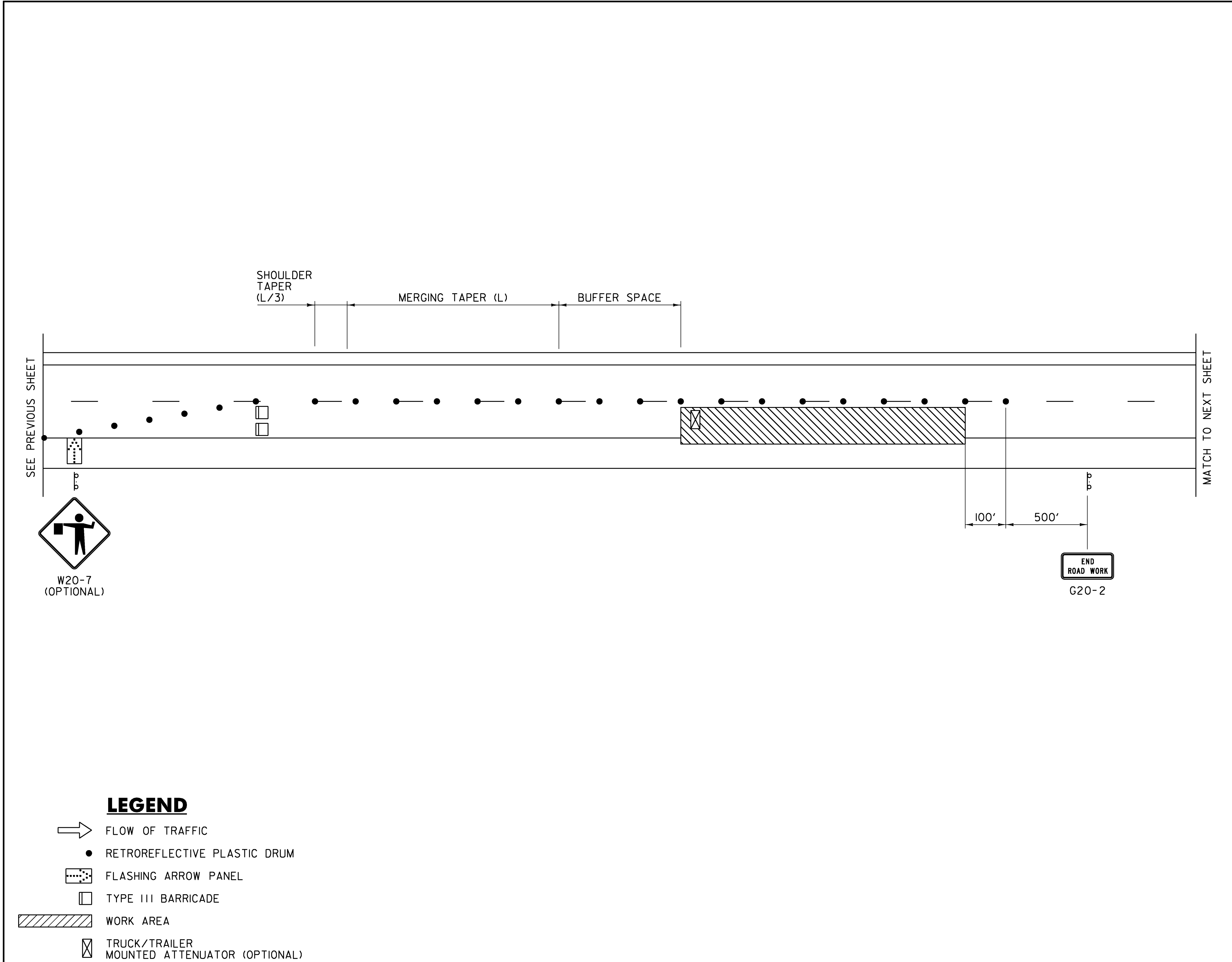




TRAFFIC CONTROL  
DIVIDED HIGHWAY  
ONE LANE CLOSED

GENERAL NOTES:

- FOR LONG TERM CLOSURES, DASHED LANE LINE REMOVAL SHALL BEGIN 750 FEET IN ADVANCE OF THE BEGINNING OF THE SHOULDER TAPER AND TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED ALONG THE CHANNELIZING DEVICES.
- CHANNELIZING DEVICES OTHER THAN RETROREFLECTIVE PLASTIC DRUMS SHALL BE ALLOWED ALONG THE BUFFER SPACE AND WORK AREA. THE TYPE OF DEVICE SHALL BE CONSISTENT THROUGHOUT THE BUFFER SPACE AND WORK AREA AND SHALL REMAIN STABLE WHILE UNATTENDED.
- THE NUMBER OF CHANNELIZING DEVICES, TYPE III 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.
- PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY.
- THE ARROW PANEL SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, AS CLOSE AS PRACTICAL TO THE BEGINNING OF THE MERGING TAPER.
- THE "ROAD WORK NEXT XX MILES" SIGN (G20-1) SHALL BE INSTALLED IN ADVANCE OF TEMPORARY TRAFFIC CONTROL ZONES THAT ARE MORE THAN TWO MILES IN LENGTH, OR AS DIRECTED BY THE ENGINEER. DISTANCES SHALL BE STATED TO THE NEAREST WHOLE MILE.
- WHEN FLAGGER IS PRESENT THE "FLAGGER" (W20-7) SIGN SHALL BE USED; TO BE REMOVED IF FLAGGING STOPS FOR 15 MINUTES OR MORE.
- "SPEED LIMIT XX" (R2-1) SIGN TO BE USED IF A TEMPORARY SPEED ZONE IS IN PLACE.
- TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:  
 $L = WS$  FOR POSTED SPEEDS OF 45 MPH OR GREATER.  
 $L = WS/60$  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
- TAPER LENGTHS FOR SHOULDER WIDTHS OTHER THAN 10 FEET NEED TO BE CALCULATED.

| 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          |

PROJECT NAME: HARTFORD  
PROJECT NUMBER: IM 089-1(60)

FILE NAME: /IIA306/DESIGN/DIA306TRF.DGN  
PROJECT LEADER: P.PELOQUIN  
DESIGNED BY: P. PELOQUIN  
TEMPORARY TRAFFIC CONTROL SHEET #3  
PLOT DATE: 25-JUL-2013  
DRAWN BY: P. BEYOR  
CHECKED BY: P. PELOQUIN  
SHEET 7 OF 10