	2	16200	850	WB 1-WAY	3 PM to 2 PM			4 PM to 9 AM		
082A	I-70 Interchange	32nd Street	* 0.00	2.19	4	31300	850	EB	10 AM to 11 AM 6 PM to 6 AM			6 PM to 12 PM		
082A	32nd Street	I-70 Interchange	* 2.19	0.00			850	WB	7 PM to 7 AM			6 PM to 9 AM		
082A	32nd Street	1/4 Mile East of Blake Avenue	* 2.19	2.44	4	25000	1100	EB	8 AM to 6 AM			Anytime		
082A	1/4 Mile East of Blake Avenue	32nd Street	* 2.44	2.19			850	WB	6 PM to 1 PM			12 PM to 11 AM		
082A	1/4 Mile East of Blake Avenue	1/4 Mile West of Old SH 82/CR 154	2.44	4.75	4	25000	1100	EB	8 AM to 6 AM			Anytime		
082A	1/4 Mile West of Old SH 82/CR 154	1/4 Mile East of Blake Avenue	4.75	2.44			1100	WB	6 PM to 3 PM			Anytime		
082A	1/4 Mile West of Old SH 82/CR 154	Old SH 82/CR 154	* 4.75	5.00	4	25000	850	EB	9 AM to 6 AM			Anytime		
082A	Old SH 82/CR 154	1/4 Mile West of Old SH 82/CR 154	* 5.00	4.75			1100	WB	6 PM to 3 PM			Anytime		
082A	Old SH 82/CR 154	1/4 Mile East of Old SH 82/CR 154	* 5.00	5.25	4	25000	1100	EB	8 AM to 6 AM			Anytime		
082A	1/4 Mile East of Old SH 82/CR 154	Old SH 82/CR 154	* 5.25	5.00			850	WB	6 PM to 1 PM			12 PM to 11 AM		
082A	1/4 Mile East of Old SH 82/CR 154	1/4 Mile West of Spring Valley Road/CR 154	5.25	6.41	4	25000	1100	EB	8 AM to 6 AM			Anytime		
082A	1/4 Mile West of Spring Valley Road/CR 154	1/4 Mile East of Old SH 82/CR 154	6.41	5.25			1100	WB	6 PM to 3 PM			Anytime		
082A	1/4 Mile West of Spring Valley Road/CR 154	Spring Valley Road/CR 154	6.41	6.66	4	25000	850	EB	9 AM to 6 AM			Anytime		
082A	Spring Valley Road/CR 154	1/4 Mile West of Spring Valley Road/CR 154	6.66	6.41			1100	WB	6 PM to 3 PM			Anytime		
082A	Spring Valley Road/CR 154	1/4 Mile East of Spring Valley Road/CR 154	* 6.66	6.91	4	25000	1100	EB	8 AM to 6 AM			Anytime		
082A	1/4 Mile East of Spring Valley Road/CR 154	Spring Valley Road/CR 154	* 6.91	6.66			850	WB	6 PM to 1 PM			12 PM to 11 AM		
082A	1/4 Mile East of Spring Valley Road/CR 154	1/4 Mile West of SH 133 Junction (Carbondale)	6.91	11.45	4	25000	1100	EB	8 AM to 6 AM			Anytime		
082A	1/4 Mile West of SH 133 Junction (Carbondale)	1/4 Mile East of Spring Valley Road/CR 154	11.45	6.91			1100	WB	6 PM to 3 PM			Anytime		
082A	1/4 Mile West of SH 133 Junction (Carbondale)	SH 133 Junction (Carbondale)	* 11.45	11.70	4	25000	850	EB	9 AM to 4 PM 5 PM to 6 AM			Anytime		
082A	SH 133 Junction (Carbondale)	1/4 Mile West of SH 133 Junction (Carbondale)	* 11.70	11.45			1100	WB	6 PM to 3 PM			Anytime		
082A	SH 133 Junction (Carbondale)	Owl Creek Road	* 11.70	38.52	4	22000	1100	EB	9 AM to 6 AM			Anytime		
082A	Owl Creek Road	SH 133 Junction (Carbondale)	* 38.52	11.70			1100	WB	6 PM to 3 PM			5 PM to 4 PM		

No lane closures will be allowed between Noon and Midnight on Fridays without a granted variance except for emergency work and contract striping operations

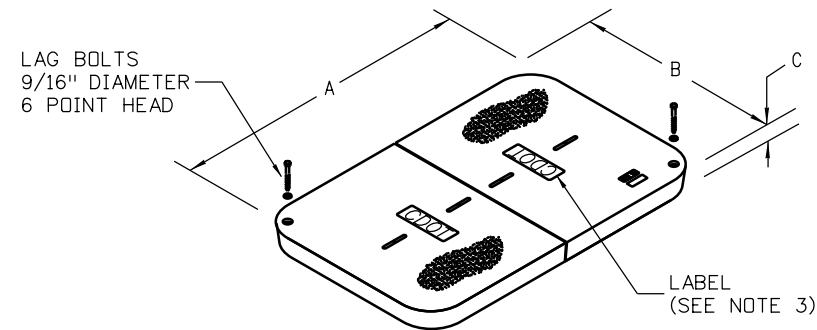
Route	From	To		MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
										Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
082A	Owl Creek Road	6th Street	*	38.52	40.56	2	23000	1050/750	Both		4 PM to 6 AM	6 PM to 6 AM		6 PM to 8 AM	7 PM to 7 AM
082A	6th Street	Spring Street (Aspen)	*	40.56	41.36	4	28000	850	EB	11 AM to 6 AM			11 AM to 7 AM		
082A	Spring Street (Aspen)	6th Street	*	41.36	40.56			850	WB	7 PM to 1 PM			6 PM to 2 PM		
082A	Spring Street (Aspen)	Hopkins Street	*	41.36	41.46	2	12000	1050/750	Both		10 AM to 6 AM	11 AM to 6 AM		Anytime	5 PM to 3 PM
082A	Hopkins Street	Lupine Drive		41.46	42.47	2	8100	1050/750	Both		Anytime	10 AM to 6 AM		Anytime	Anytime
082A	Lupine Drive	Jct. US24		42.47	85.29	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
* Indicates that the segment includes at least one signalized intersection. Refer to Appendix F for a complete list of signals along SH 82.															
090B	Montrose CR 90	CR P		81.53	86.06	2	610	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	CR P	Springs Creek Road		86.06	87.91	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	Springs Creek Road	CR 64.0		87.91	88.98	2	5300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	CR 64.0	CR 64.5		88.98	89.30	2	9200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
090B	CR 64.5	Jct. SH 550 Montrose		89.30	89.86	4	14000	850	EB	Anytime			Anytime		
090B	Jct. SH 550 Montrose	CR 64.5		89.86	89.30			850	WB	Anytime			Anytime		
091A	Jct. SH 24	Fremont Pass Summit		0.00	11.27	4	4700	850	Both	Anytime			Anytime		
091A	Fremont Pass Summit	Jct. I-70 Exit 195		11.27	22.00	2	4300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	Jct. SH 50 Delta	18.0 Road		0.00	2.51	3	14300	1100	Both	Anytime			Anytime		
092A	18.0 Road	Jct SH 65		2.51	3.81	4	11000	850	Both	Anytime			Anytime		
092A	Jct SH 65	31.0 Road		3.81	16.91	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	31.0 Road	Jct SH 133		16.91	20.72	2	8600	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	Anytime
092A	Jct SH 133	J.75 Drive		20.72	21.67	2	3500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	J.75 Drive	B.00 Road		21.67	33.64	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
092A	B.00 Road	Jct. SH 50 Sapinero		33.64	73.26	2	530	1050/750	Both		Anytime	Anytime		Anytime	Anytime
114A	Jct. SH 50	CR 14 - Maintenance Boundary		0.00	19.00	2	460	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	Jct. SH 40 Granby	Jct SH 14A		0.00	52.02	2	970	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	Jct SH 14A	6th Street		52.02	53.29	2	2700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	6th Street	1st Street		53.29	53.91	2	3300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	1st Street	CR 6		53.91	62.59	2	2000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	CR 6	Jct SH 127		62.59	66.56	2	1400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
125A	Jct SH 127	CO/WY State Line		66.56	75.41	2	350	1050/750	Both		Anytime	Anytime		Anytime	Anytime
127A	Jct. SH 125	CO/WY State Line		0.00	9.00	2	820	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131A	Jct. I-70 Exit 157	Jct. SH 6		0.00	0.32	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	Jct. SH 6 Wolcott	CR 6		0.05	2.44	2	2600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	CR 6	Jct SH 134A		2.44	32.90	2	1700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	Jct SH 134A	CR 8		32.90	42.66	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	CR 8	CR 14		42.66	62.27	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
131B	CR 14	Jct. SH 40 Steamboat		62.27	68.72	2	4800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Jct. SH 92 Hotchkiss	CR L.25		0.00	2.22	2	5200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	CR L.25	Jct SH 187A		2.22	8.86	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Jct SH 187A	Old Hwy 133A		8.86	18.21	2	3100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Old Hwy 133A	CR 3		18.21	46.37	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	CR 3	CR 3D		46.37	56.81	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	CR 3D	Snowmass Drive		56.81	67.04	2	4700	1050/750	Both		Anytime	Anytime		Anytime	Anytime
133A	Snowmass Drive	Main Street		67.04	67.80	2	10300	1050/750	Both		8 AM to 6 AM	9 AM to 6 AM		Anytime	Anytime
133A	Main Street	Jct. SH 82 Carbondale		67.80	68.82	2	20900	1050/750	Both		6 PM to 6 AM	7 PM to 5 AM		6 PM to 10 AM	7 PM to 8 AM
133B	Jct. SH 133A	End SH 133B		12.16	16.08	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
134A	Jct. SH 131 Toponas	Jct. SH 40		0.00	27.00	2	630	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	Jct. SH 50 Gunnison	Spencer Avenue		0.00	0.74	2	11300	1050/750	Both		Anytime	9 AM to 3 PM 6 PM to 7 AM		Anytime	12 PM to 4 PM 5 PM to 11 AM
135A	Spencer Avenue	CR 48E		0.74	3.14	2	8800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	CR 48E	CR 742		3.14	10.24	2	6800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	CR 742	CR 740		10.24	20.70	2	3600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
135A	CR 740	6th Street Crested Butte		20.70	27.48	2	7000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
139A	I-70 Exit 15 S. Terminal	Railroad Crossing		0.00	5.03	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
139A	Railroad Crossing	Jct. SH 64 Rangely		5.03	72.07	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141A	Montrose-Mesa Co Line	Jct. SH 50 Whitewater South		95.80	154.11	2	1000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141B	Jct. SH 50 Whitewater North	CR B.50		156.75	158.93	2	6300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
141B	CR B.50	CR C.00		158.93	159.45	2	9400	1050/750	Both		Anytime	6 PM to 3 PM		Anytime	Anytime
141B	CR C.00	CR D.0		159.45	160.44	4	12900	850	Both		Anytime		Anytime		

Route	From	To	MP Start	MP End	Lanes	AADT	Capacity PCE/LN/HR	Direction	Winter Weekday Schedules			Winter Weekend Schedules		
									Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile	Multilane Hwy.- Any Length	2-lane Hwy. Lane Closure Length- 0.25 Mile / Multilane Hwy.	2-lane Hwy, Lane Closure Length - 1.0 Mile
141B	CR D.0	Grand Valley Canal	160.44	161.47	4	18000	850	NB	Anytime			Anytime		
141B	Grand Valley Canal	CR D.0	161.47	160.44				SB	Anytime			Anytime		
141B	Grand Valley Canal	Jct. I-70 Business Loop GJ	161.47	162.30	4	23400	850	NB	6 PM to 3 PM			6 PM to 2 PM		
141B	Jct. I-70 Business Loop GJ	Grand Valley Canal	162.3	161.471				SB	11 AM to 10 AM			2 PM to 10 AM		
149A	Mineral-Hinsdale Co Line	Spring Street	42.17	71.90	2	920	1050/750	Both		Anytime	Anytime		Anytime	Anytime
149A	Spring Street	8 1/2 Street	71.90	72.83	2	2100	1050/750	Both		Anytime	Anytime		Anytime	Anytime
149A	8 1/2 Street	Jct. SH 50	72.83	117.52	2	910	1050/750	Both		Anytime	Anytime		Anytime	Anytime
300A	Jct. SH 24	CR 5A Malta	0.00	3.36	2	1600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
317A	Jct. SH 13 Hamilton	CR 29 Pagoda	0.00	12.00	2	200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
318A	CO/Utah State Line	Jct. SH 40 Maybell	0.00	60.70	2	360	1050/750	Both		Anytime	Anytime		Anytime	Anytime
325A	Jct. SH 13	Jct. CR 217	0.00	11.40	2	1200	1050/750	Both		Anytime	Anytime		Anytime	Anytime
330A	Jct. SH 65	High Street Collbran	0.00	11.40	2	2800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	Jct. SH 6 Fruita	Cherry Street	0.00	0.25	3	6900	1100	Both	Anytime			Anytime		
340A	Cherry Street	Jct I-70	0.25	0.51	4	14000	850	Both	Anytime			Anytime		
340A	Jct I-70	CR CM.10	0.51	2.85	4	8000	850	Both	Anytime			Anytime		
340A	CR CM.10	CR 20.50	2.85	7.22	2	3600	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	CR 20.50	CR E.90	7.22	8.03	2	8500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	CR E.90	CR 22.20	8.03	9.15	2	11000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
340A	CR 22.20	CR 24.05	9.15	11.53	2	12500	1050/750	Both		Anytime	Anytime		Anytime	5 PM to 12 PM
340A	CR 24.05	CR 25.20	11.53	12.40	2	16000	1050/750	Both		Anytime	6 PM to 12 PM		Anytime	6 PM to 9 AM
340A	CR 25.20	Jct. I-70 Business Loop GJ	12.40	13.34	2	23200	1050/750	Both		6 PM to 11 AM	8 PM to 9 AM		6 PM to 9 AM	8 PM to 8 AM
347A	Jct. SH 50	CR J-74	0.00	5.25	2	880	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Jct. SH 50 Delta	CR F.00	0.00	1.34	2	2500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	CR F.00	Ironstone Canal	1.34	14.40	2	1300	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Ironstone Canal	Hersum Avenue	14.40	16.53	2	3000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
348A	Hersum Avenue	Jct. SH 50 Olathe	16.53	17.06	2	4000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	Jct. SH 40Z Craig	Jct US 40A	0.00	0.12	2	2800	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	Jct US 40A	1st Street	0.12	1.37	2	4500	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	1st Street	CR 107	1.37	3.00	2	1900	1050/750	Both		Anytime	Anytime		Anytime	Anytime
394A	CR 107	Jct. CR 65, Moffat-Roult Co Line	3.00	9.38	2	830	1050/750	Both		Anytime	Anytime		Anytime	Anytime
550B	Montrose-Ouray Co Line	CR T	117.53	122.51	2	7400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
550B	CR T	Racine Drive	122.51	124.82	4	9000	850	Both	Anytime			Anytime		
550B	Racine Drive	Rio Grande Avenue	124.82	126.81	4	15000	850	Both	Anytime			Anytime		
550B	Rio Grande Avenue	Jct. SH 50 Montrose	126.81	130.22	4	25800	850	NB	6 PM to 4 PM			Anytime		
550B	Jct. SH 50 Montrose	Rio Grande Avenue	130.22	126.81			850	SB	6 PM to 4 PM			Anytime		
Vail North	Chamonix Drive	City Market	I-70 Vail Frontage Road North		2	20700	1050/750	Both		6 PM to 7 AM	7 PM to 6 AM		7 PM to 8 AM	8 PM to 7 AM
Vail North	City Market	Buffehr Creek Road			2	9100	1050/750	Both		Anytime	9 AM to 7 AM		Anytime	5 PM to 4 PM
Vail North	Buffehr Creek Road	Lionsridge Loop			2	8000	1050/750	Both		Anytime	Anytime		Anytime	Anytime
Vail North	Lionsridge Loop	End of Frontage Road			2	8400	1050/750	Both		Anytime	9 AM to 8 AM		Anytime	Anytime
Vail South	Chamonix Drive	Matterhorn Circle	I-70 Vail Frontage Road South		2	13300	1050/750	Both		9 AM to 7 AM	6 PM to 7 AM		5 PM to 4 PM	6 PM to 8 AM
Vail South	Matterhorn Circle	Westhaven Drive			2	11900	1050/750	Both		9 AM to 8 AM	5 PM to 7 AM		Anytime	6 PM to 10 AM
Vail South	Westhaven Drive	West Lionshead Circle			2	11100	1050/750	Both		Anytime	11 AM to 7 AM		Anytime	5 PM to 10 AM
Vail South	West Lionshead Circle	East Lionshead Circle			2	10800	1050/750	Both		Anytime	11 AM to 7 AM		Anytime	5 PM to 2 PM
Vail South	East Lionshead Circle	Vail Road			2	15500	1050/750	Both		11 AM to 7 AM	6 PM to 7 AM		5 PM to Noon	7 PM to 8 AM
Vail South	Vail Road	Village Center Road			2	21700	1050/750	Both		6 PM to 7 AM	7 PM to 6 AM		7 PM to 8 AM	8 PM to 7 AM
Vail South	Village Center Road	Ford Road			2	5400	1050/750	Both		Anytime	Anytime		Anytime	Anytime
Vail South	Ford Road	End of Frontage Road			2	4400	1050/750	Both		Anytime	Anytime		Anytime	Anytime



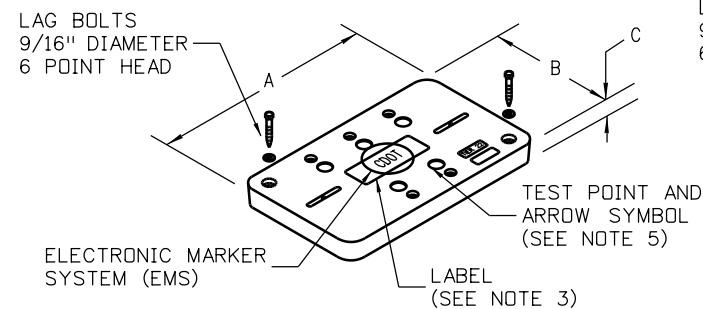
TYPE A ONE-PIECE LID

TYPICAL APPLICATION FOR TYPE 1, 2, AND 3 PULL BOXES



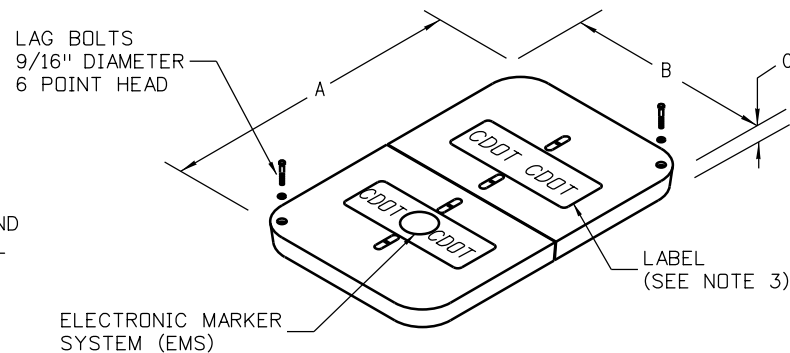
TYPE A SPLIT LID

TYPICAL APPLICATION FOR TYPE 4 AND 5 PULL BOXES



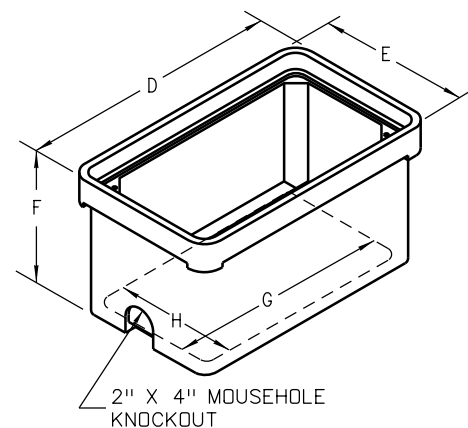
TYPE B ONE-PIECE LID

TYPICAL APPLICATION FOR TYPE 1, 2, AND 3 PULL BOXES

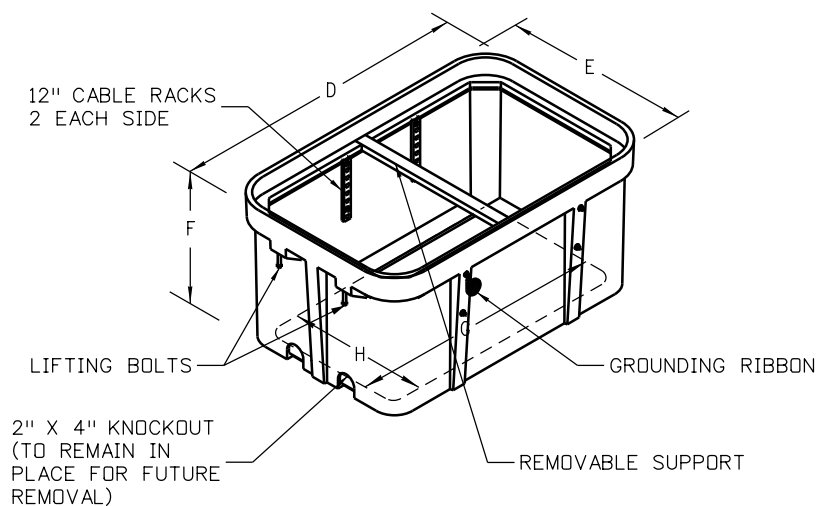


TYPE B SPLIT LID

TYPICAL APPLICATION FOR TYPE 4 AND 5 PULL BOXES



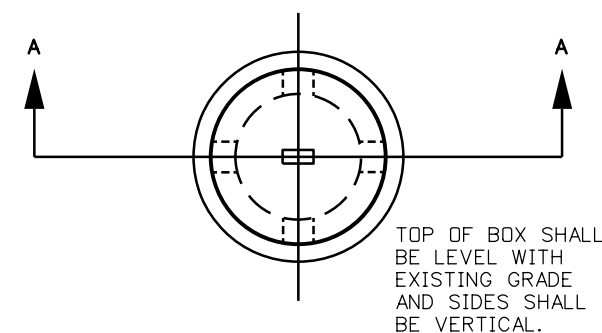
TYPE 1, 2, AND 3 PULL BOX STANDARD



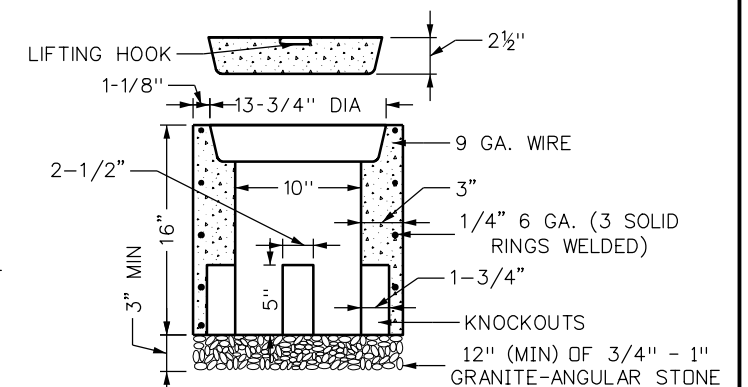
TYPE 4 AND 5 PULL BOX STANDARD

GENERAL NOTES

- ALL PULL BOX TYPES SHALL BE PAID FOR UNDER THE CORRESPONDING PULL BOX ITEM, AND SHALL BE SIZED AS TABULATED AND SHOWN IN THE PLANS.
- WORK TO INSTALL PULL BOX SHALL INCLUDE, BUT NOT BE LIMITED TO, SAW CUTTING OF CONCRETE SIDEWALKS, REMOVAL OF PAVEMENT, CONCRETE, EARTHWORK, ALL LANDSCAPE RESTORATION AND SHALL BE PAID FOR AS PART OF THE PULL BOX.
- LABELS SHALL READ IN ACCORDANCE TO SECTION 613 OF THE CURRENT CDOT STANDARD SPECIFICATION FOR ROAD AND BRIDGE CONSTRUCTION.
- TYPE B LID NOTES
 - REQUIRED FOR ALL PULL BUXES CONTAINING ONLY FIBER.
 - SHALL CONTAIN A COMMUNICATIONS ELECTRONIC MARKER SYSTEM (EMS) EMBEDDED IN TO THE COVER.
 - SHALL BE FURNISHED WITH 3/8 (35) X 1/16 (2), DEEP TEST POINT AREAS, WITH 2 - 3/8-7 LAG LONG STAINLESS STEEL HEX HEAD BOLTS, 2 - 3/8 (10) STAINLESS STEEL FLAT WASHERS, DIRECTIONAL LABELS AND 1 - GROUND LABEL. THE MINIMUM NUMBER OF TEST POINT AREAS AND DIRECTIONAL LABELS SHALL EQUAL THE NUMBER OF CONDUIT BANKS ENTERING THE PULL BOX, UP TO A MAXIMUM OF 5 TEST POINTS. TYPE B SPLIT LIDS SHALL HAVE TEST POINTS ON ONE SPLIT LID SECTION ONLY.
 - SHALL CONTAIN A 1 1/2" DIAMETER ORANGE CIRCLE TEST POINT LABEL WITH A BLACK ARROW GRAPHIC. ONE ARROW GRAPHIC SHALL BE INSTALLED FOR EACH TEST POINT USED INDICATING THE DIRECTION THE CONDUIT EXITS THE PULL BOX.
- PULL ROPE SHALL BE TIED OFF TO THE GROUND ROD, CONDUITS, OR EACH OTHER. DO NOT CLUTTER GROUND ROD.



TOP VIEW



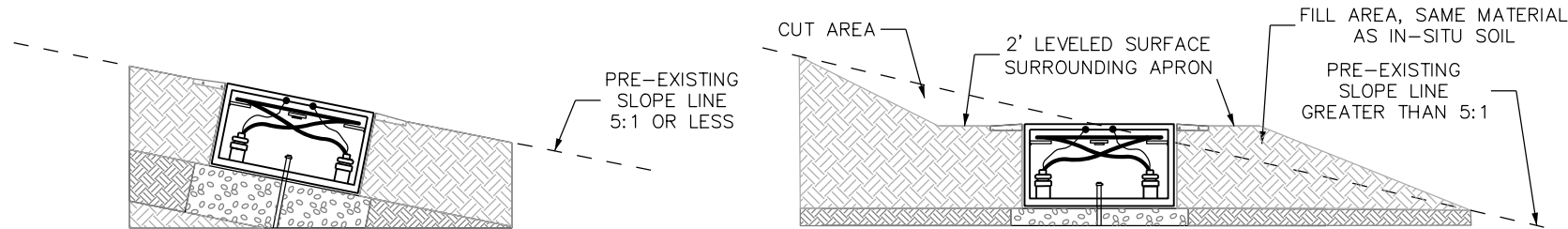
SECTION A-A

TYPE 6 PULL BOX STANDARD

(NOT TO SCALE)

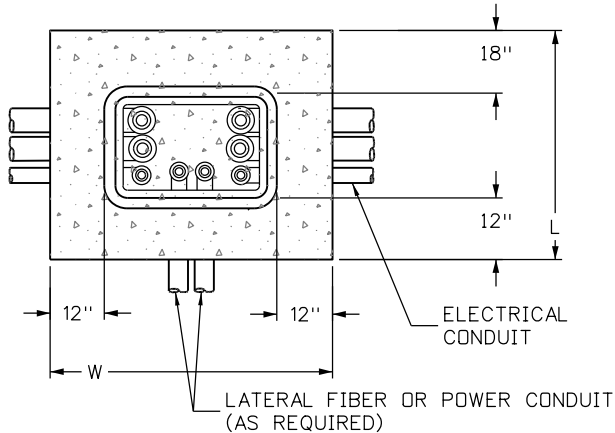
TABLE OF DIMENSIONS FOR TYPE 1 THRU 5 PULLBOXES (MINIMUMS)									
TYPE	DESCRIPTION	DIMENSIONS (IN.)							
		A	B	C	D	E	F	G	H
1	PULL BOX - (11" X 18" X 18")	18 ¹ / ₈	11 ¹ / ₄	1 ³ / ₄	20 ¹ / ₄	13 ³ / ₈	18	15 ³ / ₄	8 ⁷ / ₈
2	PULL BOX - (13" X 24" X 18")	23 ³ / ₄	13 ³ / ₄	2	25	15 ¹ / ₂	18	19 ¹ / ₄	9 ³ / ₄
3	PULL BOX - (17" X 30" X 18")	30 ¹ / ₂	17 ¹ / ₂	2	32 ¹ / ₄	19 ¹ / ₄	18	26 ¹ / ₂	13 ¹ / ₂
4	PULL BOX - (24" X 36" X 24")	35 ⁵ / ₈	24	3	37 ⁵ / ₈	26	24	30 ¹ / ₈	18 ¹ / ₂
5	PULL BOX - (30" X 48" X 24")	47 ⁵ / ₈	30	3	49 ⁵ / ₈	32 ¹ / ₈	24	45 ⁵ / ₈	28 ¹ / ₈

Computer File Information		R-4 R-3 R-2 R-1	Sheet Revisions		Colorado Department of Transportation		PULL BOX DETAIL		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 Traffic Safety & Engineering EB			S-613-3		
Created By: AVU			04/04/24	ADD TYPE A AND TYPE B LIDS				Standard Sheet No. 1 of 2		
Last Modification Date: 04/04/24			04/04/24	MOVED PULL BOX DETAIL TO SHEET 2				Project Sheet Number:		
Last Modified By: AVU			04/04/24	UPDATED GENERAL NOTES						
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English			04/04/24	UPDATED DIMENSIONS FOR PULL BOX 1 & 2						

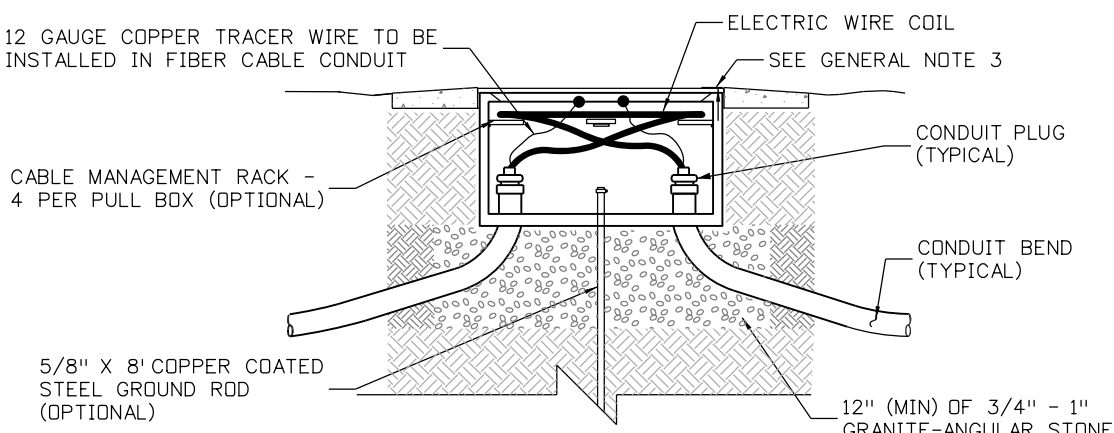


**TYPICAL INSTALLATION
ON SLOPES 5:1 OR LESS**

**TYPICAL INSTALLATION
ON SLOPES GREATER THAN 5:1**

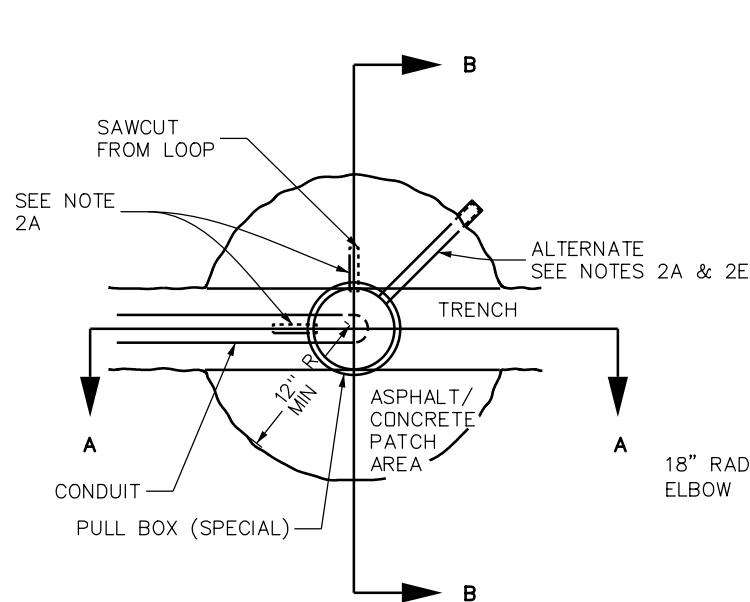


TOP VIEW

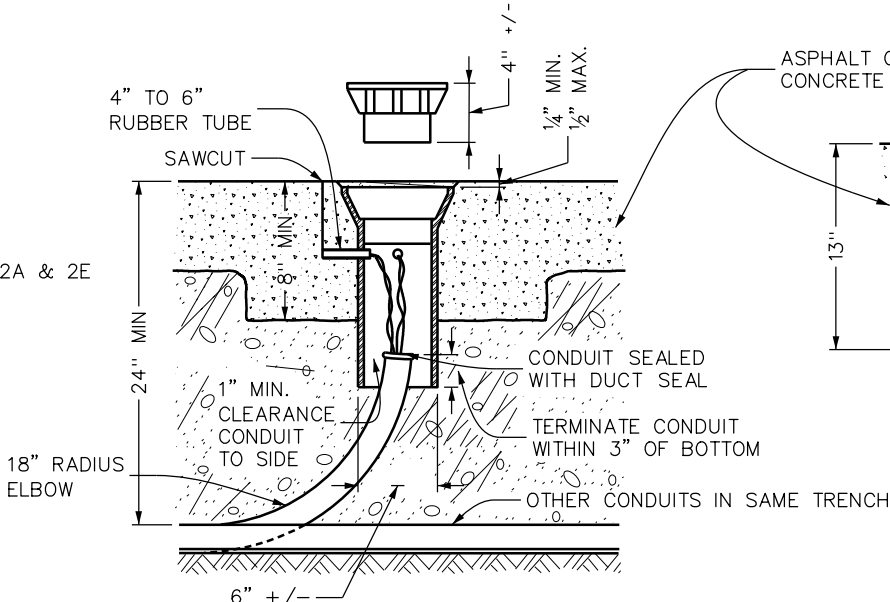


CROSS SECTION

**TYPE 1 THRU 5 PULL BOX DETAIL
(NOT TO SCALE)**



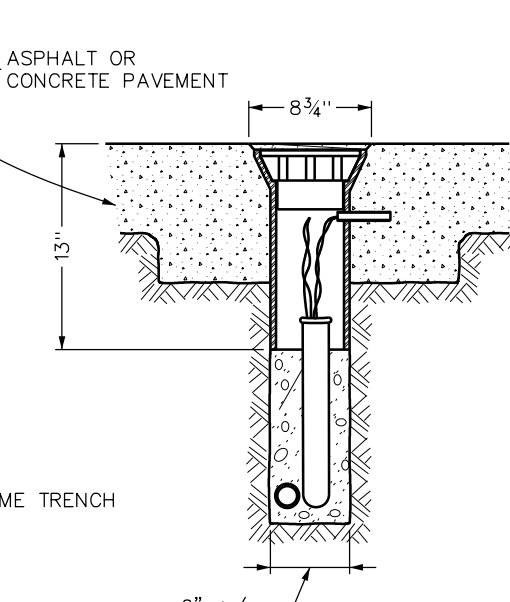
TOP VIEW



SECTION A-A

TYPE 6 PULL BOX DETAIL

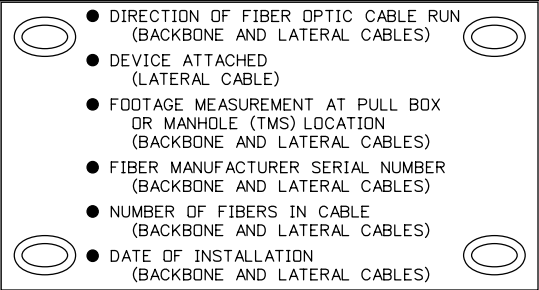
MOVED TYPE 6 PULL BOX STANDARD TO SHEET 1 (NOT TO SCALE)



SECTION B-B

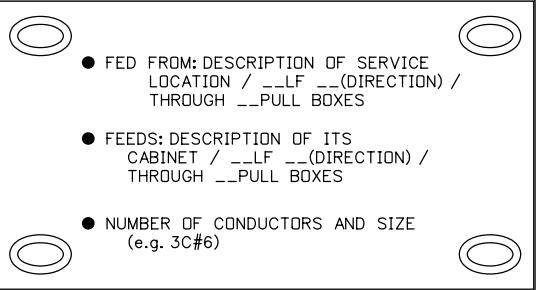
NOTES

- TYPE 1 THRU 5 PULL BOX DETAIL NOTES:
 - PULL BOXES SHALL HAVE A 12-INCH WIDE MINIMUM BY 6-INCH DEEP PRE-CAST POLYMER CONCRETE APRON, EXCEPT WHEN INSTALLED AT A SIDEWALK, SLOPED AWAY FROM THE PULL BOX OPENING. THE GAP BETWEEN THE APRON AND OUTER WALL SHALL BE A MAXIMUM OF 1/4 INCH. THE COST OF THE CONCRETE APRON SHALL BE PAID FOR AS PART OF THE PULL BOX ITEM.
 - THE PULL BOX LID SHALL BE FLUSH WITH THE SURFACE.
- TYPE 6 PULL BOX DETAIL NOTES:
 - PULL BOX SHALL HAVE 3/4-INCH TO 1-INCH DIAMETER HOLES DRILLED OR TORCHED 3 INCH FROM TOP TO ACCEPT A 4-INCH TO 6-INCH LONG RUBBER TUBE (3/4-INCH GARDEN HOSE). THE NUMBER OF HOLES SHALL BE AS PER PLANS OR AS DIRECTED BY THE ENGINEER.
 - CARE SHALL BE TAKEN DURING BACKFILL TO PREVENT COLLAPSE OF TUBES.
 - A MINIMUM 2 FEET OF SLACK IS TO BE PROVIDED ON BOTH FEED AND LOOP WIRES SO THAT ALL TESTING AND SPLICING CAN BE DONE OUTSIDE THE PULL BOX.
 - SHALL BE INSTALLED IN AN AREA OF THE ROADWAY NOT HEAVILY TRAVELED, IF POSSIBLE, AND A MINIMUM OF 12 INCHES FROM THE CONCRETE GUTTER PAN.
 - IF HOT ASPHALT IS NOT AVAILABLE, A CONCRETE RING (12 INCH MINIMUM RADIUS AND 8 INCH MINIMUM DEPTH) MAY BE ALLOWED BY THE ENGINEER. IF CONCRETE IS ALLOWED, THE RUBBER TUBE MUST BE EXTENDED BEYOND THE CONCRETE TO THE ASPHALT JOINT.
- ELECTRIC CABLE LABEL DETAIL NOTES:
 - COMMUNICATION AND ELECTRIC CABLE LABELS SHALL BE PROVIDED IN ALL INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PULL BOXES.
 - WHEN PROVIDED, CABLE LABELS SHALL BE WEATHERPROOF TAGS AND SHALL BE INCLUDED IN THE COST OF THE ELECTRICAL CONDUIT ITEM.
- CONDUITS NOTES:
 - CONDUITS DEPICTED IN THIS STANDARD DETAIL ARE REPRESENTATIVE ONLY. THE NUMBER OF CONDUITS AND CONDUIT SIZE SHALL BE AS TABULATED AND SHOWN ON THE PLANS.
 - CONDUIT CENTERLINE SHALL BE ALIGNED TO THE TOP EDGE OF THE PULL BOX TO FACILITATE CABLE PULLING.
 - RADIUS MUST NOT BE LESS THAN 48 INCH FOR CONDUIT CONTAINING FIBER.
 - ALL CONDUITS SHALL TERMINATE IN THE PULL BOX WITH FLARED ENDS OR APPROPRIATE BUSHING PER NEC.
 - ALL CONDUIT SPACING IN PULL BOX SHALL BE PER NEC.



COMMUNICATIONS CABLE LABEL DETAIL

TO BE ATTACHED BY PLASTIC TIE TO EACH COMMUNICATIONS CABLE LOCATED IN PULL BOXES AND MANHOLES (TMS)



ELECTRIC CABLE LABEL DETAIL

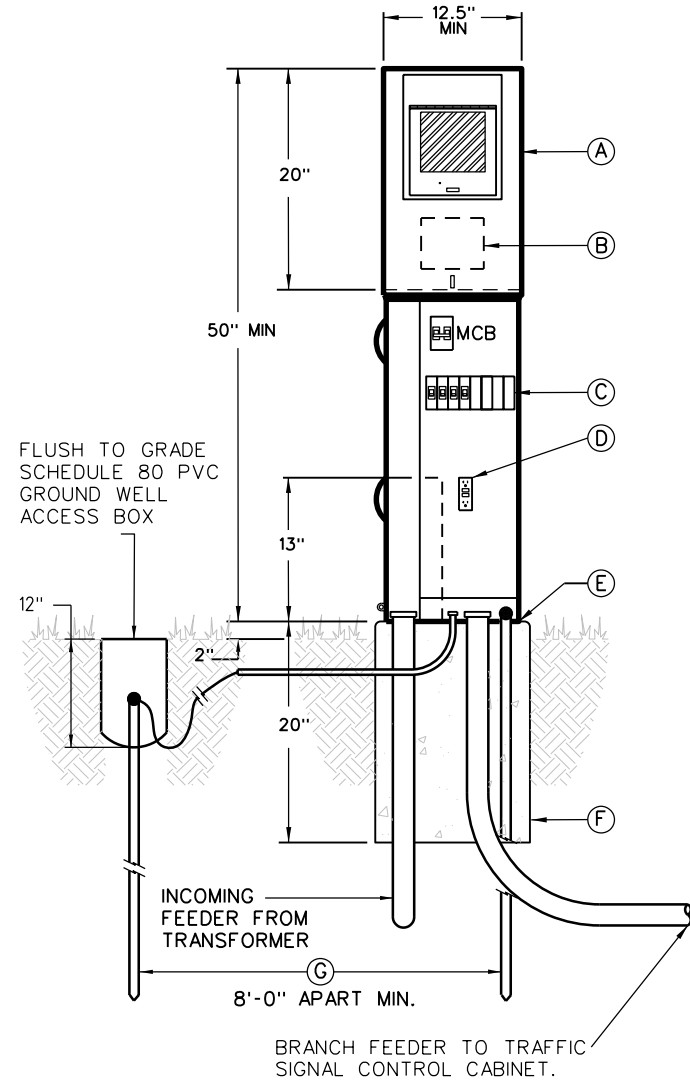
TO BE ATTACHED BY PLASTIC TIE TO EACH ELECTRIC CABLE LOCATED IN PULL BOXES

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	PULL BOX DETAIL	STANDARD PLAN NO.	
Creation Date: 06/03/21		Date:	Comments			S-613-3	
Created By: AVU		04/04/24	ADD ELECTRIC AND COMMUNICATION LABELS			Standard Sheet No. 2 of 2	
Last Modification Date: 04/04/24		04/04/24	MOVED TYPE 6 PULL BOX STANDARD TO SHEET 1			Project Sheet Number:	
Last Modified By: AVU		04/04/24	UPDATED NOTES		Issued By: Traffic & Safety Engineering Branch July 31, 2019		
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English		04/04/24	ADD TYPICAL INSTALLATION ON SLOPES				

INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET									
METER POWER PEDESTAL	SERVICE MAIN CIRCUIT BRKR.	TRANSFORMER			SERVICE LATERAL FEEDER	MIN. CONDUCTOR LENGTH TO MPP ~	MAX. CONDUCTOR LENGTH TO MPP^	INTERRUPT SHORT CIRCUIT AMPACITY 'ISCA-P' @ MIN. CONDUCTOR LENGTH	MINIMUM AIC RATING FOR MAIN CIRCUIT BREAKER
		KVA	'ISCA-T'	SEC. VOLTAGE-PHASE	①				
NEW-MPP	100A-2P	25kVA	7440 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	6,872 A	10,000 A
NEW-MPP	100A-2P	25kVA	7440 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	20-FT	240-FT	6,566 A	10,000 A
NEW-MPP	100A-2P	25kVA	7440 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	20-FT	305-FT	6,712 A	10,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	35-FT	190-FT	9,423 A	10,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	12,768 A	22,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	40-FT	240-FT	9,711 A	10,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	50-FT	305-FT	9,646 A	10,000 A

~ = MINIMUM SERVICE LATERAL CONDUCTOR LENGTH FOR THE ISCA VALUE GIVEN. IF CONDUCTOR LENGTH IS LESS THAN THIS VALUE THE PANEL SHALL BE BRACED AT THE NEXT HIGHER AIC RATING CALCULATED BY AN ELECTRICAL ENGINEER.

^ = MAXIMUM FEEDER LENGTH TO MAINTAIN LESS THAN 2% VOLTAGE DROP.



COLD SEQUENCE METER POWER PEDESTAL ELEVATION DETAIL FOR TRAFFIC SIGNAL

NOT TO SCALE

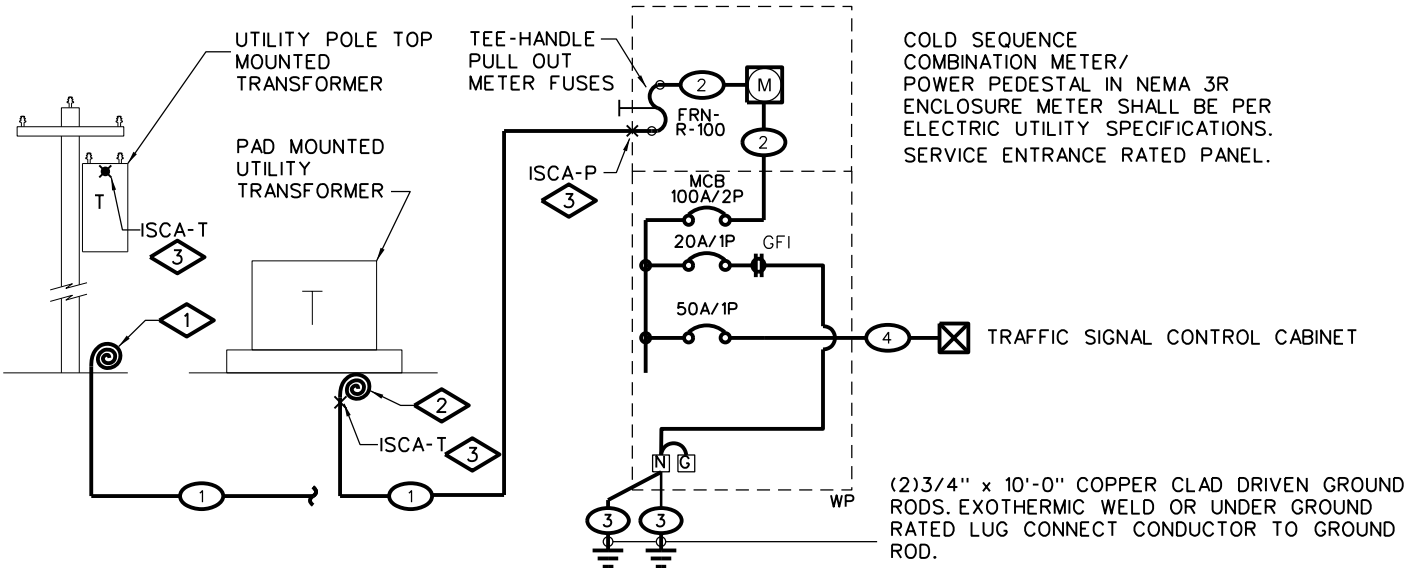
COMPONENT LIST

- Ⓐ 200A METER SOCKET, 100A MCB, 120/240V, NEMA 3R COMBINATION SERVICE ENTRANCE RATED, COLD SEQUENCE, METER/POWER PEDESTAL WITH LEVER BYPASS, LOAD CENTER, MCB AND FUSED TEE-HANDLE PULL OUT DISCONNECT AHEAD OF METER. SEE PANEL SCHEDULE ON THIS SHEET FOR SIZE OF MAIN AND NUMBER AND SIZE OF BRANCH BREAKERS. SET ON NEW CONCRETE PAD PLUMB AND LEVEL.
- Ⓑ TEE-HANDLE, PULL-OUT FUSE TYPE, DISCONNECT FLUSH MOUNTED INTO THE BACK SIDE OF THE ENCLOSURE WITH TAB FOR SEAL.
- Ⓒ SERVICE ENTRANCE PANEL BREAKER SECTION, FOR CUSTOMER LOADS. SEE PANEL SCHEDULES ON THIS SHEET FOR SIZE OF BREAKERS AND NUMBER OF POLES REQUIRED.
- Ⓓ BUILT-IN GFCI NEMA 5-20R, DUPLEX, GFCI MAINTENANCE RECEPTACLE FLUSH MOUNTED IN PANEL DEAD-FRONT.
- Ⓔ PROVIDE RECESSED CONCRETE PAD MOUNTING PLATE WITH L-BOLTS TO MATCH THE ENCLOSURE BASE BOLT PATTERN.
- Ⓕ OPTION 1: POLYMER CONCRETE PEDESTAL FOUNDATION WITH FIBERGLASS REINFORCEMENT. THE PAD SHALL BE CONTINUOUS CLOTH REINFORCEMENT ON THE INSIDE AND OUTSIDE PERIMETER. WEIGHT OF THE FOUNDATIONS SHALL BE STENCILED ON THE SIDEWALL OF THE FOUNDATION.
- OPTION 2: PROVIDE 4000 PSI, RE-BAR RE-ENFORCE, CONCRETE WITH A MINIMUM DIRECT EARTH BURY DEPTH OF 18-INCH, 2-INCH OVERLAP OF THE ENCLOSURE ON ALL SIDES FRONT AND BACK AND 2-INCH EXPOSURE ABOVE GRADE. PROVIDE 3/4 INCH CHAMFERED EDGES. PROVIDE STRUCTURAL ENGINEERED STAMPED DRAWING FOR PAD.
- Ⓖ 3/4"x 10'-0" LONG, COPPER-CLAD DRIVEN GROUND ROD WITH EXOTHERMIC WELD OR UNDERGROUND LUG CONNECT CONDUCTOR TO ROD. (2) RODS REQUIRED.

