

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

	Arrow panel
	Reversible panel or sign or trailer (shown facing down)
	Changeable message sign or support trailer
	Channelizing device
	Safety Caution
	Direction of temporary traffic detour
	Direction of traffic
	Flagger
	High level warning device (flag foot)
	Lane closure
	Personnel warnings that should be removed for a long time period
	Sign (shown facing left)
	Surveyor
	Temporary barrier
	Temporary barrier with warning lights
	Traffic or Pedestrian signal
	Traffic mounted advance sign
	Type III Barricade
	Warning lights
	Work space
	Work vehicle

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

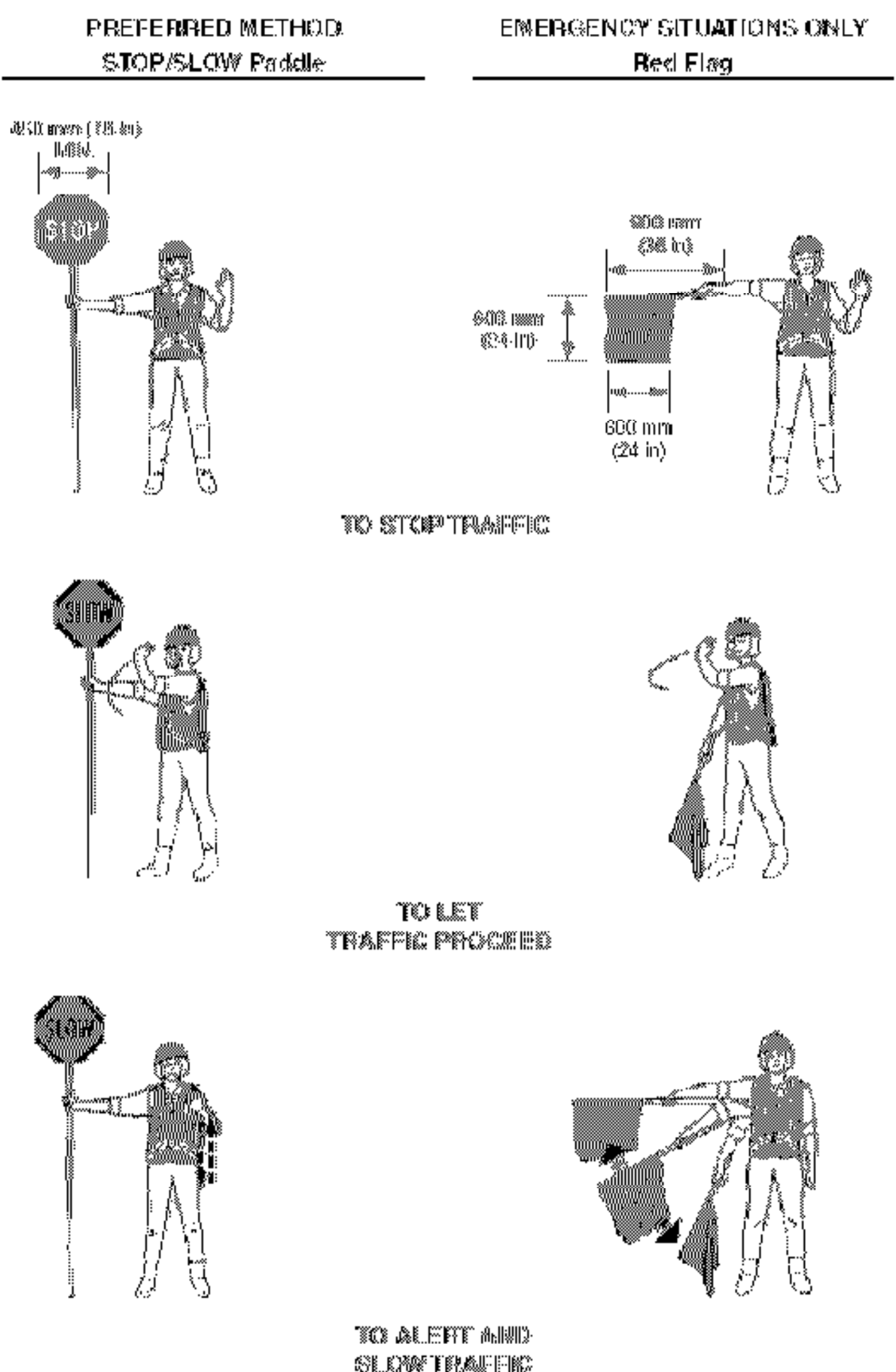


Figure 6C-2. Types of Tapers and Buffer Spaces

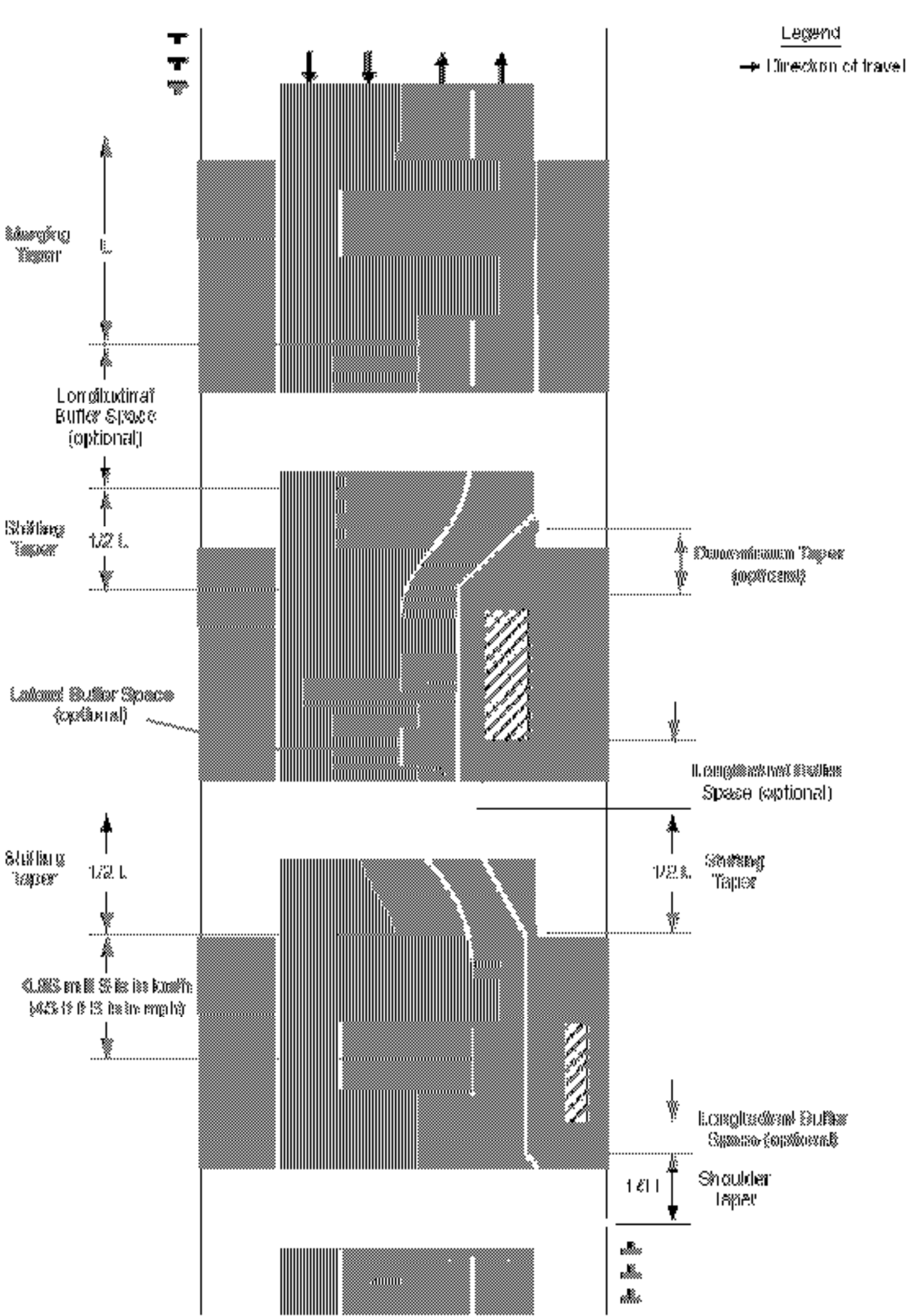


Figure 6H-1. Work Beyond the Shoulder (TA-1)

