

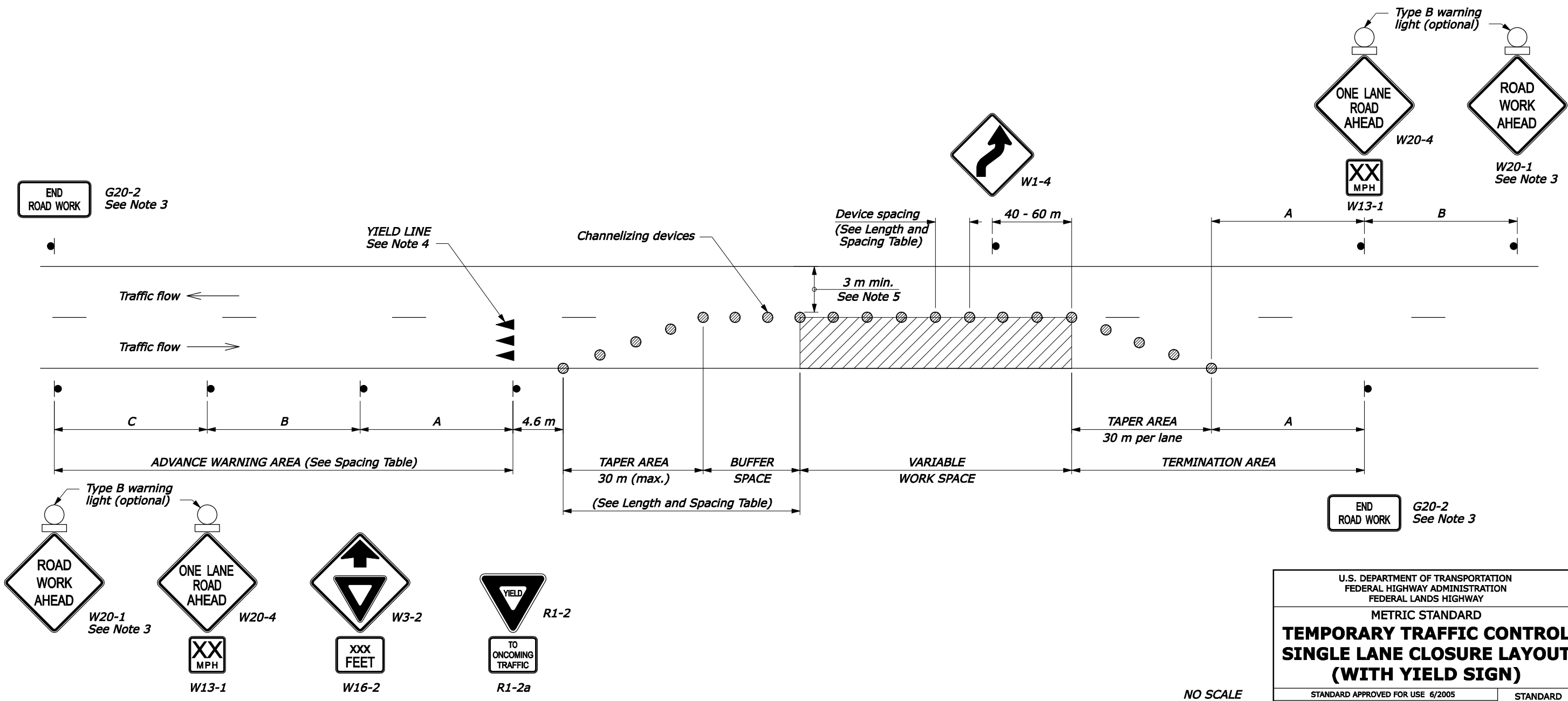
LENGTH AND SPACING TABLE					
APPROACH SPEED*		LENGTH OF BUFFER SPACE METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
SPACING IN METERS					
25	40	50	6	15	15
30	50	65	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	105	6	27	27
50	80	130	6	30	30
55	90	160	6	33	33

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

SIGN SPACING TABLE			
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. Use this layout only if sufficient gaps in oncoming traffic exist for traffic that must yield, and if drivers from both directions are able to see approaching traffic through and beyond the work site.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. If lane closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
4. If the surface is paved, install yield lines that comply with Section 3B.16 of the MUTCD.
5. For project specific minimum width, refer to Special Contract Requirements, Section 156.
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
SINGLE LANE CLOSURE LAYOUT
(WITH YIELD SIGN)**

STANDARD APPROVED FOR USE 6/2005

REVISED: 1/2007

STANDARD
M635-7

NO SCALE

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