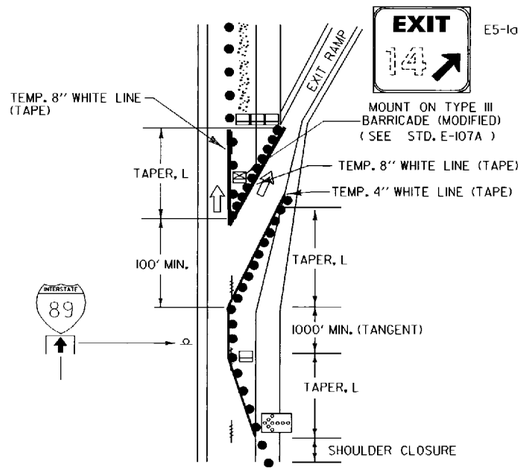


NOT TO SCALE

MAINLINE LANE CLOSURE AT AN EXIT RAMP

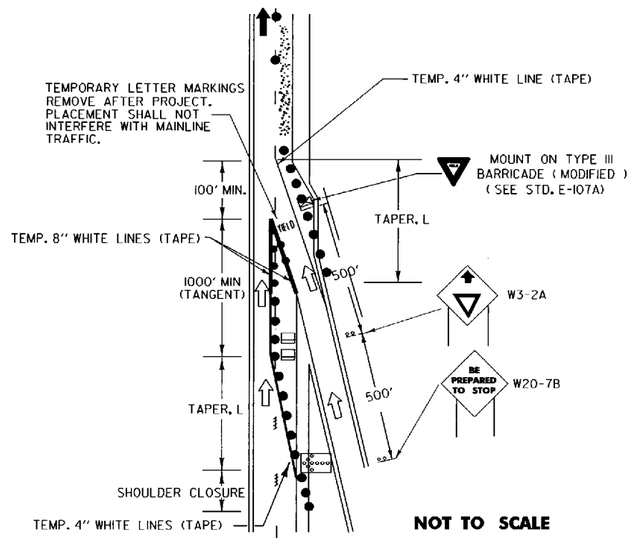
THIS DETAIL SHALL BE USED WHEN THE WORK ZONE BEGINS AT THE CORE OR THE MAINLINE LANE CLOSURE DRUM PLACEMENT INTERFERES WITH THE EXIT RAMP.

NOTES:

1) ALL SIGNS SHALL BE MOUNTED ON FIXED POSTS (YIELDING TYPE) UNLESS OTHERWISE NOTED.
2) CHANNELIZING DEVICES SHALL BE PLACED AS FOLLOWS:
   TAPERS - DEVICES SHALL BE SPACED A MAXIMUM OF "S" (THE SPEED LIMIT IN FEET) APART.
   TANGENT - DEVICES SHALL BE SPACED 2 X "S" (THE SPEED LIMIT IN FEET) APART.
3) ALL DISTANCES ARE DESIRABLE MINIMUMS FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
4) TAPER RATES ARE BASED ON THE POSTED MAILINE AND EXIT SPEEDS.
5) TEMPORARY PAVEMENT MARKINGS ARE REQUIRED WHEN THE LAYOUT IS TO BE IN EFFECT FOR THREE DAYS OR MORE.
6) LANE CLOSURES AND TAPER LENGTHS, L, AS DETAILED ON STANDARD E-103.
7) EXIT SIGN SHALL BE MOUNTED A MINIMUM OF 3' ABOVE THE GROUND AND HIGH ENOUGH TO BE SEEN ABOVE CHANNELIZING DEVICES.

LEGEND

- REFL. 28" CONES
- REFL. PLASTIC DRUMS
- PAVEMENT MARKING REMOVAL
- INDICATES TRAFFIC FLOW
- WORK AREA
- FLASHING ARROW PANEL
- TYPE III BARRICADES
- TYPE III BARRICADES (MOD.)

