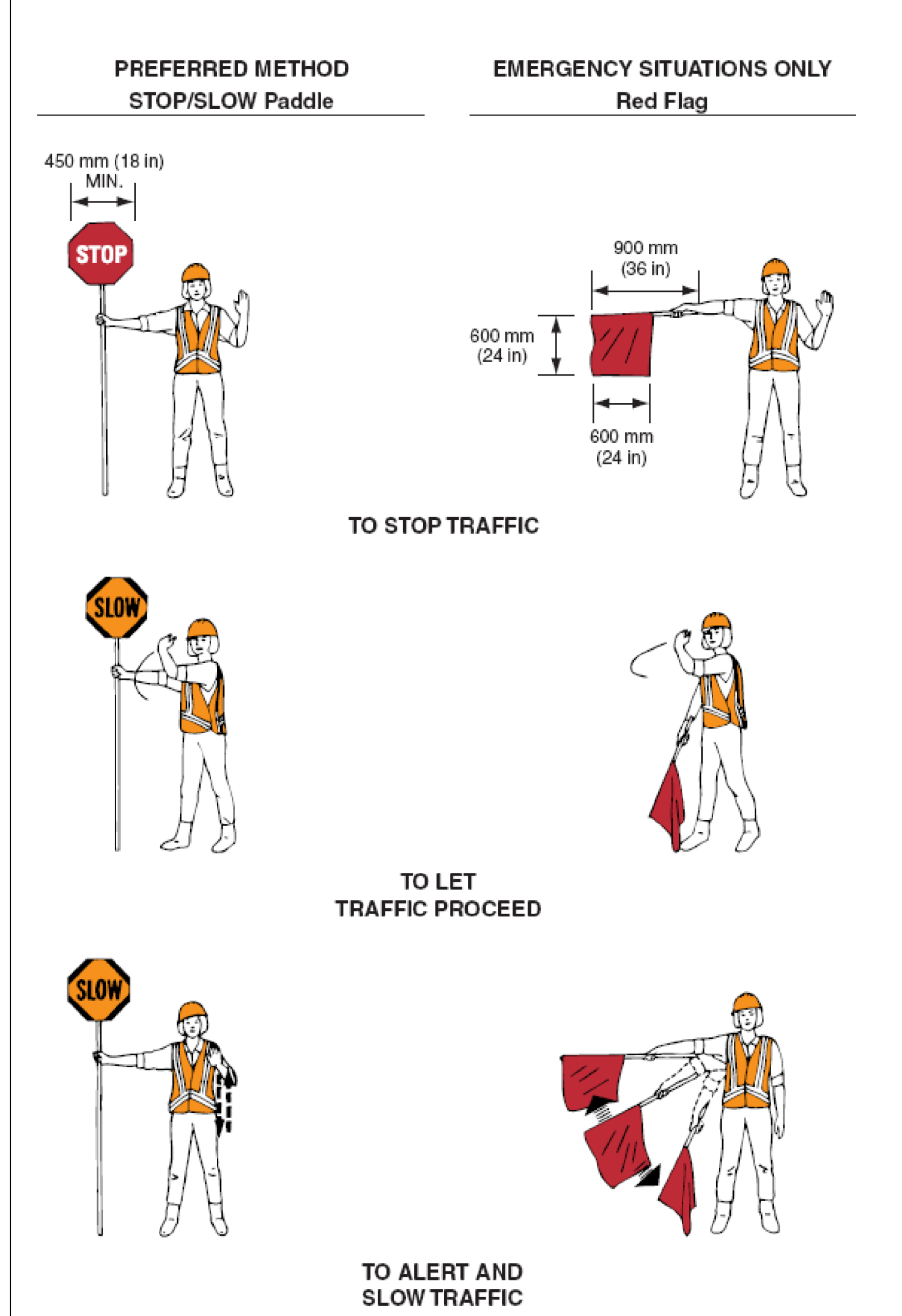


**Table 6H-2. Meaning of Symbols on Typical Application Diagrams**

	Arrow panel
	Arrow panel support or trailer (shown facing down)
	Changeable message sign or support trailer
	Channelizing device
	Crash Cushion
	Direction of temporary traffic detour
	Direction of traffic
	Flagger
	High level warning device (Flag tree)
	Luminaire
	Pavement markings that should be removed for a long term project
	Sign (shown facing left)
	Surveyor
	Temporary barrier
	Temporary barrier with warning lights
	Traffic or Pedestrian signal
	Truck mounted attenuator
	Type III Barricade
	Warning lights
	Work space
	Work vehicle

