

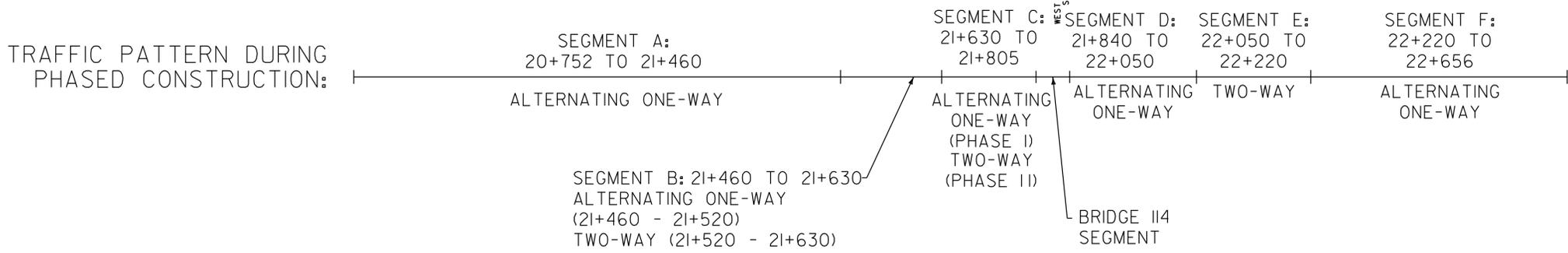
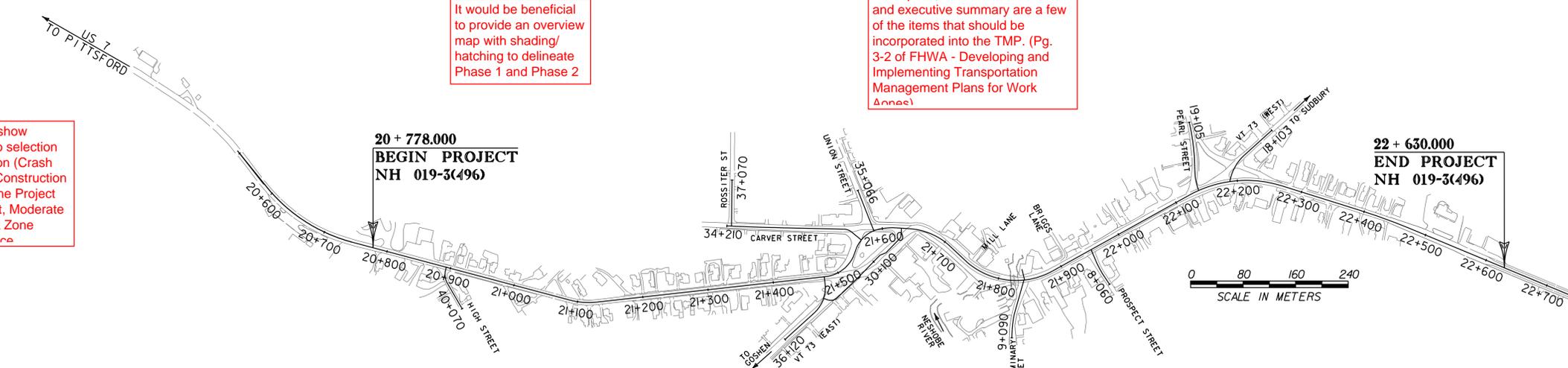
A cover page (with licensed engineer stamp), table of contents, emergency contacts, project description, schedule & timeline and executive summary are a few of the items that should be incorporated into the TMP. (Pg. 3-2 of FHWA - Developing and Implementing Transportation Management Plans for Work Areas)

It would be beneficial to provide an overview map with shading/hatching to delineate Phase 1 and Phase 2

It would be beneficial to show documentation leading to selection of the project classification (Crash Rates, Traffic volumes, Construction Duration, etc.). What is the Project Classification (Significant, Moderate or Minor)? (VTrans Work Zone Safety & Mobility Guidance)

VTrans still has projects they are pulling off the shelf that are METRIC? Maybe we need to break the string and have all ENGLISH from here on out.

Agreed



"safe passage" does not include plowing or is

TRAFFIC CONTROL GENERAL NOTES

- TRAFFIC CONTROL LANE MARKINGS, DEVICES, AND SIGNING SHALL CONFORM TO MUTCD AND THE STATE OF VERMONT STANDARDS. THE CONTRACTOR SHALL BE REQUIRED TO REMOVE/MODIFY ALL EXISTING PAVEMENT MARKINGS AND/OR SIGNING THAT CONFLICT WITH THE TRAFFIC CONTROL.
- THE CONTRACTOR SHALL MAINTAIN A SAFE ACCESS AT ALL TIMES TO ALL PROPERTIES AND INTERSECTING SIDE ROADS DURING THE CONSTRUCTION OF THIS PROJECT.
- DURING ALTERNATING ONE-WAY TRAFFIC PATTERNS, THE CONSTRUCTION WORK ZONE LENGTH SHALL BE LIMITED TO 120 m (400 ft) TO LIMIT TRAFFIC QUEUES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL RETURN THE ROADWAY TO TWO-WAY TRAFFIC AT THE END OF EACH DAY. **No option of night**
- THIS PROJECT WILL EXTEND OVER MULTIPLE CONSTRUCTION SEASONS. PRIOR TO WINTER SHUTDOWN, THE CONTRACTOR SHALL STABILIZE THE ROADWAY AND SIDE SLOPES, AND PROVIDE FOR SAFE PASSAGE OF TRAFFIC, INCLUDING ADEQUATE SIGHT DISTANCE.
- EXISTING COBRAHEAD STREET LIGHTS ARE PRESENT ON UTILITY POLES THAT ARE PROPOSED FOR REMOVAL IN THE AREAS OF UNDERGROUNDING OF OVERHEAD UTILITIES (21+400 - 21+870). CONTRACTOR SHALL RELOCATE EXISTING STREET LIGHTING OR ERECT TEMPORARY STREET LIGHTING TO MEET OR EXCEED EXISTING ILLUMINATION LEVELS UNTIL THE NEW STREET LIGHTING SYSTEM IS OPERATIONAL. SEE SPECIAL PROVISION FOR TEMPORARY LIGHTING.
- CONTRACTOR SHALL UPDATE AND MAINTAIN PROJECT TRAFFIC MANAGEMENT PLAN (TMP) TO COORDINATE WITH CONTRACTOR'S PROPOSED TRAFFIC MANAGEMENT STRATEGIES IN ACCORDANCE WITH PROJECT REQUIREMENTS. **Assuming this job will fall under the CPM specials, should the updated TMP and CPMs correlate?**

CONSTRUCTION SEQUENCING NOTES

- DIVIDE ROADWAY INTO SEGMENTS AS SHOWN ABOVE.
- ASSUMED ORDER OF CONSTRUCTION:**
- SEGMENT B AND INSTALLATION OF UTILITIES ON WEST SEMINARY STREET (SEGMENT D).
 - BRIDGE 114 SEGMENT AND SEGMENT A (CONCURRENT).
 - SEGMENT C.
 - SEGMENT D.
 - SEGMENT E.
 - SEGMENT F.
- SEQUENCING FOR EACH SEGMENT:**
- INSTALL CONSTRUCTION SIGNING AND EROSION CONTROL MEASURES.
 - REMOVE TREES/CLEARING. SEE SPECIAL PROVISIONS FOR TIMING RESTRICTIONS.
 - UTILITY POLE RELOCATION.
 - SPECIAL CONSIDERATION MUST BE GIVEN TO THE FOLLOWING CONSTRUCTION ACTIVITIES WHICH MAY NEED TO BE PERFORMED PRIOR TO PHASE I CONSTRUCTION:
 - REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED.
 - INSTALLATION OF PROPOSED SEWER MAINS, WATER MAINS, AND STORM DRAINAGE, WITH DEEPEST UTILITIES INSTALLED FIRST AS DEPICTED ON THE FOLLOWING UTILITY PHASE TRAFFIC CONTROL PLANS.
 - INSTALLATION OF DUCTBANK, VAULTS, AND OTHER APPURTENANCES REQUIRED FOR NEW UNDERGROUND UTILITIES IN SEGMENTS B AND D (SEE SEQUENCING REMARKS).
 - MAINTAIN TRAFFIC ON EXISTING ROADWAY AND PERFORM PHASE I TEMPORARY WIDENING, INCLUDING TEMPORARY DRIVE CONSTRUCTION, AS NEEDED. DIRECT TRAFFIC TO THE PHASE I WIDENED AREAS.
 - PERFORM PHASE I CONSTRUCTION AND PHASE II TEMPORARY WIDENING INCLUDING TEMPORARY DRIVE CONSTRUCTION, AS NEEDED. PAVE PHASE I CONSTRUCTION AREA (BASE COURSE).
 - TEMPORARY ADJUSTMENTS TO GATE VALVES AND CATCH BASIN AND MANHOLE RIM ELEVATIONS WILL BE NECESSARY TO ACCOMMODATE PHASE II TRAFFIC. DIRECT TRAFFIC TO PHASE I CONSTRUCTED ROADWAY AND PHASE II WIDENED AREA. REMOVE PHASE I TEMPORARY WIDENING, PERFORM PHASE II CONSTRUCTION AND PAVE PHASE II CONSTRUCTION AREA (BASE COURSE).
 - PERFORM PHASE III CONSTRUCTION. PHASE III CONSTRUCTION CONSISTS OF REMOVING PHASE II TEMPORARY WIDENING, ADJUSTING RIM ELEVATIONS, INSTALLING/ADJUSTING REMAINING INCIDENTALS SUCH AS CURB, SIDEWALK, SIGNS, AND LANDSCAPING THAT WERE NOT INSTALLED DURING PREVIOUS PHASES, FINAL PAVING AND APPLICATION OF FINAL PAVEMENT MARKINGS.
 - TWO LANES OF TRAFFIC SHOULD BE MAINTAINED DURING PHASE III CONSTRUCTION AT ALL TIMES POSSIBLE. ALTERNATING ONE-WAY TRAFFIC MEETING REQUIREMENTS SET FORTH HEREIN WILL BE ALLOWED WITH THE APPROVAL OF THE ENGINEER. CONTRACTOR'S TRAFFIC CONTROL PLAN SHOULD SPECIFY AREAS OF PHASE III CONSTRUCTION WHERE ALTERNATING ONE-WAY TRAFFIC WILL BE REQUIRED.

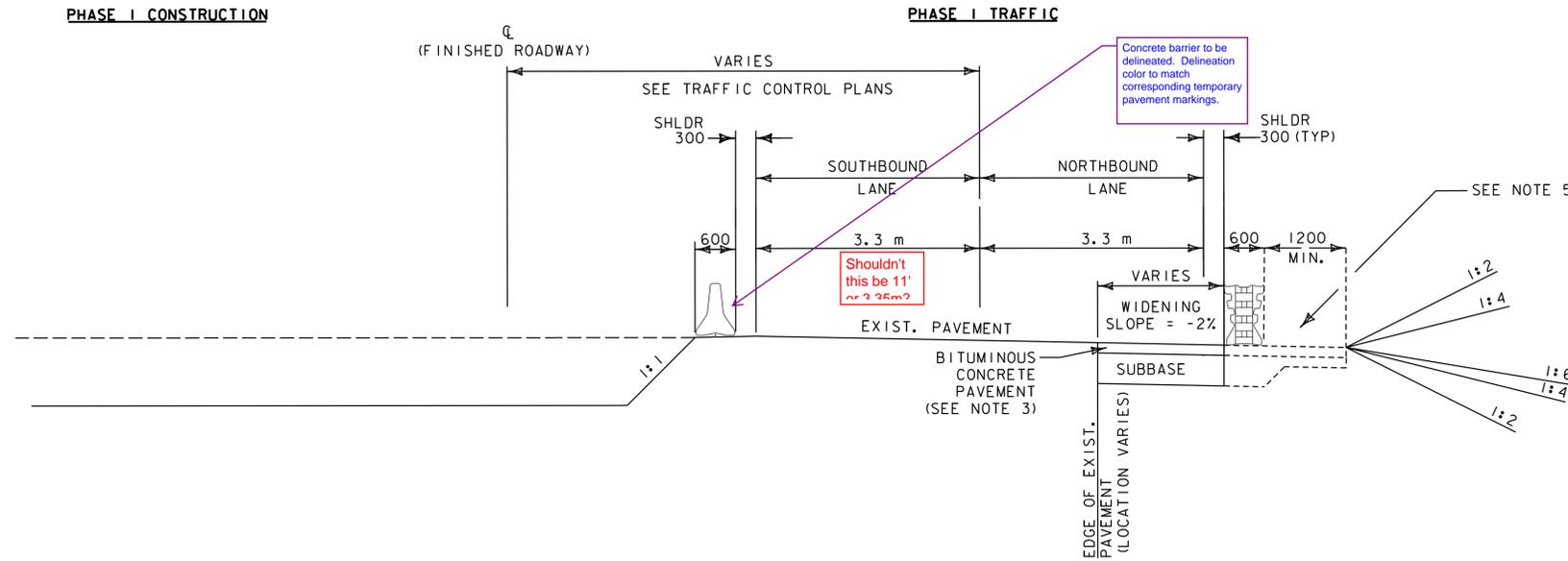
- SEQUENCING REMARKS:**
- LENGTH OF CONSTRUCTION ZONES WITHIN EACH SEGMENT WILL BE LIMITED DUE TO TRAFFIC QUEUES, THE NEED TO HAVE TWO LANES OPEN AT NIGHT, AND THE LIMITATION OF DRIVEWAY CLOSURE TIMES. THE OPEN TRAFFIC LANE(S) IN THE CONSTRUCTION ZONE MAY CONSIST OF GRAVEL UNTIL A LARGE ENOUGH AREA IS COMPLETED TO ALLOW FOR PAVING OPERATIONS.
 - TEMPORARY BYPASS UTILITIES OR TEMPORARY MODIFICATIONS TO THE EXISTING SYSTEMS MAY BE NECESSARY TO ACCOMMODATE THE INSTALLATION OF DRAINAGE STRUCTURES AND WATER/SEWER SERVICE CONNECTIONS DURING CONSTRUCTION.
 - TO ACCOMMODATE DOWNTOWN PARKING NEEDS, PHASE I AND PHASE II CONSTRUCTION FOR SEGMENT B (LOT-A/BRANDON GREEN) SHALL BE COMPLETED PRIOR TO PHASE I AND PHASE II CONSTRUCTION ON SEGMENT C (CENTER STREET)
 - CONTRACTOR SHALL CONSIDER THE FOLLOWING AS AN INITIAL CONSTRUCTION ACTIVITY: SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATION INFRASTRUCTURE INCLUDING DUCTBANKS, VAULTS, AND OTHER APPURTENANCES REQUIRED FOR RELOCATING AERIAL UTILITIES UNDERGROUND IN SEGMENTS B AND D. COMPLETION OF THIS WORK IS NECESSARY FOR UTILITY COMPANIES TO RELOCATE THEIR UTILITIES UNDERGROUND AND REMOVE UTILITY POLES IN ADVANCE OF ROADWAY CONSTRUCTION.

