

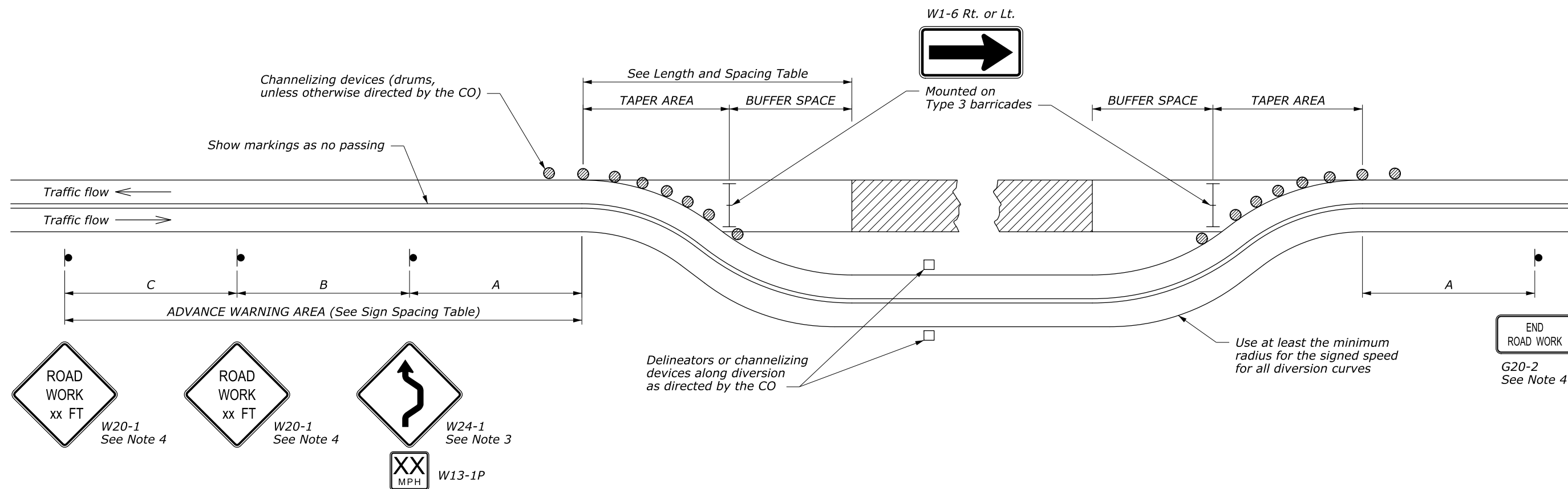
| LENGTH AND SPACING TABLE |      |                              |                     |              |            |
|--------------------------|------|------------------------------|---------------------|--------------|------------|
| APPROACH SPEED*          |      | BUFFER SPACE LENGTH<br>METER | 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 $\leq 50$ km/h [ $\leq 30$ 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.



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NO SCALE

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