

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

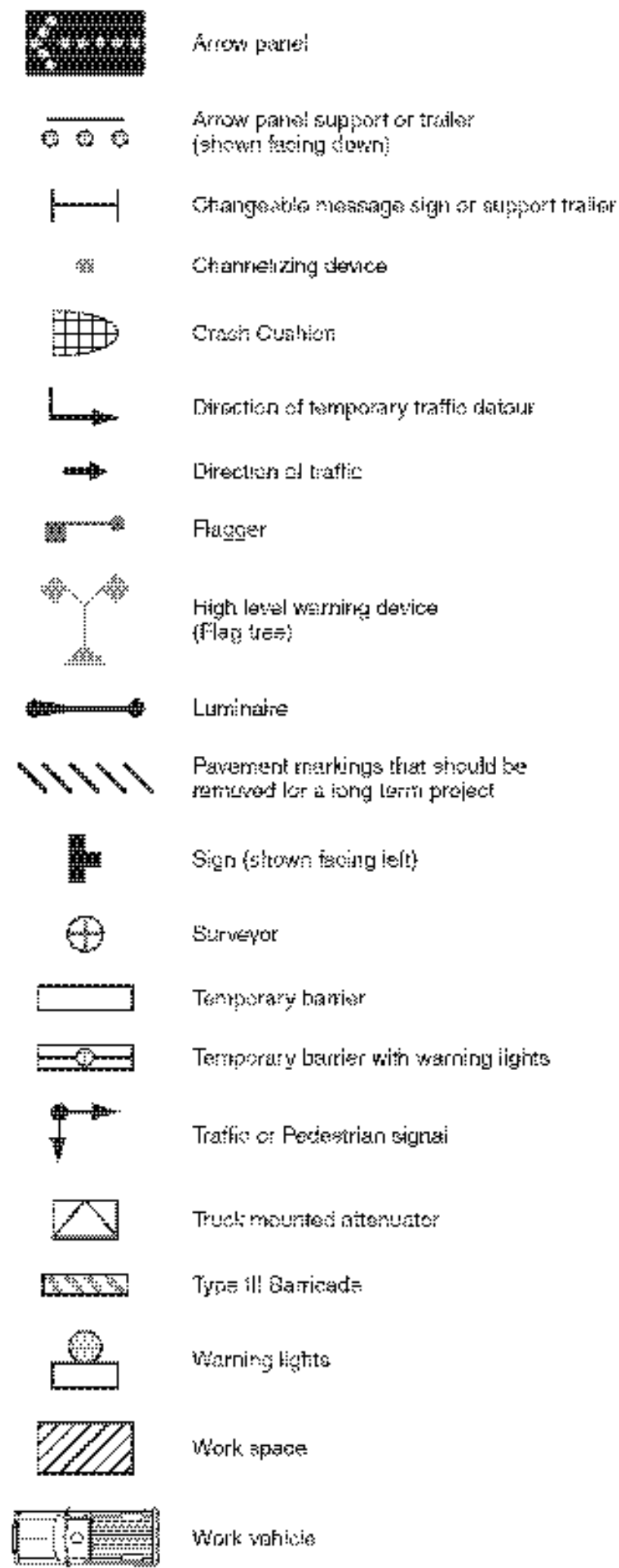


Figure 6E-1. Use of