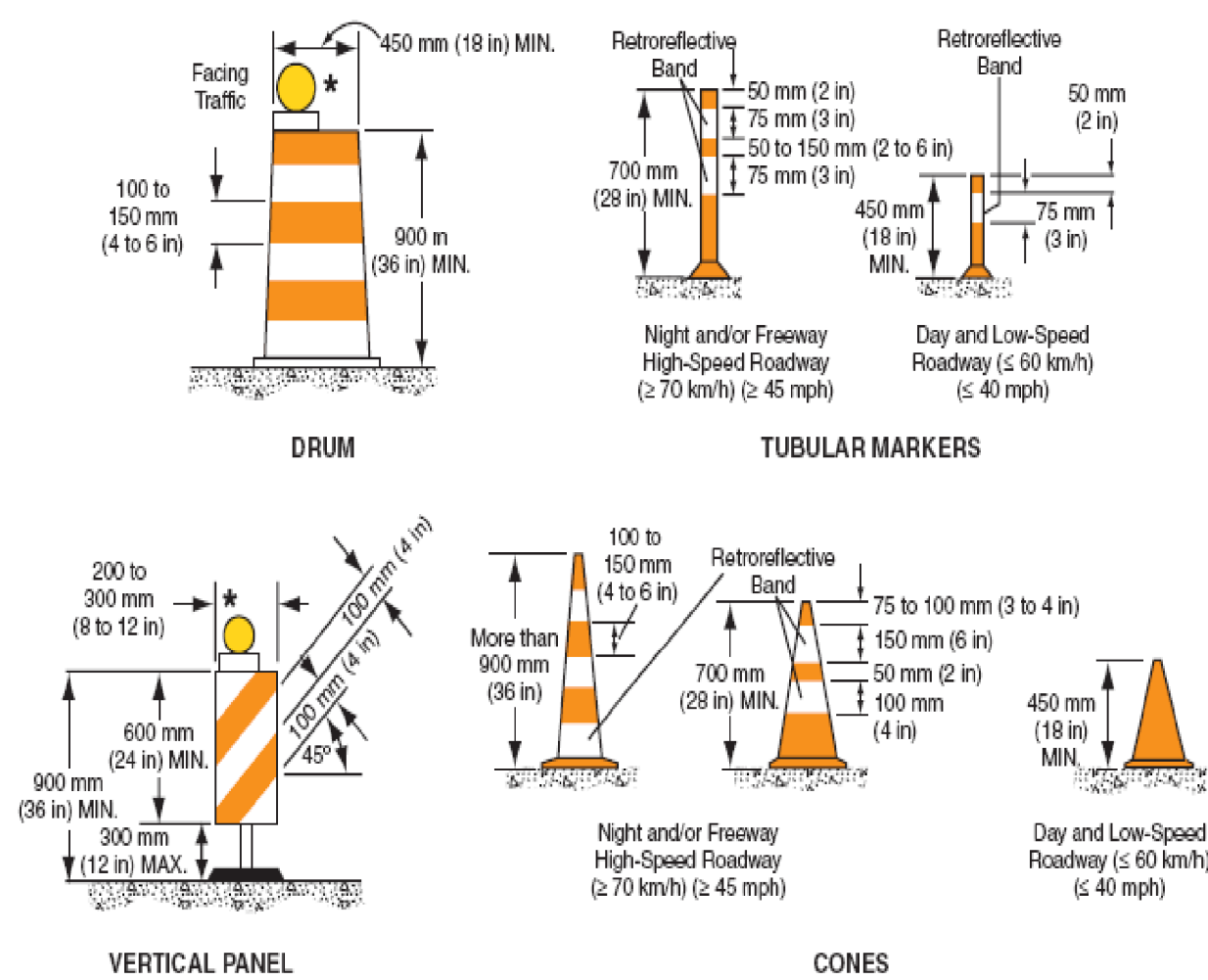
**Figure 6E-1. Use of Hand-Signaling Devices by Flaggers**



