

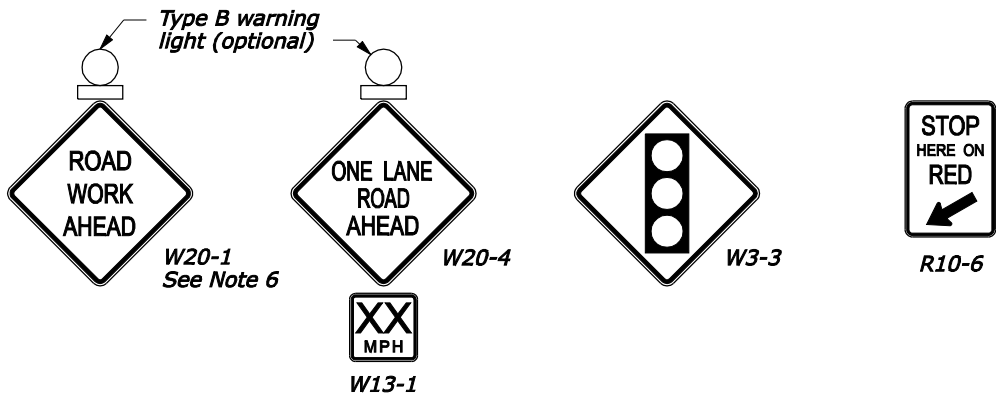
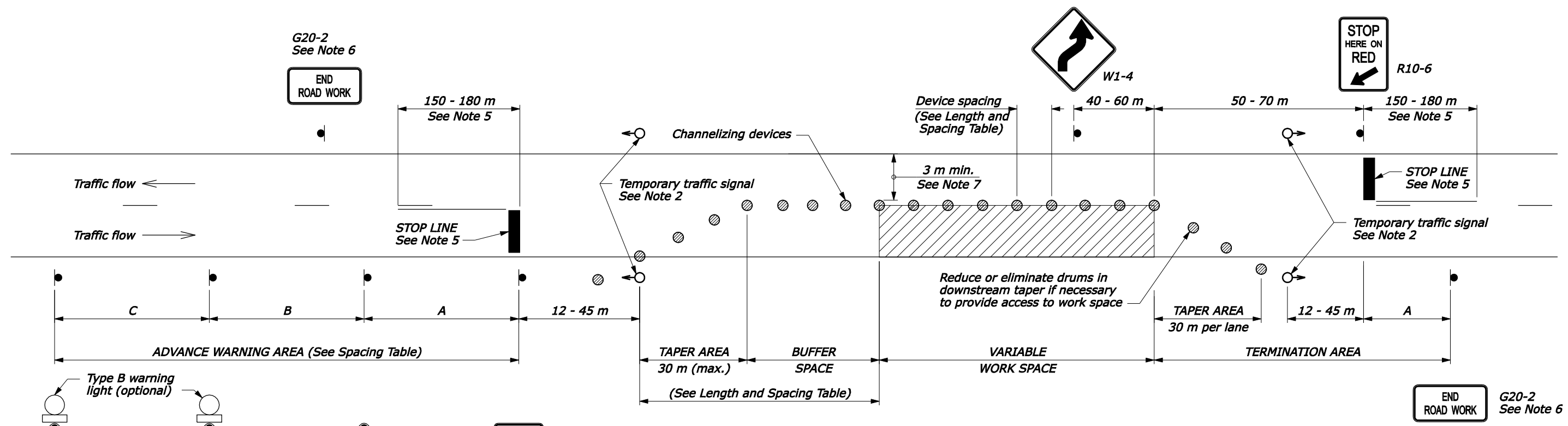
LENGTH AND SPACING TABLE					
APPROACH SPEED*		LENGTH OF BUFFER SPACE METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
25	40	50	6	15	15
30	50	65	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	105	6	27	27
50	80	130	6	30	30
55	90	160	6	33	33

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

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:

- Advance Warning Area signs are shown for one direction of travel only. Place devices for opposite direction of travel.
- A single signal installation is acceptable, on the right-hand side of the road, if it has two signal faces that are at least 2.4 m apart and meets the other requirements of Part 4 of the MUTCD.
- 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.
- 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.
- 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.
- If lane closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
- For project specific minimum width, refer to Special Contract Requirements, Section 156.
- Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
- 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 SIGNALS)**

STANDARD APPROVED FOR USE 6/2005

REVISOR: DRAFT: 1/2007

STANDARD M635-9

NO SCALE

11-Jan-2008 01:25 PM
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