



CITY OF SPRING HILL TRAFFIC CONTROL PLAN GUIDANCE

TRAFFIC CONTROL PLAN (TCP) CONTENT

Traffic Control Plans submitted to the City of Spring Hill shall include:

1. Pavement Edge Drop-Off Notes (Sheet T1)
2. Traffic Phasing Notes and Legend (Sheet T2)
3. Traffic Control Plans (Sheet T3 – T?)

1. PAVEMENT EDGE DROP-OFF NOTES (Sheet T1):

Pavement Edge Drop-off Notes are to be included as a plan sheet in the TCP (*Pavement Edge Drop-Off Notes sheet attached*). The Pavement Edge Drop-Off Notes are as follows:

A. PAVEMENT EDGE DROP-OFF GUIDELINES USED DURING THE CONSTRUCTION OF BASE, PAVING, AND RESURFACING OPERATIONS BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER WHERE THE TRAFFIC LANE IS BEING USED BY TRAFFIC:

1. IF THE DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER ARE **GREATER THAN 0.75 INCH AND NOT EXCEEDING 1.75 INCHES** THEN:
 - a. WARNING SIGNS, UNEVEN LANES (W8-11), AND/OR SHOULDER DROP-OFF WITH PLAQUE (W8-17 AND W8-17P), SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA.
 - (1) IF DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC IS CAUSED BY ADDED PAVEMENT, THEN THE DIFFERENCE SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - (2) IF DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES BEING UTILIZED BY TRAFFIC IS CAUSED BY COLD PLANING, THEN THE DIFFERENCE SHALL BE ELIMINATED WITHIN THREE WORKDAYS.
 - (3) WHEN THE DIFFERENCE IN ELEVATION IS BETWEEN THE TRAFFIC LANE BEING UTILIZED BY TRAFFIC AND THE SHOULDER, THEN THE DIFFERENCE IN ELEVATION SHALL BE ELIMINATED WITHIN SEVEN WORKDAYS AFTER THE CONDITION IS CREATED.
2. IF THE DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER ARE **GREATER THAN 1.75 INCHES AND NOT EXCEEDING 6 INCHES** (TRAFFIC IS NOT ALLOWED TO TRAVERSE THIS DIFFERENCE IN ELEVATION) THEN:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 25 FEET.
 - b. IF THE *DIFFERENCE IN ELEVATION IS ELIMINATED OR DECREASED TO 2 INCHES OR LESS BY THE END OF EACH WORKDAY*, THEN CONES MAY BE USED DURING DAYLIGHT HOURS IN LIEU OF DRUMS, BARRICADES OR OTHER APPROVED PROTECTIVE DEVICES MENTIONED IN PARAGRAPH a, PROVIDED THAT WARNING SIGNS ARE ERECTED.
 - (1) WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA.
3. IF THE DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER ARE **GREATER THAN 6 INCHES BUT NOT EXCEEDING 18 INCHES**, THE CONTRACTOR, WITH THE CITY ENGINEER'S APPROVAL, MAY UTILIZE THE FOLLOWING:
 - a. THE CONTRACTOR SHALL ACCOMPLISH SEPARATION BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 25 FEET.

IN ORDER TO USE THIS METHOD, THE CONTRACTOR MUST REDUCE THE DIFFERENCE IN ELEVATION TO **6 INCHES OR LESS** BY THE END OF THE WORKDAY IN WHICH THE CONDITION IS CREATED.

- b. IF THE LOWER ELEVATION IS AT OR BELOW SUBGRADE AT THE END OF EACH WORKDAY, THEN THE CONTRACTOR SHALL CONSTRUCT A STONE WEDGE WITH A 4:1 SLOPE, OR FLATTER, TO ELIMINATE THE ELEVATION DIFFERENCE



- c. IF THE LOWER ELEVATION IS BASESTONE OR ASPHALT PAVEMENT, THEN THE PLACEMENT OF SUBSEQUENT LAYERS OF PAVEMENT MUST BEGIN THE NEXT WORKDAY AND PROGRESS CONTINUOUSLY UNTIL THE DIFFERENCE IN ELEVATION IS ELIMINATED OR REDUCED TO SIX INCHES OR LESS.
- d. OR THE CONTRACTOR SHALL PROVIDE SEPARATION BY PORTABLE BARRIER RAIL.

FOR PRECEDING CONDITIONS, a, b, AND c, THE CONTRACTOR SHALL USE THE SHOULDER DROP-OFF WARNING SIGN WITH PLAQUE (W8-17 AND W8-17P). IT SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN THE SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA.

- 4. FOR DIFFERENCES IN ELEVATION BETWEEN ADJACENT TRAFFIC LANES OR TRAFFIC LANE AND SHOULDER **GREATER THAN 18 INCHES.**

SEPARATION WILL BE PROVIDED BY USE OF A PORTABLE BARRIER RAIL.

B. PAVEMENT EDGE DROP-OFF GUIDELINES USED DURING GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC. WITHIN 10 FEET OF THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC:

- 1. IF THE DIFFERENCE IN ELEVATION IS **WITHIN 10 FEET** OF THE NEAREST TRAFFIC LANE WITH A DIFFERENCE IN ELEVATION **GREATER THAN 3/4 INCH AND NOT EXCEEDING 2 INCHES.**
 - a. WARNING SIGNS (UNEVEN LANES AND/OR SHOULDER DROP-OFF) SHALL BE PLACED IN ADVANCE OF AND THROUGHOUT THE EXPOSED AREA. MAXIMUM SPACING BETWEEN SIGNS SHALL BE 2,000 FEET WITH A MINIMUM OF 2 SIGNS PER EXPOSED AREA.
- 2. IF THE DIFFERENCE IN ELEVATION IS **WITHIN 10 FEET** OF THE NEAREST TRAFFIC LANE WITH A DIFFERENCE IN ELEVATION **GREATER THAN 2 INCHES AND NOT EXCEEDING 6 INCHES** THEN:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 25 FEET.
- 3. IF THE DIFFERENCE IN ELEVATION IS **WITHIN 10 FEET** OF THE NEAREST TRAFFIC LANE WITH A DIFFERENCE IN ELEVATION **GREATER THAN 6 INCHES** THEN:
 - a. SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 25 FEET.
 - b. AT THE END OF DAILY OPERATIONS, THE VERTICAL OFFSET MUST BE ELIMINATED BY CONSTRUCTING A STONE WEDGE OR GRADING TO A 4:1 SLOPE, OR FLATTER, OR USE PORTABLE BARRIER RAIL.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE WITHIN 10 FEET OF A TRAFFIC LANE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

C. PAVEMENT EDGE DROP-OFF GUIDELINES USED DURING GRADING, EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC. FARTHER THAN 10 FEET FROM THE NEAREST TRAFFIC LANE BUT NOT MORE THAN 30 FEET FROM THE NEAREST TRAFFIC LANE BEING USED BY TRAFFIC:

SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:

- 1. THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 50 FEET.

THE CONTRACTOR SHALL SCHEDULE THE WORK SO AS TO MINIMIZE THE TIME TRAFFIC IS EXPOSED TO AN ELEVATION DIFFERENCE. ONCE THE CONTRACTOR BEGINS AN ACTIVITY THAT CREATES AN ELEVATION DIFFERENCE, THE ACTIVITY SHALL BE PURSUED AS A CONTINUOUS OPERATION UNTIL THE ELEVATION DIFFERENCE IS ELIMINATED.

D. PAVEMENT EDGE DROP-OFF GUIDELINES USED DURING EXCAVATION FOR UTILITIES, DRAINAGE STRUCTURES, UNDERCUTTING, ETC. WITHIN THE EXISTING TRAVEL LANE THAT IS TEMPORARILY CLOSED AND TO BE REOPENED TO TRAFFIC AT THE END OF DAILY OPERATIONS:

- 1. DURING DAILY ACTIVE CONSTRUCTION
 - a. PROPER LANE CLOSURE SIGNAGE AND DEVICES PER MOST CURRENT MUTCD MUST BE IN PLACE.
 - b. EXCAVATION AREA / TRENCH SEPARATION SHALL BE ACCOMPLISHED BY DRUMS, BARRICADES OR OTHER APPROVED DEVICES IN ACCORDANCE WITH THE FOLLOWING:
 - (1) THE MAXIMUM SPACING OF THE PROTECTIVE DEVICES SHALL NOT EXCEED 15 FEET.
- 2. AT END OF DAILY CONSTRUCTION ACTIVITIES
 - a. EXCAVATION AREA / TRENCH MUST BE BACKFILLED BY APPROVED METHODS OR PROTECTED BY CITY APPROVED MEANS
 - b. EXCAVATION AREA / TRENCH SEPARATION SHALL BE REMOVED



c. LANE CLOSURE SIGNAGE AND DEVICES REMOVED AND TRAFFIC LANE OPENED.

