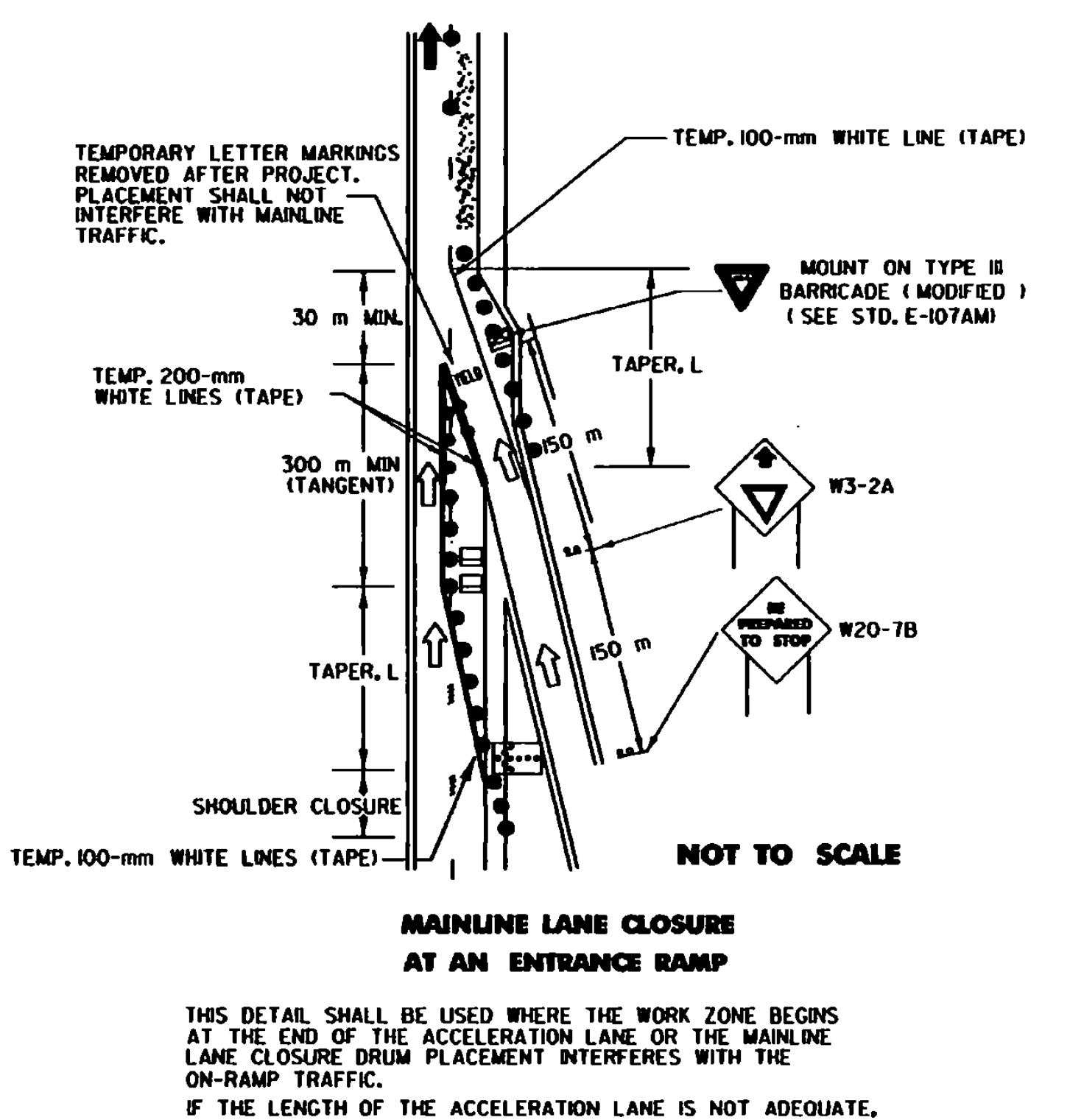


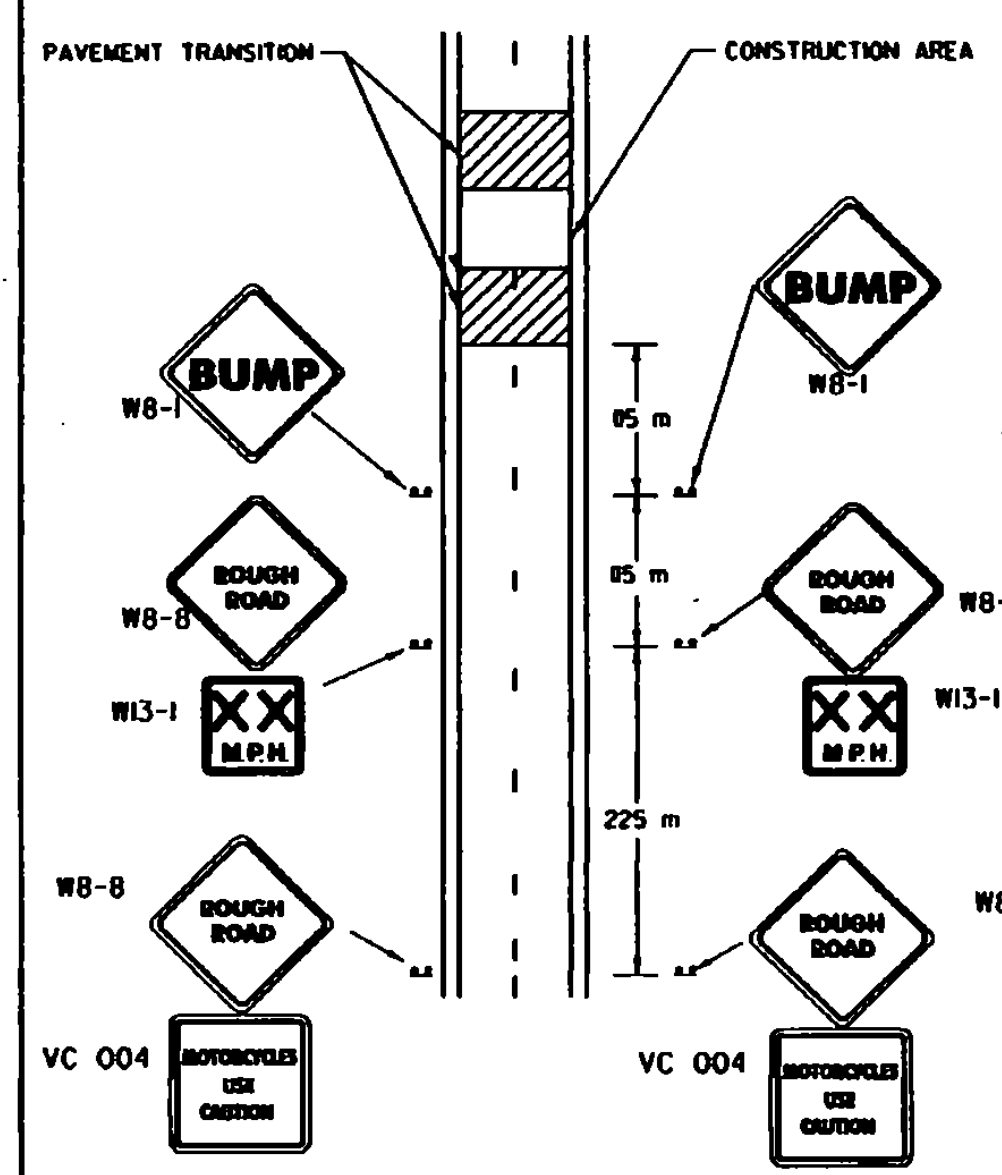
- NOTES:**
- 1) ALL SIGNS SHALL BE MOUNTED ON FIXED POSTS (YIELDING TYPE) UNLESS OTHERWISE NOTED.
 - 2) CHANNELIZING DEVICES SHALL BE PLACED IN ACCORDANCE WITH THE TABLE ON THIS SHEET.
 - 3) ALL DISTANCES ARE DESIRABLE MINIMUMS FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
 - 4) TAPER RATES ARE BASED ON THE POSTED MAINLINE AND EXIT SPEEDS.
 - 5) TEMPORARY PAVEMENT MARKINGS ARE REQUIRED WHEN THE LAYOUT IS TO BE IN EFFECT FOR THREE DAYS OR MORE.
 - 6) LANE CLOSURES SHALL BE AS DETAILED ON STANDARD E-103M.
 - 7) EXIT SIGN SHALL BE MOUNTED A MINIMUM OF 900 mm ABOVE THE GROUND AND HIGH ENOUGH TO BE SEEN ABOVE CHANNELIZING DEVICES.

