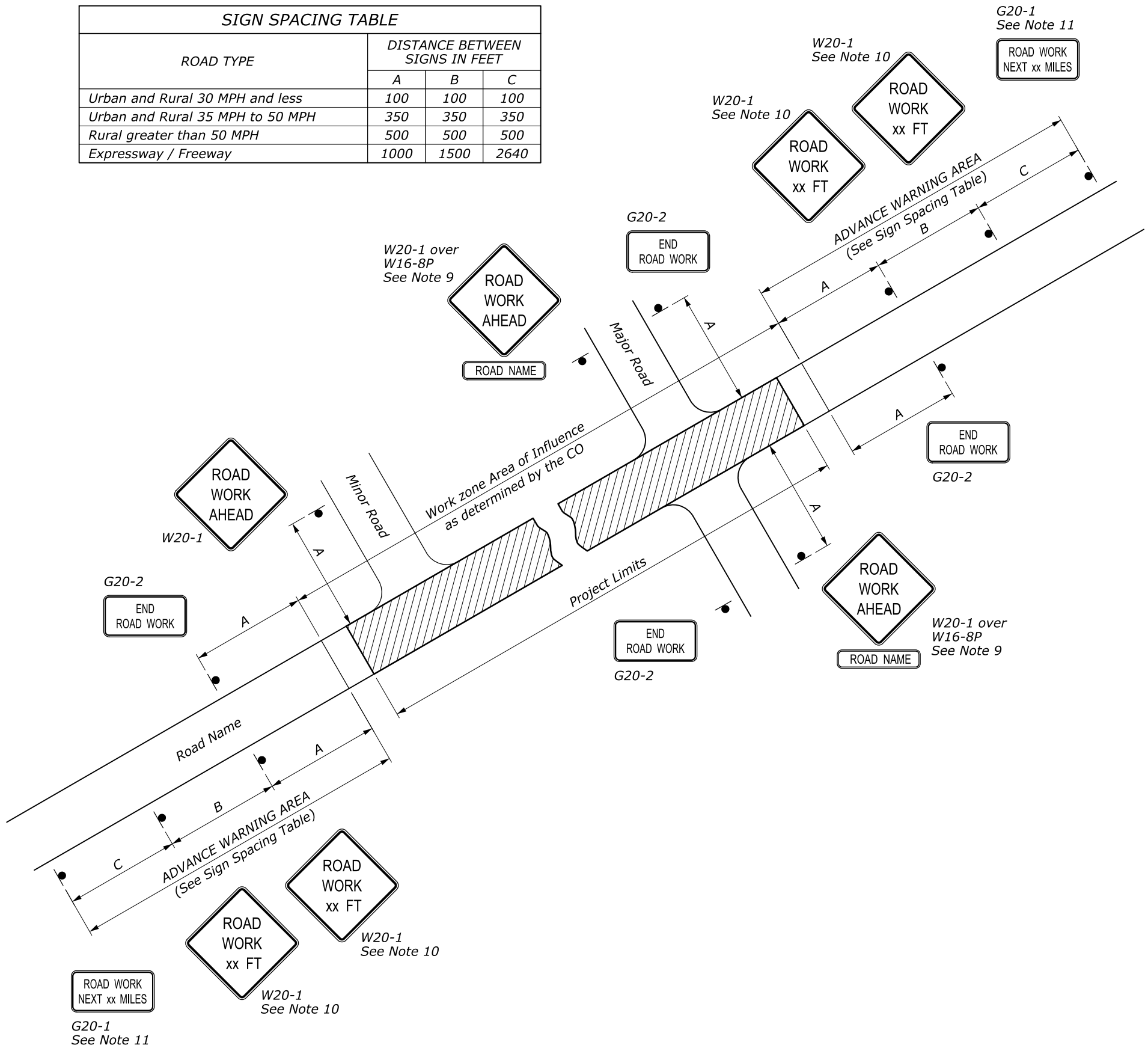


SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640



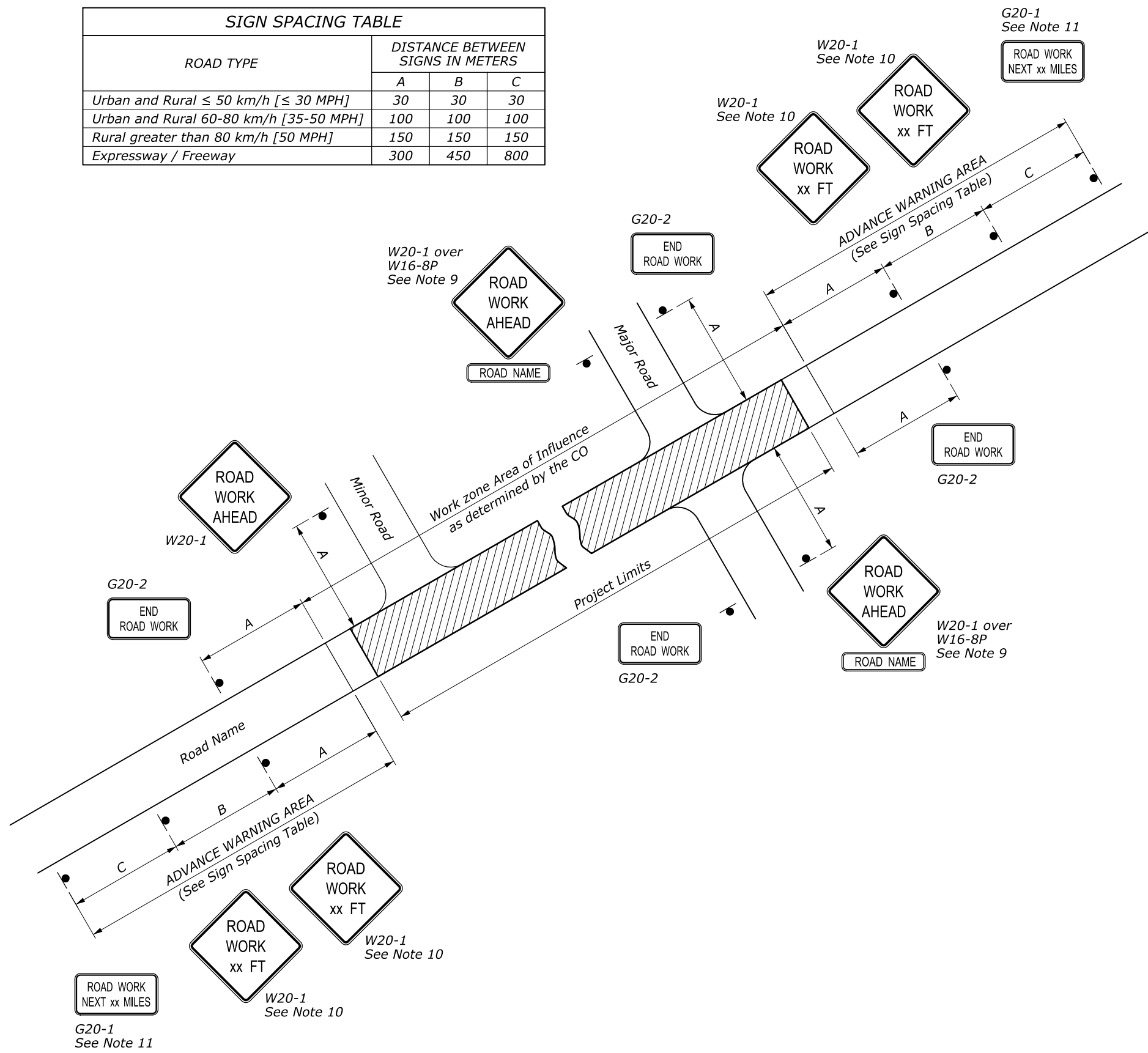
- NOTE:**
- Erect all project advance warning signs before starting construction work.
 - Not all details shown on the temporary traffic control sheets may be applicable to this project. The Contractor may add or delete information and details in this traffic control plan as necessary to accommodate actual operations.
 - Where advance warning signs, placed as shown, interfere with permanent signs, locate the warning signs as determined by the CO for best results. Vary messages as required.
 - Additional or different message signs may be required to fit the actual construction conditions.
 - Install advisory speed plates under the W20 series warning signs as needed to indicate a maximum recommended speed through the construction area.
 - Ensure all sign supports exposed to impact by traffic meet the requirements of NCHRP-350 or MASH for crashworthiness.
 - Maintain two-way traffic during all non-work hours except as approved by the CO.
 - Do not store traffic control devices along the roadway when not in use. Cover post-mounted signs when not applicable.
 - If W20-1 is placed on a roadway other than that on which the actual construction work occurs, include a supplementary plaque indicating the name of the road on which the construction does occur (applies to major roads only).
 - The message on the W20-1 signs may be "ROAD WORK AHEAD" or may specify the distance to the work area in feet or in miles. Install an additional W20-1 sign when approach speeds exceed 50 MPH. When used place the two W20-1 signs "B" feet apart according to the Sign Spacing Table.
 - For work zones that are 2 miles or more in length, install G20-1 signs at each end of the project. Show the distance on the G20-1 sign to the nearest whole mile.
 - If signing on a roadway under a jurisdiction other than the client agency, verify that an encroachment permit has been obtained.
 - State standards may be used as an alternative if approved by the CO.
 - Refer to the Section 635 of the Special Contract Requirements for allowable retroreflective sheeting types.

17 September 2010 9:43 AM H:\StanDraw\st63501.dgn [USC]

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL ADVANCE SIGNING	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-1

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	150	150	150
Expressway / Freeway	300	450	800



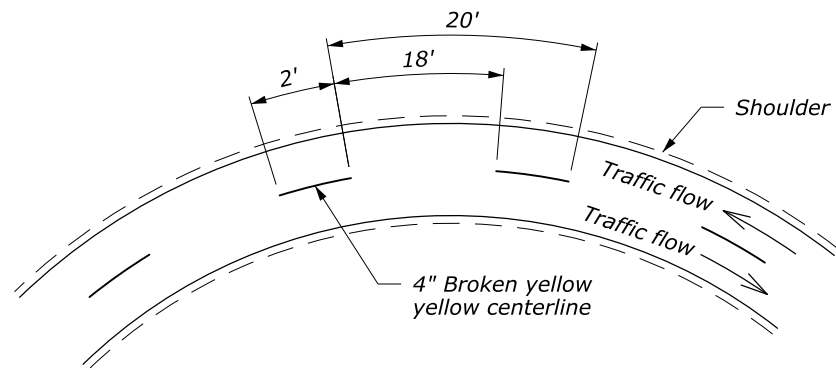
NOTE:

- Erect all project advance warning signs before starting construction work.
- Not all details shown on the temporary traffic control sheets may be applicable to this project. The Contractor may add or delete information and details in this traffic control plan as necessary to accommodate actual operations.
- Where advance warning signs, placed as shown, interfere with permanent signs, locate the warning signs as determined by the CO for best results. Vary messages as required.
- Additional or different message signs may be required to fit the actual construction conditions.
- Install advisory speed plates under the W20 series warning signs as needed to indicate a maximum recommended speed through the construction area.
- Ensure all sign supports exposed to impact by traffic meet the requirements of NCHRP-350 or MASH for crashworthiness.
- Maintain two-way traffic during all non-work hours except as approved by the CO.
- Do not store traffic control devices along the roadway when not in use. Cover post-mounted signs when not applicable.
- If W20-1 is placed on a roadway other than that on which the actual construction work occurs, include a supplementary plaque indicating the name of the road on which the construction does occur (applies to major roads only).
- The message on the W20-1 signs may be "ROAD WORK AHEAD" or may specify the distance to the work area in feet or in miles. Install an additional W20-1 sign when approach speeds exceed 80 km/h [50 MPH]. When used place the two W20-1 signs "B" meters apart according to the Sign Spacing Table.
- For work zones that are greater than 3 km in length, install G20-1 signs at each end of the project. Show the distance on the G20-1 sign to the nearest whole mile.
- If signing on a roadway under a jurisdiction other than the client agency, verify that an encroachment permit has been obtained.
- State standards may be used as an alternative if approved by the CO.
- Refer to the Section 635 of the Special Contract Requirements for allowable retroreflective sheeting types.

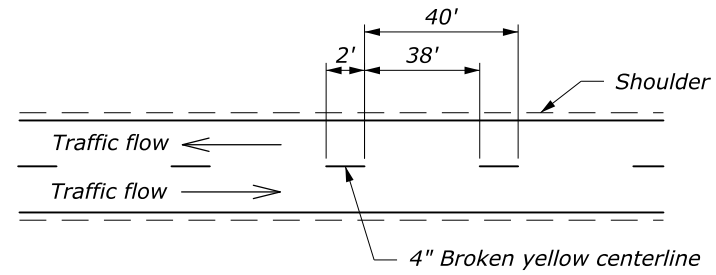
17 September 2010 9:44 AM H:\StanDraw\st63501.dgn [Metric]

NO SCALE

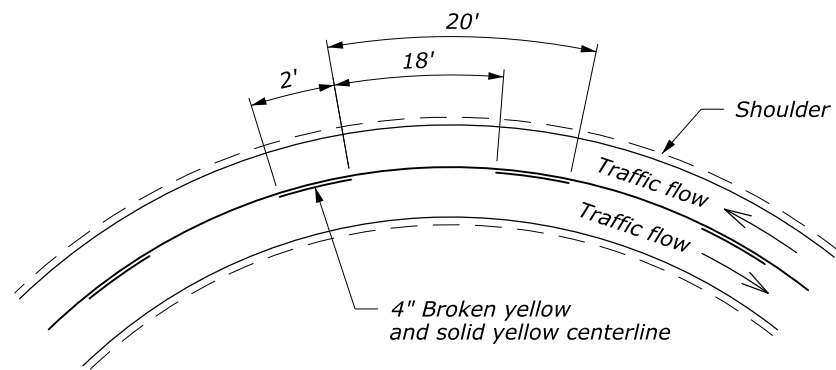
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY TRAFFIC CONTROL ADVANCE SIGNING	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	M635-1



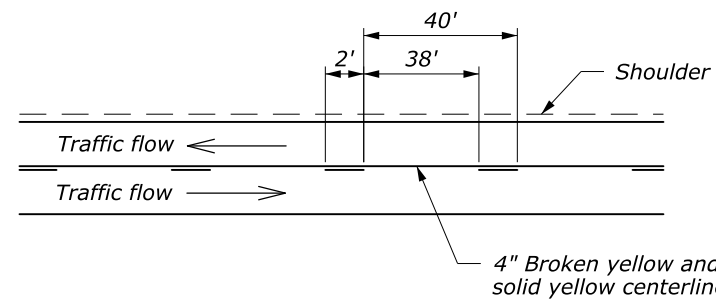
DETAIL A1
*Passing zone both directions
 Two-way traffic*



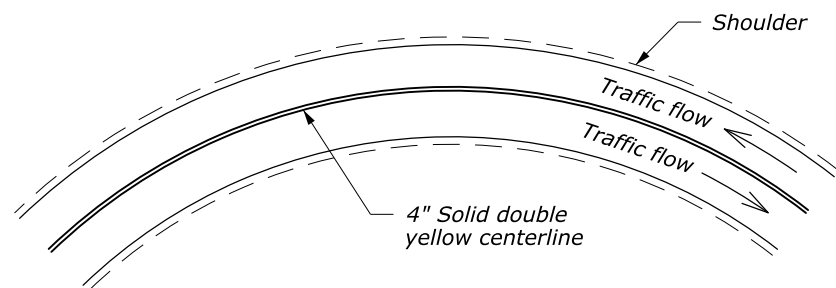
DETAIL B1
*Passing zone both directions
 Two-way traffic*



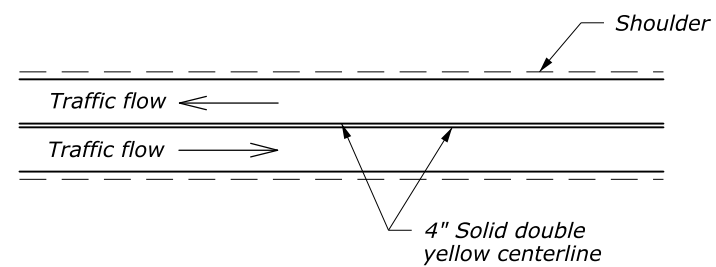
DETAIL A2
*No passing zone one direction
 Two-way traffic*



DETAIL B2
*No Passing zone one direction
 Two-way traffic*



DETAIL A3
*No passing zone both directions
 Two-way traffic*



DETAIL B3
*No Passing zone both directions
 Two-way traffic*

DETAIL A
Curves < 500' Radius

DETAIL B
Tangents or Curves ≥ 500' Radius

NOTE:

1. Use permanent pavement marking layout as designated in the contract to determine no passing zones for each direction of travel.
2. To substitute raised pavement markers for lines, use the following patterns:

2' broken line: two pavement markers spaced 2' apart allowed by the gap shown based on curvature.

