

Miscellaneous Layouts

Layouts for Continuously Moving and
Miscellaneous Operations.

**Misc
Layouts**

Pages 125-140

***Drawings Not To Scale**

MISCELLANEOUS LAYOUTS

Refer to the layouts for roadway type, volume, or speed limit restrictions.

Miscellaneous Operations	
	Layout Number
Striping Operations - Two-Lane Roads	77
Striping Operations - Multi-Lane Roads	78, 79
Off Road Operation	8
Motor Grader - Gravel Road Maintenance	26
Flagging Cross-Roads and blind curves	18
Flagging at Moving Work Spaces	16
Surfacing Operation at Intersection	61
Lane Closure, Single Lane Roundabout	82
Left Lane Closure, 2 Lane Roundabout	83
Right Lane Closure, 2 Lane Roundabout	84
Typical Bump/Dip	80
Controlled Burn	81
Crossroad and Confirmation Signing	31
Drop-Off Signing	87
Closures	
Layouts for closures of roadway, bicycle, or pedestrian facilities	Layout Number
Two-Lane, Two-Way Road Closure	27
Multi-Lane Undivided Road Closure	44
Sidewalk Detour	85
Sidewalk Bypass	86

NOTES:

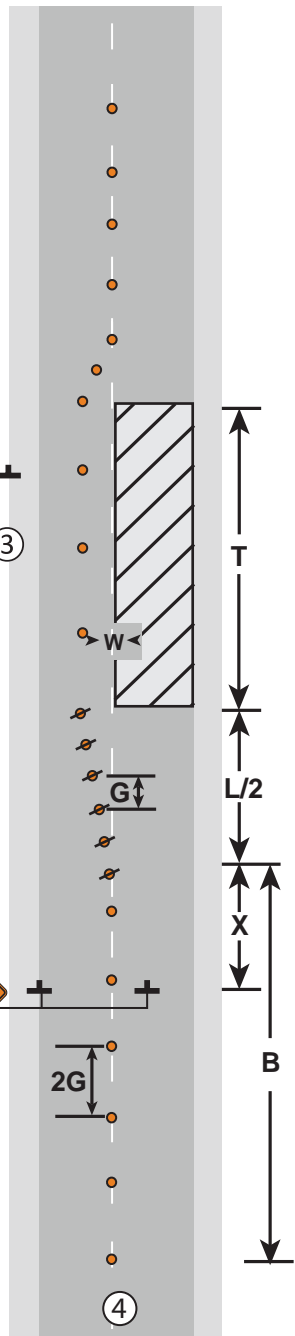
1. Do not shift traffic onto gravel shoulders.
- ② If T is greater than 600' use reverse curve signs.
- ③ Maintain 12 feet of paved surface.
- ④ Use other layout for lane closures and advance warning.

L/2

W MPH \	1	2	3	4	5	6	7	8
50	25	50	75	100	125	150	175	200
55	28	55	83	110	138	165	193	220
60	30	60	90	120	150	180	210	240
65	33	65	98	130	163	195	228	260
70	35	70	105	140	175	210	245	280



