Chapter 2

Stationary Work Zones

Stationary work zones are work activities that exceed one hour but could last for several days or even longer. Signs and channelizing devices are recommended for stationary work zones when workers or vehicles are on the traveled roadway. It is recommended to always use devices to separate traffic from the work area. Traffic Safety Drums are required for all lane closure tapers on roadways 45 mph or higher. Devices, such as arrow boards, barricades and buffer vehicles, may also be used depending on the situation. For longer term projects, temporary concrete barrier, temporary pavement markings, and post mounted signs might be typical devices necessary.

Examples of stationary work zone operations include: paving, light standard repair, sign installation, and bridge repair. Stationary work zone traffic control is usually associated with a substantial work operation that may have many workers, equipment, truck-hauling, and flagging.

Traffic operations, all work activities, workers, and flagger locations must be incorporated into the work zone operation and provided for during planning and selecting the Traffic Control Plans (TCPs).

The following TCPs show typical stationary traffic control setups for a variety of situations commonly encountered.

TCP 1  Typical Alternating One-Way Traffic Flagger Controlled
(For two-lane, two-way roadways with possible intersection.)

TCP 2  Typical Pilot Car Operation
(This plan supplements the flagger control plan when additional direction is necessary for safety of driver and crews.)

TCP 3  Typical Single-Lane Closure for Multi-Lane Roadways
(For multi-lane operations requiring a lane closure.)

TCP 4  Typical Double-Lane Closure for Multi-Lane Roadways
(For high-speed work operations requiring two lanes being closed.)

TCP 5  Typical Shoulder Closure – Low Speed (40 mph or Less)
(Shoulder closure operations for 40 mph or less roadways allowing minor lane encroachment.)

TCP 6  Typical Shoulder Closure – High Speed (45 mph or Higher)
(Shoulder closure operations 45 mph or higher with no encroachment allowed. Recommend maintaining at least a 2-foot buffer space between work and fog line.)

TCP 7  Typical Temporary Off-Ramp for Multi-Lane Roadways
(This plan provides a method to maintain an off-ramp connection during a short-term work operation.)
TCP 8  *Typical Temporary On-Ramp for Multi-Lane Roadways (Add Lane Condition)*
(This plan provides a method to maintain an on-ramp connection during a short-term work operation. This allows for the on-ramp traffic to enter the roadway with an add-lane connection.)

TCP 9  *Typical Short-Term Temporary On-Ramp for Multi-Lane Roadways (Merge Condition)*
(This plan provides a method to maintain an on-ramp connection for a short-term work operation. For long-term operations, this merge connection is not appropriate and requires a ramp design to ensure the appropriate taper rates are maintained.)

TCP 10  *Typical Right Lane Closure With Shift – 5 Lane Roadway*
(This plan applies to an urban setting with two-way turn pockets. The turn pocket is used to maintain the through movement and the left turn movements are restricted.)

TCP 11  *Typical Left Lane and Center Turn Lane Closure – 5 Lane Roadway*
(This plan applies to an urban setting with a two-way turn pocket where the work area is the inside lanes. The through traffic is maintained in the outside lanes and the left-turn movements are restricted.)

TCP 12  *Typical Lane Shift – Three Lane Roadway*
(This plan allows maintaining one lane in each direction by utilizing one of the lanes in the multi-lane section for the opposite direction. Example would be a truck climbing lane location.)

TCP 13  *Typical Short-Term Ramp Closure (On-Ramp and Off-Ramp)*
(This plan depicts the signing and devices required for both off-ramp closure operations and an on-ramp closure operations.)
TCP 1 Typical Alternating One-Way Traffic Flagger Controlled

SIGN SPACING = X (FEET)  (1)

RURAL HIGHWAYS 65 / 85 MPH  300 ft
RURAL ROADS 45 / 55 MPH  500 ft
RURAL ROADS & URBAN ARTERIALS 35 / 40 MPH  350 ft
RURAL ROADS, URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS 25 / 30 MPH  200 ft (2)
URBAN STREETS 25 MPH OR LESS  100 ft (2)

ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

BUFFER DATA

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH (feet)</td>
<td>155</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>350</td>
<td>400</td>
<td>450</td>
<td>500</td>
<td>570</td>
<td>-</td>
</tr>
</tbody>
</table>