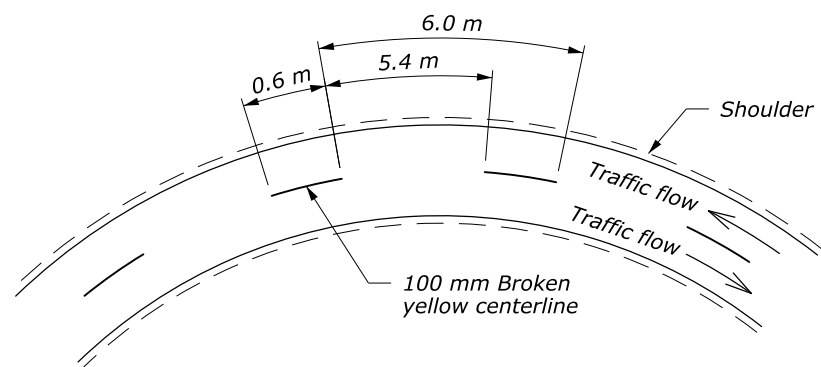
Single solid line: pavement markers spaced on 10' centers.

Double solid line: two pavement markers, side by side, spaced on 10' centers.

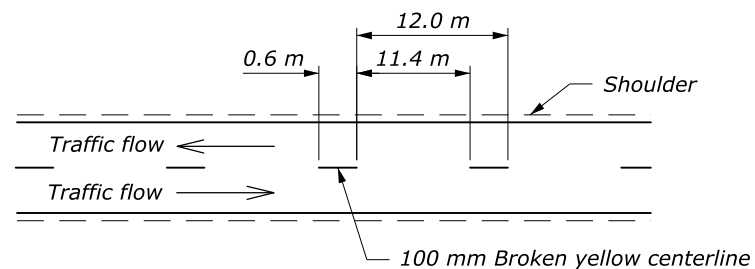
3. For ADT of greater than 1000 and periods of 3 days or less, Standard 635-3 may be used as an alternate. For ADT of 1000 or less, Standard 635-3 may be used as an alternate for the full 14 day temporary marking period.

NO SCALE

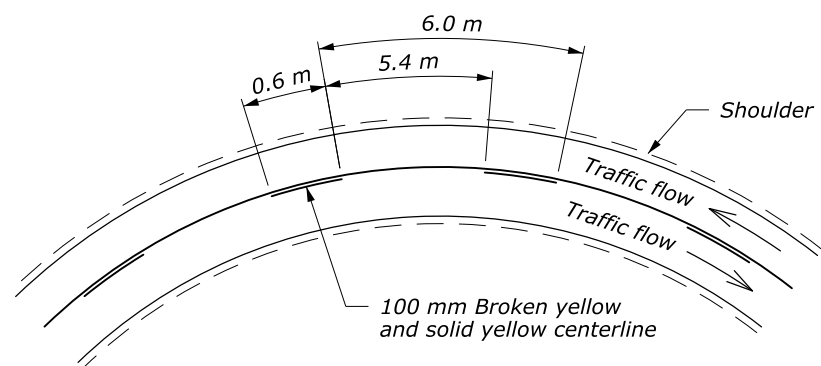
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY PAVEMENT MARKINGS	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-2



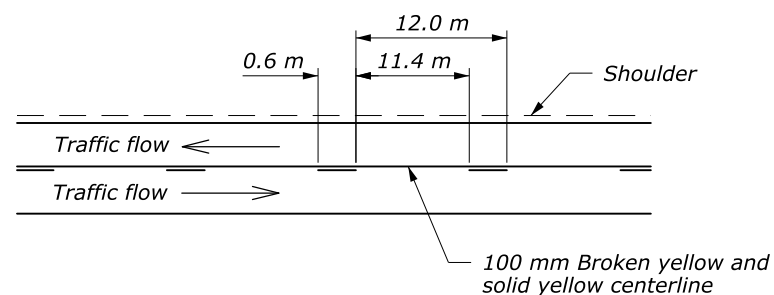
DETAIL A1
*Passing zone both directions
 Two-way traffic*



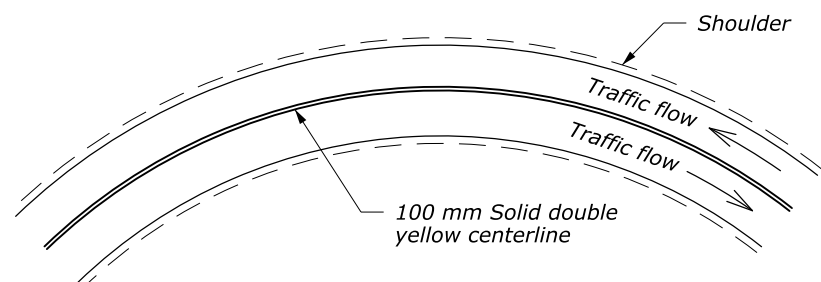
DETAIL B1
*Passing zone both directions
 Two-way traffic*



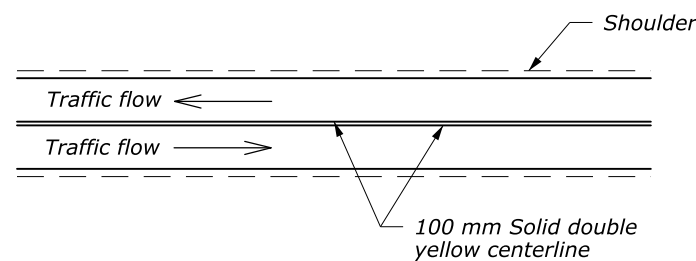
DETAIL A2
*No passing zone one direction
 Two-way traffic*



DETAIL B2
*No Passing zone one direction
 Two-way traffic*



DETAIL A3
*No passing zone both directions
 Two-way traffic*



DETAIL B3
*No Passing zone both directions
 Two-way traffic*

DETAIL A
Curves < 150 m Radius

DETAIL B
Tangents or Curves ≥ 150 m Radius

NOTE:

1. Use permanent pavement marking layout as designated in the contract to determine no passing zones for each direction of travel.
2. To substitute raised pavement markers for lines, use the following patterns:
 0.6 m broken line: two pavement markers spaced 0.6 m apart allowed by the gap shown based on curvature.
 Single solid line: pavement markers spaced on 3 m centers.
 Double solid line: two pavement markers, side by side, spaced on 3 m centers
3. For ADT of greater than 1000 and periods of 3 days or less, Standard M635-3 may be used as an alternate. For ADT of 1000 or less, Standard M635-3 may be used as an alternate for the full 14 day temporary marking period.
4. Dimensions without units are millimeters.

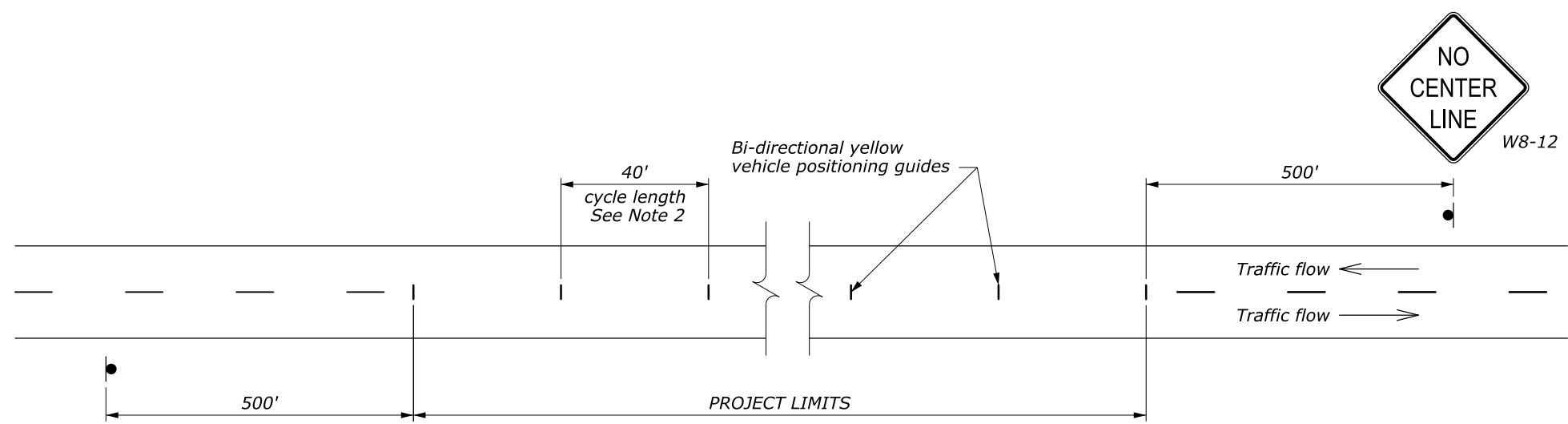
NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY PAVEMENT MARKINGS	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	M635-2

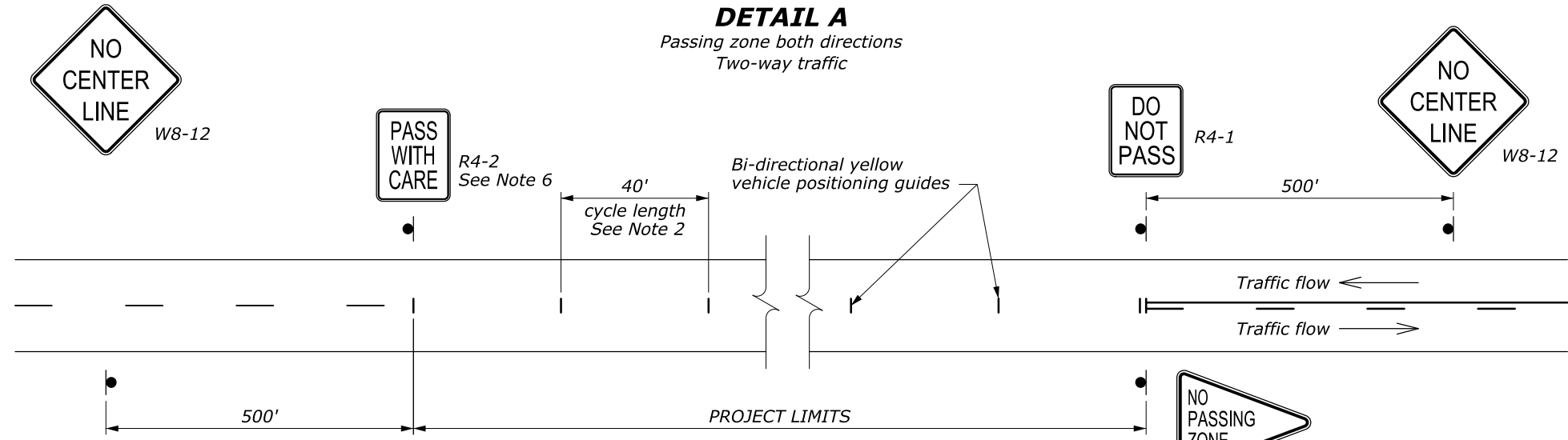
NOTE:

1. For periods noted in Table A, pavement may be unmarked if vehicle positioning guides and signing are provided per this detail. For longer periods/higher ADT or for application of temporary markings with paint or tape, use Standard 635-2.
2. On curves with radius less than 500', reduce cycle length to 20'.
3. Use permanent markings plan to determine no passing zones for each direction of travel.
4. Repeat R4-1 at 1 mile intervals.
5. Repeat W8-12 after each major intersection and every 2 miles for temporary traffic control zones greater than 3 miles long.
6. Use the "PASS WITH CARE" (R4-2) sign at the downstream end of a no-passing zone only if a "DO NOT PASS" (R4-1) sign has been installed at the upstream end of the zone.

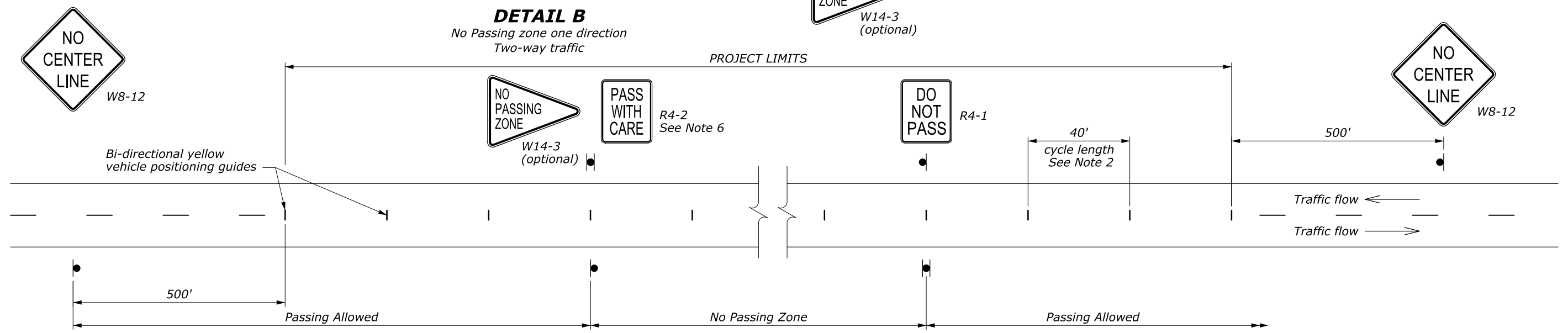
ADT	Maximum Duration Before Markings Are Required
≤ 1000	14 Days
> 1000	3 Days



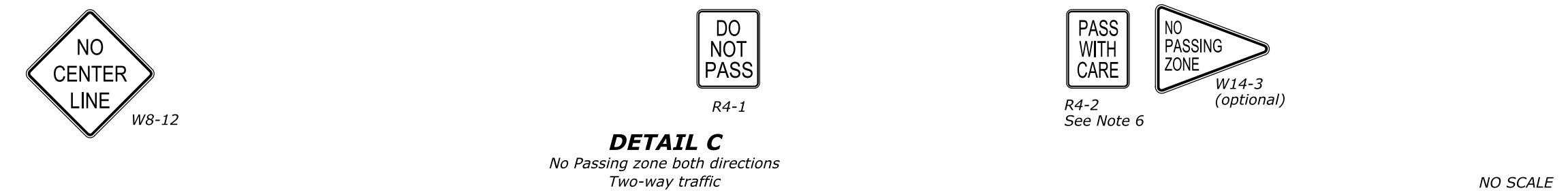
DETAIL A
Passing zone both directions
Two-way traffic



