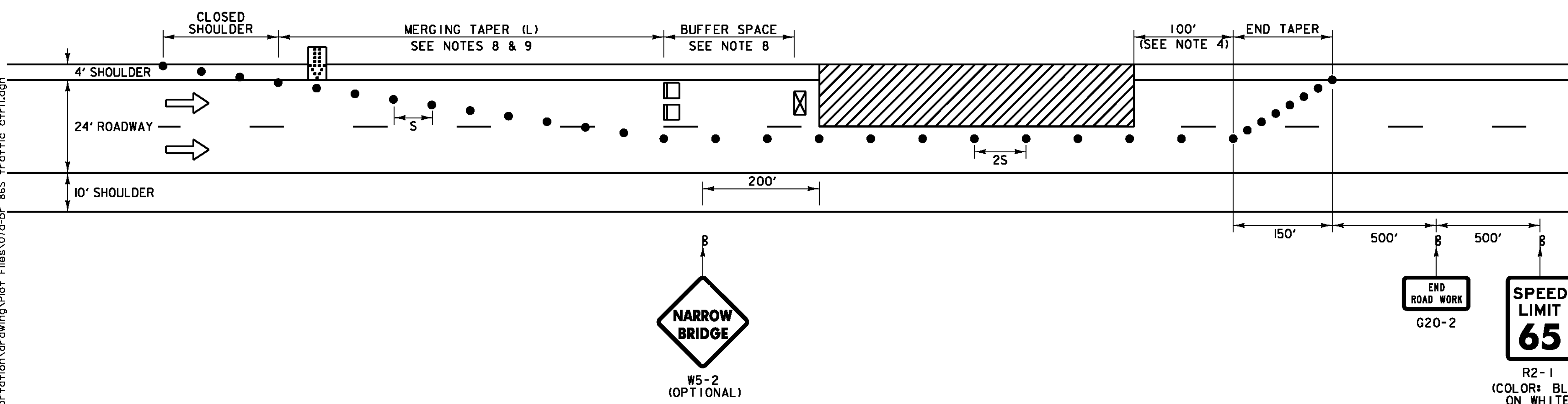


CONSTRUCTION APPROACH SIGNING ON INTERSTATE 89 LEFT LANE CLOSED
(RIGHT LANE CLOSURE SIMILAR - SEE NOTE 2)



BRIDGE 86S TRAFFIC CONTROL NOTES:

1. THE LEFT LANE CLOSURE IS SHOWN. THE RIGHT LANE APPROACH SIGNING IS SIMILAR.
2. THE EXISTING SPEED LIMIT IS 65 MPH. THE SPEED LIMIT WILL BE REDUCED TO 50 MPH IN THE WORK ZONE FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.
3. THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
4. PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY AND THEN START THE END TAPER. THE END TAPER SHALL BE CONSTRUCTED OF 8 ADDITIONAL RETROREFLECTIVE DRUMS SPACED AT 20 FEET MAX ON CENTER.
5. THE ARROW BOARD SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, OR IF PRACTICAL FURTHER FROM THE TRAVELED LANE AT THE END OF THE SHOULDER TAPER.
6. THE PCMS SHALL READ "LEFT (OR RIGHT) LANE CLOSED AHEAD, PLEASE MERGE EARLY".
7. DURING NON-WORK PERIODS, ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF PAVED SHOULDERS AND OUTSIDE THE CLEAR ZONE (30 FT MIN.) OR PROTECTED BY TRAFFIC BARRIER OR GAURDRAIL.
8. AT THE DISCRETION OF THE ENGINEER, MERGING TAPER AND BUFFER SPACE LENGTHS MAY BE EXTENDED BEYOND MINIMUM VALUES, ESPECIALLY IN CLOSE PROXIMITY TO INTERCHANGE RAMPS, CURVES OR OTHER INFLUENCING FACTORS.
9. EXTEND MERGING TAPER LENGTH TO ACCOUNT FOR REQUIRED LANE SHIFT OFFSET.

5/4/2011 11:50:08 AM V:\953\active\95310552\transportation\drawing\plot Files\07a-br 86S traffic ctrl.dgn

- LEGEND**
- ➔ FLOW OF TRAFFIC
 - RETROREFLECTIVE PLASTIC DRUM
 - ▨ PORTABLE ARROW BOARD
 - TYPE III BARRICADE
 - ▨ WORK AREA
 - ⊠ TRUCK-MOUNTED ATTENUATOR
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 16)

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)	MERCING 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
 $L = WS^2/60$ 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

*SEE NOTE 21



PROJECT NAME: MILTON-HIGHGATE
 PROJECT NUMBER: IM MEMB(26)
 FILE NAME: ...07a-br 86S traffic ctrl.dgn PLOT DATE: 5/4/2011
 PROJECT LEADER: G. BOGUE DRAWN BY: E. ALLING
 DESIGNED BY: E. ALLING CHECKED BY: T. KNIGHT
BR. 86S TRAFFIC CONTROL PLAN TC-3 SHEET 10 OF 70