

Annex C - Schemes of layouts

Two lanes carriageway

Stationary work zones	Description	Figure
1_2lanes	Closure of the emergency lane	Figure 1
2_2lanes	Closure of the slow lane	Figure 2
3_2lanes	Closure of the overtaking lane	Figure 3
5_2lanes	Inflection	Figure 4
6_2lanes	Diversion with a single lane for travel direction	Figure 5
7_2lanes	Partial diversion of the flow, with a single lane for the traffic flow not diverted	Figure 6
10_2lanes	Partial Diversion, with a single lane for the traffic flow not diverted	Figure 7
12_2lanes	Carriageway closure	Figure 8

Mobile work zones	Description	Figure
21_2lanes	Operational vehicles stopped or in slow advancement within the emergency lane	Figure 9
24_2lanes	Operational vehicles stopped or in slow advancement within the emergency lane	Figure 10
25_2lanes	work zone in slow advancement, closure of the slow lane	Figure 11

Three lanes carriageway

Stationary work zones	Description	Figure
1_3lanes	Closure of the emergency lane	Figure 12
2_3lanes	Closure of the slow lane	Figure 13
3_3lanes	Closure of the slow lane and middle lane	Figure 14
4_3lanes	Closure of the overtaking lane	Figure 15
5_3lanes	Closure of the overtaking lane and middle lane	Figure 16
6_3lanes	Inflection	Figure 17
7_3lanes	Inflection with narrowing	Figure 18
10_3lanes	Partial diversion of the flow, with two lanes for the traffic flow not diverted	Figure 19
11_3lanes	Diversion of the flow, with two lanes for the traffic flow not diverted	Figure 20
12_3lanes	Diversion on two lanes, with a single lane for the traffic flow not diverted	Figure 21

Mobile work zones	Description	Figure
24_3lanes	Operational vehicles stopped or in slow advancement within the emergency lane	Figure 22
27_3lanes	Work zone in slow advancement, closure of the slow lane	Figure 23
28_3lanes	Work zone in slow advancement, closure of the slow and of the middle lane	Figure 24
29_3lanes	Work zone in slow advancement, closure of the overtaking lane	Figure 25
30_3lanes	Work zone in slow advancement, closure of the overtaking and of the middle lane	Figure 26