Hand-Signaling Devices by Flaggers

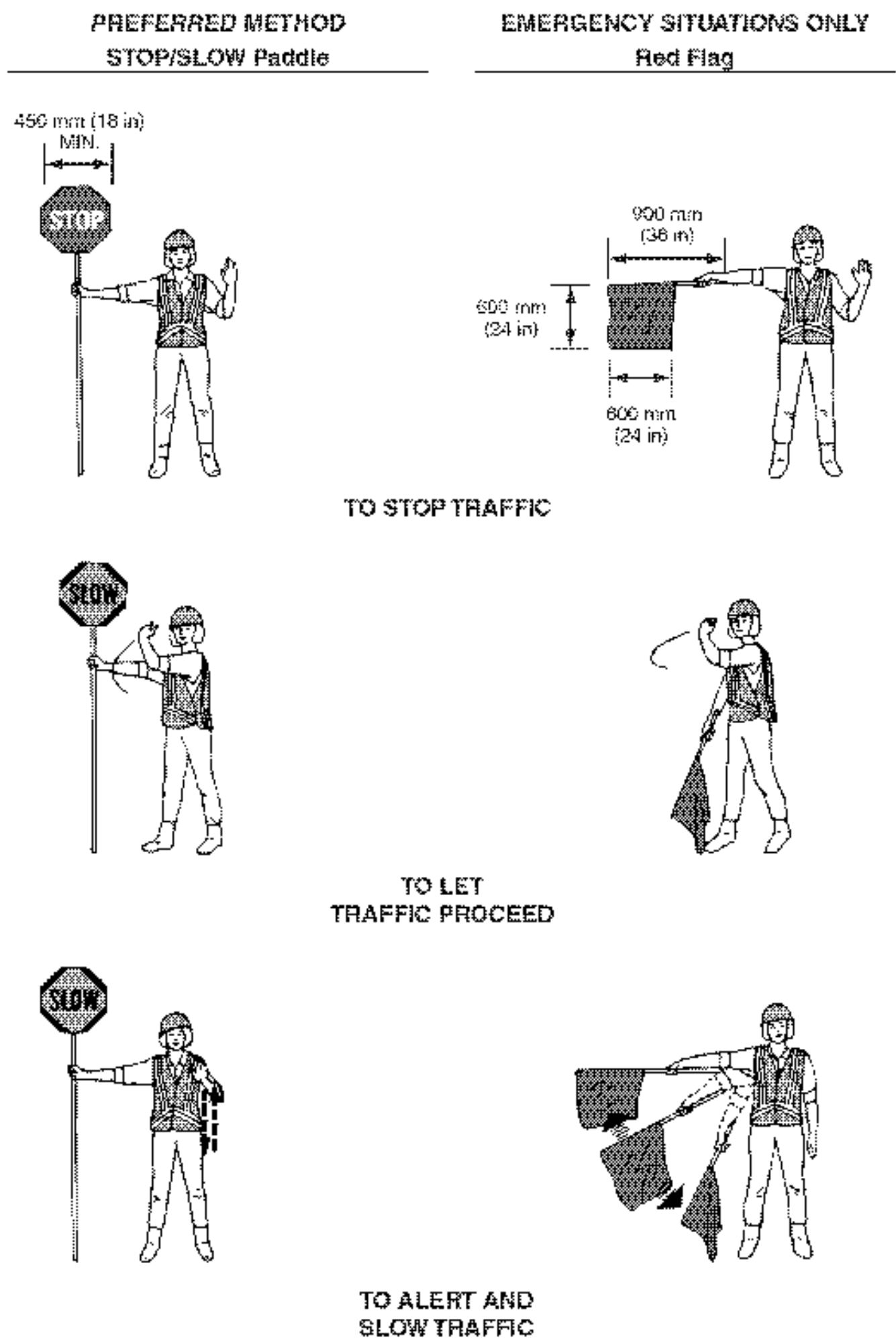
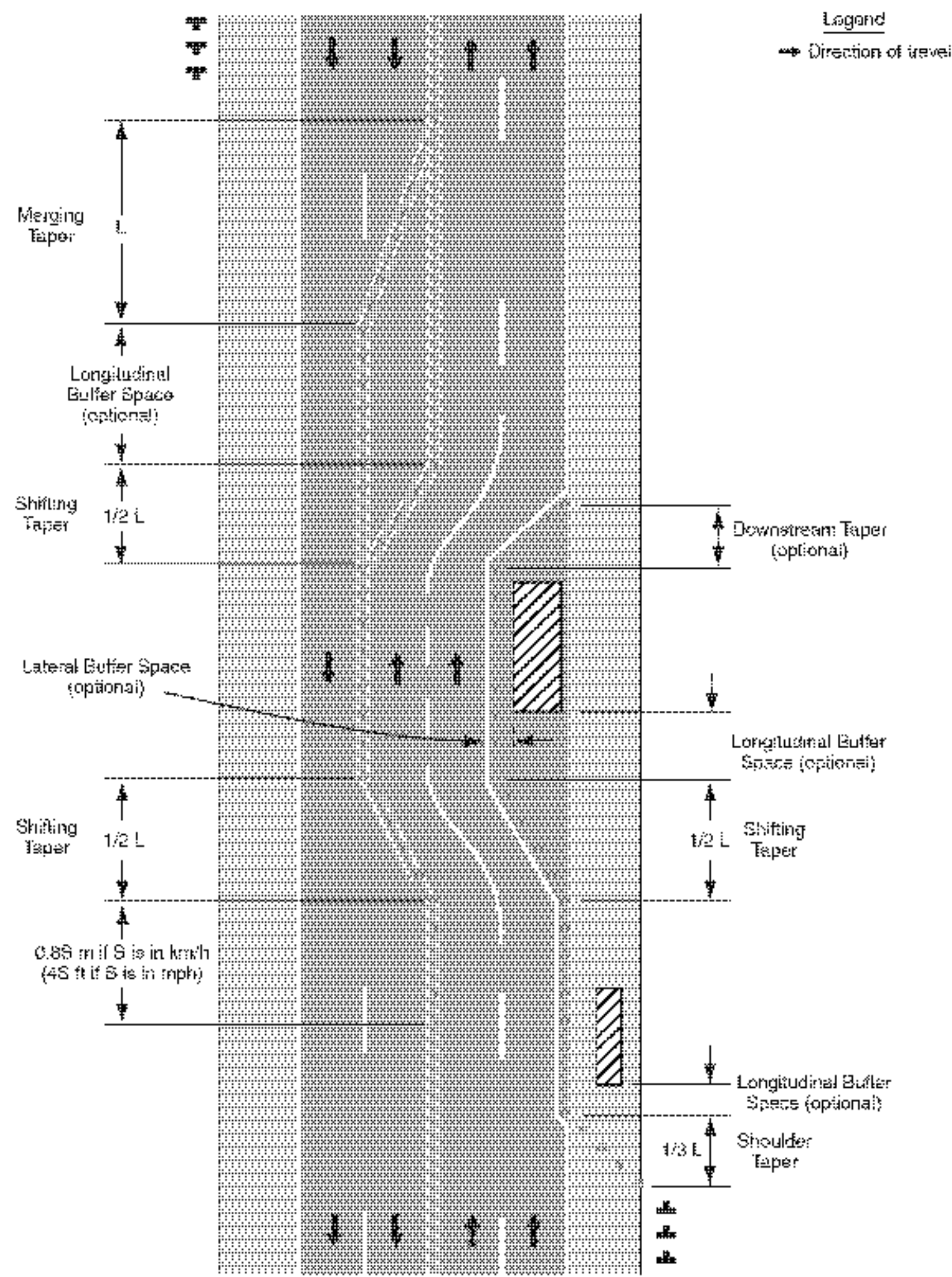