DETAIL B
No Passing zone one direction
Two-way traffic



DETAIL C
No Passing zone both directions
Two-way traffic



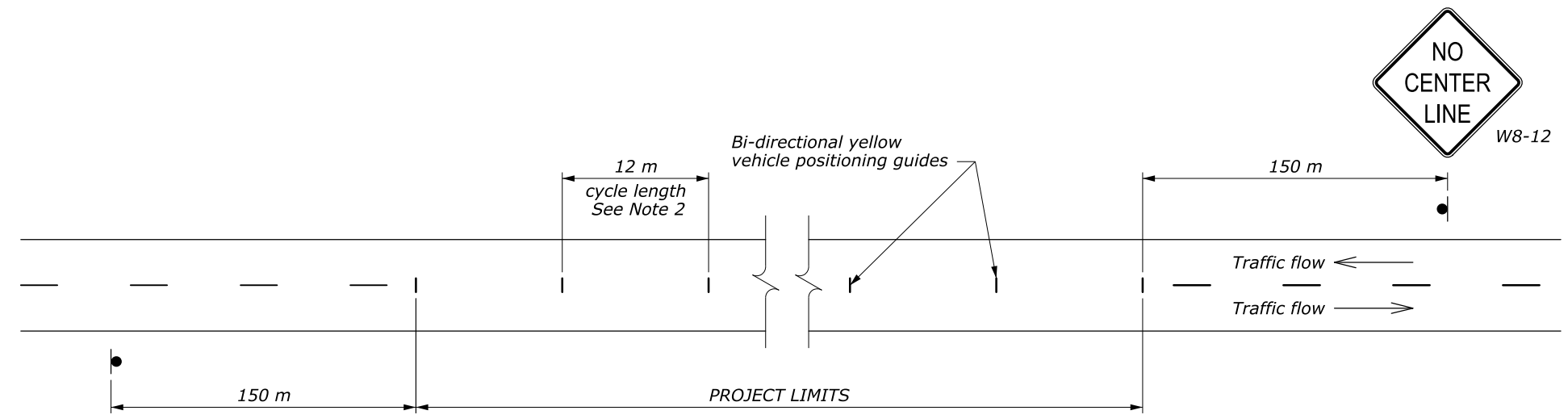
NO SCALE

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

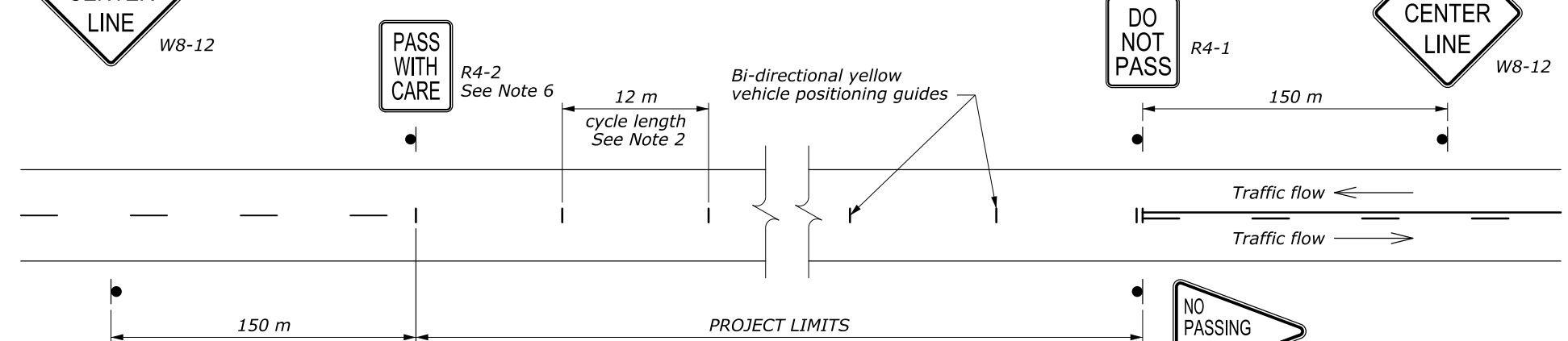
U.S. CUSTOMARY STANDARD

**DELINEATION AND SIGNING
FOR UNMARKED PAVEMENTS**

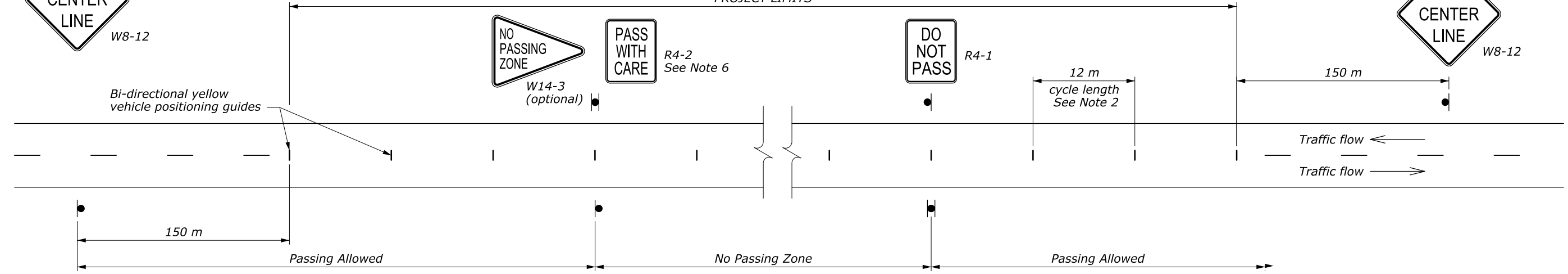
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-3



DETAIL A
Passing zone both directions
Two-way traffic



DETAIL B
No Passing zone one direction
Two-way traffic



DETAIL C
No Passing zone both directions
Two-way traffic

NOTE:

1. For periods noted in Table A, pavement may be unmarked if vehicle positioning guides and signing are provided per this detail. For longer periods/higher ADT or for application of temporary markings with paint or tape, use Standard M635-2.
2. On curves with radius less than 150 m, reduce cycle length to 6 m.
3. Use permanent markings plan to determine no passing zones for each direction of travel.
4. Repeat R4-1 at 1.5 km intervals.
5. Repeat W8-12 after each major intersection and every 3 km for temporary traffic control zones greater than 5 km long.
6. Use the "PASS WITH CARE" (R4-2) sign at the downstream end of a no-passing zone only if a "DO NOT PASS" (R4-1) sign has been installed at the upstream end of the zone.

ADT	Maximum Duration Before Markings Are Required
≤ 1000	14 Days
> 1000	3 Days

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

**DELINEATION AND SIGNING
FOR UNMARKED PAVEMENTS**

STANDARD APPROVED FOR USE 6/1998
REVISED: 6/2005
DRAFT: 9/2010

STANDARD
M635-3

NO SCALE

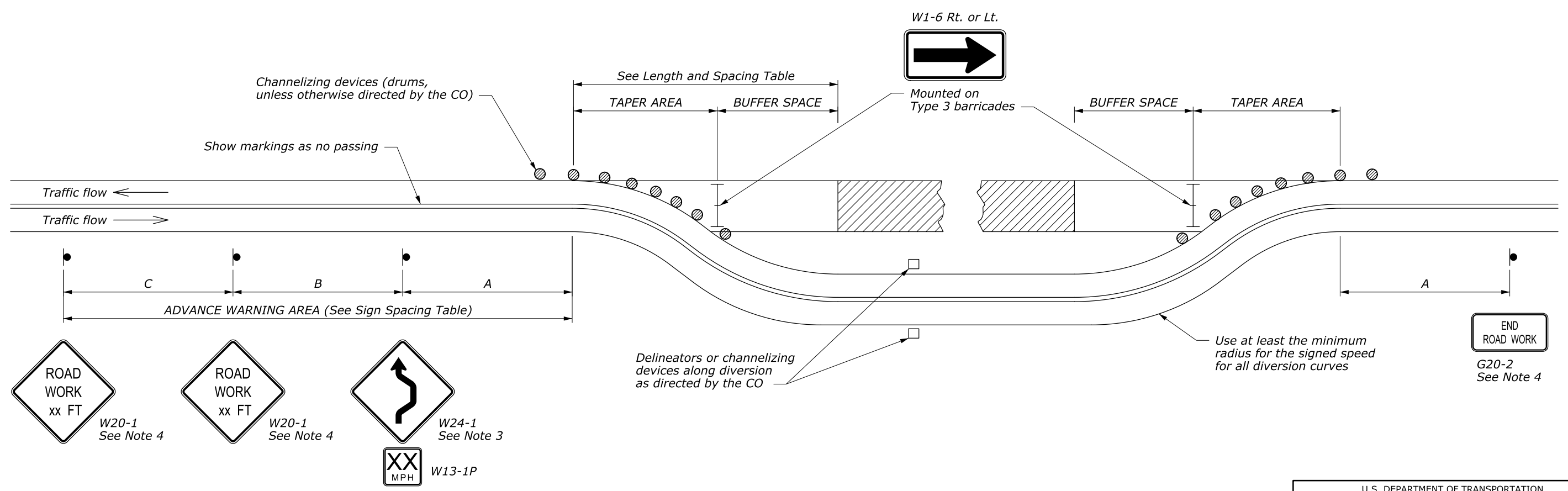
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

* 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 and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

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 more than 600', use an appropriate "Reverse Curve" sign (W1-4) instead of the "Double Reverse Curve" sign (W24-1). Install a second, opposite hand "Reverse Curve" sign (W1-4) in advance of the second reverse curve back to the original alignment. Use "Reverse Turn" signs (W1-3) instead when the diversion has sharp curves with recommended speeds of 30 mph or less.
4. If the diversion is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. Place channelizing devices outside temporary roadway.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



22 September 2010 6:15 AM H:\StanDraw\st63504.dgn [USC]

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL FOR DIVERSION	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-4

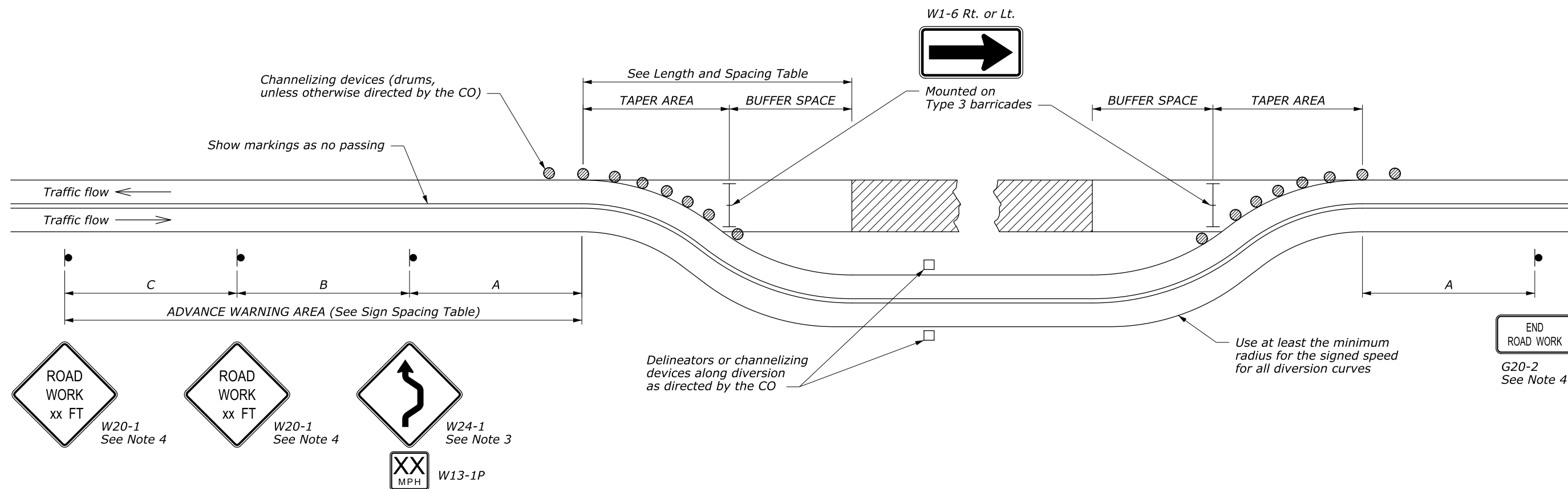
LENGTH AND SPACING TABLE					
APPROACH SPEED*		BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
20	30	35	6	12	12
25	40	45	6	15	15
30	50	60	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	110	6	27	27
50	80	130	6	30	30
55	90	150	6	34	34
60	95	175	6	37	37
65	105	195	6	40	40
70	115	225	6	43	43

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	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 an appropriate "Reverse Curve" sign (W1-4) instead of the "Double Reverse Curve" sign (W24-1). Install a second, opposite hand "Reverse Curve" sign (W1-4) in advance of the second reverse curve back to the original alignment. Use "Reverse Turn" signs (W1-3) instead when the diversion has sharp curves with recommended speeds of 30 mph or less.
4. If the diversion is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. Place channelizing devices outside temporary roadway.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



22 September 2010 6:14 AM H:\StanDraw\st63504.dgn [Metric]

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY TRAFFIC CONTROL FOR DIVERSION	
STANDARD APPROVED FOR USE 6/2005	STANDARD M635-4
REVISED: DRAFT: 9/2010	

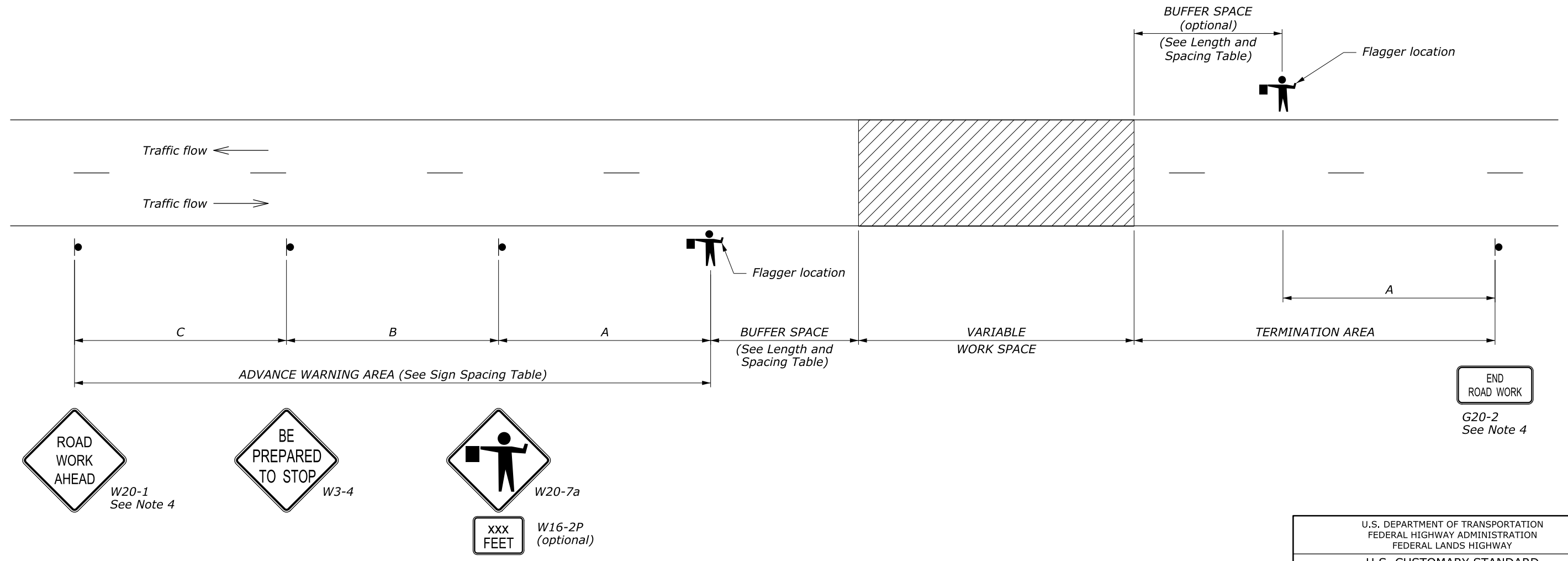
APPROACH SPEED*	BUFFER SPACE LENGTH
MPH	FEET
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645
70	730

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For pilot car operation, mount the "PILOT CAR FOLLOW ME" (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the Contractor on the pilot car.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For night time flagging operation, provide floodlighting at flagger stations.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



22 September 2010 6:18 AM H:\StanDraw\st63505.dgn [USC]

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL ROAD CLOSURE LAYOUT (WITH FLAGGERS)	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-5

