

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

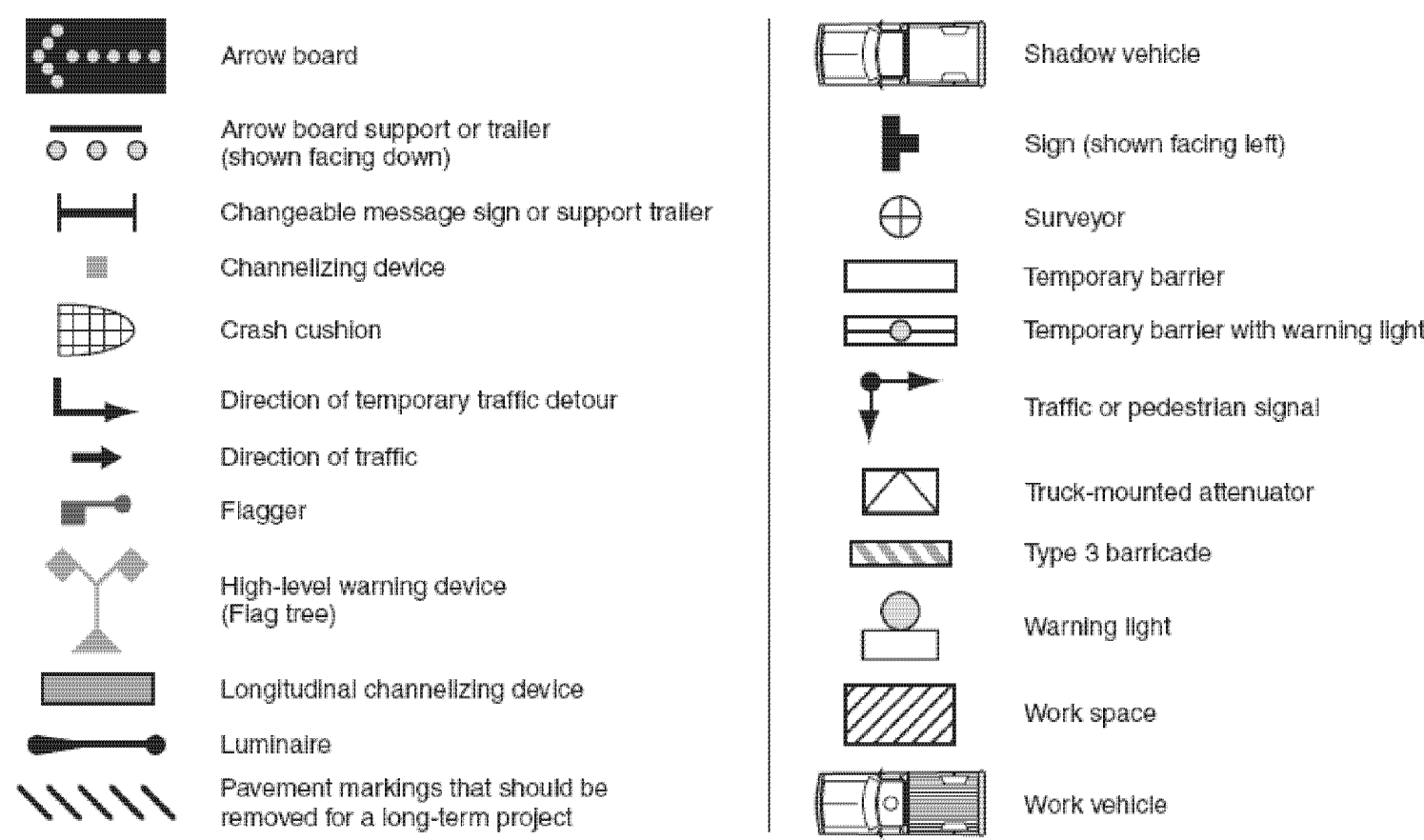