TRAFFIC CONTROL - NOTES

PROJECT NAME:	BRANDON
PROJECT NUMBER:	NH 019-3(496)
FILE NAME:	zb008s6-tcpnotes.dgn
PROJECT LEADER:	C. BEAN
DESIGNED BY:	J. FOWLER
PLOT DATE:	7/12/2016
DRAWN BY:	J. FOWLER
CHECKED BY:	D. MUNRO
SHEET	371 OF 550

FOR TEMPORARY WIDENING:
 160 BITUMINOUS CONCRETE PAVEMENT (TYPE 1) (PG 58-28) (2 - 80 mm LIFTS)
 450 SUBBASE OF DENSE GRADED CRUSHED STONE

PHASE I CONSTRUCTION



Contractor to supply site specific traffic control plan

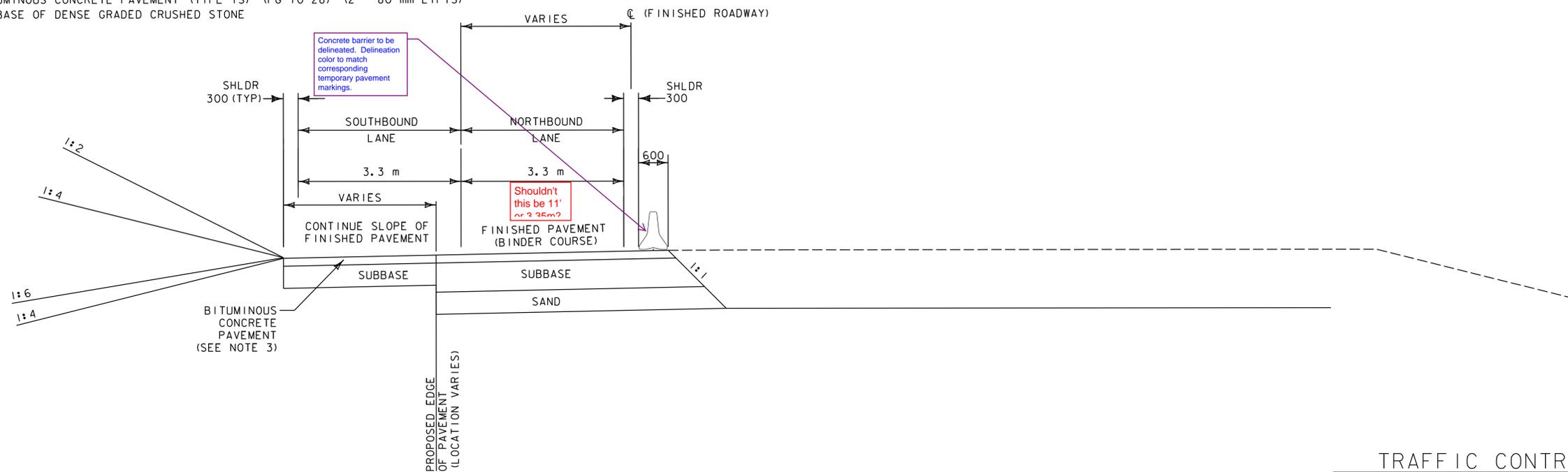
- NOTES:**
1. DETAILS DEPICT PHASE I TRAFFIC SHIFTED RIGHT AND PHASE II TRAFFIC SHIFTED LEFT. PHASE I AND PHASE II TRAFFIC MAY BE SHIFTED LEFT OR RIGHT DEPENDING ON LOCATION AS SHOWN ON THE PLANS.
 2. PLANS AND CROSS SECTIONS DEPICT PHASE I TRAFFIC ON EXISTING PAVEMENT WITH TEMPORARY WIDENING WHEN NECESSARY, AND PHASE 2 TRAFFIC ON BINDER COURSE WITH TEMPORARY WIDENING WHEN NECESSARY. CONTRACTOR MAY PROPOSE TO TEMPORARILY USE CENTERLINE REFLECTORIZED DRUMS BETWEEN OPPOSITE TRAVEL LANES IN AREAS WHERE THE GRADE DIFFERENCE BETWEEN PHASE I AND ULTIMATE GRADE IS SIGNIFICANT DUE TO ROADWAY PROFILE CHANGE UNTIL BOTH PHASES OF CONSTRUCTION ARE COMPLETE.
 3. ALL TEMPORARY WIDENING AND ROADWAY SUBBASE IN PLACE LONGER THAN 3 DAYS OR OVER WEEKEND SHALL BE PAVED. SHORT-TERM WIDENING USED AS THE ROLLING CONSTRUCTION PROGRESSES DOES NOT NEED TO BE PAVED BUT SHALL BE RESTORED/SEEDED WHEN NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.
 4. THE TRAFFIC CONTROL PLANS DO NOT DEPICT ADDITIONAL CONSTRUCTION ACTIVITIES, SUCH AS REMOVAL OF EXISTING CONCRETE ROAD BED, REMOVAL OF TEMPORARY WIDENING, INSTALLATION AND REMOVAL OF TEMPORARY DRAINAGE STRUCTURES AND FINAL PAVING NECESSARY UPON COMPLETION OF THE PHASE II CONSTRUCTION. WHENEVER POSSIBLE, TWO-WAY TRAFFIC SHALL BE MAINTAINED DURING THESE ACTIVITIES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
 5. PROVIDE 1.2m MIN. TEMPORARY PEDESTRIAN ACCESS ROUTE WITH TL-2 APPROVED WATER FILLED BARRIERS BETWEEN TRAFFIC AND TPAR AT LOCATIONS DEPICTED ON THE PLANS AND CROSS SECTIONS. PROVIDE 1.5m X 1.5m PASSING SPACE EVERY 60m WHEN TPAR IS LESS THAN 1.5m WIDE. BARRIER SHALL MEET MUTCD REQUIREMENTS FOR PEDESTRIAN CHANNELIZING DEVICES.

TWO-WAY TRAFFIC: PHASE I

NOT TO SCALE

PHASE II TRAFFIC

FOR TEMPORARY WIDENING:
 160 BITUMINOUS CONCRETE PAVEMENT (TYPE 1S) (PG 70-28) (2 - 80 mm LIFTS)
 450 SUBBASE OF DENSE GRADED CRUSHED STONE



TWO-WAY TRAFFIC: PHASE II

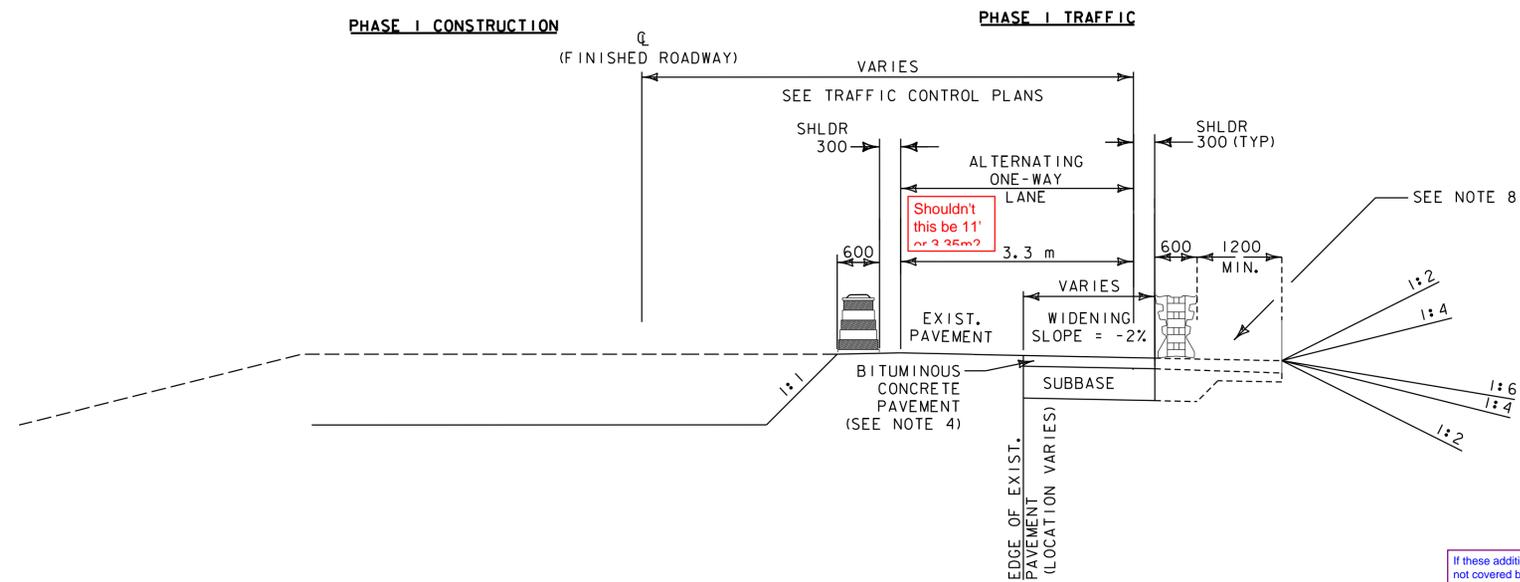
NOT TO SCALE

TRAFFIC CONTROL - DETAILS

PROJECT NAME: BRANDON
 PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcpdet.dgn
 PROJECT LEADER: C. BEAN
 DESIGNED BY: J. FOWLER
 PLOT DATE: 7/12/2016
 DRAWN BY: J. FOWLER
 CHECKED BY: D. MUNRO
 SHEET 372 OF 550

FOR TEMPORARY WIDENING:
 160 BITUMINOUS CONCRETE PAVEMENT (TYPE 1) (PG 58-28) (2 - 80 mm LIFTS)
 450 SUBBASE OF DENSE GRADED CRUSHED STONE



ALTERNATING ONE-WAY TRAFFIC: PHASE I

NOT TO SCALE

If these additional work activities are not covered by the proposed traffic control plan than additional information and TTC is required.

NOTES:
 1. DETAILS DEPICT PHASE I TRAFFIC SHIFTED RIGHT AND PHASE II TRAFFIC SHIFTED LEFT. PHASE I AND PHASE II TRAFFIC MAY BE SHIFTED LEFT OR RIGHT DEPENDING ON LOCATION AS SHOWN ON THE PLANS.

2. PLANS AND CROSS SECTIONS DEPICT PHASE I TRAFFIC ON EXISTING PAVEMENT WITH TEMPORARY WIDENING WHEN NECESSARY, AND PHASE 2 TRAFFIC ON BINDER COURSE WITH TEMPORARY WIDENING WHEN NECESSARY. CONTRACTOR MAY PROPOSE TO TEMPORARILY USE CENTERLINE REFLECTORIZED DRUMS BETWEEN OPPOSITE TRAVEL LANES IN AREAS WHERE THE GRADE DIFFERENCE BETWEEN PHASE I AND ULTIMATE GRADE IS SIGNIFICANT DUE TO ROADWAY PROFILE CHANGE UNTIL BOTH PHASES OF CONSTRUCTION ARE COMPLETE.

3. ALTERNATING ONE-WAY TRAFFIC WILL ONLY BE ALLOWED DURING ACTIVE CONSTRUCTION OPERATIONS. UNLESS NOTED OTHERWISE IN THE PLANS OR DIRECTED BY THE ENGINEER, ROADWAY SHALL BE OPENED TO TWO-WAY TRAFFIC WITH APPROPRIATE TRAFFIC CONTROL DEVICES PRIOR TO CLOSEOUT OF CONSTRUCTION ACTIVITIES ON A DAILY BASIS.

4. ALL TEMPORARY WIDENING AND ROADWAY SUBBASE IN PLACE LONGER THAN 3 DAYS OR OVER WEEKEND SHALL BE PAVED. SHORT-TERM WIDENING USED AS THE ROLLING CONSTRUCTION PROGRESSES DOES NOT NEED TO BE PAVED BUT SHALL BE RESTORED/SEEDED WHEN NO LONGER REQUIRED OR AS DIRECTED BY THE ENGINEER.

5. THE TRAFFIC CONTROL PLANS DO NOT DEPICT ADDITIONAL CONSTRUCTION ACTIVITIES, SUCH AS REMOVAL OF EXISTING CONCRETE ROAD BED, REMOVAL OF TEMPORARY WIDENING, INSTALLATION AND REMOVAL OF TEMPORARY DRAINAGE STRUCTURES AND FINAL PAVING NECESSARY UPON COMPLETION OF THE PHASE II CONSTRUCTION. WHENEVER POSSIBLE, TWO-WAY TRAFFIC SHALL BE MAINTAINED DURING THESE ACTIVITIES, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

6. THIS DETAIL MAY BE USED WHEN NECESSARY FOR INSTALLING UTILITIES INCLUDING THE NEED FOR TEMPORARY WIDENING AS NOTED ON THE UTILITY PHASE TRAFFIC CONTROL PLANS EXCEPT THAT SHIFTED TRAFFIC WILL BE ON EXISTING PAVEMENT VERSUS FINISHED PAVEMENT BINDER COURSE. ROADWAY SHALL BE OPENED TO TWO-WAY TRAFFIC AT THE END OF EACH DAY. INCOMPLETE TRENCH WORK SHALL BE TEMPORARILY BACKFILLED OR COVERED WITH STEEL PLATES IF APPROVED BY ENGINEER.

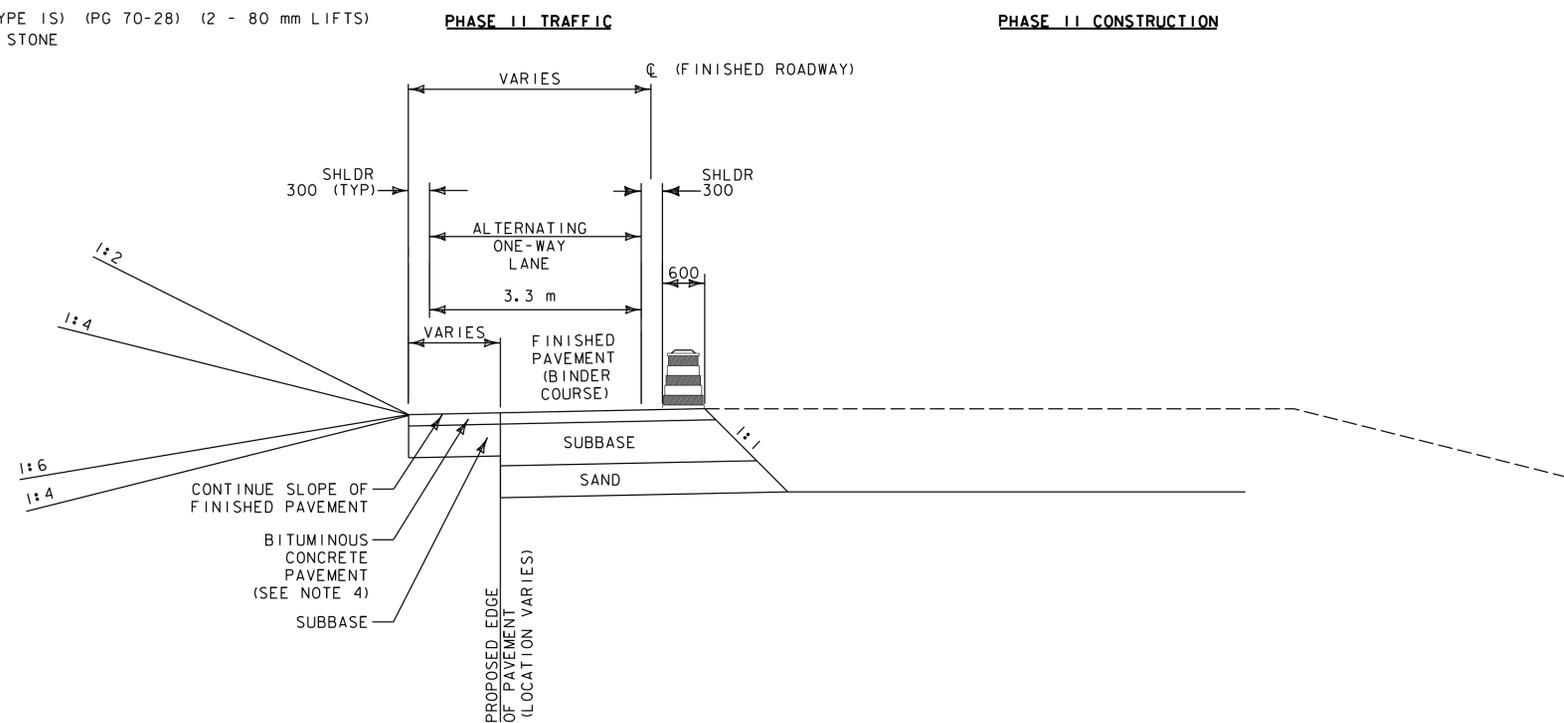
7. THIS DETAIL APPLIES TO CONSTRUCTION ACTIVITIES, INCLUDING UTILITIES, ON US 7, VT 73 EAST, AND VT 73 WEST. FOR OTHER TOWN HIGHWAYS, CONTRACTOR MAY PROPOSE SHORT TERM CLOSURES AND SHALL PROVIDE SITE SPECIFIC DETOUR PLANS.

