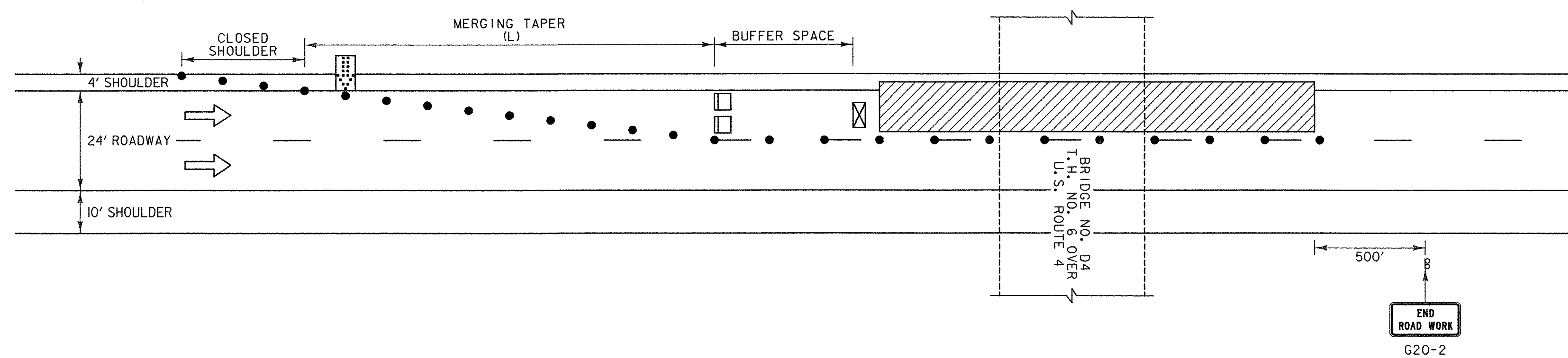


**CONSTRUCTION APPROACH SIGNING ON U.S. ROUTE 4 LEFT LANE CLOSED - BRIDGE NO. D4**



**TRAFFIC CONTROL ON U.S. ROUTE 4 LEFT LANE CLOSED - BRIDGE NO. D4**

**LEGEND**

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- PORTABLE ARROW BOARD
- TYPE III BARRICADE
- WORK AREA
- TRUCK/TRAILOR MOUNTED ATTENUATOR
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

| 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

**GENERAL NOTES:**

1. THE LEFT LANE CLOSURE IS SHOWN. THE RIGHT LANE CLOSURE IS SIMILAR.
2. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
3. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
4. ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM TYPE VI.
5. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. THE SIGNS "ROAD WORK AHEAD" (W20-1) AND "END ROAD WORK" (G20-2) SHALL BE INSTALLED ON BOTH THE EASTBOUND AND WESTBOUND LANES OF U.S. ROUTE 4 IN ACCORDANCE WITH THIS SHEET BEFORE ANY WORK COMMENCES ON BRIDGE D4. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
6. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL.
7. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A ONE FOOT MINIMUM ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
8. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
9. THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
10. THE NUMBER OF CHANNELIZING DEVICES, TYPE THREE BARRICADE AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
11. PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY.
12. THE ARROW PANEL SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, OR IF PRACTICAL FURTHER FROM THE TRAVELED LANE AT THE END OF THE SHOULDER TAPER.
13. 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.55 OF THE MUTCD. THE PCMS SHALL READ "LEFT (OR RIGHT) LANE CLOSED AHEAD, PLEASE MERGE EARLY".
14. TRAVEL LANE SHALL BE 12 FEET WIDE.
15. THE CONTRACTOR MAY REDUCE TRAFFIC TO ONE LANE DURING WORKING HOURS IN ACCORDANCE WITH THIS SHEET, AS REQUIRED. ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF PAVED SHOULDERS DURING NON-WORK PERIODS, AND PROTECTED BY BARRELS OR CONES. NORMAL TRAFFIC LANES SHALL BE RESTORED DURING NON-WORK PERIODS AND TEMPORARY TRAFFIC SIGNS REMOVED OR COVERED, EXCEPT FOR THE SIGNS "ROAD WORK AHEAD" (W20-1) AND "END ROAD WORK" (G20-2). THESE SIGNS SHALL REMAIN UNCOVERED UNTIL THEIR REMOVAL AT THE COMPLETION OF THE WORK.
16. LANE CLOSURES ON T.H. NO. 6, IF REQUIRED, SHALL BE IN ACCORDANCE WITH TRAFFIC CONTROL SHEET 2.



PROJECT NAME: DORSET - FAIR HAVEN  
 PROJECT NUMBER: ST BPNT(II)  
 FILE NAME: ...structural\drawing\TS l.dgn PLOT DATE: 6/17/2008  
 PROJECT LEADER: G. BOGUE DRAWN BY: J. SOTER  
 DESIGNED BY: G. BOGUE CHECKED BY: S. BURBANK  
**TRAFFIC CONTROL SHEET 1** SHEET 3 OF 14