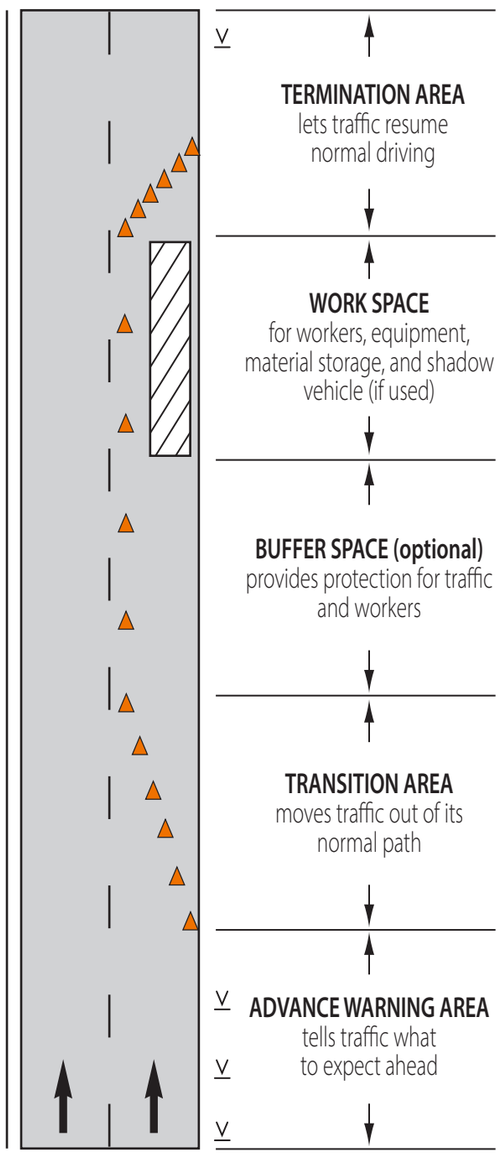
Five Parts of a Traffic Control Zone

The traffic control zone is the area between the first advance warning sign and the point beyond the work space where traffic is no longer affected. Below is a diagram showing the five parts of a traffic control zone.



Advance Warning Area

The distance from the first sign to the start of the transition area should be loong enough to give motorists adequate time to respond to the conditions. The tables below summarize layout dimensions.

Summary of Layout Dimensions

SUGGESTED ADVANCE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS (IN FEET)		
	A	B	C
URBAN (LOW SPEED)	100′	100′	100′
URBAN (RURAL SPEED)	350′	350′	350″
RURAL	500′	500′	500′
EXPRESSWAY/FREEWAY	1,000′	1,500′	2,640′

MAXIMUM SPACING OF CHANNELIZING DEVICES
(IN FEET)

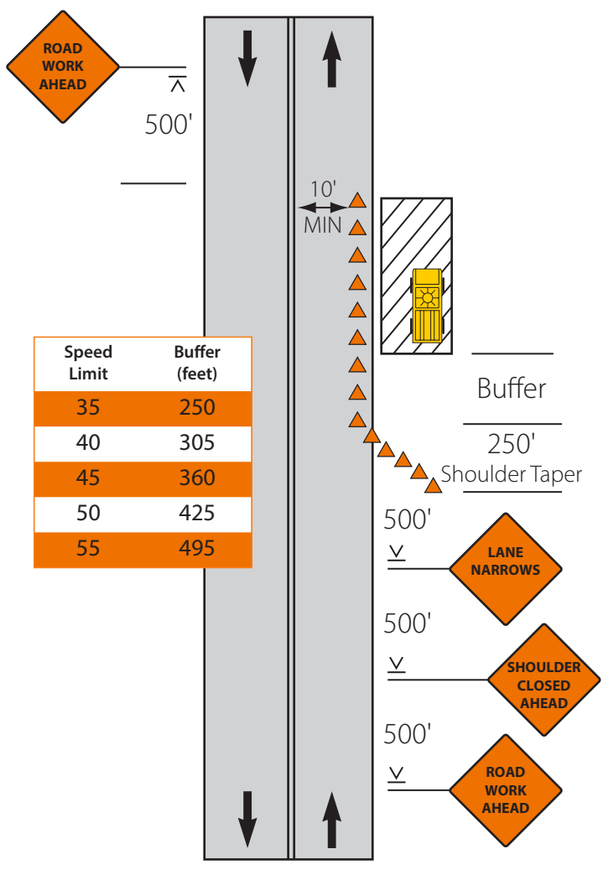
ROAD TYPE	TAPER	BUFFER/WORK	DOWNSTREAM
TWO-LANE	20′	2 X SPEED LIMIT	20′
MULTI-LANE	SPEED LIMIT	2 X SPEED LIMIT	20′

TAPERS AND FLAGGER STATION DISTANCES (IN FEET)

