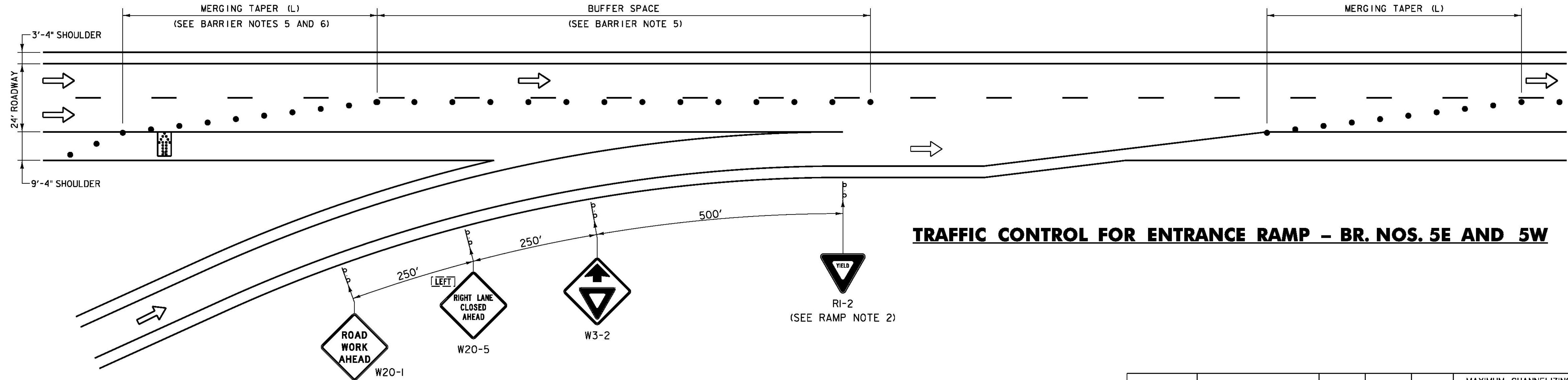


TRAFFIC CONTROL FOR EXIT RAMP - BR. NO. 15E

NOTE: TRAFFIC CONTROL NOTES ON TRAFFIC CONTROL SHEET 1. APPLY TO THESE DETAILS.

ENTRANCE /EXIT RAMP NOTES:

1. DUE TO CLOSE PROXIMITY OF THE BRIDGE NO. 15E WORK AREA TO THE EXIT RAMP, THE MERGING TAPER MAY NEED TO BE REDUCED. THE GORE PAINT AT THE EXIT RAMP SHALL BE MASKED AS NECESSARY TO PROVIDE THE LONGEST TAPER POSSIBLE WITHIN THE SPACE AVAILABLE.
2. AT ENTRANCE RAMP, THE "YIELD" (R1-2) SIGN SHALL BE PLACED AT THE THEORETICAL GORE TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING MAINLINE VEHICULAR TRAFFIC.
3. THE "TRAFFIC CONTROL FOR ENTRANCE RAMP - BR. NOS. 5E AND 5W" DETAIL HAS BEEN PROVIDED AS GUIDANCE IF APPLICABLE. IF SUFFICIENT DISTANCE EXISTS BETWEEN THE ENTRANCE RAMP AND THE WORK AREA TO PROVIDE THE TAPER, TANGENT, AND BUFFER SPACE LENGTHS AS SHOWN ON TRAFFIC CONTROL SHEET 2 WITHOUT IMPACTING THE ENTRANCE RAMP, ONLY THE ENTRANCE RAMP SIGNING SHALL BE REQUIRED.



TRAFFIC CONTROL FOR ENTRANCE RAMP - BR. NOS. 5E AND 5W

TRAFFIC CONTROL AND CONCRETE MEDIAN BARRIER NOTES:

1. SEE TRAFFIC CONTROL SHEETS 1 AND 2 FOR ADDITIONAL NOTES AND APPROACH SIGNING FOR THE RIGHT LANE CLOSURE.
2. 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".
3. THE END OF THE BARRIER FACING APPROACHING TRAFFIC SHALL MEET THE FOLLOWING REQUIREMENTS.
 - A. WHEN NO GUARDRAIL IS PRESENT, A 30' OFFSET SHALL BE USED FROM THE EDGE OF TRAVELED WAY. IF A 30' OFFSET IS NOT ATTAINABLE, THEN AN ENERGY ABSORPTION ATTENUATOR SHALL BE LOCATED AT THE END OF THE BARRIER.
 - B. 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.

4. THE QUANTITIES INCLUDE TWO ENERGY ABSORPTION ATTENUATORS PER BRIDGE, AND ONE BACKUP ATTENUATOR FOR THE PROJECT (INCLUDED IN QUANTITY FOR BRIDGE NO. 5E) 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". THE COST FOR ENERGY ABSORPTION ATTENUATORS USED FOR ANY OTHER TRAFFIC CONTROL SETUP SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
5. AT THE DISCRETION OF THE ENGINEER, MERGING TAPER, BUFFER SPACE, AND TANGENT LENGTHS MAY BE EXTENDED BEYOND MINIMUM VALUES, ESPECIALLY IN CLOSE PROXIMITY TO INTERCHANGE RAMP, CURVES, OR OTHER INFLUENCING FACTORS.
6. EXTEND MERGING TAPER TO ACCOUNT FOR REQUIRED LANE SHIFT OFFSET.
7. PROVIDE MERGING TAPER LENGTH AS REQUIRED FOR LANE SHIFT.
8. TEMPORARY TAPE EDGELINES SHALL BE APPLIED AND SHALL MAINTAIN A ONE FOOT MINIMUM DISTANCE FROM THE BARRIER WITH TWO FEET BEING DESIRABLE.
9. 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".
10. DASHED LINE REMOVAL SHALL BEGIN 750 FEET IN ADVANCE OF THE BEGINNING OF THE SHOULDER TAPER FOR TRAFFIC CONTROL WITH TEMPORARY BARRIER PROTECTION.

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)
- WORK AREA

PROJECT NAME: FAIR HAVEN-WEST RUTLAND
 PROJECT NUMBER: BF MEMB(35)
 FILE NAME: z13b062-1cp3.dgn PLOT DATE: 12/3/2014
 PROJECT LEADER: JPB DRAWN BY: MWS
 DESIGNED BY: SRB CHECKED BY: JPB
 TRAFFIC CONTROL SHEET 3 SHEET 7 OF 44