2. TRAFFIC PHASING NOTES AND LEGEND (Sheet T2):

Sheet T2 includes the following:

1. Construction phase notes and any sub-phase construction details (as needed for clarity)
2. Traffic legend block showing all relevant symbols and items used on plans

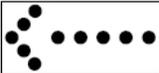
Example Notes:

TRAFFIC CONTROL NOTES

- 1) THESE TRAFFIC CONTROL PLANS DO NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF INSTALLING TRAFFIC CONTROL DEVICES IN ACCORDANCE WITH THE CURRENT EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- 2) CONSTRUCTION SIGNING SHOWN IN THESE PLANS IS TO SERVE AS GUIDANCE ONLY. OTHER SIGNS MAY BE REQUIRED DURING VARIOUS PHASES OF CONSTRUCTION.
- 3) NO TRAFFIC SHALL BE DETOURED OR ROADWAY CLOSED, ABANDONED, OR REMOVED WITHOUT THE PRIOR APPROVAL OF THE CITY.
- 4) THE ADVANCE WARNING SIGNS ARE TO BE PLACED PRIOR TO CONSTRUCTION AND SHALL REMAIN IN PLACE UNTIL PROJECT IS COMPLETE.
- 5) CONTRACTOR IS TO COVER ALL CONFLICTING SIGNS DURING CONSTRUCTION.
- 6) THE CONTRACTOR IS TO COORDINATE ALL LANE CLOSURES WITH THE CITY ENGINEER.



Example Legend:

TRAFFIC CONTROL LEGEND	
SYMBOL	ITEM
	WORK ZONE
	FLEXIBLE DRUMS (CHANNELIZING)
	SIGN (CONSTRUCTION)
	TRAFFIC FLOW
	ARROW BOARD TYPE C
	ARROW BOARD TYPE C (SINGLE ARROW)

3. TRAFFIC CONTROL PLANS (TCP) (Sheet T3 – T?):

Work zones are typically marked by some combination of signs, channelizing devices, barriers, pavement markings, and/or work vehicles. Traffic Control Plans describe the traffic control measures that will be used for facilitating road user traffic through a work zone area. TCPs are intended to provide continuity for road user flow when a work zone, incident, or other disruption interferes with normal flow. Safety of work zone personnel and the traveling public are important items to consider when establishing a TCP.

The objective of a TCP is to route the traveling public (road user and pedestrian) through or around a work zone safely by:

1. using signs and pavement markings that begin in advance of a work zone and are adequately spaced throughout the project.
2. using signs and devices that highlight or emphasize the appropriate path of travel.

Sheet T3 – T? should include the following:

1. North Arrow.
2. Begin/End Construction project limits.
3. Existing natural features and text.
4. Names of streams and receiving waters.
5. Existing shoulders that will be used for traffic during construction.
6. The removal of the existing shoulder and the addition of new material shall be noted in the traffic control phasing notes.
7. Phase construction typical cross section details (as necessary within sheets).



- a. Typical sections are provided at constrained locations and locations where the cross section changes.
Example: Specify shoulder or other areas that will be used as riding surface during construction and include notes for consequential additional pavement width and/or depth necessary.
8. Verify that signs associated with temporary traffic control and permanent signage provide a clear message that provides adequate time for roadway users to process.
9. Traffic flow areas added for clarity.
10. Work zone area patterned for each phase of construction.
11. Lane Closure details (if needed).
12. Detours for passenger vehicles, oversize vehicles, pedestrians, and/or bicycles. (if needed)
13. Temporary culverts.
 - a. Labeled as temporary with lengths and diameter.
14. Proposed bridge linework.
15. Proposed drainage systems.
 - a. Catch basins, manholes, storm sewer, junction boxes, endwalls, etc.
 - b. For proposed drainage systems that tie into existing drainage structures, the existing structure to remain in place will be copied to the appropriate proposed level and labeled to remain in place.
16. Proposed edge of pavement and shoulder lines.
17. Proposed limits of construction labeled for sideroads.
18. Proposed limit of paving labeled.
19. Proposed private drives, business entrances, and field entrances, edges of pavement, and radii shown.
20. Proposed road centerlines (mainline, side roads, haul roads, construction run-arounds).
21. Schematic detail for construction signs and placement.
22. Temporary signal details (as necessary).
23. Temporary pavement marking details and/or removal of pavement striping (as necessary).
24. Traffic control temporary devices (portable barrier wall, high visibility construction fence, barrels, temporary guardrail attenuator, flashing message boards, barricades, etc.).
25. Traffic control temporary sign faces and text with vertical panels as needed.
 - a. Includes advance signing that remains in place for the duration of the project.

NOTE: Verify that all signs, markings, and TCDs are consistent with MUTCD.

****Information gathered from TDOT Work Zone Design Manual****



CITY OF SPRING HILL TRAFFIC CONTROL PLAN

CHECKLIST

Note to Designer: Sheets shall be in the following order:

T1. PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

T2. TRAFFIC PHASING NOTES AND LEGEND

T3. TRAFFIC CONTROL PLANS

T1. PAVEMENT EDGE DROP-OFF TRAFFIC CONTROL NOTES

Yes **N/A**

- Pavement edge drop-off notes

T2. TRAFFIC PHASING NOTES, LEGEND, AND TABULATION

Yes **N/A**

- Construction phasing notes and stage construction details (as necessary)
- Traffic legend block with all relevant symbols and items used

T3-T50Z. TRAFFIC CONTROL PLANS

Yes **N/A**

- North arrow
- Begin/End **Construction** project limits labeled
- Existing natural features and text (names of streams and receiving waters)
- Existing shoulders that will be used for traffic during construction shall be discussed with City personnel to obtain information on type of material needed to effectively handle proposed traffic. The removal of existing shoulder and addition of new material shall also be noted in the traffic control staging notes
- Lane closure details
- Proposed bridge linework
- Proposed drainage systems (catch basins, manholes, storm sewer, junction boxes, endwalls, etc.) For proposed drainage systems that tie into existing drainage structures, the existing structure to remain in place shall be copied to the appropriate proposed level and labeled to remain in place
- Proposed edge of pavement and shoulder linework for phase of construction shown on sheet
- Proposed limits of construction labeled for sideroads
- Proposed limit of paving labeled



- Proposed private drives, business entrances, and field entrances, edges of pavement, and radii shown
- Proposed road centerlines (mainline, side roads, haul roads, construction run-arounds).
- Schematic detail for construction signs and placement
- Temporary culverts labeled as temporary with lengths and diameter
- Temporary signal details (as necessary)
- Temporary pavement marking details and/or removal of pavement striping (as necessary)
- Traffic control temporary devices (portable barrier wall, high visibility construction fence, barrels, temporary guardrail attenuator, flashing message boards, barricades, etc.)
- Traffic control temporary sign faces and text with vertical panels as needed
- Traffic control typical section and/or notes (Example: Specify shoulder or other areas that will be used as riding surface during construction and include notes for consequential additional pavement width and/or depth necessary)
- Traffic flow areas added for clarity
- Work zone area patterned for each phase of construction
- Signs associated with temporary traffic control and permanent signage provide a clear message that provides adequate time for roadway users to process.
- Detours for passenger vehicles, oversize vehicles, pedestrians, and/or bicycles. (if needed)
- Proposed work times
- Acknowledgment of a 2-week sign board notice will be given before work starts

