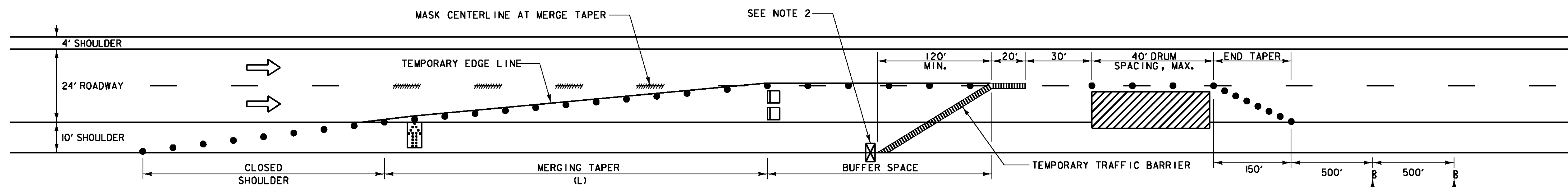


**TRAFFIC CONTROL ON INTERSTATE 89 RIGHT LANE CLOSED**

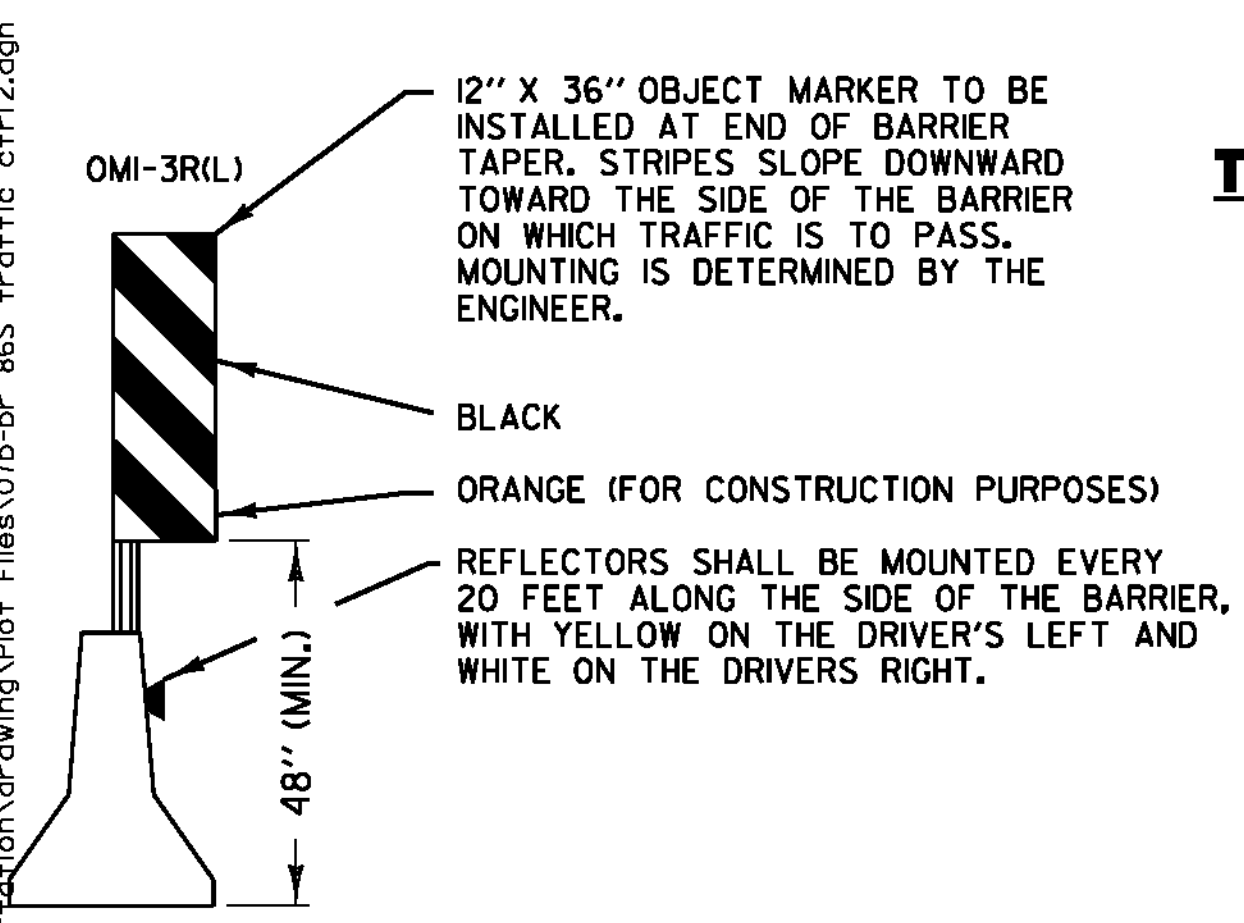
R2-1 (COLOR: BLACK ON WHITE)  
 NOTE: TRAFFIC CONTROL NOTES ON SHEET TC-3 APPLY TO THIS DETAIL.