Figure 6F-7. Channelizing Devices

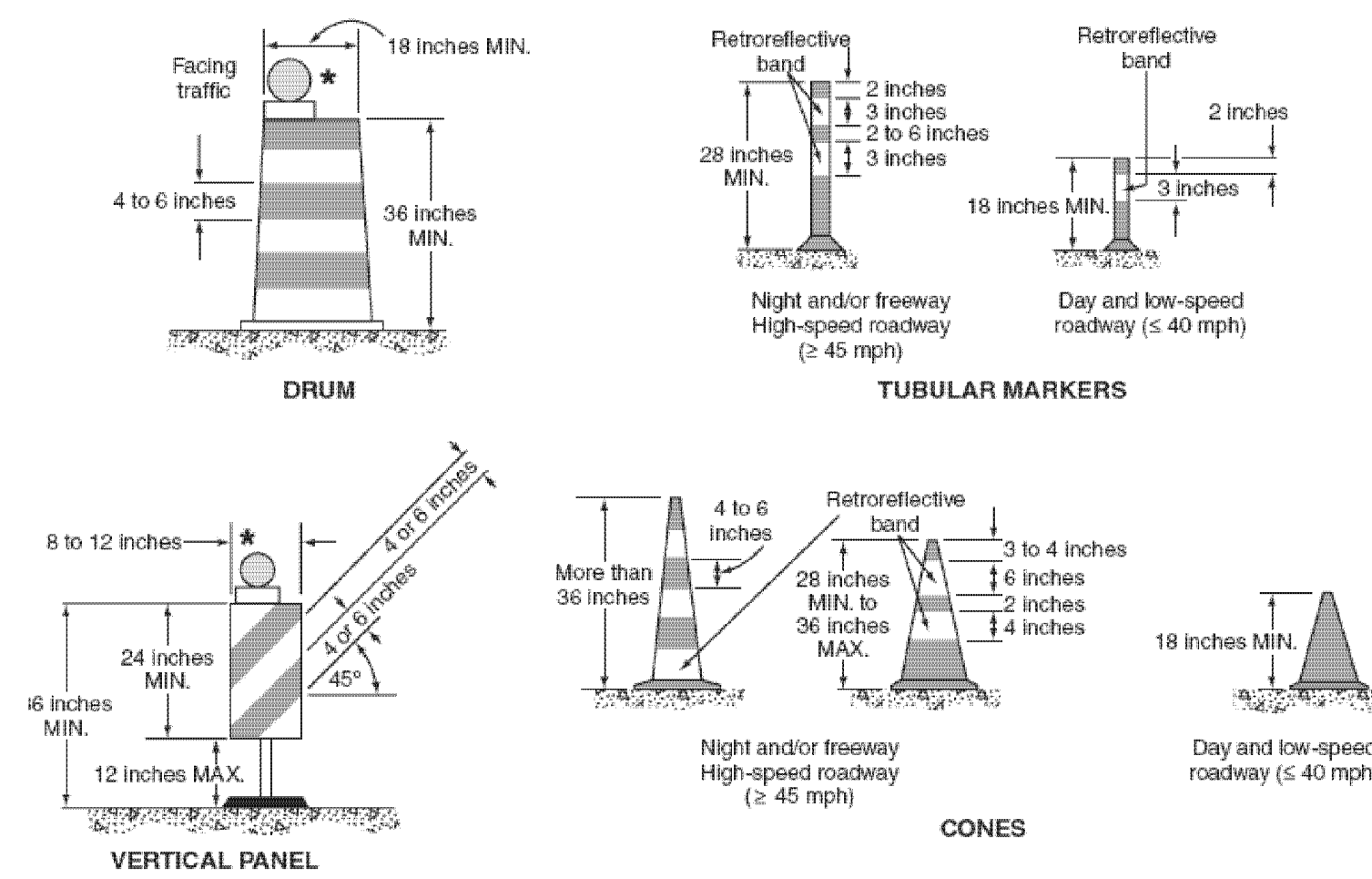


Figure 6C-2. Types of Tapers and