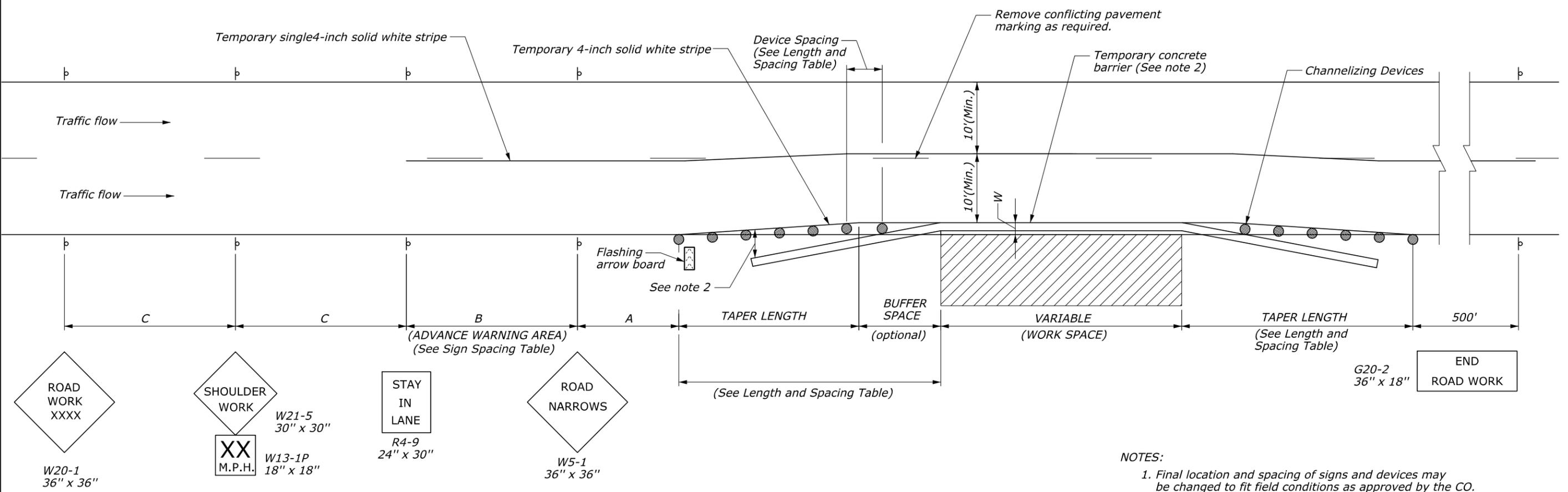


TYPICAL APPLICATION: ONE WAY, TWO LANE ROADWAY, CLOSING PARTIAL LANE AND SHOULDER USING TEMPORARY BARRIER



- NOTES:**
1. Final location and spacing of signs and devices may be changed to fit field conditions as approved by the CO.
 2. Barrier placement is in accordance with the Roadside Design Guide, latest edition, by the American Association of State Highway and Transportation Officials (AASHTO). Terminate barrier ends outside the clearzone or protect the ends of the barrier with an impact attenuator. Include reflectors on barriers at 25' intervals.
 3. Repeat signs on both sides of the roadway.

LENGTH AND SPACING TABLE					
APPROACH SPEED*	MINIMUM TAPER LENGTH	BUFFER SPACE LENGTH	CHANNELIZING DEVICE		
			TAPER AREA	BUFFER SPACE	WORK SPACE
MPH	FEET	FEET	SPACING IN FEET		
20	Shifting taper formula: $L = \frac{WS^2}{120}$ for $S \leq 40$ MPH	115	20	40	40
25		155	25	50	50
30	$L = \frac{WS}{2}$ for $S \geq 45$ MPH	200	30	60	60
35		250	35	70	70
40		305	40	80	80
45		360	45	90	90
50		425	50	100	100
55	Where: $L =$ Minimum length of taper $W =$ Width of offset in feet $S =$ Numerical value of posted speed limit or 85 percentile speed prior to work in miles per hour	495	55	110	110
60		570	60	120	120
65		645	65	130	130
70		730	70	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

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

NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
EASTERN FEDERAL LANDS HIGHWAY DIVISION

U.S. CUSTOMARY DETAIL

CONSTRUCTION TRAFFIC CONTROL
ONE WAY, TWO LANE ROAD
SHOULDER WORK WITH MINOR
ENCHROACHMENT (WITH BARRIER)

DETAIL APPROVED FOR USE
APPROVED : MAY 2011

DETAIL
E635-10

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