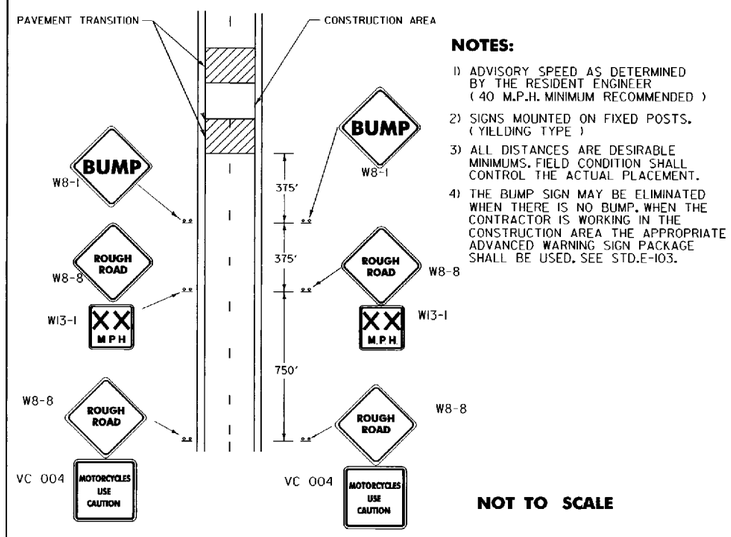


NOT TO SCALE

MAINLINE LANE CLOSURE AT AN ENTRANCE RAMP

THIS DETAIL SHALL BE USED WHEN THE WORK ZONE BEGINS AT AT THE END OF THE ACCELERATION LANE OR THE MAINLINE LANE CLOSURE DRUM PLACEMENT INTERFERES WITH THE ON-RAMP TRAFFIC.

IF THE LENGTH OF THE ACCELERATION LANE IS NOT ADEQUATE, THE YIELD SIGN SHALL BE REPLACED WITH A STOP SIGN. IF A STOP SIGN IS USED, IT SHOULD BE ACCOMPANIED BY A STOP BAR.

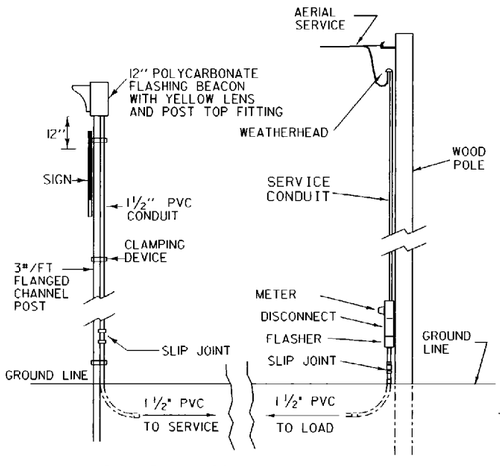


NOTES:

1) ADVISORY SPEED AS DETERMINED BY THE RESIDENT ENGINEER (40 M.P.H. MINIMUM RECOMMENDED)
2) SIGNS MOUNTED ON FIXED POSTS. (YIELDING TYPE)
3) ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.
4) THE BUMP SIGN MAY BE ELIMINATED WHEN THERE IS NO BUMP. WHEN THE CONTRACTOR IS WORKING IN THE CONSTRUCTION AREA THE APPROPRIATE ADVANCED WARNING SIGN PACKAGE SHALL BE USED. SEE STD.E-103.

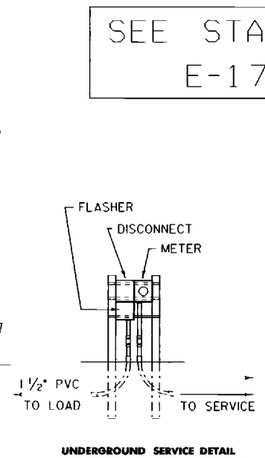
NOT TO SCALE

ADVANCED WARNING SIGN PACKAGE FOR COLD PLANED (SCARIFIED) SURFACES.