NOTE:
ALL COMPONENTS LISTED SHALL BE INCLUDED IN THE PAY ITEM '613-50109 METER POWER PEDESTAL'. ALL COMPONENTS SHALL MEET CURRENT NATIONAL ELECTRIC CODE (NEC) AND BE UL LISTED FOR THE APPLICATION.

MOUNTING: PEDESTAL										PANEL "MPP_"										120/240V-1PH-3W																			
NEMA 3R ENCLOSURE SERVICE ENTRANCE RATED																																							
FEEDER: BOTTOM															BRANCH BREAKER															100 AMPS MAIN BREAKER									
															LEFT PHASE LOAD					RIGHT PHASE LOAD																			
DESCRIPTION										Size	P	Ckt#	L1	L2		L1	L2	Ckt#	Size	P	DESCRIPTION																		
SPARE										20	1	1				180		2	20	1	MPP_ MAINTENANCE RECEPT.																		
SPARE										20	1	3						4800	4	50	1	TRAFFIC CONTROL CABINET																	
SPACE ONLY												5							6			SPACE ONLY																	
SPACE ONLY												7							8			SPACE ONLY																	
															0	0				180	4800																		
															180	4800	Total Connected V.A.																						
															4980	=Total Connected VA Both Phases																							
LOAD										CONNECTED		D.FACT.	Est. KVA	AMPS	180 VA=Total Receptacle Load NOTE: ALL LIGHTING CONTROL CENTERS AND ELECTRICAL EQUIPMENT SHALL BE PROVIDED WITH "ARC-FLASH HAZARD WARNING" LABELS PER THE NATIONAL ELECTRIC CODE NEC 110.16 AND NFPA 70E, AND ALL OTHER LABELS REQUIRED BY NFPA 70.																								
LIGHTING										0 VA		1.25	0.00																										
RECEPTACLES (1ST 10000)										180 VA		1.00	0.18																										
RECEPTACLES (REMAINING)										0 VA		0.50	0.00																										
MOTOR (LARGEST)										0 VA		1.25	0.00																										
MOTORS (REMAINING)										0 VA		1.00	0.00																										
ELECTRICAL HEATING										0 VA		1.25	0.00																										
ELECTRICAL MISC.										4800 VA		1.00	4.80																										
TOTAL ESTIMATED LOAD										4980 VA			4.98	21																									

NOTE:
ALL LIGHTING CONTROL CENTERS AND ELECTRICAL EQUIPMENT SHALL BE PROVIDED WITH "ARC-FLASH HAZARD WARNING" LABELS PER THE NATIONAL ELECTRIC CODE NEC 110.16 AND NFPA 70E, AND ALL OTHER LABELS REQUIRED BY NFPA 70.



FEEDER SCHEDULE

- ① SEE THE "INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.
- ② INTERNAL FEEDER SUPPLIED WITH PEDESTAL
- ③ 1*4 STRANDED BARE COPPER THROUGH FEEDER ENCLOSURE TO GROUND RODS.
- ④ (2*6THWN CU & 1*10GND) 2" PVC CONDUIT

ONE-LINE NOTES:

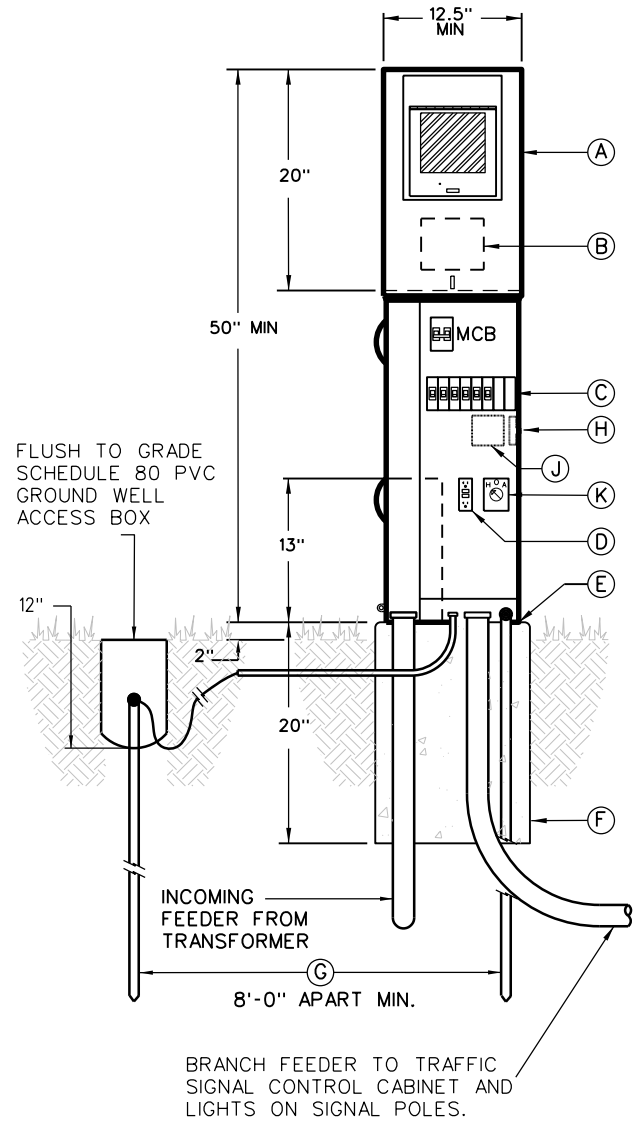
- ① COIL ENOUGH CONDUCTORS AT THE BASE OF THE POLE TO REACH THE TRANSFORMER TERMINALS AT THE TOP OF THE POLE. FINAL ROUTING OF CONDUCTORS UP THE POLE AND CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- ② COIL MINIMUM OF 5'-0" OF CONDUCTORS AT THE TRANSFORMER BASE. FINAL CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- ③ SEE THE "INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.

COLD SEQUENCE METER POWER PEDESTAL ONE-LINE DIAGRAM FOR TRAFFIC SIGNAL

NOT TO SCALE

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 SIGNAL ONE-LINE DIAGRAMS	STANDARD PLAN NO.
Creation Date: 06/14/2023	Date:		Comments	S-613-4			
Created By: KUCZKOWSKI				Standard Sheet No. 1 of 6			
Last Modification Date: N/A							
Last Modified By: CLANTON AND ASSOCIATES, INC.							
CAD Ver.: Connect Edition Scale: Not to Scale Units: English							

INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC SIGNAL WITH LUMINAIRES									
METER POWER PEDESTAL	SERVICE MAIN CIRCUIT BRKR.	TRANSFORMER		SERVICE LATERAL FEEDER	MIN. CONDUCTOR LENGTH TO MPP ~	MAX. CONDUCTOR LENGTH TO MPP^	INTERRUPT SHORT CIRCUIT AMPACITY 'ISCA-P' @ MIN. CONDUCTOR LENGTH	MINIMUM AIC RATING FOR MAIN CIRCUIT BREAKER	
NEW-MPP_	100A-2P	25kVA	7440 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	6,872 A	10,000 A
NEW-MPP_	100A-2P	25kVA	7440 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	20-FT	240-FT	6,566 A	10,000 A
NEW-MPP_	100A-2P	25kVA	7440 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	20-FT	305-FT	6,712 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	35-FT	190-FT	9,423 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	12,768 A	22,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	40-FT	240-FT	9,711 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	50-FT	305-FT	9,646 A	10,000 A
~ = MINIMUM SERVICE LATERAL CONDUCTOR LENGTH FOR THE ISCA VALUE GIVEN. IF CONDUCTOR LENGTH IS LESS THAN THIS VALUE THE PANEL SHALL BE BRACED AT THE NEXT HIGHER AIC RATING CALCULATED BY AN ELECTRICAL ENGINEER.									
^ = MAXIMUM FEEDER LENGTH TO MAINTAIN LESS THAN 2% VOLTAGE DROP.									



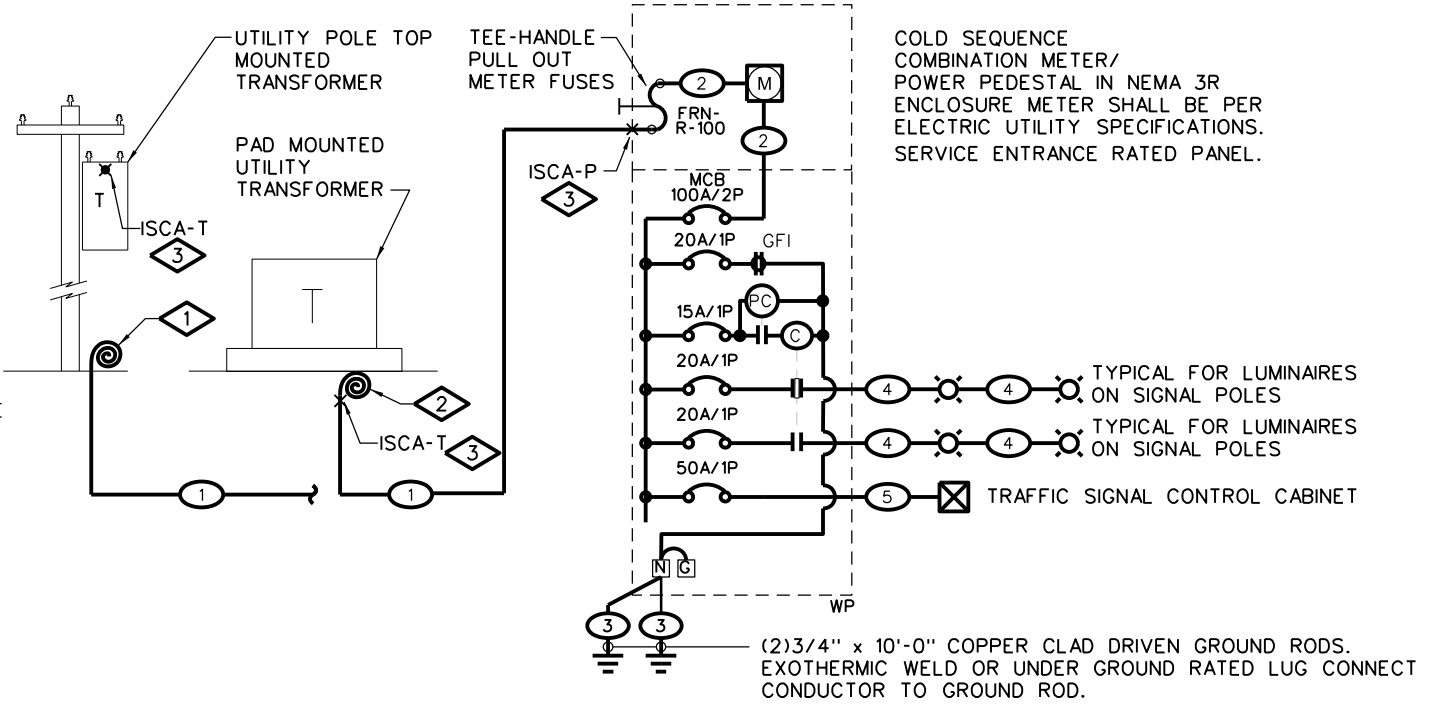
COLD SEQUENCE METER POWER PEDESTAL ELEVATION DETAIL FOR TRAFFIC SIGNAL WITH LUMINAIRES
NOT TO SCALE

COMPONENT LIST

- (A) 200A METER SOCKET, 100A MCB, 120/240V, NEMA 3R COMBINATION SERVICE ENTRANCE RATED, COLD SEQUENCE, METER/POWER PEDESTAL WITH LEVER BYPASS, LOAD CENTER, MCB AND FUSED TEE-HANDLE PULL OUT DISCONNECT AHEAD OF METER. SEE PANEL SCHEDULE ON THIS SHEET FOR SIZE OF MAIN AND NUMBER AND SIZE OF BRANCH BREAKERS. SET ON NEW CONCRETE PAD PLUMB AND LEVEL.
- (B) TEE-HANDLE, PULL-OUT FUSE TYPE, DISCONNECT FLUSH MOUNTED INTO THE BACK SIDE OF THE ENCLOSURE WITH TAB FOR SEAL.
- (C) SERVICE ENTRANCE PANEL BREAKER SECTION, FOR CUSTOMER LOADS. SEE PANEL SCHEDULES ON THIS SHEET FOR SIZE OF BREAKERS AND NUMBER OF POLES REQUIRED.
- (D) BUILT-IN GFCI NEMA 5-20R, DUPLEX, GFCI MAINTENANCE RECEPTACLE FLUSH MOUNTED IN PANEL DEAD-FRONT.
- (E) PROVIDE RECESSED CONCRETE PAD MOUNTING PLATE WITH L-BOLTS TO MATCH THE ENCLOSURE BASE BOLT PATTERN.
- (F) OPTION 1: POLYMER CONCRETE PEDESTAL FOUNDATION WITH FIBERGLASS REINFORCEMENT. THE PAD SHALL BE CONTINUOUS CLOTH REINFORCEMENT ON THE INSIDE AND OUTSIDE PERIMETER. WEIGHT OF THE FOUNDATIONS SHALL BE STENCILED ON THE SIDEWALL OF THE FOUNDATION.
- OPTION 2: PROVIDE 4000 PSI, RE-BAR RE-ENFORCE, CONCRETE WITH A MINIMUM DIRECT EARTH BURY DEPTH OF 18-INCH, 2-INCH OVERLAP OF THE ENCLOSURE ON ALL SIDES FRONT AND BACK AND 2-INCH EXPOSURE ABOVE GRADE. PROVIDE 3/4-INCH CHAMFERED EDGES. PROVIDE STRUCTURAL ENGINEERED STAMPED DRAWING FOR PAD.
- (G) 3/4"x 10'-0" LONG, COPPER-CLAD DRIVEN GROUND ROD WITH EXOTHERMIC WELD OR UNDERGROUND LUG CONNECT CONDUCTOR TO ROD. (2) RODS REQUIRED.
- (H) BUILT-IN PHOTOCELL FOR ON/OFF CONTROL OF LUMINAIRES ON SIGNALS POLES.
- (J) BUILT-IN, 2-POLE 20A, LIGHTING CONTACTOR FOR ON/OFF CONTROL OF LIGHTS ON SIGNAL POLES
- (K) OPTIONAL HAND-OFF-AUTO SWITCH WHEN ITEMS 'H' AND 'J' ABOVE ARE USED. PROVIDE THIS HOA SWITCH WITH THE PHOTOCELL CONTROL WIRED IN THE AUTO POSITION.

NOTE:
ALL COMPONENTS LISTED SHALL BE INCLUDED IN THE PAY ITEM '613-50109 METER POWER PEDESTAL'. ALL COMPONENTS SHALL MEET CURRENT NATIONAL ELECTRIC CODE (NEC) AND BE UL LISTED FOR THE APPLICATION.

MOUNTING: PEDESTAL				PANEL "MPP_"				120/240V-1PH-3W					
NEMA 3R ENCLOSURE SERVICE ENTRANCE RATED													
FEEDER: BOTTOM								100 AMPS MAIN BREAKER					
BRANCH BREAKER													
				LEFT PHASE LOAD			RIGHT PHASE LOAD						
DESCRIPTION	Size	P	Ckt#	L1	L2		L1	L2	Ckt#	Size	P	DESCRIPTION	
TRAFFIC SIGNAL POLE LIGHTING	20	1	1	240			180		2	20	1	MPP_ MAINTENANCE RECEPT.	
TRAFFIC SIGNAL POLE LIGHTING	20	1	3		240				4800	4	50	1	TRAFFIC CONTROL CABINET
MPP_ LIGHTING CONTROL CKT.	15	1	5	200						6			SPACE ONLY
SPARE	20	1	7							8			SPACE ONLY
				440	240		180	4800					
				620	5040	Total Connected V.A.							
				5660			=Total Connected VA Both Phases						
LOAD	CONNECTED		D.FACT.	Est. KVA	AMPS	180 VA=Total Receptacle Load NOTE: ALL LIGHTING CONTROL CENTERS AND ELECTRICAL EQUIPMENT SHALL BE PROVIDED WITH "ARC-FLASH HAZARD WARNING" LABELS PER THE NATIONAL ELECTRIC CODE NEC 110.16 AND NFPA 70E-2015, AND ALL OTHER LABELS REQUIRED BY NFPA 70.							
LIGHTING	480 VA		1.25	0.60									
RECEPTACLES (1ST 10000)	180 VA		1.00	0.18									
RECEPTACLES (REMAINING)	0 VA		0.50	0.00									
MOTOR (LARGEST)	0 VA		1.25	0.00									
MOTORS (REMAINING)	0 VA		1.00	0.00									
ELECTRICAL HEATING	0 VA		1.25	0.00									
ELECTRICAL MISC.	5000 VA		1.00	5.00									
TOTAL ESTIMATED LOAD	5660 VA			5.78	24								



FEEDER SCHEDULE

- (1) SEE THE "INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC SIGNAL WITH LUMINAIRES" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.
- (2) INTERNAL FEEDER SUPPLIED WITH PEDESTAL
- (3) 1*4 STRANDED BARE COPPER THROUGH FEEDER ENCLOSURE TO GROUND RODS.
- (4) (2*10THWN CU & 1*10GND) 2" PVC CONDUIT
- (5) (2*6THWN CU & 1*10GND) 2" PVC CONDUIT

ONE-LINE NOTES:

- (1) COIL ENOUGH CONDUCTORS AT THE BASE OF THE POLE TO REACH THE TRANSFORMER TERMINALS AT THE TOP OF THE POLE. FINAL ROUTING OF CONDUCTORS UP THE POLE AND CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- (2) COIL MINIMUM OF 5'-0" CONDUCTORS AT THE TRANSFORMER BASE. FINAL CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- (3) SEE THE "INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.

COLD SEQUENCE METER POWER PEDESTAL ONE-LINE DIAGRAM FOR TRAFFIC SIGNAL WITH LUMINAIRES
NOT TO SCALE

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Creation Date: 06/14/2023	Date:		Comments	S-613-4				
Created By: KUCZKOWSKI				Standard Sheet No. 2 of 6				
Last Modification Date: N/A								
Last Modified By: CLANTON AND ASSOCIATES, INC.								
CAD Ver.: Connect Edition Scale: Not to Scale Units: English				Issued By: Traffic Safety & Engineering Branch		Project Sheet Number:		

METER POWER PEDESTAL	SERVICE MAIN CIRCUIT BRKR.	TRANSFORMER			SERVICE LATERAL FEEDER 	MIN. CONDUCTOR LENGTH TO MPP ~	MAX. CONDUCTOR LENGTH TO MPP^	INTERRUPT SHORT CIRCUIT AMPACITY 'ISCA-P' @ MIN. CONDUCTOR LENGTH	MINIMUM AIC RATING FOR MAIN CIRCUIT BREAKER
		KVA	'ISCA-T'	SEC. VOLTAGE-PHASE					
NEW-MPP	100A-2P	25kVA	7440 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	6,872 A	10,000 A
NEW-MPP	100A-2P	25kVA	7440 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	20-FT	240-FT	6,566 A	10,000 A
NEW-MPP	100A-2P	25kVA	7440 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	20-FT	305-FT	6,712 A	10,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	35-FT	190-FT	9,423 A	10,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	12,768 A	22,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	40-FT	240-FT	9,711 A	10,000 A
NEW-MPP	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	50-FT	305-FT	9,646 A	10,000 A

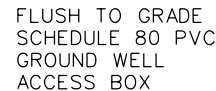
^ = MAXIMUM FEEDER LENGTH TO MAINTAIN LESS THAN 2% VOLTAGE DROP.

① 200A METER SOCKET, 100A MCB, 120/240V, NEMA 3R COMBINATION SERVICE ENTRANCE RATED, COLD SEQUENCE, METER/POWER PEDESTAL WITH LEVER BYPASS, LOAD CENTER, MCB AND FUSED TEE-HANDLE PULL OUT DISCONNECT AHEAD OF METER. SEE PANEL SCHEDULE ON THIS SHEET FOR SIZE OF MAIN AND NUMBER AND SIZE OF BRANCH BREAKERS. SET ON NEW CONCRETE PAD PLUMB AND LEVEL.

- NOTE:
ALL COMPONENTS LISTED SHALL BE INCLUDED IN THE PAY ITEM
'613-50109 METER POWER PEDESTAL'. ALL COMPONENTS SHALL MEET
CURRENT NATIONAL ELECTRIC CODE (NEC) AND BE UL LISTED FOR THE
APPLICATION.

NOTE:
ALL COMPONENTS LISTED SHALL BE INCLUDED IN THE PAY ITEM
'613-50109 METER POWER PEDESTAL'. ALL COMPONENTS SHALL MEET
CURRENT NATIONAL ELECTRIC CODE (NEC) AND BE UL LISTED FOR THE
APPLICATION.

NOT TO SCALE



The diagram illustrates the electrical wiring for a meter enclosure. It shows two power sources: a 'UTILITY POLE TOP MOUNTED TRANSFORMER' and a 'PAD MOUNTED UTILITY TRANSFORMER'. Both feed into an 'ISCA-T' (3) terminal block. The wiring then passes through a 'TEE-HANDLE PULL OUT METER FUSES' assembly (2) and an 'FRN-R-100' (2) fuse before entering the enclosure through an 'ISCA-P' (3) terminal block. Inside the enclosure, the power is distributed through a 'MCB 100A/2P' (3) circuit breaker. The distribution is as follows:

- 20A/1P GFI (3) to a 'GFI' (3) outlet.
- 15A/1P (3) to a 'PC' (3) outlet.
- 20A/1P (3) to a 'C' (3) outlet.
- 20A/1P (3) to a 'TYPICAL FOR LUMINAIRES ON SIGNAL POLES' (4) outlet.
- 20A/1P (3) to another 'TYPICAL FOR LUMINAIRES ON SIGNAL POLES' (4) outlet.
- 50A/1P (3) to a 'TRAFFIC SIGNAL CONTROL CABINET' (5) outlet.
- 20A/1P (3) to a 'CCTV ON TRAFFIC SIGNAL POLE' (4) outlet.

The enclosure is grounded through a 'WP' (3) terminal block and two ground rods (3). The diagram also includes a note about the meter enclosure: 'COLD SEQUENCE COMBINATION METER/ POWER PEDESTAL IN NEMA 3R ENCLOSURE METER SHALL BE PER ELECTRIC UTILITY SPECIFICATIONS. SERVICE ENTRANCE RATED PANEL.'

- ① SEE THE "INDIVIDUAL COLD SEQUENCE MPP
FAULT CURRENT TABLE FOR SIGNAL WITH
LUMINARIES AND CAMERA" ON THIS SHEET FOR
THIS FOR THESE ISCA VALUES.
- ② INTERNAL FEEDER SUPPLIED WITH PEDESTAL
- ③ 1*4 STRANDED BARE COPPER THROUGH FEEDER
ENCLOSURE TO GROUND RODS.
- ④ (2*10THWN CU & 1*10GND) 2" PVC CONDUIT
- ⑤ (2*6THWN CU & 1*10GND) 2" PVC CONDUIT

- ① COIL ENOUGH CONDUCTORS AT THE BASE OF THE POLE TO REACH THE TRANSFORMER TERMINALS AT THE TOP OF THE POLE. FINAL ROUTING OF CONDUCTORS UP THE POLE AND CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- ② COIL MINIMUM OF 5'-0" OF CONDUCTORS AT THE TRANSFORMER BASE. FINAL CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- ③ SEE THE "INDIVIDUAL COLD SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.

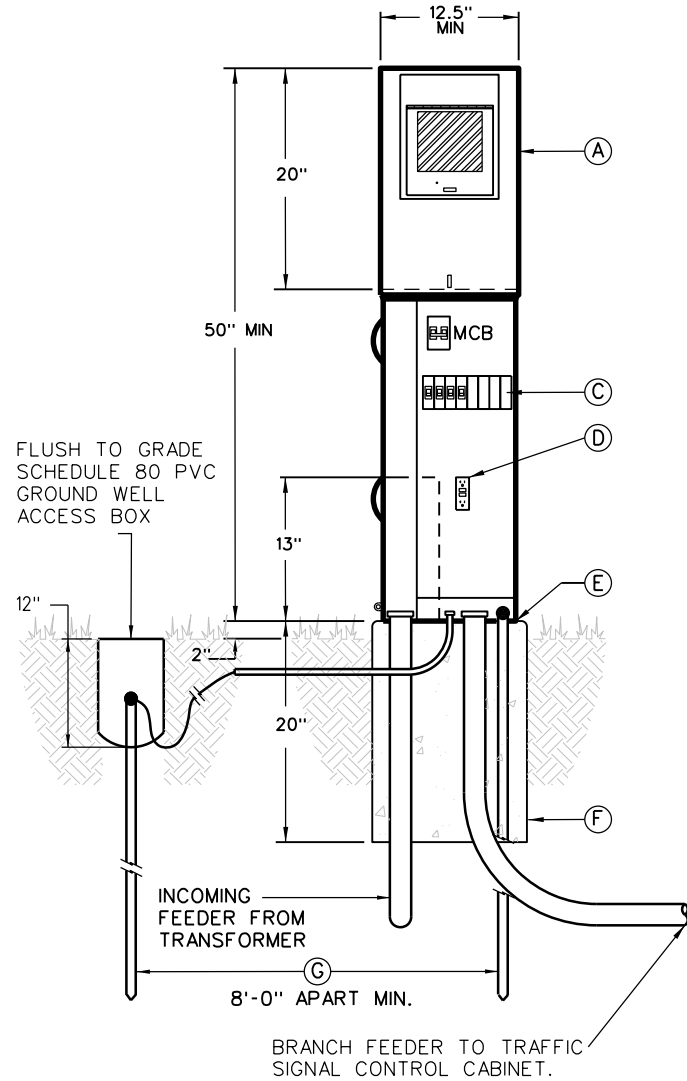
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Created By: KUCZKOWSKI							Standard Sheet No. 3 of 6	
Last Modification Date: N/A								
Last Modified By: CLANTON AND ASSOCIATES, INC.								
CAD Ver.: Connect Edition Scale: Not to Scale Units: English								

INDIVIDUAL HOT SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET									
METER POWER PEDESTAL	SERVICE MAIN CIRCUIT BRKR.	TRANSFORMER			SERVICE LATERAL FEEDER 	MIN. CONDUCTOR LENGTH TO MPP ~	MAX. CONDUCTOR LENGTH MPP^	SHORT CIRCUIT AMPACITY "ISCA-P" @ MIN. CONDUCTOR LENGTH	MINIMUM AIC RATING FOR MAIN CIRCUIT
		KVA	'ISCA-T'	SEC. VOLTAGE-PHASE					
NEW-MPP_	100A-2P	15 kVA	4464 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	4,253 A	10,000 A
NEW-MPP_	100A-2P	15 kVA	7440 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	15-FT	240-FT	4,212 A	10,000 A
NEW-MPP_	100A-2P	25 kVA	7440 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	6,872 A	10,000 A
NEW-MPP_	100A-2P	25 kVA	7440 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	30-FT	305-FT	6,399 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	12,768 A	22,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	35-FT	190-FT	9,423 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	40-FT	240-FT	9,711 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	50-FT	305-FT	9,646 A	10,000 A

~= MINIMUM SERVICE LATERAL CONDUCTOR LENGTH FOR THE ISCA VALUE GIVEN. IF CONDUCTOR LENGTH IS LESS THAN THIS VALUE THE PANEL SHALL BE BRACED AT THE NEXT HIGHER AIC RATING CALCULATED BY AN ELECTRICAL ENGINEER.

^= MAXIMUM FEEDER LENGTH TO MAINTAIN LESS THAN 2% VOLTAGE DROP.



HOT SEQUENCE METER POWER PEDESTAL ELEVATION DETAIL FOR TRAFFIC SIGNAL

NOT TO SCALE

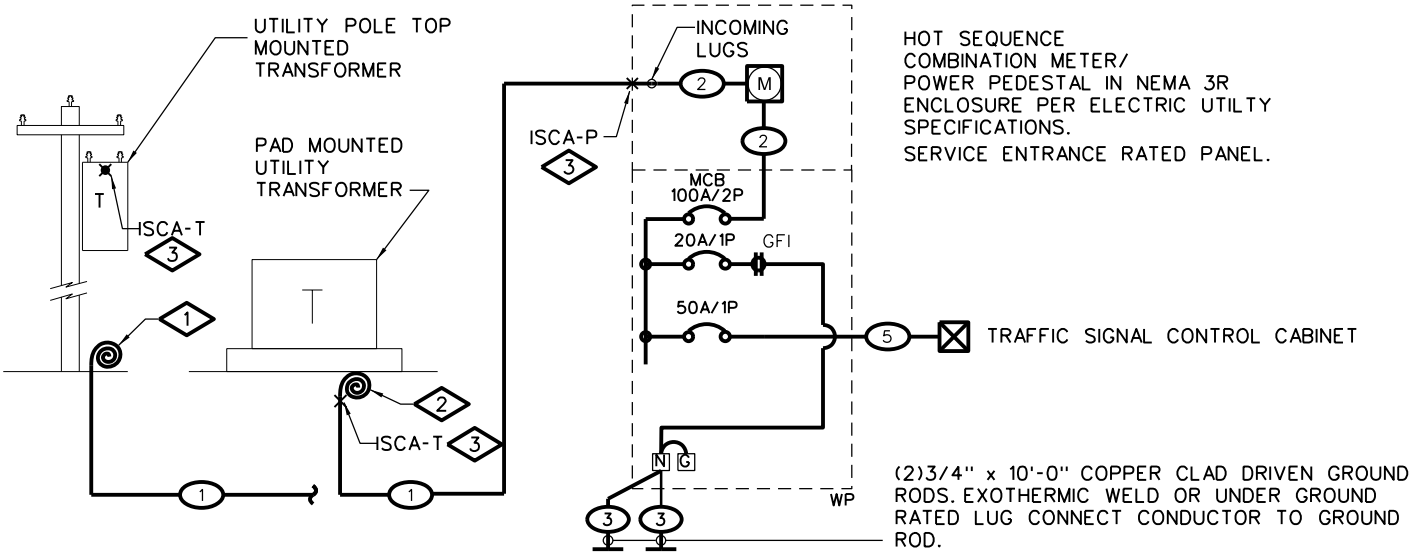
COMPONENT LIST

- Ⓐ 200A METER SOCKET, 100A MCB, 120/240V, NEMA 3R COMBINATION SERVICE ENTRANCE RATED, HOT SEQUENCE, METER/POWER PEDESTAL WITH LEVER BYPASS, LOAD CENTER, AND MCB. SEE PANEL SCHEDULE ON THIS SHEET FOR SIZE OF MAIN AND NUMBER AND SIZE OF BRANCH BREAKERS. SET ON NEW CONCRETE PAD PLUMB AND LEVEL.
- Ⓒ SERVICE ENTRANCE PANEL BREAKER SECTION, FOR CUSTOMER LOADS. SEE PANEL SCHEDULES ON THIS SHEET FOR SIZE OF BREAKERS AND NUMBER OF POLES REQUIRED.
- Ⓓ BUILT-IN GFCI NEMA 5-20R, DUPLEX, GFCI MAINTENANCE RECEPTACLE FLUSH MOUNTED IN PANEL DEAD-FRONT.
- Ⓔ PROVIDE RECESSED CONCRETE PAD MOUNTING PLATE WITH L-BOLTS TO MATCH THE ENCLOSURE BASE BOLT PATTERN.
- Ⓕ OPTION 1: POLYMER CONCRETE PEDESTAL FOUNDATION WITH FIBERGLASS REINFORCEMENT. THE PAD SHALL BE CONTINUOUS CLOTH REINFORCEMENT ON THE INSIDE AND OUTSIDE PERIMETER. WEIGHT OF THE FOUNDATIONS SHALL BE STENCILED ON THE SIDEWALL OF THE FOUNDATION.
- OPTION 2: PROVIDE 4000 PSI, RE-BAR RE-ENFORCE, CONCRETE WITH A MINIMUM DIRECT EARTH BURY DEPTH OF 18-INCH, 2-INCH OVERLAP OF THE ENCLOSURE ON ALL SIDES FRONT AND BACK AND 2-INCH EXPOSURE ABOVE GRADE. PROVIDE 3/4 INCH CHAMFERED EDGES. PROVIDE STRUCTURAL ENGINEERED STAMPED DRAWING FOR PAD.
- Ⓖ 3/4"x 10'-0" LONG, COPPER-CLAD DRIVEN GROUND ROD WITH EXOTHERMIC WELD OR UNDERGROUND LUG CONNECT CONDUCTOR TO ROD. (2) RODS REQUIRED.

NOTE:
ALL COMPONENTS LISTED SHALL BE INCLUDED IN THE PAY ITEM '613-50109 METER POWER PEDESTAL'. ALL COMPONENTS SHALL MEET CURRENT NATIONAL ELECTRIC CODE (NEC) AND BE UL LISTED FOR THE APPLICATION.

MOUNTING: PEDESTAL				PANEL "MPP_"				120/240V-1PH-3W					
NEMA 3R ENCLOSURE SERVICE ENTRANCE RATED													
FEEDER: BOTTOM				BRANCH BREAKER				100 AMPS MAIN BREAKER					
				LEFT PHASE LOAD			RIGHT PHASE LOAD						
DESCRIPTION	Size	P	Ckt#	L1	L2		L1	L2	Ckt#	Size	P	DESCRIPTION	
SPARE	20	1	1				180		2	20	1	MPP_ MAINTENANCE RECEPT.	
SPARE	20	1	3					4800	4	50	1	TRAFFIC CONTROL CABINET	
SPACE ONLY			5						6			SPACE ONLY	
SPACE ONLY			7						8			SPACE ONLY	
				0	0		180	4800					
				180	4800	Total Connected V.A.							
				4980		=Total Connected VA Both Phases							
LOAD	CONNECTED		D.FACT.	Est. KVA	AMPS	180 VA=Total Receptacle Load NOTE: ALL LIGHTING CONTROL CENTERS AND ELECTRICAL EQUIPMENT SHALL BE PROVIDED WITH "ARC-FLASH HAZARD WARNING" LABELS PER THE NATIONAL ELECTRIC CODE NEC 110.16 AND NFPA 70E, AND ALL OTHER LABELS REQUIRED BY NFPA 70.							
LIGHTING	0 VA		1.25	0.00									
RECEPTACLES (1ST 10000)	180 VA		1.00	0.18									
RECEPTACLES (REMAINING)	0 VA		0.50	0.00									
MOTOR (LARGEST)	0 VA		1.25	0.00									
MOTORS (REMAINING)	0 VA		1.00	0.00									
ELECTRICAL HEATING	0 VA		1.25	0.00									
ELECTRICAL MISC.	4800 VA		1.00	4.80									
TOTAL ESTIMATED LOAD	4980 VA			4.98	21								

NOTE:
ALL LIGHTING CONTROL CENTERS AND ELECTRICAL EQUIPMENT SHALL BE PROVIDED WITH "ARC-FLASH HAZARD WARNING" LABELS PER THE NATIONAL ELECTRIC CODE NEC 110.16 AND NFPA 70E, AND ALL OTHER LABELS REQUIRED BY NFPA 70.



FEEDER SCHEDULE

- ① SEE THE "INDIVIDUAL HOT SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.
- ② INTERNAL FEEDER SUPPLIED WITH PEDESTAL
- ③ 1*4 STRANDED BARE COPPER THROUGH FEEDER ENCLOSURE TO GROUND RODS.
- ④ (2*6THWN CU & 1*10GND) 2" PVC CONDUIT

ONE-LINE NOTES:

- ① COIL ENOUGH CONDUCTORS AT THE BASE OF THE POLE TO REACH THE TRANSFORMER TERMINALS AT THE TOP OF THE POLE. FINAL ROUTING OF CONDUCTORS UP THE POLE AND CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- ② COIL MINIMUM OF 5'-0" OF CONDUCTORS AT THE TRANSFORMER BASE. FINAL CONNECTION TO TRANSFORMER BY ELECTRIC UTILITY.
- ③ SEE THE "INDIVIDUAL HOT SEQUENCE MPP FAULT CURRENT TABLE FOR TRAFFIC CABINET" ON THIS SHEET FOR THIS FOR THESE ISCA VALUES.

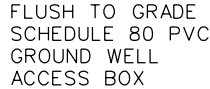
HOT SEQUENCE METER POWER PEDESTAL ONE-LINE DIAGRAM FOR TRAFFIC SIGNAL

NOT TO SCALE

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 SIGNAL ONE-LINE DIAGRAMS	STANDARD PLAN NO.	
Creation Date: 06/14/2023		Date:	Comments			S-613-4	
Created By: KUCZKOWSKI						Standard Sheet No. 4 of 6	
Last Modification Date: N/A							
Last Modified By: CLANTON AND ASSOCIATES, INC.							
CAD Ver.: Connect Edition	Scale: Not to Scale	Units: English		EB	Issued By: Traffic Safety & Engineering Branch	Project Sheet Number:	

METER POWER PEDESTAL	SERVICE MAIN CIRCUIT BRKR.	TRANSFORMER			SERVICE LATERAL FEEDER ①	MIN. CONDUCTOR LENGTH TO MPP ~	MAX. CONDUCTOR LENGTH MPP^	SHORT CIRCUIT AMPACITY 'ISCA'-P @ MIN. CONDUCTOR LENGTH	MINIMUM AIC RATING FOR MAIN CIRCUIT
		KVA	'ISCA-T'	SEC. VOLTAGE-PHASE					
NEW-MPP_	100A-2P	15 kVA	4464 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	4,253 A	10,000 A
NEW-MPP_	100A-2P	15 kVA	7440 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	15-FT	240-FT	4,212 A	10,000 A
NEW-MPP_	100A-2P	25 kVA	7440 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	6,872 A	10,000 A
NEW-MPP_	100A-2P	25 kVA	7440 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	30-FT	305-FT	6,399 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	10-FT	190-FT	12,768 A	22,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1 XHHW CU) 2" PVC	35-FT	190-FT	9,423 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#1/0 XHHW CU) 2" PVC	40-FT	240-FT	9,711 A	10,000 A
NEW-MPP_	100A-2P	50 kVA	14881 A	120/240V-1PH	(3#2/0 XHHW CU) 2" PVC	50-FT	305-FT	9,646 A	10,000 A

Δ = MAXIMUM FEEDER LENGTH TO MAINTAIN LESS THAN 2% VOLTAGE DROP.



Ⓐ 200A METER SOCKET, 100A MCB, 120/240V, NEMA 3R COMBINATION SERVICE ENTRANCE RATED, HOT SEQUENCE, METER/POWER PEDESTAL WITH LEVER BYPASS, LOAD CENTER, AND MCB. SEE PANEL SCHEDULE ON THIS SHEET FOR SIZE OF MAIN AND NUMBER AND SIZE OF BRANCH BREAKERS. SET ON NEW CONCRETE PAD PLUMB AND LEVEL.

- NOTE:
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NOT TO SCALE

UTILITY POLE TOP MOUNTED TRANSFORMER

PAD MOUNTED UTILITY TRANSFORMER

ISCA-T

INCOMING LUGS

SCA-P

COMBINATION METER/ POWER PEDESTAL IN NEMA 3R ENCLOSURE PER ELECTRIC UTILITY SPECIFICATIONS. SERVICE ENTRANCE RATED PANEL.

MCB 100A/2P

20A/1P GFI

15A/1P PC

20A/1P C

20A/1P

50A/1P

TYPICAL FOR LUMINAIRES ON SIGNAL POLES

TYPICAL FOR LUMINAIRES ON SIGNAL POLES

TRAFFIC SIGNAL CONTROL CABINET

(2) 3/4" x 10'-0" COPPER CLAD DRIVEN GROUND RODS. EXOTHERMIC WELD OR UNDER GROUND RATED LUG CONNECT CONDUCTOR TO GROUND ROD.

- ① SEE THE "INDIVIDUAL HOT SEQUENCE MPP
FAULT CURRENT TABLE FOR TRAFFIC SIGNAL
WITH LUMINAIRES" ON THIS SHEET FOR THIS
FOR THESE ISCA VALUES.
- ② INTERNAL FEEDER SUPPLIED WITH PEDESTAL
- ③ 1•4 STRANDED BARE COPPER THROUGH FEEDER
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- ④ (2•10THWN CU & 1•10GND) 2" PVC CONDUIT
- ⑤ (2•6THWN CU & 1•10GND) 2" PVC CONDUIT

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Creation Date: 06/14/2023			Date:	Comments		S-613-4			
Created By: KUCZKOWSKI						Standard Sheet No. 5 of 6			
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CAD Ver.: Connect Edition Scale: Not to Scale Units: English						Project Sheet Number:			
				Issued By: Traffic Safety & Engineering Branch					

METER POWER PEDESTAL	SERVICE MAIN CIRCUIT BRKR.	TRANSFORMER			SERVICE LATERAL FEEDER 	MIN. CONDUCTOR LENGTH TO MPP ~	MAX. CONDUCTOR LENGTH MPP^	SHORT CIRCUIT AMPACITY 'ISCA-P' @ MIN. CONDUCTOR LENGTH	MINIMUM AIC RATING FOR MAIN CIRCUIT
		KVA	'ISCA-T'	SEC. VOLTAGE-PHASE					
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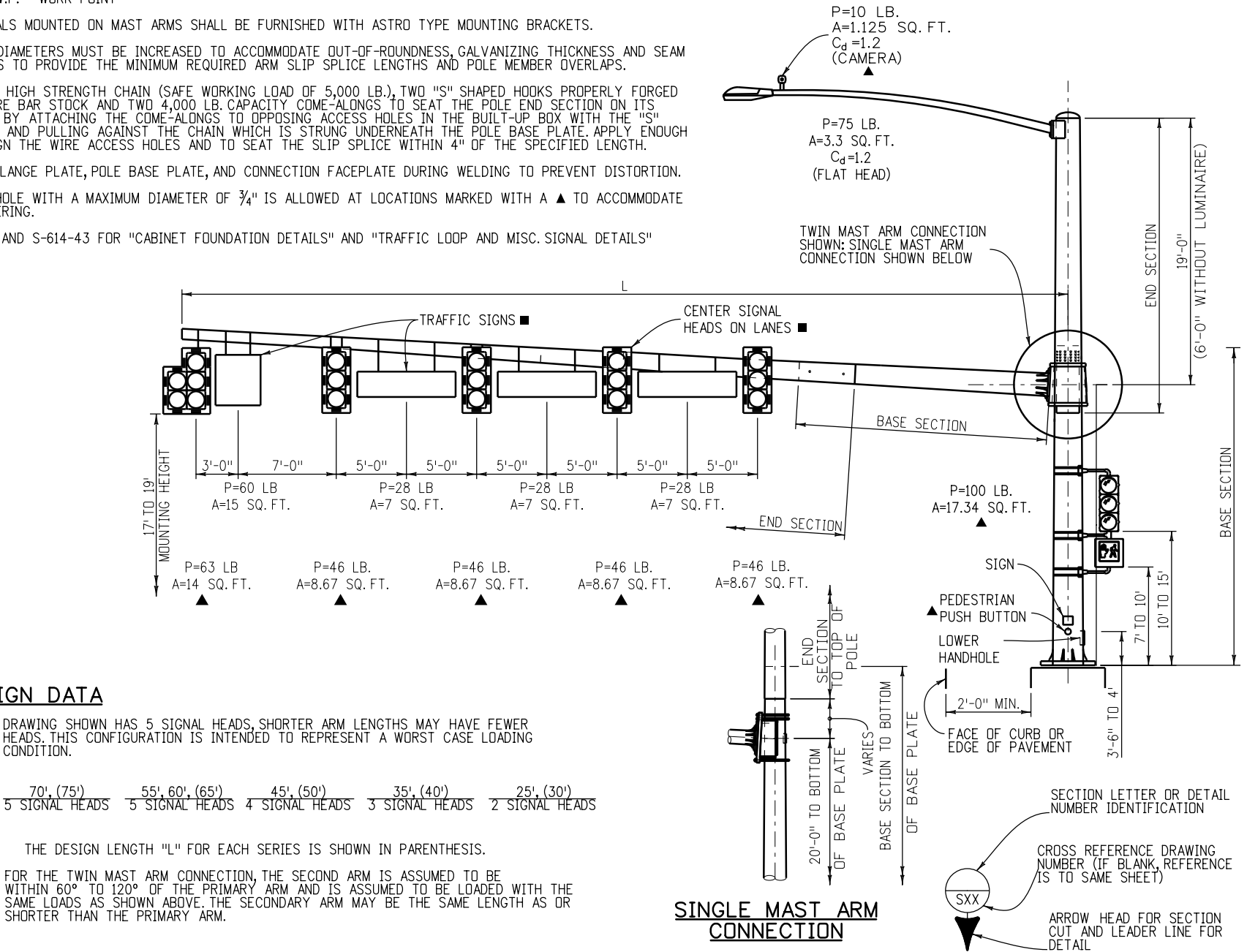
Project Sheet Number:

GENERAL NOTES

1. REFER TO ROADWAY PLANS FOR THE ACTUAL CONFIGURATION AND LOCATION OF TRAFFIC SIGNAL HEADS AND SIGNS MARKED WITH A ■ .
2. ALL POLES AND ARMS SHALL BE FABRICATED WITH ASTM A572 GRADE 65 STEEL. LUMINAIRE ARMS MAY BE FABRICATED WITH ASTM A595 GRADE A STEEL WITH A MINIMUM YIELD POINT OF 55 KSI.
3. ALL POLES AND ARMS SHALL COMPLY WITH THE DIMENSIONAL TOLERANCES SPECIFIED IN ASTM A500, A501, OR A595.
4. ALL POLES AND ARMS SHALL BE ROUND OR DODECAGONAL (12 SIDED) TUBES WITH A 0.14 IN/FT TAPER.
5. HARDENED WASHERS SHALL CONFORM TO ASTM F436.
6. ALL POLES AND ARMS SHALL BE GALVANIZED INSIDE AND OUTSIDE AFTER FABRICATION IN ACCORDANCE WITH ASTM A123, UNLESS PAINTING IS CALLED FOR ON THE PLANS. PAINTING SHALL CONFORM TO SECTION 522, DUPLEX COATING SYSTEM.
7. POLE AND MAST ARM SPLICES SHALL BE MECHANICALLY FORCED TOGETHER FOR A SNUG FIT.
8. BLIND BOLTS SHALL BE A307 GRADE A STEEL AND ARE NOT REQUIRED FOR MULTISIDED POLES. MECHANICAL ALTERNATIVES TO BLIND BOLTS UTILIZING FRICTION KEYS, INTERLOCKING TEETH OR A COMBINATION THEREOF TO PREVENT THE BUILT-UP BOX FROM TWISTING ON THE POLE MAY BE USED AS APPROVED BY CDOT STAFF BRIDGE.
9. ALL MAST ARMS MORE THAN 40 FT IN LENGTH SHALL BE TWO PIECE CONSTRUCTION TO LIMIT ARM WEIGHTS.
10. GALVANIZED ASTM A325 H.S. BOLTS SHALL BE USED FOR ATTACHING LUMINAIRE AND MAST ARMS. A LUBRICATED TIGHTENING TORQUE OF 178 FT-LBS FOR ¾" DIAMETER BOLTS, 395 FT-LBS FOR 1" DIAMETER BOLTS AND 1300 FT-LBS FOR 1½" DIAMETER BOLTS SHALL BE USED TO TIGHTEN ALL H.S. BOLTS. MAST ARMS SHALL BE TEMPORARILY SUPPORTED TO TAKE LOAD OFF OF FIELD CONNECTIONS WHILE BOLTS ARE TIGHTENED IN ORDER TO FIRMLY SEAT THE FLANGE PLATE. BOLTS SHALL BE SEQUENTIALLY TIGHTENED. ASSUMING 12 BOLTS AND A CLOCK FACE, THE TIGHTENING SEQUENCE WOULD BE 12, 6, 1, 7, ETC. THIS PROCESS SHALL BE CONTINUED UNTIL NO LOOSE BOLTS ARE FOUND AFTER ALL BOLTS HAVE BEEN INITIALLY TIGHTENED.
11. CAST POLE END CAP TO BE SECURED IN PLACE WITH 3 SET SCREWS.
12. ALL SIGNAL HEADS, SIGNS, AND HARDWARE SHALL BE FIELD POSITIONED.
13. ACCESSORIES TO BE HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM A153.
14. ALL PLATES AND STIFFENERS SHALL BE FABRICATED WITH AASHTO M270 (ASTM A709) GRADE 36 STEEL AND SHALL COMPLY WITH THE DIMENSIONAL TOLERANCES SPECIFIED IN ASTM A6. ALL HANDHOLES SHALL BE FABRICATED WITH ASTM A572 GRADE 42 STEEL.
15. LEVELING CONCRETE SHALL BE 3000 PSI AIR ENTRAINED CONCRETE VIBRATED IN PLACE BELOW THE POLE BASE PLATE.
16. THE DESIGNS HEREIN ASSUME THAT SIGNALS ARE INSTALLED WITHIN THE ROADWAY EARTHWORK PRISM WITH THE FOLLOWING SOIL PARAMETERS:
SOIL DENSITY $\rho = 110$ LB./CU.FT.
SOIL COHESION $c = 750$ LB./SQ.FT. FOR MEDIUM STIFF COHESIVE SOIL
SOIL ϕ ANGLE $= 30^\circ$ FOR MEDIUM DENSE COHESIONLESS SOIL
SF = 1.5 FOR TORSIONAL RESISTANCE AND 3.0 FOR FLEXURAL RESISTANCE
17. CONTACT THE ENGINEER IF ANY OF THE FOLLOWING SOIL CONDITIONS ARE ENCOUNTERED DURING DRILLING:
(A) SIGNALS WILL NOT BE INSTALLED WITHIN THE ROADWAY EARTHWORK PRISM.
(B) THE SOIL HAS A HIGH ORGANIC CONTENT OR CONSISTS OF SATURATED SILT AND CLAY.
(C) THE SITE WON'T SUPPORT THE WEIGHT OF THE DRILLING RIG.
(D) THE FOUNDATION SOILS ARE NOT HOMOGENOUS.
(E) FIRM BEDROCK IS ENCOUNTERED.
18. CAISSONS SHALL BE PLACED AGAINST UNDISTURBED EARTH. WET OR CAVING HOLES SHALL BE BACKFILLED WITH FLOW-FILL AND REDRILLED AFTER A THREE DAY CURING PERIOD WITHOUT THE USE OF A CASING.
19. CAISSONS SHALL BE CONSTRUCTED WITH AIR ENTRAINED CLASS BZ CONCRETE IN ACCORDANCE WITH SECTION 503 OF THE STANDARD SPECIFICATIONS. REINFORCING STEEL SHALL BE GRADE 60.
20. CAISSON CONCRETE MUST HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2,700 PSI BEFORE INSTALLING THE SIGNAL STRUCTURE; VERIFY CONCRETE STRENGTH WITH MATURITY METER.
21. U-BOLTS AND ANCHOR BOLTS SHALL BE FABRICATED WITH AASHTO M314-90 GRADE 55 STEEL.
22. ANCHOR BOLTS SHALL BE FABRICATED WITH HEAVY HEX NUTS AND FLAT WASHERS, AND EXTENDED A MINIMUM OF ¾" ABOVE THE NUT AFTER COMPLETING THE TIGHTENING PROCESS. THREAD UPPER 12 INCHES AND GALVANIZE UPPER 13 INCHES OF THE ANCHOR BOLTS. FIELD WELDING OF ANCHOR BOLTS TO REBAR DURING ERECTION WILL NOT BE ALLOWED. ANCHOR BOLTS SHALL BE SET WITH A STEEL TEMPLATE UNTIL THE CONCRETE HAS CURED AT LEAST TWO DAYS. THE ANCHOR BOLTS SHALL BE TIGHTENED USING THE TURN-OF-NUT METHOD. THE BOLTS SHALL FIRST BE TIGHTENED TO SNUG TIGHT, WHICH IS DEFINED AS THE TIGHTNESS THAT EXISTS WHEN THE UPPER AND LOWER NUTS ARE IN FIRM CONTACT WITH THE BASE PLATE. WITH MAST ARMS FREE TO DEFLECT, THE UPPER AND LOWER NUTS SHALL THEN EACH BE ROTATED AN ADDITIONAL ½ TURN ($30^\circ \pm 5^\circ$) WITH A SLUGGING, HYDRAULIC OR AIR IMPACT WRENCH.
23. WELDING OF STEEL SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWS D1.1. ALL AREAS TO BE WELDED SHALL BE GROUND TO BRIGHT METAL. ALL WELDING AND REQUIRED TESTING SHALL BE COMPLETE BEFORE ANY MATERIAL IS GALVANIZED. ALL CIRCUMFERENTIAL AND STIFFENER WELDS SHALL BE NON-DESTRUCTIVELY TESTED USING THE ENHANCED MAGNETIC PARTICLE METHOD IN ACCORDANCE WITH SUBSECTION 509.18 (d) OF THE STANDARD SPECIFICATIONS. THE ACCEPTANCE CRITERIA IS STATED IN TABLE 6.1 OF ANSI/AWS D1.1. ALL LONGITUDINAL WELDS WITHIN 6 INCHES OF FULL PENETRATION CIRCUMFERENTIAL GROOVE WELDS AND FULL PENETRATION GROOVE WELDS SHALL BE INSPECTED AS SPECIFIED ABOVE. MAXIMUM WELD UNDERCUT SHALL BE 0.01 INCHES.