8. PROVIDE 1.2m MIN. TEMPORARY PEDESTRIAN ACCESS ROUTE WITH TL-2 APPROVED WATER FILLED BARRIERS BETWEEN TRAFFIC AND TPAR AT LOCATIONS DEPICTED ON THE PLANS AND CROSS SECTIONS. PROVIDE 1.5m X 1.5m PASSING SPACE EVERY 60m WHEN TPAR IS LESS THAN 1.5m WIDE. BARRIER SHALL MEET MUTCD REQUIREMENTS FOR PEDESTRIAN CHANNELIZING DEVICES.

9. TRAVEL LANES FOR RESTORED TWO-WAY TRAFFIC SHALL BE A MINIMUM OF 1.8m FROM WATER FILLED BARRIER. ADDITIONAL TRAFFIC CONTROL DEVICES SHALL BE INSTALLED ALONG EDGE OF TRAVELED WAY TO DIRECT TRAFFIC AWAY FROM TPAR.

The temporary facility should replicate as nearly as practical the accessibility features present in the existing pedestrian facility when the existing facilities are disrupted, closed or relocated in a TTC zone.

FOR TEMPORARY WIDENING:
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 450 SUBBASE OF DENSE GRADED CRUSHED STONE



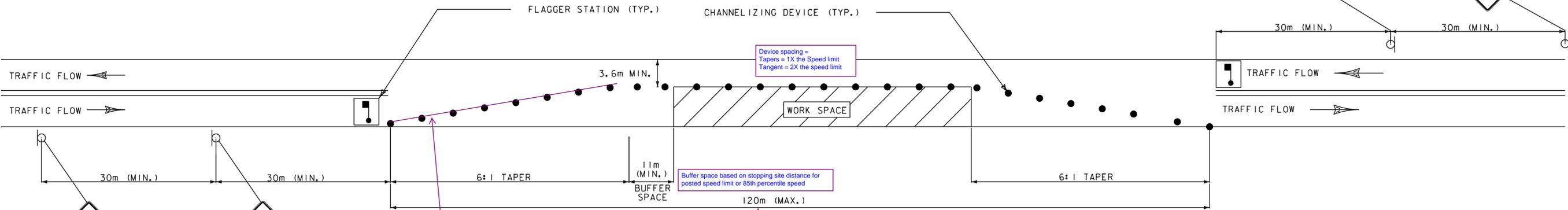
ALTERNATING ONE-WAY TRAFFIC: PHASE II

NOT TO SCALE

TRAFFIC CONTROL - DETAILS

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcpdet.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	373 OF 550

Where is the approach sign package?
 Is a speed reduction going to occur?
 Currently the existing speed limit changes from 40 MPH to 35 MPH to 25 MPH and Back to 35 MPH with the project area. If a reduction in speed in desired than a temporary speed certificate will need to be on file to make it enforceable. Plus additional signs will be required within the WZ sign package, as well as, existing speed limits signs covered or removed during the construction.



TYPICAL WORK ZONE LAYOUT FOR ONE-WAY ALTERNATING TRAFFIC

NOT TO SCALE

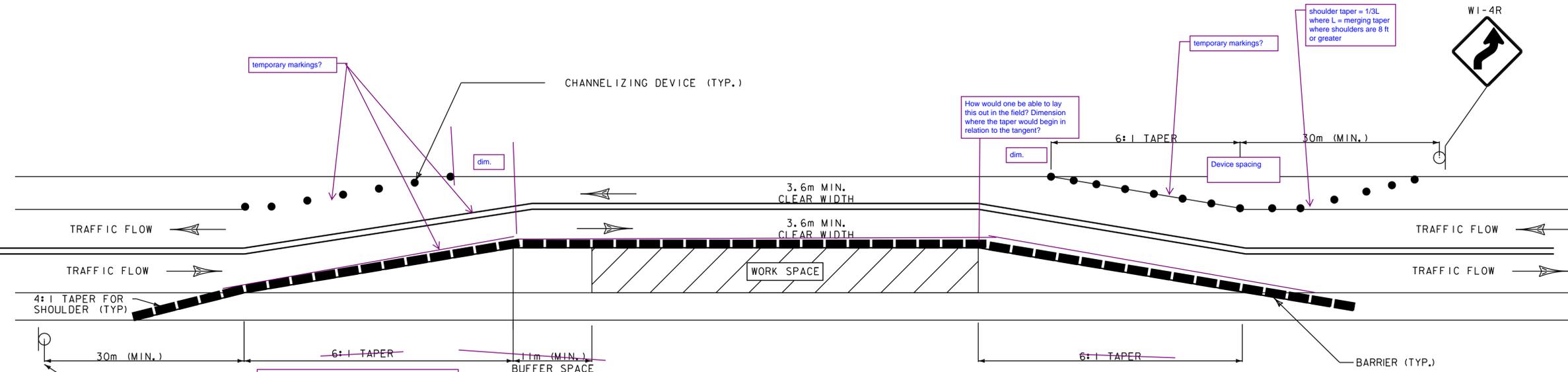
Per the Work Zone Safety And Mobility Guidance for work zones on two lane highways with on lane open - where the maximum ADT / Length of Closure should not exceed
 4000/2500FT (762m)
 7500/1500FT (457m)
 11500/1000FT (305m)
 See section 2.4 of the guidance for more information.

roughly space for 10 cars in queue before cars are beyond sign, is this enough room for Brandon traffic?

temporary markings required if location is to be occupied more than 3days

Device spacing =
 Tapers = 1X the Speed limit
 Tangent = 2X the speed limit

Buffer space based on stopping site distance for posted speed limit or 85th percentile speed



TYPICAL WORK ZONE LAYOUT FOR TWO-WAY TRAFFIC

NOT TO SCALE

NOTE:
 1. TAPER RATES ARE BASED UPON 20 MPH SPEED ON TANGENT SECTIONS. INCREASE TAPERS PER MUTCD ON CURVED SECTIONS OR IN HIGHER SPEED ZONES.

Please refer to State Standard Drawing T-12 table that denoted the minimum Barrie Flare Rate. Note this table specifies for posted speed limits (MPH) of 40 MPH or less to be 1:9. If the end of the barrier is not extended outside the work zone clear zone than attenuation is required.

Minimum lateral buffer space consist of the Stopping Sight Distance as a function of speed. See 2009 MUTCD Table 6C-2

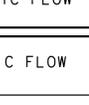
How would one be able to lay this out in the field? Dimension where the taper would begin in relation to the tangent?

shoulder taper = 1/3L where L = merging taper where shoulders are 8 ft or greater

W1-4R

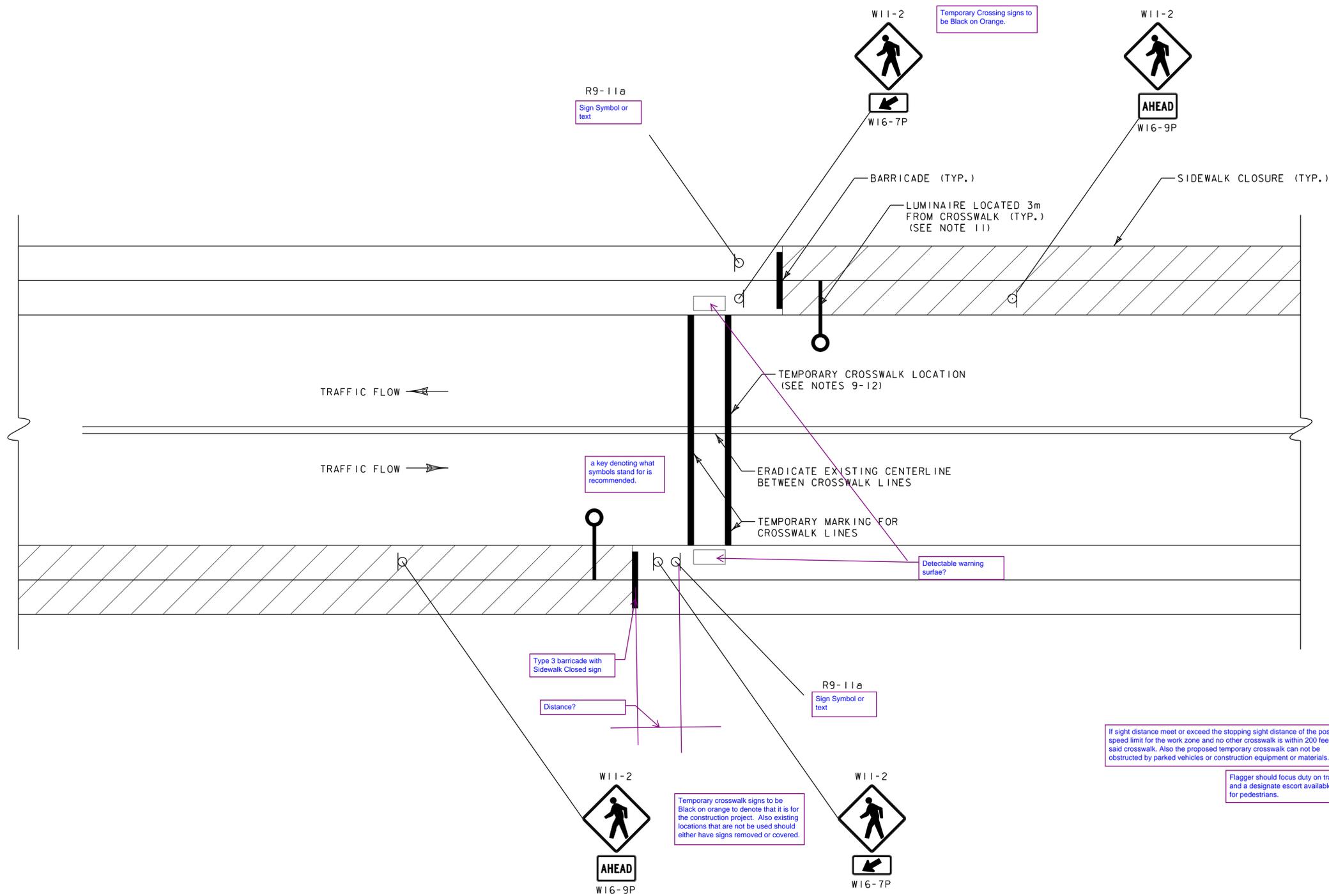


W1-4L



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SHEET	374 OF 550



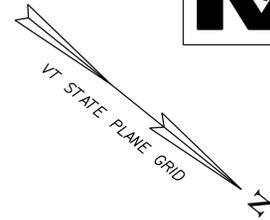
- NOTES:**
- THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6. are also covered by the accessibility requirements of the ADA Act 1990.
 - PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
 - WHEN SIDEWALKS ARE CLOSED, SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. TEMPORARY PEDESTRIAN ACCESS ROUTES (TPARS) HAVE BEEN IDENTIFIED ON THE TRAFFIC CONTROL PLANS WHERE SIDEWALKS ARE CLOSED FOR RECONSTRUCTION AND A SIDEWALK DETOUR CANNOT BE PROVIDED ON EXISTING OR ULTIMATE SIDEWALK ON THE OTHER SIDE OF THE STREET. TPARS WERE INCLUDED WHEN THE ACCESS ROUTE IS OFF ALIGNMENT AND/OR NOT AT FINAL GRADE. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET. IF THE TPAR IS LESS THAN 5 FEET IN WIDTH, A 5 FOOT BY 5 FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
 - IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
 - THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
 - THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY EXISTING SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND A TPAR HAVE BEEN PROVIDED.
 - THE FOLLOWING TRAFFIC CONTROL PLANS DEPICT POSSIBLE TPARS. THE CONTRACTOR SHALL FOR EACH PHASE PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL BY THE RESIDENT ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC.
 - PROVISION OF THE TPAR AND ALL OF ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.
 - TEMPORARY CROSSWALKS WILL BE ALLOWED ONLY AT LOCATIONS AS SHOWN ON THE PLANS OR AS APPROVED BY THE ENGINEER.
 - DURING ACTIVE CONSTRUCTION OPERATIONS WHEN THE CROSSWALK IS LOCATED WITHIN OR ADJACENT TO THE WORK ZONE, A FLAGGER SHALL BE PROVIDED TO CONTROL PEDESTRIAN AND VEHICULAR TRAFFIC AT THE CROSSWALK.
 - TEMPORARY CROSSWALKS IN PLACE DURING OVERNIGHT CONDITIONS SHALL BE REQUIRED TO HAVE LIGHTING AS SHOWN ON THE DETAIL.
 - ALL PROPOSED TEMPORARY CROSSWALK LOCATIONS SHALL BE SHOWN IN THE CONTRACTOR'S TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN, INCLUDING ALL SIGNAGE AND DEVICES, MEETING OR EXCEEDING THE REQUIREMENTS SHOWN ON DETAIL.