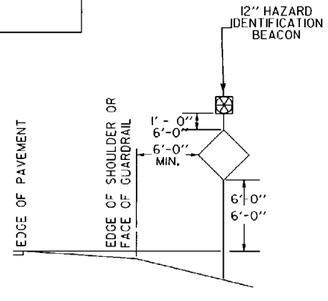
FLASHING BEACON DETAIL

SEE STANDARD E-175



AERIAL SERVICE WITHOUT LUMINAIRE

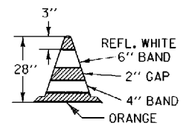
UNDERGROUND SERVICE DETAIL



SIGN PLACEMENT DETAIL

NOTES:

1.) AT THE CONTRACTOR'S OPTION:
   A. THE POWER SUPPLY MAY BE AERIAL OR UNDERGROUND (SEE DETAIL).
   B. POWER FOR A FLASHING BEACON MAY BE COMBINED WITH POWER FOR A TRAFFIC SIGNAL OR THEY MAY HAVE SEPARATE POWER SOURCES.
   C. THE FLASHER MAY BE INSTALLED ON A STANCHION NEAR THE SIGN, ON A UTILITY POLE (WITH UTILITY COMPANY APPROVAL) OR AT THE SAME LOCATION AS A TRAFFIC SIGNAL CONTROLLER.
2.) THE FLASHER UNIT SHALL BE ONE CIRCUIT AND INCLUDE A RADIO INTERFERENCE FILTER.
3.) BATTERY OPERATED FLASHERS WILL NOT BE ALLOWED.
4.) BOTTOM OF THE BEACON SHALL BE A MIN. OF 8'-0" AND A MAX. OF 12'-0" ABOVE THE EDGE OF THE PAVEMENT.
5.) FOR URBAN AREA PLACEMENT SEE STD. E-121.

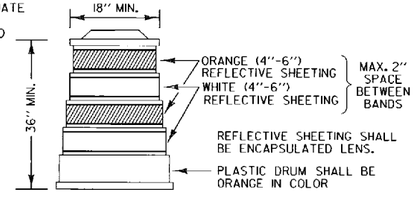


NOTES:

1.) 28" CONES SHALL BE USED ON ROADWAYS WITH SPEED LIMITS OF 35 MPH OR MORE AND ON ALL ROADWAYS DURING HOURS OF DARKNESS.
2.) CONES MAY BE WEIGHTED TO PREVENT OVER-TURNING. HOWEVER THE WEIGHTS SHALL NOT PRESENT A HAZARD IF THE CONE IS STRUCK.
3.) REFLECTIVE SHEETING SHALL BE ENCAPSULATED LENS.

28" REFLECTORIZED CONE

SAND BAGS OR AN APPROPRIATE BALLASTING DEVICE, WHICH DOES NOT PRESENT A HAZARD TO THE IMPACTING VEHICLE OR BECOME A PROJECTILE UPON IMPACT, SHALL BE USED TO WEIGHT DRUMS.



REFLECTORIZED PLASTIC DRUM

OTHER STDS. REQUIRED: E-101, E-102, E-102A, E-103, E-107A, E-136, E-150, E-175

REVISIONS AND CORRECTIONS

APR 12, 1988 - DATE OF ORIGINAL ISSUE
JAN 23, 1989 - REVISED EXIT SIGN - CLARIFIED EXIT TAPER
SEPT 20, 1993 - REVISED RAMP CLOSURES, FLASHING BEACON DETAILS AND MOVED TYPE III BARRICADE (MOD) TO STDE-107A
AUG 08, 1995 - REVISED BEACON SIZE

APPROVED

Gordon S. MacArthur
DIRECTOR OF ENGINEERING

David A. Ross
TRAFFIC AND SAFETY ENGINEER

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

TRAFFIC CONTROL MISCELLANEOUS DETAILS

/traf/std/stdel06.dgn : stdel06.i

VERMONT AGENCY OF TRANSPORTATION

STANDARD E-106