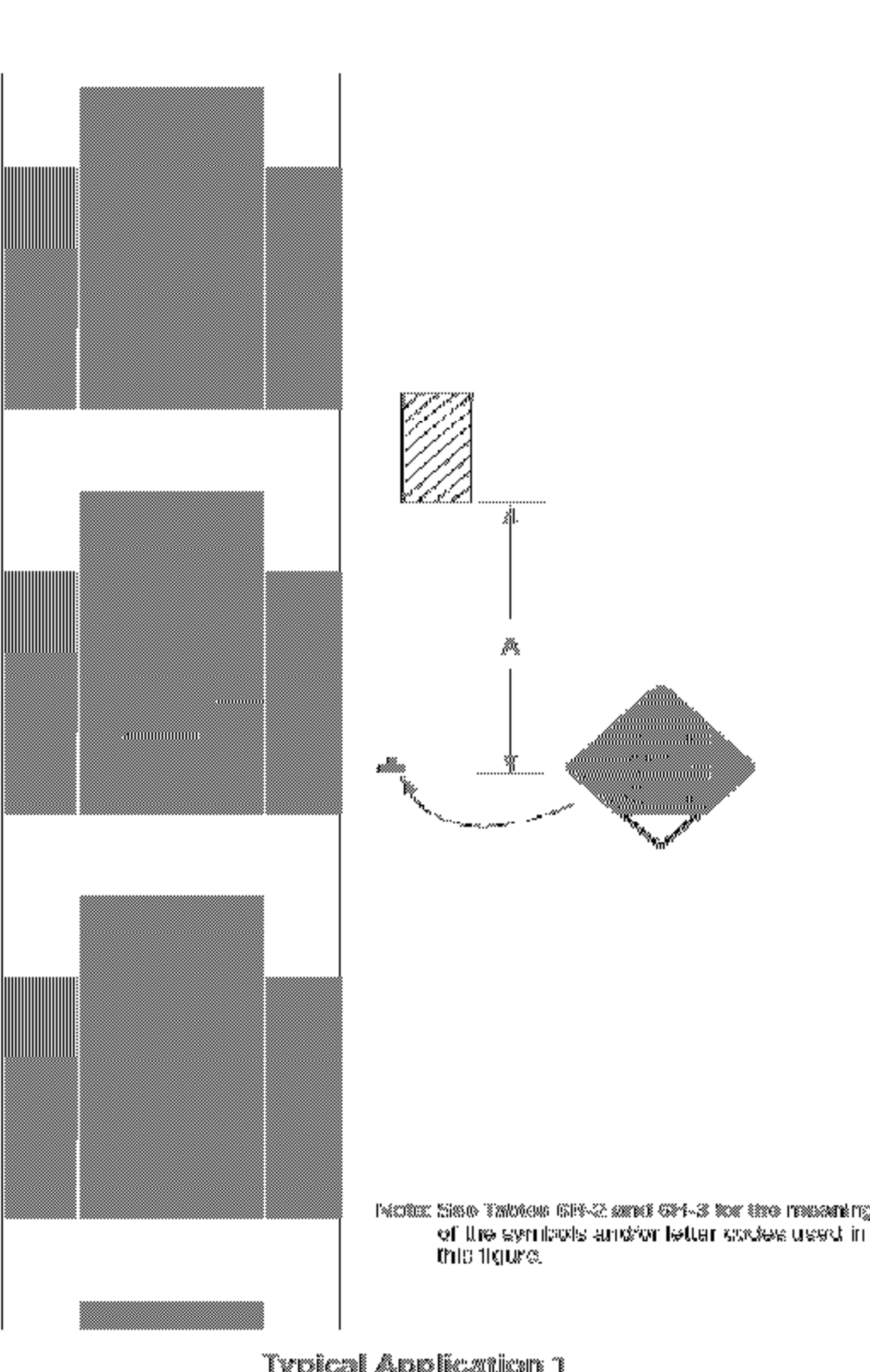


Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	30 m (100 ft) maximum
Downstream Taper	30 m (100 ft) per lane

Table 6C-4. Formulas for Determining Taper Lengths

Speed Limit (S)	Taper Length (L) Meters
60 km/h or less	$L = \frac{WS^2}{15.5}$
70 km/h or more	$L = \frac{WS}{1.8}$

Speed Limit (S)	Taper Length (L) Feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

Where: L = taper length in meters (feet)

W = width of road in meters (feet)

S = posted speed limit, or all-time 85th percentile speed prior to work starting, or the anticipated operating speed in km/h (mph)