PEDESTRIAN TEMPORARY TRAFFIC CONTROL

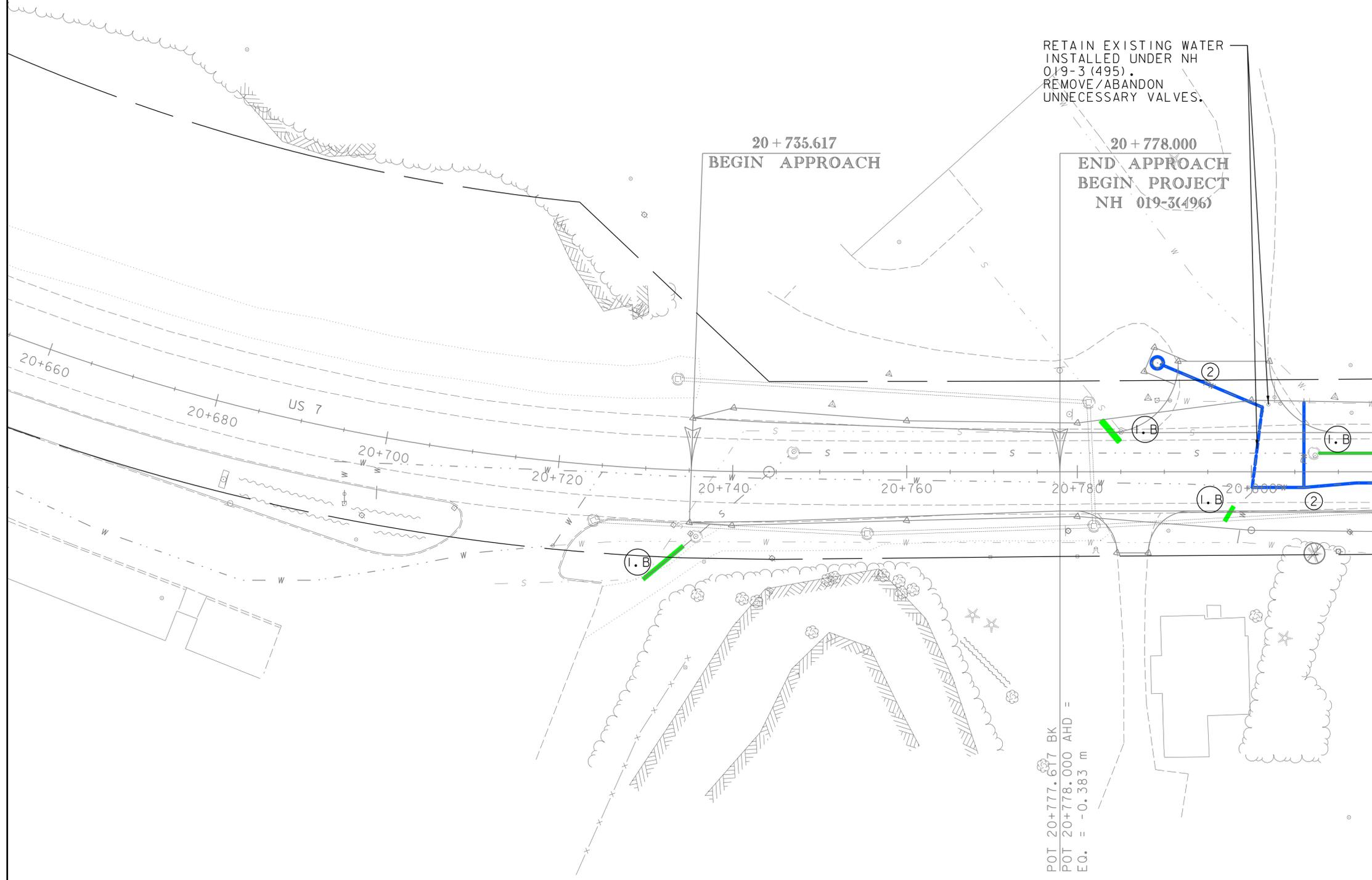
NOT TO SCALE

TRAFFIC CONTROL - DETAILS

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SHEET	375 OF 550



It would be much more comprehensive to have all the utility sheets together instead of separating them throughout the traffic



CONSTRUCTION SEQUENCE
SEE FOLLOWING SHEETS

- GENERAL**
1. INSTALL TEMPORARY WIDENING LEFT SIDE FOR SHIFTING TRAFFIC AND MAINTAINING PEDESTRIAN ACCESS DURING WATERLINE CONSTRUCTION 20+900 TO 21+020. SEE PHASE I TCP FOR WIDENING LOCATIONS. ADDITIONAL WIDENING MAY BE REQUIRED NEAR STA. 21+370 TO INSTALL THE WATER MAIN.
 2. INSTALLATION OF UTILITIES WILL REQUIRE DAYTIME ONE-LANE ALTERNATING TRAFFIC CONTROL WITH FLAGGERS. OPEN TRENCHES ARE TO BE BACKFILLED OR PLATED AT END OF EACH DAY AND TWO-LANE TRAFFIC RESTORED OVERNIGHT. HIGH STREET CAN BE CLOSED TO TRAFFIC, WITH PROPER NOTIFICATION AND DETOUR SIGNAGE, FOR CONSTRUCTION AND DURING BLASTING.
 3. ONE-LANE ALTERNATING TRAFFIC LAYOUTS AND TPAR'S SHALL CONFORM TO THE PHASE I OR PHASE II TCP LAYOUTS, AS APPROPRIATE. SEE ALSO ONE-WAY ALTERNATING TRAFFIC DETAILS ON TRAFFIC CONTROL DETAILS SHEETS.
 4. AVOID AND PROTECT EXISTING UNDERGROUND TELEPHONE LINES (SHOWN DASHED) AT NORTH END OF SEGMENT.
 5. LOCATION OF PROPOSED SEWER AND WATER SERVICES ARE APPROXIMATE ONLY.
 6. NOTE THAT EXCAVATION FOR UTILITY INSTALLATION MAY INCLUDE SAWCUT AND REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED DEPENDING ON CONTRACTOR'S CHOICE TO REMOVE SLABS BEFORE UTILITY WORK OR DURING ROADWAY RECONSTRUCTION AFTER UTILITY WORK.

MATCH LINE 20+815

POT 20+777.617 BK
POT 20+778.000 AHD =
EQ. = -0.383 m

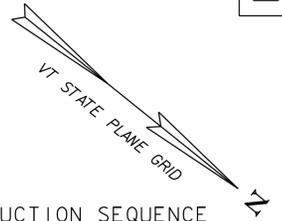
NOTE:
THESE PLANS DEPICT, FOR EACH SEGMENT, A POSSIBLE SEQUENCING FOR INSTALLATION OF UNDERGROUND UTILITIES, INCLUDING SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATIONS (WHERE APPLICABLE) IN ADVANCE OF THE ROADWAY RECONSTRUCTION WORK EFFORT AND INCLUDE SUGGESTED TRAFFIC CONTROL MEASURES DURING INSTALLATION OF UTILITIES. THESE PLANS SHOULD BE CONSIDERED APPROXIMATE WITH RESPECT TO THE DEPICTED LOCATION OF EXISTING UTILITIES AND FINAL LOCATION OF PROPOSED SERVICES TO RESIDENCES. THE ACTUAL SEQUENCE OF CONSTRUCTION, INCLUDING INSTALLATION OF UNDERGROUND UTILITIES AND SERVICES, SHALL BE DETERMINED BY THE CONTRACTOR BASED ON SELECTED METHODS OF CONSTRUCTION AND BASED ON INFORMATION OBTAINED DURING EXPLORATORY EXCAVATIONS AND ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.



SEGMENT A UTILITY PHASE
TRAFFIC CONTROL PLAN I

PROJECT NAME:	BRANDON	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	DRAWN BY:	J. FOWLER
FILE NAME:	zb008s6-tcp.dgn	CHECKED BY:	D. MUNRO
PROJECT LEADER:	C. BEAN	SHEET	376 OF 550
DESIGNED BY:	J. FOWLER		

CLD 02-0448 MODEL: A-0-01



CONSTRUCTION SEQUENCE

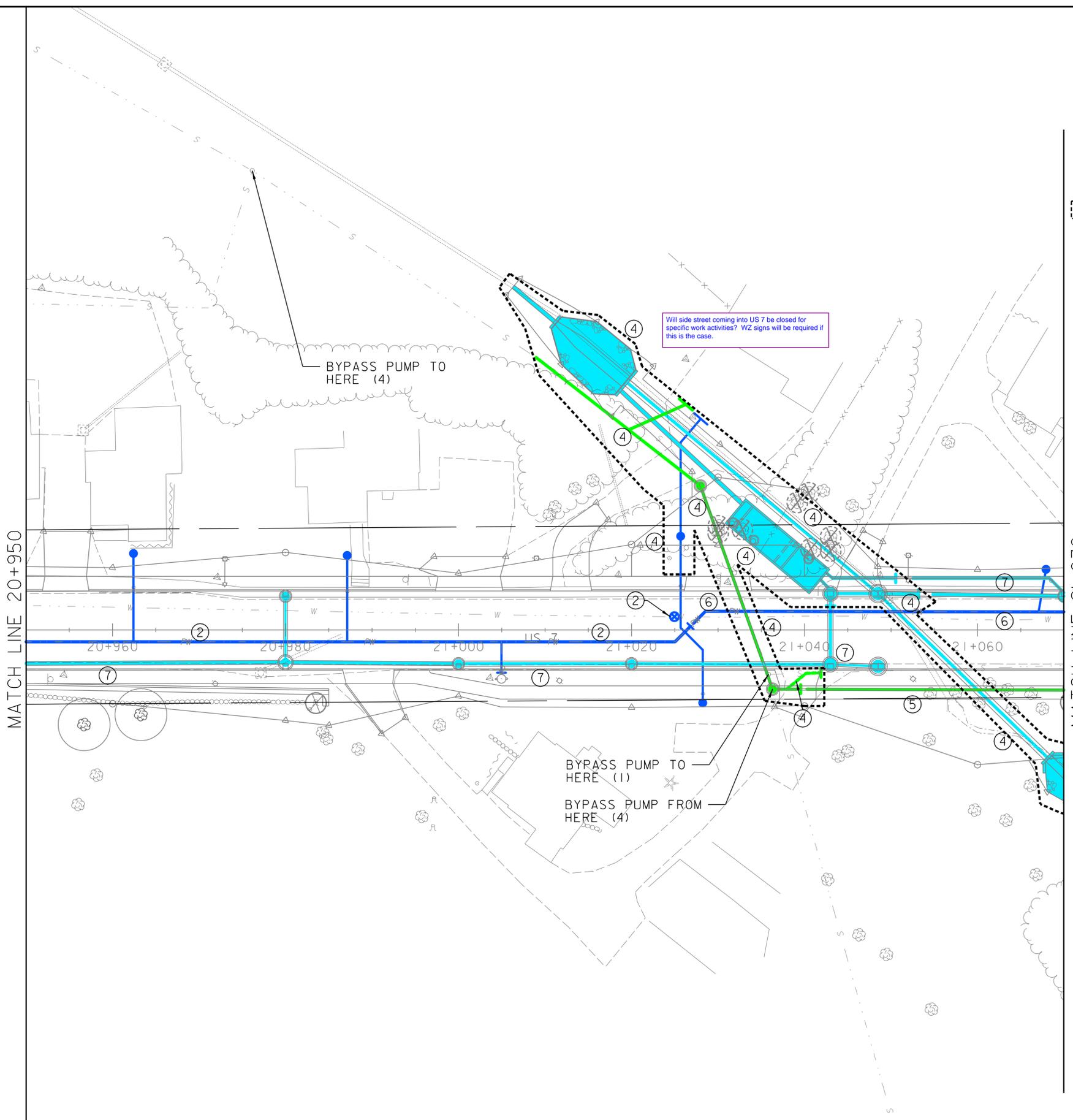
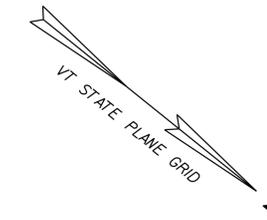
- **1. A SEWER**
 *MAINTAIN TRAFFIC PER PHASE I TCP.
 *INSTALL SMH AT 40+025 RT. COORDINATE WITH PROPERTY OWNERS ABOUT TEMPORARY DISRUPTION TO SERVICE.
 *BYPASS PUMP FROM EXISTING SMH AT 20+882 LT AND NEW SMH AT 40+025 RT TO EXISTING SMH AT 21+035 RT.
 *INSTALL OUTLET SECTION OF SEWER ALONG DRIVE, NEW SMH AT 20+882 LT, AND SEWER UP TO SMH AT 40+025 RT DURING BYPASS PUMPING. ANTICIPATE TRENCH EXCAVATION OF ROCK INCLUDING BLASTING.
 *MAKE TEMPORARY CONNECTION WITH WYE AT 20+882 LT JUST DOWNSTREAM FROM EXISTING SMH SO EXISTING SMH CAN BE REMOVED AND FINAL NEW SECTION OF SEWER CAN BE INSTALLED FROM WYE TO NEW SMH AT 20+882 LT.
- **1. B SEWER**
 *BYPASS PUMPING CAN CEASE. NEW SEWER CAN BE INSTALLED UP TO EXISTING SMH AT 21+807 LT. CONNECT LATERALS.
 *CORE INTO SMH AT 20+807 LT AND CONNECT UP THE EXISTING PREVIOUSLY INSTALLED CAPPED LATERALS AT 20+795 RT, 20+784 LT, AND 20+730 RT.
 *REMOVE EXISTING SMH AT 20+785 LT. CUT/PLUG THE TEMPORARY WYE AT 20+882 LT. FLOW FILL OLD SEWER.
- **2. WATER**
 *INSTALL NEW WATER 20+801 TO 21+026 WHILE EXISTING MAIN IN SERVICE. ANTICIPATE TRENCH EXCAVATION OF ROCK INCLUDING BLASTING. BLASTING FOR WATER INSTALLATION ON HIGH STREET AND OVERBLASTING FOR THE DRAINAGE WILL IMPACT THE EXISTING WATER MAIN FROM 40+030 TO 40+070. INSTALL INSERTION VALVE ON EXISTING MAIN AT 40+071. CLOSE VALVE AND CLOSE HIGH STREET VALVE AT 20+900 LT. PROVIDE TEMPORARY ABOVE-GROUND WATER TO 40+050 LT, 40+050 RT, 40+065 RT, AND 20+830 RT FROM HYDRANT ON HIGH STREET (OFF PLAN) AND/OR HYDRANT AT 20+789 LT. INSTALL NEW HIGH STREET MAIN. PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST.
 *CHARGE NEW MAINS BY CONNECTING TO EXISTING HIGH STREET MAIN AT 40+070.
 *INSTALL NEW SERVICES AND ABANDON OLD SERVICES.
 *CONNECT TO EXISTING WATER AT 20+800 AND INSTALL LATERAL AND HYDRANT AT 20+790 LT. HYDRANT AT 21+005 CANNOT BE INSTALLED UNTIL ROAD CONSTRUCTION IS COMPLETE.
 *INSTALL VALVE ON EXISTING MAIN AT 21+025. ONCE SERVICES HAVE BEEN SWITCHED OVER, VALVE OFF AND BURY VALVE BOX AT 21+025 AND ABANDON AND FLOW FILL OLD MAINS.
- **3. DRAINAGE**
 *INSTALL DRAINAGE AND STUBS FOR UNDERDRAIN FROM OUTFALL AT 20+880 LT, CONNECTING TO EXISTING DRAINAGE AT 20+820 RT.
 *HIGH STREET DRAINAGE CANNOT BE COMPLETED UNTIL OUTFALL AT 21+020 IS BUILT (NEXT SHEET).