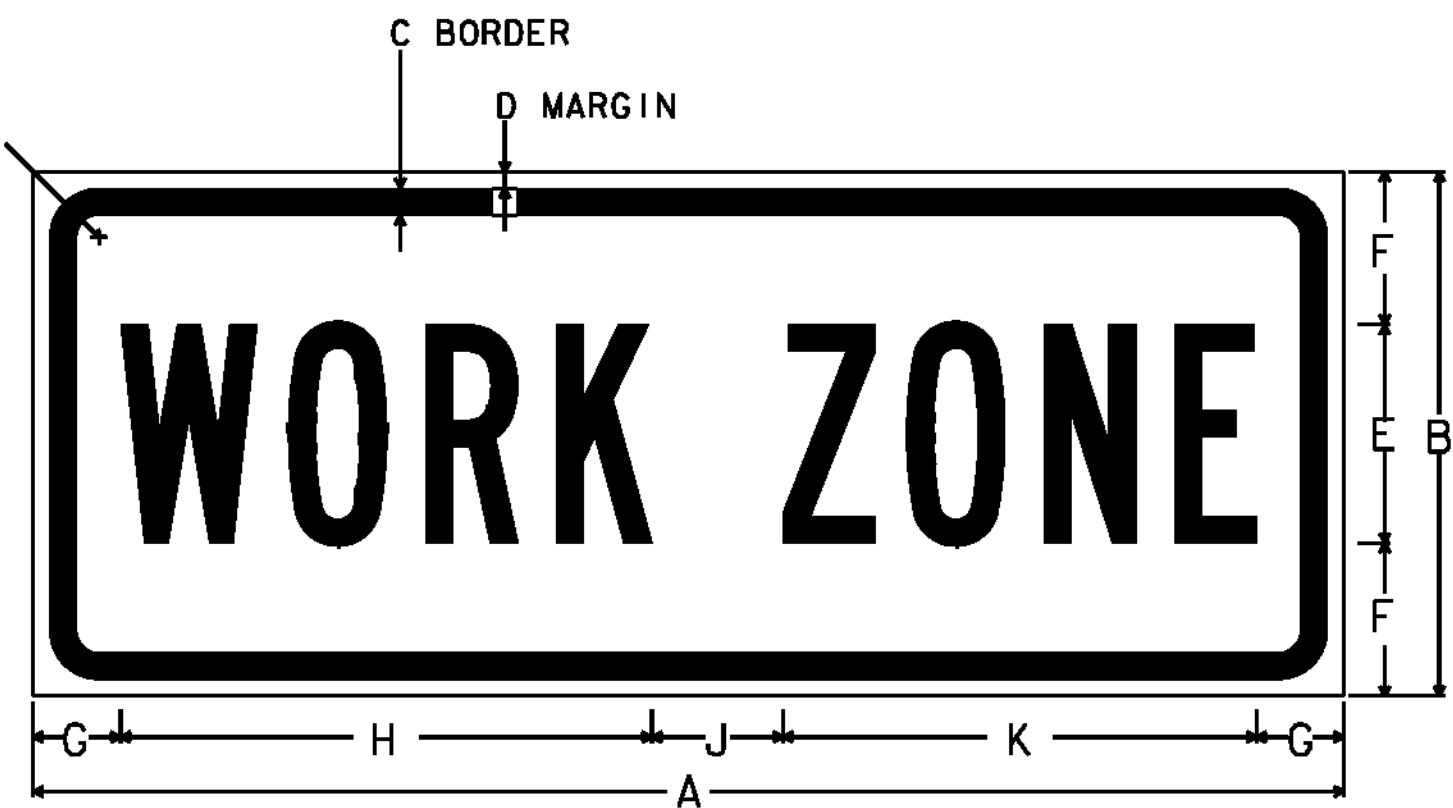
**TRAFFIC CONTROL ON INTERSTATE 89 RIGHT LANE CLOSED WITH TEMPORARY BARRIER PROTECTION (LEFT LANE CLOSED SIMILAR)**

NOTE: ALL EQUIPMENT SHALL BE PARKED BEHIND THE TEMPORARY TRAFFIC BARRIER DURING NON-WORK PERIODS.

R2-1 (COLOR: BLACK ON WHITE)



12" X 36" OBJECT MARKER TO BE INSTALLED AT END OF BARRIER TAPER. STRIPES SLOPE DOWNWARD TOWARD THE SIDE OF THE BARRIER ON WHICH TRAFFIC IS TO PASS. MOUNTING IS DETERMINED BY THE ENGINEER.  
 BLACK  
 ORANGE (FOR CONSTRUCTION PURPOSES)  
 REFLECTORS SHALL BE MOUNTED EVERY 20 FEET ALONG THE SIDE OF THE BARRIER, WITH YELLOW ON THE DRIVER'S LEFT AND WHITE ON THE DRIVER'S RIGHT.



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

NOTE: THE SIGN IS TO HAVE A BLACK LEGEND ON AN ORANGE RETROREFLECTIVE BACKGROUND THAT IS ASTM TYPE VII MINIMUM.

**WORK ZONE SIGN DETAIL**  
 NOT TO SCALE

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 = WS<sup>2</sup>/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

**BRIDGE 86S TRAFFIC CONTROL NOTES:**

- SEE SHEET TC-3 FOR ADDITIONAL NOTES AND APPROACH SIGNING NOT SHOWN.
- 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, A TRUCK/TRAILER 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 "TEMPORARY TRAFFIC BARRIER". ANY DAMAGED EXISTING STEEL BEAM GUARDRAIL CAUSED BY CONNECTING IT TO THE BARRIER SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

PROJECT NAME: MILTON-HIGHGATE  
 PROJECT NUMBER: IM MEMB(26)  
 FILE NAME: ...07b-br 86S traffic ctrl2.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-4** SHEET 11 OF 70



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