Figure 6C-2. Types of Tapers and Buffer Spaces



TEMPORARY TRAFFIC CONTROL NOTES

1. EMERGENCY RESPONSE UNITS SHALL BE GIVEN PRIORITY AND ACCESS SHALL BE PROVIDED AT ALL TIMES
2. ALL TEMPORARY PAVEMENT MARKINGS, TRAFFIC CONTROL DEVICES, AND SIGNING SHALL CONFORM TO MUTCD AND VERMONT AGENCY OF TRANSPORTATION STANDARDS.
3. TRAFFIC CONTROL SIGNING CONTRARY TO CONSTRUCTION SIGNING SHALL BE COVERED DURING CONSTRUCTION. TRAFFIC CONTROL SIGNING SHALL ONLY BE PRESENT WHEN ACTUAL SCENARIOS DEPICTED ARE PRESENT.
4. ALL WORK SHALL BE EXECUTED IN A MANNER TO PROVIDE THE LEAST AMOUNT OF IMPACT TO TRAFFIC.
5. ITEM 641.0 "TRAFFIC CONTROL" SHALL INCLUDE CONSTRUCTION SIGNING AND POSTS, CHANNELIZATION DEVICES AND ADJUSTING, RELOCATING AND REMOVAL OF THESE DEVICES, ITEM 630.10 "UNIFORMED TRAFFIC OFFICERS", ITEM 630.15 "FLAGGERS", ITEM 641.5 PORTABLE CHANGEABLE MESSAGE SIGNS, AND ITEM 641.6 PORTABLE ARROW BOARDS SHALL BE PAID FOR SEPARATELY.
6. CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR REMOVAL AND INSTALLATION OF OVERHEAD STRUCTURES PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL ALLOW TWO WEEKS FOR APPROVAL OF THE TRAFFIC CONTROL PLAN. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE CONSIDERED INCIDENTAL TO ITEM 641.0, TRAFFIC CONTROL. TRAFFIC CONTROL FOR INSTALLATION OF THE OVERHEAD SIGN STRUCTURES AT INTERCHANGE 6, INTERCHANGE 7, AND INTERCHANGE 8 SHALL BE IN ACCORDANCE WITH THE DETAILS PROVIDED AND APPROPRIATE SECTIONS OF THE MUTCD. THESE OPERATIONS WILL REQUIRE SHORT TERM TRAFFIC STOPPAGES, WHICH SHALL NOT EXCEED 15 MINUTES IN DURATION. STOPPAGES SHALL BE PERFORMED ON A SUNDAY PRIOR TO 10:00 AM. THE CONTRACTOR SHALL INFORM THE PUBLIC VIA PORTABLE CHANGABLE MESSAGE SIGNS OF STOPPAGES AT LEAST ONE WEEK IN ADVANCE OF THE FIRST STOPPAGE.