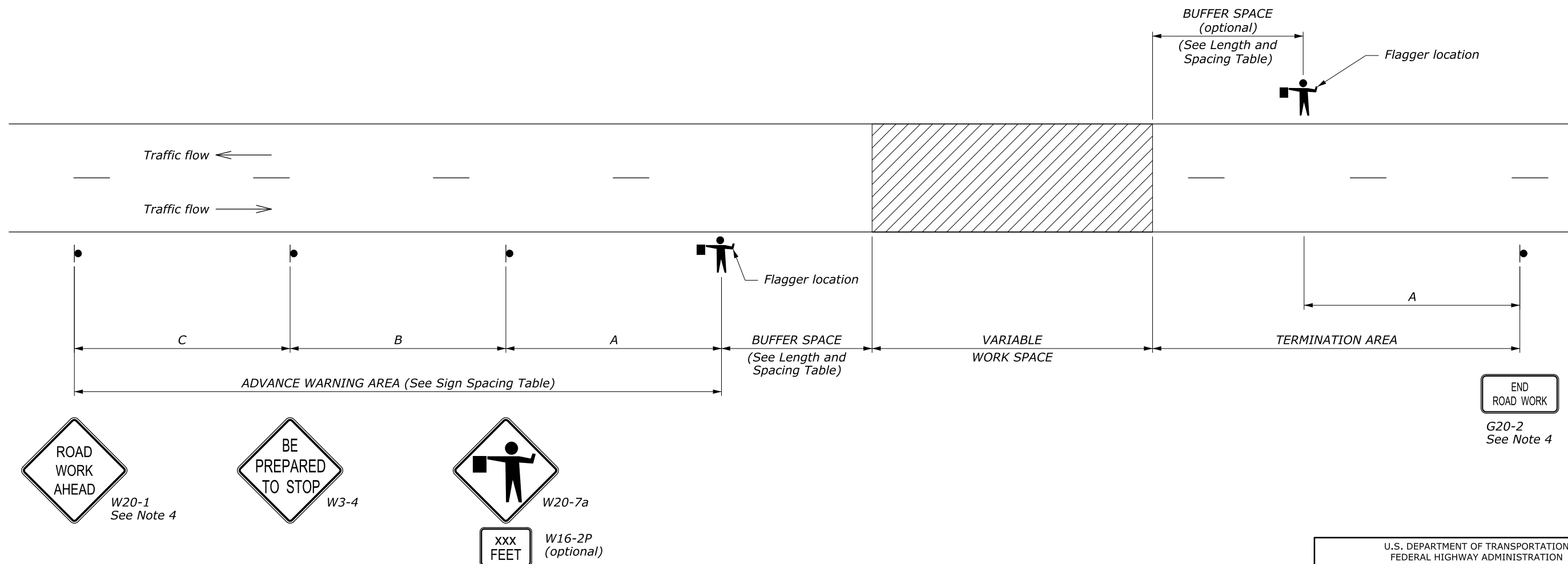
LENGTH AND SPACING TABLE		
APPROACH SPEED*		BUFFER SPACE LENGTH
MPH	km/h	METER
20	30	35
25	40	45
30	50	60
35	55	75
40	65	95
45	70	110
50	80	130
55	90	150
60	95	175
65	105	195
70	115	225

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	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. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For pilot car operation, mount the "PILOT CAR FOLLOW ME" (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the Contractor on the pilot car.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For night time flagging operation, provide floodlighting at flagger stations.
6. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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

METRIC STANDARD

**TEMPORARY TRAFFIC CONTROL
 ROAD CLOSURE LAYOUT
 (WITH FLAGGERS)**

STANDARD APPROVED FOR USE 6/2005

REVISED: 9/2010
 DRAFT:

STANDARD
M635-5

NO SCALE

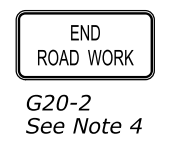
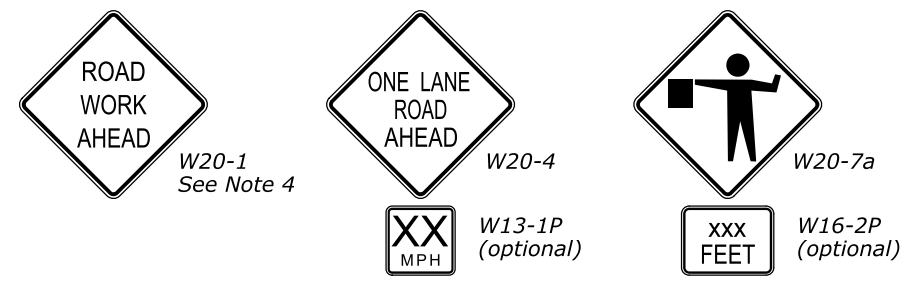
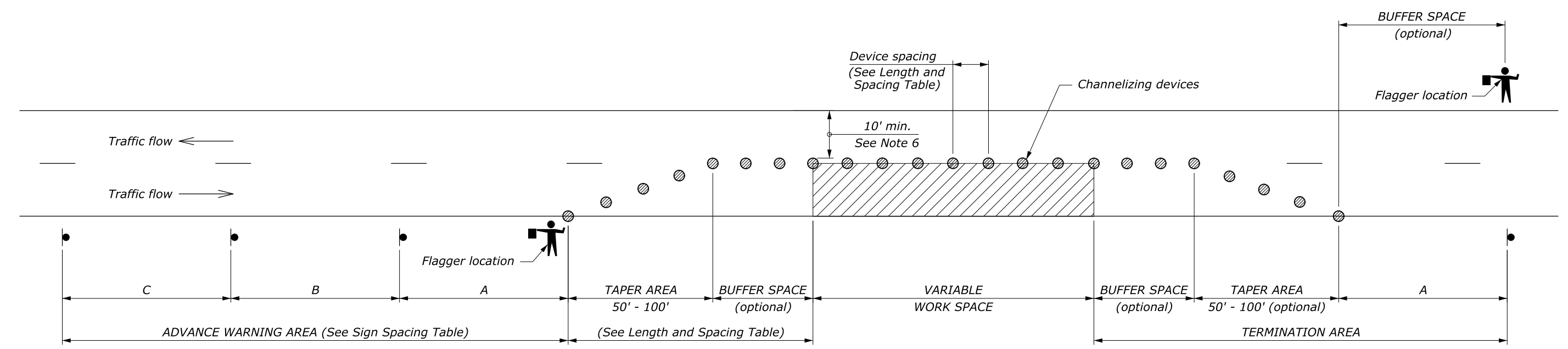
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

* 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 and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For pilot car operation, mount the PILOT CAR FOLLOW ME (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the contractor on the pilot car.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For night time flagging operation, provide floodlighting at flagger stations.
6. For project specific minimum width, refer to the Special Contract Requirements, Section 156.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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 FLAGGERS)	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-6

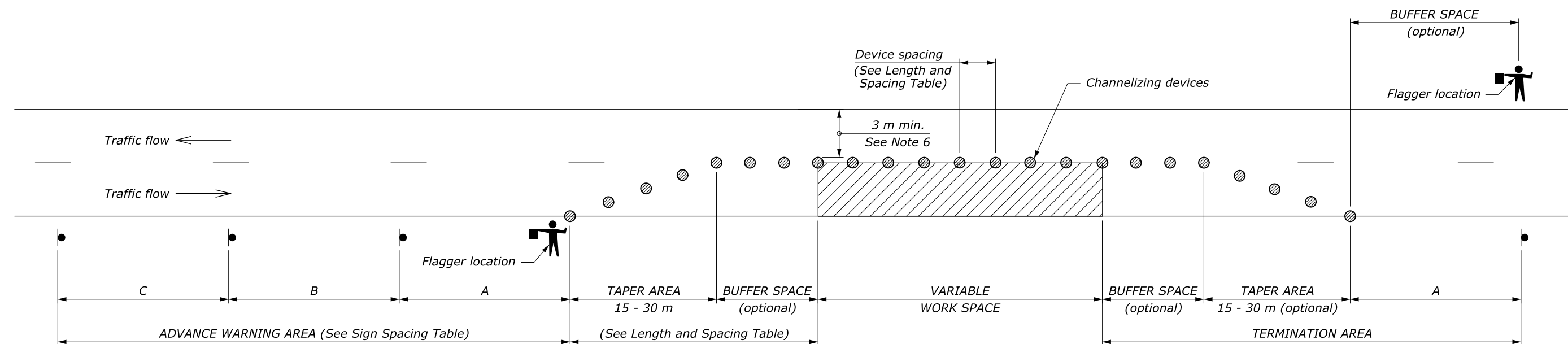
LENGTH AND SPACING TABLE					
APPROACH SPEED*		BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
			SPACING IN METERS		
20	30	35	6	12	12
25	40	45	6	15	15
30	50	60	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	110	6	27	27
50	80	130	6	30	30
55	90	150	6	34	34
60	95	175	6	37	37
65	105	195	6	40	40
70	115	225	6	43	43

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	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. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For pilot car operation, mount the PILOT CAR FOLLOW ME (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the contractor on the pilot car.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For night time flagging operation, provide floodlighting at flagger stations.
6. For project specific minimum width, refer to the Special Contract Requirements, Section 156.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



W20-1
See Note 4



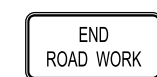
W20-4



W13-1P
(optional)



W16-2P
(optional)



G20-2
See Note 4

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT (WITH FLAGGERS)	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	M635-6

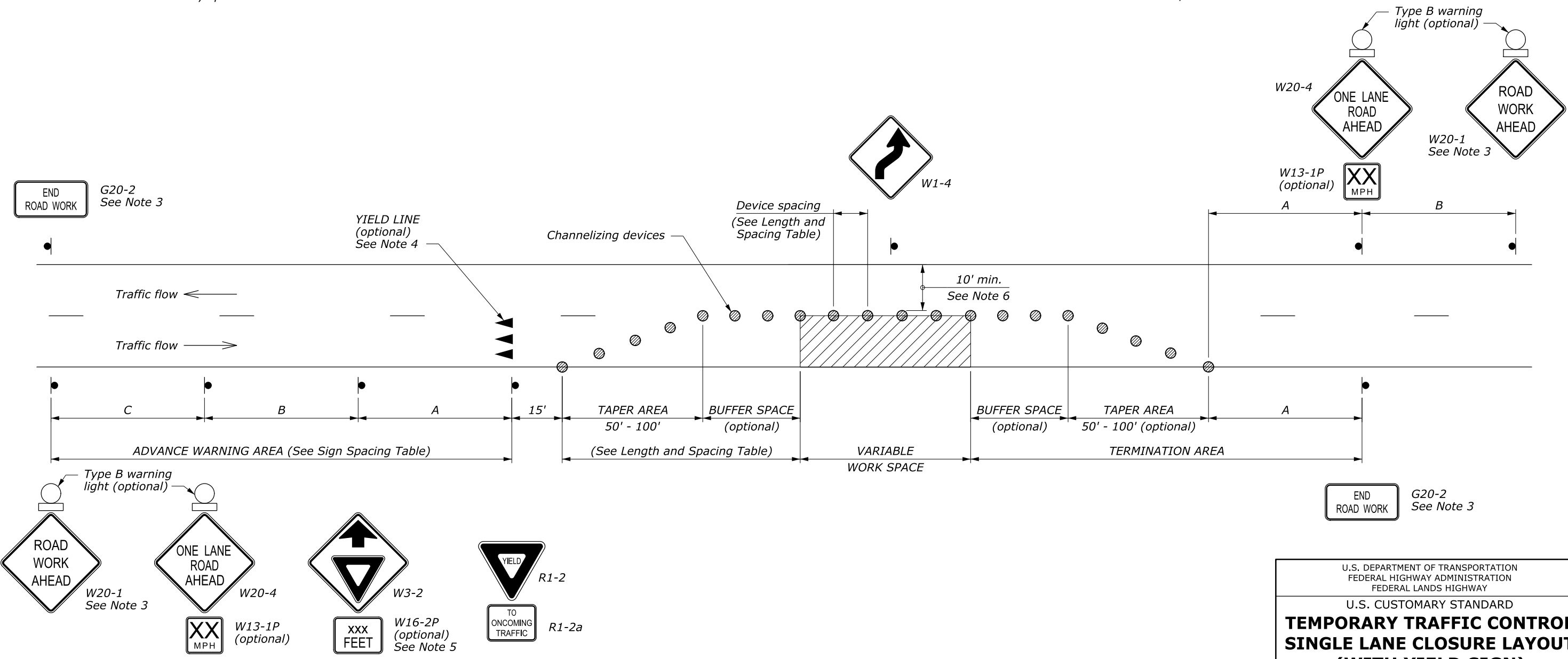
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

* 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 and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

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 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. Use the "YIELD AHEAD" (W3-2) sign when approach speeds exceed 50 MPH.
6. For project specific minimum width, refer to Special Contract Requirements, Section 156.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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

U.S. CUSTOMARY STANDARD

**TEMPORARY TRAFFIC CONTROL
 SINGLE LANE CLOSURE LAYOUT
 (WITH YIELD SIGN)**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2010

STANDARD 635-7

22 September 2010 6:22 AM H:\StanDraw\st63507.dgn [USC]

NO SCALE

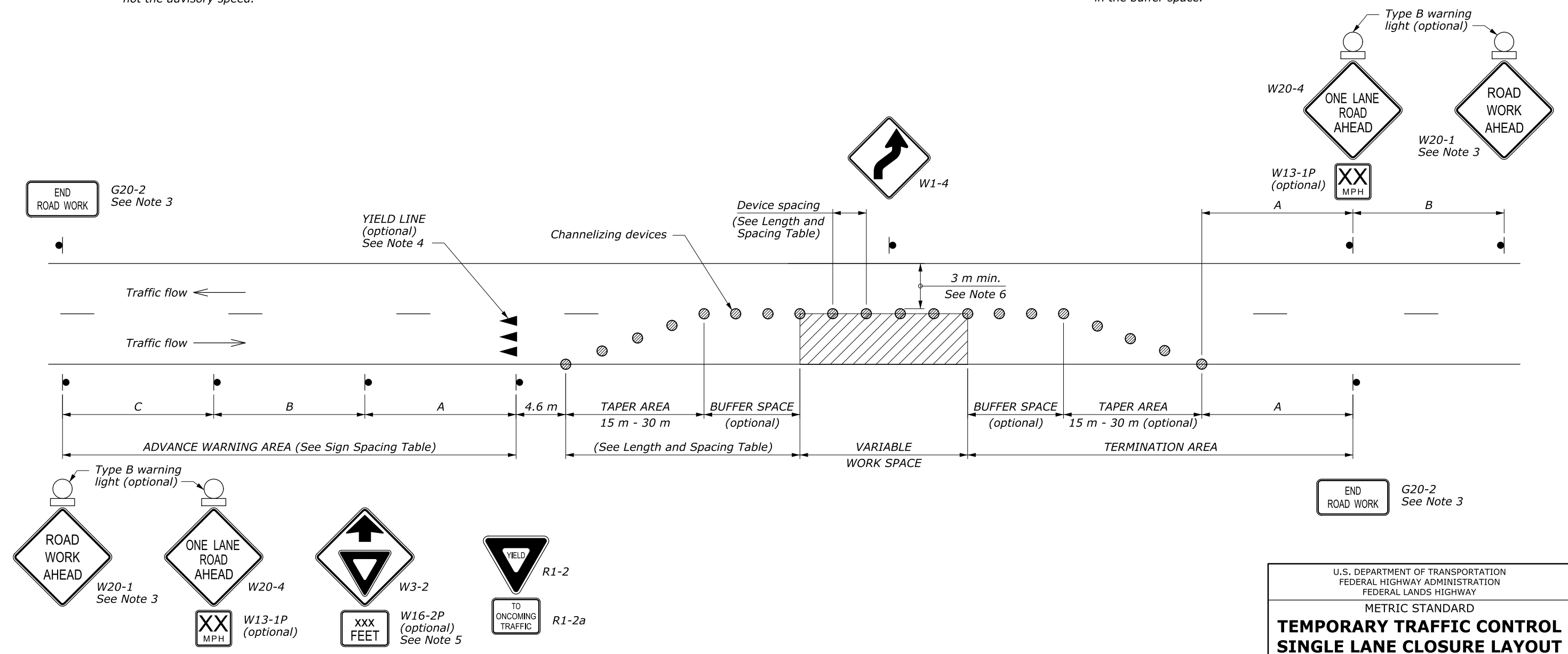
LENGTH AND SPACING TABLE					
APPROACH SPEED*		BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
20	30	35	6	12	12
25	40	45	6	15	15
30	50	60	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	110	6	27	27
50	80	130	6	30	30
55	90	150	6	34	34
60	95	175	6	37	37
65	105	195	6	40	40
70	115	225	6	43	43

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	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 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. Use the "YIELD AHEAD" (W3-2) sign when approach speeds exceed 80 km/h [50 MPH].
6. For project specific minimum width, refer to Special Contract Requirements, Section 156.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