Buffer Spaces

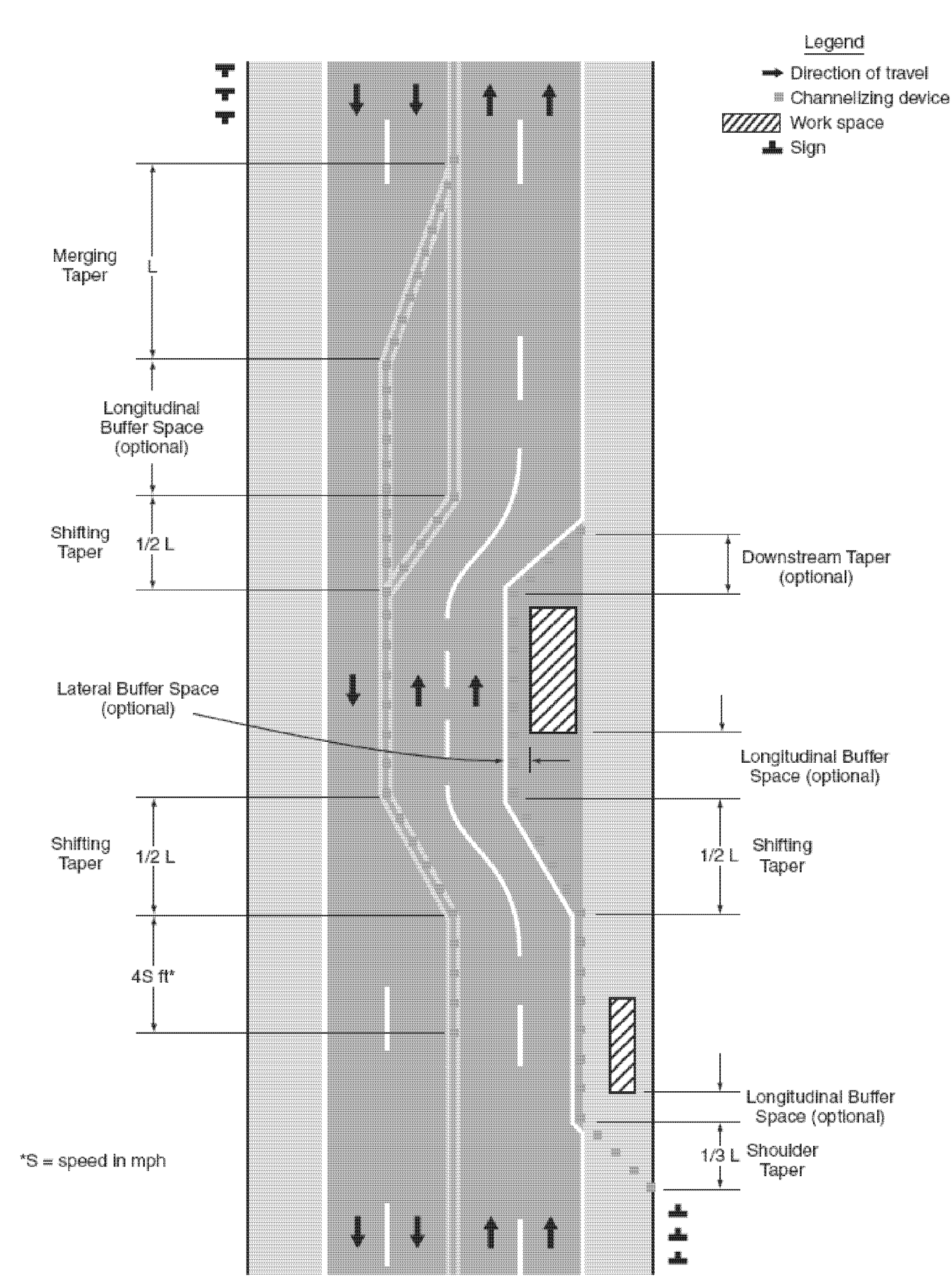


Figure 6H-1. Work Beyond the Shoulder (TA-1)