24. ALL ELECTRICAL CONNECTIONS TO THE SIGNAL SHALL BE GROUNDED IN ACCORDANCE WITH APPLICABLE ELECTRICAL CODES.
25. TRAFFIC SIGNAL STRUCTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, FOURTH EDITION, 2001.
26. A DESIGN WIND VELOCITY OF 100 MPH AND ONE 12' LANE WITH A 65 MPH TRUCK INDUCED GUST LOADING HAVE BEEN USED FOR THE DESIGNS HEREIN.
27. CERTIFIED MILL TEST REPORTS INCLUDING CHARPY V-NOTCH TEST RESULTS, WELD INSPECTION REPORTS AND ENHANCED MAGNETIC PARTICLE TEST REPORTS SHALL BE SUBMITTED TO CDOT STAFF BRIDGE, 2829 W HOWARD PLACE, DENVER COLORADO, 80204 AS SOON AS THEY BECOME AVAILABLE. CVN TEST RESULTS FOR ASTM A572 GRADES 42 AND 65 STEEL SHALL HAVE A MINIMUM VALUE OF 15 FT-LBS AT 40°F AS PER THE H FREQUENCY TEST REQUIREMENTS IN AASHTO T243 (ASTM A673).
28. SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW IN ACCORDANCE WITH SUBSECTION 105.02 OF THE STANDARD SPECIFICATIONS.
29. DEFINITIONS: U.O.N. = UNLESS OTHERWISE NOTED
W.P. = WORK POINT
30. TRAFFIC SIGNALS MOUNTED ON MAST ARMS SHALL BE FURNISHED WITH ASTRO TYPE MOUNTING BRACKETS.
31. END SECTION DIAMETERS MUST BE INCREASED TO ACCOMMODATE OUT-OF-ROUNDNESS, GALVANIZING THICKNESS AND SEAM WELD PROFILES TO PROVIDE THE MINIMUM REQUIRED ARM SLIP SPLICE LENGTHS AND POLE MEMBER OVERLAPS.
32. USE 35' OF ¾" HIGH STRENGTH CHAIN (SAFE WORKING LOAD OF 5,000 LB.), TWO "S" SHAPED HOOKS PROPERLY FORGED FROM 1" SQUARE BAR STOCK AND TWO 4,000 LB. CAPACITY COME-ALONGS TO SEAT THE POLE END SECTION ON ITS BASE SECTION BY ATTACHING THE COME-ALONGS TO OPPOSING ACCESS HOLES IN THE BUILT-UP BOX WITH THE "S" SHAPED HOOKS AND PULLING AGAINST THE CHAIN WHICH IS STRUNG UNDERNEATH THE POLE BASE PLATE. APPLY ENOUGH FORCE TO ALIGN THE WIRE ACCESS HOLES AND TO SEAT THE SLIP SPLICE WITHIN 4" OF THE SPECIFIED LENGTH.
33. SECURE ARM FLANGE PLATE, POLE BASE PLATE, AND CONNECTION FACEPLATE DURING WELDING TO PREVENT DISTORTION.
34. ONE DRILLED HOLE WITH A MAXIMUM DIAMETER OF ¾" IS ALLOWED AT LOCATIONS MARKED WITH A ▲ TO ACCOMMODATE ELECTRICAL WIRING.
35. SEE S-614-42 AND S-614-43 FOR "CABINET FOUNDATION DETAILS" AND "TRAFFIC LOOP AND MISC. SIGNAL DETAILS" RESPECTIVELY.

36. SIGNAL FACES SHALL BE THE SAME SIZE WITHIN EACH SIGNAL HEAD.
37. TRAFFIC CONTROL DEVICES ON A COLORADO STATE HIGHWAY THAT IS BEING REPLACED OR REFURBISHED BECAUSE IT IS DAMAGED, MISSING, OR NO LONGER SERVICEABLE FOR ANY REASON SHALL BE REPLACED WITH A DEVICE COMPLIANT WITH ALL APPLICABLE CDOT STANDARDS AND SPECIFICATIONS.



Computer File Information		Sheet Revisions		Colorado Department of Transportation	TYPICAL TRAFFIC SIGNAL 15' - 75' DOUBLE MAST ARMS 60' - 75' SINGLE MAST ARM	STANDARD PLAN NO. S-614-40
Creation Date: 07/04/12		Date:	Comments			
Created By: SCL	(R-2)	01/09/26	Added general notes 36 & 37	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	EB	Sheet No. 1 of 5
Last Modification Date: 01/09/2026	(R-1)	07/22/22	Modified Sheet Title			
Last Modified By: YSaucedo						
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English						

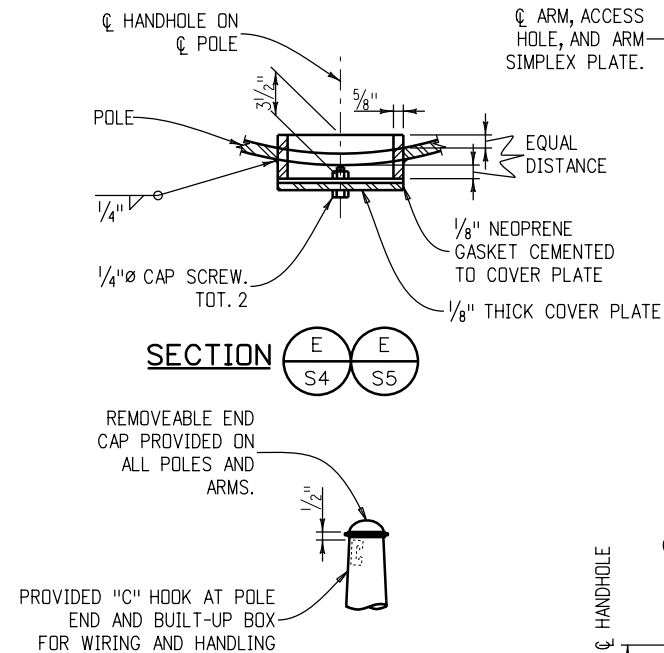
MAST ARM LENGTH (L) (FT.)	MAST ARM DATA								MAST ARM CONNECTION DATA															
	BASE SECTION *				END SECTION ◆				STIFFENER								FLANGE			BOLT				
	LENGTH (FT.)	TIP Ø (IN.)	TRUNK Ø (IN.)	THK. (IN.)	LENGTH (FT.)	TIP Ø (IN.)	TRUNK Ø (IN.)	THK. (IN.)	NO. OF	THK. (IN.)	WIDTH (IN.)	HEIGHT (IN.)	RADIUS (IN.)	ANGLE	WALL WELD (IN.)	PLATE WELD (IN.)	DIA. (IN.)	THK. (IN.)	SOCKET WELD (IN.)	NO. OF	DIA. (IN.)	CIRCLE DIA. (IN.)	HOLE DIA. (IN.)	ANGLE
30	29.25	6.50	10.59	0.1793	N.A.	N.A.	N.A.	N.A.	6	0.50	3.5	7	6.89	30.0°	0.179	0.375	20	1.00	0.179	6	1.0	16	1.125	60.0°
40	39.11	6.50	11.98	0.2391	N.A.	N.A.	N.A.	N.A.	8	0.50	4.0	8	8.12	22.5°	0.239	0.375	23	1.25	0.239	8	1.5	17	1.625	45.0°
50	25.15	9.47	12.99	0.3125	25	6.50	10.00	0.1793	8	0.75	4.0	8	8.12	22.5°	0.250	0.625	24	1.50	0.250	8	1.5	18	1.625	45.0°
65	25.35	12.52	16.07	0.3125	40	7.50	13.10	0.1793	8	0.75	5.0	10	10.60	22.5°	0.250	0.625	29	1.75	0.250	8	1.5	23	1.625	45.0°
75	35.23	12.52	17.45	0.3125	40	7.50	13.10	0.1793	10	0.75	5.5	11	11.84	18.0°	0.250	0.625	31	1.75	0.250	10	1.5	25	1.625	36.0°

* BASE SECTION LENGTH INCLUDES THE SPLICE LENGTH AS PER THE "MAST ARM SLIP SPLICE DETAIL" BELOW.

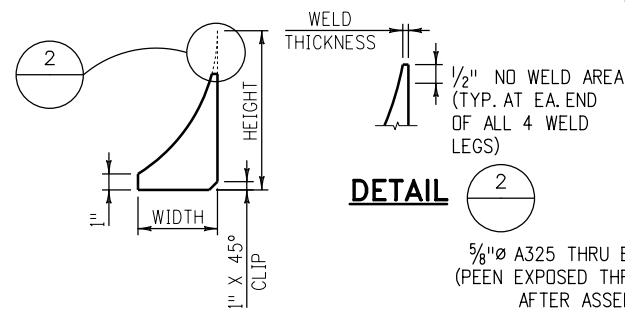
♦ SEE GENERAL NOTE 31 ON SHEET 1 OF 5.

■ STOP ALL WELDS 1/2" SHORT OF PLATE EDGES AND BOLT HOLES.

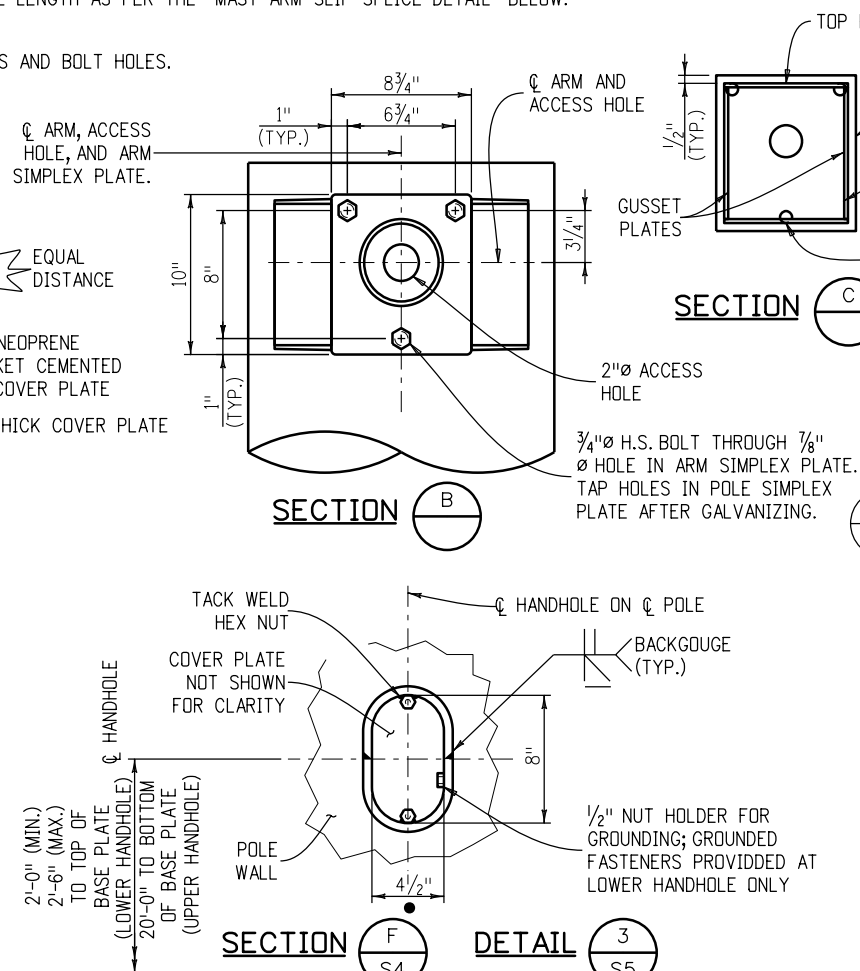
● 3 3/4" FOR 30' ARM UPPER HANDHOLE.



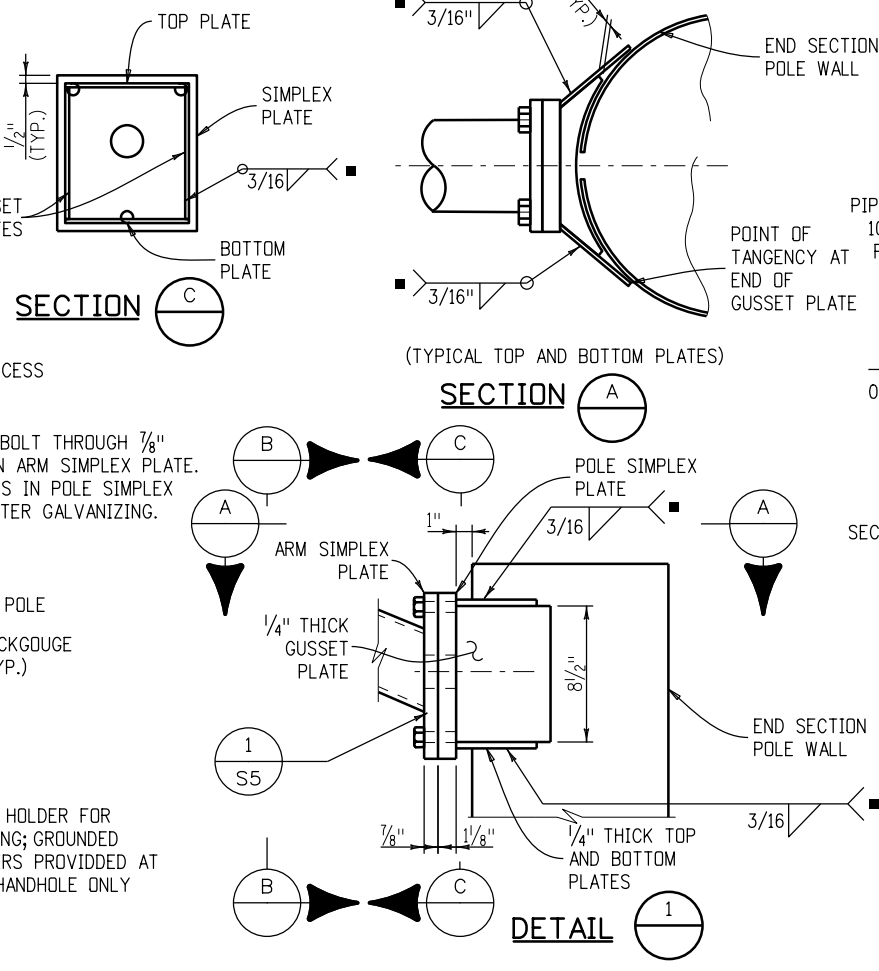
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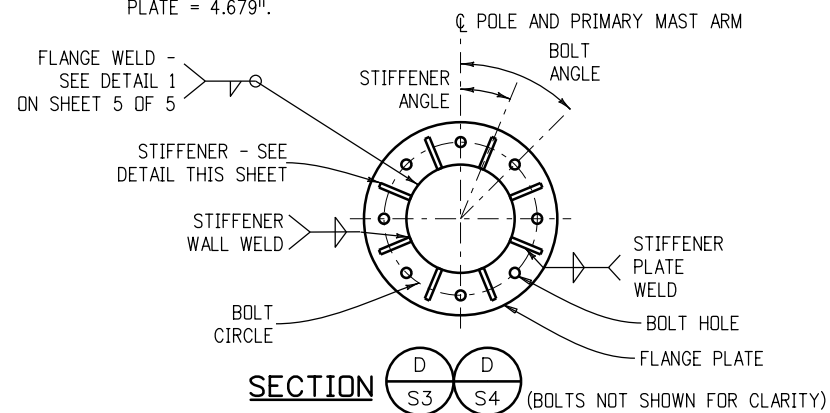
STIFFENER DETAIL



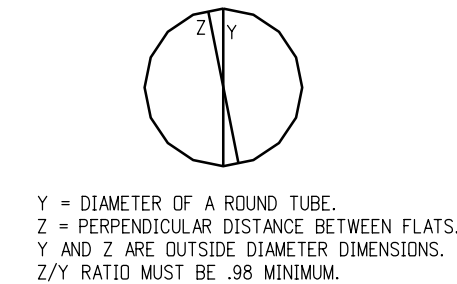
MAST ARM SLIP SPLICE DETAIL



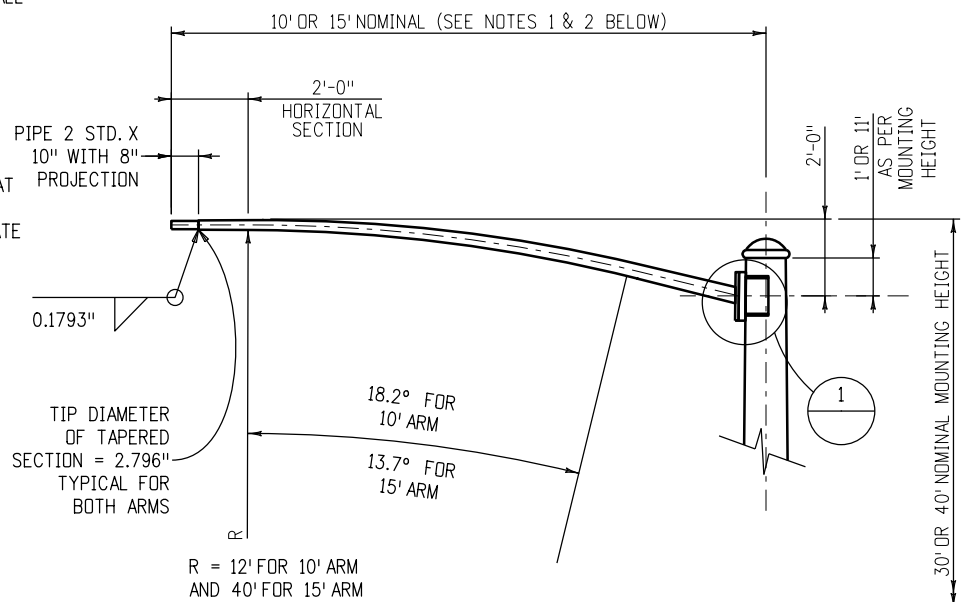
"C" HOOK DETAIL



OPTIONAL MULTI-SIDED POLE OR MAST ARM



Y = DIAMETER OF A ROUND TUBE.
Z = PERPENDICULAR DISTANCE BETWEEN FLATS.
Y AND Z ARE OUTSIDE DIAMETER DIMENSIONS.
Z/Y RATIO MUST BE .98 MINIMUM.



LUMINAIRE ARM NOTES

- 10' LUMINAIRE ARM SHAFT: WALL THICKNESS = 0.1793"; LINEAR TAPER = 0.14 IN./FT.; DIAMETER AT ARM SIMPLEX PLATE = 4.066"
- 15' LUMINAIRE ARM SHAFT: WALL THICKNESS = 0.1793"; LINEAR TAPER = 0.14 IN./FT.; DIAMETER AT ARM SIMPLEX PLATE = 4.679"

Computer File Information

Creation Date: 07/04/12
Created By: SCL
Last Modification Date: 07/22/22
Last Modified By: EButta
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments
07/22/22	Modified Sheet Title

Colorado Department of Transportation



Traffic & Safety Engineering

EB

TYPICAL TRAFFIC SIGNAL
15' - 75' DOUBLE MAST ARMS
60' - 75' SINGLE MAST ARM

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

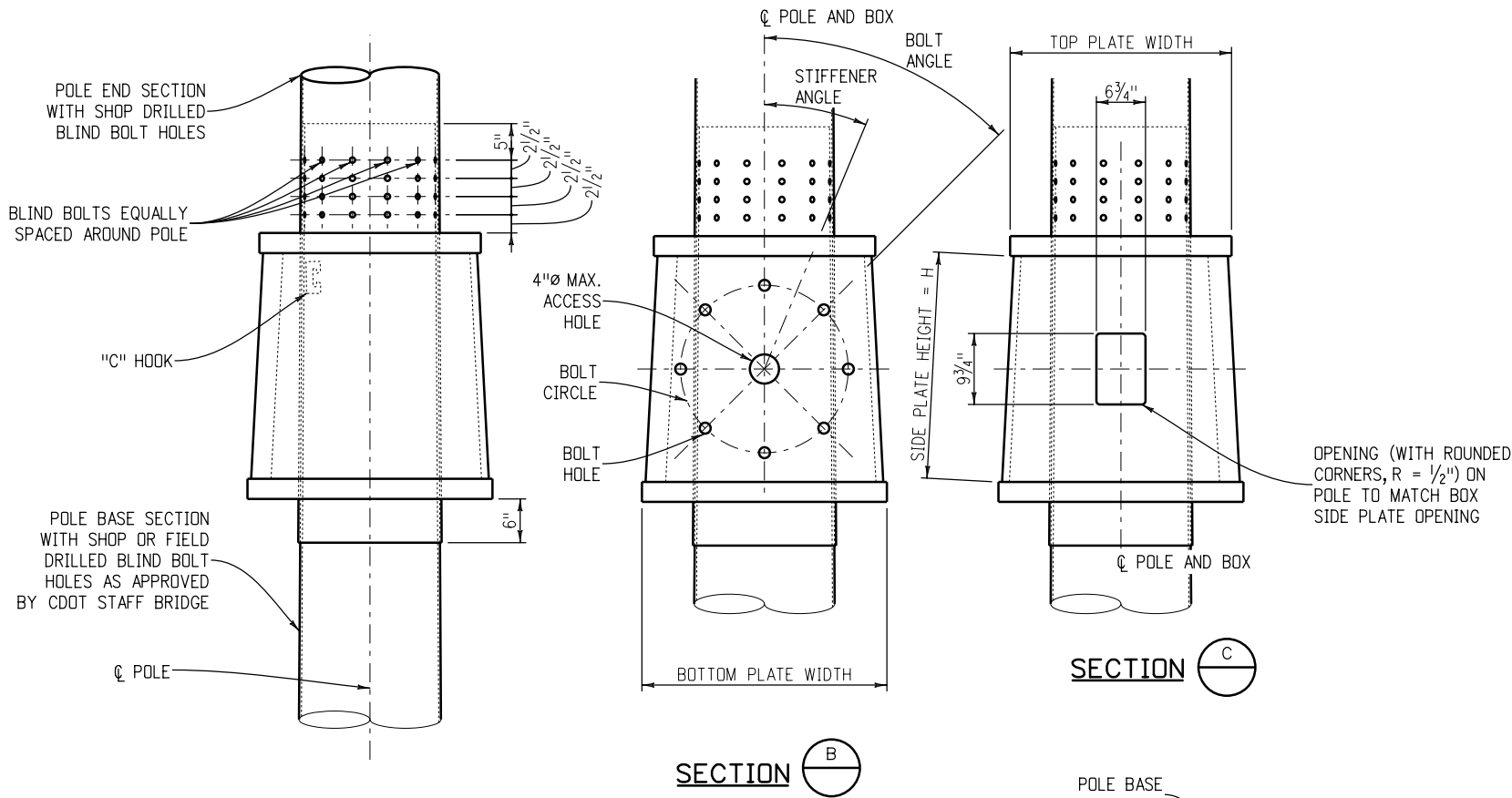
STANDARD PLAN NO.

S-614-40

Sheet No. 2 of 5

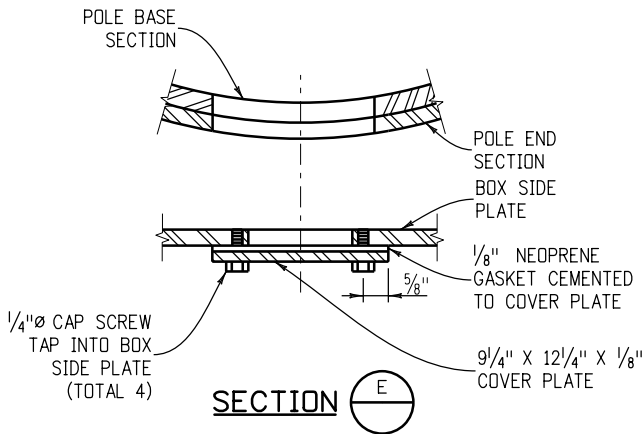
MAST ARM LENGTH (FT.)	BLIND BOLT DATA				BUILT-UP BOX DATA *					POLE DATA							
	NO. OF	DIA. (IN.)	BOLTS PER ROW	NO. OF ROWS	THICKNESS OF BOX PLATES U.O.N. (IN.)	POLE WELD (IN.)	SIDE PLATE	TOP PLATE	BOTTOM PLATE	BASE SECTION				END SECTION ♦ WITH LUMINAIRE			
							H (IN.)	WIDTH FOR $\theta = 45^\circ$ (IN.)	WIDTH FOR $\theta = 45^\circ$ (IN.)	LENGTH (FT.)	TOP ϕ (IN.)	BOTTOM ϕ (IN.)	THK. (IN.)	LENGTH (FT.)	TOP ϕ (IN.)	BOTTOM ϕ (IN.)	THK. (IN.)
30	24	0.75	6	4	1.50	0.1875	22	23.75	26.053	22.29	9.11	12.23	0.3125	20.54	7.25	10.13	0.2391
40	30	0.75	6	5	2.00	0.1875	25	26.75	29.367	22.67	11.81	14.98	0.3125	20.71	10.00	12.90	0.2391
50	36	0.75	12	3	2.50	0.1875	26	27.75	30.471	22.33	14.86	17.98	0.3125	20.79	13.00	15.91	0.2391
65	48	0.75	12	4	2.75	0.1875	31	32.75	35.995	22.77	18.54	21.73	0.3125	21.02	16.75	19.69	0.2391
75	60	0.75	12	5	3.00	0.1875	33	34.75	38.204	23.08	20.75	23.98	0.3125	21.12	19.00	21.96	0.2391

* USE LARGER ARM IN A DOUBLE ARM SIGNAL TO DETERMINE PLATE THICKNESS AND DIMENSIONS.
♦ SEE GENERAL NOTE 31 ON SHEET 1 OF 5

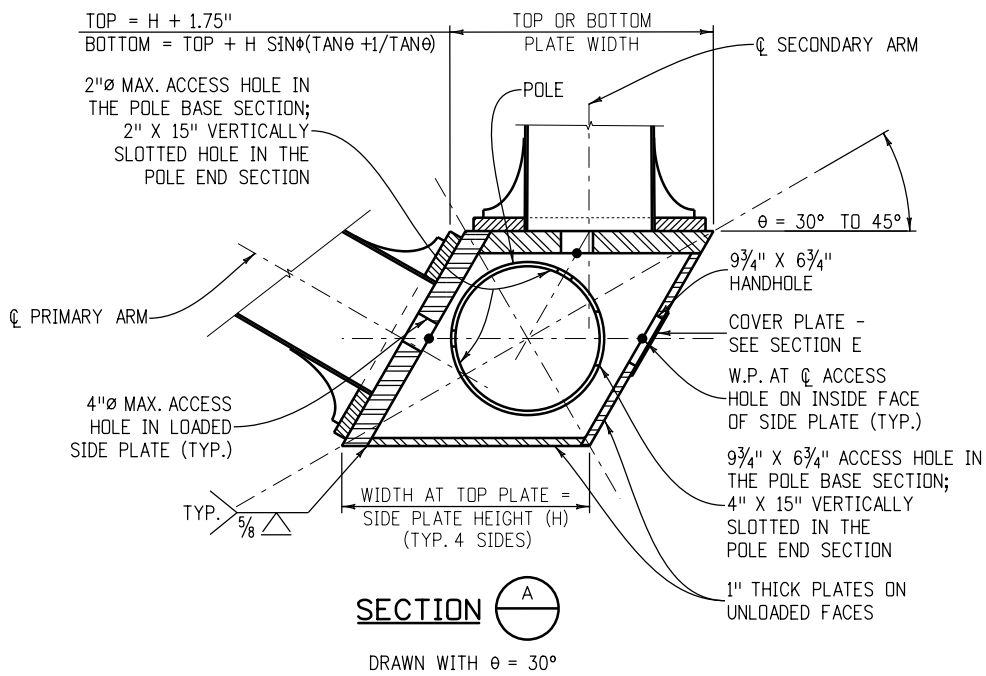


POLE END SECTION SLIP CONNECTION DETAIL
(SEE GENERAL NOTE 8 ON SHEET 1 OF 5 REGARDING THE NEED FOR BLIND BOLTS)

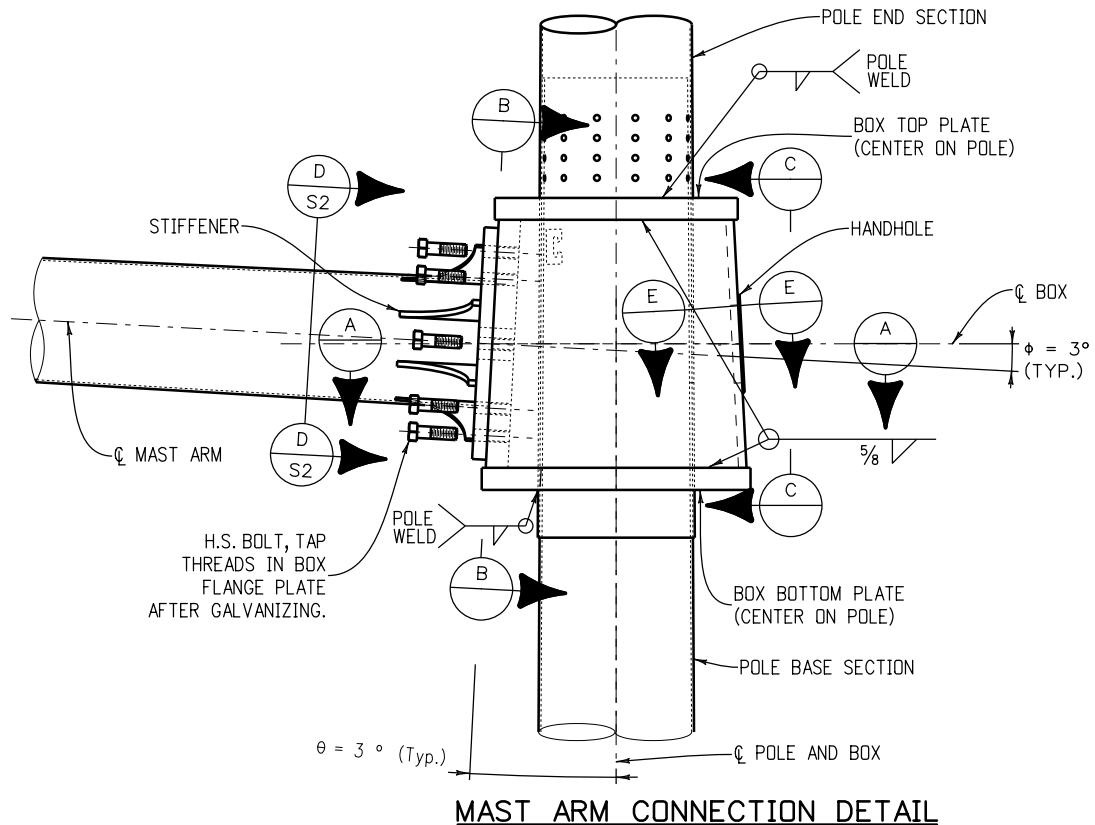
FOR 8 BOLTS AND $\theta < 45^\circ$, ROTATE FLANGE FOR SECONDARY ARM 22.5° TO AVOID BOLT INTERFERENCE PROBLEMS.



SECTION E



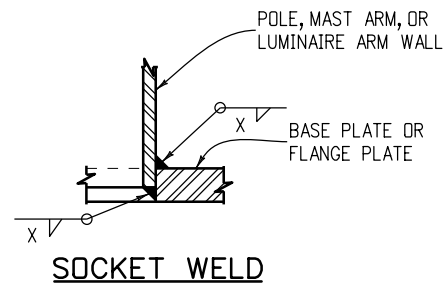
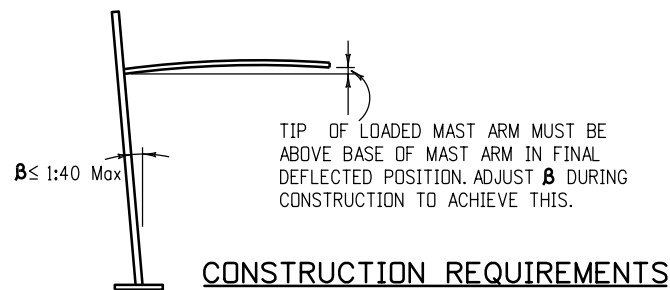
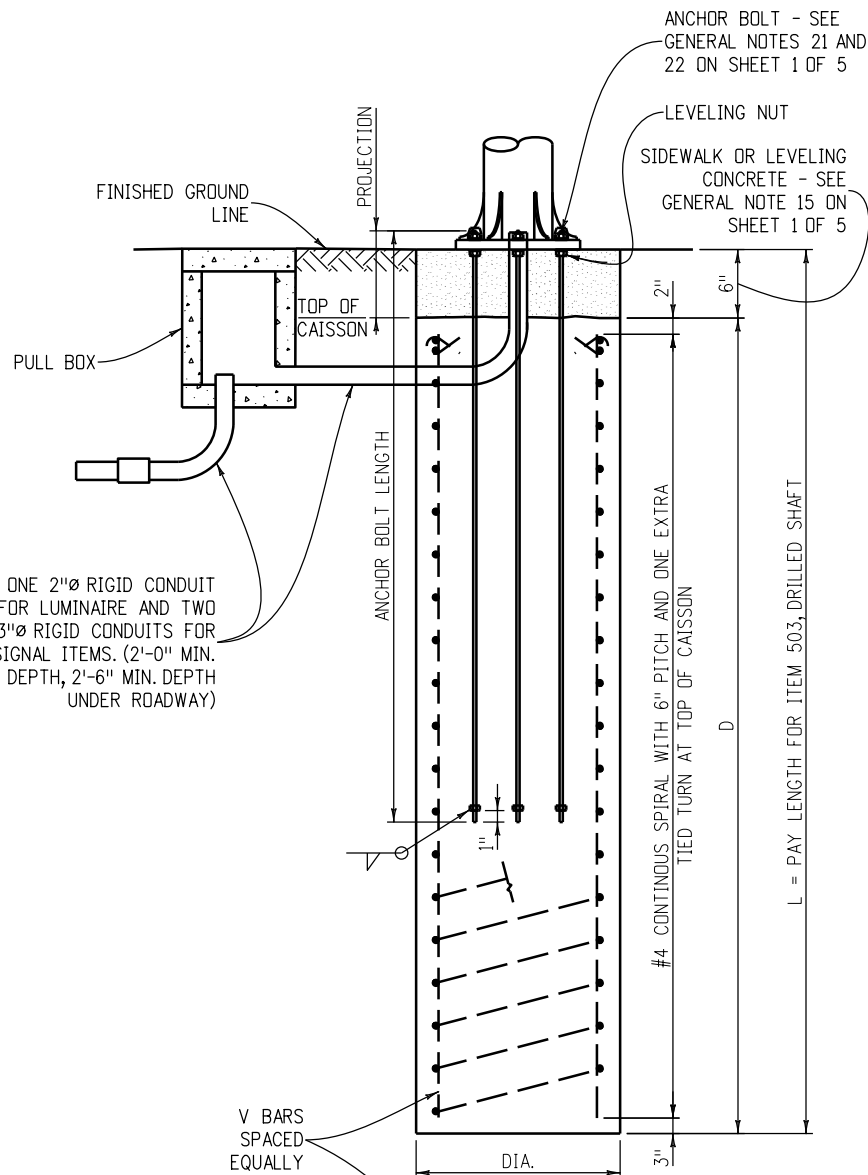
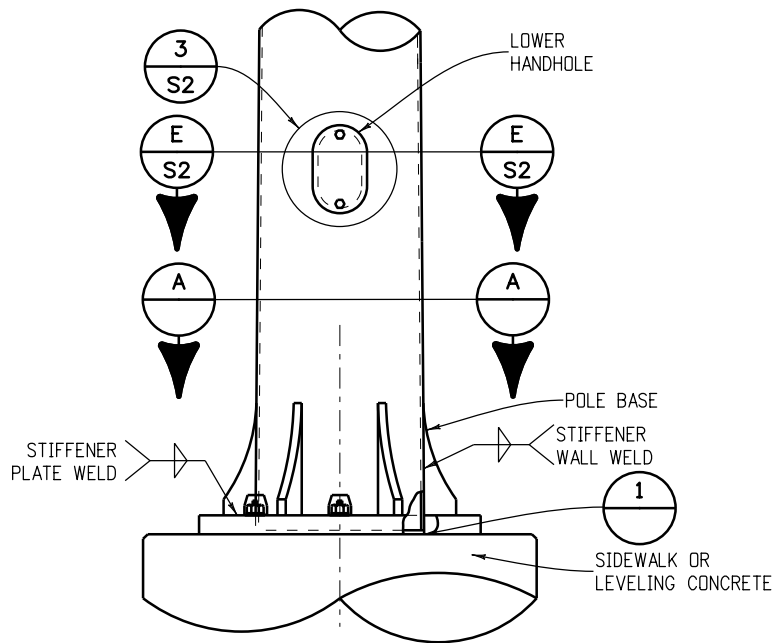
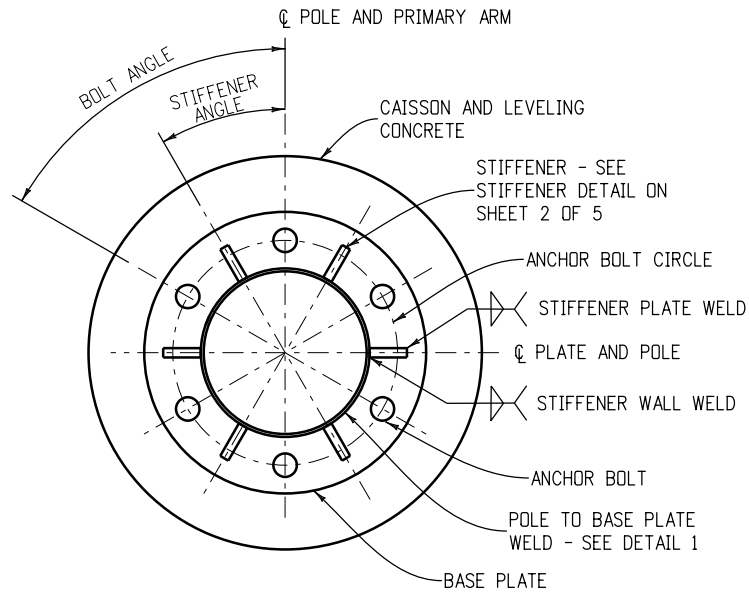
SECTION A
DRAWN WITH $\theta = 30^\circ$



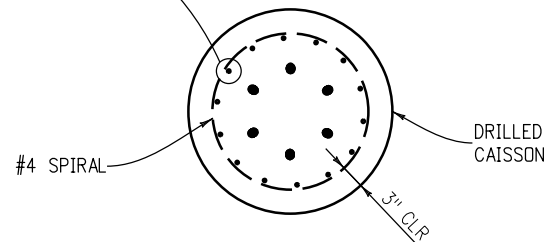
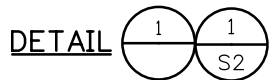
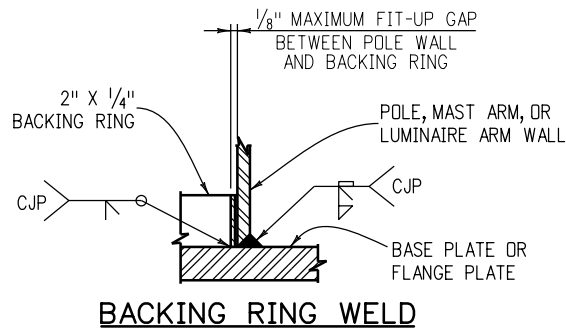
MAST ARM CONNECTION DETAIL

Computer File Information			Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-512-5102 FAX: 303-757-9219 Traffic & Safety Engineering EB	TYPICAL TRAFFIC SIGNAL 15' - 75' DOUBLE MAST ARMS 60' - 75' SINGLE MAST ARM Issued By: Traffic & Safety Engineering Branch July 31, 2019	STANDARD PLAN NO. S-614-40 Sheet No. 3 of 5
Creation Date: 07/04/12			Date:	Comments			
Created By: SCL			07/22/22	Modified Sheet Title			
Last Modification Date: 07/22/22							
Last Modified By: EButta							
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							

MAST ARM LENGTH (FT.)	POLE BASE CONNECTION DATA																	CAISSON DATA				
	STIFFENER								BASE PLATE		ANCHOR BOLT							(FOR SINGLE AND DOUBLE ARM INSTALLATIONS)				
	NO. OF	THK. (IN.)	WIDTH (IN.)	HEIGHT (IN.)	RADIUS (IN.)	ANGLE	WALL WELD (IN.)	PLATE WELD (IN.)	DIA. (IN.)	THK. (IN.)	NO. OF	DIA. (IN.)	LENGTH (IN.)	CIRCLE DIA. (IN.)	HOLE DIA. (IN.)	ANGLE	PROJECTION (IN.)	DIA. (IN.)	DEPTH (D) (FT.)	PAY LENGTH (FT.) (L)	V BARS	
																					SIZE	TOTAL
30	6	0.75	5.0	10	10.600	30.0°	0.25	0.625	24	2.25	6	2.0	63	17.75	2.25	60.0°	11.25	36	12.5	13	#9	11
40	6	0.75	5.5	11	11.841	30.0°	0.25	0.625	27	2.50	6	2.0	63	21.00	2.25	60.0°	11.50	36	14.5	15	#9	11
50	6	0.75	6.5	13	14.327	30.0°	0.25	0.625	32	2.75	6	2.0	63	25.00	2.25	60.0°	11.75	42	16.5	17	#9	14
65	6	0.75	8.0	16	18.063	30.0°	0.25	0.625	39	3.00	6	2.5	63	30.25	2.75	60.0°	12.50	48	20.5	21	#9	18
75	6	0.75	8.5	17	19.309	30.0°	0.25	0.625	42	3.25	6	2.5	63	33.00	2.75	60.0°	12.75	54	20.5	21	#9	23



X = 3/16" FOR LUMINAIRE ARMS AND 1/4" FOR POLES. SEE TABLE ON SHEET 2 OF 5 FOR MAST ARMS.



