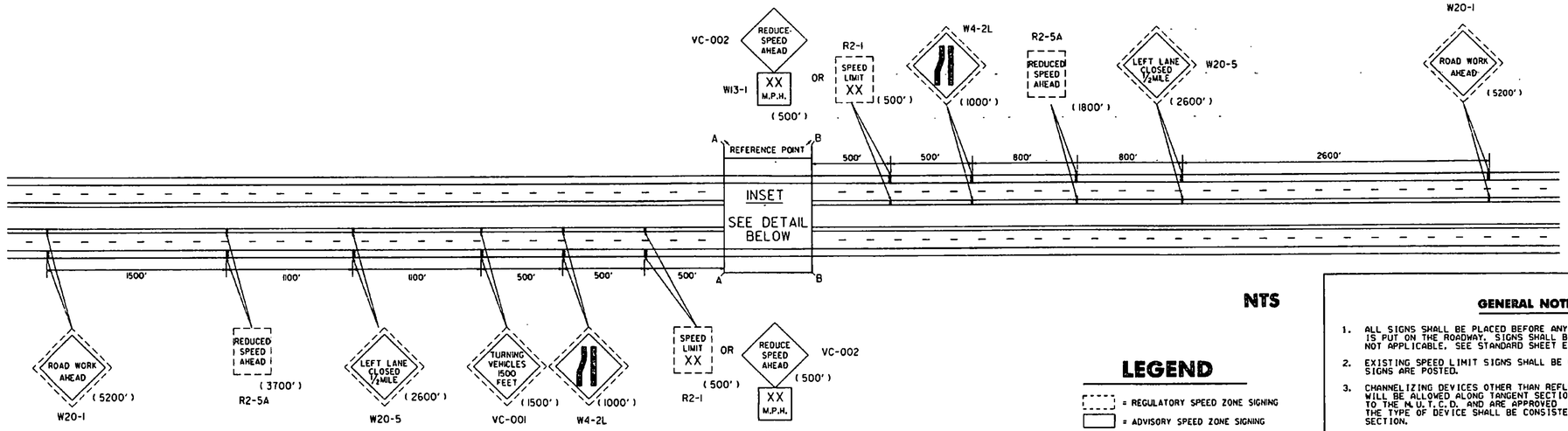


NTS

LEGEND

= REGULATORY SPEED ZONE SIGNING

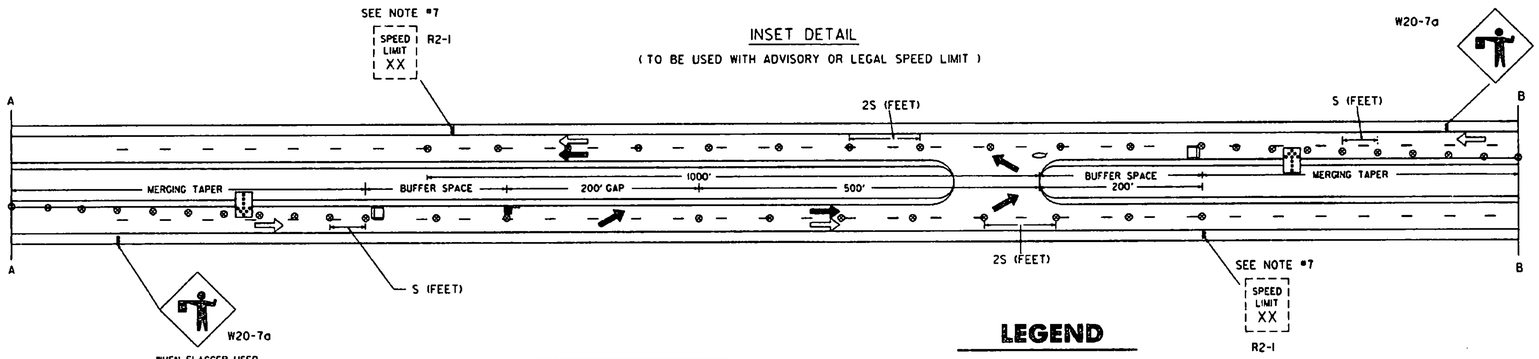
= ADVISORY SPEED ZONE SIGNING

GENERAL NOTES

1. ALL SIGNS SHALL BE PLACED BEFORE ANY WORK BEGINS OR EQUIPMENT IS PUT ON THE ROADWAY. SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE. SEE STANDARD SHEET E-100 FOR REQUIREMENTS.
2. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED.
3. CHANNELIZING DEVICES OTHER THAN REFLECTORIZED PLASTIC DRUMS WILL BE ALLOWED ALONG TANGENT SECTIONS AS LONG AS THEY CONFORM TO THE M.U.T.C.D. AND ARE APPROVED BY THE RESIDENT ENGINEER. THE TYPE OF DEVICE SHALL BE CONSISTENT THROUGHOUT THE TANGENT SECTION.
4. THE ''SPEED LIMIT XX'' AND OTHER RELATED SIGNS SHALL BE REMOVED OR COVERED WHEN WORK IS NOT IN PROGRESS AND ROADWAY IS NOT RESTRICTED.
5. ''SPEED ZONE AHEAD'' SIGNS MAY BE USED IN LIEU OF ''REDUCED SPEED AHEAD''.
6. FOR RELATIVELY SHORT TERM PROJECTS WITH NO OFFICIAL REGULATORY SPEED ZONE ENACTMENT, ADVISORY SPEED PLAQUES MOUNTED AS SUPPLEMENTAL SIGNS ON OTHER WARNING SIGNS MAY BE USED.
7. WHEN REDUCED REGULATORY SPEED LIMITS ARE USED THEN A SIGN, INFORMING MOTORIST THAT THE TEMPORARY SPEED ZONE HAS ENDED, SHALL BE INSTALLED AT THE END OF THE WORK AREA.
8. ALL FIXED SIGNS SHALL BE MOUNTED ON YIELDING STEEL, ALUMINUM OR WOOD SUPPORTS AS SHOWN ON STANDARD SHEETS E-100 AND E-121.
9. PORTABLE SIGNS SHALL BE KEPT LEVEL WHEN PLACED ON THE EDGE OF ROADWAY AND ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACES SHALL BE PLACED ABOVE THE TOP OF THE GUARDRAIL.
10. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
