NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-07 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE.

3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. THIS PLAN CAN APPLY TO ROADWAYS WITH OR WITHOUT A CENTERLINE MARKING.

5. THE W1-3L SIGN SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 30 MPH OR LESS. THE W1-4L SIGN SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 35 MPH OR ABOVE. WORK ZONE SPEED LIMIT REDUCTIONS SHALL BE IMPLEMENTED ONLY WITH APPROVAL OF THE ACHD TRAFFIC ENGINEER.
NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER, AND BUFFER LENGTHS. SIGN SPACINGS MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (DRIVEWAYS, SIDE STREETS, ETC.).

3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. THIS PLAN CAN APPLY TO ROADWAYS WITH OR WITHOUT A CENTERLINE MARKING.

**LEGEND**
- Delineator
- Arrow Board
- Flagger
- Baricade
- Traffic Direction
- Variable Message Sign

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT (MPH)</th>
<th>SHIFT TAPER LENGTH (L)</th>
<th>DELINEATOR SPACING (TAPER/TAIL)</th>
<th>SIGN SPACING</th>
<th>BUFFER LENGTH</th>
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</table>
NOTES
1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELIMITER SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELIMITER SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (DRIVEWAYS, SIDE STREETS, ETC.).
3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.
4. THIS PLAN CAN APPLY TO ROADWAYS WITH OR WITHOUT CENTERLINE MARKINGS.
5. A BUFFER SPACE MAY BE INCLUDED AS PART OF THE WORK ZONE BASED ON SITE SPECIFIC CONDITIONS (HORIZONTAL AND VERTICAL ALIGNMENT OF ROADWAY, DRIVEWAYS, ETC.).
6. FLASHER TAPER SHALL BE A MINIMUM OF 50' IN LENGTH (100' MAX) AND CONSIST OF AT LEAST FIVE (5) EVENLY SPACED CHANNELIZING DEVICES.
7. EYE CONTACT SHALL BE MAINTAINED BETWEEN FLAGGERS. IF THIS IS NOT FEASIBLE, TWO-WAY COMMUNICATION SHALL BE EXPLODED.

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT (MPH)</th>
<th>TAPER LENGTH (')</th>
<th>DELIMITER SPACING (TAPER/TAN)</th>
<th>SIGN SPACING</th>
<th>BUFFER LENGTH</th>
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<tbody>
<tr>
<td>50—100'(MAX) (FOR FLAGGING)</td>
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LEGEND
- DELIMITER
- SIGN
- FLASHER
- BARBED WIRE
- WORK AREA
- ARROW BOARD
- VARIABLE MESSAGE SIGN
- TRAFFIC DIRECTION
W20-1
ROAD WORK AHEAD

10' MIN.

100' TAPER (OPTIONAL)

MERGE TAPER (L)

BUFFERS

ROAD WORK AHEAD
W20-1
W20-5
W4-2R

CHEVRON MODE

NOTES
1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WORKING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.
2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SPECIFIC CONDITIONS (DRAINAGE, SIDE STREETS, ETC.).
3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.
4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS FEASIBLE.

LEGEND

• DELINEATOR

□ SIGN

□ FLAGGER

□ BARRICADE

| ARROW BOARD |

□ WORK AREA |

| TRAFFIC DIRECTION |

| VARIABLE MESSAGE SIGN |

| POSTED SPEED LIMIT (MPH) | MERGE TAPER LENGTH (L) | DELINEATOR SPACING (TAPER/TAIL) | SIGN SPACING | BUFFER LENGTH |

|  |  |  |  |  |
NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-02 FOR SIGN AND DELIMINATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACINGS MAY BE INCREASED AND DELIMINATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (CROWDWAYS, SIDE STREETS, ETC.).

3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS FEASIBLE.

5. THE W1-3L SIGN SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 35 MPH OR LESS. THE W1-4L SIGN SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 35 MPH OR ABOVE. WORK ZONE SPEED LIMIT REDUCTIONS SHALL BE IMPLEMENTED ONLY WITH APPROVAL OF THE ACID TRAFFIC ENGINEER PRIOR TO THE START OF WORK.

6. ADDITIONAL W6-3 SIGNS MAY BE REQUIRED BASED ON THE LENGTH OF THE WORK ZONE AT THE DISCRETION OF THE ACID TRAFFIC ENGINEER.

<table>
<thead>
<tr>
<th>POSTED SPEED LIMIT</th>
<th>MERGE TAPER LENGTH (L)</th>
<th>TRANSITION LENGTH (L)</th>
<th>SHIFT TAPER LENGTH (L)</th>
<th>DELIMINATOR SPACING (TAPER/TAIL)</th>
<th>SIGN SPACING</th>
<th>BUFFER LENGTH</th>
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NOTES

1. See TC-01 for sign description. All warning signs shall have a black legend and border on an orange background unless otherwise specified.