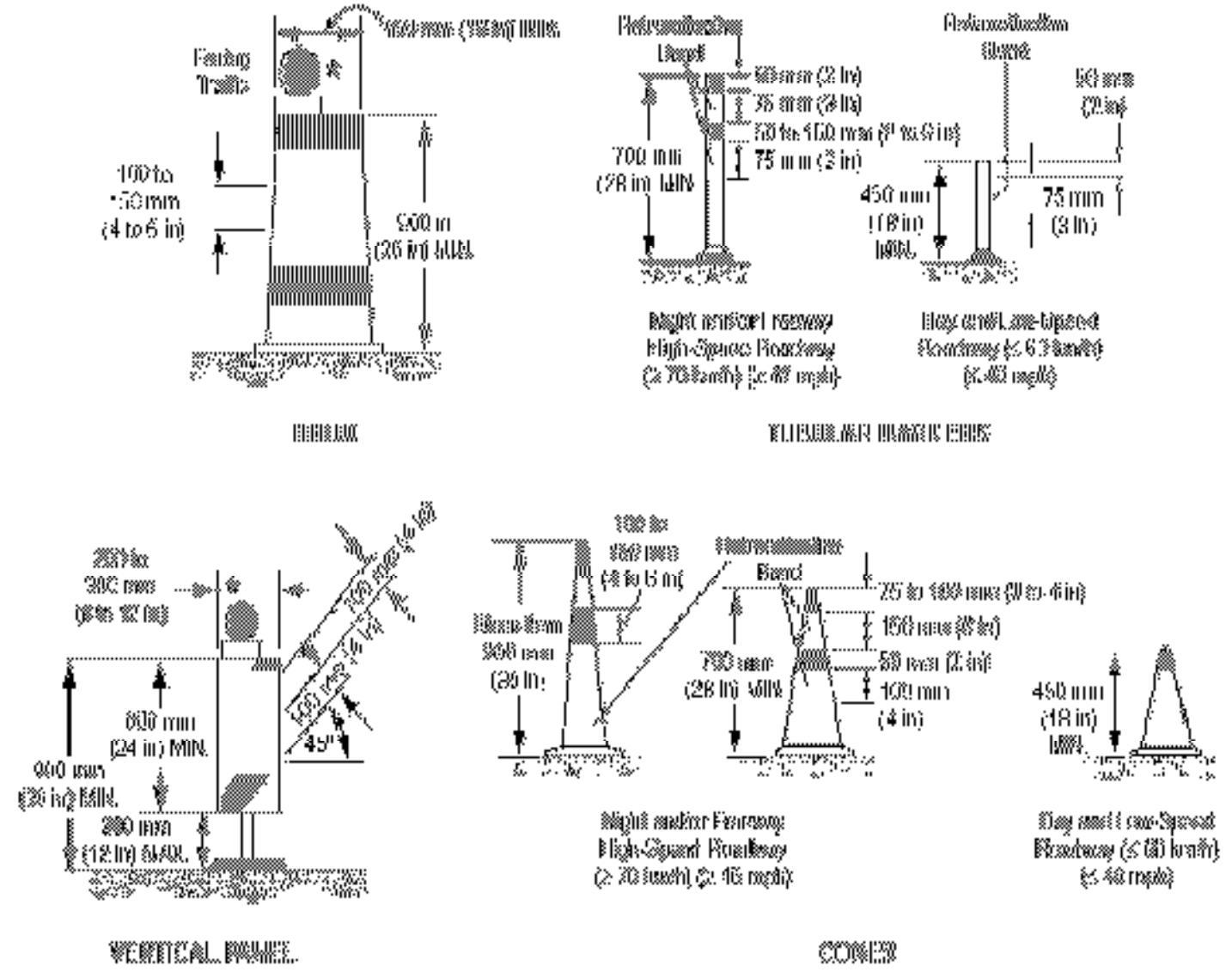
Table 6H-3. Meaning of Letter Codes on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	30 (100)	30 (100)	30 (100)
Urban (high speed)*	100 (350)	100 (350)	100 (350)
Rural	150 (500)	150 (500)	150 (500)
Expressway / Freeway	300 (1,000)	450 (1,500)	600 (2,000)

* Speed category to be determined by highway agency

** Distances are shown in meters (feet). The column headings A, B, and C are the dimensions shown in Figures shown on the Traffic Control Detail Sheets. The A dimension is the distance from the barricade or point of resolution to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The third sign in the first one is a three-sign series encountered by a driver approaching a TTC zone.)

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



Notes: If corner, corner, or barrier markers are used to delineate pedestrian, 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 600 mm (24 in) to be detectable to users of long wheel.

PROJECT NAME: WELLS-HUBBARDTON
PROJECT NUMBER: STPG SIGN (15)

FILE NAME: stpg sign15 plans.dgn
PROJECT LEADER: N. AVERY
DESIGNED BY: N. AVERY
TRAFFIC CONTROL DETAILS #1

PILOT DATE: 04-AUG-2008
DRAWN BY: ROADWAY
CHECKED BY:
SHEET 74 OF 75