Information gathered from TDOT Work Zone Design Manual



TRAFFIC CONTROL APPLICATIONS FOR URBAN AREAS

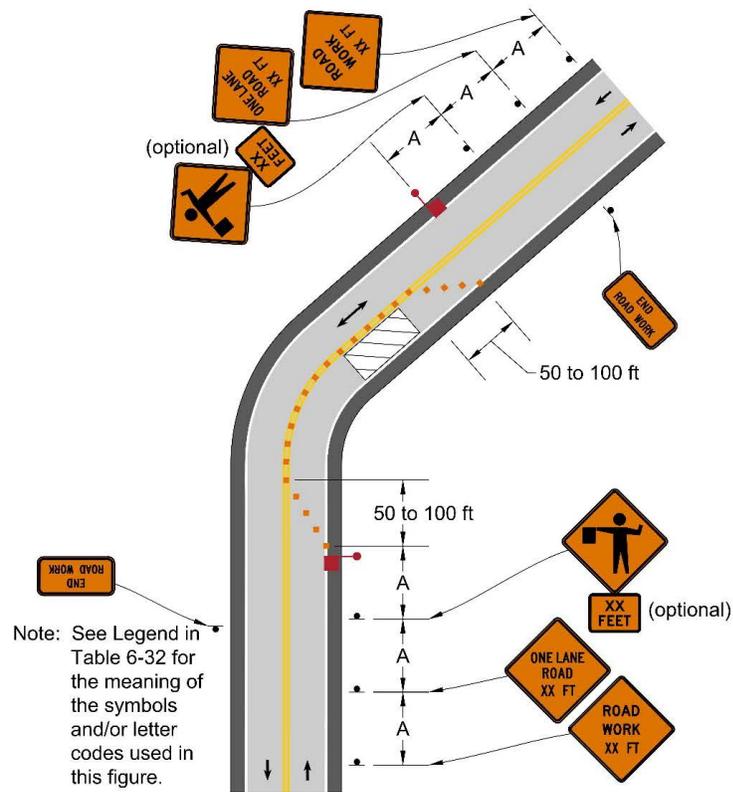
SIGN LEGEND TABLE 6-32	1
LANE CLOSURE ON A TWO-LANE ROAD USING FLAGGERS	2
SIDEWALK DETOUR OR DIVERSION	3
SIDEWALK CLOSURE WITH PEDESTRIAN DIVERSION	4
CROSSWALK CLOSURES AND PEDESTRIAN DETOURS	5
SIDEWALK CLOSURE WITH PEDESTRIAN DETOUR	6
TEMPORARY BICYCLE LANE	7
BICYCLE LANE IN CLOSED MOTOR VEHICLE LANE	8
MERGING BICYCLES AND MOTOR VEHICLES	9
DETOUR FOR ONE TRAVEL DIRECTION	10
DETOUR FOR CLOSED STREET	11
LANE CLOSURE ON NEAR SIDE OF INTERSECTION	12
RIGHT-HAND LANE CLOSURE ON FAR SIDE OF AN INTERSECTION	13
LEFT-HAND LANE CLOSURE ON FAR SIDE OF AN INTERSECTION	14
HALF-ROAD CLOSURE ON FAR SIDE OF AN INTERSECTION	15
MULTIPLE LANE CLOSURES AT AN INTERSECTION	16
CLOSURE IN THE CENTER OF AN INTERSECTION	17
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CLOSURE WITHIN SINGLE-LANE ROUNDABOUT	19
LEFT-LANE CLOSURE WITHIN MULTILANE ROUNDABOUT	20
RIGHT-LANE CLOSURE WITHIN MULTILANE ROUNDABOUT	21
WORK BEYOND SHOULDER	22
BLASTING ZONE	23
WORK ON SHOULDER	24
SHORT DURATION OR MOBILE OPERATIONS ON SHOULDER	25
SHOULDER WORK WITH MINOR ENCROACHMENT	26



Table 6-32 Sign Legend

Symbols	Description
	Arrow board
	Arrow board support or trailer
	Crash cushion
	Channelizing device
	Direction of temporary traffic detour
	Direction of traffic
	Flagger
	High-level warning device (Flag tree)
	Longitudinal channelizing device
	Luminaire
	Pavement markings that should be removed for a long-term project
	Sign (shown facing left)
	Temporary barrier
	Temporary barrier with warning light
	Traffic or pedestrian signal
	Truck-mounted attenuator
	Type 3 barricade
	Warning light
	Work space
	Work vehicle
	Shadow vehicle
A, B, C Distances	Recommended Minimum Sign Spacing Based on Speed, See Table 6-29

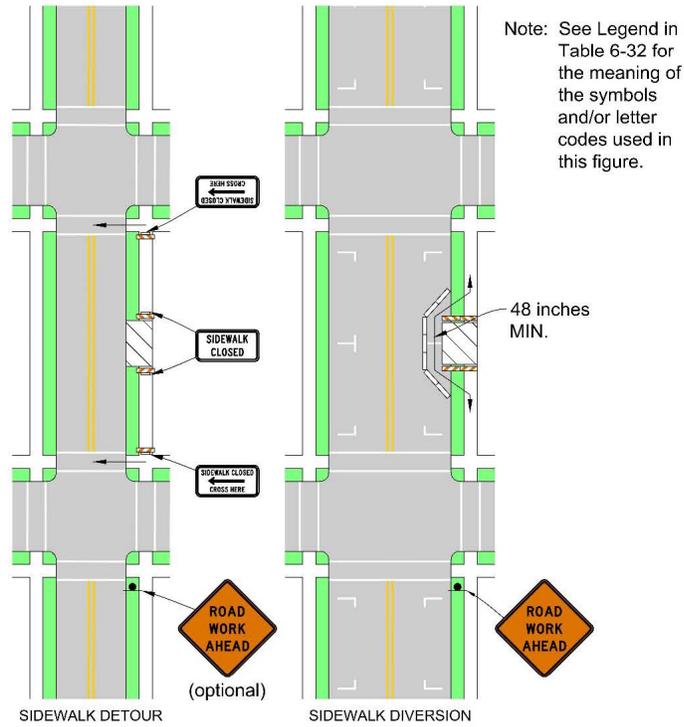
Lane Closure on a Two-Lane Road Using Flaggers



Source: *MUTCD*, Figure 6H-10



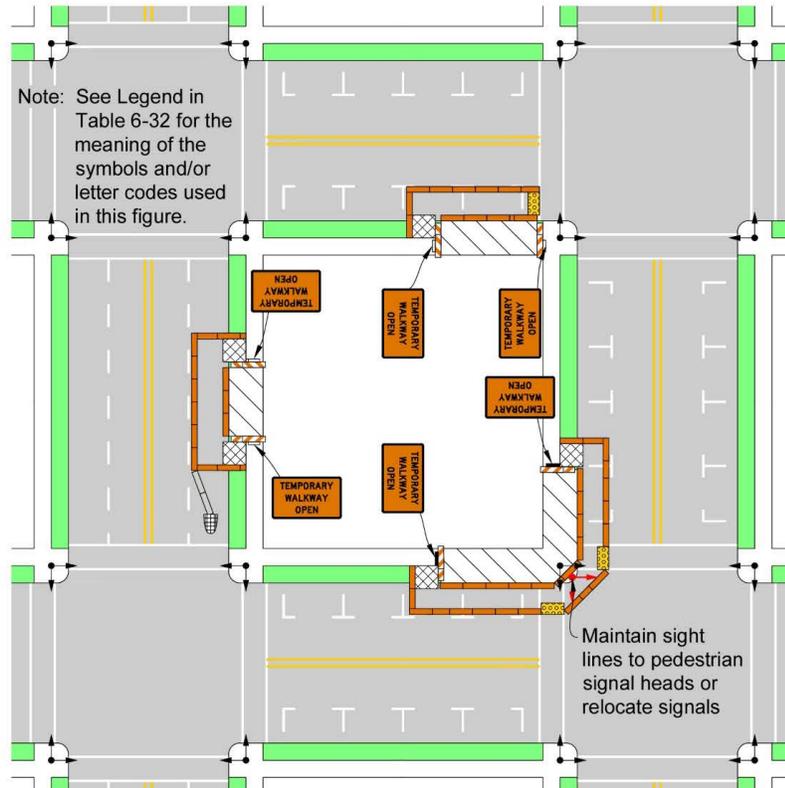
Sidewalk Detour or Diversion



Source: MUTCD, Figure 6H-28.