or



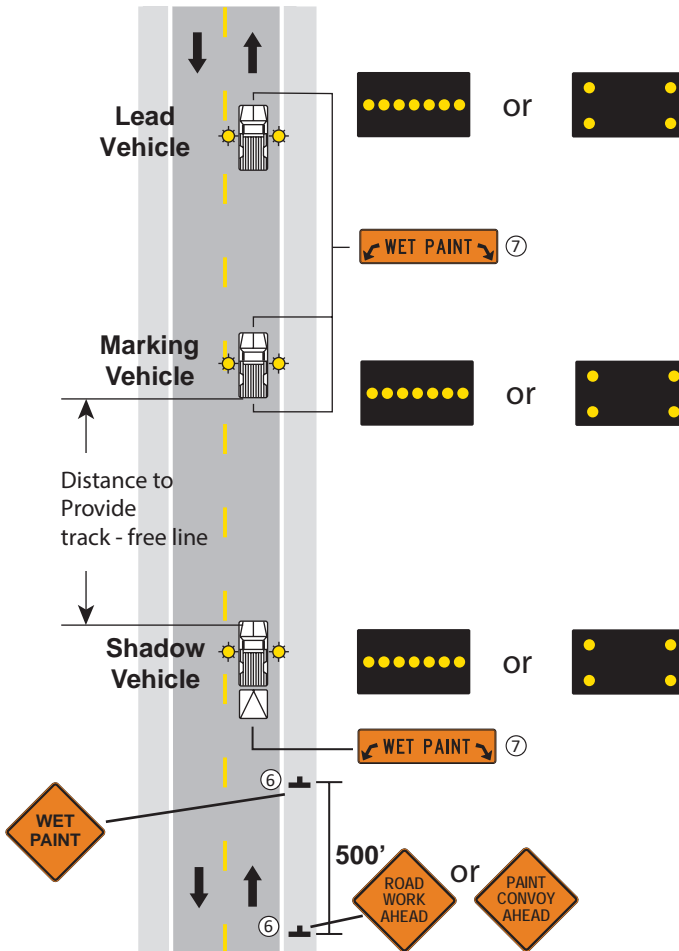
LANE SHIFT TO SHOULDER

12 HOURS or LESS

LAYOUT 76

NOTES:

1. All vehicles shall display two 360-degree yellow flashing vehicle lights or strobes.
2. The separation distance between the Marking Vehicle and the Shadow Vehicle should be determined by the track free time of the pavement marking material and/or traffic conditions.
3. Any shadow vehicle(s) operated totally or partially in a high speed traffic lane shall be equipped with a TMA.
4. If tracking of the wet paint is anticipated, cones should be used between the Marking and Shadow Vehicles at 100 foot spacing.
5. Approach signs are the same in all directions.
- ⑥ Signs shall be repeated approximately every three miles.
- ⑦ Cover the appropriate arrow of the truck mounted “WET PAINT” sign.



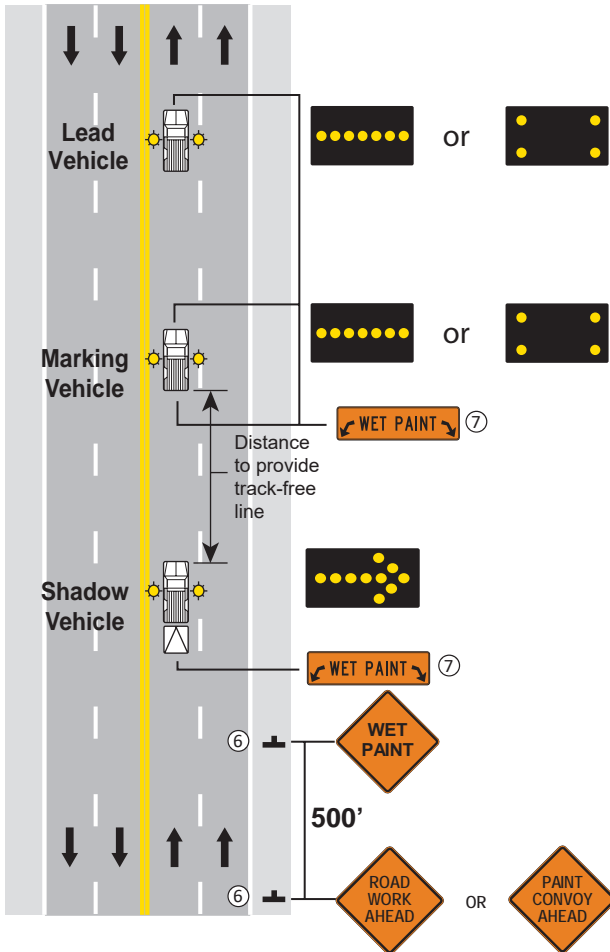
**STRIPING OPERATIONS
TWO-LANE, TWO-WAY ROAD**

15 MINUTES or LESS

LAYOUT 77

NOTES:

1. All vehicles shall display two 360-degree yellow flashing vehicle lights or strobes.
2. The separation distance between the Marking Vehicle and the Shadow Vehicle should be determined by the track free time of the pavement marking material and/or traffic conditions.
3. Any shadow vehicle(s) operated totally or partially in a high speed traffic lane shall be equipped with a TMA.
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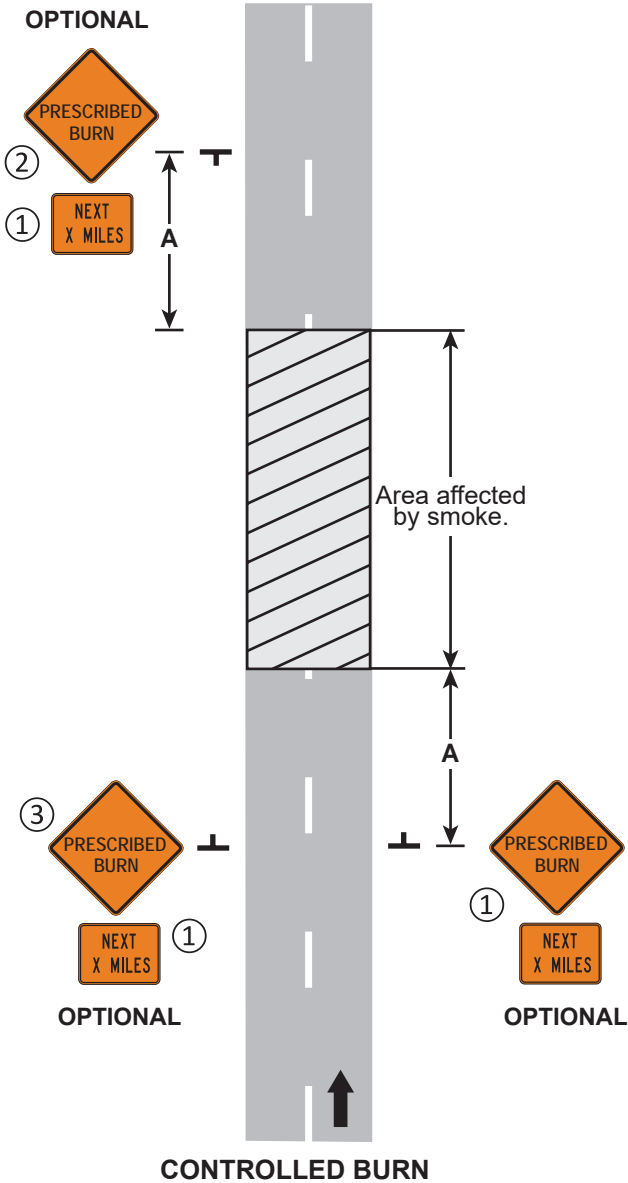
**STRIPING OPERATIONS
 CENTERLINE - LANE LINE - EDGELINE STRIPING
 FOUR-LANE UNDIVIDED ROAD**