Computer File Information			Sheet Revisions		CDOT 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-512-5102 FAX: 303-757-9219 Traffic & Safety Engineering EB	TYPICAL TRAFFIC SIGNAL 15' - 75' DOUBLE MAST ARMS 60' - 75' SINGLE MAST ARM	STANDARD PLAN NO.	
Creation Date: 07/04/12	Date:		Comments	S-614-40				
Created By: SCL	07/22/22		Modified Sheet Title					
Last Modification Date: 07/22/22								
Last Modified By: EButta								
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English								Issued By: Traffic & Safety Engineering Branch July 31, 2019
								Sheet No. 5 of 5

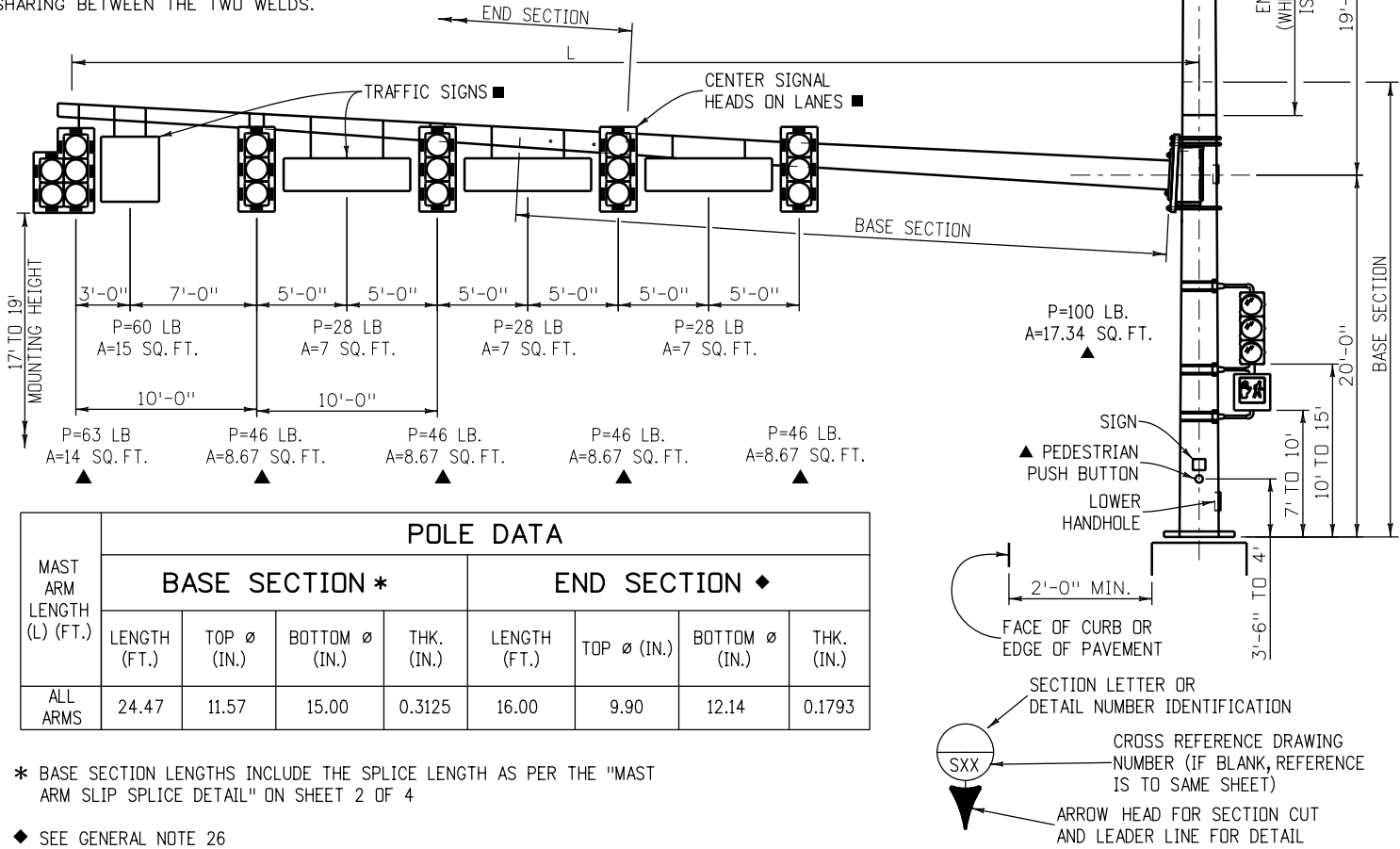
GENERAL NOTES

1. REFER TO THE ROADWAY PLANS FOR THE ACTUAL CONFIGURATION AND LOCATION OF TRAFFIC SIGNAL HEADS AND SIGNS MARKED WITH A ■ .
2. ALL POLES SHALL BE FABRICATED WITH ASTM A572 GRADE 65 STEEL.
3. ALL ARMS SHALL BE FABRICATED WITH ASTM A572 GRADE 65 STEEL OR ASTM A595 GRADE A STEEL WITH A MINIMUM YIELD POINT OF 55 KSI.
4. ALL POLES AND ARMS SHALL COMPLY WITH THE DIMENSIONAL TOLERANCES SPECIFIED IN ASTM A500, A501, OR A595.
5. ALL POLES AND ARMS SHALL BE ROUND OR DODECAGONAL (12 SIDES) TUBES WITH A 0.14 IN/FT TAPER.
6. HARDENED WASHERS SHALL CONFORM TO ASTM F436.
7. ALL POLES AND ARMS SHALL BE GALVANIZED INSIDE AND OUTSIDE AFTER FABRICATION IN ACCORDANCE WITH ASTM A123, UNLESS PAINTING IS CALLED FOR ON THE PLANS. PAINTING SHALL CONFORM TO SECTION 522, DUPLEX COATING SYSTEM.
8. POLE AND MAST ARM SPLICES SHALL BE MECHANICALLY FORCED TOGETHER FOR A SNUG FIT.
9. ALL MAST ARMS MORE THAN 35 FT IN LENGTH SHALL BE TWO PIECE CONSTRUCTION TO LIMIT ARM WEIGHTS.
10. GALVANIZED ASTM A325 H.S. BOLTS SHALL BE USED FOR ATTACHING MAST ARMS. A LUBRICATED TIGHTENING TORQUE OF 178 FT-LBS FOR ¾" DIAMETER BOLTS, AND 1300 FT-LBS FOR 1½" INCH DIAMETER BOLTS SHALL BE USED TO TIGHTEN ALL H.S. BOLTS. MAST ARMS SHALL BE TEMPORARILY SUPPORTED TO TAKE LOAD OFF OF FIELD CONNECTIONS WHILE BOLTS ARE TIGHTENED IN ORDER TO FIRMLY SEAT THE FLANGE PLATE. BOLTS SHALL BE SEQUENTIALLY TIGHTENED.
11. CAST POLE END CAP TO BE SECURED IN PLACE WITH 3 SET SCREWS.
12. ALL SIGNAL HEADS, SIGNS, AND HARDWARE SHALL BE FIELD POSITIONED.
13. ACCESSORIES TO BE HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM A153.
14. ALL PLATES SHALL BE FABRICATED WITH AASHTO M270 (ASTM A709) GRADE 36 STEEL AND SHALL COMPLY WITH THE DIMENSIONAL TOLERANCES SPECIFIED IN ASTM A6. ALL HANDHOLES SHALL BE FABRICATED WITH ASTM A572 GRADE 42 STEEL.
15. LEVELING CONCRETE SHALL BE 3000 PSI AIR ENTRAINED CONCRETE VIBRATED IN PLACE BELOW THE POLE BASE PLATE.
16. CAISSONS SHALL BE PLACED AGAINST UNDISTURBED EARTH. WET OR CAVING HOLES SHALL BE BACKFILLED WITH FLOW-FILL AND REDRILLED AFTER A THREE DAY CURING PERIOD WITHOUT THE USE OF A CASING.
17. CAISSONS SHALL BE CONSTRUCTED WITH AIR ENTRAINED CLASS BZ CONCRETE IN ACCORDANCE WITH SECTION 503 OF THE STANDARD SPECIFICATIONS. REINFORCING STEEL SHALL BE GRADE 60.
18. CAISSON CONCRETE MUST HAVE A MINIMUM COMPRESSIVE STRENGTH OF 2,700 PSI BEFORE INSTALLING THE SIGNAL STRUCTURE; VERIFY CONCRETE STRENGTH WITH MATURITY METER.
19. U-BOLTS AND ANCHOR BOLTS SHALL BE FABRICATED WITH AASHTO M314-90 GRADE 55 STEEL.
20. ANCHOR BOLTS SHALL BE FABRICATED WITH HEAVY HEX NUTS AND FLAT WASHERS, AND EXTENDED A MINIMUM OF ¾" ABOVE THE NUT AFTER COMPLETING THE TIGHTENING PROCESS. THREAD UPPER 12 INCHES AND GALVANIZE UPPER 13 INCHES OF THE ANCHOR BOLTS. FIELD WELDING OF ANCHOR BOLTS TO REBAR DURING ERECTION WILL NOT BE ALLOWED. ANCHOR BOLTS SHALL BE SET WITH A STEEL TEMPLATE UNTIL THE CONCRETE HAS CURED AT LEAST TWO DAYS. THEY SHALL BE TIGHTENED USING THE TURN-OF-NUT METHOD BY FIRST TIGHTENING THEM TO SNUG TIGHT, WHICH IS DEFINED AS THE TIGHTNESS THAT EXISTS WHEN THE UPPER AND LOWER NUTS ARE IN FIRM CONTACT WITH THE BASE PLATE. WITH MAST ARMS FREE TO DEFLECT, THE UPPER AND LOWER NUTS SHALL THEN EACH BE ROTATED AN ADDITIONAL 1/12 TURN (30° ± 5°) WITH A SLUGGING, HYDRAULIC OR AIR IMPACT WRENCH.
21. WELDING OF STEEL SHALL CONFORM TO THE REQUIREMENTS OF ANSI/AWS D1.1. ALL AREAS TO BE WELDED SHALL BE GROUND TO BRIGHT METAL. ALL WELDING AND REQUIRED TESTING SHALL BE COMPLETE BEFORE ANY MATERIAL IS GALVANIZED. ALL CIRCUMFERENTIAL WELDS SHALL BE NON-DESTRUCTIVELY TESTED USING THE ENHANCED MAGNETIC PARTICLE METHOD IN ACCORDANCE WITH SUBSECTION 509.18 (d) OF THE STANDARD SPECIFICATIONS. THE ACCEPTANCE CRITERIA IS STATED IN TABLE 6.1 OF ANSI/AWS D1.1. ALL LONGITUDINAL WELDS WITHIN 6 INCHES OF FULL PENETRATION CIRCUMFERENTIAL GROOVE WELDS AND FULL PENETRATION GROOVE WELDS SHALL BE INSPECTED AS SPECIFIED ABOVE. MAXIMUM WELD UNDERCUT SHALL BE 0.01 INCHES.
22. ALL ELECTRICAL CONNECTIONS TO THE SIGNALS SHALL BE GROUNDED IN ACCORDANCE WITH APPLICABLE ELECTRICAL CODES.
23. CERTIFIED MILL TEST REPORTS INCLUDING CHARPY V-NOTCH (CVN) TEST RESULTS, WELD INSPECTION REPORTS AND ENHANCED MAGNETIC PARTICLE TEST REPORTS SHALL BE SUBMITTED TO CDOT STAFF BRIDGE, 2829 W HOWARD PLACE, DENVER COLORADO 80204 AS SOON AS THEY BECOME AVAILABLE. CVN TEST RESULTS FOR ASTM A572 GRADES 42, 55 AND 65 STEEL SHALL HAVE A MINIMUM VALUE OF 15 FT-LBS AT 40°F AS PER THE H FREQUENCY TEST REQUIREMENTS IN AASHTO T243 (ASTM A673).
24. SHOP DRAWINGS SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW IN ACCORDANCE WITH SUBSECTION 105.02 OF THE STANDARD SPECIFICATIONS.
25. TRAFFIC SIGNALS MOUNTED ON MAST ARMS SHALL BE FURNISHED WITH ASTRO TYPE MOUNTING BRACKETS.
26. END SECTION DIAMETERS MUST BE INCREASED TO ACCOMMODATE OUT-OF-ROUNDNESS, GALVANIZING THICKNESS AND SEAM WELD PROFILES TO PROVIDE THE MINIMUM REQUIRED ARM SLIP SPLICE LENGTHS AND POLE MEMBER OVERLAPS.
27. SECURE ARM FLANGE PLATE, POLE BASE PLATE, AND CONNECTION FACE PLATE DURING WELDING TO PREVENT DISTORTION.
28. IF THE VERTICAL DEFLECTIONS DURING A 10 TO 20 MPH WIND EXCEED THE GALLOPING DEFLECTION LIMITS LISTED IN THE TABLE ON SHEET 2 OF 4, THE OWNER SHALL INSTALL AN ALUMINUM SIGN BLANK (16" X 66" OR LARGER) NEAR THE FREE END OF THE TRAFFIC SIGNAL MAST ARM. SAID SIGN BLANK SHALL BE ROTATED ABOUT THE LONGITUDINAL AXIS OF THE ARM WHILE THE WIND BLOWS TO MINIMIZE THE GALLOPING DEFLECTIONS. CONTACT STAFF BRIDGE FOR MORE INFORMATION.
29. ONE DRILLED HOLE WITH A MAXIMUM DIAMETER OF ¾" IS ALLOWED AT LOCATIONS MARKED WITH A ▲ TO ACCOMMODATE ELECTRICAL WIRING.
30. SEE S-614-42 AND S-614-43 FOR "CABINET FOUNDATION DETAILS" AND "TRAFFIC LOOP AND MISC. SIGNAL DETAILS" RESPECTIVELY.

31. SIGNAL FACES SHALL BE THE SAME SIZE WITHIN EACH SIGNAL HEAD.
32. A TRAFFIC CONTROL DEVICE THAT IS BEING REPLACED OR REFURBISHED BECAUSE IT IS DAMAGED, MISSING, OR NO LONGER SERVICEABLE FOR ANY REASON SHALL BE REPLACED WITH A DEVICE COMPLIANT WITH ALL APPLICABLE CDOT STANDARDS AND SPECIFICATIONS

DESIGN DATA

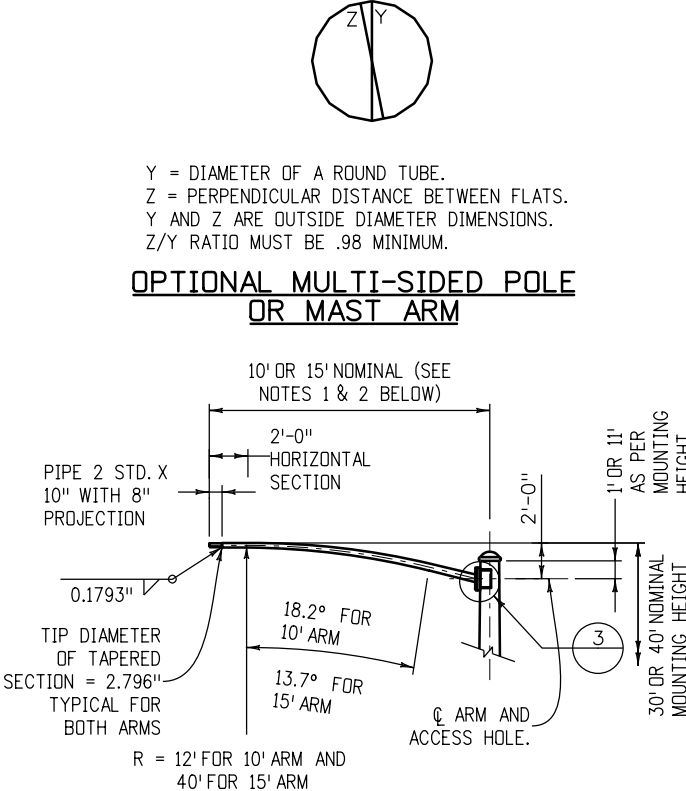
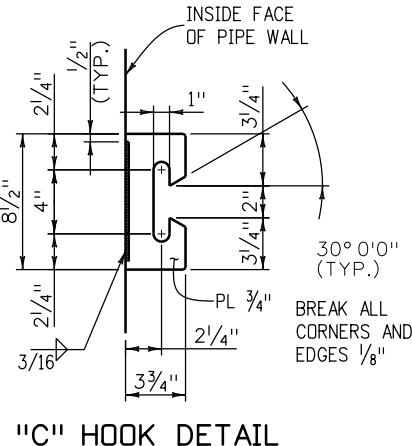
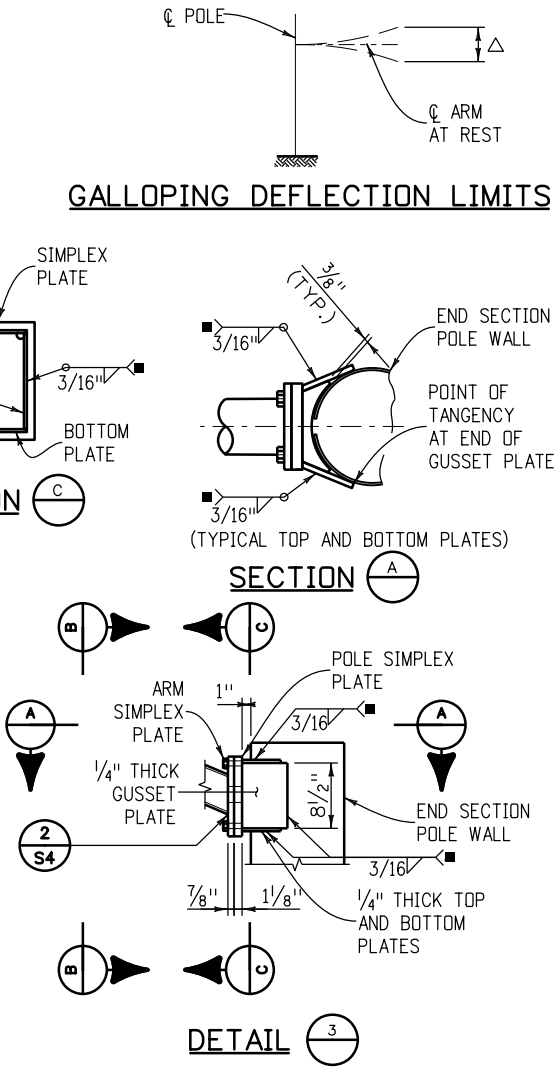
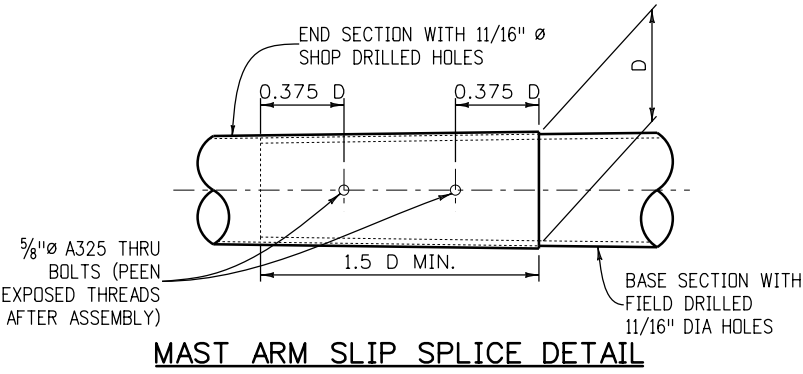
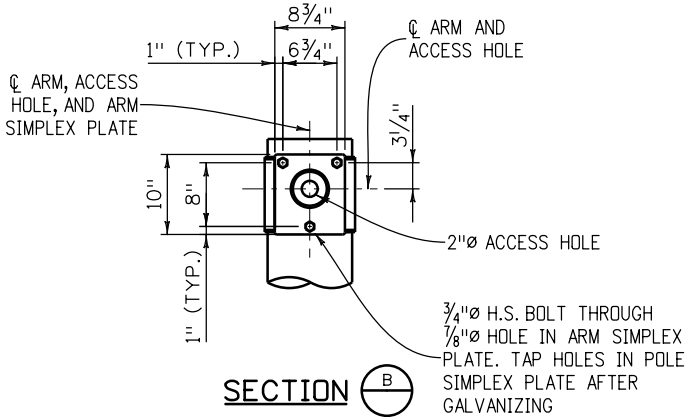
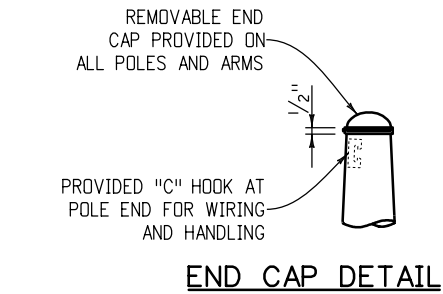
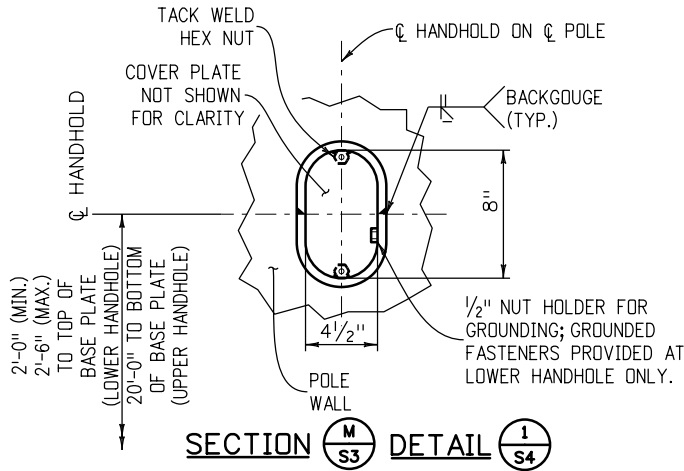
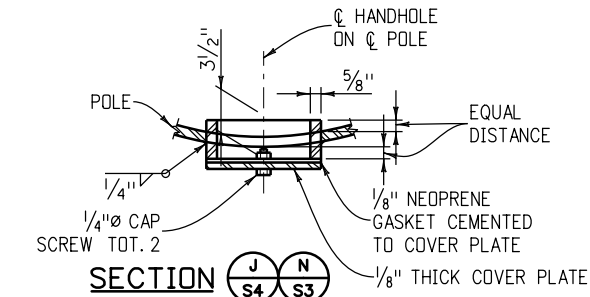
1. DRAWING SHOWN HAS 5 SIGNAL HEADS, SHORTER ARM LENGTHS MAY HAVE FEWER HEADS. THIS CONFIGURATION IS INTENDED TO REPRESENT A WORST CASE LOADING SITUATION.
2. THE DESIGNS HEREIN ASSUME THAT SIGNALS ARE INSTALLED WITHIN THE ROADWAY EARTHWORK PRISM WITH THE FOLLOWING SOIL PARAMETERS:
SOIL DENSITY ρ = 110 LB./CU.FT.
SOIL COHESION = 750 LB./SQ.FT. FOR MEDIUM STIFF COHESIVE SOIL
SOIL ϕ ANGLE = 30° FOR MEDIUM DENSE COHESIONLESS SOIL
SF = 1.25 FOR TORSIONAL RESISTANCE AND 3.0 FOR FLEXURAL RESISTANCE
3. CONTACT THE ENGINEER IF ANY OF THE FOLLOWING SOIL CONDITIONS ARE ENCOUNTERED DURING DRILLING:
(A) SIGNALS WILL NOT BE INSTALLED WITHIN THE ROADWAY EARTHWORK PRISM.
(B) THE SOIL HAS A HIGH ORGANIC CONTENT OR CONSISTS OF SATURATED SILT AND CLAY.
(C) THE SITE WON'T SUPPORT THE WEIGHT OF THE DRILLING RIG.
(D) THE FOUNDATION SOILS ARE NOT HOMOGENOUS.
(E) FIRM BEDROCK IS ENCOUNTERED
4. TRAFFIC SIGNAL STRUCTURES HAVE BEEN DESIGNED IN ACCORDANCE WITH THE AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS LUMINAIRES, AND TRAFFIC SIGNALS, FOURTH EDITION, 2001.
5. A DESIGN WIND VELOCITY OF 100 MPH AND ONE 12' LANE WITH A 65 MPH TRUCK INDUCED GUST LOADING HAVE BEEN USED FOR THE DESIGNS HEREIN.
6. GALLOPING LOADS ARE EXCLUDED FROM FATIGUE DESIGN AND CATEGORY TWO IMPORTANCE FACTORS HAVE BEEN USED.
7. THE SOCKET WELD OPTION IS LIMITED TO 150% OF THE ALLOWABLE FATIGUE STRESS FOR AN E' WELD IN ORDER TO RECOGNIZE THE BENEFICIAL EFFECTS DERIVED FROM LOAD SHARING BETWEEN THE TWO WELDS.



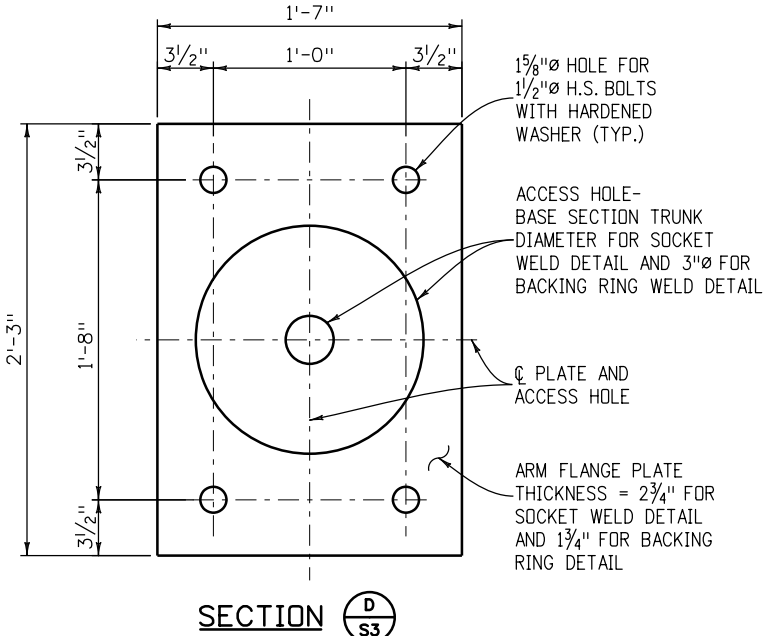
Computer File Information		R-2 R-1	Sheet Revisions		 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	ALTERNATE TRAFFIC SIGNAL 15' - 55' SINGLE MAST ARM		STANDARD PLAN NO.
Creation Date: 07/04/12			Date:	Comments		Issued By: Traffic & Safety Engineering Branch July 31, 2019	S-614-40A	
Created By: SCL			01/09/26	Added general notes 31 & 32				
Last Modification Date: 01/09/2026			07/22/22	Modified Sheet Title				
Last Modified By: YSaucedo								
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English								

MAST ARM LENGTH (L) (FT.)	MAST ARM DATA								GALLOPING DEFLECTION LIMITS (Δ) (IN) ●
	BASE SECTION ★				END SECTION ◆				
	LENGTH (FT.)	TIP Ø (IN.)	TRUNK Ø (IN.)	THK (IN.)	LENGTH (FT.)	TIP Ø (IN.)	TRUNK Ø (IN.)	THK. (IN.)	
25	23.92	6.65	10.00	0.2391	N.A.	N.A.	N.A.	N.A.	★
35	33.92	7.50	12.25	0.2391	N.A.	N.A.	N.A.	N.A.	★
45	25.16	9.73	13.25	0.3125	20.00	7.46	10.26	0.1793	6"
55	25.34	11.20	14.75	0.3125	30.00	7.56	11.76	0.1793	11"

- ★ BASE SECTION LENGTH INCLUDES THE SPLICE LENGTH AS PER THE "MAST ARM SLIP SPLICE DETAIL" BELOW.
- ◆ SEE GENERAL NOTE 26 ON SHEET 1 OF 4.
- SEE GENERAL NOTE 28 ON SHEET 1 OF 4.
- ★ DEFLECTION TOO SMALL TO MEASURE.
- STOP ALL WELDS 1/2" SHORT OF PLATE EDGES AND BOLT HOLES.



- LUMINAIRE ARM NOTES**
- 10' LUMINAIRE ARM SHAFT: WALL THICKNESS = 0.1793"; LINEAR TAPER = 0.14 IN./FT.; DIAMETER AT ARM SIMPLEX PLATE = 4.066".
 - 15' LUMINAIRE ARM SHAFT: WALL THICKNESS = 0.1793"; LINEAR TAPER = 0.14 IN./FT.; DIAMETER AT ARM SIMPLEX PLATE = 4.679".



Computer File Information	
Creation Date: 07/04/12	
Created By: SCL	
Last Modification Date: 07/22/22	
Last Modified By: EButta	
CAD Ver.: MicroStation V8	Scale: Not to Scale Units: English

Sheet Revisions	
Date:	Comments
07/22/22	Modified Sheet Title

Colorado Department of Transportation

2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-512-5102
FAX: 303-757-9219

Traffic & Safety Engineering

EB

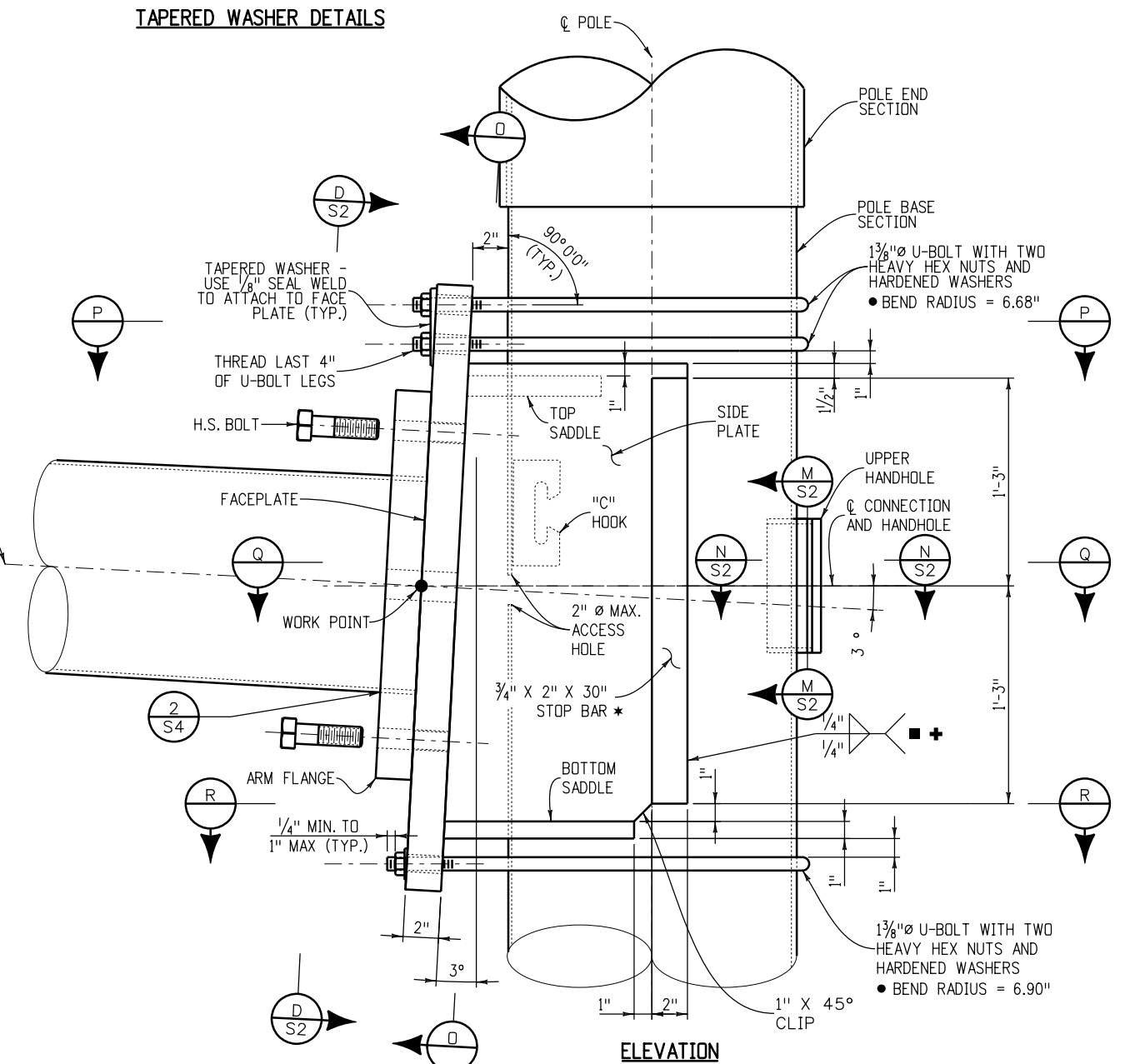
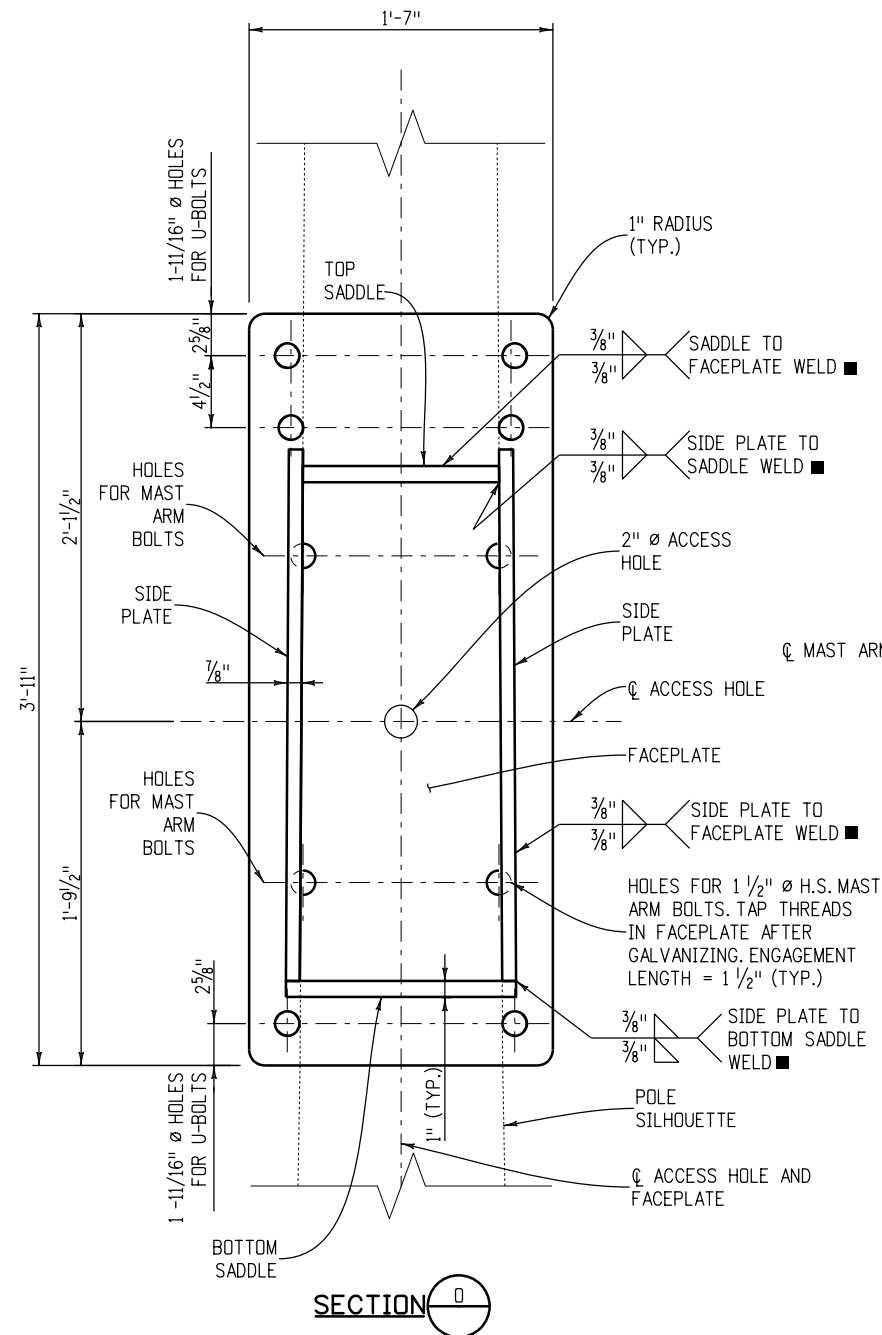
ALTERNATE TRAFFIC SIGNAL

15' - 55' SINGLE MAST ARM

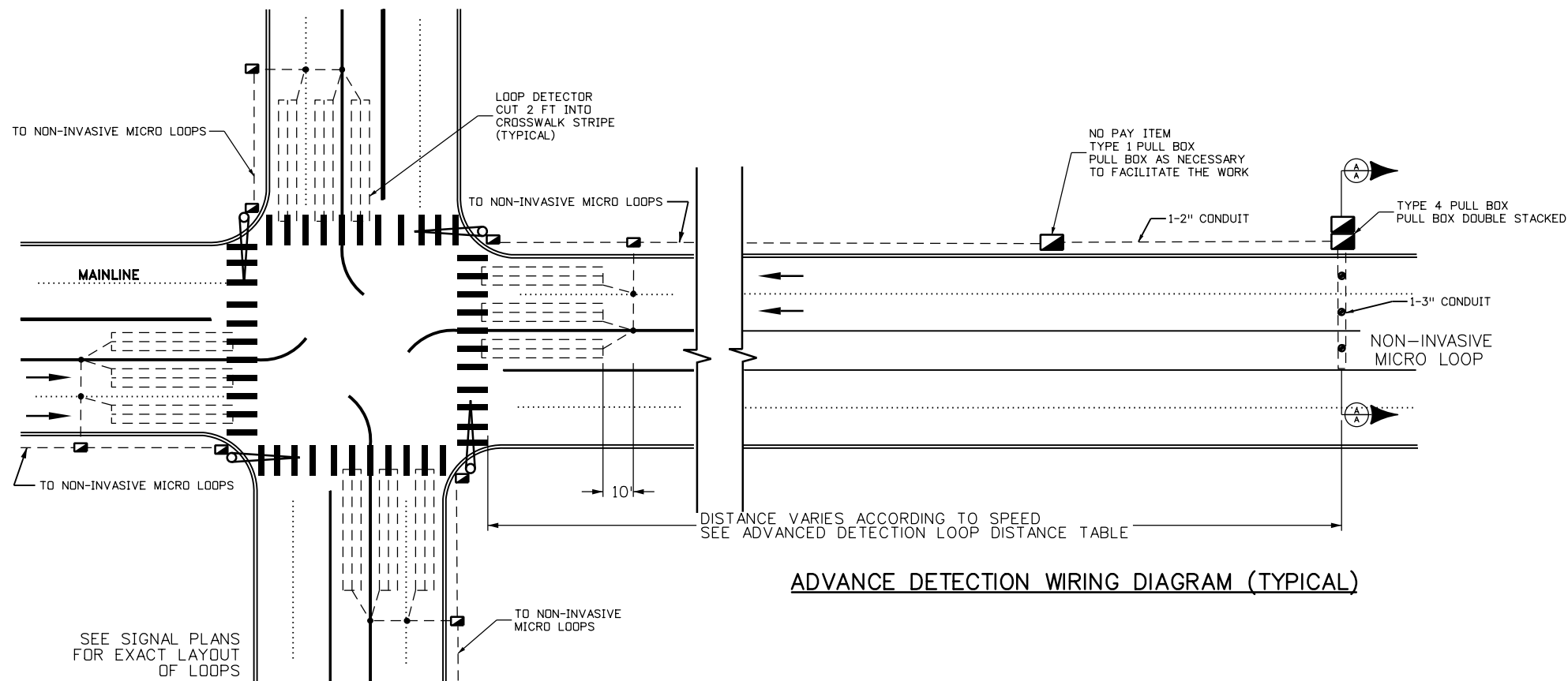
Issued By: Traffic & Safety Engineering Branch July 31, 2019

STANDARD PLAN NO.
S-614-40A
Sheet No. 2 of 4

-
- Technical drawing of a 1/2 inch diameter plate with chamfers. The drawing includes a side view, a front view, and a detail view of the chamfer.
- Side View:** Shows a plate with a 3° chamfer. Dimensions include 15/8" for the chamfer width, 4 1/2" for the total width, 15/8" for the remaining width, and 1/4" for the plate thickness.
- Front View:** Shows a plate with a 3° chamfer. Dimensions include 15/8" for the chamfer width, 3/4" for the total width, 15/8" for the remaining width, and 3/4" for the plate thickness.
- Detail View:** Shows a chamfer side plate 3/8" x 45° to clear the weld.



Computer File Information		R=1 0000	Sheet Revisions		Colorado Department of Transportation		ALTERNATE TRAFFIC SIGNAL		STANDARD PLAN NO.	
Creation Date: 07/04/12			Date:	Comments	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-512-5102 FAX: 303-757-9219 Traffic & Safety Engineering EB		15' - 55' SINGLE MAST ARM		S-614-40A	
Created By: SCL			07/22/22	Modified Sheet Title						
Last Modification Date: 07/22/22										
Last Modified By: EButta										
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English										
						Issued By: Traffic & Safety Engineering Branch July 31, 2019		Sheet No. 3 of 4		



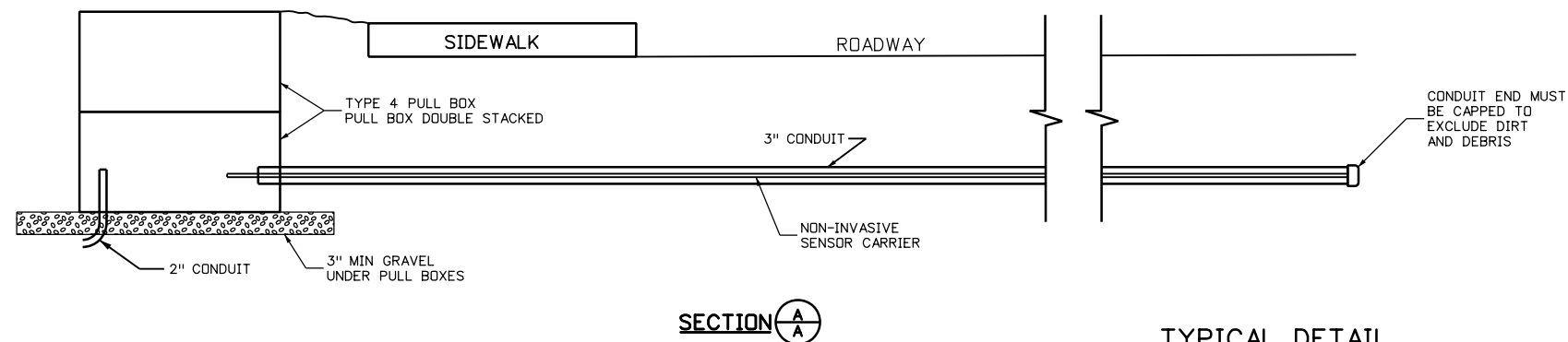
ADVANCED DETECTION LOOP
DISTANCE TABLE

APPROACH SPEED		DISTANCE FROM INTERSECTION
MPH	KM/HR	FEET
35	56	254
40	64	284
45	72	327
50	80	353
55	88	386

LEGEND

CONTROLLER AND CABINET.....	☒
ELECTRICAL CONDUIT AND PULL BOX...	--- ☐ ---
LOOP DETECTOR.....	[=====]
PULLBOX (SPECIAL).....	●
MICRO DETECTOR.....	Ⓢ

INTERSECTION DETECTOR WIRING DIAGRAM (TYPICAL)
(NOT TO SCALE)



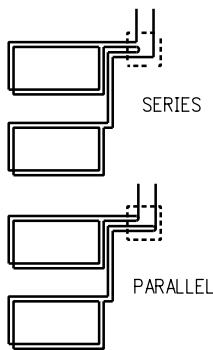
TYPICAL DETAIL
NON-INVASIVE MICRODETECTOR
(DILEMMA ZONE)

NOTES

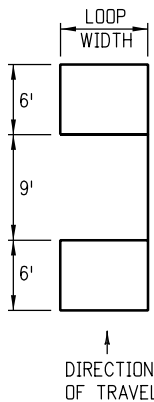
1. ALL PULL BOXES ARE NOT TO BE PAID FOR SEPERATELY, BUT SHALL BE INCLUDED IN THE COST OF THE CONDUIT. EXCEPT FOR WHERE CALLED OUT IN THE PLANS.
2. ALL PULL BOXES PLACED FOR THE "ADVANCED DETECTION WIRING" SHALL BE PLACED APPROXIMATELY EVERY 100 FEET AND SHALL BE INCLUDED IN THE COST OF THE CONDUIT.
3. FOR LAYOUT OF LOOP DETECTORS AND CONDUIT, THE CONTRACTOR SHALL NOTIFY CDOT REGION TRAFFIC ENGINEERS, TWO WORKING DAYS IN ADVANCE.
4. SEE PLANS FOR ACTUAL LANE CONFIGURATIONS.

Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS		STANDARD PLAN NO.
Creation Date: 07/31/19		Date:	Comments				S-614-43
Created By: AVU	(R-3)	04/04/24	UPDATED NOTE 3				Standard Sheet No. 1 of 8
Last Modification Date: 04/04/24	(R-2)	04/04/24	MOVED SHEET 6 STANDARD				
Last Modified By: AVU	(R-1)	04/04/24	PULL BOXES TO S-613-3				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English			UPDATED SHEET NUMBERING			Issued By: Traffic & Safety Engineering Branch July 31, 2019	Project Sheet Number:

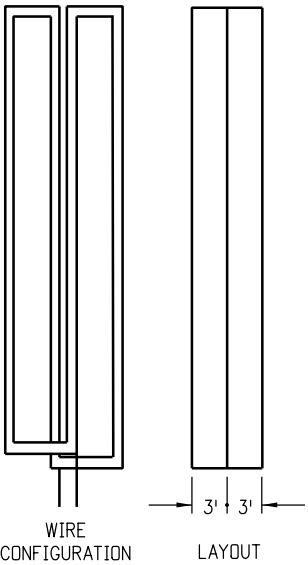
WIRE CONFIGURATION



LAYOUT



STANDARD LOOP



QUADRAPOLE LOOP

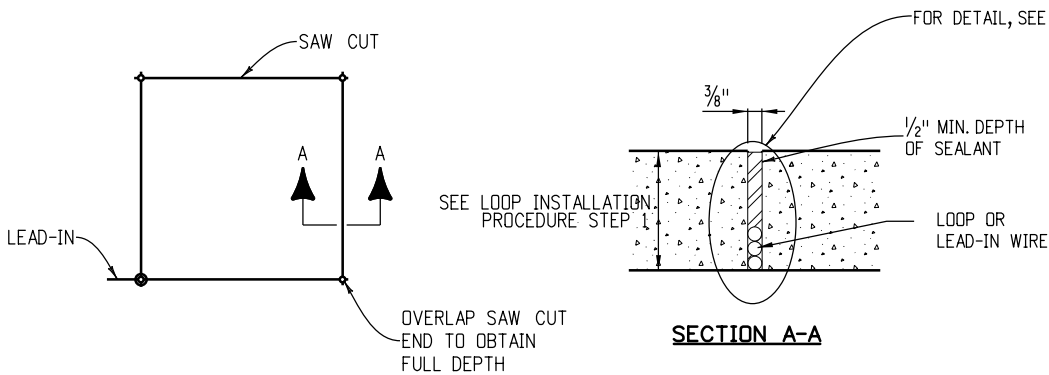
STANDARD LOOP - WIRING AND CONNECTION TABLE

NO. OF LOOPS	WIDTH OF LOOP (FEET)									
	6	8	10	12	14	16	18	20	24-36	40+
1	4	3	3	3	3	3	3	3	2	2
2	3S	3S	3S	3P	2S	2S	2S	2S	2S	2P
3	3S	3S	2S	2S	3SP	3SP	3SP	3SP	2SP	2P
4	3SP	3SP	3SP	2SP	3SP	3SP	3SP	2SP	2SP	2SP

Turns per loop and type connection
(S = Series, P = Parallel)

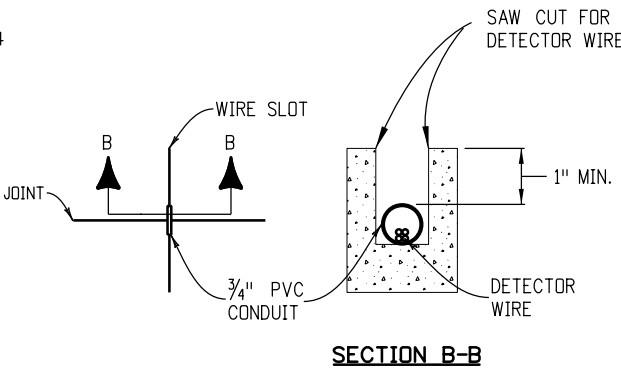
LOOP INSTALLATION PROCEDURE

- CUT SLOTS IN PAVEMENT TO 3 INCH MINIMUM DEPTH (4 INCH MINIMUM FOR RAMP METERS).
- CLEAN AND DRY SLOTS WITH OIL-FREE COMPRESSED AIR.
- ONE CONTINUOUS LENGTH OF 14/IC, RHW, USE, XLPE, RHW, OR THWN WIRE SHALL BE USED FOR EACH LOOP FROM SIGNAL BASE OR PULL BOX AROUND THE LOOP WITH THE NUMBER OF TURNS SPECIFIED AND BACK TO THE SIGNAL BASE OR PULL BOX. LOOP WIRE SHALL BE DUCT TYPE.
- SPLICE LEAD-IN IN FIRST PULL BOX ON THE SIDE OF THE ROADWAY.
- USE A BLUNT, NON-METALLIC INSTRUMENT TO PUSH WIRE INTO SLOT. DO NOT COIL LEADS.
- CONNECT DETECTOR AND TEST LOOP.
- INSTALL LOOPS BEFORE FINAL LIF OF ASPHALT ON MILL AND FILL PROJECTS.
- SEAL SLOTS AS SPECIFIED.