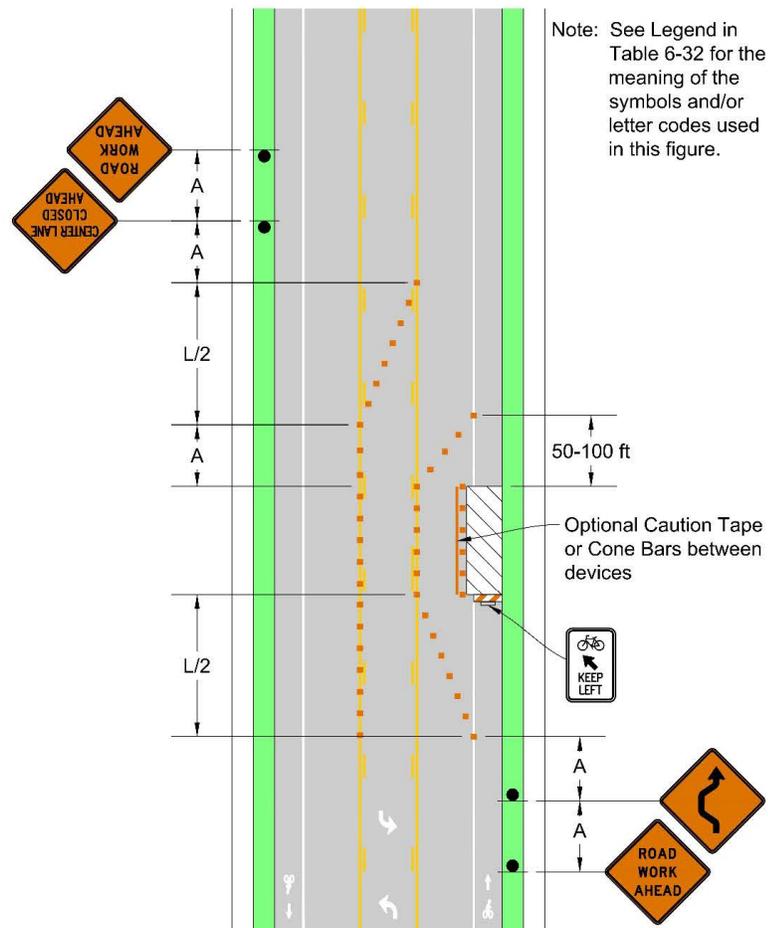


Sidewalk Closure with Pedestrian Diversion



Source: City of Portland, Figure TA-S1

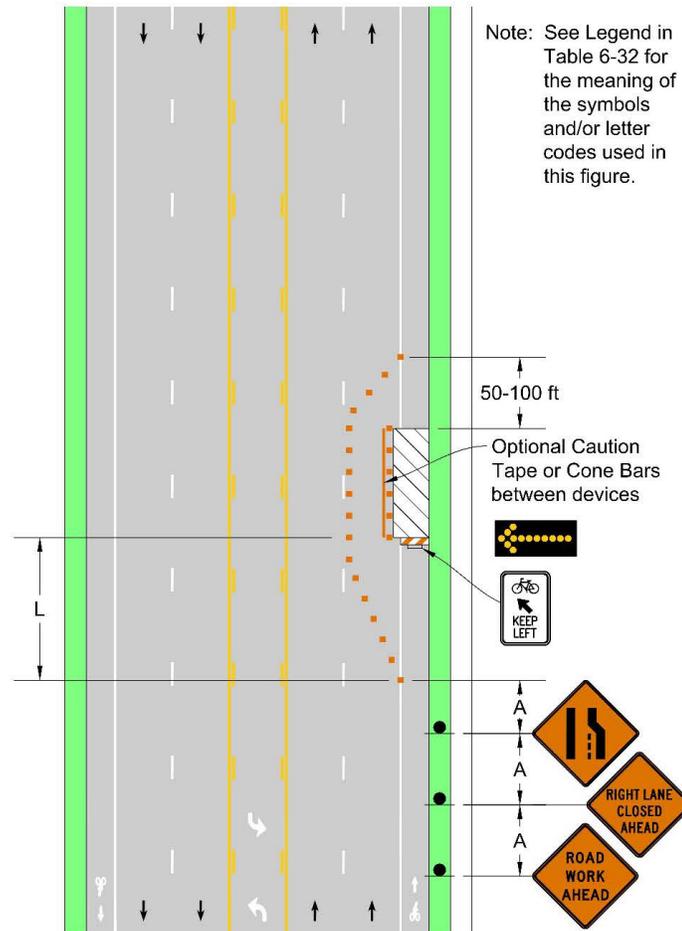
Temporary Bicycle Lane



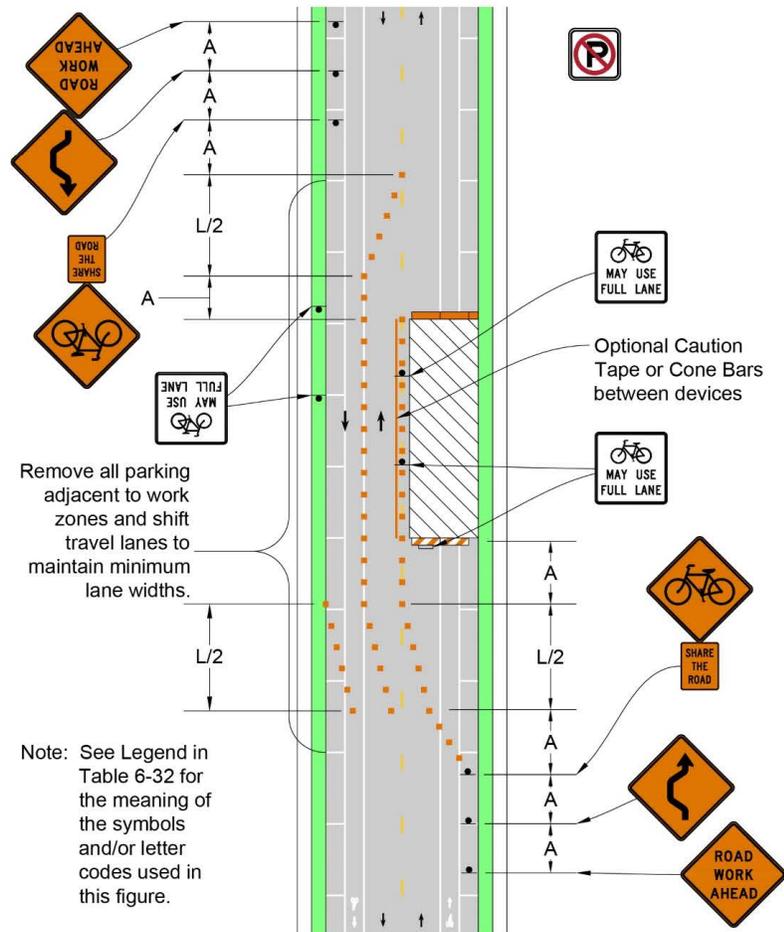
Source: City of Portland, Figure TA-B1



Bicycle Lane in Closed Motor Vehicle Lane

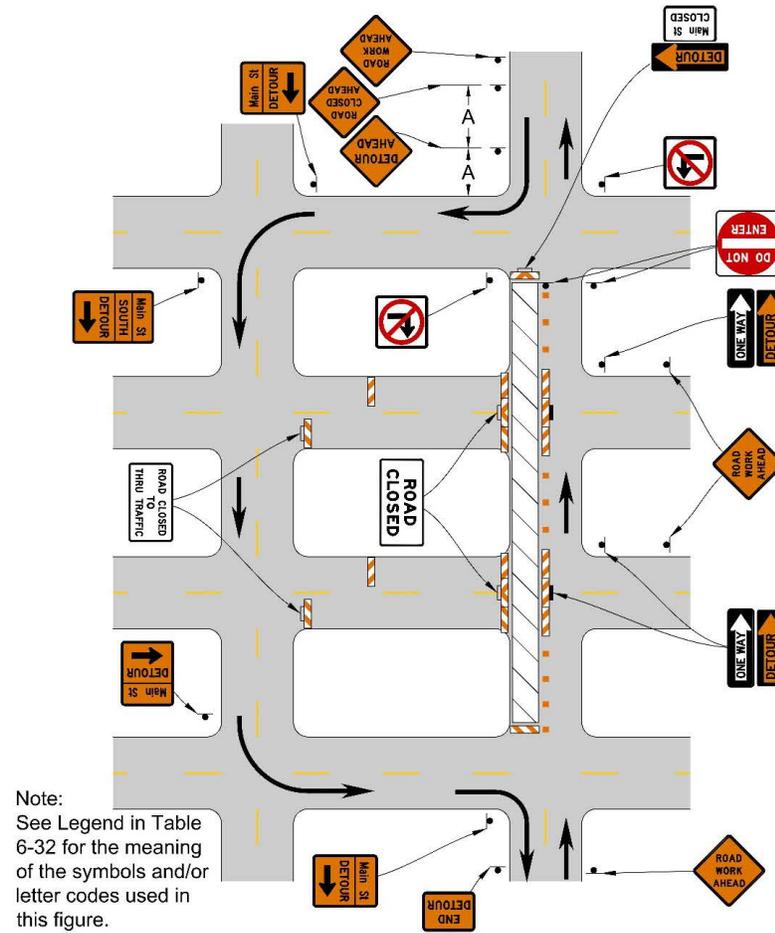


