



MAINLINE RIGHT LANE CLOSED  
 ENTRANCE RAMP OPEN  
 NOT TO BE USED FOR MORE THAN THREE CALENDAR DAYS

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SPACING OF CHANNELIZING DEVICES (G) FEET	SPACING OF ADVANCE WARNING SIGNS (A) FEET	DECISION SIGHT DISTANCE FEET	TAPER LENGTH (L) FEET	BUFFER SPACE (B) FEET
0 - 30	25	100	550	200	200
35 - 40		325	700	325	305
45 - 50	50	600	900	600	425
55		750	1200	700	500
60 - 65		1000	1400	800	650
70 - 75		1200	1600	900	820

NOTE:  
 NOT ALL INFORMATION IN THIS BOX MAY APPLY TO THIS DETAIL.

DESIGNER NOTES (REMOVE FROM LAYOUT BEFORE INSERTING IN PLAN):

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS AND REMOVE CHART WHENEVER PRACTICAL.
2. PROVIDE FULL ACCELERATION LANE WHENEVER POSSIBLE AND THEN DO NOT DISPLAY YIELD AND YIELD AHEAD SIGNS.
3. FOR ADVANCE SIGNING, PLACEMENT OF TRAFFIC CONTROL DEVICES, AND LANE CLOSURE, SEE THE APPROPRIATE STATIONARY LAYOUT.
4. THE ADVANCE WARNING SIGN SPACING IS DEPENDENT ON THE RAMP LENGTH AND THE LOCATION OF INPLACE SIGNING. THE SPACING SHOULD BE AS LONG AS IS PRACTICAL.

● DRUMS, TYPE I OR TYPE II BARRICADE OR VERTICAL PANEL.