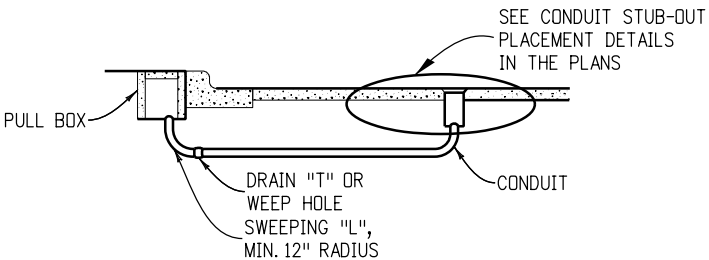
VEHICLE DETECTOR LOOP
SAW CUT DETAILS

(FOR USE WITH VINYL TUBING ENCASED
LOOP DETECTOR WIRE)



DETECTOR WIRE ACROSS
BRIDGE JOINTS

QUADRAPOLE LOOPS SHALL BE OF THE SIZE SHOWN
UNLESS OTHERWISE ON THE PLANS.



LOOP DETECTOR LEAD-IN

Computer File Information

Creation Date: 07/14/12
Created By: KEN
Last Modification Date: 04/04/24
Last Modified By: AVU
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English

Sheet Revisions

Date:	Comments
04/04/24	UPDATED SHEET NUMBERING

Colorado Department of Transportation



Traffic Safety & Engineering

EB

2829 W. Howard Pl.
Denver, CO 80204
Phone: 303-757-9436
FAX: 303-757-9219

TRAFFIC LOOP AND
MISCELLANEOUS SIGNAL
DETAILS

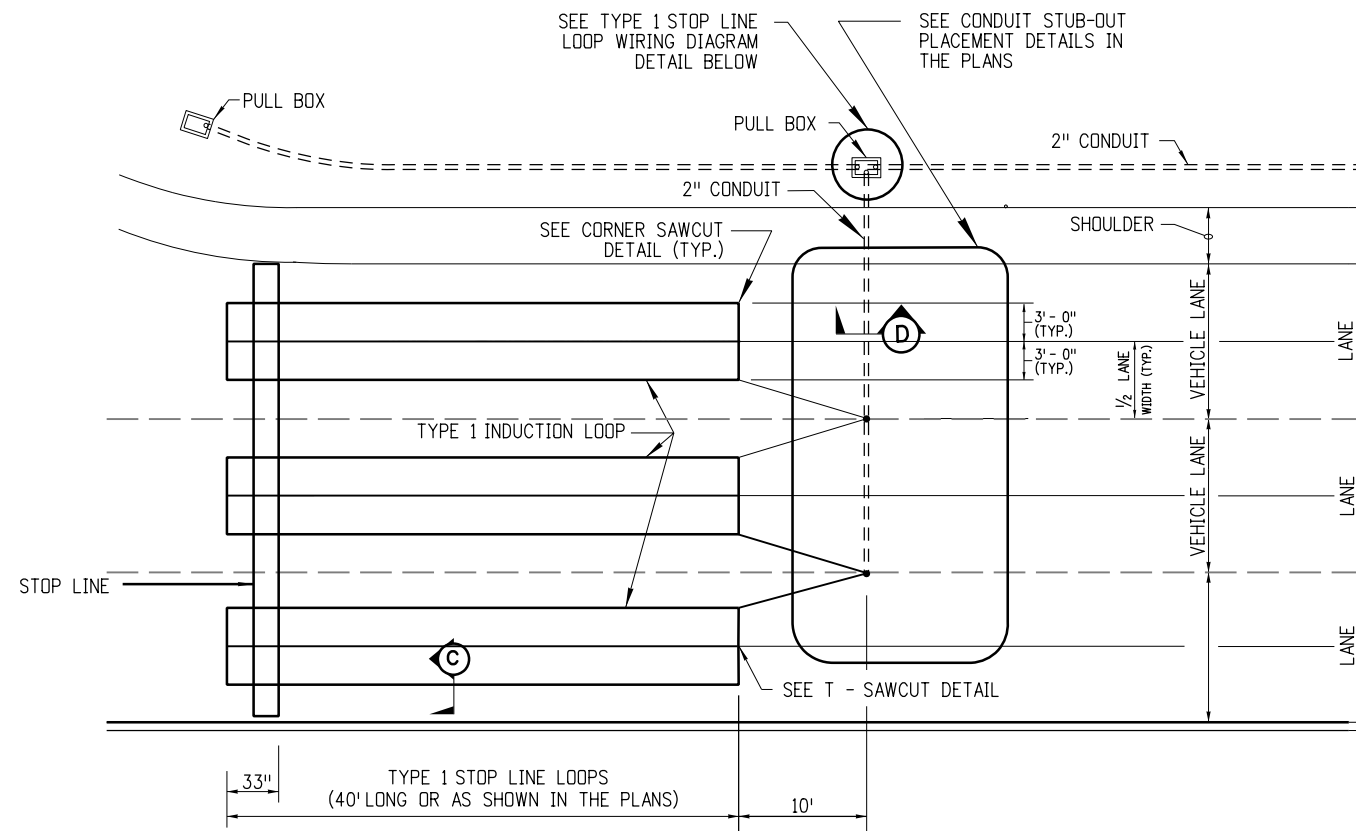
Issued By: Traffic & Safety Engineering Branch July 31, 2019

STANDARD PLAN NO.

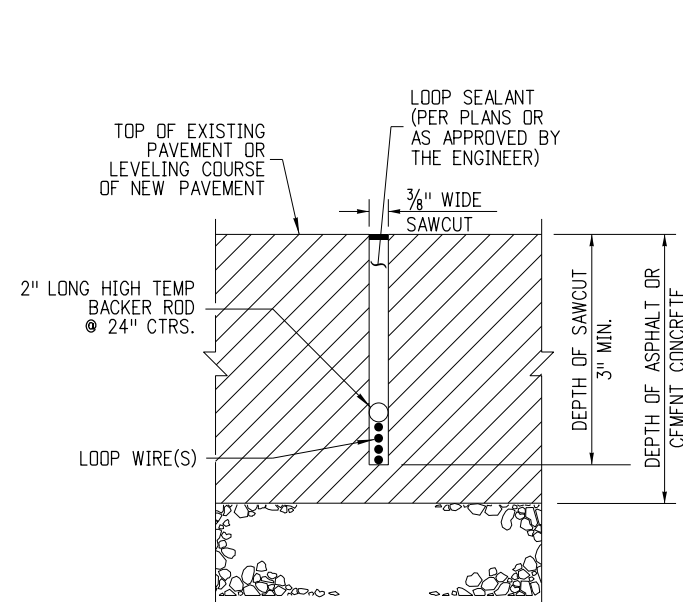
S-614-43

Standard Sheet No. 2 of 8

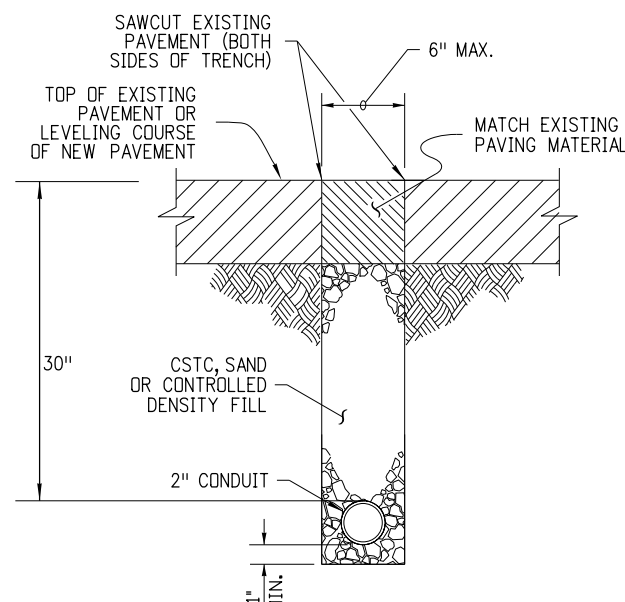
Project Sheet Number:



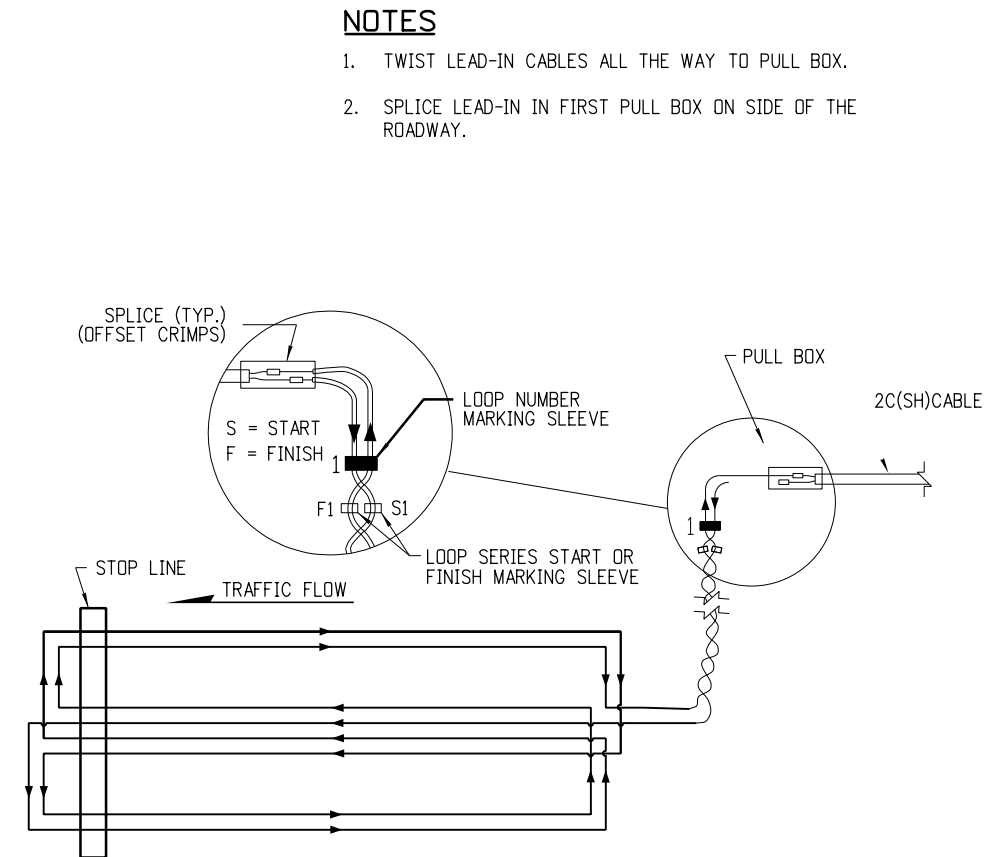
TYPE 1 STOP LINE LOOPS - PLAN VIEW



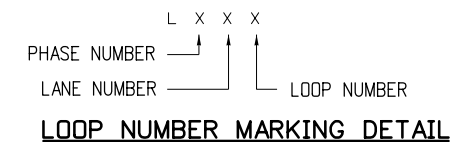
SECTION C-C



SECTION D-D

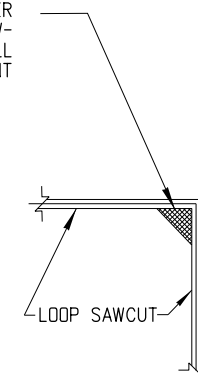


TYPE 1 STOP LINE LOOP WIRING DIAGRAM



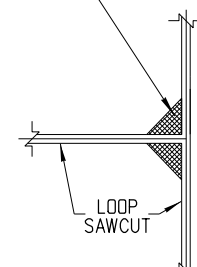
LOOP NUMBER MARKING DETAIL

CHISEL OUT 1/8" TO 1/2" CORNER
REMOVE PAVEMENT TO SAW-
CUT DEPTH AND FILL
WITH SEALANT



CORNER SAWCUT DETAIL

CHISEL OUT 1/8" TO 1/2" CORNER
REMOVE PAVEMENT TO SAW-
CUT DEPTH AND FILL
WITH SEALANT (TYP.)



T - SAWCUT DETAIL

TYPE 1 INDUCTION LOOP

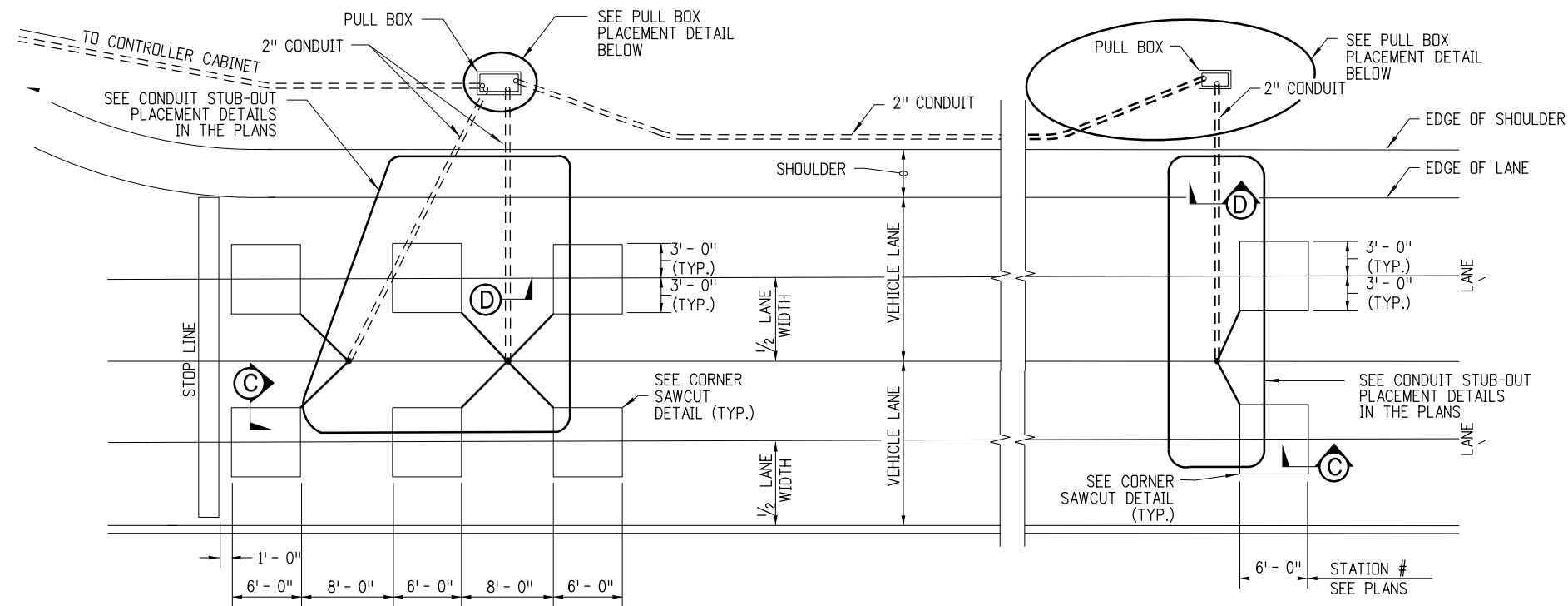
NOTES

1. TWIST LEAD-IN CABLES ALL THE WAY TO PULL BOX.
2. SPLICE LEAD-IN IN FIRST PULL BOX ON SIDE OF THE ROADWAY.

Computer File Information		Sheet Revisions		Colorado Department of Transportation Traffic Safety & Engineering EB	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS Issued By: Traffic & Safety Engineering Branch July 31, 2019	STANDARD PLAN NO.
Creation Date: 07/14/12	R-1 000 000	Date:	Comments			S-614-43
Created By: KEN		04/04/24	UPDATED SHEET NUMBERING			Standard Sheet No. 3 of 8
Last Modification Date: 04/04/24						
Last Modified By: AVU						
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English						Project Sheet Number:

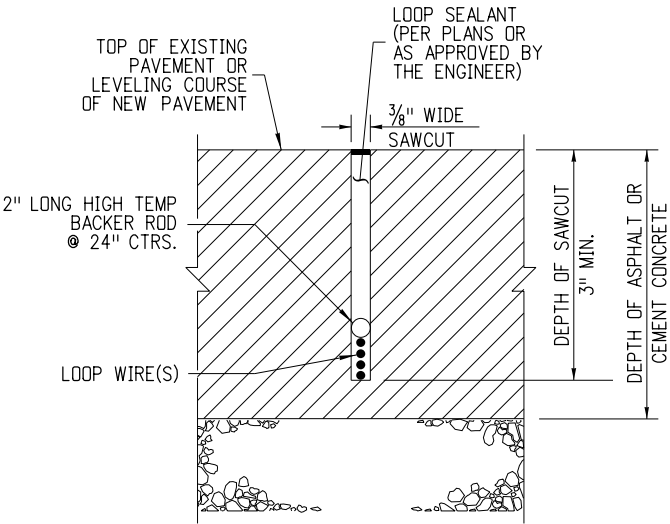
NOTES

1. ALL OF THE LOOP LEAD-IN WIRES SHALL RETURN TO THE PULL BOX.

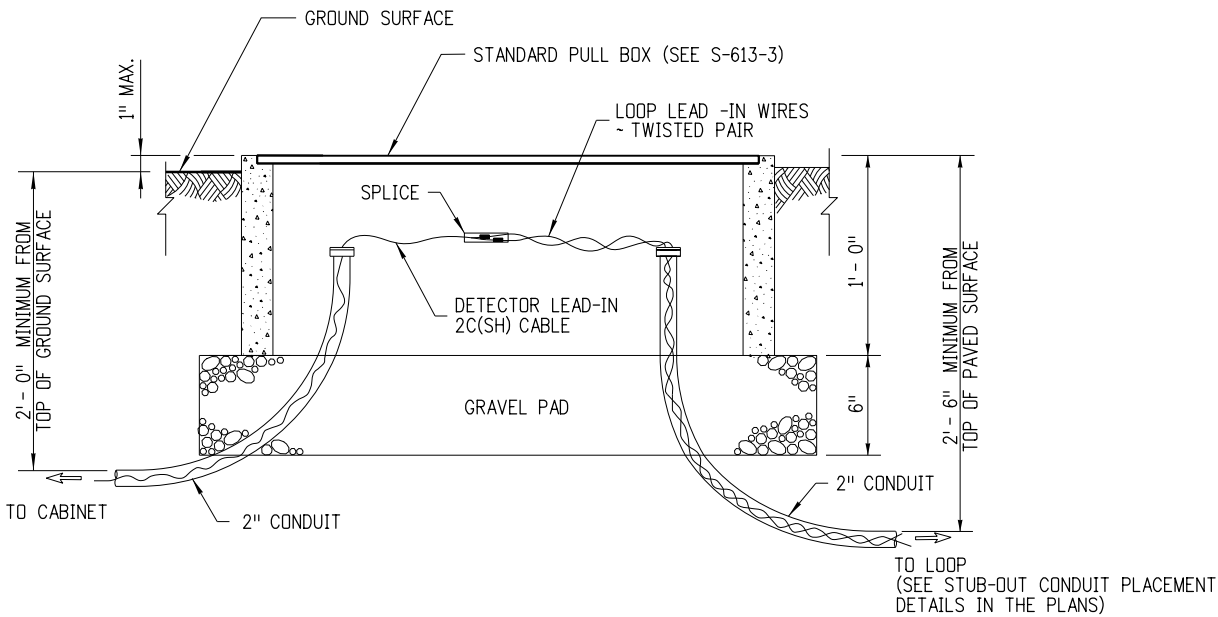


TYPE 2 STOP LINE LOOPS

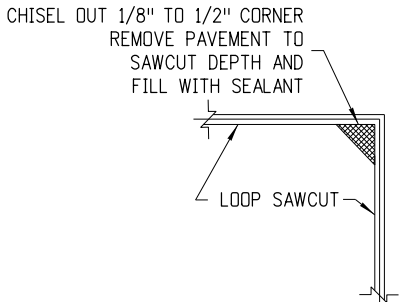
TYPE 2 ADVANCE LOOPS



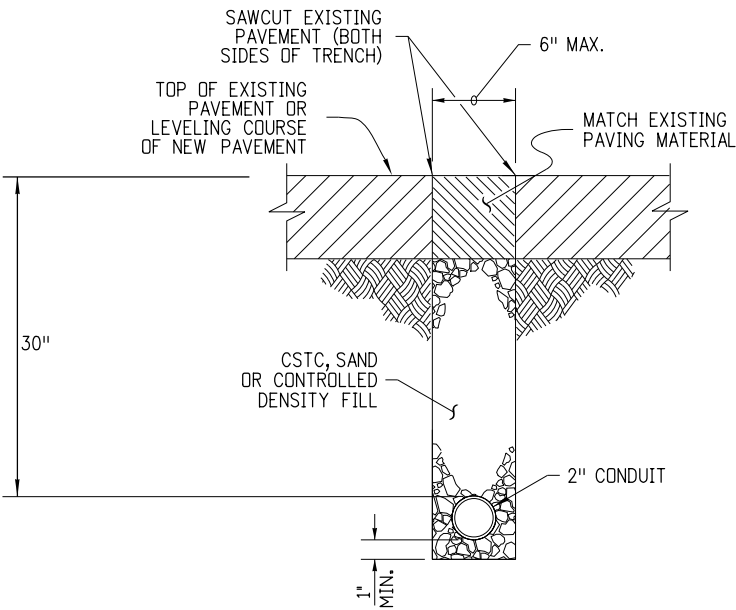
SECTION C-C



PULL BOX PLACEMENT DETAIL



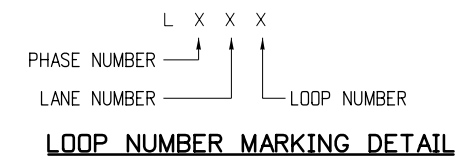
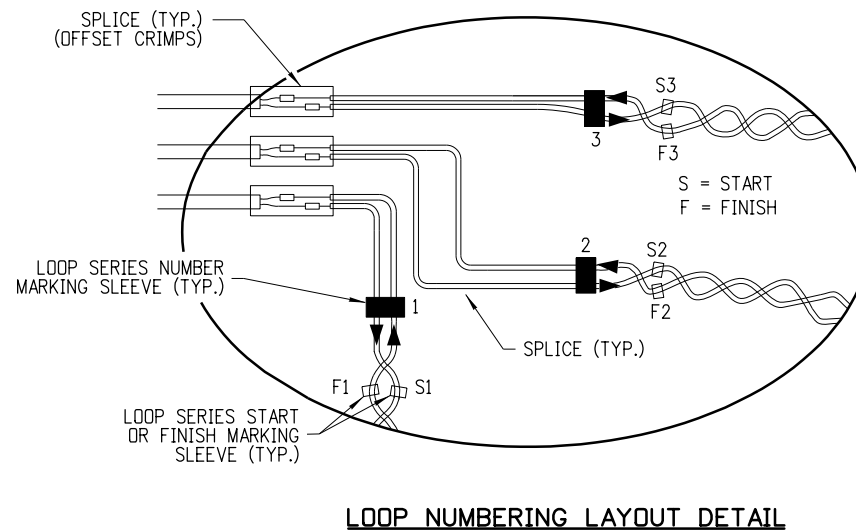
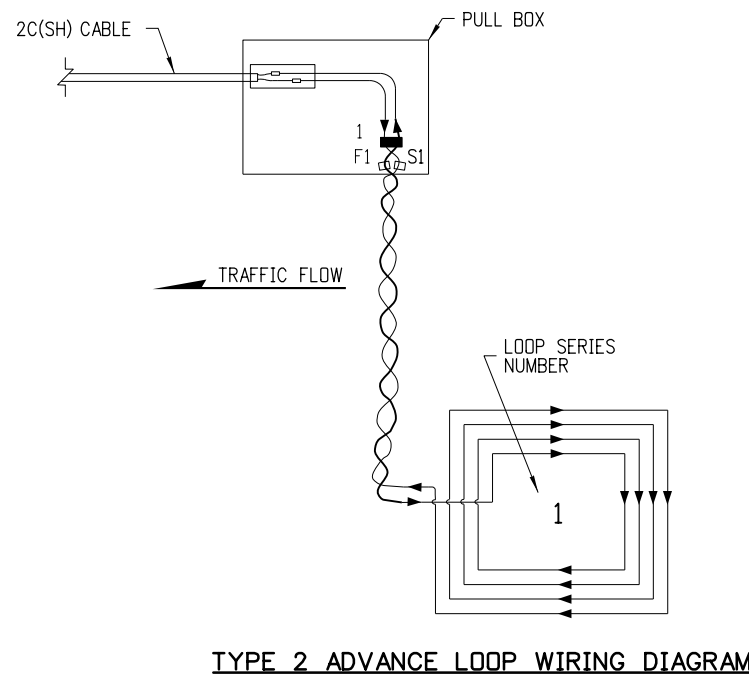
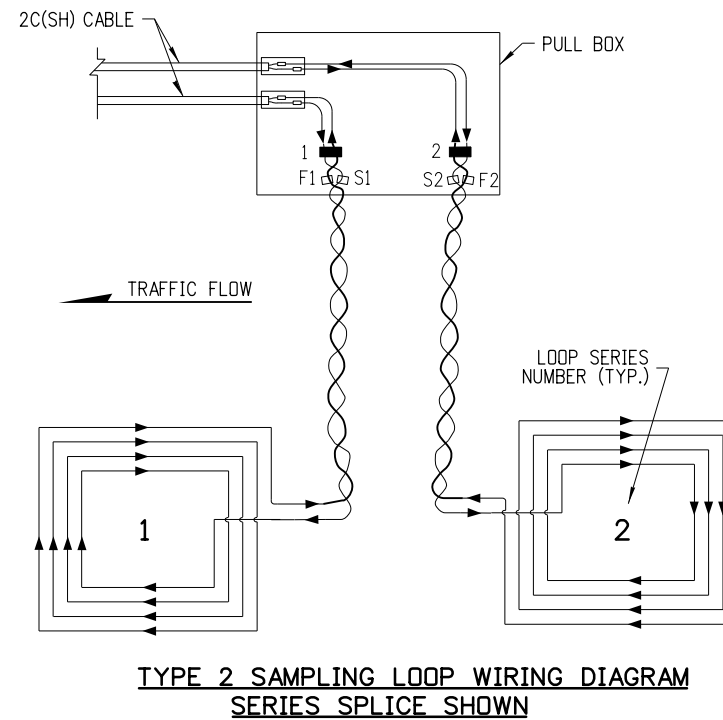
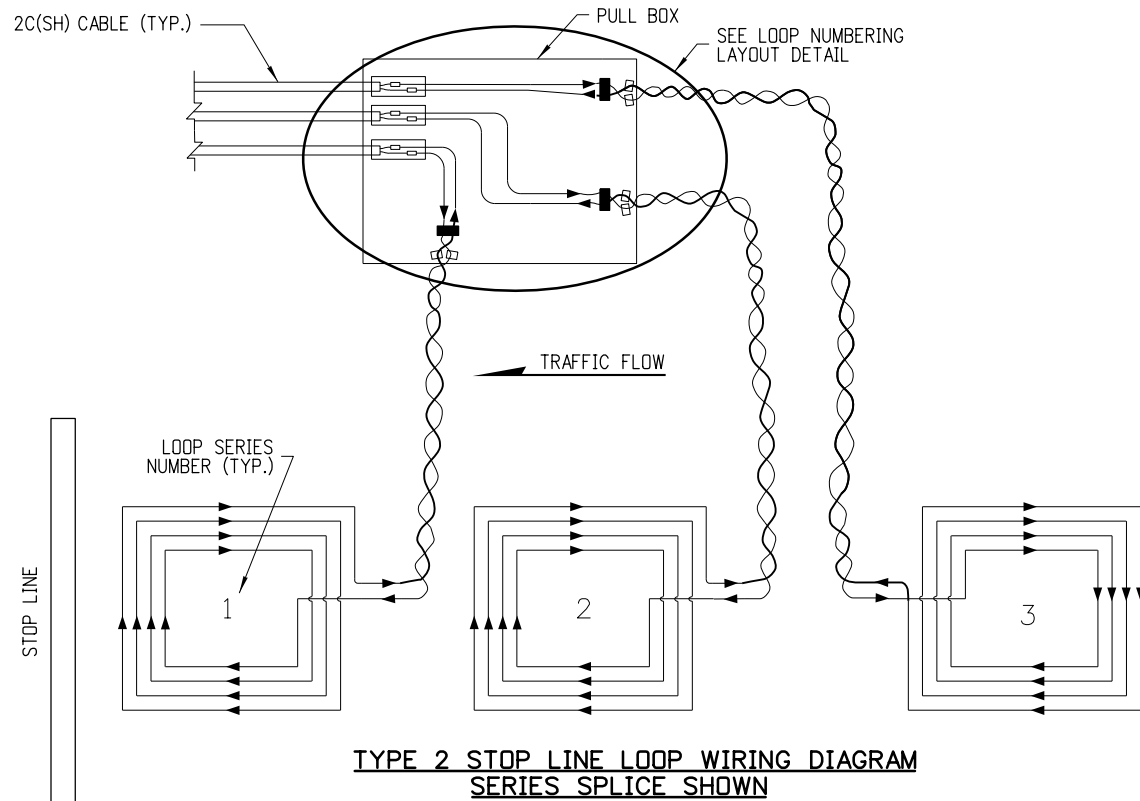
CORNER SAWCUT DETAIL



SECTION D-D

TYPE 2 INDUCTION LOOPS (FOR CONVENTIONAL HIGHWAYS)

Computer File Information		R-2 R-1	Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS	STANDARD PLAN NO.
Creation Date: 07/14/12	Date:		Comments	S-614-43			
Created By: KEN	04/04/24		UPDATED PULL BOX PLACEMENT DETAIL	Standard Sheet No. 4 of 8			
Last Modification Date: 04/04/24			REFERENCE TO STANDARD PULL BOX				
Last Modified By: AVU	04/04/24		UPDATED SHEET NUMBERING				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English						Issued By: Traffic & Safety Engineering Branch July 31, 2019	Project Sheet Number:

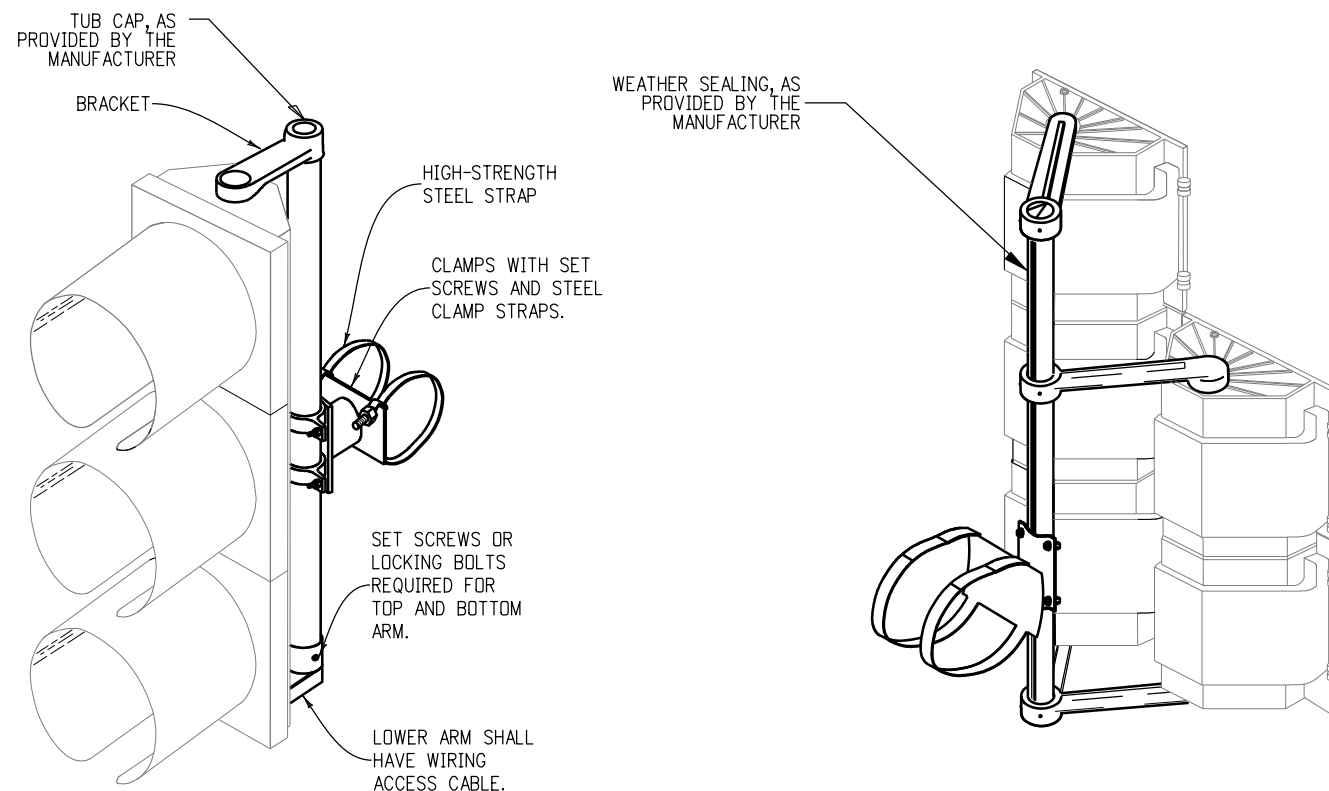


NOTES

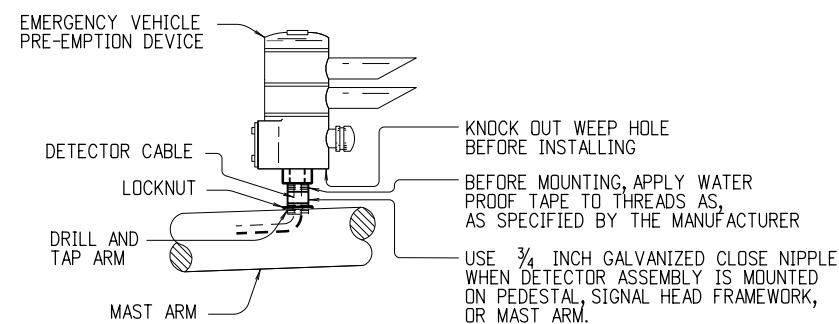
1. FOR WIRING AND CONDUIT LAYOUT, SEE CONDUIT STUB-OUT PLACEMENT DETAIL IN PLANS.
2. SPLICE LEAD-IN IN FIRST PULL BOX ON THE SIDE OF THE ROADWAY.

TYPE 2 INDUCTION LOOP

Computer File Information		R-1 000 000	Sheet Revisions		Colorado Department of Transportation		TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS		STANDARD PLAN NO.	
Creation Date: 07/14/12			Date:	Comments	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 FAX: 303-757-9219 Traffic Safety & Engineering EB	Issued By: Traffic & Safety Engineering Branch July 31, 2019		S-614-43		
Created By: KEN			04/04/24	UPDATED SHEET NUMBERING				Standard Sheet No. 5 of 8		
Last Modification Date: 04/04/24								Project Sheet Number:		
Last Modified By: AVU										
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English										



ASTRO-TYPE MOUNTING BRACKET



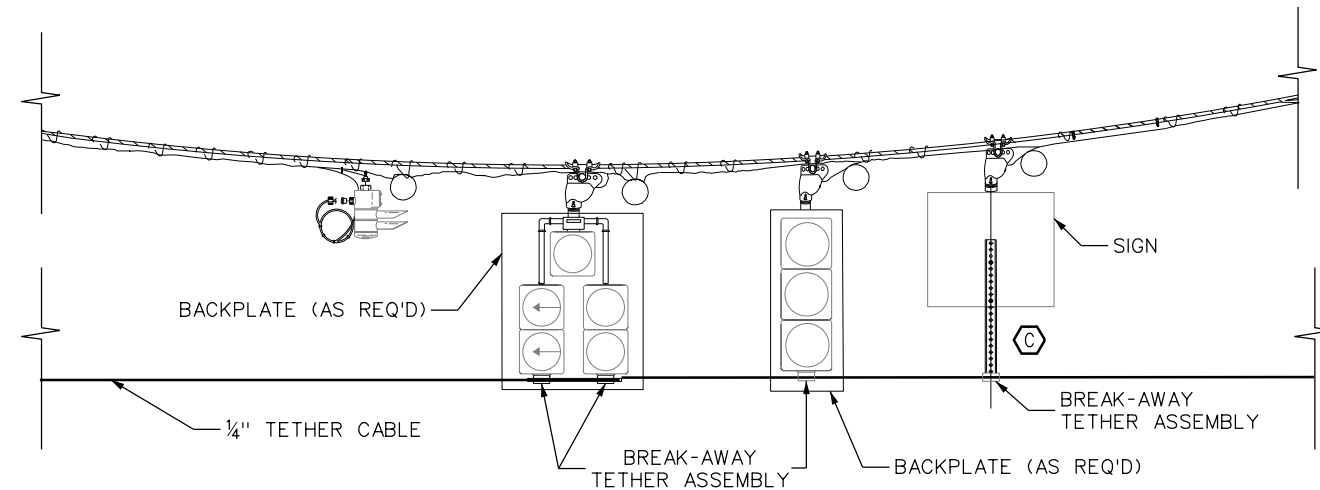
**EMERGENCY VEHICLE PRE-EMPTION DEVICE
MOUNTING DETAIL**

NOTES

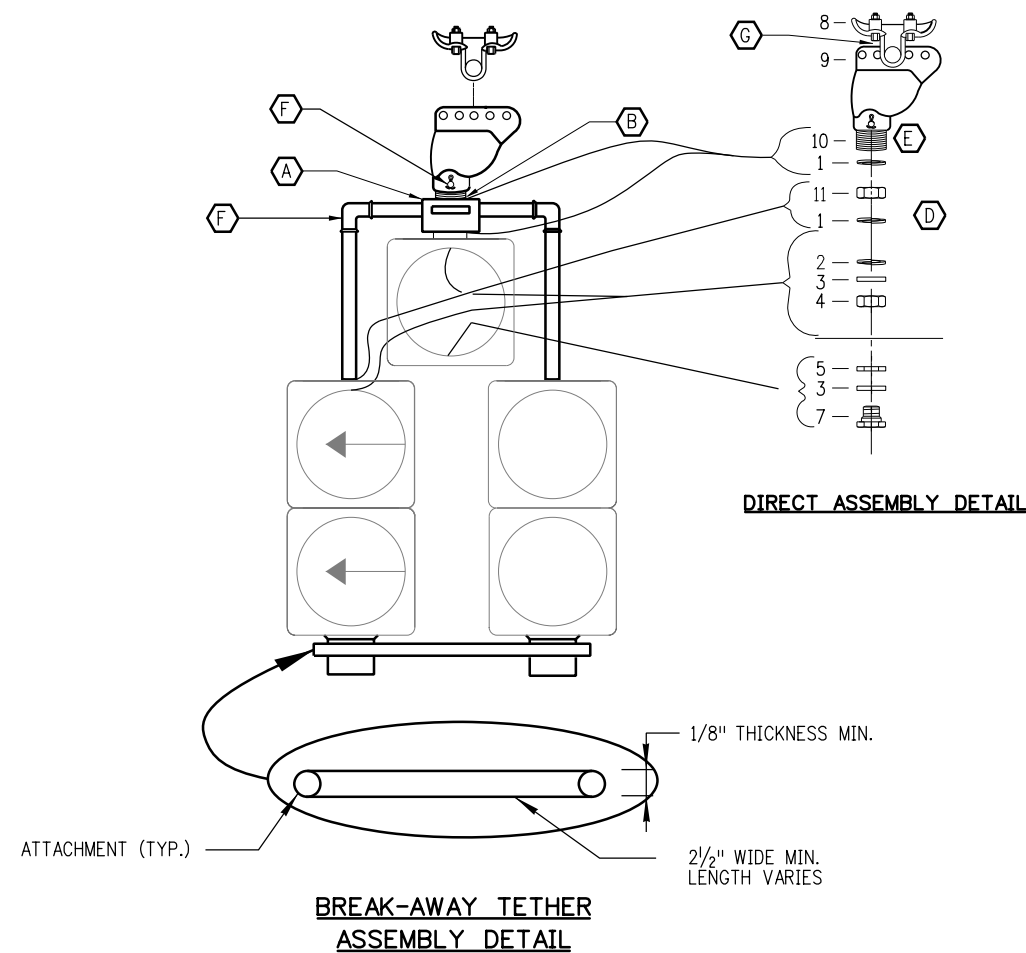
1. SIGNAL HEAD CONFIGURATIONS SHALL BE AS SHOWN ON PLANS.
2. INSTALL MOUNTING BRACKETS ACCORDING TO THE MANUFACTURER'S INSTRUCTIONS.
3. USE ASTRO-TYPE MOUNTING BRACKETS FOR MOUNTING EXCEPT FOR LIGHTED SIGNS, ON MAST ARMS, SEE STANDARD PLAN 5-614-20, USING 3/4 INCH WIDE BANDING.
4. LIGHTED STREET NAME SIGNS SHALL UTILIZE ASTRO-TYPE DESIGNED FOR THE REQUIRED DESIGN LOADING AND BE FREE-SWINGING TO REDUCE WIND LOADING EFFECT.
5. THE GASKET INSIDE THE TOP HEAD MOUNT SHOULD BE INSIDE THE HEAD.
6. THE INSIDE OF THE VISOR IS TO BE POWDER COATED BLACK MOUNTING BRACKETS OVERHEAD SIGNS.
7. CABLE SUPPORT BRACKET AND SAFETY CABLE FROM MAST ARM TO HEAD SHALL BE PROVIDED.

MAST-ARM MOUNTING BRACKETS

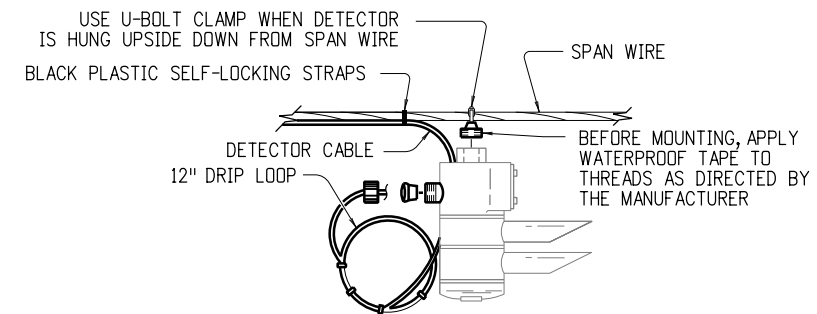
Computer File Information		Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS	STANDARD PLAN NO.
Creation Date: 07/14/12	R-1	Date:	Comments			S-614-43
Created By: KEN		04/04/24	UPDATED SHEET NUMBERING			Standard Sheet No. 6 of 8
Last Modification Date: 04/04/24						
Last Modified By: AVU					Issued By: Traffic & Safety Engineering Branch July 31, 2019	Project Sheet Number:
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English						



**SPAN WIRE HANGER
ASSEMBLY DETAIL FOR
TRAFFIC SIGNALS**



SPAN WIRE MOUNTING BRACKET DETAILS



**SPAN WIRE MOUNTING DETAIL
FOR EMERGENCY VEHICLE PRE-EMPTION DEVICE**

LEGEND

- (A) TOP BRACKET CENTER HUB SHALL BE MINIMUM 3.5 INCH SQUARE AND 3 INCHES DEEP OR EQUAL VOLUME. SERRATION CAST IN HUB, TABBED OR SERRATED LOCKRING, OPENINGS SHALL BE THREADED.
- (B) NIPPLE LENGTH DEPENDS ON SPAN HEIGHT.
- (C) SIGN SUPPORT BRACKET ASSEMBLY SHALL UTILIZE SPAN WIRE CLAMP ADJUSTMENT AND BE ADJUSTABLE TO ACCOMMODATE VARYING SPAN HEIGHT. TETHER SUPPORT BAR SHALL BE ATTACHED TO THE SIGN USING A MINIMUM OF TWO (2), 5/16 INCH BOLTS, SPACED A MINIMUM OF 6 INCHES APART.
- (D) APPLY SILICONE CAULK BETWEEN OR AROUND SERRATED LOCKRING AND HOUSING.
- (E) ALL THREAD
- (F) SETSCREW (SQUARE OR ALLEN) ON ALL FITTINGS.
- (G) INSTALL STAINLESS STEEL WASHER ON THE INSIDE OF THE COTTER PIN. COTTER PIN AND WASHER SHALL BE ON THE SIDE OF THE HANGER AWAY FROM THE SIGNAL CABLES.

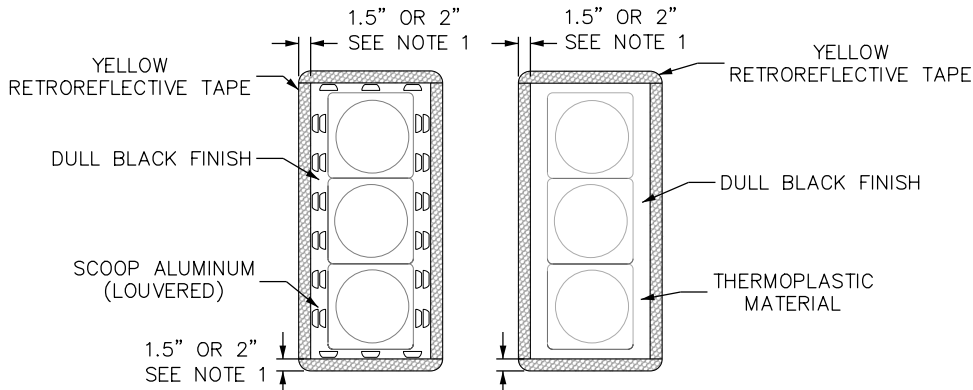
ITEM DESCRIPTION FOR ASSEMBLY DETAIL

- 1 - SERRATED TABBED LOCKRING, ALUMINUM (TAB MUST BE FULL WIDTH OF RING)
- 2 - GASKET, NEOPRENE
- 3 - WASHER, STEEL
- 4 - HEX NUT, STEEL
- 5 - CONDUIT LOCKNUT, STEEL
- 6 - BUSHING PLASTIC (ONLY IN JUNCTION BOX OR NIPPLED DOWN TRAFFIC SIGNAL)
- 7 - OCTAGONAL CAP, ALUMINUM
- 8 - SPAN WIRE CLAMP
- 9 - WIRE OUTLET BODY, STEEL, FEMALE ONLY
- 10 - NIPPLE, STEEL
- 11 - HEX NUT, STEEL, NOTCHED WITH SETSCREWS

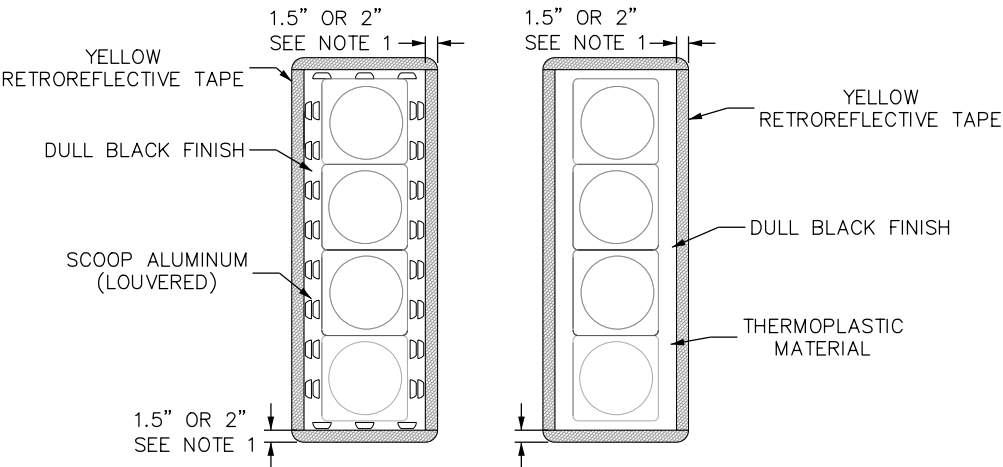
Computer File Information		Sheet Revisions		Colorado Department of Transportation  2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS	STANDARD PLAN NO.
Creation Date: 07/14/12	R-1 000 000 000	Date:	Comments			S-614-43
Created By: KEN		04/04/24	UPDATED SHEET NUMBERING			Standard Sheet No. 7 of 8
Last Modification Date: 04/04/24						
Last Modified By: AVU					Issued By: Traffic & Safety Engineering Branch July 31, 2019	Project Sheet Number:
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English						

NOTES

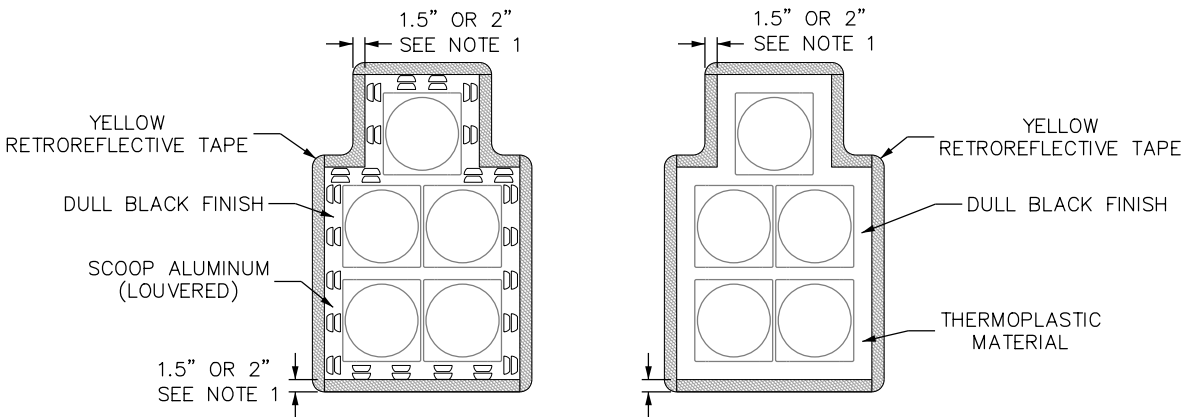
- 1. RETROREFLECTIVE BORDERS SHALL BE 1.5 OR 2 INCHES IN THICKNESS AS SHOWN IN THE PROJECT PLANS.
- 2. TRAFFIC SIGNAL EQUIPMENT SHALL OBTAIN APPROVAL FROM THE ENGINEER PRIOR TO ORDERING.
- 3. RETROREFLECTIVE TAPE SHALL MEET OR EXCEED ASTM D4956 TYPE XI REQUIREMENTS.
- 4. TRAFFIC SIGNAL BACKPLATES SHALL BE INSTALLED AT THE LOCATIONS SHOWN IN THE PROJECT PLANS.
- 5. TRAFFIC SIGNAL BALL CAP VISORS SHALL BE INSTALLED WITH AN IDENTICAL COLOR TO THE EXISTING VISORS.
- 6. TRAFFIC SIGNAL BACKPLATES MAY BE FIELD MODIFIED TO FIT TO EXISTING TRAFFIC SIGNAL HEADS.