- LEGEND**
- REFL. 700-mm CONES
 - REFL. PLASTIC DRUMS
 - PAVEMENT MARKING REMOVAL
 - ↑ INDICATES TRAFFIC FLOW
 - ▭ WORK AREA
 - ▭ FLASHING ARROW PANEL
 - ▭ TYPE III BARRICADES
 - ▭ TYPE III BARRICADES (MOD.)

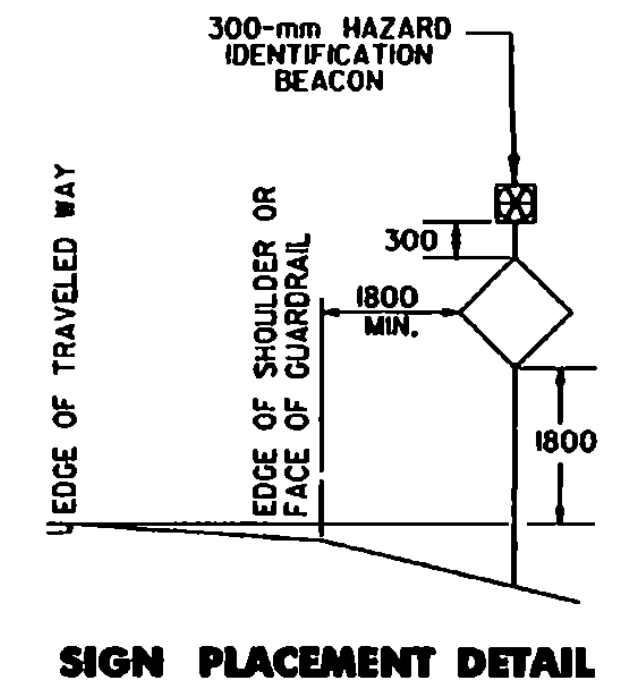
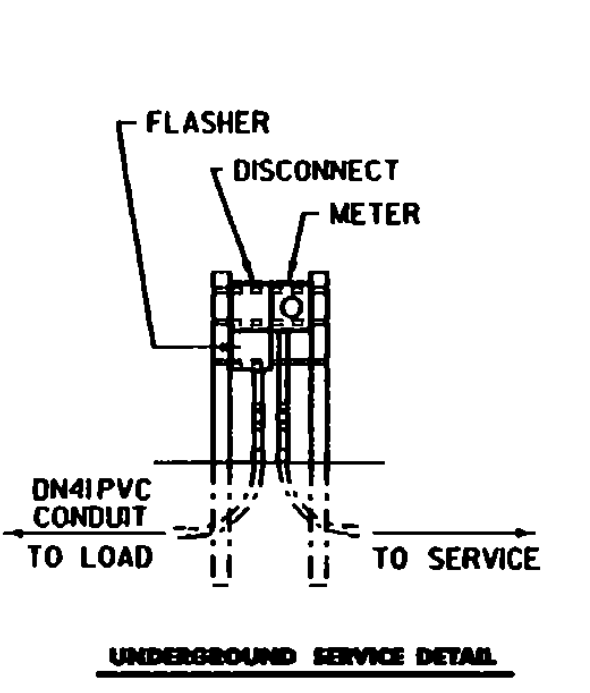
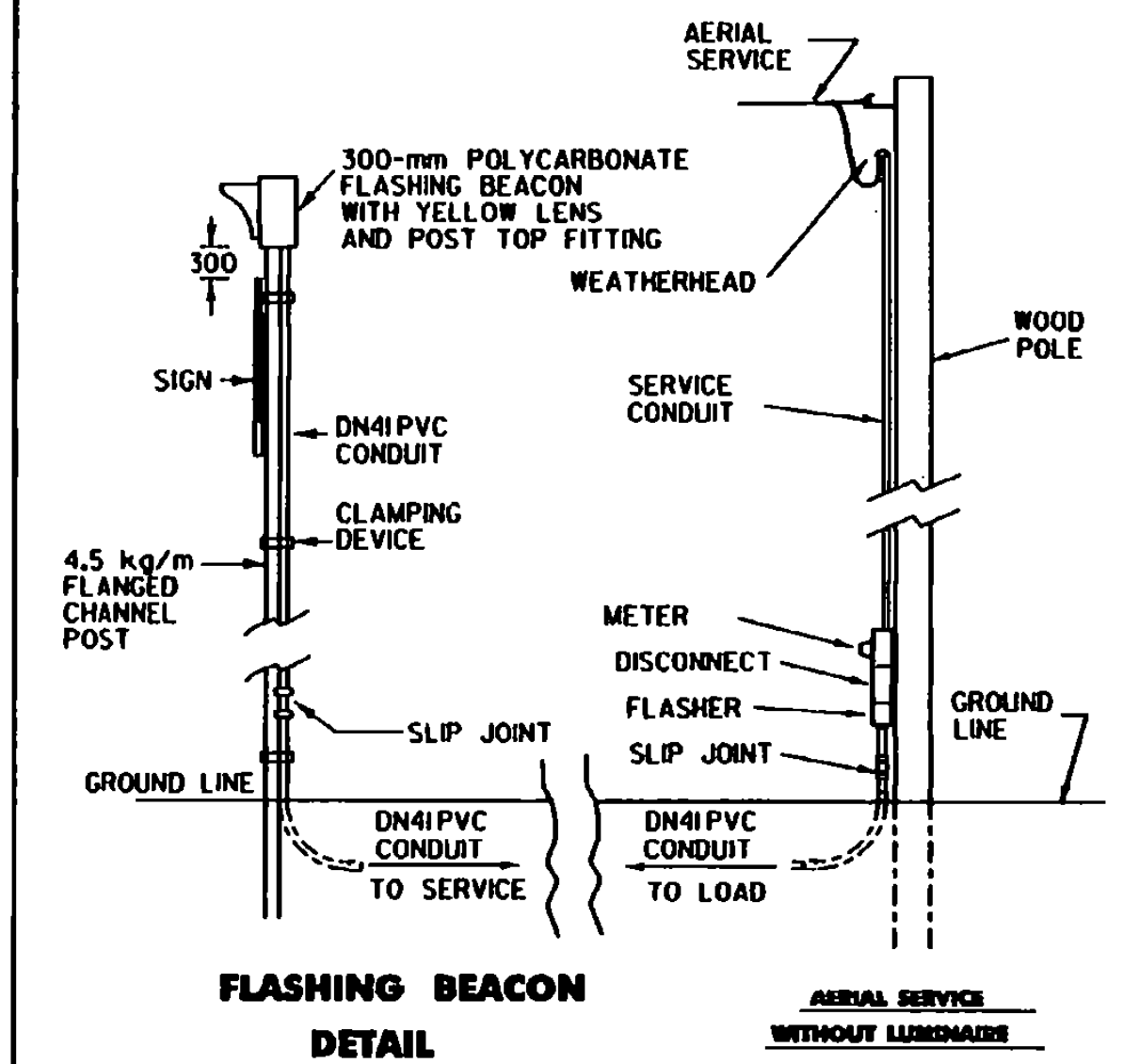


THIS DETAIL SHALL BE USED WHERE THE WORK ZONE BEGINS AT THE END OF THE ACCELERATION LANE OR THE MAINLINE LANE CLOSURE DRUM PLACEMENT INTERFERES WITH THE ON-RAMP TRAFFIC. IF THE LENGTH OF THE ACCELERATION LANE IS NOT ADEQUATE, THE YIELD SIGN SHALL BE REPLACED WITH A STOP SIGN. IF A STOP SIGN IS USED, IT SHOULD BE ACCOMPANIED BY A STOP BAR.

