TO TRUCK TURNAROUND OR
TO TRUCK APPROACH

48" (1200 mm) MIN. TAPER
CONES AT 60" (1500 mm) SPACING

90° (20 m) MIN. TAPER
CONES AT 48" (1200 mm) SPACING

1080° (300 m) CONES AT 25" (7 m) SPACING

48" (1200 mm) CONES
CONSTRUCTION SITE
PLANT OR PIT SITE

CONSTRUCTION TRAFFIC PATH

SEQUENTIAL CHEVRON

STOP

CONSTRUCTION

WYOMING DEPARTMENT
OF TRANSPORTATION

CONSTRUCTION TRAFFIC
CONTROL FOUR LANE

STANDARD PLAN

TYPICAL TRAFFIC CONTROL FOR
CONSTRUCTION SITE ACCESS

Note: Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.

** OPTIONAL AS DIRECTED BY ENGINEER

* USE ONLY IF NO PREVIOUS ROAD WORK AHEAD SIGNS WITHIN 1 MILE (1.6 km), OR IF OUTSIDE OF THE REGULAR CONSTRUCTION AREA.

Legend:

** FLANGER

CONES

FLAGS

Date Issued:

Issued by:

TRAFFIC PROGRAM

OCTOBER, 2018

703-3H

STANDARD PLAN

SHEET 1 of

20
NOTE:
For the Construction Signs numbered 1, 2, 3, 4 and 5, see Construction Sign Summary in contract plans.

"ON OR OFF SLIP" RAMPS

1. Place cones at 15'[5 m] spacing from the painted gore point to the point of tangency. The engineer will determine the actual placement and number.
2. Place the Two Way Traffic Sign, Speed Limit Sign, and Do Not Pass sign sequence after each on ramp.

DETAIL FOR "ON" OR "SLIP" RAMP TRAFFIC CONTROL

SEE NOTE NO. 1

EXAMPIE ROAD
200'Ft

NOTE:
Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.

Previous Dwg. No.

EXISTING BRIDGE (TYP.)

EXISTING GUARDRAIL

FORCE REVERSE TRAFFIC DIRECTION

MARKERS

RAISED PAVEMENT

TEMPORARY 4'[100] CENTERLINE (DOUBLE YELLOW) OR RAISED PAVEMENT MARKERS

CENTER OF BRIDGE DECK

[5'] EXISTING BRIDGE

EXISTING GUARDRAIL

DELINEATE THE BRIDGE AND GUARDRAIL AS SHOWN. DELINEATORS SHALL BE CRYSTAL ONLY. THE ENGINEER WILL NOT PAY FOR DELINEATORS SEPARATELY.

NOTE:
RAMP SIGN SPACING VARIABLE

OR

48"[1200]

20' [7.5m] TAPER TRAFFIC CONTROL DEVICES DECK WIDTH TO ALLOW FOR TWO EVEN WIDTH TRAVELED LANES. REMOVE CONFLICTING PAVEMENT MARKINGS. TAPER TRAFFIC CONTROL DEVICES (200' [750m] MIN), BACK TO EXISTING CENTER LANE LINES.

NOTE:
These signs are contractor furnished. The Traffic Program of WYDOT furnishes, upon request of the Contractor, sign fabrication layout sheets.

NOTE:
See Construction Sign Summary in contract plans.

TWO WAY TRAFFIC ON ONE ROADWAY
OF A DIVIDED HIGHWAY (CHANNELIZING DEVICES THROUGH PROJECT).

Note. Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.
NOTES:

1. Add white reflective delineators to the median delineator posts for the reverse flow of traffic.
2. Space the sign sequence "two way traffic, speed limit, and DO NOT PASS" at the beginning of the work zone and at the middle of the work zone but not to exceed 3 miles (4.8 km). Place this sequence after each on ramp.
3. Space delineator on temporary concrete barrier as follows: 20’ (6 m) through transitions or crossovers, top and sides. 60’ (15 m) spacing on tangent, top and sides.
4. Impact attenuator required if median is less than 15 feet (11 m).

** Erect an advisory speed limit plate for cross-over speeds determined by the engineer to be less than 60 m.p.h.

*** See Note #4

** Add white reflective delineators to the median delineator posts for the reverse flow of traffic.

*** Use only if no previous "ROAD WORK AHEAD" signs within 1 mile (1.6 km), or if outside of the regular construction area.

...continued
TEMPORARY CONCRETE BARRIER
AT RAMPS
(TRAFFIC IN PASSING LANE)

DETAIL FOR "ON" (RAMP LOOP)
TRAFFIC CONTROL

- 12"[300] MIN. WIDTH STOP BAR (OPTIONAL)
- 48"[1200] STOP AHEAD
- 48"[1200] SPEED LIMIT (POSTED SPEED LIMIT)
- 48"[1200] OCT

- USE A CRASH ATTENUATOR IF END OF BARRIER IS LESS THAN 15\( \text{m} \) FROM EDGE OF ACTIVE TRAVELEDWAYS.

- NOTE: The engineer will field check temporary traffic control devices to ensure adequate sight distance, conforming to the existing geometry, safety, etc..

