ORIGINATOR Director, Bureau of Traffic Operations		6-3-4.5
CHAPTER 6	Work Zone Traffic Control	
SECTION 3	Elements	
SUBJECT 4.5	Width Restrictions	

Some highway construction projects require temporary lane width restrictions that cause problems for over-width load movements. Many of these moves are operating under annual permit and the permittees are unaware of the width restrictions. To help prevent inconvenience and the prospect of damage, signs are used to warn and direct the movers.

Multiple trip or annual permits for mobile homes are issued for loads up to 15 feet wide. Loads over 15 feet travel under single trip permits, and prior to permit issuance the route is checked. When loads up to 15 feet wide (plus one foot for shyness) cannot be accommodated through the work zone the signs described in this guideline are used. Therefore, signs are used when the effective width is less than 16 feet.

The width to be used on the signing is calculated by measuring laterally from centerline to object or object to object subtracting one foot for shyness. Drums, barricades, barriers and parapets also constitute lateral objects. Examples 1-5 at the end of this subject illustrate when width signing is required.

Post the W12-52, showing the numerical width in feet, in advance of one or more intersections or interchanges which will provide the mover an alternate route around the restriction. Check the adequacy of a logical alternate route when selecting the point at which the diversion is posted. Place a supplemental distance sign, WO57-52, installed beneath the W12-52. Post another W12-52 in advance of the restriction, generally along with the other construction warning signs. Install on both sides of a divided highway to enhance visibility

Post an R12-70 sign, Wide Loads Exceeding XX Ft, at the intersection or ramp where the diversion occurs, especially if the restricted highway is a freeway or expressway. An appropriate directional arrow is an acceptable supplement to this sign

Detour signing from the point of diversion to return to the highway is normally not needed. This is similar to a low clearance warning situation, where no alternate route is signed.

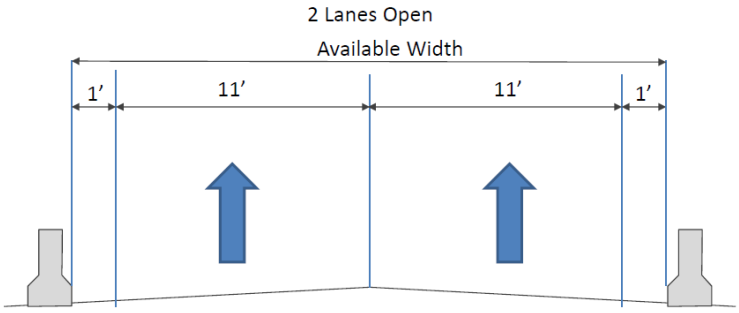
To avoid unnecessary signing and diversion of wide loads, accurate information must be obtained about the actual restriction. This information is entered into Lane Closure System (LCS) by Regional field staff. The information is used to update 511.

Projects having more than one lane open in a given direction, even though each lane might be somewhat narrowed, over-width traffic is often not diverted. Most multi-lane highways have shoulders that can be used temporarily to accommodate wide loads. An overhang from one lane to another can be tolerated for short distances such as ¼ mile. Therefore, width restriction signs are typically not necessary for restrictions on short stretches of multi-lane highways. Although, there may be higher volume segments where overhang from one lane to another is not desirable or longer stretches of multi-lane highways (1/4 mile or more) where adequate shoulders are not available, width restriction signs *may* be desirable. In these circumstances where the intent is to divert over width traffic, ensure LCS reflects what is represented on the width restriction signing.

There may be staging situations where off-peak lane closures are utilized on multi-lane highways with closed shoulders. Width restriction signing is required during off-peak operations. Cover or remove width restriction signing during peak operations.

On roadways where one lane is open in each direction, width restriction signs are not needed if the available width including shoulder (including at bridges and crossovers) is more than 16 feet.