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

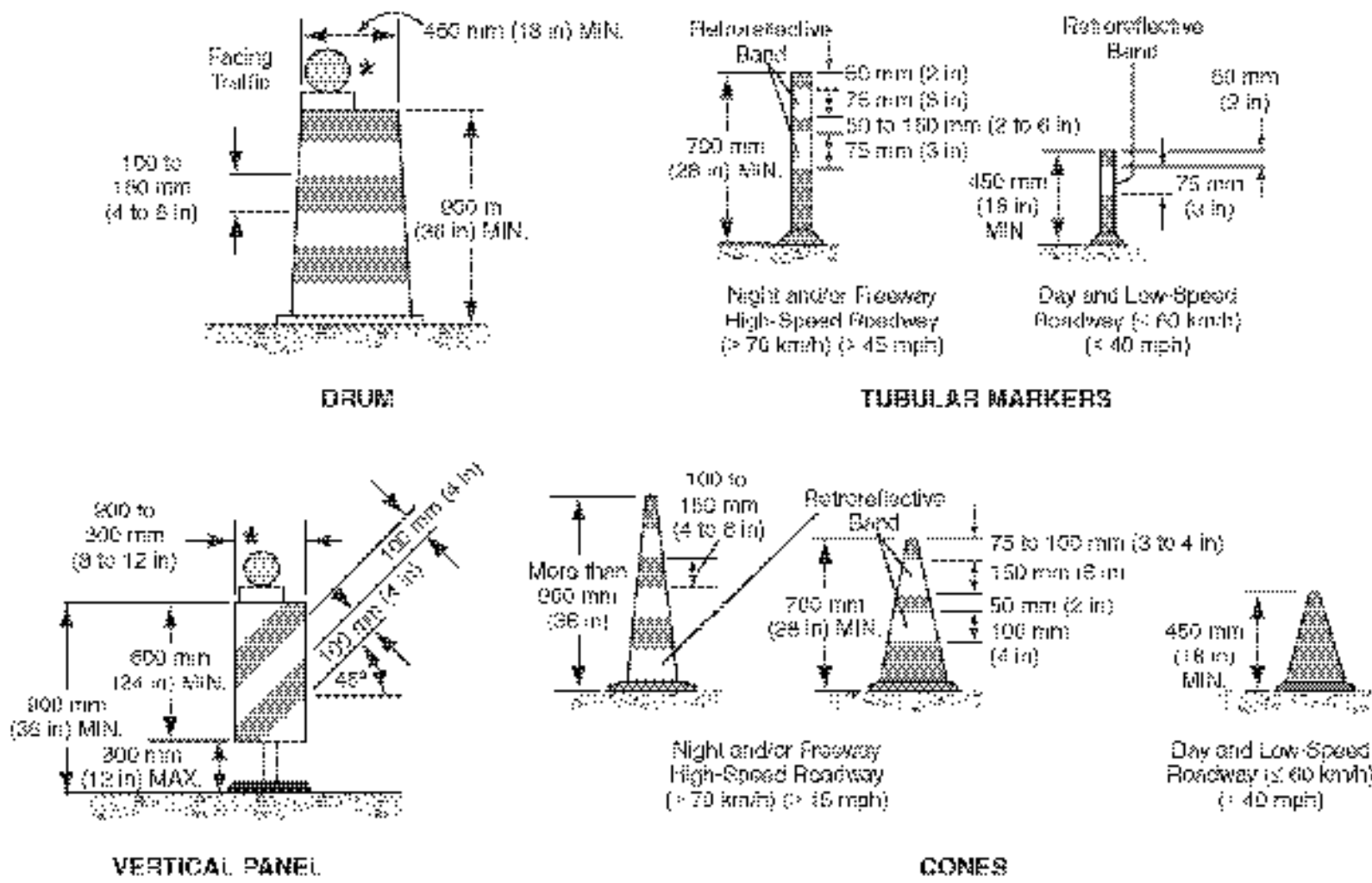


Table 6C-3. Taper Length Criteria for Temporary Traffic Control Zones

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	Speed Limit (S)	Taper Length (L) Feet
60 km/h or less	$L = \frac{WS^2}{155}$	40 mph or less	$L = \frac{WS^2}{23}$
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)

TRAFFIC
CONTROL
DETAILS
SHEET 1

PROJECT NAME: WATERBURY - WINOOSKI
PROJECT NUMBER: IMG SIGN(18)
FILE NAME: z09a018+cp.dgn
PROJECT LEADER: CRB
DESIGNED BY: JBZ
CLD REF. NO.: 09-0124
PLOT DATE: 10/27/2009
DRAWN BY: JBZ
CHECKED BY: BDB
SHEET 169 OF 174