CLOSED ROAD

SHORT AND LONG TERM TYPICAL SIGNING FOR ROAD CLOSURE

NOTE 6
ROAD CLOSED

MINOR ROAD OR DRIVEWAY

NOTE 3
ROAD CLOSED BEGINNING XXXX FEET

NOTE 5
ROAD CLOSED AHEAD

NOTE 4
ROAD CLOSED

NOTE 3
ROAD CLOSED AHEAD

USE WHEN 2 MILES OR GREATER TO CLOSURE

NOTE 2
PLACE SIGNS AT NEAREST INTERSECTION TO CLOSURE

NOTE 1
ADD ROUTE MARKER OR STREET NAME

TYPICAL SIGNING FOR ROAD CLOSURE SHORT AND LONG TERM

<table>
<thead>
<tr>
<th>POSTED LIMIT (MPH)</th>
<th>SPEED LIMIT (MPH) TO STARTING</th>
<th>SPACING OF CHANNELIZING DEVICES (FT)</th>
<th>SPACING OF ADVANCE WARNING SIGN (FT)</th>
<th>DECISION DISTANCE (FT)</th>
<th>TAPER LENGTH (FT)</th>
<th>BUFFER SPACE (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0 - 30</td>
<td>25</td>
<td>100</td>
<td>600</td>
<td>100</td>
<td>625</td>
<td>325</td>
</tr>
<tr>
<td>35 - 40</td>
<td>325</td>
<td>100</td>
<td>600</td>
<td>1200</td>
<td>1000</td>
<td>625</td>
</tr>
<tr>
<td>45 - 50</td>
<td>500</td>
<td>100</td>
<td>600</td>
<td>1200</td>
<td>1400</td>
<td>600</td>
</tr>
<tr>
<td>55</td>
<td>750</td>
<td>100</td>
<td>600</td>
<td>1200</td>
<td>1400</td>
<td>600</td>
</tr>
<tr>
<td>60 - 65</td>
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<td>100</td>
<td>600</td>
<td>1200</td>
<td>1400</td>
<td>600</td>
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<td>70 - 75</td>
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<td>100</td>
<td>600</td>
<td>1200</td>
<td>1400</td>
<td>600</td>
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</tbody>
</table>

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. CONSIDER THE INSTALLATION OF A PCMS AND OR G20-X2 OR SPECIAL SIGN IF CONGESTION IS EXPECTED IF ADVANCE SIGNING TO DIVERT TRAFFIC IS NEEDED OR OTHER CONDITIONS DETERMINED BY THE DESIGNER.
3. CONSIDER THE INSTALLATION OF A PCMS AND OR G20-X1 SIGN (MODIFIED) OR G20-X2 SIGN FOR SEVEN DAY ADVANCE WARNING OR RESTRICTION.
4. LIST ALL DIRECTIONAL SIGNING THAT MUST BE COVERED, REMOVED OR MODIFIED BECAUSE OF RESTRICTION.
5. ALL DEVICES ARE SHOWN FOR ONE DIRECTION DEVICES FOR THE OTHER DIRECTION SHOULD BE SIMILAR.
6. CLOSE ROAD AT LAST DRIVEWAY OR INTERSECTION WHERE THERE IS NO PUBLIC ACCESS BEYOND.