

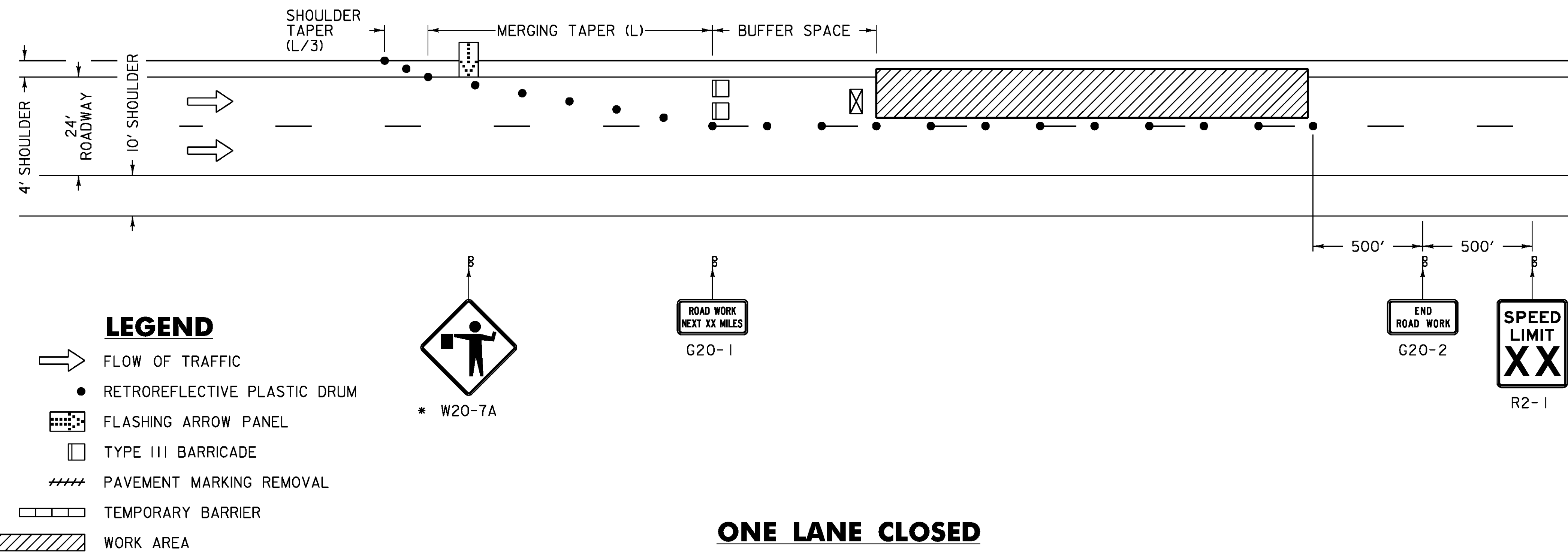
ONE LANE CLOSED WITH TEMPORARY BARRIER PROTECTION

NOTES:

1. THE EXISTING TRAVEL LANE WIDTH SHOULD BE MAINTAINED IF POSSIBLE.
2. TEMPORARY TAPE EDGELINES SHALL BE APPLIED AND SHALL MAINTAIN A ONE FOOT MINIMUM DISTANCE FROM THE BARRIER WITH TWO FEET BEING DESIRABLE.
3. LINE STRIPING TARGETS (LST'S) SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE AT 20 FOOT SPACING.
4. IF THE BARRIER IS PLACED SUCH THAT THE EXISTING LANE NEEDS TO BE MOVED ONTO THE SHOULDER THEN THE EDGELINE SHALL BE REMOVED AND TEMPORARY TAPE SHALL BE USED TO PROVIDE A 12 FOOT LANE.
5. THE END OF THE BARRIER FACING APPROACHING TRAFFIC SHALL MEET THE FOLLOWING REQUIREMENTS:
 - A. WHEN NO GUARDRAIL IS PRESENT THEN A 30 FOOT OFFSET FROM THE EDGE OF TRAVELED WAY SHOULD BE USED.
 - B. WHEN NO GUARDRAIL IS PRESENT AND A 30 FOOT OFFSET CANNOT BE ATTAINED THEN AN ENERGY ABSORPTION ATTENUATOR SHALL BE USED.
 - C. IF GUARDRAIL IS PRESENT THEN THE GUARDRAIL SHALL BE BROKEN AND THE BARRIER TAPERED TO A POINT OUTSIDE THE DEFLECTION DISTANCE OF THE GUARDRAIL.

GENERAL NOTES:

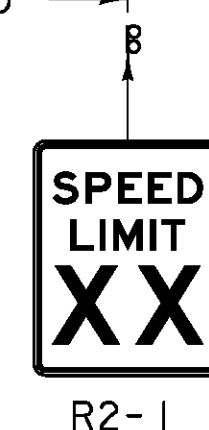
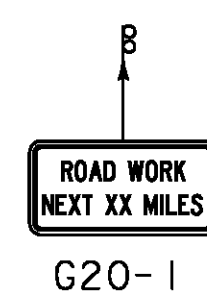
1. FOR LONG TERM CLOSURES, DASHED LANE LINE REMOVAL SHALL BEGIN 750 FEET IN ADVANCE OF THE BEGINNING OF THE SHOULDER TAPER.
2. CHANNELIZING DEVICES OTHER THAN RETROREFLECTIVE PLASTIC DRUMS SHALL BE ALLOWED ALONG TANGENT SECTIONS AS LONG AS THEY CONFORM TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND ARE APPROVED BY THE ENGINEER. THE TYPE OF DEVICE SHALL BE CONSISTENT THROUGHOUT THE TANGENT SECTION.
3. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADE AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
4. PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY OR 50 FEET BEYOND THE END OF BARRIER WHICHEVER APPLIES.
5. THE ARROW PANEL SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, AS CLOSE AS PRACTICAL TO THE BEGINNING OF THE MERGING TAPER.
6. THE "ROAD WORK NEXT XX MILES" SIGN (G20-1) SHALL BE INSTALLED IN ADVANCE OF TEMPORARY TRAFFIC CONTROL ZONES THAT ARE MORE THAN TWO MILES IN LENGTH, OR AS DIRECTED BY THE ENGINEER. DISTANCES SHALL BE STATED TO THE NEAREST WHOLE MILE.
7. TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
 $L = WS$, FOR POSTED SPEEDS OF 45 MPH OR GREATER.
 $L = WS/60$ FOR POSTED SPEEDS OF 40 MPH OR LESS.
 L = MINIMUM LENGTH OF TAPER
 W = WIDTH OF OFFSET IN FEET (TYPICAL)
 S = POSTED SPEED IN MPH



ONE LANE CLOSED

LEGEND

- ➔ FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- ⚡ FLASHING ARROW PANEL
- TYPE III BARRICADE
- #### PAVEMENT MARKING REMOVAL
- ▬ TEMPORARY BARRIER
- ▨ WORK AREA
- ⊠ TRUCK/TRAILER MOUNTED ATTENUATOR



POSTED SPEED (MPH)	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
≤ 40	90	320	160	1:9	305	40	80
45	150	540	270	1:9	360	45	90
50	170	600	300	1:11	425	50	100
55	185	660	330	1:13	495	55	110
60	200	720	360	1:13	570	60	120
65	215	780	390	1:13	645	65	130

* WHEN FLAGGER IS USED; TO BE REMOVED IF FLAGGING STOPS FOR 15 MINUTES OR MORE.

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 TRAFFIC CONTROL SHEET 2 SHEET 78 OF 78