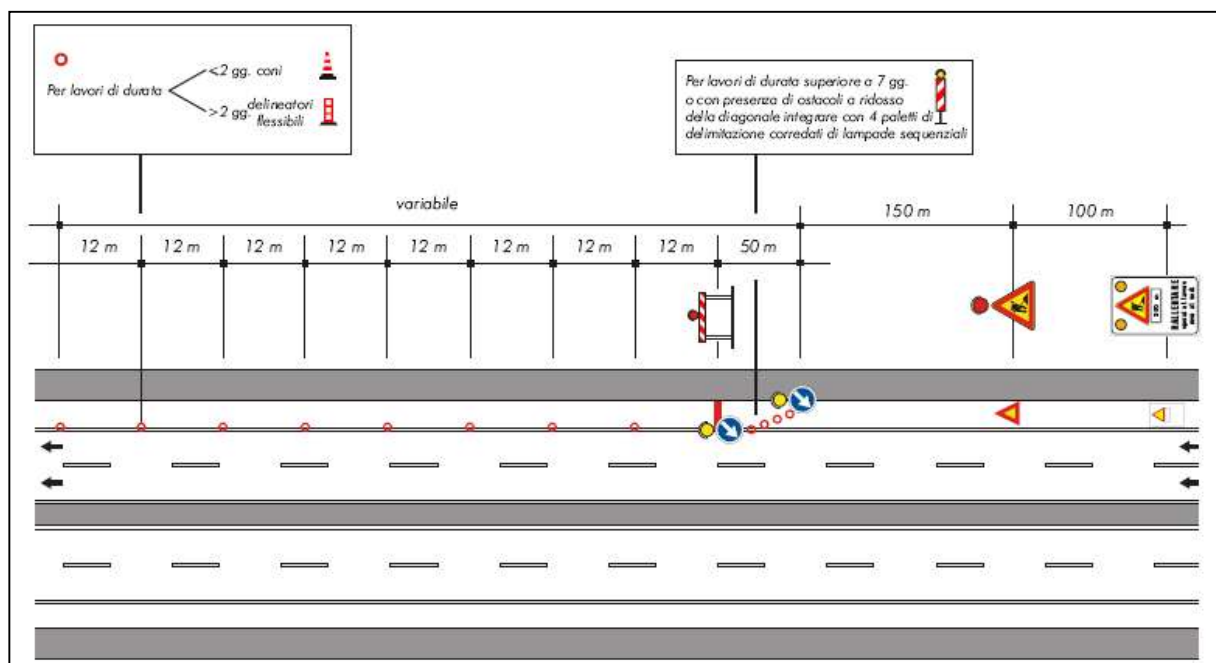


Figure 1: Scheme 1_2lanes

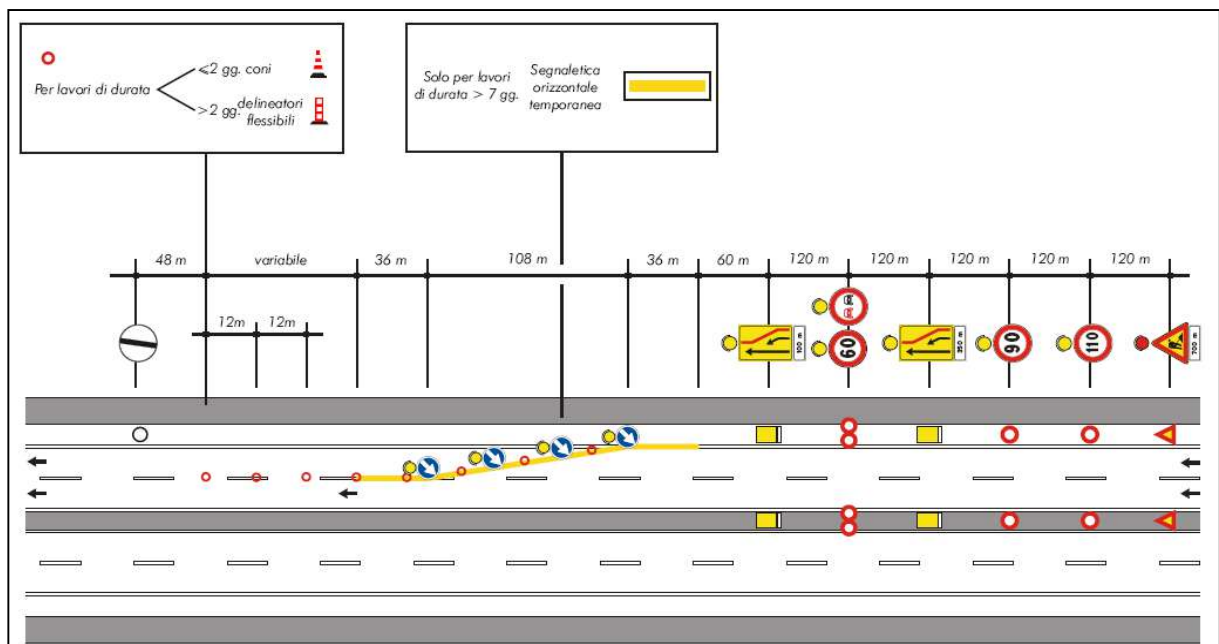


Figure 2: Scheme 2_2lanes

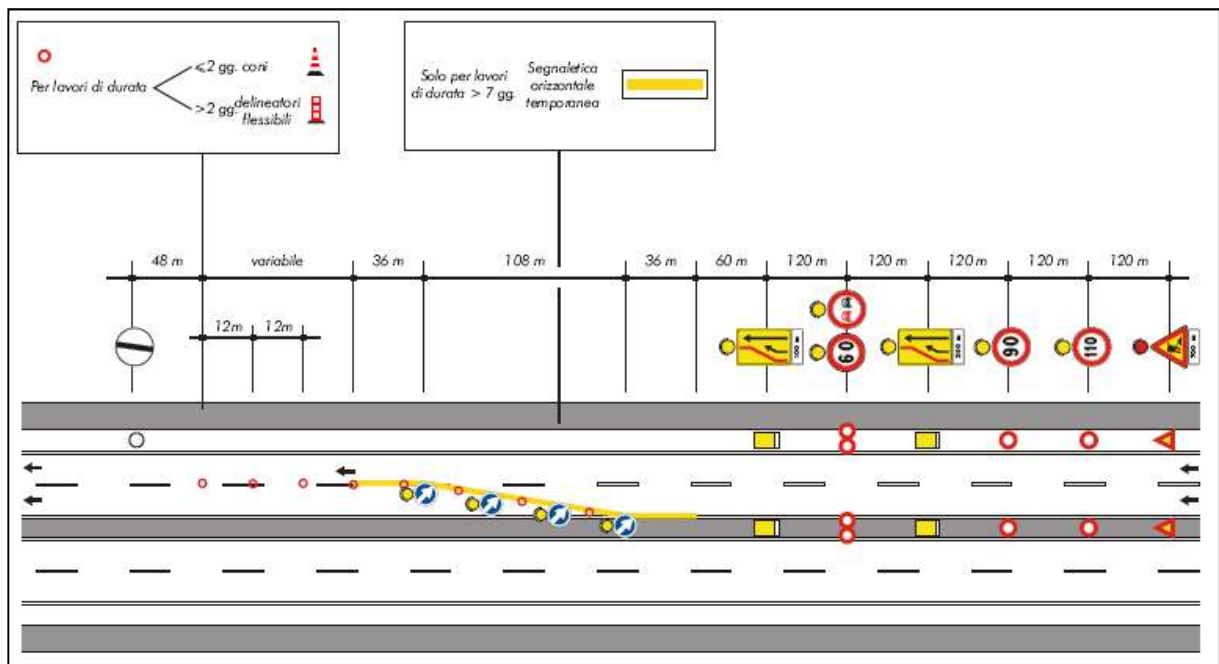


Figure 3: Scheme 3_2lanes

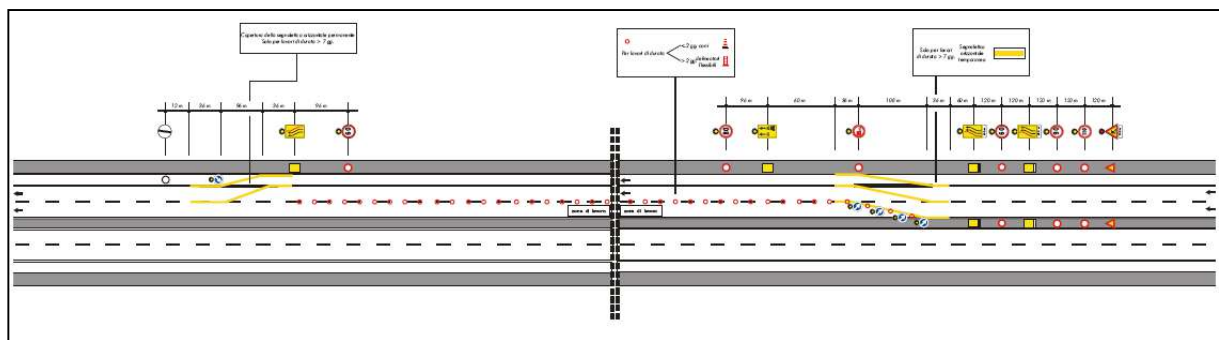