WHEN A TMA IS USED, THE ROLL AHEAD DISTANCE IS 30' MINIMUM TO 100' MAXIMUM

PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA

<table>
<thead>
<tr>
<th>CHANNELIZING DEVICE SPACING (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPH</td>
</tr>
<tr>
<td>50 / 65</td>
</tr>
<tr>
<td>35 / 45</td>
</tr>
<tr>
<td>25 / 30</td>
</tr>
</tbody>
</table>

NOTES

1. Night work requires additional roadway lighting at flagging stations.
2. Recommend extending channelizing device taper across shoulder.
3. Protective vehicle - may be a work vehicle strategically located to shield the work area.
4. When used, the downstream taper device spacing should be 20' O.C.
5. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible from both directions may be used.
6. Longitudinal buffer space is used to extend the taper in advance of a curve.

TYPICAL ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS
TCP 1
TCP 2 Typical Pilot Car Operation
TCP 3 Typical Single-Lane Closure for Multi-Lane Roadways

**LONGITUDINAL BUFFER SPACE = B**

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH (feet)</td>
<td>55</td>
<td>208</td>
<td>250</td>
<td>305</td>
<td>360</td>
<td>425</td>
<td>495</td>
<td>570</td>
<td>645</td>
<td>730</td>
</tr>
</tbody>
</table>

**MINIMUM TAPER LENGTH = L (feet)**

<table>
<thead>
<tr>
<th>Lane Width (feet)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Posted Speed (mph)</td>
<td>10</td>
<td>105</td>
<td>115</td>
<td>125</td>
<td>135</td>
<td>150</td>
<td>165</td>
<td>185</td>
<td>205</td>
<td>225</td>
</tr>
</tbody>
</table>

**CHANNELIZING DEVICE SPACING (FEET)**

<table>
<thead>
<tr>
<th>MPH</th>
<th>TAPER</th>
<th>TANGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>25 / 30</td>
<td>20</td>
<td>40</td>
</tr>
<tr>
<td>30 / 35</td>
<td>30</td>
<td>60</td>
</tr>
</tbody>
</table>

**SIGN SPACING = X (FEET)**

- **FREeways & Expressways**: 55 to 70 (55 to 150+)
- **Rural Highways**: 60 to 85 (600+)
- **Rural Roads**: 40 to 65 (600+)
- **Rural Roads & Urban Arterials**: 30 to 40 (300+)
- **Residential & Business Districts**: 25 to 30 (200+%
- **Urban Streets**: 25 mph or less (100+%

1. All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
2. This spacing may be reduced in urban areas to fit roadway conditions.

**TYPICAL SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS**

TCP 3

**NOTES**

1. A TMA is required for roadway 45 mph or higher. For roads 40 mph or less - if a TMA is not available, the protective vehicle shall be strategically located in the field to shield workers and no roll ahead distance is specified.
2. Extend device taper across shoulder when shoulder width is 8 ft or more.
3. Devices should not encroach into adjacent lanes, see sheet TCD 3 for encroachment detail.
4. Use transverse devices in closed lane every 1000'.
5. Traffic safety drums required for all lane closure tapers on roadway 45 mph or higher.
6. When used, device spacing for the downstream taper should be 30' O.C.
7. Coordinate with Region Traffic office for work hour restrictions.
TCP 4 Typical Double-Lane Closure for Multi-Lane Roadways

**LONGITUDINAL BUFFER SPACE = B**

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH (feet)</td>
<td>65</td>
<td>200</td>
<td>250</td>
<td>305</td>
<td>350</td>
<td>405</td>
<td>455</td>
<td>510</td>
<td>565</td>
<td>645</td>
</tr>
</tbody>
</table>

**MINIMUM TAPER LENGTH = L (feet)**

<table>
<thead>
<tr>
<th>Lane Width (feet)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>-</td>
<td>-</td>
<td>270</td>
<td>450</td>
<td>550</td>
<td>600</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>11</td>
<td>-</td>
<td>-</td>
<td>295</td>
<td>465</td>
<td>550</td>
<td>605</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>12</td>
<td>-</td>
<td>-</td>
<td>320</td>
<td>540</td>
<td>600</td>
<td>660</td>
<td>730</td>
<td>780</td>
<td>840</td>
<td>-</td>
</tr>
</tbody>
</table>

