### Sign Spacing, Device Spacing and Channelizing Taper Lengths

#### Taper Lengths and Spacing of Channelizing Devices

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Minimum Taper Lengths (L) for Lane Width (W)</th>
<th>Maximum Channelizer Spacing (LT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-35</td>
<td>205 255 245 35 40</td>
<td>Through taper Through work area</td>
</tr>
<tr>
<td>40-45</td>
<td>425 465 540 40 80</td>
<td></td>
</tr>
<tr>
<td>50-55</td>
<td>530 605 660 30 80</td>
<td></td>
</tr>
<tr>
<td>60-70</td>
<td>700 710 840 60 120</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Longitudinal Buffer Space (S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (MPH)</td>
</tr>
<tr>
<td>-------------</td>
</tr>
<tr>
<td>0-35</td>
</tr>
<tr>
<td>40-45</td>
</tr>
<tr>
<td>50-55</td>
</tr>
<tr>
<td>60-70</td>
</tr>
</tbody>
</table>

#### Sign Spacing (S) for Advance Sign Series (1) (2)

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Undivided Highways (FT)</th>
<th>Divided Highways (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-35</td>
<td>200</td>
<td>200</td>
</tr>
<tr>
<td>40-45</td>
<td>350</td>
<td>300</td>
</tr>
<tr>
<td>50-55</td>
<td>500</td>
<td>1000</td>
</tr>
<tr>
<td>60-70</td>
<td>1000</td>
<td>5A-1000</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SB-1500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>SC-2640</td>
</tr>
</tbody>
</table>

#### Notes:
- Dimensions in feet unless otherwise noted.
- Spacing between signs and spacing between last sign and flagger, beginning of taper, or signed condition.
- Spacings may be adjusted as necessary to meet field conditions.

### Traffic Control Devices

#### General Notes:
1. See standard plan $18.10 for details and items not shown.
2. Fencing signs shall be covered during working hours only if in conflict with traffic control plans.
3. No payment will be made for relocating, covering, uncovering or removing signs.
4. Cones allowed for daytime operations only.
5. Locate flashing arrow panel at beginning of taper when feasible. Arrow panels are always located behind channelizers or cones.

#### Traffic Control Legend
- △ Sign (single sided)
- □ Sign (double sided)
- □ Flagger
- △ Directional indicator panel case
- △ Channelizer
- △ Barricade
- △ Changeable message board
- △ Track mounted attenuator
- △ Flashing arrow
WORK BEYOND RIGHT SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

NOTES:
- Used for work that occurs off the roadway shoulder but within the clear zone, not to be used when work vehicles are parked along the shoulder even when the work is being performed off the shoulder.
- See TCP Sheet 1 for sign spacing and taper lengths.
- For divided roadways, signs shall be provided on left and right side of roadway with downstream sign being omitted.

SHOULDER WORK - UNDIVIDED ROADWAYS

NOTES:
- Used for work on shoulder or for work off shoulder with work vehicles parked on the shoulder.
- See TCP Sheet 1 for sign spacing and taper lengths.
RIGHT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

NOTES:
SEE TCP SHEET I FOR SIGN SPACING AND TAPER LENGTHS.

USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER WITH WORK VEHICLES PARKED ON THE SHOULDER OF A HIGH SPEED ROADWAY.

RIGHT SHOULDER WORK - MULTI-LANE FREeways WITH MEDIAN BARRIER

NOTES:
SEE TCP SHEET I FOR SIGN SPACING AND TAPER LENGTHS.
LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER
WITH WORK VEHICLES PARKED ON THE SHOULDER OF A HIGH SPEED ROADWAY.

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

ONE-LANE TWO-WAY OPERATION WITH FLAGGERS

A MINIMUM OF TWO FLAGGERS WILL BE REQUIRED TO DIRECT TRAFFIC.
ADDITIONAL FLAGGERS MAY BE REQUIRED WHEN WORKING AT INTERSECTING
STREETS OR RAMPS AS DIRECTED BY THE ENGINEER. NO DIRECT PAYMENT
WILL BE MADE FOR FLAGGERS.

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
SINGLE LANE CLOSURE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

PARTIAL RAMP CLOSURE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
**ENTRANCE RAMP AREA**

**MAINLINE WORK**

**NOTES:**

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

1. SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.

2. THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORIST ON THE RAMP.

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**ENTRANCE RAMP AREA**

**ACCELERATION LANE WORK**

**NOTES:**

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

1. SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.

2. SIGN SHOULD BE PLACED ON THE RAMP TO PROVIDE ADEQUATE VISIBILITY OF MAINLINE TRAFFIC.

3. THE LOCATION OF THE SIGN SEQUENCE AND MERGE TAPER SHOULD BE ADJUSTED SO THAT THE ARROW PANEL LOCATION IS NOT CONFUSING TO MOTORIST ON THE RAMP.

4. CHANNELIZER SPACING AT 30'.
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
(1) SIGN ONLY REQUIRED WHEN RAMP WIDTH IS REDUCED.
(2) CHANNELIZER SPACING AT 50'.
RAMP CLOSURE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.
(1) CHANNELIZER SPACING AT 50'.
NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

DOUBLE LANE CLOSURE

NOTES:
SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

INTERIOR LANE CLOSURE