

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

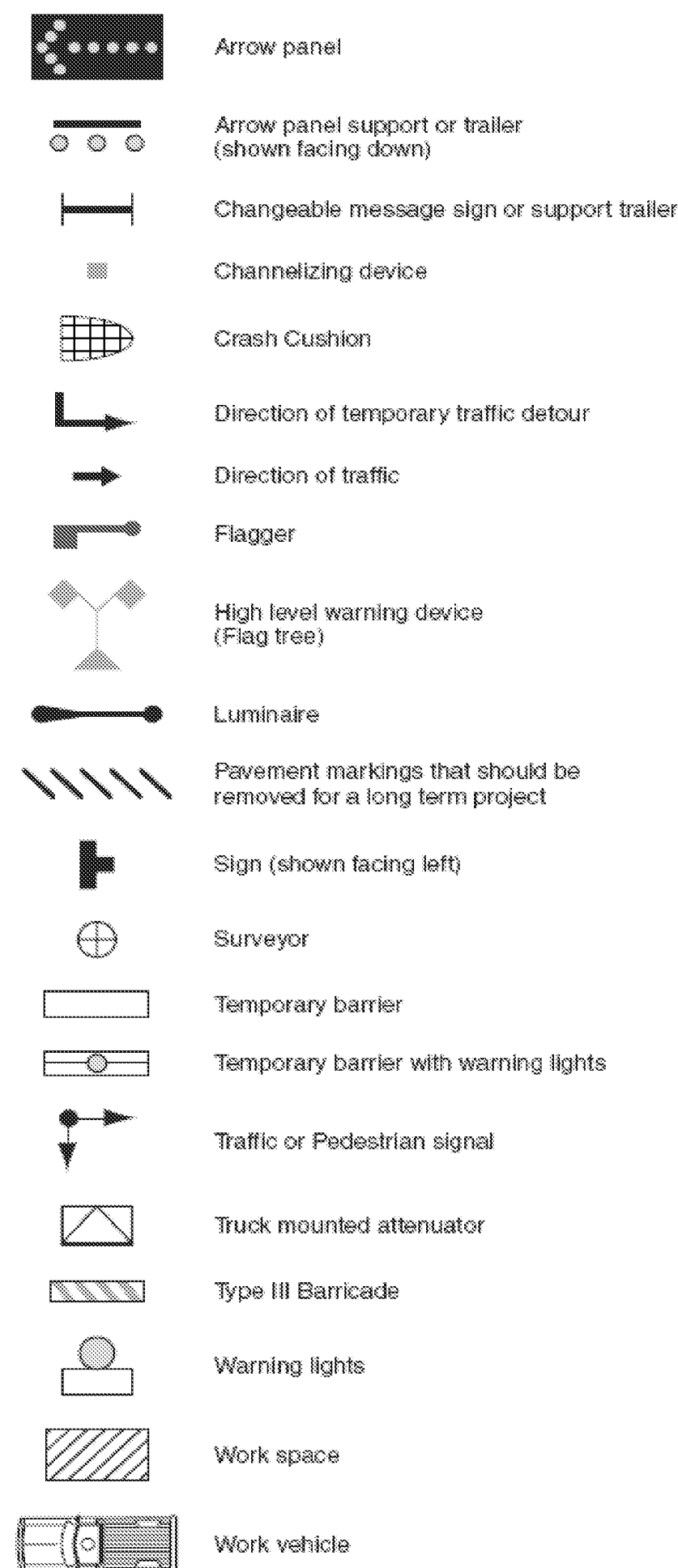