**SIX: TCP 4**

**SIGN SPACING = X (FEET) (1)**

| FREEWAYS & EXPRESSWAYS | 55/70 MPH | 1000’ - |
| RURAL HIGHWAYS | 60/90 MPH | 900’ |
| RURAL ROADS | 45/85 MPH | 500’ |
| RURAL ROADS & URBAN ARTERIALS | 30/10 MPH | 357’ |
| RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS | 25/80 MPH | 200’ (2) |
| URBAN STREETS | 25 MPH OR LESS | 100’ (2) |

(1) All spacing may be adjusted to accommodate interchange ramps, staggered intersections, and driveways.

(2) This spacing may be reduced in urban areas to fit roadway conditions.

**NOTES**

1. Protective vehicle with TMA required for roadway 45 mph or higher. For roads 40 mph or less - if no TMA is available, the protective vehicle shall be strategically located in the field to shield workers and no roll ahead distance is specified.

2. Extend device taper across shoulder when shoulder width is 8 ft or more.

3. Devices should not encroach into adjacent lanes.

4. PCMS recommended.

5. Use transverse devices in closed lane every 1000’.

6. Traffic safety drums required for all lane closure tapers on roadways 45 mph or higher.

7. When used, device spacing for the downstream taper should be 20’ O.C.

8. Coordinate with region traffic office work hour restrictions.

**LEGEND**

- SIGN LOCATION
- ARROW BOARD
- TRAFFIC SAFETY DRUMS
- CHANNELIZING DEVICES
- PROTECTIVE VEHICLE REQUIRED
- PORTABLE CHANGEABLE MESSAGE SIGN

**CHANNELIZING DEVICE SPACING (FEET)**

<table>
<thead>
<tr>
<th>CHANNELIZING DEVICE</th>
<th>MPH</th>
<th>TAPER</th>
<th>TANGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>50/70</td>
<td>40</td>
<td>80</td>
<td></td>
</tr>
<tr>
<td>40/10</td>
<td>30</td>
<td>80</td>
<td></td>
</tr>
</tbody>
</table>

**TYPICAL DOUBLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS**

TCP 4
TCP 5 Typical Shoulder Closure – Low Speed (40 mph or Less)
TCP 6 Typical Shoulder Closure – High Speed (45 mph or Higher)

**BUFFER DATA**

<table>
<thead>
<tr>
<th>SPEED (mph)</th>
<th>25</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH (feet)</td>
<td>805</td>
<td>200</td>
<td>300</td>
<td>340</td>
<td>420</td>
<td>495</td>
<td>570</td>
<td>645</td>
<td>730</td>
<td></td>
</tr>
</tbody>
</table>

Protective vehicle required - may be a work vehicle. If a TMA is not available, the protective vehicle shall be strategically located in the field to shield workers and no roll ahead distance is specified.

**SIGN SPACING = X (FEET)**

- **FREEWAYS & EXPRESSWAYS** 55 / 70 MPH 1500’ ±
- **RURAL HIGHWAYS** 60 / 65 MPH 1600’ ±
- **RURAL ROADS** 45 / 55 MPH 600’ ±
- **ALL SIGNS ARE 48” x 48” BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.**

All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

**MINIMUM TAPER LENGTH = L (feet)**

<table>
<thead>
<tr>
<th>Shoulder Width (feet)</th>
<th>23</th>
<th>30</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>55</th>
<th>60</th>
<th>65</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Posted Speed (mph)</td>
<td>8</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>270</td>
<td>300</td>
<td>330</td>
</tr>
<tr>
<td></td>
<td>3</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>360</td>
<td>405</td>
<td>450</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>450</td>
<td>510</td>
<td>555</td>
</tr>
</tbody>
</table>

