




Work in Vicinity of Entrance Ramp

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 Area
0-35	-	200	70	245	120	35	50
40-45	-	500	150	540	220	40	100
50-55	-	1000	185	660	335	50	100
60-70	-	1000	235	840	550	60	100

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

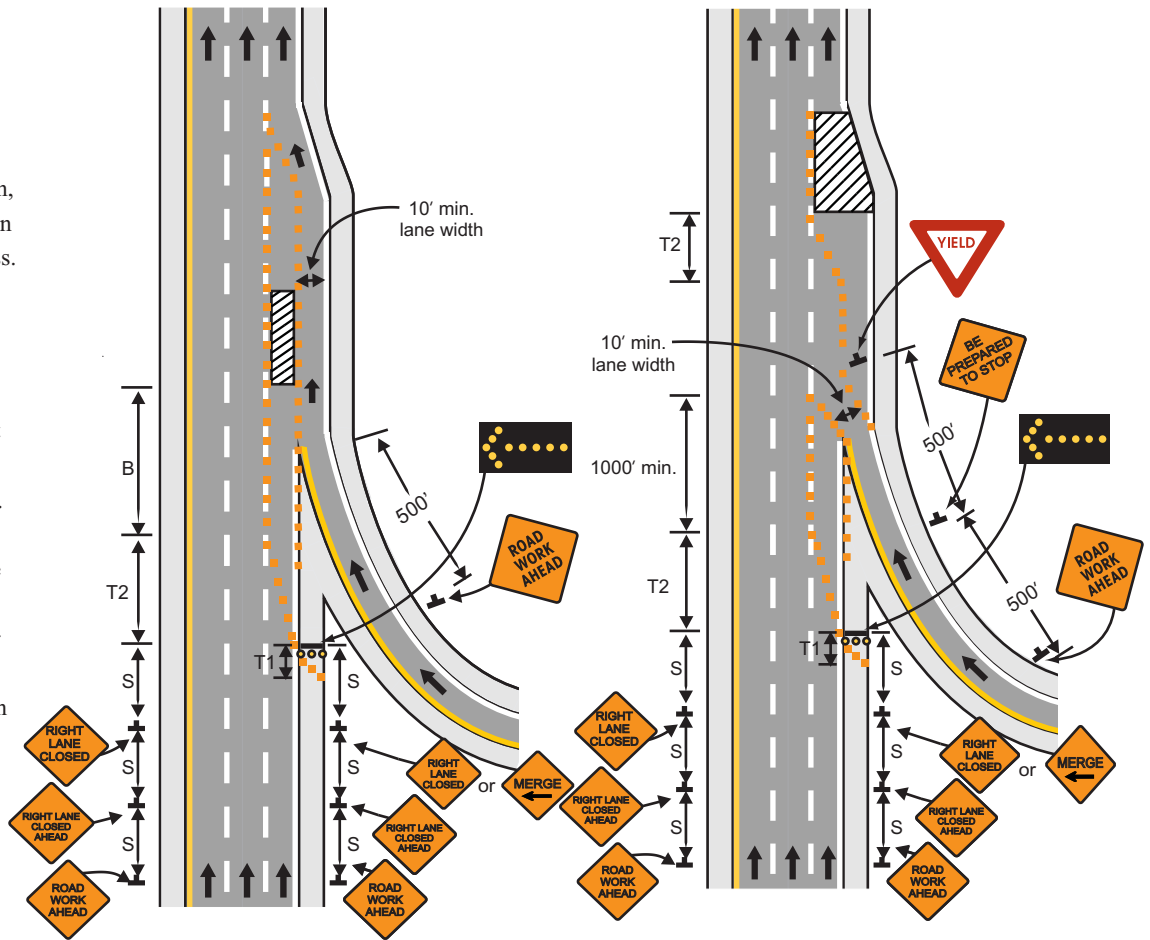
TYPE ROADWAY	SIGN HEIGHT
URBAN	1' Portable 7' Post
RURAL DIVIDED	1' Portable 7' Post

 Channelizer	 Truck or Trailer Mounted Arrow Panel
 Cone or Drum	 Work Space
 Sign	

Notes:

A protective vehicle, not shown, **shall** be used when work is in progress. The protective vehicle **shall** be equipped with a TMA and positioned at least 150 ft. in advance of the work space.

Where inadequate acceleration distance exists for the temporary entrance shown on the right diagram, the YIELD sign **may** be replaced with STOP signs (one on each side of the approach).



When used, the YIELD or STOP sign **should** be located so ramp traffic has adequate sight distance to merge into mainline traffic. If insufficient gaps are available, consideration **should** be given to closing the ramp.

Where STOP signs are used, a temporary stop bar **should** be placed across the ramp at the desired stop location.

For work entirely within the acceleration lane, the signs, channelizers, and flashing arrow panel necessary for the through-lane lane closure may be eliminated.

Supplemental warning methods **may** be used to call attention to the work zone.