Figure 4: Scheme 5_2lanes

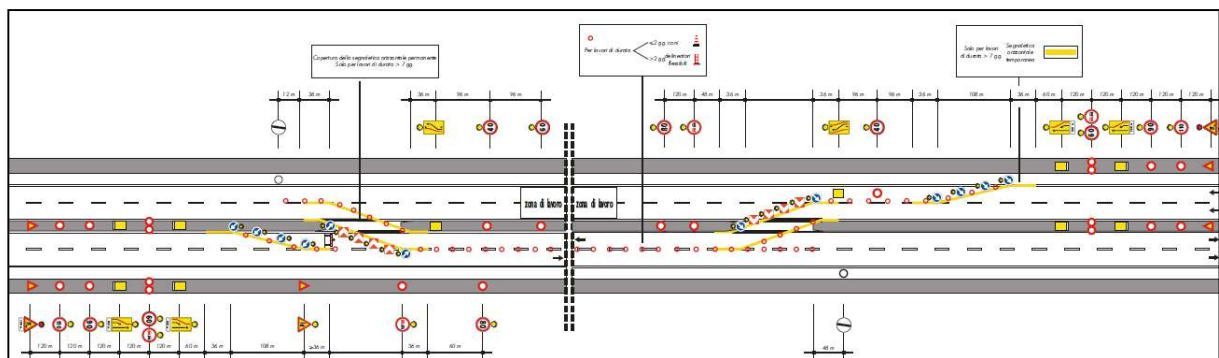


Figure 5: Scheme 6_2lanes

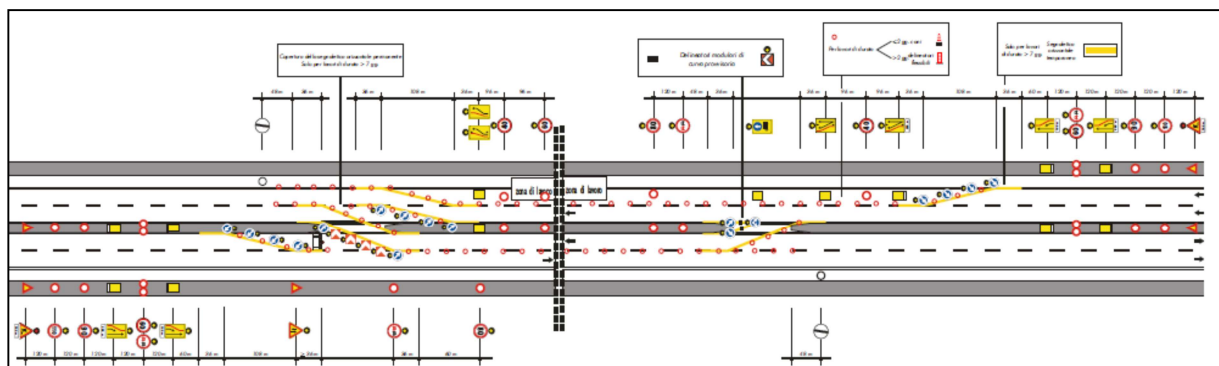


Figure 6: Scheme 7_2lanes

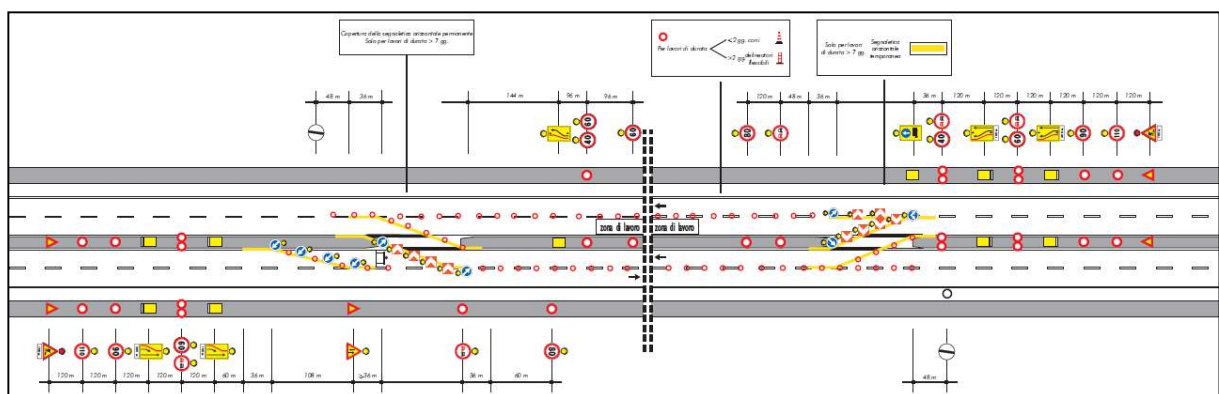


Figure 7: Scheme 10_2lanes

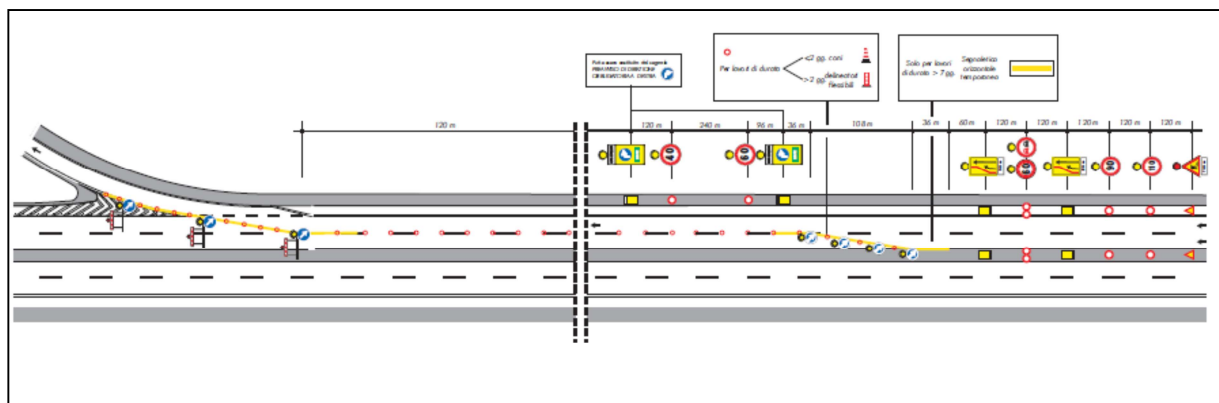


