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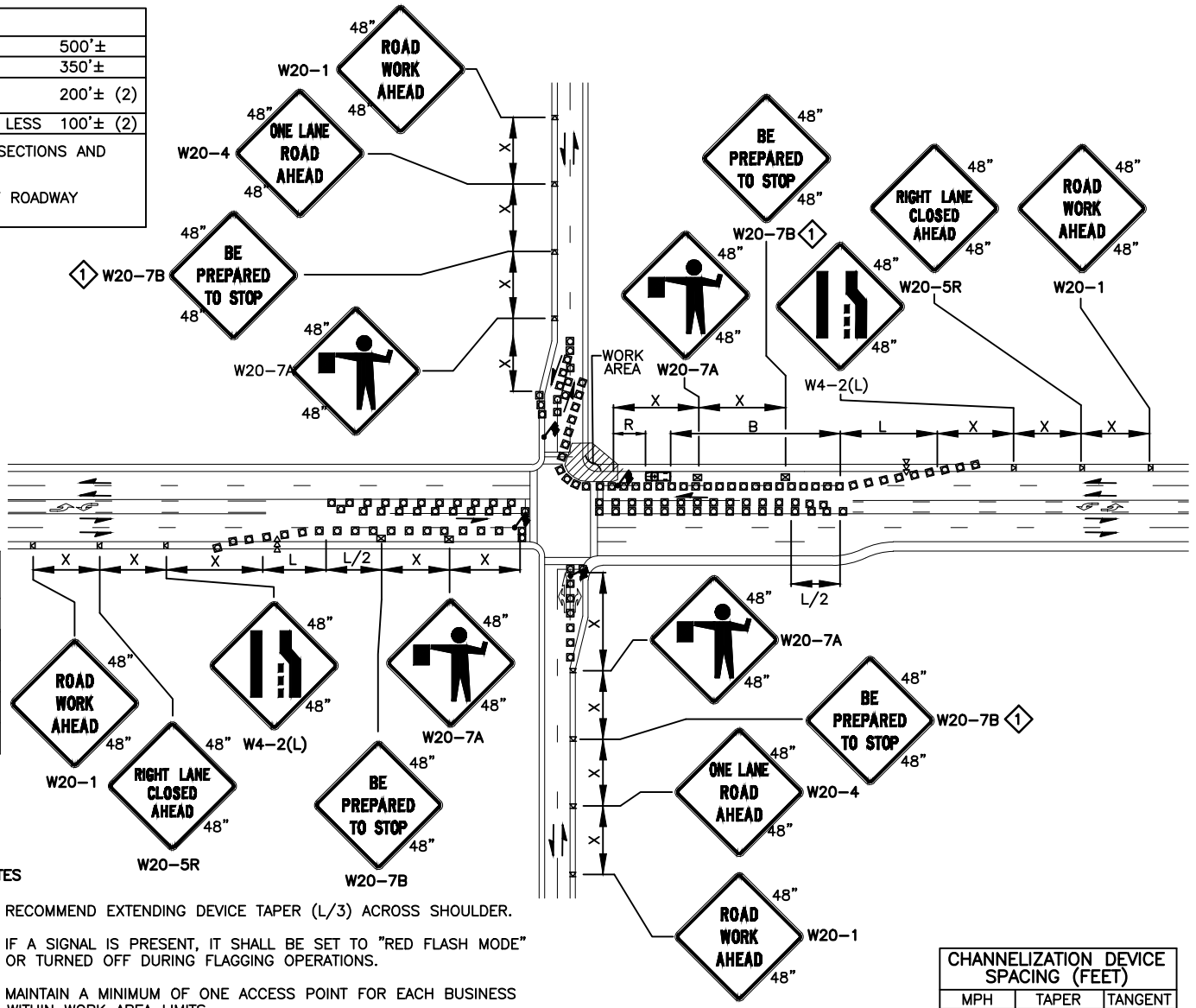
SIGN SPACING = X (1)		
PRINCIPAL ARTERIALS	45 MPH	500'±
PRINCIPAL, MINOR OR COLLECTOR ARTERIALS	35/40 MPH	350'±
PRINCIPAL, MINOR, COLLECTOR ARTERIALS, INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25/30 MPH	200'± (2)
INDUSTRIAL AND LOCAL ACCESS ROADWAYS	25 MPH OR LESS	100'± (2)

(1) ALL SPACING MAY BE ADJUSTED TO ACCOMMODATE INTERSECTIONS AND DRIVEWAYS.

(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.

BUFFER DATA					
LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	25	30	35	40	45
LENGTH (FEET)	155	200	250	305	360
BUFFER VEHICLE ROLL AHEAD DISTANCE = R					
TRANSPORTABLE ATTENUATOR MINIMUM HOST VEHICLE WEIGHT 15,000 LBS. THE MAXIMUM WEIGHT SHALL BE IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION.	30 FEET MIN. TO 100 FEET MAX.				
PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA.	NO SPECIFIED DISTANCE REQUIRED				

MINIMUM LANE CLOSURE TAPER LENGTH = L (FEET)					
LANE WIDTH (FEET)	POSTED SPEED (MPH)				
	25	30	35	40	45
10	105	150	205	270	450
11	115	165	225	295	495
12	125	180	245	320	540



LEGEND

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- SEQUENTIAL ARROW SIGN
- PROTECTIVE VEHICLE – RECOMMENDED
- TEMP. SIGN LOCATION (5' MOUNTING HEIGHT)

NOTES

1. RECOMMEND EXTENDING DEVICE TAPER (L/3) ACROSS SHOULDER.
2. IF A SIGNAL IS PRESENT, IT SHALL BE SET TO "RED FLASH MODE" OR TURNED OFF DURING FLAGGING OPERATIONS.
3. MAINTAIN A MINIMUM OF ONE ACCESS POINT FOR EACH BUSINESS WITHIN WORK AREA LIMITS.
4. ALL SIGNS ARE BLACK ON ORANGE.

① OPTIONAL IF 40 MPH OR LESS

CHANNELIZATION DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35/45	30	60
25/30	20	40

CITY OF Vancouver WASHINGTON

TRAFFIC CONTROL STANDARD PLAN
INTERSECTION LANE CLOSURE - 5 LANE ROADWAYS

CITY OF VANCOUVER
DEPARTMENT OF PUBLIC WORKS
TRANSPORTATION DIVISION

DRAWN BY	APPROVED BY	APPROVAL DATE
CDC		3/16
REVISION	APPROVED BY	APPROVAL DATE
3		3/24

STD. PLAN NO.
TC15