GENERAL NOTES

1. Unless otherwise specified, channelizing devices shall be spaced as shown on Standard Drawing E 801-TCLG-01.

2. Reflectorized bands may be omitted from cones for lane closures during daylight hours.

3. For vertical panels greater than 3 ft in height, the width of the stripes shall be 6 in.

4. Vertical panels used on an expressway or a freeway shall have a minimum reflective panel area of 270 in². Other roadways with a posted speed limit of 50 mph or greater shall also have a minimum reflective panel area of 270 in².

5. Cones shall have a minimum height of 2'-4" when used at night.

6. The maximum distance between the edges of adjacent reflective sheeting strips shall be 2 in.

7. Panel and direction indicator barricades and supports shall meet NCHRP 350 crash evaluation criteria.

8. Minimum flexible tubular marker base area shall be 0.3 ft².

9. It is not necessary to delineate a drop-off of 3 in. or less adjacent to active travel lanes. Where channelizing devices are used to delineate drop-offs of 3 in. or less adjacent to active travel lanes, at least 33 in. of the device shall be above the adjoining pavement surface. Where channelizing devices are used to delineate a drop-off greater than 3 in. adjacent to active travel lanes, at least 27 in. of the device shall be above the adjoining pavement surface. In no case shall more than 9 in. of the device be below the adjoining pavement surface.

10. The proper orientation in respect to approaching vehicular traffic shall be maintained on vertical panels. Drums are the preferred channelizing device in a tight radius curve.

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LEGEND

Ø - Device may be used in tangent set-ups.

X - Device may be used in taper or transition set-ups.

X - Devices may be used in two-way traffic set-ups to divide opposing lanes of traffic.

● - Device may be used to divide two or more lanes of traffic in the same direction.

○ - Device may be used to replace barricades and drums where space is limited.

○ - Device may be used to delineate edge of pavement drop-off where space is limited.
L - Minimum length of taper in feet.
S - Posted speed limit prior to the construction zone in mph.
W - Width of offset in feet.

<table>
<thead>
<tr>
<th>S</th>
<th>W = 9</th>
<th>W = 10</th>
<th>W = 11</th>
<th>W = 12</th>
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</thead>
<tbody>
<tr>
<td>MPH</td>
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<td>20</td>
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<tr>
<td>35 &amp; 40</td>
<td>180 &amp; 240</td>
<td>200 &amp; 270</td>
<td>220 &amp; 300</td>
<td>250 &amp; 320</td>
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<tr>
<td>65</td>
<td>590</td>
<td>650</td>
<td>720</td>
<td>780</td>
</tr>
</tbody>
</table>

The values of L for speeds of 45 mph or greater are based on the equation L = W x S. The values for speeds of less than 40 mph or lower are based on the equation L = W x S^2/60.

For both equations, L and W are in feet and S is in mph. These equations are taken from the MUTCD. The taper lengths used in the field, may be either the values provided in the table or calculated values from the equations. For offset widths other than those used in the table, the taper lengths shall be calculated based on the equations.
General Notes

1. Barricades, lights, signs, and supports shall meet NCHRP 350 crash evaluation criteria.
2. The Detour Arrow sign shall be used only when a detour route has been signed.

Type III Barricade

Ground line or paving surface.

6.0-6.5 ft.

8" height rails (typ.)

R11-4

ROAD CLOSED TO
THRU TRAFFIC

DETOUR

X344-10 (when required)

INDIANA DEPARTMENT OF TRANSPORTATION

TYPE III BARRICADE

SEPTEMBER 2002

STANDARD DRAWING NO. E 801-TCDV-94

DESIGNER: Richard L. Visscher
STATE: IN

SIGNATURE:

DATE: 9/1/02
NOTES:


2. Signs, lights, and supports shall satisfy NCHRP 350 crash evaluation criteria.

3. An advisory speed plaque, required to be placed with another construction sign, may be mounted on the post closest to the roadway at a height not less than 4 ft above the edge of pavement adjacent to the sign. The bottom of the construction warning sign shall not be lower than the top of the advisory speed plaque.

4. Type A warning light required on all construction signs.

5. In urban area or on Interstate route, mounting height shall not be less than 7 ft.

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**INDIANA DEPARTMENT OF TRANSPORTATION**

**TYPICAL CONSTRUCTION SIGNS MOUNTING**

**SEPTEMBER 2002**

**STANDARD DRAWING NO. E 801-TCDV-05**

**DETAILS PLACED IN THIS FORMAT** 09/04/12

/\ Richard L. VanCleave 09/04/12

SUPERVISOR, ROADWAY STANDARDS DATE

/\ Mark A. Miller 09/04/12

CHIEF ENGINEER DATE
GENERAL NOTES

1. The Detour Arrow sign shall be used only when a detour route has been signed.

2. Barricades shall be supported on driven posts in areas outside of the pavement or sidewalk, where side slopes are 3 to 1 or flatter.