- NOTES:**
- 1.) AT THE CONTRACTOR'S OPTION:
 - A. THE POWER SUPPLY MAY BE AERIAL OR UNDERGROUND (SEE DETAIL).
 - B. POWER FOR A FLASHING BEACON MAY BE COMBINED WITH POWER FOR A TRAFFIC SIGNAL OR THEY MAY HAVE SEPARATE POWER SOURCES.
 - C. THE FLASHER MAY BE INSTALLED ON A STANCHION NEAR THE SIGN, ON A UTILITY POLE (WITH UTILITY COMPANY APPROVAL) OR AT THE SAME LOCATION AS A TRAFFIC SIGNAL CONTROLLER.
 - 2.) THE FLASHER UNIT SHALL BE ONE CIRCUIT AND INCLUDE A RADIO INTERFERENCE FILTER.
 - 3.) BATTERY OPERATED FLASHERS WILL NOT BE ALLOWED.
 - 4.) BOTTOM OF THE BEACON SHALL BE A MIN. OF 2400 mm AND A MAX. OF 3600 mm ABOVE THE EDGE OF THE TRAVELED WAY.
 - 5.) FOR URBAN AREA PLACEMENT SEE STD. E-121M.



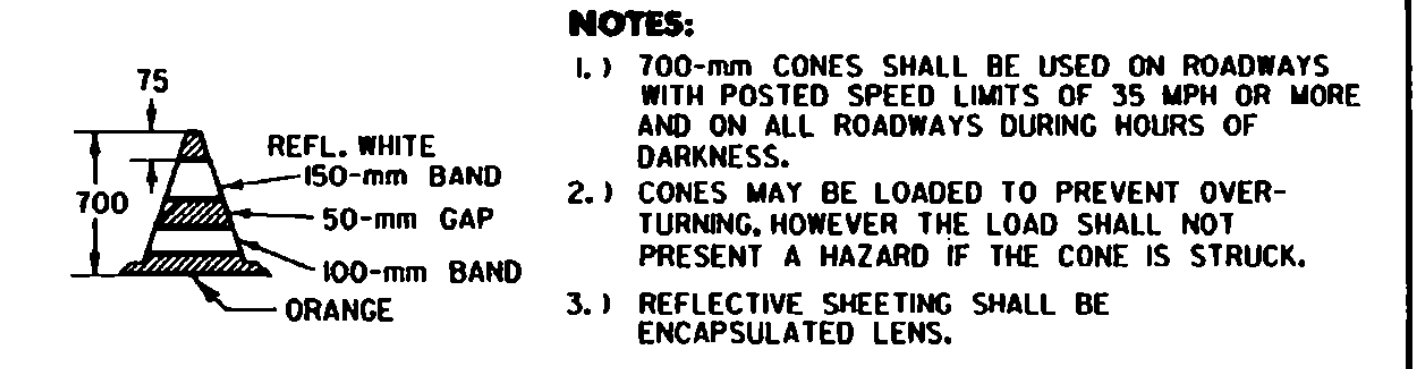
- NOTES:**
- 1) ADVISORY SPEED AS DETERMINED BY THE RESIDENT ENGINEER (40 MPH MINIMUM RECOMMENDED)
 - 2) SIGNS MOUNTED ON FIXED POSTS (YIELDING TYPE).
 - 3) ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
 - 4) THE BUMP SIGN MAY BE ELIMINATED WHERE THERE IS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