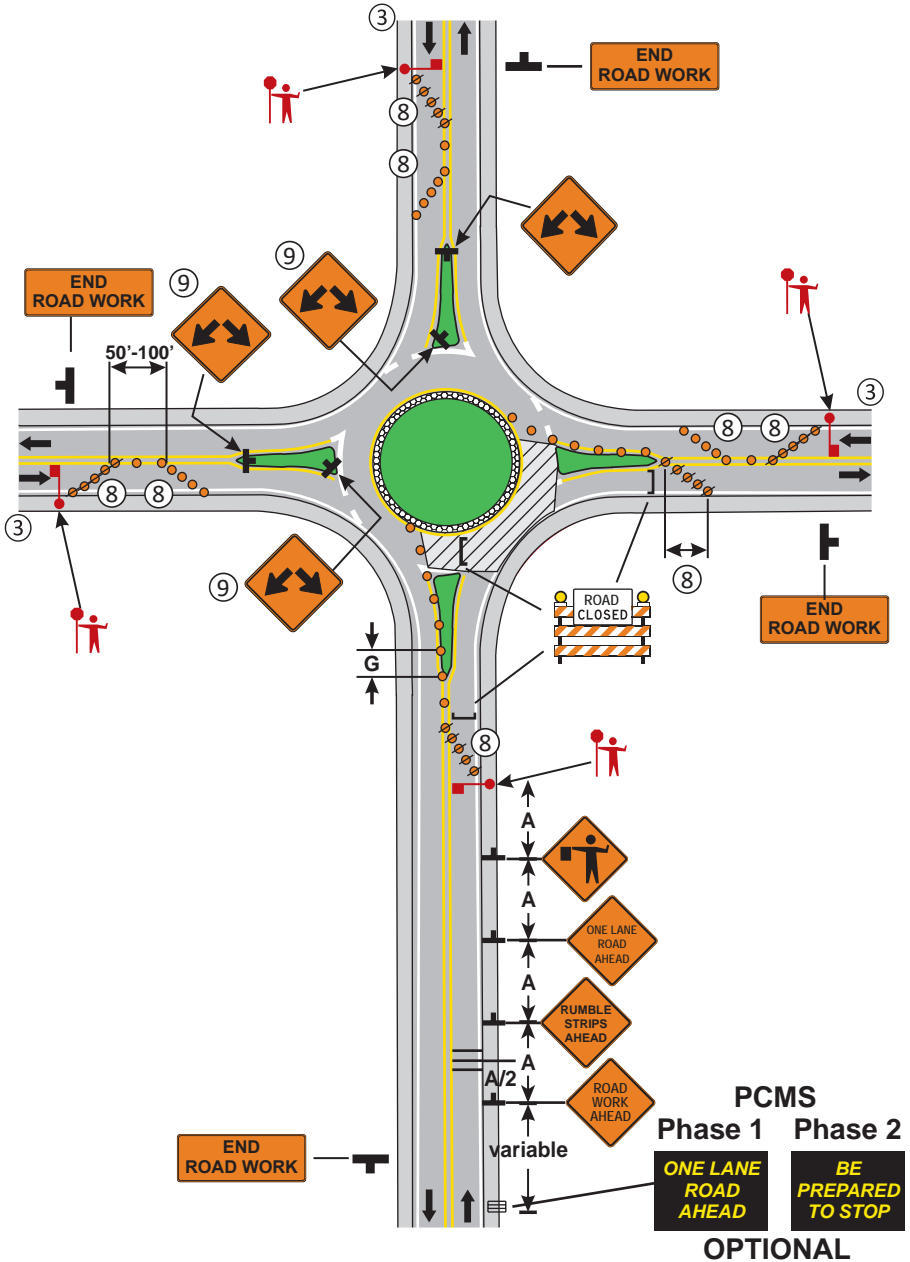
15 MINUTES or LESS

LAYOUT 78

NOTES:

- ① When the optional NEXT X MILES plaque(s) is used, it shall be placed directly below or on the lower side nearest traffic of the appropriate warning sign(s).
- ② Use on two-lane, two-way roads.
- ③ For multi-lane divided or one-way roadways.