Figure 8: Scheme 12_2lanes

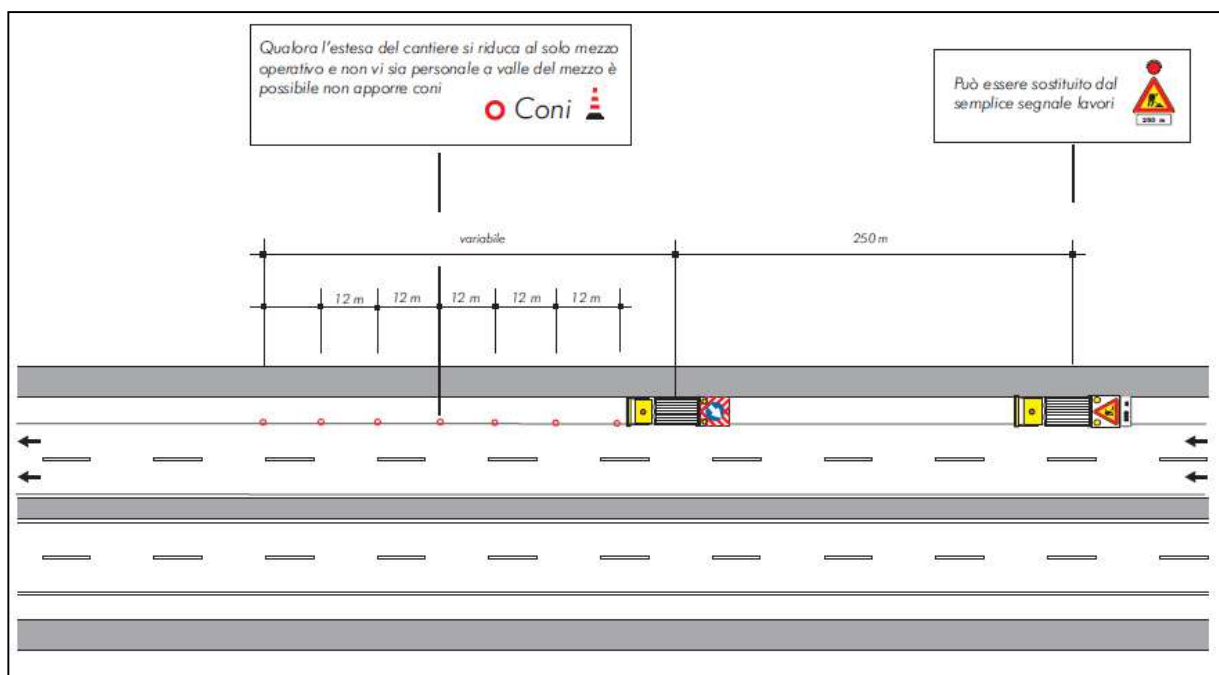


Figure 9: Scheme 21_2lanes

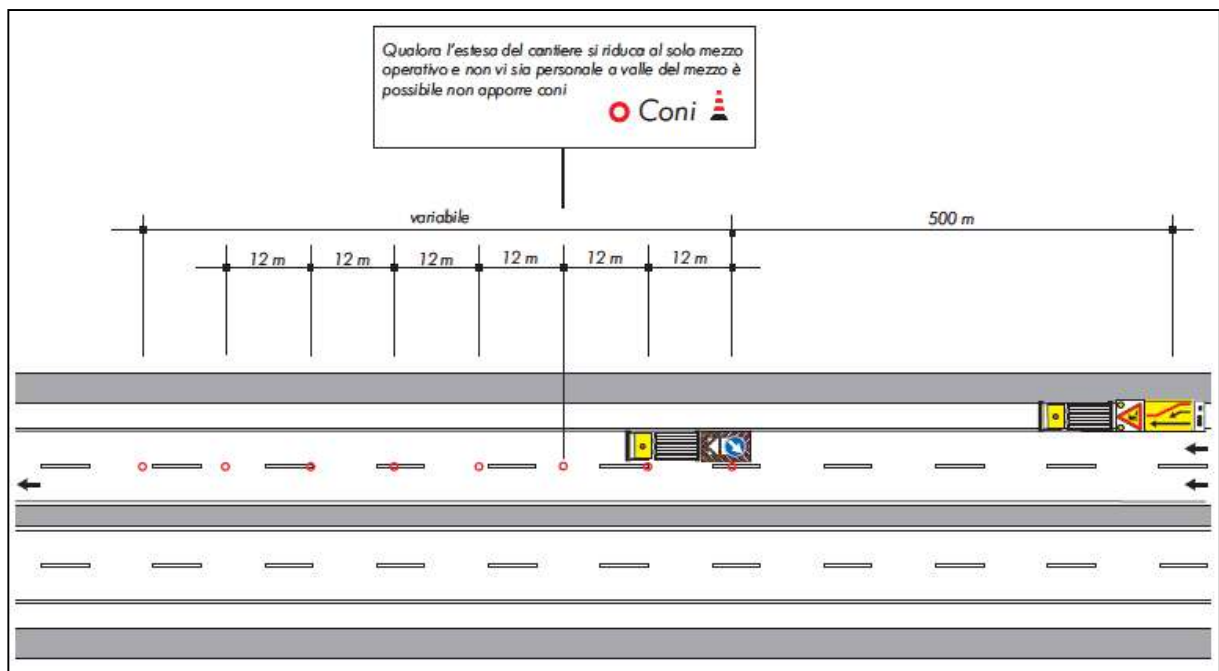


Figure 10: Scheme 24_2lanes

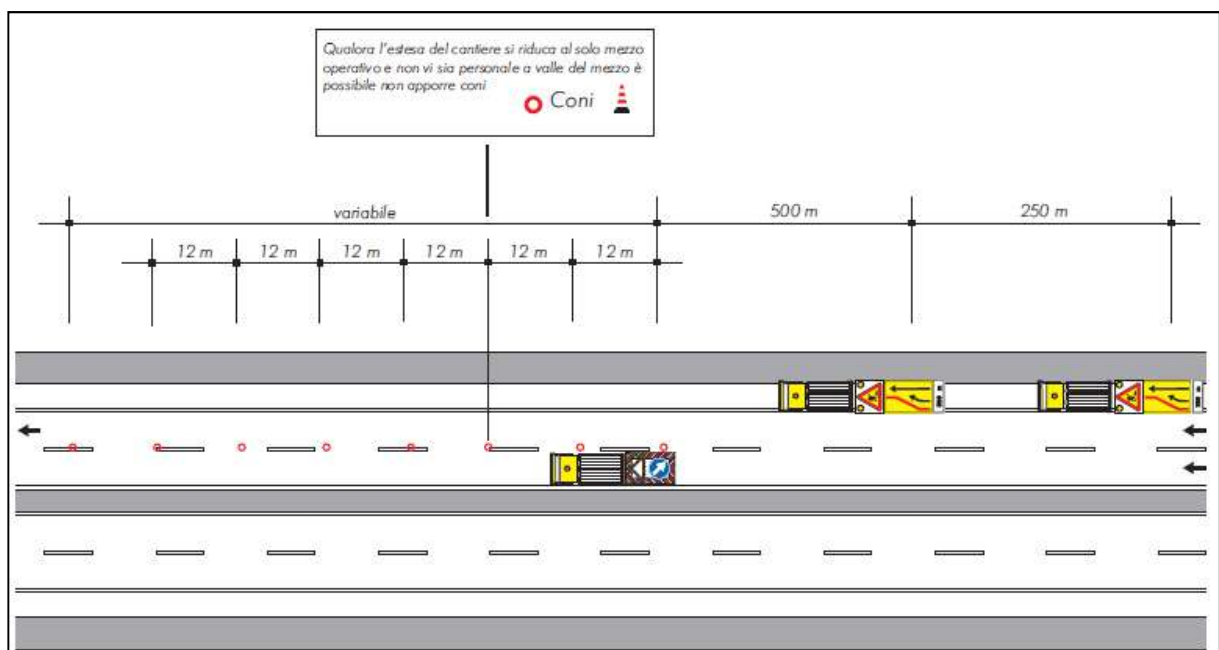


Figure 11: Scheme 25_2lanes