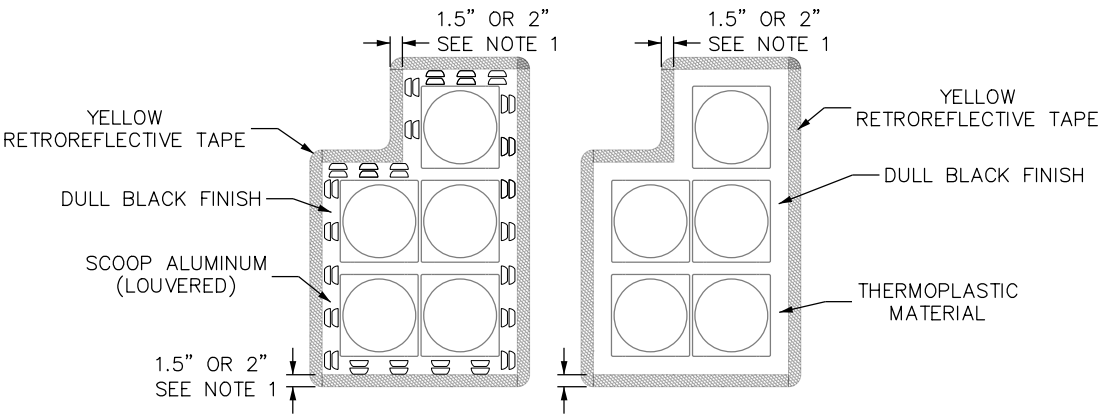
THREE-SECTION BACKPLATE WITH RETROREFLECTIVE BORDERS



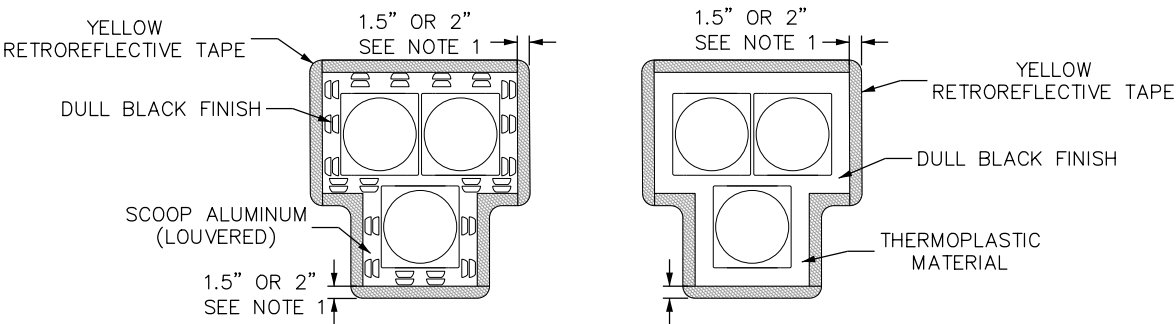
FOUR-SECTION BACKPLATE WITH RETROREFLECTIVE BORDERS



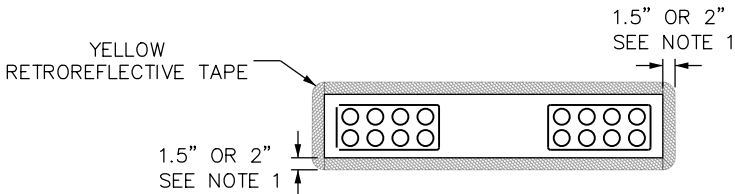
"DOGHOUSE" FIVE-SECTION BACKPLATE WITH RETROREFLECTIVE BORDERS



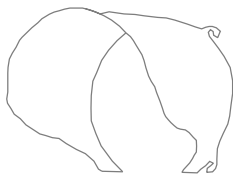
"D STYLE" FIVE-SECTION BACKPLATE WITH RETROREFLECTIVE BORDERS



PEDESTRIAN HYBRID BEACON BACKPLATE WITH RETROREFLECTIVE BORDERS



RECTANGULAR RAPID FLASHING BEACON WITH RETROREFLECTIVE BORDERS



TRAFFIC SIGNAL BALL CAP VISOR

TYPICAL INSTALLATION BACKPLATES WITH RETROREFLECTIVE BORDERS

Computer File Information			Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC LOOP AND MISCELLANEOUS SIGNAL DETAILS	STANDARD PLAN NO.
Creation Date: 01/09/26	Date:		Comments	S-614-43			
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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 CDDT FORM 568, "CDDT 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 CDDT 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 CDDT 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.

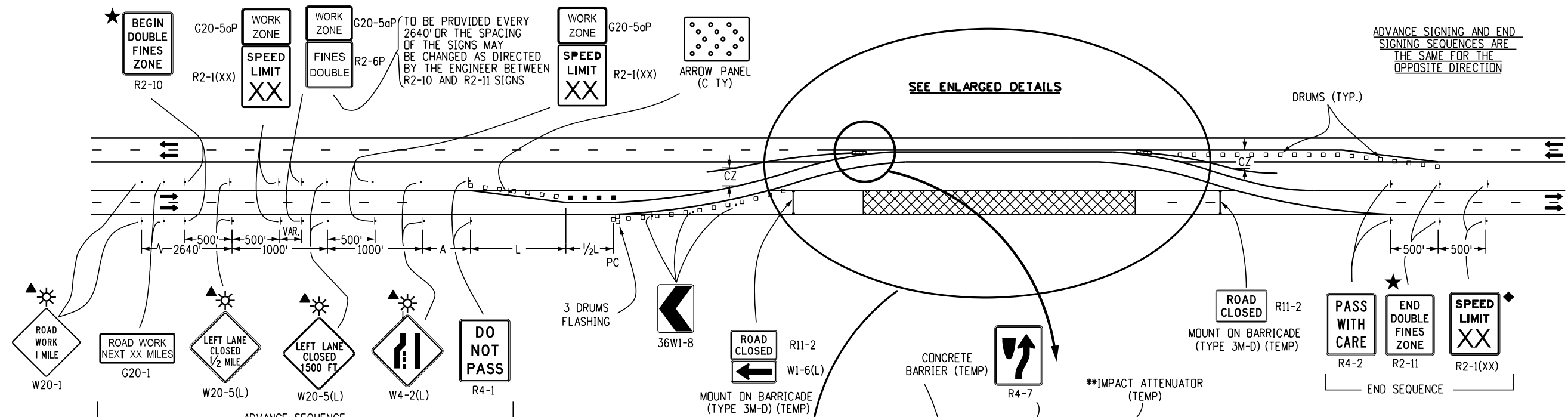
THE TYPICAL CASES DEPICTED IN THIS STANDARD REFLECT THE MINIMUM REQUIREMENTS, UNLESS AS OTHERWISE DIRECTED BY THE PROJECT PLANS AND SPECIFICATIONS, AND/OR THE PROJECT ENGINEER.

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.

30.

PROJECT INFORMATION SIGNAGE MAY BE INSTALLED IF SPECIFIED IN PROJECT SPECIAL PROVISION 626 - PUBLIC INFORMATION SERVICES.
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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. | |
|--|----------------|-----------------|---|--|--|-----------------------|--|
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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

▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL

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

CZ CLEAR ZONE (SEE GENERAL NOTE 17 ON SHEET 2).

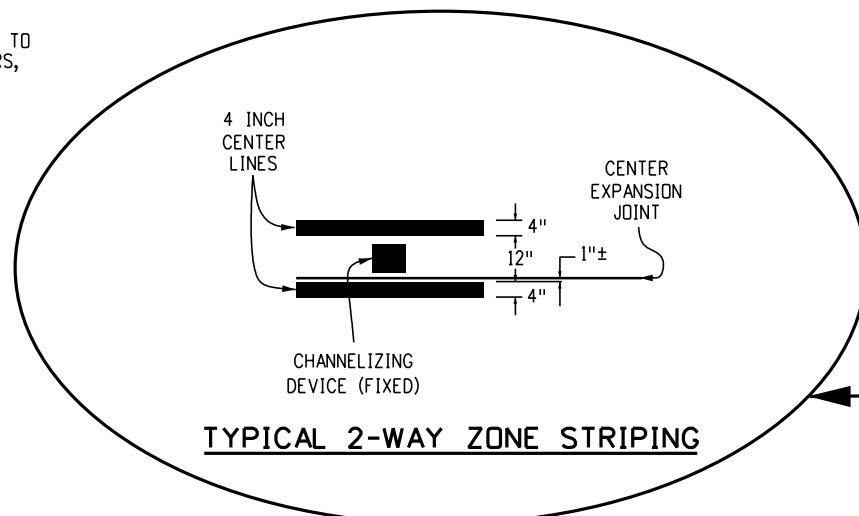
▲ THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.

VAR. BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).

▨ IMPACT ATTENUATOR AS DETAILED ON THE PLANS

☀ FLASHING BEACON

TYPICAL 2-WAY ZONE STRIPING



◆ 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.

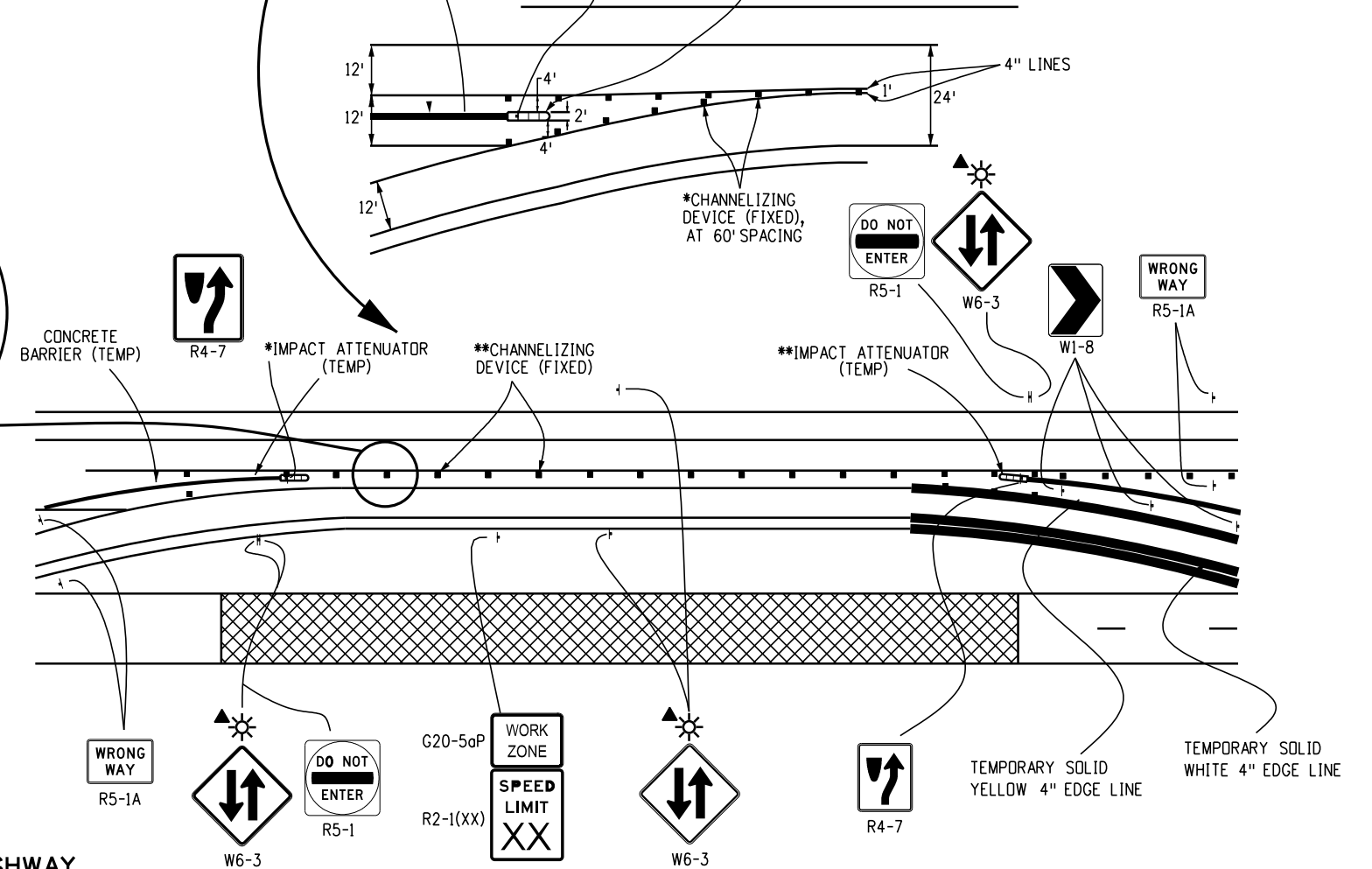
** SEE GENERAL NOTE 17 ON SHEET 2.

★ 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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Traffic Safety & Engineering

EB

TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

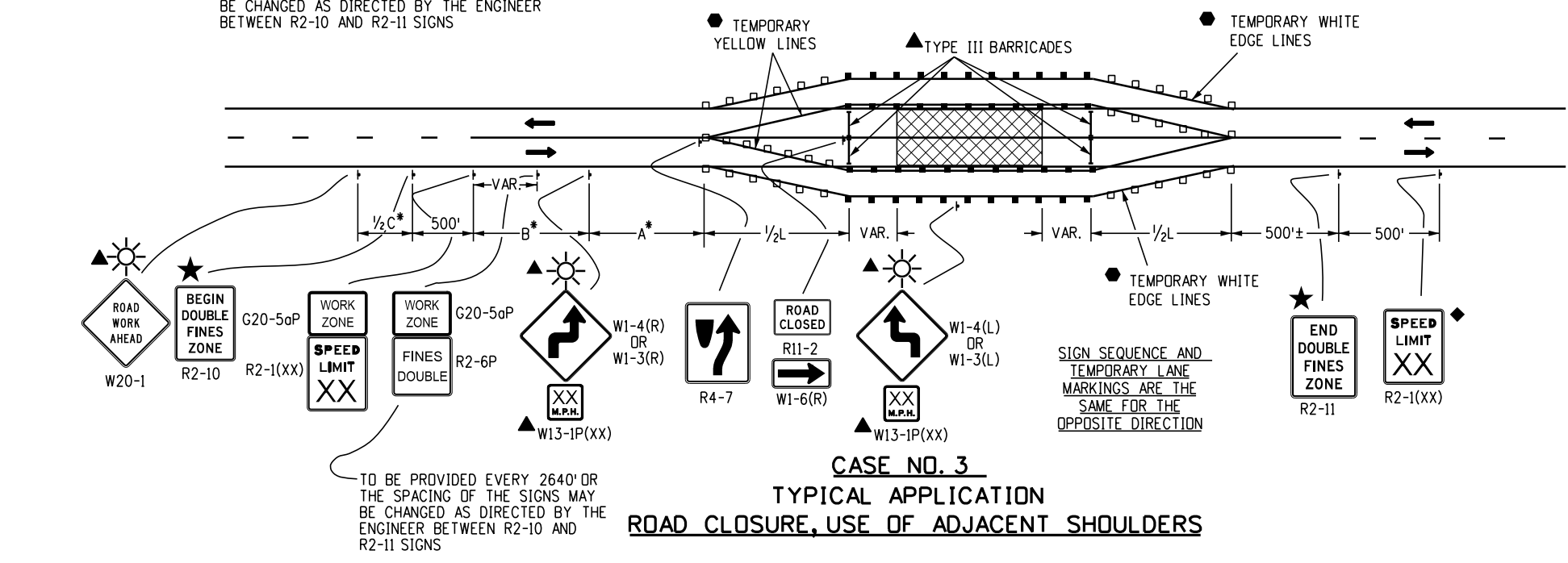
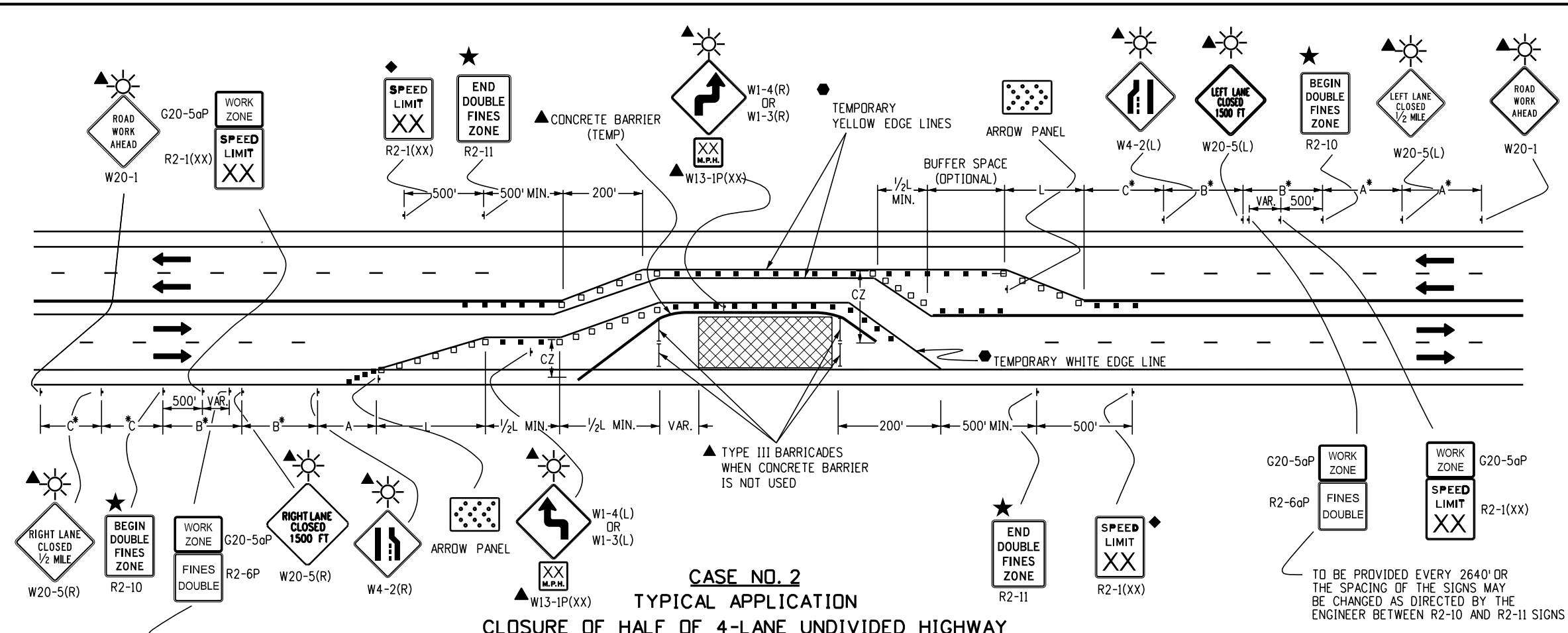
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STANDARD PLAN NO.

S-630-1

Standard Sheet No. 3 of 26

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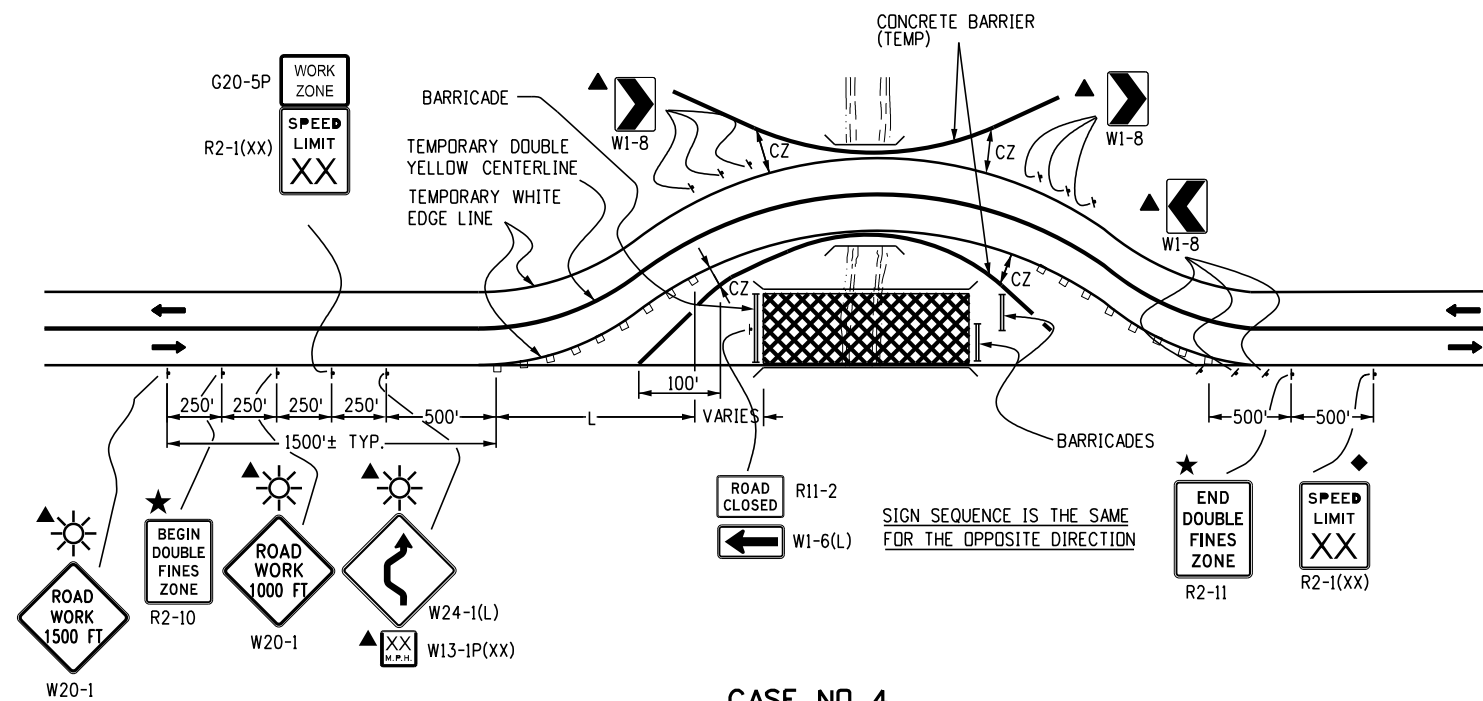


- LEGEND**
- CHANNELIZING DEVICE; FOR TYPE OF DEVICE TO BE USED, SEE SCHEDULE OF TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS.
 - DRUMS OR VERTICAL PANELS SHALL BE USED TO DELINEATE MERGING TAPERS, SHIFTING TAPERS, AND ONE WAY, TWO-WAY TRAFFIC TAPERS.
 - TYPE III BARRICADE
 - FLAGGER STATION
 - DIRECTION OF TRAVEL
 - ▨ WORK AREA
- L** TRANSITION TAPER LENGTH:
 $L = \text{MINIMUM LENGTH OF TAPER}$
 SPEED 45 MPH OR MORE: $L = S \times W$
 SPEED 40 MPH OR LESS: $L = \frac{WS^2}{60}$
 $S = \text{NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED}$
 $W = \text{WIDTH OF OFFSET SHOULDER TAPER} = 1/3 L$
- ▨ ADVANCE WARNING FLASHING OR SEQUENCING ARROW PANEL.
- A = 100' (URBAN LOW SPEED)
 350' (URBAN HIGH SPEED)
 500' (RURAL)
 1,000' (EXPRESSWAY / FREEWAY)
- CZ CLEAR ZONE (SEE GENERAL NOTE 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.
- VAR. BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- ☀ FLASHING BEACON
- ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

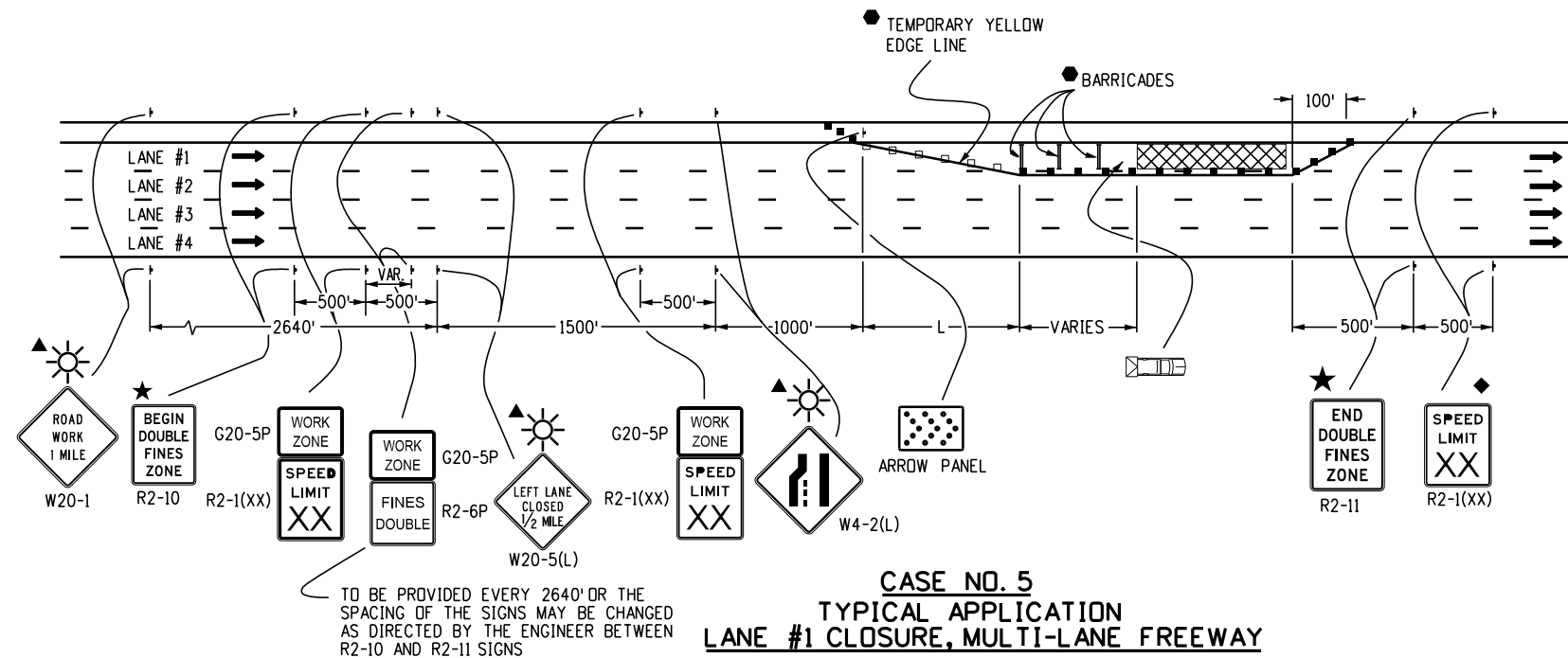
*** KEY TO ADVANCE SIGNING DISTANCES**

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

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



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

LEGEND

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- L TRANSITION TAPER LENGTH:
L = MINIMUM LENGTH OF TAPER
SPEED 45 MPH OR MORE: $L = S \times W$
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S = NUMERICAL VALUE OF SPEED LIMIT OR 85 PERCENTILE SPEED
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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.
- VARIES BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- ▨ MOBILE ATTENUATOR
- ☀ FLASHING BEACON
- ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

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Sheet Revisions

Date:	Comments
01/14/26	REMOVED G20-10/11
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
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Traffic Safety & Engineering

EB

TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

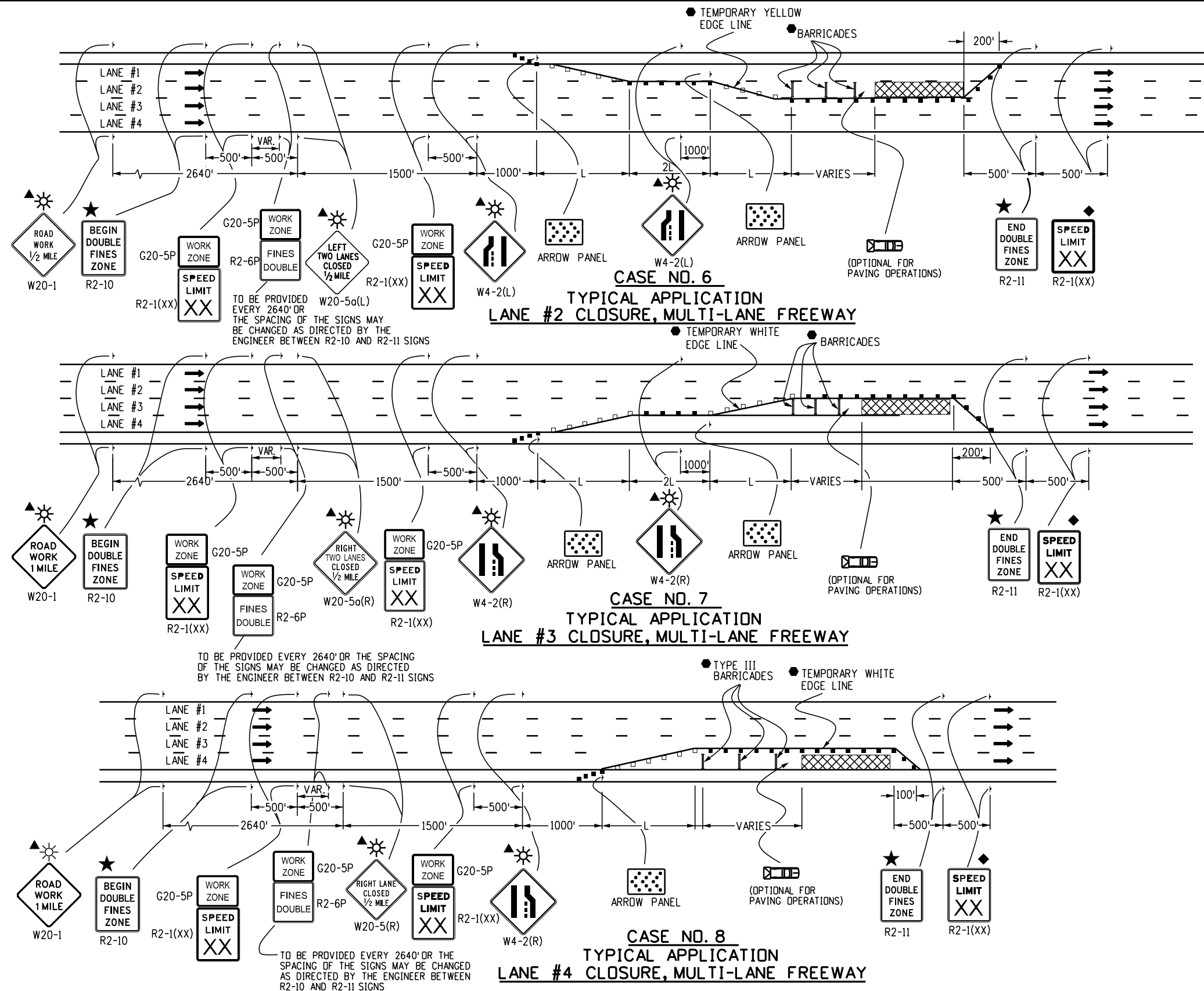
Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.

S-630-1

Standard Sheet No. 5 of 26

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
 - 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.
 - VARIES BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).
 - REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
 - ▨ MOBILE ATTENUATOR
 - ☀ FLASHING BEACON
 - ★ 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		01/14/26	REMOVED G20-10/11	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. 6 of 26	
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Last Modified By: NRIVERA				Traffic Safety & Engineering	EB	Project Sheet Number:	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							

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

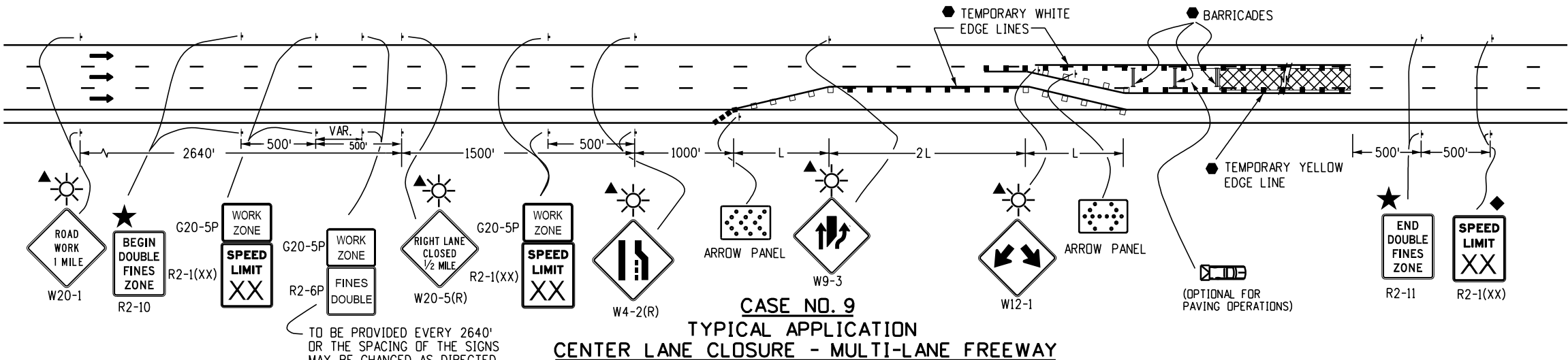
VARIES BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).

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

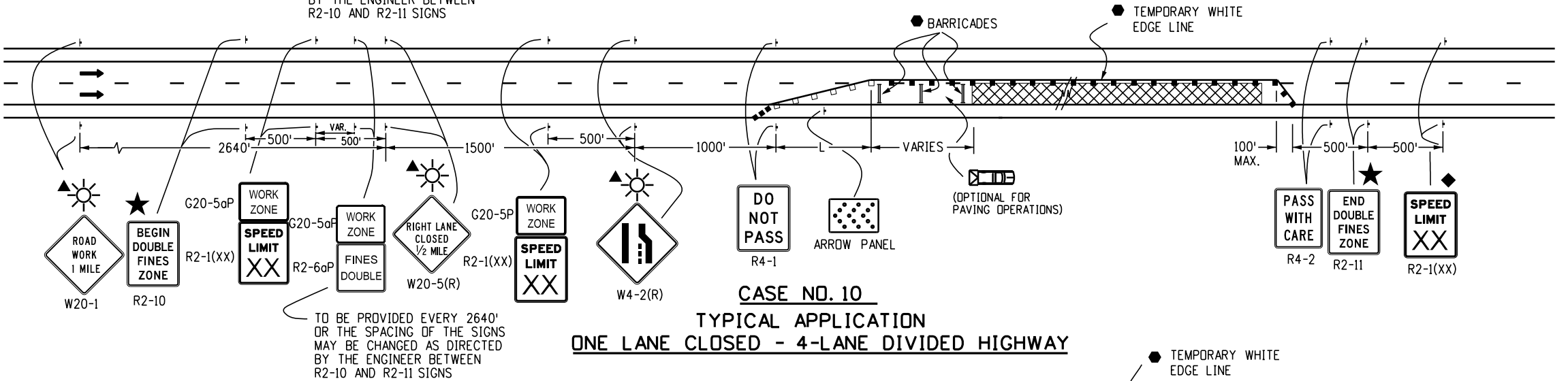
MOBILE ATTENUATOR

CONCRETE BARRIER (TEMPORARY) WITH LIGHTS

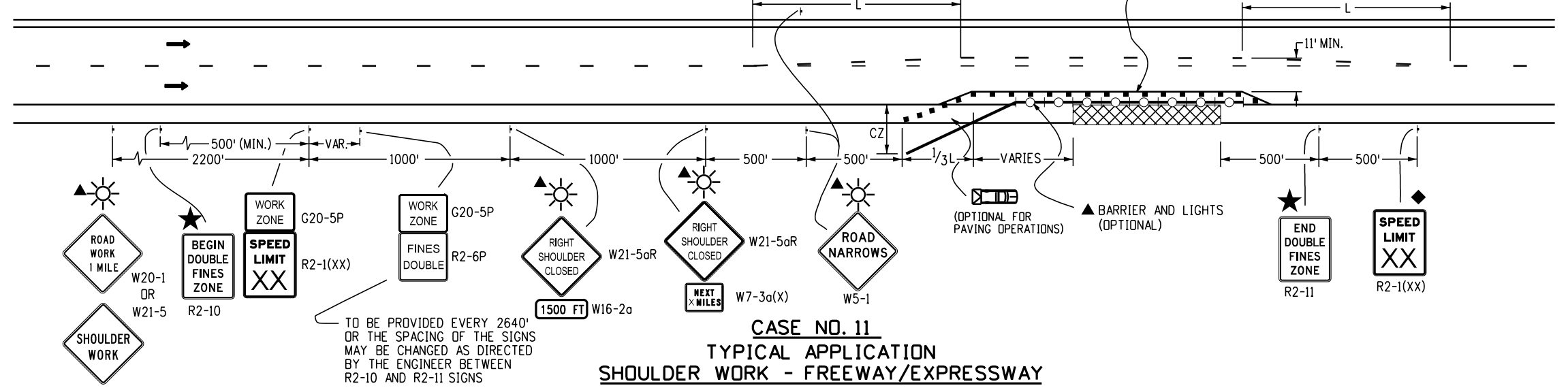
SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.



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



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



CASE NO. 11
TYPICAL APPLICATION
SHOULDER WORK - FREEWAY/EXPRESSWAY

Computer File Information

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TRAFFIC CONTROLS
FOR HIGHWAY
CONSTRUCTION

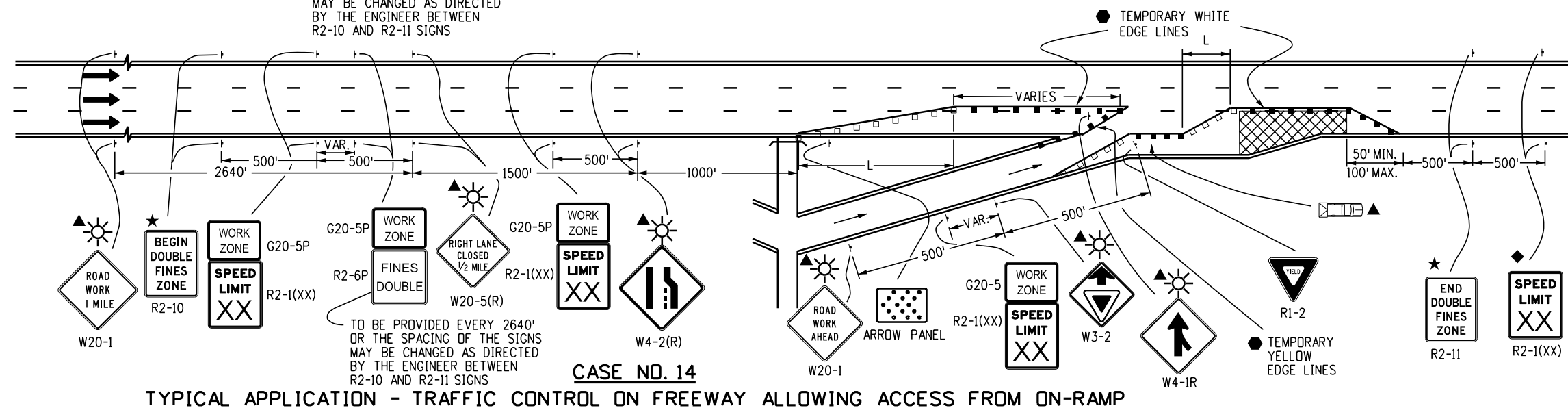
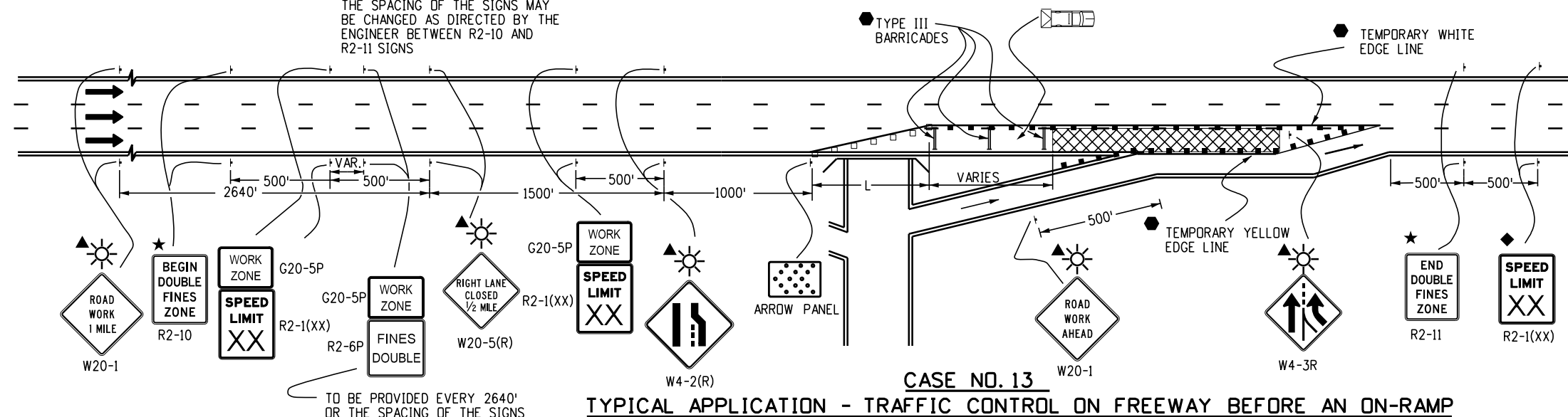
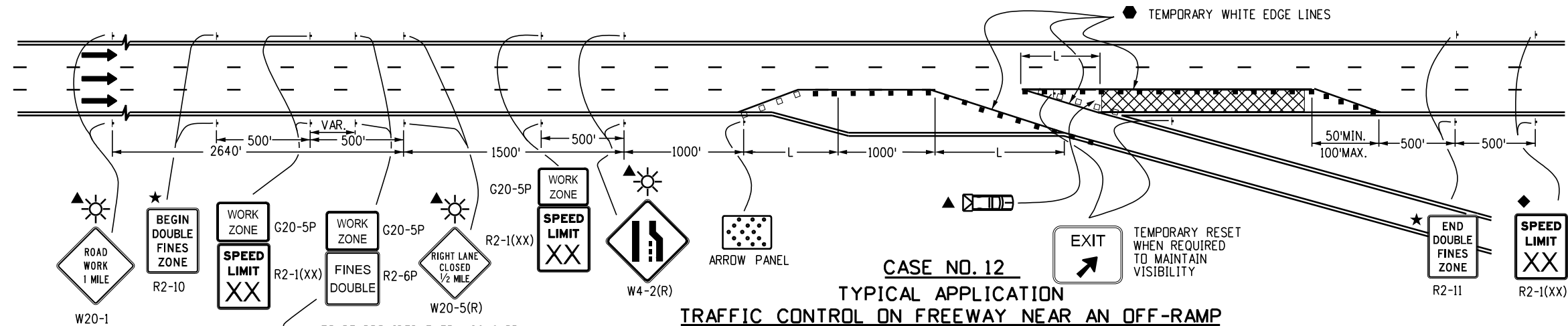
Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.

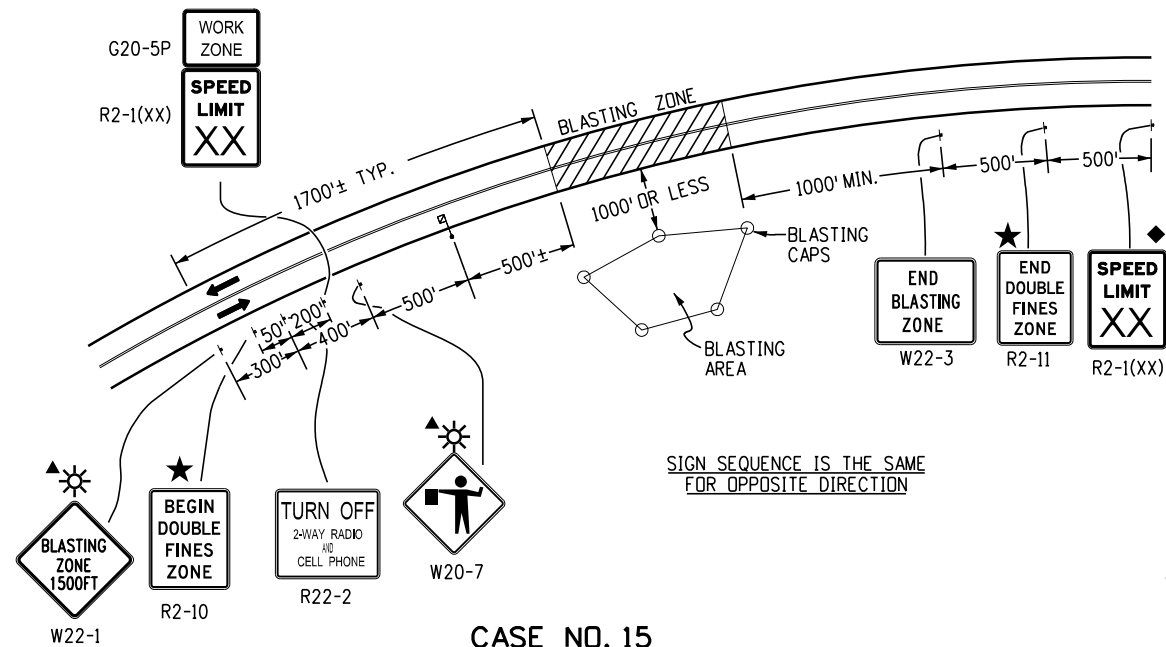
S-630-1

Standard Sheet No. 7 of 26

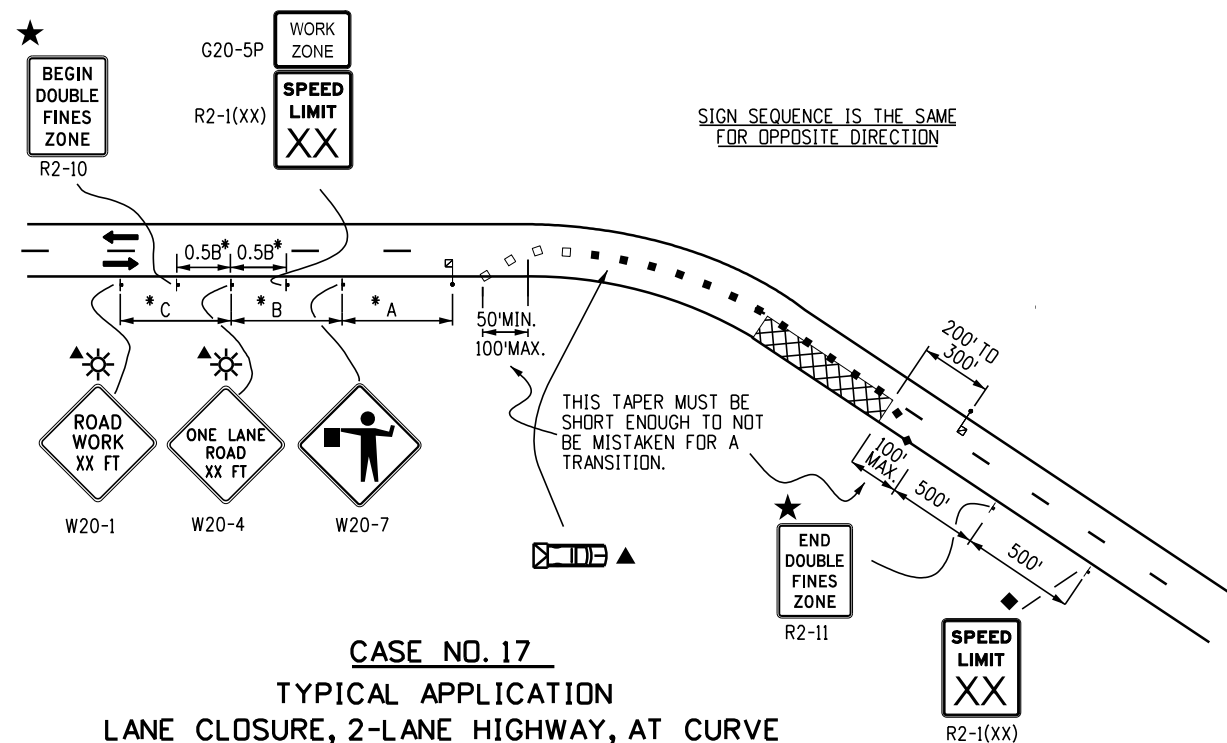
Project Sheet Number:



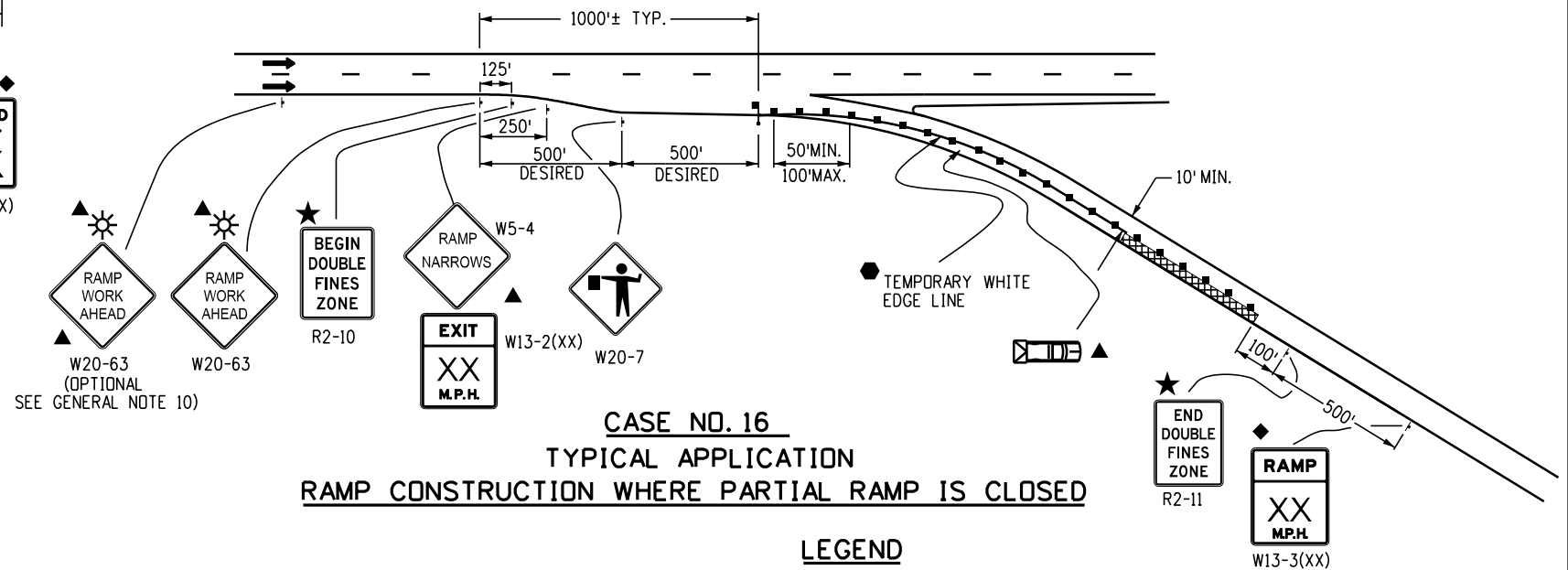
Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219 Traffic Safety & Engineering EB	TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION		STANDARD PLAN NO.	
Creation Date: 07/04/12	R-2 R-1	Date:	Comments		S-630-1		Standard Sheet No. 8 of 26	
Created By: Nakao		01/14/26	REMOVED G20-10/11		Issued By: Traffic Safety & Engineering Branch July 31, 2019		Project Sheet Number:	
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Last Modified By: NRIVERA								
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English								



CASE NO. 15
TYPICAL APPLICATION
BLASTING ZONE



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



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

LEGEND

- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE 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
- 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.

