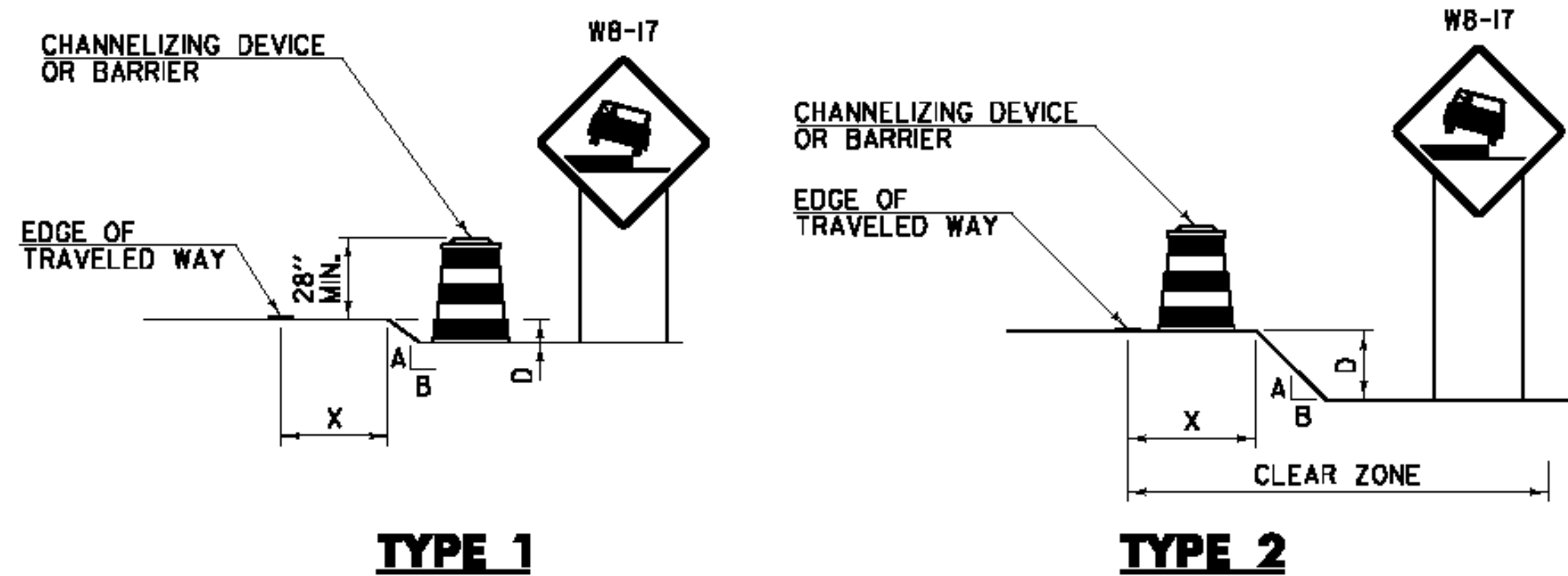
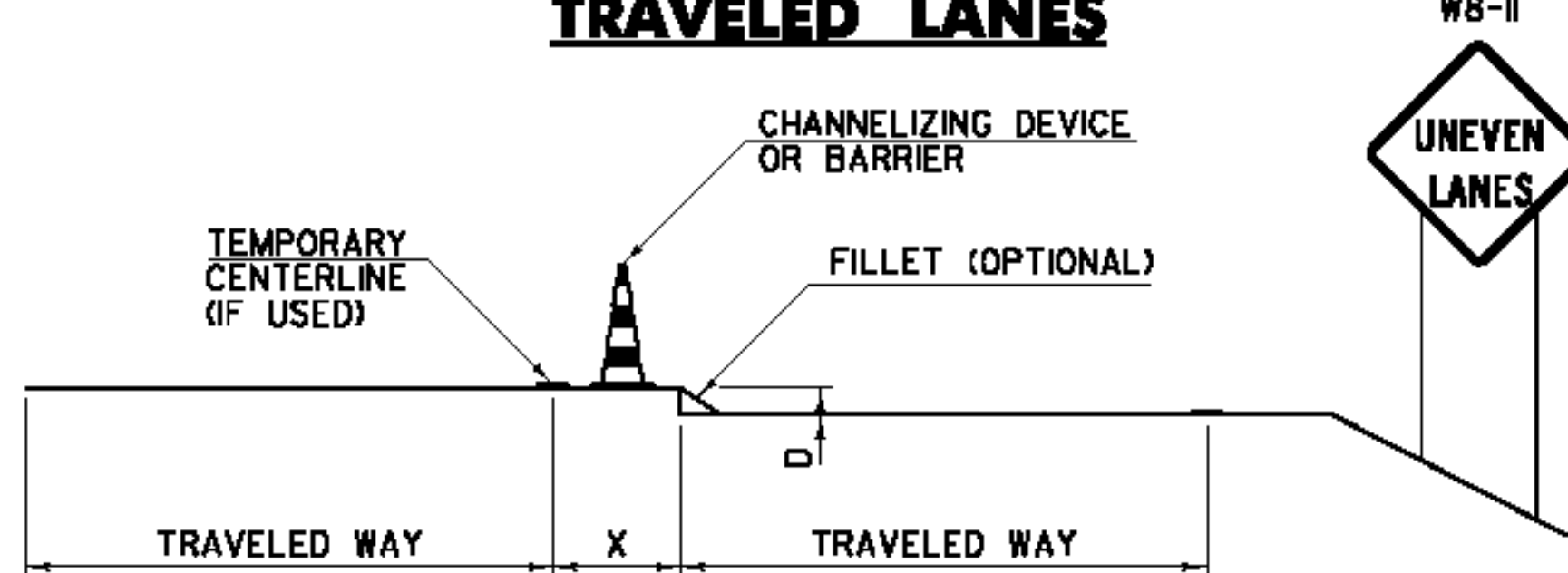


