

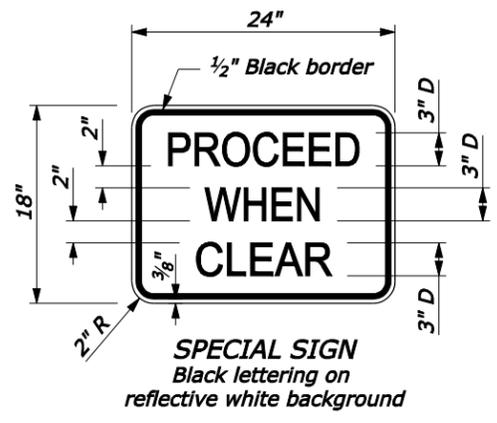
LENGTH AND SPACING TABLE				
APPROACH SPEED*	LENGTH OF BUFFER SPACE	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110

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

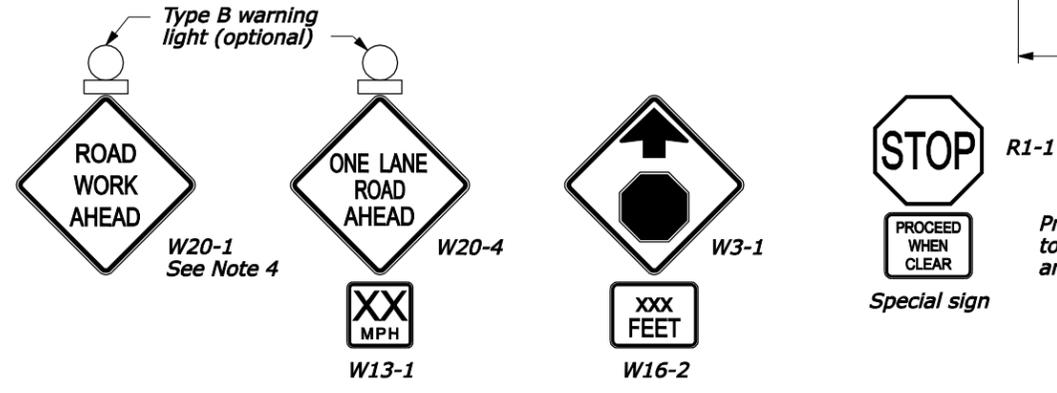
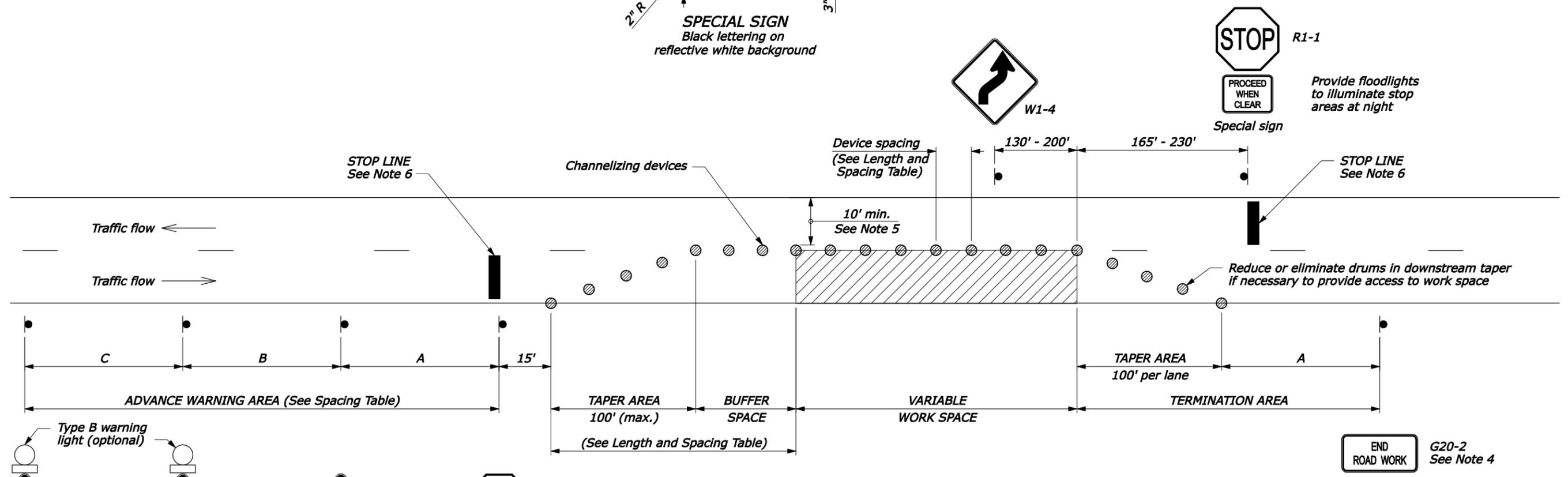
ROAD TYPE	DISTANCE BETWEEN SIGNS IN FEET		
	A	B	C
Urban 40 MPH and less	100	100	100
Urban 45 MPH and greater	350	350	350
Rural	500	500	500
Expressway/Freeway	1000	1500	2640

NOTE:

1. Use this layout only if drivers from both directions are able to see traffic through the work site and to opposing stop sign.
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 lane 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. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.
8. If signs will be in place more than 72 consecutive hours, use ground-mounted post.



SPECIAL SIGN
Black lettering on reflective white background



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

REVISD: 1/2007

STANDARD 635-8

NO SCALE