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

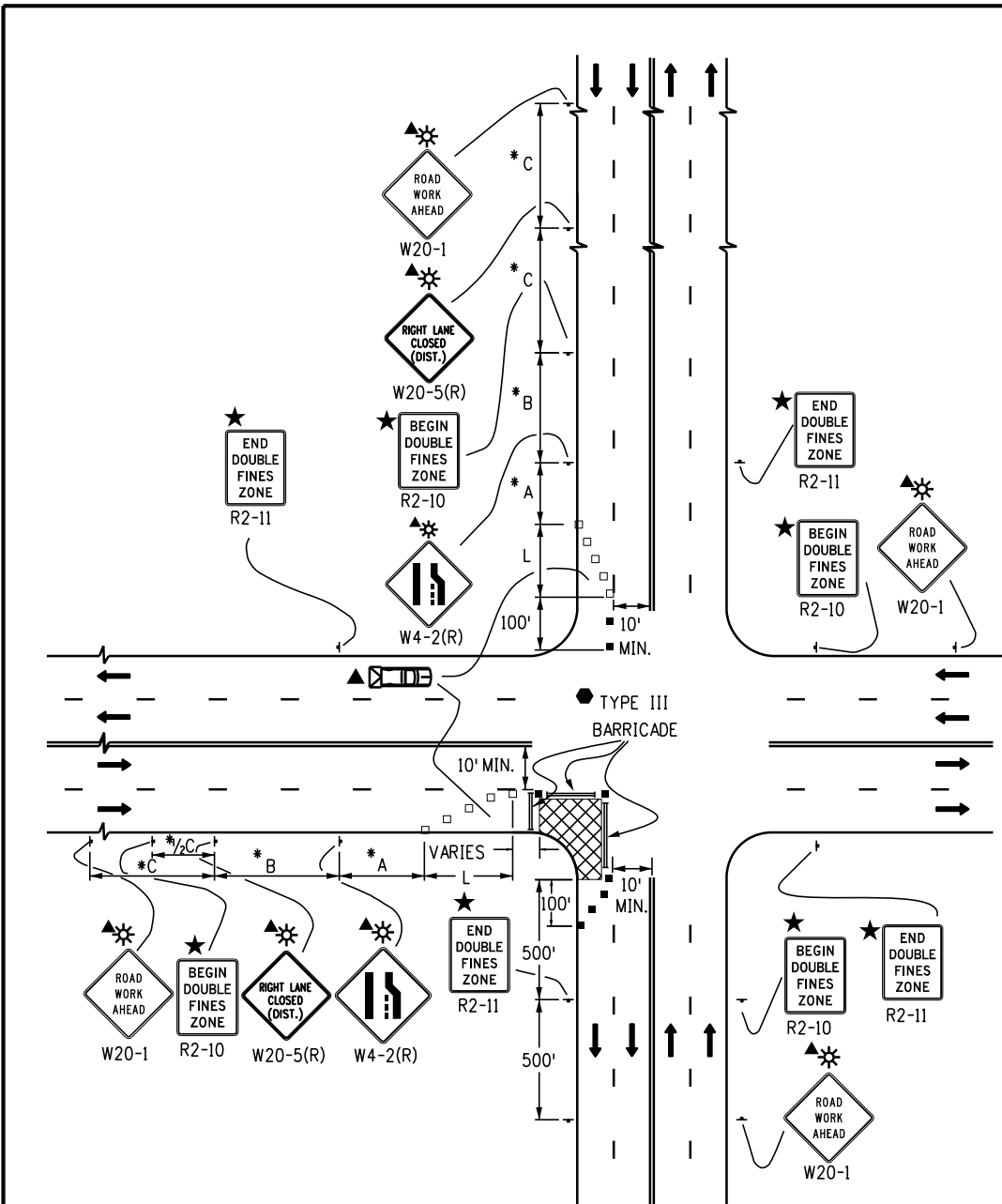
☐ MOBILE ATTENUATOR

★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.

*KEY TO ADVANCE SIGNING DISTANCES

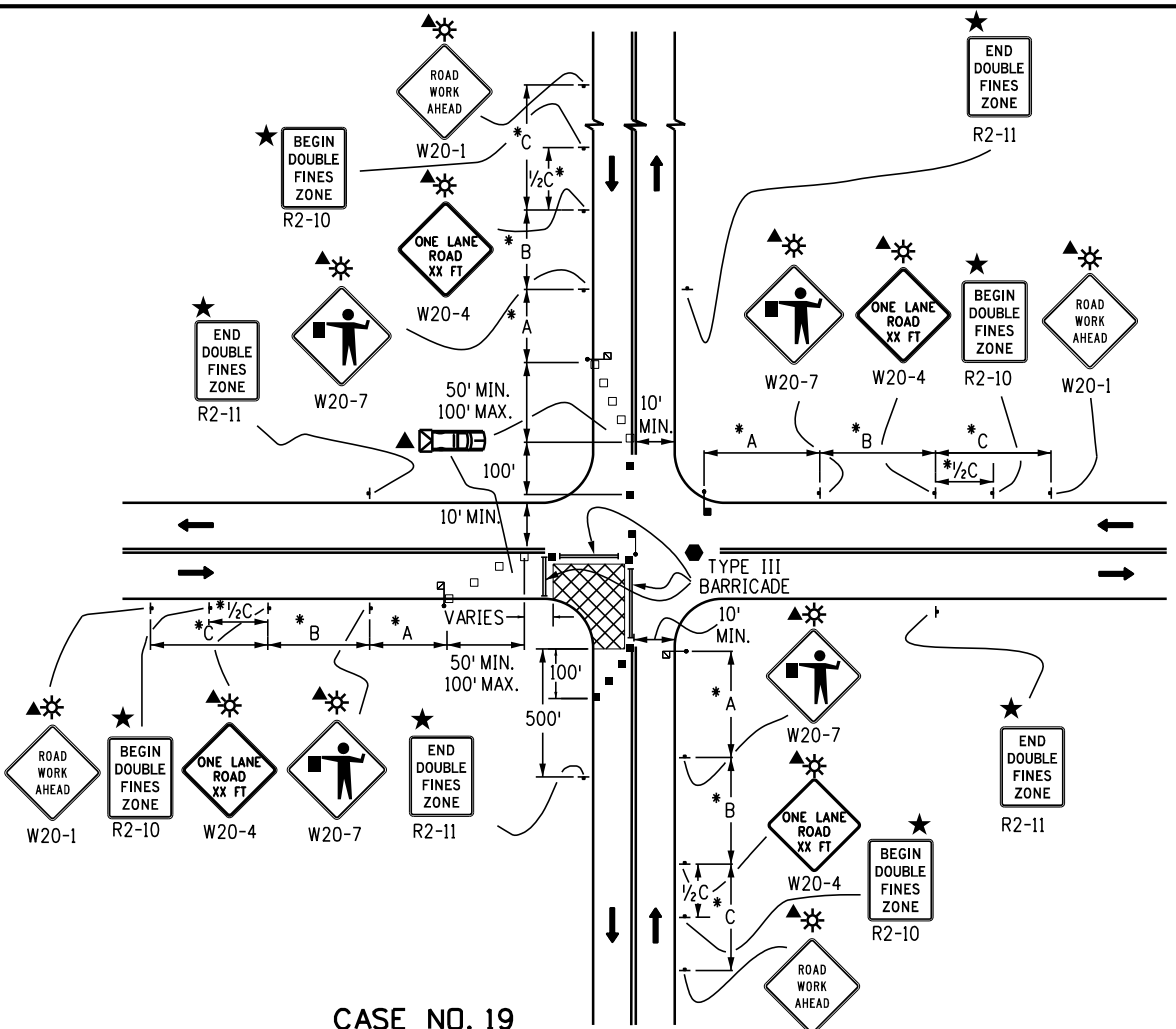
ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (<= 40 MPH)	100	100	100
URBAN (>= 45 MPH)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1000	1500	2640

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	EB		S-630-1	
Created By: Roybal			01/14/26	REMOVED G20-10/11				Standard Sheet No. 9 of 26	
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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:	

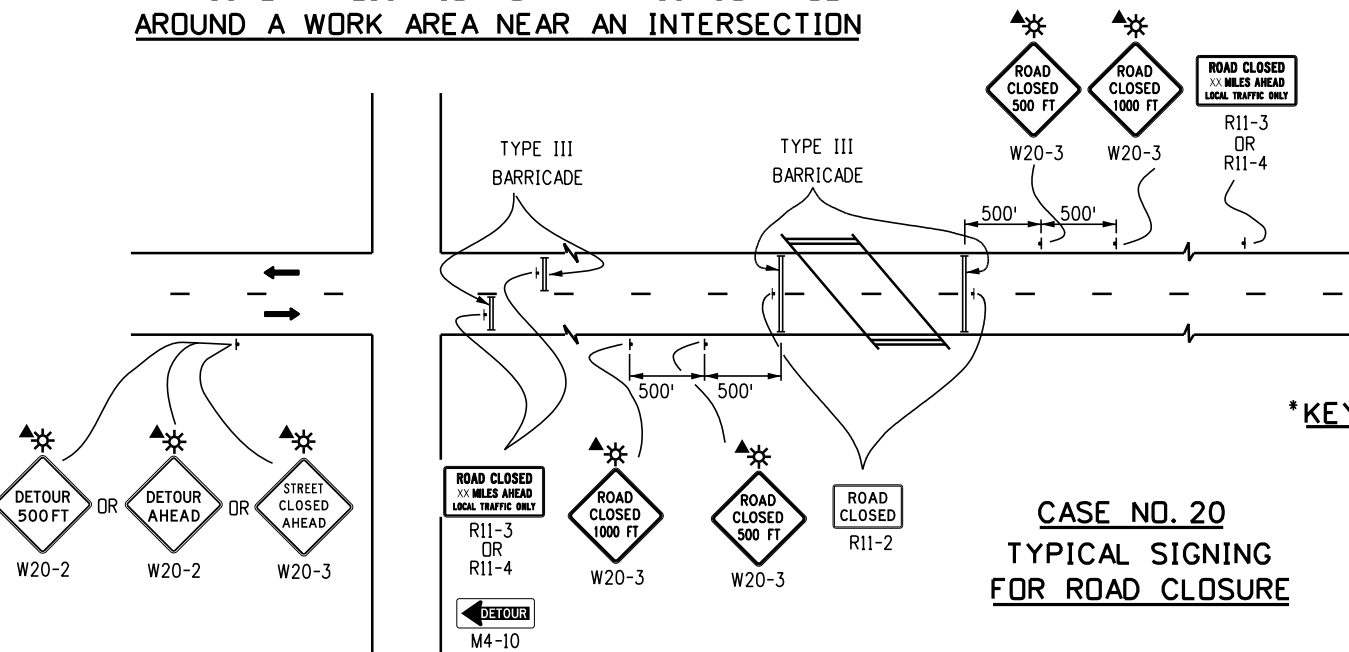


CASE NO. 18
TYPICAL APPLICATION
TRAFFIC CONTROL AROUND A WORK AREA
NEAR AN INTERSECTION, ONE LANE CLOSED

- 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.



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



CASE NO. 20
TYPICAL SIGNING
FOR ROAD CLOSURE

- LEGEND**
- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE 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 = 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
- MOBILE ATTENUATOR**
- CZ** CLEAR ZONE (SEE GENERAL NOTE 17 ON SHEET 2).
- FLASHING BEACON**
- THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY DETOUR DESIGN AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.**
- VARIES** BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.**
- SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.**

***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

Computer File Information	
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Date:	Comments
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01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11 Added Drum/Vertical Panel Symbol

Colorado Department of Transportation

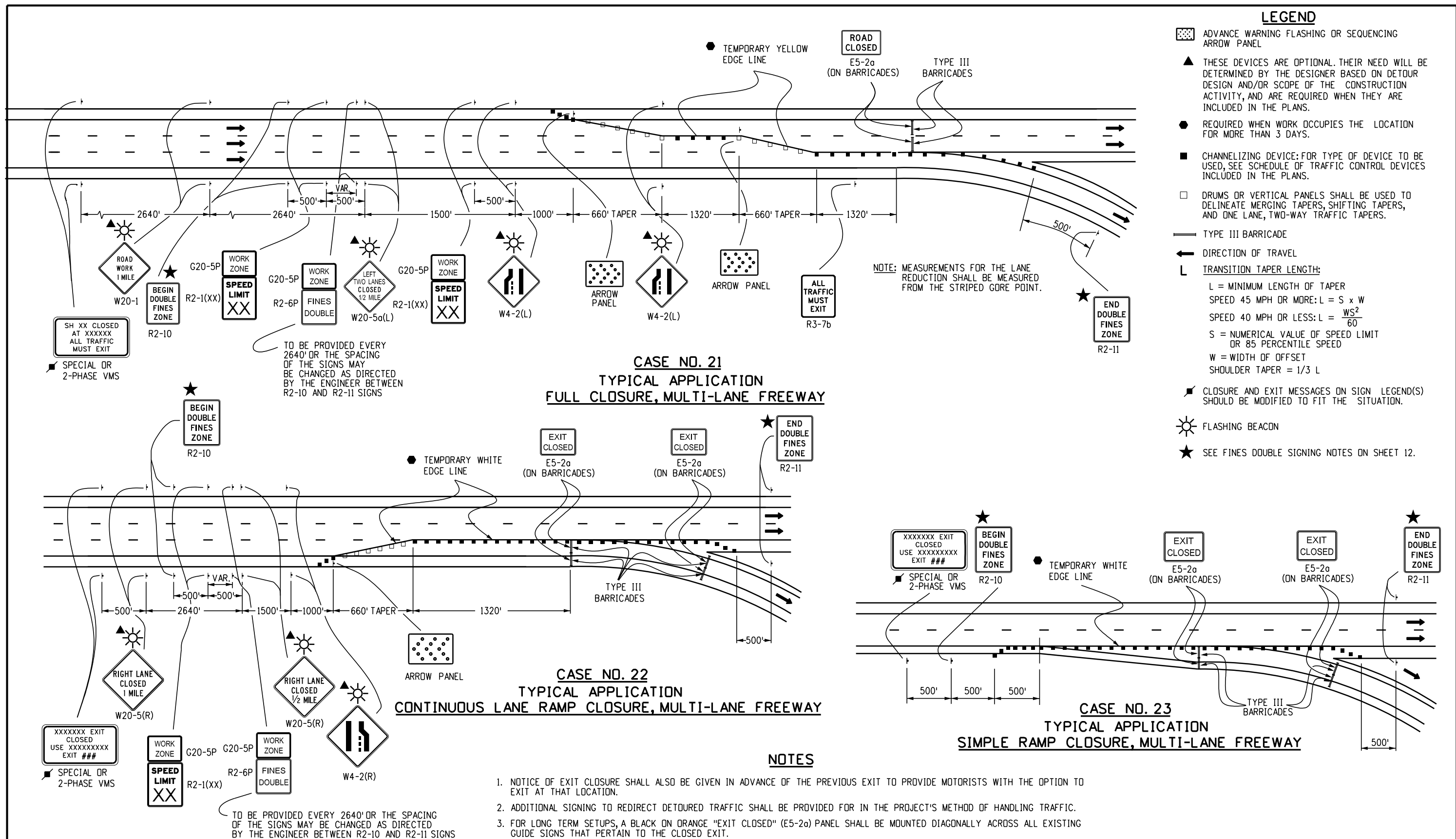
2829 W. Howard Pl.
Denver, CO 80204
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FAX: 303-757-9219

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**TRAFFIC CONTROLS
FOR HIGHWAY
CONSTRUCTION**

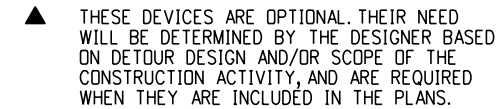
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STANDARD PLAN NO.
S-630-1
Standard Sheet No. 10 of 26
Project Sheet Number:



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		01/14/26	REMOVED G20-10/11	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. 11 of 26	
Last Modification Date: 01/14/26		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				Traffic Safety & Engineering	EB	Project Sheet Number:	

LEGEND



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.



TO BE PROVIDED EVERY
2640' OR THE SPACING _____
OF THE SIGNS MAY
BE CHANGED AS DIRECTED
BY THE ENGINEER BETWEEN
R2-10 AND R2-11 SIGNS

ADDITIONAL SIGNS SHOULD BE
ADDED AFTER ALL ACCESSES
THAT FEED SIGNIFICANT TRAFFIC
TO THE HIGHWAY.

TO BE PROVIDED EVERY
2640' OR THE SPACING
OF THE SIGNS MAY
BE CHANGED AS DIRECTED
BY THE ENGINEER BETWEEN
R2-10 AND R2-11 SIGNS

CASE NO. 24

Computer File Information

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	Date:	Comments
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Colorado Department of Transportation



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TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

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STANDARD PLAN NO.

S-630-1

Standard Sheet No. 12 of 26

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).

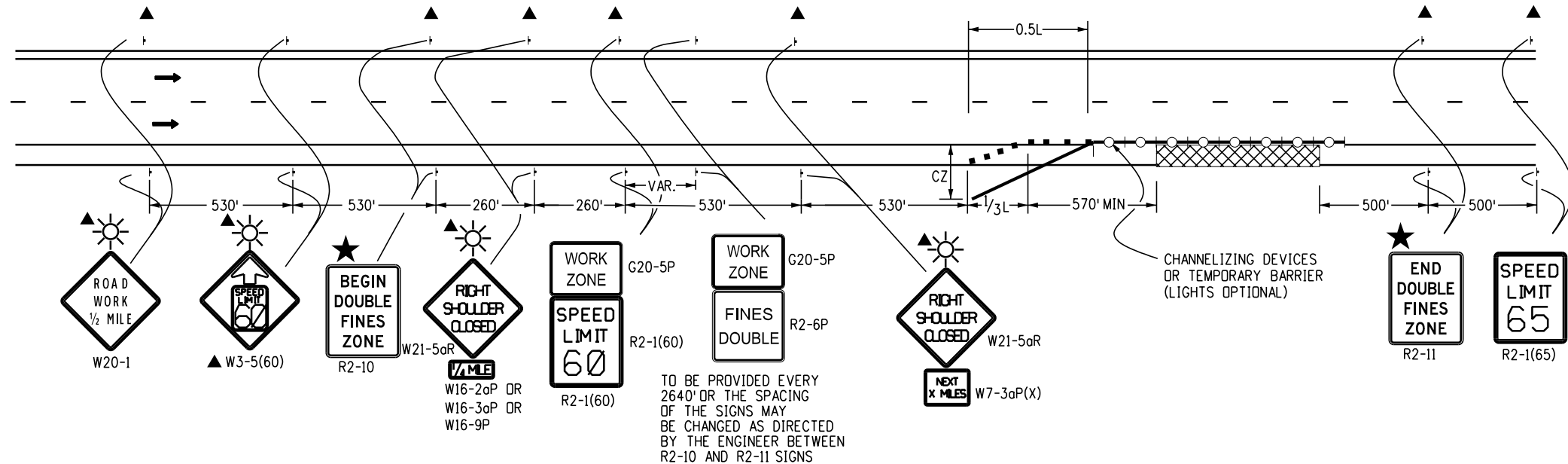
THESE DEVICES ARE OPTIONAL. THEIR NEED SHALL BE DETERMINED BY TRAFFIC VOLUMES AND/OR SCOPE OF CONSTRUCTION ACTIVITY, AND ARE REQUIRED WHEN THEY ARE INCLUDED IN THE SCHEDULE OF CONSTRUCTION CONTROL DEVICES.

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

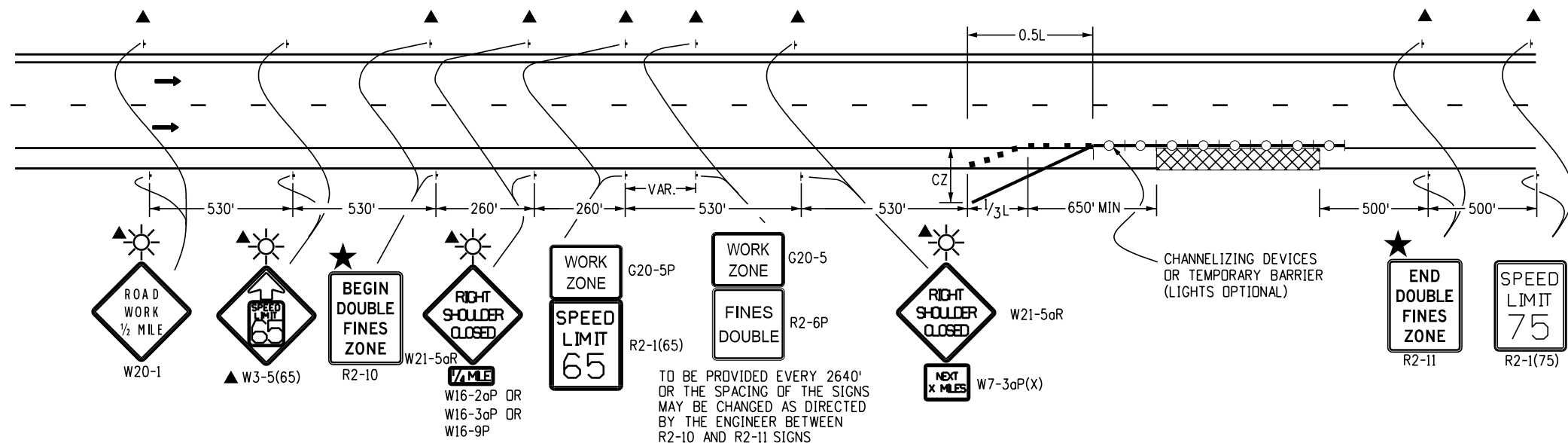
MOBILE ATTENUATOR

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

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Colorado Department of Transportation



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TRAFFIC CONTROLS FOR HIGHWAY CONSTRUCTION

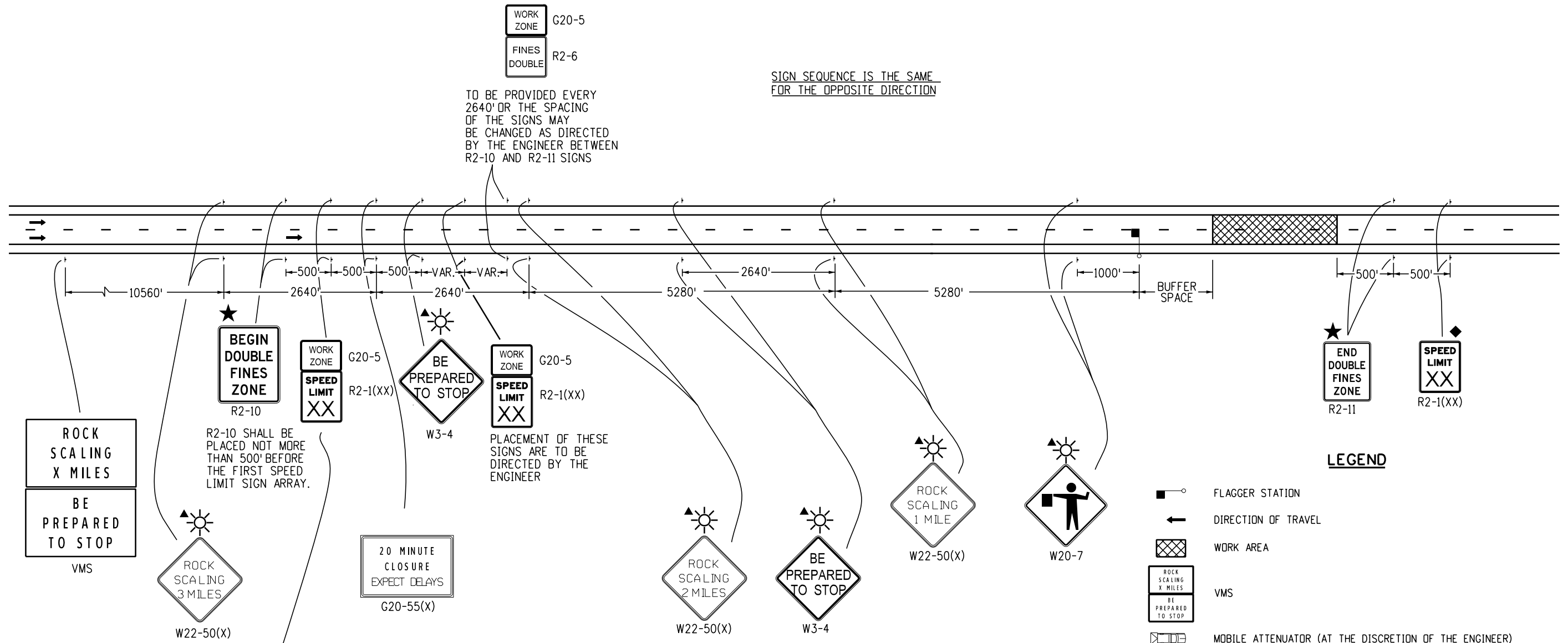
Issued By: Traffic Safety & Engineering Branch July 31, 2019

STANDARD PLAN NO.

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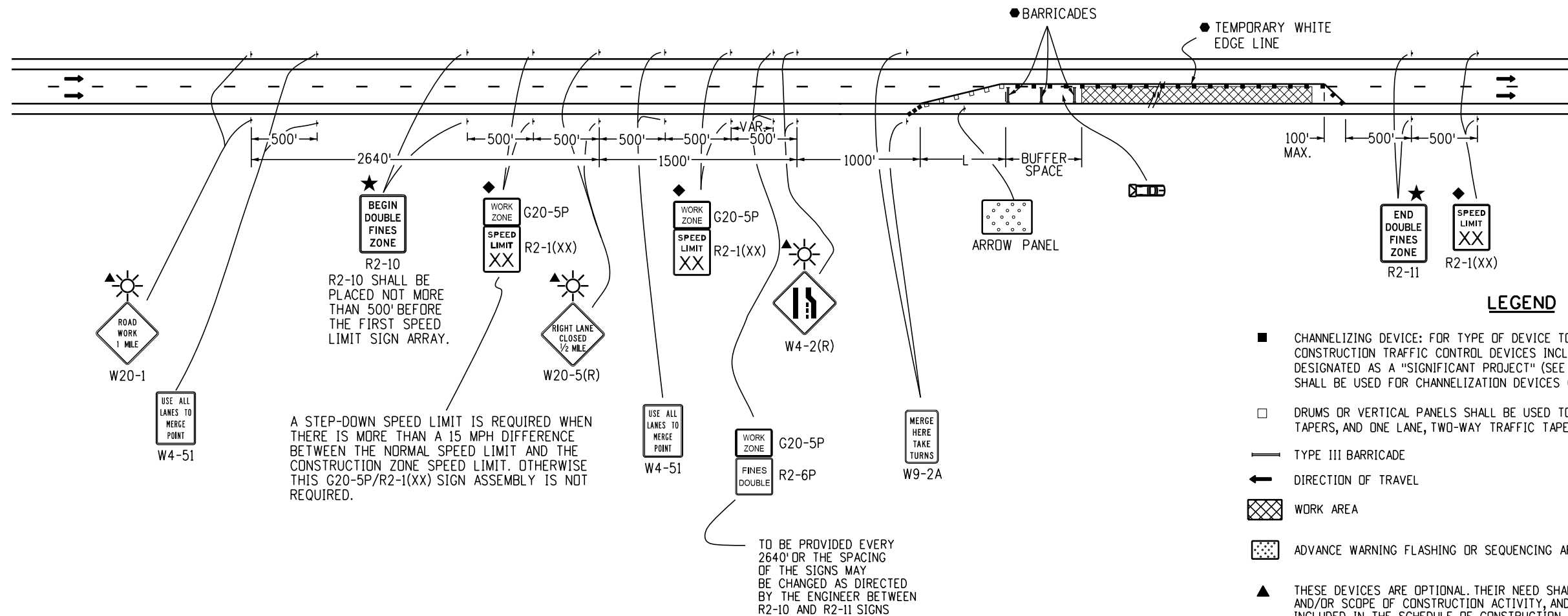
Project Sheet Number:



A STEP-DOWN SPEED LIMIT IS REQUIRED WHEN THERE IS MORE THAN A 15 MPH DIFFERENCE BETWEEN THE NORMAL SPEED LIMIT AND THE CONSTRUCTION ZONE SPEED LIMIT. OTHERWISE THIS G20-5P/R2-1(XX) SIGN ASSEMBLY IS NOT REQUIRED.

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

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.	
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Last Modified By: NRIVERA						Project Sheet Number:			
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English									
				Issued By: Traffic Safety & Engineering Branch July 31, 2019					



LEGEND

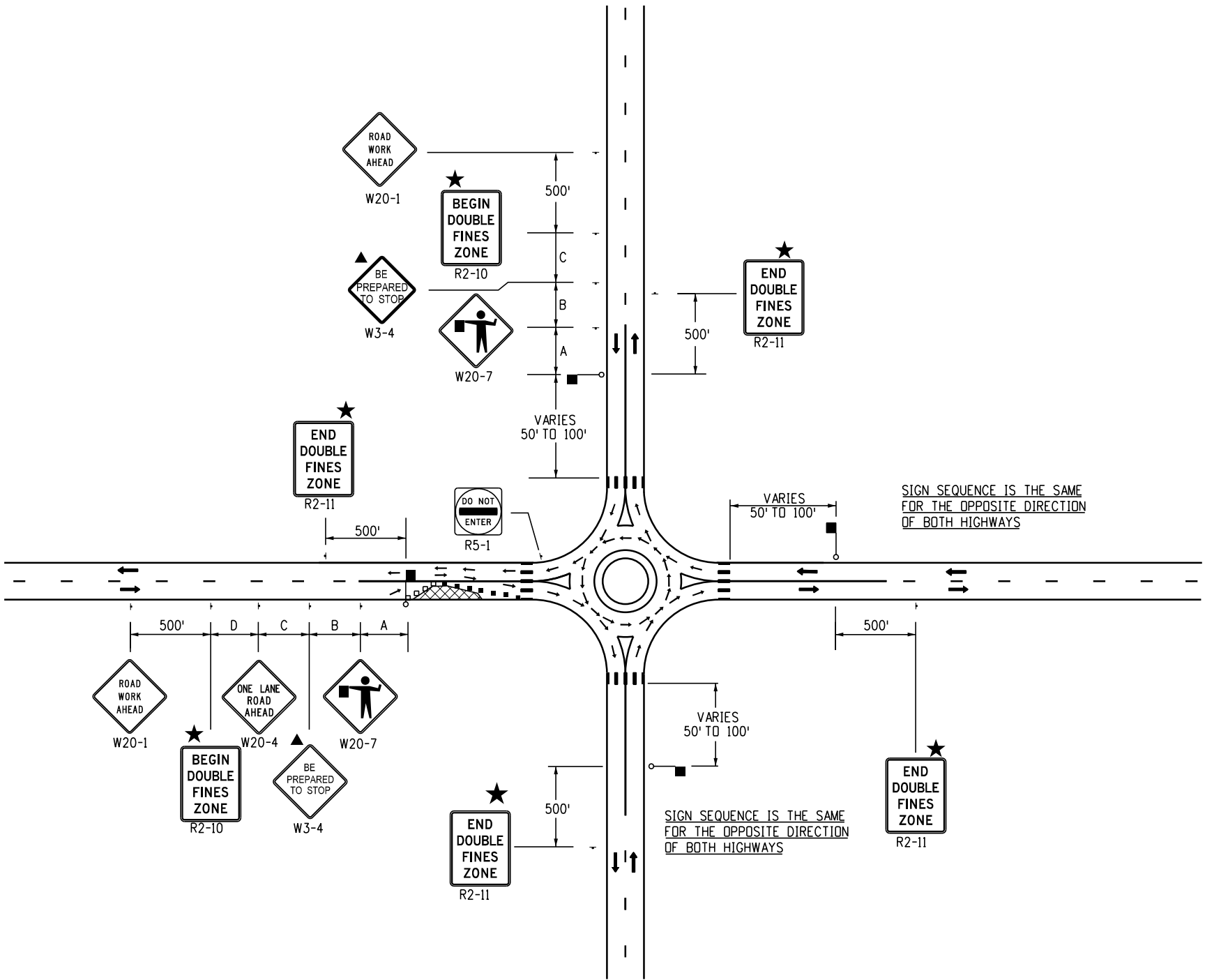
- CHANNELIZING DEVICE: FOR TYPE OF DEVICE TO BE USED, SEE THE SCHEDULE OF CONSTRUCTION TRAFFIC CONTROL DEVICES INCLUDED IN THE PLANS. IF PROJECT IS DESIGNATED AS A "SIGNIFICANT PROJECT" (SEE GENERAL NOTE 28), CONCRETE BARRIER SHALL BE USED FOR CHANNELIZATION DEVICES (TEMP) AS DETERMINED BY THE ENGINEER.
- 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.
- ☀ FLASHING BEACON
- REQUIRED WHEN WORK OCCUPIES THE LOCATION FOR MORE THAN 3 DAYS.
- ★ SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.
- ▬ MOBILE ATTENUATOR
- BUFFER SPACE SEE GENERAL NOTE 23 ON SHEET 2.

CASE NO. 29 TYPICAL APPLICATION LATE/ZIPPER MERGING - ONE LANE CLOSED, 4-LANE DIVIDED HIGHWAY

L TRANSITION TAPER LENGTH:

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

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-4)	01/14/26	REMOVED G20-10/11	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Traffic Safety & Engineering	Standard Sheet No. 16 of 26	
Last Modification Date: 01/14/26	(R-3)	09/22/25	Revised sign sequence.				
Last Modified By: NRIVERA	(R-2)	04/30/24	REVISED G20-11 LEGEND				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11)				
				EB	Issued By: Traffic Safety & Engineering Branch July 31, 2019	Project Sheet Number:	



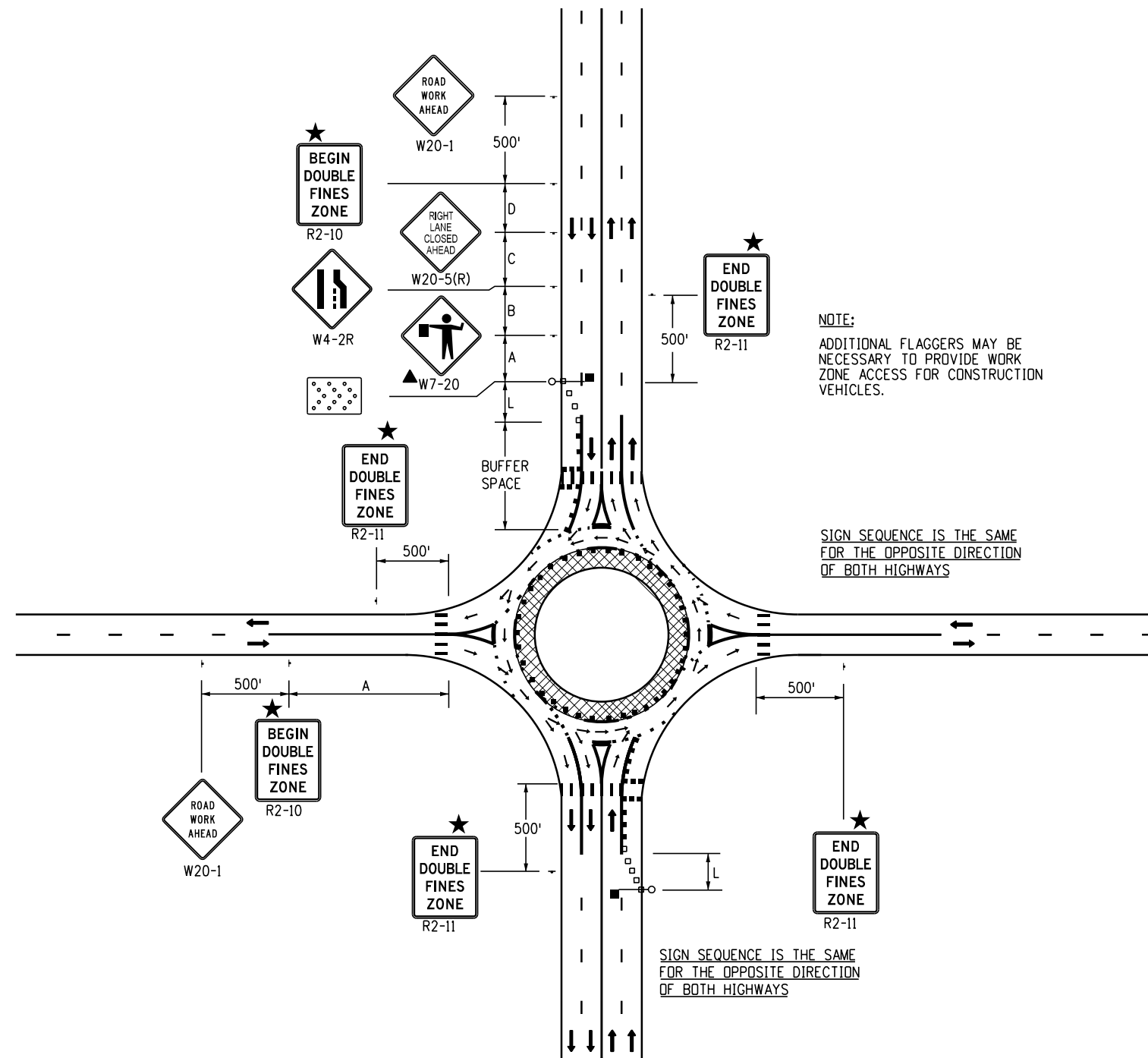
LEGEND

- 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.
- ☀ 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 = $\frac{1}{3} L$
- 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)	01/14/26	REMOVED G20-10/11	 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: 01/14/26	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11			Project Sheet Number:	
Last Modified By: NRIVERA	(O)		Added Drum/Vertical Panel Symbol				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				Traffic Safety & Engineering EB			

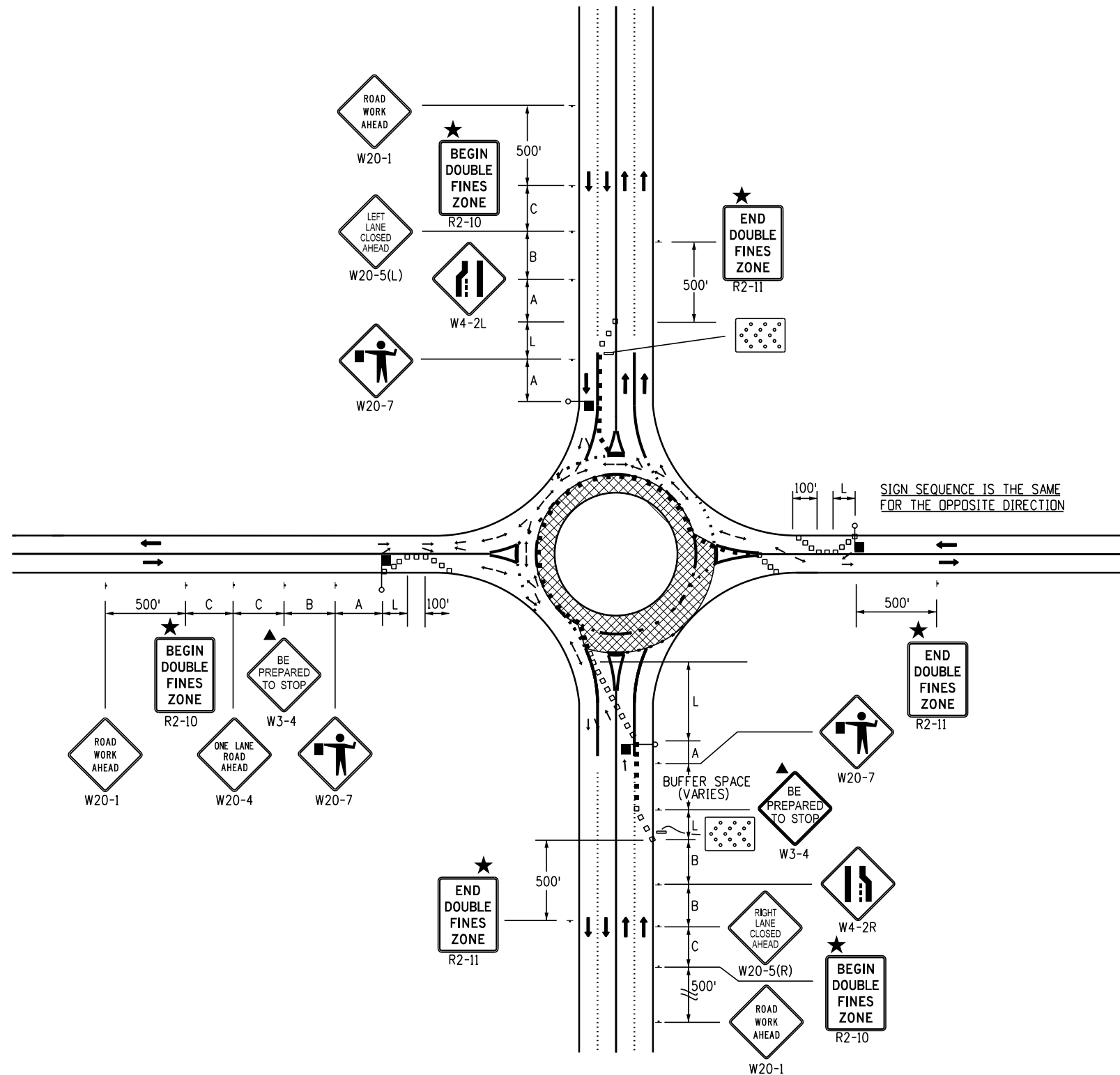


- LEGEND**
- * A TRUCK DETOUR ROUTE MAY BE NECESSARY TO DIVERT TRUCKS AWAY FROM THE ROUNDABOUT CIRCLE. ALSO NECESSARY IS A STREET NAME AND/OR ROUTE NUMBER SIGN, INFORMING MOTORISTS WHERE THEY NEED TO EXIT THE ROUNDABOUT CIRCLE TO ENTER THE DESIRED STREET AND/OR ROUTE NUMBER.
 - CHANNELIZING DEVICE: FOR 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.
 - ☀ 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. 31
TYPICAL APPLICATION *
ROUNDABOUT - INSIDE LANE CLOSURE FOR TWO-LANE ROUNDABOUT

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  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	(R-2)	01/14/26	REMOVED G20-10/11 REVISED G20-5			Standard Sheet No. 18 of 26	
Last Modification Date: 01/14/26	(R-1)	01/20/23	Replaced R52-a(b) with R2-10(11) Updated G20-11		Issued By: Traffic Safety & Engineering Branch July 31, 2019	Project Sheet Number:	
Last Modified By: NRIVERA	(O)		Added Drum/Vertical Panel Symbol				
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							

