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

<table>
<thead>
<tr>
<th>TAPER LENGTHS AND SPACING OF CHANNELIZING DEVICES</th>
<th>MINIMUM TAPER LENGTHS (L) FOR LANE WIDTHS (W)</th>
<th>MAXIMUM CHANNELIZER SPACING (T)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SPEED MPH</td>
<td>10 FT</td>
<td>11 FT</td>
</tr>
<tr>
<td>0-35</td>
<td>205</td>
<td>225</td>
</tr>
<tr>
<td>40-45</td>
<td>350</td>
<td>360</td>
</tr>
<tr>
<td>50-55</td>
<td>450</td>
<td>460</td>
</tr>
<tr>
<td>60-70</td>
<td>550</td>
<td>560</td>
</tr>
</tbody>
</table>

**LONGITUDINAL BUFFER SPACE (B)**

<table>
<thead>
<tr>
<th>SPEED MPH</th>
<th>BUFFER SPACE (FEET)</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-35</td>
<td>200</td>
</tr>
<tr>
<td>40-45</td>
<td>400</td>
</tr>
<tr>
<td>50-55</td>
<td>500</td>
</tr>
<tr>
<td>60-70</td>
<td>840</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>300-1500</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50-2640</td>
</tr>
</tbody>
</table>

**TAPER LENGTH (L):**

- L = 3 ft for 40 MPH or more
- L = 2 ft for 35 MPH or less
- L = 1 ft for shoulder taper use

**WHERE:**

- L = TAPER LENGTH IN FEET
- W = LATERAL SHIFT IN FEET
- S = POSTED SPEED IN MPH

**NOTES:**

- DIMENSIONS IN FEET UNLESS OTHERWISE NOTED.
- [1] SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER, BEGINNING OF TAPER, OR SIGNED CONDITION.
- [2] 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. EXISTING SIGNS SHALL BE COVERED DURING WORKING HOURS ONLY IF IN CONFLICT WITH TRAFFIC CONTROL PLANS.
3. NO DIRECT PAYMENT WILL BE MADE FOR RELOCATING, COVERING, UNCOVERING OR REMOVING SIGNS.
4. CONES ALLOWABLE 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 BARRICADE
- ▲ CHANNELER
- ▲ BARRICADE
- ▲ CHANGABLE MESSAGE BOARD
- ▲ TRACK MOUNTED ATTENUTOR
- ▲ 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.

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 1 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 1 FOR SIGN SPACING AND TAPER LENGTHS.
LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

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

ONE-LANE TWO-WAY OPERATION WITH 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.
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.

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) 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'.

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) CHANNELIZER SPACING AT 50'.
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

INTERIOR LANE CLOSURE

NOTES:

SEE TCP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.