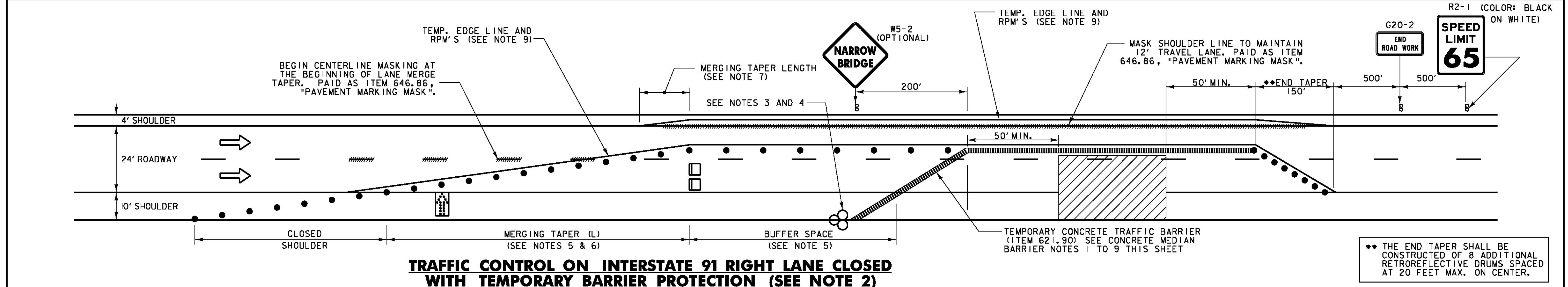
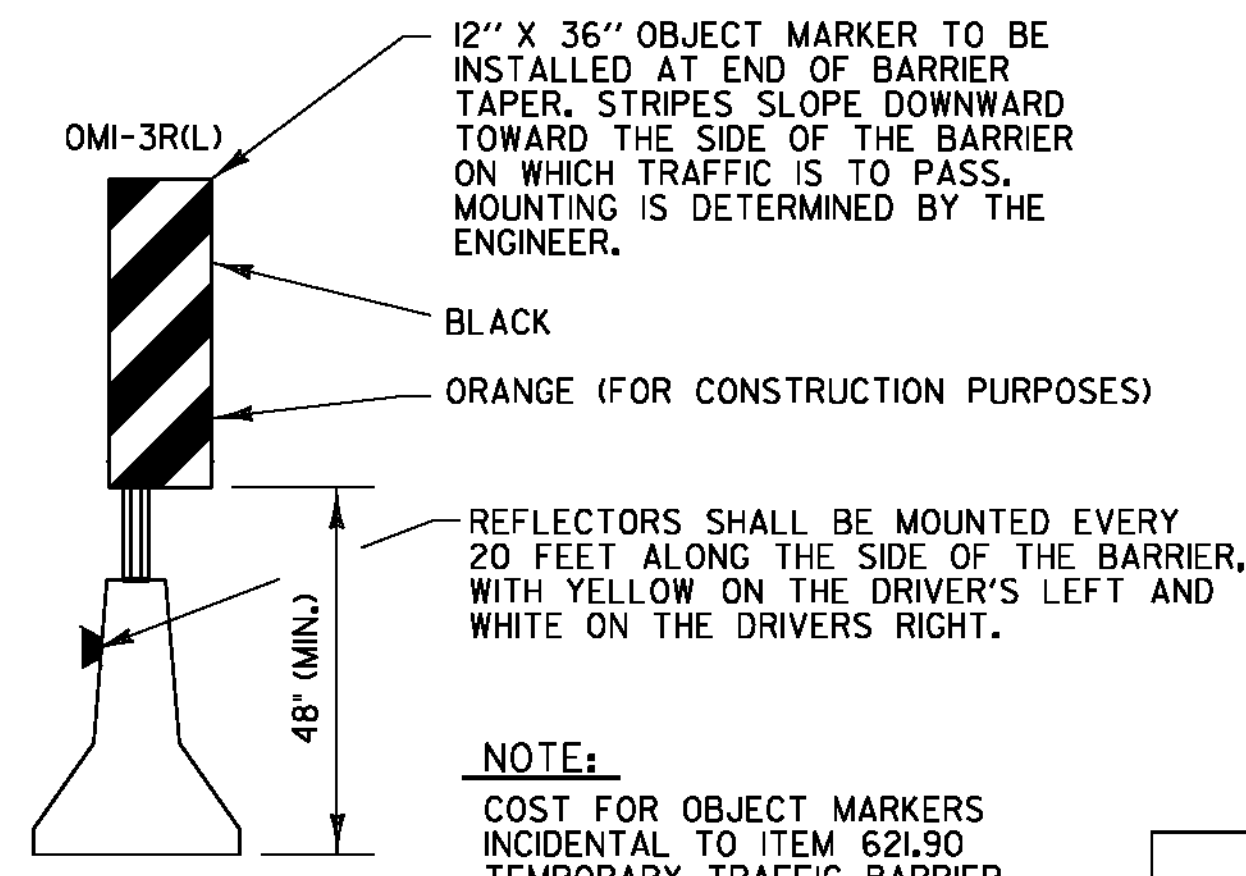