SPEED LIMIT (MPH)	TWO-LANE	MULTI-LANE			FLAGGER STATION/ BUFFER
	MAX. TWO-WAY TAPER	MERGING TAPER 12′ LANE	SHIFTING TAPER 12′ LANE	SHOULDER TAPER 10′ SHOULDER	
20	100′	80′	40′	25′	115′
25	100′	125′	70′	35′	155′
30	100′	180′	90′	50′	200′
35	100′	245′	130′	70′	250′
40	100′	320′	160′	90′	305′
45	100′	540′	280′	150′	360′
50	100′	600′	600′	170′	425′
55	100′	660′	660′	190′	495′
60	100′	720′	720′	200′	570′
65	100′	780′	780′	220′	645′

NOTE: Downstream taper = 100 feet

Shoulder Work With Minor Encroachment



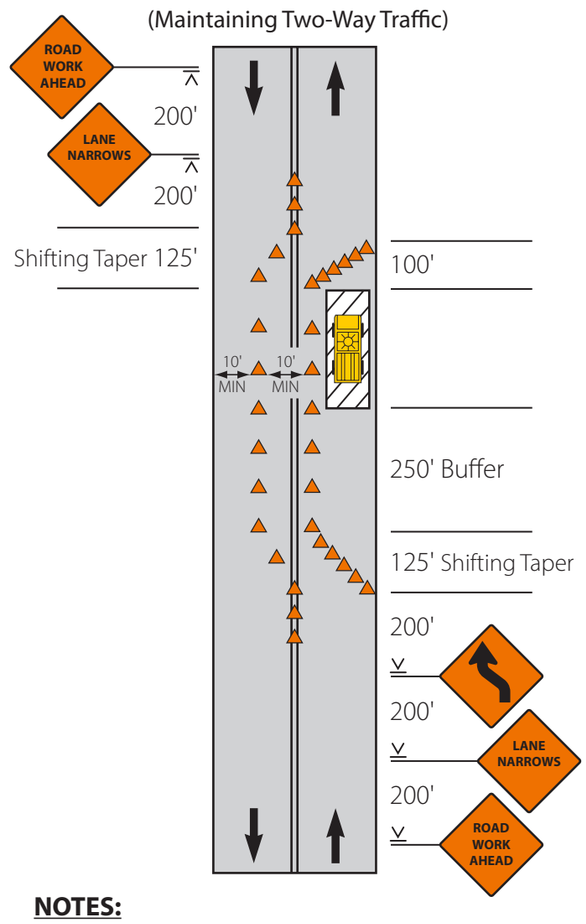
Speed Limit	Buffer (feet)
35	250
40	305
45	360
50	425
55	495

NOTES:

1. This typical application applies to roadways with posted speed limits of 55 MPH or less.
2. Maintain a minimum lane width of 10′, however, on a low volume roadway, a minimum lane width of 9′ is acceptable if traffic does not include wide loads.
3. For low speed conditions (35 MPH or less), a 200′ sign spacing may be used and for intermediate speed conditions (40 to 50 MPH), a 350′ sign spacing may be used.
4. An array of three (3) advance warning signs is required. This sign array will include "Road Work Ahead", "Right (Left) Shoulder Closed Ahead", and "Lane Narrows."

Work in Travel Lane on a Minor Urban Street

(Maintaining Two-Way Traffic)

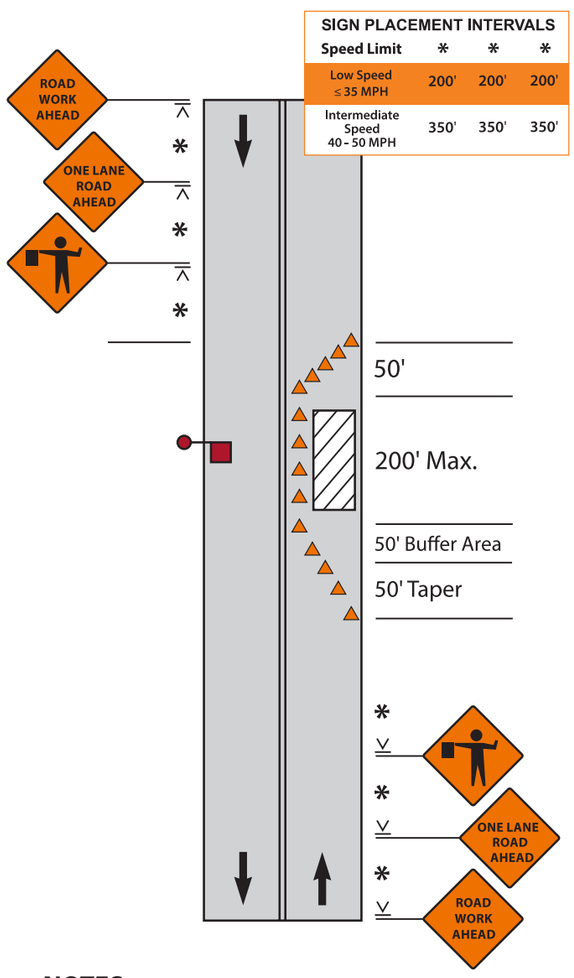


NOTES:

1. This typical application applies low volume, low speed (35 MPH or less) urban streets ONLY. For other traffic conditions install appropriate traffic control.
2. A minimum lane width of 10′ is required in both directions.
3. For low speed conditions (35 MPH or less), a 200′ sign spacing may be used.
4. In the travel lane of the work, an array of three (3) advance warning signs are required. This sign array will include "Road Work Ahead", "Lane Narrows", and "Reverse Curve." In the opposing travel lane, an array of two (2) advance warning signs are required. This sign array will include "Road Work Ahead" and "Lane Narrows."

Lane Closure on a Two-Lane Low-Volume Road

(One-Flagger Operation)

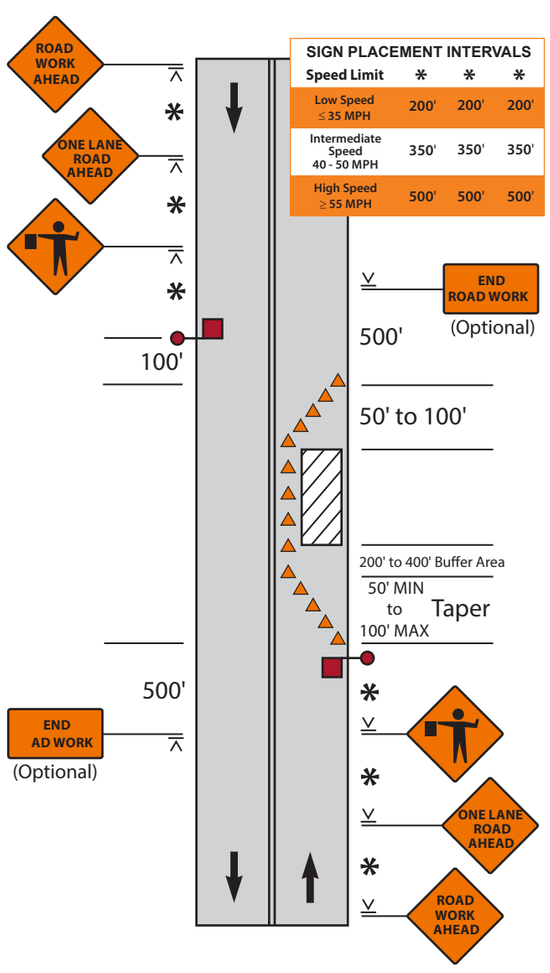


NOTES:

1. A single flagger may be adequate for short work activity areas no longer than 200′ on straight low volume roadways. The flagger must be visible by traffic approaching from both directions. Standing on the shoulder directly opposite the work area, the flagger directs traffic with the STOP/SLOW paddle. A single flagger use is restricted to daytime hours ONLY.
2. For low speed (35 MPH or less) conditions, a 200′ sign spacing must be used. For speeds of 40 to 50 MPH a 350′ sign spacing may be used.
3. An array ofthree (3) advance warning signs are required in each direction. This sign array will include "Road Work Ahead", "One Lane Road Ahead," and "Flagger" symbol sign.

Lane Closure on a Two-Lane Road

(Two-Flagger Operation - Daytime ONLY)

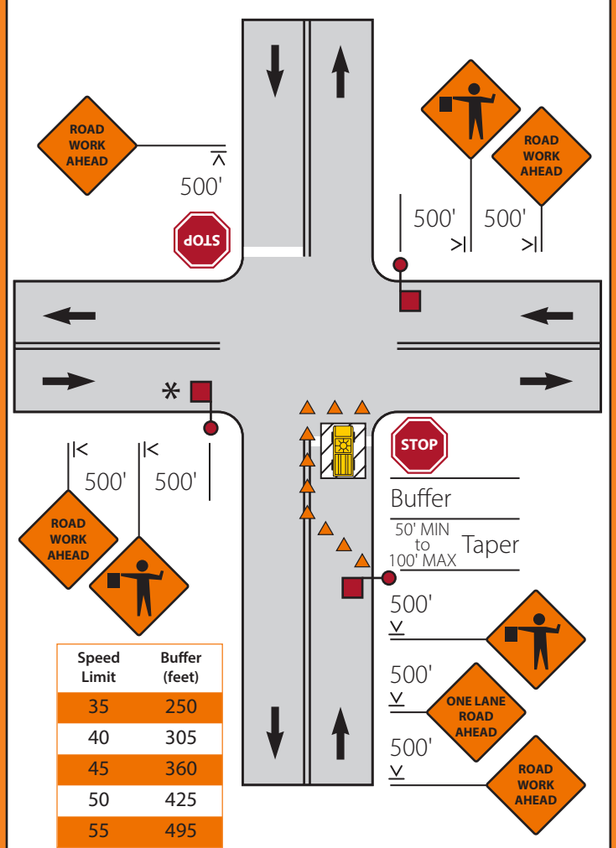


NOTES:

1. This typical application applies to flagger operations conducted during daytime hours.
2. For low speed (35 MPH or less) conditions, a 200′ sign spacing may be used. For speeds of 40 to 50 MPH a 350′ sign spacing may be used.
3. An array of three (3) advance warning signs are required in each direction. This sign array will include "Road Work Ahead", "One Lane Road Ahead", and "Flagger" symbol sign.
4. A "Be Prepared To Stop" sign may be added between the "Flagger" symbol and the "One Lane Road Ahead" signs. If used, all four signs in the series will be spaced at equal intervals based on speed.
5. The use of "End Road Work" sign is optional.

Lane Closure in Advance of an Intersection

(Work Area on the Side Road)



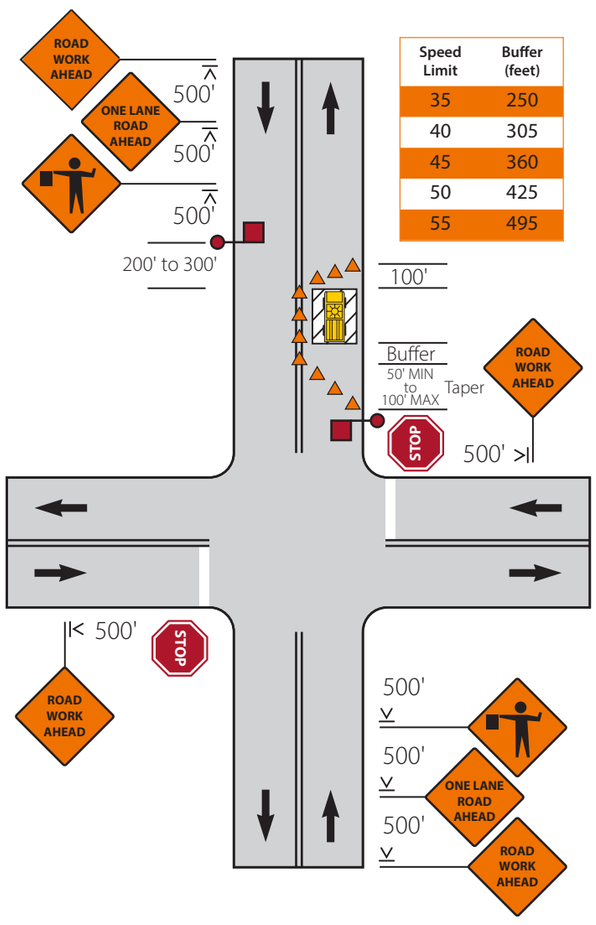
Speed Limit	Buffer (feet)
35	250
40	305
45	360
50	425
55	495

NOTES:

1. For low speed (35 MPH or less) conditions, a 200′ sign spacing may be used. For speed 40 to 50 MPH a 350′ sign spacing may be used. Not for flagging opperation conducted at night.
2. An array of three (3) advance warning signs are required in each direction. This sign array will include "Road Work Ahead", "One Lane Road Ahead", and "Flagger" symbol sign.
3. A "Be Prepared To Stop" sign may be added between the "Flagger" symbol and "One Lane Road Ahead" signs.
4. For low volume roadways additional traffic controls may be needed. For high volume roadways, additional flaggers and appropriate advance signing is required.
6. The middle flagger will be designated lead flagger and should coordinate the actions of the other flaggers.

Lane Closure Beyond an Intersection

(Work Area on the Through Road)



Speed Limit	Buffer (feet)
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NOTES:

1. For low speed (35 MPH or less) conditions, a 200′ sign spacing may be used. For speed 40 to 50 MPH a 350′ sign spacing may be used. Not for flagging opperation conducted at night.
2. An array of three (3) advance warning signs are required in each direction. This sign array will include "Road Work Ahead", "One Lane Road Ahead", and "Flagger" symbol sign.
3. A "Be Prepared To Stop" sign may be added between the "Flagger" symbol and "One Lane Road Ahead" signs. If used, all four signs in the series will be spaced at equally based on speed.
4. The use of "End Road Work" signs are optional.

STOP

If these examples don't fit your required Work Zone, please reference the MUTCD website.

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