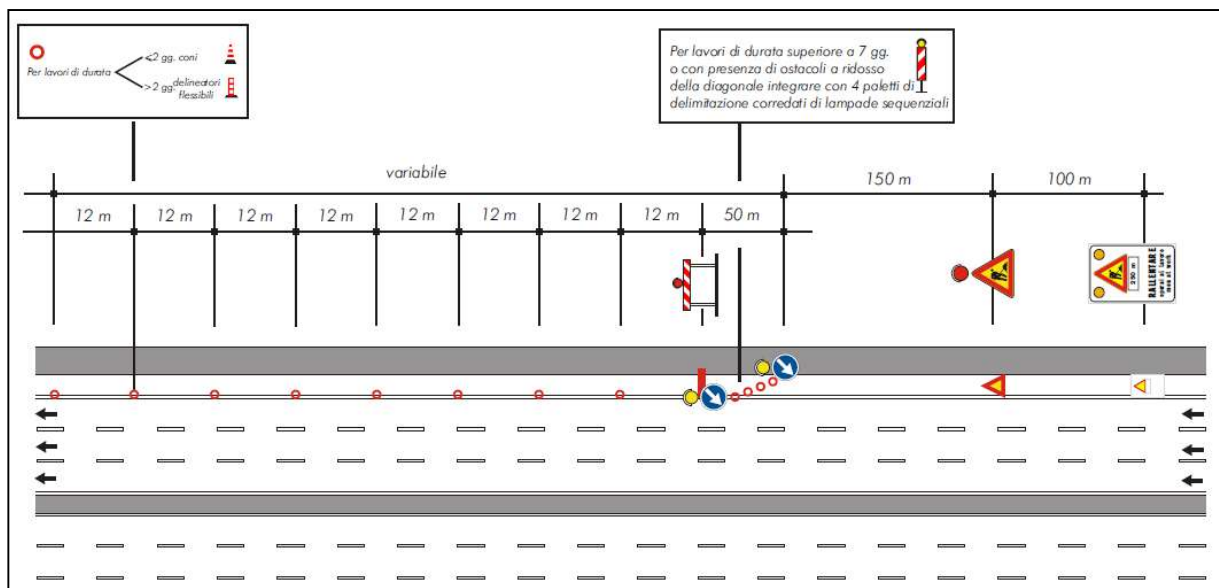


Figure 12: Scheme 1_3lanes

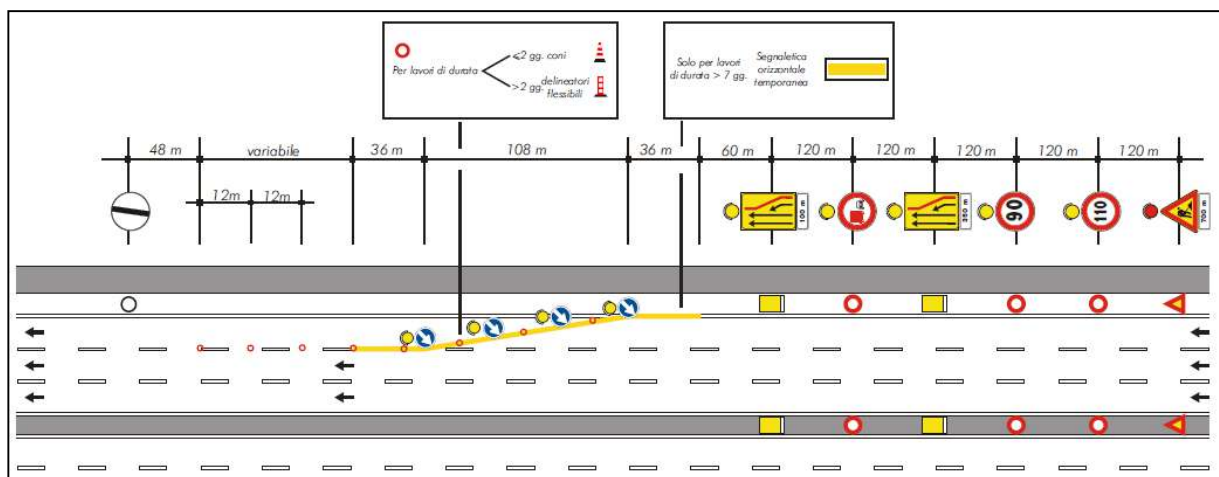


Figure 13: Scheme 2_3lanes

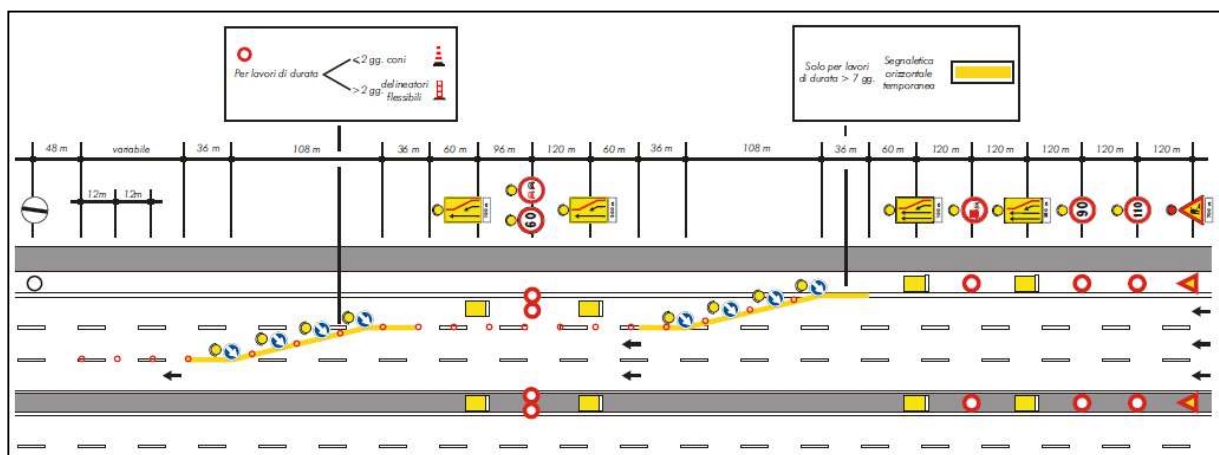


Figure 14: Scheme 3_3lanes

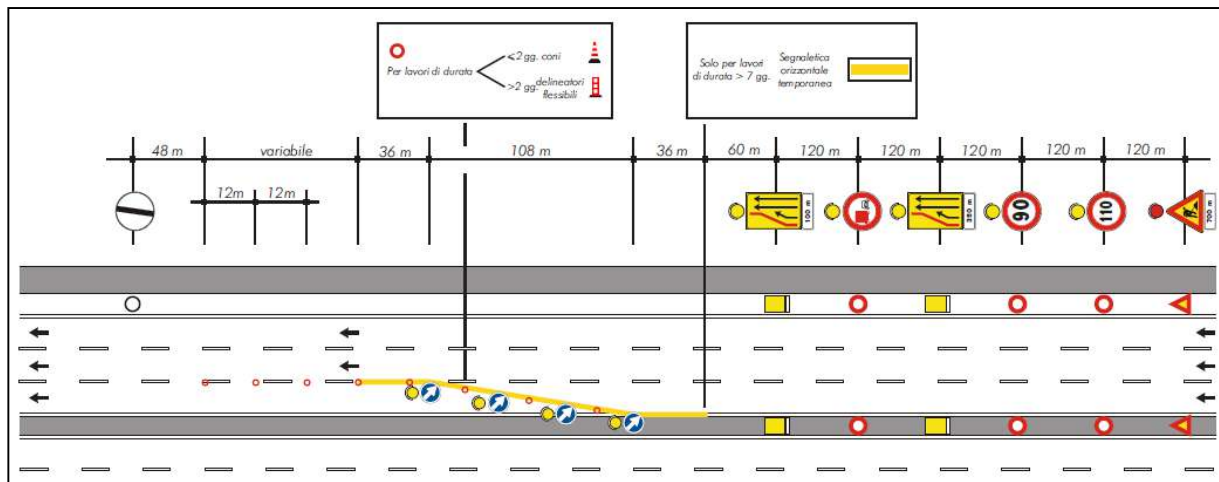


Figure 15: Scheme 4_3lanes