Merging Bicycles and Motor Vehicles



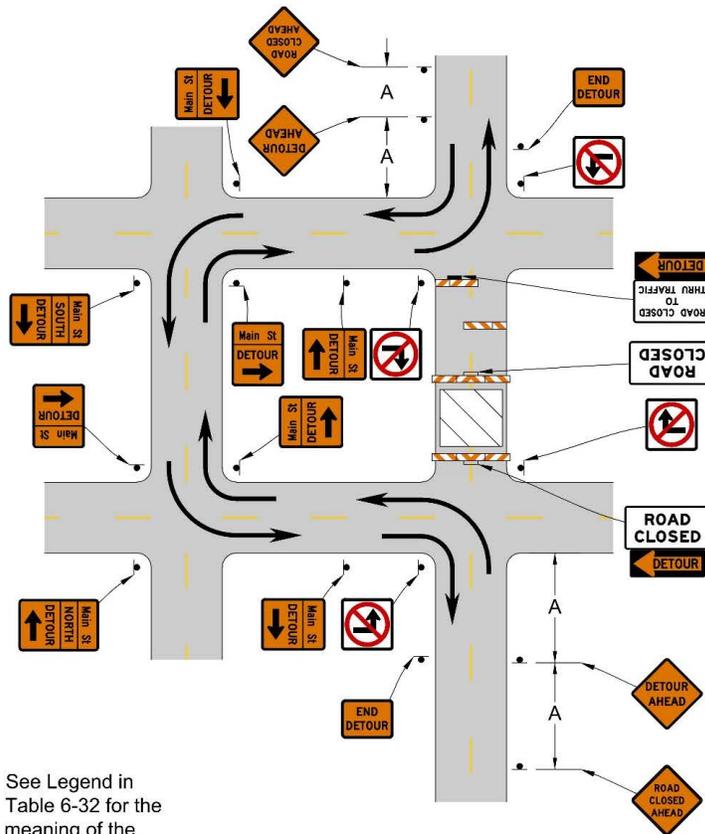


Detour for One Travel Direction



Source: *MUTCD*, Figure 6H-19

Detour for a Closed Street

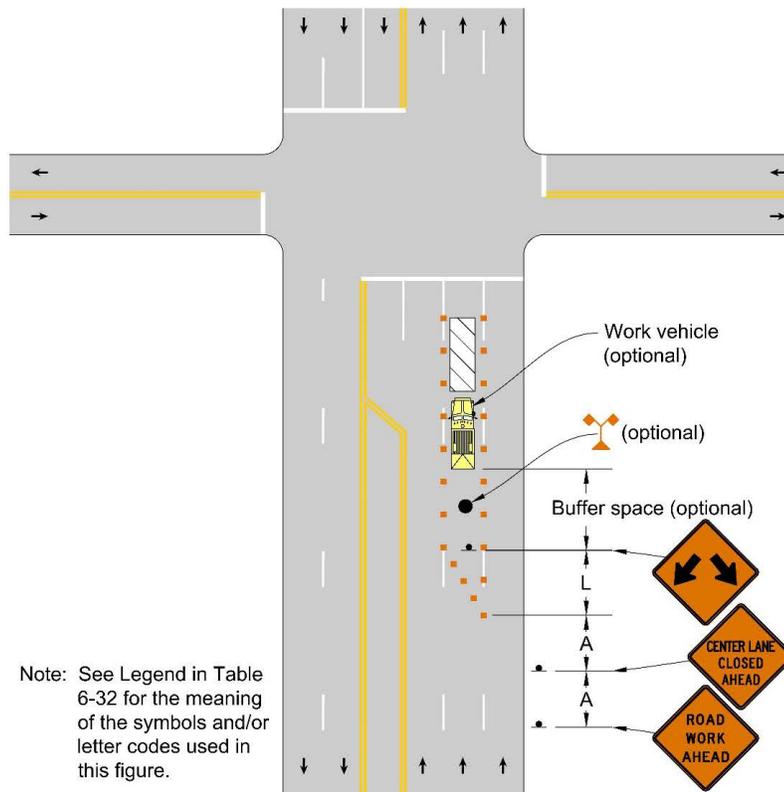


Note: See Legend in Table 6-32 for the meaning of the symbols and/or letter codes used in this figure.