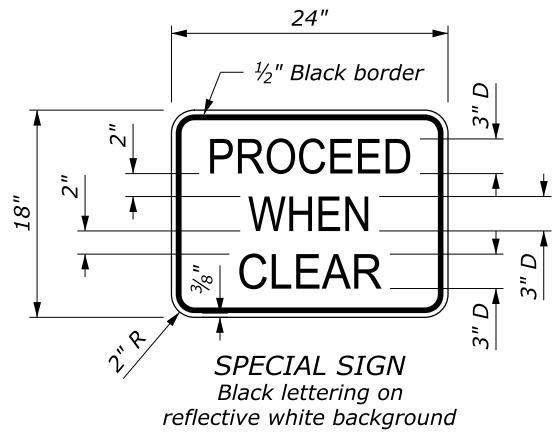
U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 FEDERAL LANDS HIGHWAY
 METRIC STANDARD
**TEMPORARY TRAFFIC CONTROL
 SINGLE LANE CLOSURE LAYOUT
 (WITH YIELD SIGN)**
 STANDARD APPROVED FOR USE 6/2005
 REVISED: 9/2010
 DRAFT: 9/2010
 STANDARD M635-7

NO SCALE

LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
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
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

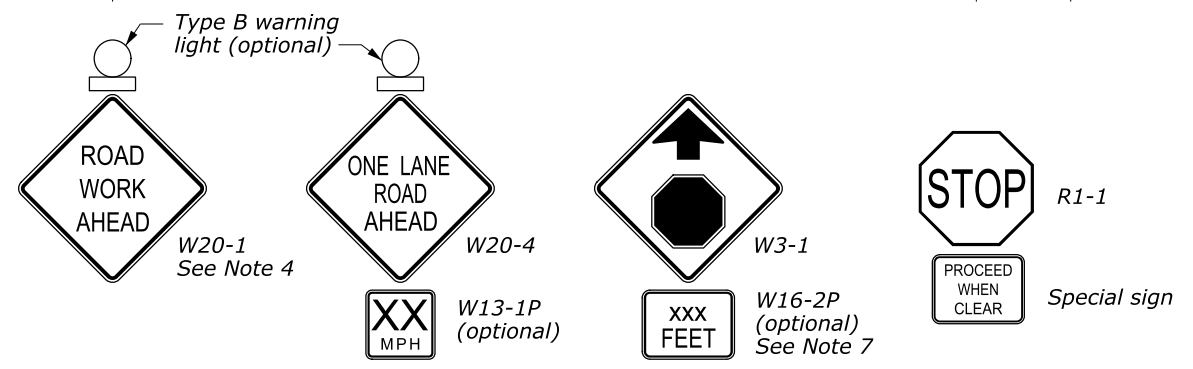
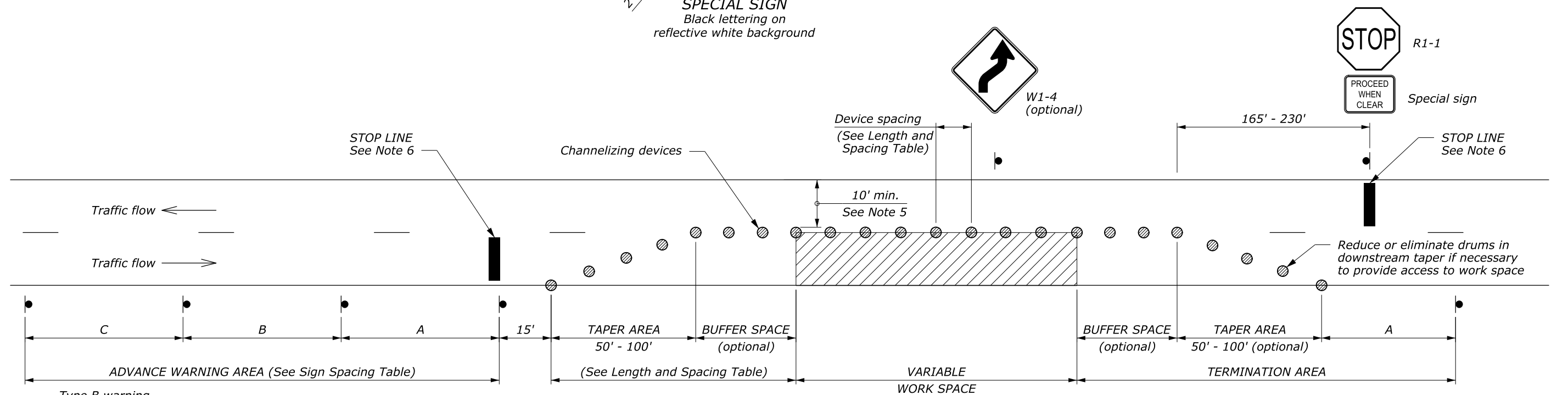
* Approach speed based on the regulatory posted speed, not the advisory speed.

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640



NOTE:

1. Use this layout only if road users from both directions are able to see approaching vehicular traffic through and beyond the work site and have sufficient visibility of approaching vehicles.
2. Advance warning area signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
3. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For project specific minimum width, refer to Special Contract Requirements, Section 156.
6. If the roadway surface is paved, install stop lines that comply with Section 3B.16 of the MUTCD.
7. Use the "STOP AHEAD" (W3-1) sign when approach speeds exceed 50 MPH.
8. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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

U.S. CUSTOMARY STANDARD

**TEMPORARY TRAFFIC CONTROL
 SINGLE LANE CLOSURE LAYOUT
 (WITH STOP SIGNS)**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2010

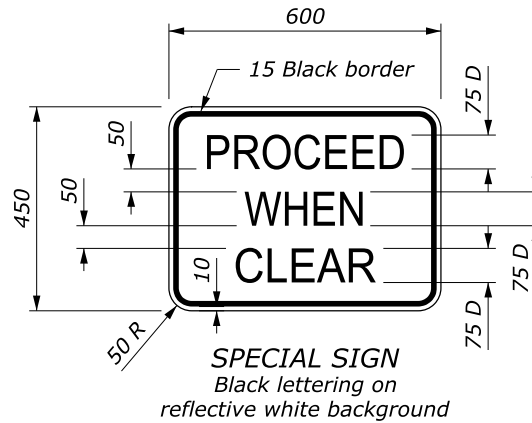
STANDARD 635-8

NO SCALE

LENGTH AND SPACING TABLE					
APPROACH SPEED*		BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
20	30	35	6	12	12
25	40	45	6	15	15
30	50	60	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	110	6	27	27
50	80	130	6	30	30
55	90	150	6	34	34
60	95	175	6	37	37
65	105	195	6	40	40
70	115	225	6	43	43

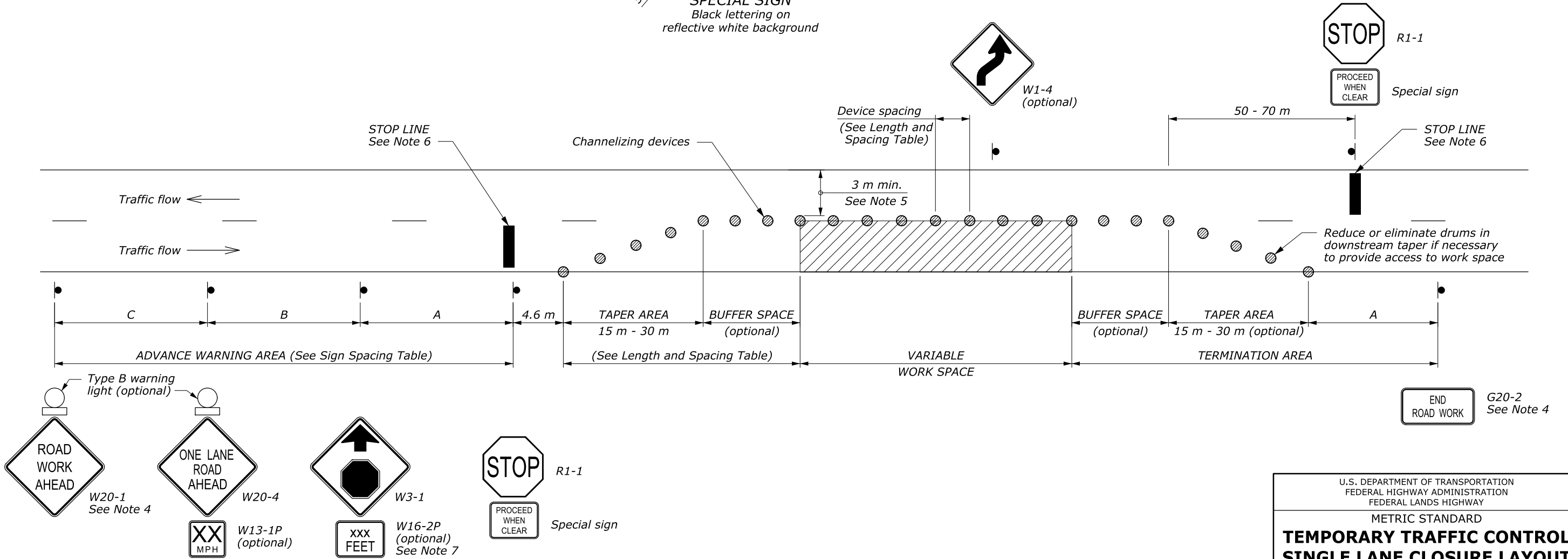
* Approach speed based on the regulatory posted speed, not the advisory speed.

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	150	150	150
Expressway / Freeway	300	450	800



NOTE:

1. Use this layout only if road users from both directions are able to see approaching vehicular traffic through and beyond the work site and have sufficient visibility of approaching vehicles.
2. Advance warning area signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
3. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
4. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
5. For project specific minimum width, refer to Special Contract Requirements, Section 156.
6. If the roadway surface is paved, install stop lines that comply with Section 3B.16 of the MUTCD.
7. Use the "STOP AHEAD" (W3-1) sign when approach speeds exceed 80 km/h [50 MPH].
8. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
9. Dimensions without units are millimeters.



22 September 2010 6:24 AM H:\StanDraw\st63508.dgn [Metric]

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

METRIC STANDARD

**TEMPORARY TRAFFIC CONTROL
 SINGLE LANE CLOSURE LAYOUT
 (WITH STOP SIGNS)**

STANDARD APPROVED FOR USE 6/2005

REVISED: 9/2010
 DRAFT:

STANDARD
 M635-8

NO SCALE

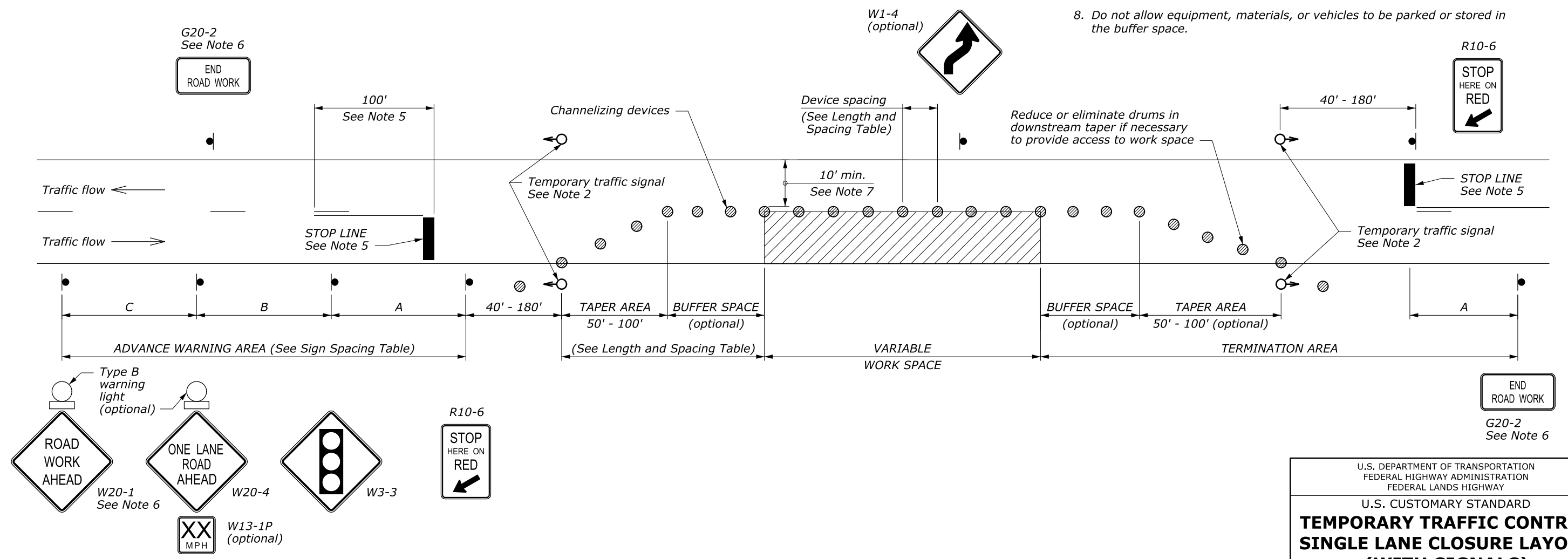
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120
65	645	20	130	130
70	730	20	140	140

* 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 and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	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. Removeable pavement markings may be used for stop lines and no-passing pavement markings.
6. If 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.



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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: 9/2010	635-9

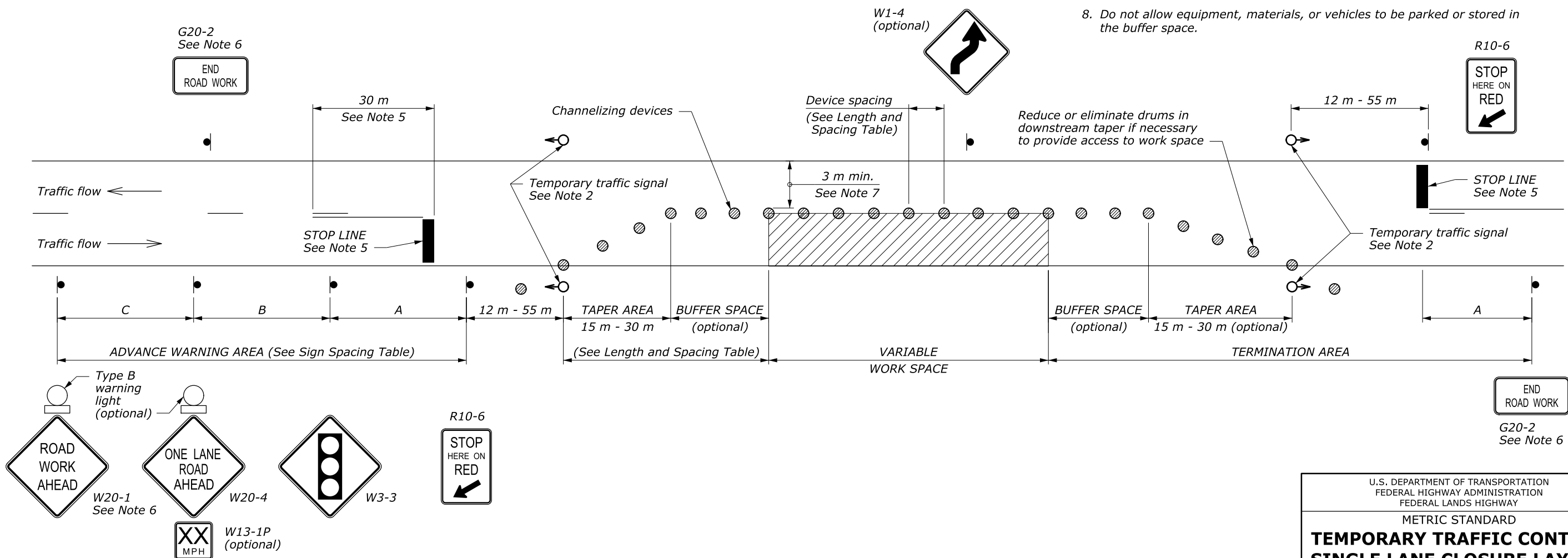
LENGTH AND SPACING TABLE					
APPROACH SPEED*		BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
20	30	35	6	12	12
25	40	45	6	15	15
30	50	60	6	18	18
35	55	75	6	21	21
40	65	95	6	24	24
45	70	110	6	27	27
50	80	130	6	30	30
55	90	150	6	34	34
60	95	175	6	37	37
65	105	195	6	40	40
70	115	225	6	43	43

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

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	150	150	150
Expressway / Freeway	300	450	800

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 2.4 m 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. Removeable pavement markings may be used for stop lines and no-passing pavement markings.
6. If 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.