40 + 070.000
LIMIT OF WORK



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PROJECT LEADER: C. BEAN	DRAWN BY: J. FOWLER
DESIGNED BY: J. FOWLER	CHECKED BY: D. MUNRO
SHEET 377 OF 550	



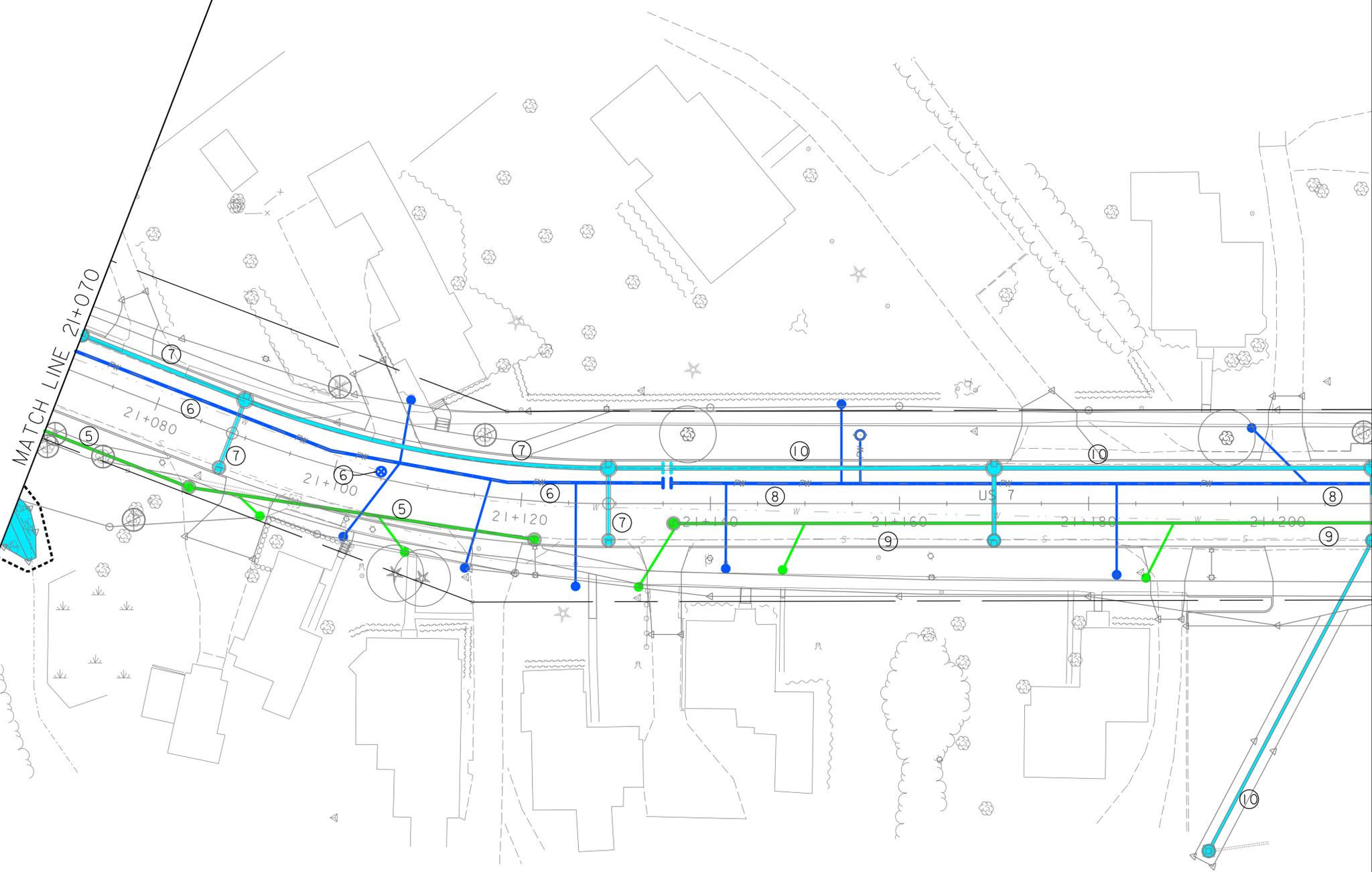
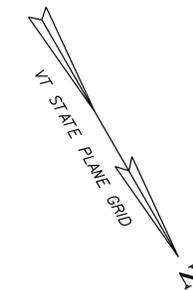
CONSTRUCTION SEQUENCE (CONT.)

- 4. DEEP DRAINAGE**
 - *INSTALL DEEP DRAINAGE FIRST INCLUDING SAND FILTER AND OUTFALL. CAN BYPASS PUMP STREAM INTO OUTFALL DITCH BEYOND WORK LIMITS (WILL FLOW SOUTH).
 - *INSTALL SEWER ADJACENT TO OUTFALL. INSTALL NEW SMH AT 21+036 RT OVER EXISTING CROSS COUNTRY SEWER. COORDINATE WITH PROPERTY OWNERS FOR SHORT TERM DISRUPTION. THEN BYPASS PUMP OUT OF NEW SMH TO EXISTING SMH AT 20+975 LT. INSTALL INLET STUB TO SMH AT 21+040 RT WITH CAP FOR FUTURE CONNECTION (SEE NO.5 BELOW) AND INSTALL TEMPORARY WYE TO CONNECT EXISTING SEWER AT 21+042 RT TO STUB. COORDINATE WITH PROPERTY OWNERS FOR SHORT TERM DISRUPTION. NOW CAN CONTINUE BYPASS PUMPING OUT OF NEW SMH AND INSTALL ALL NEW SEWER FROM DRAINAGE OUTFALL UP TO NEW SMH.
 - *CONNECT TO SMH AND CEASE BYPASS PUMPING. REPLACE IMPACTED WATER/SEWER SERVICES AT 21+030 LT.
- 5. SEWER**
 - INSTALL NEW SEWER FROM CAPPED SEWER AT 21+040 RT TO 21+122 RT. CONNECT LATERALS. IT IS ASSUMED THAT LEFT SIDE PROPERTIES SERVICED FROM BACK. WILL NEED TEMPORARY DI AND DRAIN PIPE AT 21+095 RT IMPACTED FROM SEWER. FLOW FILL OLD SEWER.
- 6. WATER**
 - *NEW WATERLINE INSTALLATION WILL IMPACT EXISTING WATERLINE FROM 21+030 TO 21+100. INSERT VALVE AT 21+105 AND TURN OFF VALVE. MAIN IS ALREADY INACTIVE SOUTH OF 21+025. TEMPORARY WATER WILL BE NEEDED AT 21+070 LT.
 - *INSTALL MAIN FROM 21+026 TO 21+135 AND CAP AT 21+135. PRESSURE TEST, SHOCK, DE-CHLORINATE, AND TEST.
 - *CHARGE BY CONNECTING TO NEW MAIN AT 21+026. INSTALL SERVICE AND ABANDON OLD SERVICE AT 21+070 LT. FLOW FILL OLD MAIN FROM 21+105 TO 21+135.
- 7. DRAINAGE**
 - INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM 21+050 TO 21+135 AND INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM 21+043 UP TO AND INCLUDING HIGH STREET.

SEGMENT A UTILITY PHASE TRAFFIC CONTROL PLAN 3

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
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		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	378 OF 550





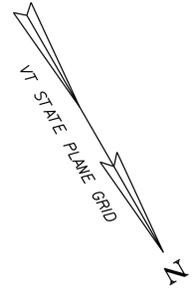
CONSTRUCTION SEQUENCE (CONT.)

- **7. DRAINAGE**
INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM 21+050 TO 21+135 AND INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM 21+043 UP TO AND INCLUDING HIGH STREET.
- **8. WATER**
*SEWER WILL IMPACT WATER FROM 21+160 TO 21+340 SO INSTALL WATER FROM 21+135 TO 21+445, INCLUDING SERVICES, BEFORE SEWER INSTALLATION OR PROVIDE TEMPORARY WATER DURING SEWER INSTALLATION. INSTALL NEW WATER FROM 21+380 TO 21+445 WITHOUT IMPACTING EXISTING WATER (SIDE BY SIDE IN TRENCH) OR PROVIDE TEMPORARY WATER DURING INSTALLATION. PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST.
*CHARGE BY CONNECTING TO NEW MAIN AT 21+135 AND TO PREVIOUSLY INSTALLED SEGMENT B WATER AT 21+445. INSTALL NEW SERVICES AND ABANDON OLD SERVICES. NEW HYDRANTS AT 21+155 LT AND 21+275 LT CAN BE INSTALLED (NOT IN WAY OF FUTURE TRAFFIC PHASING).
*FLOW FILL OLD MAIN FROM 21+330 TO 21+445. REST OF EXISTING MAIN WILL BE REMOVED DURING EXCAVATION FOR SEWER INSTALLATION.
*REMOVE TEMPORARY CONNECTION INSTALLED WITH SEGMENT B AT 21+445.
- **9. SEWER**
INSTALL NEW SEWER, WORKING UP FROM CAPPED SEGMENT B SEWER AT 21+440 TO 21+135. TEMPORARY WYE AT 21+440 STILL IN PLACE FROM SEGMENT B WORK SO EXISTING SEWER REMAINS ACTIVE DURING INSTALLATION OF NEW SEWER. CONNECT LATERALS. REMOVE EXISTING SMHS AND FLOW FILL OLD SEWER.
- **10. DRAINAGE**
INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM 21+135 TO 21+210. THEN INSTALL DRAINAGE FROM 21+450 (FROM CAPPED NEW SEGMENT B DRAINAGE) TO 21+270. EXISTING DRAINAGE ON LEFT SIDE CAN REMAIN ACTIVE IF NECESSARY WITH TEMPORARY PIPES INTO NEW DRAINAGE INLETS AT 21+427 LT AND 21+355 LT UNTIL GRADING TO NEW DRAINAGE INLETS IS FINISHED. REMOVE OR FLOW FILL OLD DRAINAGE THAT IS NOT ALREADY REMOVED DURING EXCAVATION FOR INSTALLATION OF NEW DRAINAGE.

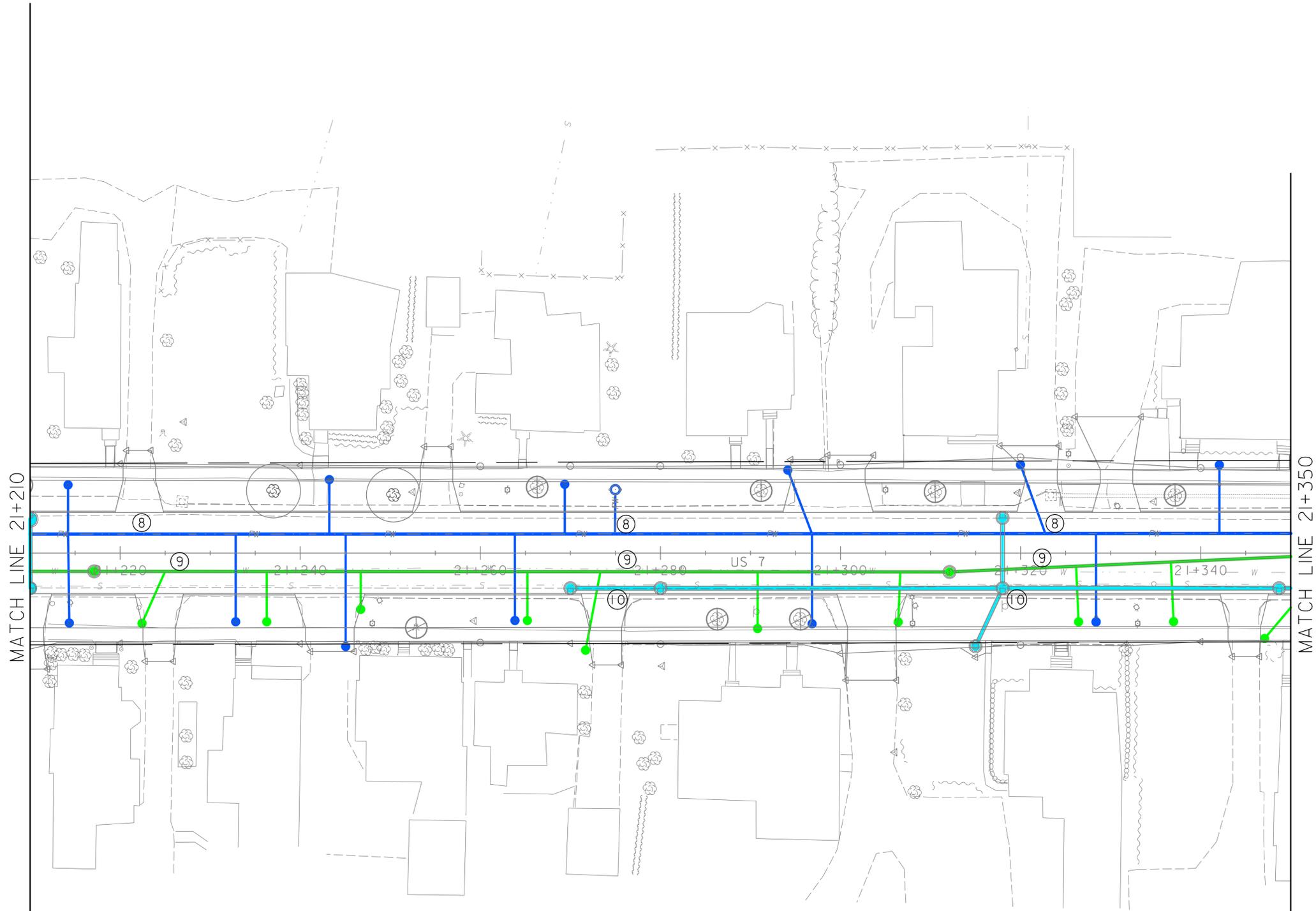
**SEGMENT A UTILITY PHASE
TRAFFIC CONTROL PLAN 4**

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
					SHEET 379 OF 550





place color coded key on each plan sheet.



