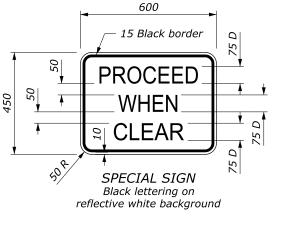
STATE	PROJECT	SHEET NUMBER	

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

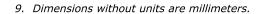
^{*} Approach speed based on the regulatory posted speed, not the advisory speed.

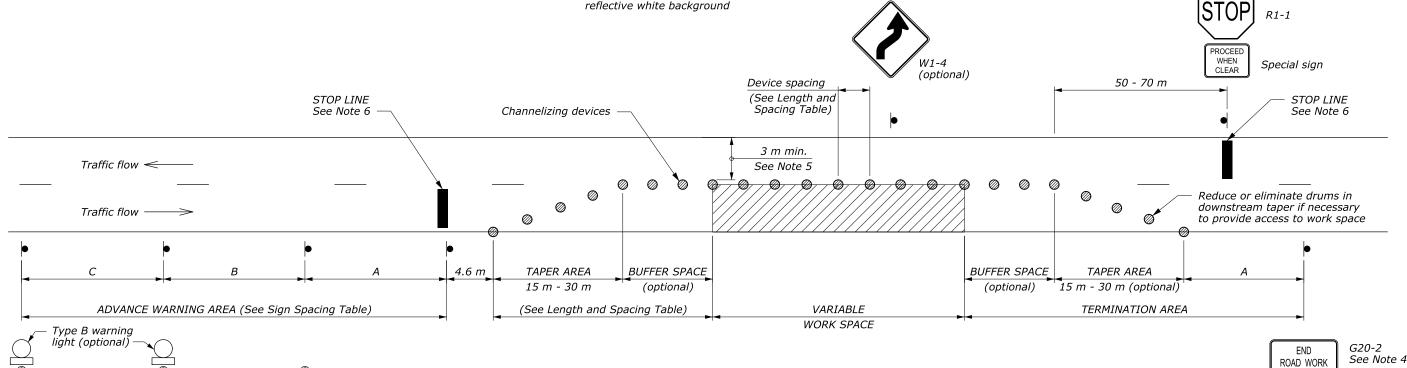
SIGN SPACING TABLE						
ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS					
	Α	В	С			
Urban and Rural ≤ 50 km/h [≤ 30 MPH]	30	30	30			
Urban and Rural 60-80 km/h [35-50 MPH]	100	100	100			
Rural greater than 80 km/h [50 MPH]	150	150	150			
Expressway / Freeway	300	450	800			



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.





R1-1

Special sign

PROCEED WHEN

W16-2P

(optional) See Note 7

::24 AM H:\StanDraw\st63508.dgn

ROAD

WORK

AHEAD

See Note 4

ONE LANE

ROAD

AHEAD

W20-4

W13-1P

(optional)

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

METRIC STANDARD

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

NO SCALE

STANDARD APPROVED FOR USE 6/2005

REVISED:

DRAFT: 9/2010

standard M635-8