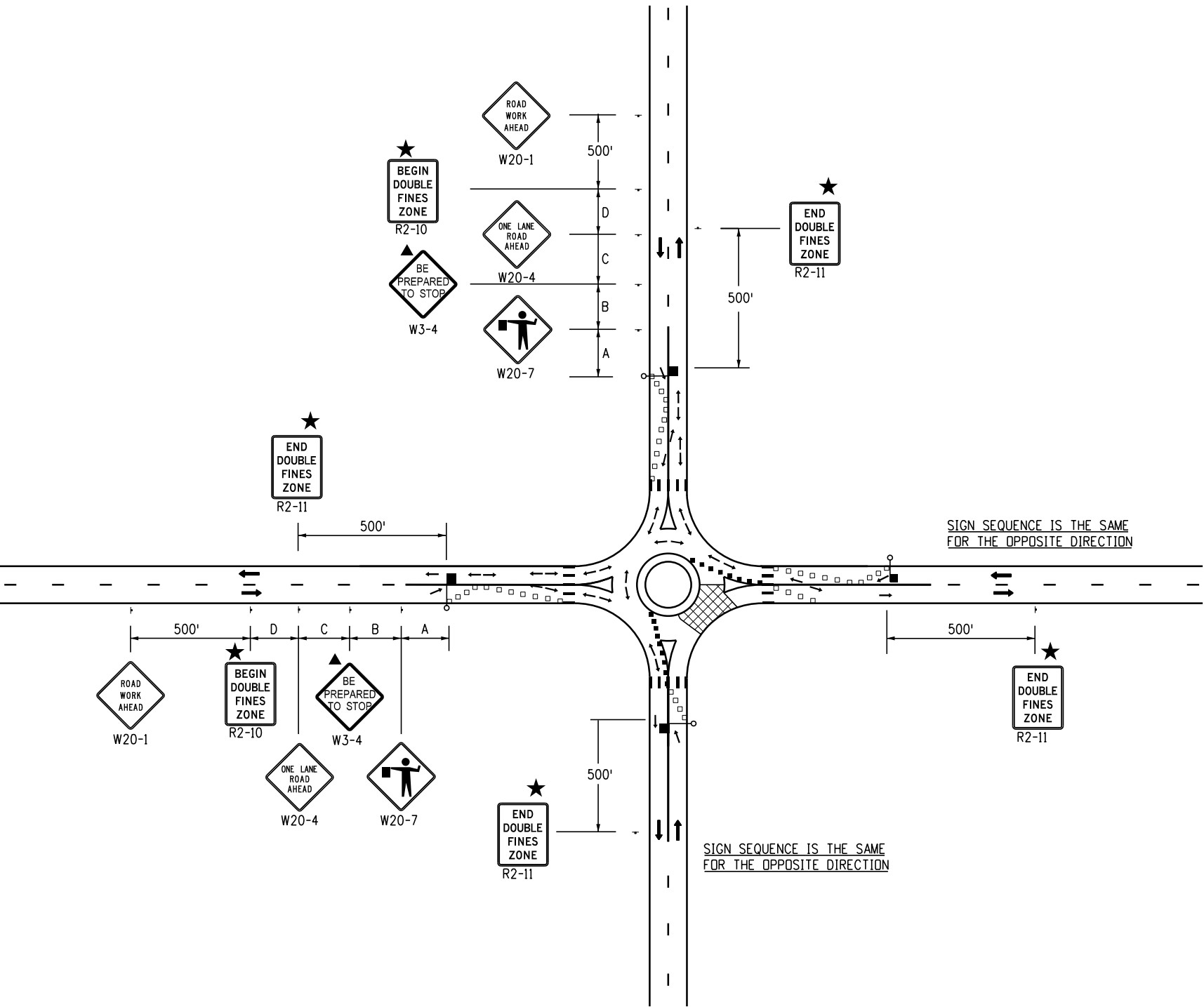


- LEGEND**
- * A TRUCK DETOUR ROUTE MAY BE NECESSARY TO DIVERT TRUCKS AWAY FROM THE ROUNDABOUT CIRCLE. ALSO NECESSARY IS A STREET NAME AND/OR ROUTE NUMBER SIGN, INFORMING MOTORISTS WHERE THEY NEED TO EXIT THE ROUNDABOUT CIRCLE TO ENTER THE DESIRED STREET AND/OR ROUTE NUMBER.
 - CHANNELIZING DEVICE: FOR 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.
 - ☀ 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 = $\frac{1}{3} L$
 - 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. 32
TYPICAL APPLICATION *
ROUNDABOUT - OUTSIDE LANE CLOSURE FOR TWO-LANE ROUNDABOUT

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		01/14/26	REMOVED G20-10/11 REVISED G20-5	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219	Traffic Safety & Engineering	Standard Sheet No. 19 of 26	
Last Modification Date: 01/14/26		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						Issued By: Traffic Safety & Engineering Branch July 31, 2019	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English							



- 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.
 - ☀ 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 = $\frac{1}{3} L$
 - BUFFER SPACE SEE GENERAL NOTE 23 ON SHEET 2.
 - FLAGGER STATION

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

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)	1/14/26	REMOVED G20-10/11	 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219		Standard Sheet No. 20 of 26	
Last Modification Date: 01/14/26	(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						Project Sheet Number:	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				Traffic Safety & Engineering	EB	Issued By: Traffic Safety & Engineering Branch July 31, 2019	

LEGEND

- 

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

VARIABLE MESSAGE SIGN (VMS).
- 

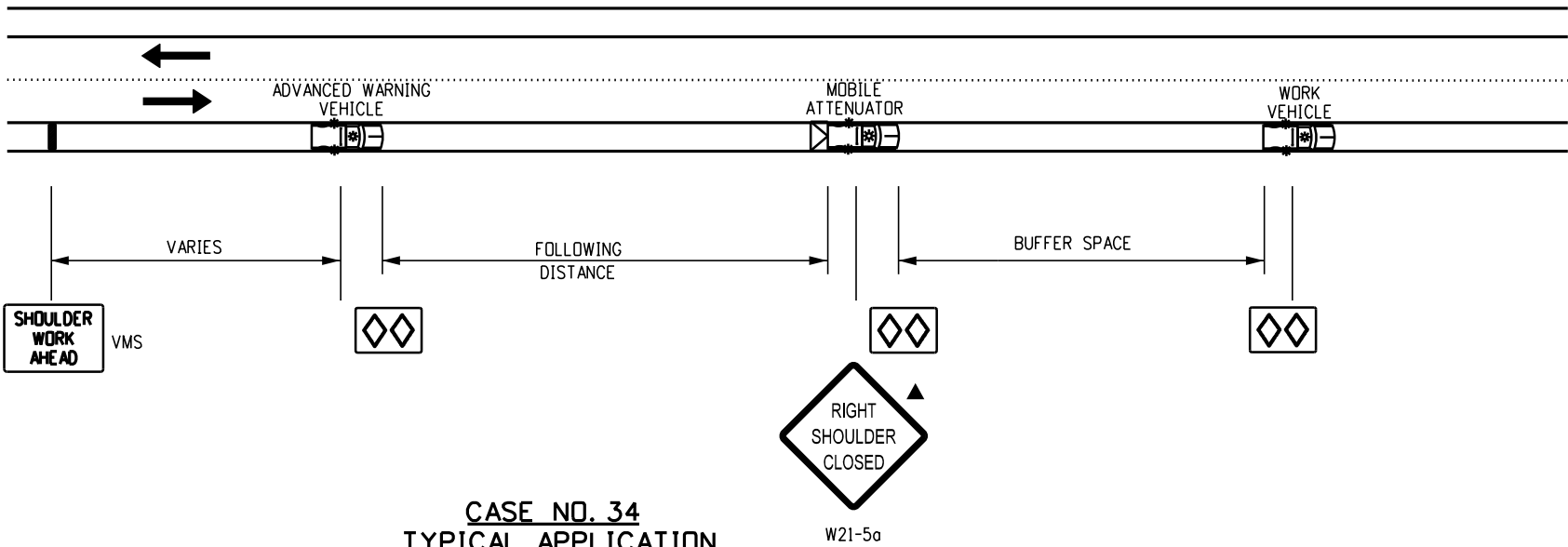
ARROW BOARD
- 

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

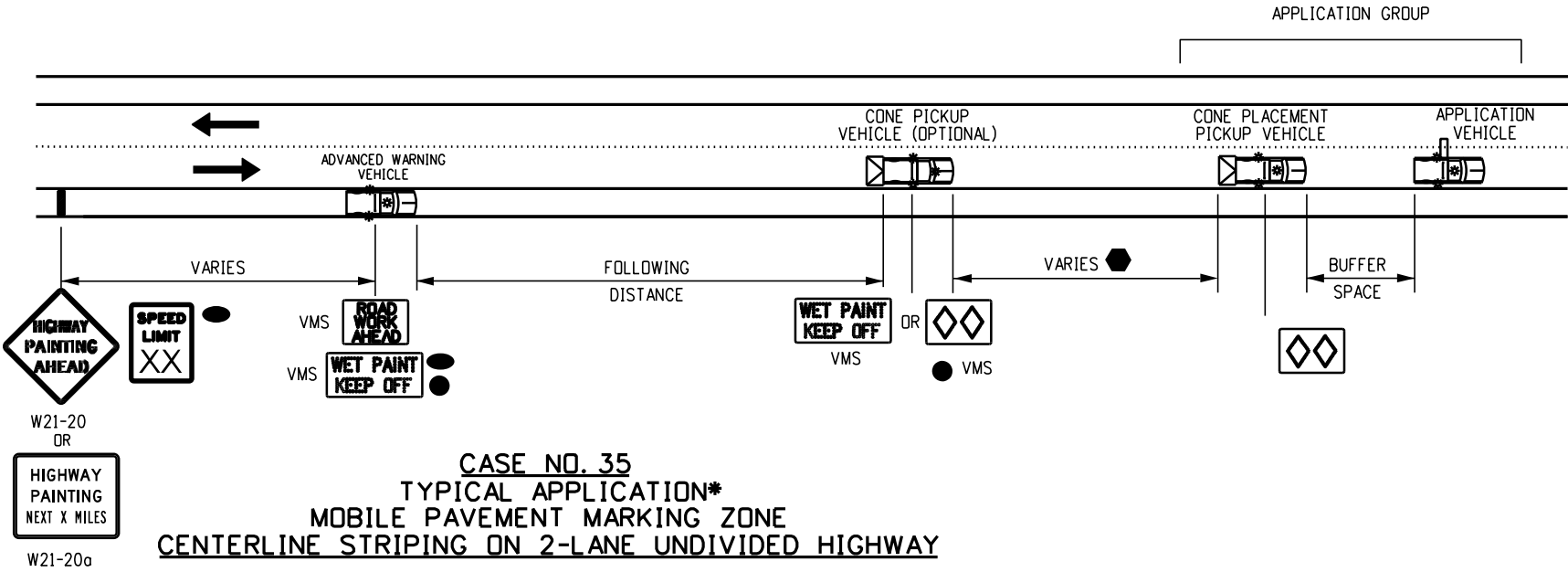


CASE NO. 34
TYPICAL APPLICATION
MOBILE WORK ZONE
MOBILE SHOULDER CLOSURE ON 2-LANE UNDIVIDED HIGHWAY

* 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

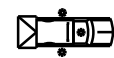


CASE NO. 35
TYPICAL APPLICATION*
MOBILE PAVEMENT MARKING ZONE
CENTERLINE STRIPING ON 2-LANE UNDIVIDED HIGHWAY

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 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 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.			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							

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.
- 

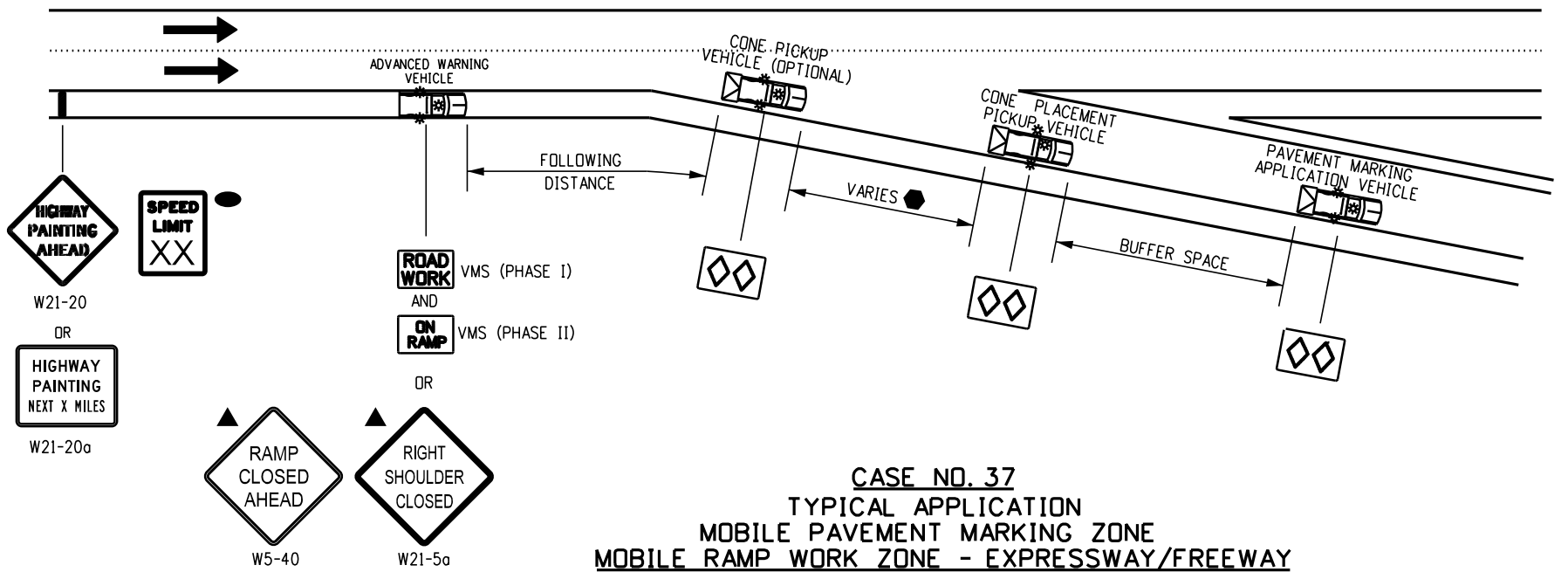
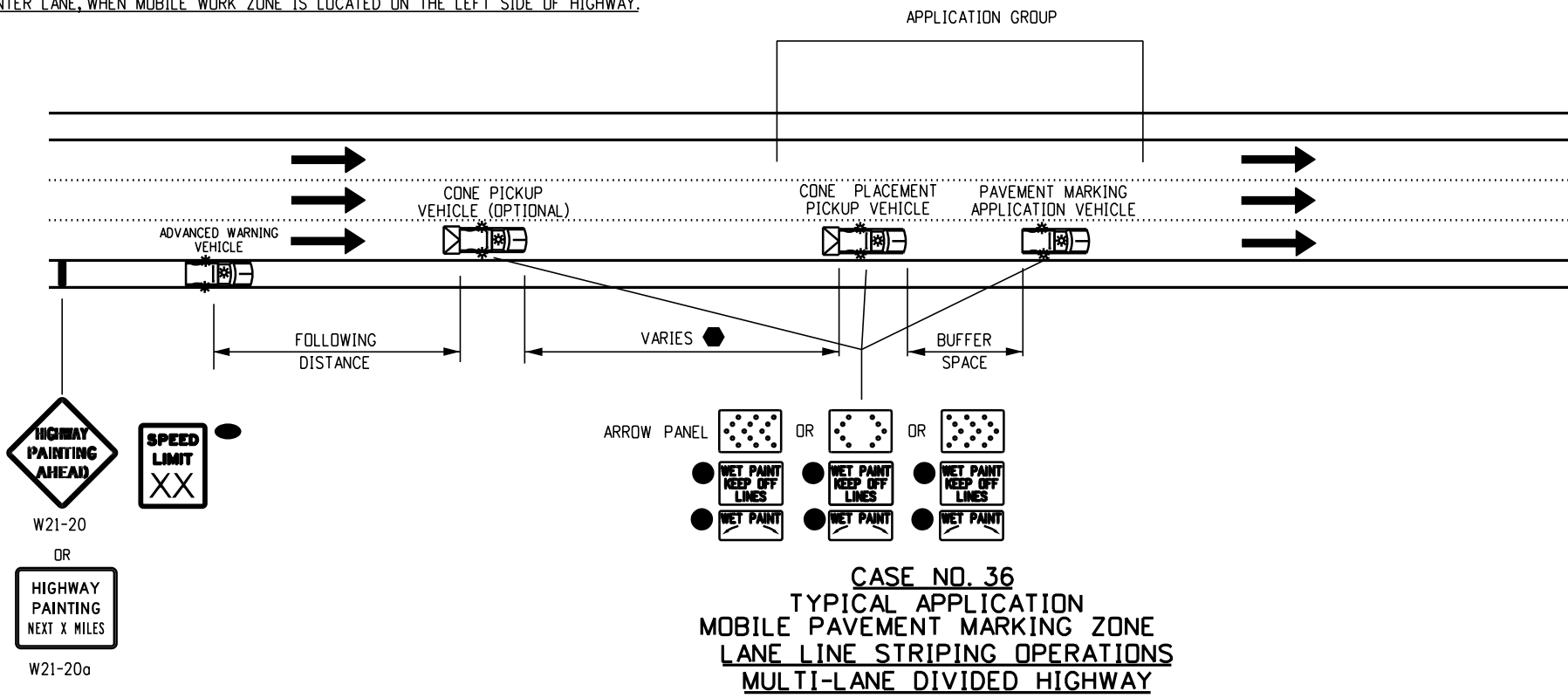
OPTIONAL

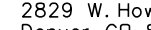
NOTES

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



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							Issued By: Traffic Safety & Engineering Branch July 31, 2019	Project Sheet Number:
Last Modified By: NRIVERA								
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.
- 

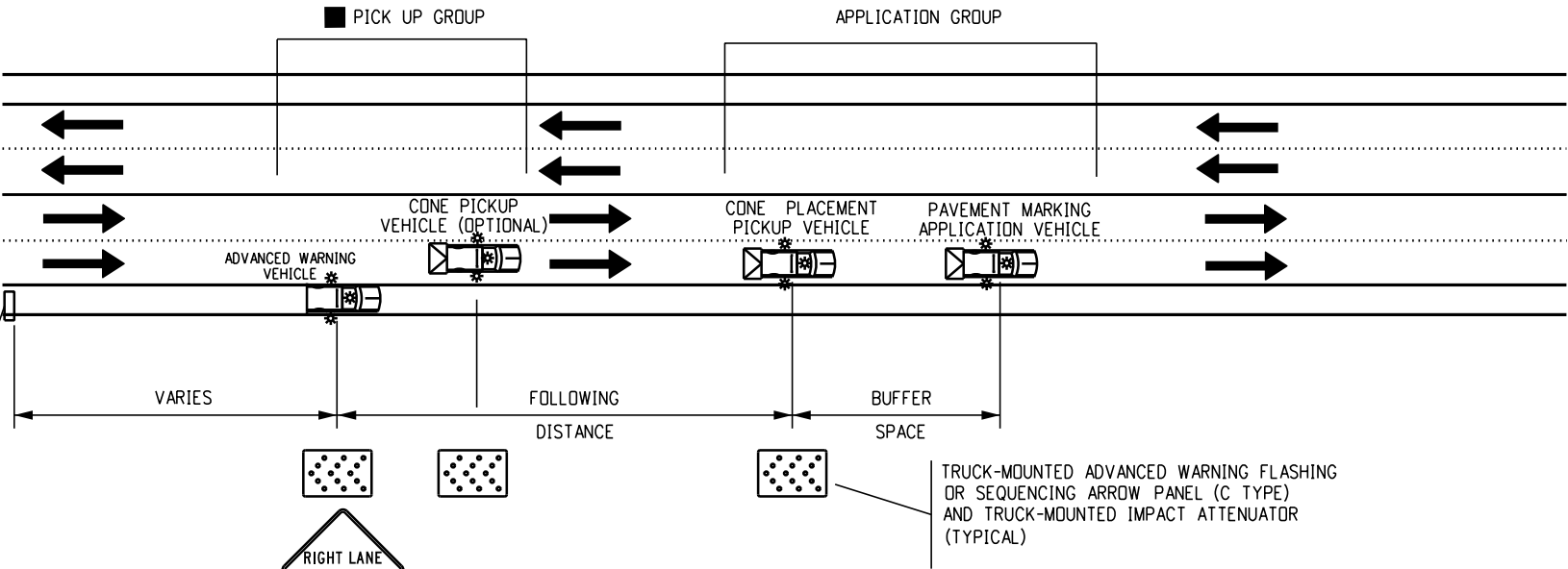
THE "CONE PICK UP VEHICLE" OR "WARNING VEHICLE" MAY ENCRDACH INTO THE TRAFFIC LANE WHEN THE SHOULDER IS TOO NARROW TO DRIVE ON.

NOTES

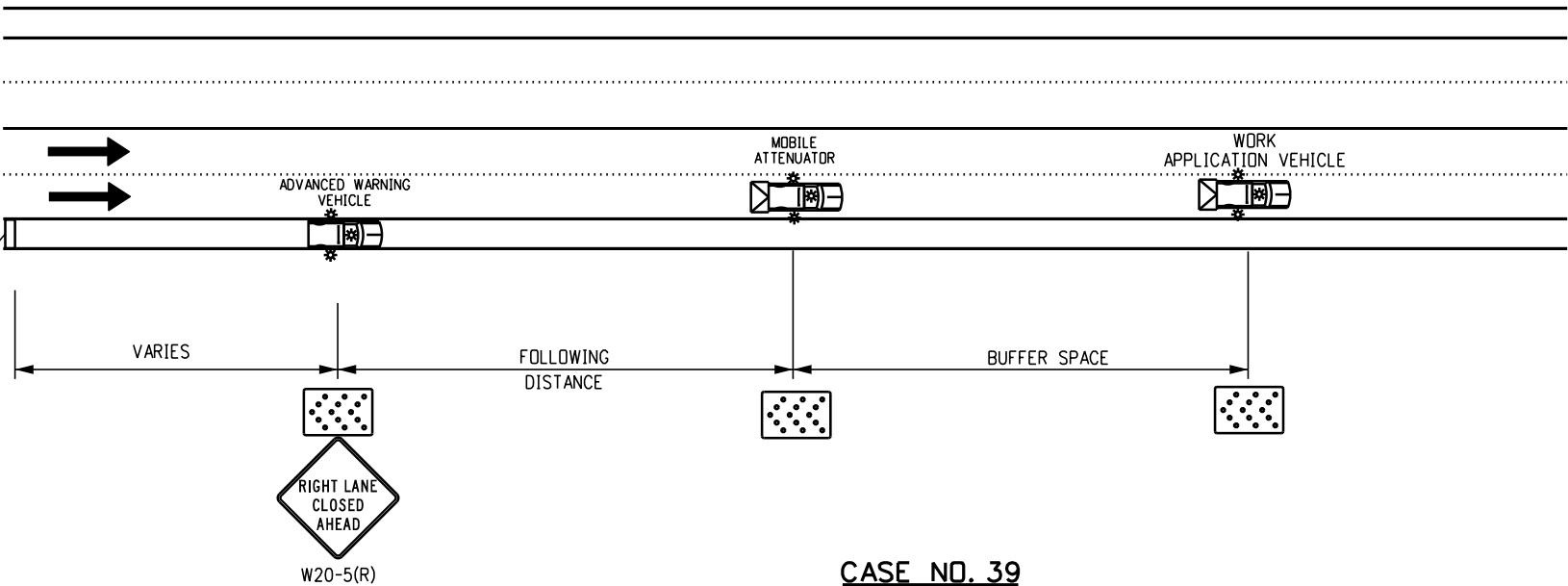
1. IN ROADWAY WHERE THE AADT IS 2,000 OR LESS, A SINGLE WORK VEHICLE WITH APPROPRIATE WARNING DEVICES ON THE VEHICLE MAY BE USED.
2. RADIO COMMUNICATIONS BETWEEN THE WORKCREW AND THE MOVING BLOCKADE ARE REQUIRED TO ADJUST THE BLOCKADE TO INCREASE OR DECREASE THE CLOSURE TIME. RELEASE TRAFFIC ONLY AFTER CONFIRMATION THAT ALL WORKERS AND THEIR VEHICLES ARE CLEAR OF THE ROADWAY.
3. IF APPLICABLE, ALL RAMP 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

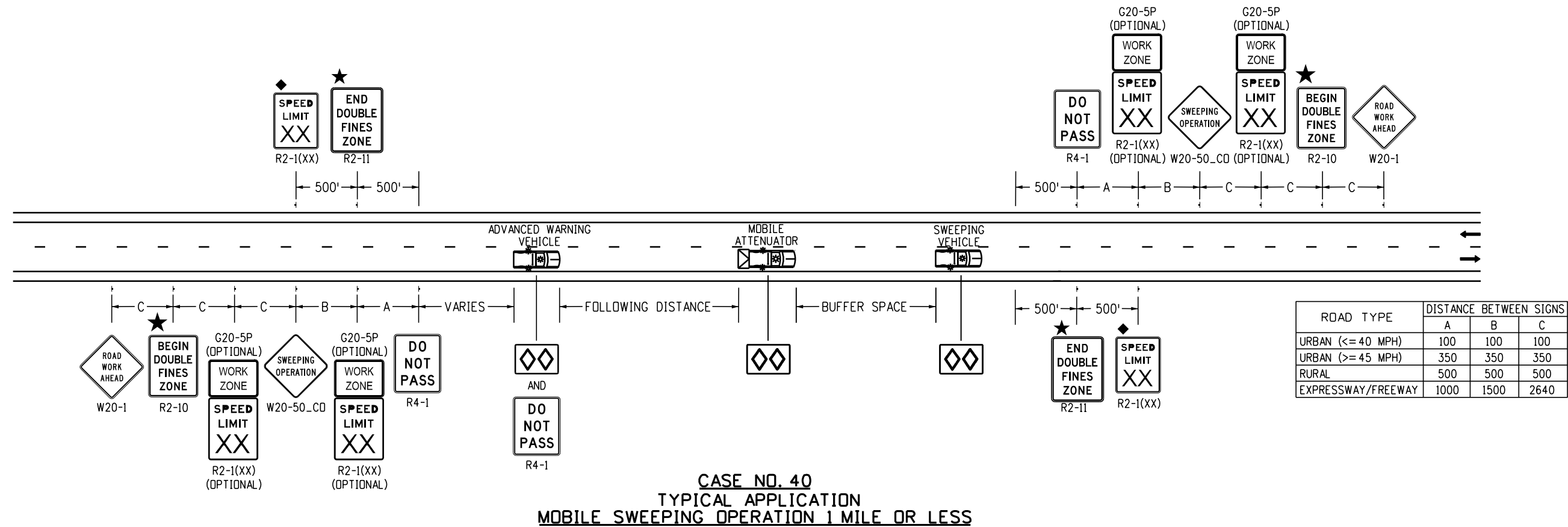


CASE NO. 38
TYPICAL APPLICATION
MOBILE STRIPING OPERATION OF LANE CLOSURE OF MULTI-LANE HIGHWAY
(NOT FOR USE ON FREEWAYS)



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	(R-1)	01/14/26	REVISED G20-5(R)	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: 01/14/26	(R-1)	01/20/23	UPDATED LEGEND UPDATED FOLLOWING DISTANCE CHART			Project Sheet Number:	
Last Modified By: NRIVERA	(O)			Traffic Safety & Engineering EB			
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English	(O)						



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

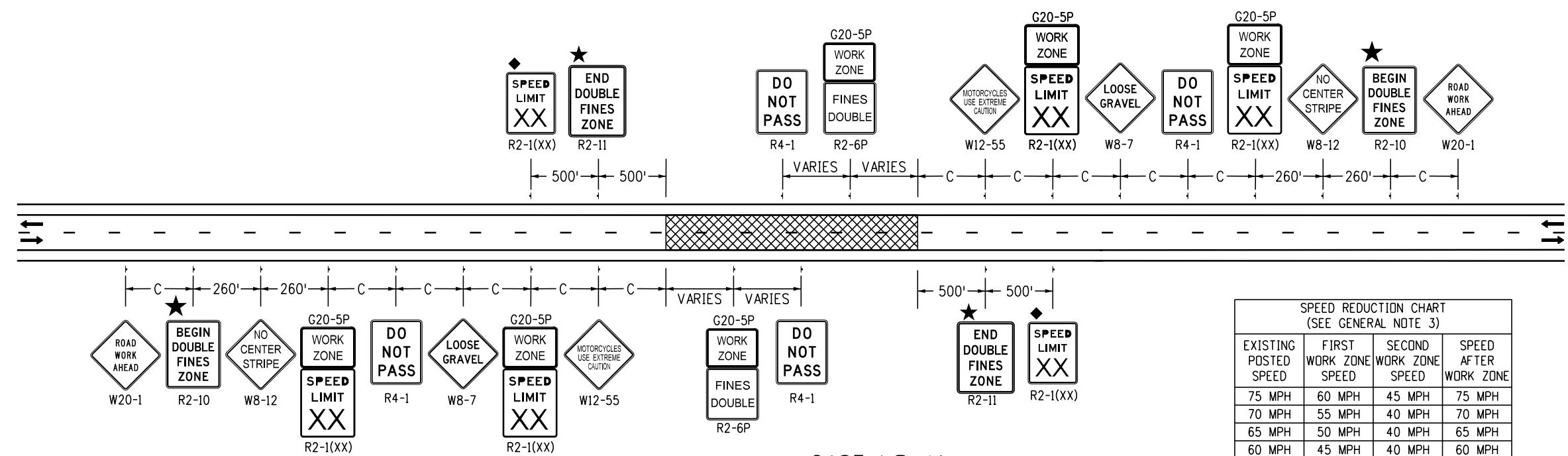
POSTED WZ SPEED LIMIT (MPH)	FOLLOWING DISTANCE (FEET)	BUFFER SPACE (FEET)
0 - 30	250 - 550	100 - 120
35 - 40	325 - 700	100 - 120
45 - 50	600 - 900	120 - 140
55	750 - 1200	120 - 140
60	1000 - 1400	180 - 200

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.

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: 01/20/23		Date:	Comments			S-630-1	
Created By: AVU		04/30/24	REMOVED G20-11 AND G20-10			Standard Sheet No. 24 of 26	
Last Modification Date: 04/30/24						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							

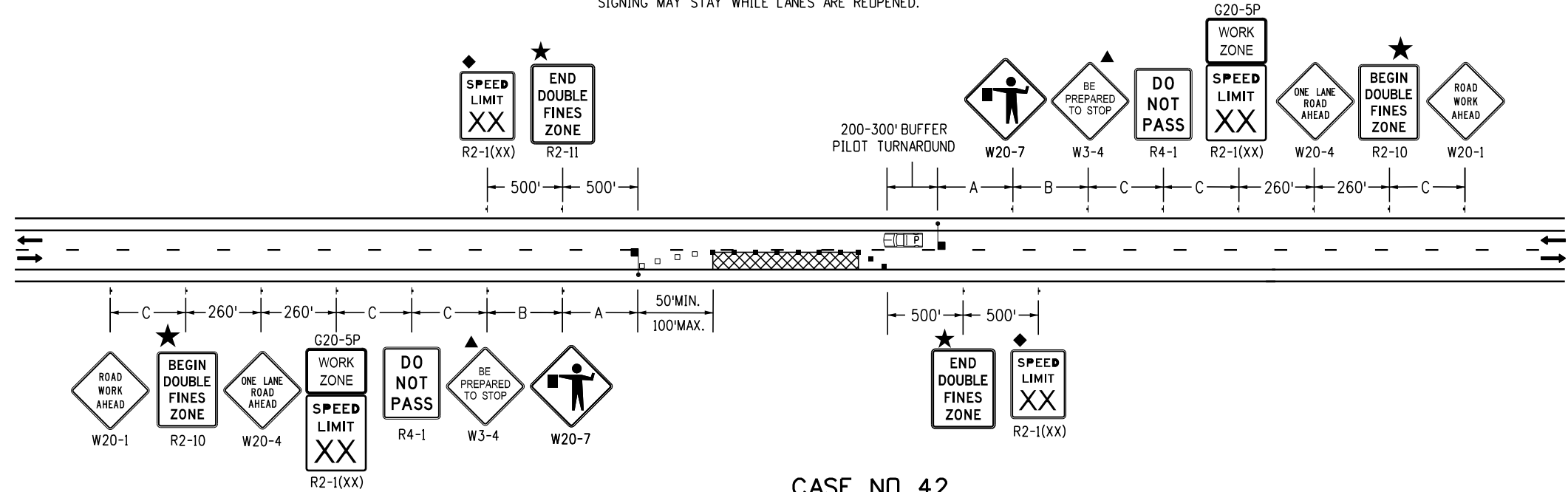


CASE NO. 41
TYPICAL APPLICATION
CHIP SEALS - 2-LANE UNDIVIDED HIGHWAY

NOTE: FOLLOW APPLICABLE STANDARDS AS SHOWN IN CASE NO. 17 ON SHEET 9, CASE NO. 19 ON SHEET 10, AND CHAPTER 6H OF THE 2009 MUTCD FOR LANE CLOSURE IN WORK AREA.
SIGNING MAY STAY WHILE LANES ARE REOPENED.

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

- NOTES**
- ALL NIGHT HAZARDS WILL BE MARKED AND DELINEATED.
 - ALL SPEED LIMIT SIGNS CONFLICTING WITH WORK ZONE SPEED SHALL BE COVERED DURING SPEED REDUCTION.
- 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.
 - 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 = 1/3 L
 - 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.
 - VARIES: BUFFER SPACE (SEE GENERAL NOTE 23 ON SHEET 2).
 - PILOT CAR
 - SEE FINES DOUBLE SIGNING NOTES ON SHEET 12.



CASE NO. 42
TYPICAL APPLICATION
PILOT CAR - LANE CLOSURE, 2-LANE UNDIVIDED HIGHWAY

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

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	Issued By: Traffic Safety & Engineering Branch July 31, 2019	STANDARD PLAN NO.	
Creation Date: 06/03/21		Date:	Comments					S-630-1	
Created By: AVU		01/14/26	REMOVED G20-10/11	 				Standard Sheet No. 25 of 26	
Last Modification Date: 01/14/26		07/20/23	ADDED G20-5P SIGN TO SHEET					Project Sheet Number:	
Last Modified By: NRIVERA			UPDATED NOTE UNDER CASE NO.41						
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English			UPDATED SIGN SPACINGS						
			UPDATED FLAGGER TAPER LENGTH						

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.				
G20-55(X)	"X MINUTE CLOSURE, EXPECT DELAYS" - THIS SIGN IS INTENDED FOR USE 500 FEET PAST THE "WORK ZONE"/SPEED LIMIT SIGN.	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.				
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.	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.*				
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.	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.				
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.	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.				
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.	W8-1,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 R22-2 AND W22-3 SIGNS MUST BE USED IN SEQUENCE WITH THIS 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.	W8-3a	"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.*	W22-3	"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.				
R4-1	"DO NOT PASS" - THIS SIGN SHOULD BE PLACED AT TRANSITION TAPER POINT.			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.				
R4-2	"PASS WITH CARE" - THIS SIGN SHOULD BE PLACED AT TRANSITION TAPER POINT.	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.*						
R2-10	"BEGIN DOUBLE FINES ZONE" SIGN IS PLACED AT THE BEGINNING OF THE ADVANCED WARNING AREA OF THE TRAFFIC CONTROL ZONE.	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.*						
R2-11	"END DOUBLE FINES ZONE" SIGN IS PLACED AFTER WORK ZONE AREA, PAST DOWNSTREAM TAPER SECTION.	W8-9a	"SHOULDER DROP-OFF" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF A SHOULDER DROP-OFF THAT EXCEEDS THREE INCHES IN HEIGHT.*						
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.	W8-11	"UNEVEN LANES" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF AN UNEVEN ADJACENT LANE SITUATION THAT EXCEEDS ONE INCH IN HEIGHT.*						
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.	W9-1()	"LEFT (RIGHT) LANE ENDS" - THIS SIGN IS INTENDED FOR USE IN ADVANCE OF 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.	W9-2()	"LANE ENDS/MERGE LEFT (RIGHT)" - THIS SIGN IS INTENDED FOR USE AS A SUPPLEMENT TO THE PAVEMENT WIDTH TRANSITION SIGN (W4-2).						
		W9-3	"CENTER LANE CLOSED AHEAD SYMBOL" - 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.*						
R22-2	"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.	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.						
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.						
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.						
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.*						
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 .								
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.*	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.						

POSTED OR 85TH PERCENTILE SPEED	ADVANCE PLACEMENT DISTANCE (FEET)								
	+ CONDITION A	++ CONDITION B: DECELERATION TO THE LISTED ADVISORY SPEED (MPH) FOR THE CONDITION							
		MPH							
		0	10	20	30	40	50	60	70
20	225	115	●	--	--	--	--	--	--
25	325	155	●	●	--	--	--	--	--
30	460	200	●	●	●	--	--	--	--
35	565	250	●	●	●	--	--	--	--
40	670	305	100'	100'	●	--	--	--	--
45	775	360	125	100'	100'	●	--	--	--
50	885	425	200	175	125	100'	--	--	--
55	990	495	275	225	200	125	●	--	--
60	1100	570	350	325	275	200	100'	--	--
65	1200	645	450	400	350	275	200	100'	--
70	1250	730	525	500	450	375	275	200	--
75	1350	820	625	600	550	475	375	300	150

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ADVANCE PLACEMENT OF WARNING SIGNS

POSTED OR 85TH PERCENTILE SPEED	ADVANCE PLACEMENT DISTANCE (FEET)								
	+ CONDITION A	++ CONDITION B: DECELERATION TO THE LISTED ADVISORY SPEED (MPH) FOR THE CONDITION							
		MPH							
		0	10	20	30	40	50	60	70
20	225	115	●	--	--	--	--	--	--
25	325	155	●	●	--	--	--	--	--
30	460	200	●	●	●	--	--	--	--
35	565	250	●	●	●	--	--	--	--
40	670	305	100'	100'	●	--	--	--	--
45	775	360	125	100'	100'	●	--	--	--
50	885	425	200	175	125	100'	--	--	--
55	990	495	275	225	200	125	●	--	--
60	1100	570	350	325	275	200	100'	--	--
65	1200	645	450	400	350	275	200	100'	--
70	1250	730	525	500	450	375	275	200	--
75	1350	820	625	600	550	475	375	300	150

+ CONDITION A: SPEED REDUCTION AND LANE CHANGING IN HEAVY TRAFFIC. TYPICAL SIGNS ARE "MERGE" AND "RIGHT LANE ENDS".

++ CONDITION B: TYPICAL CONDITIONS ARE THE WARNING OF A POTENTIAL STOP SITUATION AND LOCATIONS WHERE THE ROAD USER MUST DECREASE SPEED TO MANEUVER THROUGH THE WARNED CONDITION. TYPICAL SIGNS ARE "STOP AHEAD", "SIGNAL AHEAD", "YIELD AHEAD", "CURVE", "REVERSE CURVE", "TURN".

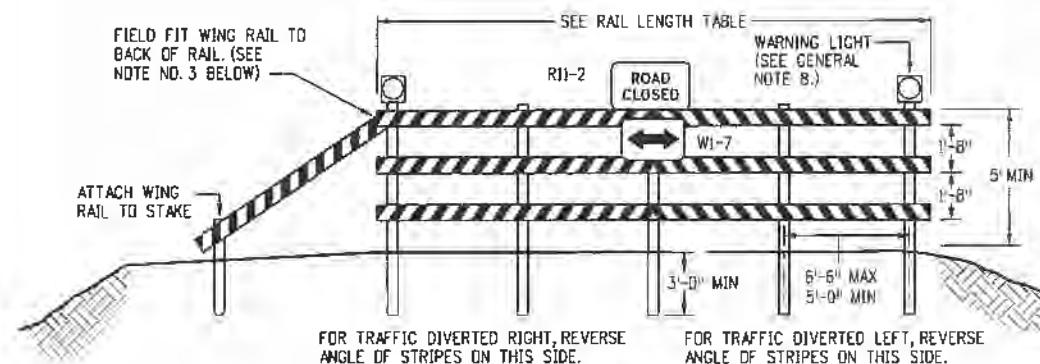
● NO SUGGESTED DISTANCES ARE PROVIDED AT THESE SPEEDS, AS THE PLACEMENT IS DEPENDENT ON SITE CONDITIONS AND OTHER SIGNING.

Δ THE MINIMUM ADVANCE PLACEMENT DISTANCE IS LISTED AS 100 FEET TO PROVIDE ADEQUATE SPACING BETWEEN SIGNS.

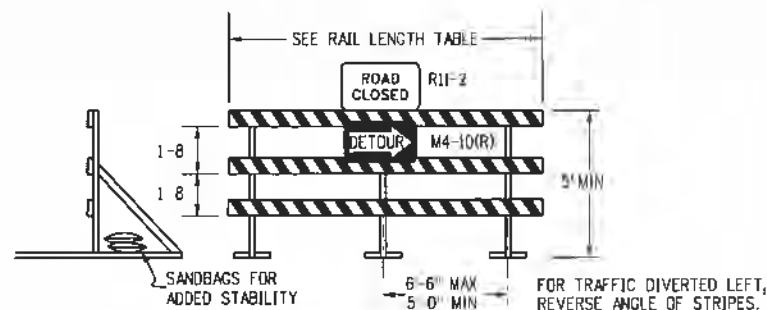
A SUPPLEMENTAL PLAQUE MAY BE USED WITH WARNING SIGNS SPECIFYING THE DISTANCE TO THE CONDITION IF THERE IS AN IN-BETWEEN INTERSECTION THAT MIGHT CONFUSE THE MOTORIST.

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

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	01/14/26	UPDATED ADVANCE PLACEMENT			Standard Sheet No. 26 of 26	
Last Modification Date: 01/14/26	R-1	01/20/23	Replaced R52-6a(b) with R2-10(11) Updated W3-4 and R11-3				
Last Modified By: NRIVERA						Project Sheet Number:	
CAD Ver.: MicroStation V8 Scale: Not to Scale Units: English				Traffic Safety & Engineering	EB		
				2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9654 FAX: 303-757-9219		Issued By: Traffic Safety & Engineering Branch July 31, 2019	



FIXED



MOVABLE-SKIDS



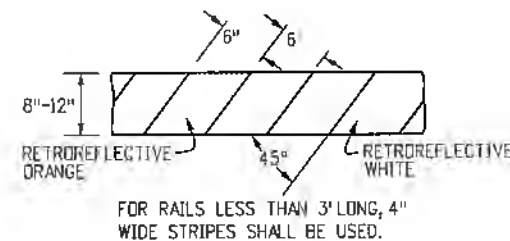
MOVABLE-HINGED

TYPICAL TYPE 3 BARRICADES

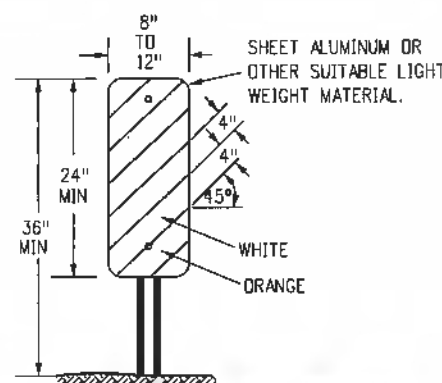
- TYPE 3 BARRICADES HAVE 3 REFLECTORIZED RAIL FACES IF FACING TRAFFIC IN ONE DIRECTION AND 6 IF FACING TRAFFIC IN TWO DIRECTIONS.
- THE PORTION OF THE POST ABOVE THE GROUND LINE SHALL BE PAINTED IN ACCORDANCE WITH THE APPROPRIATE GENERAL NOTE.
- DETACHABLE EXTENSION WING RAILS FOR BYPASSING OF CONSTRUCTION EQUIPMENT ARE PERMITTED, WHEN NECESSARY, ON FIXED OR MOVABLE TYPE 3 BARRICADES. THE LENGTH SHALL BE ADEQUATE TO CLOSE THE BORROW PIT AND/OR SHOULDER AS REQUIRED.

RAIL LENGTH TABLE

TYPE 3 BARRICADE		LENGTH
FIXED	MOVABLE	
F - A	M - A	8'- 14'
F - B	M - B	15'- 24'
F - C	M - C	25'- 35'
F - D	M - D	> 35'

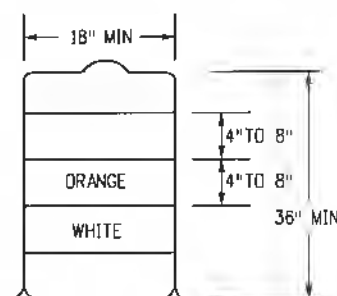


RAIL STRIPING DETAIL



TYPICAL VERTICAL PANEL

- IF SPECIAL PANELS 3' OR GREATER IN HEIGHT ARE REQUIRED, THEN 6" STRIPES SHALL BE USED.
- IF FIXED PLACEMENT IS REQUIRED, MOUNT ON DELINEATOR POST. SEE COLORADO STANDARD PLAN S-612-1.

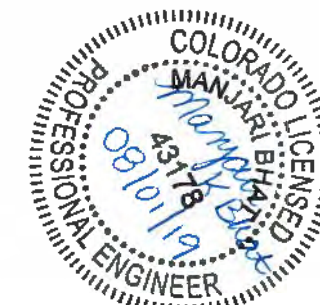


TYPICAL DRUM

- THE 18" MINIMUM DIMENSION SHALL APPLY TO THE SMALLEST MEASUREMENT OF OBLONG, RECTANGULAR, OR FLATTENED SIDE DRUMS.
- THERE SHALL BE AT LEAST TWO ORANGE AND TWO WHITE HORIZONTAL, CIRCUMFERENTIAL, RETROREFLECTIVE STRIPES ON EACH DRUM.

GENERAL NOTES

- THE VARIOUS TYPES, COMBINATIONS AND APPLICATIONS OF SIGNS AND WARNING LIGHTS FOR BARRICADES REQUIRED FOR EACH PROJECT SHALL BE:
 - AS SPECIFIED OR DETAILED IN THE PLANS.
 - AS SHOWN IN APPLICABLE TYPICAL ILLUSTRATIONS.
 - AS CALLED FOR AND SUBJECT TO APPROVAL BY THE ENGINEER.
- TEMPORARY AND PERMANENT TYPE 3 BARRICADES SHALL BE FABRICATED FROM APPROVED CRASH TESTED MATERIALS. SEE SECTION 614 AND 630 OF THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION FOR ADDITIONAL REQUIREMENTS.
- ALL PAINTING SHALL CONFORM WITH THE FOLLOWING:
 - THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE FABRICATED AS ONE PIECE.
 - ALL SKIDS, BRACES AND POSTS SHALL BE PAINTED WITH 2 COATS OF EXTERIOR WHITE PAINT.
 - THE BACKSIDES OF RAILS AND VERTICAL PANEL CHANNELIZING DEVICES FACING ONE DIRECTION OF TRAFFIC ONLY SHALL BE PAINTED WITH EXTERIOR WHITE PAINT.
 - ALUMINUM OR GALVANIZED STEEL SKIDS, BRACES AND POSTS SHALL NOT BE PAINTED.
- ALL STRIPED SURFACES SHALL CONFORM WITH THE FOLLOWING:
 - THE ENTIRE AREA OF ORANGE AND WHITE STRIPES SHALL BE FABRICATED AS ONE PIECE.
 - HORIZONTAL RAILS, WING RAILS AND VERTICAL PANEL CHANNELIZING DEVICES SHALL HAVE ORANGE AND WHITE STRIPES ON THE FACE SIDE(S) SLANTING DOWNWARD AT A 45° ANGLE TOWARD THE SIDE(S) TO WHICH TRAFFIC IS TO PASS OR TURN.
 - PERMANENT BARRICADES SHALL HAVE RETROREFLECTIVE RED AND WHITE STRIPES. THEY MAY BE USED AT LOCATIONS TO MARK THE END OF A ROAD, STREET OR HIGHWAY THAT ENDS AT A "T" INTERSECTION, OR WHERE THERE IS NO CROSSROAD OR OUTLET.
 - ALL RETROREFLECTIVE SHEETING SHALL CONFORM TO ASTM D4956:
 - ORANGE AND WHITE SHALL BE TYPE IV MINIMUM.
 - RED AND WHITE SHALL BE TYPE IV MINIMUM.
- FOR ALL WOODEN BARRICADE COMPONENTS NOMINAL LUMBER DIMENSIONS ARE SATISFACTORY.
- ALL SCREWS, BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED OR CADMIUM PLATED.
- STABILITY OF BARRICADES AND CHANNELIZING DEVICES SHALL CONFORM WITH THE FOLLOWING:
 - SKIDS (BASES) OF MOVABLE BARRICADES SHALL BE WEIGHTED WITH SANDBAGS ONLY WHERE NECESSARY TO PROVIDE STABILITY.
 - NO MOVABLE OR PORTABLE DEVICE SHALL BE WEIGHTED BY ANY METHOD OR WITH ANY MATERIAL THAT WOULD MAKE THEM HAZARDOUS TO MOTORISTS.
- WARNING LIGHTS USED WITH BARRICADES, DRUMS AND VERTICAL PANELS SHALL CONFORM WITH THE FOLLOWING:
 - USE FLASHING WARNING LIGHTS WHEN DEVICES ARE USED SINGLY, AND STEADY BURN LIGHTS WHEN THEY ARE USED IN A SERIES FOR CHANNELIZATION.
 - THEY SHALL BE POSITIONED ABOVE THE TOP RAIL OF BARRICADES OR ON TOP OF DRUMS AND VERTICAL PANELS.
- CONCRETE BARRIER (TEMPORARY) SHALL CONFORM WITH:
 - PRECAST CONCRETE BARRIER AS SHOWN ON COLORADO STANDARD PLAN M-605-14.
 - BARRIER REFLECTORS SHALL BE INSTALLED THAT MEET THE REQUIREMENTS OF STANDARD TYPICAL DELINEATOR INSTALLATIONS, EXCEPT THE MAXIMUM SPACING SHALL BE 50', AND THEY WILL NOT BE PAID FOR BUT ARE INCLUDED IN THE COST OF THE BARRIER.
 - CONCRETE BARRIER END TREATMENT SHALL BE IN ACCORDANCE WITH CLEAR ZONE CRITERIA, AND PLACED AS SHOWN ON THE PLANS.
- SIGN PANELS MOUNTED ON BARRICADES WILL BE PAID FOR SEPARATELY.



Computer File Information		Sheet Revisions		Colorado Department of Transportation 2829 W. Howard Pl. Denver, CO 80204 Phone: 303-757-9436 Fax: 303-757-9219 Traffic & Safety Engineering MKB	BARRICADES, DRUMS, CONCRETE BARRIERS (TEMP) & VERTICAL PANELS Issued By: Traffic & Safety Engineering Branch July 31, 2019	STANDARD PLAN NO. S-630-2 Standard Sheet No. 1 of 1 Project Sheet Number:	
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