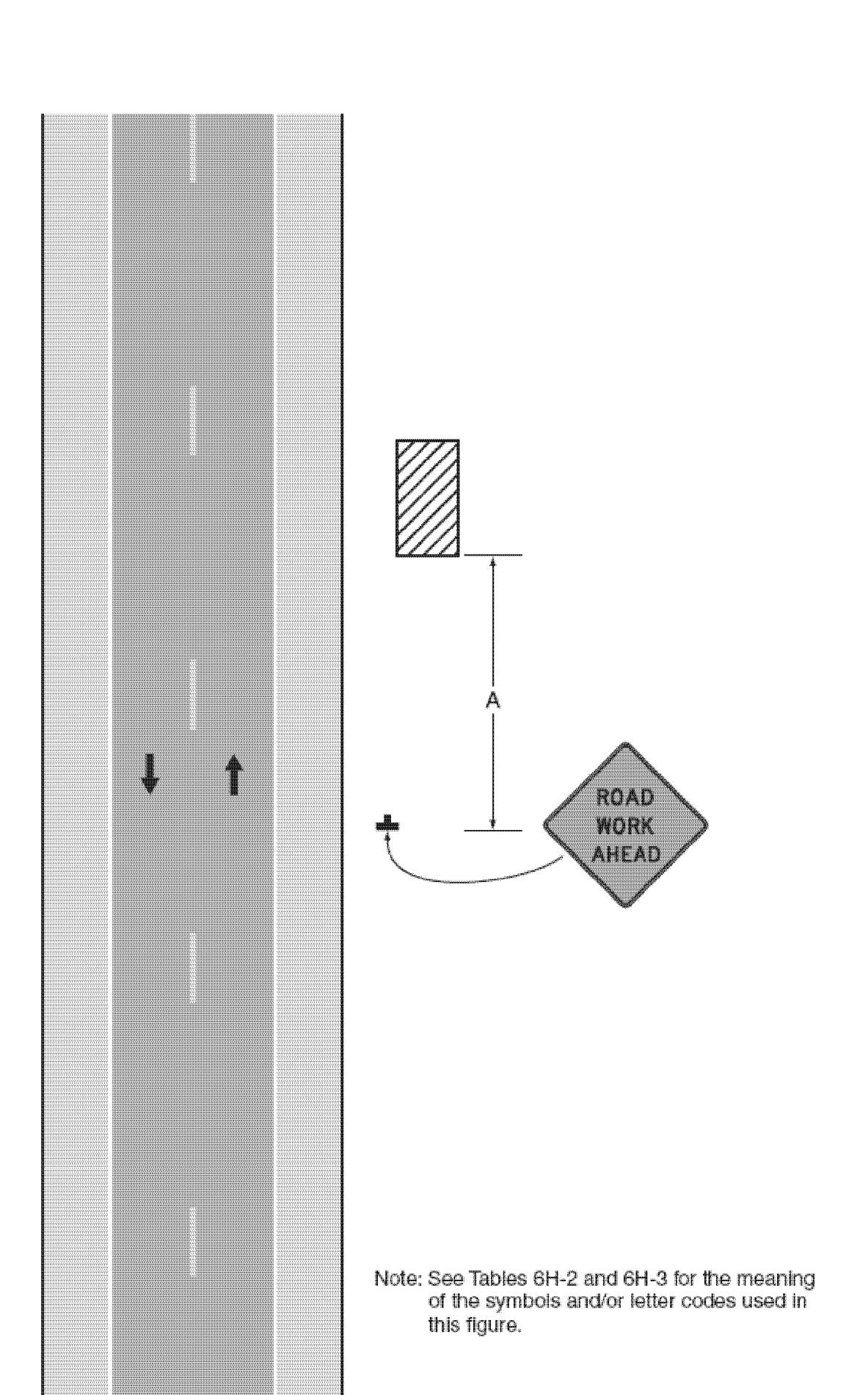


Figure 6E-3. Use