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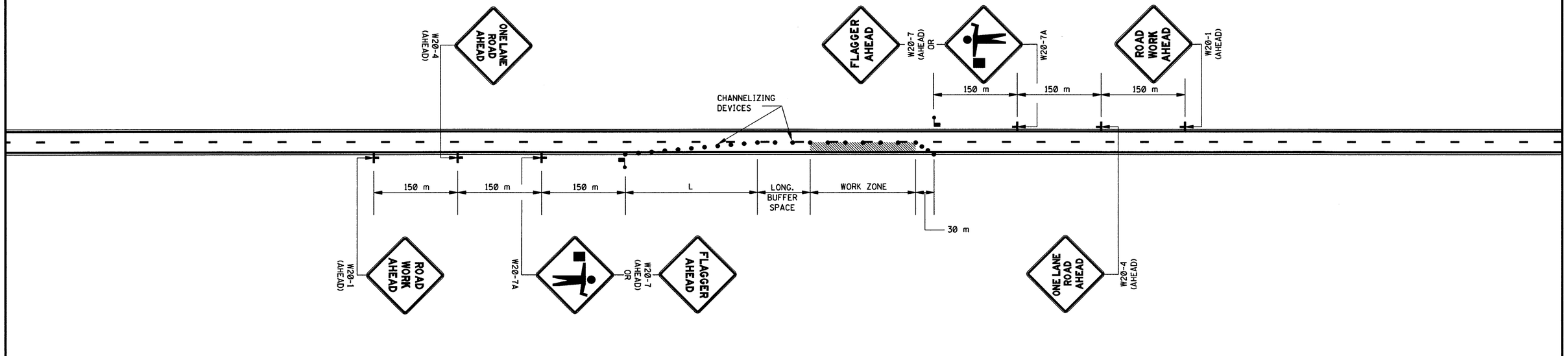

LEGEND

- FLAGGER
- CHANNELIZING DEVICES

GENERAL NOTES:

1. THE LOCATION OF CHANNELIZING DEVICES AND THE WORK AREA LAYOUT SHALL BE BASED ON THE CRITERIA IN THE FOLLOWING TABLE:

POSTED SPEED AND/OR DESIGN SPEED		MAXIMUM CHANNELIZING DEVICE SPACING (m)		MINIMUM LONGITUDINAL BUFFER SPACE (m)	TAPER † RATES
		TAPER	ALONG LANE LINE & WORK ZONE		
mph	km/h				
≤40	60	11	22	45	24:1
45	70	13	26	65	42:1
50	80	15	30	85	48:1
55	90	17	34	105	54:1
60 & 65	100	19	38	135	60:1
70	110	21	42	170	66:1

† NOTE: TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
L = 0.6WS FOR SPEEDS OF 70 km/h OR GREATER
L = $WS^2/155$ FOR SPEEDS OF 60 km/h OR LESS
WHERE: L = MINIMUM LENGTH OF TAPER IN METERS
W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN METERS
S = DESIGN SPEED OR 85TH PERCENTILE SPEED IN KILOMETERS PER HOUR

2. ALL CHANNELIZING DEVICES SHALL BE A MINIMUM OF 600 mm IN HEIGHT.
3. ALL TRAFFIC CONTROL ITEMS SHOWN ON THIS SHEET WILL NOT BE MEASURED FOR SEPARATE PAYMENT. THIS WORK IS TO BE INCLUDED IN THE PRICE BID FOR MAINTENANCE OF TRAFFIC.
4. DIAMOND SHAPED TRAFFIC CONTROL SIGNS SHALL BE A MINIMUM OF 1200 X 1200.
5. WHEN THERE IS NO EXISTING HAZARD OR AT THE END OF THE WORK DAY, ALL SIGNS SHALL BE COVERED OR REMOVED AND ALL CHANNELIZING DEVICES SHALL BE MOVED TO THE SHOULDER EDGE.
6. WHERE THE WORK ZONE IS STATIONARY, THE W20-7 (500 FT.) SIGN OR THE W20-7A SIGN TOGETHER WITH THE W20-7 (500 FT.) SUPPLEMENTAL PLATE SHOULD BE USED TO INDICATE THE DISTANCE TO THE FLAGGER.

ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.

BY
REVISION
DATE

MISSISSIPPI DEPARTMENT OF TRANSPORTATION
ROADWAY DESIGN DIVISION
STANDARD PLAN

TRAFFIC CONTROL PLAN WITH FLAGGER
(ONE-LANE CLOSURE OF TWO-WAY TRAFFIC)

METRIC

WORKING NUMBER
TCP-1

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SHEET NUMBER
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