

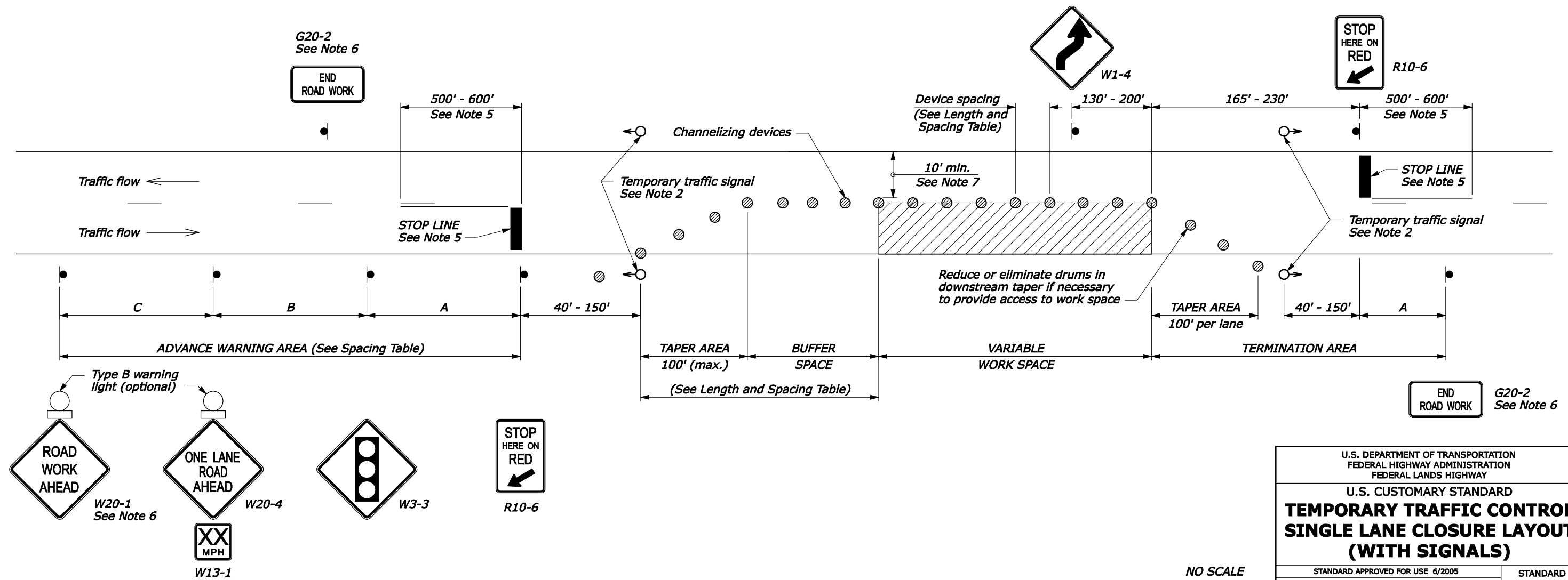
LENGTH AND SPACING TABLE				
APPROACH SPEED*	LENGTH OF BUFFER SPACE	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110

* 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. Advance Warning Area signs are shown for one direction of travel only. Place devices for opposite direction of travel.
2. A single signal installation is acceptable, on the right-hand side of the road, if it has two signal faces that are at least 8 feet apart and meets the other requirements of Part 4 of the MUTCD.
3. Install and operate temporary traffic control signals in accordance with the provisions of the MUTCD, Part 4. Signal timing shall be established by a qualified engineer. When the signal is changed to the flashing mode either manually or automatically, ensure red signal indications are flashed to both approaches.
4. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO. If signals are moved, revised signal timing must be determined by a qualified engineer.
5. If the roadway surface is paved, install stop lines that comply with Section 3B.16 of the MUTCD. Remove existing conflicting pavement markings and raised markers between the work space and the stop line. Add no-passing lines in advance of the stop line.
6. If lane closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
7. For project specific minimum width, refer to Special Contract Requirements, Section 156.
8. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
9. 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
 SINGLE LANE CLOSURE LAYOUT
 (WITH SIGNALS)**

STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 1/2007	635-9

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