Figure 6E-1. Use of Hand-Signaling Devices by Flaggers

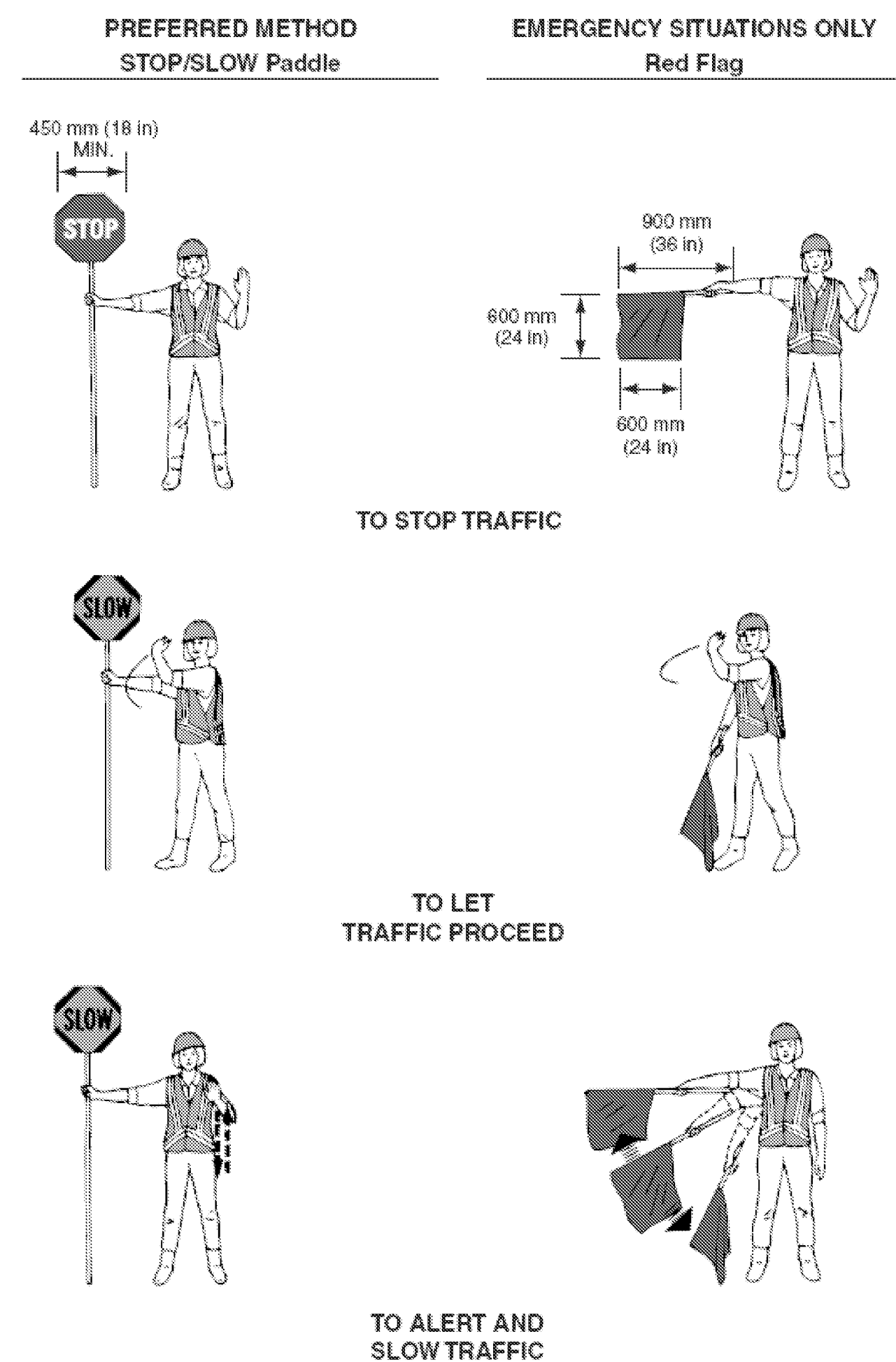


Figure 6C-2. Types of