3 DEVICES MINIMUM SPACED 1’ D.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 8 FT.

**TYPICAL SHOULDER CLOSURE - HIGH SPEED (45 MPH OR HIGHER)**

TCP 6

**NOTES**

1. No encroachment on traveled lane, if encroachment is necessary, lane shall be closed.

2. Protective vehicle required - may be a work vehicle.

3. When used, device spacing for the downstream taper should be 20’ O.C.
TCP 7 Typical Temporary Off-Ramp for Multi-Lane Roadways

NOTES
1. Protective vehicle with TMA required for 45 MPH or higher. For roads 40 MPH or less – if TMA is not available, the vehicle may be strategically located to shield the work area.
2. Coordinate with the region Traffic Office for work hour restrictions.
3. Extend device taper across shoulder when shoulder is 8ft or wider.
4. Devices should not encroach into adjacent lanes.
5. Use transverse devices in closed lane every 1000’.
6. Traffic safety drums required for all lane closure tapers on roadways 45 mph or higher.

LEGEND

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>⦿</td>
<td>Sign Location</td>
</tr>
<tr>
<td>⦿</td>
<td>Arrow Board</td>
</tr>
<tr>
<td>⦿</td>
<td>Traffic Safety Drums</td>
</tr>
<tr>
<td>⦿</td>
<td>Portable Changeable Message Sign - Recommended</td>
</tr>
<tr>
<td>⦿</td>
<td>Protective Vehicle Required</td>
</tr>
<tr>
<td>⦿</td>
<td>Channelizing Devices</td>
</tr>
</tbody>
</table>

(TYPICAL TEMPORARY OFF-RAMP FOR MULTI-LANE ROADWAYS TYPICAL TEMPORARY OFF-RAMP FOR MULTI-LANE ROADWAYS TOP 7)
TCP 8 Typical Temporary On-Ramp for Multi-Lane Roadways

All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

NOTES
1. Close the ramp when the work area location restricts ramp access.
2. Protective vehicle with TMA required for 45 mph or higher. For roads 40 mph or less ~ if TMA is not available, may be a work vehicle strategically located to shield the work area.
3. Coordinate with the region Traffic Office for work hour restrictions.
4. Extend the device taper across shoulder when width is 8ft or more.
5. Devices should not encroach into adjacent lanes.
6. Use transverse devices in closed lane every 1000’.
7. Traffic safety drums required for all lane closure tapers on roadways 45 mph or higher.

LEGEND
\[
\begin{align*}
\text{\textbullet} & \quad \text{SIGN LOCATION} \\
\text{\textbullet} & \quad \text{ARROW BOARD} \\
\text{\textbullet} & \quad \text{TRAFFIC SAFETY DRUMS} \\
\text{\textbullet} & \quad \text{CHANNELING DEVICES} \\
\text{\textbullet} & \quad \text{PROTECTIVE VEHICLE REQUIRED} \\
\text{\textbullet} & \quad \text{PORTABLE CHANGEABLE MESSAGE SIGN - RECOMMENDED} \\
\end{align*}
\]

TYPICAL TEMPORARY ON-RAMP FOR MULTI-LANE ROADWAYS
TCP 8
TCP 9 Typical Short-Term Temporary On-Ramp for Multi-Lane Roadways
TCP 10 Typical Right Lane Closure With Shift – 5 Lane Roadway

**BUFFER DATA**

<table>
<thead>
<tr>
<th>LONGITUDINAL BUFFER SPACE = B</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED (mph)</td>
</tr>
<tr>
<td>LENGTH (feet)</td>
</tr>
</tbody>
</table>

**CHANNELIZING DEVICE SPACING (FEET)**

<table>
<thead>
<tr>
<th>MpH</th>
<th>TAPER</th>
<th>TANGENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>50</td>
<td>40</td>
<td>60</td>
</tr>
<tr>
<td>35/45</td>
<td>30</td>
<td>50</td>
</tr>
<tr>
<td>25/30</td>
<td>20</td>
<td>40</td>
</tr>
</tbody>
</table>

**SIGN SPACING = X (FEET)**

<table>
<thead>
<tr>
<th>RURAL ROADS</th>
<th>45 / 55 MPH</th>
<th>500 x</th>
</tr>
</thead>
<tbody>
<tr>
<td>RURAL ROADS &amp; URBAN ARTERIALS</td>
<td>40 / 50 MPH</td>
<td>300 x</td>
</tr>
<tr>
<td>RURAL ROADS, URBAN ARTERIALS</td>
<td>25 / 30 MPH</td>
<td>200 x</td>
</tr>
</tbody>
</table>

RURAL ROADS, URBAN ARTERIALS, AND BUSINESS AREAS UNLESS OTHERWISE DESIGNATED.

