STATE	PROJECT	SHEET NUMBER

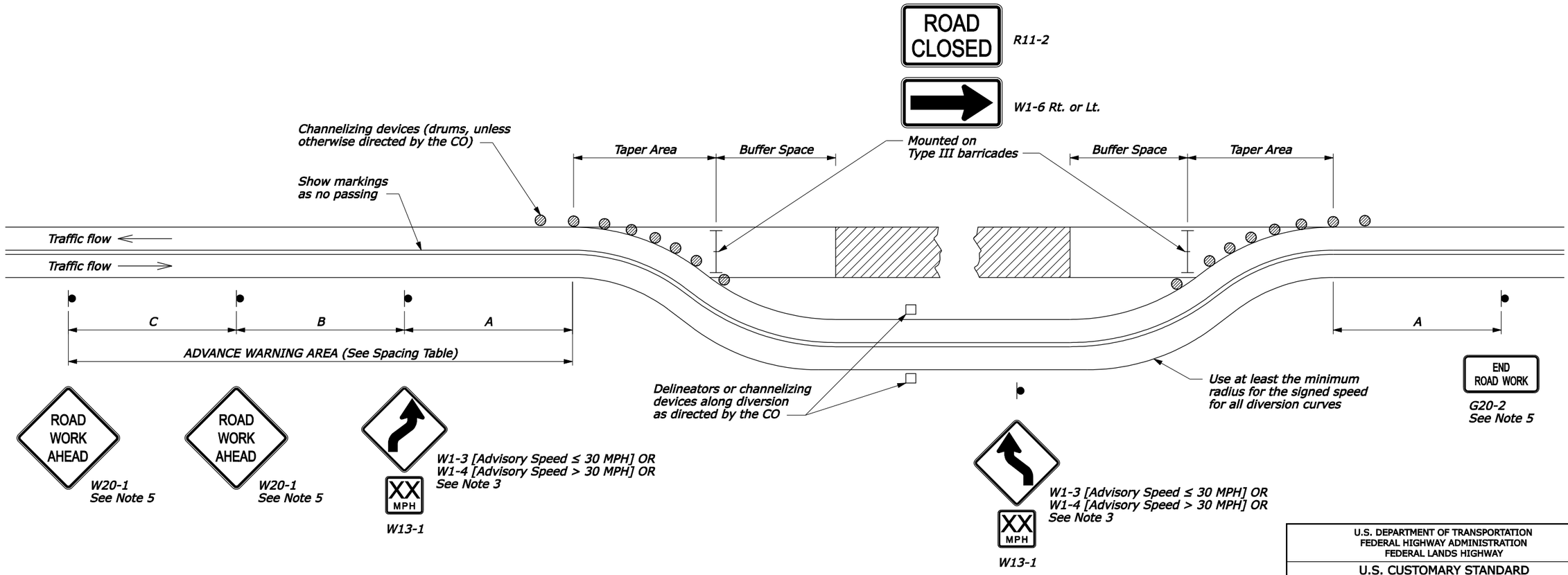
LENGTH AND SPACING TABLE				
APPROACH SPEED*	LENGTH OF BUFFER SPACE	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
25	155	25	50	50
30	200	30	60	60
35	250	35	70	70
40	305	40	80	80
45	360	45	90	90
50	425	50	100	100
55	495	55	110	110

* Approach speed based on the regulatory posted speed, not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban 40 MPH and less	100	100	100
Urban 45 MPH and greater	350	350	350
Rural	500	500	500
Expressway/Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. If the area approaching diversion is not already signed and marked as a no passing zone, add signing and/or marking as appropriate. Remove conflicting pavement markings.
3. If the tangent distance along the temporary diversion is less than 600', use the "Double Reverse Curve" sign (W24-1) at the location of the first Reverse Curve sign and eliminate the second Reverse Curve sign.
4. Place channelizing devices outside temporary roadway.
5. If diversion is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
7. If signs will be in place more than 72 consecutive hours, use ground-mounted post.



NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
FEDERAL LANDS HIGHWAY

U.S. CUSTOMARY STANDARD

TEMPORARY TRAFFIC CONTROL FOR DIVERSION

STANDARD APPROVED FOR USE 6/2005

REVISED:

STANDARD 635-4

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