of Hand-Signaling Devices by Flaggers

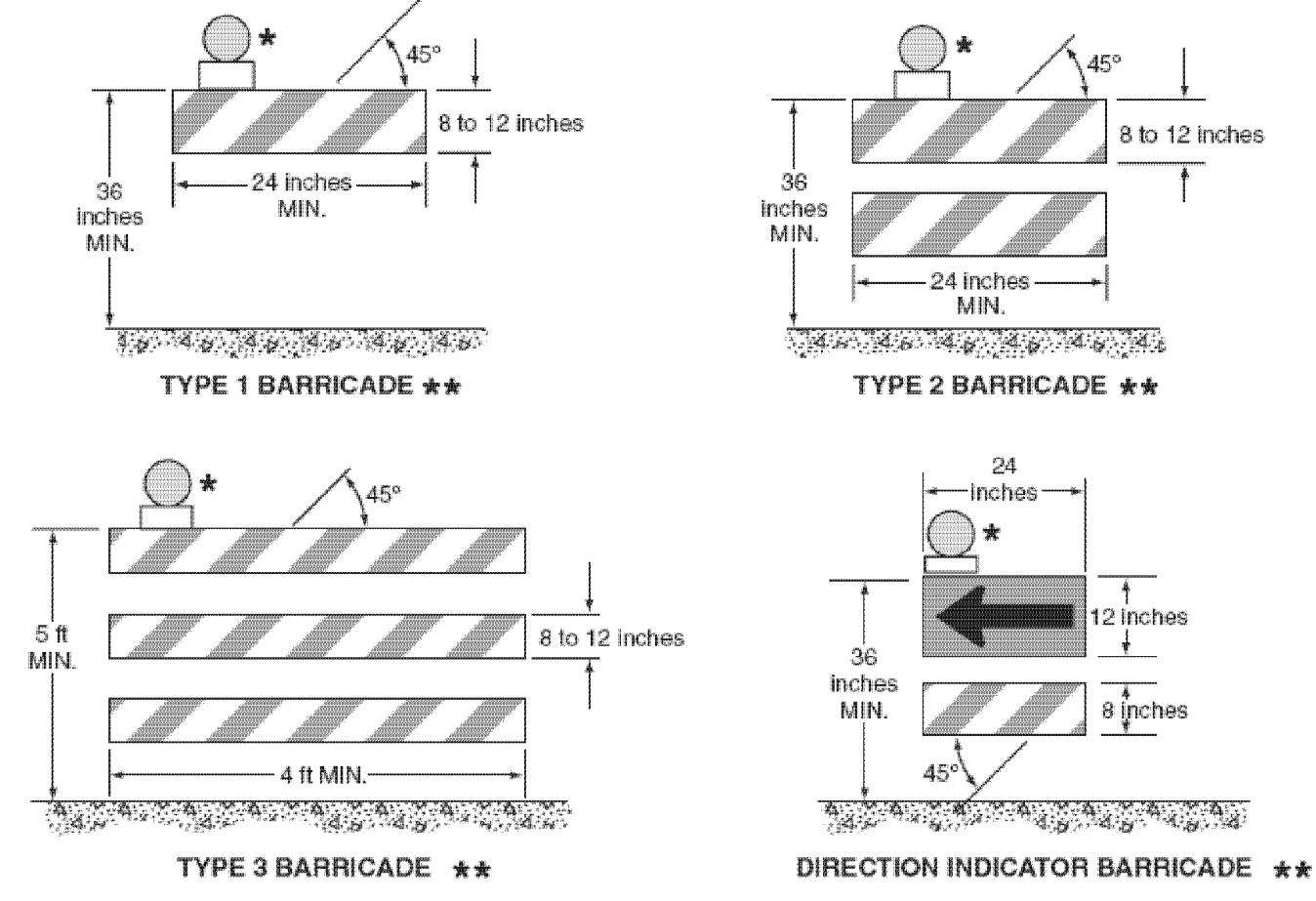