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

REVISED: 9/2010
 DRAFT:

STANDARD
 M635-9

NO SCALE

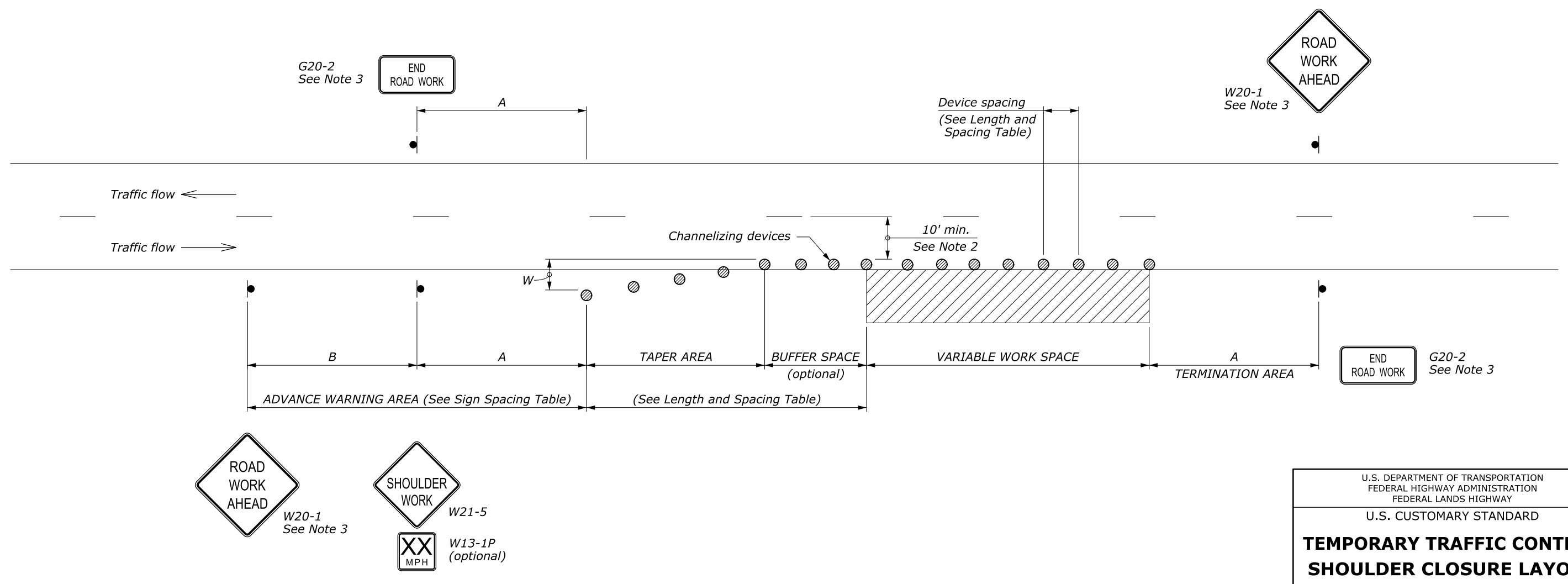
LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH**	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shoulder taper formula: $L = \frac{WS^2}{180}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30		200	30	60	60
35	$L = \frac{WS}{3}$ for $S \geq 45$ MPH	250	35	70	70
40		305	40	80	80
45		360	45	90	90
50		425	50	100	100
55	Where: $L =$ Minimum length of taper $W =$ Width of offset in feet $S =$ Numerical value of posted speed limit or 85 percentile speed prior to work in miles per hour	495	55	110	110
60	570	60	120	120	
65	645	65	130	130	
70	730	70	140	140	

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
2. For project specific minimum width, refer to Special Contract Requirements, Section 156.
3. If shoulder closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
4. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.

* Approach speed based on the regulatory posted speed, not the advisory speed.
 ** Lengthen taper as needed to provide minimum of three channelizing devices in taper at required spacing.



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

U.S. CUSTOMARY STANDARD

**TEMPORARY TRAFFIC CONTROL
 SHOULDER CLOSURE LAYOUT**

STANDARD APPROVED FOR USE 6/2005
 REVISED: 9/2010
 DRAFT: 9/2010

STANDARD 635-10

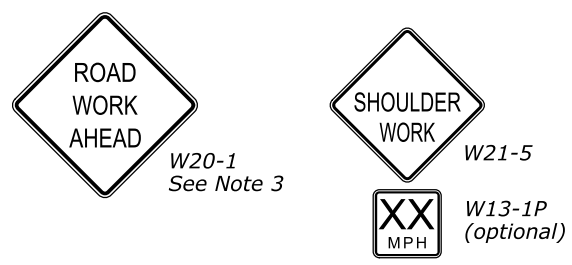
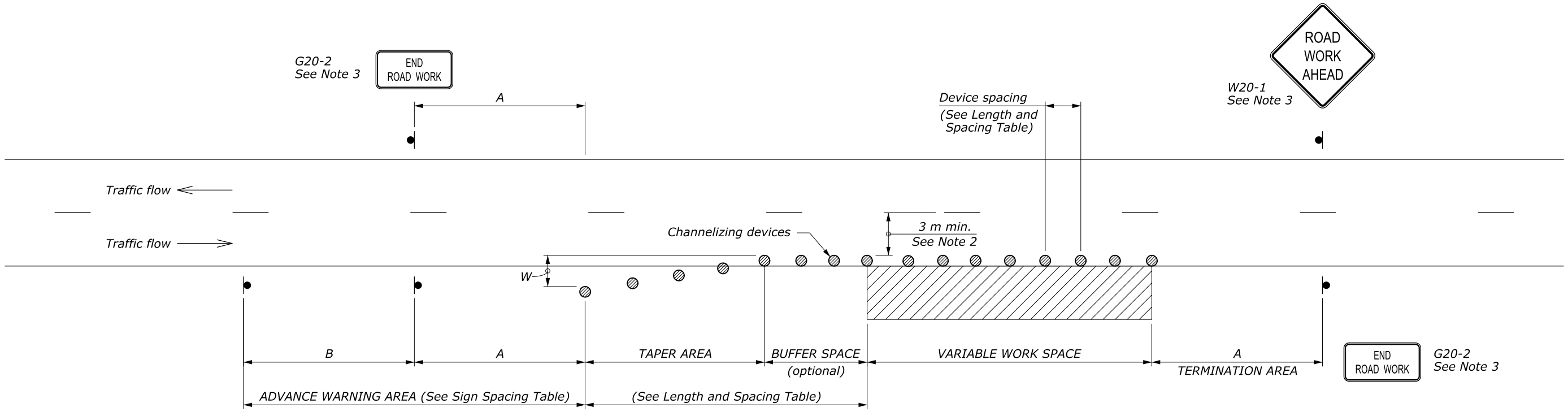
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LENGTH AND SPACING TABLE						
APPROACH SPEED*		MINIMUM TAPER LENGTH**	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
MPH	km/h			TAPER AREA	BUFFER SPACE	WORK SPACE
				SPACING IN METERS		
20	30	Shoulder taper formula: $L = \frac{WS^2}{465}$ for $S < 70$ km/h $L = \frac{WS}{4.8}$ for $S \geq 70$ km/h Where: L = Minimum length of taper W = Width of offset in meters S = Metric equivalent of posted speed limit or 85 percentile speed prior to work in kilometers per hour	35	6	12	12
25	40		45	8	15	15
30	50		60	9	18	18
35	55		75	11	21	21
40	65		95	12	24	24
45	70	110	14	27	27	
50	80	130	15	30	30	
55	90	150	17	34	34	
60	95	175	18	37	37	
65	105	195	20	40	40	
70	115	225	21	43	43	

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	150	150	150
Expressway / Freeway	300	450	800

- NOTE:**
- Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
 - For project specific minimum width, refer to Special Contract Requirements, Section 156.
 - If shoulder closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
 - Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.

* Approach speed based on the regulatory posted speed, not the advisory speed.
 ** Lengthen taper as needed to provide minimum of three channelizing devices in taper at required spacing.



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

METRIC STANDARD

**TEMPORARY TRAFFIC CONTROL
 SHOULDER CLOSURE LAYOUT**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2010

STANDARD M635-10

NO SCALE

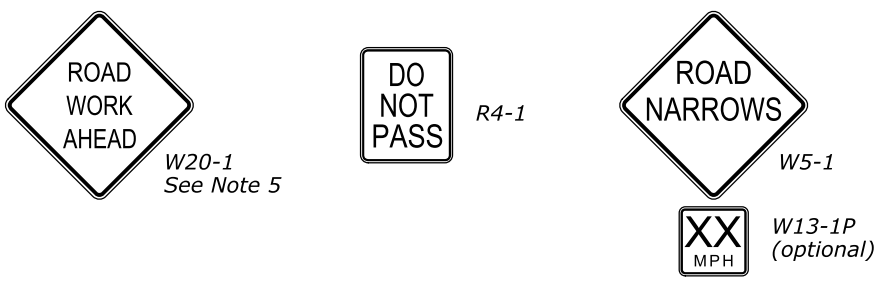
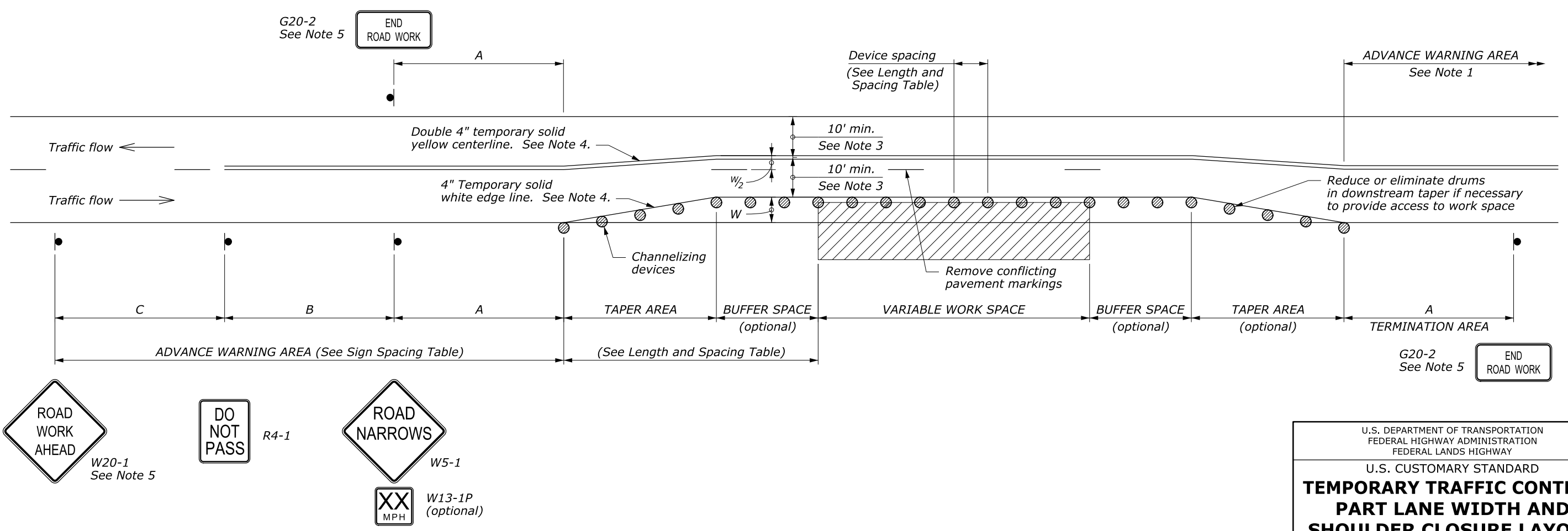
LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shifting taper formula: $L = \frac{WS^2}{120}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30		200	30	60	60
35	$L = \frac{WS}{2}$ for $S \geq 45$ MPH	250	35	70	70
40		305	40	80	80
45		360	45	90	90
50		425	50	100	100
55	Where: L = Minimum length of taper W = Width of offset in feet S = Numerical value of posted speed limit or 85 percentile speed prior to work in miles per hour	495	55	110	110
60	570	60	120	120	
65	645	65	130	130	
70	730	70	140	140	

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. If the roadway surface is paved, install temporary pavement markings. If nearest no-passing zone is within 400', extend markings to connect zones.
5. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Install "PASS WITH CARE" sign (R4-2) at ends of no-passing zone if directed by the CO.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.

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



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

U.S. CUSTOMARY STANDARD

**TEMPORARY TRAFFIC CONTROL
 PART LANE WIDTH AND
 SHOULDER CLOSURE LAYOUT**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2010

STANDARD 635-11

NO SCALE

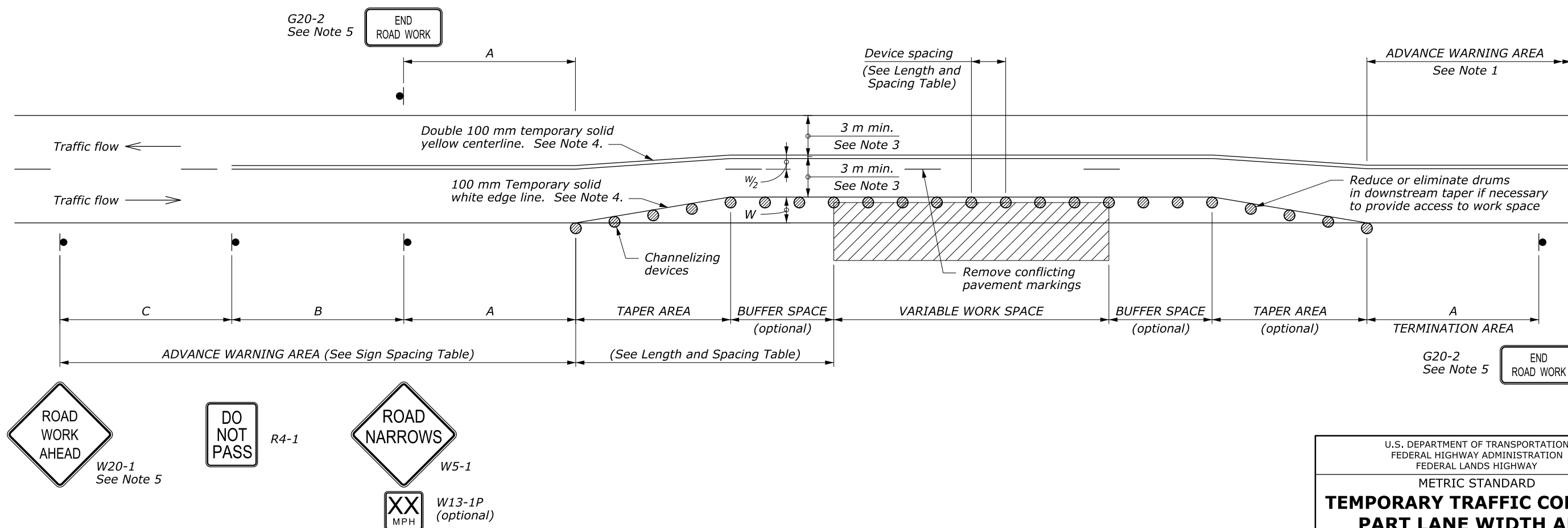
LENGTH AND SPACING TABLE						
APPROACH SPEED*		MINIMUM TAPER LENGTH	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
MPH	km/h			TAPER AREA	BUFFER SPACE	WORK SPACE
20	30	Shifting taper formula: $L = \frac{WS^2}{310}$ for $S < 70$ km/h $L = \frac{WS}{3.2}$ for $S \geq 70$ km/h Where: L = Minimum length of taper W = Width of offset in meters S = Metric equivalent of posted speed limit or 85 percentile speed prior to work in kilometers per hour	35	6	12	12
25	40		45	8	15	15
30	50		60	9	18	18
35	55		75	11	21	21
40	65		95	12	24	24
45	70	110	14	27	27	
50	80	130	15	30	30	
55	90	150	17	34	34	
60	95	175	18	37	37	
65	105	195	20	40	40	
70	115	225	21	43	43	

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	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. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. If the roadway surface is paved, install temporary pavement markings. If nearest no-passing zone is within 120 m, extend markings to connect zones.
5. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Install "PASS WITH CARE" sign (R4-2) at ends of no-passing zone if directed by the CO.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
8. Dimensions without units are millimeters.

