

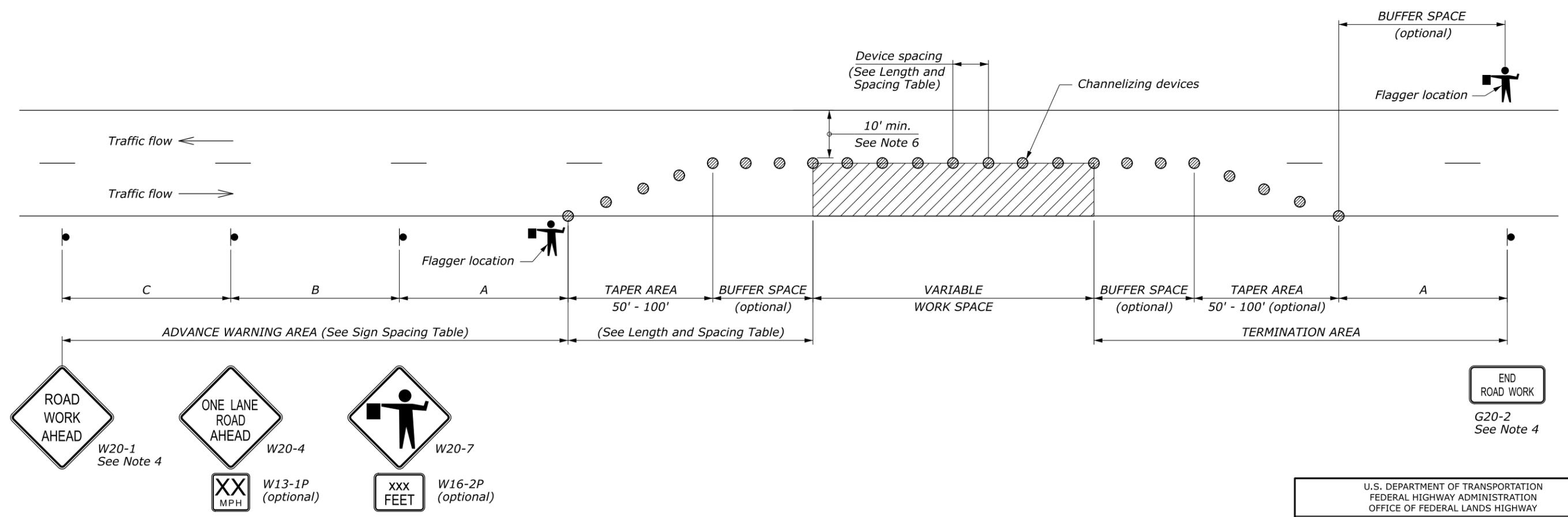
LENGTH AND SPACING TABLE				
APPROACH SPEED*	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
		TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	SPACING IN FEET		
20	115	20	40	40
25	155	20	50	50
30	200	20	60	60
35	250	20	70	70
40	305	20	80	80
45	360	20	90	90
50	425	20	100	100
55	495	20	110	110
60	570	20	120	120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

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

NOTES:

1. Signs are shown for one direction of travel only. Place signs similar to those depicted for the opposite direction of travel.
2. Final location and spacing of traffic control devices may be changed to fit field conditions as approved by the CO.
3. For pilot car operation, mount the "PILOT CAR FOLLOW ME" (G20-4) sign at a conspicuous location on the rear of vehicle. Prominently display the name of the Contractor on the pilot car.
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 night time flagging operation, provide floodlighting at flagger stations.
6. Use minimum width shown unless otherwise specified in Section 156.
7. Do not allow equipment, materials, or vehicles to be parked or stored in the buffer space.

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



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

EFLHD DETAIL

**TEMPORARY TRAFFIC CONTROL
 SINGLE LANE CLOSURE LAYOUT
 (WITH FLAGGERS)**

STANDARD APPROVED FOR USE 6/2005
 REVISED: 9/2014 9/2020

DETAIL
 ET 635-6

NO SCALE