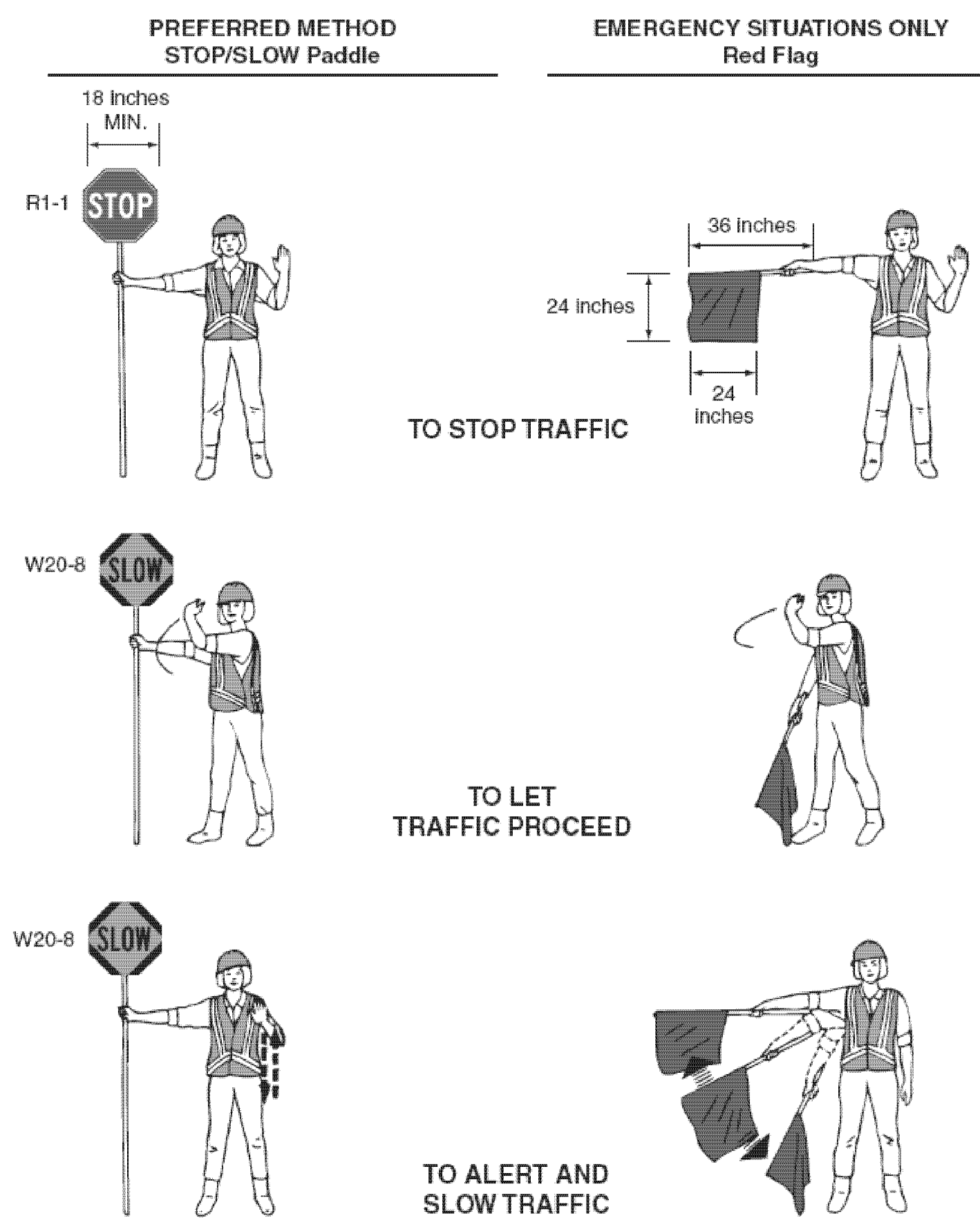


Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

Type of Taper	Taper Length
Merging Taper	at least L
Shifting Taper	at least 0.5 L
Shoulder Taper	at least 0.33 L
One-Lane, Two-Way Traffic Taper	50 feet minimum, 100 feet maximum
Downstream Taper	50 feet minimum, 100 feet maximum

Note: Use Table 6C-4 to calculate L

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

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,500 feet	2,640 feet

* Speed category to be determined by highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. 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 "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

Figure 6F-1. Height and Lateral Location of Signs—Typical Installations

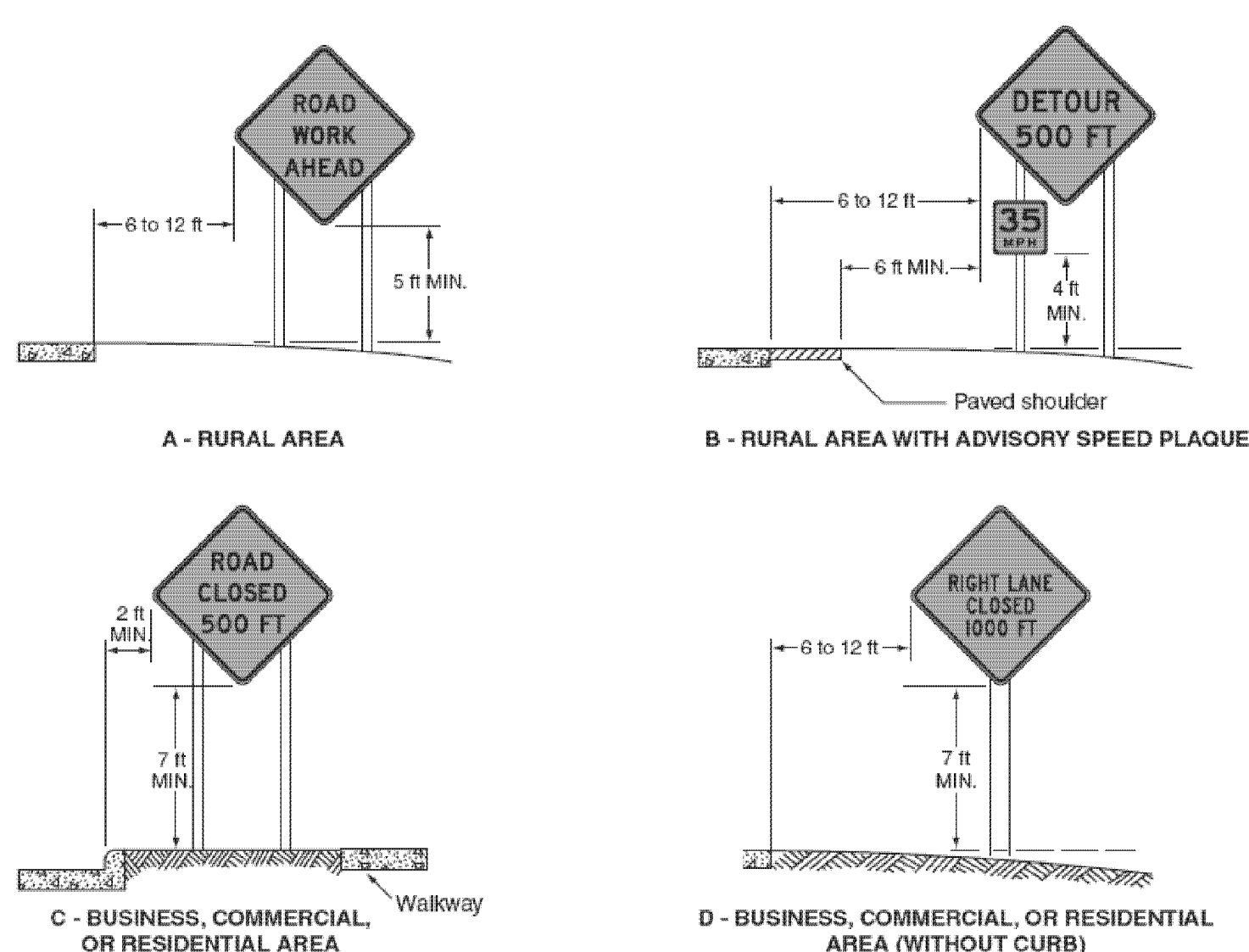


Table 6C-4. Formulas for Determining Taper Length

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

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

Table 6C-2. Stopping Sight Distance as a Function of Speed

Speed*	Distance
20 mph	115 feet
25 mph	155 feet
30 mph	200 feet
35 mph	250 feet
40 mph	305 feet
45 mph	360 feet
50 mph	425 feet
55 mph	495 feet
60 mph	570 feet
65 mph	645 feet
70 mph	730 feet
75 mph	820 feet

* Posted speed, off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed

TEMPORARY TRAFFIC CONTROL NOTES

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. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. IF THE CONTRACTOR DOES NOT WISH TO FOLLOW THE TEMPORARY TRAFFIC CONTROL PROVIDED, HE/SHE MAY SUBMIT AN ALTERNATE PROPOSAL AS STATED IN SECTION 641.02 GENERAL CONSTRUCTION REQUIREMENTS OF THE 2006 STANDARD SPECIFICATIONS.

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 THE MOTORIST WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO THE MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.

PAYMENT FOR CONSTRUCTION SIGNING WILL BE MADE UNDER CONTRACT ITEM 641.0.

PROJECT NAME:	STATEWIDE SOUTHWEST REGION
PROJECT NUMBER:	STP HRRR(II)
FILE NAME:	d10k322wrk.dgn
PROJECT LEADER:	JLS
DESIGNED BY:	NLA
TRAFFIC CONTROL SHEET I	
PLOT DATE:	15-JUL-2011
DRAWN BY:	ITS
CHECKED BY:	JLS
SHEET	48 OF 49