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



NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY TRAFFIC CONTROL PART LANE WIDTH AND SHOULDER CLOSURE LAYOUT	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	M635-11

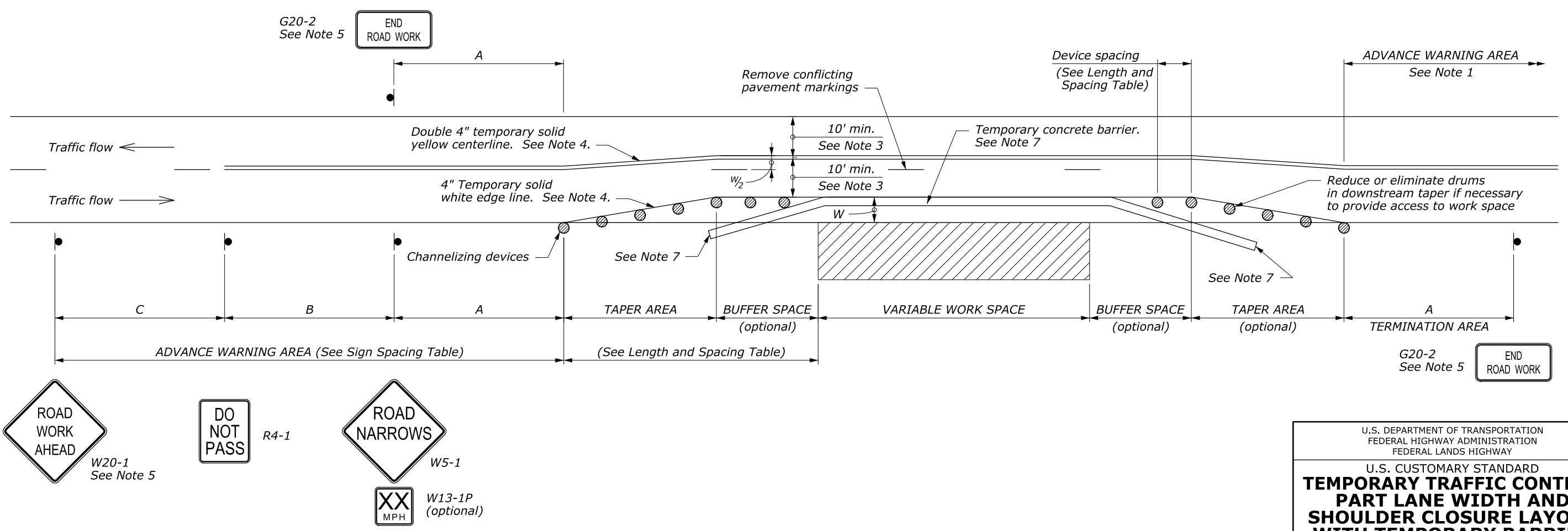
LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shifting taper formula: $L = \frac{WS^2}{120}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30		200	30	60	60
35	$L = \frac{WS}{2}$ for $S \geq 45$ MPH	250	35	70	70
40		305	40	80	80
45		360	45	90	90
50		425	50	100	100
55	495	55	110	110	
60	570	60	120	120	
65	645	65	130	130	
70	730	70	140	140	

* 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 and Rural 30 MPH and less	100	100	100
Urban and Rural 35 MPH to 50 MPH	350	350	350
Rural greater than 50 MPH	500	500	500
Expressway / Freeway	1000	1500	2640

NOTE:

1. Signs are shown for one direction of travel only. Place devices similar to those depicted for the opposite direction of travel.
2. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. If the roadway surface is paved, install temporary pavement markings. If nearest no-passing zone is within 400', extend markings to connect zones.
5. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Install "PASS WITH CARE" sign (R4-2) at ends of no-passing zone if directed by the CO.
7. Place the barrier according to the AASHTO Roadside Design Guide. Terminate barrier ends outside the clear zone or protect the ends of the barrier with a crash cushion. Include reflectors on barrier at 25' intervals.
8. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.



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NO SCALE

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

U.S. CUSTOMARY STANDARD
**TEMPORARY TRAFFIC CONTROL
 PART LANE WIDTH AND
 SHOULDER CLOSURE LAYOUT
 WITH TEMPORARY BARRIER**

STANDARD APPROVED FOR USE 6/2005
 STANDARD 635-12

REVISED: 9/2010
 DRAFT:

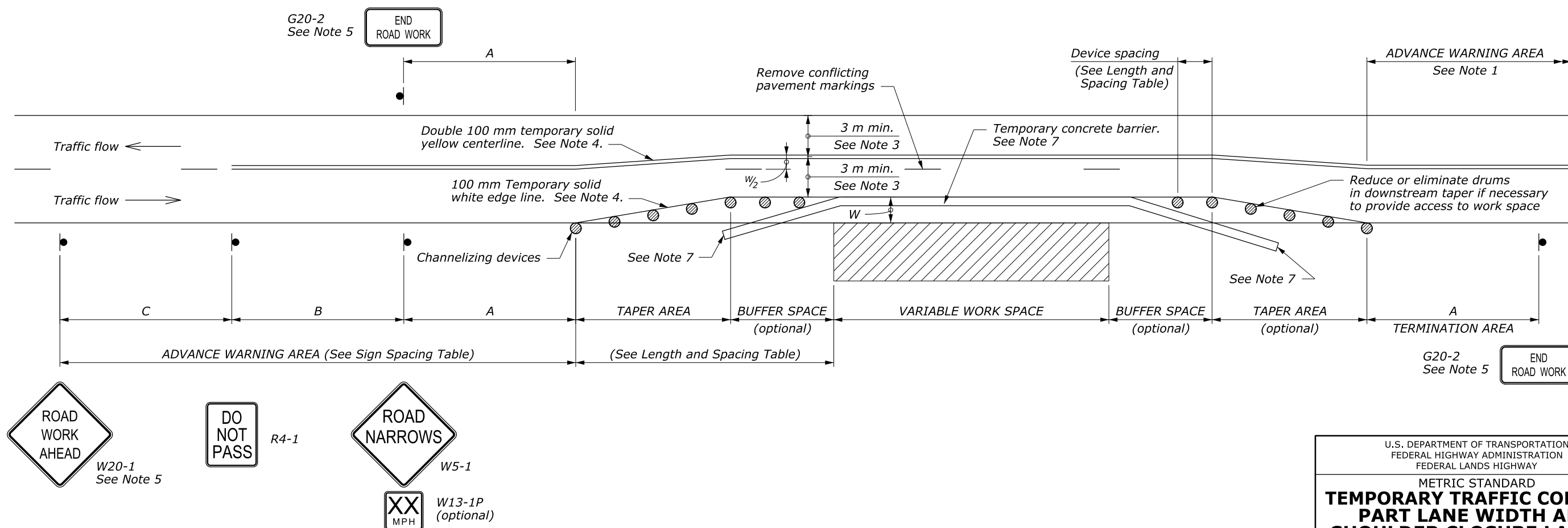
LENGTH AND SPACING TABLE						
APPROACH SPEED*		MINIMUM TAPER LENGTH METER	BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE		
MPH	km/h			TAPER AREA	BUFFER SPACE	WORK SPACE
20	30	Shifting taper formula: $L = \frac{WS^2}{310}$ for $S < 70$ km/h $L = \frac{WS}{3.2}$ for $S \geq 70$ km/h Where: L = Minimum length of taper W = Width of offset in meters S = Metric equivalent of posted speed limit or 85 percentile speed prior to work in kilometers per hour	35	6	12	12
25	40		45	8	15	15
30	50		60	9	18	18
35	55		75	11	21	21
40	65		95	12	24	24
45	70	110	14	27	27	
50	80	130	15	30	30	
55	90	150	17	34	34	
60	95	175	18	37	37	
65	105	195	20	40	40	
70	115	225	21	43	43	

ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100
Rural greater than 80 km/h [50 MPH]	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. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. If the roadway surface is paved, install temporary pavement markings. If nearest no-passing zone is within 120 m, extend markings to connect zones.
5. If closure is completely within the project limits, eliminate the "ROAD WORK AHEAD" (W20-1) and "END ROAD WORK" (G20-2) signs.
6. Install "PASS WITH CARE" sign (R4-2) at ends of no-passing zone if directed by the CO.
7. Place the barrier according to the AASHTO Roadside Design Guide. Terminate barrier ends outside the clear zone or protect the ends of the barrier with a crash cushion. Include reflectors on barrier at 7.6 m intervals.
8. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
9. Dimensions without units are millimeters.

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



NO SCALE

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

METRIC STANDARD

**TEMPORARY TRAFFIC CONTROL
 PART LANE WIDTH AND
 SHOULDER CLOSURE LAYOUT
 WITH TEMPORARY BARRIER**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2010

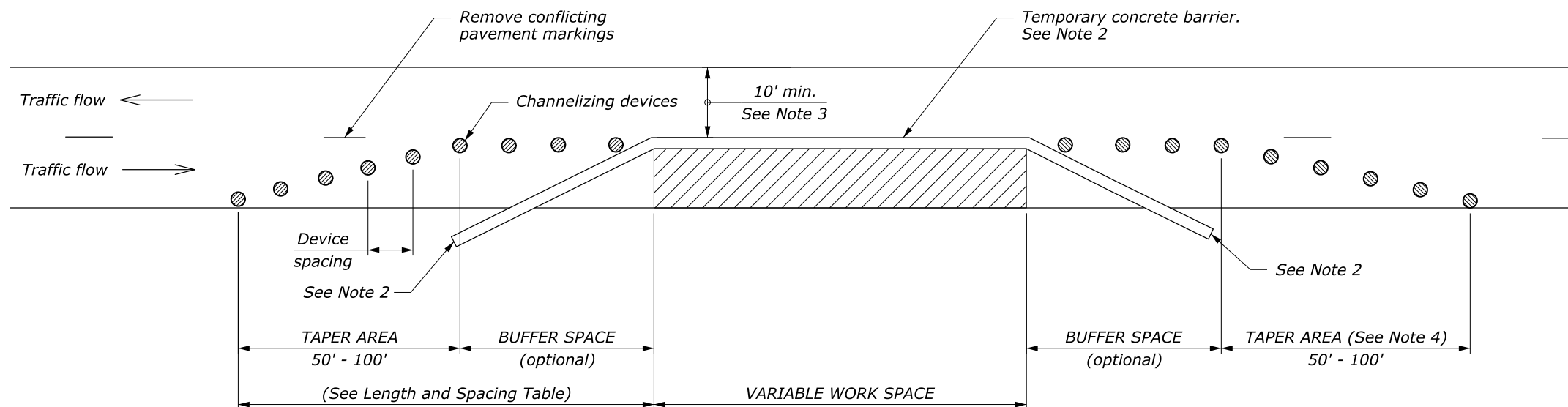
STANDARD M635-12

LENGTH AND SPACING TABLE					
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE			CONCRETE BARRIER FLARE RATE
		TAPER AREA	BUFFER SPACE	WORK SPACE	
MPH	FEET	SPACING IN FEET			
20	115	20	40	40	1:8
25	155	20	50	50	1:8
30	200	20	60	60	1:8
35	250	20	70	70	1:9
40	305	20	80	80	1:10
45	360	20	90	90	1:12
50	425	20	100	100	1:14
55	495	20	110	110	1:16
60	570	20	120	120	1:16
65	645	20	130	130	1:16
70	730	20	140	140	1:16

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

NOTE:

1. Install signs and other devices for single lane closure according to Standard 635-6, 7, 8, or 9. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
2. Place barrier according to the AASHTO Roadside Design Guide. Terminate barrier ends outside the clear zone or protect the ends of the barrier with a crash cushion. Include reflectors on barrier at 25' intervals.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. Place channelizing devices at downstream taper during non-work hours or when access is not needed.
5. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
6. Reduce or eliminate drums and barrier in downstream taper if necessary to provide access to work space.



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NO SCALE

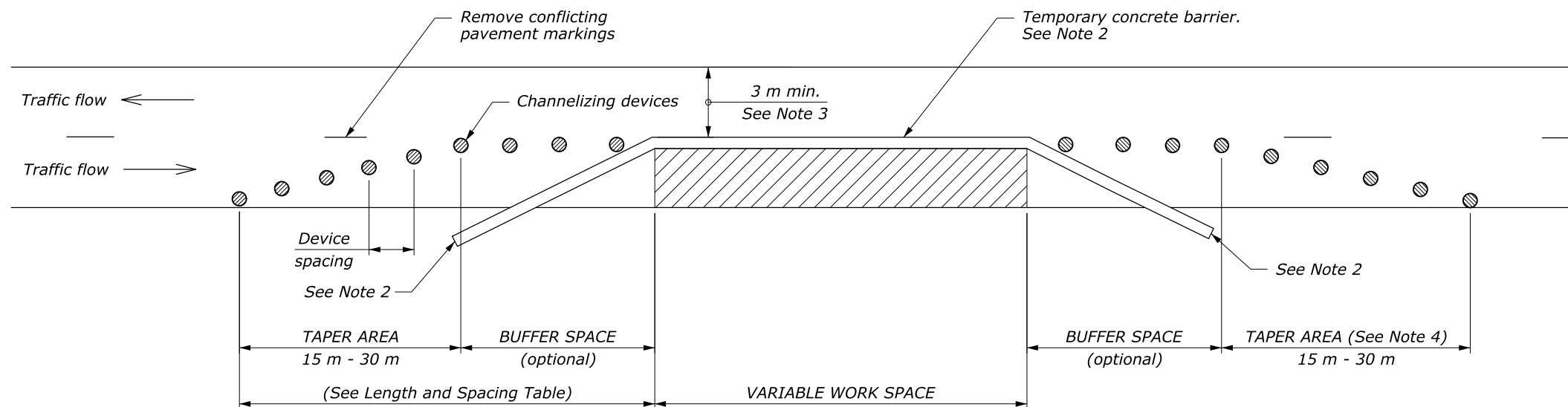
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT (WITH TEMPORARY BARRIER)	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	635-13

LENGTH AND SPACING TABLE						
APPROACH SPEED*		BUFFER SPACE LENGTH METER	CHANNELIZING DEVICE			CONCRETE BARRIER FLARE RATE
			TAPER AREA	BUFFER SPACE	WORK SPACE	
MPH	km/h		SPACING IN METERS			
20	30	35	6	12	12	1:8
25	40	45	6	15	15	1:8
30	50	60	6	18	18	1:8
35	55	75	6	21	21	1:9
40	65	95	6	24	24	1:10
45	70	110	6	27	27	1:12
50	80	130	6	30	30	1:14
55	90	150	6	34	34	1:16
60	95	175	6	37	37	1:16
65	105	195	6	40	40	1:16
70	115	225	6	43	43	1:16

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

NOTE:

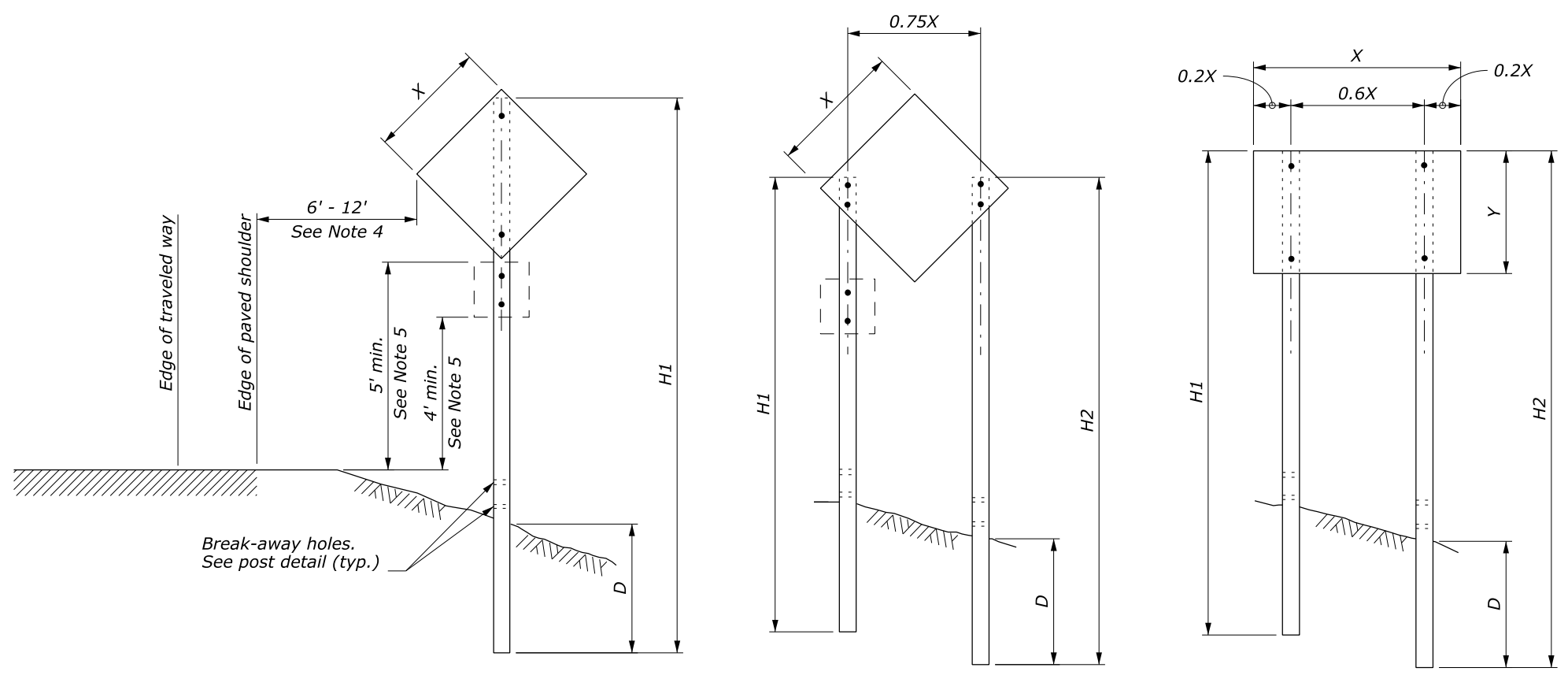
1. Install signs and other devices for single lane closure according to Standard M635-6, 7, 8, or 9. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
2. Place barrier according to the AASHTO Roadside Design Guide. Terminate barrier ends outside the clear zone or protect the ends of the barrier with a crash cushion. Include reflectors on barrier at 7.6 m intervals.
3. For project specific minimum width, refer to Special Contract Requirements, Section 156.
4. Place channelizing devices at downstream taper during non-work hours or when access is not needed.
5. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
6. Reduce or eliminate drums and barrier in downstream taper if necessary to provide access to work space.



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NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
METRIC STANDARD	
TEMPORARY TRAFFIC CONTROL SINGLE LANE CLOSURE LAYOUT (WITH TEMPORARY BARRIER)	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2010	M635-13



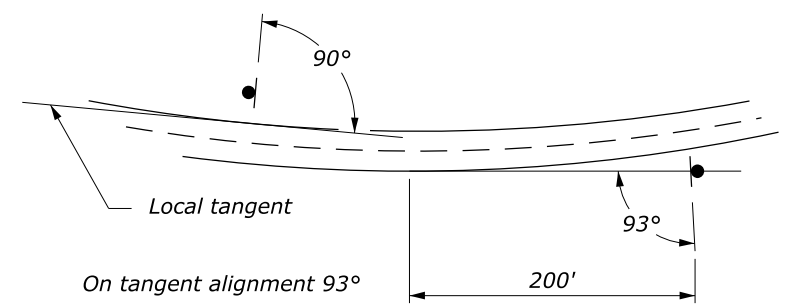
SINGLE POST SIGN

TWO POST SIGN

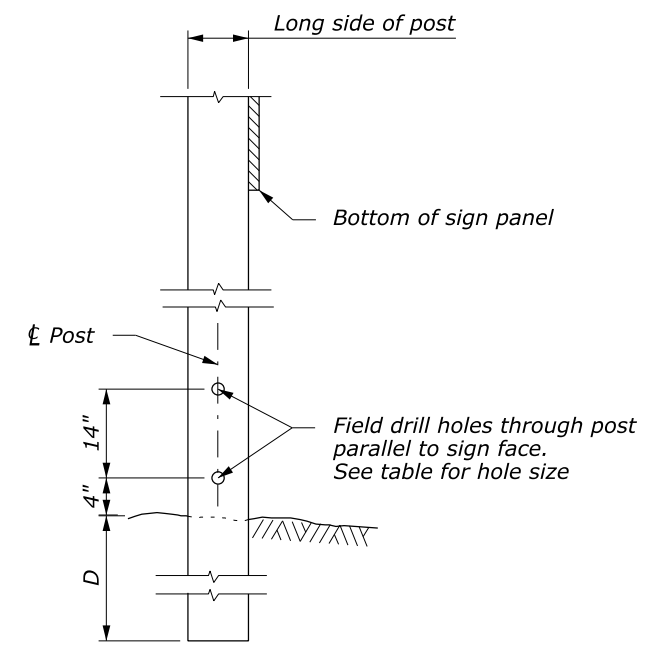
NOTE:

1. Attach sign panels with a minimum of 2 - 1/4" dia. bolts per post.
2. $H1$ and $H2$ = Overall post length. Select post lengths to fit field conditions.
3. D = Post embedment depth for average soil conditions.
4. In rural areas where lateral distance is limited, a minimum lateral offset of 2' may be used. In urban areas, a minimum lateral offset of 1' behind the face of the curb may be used.
5. In pedestrian locations, or in areas where the view is obstructed, use 7' minimum mounting height for main sign and 6' minimum mounting height for secondary sign.
6. Use 7' minimum spacing between posts for sign posts 6" x 6" or larger.
7. State standards may be used as an alternative if approved by the CO.

WOOD POST SELECTION TABLE					
WIDTH "X"	AREA (SQFT)	NUMBER OF POSTS	POST SIZE (INCH)	D (INCH)	HOLE SIZE (INCH)
Diamond \leq 36" Other Shapes \leq 48"	< 10	1	4 x 4	36	0
		1	4 x 6	48	1.5
Diamond \leq 48"	10 - 20	1	6 x 6	48	2
Diamond \leq 48" Other Shapes \leq 12'	10 - 20	2	4 x 4	36	0
		2	4 x 6	48	1.5
> 13'	50 - 65	2	6 x 6	48	2
12' - 16'	50 - 65	3	4 x 6	48	1.5
> 17'	65 - 95	4	4 x 6	48	2
> 30'	65 - 95	3	6 x 6	48	2



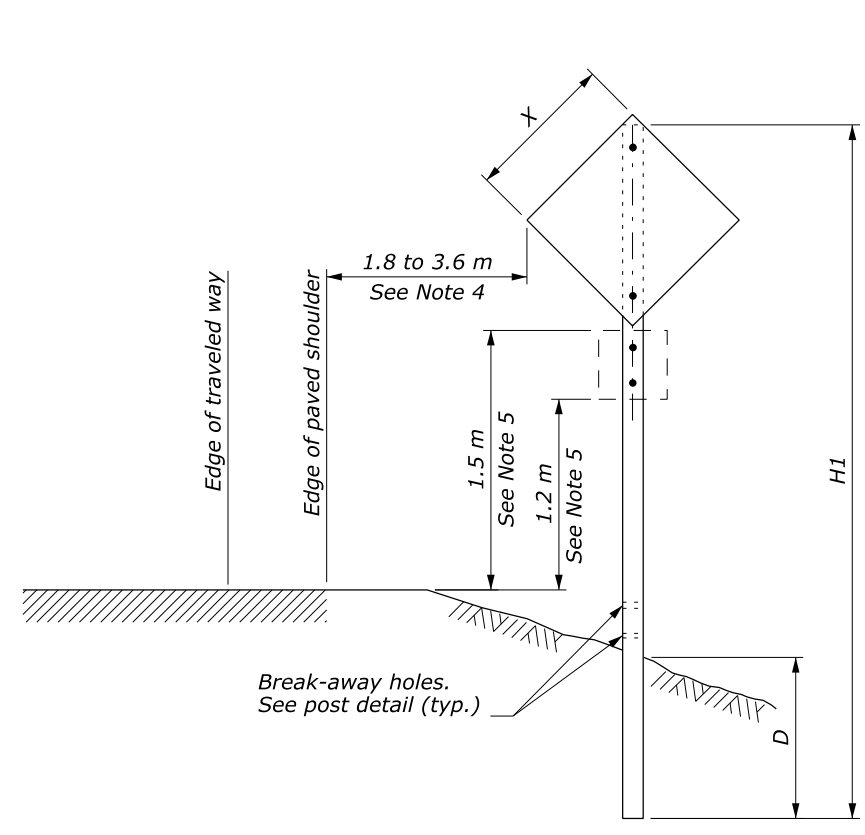
SIGN INSTALLATION ANGLE



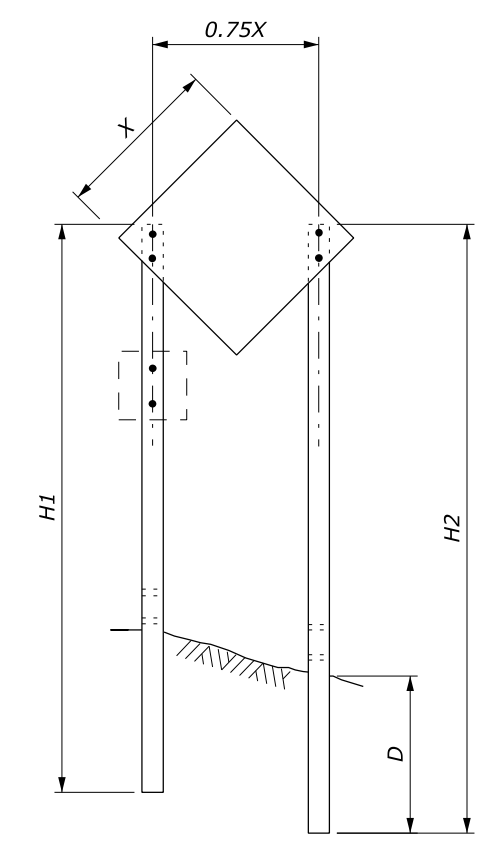
POST DETAIL

NO SCALE

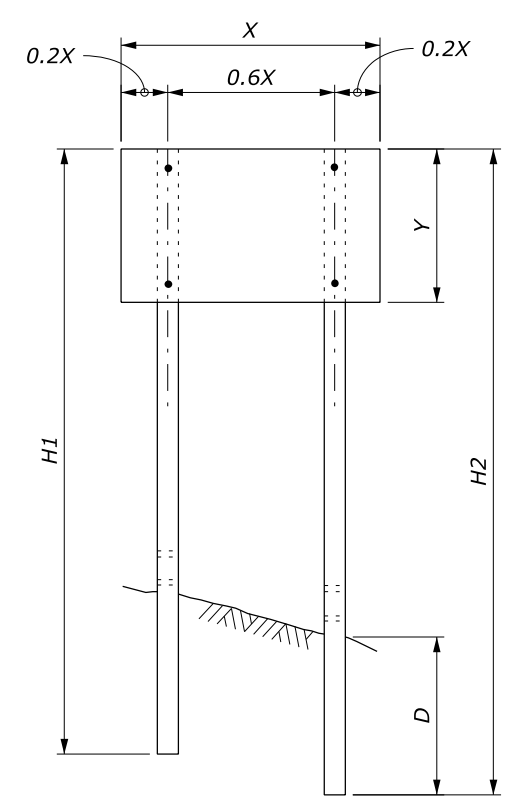
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION FEDERAL LANDS HIGHWAY	
U.S. CUSTOMARY STANDARD	
TEMPORARY TRAFFIC CONTROL SIGN INSTALLATION WOOD POSTS	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 9/2011	635-14



SINGLE POST SIGN



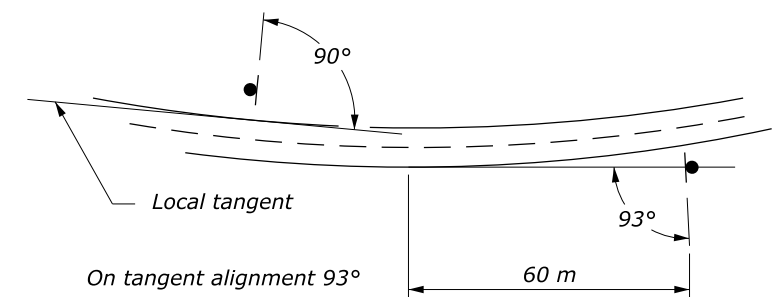
TWO POST SIGN



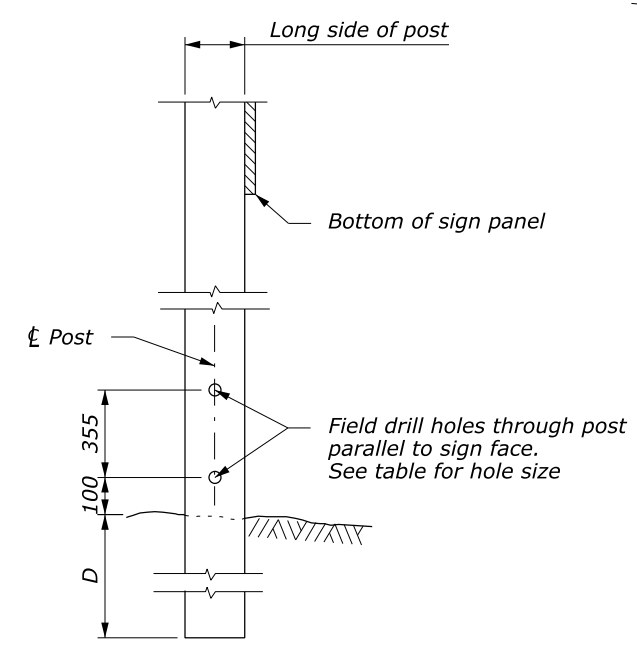
NOTE:

1. Attach sign panels with a minimum of 2 - 6.25 mm Ø bolts per post.
2. H1 and H2 = Overall post length. Select post lengths to fit field conditions.
3. D = Post embedment depth for average soil conditions.
4. In rural areas where lateral distance is limited, a minimum lateral offset of 600 mm may be used. In urban areas, a minimum lateral offset of 300 mm behind the face of the curb may be used.
5. In pedestrian locations, or in areas where the view is obstructed, use 2.1 m minimum mounting height for main sign and 1.8 m minimum mounting height for secondary sign.
6. Use 2.1 m minimum spacing between posts for sign posts 150 mm x 150 mm or larger.
7. State standards may be used as an alternative if approved by the CO.
8. Dimensions without units are millimeters.

WOOD POST SELECTION TABLE					
WIDTH "X"	AREA (m ²)	NUMBER OF POSTS	POST SIZE (mm)	D (mm)	HOLE SIZE (mm)
Diamond ≤ 915 mm Other Shapes ≤ 1220 mm	< 0.9	1	100 x 100	900	0
		1	100 x 150	1200	40
Diamond ≤ 1220 mm	0.9 - 1.9	1	150 x 150	1200	50
Diamond ≤ 1220 mm Other Shapes ≤ 3.7 m	0.9 - 1.9	2	100 x 100	900	0
		2	100 x 150	1200	40
> 4 m	4.6 - 6.0	2	150 x 150	1200	50
3.7 m - 4.9 m	4.6 - 6.0	3	100 x 150	1200	40
> 5 m	6.0 - 8.9	4	100 x 150	1200	50
> 9 m	6.0 - 8.9	3	150 x 150	1200	50



SIGN INSTALLATION ANGLE



POST DETAIL

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

METRIC STANDARD

**TEMPORARY TRAFFIC CONTROL
 SIGN INSTALLATION
 WOOD POSTS**

STANDARD APPROVED FOR USE 6/2005

REVISOR: 9/2011

STANDARD M635-14

NO SCALE