**LANE CLOSURE IN ROUNDABOUT
SINGLE LANE ROUNDABOUT**

12 HOURS or LESS

LAYOUT 82

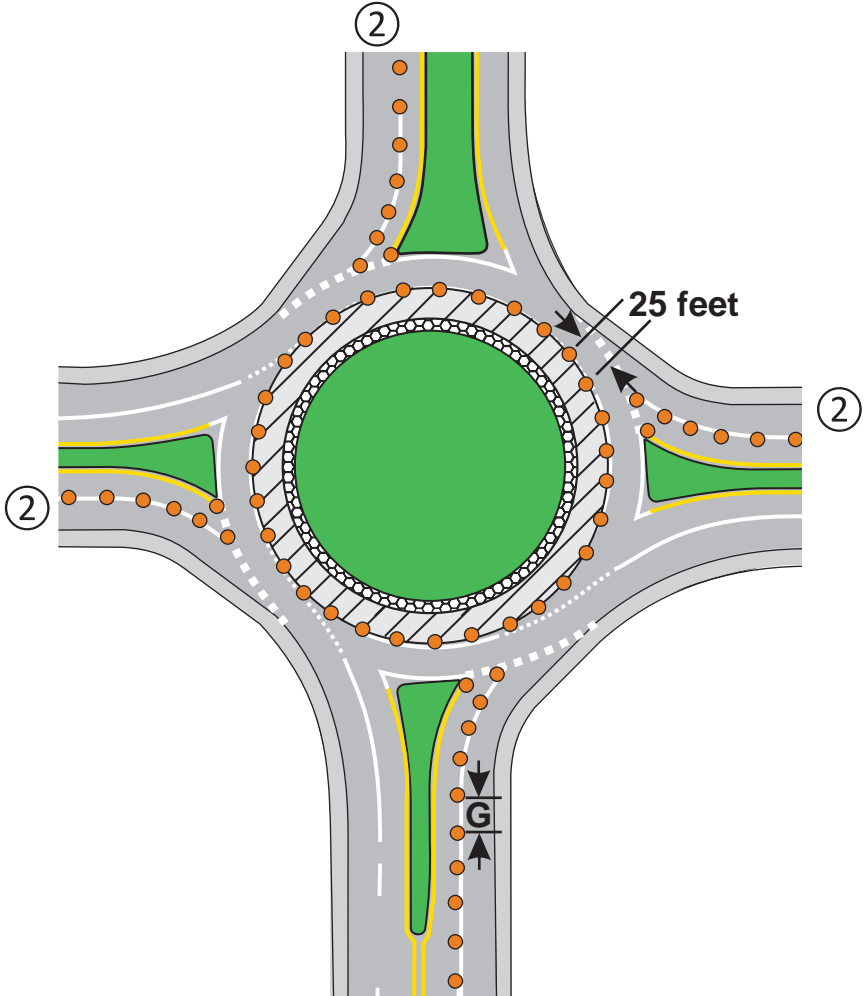
NOTES:

1. Each roundabout is unique and traffic control shall be developed to meet the specific conditions of the location and the work operation. A detour could better serve traffic movement and shall be considered as an alternative to the flagger operation.
2. Flagging operations may not be necessary when working on the shoulders or in the island of the roundabout. If a driving lane(s) width of at least 10 feet (or more) can be maintained while shoulder work on an approach is being performed, the driving lane(s) may remain open to traffic.
- ③ Approach signs are the same in all directions.
4. Flaggers shall control traffic flow on all approaches of the one-lane roundabout.
5. A lead flagger shall be designated and radio communication shall be used by the flaggers.
6. Only one approach of traffic shall be released at a time.
7. At night, flagger stations shall be illuminated. Street lights and vehicle headlights shall not be used to illuminate the flagger station.
- ⑧ The two-way taper should be 50 feet using 5 equally spaced channelizing devices.
- ⑨ The Double Arrow sign may be replaced with destination signing.
10. When available width is less than 16 feet, a Max Width (W12-52) sign should be used with a posted width 1 foot less than available width.

**LANE CLOSURE IN ROUNDABOUT
SINGLE LANE ROUNDABOUT****12 HOURS or LESS****LAYOUT 82**

NOTES:

- 1. Each roundabout is unique and traffic control shall be developed to meet the specific conditions of the location and the work operation. A detour could better serve traffic movement and shall be considered as an alternative to the flagger operation.
- ② Use other layouts for lane closures and advance warning.
- 3. On divided highways having a median wider than 6 feet, right and left sign assemblies shall be required.
- 4. Consideration should be given to truck/bus traffic.
- 5. END ROAD WORK sign should be plated 500 feet past work area.