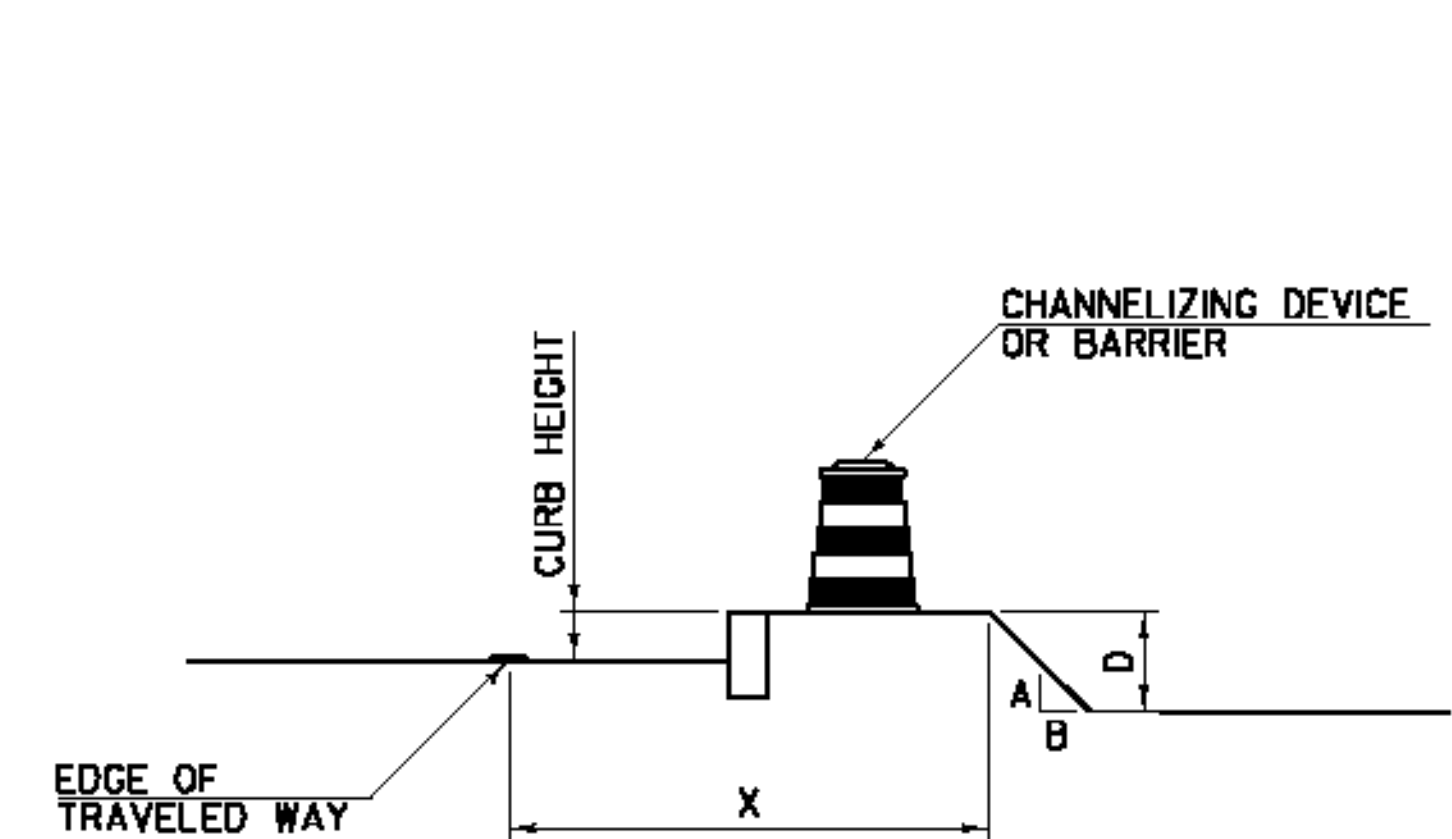
DROP-OFF ADJACENT TO TRAVELED WAY



DROP-OFF BETWEEN ADJACENT TRAVELED LANES



DROP-OFF BEYOND SHOULDER OR CURB



- NOTES:**
1. CHANNELIZING DEVICES OR BARRIER SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
 2. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.
 3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT, THEN "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS SHOULD BE INSTALLED.

- NOTES:**
1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT, THEN "UNEVEN LANES" (W8-11) SIGNS AND CHANNELIZING DEVICES SHOULD BE INSTALLED.
 2. IF REQUIRED, THE CHANNELIZING DEVICES USED SHOULD BE THOSE WHICH MAXIMIZE THE WIDTH OF THE TRAVELED LANE (I.E. CONES, VERTICAL PANELS OR TUBULAR MARKERS).
 3. A BITUMINOUS CONCRETE FILLET WITH A 1.5:1 SLOPE MAY BE USED IN PLACE OF CHANNELIZING DEVICES, HOWEVER THE "UNEVEN LANES" (W8-11) SIGNS SHOULD STILL BE INSTALLED.
 4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

- NOTES:**
1. USE CHART "A" FOR VERTICAL CURBS UNDER SIX INCHES, MOUNTABLE CURBS OR ROADWAYS WITH A POSTED SPEED ABOVE 40 MPH.
 2. USE CHART "B" FOR VERTICAL CURBS SIX INCHES OR GREATER.

**CHART "A"
ALL SPEEDS WITH NO CURB
OR MOUNTABLE CURB**

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

**CHART "B"
40 MPH OR LESS WITH VERTICAL CURB**

X (FEET)	DROP (D) (INCHES)	DEVICE REQUIRED
0-10'	LESS THAN OR EQUAL TO 12"	NONE
0-10'	GREATER THAN 12"	CHANNELIZING DEVICE
GREATER THAN 10'	ANY	NONE

- NOTES:**