Source: *MUTCD*, Figure 6H-20

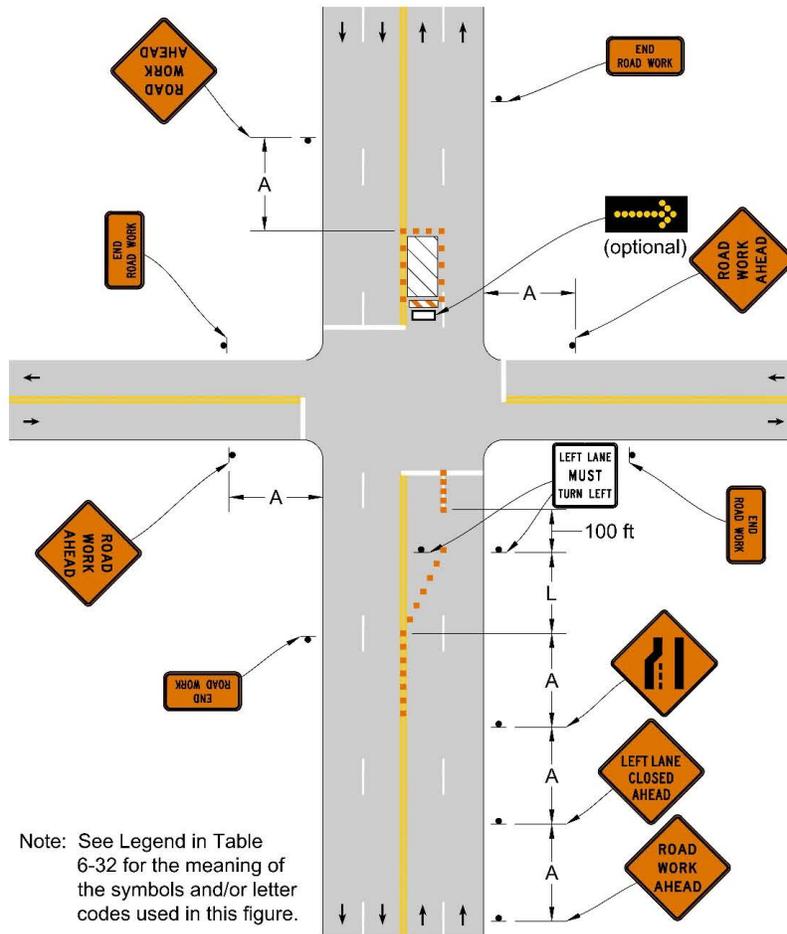


Lane Closure on Near Side of Intersection



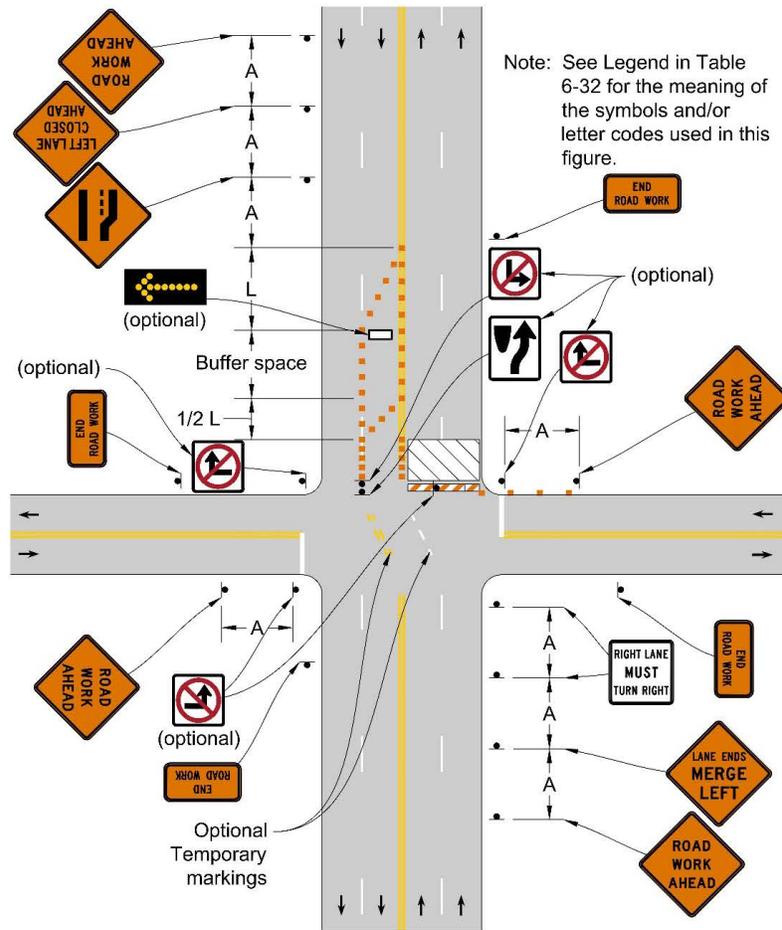
Source: *MUTCD*, Figure 6H-21

Left-Hand Lane Closure on the Far Side of an Intersection



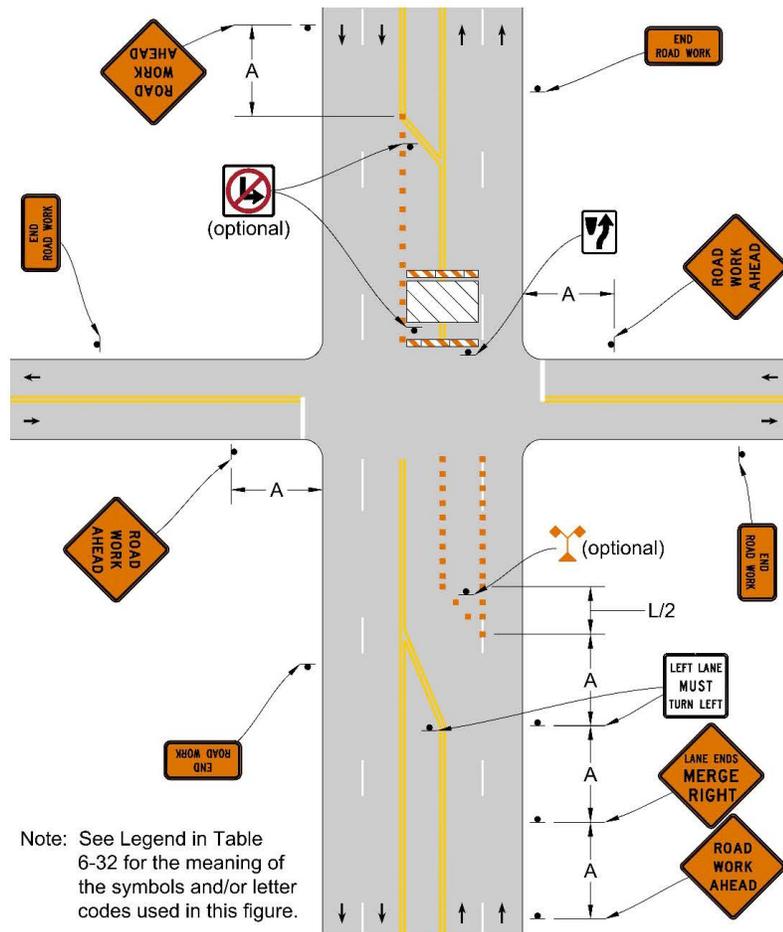
Source: *MUTCD*, Figure 6H-23

Half-Road Closure on the Far Side of an Intersection



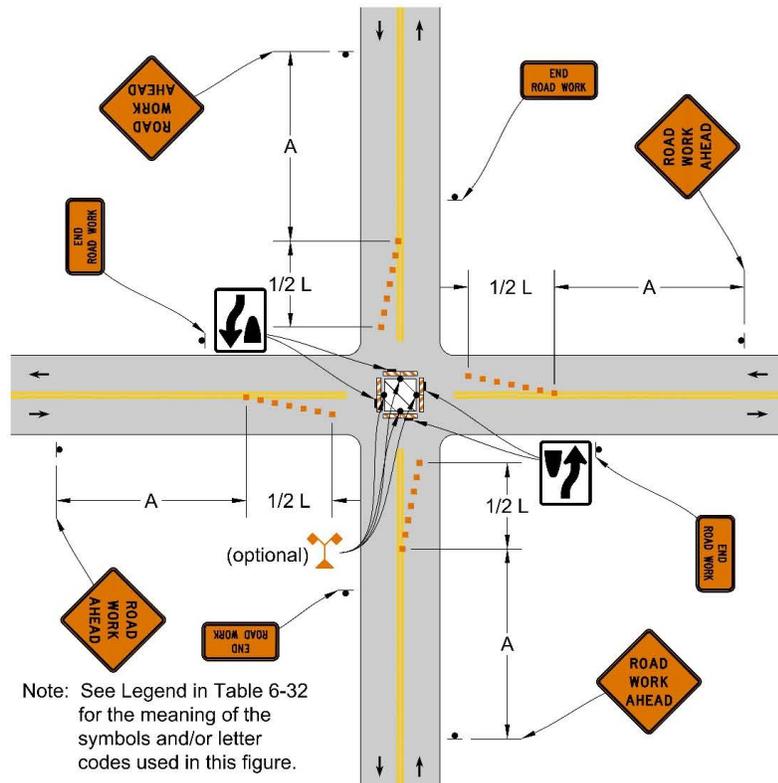
Source: MUTCD, Figure 6H-24

Multiple Lane Closures at an Intersection



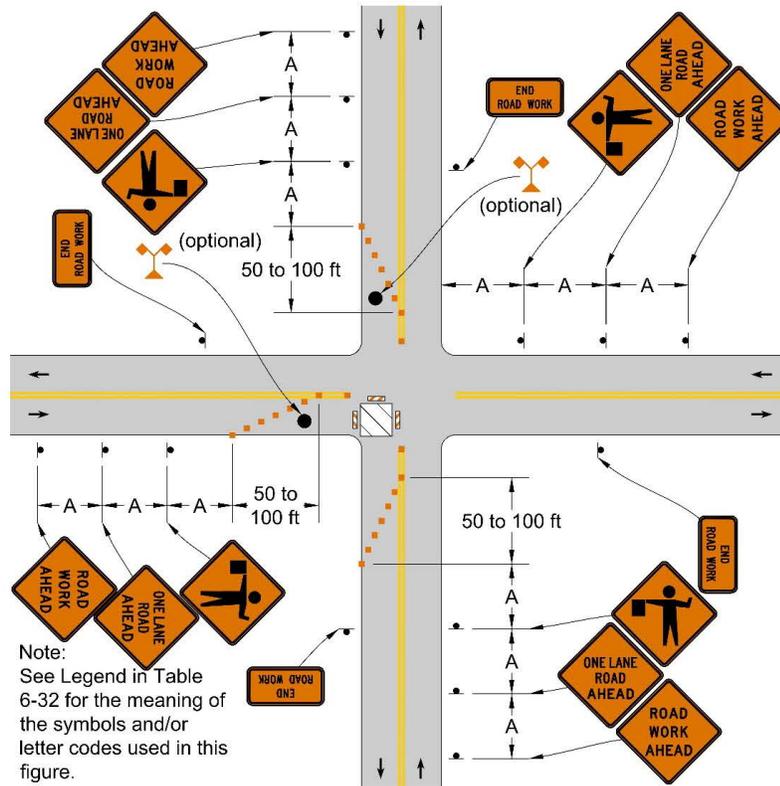
Source: *MUTCD*, Figure 6H-25

