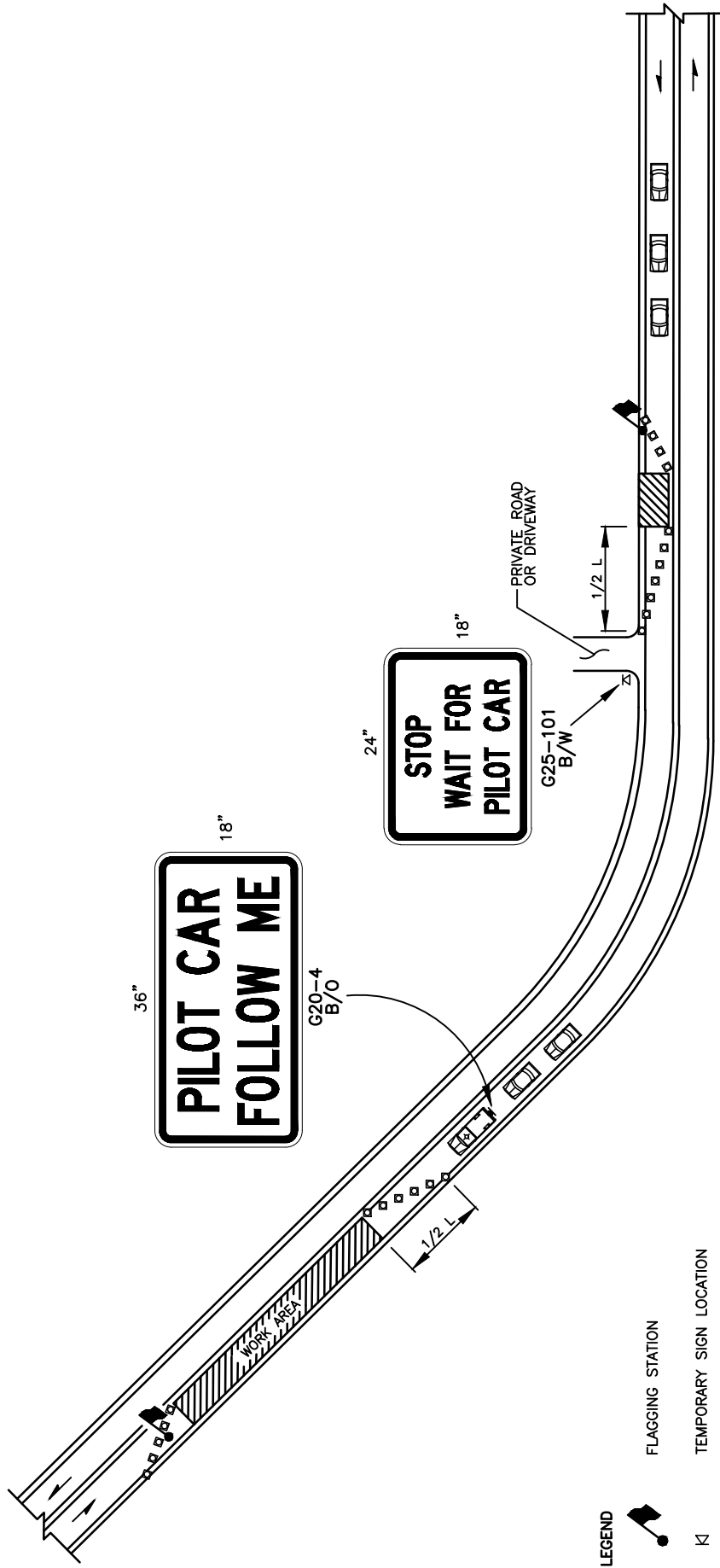


| CHANNELIZATION DEVICE SPACING (FEET) |       |         |
|--------------------------------------|-------|---------|
| MPH                                  | TAPER | TANGENT |
| 35/45                                | 30    | 60      |
| 25/30                                | 20    | 40      |

| MINIMUM TAPER LENGTH = L (FEET) |                    |     |
|---------------------------------|--------------------|-----|
| LANE WIDTH (FEET)               | POSTED SPEED (MPH) |     |
|                                 |                    | 25  |
| 10                              | 105                | 150 |
| 11                              | 115                | 165 |
| 12                              | 125                | 180 |
|                                 | 205                | 270 |
|                                 | 225                | 295 |
|                                 | 320                | 450 |
|                                 | 495                | 540 |

**NOTES:**

1. REFER TO SHEET TC1 FOR ADDITIONAL SIGNING AND FLAGGING DETAILS NOT SHOWN.
2. CHANNELIZING DEVICES ARE RECOMMENDED ALONG CENTERLINE TO SEPARATE TRAFFIC FROM WORK OPERATION. DEVICES ARE REQUIRED AT TAPERS TO SHIFT TRAFFIC MOVEMENT BETWEEN LANES AND TO PROTECT FLAGGING STATIONS.
3. SIGN G25-101 IS RECOMMENDED FOR NON-STOP SIGN CONTROLLED APPROACHES SUCH AS PRIVATE ROADS AND DRIVEWAYS. THIS SIGN IS NOT REQUIRED TO BE ALUMINUM SUBSTRATE AND CAN BE MADE OF ALTERNATIVE MATERIALS.



**LEGEND**

- FLAGGING STATION
- TEMPORARY SIGN LOCATION
- CHANNELIZING DEVICES
- PILOT VEHICLE
- MOTORIST VEHICLE

| REV. NO. | DATE | BY  | APPROVED | CIC |
|----------|------|-----|----------|-----|
| 1        | 3/16 | RAW | CIC      | CIC |
| 2        | 9/21 | RAW | CIC      | CIC |

**PUBLIC WORKS - STREETS AND TRANSPORTATION**

APPROVED BY: **TRAFFIC ENGINEER MANAGER**  
 9/1/2021  
 APPROVED DATE:

**CITY OF Vancouver WASHINGTON**

TRAFFIC CONTROL  
 STANDARD PLAN  
 PILOT CAR OPERATION

STANDARD PLAN NUMBER  
 TC2