MATCH LINE 21+210

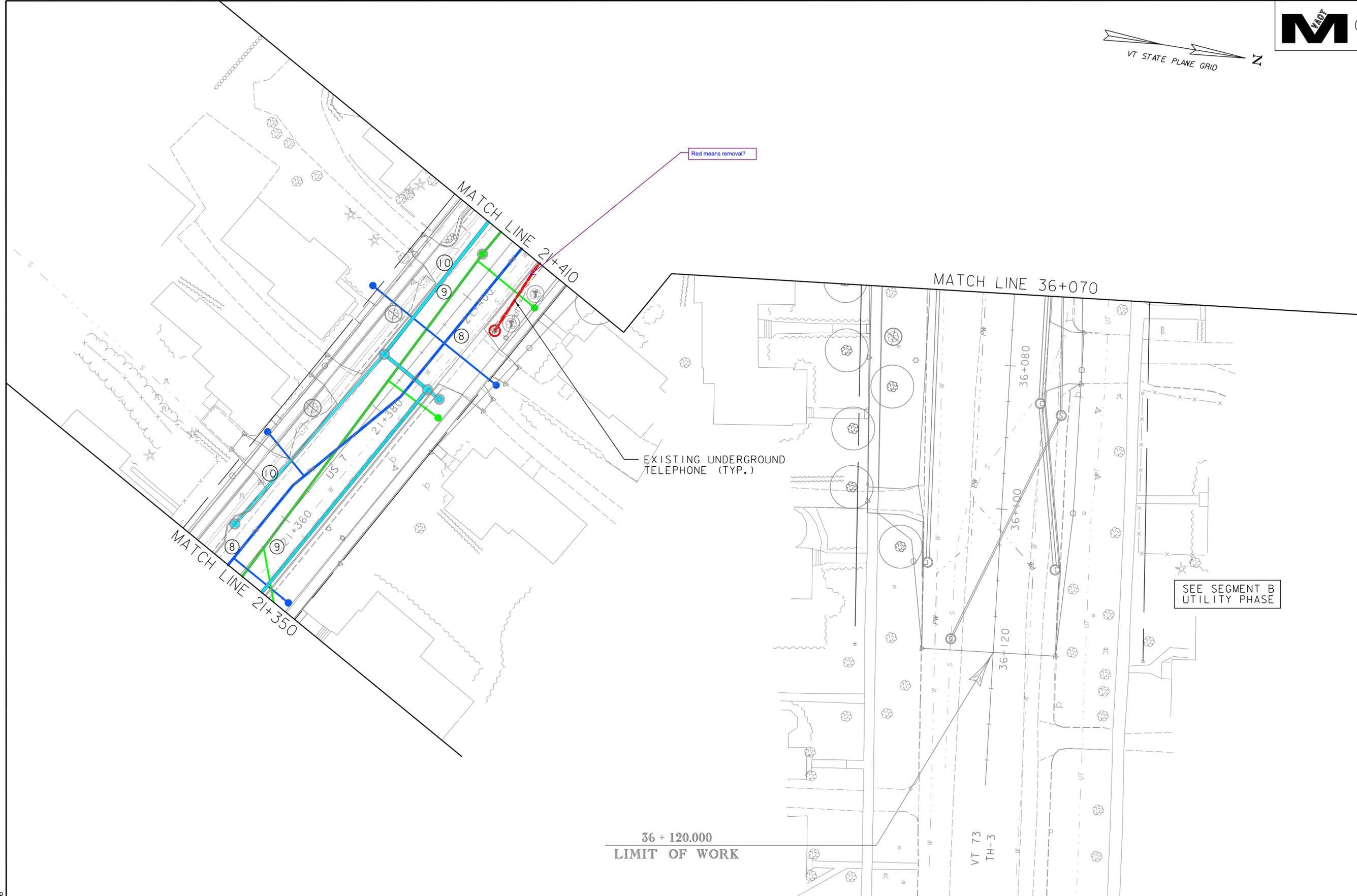
MATCH LINE 21+350

CLD 02-0448 MODEL: A-0-05



SEGMENT A UTILITY PHASE
TRAFFIC CONTROL PLAN 5

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
DESIGNED BY: J. FOWLER	SHEET 380 OF 550



SEE SEGMENT B
UTILITY PHASE

36 + 120.000
LIMIT OF WORK

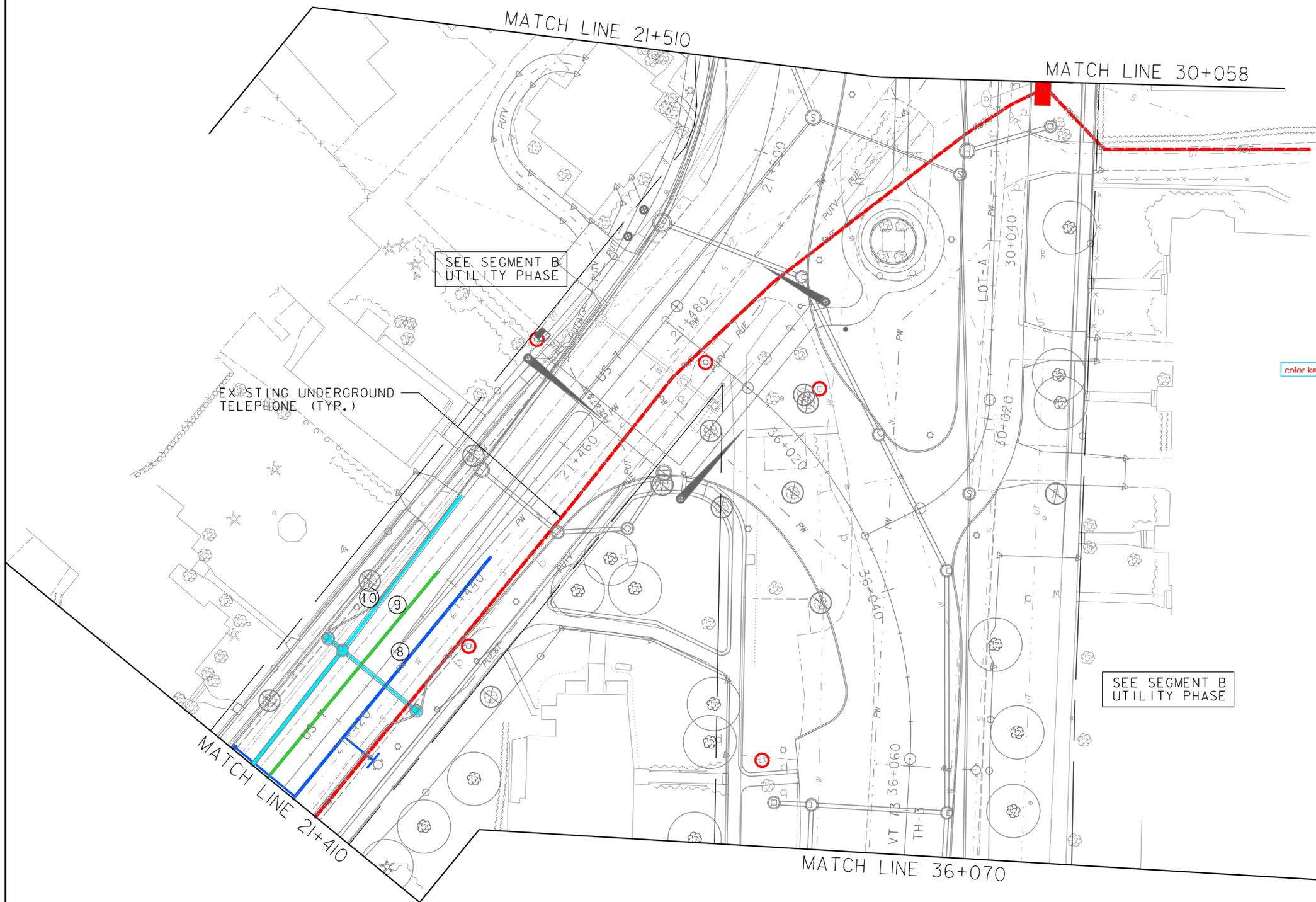


SEGMENT A UTILITY PHASE
TRAFFIC CONTROL PLAN 6

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 381 OF 550



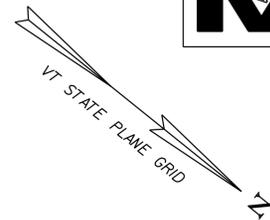
SEGMENT A UTILITY PHASE
TRAFFIC CONTROL PLAN 7

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

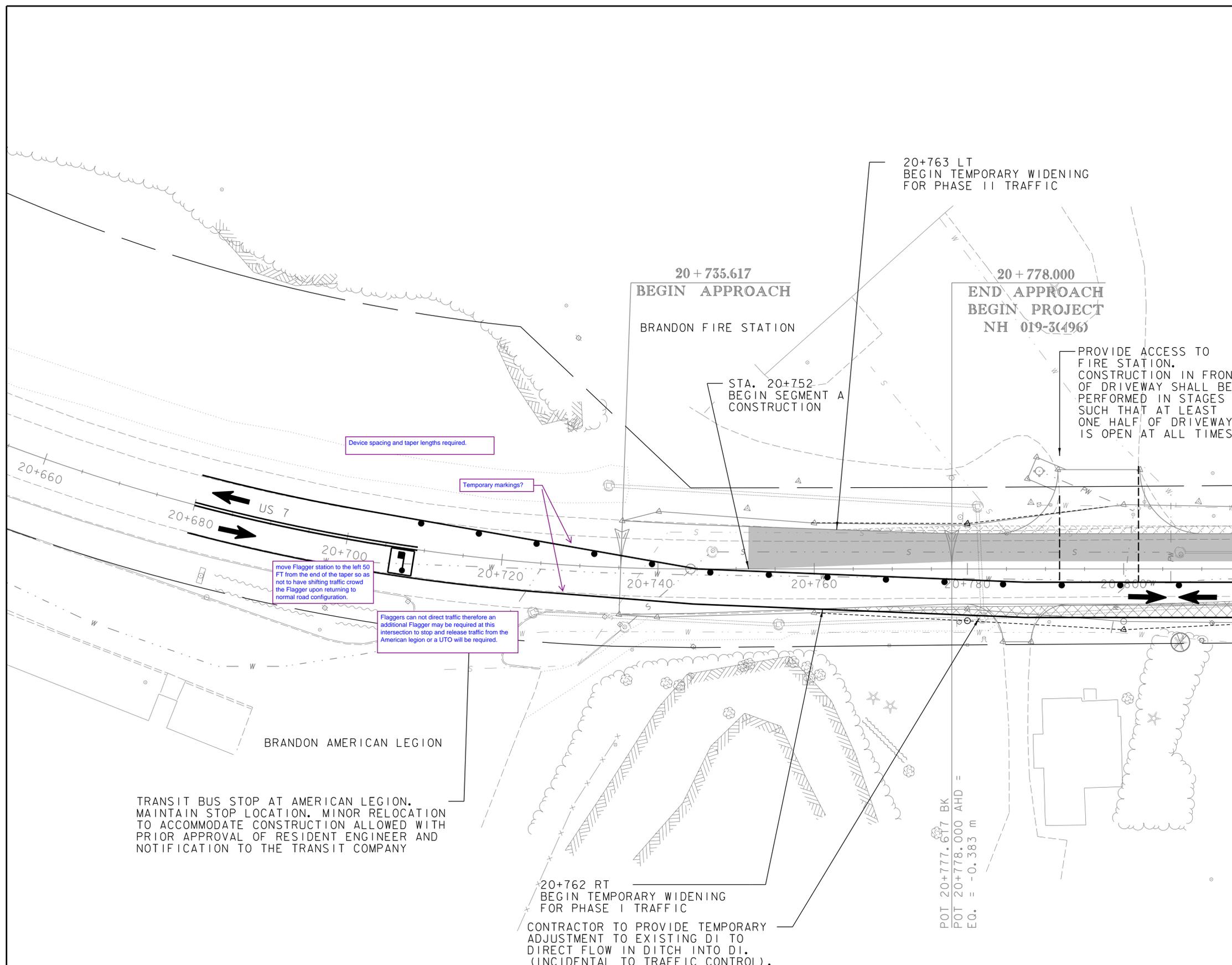
FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 382 OF 550





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



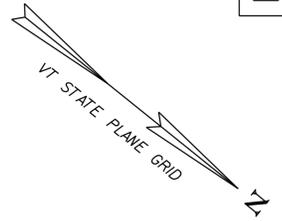
LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT A PHASE I
TRAFFIC CONTROL PLAN I

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	383 OF 550

All pertinent dimensions should be labeled so that the contractor can easily layout proposed devices, barricades, etc.





PROVIDE ACCESS TO BUSINESSES/
RESIDENCES THROUGH CONSTRUCTION AREA.
DURING CONSTRUCTION IN FRONT OF
DRIVEWAYS, COORDINATE WITH PROPERTY
OWNER FOR TEMPORARY ALTERNATE
ACCESS/PARKING.

ALTERNATE TPAR LOCATION
FOR SHORT-TERM DAYTIME
RELOCATION DURING ACTIVE
CONSTRUCTION OPERATIONS
TO FACILITATE UNDERDRAIN
AND ROADBOX INSTALLATION
ON LEFT SIDE. CONTRACTOR
SHALL USE APPROPRIATE
SIGNAGE AND PROTECTION.
TPAR SHALL BE RELOCATED
BACK TO LEFT SIDE OF
WORK AREA DAILY AT THE
CLOSE OF CONSTRUCTION
ACTIVITIES.

SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS

MATCH LINE 20+815

MATCH LINE 20+950

According to legend this
is a TPAR facility - how
does this work?

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

BRANDON FIRE DISTRICT

20+883 RT
STOP TEMPORARY WIDENING
FOR PHASE I TRAFFIC

20+899 RT
RESUME TEMPORARY WIDENING
FOR PHASE I TRAFFIC

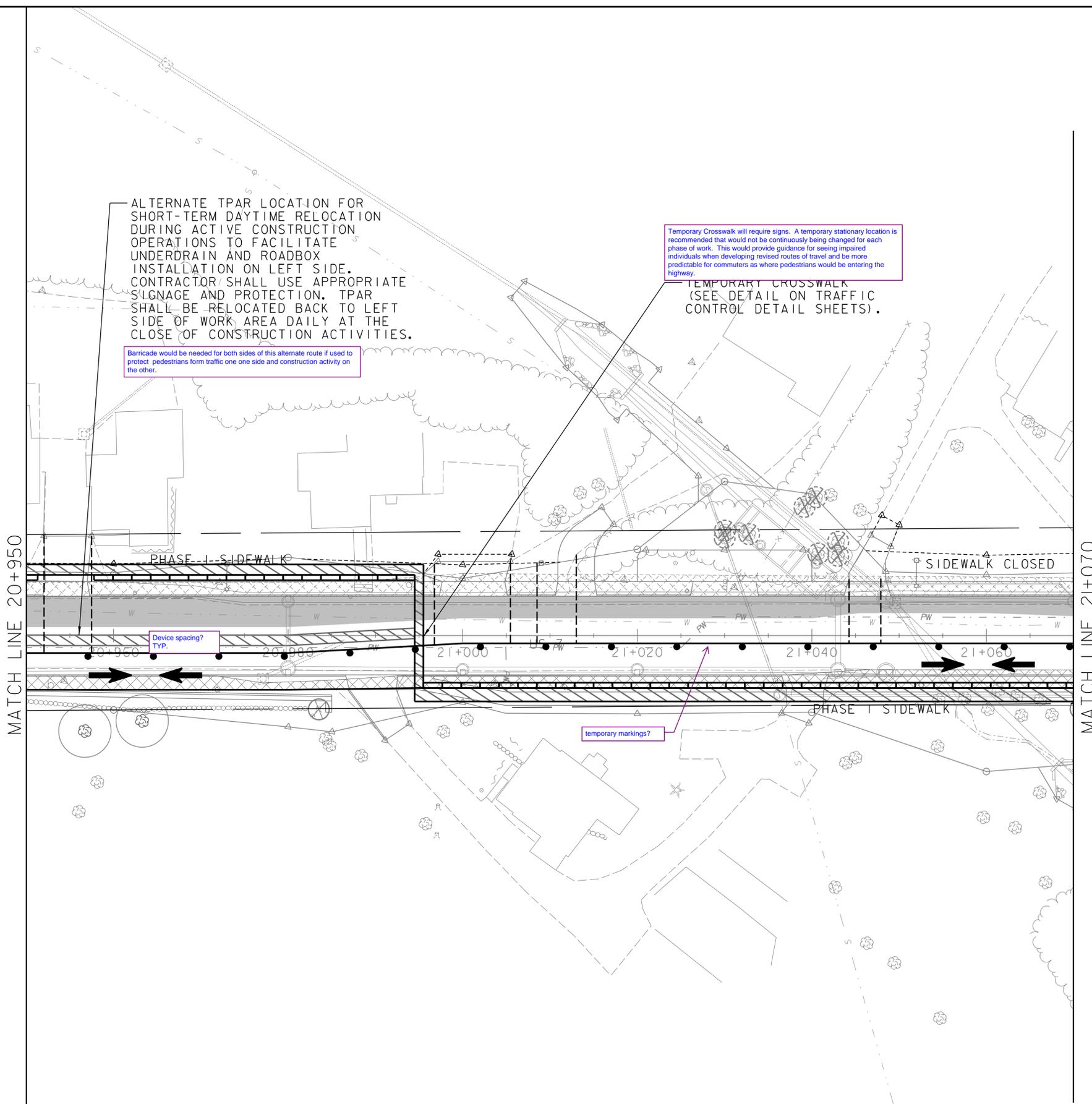
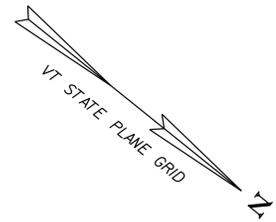
HIGH ST
TH-62