TRAFFIC CONTROL ON INTERSTATE 91 RIGHT LANE CLOSED



TRAFFIC CONTROL ON INTERSTATE 91 RIGHT LANE CLOSED WITH TEMPORARY BARRIER PROTECTION (SEE NOTE 2)

(RIGHT LANE CLOSURE SHOWN, LEFT LANE CLOSURE MIRRORED)



TRAFFIC CONTROL AND CONCRETE MEDIAN BARRIER NOTES:

- SEE THE TRAFFIC CONTROL NOTES ON THE PREVIOUS SHEET (TRAFFIC CONTROL SHEET 1) FOR ADDITIONAL NOTES AND APPROACH SIGNING FOR THE RIGHT LANE CLOSURE.
- IF THE LANE CLOSURE IS TO LAST LONGER THAN 3 DAYS, THE CONTRACTOR SHALL USE TEMPORARY TRAFFIC BARRIER AS SHOWN ON THIS SHEET AND PAID FOR AS ITEM 621.90, "TEMPORARY TRAFFIC BARRIER". TEMPORARY TRAFFIC BARRIER SHALL BE A CONCRETE MEDIAN BARRIER (CMB) TYPE. STEEL BEAM GUARDRAIL WILL NOT BE ALLOWED FOR USE AS A TEMPORARY TRAFFIC BARRIER. WHEN ONE SIDE OF THE BRIDGE IS COMPLETE, MOVING THE BARRIER TO CLOSE THE OTHER SIDE TO TRAFFIC WILL BE PAID FOR AS ITEM 621.95, "REMOVE AND RESET TEMPORARY TRAFFIC BARRIER".
- THE END OF THE BARRIER FACING APPROACHING TRAFFIC SHALL MEET THE FOLLOWING REQUIREMENTS.
 - WHEN NO GUARDRAIL IS PRESENT, A 30' OFFSET SHALL BE USED FROM THE EDGE OF TRAVELLED WAY. IF A 30' OFFSET IS NOT ATTAINABLE, THEN AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER.
 - IF GUARDRAIL IS PRESENT, THEN TEMPORARY CONCRETE TRAFFIC BARRIER SHALL BE CONNECTED TO EXISTING GUARDRAIL (COST INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER") (COSTS FOR DISMANTLING BARRIER CONNECTION AND RESTORING EXISTING BARRIER TO ORIGINAL CONFIGURATION SHALL BE INCIDENTAL TO ITEM 621.90, "TEMPORARY TRAFFIC BARRIER.") SEE BARRIER RAIL DETAILS ON SHEET 12. AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER.
- THE QUANTITIES INCLUDE ONE ENERGY ABSORPTION ATTENUATOR PER BRIDGE EXCEPT FOR BRIDGE NO. 31 WHICH SHALL HAVE TWO, AND ONE BACKUP ATTENUATOR FOR THE PROJECT (INCLUDED IN QUANTITY FOR BRIDGE NO. 18) TO BE USED IN THE EVENT AN IN-SERVICE ATTENUATOR IS DAMAGED AND NEEDS TO BE REPLACED. THE COST FOR THE ATTENUATORS AND TO MOVE ATTENUATORS FOR SHIFTING LANE CLOSURES SHALL BE PAID FOR AS ITEM 621.56, "ENERGY ABSORPTION ATTENUATOR".
- AT THE DISCRETION OF THE ENGINEER, MERGING TAPER AND BUFFER SPACE LENGTHS MAY BE EXTENDED BEYOND MINIMUM VALUES, ESPECIALLY IN CLOSE PROXIMITY TO INTERCHANGE RAMP, CURVES, OR OTHER INFLUENCING FACTORS.
- EXTEND MERGING TAPER TO ACCOUNT FOR REQUIRED LANE SHIFT OFFSET.
- PROVIDE MERGING TAPER LENGTH AS REQUIRED FOR LANE SHIFT.
- TEMPORARY TAPE EDGELINES SHALL BE APPLIED AND SHALL MAINTAIN A ONE FOOT MINIMUM DISTANCE FROM THE BARRIER WITH TWO FEET BEING DESIRABLE.
- THE RAISED PAVEMENT MARKERS (RPM'S), TYPE II SHALL BE PLACED TO THE OUTSIDE OF THE TEMPORARY TAPE PAVEMENT MARKINGS. THE RPM'S SHALL BE SPACED AT 20 FEET AND SHALL BE PAID FOR UNDER ITEM 646.75, "RAISED PAVEMENT MARKERS, TYPE II".

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
 $L = WS^2/60$ 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

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- PORTABLE ARROW BOARD (ITEM 641.16)
- TYPE III BARRICADE
- WORK AREA
- TRUCK-MOUNTED ATTENUATOR (ITEM 608.45)
- PORTABLE CHANGEABLE MESSAGE SIGN (ITEM 641.15) (SEE NOTE 15 ON TRAFFIC CONTROL SHEET 1)
- ENERGY ABSORPTION ATTENUATOR (ITEM 621.56)

PROJECT NAME: WESTMINSTER-NORWICH	PLOT DATE: 8/22/2011
PROJECT NUMBER: IM MEMB(30)	DRAWN BY: MWS
FILE NAME: s1a012+s.2.dgn	CHECKED BY: JPB
PROJECT LEADER: JPB	DESIGNED BY: SRB
TRAFFIC CONTROL SHEET 2	
SHEET 6 OF 38	