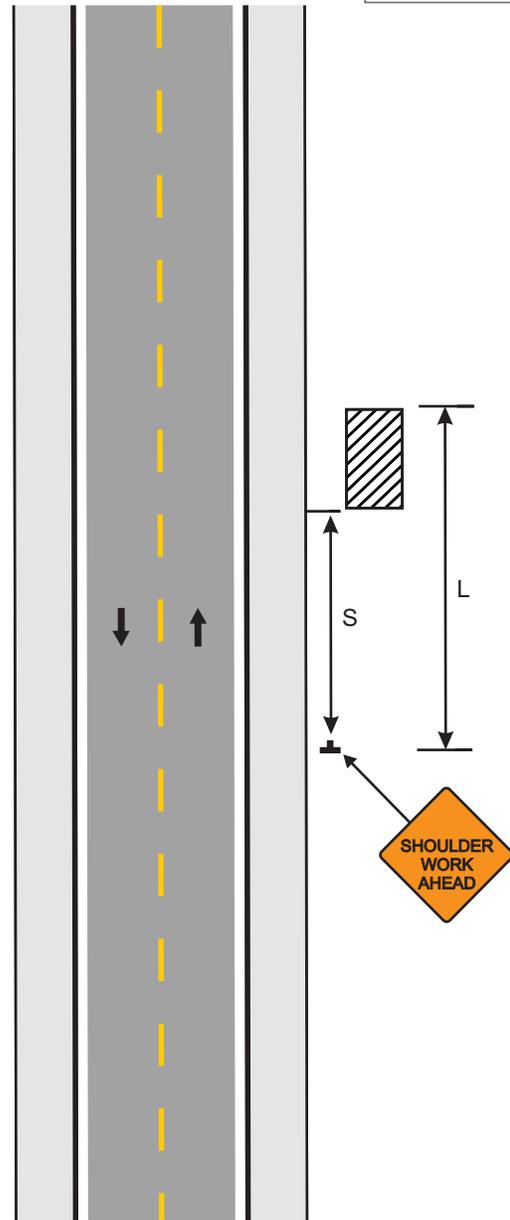


Work Beyond the Shoulder on Divided and Undivided Highways

SPEED	SIGN SPACING (ft.)		TAPER LENGTH (ft.)		OPTIONAL BUFFER LENGTH (ft.) (B)	CHANNELIZER SPACING (ft.)	
	Undivided (S)	Divided (S)	Shoulder ¹ (T1)	Lane ² (T2)		Tapers	Buffer/ Work Areas
0-35	200	200	-	-	-	-	-
40-45	350	500	-	-	-	-	-
50-55	500	1000	-	-	-	-	-
60-70	1000	1000	-	-	-	-	-

¹ Shoulder taper length based on 10 ft. (standard shoulder width) offset ² Lane taper length based on 12 ft. (standard lane width) offset

TYPE ROADWAY	SIGN HEIGHT	MAXIMUM WORK ZONE LENGTH (L)
URBAN	1' Portable 7' Post	1 Mi.
RURAL DIVIDED	1' Portable 7' Post	2 Mi.
RURAL UNDIVIDED	1' Portable 5' Post	3 Mi.



Notes:

If work vehicles or equipment are located on the shoulder, refer to appropriate shoulder work typical applications.

On multi-lane, divided highways, signs advising of shoulder work or the condition of the shoulder **should** be placed only on the side of the affected shoulder.

If work is being performed in the median, signs **may** be required for both directions of travel based on the following paragraph.

The SHOULDER WORK AHEAD sign **may** be omitted where the work space is 15 ft. or more from the edge of any shoulder, beyond the ditch line, or behind the curb. Should the roadway not have a shoulder, then 15 ft. or more from the edge of the roadway.

For short duration or mobile operations, signs **may** be reduced or eliminated if a work vehicle with activated rotating lights or strobe lights is used.

Other appropriate signs **may** be used in lieu of the SHOULDER WORK AHEAD sign.

Where sidewalks are impacted refer to **TA-24** or **TA-25**.