40 + 070.000
LIMIT OF WORK



SEGMENT A PHASE I
TRAFFIC CONTROL PLAN 2

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 384 OF 550
DESIGNED BY: J. FOWLER	



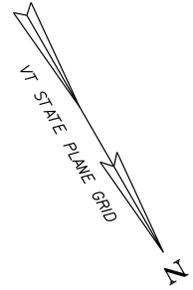
SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

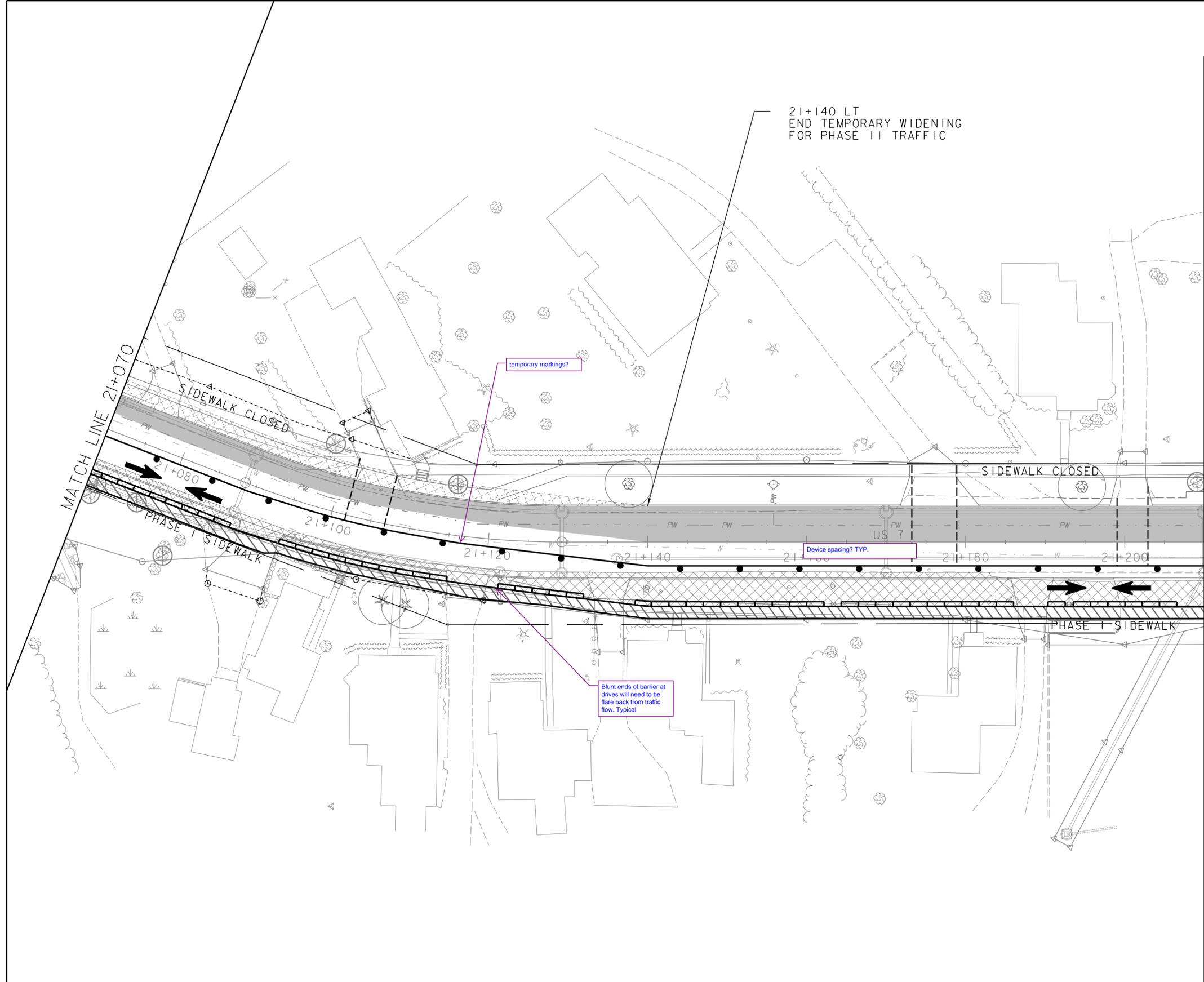
SEGMENT A PHASE I
TRAFFIC CONTROL PLAN 3

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 385 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

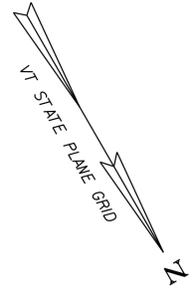
SEGMENT A PHASE I
TRAFFIC CONTROL PLAN 4

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

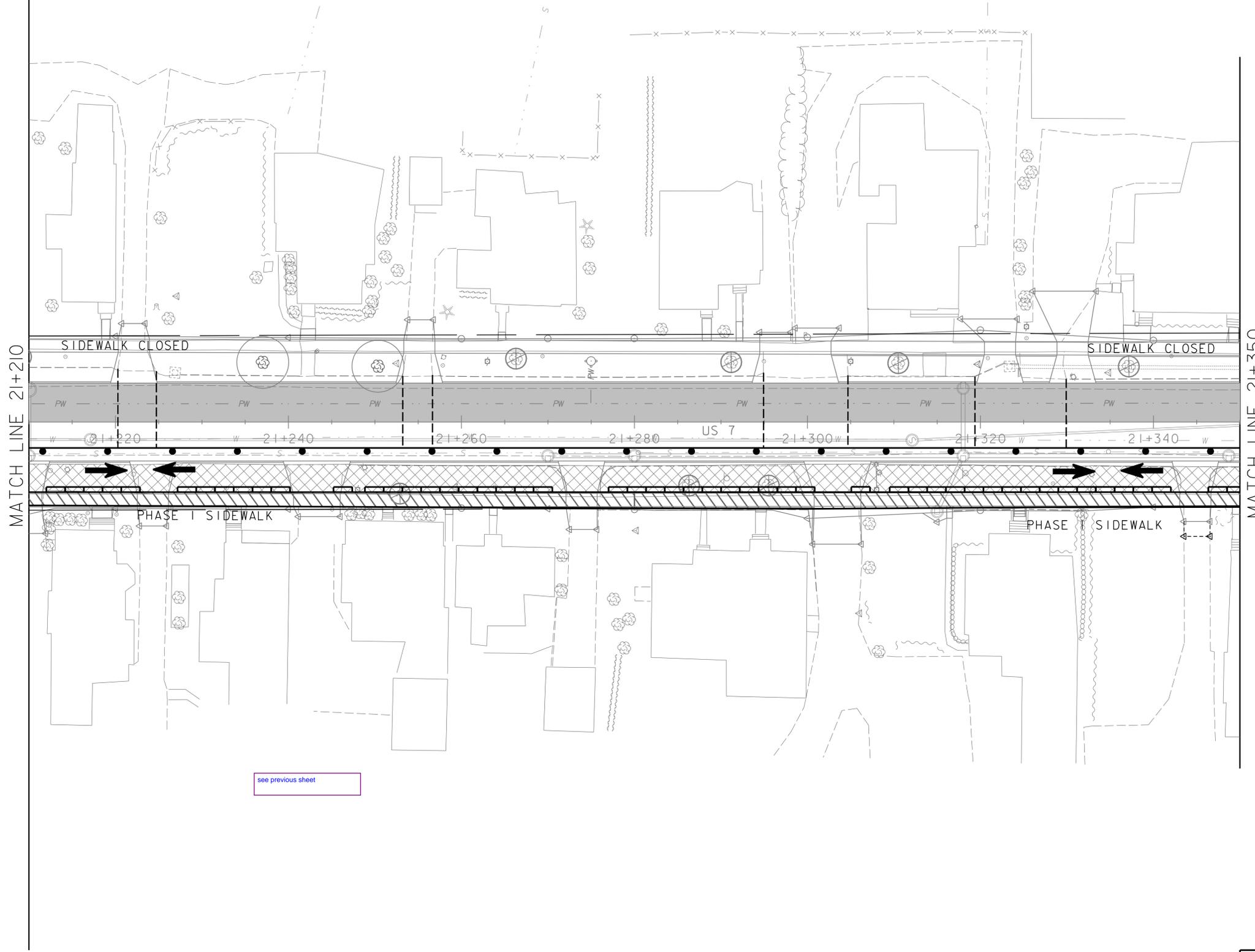
FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 386 OF 550





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT A PHASE I
TRAFFIC CONTROL PLAN 5

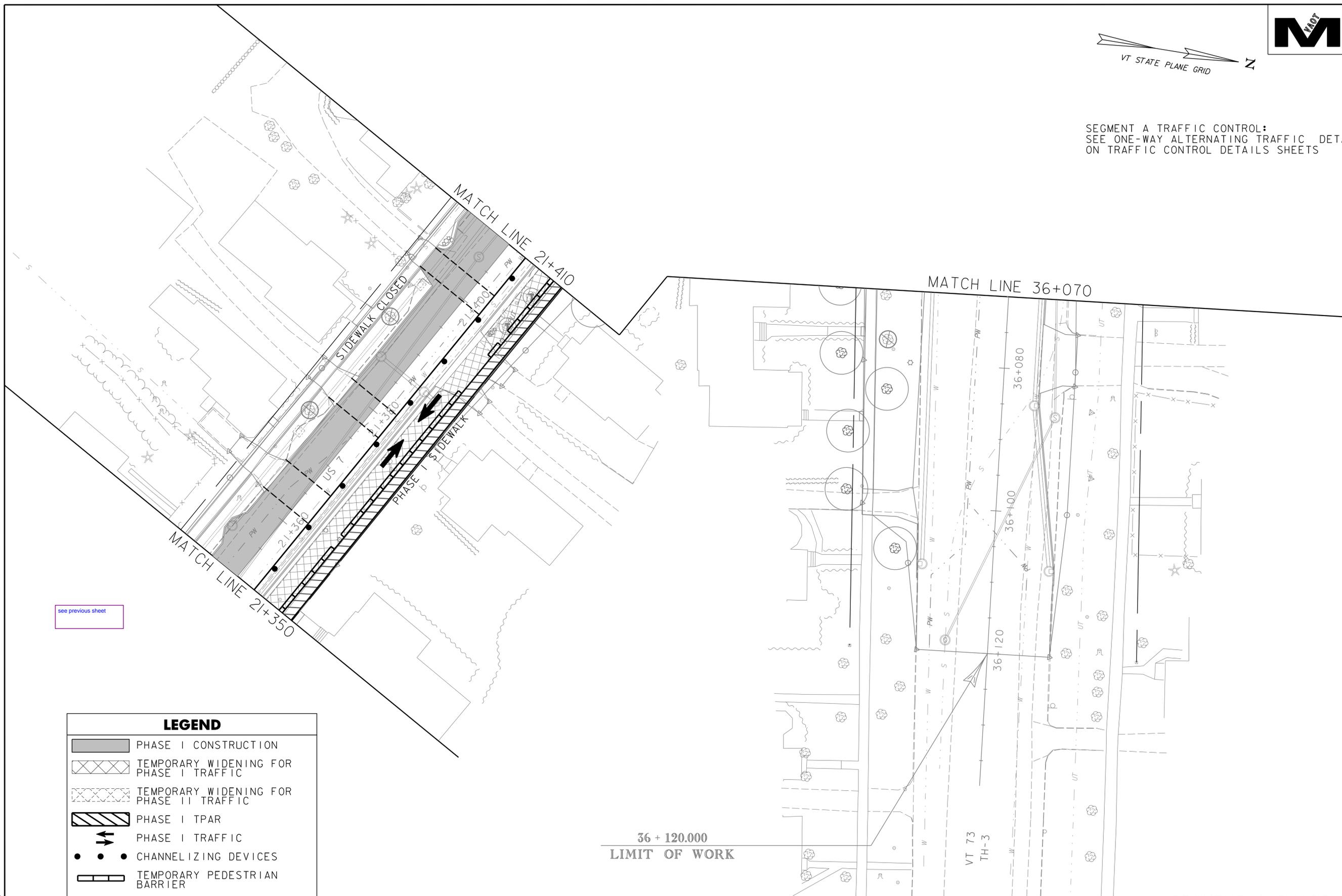
PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 387 OF 550



SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



see previous sheet

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

36 + 120.000
LIMIT OF WORK

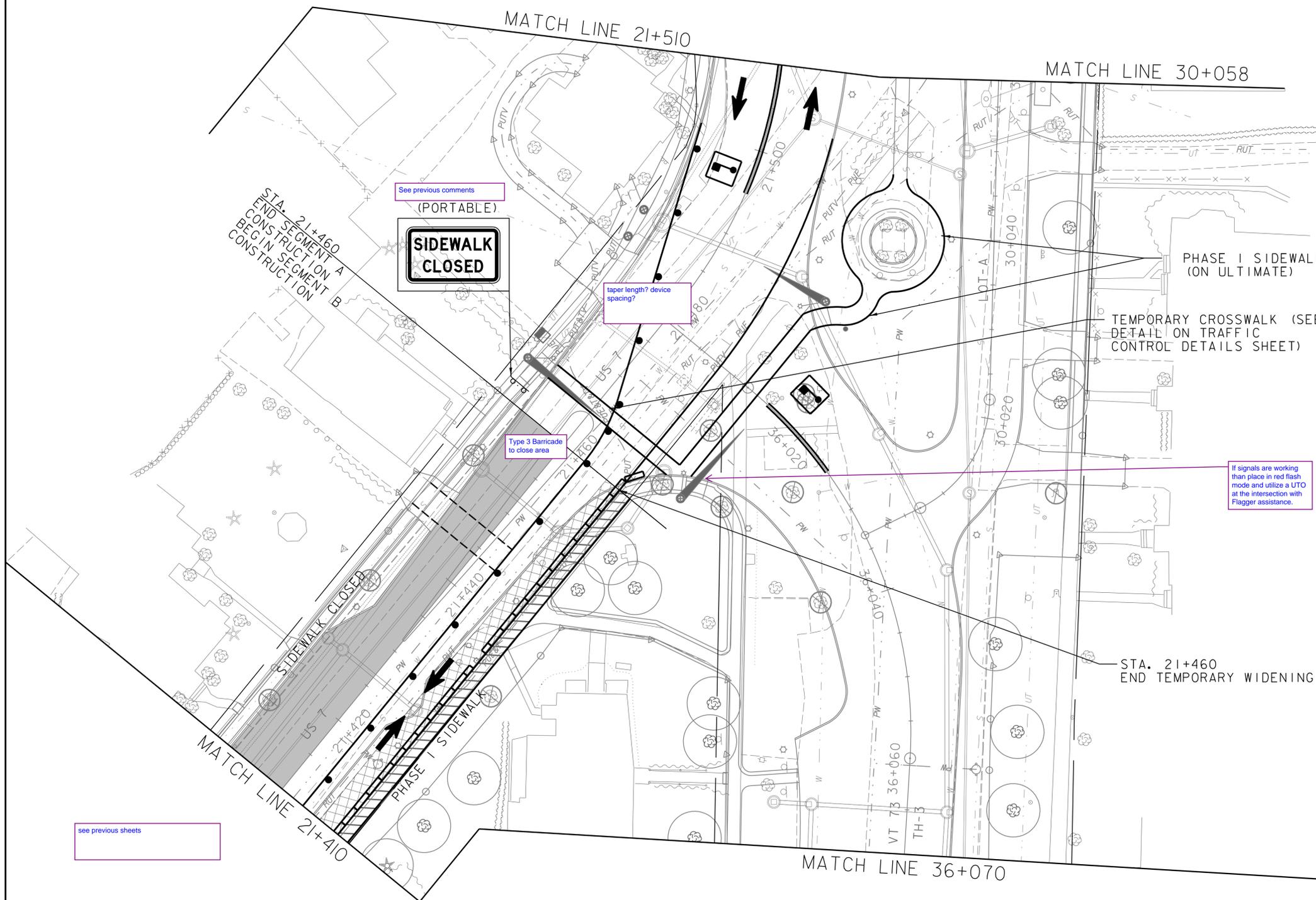


SEGMENT A PHASE I
TRAFFIC CONTROL PLAN 6

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
DESIGNED BY: J. FOWLER	SHEET 388 OF 550



SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



See previous comments
(PORTABLE)

**SIDEWALK
CLOSED**

taper length? device
spacing?