- TEMPORARY CONCRETE BARRIER
- DRUM WITH ARROW
- 42"[1050] CONE

CHANNELIZING DEVICES
AT RAMPS
(TRAFFIC IN PASSING LANE)

DETAIL FOR "ON" (RAMP LOOP)
TRAFFIC CONTROL

- 12"[300] MIN. WIDTH STOP BAR (OPTIONAL)
- 48"[1200] STOP AHEAD
- 48"[1200] SPEED LIMIT (POSTED SPEED LIMIT)
- 48"[1200] OCT

- WC-4 BARRICADE WITH 72"[1800] TAPER

- Note: Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.
**Approach (Typical)**

- **One Lane Closure**: 0'0" to 4'100"
- **Vertical Dropoff**: Intermittent / Continuous
- **Legend**:
  - Drum
  - Flags
  - Flagger
  - Road Worker
  - Drum or 42" (1050) Cone

**Note**: Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.

**Wyoming Department of Transportation**

**Construction Traffic Control Four Lane**

**Standard Plan**

**703-3H**

**Sheet 7 of 11**

**Date**: October, 2018

**TRAFFIC PROGRAM**

**Date Issued**: 

**Issued by**: 

**Post Speed Limit**

**Remove/Cover Lane Line Along Length of Drum Taper**

**Drum or 42" (1050) Cone**
**Approach (Typical)**

**Continuous Drop-Off:**
- Place WC-4 barricade at the start of the continuous drop-off and every 1000' (300 m) throughout the length of continuous drop-off.
- Use 45 mph speed limit for active work zone. For multiple active work zones, the engineer may raise the speed limit to 65 mph between the active work zones. See Standard Plan Sheet 703-3H, 11 of 11.
- Optional as directed by the engineer.
- Use only if no previous "Road Work Ahead" signs are within one mile (1.6 km), or if outside of the regular construction area.

**Intermittent Vertical Drop-Off**
- 4' [1200] to 12' [3000]

**Legend**
- Flagger
- Work Zone
- Drum
- Flags

**Note:** Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.
ONE LANE CLOSURE
GREATER THAN 12' [300] VERTICAL DROP-OFF

APPRAOC[H INTERRMITTENT VERTI]CAL DROP-OFF
CONTINUOUS VERTI]CAL DROP-OFF

Note: Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.
**TRAFFIC PROGRAM**

**OCTOBER, 2018**

**CONSTRUCTION TRAFFIC CONTROL FOUR LANE**

**ROAD AND RAMP CLOSURES**

**Note:** Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.

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**DETAIL FOR "OFF" (RAMP LOOP) CLOSURE**

**COVER ADVANCE DESTINATION SIGNS FOR RAMP**

**EXISTING COVER**

**WC-4 BARRICADE**

**ROAD CLOSED**

**OFF RAMP**

**DRUMS AT 25'(8 m) SPACING**

**PAY ATTENTION TO THE "OFF" RAMP TERMINAL.**

**IF NEEDED AS DIRECTED BY THE ENGINEER.**

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**THESE SIGNS ARE CONTRACTOR FURNISHED. THE TRAFFIC PROGRAM OF WYDOT FURNISHES, UPON REQUEST OF THE CONTRACTOR, SIGN FABRICATION LAYOUT SHEETS.**

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**USE ONLY IF NO PREVIOUS "ROAD WORK AHEAD" SIGNS ARE WITHIN ONE MILE(1.6 km), OR IF OUTSIDE THE REGULAR CONSTRUCTION AREA.**

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**ROAD AND RAMP CLOSURES**

**WYOMING DEPARTMENT OF TRANSPORTATION**

**CONSTRUCTION TRAFFIC CONTROL FOUR LANE**

**STANDARD PLAN**

**Previous Dwg. No.**

**Issued by:**

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**Legend:**

- **WORK ZONE**
- **DRUM**

---

**Note:** Units shown in brackets [ ] are metric and are in millimeters (mm) unless other units are shown.
**INFORMATIONAL**

- Use a crash attenuator if end of barrier is less than 15 feet (5 m) from edge of active traveledway.
- Use 45 MPH speed limit for active work zones. For multiple active work zones, the engineer may raise the speed limit to 65 MPH between the active work zones.
- Use only if available width is 14 ft or less.

**INTERMITTENT ACTIVE WORK ZONES**

- Use only if no previous "Road Work Ahead" signs within one mile (1.6 km), or if outside of the regular construction area.

**CONSTRUCTION TRAFFIC CONTROL FOUR LANE**

- Use 45 MPH speed limit for active work zones. For multiple active work zones, the engineer may raise the speed limit to 65 MPH between the active work zones.
- Use only if available width is 14 ft or less.

**PRACTICAL NOTICES**

- Use only if no previous "Road Work Ahead" signs within one mile (1.6 km), or if outside of the regular construction area.

**DEPARTMENT OF TRANSPORTATION**

- Use 45 MPH speed limit for active work zones. For multiple active work zones, the engineer may raise the speed limit to 65 MPH between the active work zones.
- Use only if available width is 14 ft or less.

**THEORY OF DESIGN**

- Use a crash attenuator if end of barrier is less than 15 feet (5 m) from edge of active traveledway.
- Use 45 MPH speed limit for active work zones. For multiple active work zones, the engineer may raise the speed limit to 65 MPH between the active work zones.
- Use only if available width is 14 ft or less.

**SUMMARY**

- Use a crash attenuator if end of barrier is less than 15 feet (5 m) from edge of active traveledway.
- Use 45 MPH speed limit for active work zones. For multiple active work zones, the engineer may raise the speed limit to 65 MPH between the active work zones.
- Use only if available width is 14 ft or less.