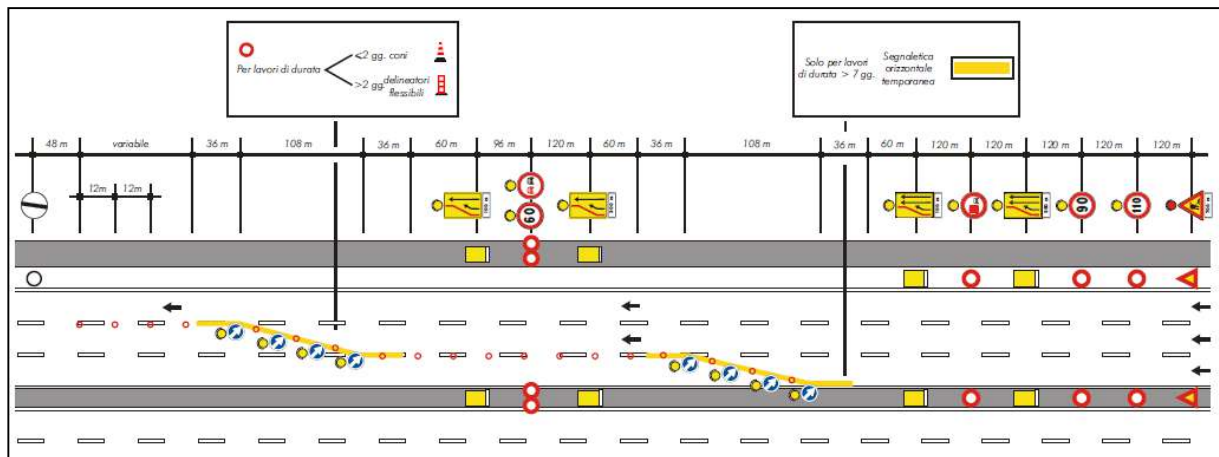


Figure 16: Scheme 5_3lanes

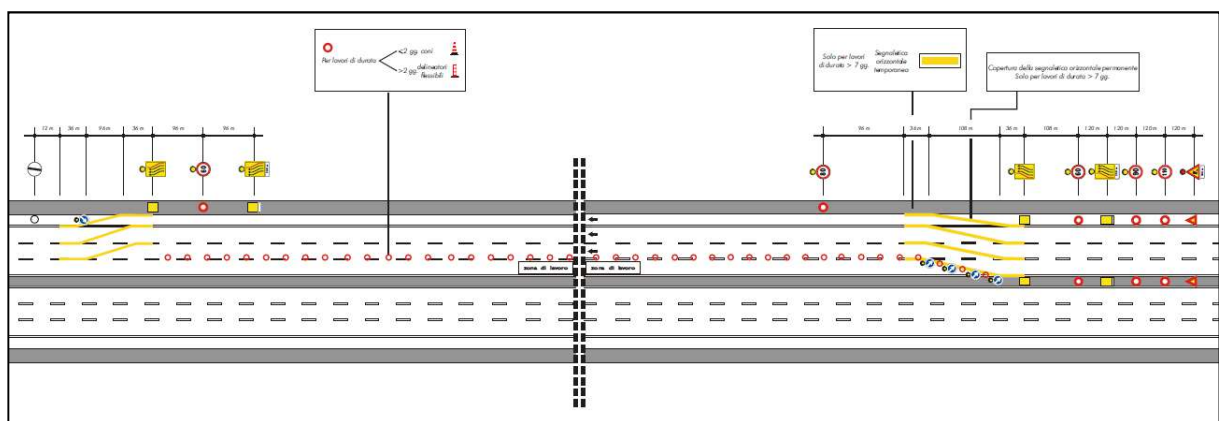


Figure 17: Scheme 6_3lanes

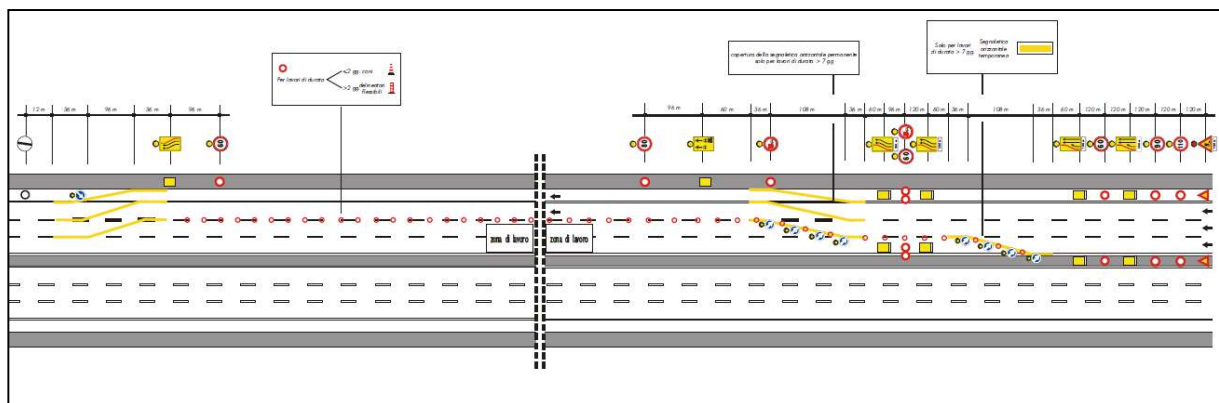


Figure 18: Scheme 7_3lanes

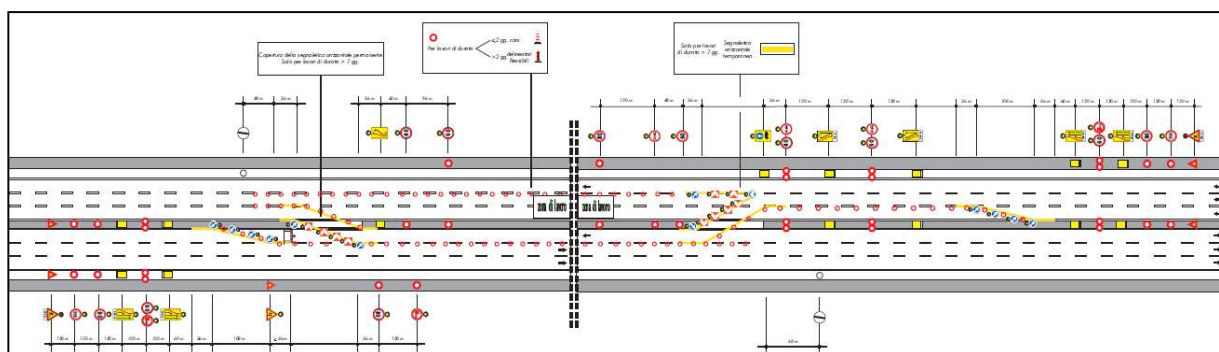