Width Restrictions and Lane Closure System Example 1

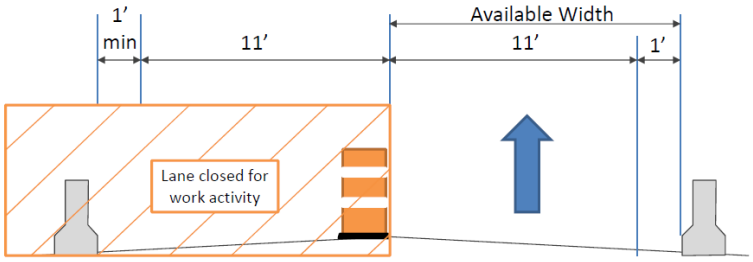


LCS Entry → Available Width-1′ Buffer = **23′ Effective Width**

Available width ≥ 16′: No width warning sign required.

Width Restrictions and Lane Closure System Example 2

1 Lane Open



LCS Entry → Available Width -1′ Buffer = **11′ Effective Width**

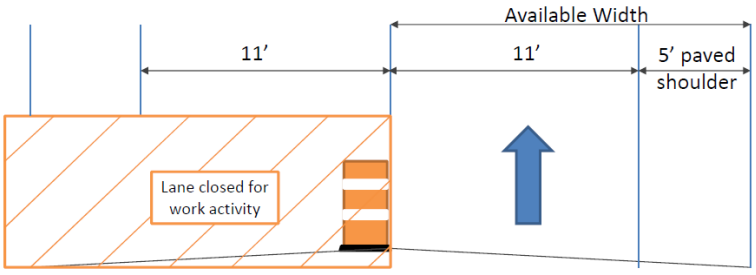
Width Signing → 11′ Max Width

Available width < 16′:
Width warning sign(s) required.

Recommend 2 Locations:
- One in WZTC advanced warning area
- One at location where a wide load could exit with supplemental XX AHEAD sign below

Width Restrictions and Lane Closure System Example 3

1 Lane Open

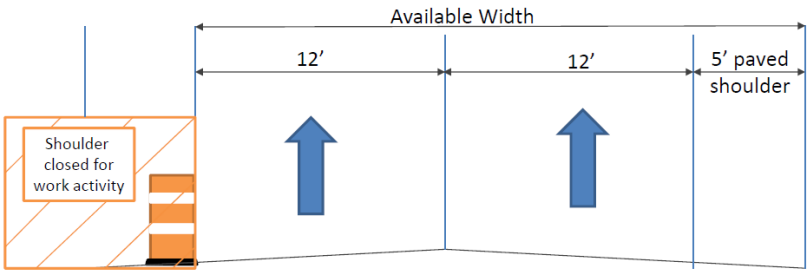


LCS Entry → Available Width′-1′ Buffer = **15′ Effective Width**

Available Width ≥16: No Width Signing Required

Width Restrictions and Lane Closure System Example 4

Divided Highway Shoulder Closure

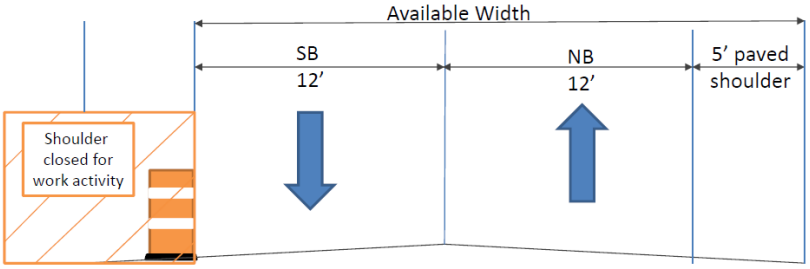


LCS Entry → Available Width-1′ Buffer=28′ Effective Width

Available width **≥ 16′: No Width Signing Required**

Width Restrictions and Lane Closure System Example 5

2 Lane Shoulder Closure



SB LCS Entry → Available Width-1′ Buffer=11′ Effective Width

Width Signing → <u>11′ Max Width(Southbound Only)</u>

Available width < 16′:
Width warning sign(s) required.

Recommend 2 Locations:
- One in WZTC advanced warning area
- One at location where a wide load could exit with supplemental XX AHEAD sign below