

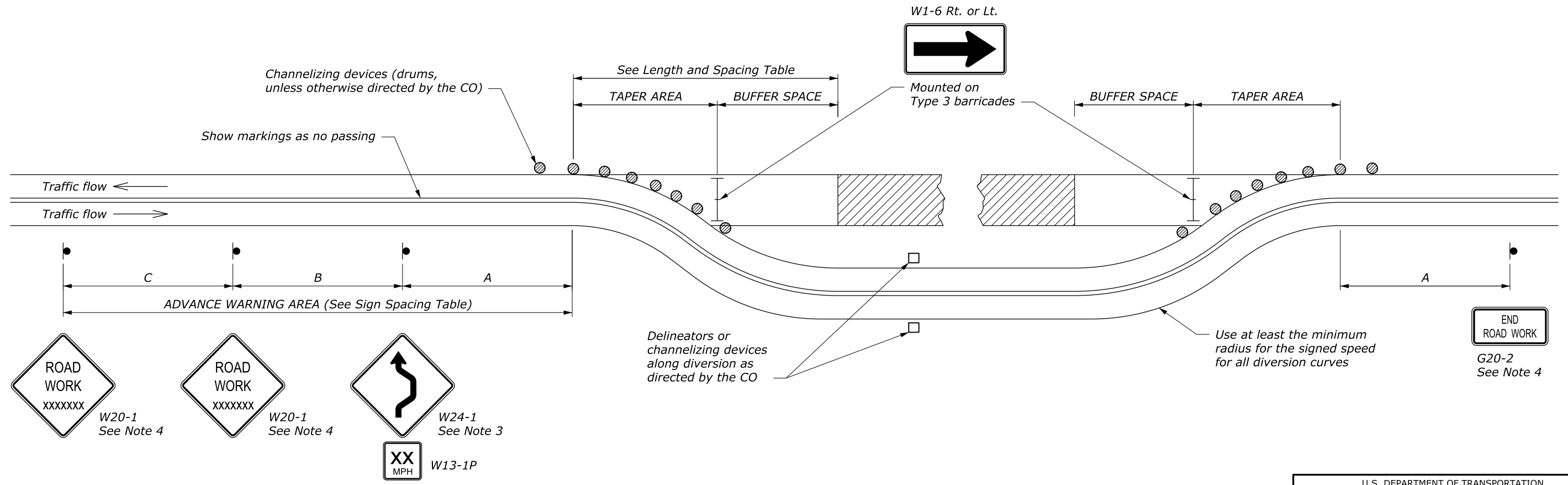
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20-25	50	50
30	200	20-30	60	60
35	250	20-35	70	70
40	305	20-40	80	80
45	360	20-45	90	90
50	425	20-50	100	100
55	495	20-55	110	110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



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: 6/2015	635-4