### PERMANENT POSTED SPEED

<table>
<thead>
<tr>
<th>SPEED</th>
<th>UNDIVIDED HIGHWAYS (5)</th>
<th>DIVIDED HIGHWAYS (5)</th>
</tr>
</thead>
<tbody>
<tr>
<td>&lt;35</td>
<td>200'</td>
<td>200'</td>
</tr>
<tr>
<td>40-45</td>
<td>350'</td>
<td>500'</td>
</tr>
<tr>
<td>50-55</td>
<td>500'</td>
<td>1000'</td>
</tr>
<tr>
<td>60+</td>
<td>1000'</td>
<td>5A - 1000' 5B - 1500' 5C - 2400'</td>
</tr>
</tbody>
</table>

### NOTES:

1. Spacing between signs and spacing between last sign and flagger.
2. Beginning of taper, or sign condition.
3. Taper lengths shown include length required for lane and 10' shoulder.
4. Concrete barrier may be installed at and 1/4 flared rate from the shoulder point to the limits of the clear zone where ten side slope is 6:1 or flatter.

### TAPER LENGTHS AND END TREATMENTS FOR CONCRETE BARRIER

<table>
<thead>
<tr>
<th>PERMANENT POSTED SPEED</th>
<th>MINIMUM LANE TAPER LENGTH (13)</th>
<th>END TREATMENT (14)</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPH</td>
<td>10' 11' 12'</td>
<td>BARRIERS/HEIGHT TRANSITION</td>
</tr>
<tr>
<td>&lt;40</td>
<td>160' 162' 170'</td>
<td>APPROVED CRASH CUSHION</td>
</tr>
<tr>
<td>40-40</td>
<td>160' 162' 170'</td>
<td></td>
</tr>
</tbody>
</table>

### TAPER LENGTHS AND SPACING FOR CHANNELIZERS

<table>
<thead>
<tr>
<th>PERMANENT POSTED SPEED</th>
<th>MINIMUM LANE TAPER LENGTH (15</th>
<th>12)</th>
<th>MINIMUM SHOULDER TAPER LENGTH (11)</th>
<th>BUFFER LENGTH FT. (B)</th>
<th>MAXIMUM CHANNELIZER SPACINGS</th>
</tr>
</thead>
<tbody>
<tr>
<td>MPH</td>
<td>10' 11' 12'</td>
<td>BASED ON 10' SHOULDER</td>
<td>70</td>
<td>400'</td>
<td>40'</td>
</tr>
<tr>
<td>2-35</td>
<td>250' 268' 285'</td>
<td></td>
<td>70</td>
<td>400'</td>
<td>40'</td>
</tr>
<tr>
<td>40-45</td>
<td>350' 367' 385'</td>
<td></td>
<td>150'</td>
<td>500'</td>
<td>40'</td>
</tr>
<tr>
<td>50-55</td>
<td>450' 465' 480'</td>
<td></td>
<td>150'</td>
<td>500'</td>
<td>40'</td>
</tr>
<tr>
<td>60-70</td>
<td>700' 710' 740'</td>
<td></td>
<td>255'</td>
<td>840'</td>
<td>60'</td>
</tr>
</tbody>
</table>

### TRAFFIC CONTROL LEGEND

- **S**ign (Single Sided)
- **M**ain (Double Sided)
- P**lagger**
- C**one**
- C**hannelizer**
- D**irectional Indicator Barricade**
- T**ubular Marker**
- M**ovable Barricade** (Plan View)
- C**hangeable Message Board**
- T**raffic Barrier (Plan View)**
- T**raffic Barrier (Section View)**
- H**igh-Level Warning Device (Flag Tree)**
- S**hort - Term or Long - Term Rumble Strips**
- W**ork Space**
- A**dvance Warning Rail System**
- F**lashing Arrow Panel**
- F**lashing Electric Light**
- I**mpact Attenuator Array (Sand Barrels)**
- M**ovable Barricade (Side View)**
- O**bject Marker - Type 1**
- O**bject Marker - Type 2**
- O**bject Marker - Type 3**
- L**uminaire**
- T**raffic or Pedestrian Signal**

### ROADWAY TYPE

<table>
<thead>
<tr>
<th>TYPE</th>
<th>SIGN</th>
<th>MAX. WORK ZONE LENGTH (L)</th>
</tr>
</thead>
<tbody>
<tr>
<td>URBAN</td>
<td>1 PORTABLE 7' POST</td>
<td>1 MILE</td>
</tr>
<tr>
<td>RURAL DIVIDED</td>
<td>1 PORTABLE 7' POST</td>
<td>2 MILE</td>
</tr>
<tr>
<td>RURAL UNDIVIDED</td>
<td>1 PORTABLE 5' POST</td>
<td>3 MILE</td>
</tr>
</tbody>
</table>

**Notes:**
- Spacing reduced to 1/2 at intersections.
- Spacing may be reduced to 1/2 at intersections.
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.

USED FOR WORK ON SHOULDER OR FOR WORK OFF SHOULDER WITH WORK VEHICLES PARKED ON THE SHOULDER.

TEMPORARY TRAFFIC CONTROL SHEET
WORK BEYOND SHOULDER
SHOULDER WORK
SHEET 2 OF 7
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 PARKEO 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 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.
NOTES:
SEE TOP SHEET 1 FOR SIGN SPACING AND TAPER LENGTHS.

SINGLE LANE CLOSURE

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

PARTIAL RAMP CLOSURE
NOTES:

SEE TOP 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.

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
MAINLINE WORK

ENTRANCE RAMP AREA
ACCELERATION 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'.