

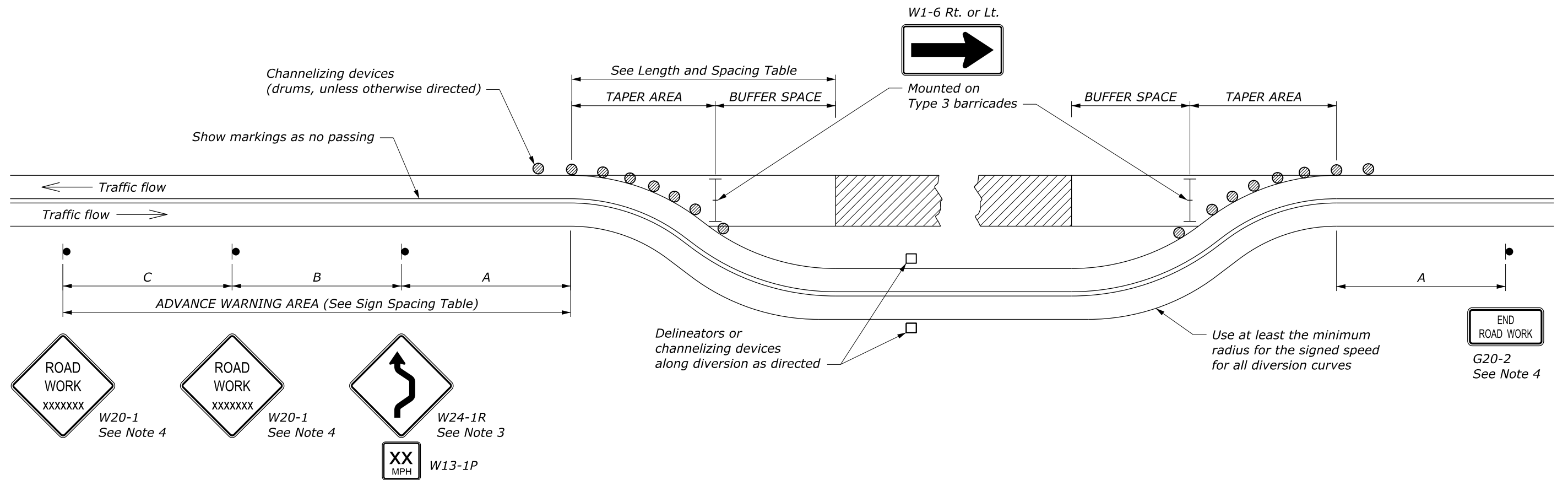
LENGTH AND SPACING TABLE				
APPROACH SPEED* MPH	BUFFER SPACE LENGTH FEET	CHANNELIZING DEVICE SPACING IN FEET		
		TAPER AREA	BUFFER SPACE	WORK SPACE
20	115	20	40	40
25	155	20-25	50	50
30	200	20-30	60	60
35	250	20-35	70	70
40	305	20-40	80	80
45	360	20-45	90	90
50	425	20-50	100	100
55	495	20-55	110	110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

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

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

NOTE:

1. Signs are shown for one direction of travel only. Place signs 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 marking as appropriate. Remove conflicting pavement markings.
3. If the tangent distance along the temporary diversion is more than 600 ft, 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.



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NO SCALE

U.S. DEPARTMENT OF TRANSPORTATION, FHWA OFFICE OF FEDERAL LANDS HIGHWAY	FLH STANDARD 635-4
TEMPORARY TRAFFIC CONTROL FOR DIVERSION	SPECIFICATION FP-24, FP-14
	APPROVED FOR USE 2/2024

LENGTH AND SPACING TABLE

APPROACH SPEED*		BUFFER SPACE LENGTH m	CHANNELIZING DEVICE SPACING IN METERS		
mph	km/h		TAPER AREA	BUFFER SPACE	WORK SPACE
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

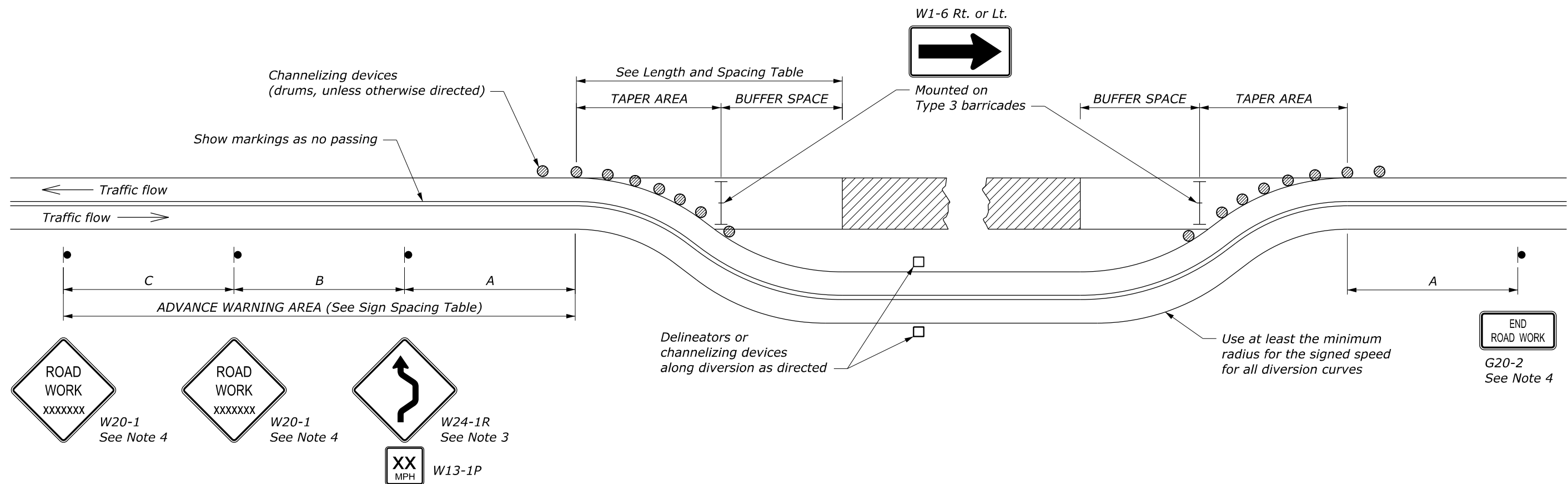
* Approach speed based on the regulatory posted speed, not the advisory speed.

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 signs 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 marking as appropriate. Remove conflicting pavement markings.
3. If the tangent distance along the temporary diversion is more 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 48 km/h [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.



This drawing contains **Metric** units of measure. Dimensions without units are millimeters.

NO SCALE

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TEMPORARY TRAFFIC CONTROL FOR DIVERSION	SPECIFICATION FP-24, FP-14
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