

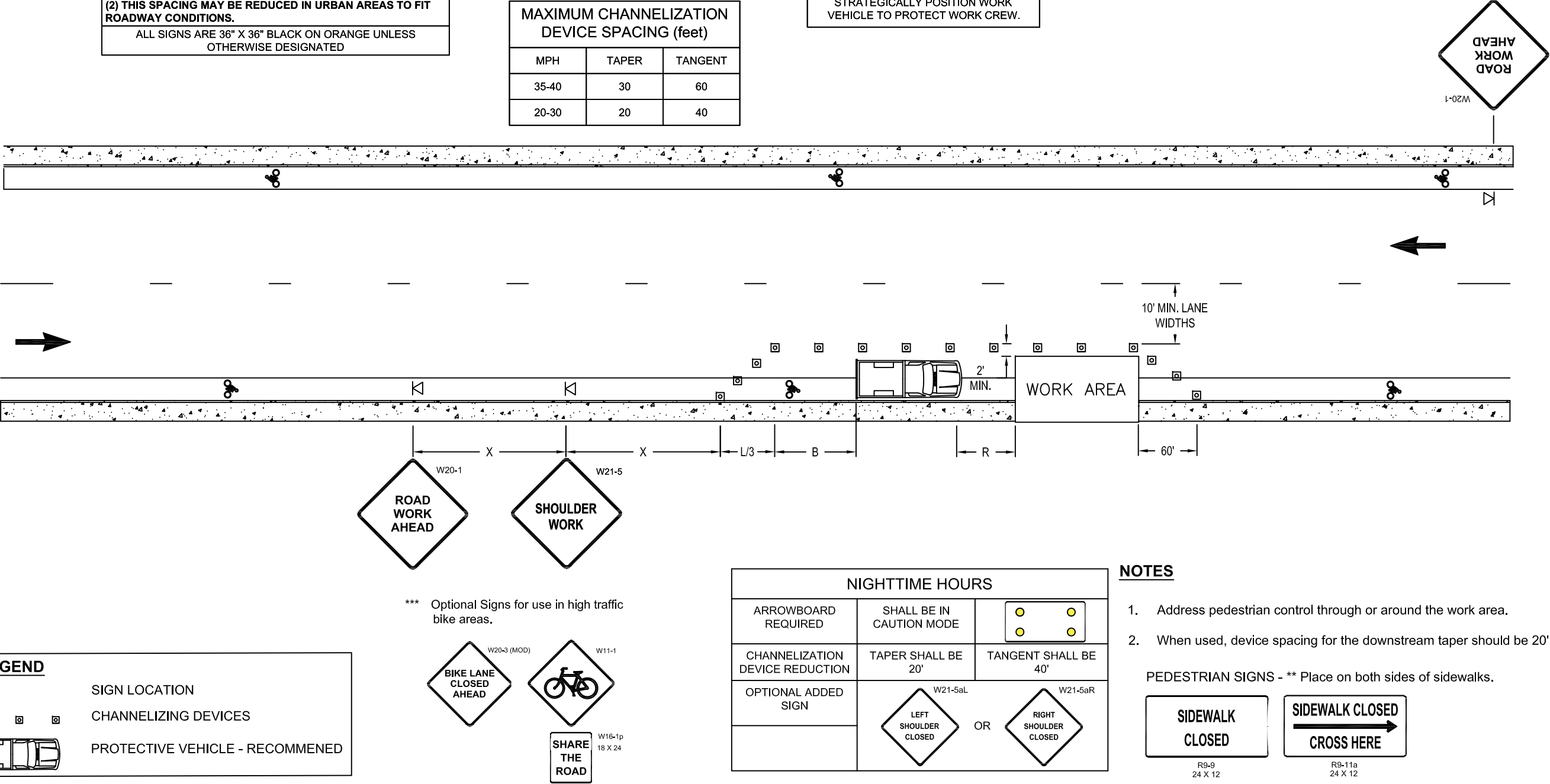
SIGN SPACING = X (1)			
RURAL ROADS & URBAN ARTERIALS	35-40 MPH	350' +/-	
RURAL ROADS & URBAN ARTERIALS	25-30 MPH	200' +/- (2)	
RESIDENTIAL & BUSINESS DISTRICTS			
URBAN STREETS	25 MPH OR LESS	100' +/- (2)	
(1) ALL SPACING MAY BE ADJUSTED TO ACCOMODATE INTERCHANGE RAMPS AT-GRADE INTERSECTIONS AND DRIVEWAYS.			
(2) THIS SPACING MAY BE REDUCED IN URBAN AREAS TO FIT ROADWAY CONDITIONS.			
ALL SIGNS ARE 36" X 36" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED			

SHOULDER CLOSURE TAPER LENGTH = L/3						
SHOULDER WIDTH (feet)	SPEED (MPH)	20	25	30	35	40
6	L/3 (feet)	40	40	40	60	60
10		40	40	60	90	90
FOR SHOULDERS LESS THAN 6', USE 3 DEVICES MINIMUM						

MAXIMUM CHANNELIZATION DEVICE SPACING (feet)		
MPH	TAPER	TANGENT
35-40	30	60
20-30	20	40

LONGITUDINAL BUFFER SPACE = B					
SPEED (MPH)	20	25	30	35	40
LENGTH (feet)	115	155	200	250	305
PROTECTIVE VEHICLE ROLL AHEAD DISTANCE = R					
NO SPECIFIED DISTANCE REQUIRED. STRATEGICALLY POSITION WORK VEHICLE TO PROTECT WORK CREW.					

STATIONARY TRANSPORTABLE ATTENUATOR ROLL AHEAD DISTANCE = R	
HOST VEHICLE WEIGHT	R
9,900 TO 22,000 lbs	100'-0"
22,001+ lbs	74'-0"



TYPICAL SHOULDER CLOSURE LOW SPEED (40 MPH OR LESS) CENTERLINE MARKINGS WITH BIKE LANE

PUBLIC WORKS ENGINEERING

APPR BY: JTW	DATE: 2/18/2025
DRAWN BY: HEZ	DWG: COR-TCP2
CAD FILE: TCP.dwg (SHLDR-CLWBL)	