Tapers and Buffer Spaces

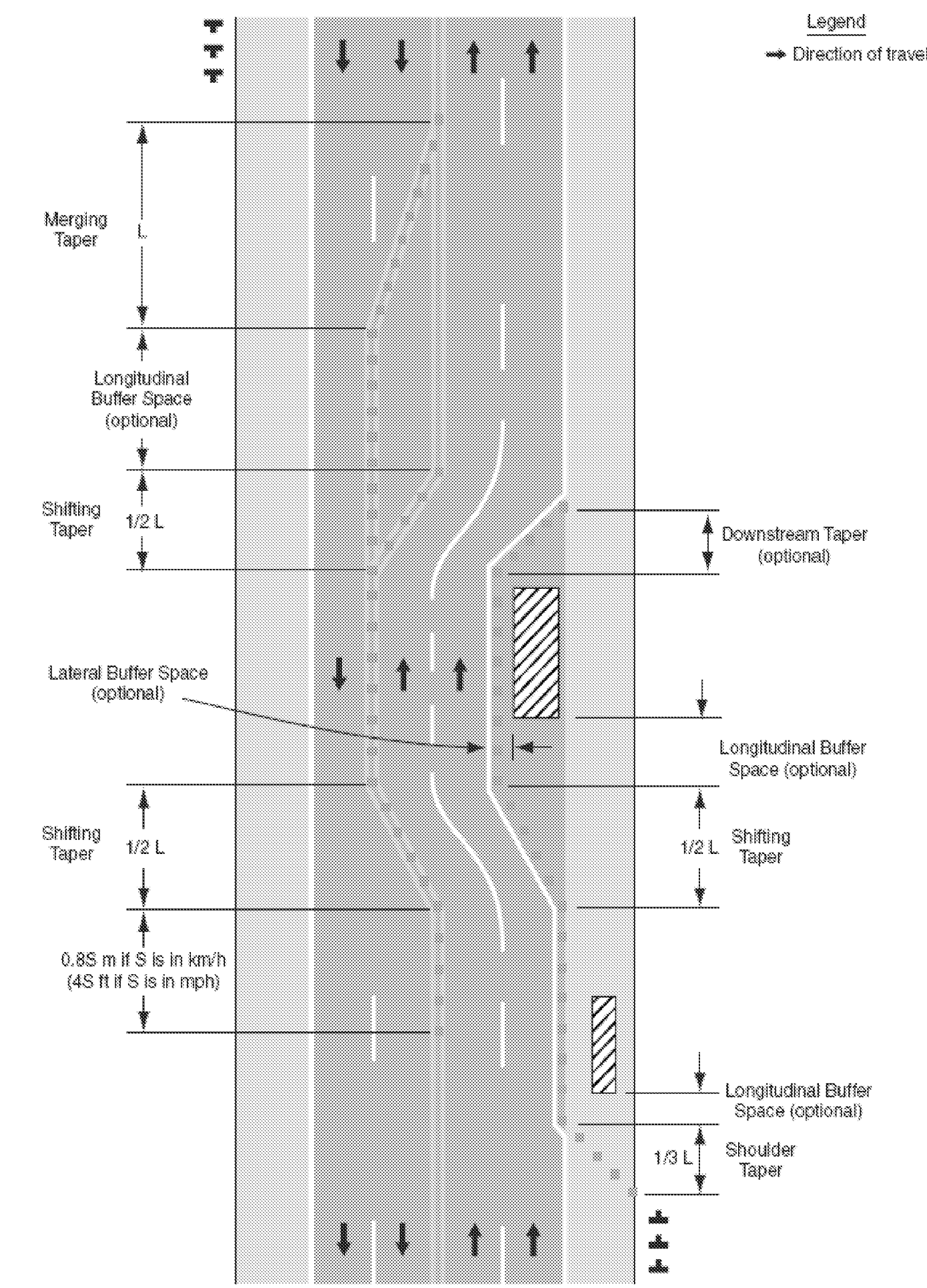


Figure 6H-1. Work Beyond the Shoulder (TA-1)