2. See TC-02 for sign and delineator spacing, taper and buffer lengths. Sign spacing may be increased and delineator spacing may decrease from the distances shown in the table based on site specific conditions (driveways, side streets, etc.).

3. The arrow board should be located inside the taper behind the channelizing devices as close to the beginning of the taper as feasible.

4. This plan does not apply to signalized or multi-way stop locations.
NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-02 FOR SIGN AND DELINERATOR SPACING, TAPER AND BUFFER LENGTH. SIGNS SPACING MAY BE INCREASED AND DELINERATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (DRIVeways, SIDE STREETS, ETC.).

3. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

4. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.
NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (DRIVEWAYS, SIDE STREETS, ETC.).

3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. THE W1-3R AND W1-3L SIGNS SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 30 MPH OR LESS. THE W1-4L AND W1-4R SIGNS SHALL BE USED WHEN THE POSTED SPEED LIMIT IS 35 MPH OR ABOVE. WORK ZONE SPEED LIMIT REDUCTIONS SHALL BE IMPLEMENTED ONLY WITH APPROVAL OF THE ACID TRAFFIC ENGINEER.

5. ADDITIONAL W2-3 SIGNS MAY BE REQUIRED BASED ON THE LENGTH OF THE WORK ZONE AT THE DISCRETION OF THE ACID TRAFFIC ENGINEER.

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<tr>
<th>POSTED SPEED LIMIT (MPH)</th>
<th>SHIFT TAPER LENGTH (ft.)</th>
<th>DELINEATOR SPACING (TAPER/TAKE)</th>
<th>SIGN SPACING</th>
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3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.
NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-02 FOR SIGN AND DELINTECTOR SPACING, TAPER AND BUFFER LENGTH. SIGN SPACINGS MAY BE INCREASED AND DELINTECTOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (DRIVEWAYS, SIDE STREETS, ETC.).

3. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

4. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

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2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER AND BUFFER LENGTHS. SIGN SPACINGS MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (CURVATURE, SPAN NO. ETC.).

3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE TAPER BEHIND THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

LEGEND

- DELINERATOR
- SIGN
- FLAGGER
- BARRICADE
- VARIABLE MESSAGE SIGN

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3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. THE ARROW BOARD SHOULD BE LOCATED INSIDE THE CHANNELIZING DEVICES AS CLOSE TO THE BEGINNING OF THE TAPER AS POSSIBLE.

**LEGEND**

- DELINEATOR
- SIGN
- FLAGGER
- BARRICADE
- VARIABLE MESSAGE SIGN
- ARROW BOARD
- WORK AREA
- TRAFFIC DIRECTION

**POSTED SPEED LIMIT**

<table>
<thead>
<tr>
<th>SPEED LIMIT (MPH)</th>
<th>MERGE TAPER LENGTH (L)</th>
<th>SHIFT TAPER LENGTH (L)</th>
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**SIGNATURES**

Ada County Highway District

**TYPICAL TRAFFIC CONTROL PLAN**

<table>
<thead>
<tr>
<th>REVISIONS</th>
<th>DESCRIPTION</th>
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**CENTER OF ROAD - WORK AREA**

Multilane Traffic Control - Center/Left Lane Closures - Five Lanes

TC-32
NOTES

1. SEE TC-01 FOR SIGN DESCRIPTION. ALL WARNING SIGNS SHALL HAVE A BLACK LEGEND BOX ON AN ORANGE BACKGROUND UNLESS OTHERWISE SPECIFIED.

2. SEE TC-02 FOR SIGN AND DELINEATOR SPACING, TAPER, AND BUFFER LENGTHS. SIGN SPACING MAY BE INCREASED AND DELINEATOR SPACING MAY DECREASE FROM THE DISTANCES SHOWN IN THE TABLE BASED ON SITE SPECIFIC CONDITIONS (CURVING, SIDE STREETS, ETC.).

3. THIS PLAN DOES NOT APPLY TO SIGNALIZED OR MULTI-WAY STOP LOCATIONS.

4. WORK ZONE SPEED LIMIT REDUCTIONS SHALL BE IMPLEMENTED ONLY WITH THE APPROVAL OF THE ACHD TRAFFIC ENGINEER.

5. SPEED ZONE SIGNAGE SHALL ONLY REMAIN IN PLACE FOR AS LONG AS THE REDUCED SPEED CONDITION APPLIES.

6. ONE DIRECTION OF ADVANCE SIGNAGE IS SHOWN ONLY. SIMILAR SIGNAGE MAY APPLY TO THE OPPOSITE DIRECTION OF TRAVEL.

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LEGEND

- DELEGATOR
- SIGN
- FLAGGER
- VARIABLE MESSAGE SIGN
- ARROW BOARD
- WORK AREA
- TRAFFIC DIRECTION