All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

**MINIMUM TAPER LENGTH = L (feet)**

<table>
<thead>
<tr>
<th>Lane Width (feet)</th>
<th>Posted Speed (mph)</th>
</tr>
</thead>
<tbody>
<tr>
<td>10</td>
<td>115 110 105 100 95</td>
</tr>
<tr>
<td>11</td>
<td>115 115 115 115 115</td>
</tr>
<tr>
<td>12</td>
<td>125 125 125 125 125</td>
</tr>
</tbody>
</table>

NOTES

1. Protective vehicle required on roadways 45 mph or higher. On roadways 40 mph or less the protective vehicle shall be strategically located in the field to shield the work area.

2. Extend device taper across shoulder if 5’ wide or more.

3. Coordinate with region traffic office for work hour restrictions.

4. If the lane shift is short and has minimal curve radius (30 mph or less) use sign W1-3 in lieu of sign W1-4.

5. PCMS recommended for each direction.
TCP 11 Typical Left Lane and Center Turn Lane Closure – 5 Lane Roadway

**BUFFER DATA**

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>25</th>
<th>50</th>
<th>35</th>
<th>40</th>
<th>45</th>
<th>50</th>
<th>60</th>
<th>70</th>
<th>10</th>
</tr>
</thead>
<tbody>
<tr>
<td>LENGTH (feet)</td>
<td>15</td>
<td>200</td>
<td>250</td>
<td>300</td>
<td>360</td>
<td>420</td>
<td>480</td>
<td>570</td>
<td>870</td>
</tr>
</tbody>
</table>

**SIGN SPACING = X (FEET)**

- **RURAL ROADS**
  - 50 / 60 MPH
  - 50 / 70 MPH

- **RURAL ROADS & URBAN ARTERIALS**
  - 35 / 60 MPH
  - 37 / 80 MPH

- **RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS**
  - 25 / 30 MPH
  - 20 / 30 MPH

**MINIMUM TAPER LENGTH = L (feet)**

<table>
<thead>
<tr>
<th>Post-Mile marker</th>
<th>15</th>
<th>30</th>
<th>50</th>
<th>60</th>
<th>70</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (mph)</td>
<td>40</td>
<td>45</td>
<td>50</td>
<td>60</td>
<td>70</td>
</tr>
<tr>
<td>Minimum Taper</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
<td>100</td>
</tr>
</tbody>
</table>

**ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.**

All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.

**TCP 11 Typical Left Lane and Center Turn Lane Closure – 5 Lane Roadway**

**NOTES**

1. Protective vehicle with TMA required for roadways 45 mph or higher.
   For roads 40 MPH or less - shall be a work vehicle strategically located to shield work area.

2. Coordinate with the region traffic office for work hour restrictions.

3. PCMS recommended.
TCP 12 Typical Lane Shift – Three Lane Roadway

**Table: Minimum Taper Length**

<table>
<thead>
<tr>
<th>Lane Width (ft)</th>
<th>Taper Length (ft)</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>50</td>
</tr>
<tr>
<td>7</td>
<td>70</td>
</tr>
<tr>
<td>8</td>
<td>90</td>
</tr>
<tr>
<td>9</td>
<td>110</td>
</tr>
<tr>
<td>10</td>
<td>130</td>
</tr>
</tbody>
</table>

**Notes:**
1. For long-term projects, conflicting pavement markings should be removed or deterred as soon as possible.
2. Temporary markings may be used as necessary and allowable by the control design.
3. Extend device taper across shoulder when width permits.
4. Portable traffic devices may be used on minor streets 45 mph or higher.
5. Portable traffic devices may be used on major streets 45 mph or higher.
TCP 13 Typical Short-Term Ramp Closure (On-Ramp and Off-Ramp)

NOTE:

1. Coordinate with regional traffic office for work hour restrictions.
2. Typical application shown, adjust for specific location.