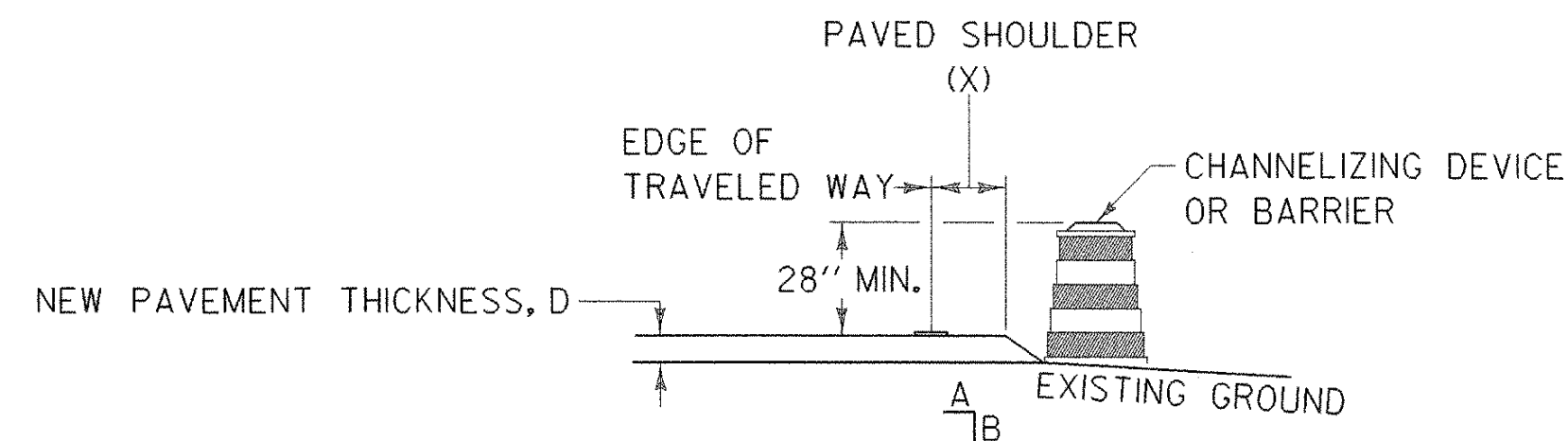


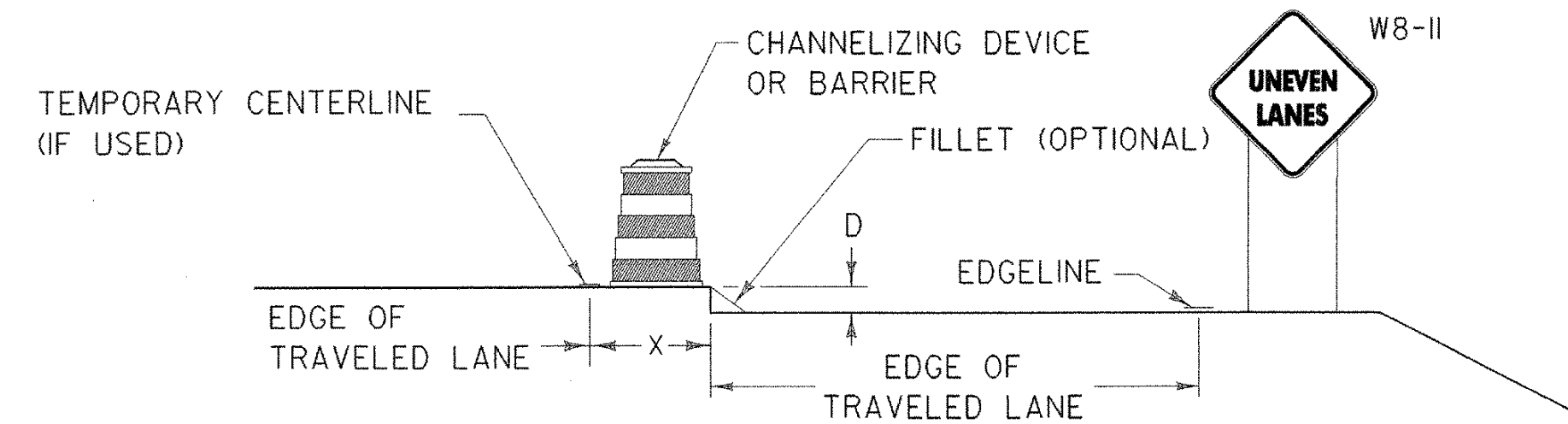
DROP-OFF ADJACENT TO TRAVELED WAY



NOTES:

1. CHANNELIZING DEVICES SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
2. FOR SPECIFIC REQUIREMENTS USE CHART "A".
3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT THEN "LOW SHOULDER" (W8-9) OR "SHOULDER DROP OFF" (W8-9A) SIGNS SHOULD BE INSTALLED.