Closure in the Center of an Intersection



Source: *MUTCD*, Figure 6H-26

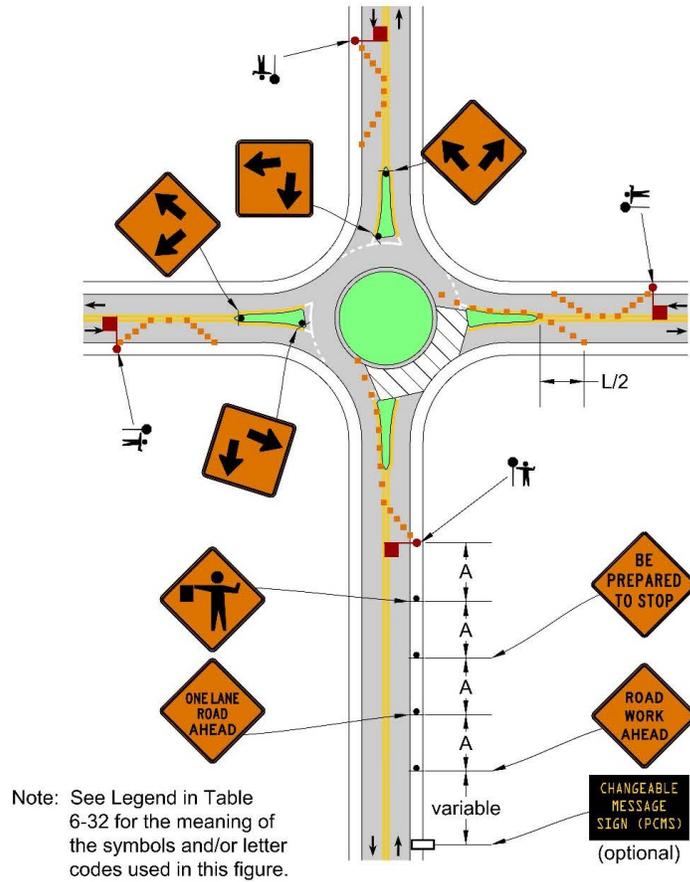
Closure at the Side of an Intersection



Source: *MUTCD*, Figure 6H-27

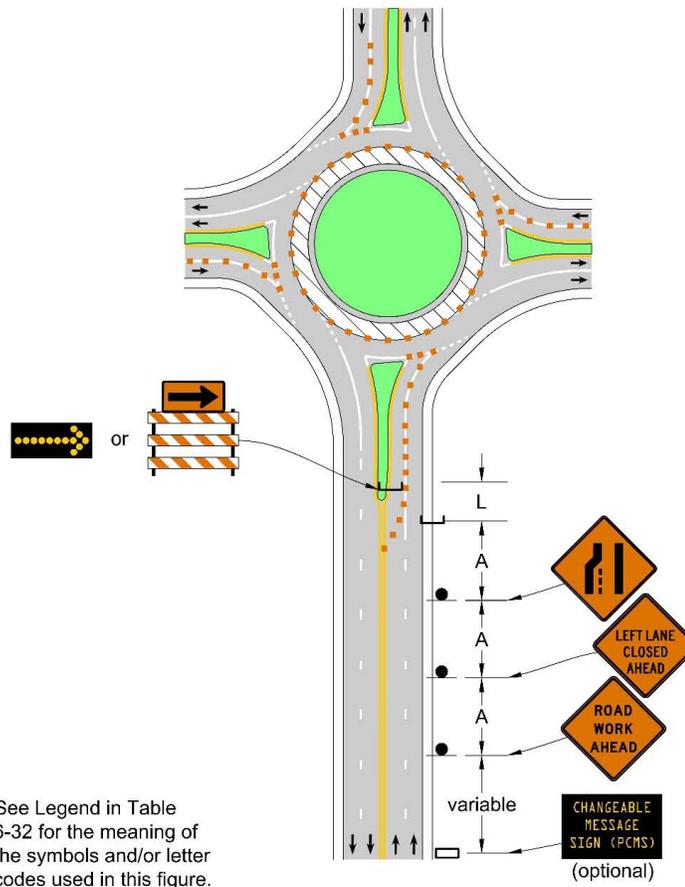


Closure within Single-Lane Roundabout



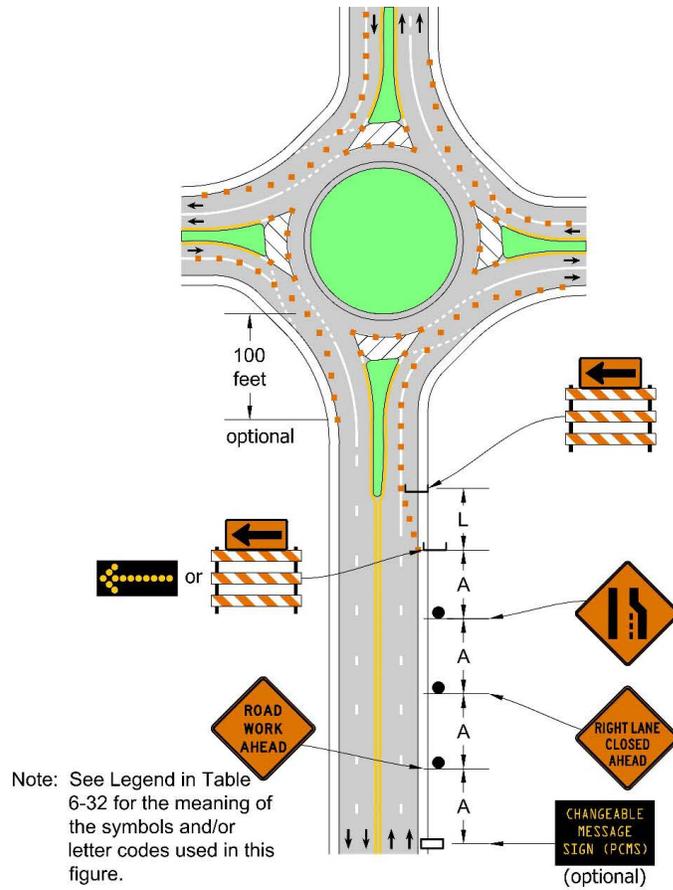
Source: TDOT *Work Zone Field Manual for Maintenance Operations*, Layout 88b

Left-Lane Closure within Multilane Roundabout



Source: TDOT *Work Zone Field Manual for Maintenance Operations*, Layout 89

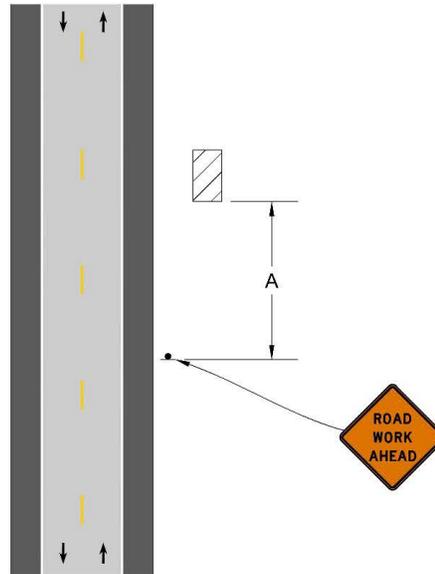
Right-Lane Closure within Multilane Roundabout



