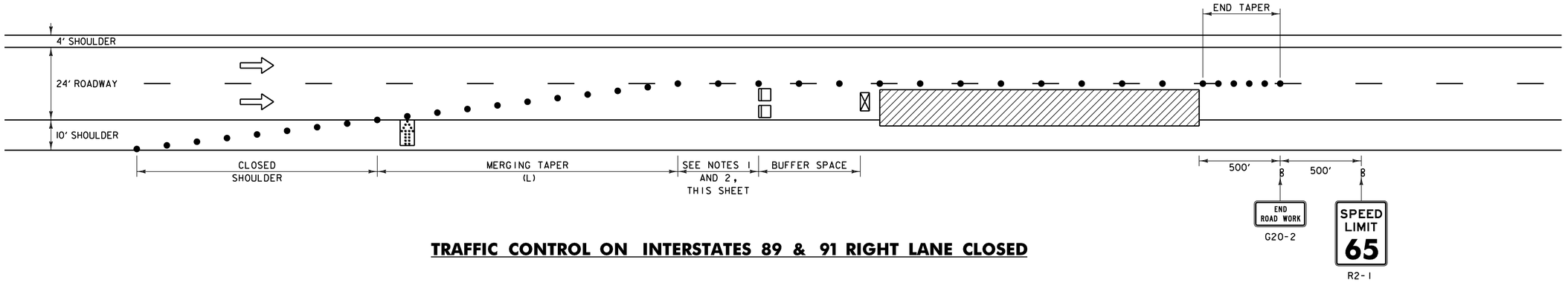
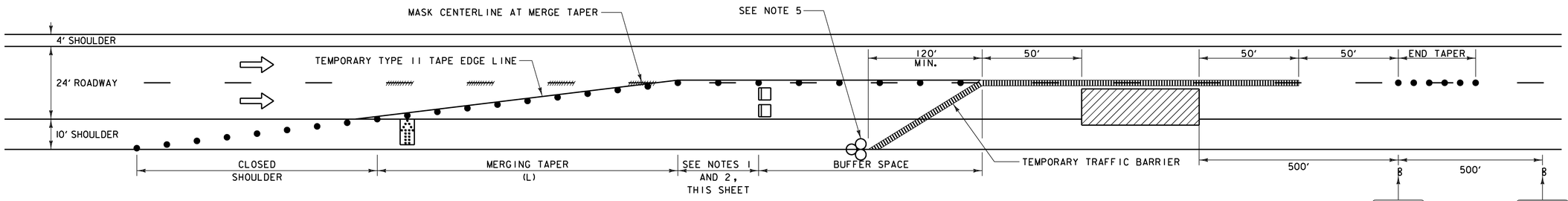
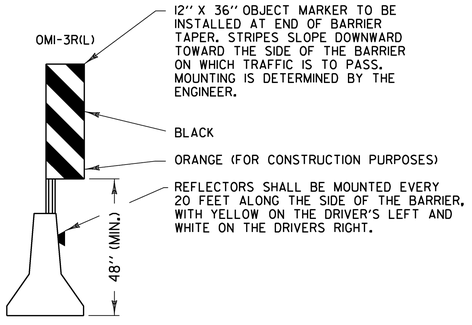


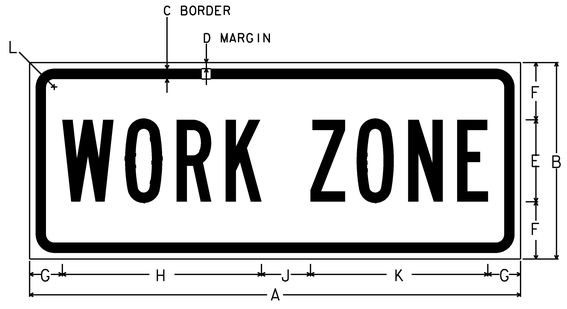
TRAFFIC CONTROL ON INTERSTATES 89 & 91 RIGHT LANE CLOSED

NOTE: TRAFFIC CONTROL NOTES ON SHEET 5 (TRAFFIC CONTROL SHEET 1) APPLY TO THIS DETAIL.



TRAFFIC CONTROL ON INTERSTATES 89 & 91 RIGHT LANE CLOSED WITH TEMPORARY BARRIER PROTECTION (SEE NOTE 4) (LEFT LANE CLOSED SIMILAR)





DIMENSIONS (INCHES)											
	A	B	C	D	E	F	G	H	J	K	L
MIN.	24	8	0.375	0.375	4B	2	2	9.5	2	8.5	1.5
SPEC.	30	12	0.375	0.625	5B	3.5	2	12.2	3	8.5	1.5
EXPWY.	36	12	0.50	0.75	6B	3	2.5	14.8	3	8.5	1.875
FWY.	48	18	0.625	0.875	8B	4	3.5	19.1	4	8.5	2.25

WORK ZONE SIGN DETAIL

NOT TO SCALE

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- PORTABLE ARROW BOARD
- TYPE III BARRICADE
- WORK AREA
- ENERGY ABSORPTION ATTENUATOR
- TRUCK-MOUNTED ATTENUATOR
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 15 ON TRAFFIC CONTROL SHEET 1)

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

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
L = WS FOR POSTED SPEEDS OF 45 MPH OR GREATER
L = WS²/60 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

TRAFFIC CONTROL NOTES:

1. FOR BRIDGES 41S, 42N & 15N&S, TRAFFIC CONTROL SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD E-106, "MAINLINE LANE CLOSURE AT AN EXIT RAMP". FOR BRIDGES 42S & 43S, TRAFFIC CONTROL SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD E-106, "MAINLINE LANE CLOSURE AT AN ENTRANCE RAMP".
2. FOR ALL REMAINING BRIDGES THE RIGHT LANE CLOSURE SHALL BE AS SHOWN ABOVE WITH ZERO FEET BETWEEN THE MERGING TAPER (L) AND THE BUFFER SPACE.
3. SEE SHEET 7 (TRAFFIC CONTROL SHEET 1) FOR ADDITIONAL NOTES AND APPROACH SIGNING NOT SHOWN.
4. IF THE LANE CLOSURE IS TO LAST LONGER THAN 3 DAYS, THE CONTRACTOR SHALL USE TEMPORARY TRAFFIC BARRIER AS SHOWN ON THIS SHEET.
5. LOCATE THE END OF THE TEMPORARY TRAFFIC BARRIER SO THAT THE EXISTING STEEL BEAM GUARDRAIL CAN BE BOLTED TO THE END OF THE BARRIER. IF IT IS NOT POSSIBLE TO FASTEN THE BARRIER TO THE EXISTING ROADWAY GUARDRAIL, AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER. COST OF ATTACHING TEMPORARY TRAFFIC BARRIER TO THE STEEL BEAM GUARDRAIL AND COSTS FOR DISMANTLING BARRIER CONNECTION AND RESTORING EXISTING BARRIER TO ORIGINAL CONFIGURATION WILL BE INCIDENTAL TO ITEM 621.90. ANY DAMAGED EXISTING STEEL BEAM GUARDRAIL CAUSED BY CONNECTING IT TO THE BARRIER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

Stantec

PROJECT NAME: HARTFORD - SHARON
PROJECT NUMBER: IM MEMB (15)

FILE NAME: ...\Plot Files\07 tcs 2.dgn
PROJECT LEADER: G. BOGUE
DESIGNED BY: M. CHENETTE
TRAFFIC CONTROL SHEET 2

PLOT DATE: 7/29/2009
DRAWN BY: E. ALLING
CHECKED BY: M. CHENETTE
SHEET 8 OF 47