SIGN SPACING FOR ADVANCE SIGN SERIES (1) (2)

NOTES:
(1) SPACING BETWEEN SIGNS AND SPACING BETWEEN LAST SIGN AND FLAGGER.
BEGINNING OF TAPER, OF SIGN CONDITION.
(2) SPACINGS MAY BE ADJUSTED AS NECESSARY TO MEET FIELD CONDITIONS AND VISIBILITY.
(3) TAPER LENGTHS SHOWN INCLUDE LENGTH REQUIRED FOR LINE AND 10' SHOULDER.
(4) CONCRETE BARRIER MAY BE INSTALLED AT THE END FLAP RATE FROM THE
SHOULDER POINT TO THE LIMITS OF THE CLEAR ZONE WHERE TEN SIDE SLIDE
IS 611 OR FLATTER.

TAPE LENGTHS AND END TREATMENTS FOR CONCRETE BARRIER

PERMANENT POSTED SPEED

MINIMUM LINE TAPER LENGTH (1)

END TREATMENT (4)

MPH 10' 11' 12' 13' 14'

<40 100 140 176 BARRIER HEIGHT TRANSITION

40-70 160 168 350 APPROVED CRASH CUSHION

TAPE LENGTHS AND SPACING FOR CHANNELIZERS

PERMANENT POSTED SPEED

MINIMUM LINE TAPER LENGTH (1)

MINIMUM SHOULDER TAPER LENGTH (1)

BUFFER LENGTH FT. (B)

MAXIMUM CHANNELIZER SPACING

MPH 10' 11' 12' 13' 14'

<40 190 220 245 170 400 125 40 40 40

40-45 250 290 540 150 400 50 80

40-55 550 605 660 185 560 50 80

50-70 700 770 840 235 840 60 120

- SPACING REDUCED TO 1/2 AT INTERSECTIONS.
- SPACING MAY BE REDUCED TO 1/2 AT INTERSECTIONS.

TRAFFIC CONTROL LEGEND

SIGN (SINGLE SIDED)
SIGN (DOUBLE SIDED)
FLAGGER
CONE
CHANNELIZER
DIRECTIONAL INDICATOR BARRICADE
TUBULAR MARKER
MOVABLE BARRICADE (PLAN VIEW)
CHANGEABLE MESSAGE BOARD
TRAFFIC BARRIER (PLAN VIEW)
HIGH-LEVEL WARNING DEVICE (FLAG TREE)
SHORT-TERM OR LONG-TERM RUMBLE STRIPS
WORK BEYOND RIGHT SHOULDER - UNDIVIDED OR DIVIDED ROADWAYS

NOTES:
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:
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.

Used for work on shoulder or for work off shoulder with work vehicles parked on the shoulder of a high speed roadway.

Only used for 5x or more lane freeways with narrow left shoulder adjacent to concrete median barrier.
LEFT SHOULDER WORK - HIGH SPEED DIVIDED ROADWAYS

NOTES:

SEE TOP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

ONE-LANE TWO-WAY OPERATION WITH FLAGGERS

NOTES:

SEE TOP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

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.

TEMPORARY TRAFFIC CONTROL SHEET
LEFT SHOULDER WORK
ONE-LANE TWO-WAY OPERATION W/ FLAGGERS

SHEET 4 OF 7
NOTES:
SEE TOP SHEET 1 FOR SIGN SPACING AND TAPE LENGTHS.

SINGLE LANE CLOSURE

PARTIAL RAMP CLOSURE

NOTES:
SEE TOP SHEET 1 FOR SIGN SPACING AND TAPE 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

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°.
EXIT RAMP AREA
DECELERATION LANE WORK

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

EXIT RAMP AREA
MAINLINE WORK

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