



**TRAFFIC CONTROL APPROACH SIGN PACKAGE FOR BRIDGES NO. 33 & 8**

**APPROACH SIGN NOTES:**

- REFER TO STANDARD E-100 FOR CONSTRUCTION APPROACH SIGNS CRITERIA.
- ALL SIGNS ARE TO BE LOCATED ON THE RIGHT SIDE OF THE ROAD APPROACHING THE CONSTRUCTION AREA UNLESS OTHERWISE NOTED.

- BRIDGES 33 & 8 TRAFFIC CONTROL NOTES:**
- THE EXISTING SPEED LIMIT IS 35 M.P.H. FOR U.S. 5 WESTMINSTER (BR 33) AND 30 M.P.H. FOR U.S. 5 IN BRATTLEBORO (BR 8).
  - DUE TO THE TRAFFIC VOLUMES ON U.S. 5, THE CONTRACTOR SHALL NOT USE A TEMPORARY TRAFFIC SIGNAL FOR TRAFFIC CONTROL ON BRIDGES NO. 33 AND 8.
  - SIDEWALK FOR BRIDGES 33 AND 8 SHALL REMAIN OPEN DURING CONSTRUCTION. COST TO MAINTAIN PEDESTRIAN ACCESS ACROSS THE BRIDGE SHALL BE INCIDENTAL TO CONTRACT ITEM 641.10.
  - SEE SHEET 8 FOR GENERAL TRAFFIC CONTROL NOTES.

- LEGEND**
- FLOW OF TRAFFIC
  - RETROREFLECTIVE PLASTIC DRUM
  - TYPE III BARRICADE
  - WORK AREA
  - TRUCK/TRAILOR MOUNTED ATTENUATOR
  - PORTABLE CHANGEABLE MESSAGE SIGN (SEE NOTE 15)

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=8 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
25	28	130	65	1:9	155	25	50
30	40	180	90	1:9	200	30	60
35	55	250	125	1:9	250	35	70
40	72	310	155	1:9	305	40	80
45	120	540	270	1:9	360	45	90

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



PROJECT NAME: STATEWIDE SOUTHEAST REGION  
PROJECT NUMBER: BHF MEMB(21)  
FILE NAME: ...plot files\06\_tcs 2.dgn PLOT DATE: 10/13/2009  
PROJECT LEADER: G. BOGUE DRAWN BY: E. ALLING  
DESIGNED BY: S. BURBANK CHECKED BY: S. BURBANK  
**TRAFFIC CONTROL SHEET 2** SHEET 6 OF 34