Source: *TDOT Work Zone Field Manual for Maintenance Operations*, Layout 90

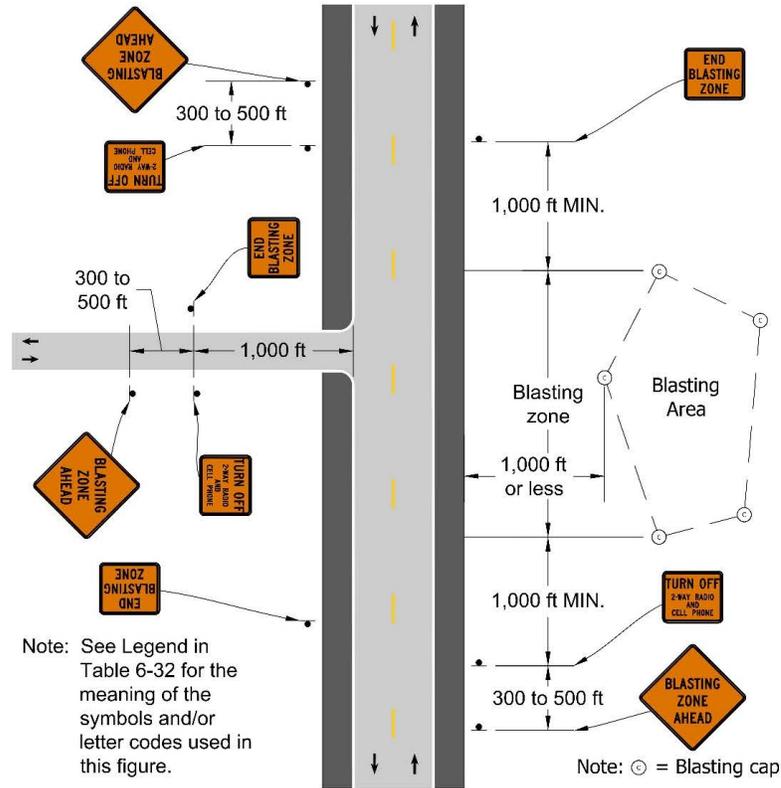
Work Beyond the Shoulder

Note: See Legend in Table 6-32 for the meaning of the symbols and/or letter codes used in this figure.



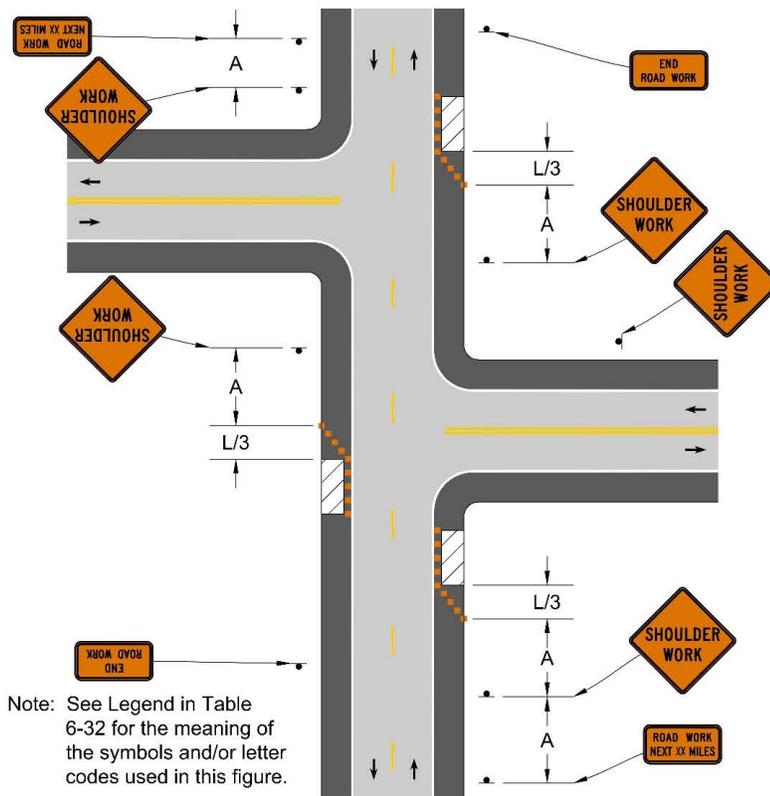
Source: *MUTCD*, Figure 6H-1

Blasting Zone



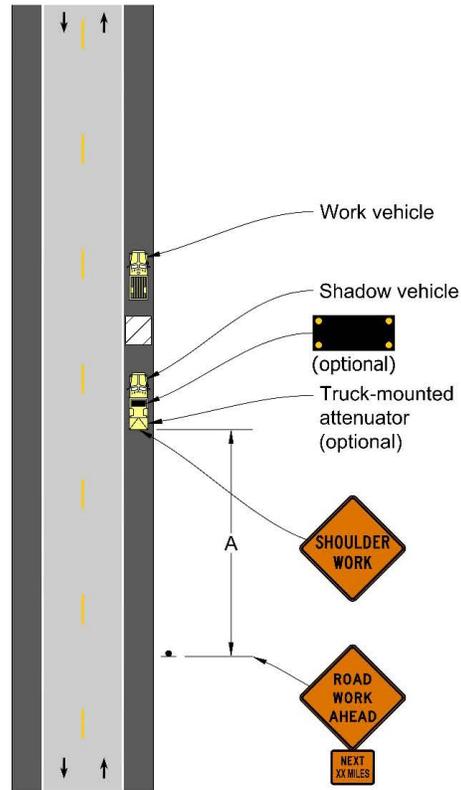
Source: MUTCD, Figure 6H-2

Work on the Shoulder



Source: *MUTCD*, Figure 6H-3

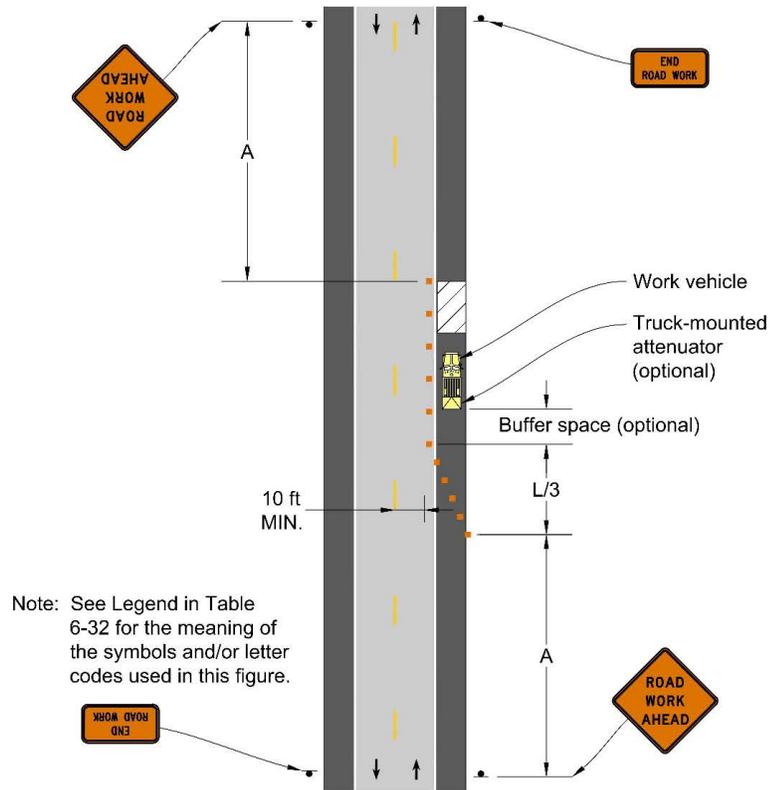
Short Duration or Mobile Operations on a Shoulder



Note: See Legend in Table 6-32 for the meaning of the symbols and/or letter codes used in this figure.

Source: *MUTCD*, Figure 6H-4

Shoulder Work with Minor Encroachment



Source: *MUTCD*, Figure 6H-6