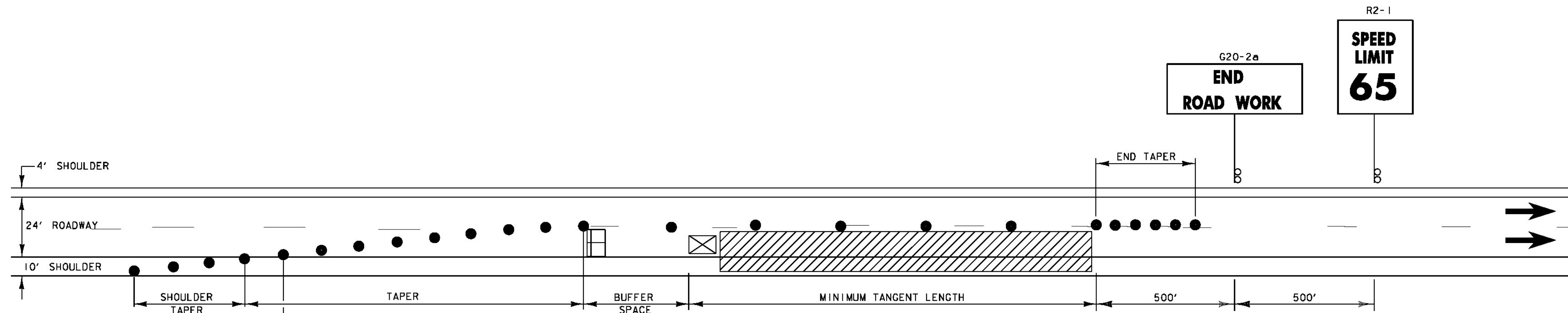


TRAFFIC CONTROL NOTES - US ROUTE 4:

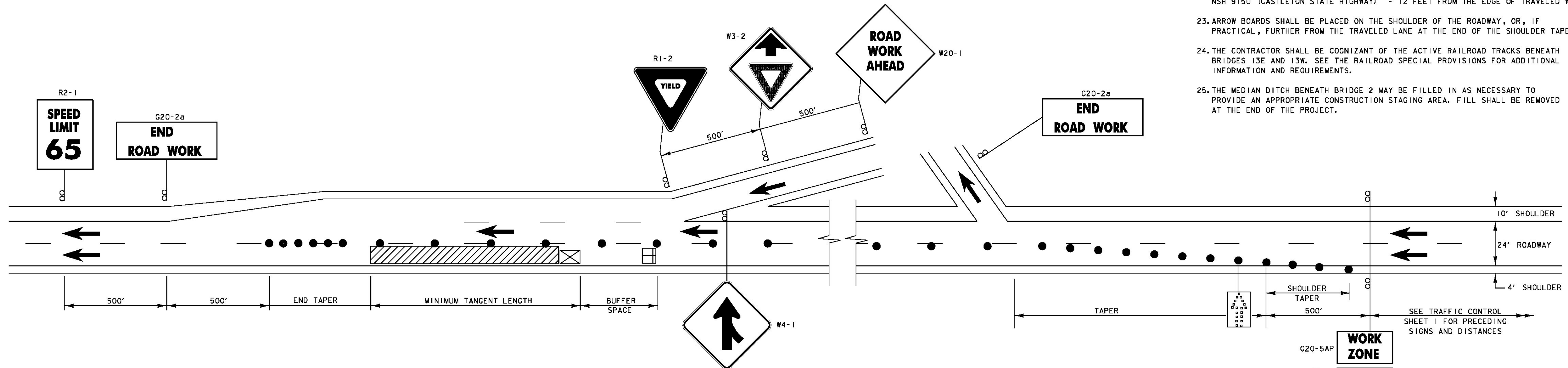
NOTES CONTINUED FROM TRAFFIC CONTROL SHEET (1):

16. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
17. THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF LEFT OR RIGHT LANES INSTALLED BEFORE WORK COMMENCES.
18. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED IS 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.
19. PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY AND START THE END TAPER. THE END TAPER SHALL BE CONSTRUCTED OF 5 ADDITIONAL RETROREFLECTIVE DRUMS SPACED AT 10 FEET ON CENTER.
20. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED FOR US ROUTE 4 LANE CLOSURES AND AT THE DISCRETION OF THE ENGINEER FOR LANE CLOSURES ON OTHER ROADWAYS. MESSAGES SHALL BE LIMITED TO TWO PHRASES, SUCH AS "RIGHT (LEFT) LANE ENDS, MERGE EARLY".
21. TRAVEL LANES SHALL BE A MINIMUM OF 12 FEET WIDE ON US ROUTE 4.
22. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE OF US ROUTE 4 WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER. THE CLEAR ZONE IS DEFINED AS FOLLOWS:
US ROUTE 4 - 34 FEET FROM THE EDGE OF TRAVELED WAY
NSH 9150 (CASTLETON STATE HIGHWAY) - 12 FEET FROM THE EDGE OF TRAVELED WAY.
23. ARROW BOARDS SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, OR, IF PRACTICAL, FURTHER FROM THE TRAVELED LANE AT THE END OF THE SHOULDER TAPER.
24. THE CONTRACTOR SHALL BE COGNIZANT OF THE ACTIVE RAILROAD TRACKS BENEATH BRIDGE 13E AND 13W. SEE THE RAILROAD SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
25. THE MEDIAN DITCH BENEATH BRIDGE 2 MAY BE FILLED IN AS NECESSARY TO PROVIDE AN APPROPRIATE CONSTRUCTION STAGING AREA. FILL SHALL BE REMOVED AT THE END OF THE PROJECT.



TRAFFIC CONTROL ON US ROUTE 4, RIGHT LANE CLOSED

NOT TO SCALE
SEE TRAFFIC CONTROL SHEET 1 FOR SIGNING



**TRAFFIC CONTROL ON US ROUTE 4, LEFT LANE CLOSED
BRIDGE 2 (WESTBOUND)**

NOT TO SCALE

LEGEND

- ➔ - FLOW OF TRAFFIC
- ▨ - WORK AREA
- - REFLECTORIZED PLASTIC DRUM
- - TYPE III BARRICADE
- ⊠ - TRUCK/TRAILER MOUNTED ATTENUATOR (ATTENUATOR OPTIONAL)
- ⊞ - FLASHING ARROW PANEL
- PCMS - PORTABLE CHANGEABLE MESSAGE SIGN

POSTED SPEED LIMIT	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT	MERGING 12 FT LANE			TAPER	TANGENT
40	90	320	160	305	40	80
45	150	540	270	360	45	90
50	170	600	300	425	50	100
55	185	660	330	495	55	110
60	200	720	360	570	60	120
65	215	780	390	645	65	130

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:
 $L = WS$ 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
S = POSTED SPEED IN MPH



TRAFFIC CONTROL SHEET (2)

PROJECT NAME: CASTLETON-WEST RUTLAND
PROJECT NUMBER: BF BPNT (15)

FILE NAME: z525459tc_2.dgn
PROJECT LEADER: G.K.DONNINGTON
DESIGNED BY: R.GAUDREAU
tc2.dgn

PLOT DATE: 17-OCT-2014
DRAWN BY: R.GAUDREAU
CHECKED BY: J.KHERA
SHEET 8 OF 14