GENERAL NOTES:

1. Unless otherwise specified, channelizing devices shall be spaced as shown on Standard Drawing E-801-TCDV-12.

2. All channelizing devices shall meet NCHRP 350 or MASH crash evaluation criteria.

3. 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 and a Type C warning light shall be attached to the top of the device (on the pavement side). In no case shall more than 9 in. of the device be below the adjoining pavement surface.

4. The proper orientation in respect to approaching vehicular traffic shall be maintained on channelizing devices. Drums are the preferred channelizing device in a tight radius curve and at intersections.

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LEGEND

- Device may be used in tangent set-ups.
- Device may be used in two-way traffic set-ups to divide opposing lanes of traffic.
- Device may be used to delineate edge of pavement drop-off where space is limited.
- Device may be used to replace barricades and drums where space is limited.
- Device may be used in tangent set-ups.
- Device may be used in tangent set-ups.

Indiana Department of Transportation
INDEX SHEET
TRAFFIC CONTROL DEVICES
SEPTEMBER 2016

STANDARD DRAWING NO. E 801-TCDV-01

/s/ David H. Boruff 06/25/15
DESIGN STANDARDS ENGINEER  DATE
/s/ Mark A. Miller 07/02/15
CHIEF ENGINEER  DATE

DAVID H. BORUFF
PROFESSIONAL ENGINEER
No. 60900348
STATE OF INDIANA
VERTICAL PANEL

Use: O O O X

PLACEMENT OF CHANNELIZING DEVICES

CONVE

Use: O X O X

DIRECTION INDICATOR BARRICADE

Use: X

FLEXIBLE TUBULAR MARKER

Use: O O O X

NOTES:

1. For additional notes and legends see Standard Drawing E 801-TCLG-01 or E 801-TCDV-01.

2. A Type C warning light will be required on tapers where there is a reduction in the number of lanes and a flashing arrow sign is used.

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

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

5. Vertical panels used on an expressway or freeway shall have a minimum reflective panel area of 270 sq. in. Other roadways with a posted speed limit of 50 mph or greater shall have a minimum reflective panel area of 270 sq. in. as well.

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

7. Minimum flexible tubular marker base area shall be 0.3 sq. ft.

W = White Reflective Sheeting

O = Orange Reflective Sheeting
### MERGING TAPER

<table>
<thead>
<tr>
<th>S</th>
<th>MPH</th>
<th>W = 9</th>
<th>W = 10</th>
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<td>295</td>
<td>325</td>
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<td>385</td>
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</tr>
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</table>

For W not shown in the table, L = W x S²/60 for a speed of 40 mph or lower.

### SHIFTING TAPER

<table>
<thead>
<tr>
<th>S</th>
<th>MPH</th>
<th>W = 9</th>
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<td>325</td>
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<td>390</td>
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</table>

For W not shown in the table, L is one half that required for a merging taper.

A shifting taper preceded by lane closure taper shall be separated by a tangent section equal to or greater than the length of the shifting taper.

**NOTE:**

1. The taper lengths used may be either of the values provided in the table, or the value calculated from the equation.

**LEGEND**

- **L**: Minimum length of taper in feet.
- **S**: Posted speed limit prior to the construction zone in mph.
- **W**: Width of lane or shift in feet.

**INDIANA DEPARTMENT OF TRANSPORTATION**

**MERGING OR SHIFTING TAPER**

**SEPTEMBER 2016**

**STANDARD DRAWING NO.** E 801-TCDV-03
NOTES:

1. Barricade lights, signs, and supports shall meet NCHRP 350 or MASH crash evaluation criteria.

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

3. The sign assembly must be above the Type III barricade.

**INDIANA DEPARTMENT OF TRANSPORTATION**

**SEPTEMBER 2016**

**TYPE III BARRICADE**

**ROAD CLOSURE SIGN ASSEMBLY**

**STANDARD DRAWING NO. E 801-TCDV-04**

/s/ David H. Boruff 06/25/15
DESIGN STANDARDS ENGINEER  DATE

/s/ Mark A. Miller 07/02/15
CHIEF ENGINEER  DATE
NOTES:


2. Signs, lights, and supports shall satisfy NCHRP 350 or MASH 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.

6. When signs are placed on sidewalk, a 4 ft useable width must be maintained. No part of the sign or support that is less than 7 ft in height may protrude more than 4 in. into the 4 ft useable sidewalk width.
NOTES:

1. The Detour Arrow sign shall be used only when a detour route has been signed.
3. Barricades and supports shall meet NCHRP 350 or MASH crash evaluation criteria.
4. The R11-3a ("ROAD CLOSED/LOCAL TRAFFIC ONLY") or R11-3b ("BRIDGE CLOSED/LOCAL TRAFFIC ONLY") sign may be substituted for the R11-4 signs as directed on the plans or by the engineer.

TYPICAL APPLICATIONS OF TYPE III BARRICADES
"ROAD CLOSED TO THRU TRAFFIC"
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.


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

5. See Note 5 on Standard Drawing 801-TCSN-07 for post depth.

6. The Legend of the R11-2 may be modified to "BRIDGE CLOSED" as indicated on the plans or directed by the engineer.
NOTES:

1. The spacer thickness shall be 1/16 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 prepunched 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 prepunched hole within the first 2 in. of the exterior bolts. The maximum spacing between the interior bolts shall be 1'-6". If the length of the post lap is increased such that this 1'-6" maximum is exceeded, then additional interior bolts shall be installed such that the maximum space between adjacent interior bolts does not exceed the 1'-6" limit.

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

The bolts shown shall be 5/16" Ø x 2".

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

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

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

TEMPORARY BUZZ STRIPS

SEPTEMBER 2016

STANDARD DRAWING NO. E 801-TCDV-09

SECTION F-F

60900348

STATE OF

No.

STATE OF

6/25/15

DESIGN STANDARDS ENGINEER

DATE

David H. Boruff

06/25/15

CHIEF ENGINEER

DATE

Mark A. Miller

07/02/15

CHIEF ENGINEER

DATE

7'-4"

1/4"

Edge of Pavement

Direction of Traffic

Pavement Width

80' 150' 80' 150' 800' 800'

Taper

Flashing Arrow Sign

Allowable Buzz Strip Material

8" (Typ.)

8" (Typ.)

80'
NOTES:
1. If not trailer mounted, signs and supports shall satisfy NCHRP 350 or MASH crash evaluation criteria.
3. Advance warning signs 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:
1. If not trailer mounted, signs and supports shall satisfy NCHRP 350 or MASH crash evaluation criteria.
3. Advance warning signs 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.
1. Worksite speed limit sign assemblies shall be placed on both sides of the directional lanes when multiple lanes traveling in the same direction are open to traffic. For undivided roadways, or on roadways where a single lane is open in one direction, assemblies are required on only one side of the roadway.

2. Assembly spacing may be reduced using Distance B from Table 6C-1 of the IMUTCD for Urban and Rural Roadways.

3. 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.

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.