

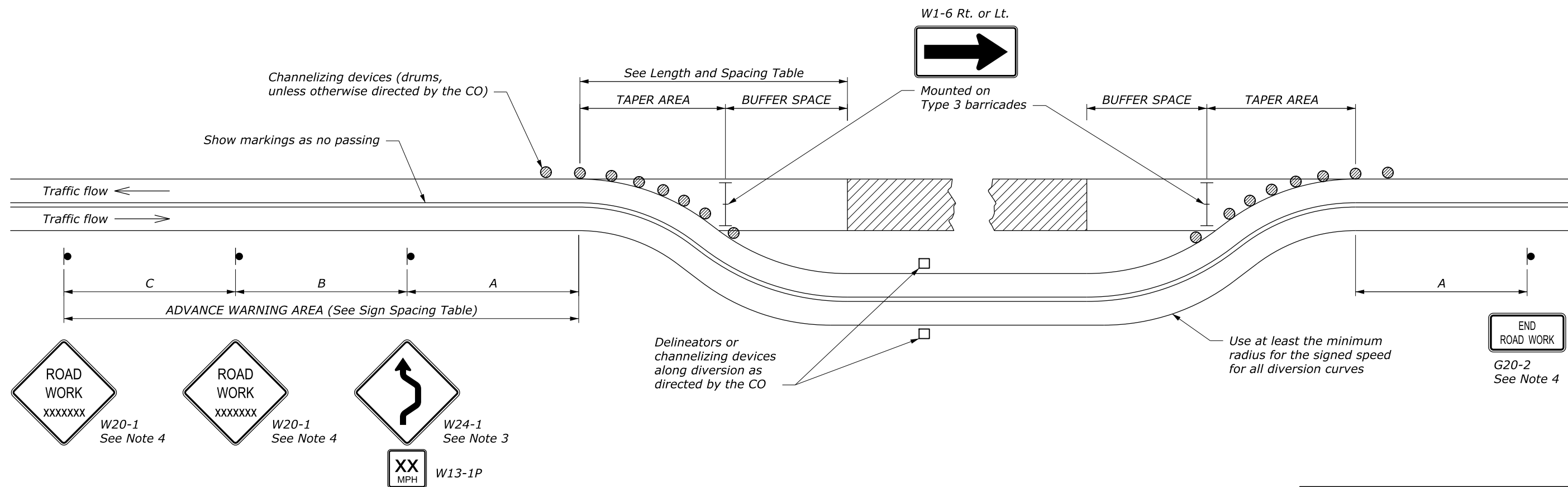
LENGTH AND SPACING TABLE					
APPROACH SPEED*		BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
MPH	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
SPACING IN METERS					
20	30	35	6	12	12
25	40	45	6-7.5	15	15
30	50	60	6-9	18	18
35	55	75	6-10.5	21	21
40	65	95	6-12	24	24
45	70	110	6-13.5	27	27
50	80	130	6-15	30	30
55	90	150	6-16.5	34	34
60	95	175	6-18	37	37
65	105	195	6-19.5	40	40
70	115	225	6-21	43	43

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

SIGN SPACING TABLE			
ROAD TYPE	DISTANCE BETWEEN SIGNS IN METERS		
	A	B	C
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. 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, 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	
METRIC STANDARD	
TEMPORARY TRAFFIC CONTROL FOR DIVERSION	
STANDARD APPROVED FOR USE 6/2005	STANDARD
REVISED: DRAFT: 6/2015	M635-4