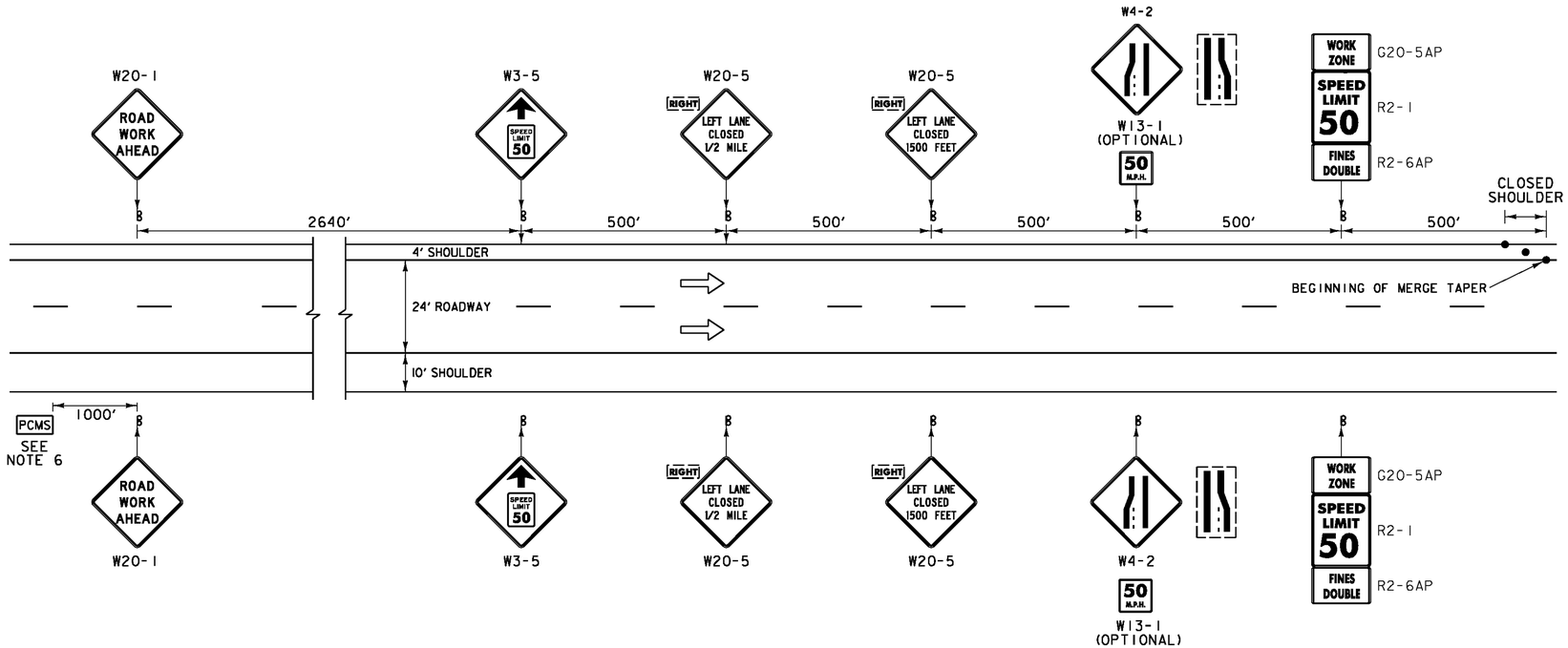
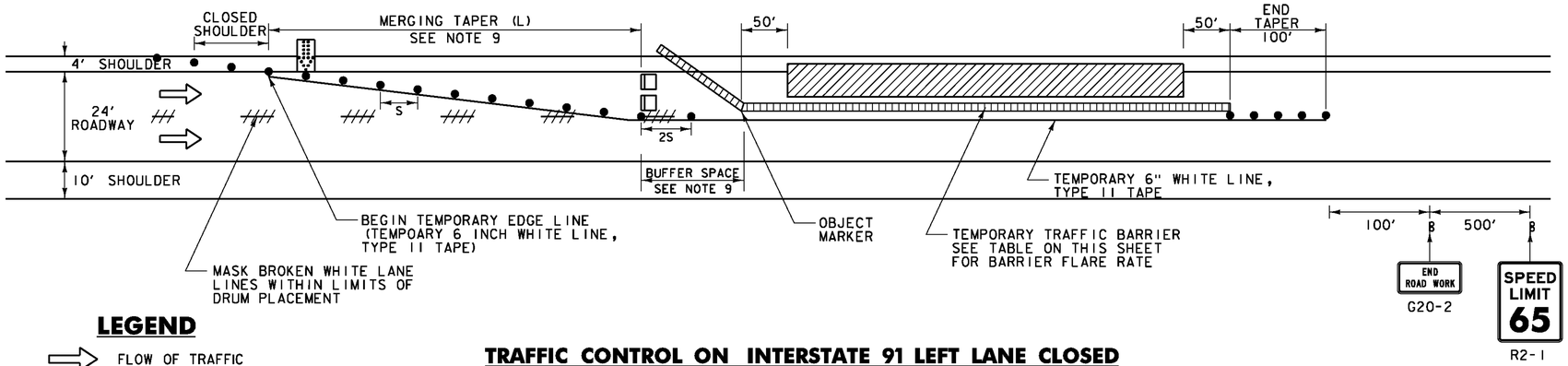


CONSTRUCTION APPROACH SIGNING PACKAGE ON INTERSTATE 91 LEFT LANE CLOSED (RIGHT LANE CLOSURE SIMILAR)



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
- TEMPORARY TRAFFIC BARRIER
- MASKED PAVEMENT MARKING

TRAFFIC CONTROL ON INTERSTATE 91 LEFT LANE CLOSED (RIGHT LANE CLOSURE SIMILAR)

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 1-91:

1. SEE SHEETS 5 AND 6 FOR GENERAL TRAFFIC CONTROL NOTES
2. THE LEFT LANE CLOSURE IS SHOWN. THE RIGHT LANE APPROACH SIGNING IS SIMILAR.
3. 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.
4. THE END TAPER SHALL BE CONSTRUCTED OF 5 ADDITIONAL RETROREFLECTIVE DRUMS SPACED AT 20 FEET ON CENTER.
5. THE ARROW BOARD SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY OR IF PRACTICAL FARTHER FROM THE TRAVEL LANE AT THE END OF THE SHOULDER TAPER.
6. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER. THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD.
7. TRAVEL LANE SHALL BE 12 FEET WIDE.
8. DURING NON-WORK PERIODS, ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF PAVED SHOULDERS AND OUTSIDE THE CLEAR ZONE OR PROTECTED BY TRAFFIC BARRIER.
9. 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.
10. SEE VTRANS STANDARD SHEET E-103 FOR ADDITIONAL INFORMATION.

Stantec

PROJECT NAME: BARTON COVENTRY
PROJECT NUMBER: IM BPNT(11)

FILE NAME: ...\drawing\Plot Files\tcp 1.dgn PLOT DATE: 10/29/2012
PROJECT LEADER: G. BOGUE DRAWN BY: C. GENDRON
DESIGNED BY: D. DEBAIE CHECKED BY: G. BOGUE
TRAFFIC CONTROL PLAN 1 SHEET 7 OF 84