



TYPICAL BUMP SIGNING
LONG TERM

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SPACING OF CHANNELIZING DEVICES (G) FEET	SPACING OF ADVANCE WARNING SIGNS (A) FEET	DECISION SIGHT DISTANCE FEET	TAPER LENGTH (L) FEET	SHIFTING TAPER (L/2) FEET	TYPICAL SHOULDER TAPER (L/3) FEET	BUFFER SPACE (B) FEET
0 - 30	25	100	550	200	100	75	200
35 - 40		325	700	325	175	125	305
45 - 50	50	600	900	600	300	200	425
55		750	1200	700	350	250	500
60 - 65		1000	1400	800	400	275	650
70 - 75		1200	1600	900	450	300	820

ALL DISTANCES BASED ON 12 FT LANE WIDTHS.

DESIGNER NOTES:

TYPICAL APPLICATION FOR REFERENCE ONLY, NOT TO BE INSERTED INTO PLAN.

1. INSERT SPACING CHART DISTANCES INTO LAYOUTS.
2. IF 48"x48" ADVANCE WARNING SIGNS WILL NOT FIT ON THE LEFT SIDE BECAUSE OF A NARROW MEDIAN (LESS THAN 6 FT.)
A. REDUCE THE LEFT SIDE SIGN SIZES TO 36"x36" OR
B. ELIMINATE THE LEFT SIDE SIGN SIGNING, USE AN ADDITIONAL "RIGHT LANE CLOSED" SIGN ON THE RIGHT, AND DISPLAY THE FLASHING ARROWBOARD ON THE SHOULDER.
3. WHEN USED, ADVISORY PLAQUES SHALL BE INSTALLED DIRECTLY BELOW OR ON THE LOWER SIDE NEAREST TRAFFIC SIDE OF SIGN(S).
4. THESE DEVICES MAY BE OMITTED WHEN THE POSTED SPEED LIMIT IS 40 MPH OR LESS.
5. USE ON TWO-LANE, TWO-WAY ROADWAYS.
6. USE ON MULTI-LANE ROADWAYS.
7. USE "DIP" WHEN DIP IS PRESENT.
8. USE "STEEL PLATE AHEAD" SIGN WHEN IS BUMP IS CAUSED BY A STEEL PLATE.
9. CONSIDER THE USE OF THE MOTORCYCLE ADVISORY PLAQUE (W8-15P) "STEEL PLATE AHEAD" SIGN WHEN IS BUMP IS CAUSED BY A STEEL PLATE.
10. USE "ROUGH ROAD" SIGNS WHEN MULTIPLE BUMPS ARE PRESENT.