**TRAFFIC CONTROL NOTES**

1. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VTRANS E-SERIES STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
2. THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
3. THE CONTRACTOR SHALL CONDUCT THE WORK AT ALL TIMES IN SUCH A MANNER AND IN SUCH SEQUENCE SO AS TO ENSURE THE LEAST INTERFERENCE WITH TRAFFIC.
4. SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
5. A MINIMUM LANE WIDTH OF 10 FT. SHALL BE MAINTAINED.
6. SIGNALIZED INTERSECTIONS MUST BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS WHEN LANES ARE NOT IN NORMAL OPERATION EXCEPT DURING NIGHT TIME FLASHING OPERATION.
7. WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VTRANS STANDARD E-102A, SHALL BE PROVIDED.
8. THE CONTRACTOR SHOULD LEAVE NO LONGITUDINAL DROP-OFFS DURING THE OVERNIGHT HOURS. THEREFORE, THE FULL ROADWAY WIDTH SHOULD BE COLD PLANED OR PAVED DURING THE DAILY WORK PERIOD. WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VTRANS STANDARD E-108A.
9. MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES. MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS) WITH PERMISSION OF THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED.
10. TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT PHASE UNTIL ALL TEMPORARY MARKINGS, SIGNING AND SIGNAL WORK ARE COMPLETED. ANY CONFLICTING MARKINGS SHALL BE REMOVED.
11. ALL NON-OPERATING SIGNAL HEADS SHALL BE REMOVED OR COMPLETELY COVERED AS DIRECTED BY THE RESIDENT ENGINEER.
12. THE CONTRACTOR SHALL MAINTAIN SAFE ACCESS FOR CCTA BUS PASSENGERS AT MARKED BUS STOPS.
13. CONSTRUCTION OPERATIONS SHALL BE ADJUSTED OR SUSPENDED DURING PEAK HOUR TRAFFIC AND SPECIAL EVENTS AS DETERMINED BY THE RESIDENT ENGINEER.
14. THE CONTRACTOR SHALL MAINTAIN ACCESS TO THE FIRE STATION LOCATED AT STA. 52+50 AT ALL TIMES.
15. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
16. ALL REASONABLE EFFORTS SHALL BE MADE TO ACCOMODATE PEDESTRIAN TRAVEL AT ALL TIMES. THIS CAN INCLUDE, BUT IS NOT LIMITED TO A DEDICATED PEDESTRIAN ESCORT, SIGNAGE AND CONED OFF WALKING AREAS WITHIN CLOSED LANES. FLAGGERS SHALL NOT BE USED AS PEDESTRIAN ESCORTS. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A TEMPORARY TRAFFIC CONTROL ZONE, THE TEMPORARY FACILITIES SHALL BE DETECTABLE AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY.
17. PLEASE NOTE THAT THE UTO (UNIFORMED TRAFFIC OFFICER), UNDER AUTHORITY GRANTED BY LAW (TITLE 23 VSA) MAY DIRECT AND CONTROL TRAFFIC. SUITABLE EXAMPLES IN WORK MIGHT INCLUDE THE DIRECTION AND CONTROLS OF TRAFFIC AT INTERSECTIONS WHERE SIGNALS ARE NOT FUNCTIONING OR ARE MALFUNCTIONING. IN THESE CASES, THE PRESENCE OF THE BLUE LIGHT MAY NOT BE SUITABLE OR NECESSARY. THE WEARING OF DEPARTMENTALLY REQUIRED AND APPROVED REFLECTIVE GARMENTS IS REQUIRED.

**Figure 6F-7. Channelizing Devices (Sheet 1 of 2)**



\* Warning lights (optional)

Note: If drums, cones, or tubular markers are used to channelize pedestrians, they shall be located such that there are no gaps between the bases of the devices, in order to create a continuous bottom, and the height of each individual drum, cone, or tubular marker shall be no less than 900 mm (36 in) to be detectable to users of long canes.

**INTRODUCTION:**

1. UNLESS OTHERWISE NOTED, THE OBJECTIVE OF THIS PLAN IS TO MINIMIZE IMPACT ON THE TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICLES DURING AND AFTER CONSTRUCTION WORK HOURS.
2. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A GENERAL OUTLINE FOR HOW THE WORK SHOULD PROCEED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS SPECIFIC SITUATIONS. THIS RESPONSIBILITY INCLUDES PROVIDING A PLAN DETAILING THE USE AND PLACEMENT OF SIGNS, CHANNELING DEVICES, ARROW PANELS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS (UTO'S) DURING LANE CLOSURES. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THIS OUTLINE, THE CONTRACTOR MAY SUBMIT AN ALTERNATE PROPOSAL TO THE PAVEMENT MANAGEMENT SECTION VIA THE ENGINEER. THE CONTRACTOR MUST ALLOW AT LEAST 4 WEEKS FOR REVIEW AND APPROVAL OF THE COMPREHENSIVE PLAN AND 2 WEEKS FOR REVIEW AND APPROVAL OF MINOR CHANGES/DETAILS. ALL TRAFFIC CONTROL DETAILS MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD AND VTRANS STANDARDS E-100, E-100A, E-101, E-102, E-102A, E-103, E-106, E-107, E-107A, E-108A, E-110, E-111 AND E-112.

**TRAFFIC CONTROL SHEET 1**

PROJECT NAME: BURLINGTON (CLASS I)  
PROJECT NUMBER: STP 2722 (I)

FILE NAME: 07d028.dgn PLOT DATE: 05-JUN-2014 11:22  
PROJECT LEADER: CDL DRAWN BY: SJL  
DESIGNED BY: SJL CHECKED BY: EPD  
PLOT FILE: 07d028\_58.i SHEET 58 OF 61