DROP-OFF BETWEEN ADJACENT TRAVELED LANE



NOTES:

1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT THEN "UNEVEN LANES" (W8-11) SIGNS SHOULD BE INSTALLED. CHANNELIZING DEVICES SHOULD BE INSTALLED IF THE REQUIREMENTS OF CHART "A" ARE MET.
2. IF REQUIRED, THE CHANNELIZING DEVICES USED SHALL BE THOSE WHICH MAXIMIZE THE WIDTH OF THE TRAVELED LANE (I.E. CONES, VERTICAL PANELS OR TUBULAR MARKERS).
3. FOR SPECIFIC REQUIREMENTS USE CHART "A".

CHART "A"
ALL SPEEDS WITH NO CURB

X (FEET)	DROP (D) (INCHES)	A/B SLOPE	DEVICE REQUIRED
0 TO 4'	LESS THAN 2"	ANY	NONE
	2" TO 6"	1.5:1 OR FLATTER	NONE
		STEEPER THAN 1.5:1	CHANNELIZING DEVICE
GREATER THAN 6"	3:1 OR FLATTER	NONE	
	STEEPER THAN 3:1	BARRIER/CHANNELIZING DEVICE	
4' TO 10'	LESS THAN 6"	ANY	NONE
		3:1 OR FLATTER	NONE
	6" TO 12"	STEEPER THAN 3:1	BARRIER/CHANNELIZING DEVICE

NOTE:

1. ON BORDERLINE CONDITIONS, THE ENGINEER SHOULD DETERMINE WHICH TREATMENT IS ADEQUATE FOR THE EXISTING CONDITIONS.

GENERAL NOTES:

1. THESE CONDITIONS AND TREATMENTS ARE ONLY PART OF THE TRAFFIC CONTROL SYSTEM AND SHOULD BE USED IN ADDITION TO THE PROPER WORK ZONE SIGNING.
2. THE FOLLOWING ARE ACCEPTABLE CHANNELIZING DEVICES:
 - A. VERTICAL PANEL
 - B. TYPE I OR TYPE II BARRICADE
 - C. PLASTIC DRUM
 - * D. CONE - WHERE APPLICABLE
 - E. TUBULAR MARKERS (MUTCD)

* IF CHANNELIZING DEVICES ARE REQUIRED TO REMAIN IN PLACE DURING NIGHTTIME HOURS, CONES SHALL BE A MINIMUM OF 36 INCHES HIGH.
3. WHERE BARRIER IS CALLED FOR, EITHER CONCRETE BARRIER (JERSEY SHAPE), STEEL BEAM GUARDRAIL OR OTHER FEDERAL HIGHWAY ADMINISTRATION (FHWA) APPROVED BARRIER MAY BE USED.

BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE OR PROTECTED WITH AN APPROVED END TREATMENT DESIGNED FOR THE POSTED SPEED LIMIT OF THE ROADWAY.
4. CHANNELIZING DEVICE SPACING ALONG A LONGITUDINAL DROP-OFF (TANGENT) SHALL BE AS FOLLOWS:

TANGENT - CHANNELIZING DEVICES SHALL BE SPACED "2S"
("S" IS THE POSTED SPEED LIMIT IN FEET) APART.
5. "LOW SHOULDER" (W8-9), "SHOULDER DROP OFF" (W8-9A) OR "UNEVEN LANES" (W8-11) SIGNS, WHEN USED, SHOULD BEGIN PRIOR TO THE DROP-OFF CONDITION AND SHOULD BE REPEATED EVERY 1500 FEET.
6. USE CHART "A" FOR DROP OFFS CREATED BY PROJECT ACTIVITIES.

OTHER STDS. REQUIRED: E-101, E-106, E-107, E-107A

REVISIONS AND CORRECTIONS

DEC. 8, 2008 - ORIGINAL APPROVAL DATE
JUN. 8, 2009 - MINOR REVISIONS

APPROVED

Kim S. Masluc
HIGHWAY, SAFETY & DESIGN ENGINEER
Rickie Stewart
DIRECTOR OF PROGRAM DEVELOPMENT
Mark D. Kistler
FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION ZONE
LONGITUDINAL DROP OFFS
FOR PAVING**



**STANDARD
E-108 A**