3. See standard drawing E 801-TCDV-04 for sign use and mounting information.

4. Barricades and supports shall meet NHARP 330 crash evaluation criteria.

5. See Note 4 on Standard Drawing E 801-TCSN-11 for post depth.
GENERAL NOTES

1. The Detour Arrow sign shall be used only when a detour route has been aligned.

2. Barricades shall be supported on driven posts in areas outside of the pavement or sidewalk, where side slopes are 3 to 1 or flatter.

3. See standard drawing E 801-TCODA-04 for sign use and mounting information.

4. Barricades and supports shall meet NCHRP 350 crash evaluation criteria.

5. See Note 5 on Standard Drawing E 801-TCDN-11 for post depth.

ELEVATION

TYPICAL APPLICATIONS OF TYPE III BARRICADES
ROAD CLOSED TO ALL TRAFFIC
GENERAL NOTES

1. The spacer thickness shall be 1/4 in. less than the gap between the posts when positioned in the unbolted configuration.

2. The exterior bolt, spacer, washer, and nut shall be installed in a predrilled hole within the first 2 in. of the end of the lapped post section.

3. The interior bolt, spacer, washer, and nut shall be installed in a predrilled hole within the first 2 in. of the exterior bolts. The maximum spacing between the interior bolts shall be 1-8. If the length of the post lap is increased such that this 1-8 maximum is exceeded, then additional interior bolts shall be installed such that the maximum space between adjacent interior bolts does not exceed the 1-8 limit.

4. The driven post shall always be mounted in front of the upper post with respect to adjacent oncoming traffic, regardless of the direction the sign is facing.

5. The bolts shown shall be 1/8" x 2".

U CHANNEL STEEL POST SPlice Detail

INDIANA DEPARTMENT OF TRANSPORTATION

U CHANNEL STEEL
POST SPlice DETAIL
SEPTEMBER 2000
STANDARD DRAWING NO. E 801-TCDV-08

No. 9750
FOWLER BROS.

S. K. Steiner

K. K. Leoni

9-02-02
9-02-02
1. If not trailer mounted, signs and supports shall satisfy NCHRP 350 crash evaluation criteria.


3. Advance warning sign speed limit shall match that on the worksite speed limit sign.

4. The worksite speed limit shall be at least 10 mph below the posted speed limit for the roadway under construction.

5. Sign series shown is for freeway or expressway application.

INDIANA DEPARTMENT OF TRANSPORTATION
WORKSITE SPEED LIMIT SIGN ASSEMBLY
FOR INTERMITTENT USE
(When Workers Present)
SEPTEMBER 2012
STANDARD DRAWING NO. E 801-TCDV-10

/s/ Richard L. VanCleave 09/04/12
SUPERVISOR, ROADWAY STANDARDS

/s/ Mark A. Miller 09/04/12
CHIEF ENGINEER

NOTES:

- Reduced speed advance warning sign assembly
- Worksite speed limit sign assembly

See Standard Drawing 801-TCDV-05 for lateral and vertical placement.

When Workers Present:

1. If not trailer mounted, signs and supports shall satisfy NCHRP 350 crash evaluation criteria.


3. Advance warning sign speed limit shall match that on the worksite speed limit sign.

4. The worksite speed limit shall be at least 10 mph below the posted speed limit for the roadway under construction.

5. Sign series shown is for freeway or expressway application.
1. If not trailer mounted, signs and supports shall satisfy NCHRP 350 crash evaluation criteria.


3. Advance warning sign speed limit shall match that on worksite speed limit sign.

4. The worksite speed limit shall be at least 10 mph below the posted speed limit for the roadway under construction.

5. Sign series shown is for freeway or expressway application.

NOTES:

INDIANA DEPARTMENT OF TRANSPORTATION
WORKSITE SPEED LIMIT
SIGN ASSEMBLY
(For Continuous Use)
SEPTEMBER 2012

STANDARD DRAWING NO. E 801-TCDV-11

/s/ Richard L. VanCleave 09/04/12
SUPERVISOR, ROADWAY STANDARDS DATE

/s/ Mark A. Miller 09/04/12
CHIEF ENGINEER DATE
NOTES:

1. Worksite speed limit sign assemblies shall be placed on both sides of the roadway only where all travel lanes approaching the construction site are open to traffic traveling in the same direction.

2. Worksite speed limit sign assemblies shall be placed 500 ft beyond each crossroad or the last entrance ramp for each interchange, at 2-mile intervals throughout the worksite, or adjacent to the existing normal speed limit signs.

3. See Standard Drawings E 801-TCDV-10 and -11 for additional notes on assembly requirements.

4. For a rural Interstate route application, a truck speed limit sign shall be used and placed immediately to the right of the normal speed limit sign.