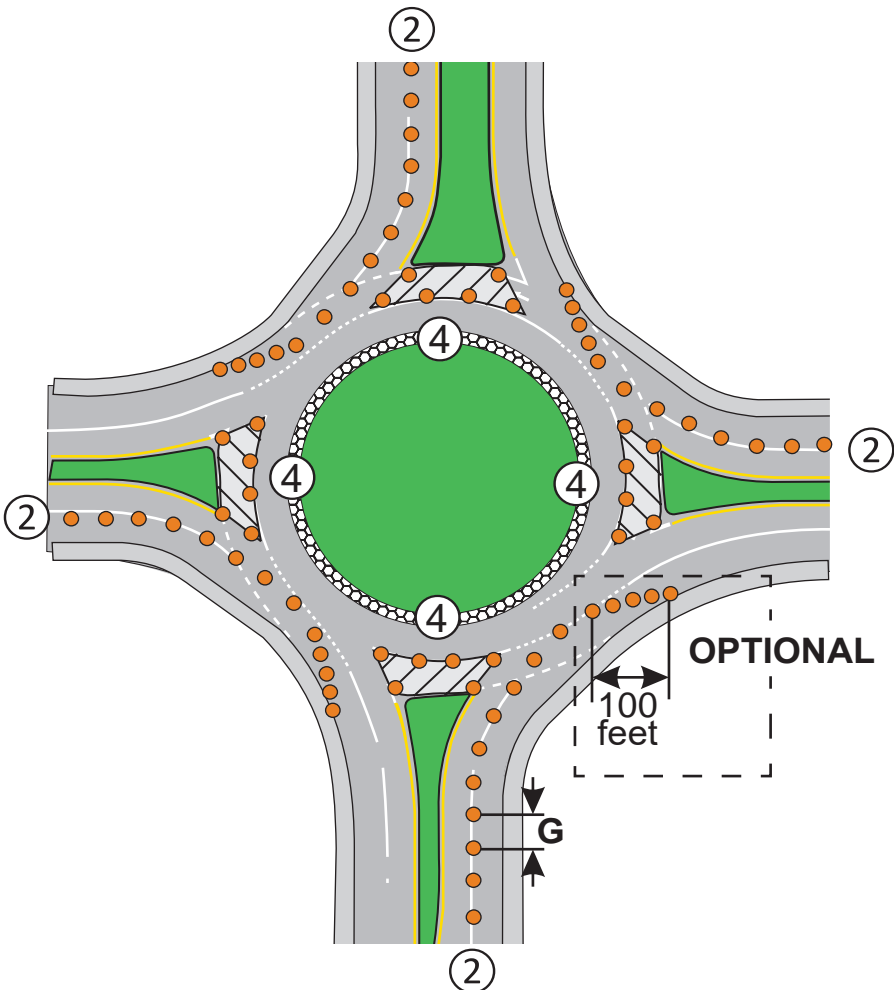
**LEFT LANE CLOSURE IN ROUNDABOUT
TWO-LANE ROUNDABOUT**

3 DAYS or LESS

LAYOUT 83

NOTES:

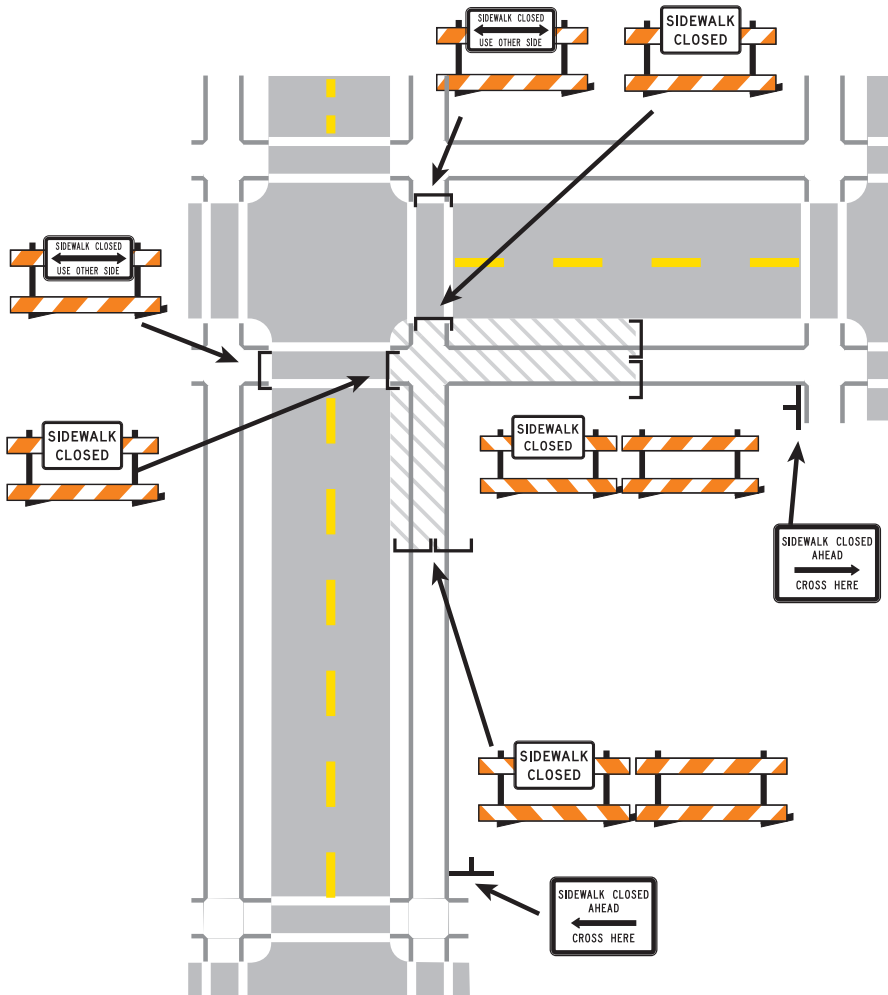
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- ② Use other layouts for lane closures and advance warning.
3. On divided highways having a median wider than 6 feet, right and left sign assemblies shall be required.
- ④ The distance between channelizing devices should be 10 feet or adjusted for local conditions.
5. Consideration should be given to truck/bus traffic.
6. END ROAD WORK sign should be placed 500 feet past work area.



**RIGHT LANE CLOSURE IN ROUNDABOUT
TWO-LANE ROUNDABOUT**

3 DAYS or LESS

LAYOUT 84



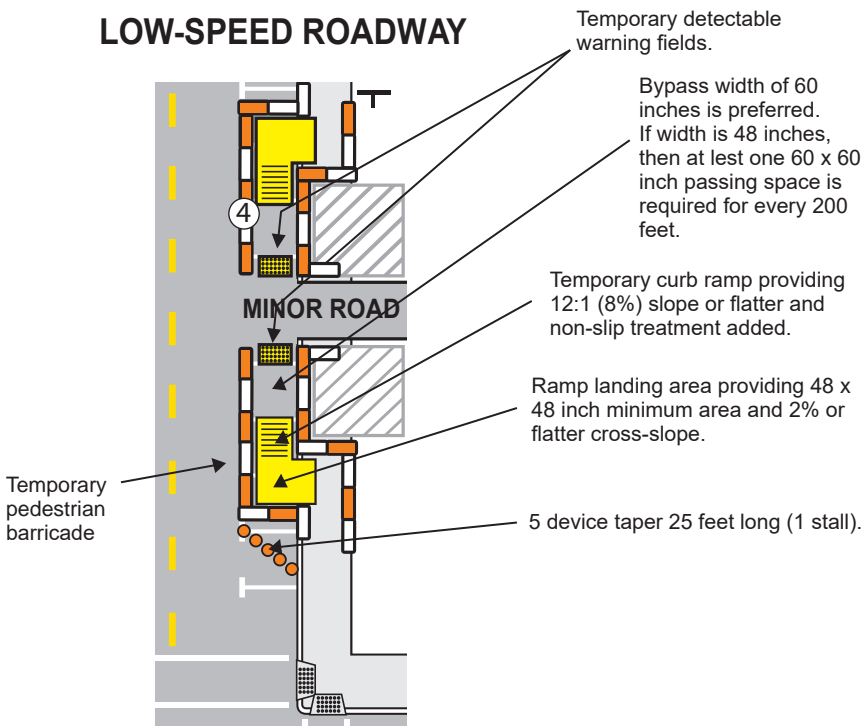
**ALTERNATE PEDESTRIAN ROUTE
CROSSWALK CLOSURES AND PEDESTRIAN DETOURS
3 DAYS or LESS LAYOUT 85**

