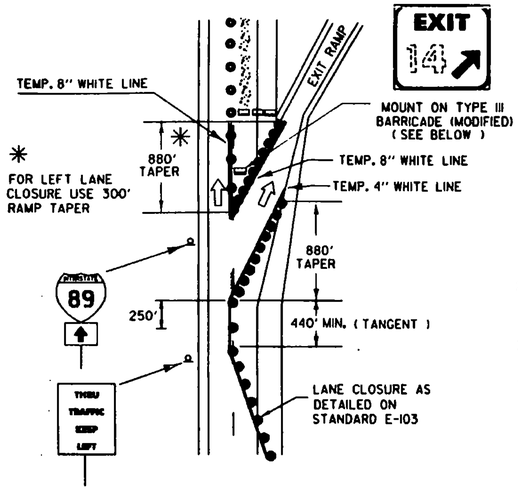


THIS DETAIL TO BE USED WHEN THE WORK ZONE BEGINS AT THE GORE OR THE MAINLINE LANE CLOSURE DRUM PLACEMENT INTERFERES WITH THE EXIT RAMP.

MAINLINE LANE CLOSURE AT AN EXIT RAMP

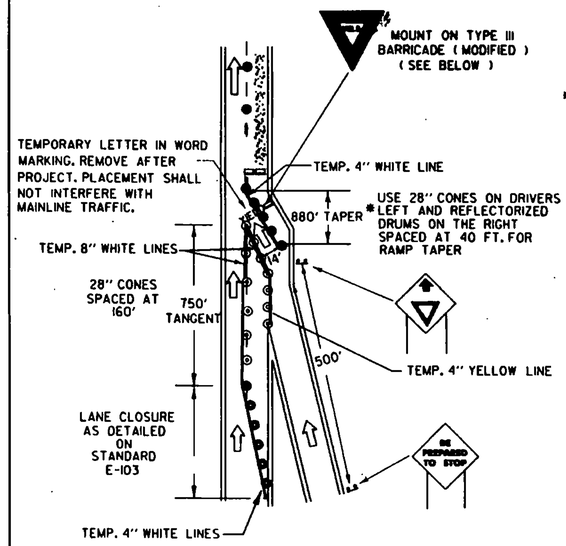
NOTES :

1) REFLECTORIZED DRUMS SHALL BE SPACED AT 40' C-C IN TAPERS AND 160' C-C WHEN PLACED ON TANGENT
2) ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.
3) TAPER RATES ARE BASED ON A 40 M.P.H. ASSUMED EXIT SPEED.
4) TEMPORARY PAVEMENT MARKINGS ARE REQUIRED WHEN THE LAYOUT IS TO BE IN EFFECT FOR THREE DAYS OR MORE.

NOT TO SCALE

LEGEND

- REFL. PLASTIC DRUMS
- TYPE III BARRICADE
- PAVEMENT MARKING REMOVAL
- INDICATE TRAFFIC FLOW
- WORK AREA



MAINLINE LANE CLOSURE AT AN ENTRANCE RAMP

THIS DETAIL TO BE USED WHEN THE WORK ZONE BEGINS AT AT THE END OF THE ACCELERATION LANE OR THE MAINLINE LANE CLOSURE DRUM PLACEMENT INTERFERES WITH THE ON-RAMP TRAFFIC.

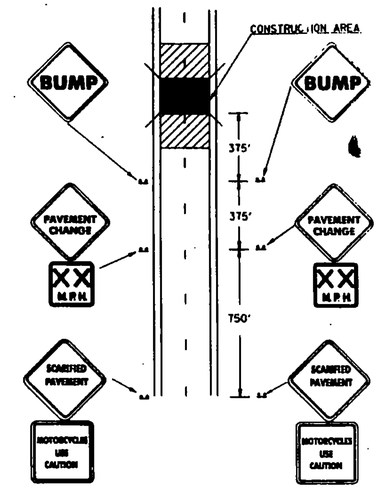
NOTES :

1) ALL SIGNS MOUNTED ON FIXED POSTS (YIELDING TYPE) UNLESS NOTED OTHERWISE.
2) ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.
3) TAPER RATES ARE BASED ON A 40 M.P.H. ASSUMED ENTRANCE SPEED.
4) TEMPORARY PAVEMENT MARKINGS ARE REQUIRED WHEN THE LAYOUT IS TO BE IN EFFECT FOR THREE DAYS OR MORE.

NOT TO SCALE

LEGEND

- 28" CONES (REFLECTORIZED)
- REFL. PLASTIC DRUMS
- TYPE III BARRICADE
- PAVEMENT MARKING REMOVAL
- INDICATE TRAFFIC FLOW
- WORK AREA



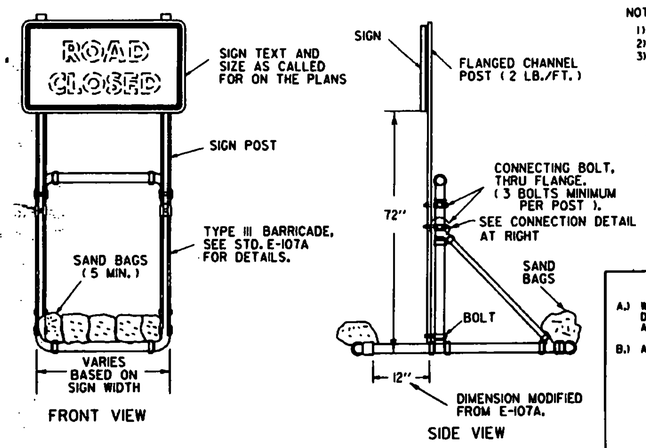
1) ADVISORY SPEED AS DETERMINED BY RESIDENT ENGINEER (40 M.P.H. MINIMUM RECOMMENDED)
2) SIGNS MOUNTED ON FIXED POSTS.(YIELDING TYPE)
3) ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITION SHALL CONTROL THE ACTUAL PLACEMENT.
4) THE BUMP SIGN MAY BE ELIMINATED WHEN THERE IS NO BUMP. WHEN THE CONTRACTOR IS WORKING IN THE CONSTRUCTION AREA THE APPROPRIATE ADVANCED WARNING SIGN PACKAGE SHALL BE USED. SEE STD.E-103.

