

SIGN SPACING

Speed Limit (MPH)	* Spacing Feet [m]
40 and Below	200[60]
45 and Above	500[150]

* Approximate spacing, adjust for field conditions (block spacing, sight distance for approaches, obstacles, etc..)

GUIDELINES FOR TAPER LENGTHS AND LONGITUDINAL BUFFER SPACES FOR 12 FOOT[3.6 m] WIDE LANES

Speed Limit (MPH)	Taper Length (L) Ft [m]	Number of Devices on Taper	Spacing of Devices on Taper Ft [m]	Spacing of Devices on Tangent Ft [m]	Buffer Length Ft [m]
20	100[30m]	5	20[6m]	40[12m]	115[35m]
25	125[40m]	6	25[7m]	50[15m]	155[47m]
30	180[60m]	7	30[9m]	60[18m]	200[61m]
35	245[75m]	8	35[10m]	70[20m]	250[76m]
40	320[100m]	9	40[12m]	80[25m]	305[93m]
45	540[160m]	13	45[14m]	90[27m]	360[110m]
50	600[180m]	13	50[15m]	100[30m]	425[130m]
55	660[200m]	13	55[17m]	110[33m]	495[151m]
60	720[220m]	13	60[18m]	120[37m]	570[174m]
65	780[240m]	13	65[20m]	130[40m]	645[197m]
70	840[260m]	13	70[21m]	140[43m]	730[223m]

Approximate spacings, adjust for field conditions (sight distance for approaches, obstacles, etc.)

() TYPICAL SPEED REDUCTIONS**

Posted Speed Limit (MPH)	Reduced Speed Limit (MPH)
30	20
35	25
40	30
45	30
50	35
55	40
60	45
65	45
70	45

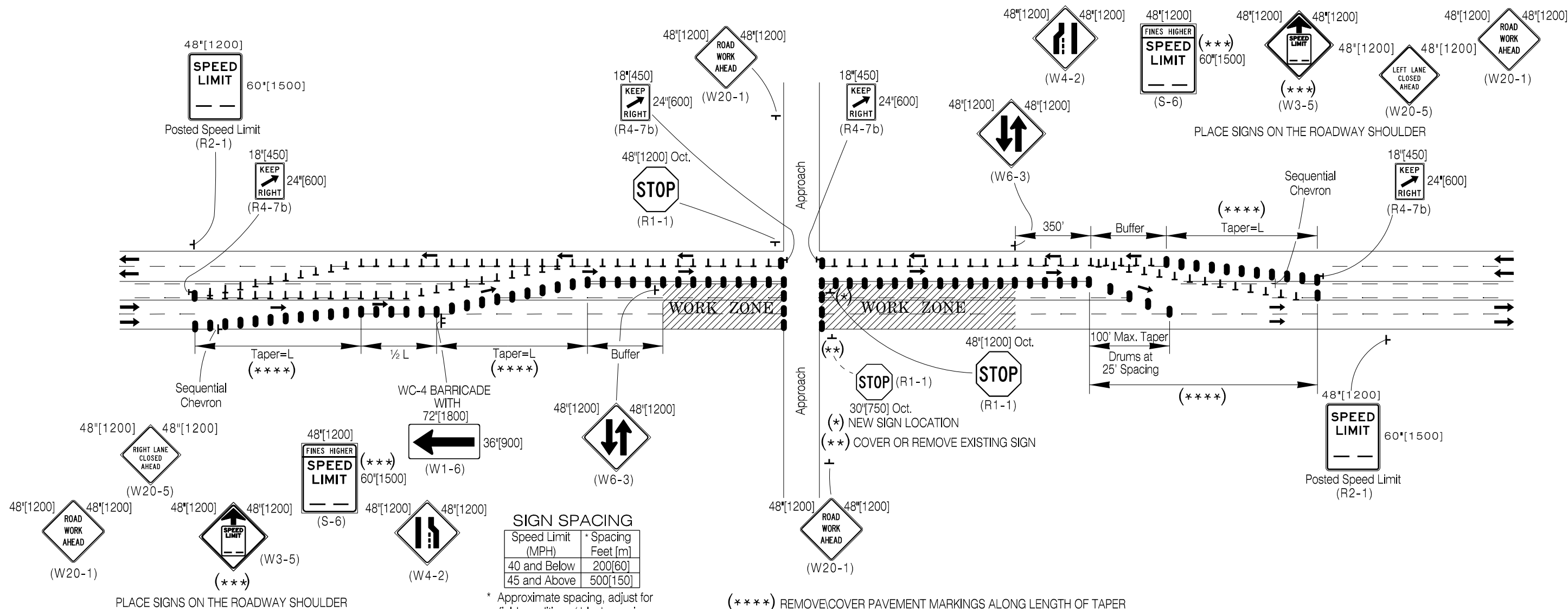
Coordination with the engineer will be required for reduced speed limits lower than shown in the above table.

NOTES:

1. Consider using different types of channelizing devices on each side of the traveled way to reduce motorist confusion.
2. Minimum traveled way width between channelizing devices is 10 feet [3 m].
3. For areas where mid-block access may be required, channelizing devices shall be provided by the contractor and placed at spacing as approved by the engineer.
4. For intermediate-term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline, in such locations a maximum channelizing device spacing of 10 feet [3 m] is recommended.
5. 36"[900] diamond traffic control signs may be used in urban areas with limited clearance or sidewalks.

LEGEND

	WORK ZONE
	DRUM
	DRUM WITH SIGN
	42"[1050] CONE OR TUBULAR MARKER (28"[700] CONE MAY BE SUBSTITUTED AS APPROVED BY THE ENGINEER DURING DAYLIGHT HOURS ONLY).



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30	180[60m]	7	30[9m]	60[18m]	200[61m]
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Approximate spacings, adjust for field conditions (sight distance for approaches, obstacles, etc.)

(**) TYPICAL SPEED REDUCTIONS

Posted Speed Limit (MPH)	Reduced Speed Limit (MPH)
30	20
35	25
40	30
45	30
50	35
55	40
60	45
65	45
70	45

Coordination with the engineer will be required for reduced speed limits lower than shown in the above table.

NOTES:

- Consider using different types of channelizing devices on each side of the traveled way to reduce motorist confusion.
- Minimum traveled way width between channelizing devices is 11 feet [3.4 m].
- For intermediate-term situations, when it is not feasible to remove and restore pavement markings, the channelization must be made dominant by using a very close device spacing. This is especially important in locations of conflicting information, such as where traffic is directed over a double yellow centerline, in such locations a maximum channelizing device spacing of 10 feet [3 m] is recommended.
- 36"[900] diamond traffic control signs may be used in urban areas with limited clearance or sidewalks.

(****) REMOVE/COVER PAVEMENT MARKINGS ALONG LENGTH OF TAPER

Designed by: TRAFFIC
Drawn by: JTG
Checked by: TRAFFIC
Previous Dwg. No. 703-5D

HALF ROAD CLOSURE ON MULTI-LANE HIGHWAYS WITH CENTER TWO-WAY LEFT TURN LANE

Note: Units shown in brackets [] are metric and are in millimeters (mm) unless other units are shown.



WYOMING DEPARTMENT OF TRANSPORTATION



CONSTRUCTION TRAFFIC CONTROL STANDARDS

STANDARD PLAN

STANDARD PLAN NUMBER

703-5E

SHEET 2 of 2

Issued by: TRAFFIC PROGRAM
Date Issued: FEBRUARY, 2026