

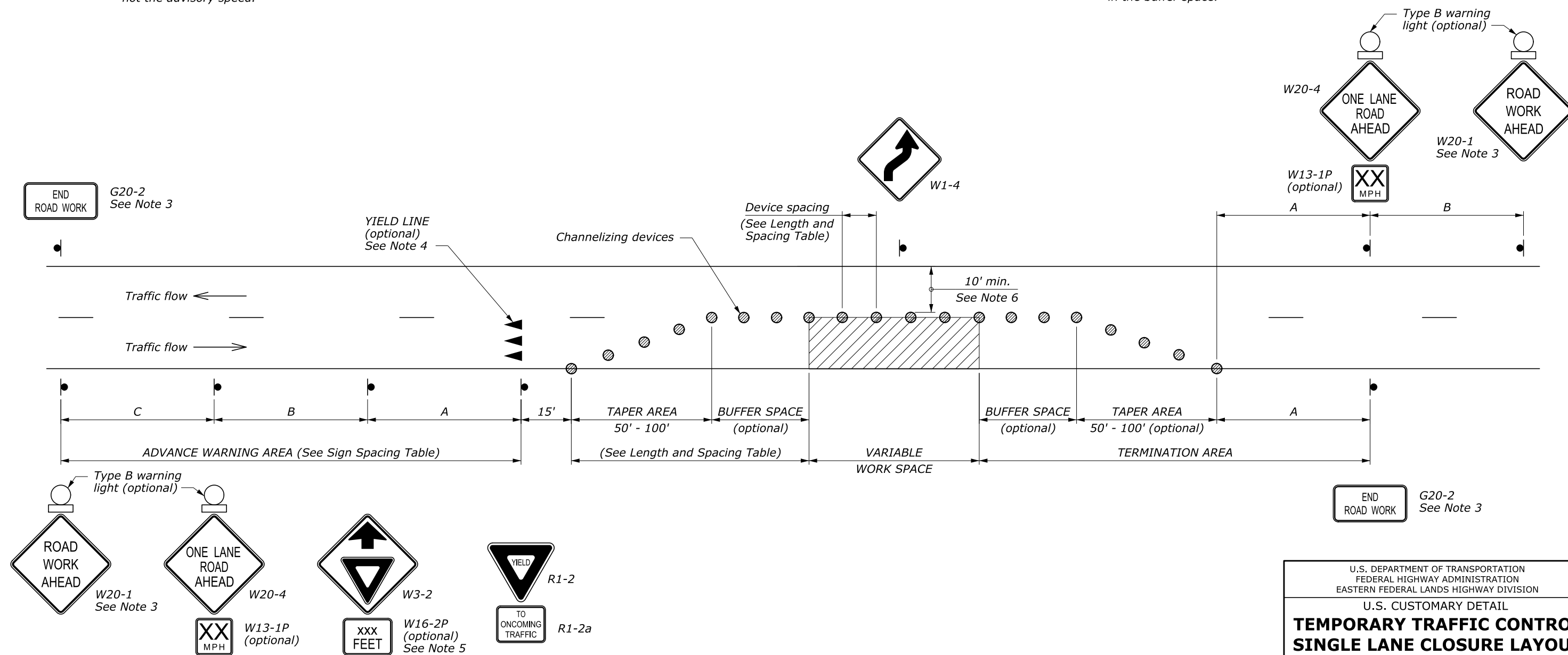
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120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

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

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  
 EASTERN FEDERAL LANDS HIGHWAY DIVISION

U.S. CUSTOMARY DETAIL

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

STANDARD APPROVED FOR USE 6/2005  
 REVISIONS: 9/2014

DETAIL  
 ET 635-7

NO SCALE