Figure 19: Scheme 10_3lanes

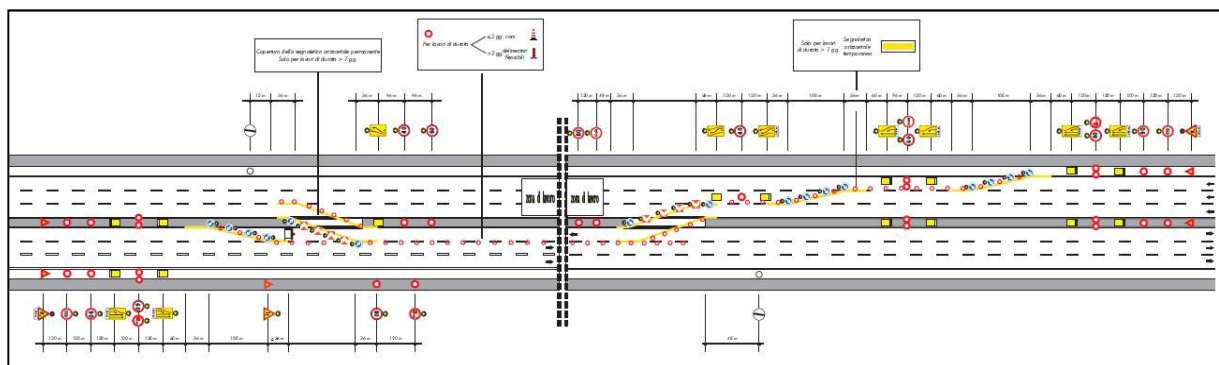


Figure 20: Scheme 11_3lanes

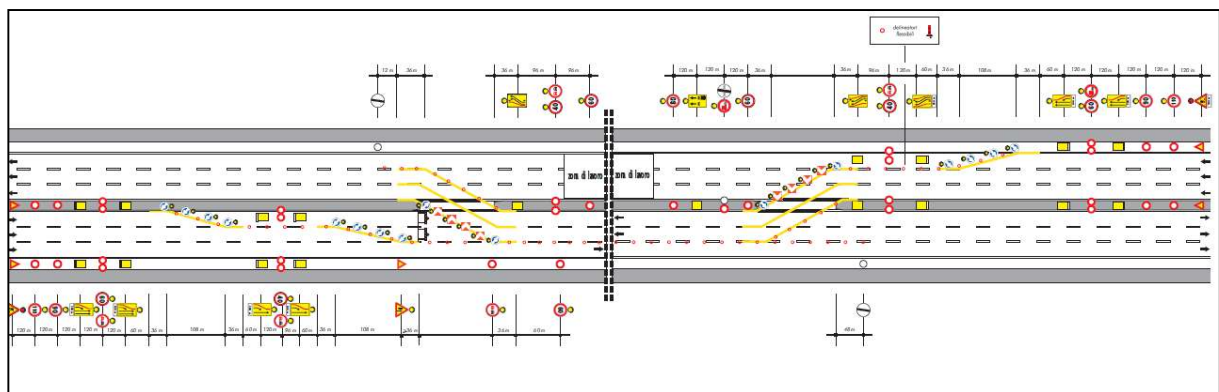


Figure 21: Scheme 12_3lanes

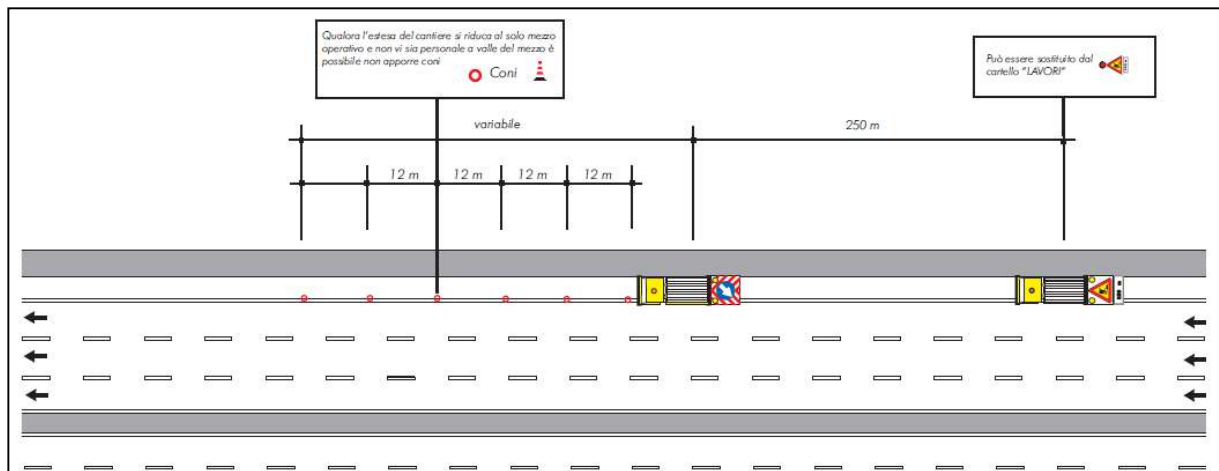


Figure 22: Scheme 24_3lanes

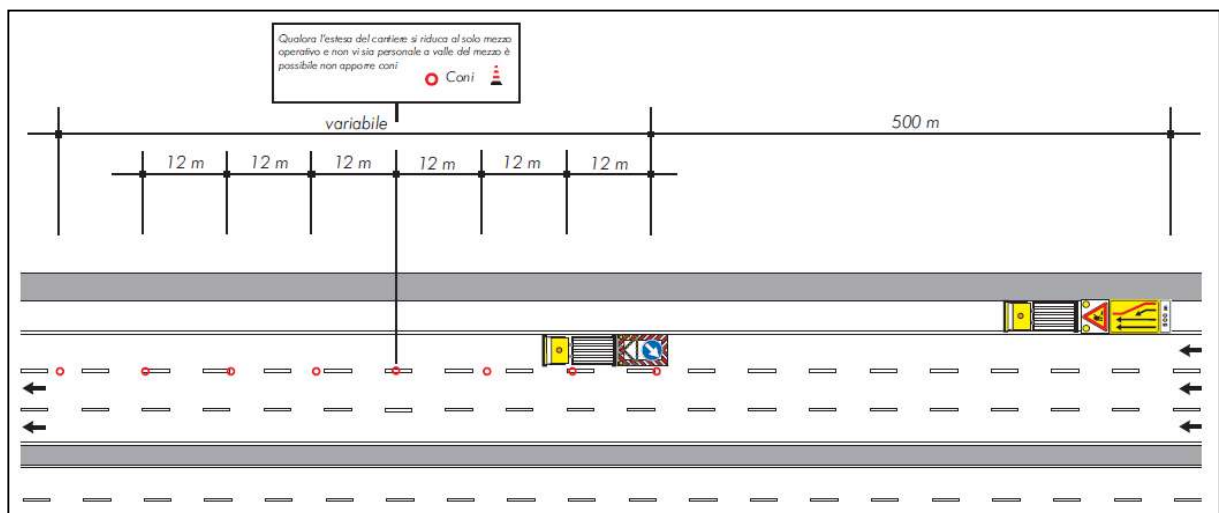