ADVANCED WARNING SIGN PACKAGE FOR COLD PLANED (SCARIFIED) SURFACES.

NOT TO SCALE

LEGEND

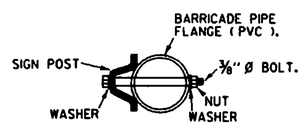
- PAVEMENT TRANSITION



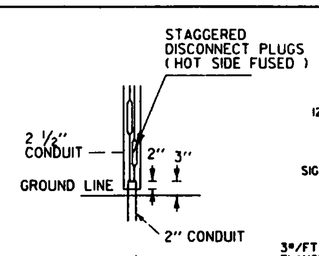
SIGN MOUNTING ON TYPE III BARRICADE (MODIFIED)

NOTES.

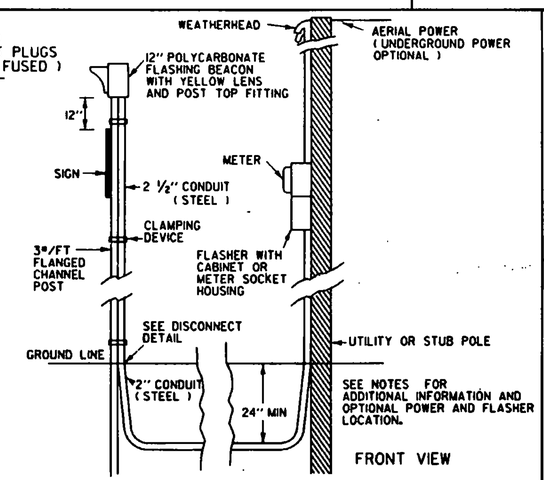
1) REFER TO STANDARD E-107A FOR BARRICADE DETAIL.
2) ALL BARRICADE JOINTS SHALL BE GLUED.
3) FIVE SAND BAGS ARE REQUIRED BOTH FRONT AND BACK, 50 LB. MINIMUM EACH.



CONNECTION DETAIL



DISCONNECT DETAIL



FLASHING BEACON DETAIL

FLASHING BEACON NOTES

A.) WIRE CONNECTIONS AT THE BASE OF THE POST SHALL BE FUSED WITH A WATER-TIGHT DISCONNECT PLUG-IN TYPE CONNECTOR WHICH WILL DISCONNECT WITHOUT DAMAGE DURING A KNOCKDOWN. EACH INSTALLATION SHALL BE GROUNDED.

B.) AT THE CONTRACTOR'S OPTION:

A. THE POWER SUPPLY MAY BE AERIAL OR UNDERGROUND

B. POWER MAY BE COMBINED WITH THE TRAFFIC SIGNAL OR SEPARATE.

C. THE FLASHER MAY BE INSTALLED ON A STUB POLE NEAR THE SIGN, ON A UTILITY POLE (WITH UTILITY COMPANY APPROVAL) OR AT THE SAME LOCATION AS THE TRAFFIC SIGNAL CONTROLLER.

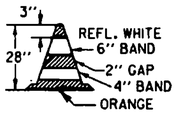
C.) THE FLASHER UNIT SHALL BE ONE CIRCUIT AND INCLUDE A RADIO INTERFERENCE FILTER.

D.) THE FLASHING BEACON INSTALLATION SHALL BE PAID AS NOTED ON THE PLANS.

E.) BATTERY OPERATED FLASHERS SHALL NOT BE ALLOWED.

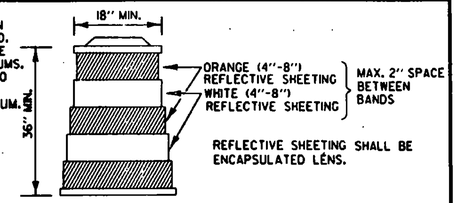
NOTES:

1.) 28" CONES SHALL BE USED ON ROADWAYS WITH SPEED LIMITS OF 35 MPH OR MORE AND ON ALL ROADWAYS DURING HOURS OF DARKNESS.
2.) CONES MAY BE WEIGHTED TO PREVENT OVER-TURNING. HOWEVER THE WEIGHTS SHALL NOT PRESENT A HAZARD IF THE CONE IS STRUCK.



28" REFLECTORIZED CONE

DRUMS SHALL REMAIN UPRIGHT AS DESIGNED. SAND BAGS SHALL BE USED TO WEIGHT DRUMS. ALL WEIGHTS ARE TO BE PLACED IN THE BOTTOM OF THE DRUM.



REFLECTORIZED PLASTIC DRUM

REVISIONS AND CORRECTIONS

JAN. 23, 1989 REVISED EXIT SIGN - CLARIFIED EXIT TAPER

APPROVED

APRIL 22,1988
DATE

David M Kelley
CHIEF ENGINEER

Arthur Gore
DIRECTOR OF PLANNING AND PRECONSTRUCTION

Gordon B. MacArthur
TRAFFIC AND SAFETY ENGINEER

TRAFFIC CONTROL MISCELLANEOUS DETAILS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

E-106