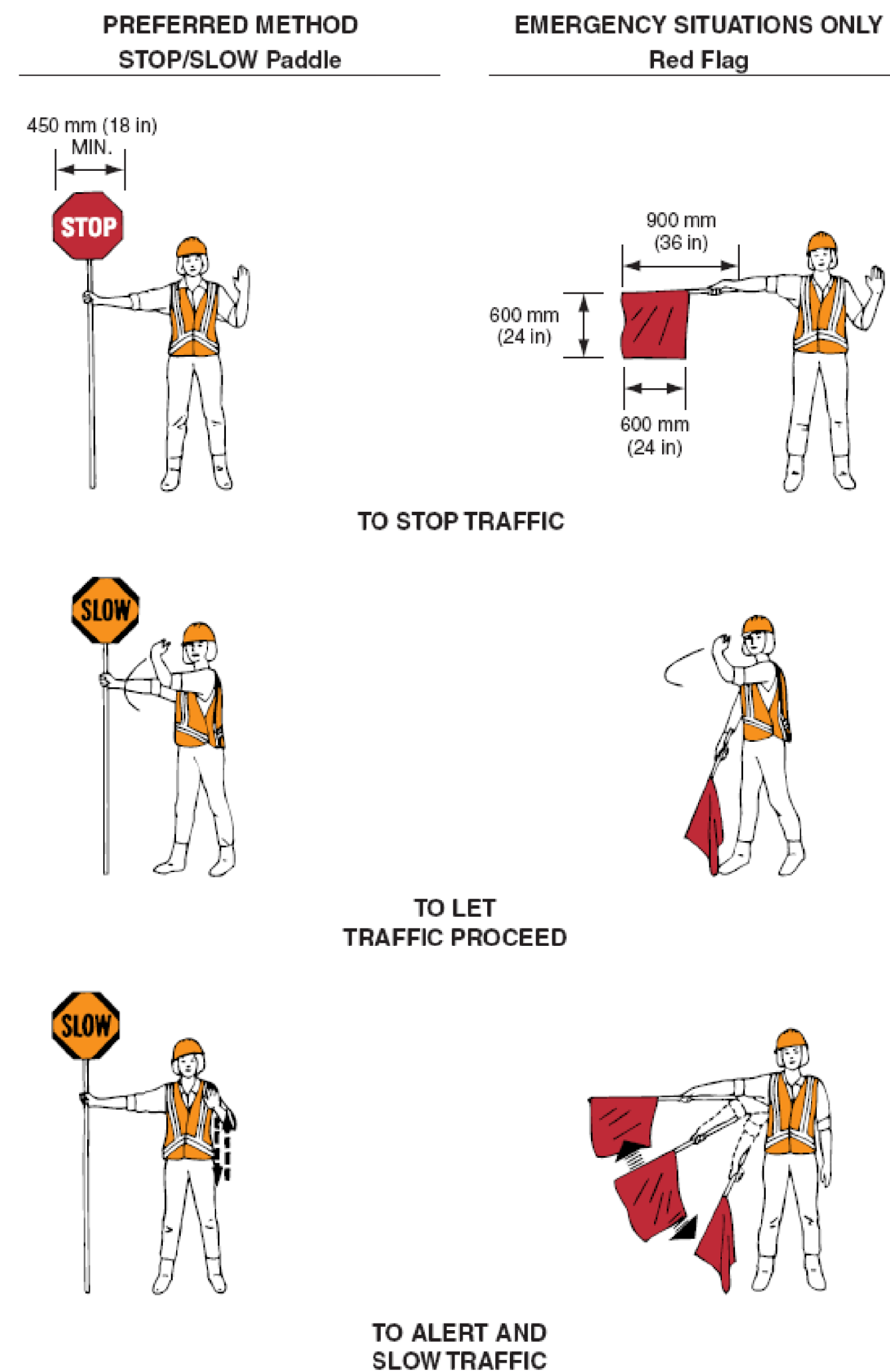


Table 6H-2. Meaning of Symbols on Typical Application Diagrams

	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



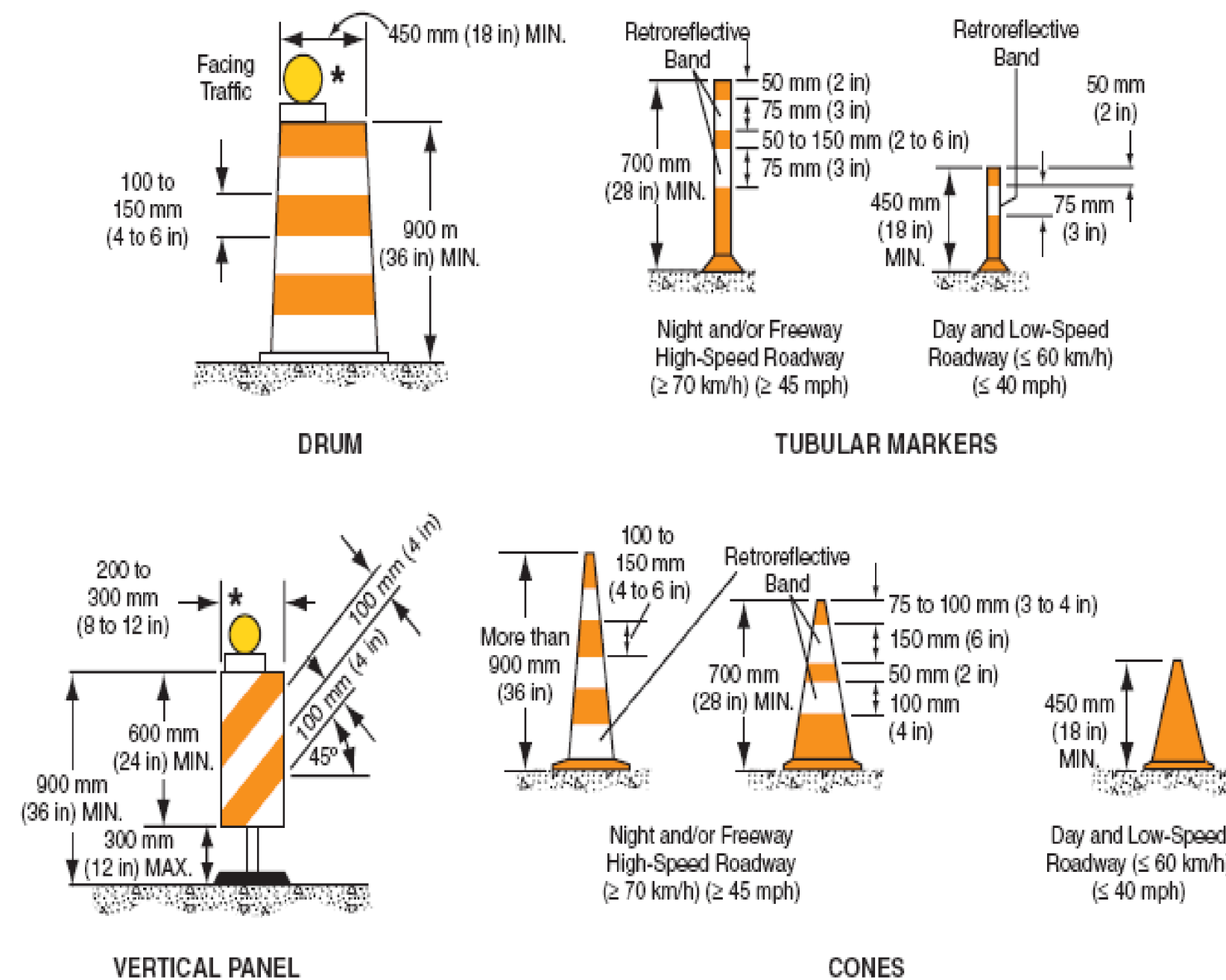
INTRODUCTION:

- UNLESS OTHERWISE NOTED, THE OBJECTIVE OF THIS PLAN IS TO MINIMIZE IMPACT ON THE TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICLES AND PEDESTRIANS DURING AND AFTER CONSTRUCTION WORK HOURS.
- THE INCLUDED 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 SHALL 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-106, E-107, E-107A, E-108A, E-110, E-111 AND E-112. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.

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 2009, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE RESIDENT ENGINEER.
- THE CONTRACTOR MUST PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES.
- 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.
- A MINIMUM LANE WIDTH OF 10 FT. SHALL BE MAINTAINED.
- SIGNALIZED INTERSECTIONS MUST BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS WHEN LANES ARE NOT IN NORMAL OPERATION EXCEPT DURING NIGHT TIME FLASHING OPERATION.
- WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VTRANS STANDARD E-102A, SHALL BE PROVIDED.
- 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.