11. WHEN SIGNING FOR THIS OPERATION INTERFERES WITH THAT FOR WORK ON THE MAINLINE, THE RESIDENT ENGINEER SHALL ESTABLISH THE APPROPRIATE SIGN REQUIREMENTS.
12. THE CHOICE OF USING FLAGGERS OR UNIFORMED OFFICERS IS AT THE DISCRETION OF THE ENGINEER.
13. CHANNELIZING DEVICES SHALL BE PLACED AS FOLLOWS:
    TAPERS - DEVICES SHALL BE SPACED A MAXIMUM OF ''S'' (THE SPEED LIMIT IN FEET) APART.
    TANGENT - DEVICES SHALL BE SPACED 2 X ''S'' (THE SPEED LIMIT IN FEET) APART.
14. THE FLASHING ARROW PANELS SHALL BE LOCATED AS NEAR TO THE FRONT OF THE TAPER AS POSSIBLE WHILE STILL REMAINING INSIDE THE CHANNELIZING DEVICES.
15. MERGING TAPERS SHOULD BE DESIGNED FOR THE SPEED LIMIT OF THE ROADWAY PRIOR TO CONSTRUCTION.
16. CONSTRUCTION VEHICLES USED FOR HAULING MATERIAL AT THE WORK SITE AND TRAVELLING ON PUBLIC HIGHWAYS SHOULD HAVE A ''CONSTRUCTION VEHICLE DO NOT FOLLOW'' SIGN MOUNTED ON THE REAR OF THE VEHICLE.

INSET DETAIL

(TO BE USED WITH ADVISORY OR LEGAL SPEED LIMIT)



POSTED SPEED OR 85TH PERCENTILE M.P.H.	MERGING TAPER 12' LANE	BUFFER SPACE (MINIMUM)
40	320'	160'
45	540'	270'
50	600'	300'
55	660'	330'
60	720'	360'
65	780'	390'

LEGEND

= THROUGH TRAFFIC
= CONSTRUCTION VEHICLES
= CHANNELIZING DEVICE
= FLASHING ARROW PANEL
= FLAGGER
= UNIFORMED TRAFFIC OFFICER
= TYPE III BARRICADE

NTS

TD105

OTHER STDS. REQUIRED: E-100, E-101, E-102, E-102A, E-107A, E-121, E-142

REVISIONS AND CORRECTIONS

AUG. 08, 1995 - DATE OF ORIGINAL ISSUE

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

APPROVED

DIRECTOR OF ENGINEERING

TRAFFIC AND SAFETY ENGINEER

TRAFFIC CONTROL FOR CONSTRUCTION VEHICLE U-TURNS ON DIVIDED HIGHWAY

/traf/std/std105.dgn : std105.1

VERMONT AGENCY OF TRANSPORTATION

STANDARD

E-105