

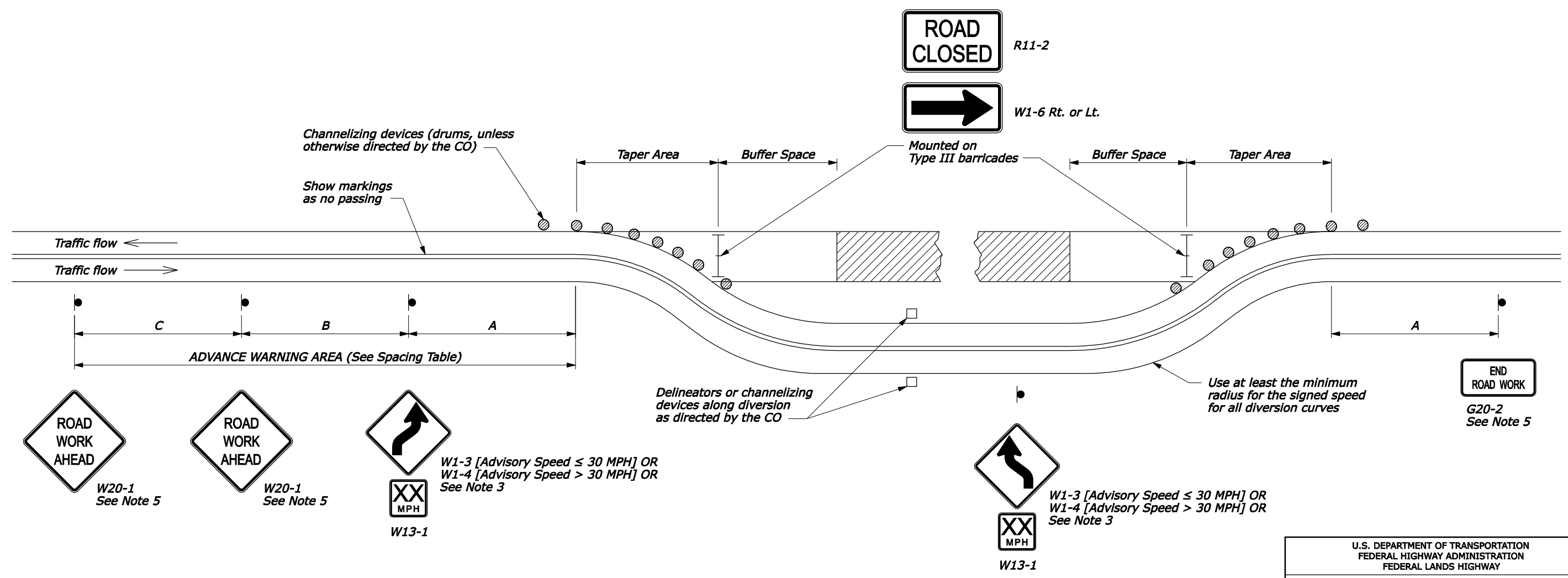
LENGTH AND SPACING TABLE					
APPROACH SPEED*		LENGTH OF BUFFER SPACE METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
25	40	50	7	15	15
30	50	65	9	18	18
35	55	75	10	21	21
40	65	95	12	24	24
45	70	105	13	27	27
50	80	130	15	30	30
55	90	160	16	33	33

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban less than 70 km/h [≤ 40 MPH]	30	30	30
Urban 70 km/h and greater [≥ 45 MPH]	100	100	100
Rural	150	150	150
Expressway/Freeway	300	450	800

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 180 m, 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.



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

METRIC STANDARD

**TEMPORARY TRAFFIC CONTROL
 FOR DIVERSION**

STANDARD APPROVED FOR USE 6/2005

REVISOR: STANDARD M635-4

NO SCALE