NOTES:

1. When crosswalks, sidewalks, or other pedestrian facilities are blocked, closed, or relocated, temporary facilities shall include accessibility features consistent with the features present in the existing pedestrian facility.
2. When a sidewalk is closed, but workers are present, to halt operations and provide adequate passage through the work site, the devices shown are not required. Pedestrians may be delayed for a short period of time for project personnel to move equipment and material to facilitate passage. Project personnel may also assist pedestrians in navigating the work zone.
3. The examples show only key typical dimensions.
4. Only traffic control devices controlling pedestrian flows are shown. Other devices may be needed to control traffic on the streets.
5. Pedestrian traffic signal displays controlling closed crosswalks shall be covered.
6. Pedestrian detour trailblazing signs should be used if the pedestrian detour is located someplace other than across the street from the sidewalk closure.
7. Place signs and barricades in such a way as to minimize hazard to pedestrians from walking into signs. If not possible, protect with detectable edges and/or channelizing devices. The Double Arrow sign may be replaced with destination signing.

NOTES:

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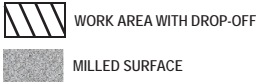
**ALTERNATE PEDESTRIAN ROUTE
SIDEWALK BY-PASS**

3 DAYS or LESS

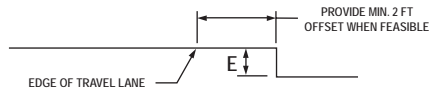
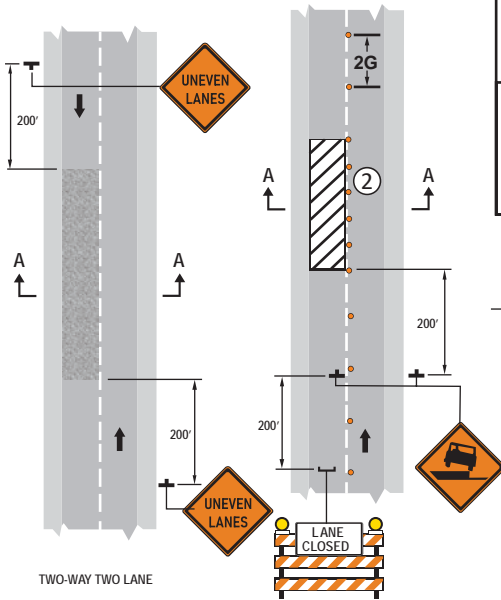
LAYOUT 86

NOTES:

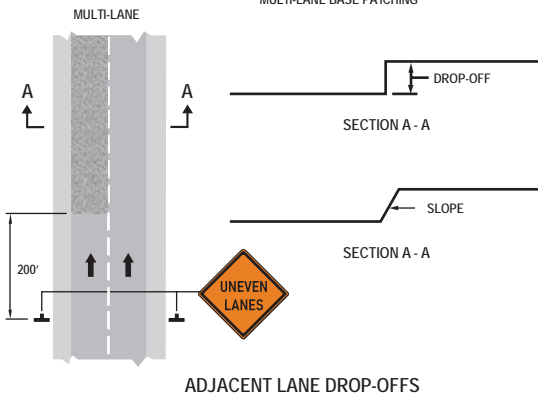
1. *If the drop-off is continuous along the project, place additional signs every 1 mile and after each entrance ramp.
- ② Use closer spacing when delineating drop-off.



E	SIGN C
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT



SECTION B - B



DROP-OFF SIGNING