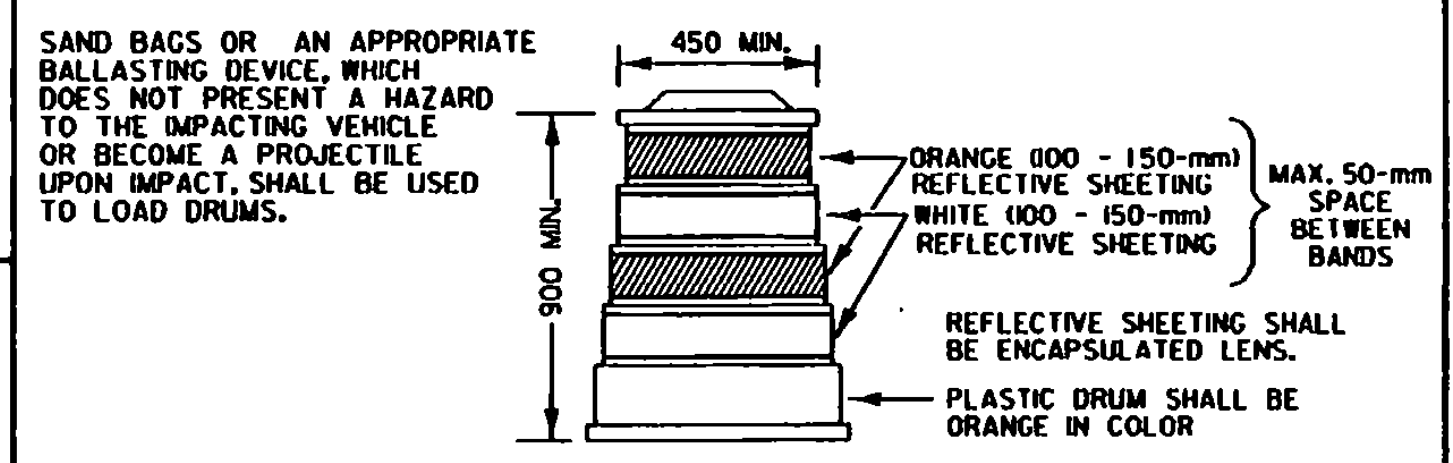
SEE STANDARD E-175M

CHANNELIZING DEVICES
 TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:
 $L = 0.6WS$ FOR DESIGN SPEEDS OF 70 km/h OR GREATER
 $L = WS^2/85$ FOR DESIGN SPEEDS OF 60 km/h OR LESS
 WHERE: L = MINIMUM LENGTH OF TAPER IN METERS
 W = WIDTH OF OFFSET USUALLY LANE WIDTH IN METERS
 S = DESIGN SPEED IN KILOMETERS PER HOUR

POSTED SPEED OR 85th PERCENTILE (mph)	DESIGN SPEED (km/h)	TAPER LENGTHS (m)			TANGENT SECTION LENGTHS (L/2) (m)	MINIMUM BUFFER SPACE LENGTH (m)	MAXIMUM CHANNELIZING DEVICE SPACING (m)		BARRIER FLARE RATE (MIN)
		MERGING 3.6-m LANE (L)	SHIFTING W=4.8 m (L/2)	SHOULDER W=3 m (L/3)			TAPER	ALONG LANE LINE & WORK ZONE	
≤40	60	90	55	25	45	50	0	22	t9
45	70	160	100	40	80	65	13	26	t9
50	80	180	115	50	90	85	15	30	t11
55	90	200	130	55	100	100	17	34	t13
60 & 65	100	220	145	60	110	135	19	38	t13
70	110	240	160	65	120	170	21	42	t13



700-mm REFLECTORIZED CONE



REFLECTORIZED PLASTIC DRUM

OTHER STDS. REQUIRED: E-101M E-102AM E-107AM E-150M E-102M E-103M E-136M E-175M
 NOTE: ALL DIMENSIONS ARE IN MILLIMETERS (mm) EXCEPT WHERE NOTED.

REVISIONS AND CORRECTIONS
 JUNE 13, 1997 - ORIGINAL APPROVAL DATE

APPROVED
 [Signature]
 DIRECTOR OF ENGINEERING
 [Signature]
 DIRECTOR OF CONSTRUCTION AND MAINTENANCE

TRAFFIC CONTROL
 MISCELLANEOUS DETAILS

