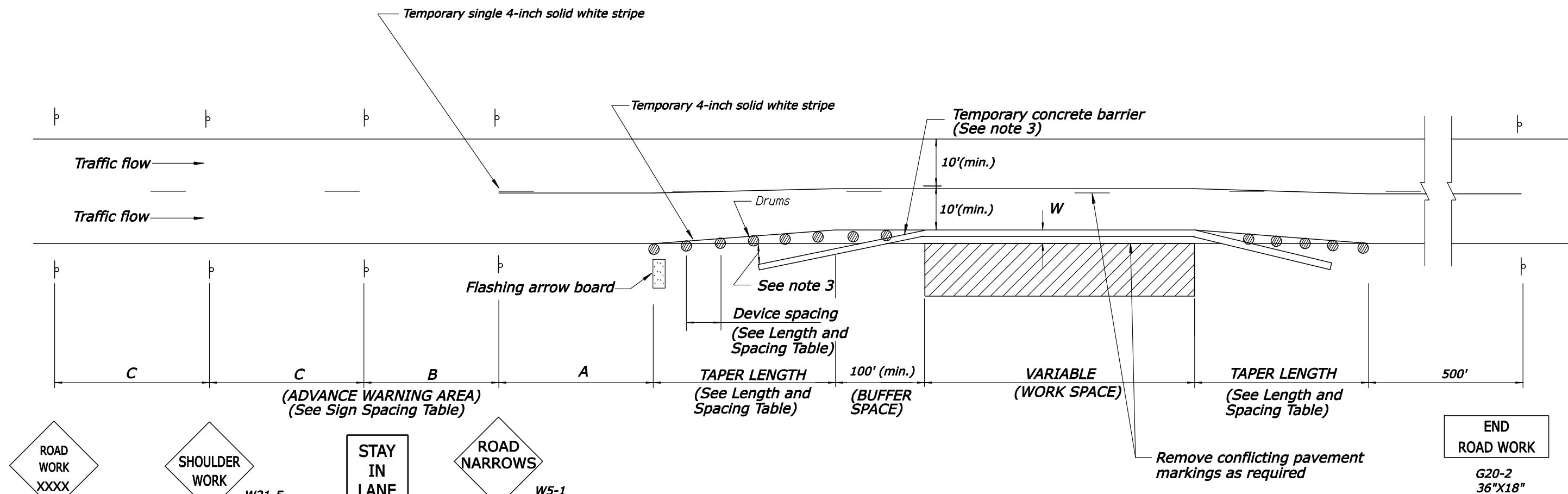


## TYPICAL APPLICATION: ONE WAY, TWO LANE ROADWAY, CLOSING PARTIAL LANE AND SHOULDER USING TEMPORARY BARRIER



**NOTES:**

- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
- Barrier placement is in accordance with the Roadside Design Guide, latest edition, by the American Association of State Highway and Transportation Officials (AASHTO). Terminate barrier ends outside the clearzone or protect the ends of the barrier with an impact attenuator.
- Repeat signs on both sides of the roadway.

Remove conflicting pavement markings as required

**CHANNELIZING DEVICE TABLE**

APPROACH SPEED (MPH)	MINIMUM TAPER LENGTH (FT)	CHANNELIZING DEVICE SPACING (FT)		CONCRETE BARRIER FLARE RATE
		TAPER AREA	WORK AREA	
25	Taper formula: $L = \frac{W \times S}{2}$ for speeds of 45 or greater $L = \frac{W \times S^2}{120}$ for speeds of 40 or less  Where: L = Minimum length of taper S = Numerical value or posted speed limit prior to work area or 85 percentile speed W = Width of offset	25	50	6.5 : 1
30		30	60	8 : 1
35		35	70	9.3 : 1
40		40	80	10.6 : 1
45		45	90	12 : 1
50		50	100	13.5 : 1
55		55	100	15 : 1

\* Speed is based on the regulatory posted speed and not the traffic control warning speed.

**ADVANCE WARNING SIGN SPACING CHART**

POSTED SPEED LIMIT (MPH)	Recommended Distance Between Signs (feet)		
	A	B	C
≤ 35	200	200	200
40-50	350	350	350
55	500	500	500
Expressway/Urban Parkway	1000	1600	2600

NO SCALE

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

U.S. CUSTOMARY DETAIL

**CONSTRUCTION TRAFFIC CONTROL  
ONE WAY, TWO LANE ROAD SHOULDER  
WORK WITH MINOR ENCROACHMENT  
(WITH BARRIER)**

REVISIONS	DETAIL
REVISED: 04/02 03/07	E635-10