- 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). THIS WORK WILL BE COORDINATED WITH 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 BY THE ENGINEER.
- TRAFFIC SHALL NOT BE CHANGED FROM ONE TRAFFIC PATTERN TO THE NEXT TRAFFIC PATTERN UNTIL ALL TEMPORARY MARKINGS, SIGNING AND SIGNAL WORK ARE COMPLETED. ANY CONFLICTING MARKINGS SHALL BE REMOVED.
- ALL NON-OPERATING SIGNAL HEADS SHALL BE REMOVED OR COMPLETELY COVERED AS DIRECTED BY THE RESIDENT ENGINEER.
- CONSTRUCTION OPERATIONS SHALL BE ADJUSTED OR SUSPENDED DURING PEAK HOUR TRAFFIC AND SPECIAL EVENTS AS DETERMINED BY THE RESIDENT ENGINEER.
- ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
- ALL REASONABLE EFFORTS SHALL BE MADE TO ACCOMMODATE 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. PAYMENT WILL BE INCLUDED IN THE UNIT PRICE FOR ITEM 641.0 TRAFFIC CONTROL.
- 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.
- AS WORK PROGRESSES, FLAGGER AHEAD SIGNS SHALL BE MOVED ACCORDINGLY SUCH THAT THE FLAGGER STATION IS NOT MORE THAN 1000 FEET FROM THE FLAGGER AHEAD SIGN.

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.

TRAFFIC CONTROL SHEET 1

PROJECT NAME:	ADDISON - NEW HAVEN
PROJECT NUMBER:	STP 9632(1)
FILE NAME:	p95B076.dgn
PROJECT LEADER:	CDL
DESIGNED BY:	SJL
PLOT FILE:	p95B076_183.1
PLOT DATE:	3/13/2012
DRAWN BY:	SJL
CHECKED BY:	EPD
SHEET	183 OF 186