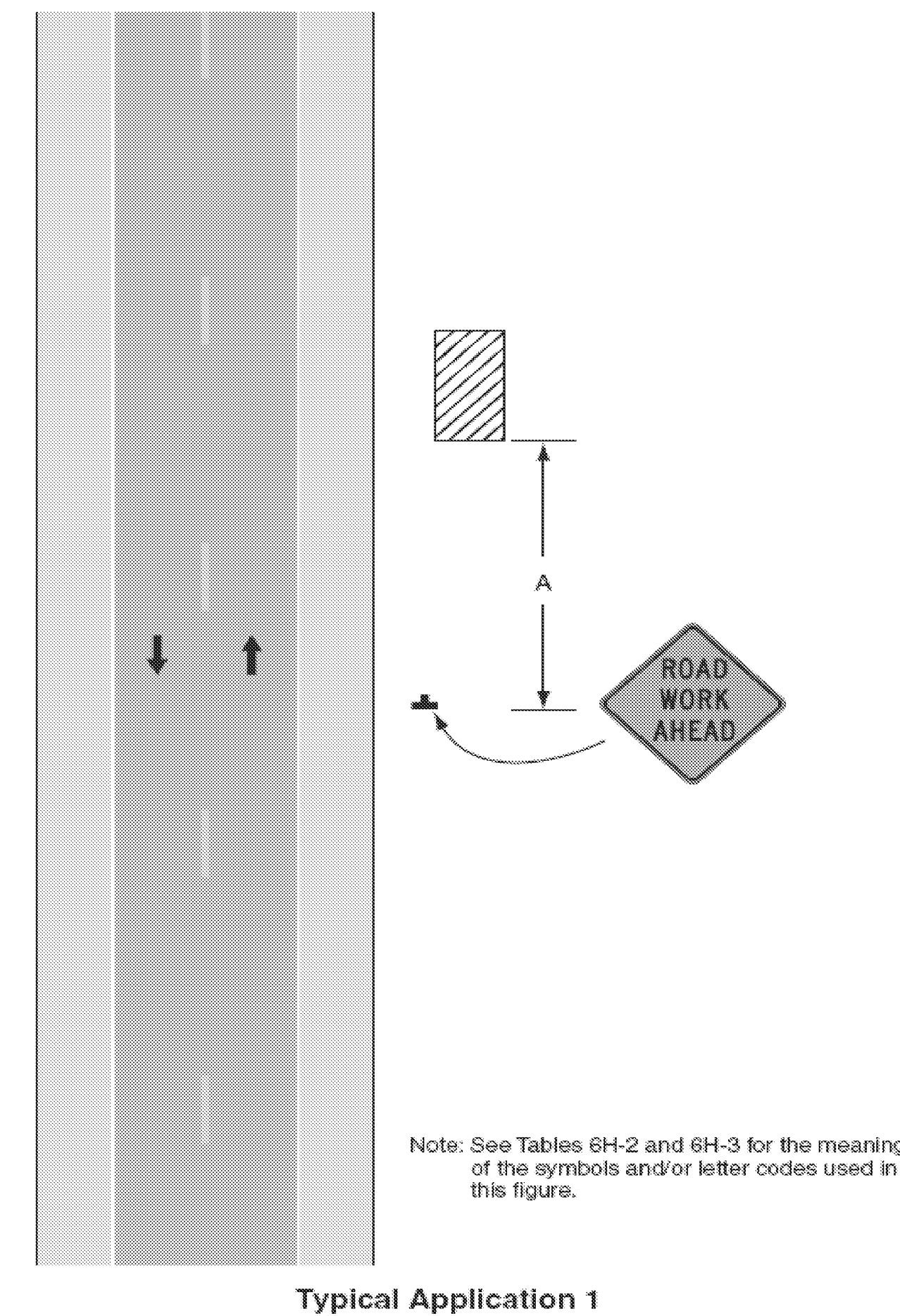


Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

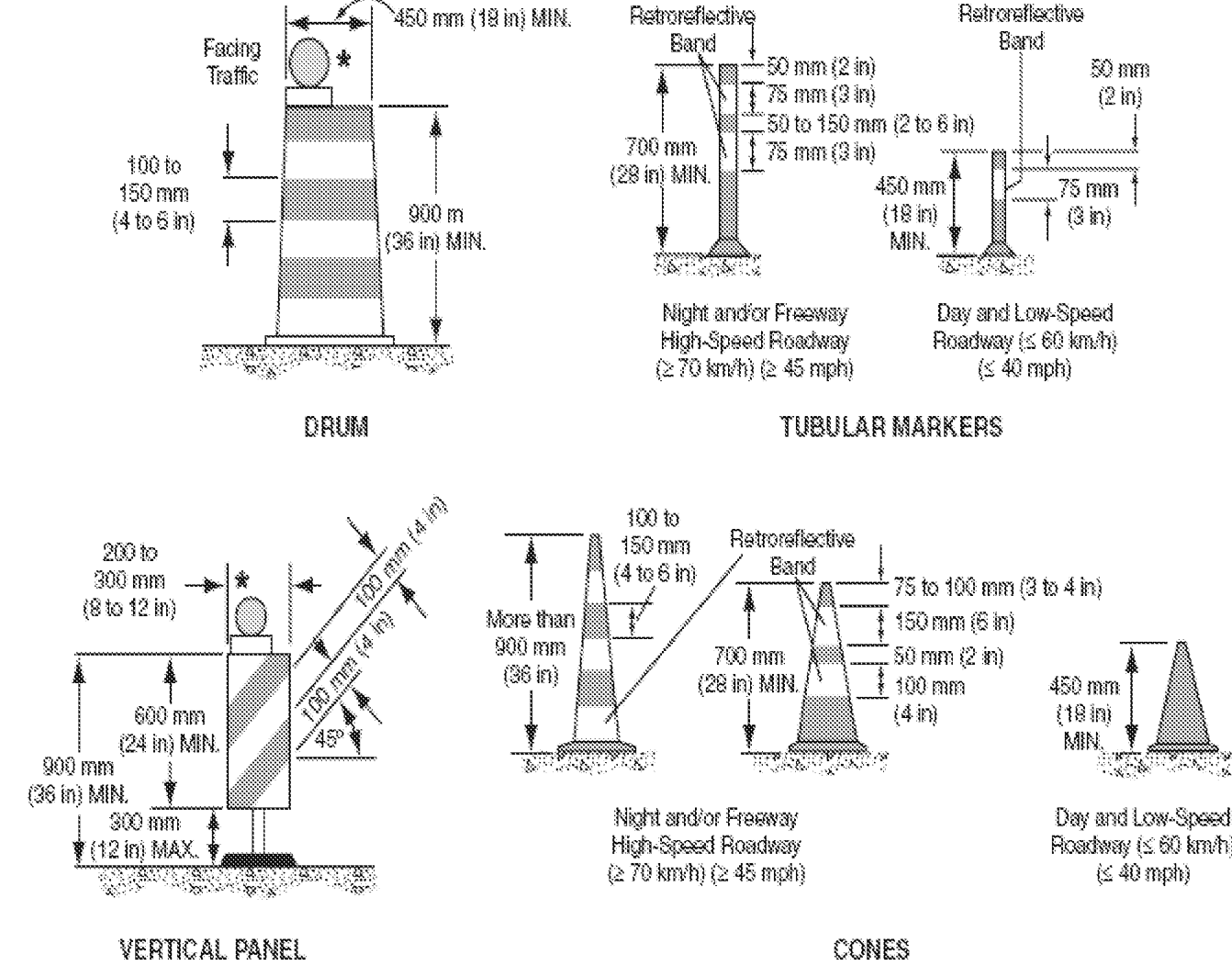
Type of Taper	Taper Length (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	30 m (100 ft) maximum
Downstream Taper	30 m (100 ft) per lane

Table 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)	800 (2,640)

\* 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 transition or point of restriction 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 is the first one in a three-sign series encountered by a driver approaching a TTC zone.)

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.

Table 6C-4. Formulas for Determining Taper Lengths

Speed Limit (S)	Taper Length (L) Meters	Speed Limit (S)	Taper Length (L) Feet
60 km/h or less	$L = \frac{WS^2}{155}$	40 mph or less	$L = \frac{WS^2}{60}$
70 km/h or more	$L = \frac{WS}{1.6}$	45 mph or more	$L = WS$

Where: L = taper length in meters (feet)  
 W = width of offset in meters (feet)  
 S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in km/h (mph)

TEMPORARY TRAFFIC CONTROL NOTES

- 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 2003, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THE TEMPORARY TRAFFIC CONTROL PROVIDED, HE/SHE MAY SUBMIT AN ALTERNATE PROPOSAL AT THE PRE-CONSTRUCTION MEETING IMPLEMENTING THE PROPOSED CHANGES FOR REVIEW AND APPROVAL BY THE RESIDENT ENGINEER.
- THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
- 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 OCCURS.
- 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.
- PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER CONTRACT ITEM 641.0.

PROJECT NAME: LUDLOW - WAITSFIELD

PROJECT NUMBER: STPG SIGN (27)

FILE NAME: 09B058\_TS.DGN  
 PROJECT LEADER: N. AVERY  
 DESIGNED BY: N. AVERY  
 TRAFFIC CONTROL I

PLOT DATE: 16-SEP-2009  
 DRAWN BY: N. AVERY  
 CHECKED BY: A. GAMBLE  
 SHEET 203 OF 204