Figure 23: Scheme 27_3lanes

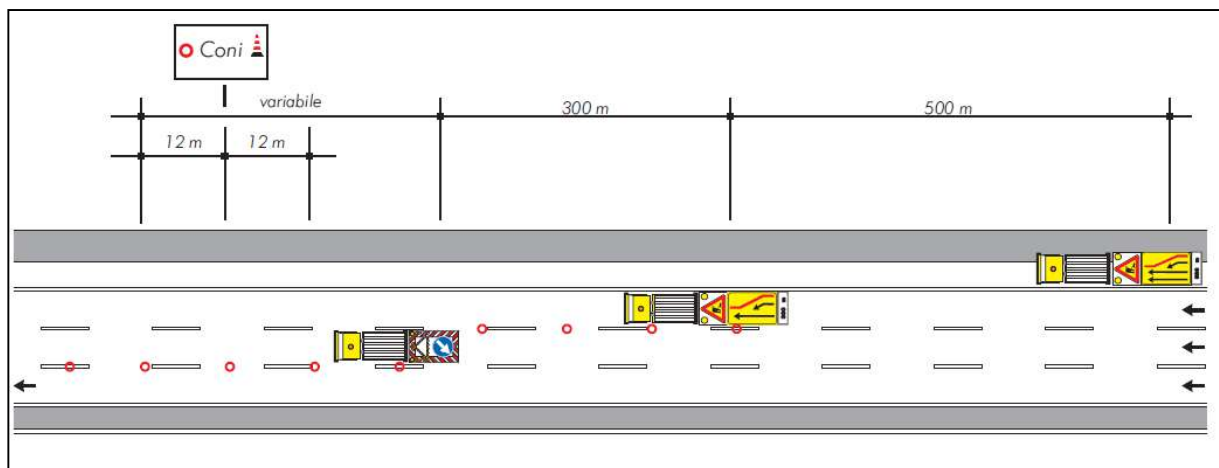


Figure 24: Scheme 28_3lanes

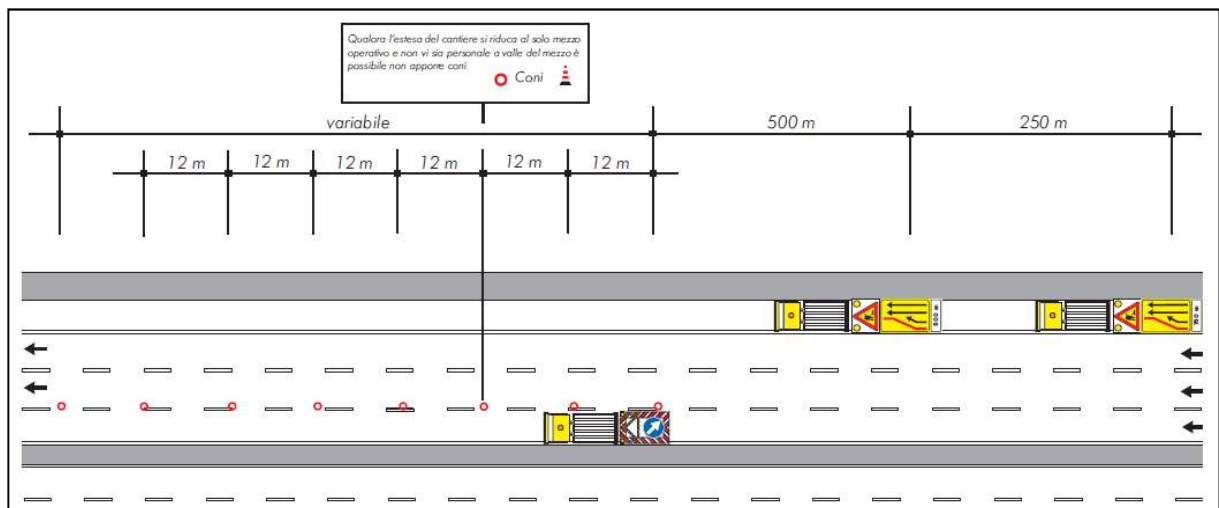


Figure 25: Scheme 29_3lanes

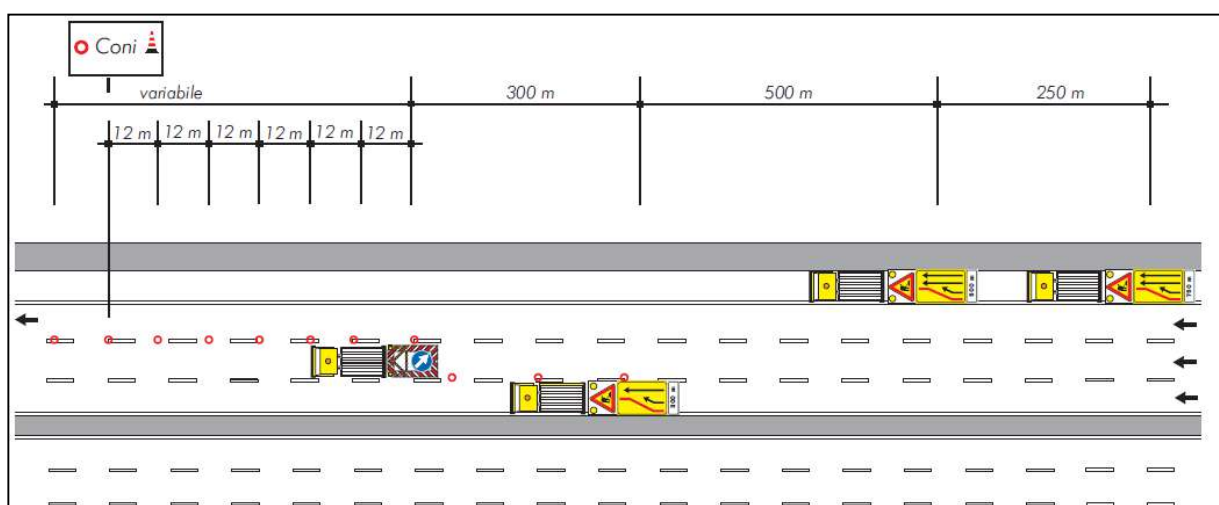


Figure 26: Scheme 30_3lanes