1. THE MINIMUM CLEAR ZONE FOR FREEWAYS IS TO BE DETERMINED PER THE CURRENT AASHTO ROADSIDE DESIGN GUIDE. ALL OTHER HIGHWAYS WILL BE DETERMINED PER THE CURRENT "VERMONT STATE STANDARDS" BOOK.
 2. CHANNELIZING DEVICES MAY BE USED INSTEAD OF BARRIER FOR SHORT TERM OPERATIONS.
 3. 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 "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) COMPLIANT CHANNELIZING DEVICES:
 - A. VERTICAL PANEL
 - B. TYPE I OR TYPE II BARRICADE
 - C. PLASTIC DRUM
 - D. CONE - WHERE APPLICABLE
 - E. TUBULAR MARKERS

IF CHANNELIZING DEVICES ARE REQUIRED TO STAY IN PLACE DURING NIGHTTIME HOURS, THEY SHALL BE STABILIZED WHILE UNATTENDED IN ACCORDANCE WITH THE MUTCD.
 3. WHERE BARRIER IS NECESSARY, THE BARRIER SHALL BE TAPERED BEYOND THE CLEAR ZONE. WHEN THE BARRIER CANNOT BE TAPERED BEYOND THE CLEAR ZONE, A MUTCD COMPLIANT END TREATMENT SHALL BE USED. BARRIER AND END TREATMENT SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
 4. CHANNELIZING DEVICE SPACING ALONG A LONGITUDINAL DROP-OFF (TANGENT) SHALL BE AS FOLLOWS:
 - TANGENT - CHANNELIZING DEVICES SHALL BE SPACED "2S" ("S" IS EQUAL TO THE POSTED SPEED LIMIT IN FEET) APART.
 5. "LOW SHOULDER" (W8-9) AND "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS, WHEN USED, SHOULD BEGIN PRIOR TO THE DROP-OFF CONDITION AND SHOULD BE REPEATED EVERY 1500 FEET.

OTHER STDS. REQUIRED: T-1

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
[Signature]
HIGHWAY SAFETY & DESIGN ENGINEER
[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT
[Signature]
FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION ZONE
LONGITUDINAL DROP-OFFS**



**STANDARD
T-35**