Type 3 Barricade
to close area

If signals are working
than place in red flash
mode and utilize a UTO
at the intersection with
Flagger assistance.

STA. 21+460
END TEMPORARY WIDENING

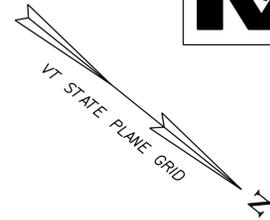
see previous sheets

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT A PHASE I
TRAFFIC CONTROL PLAN 7

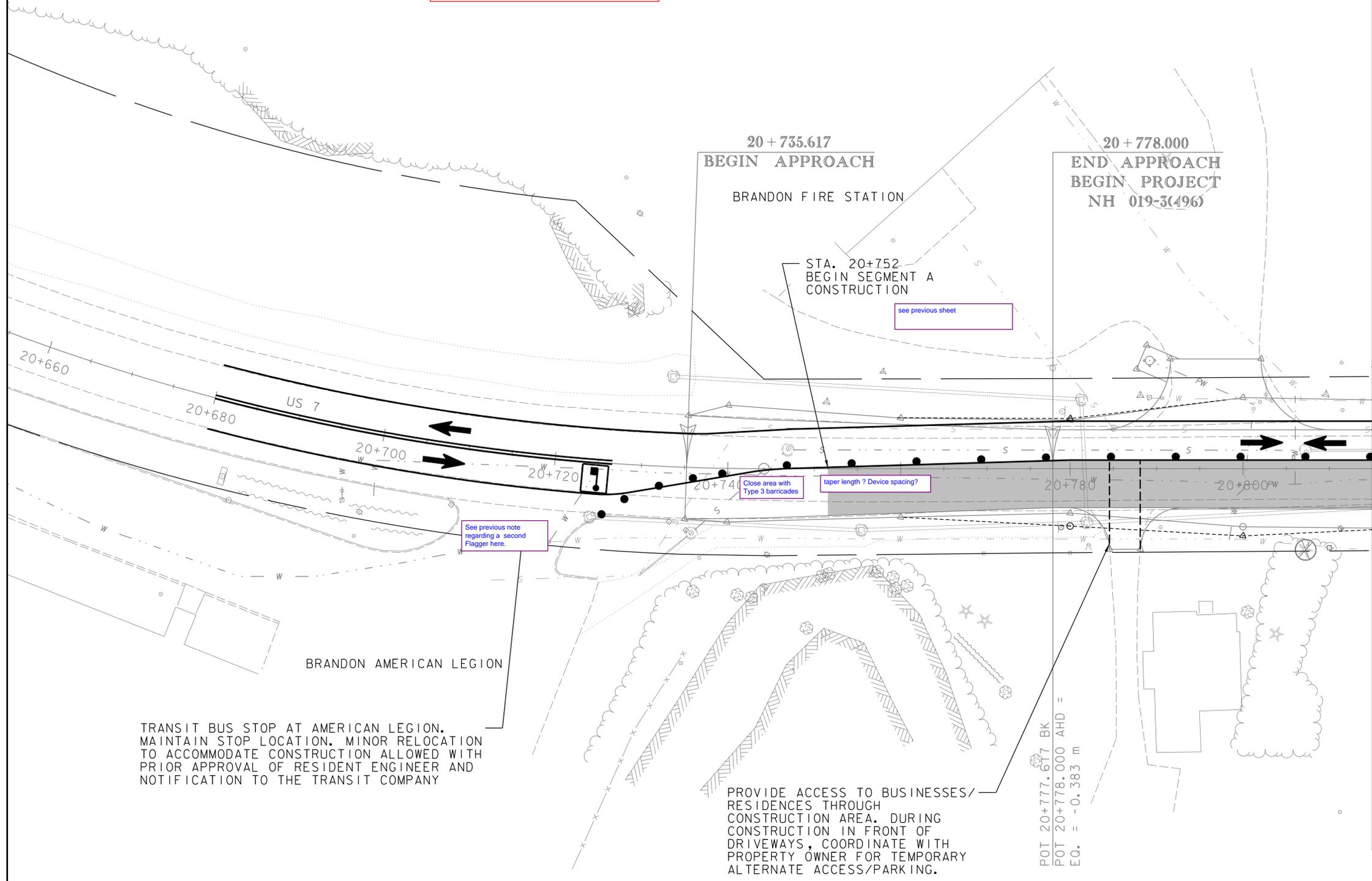
PROJECT NAME:	BRANDON	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	DRAWN BY:	J. FOWLER
FILE NAME:	zb008s6-tcp.dgn	CHECKED BY:	D. MUNRO
PROJECT LEADER:	C. BEAN	SHEET	389 OF 550
DESIGNED BY:	J. FOWLER		





It would be much more comprehensive to keep all Phase 1 Plans together and all Phase 2 Plans together instead of separating them by segments

SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS ON TRAFFIC CONTROL DETAILS SHEETS



MATCH LINE 20+815

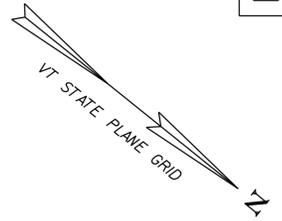
LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

Additional Flaggers should be considered for business drives.

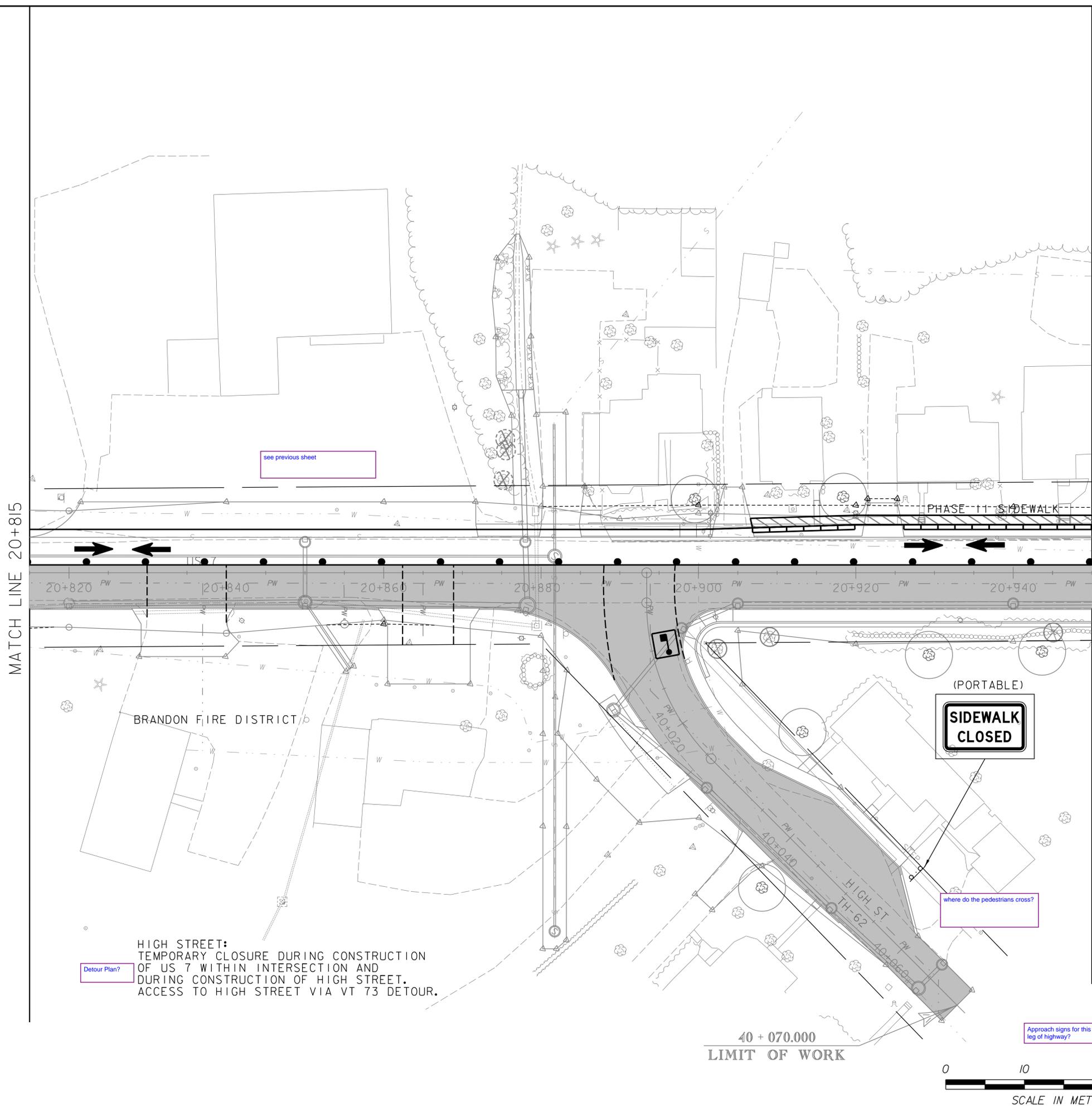
SEGMENT A PHASE II
TRAFFIC CONTROL PLAN I

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 390 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



see previous sheet

PHASE II SIDEWALK

BRANDON FIRE DISTRICT

(PORTABLE)
**SIDEWALK
CLOSED**

where do the pedestrians cross?

Detour Plan?
HIGH STREET:
TEMPORARY CLOSURE DURING CONSTRUCTION
OF US 7 WITHIN INTERSECTION AND
DURING CONSTRUCTION OF HIGH STREET.
ACCESS TO HIGH STREET VIA VT 73 DETOUR.

40 + 070.000
LIMIT OF WORK

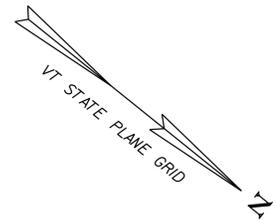
Approach signs for this leg of highway?



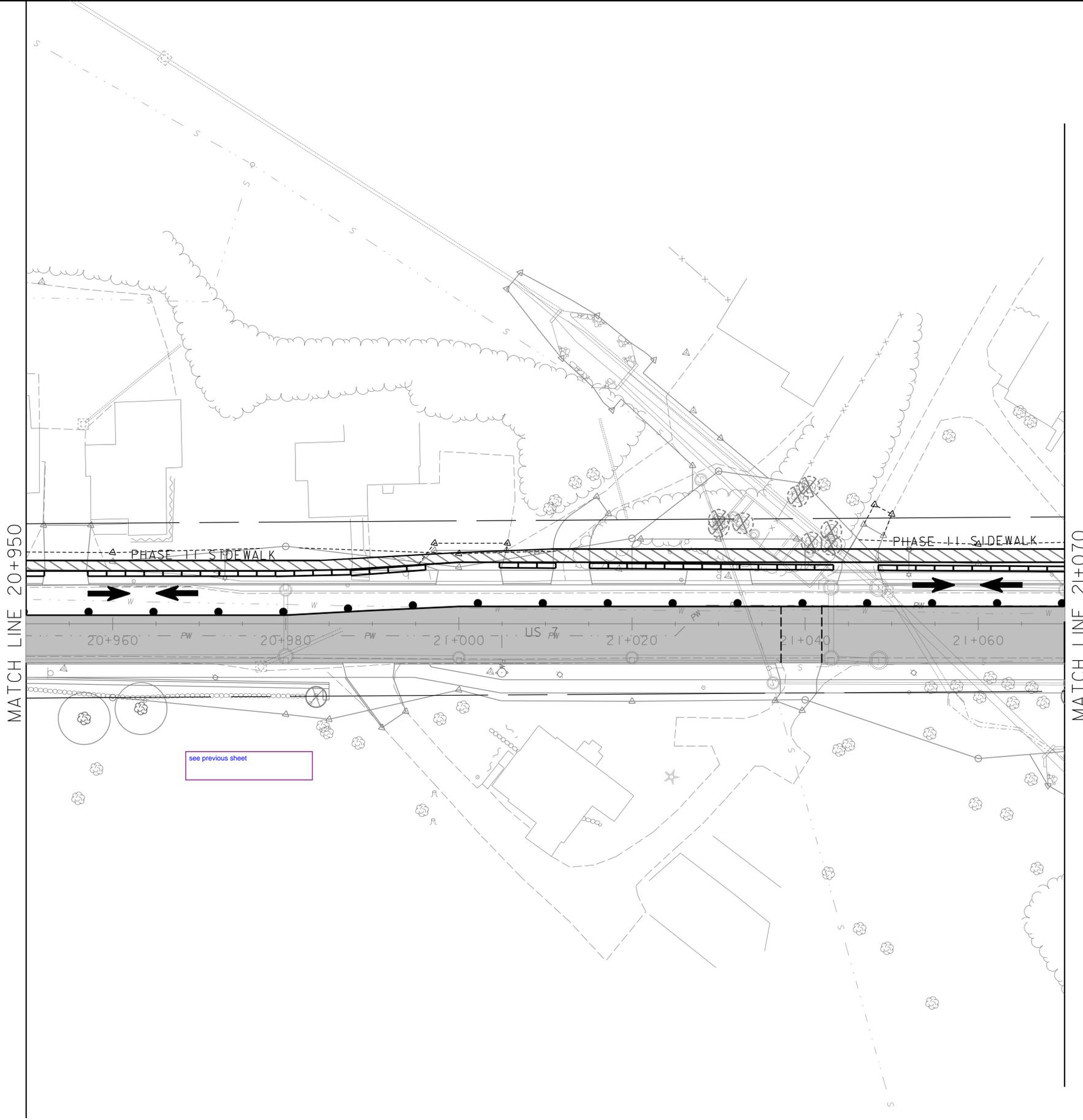
LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT A PHASE II
TRAFFIC CONTROL PLAN 2

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 391 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



MATCH LINE 20+950

MATCH LINE 21+070

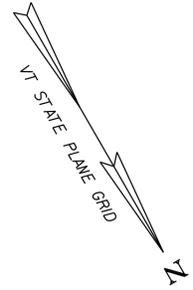
see previous sheet

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

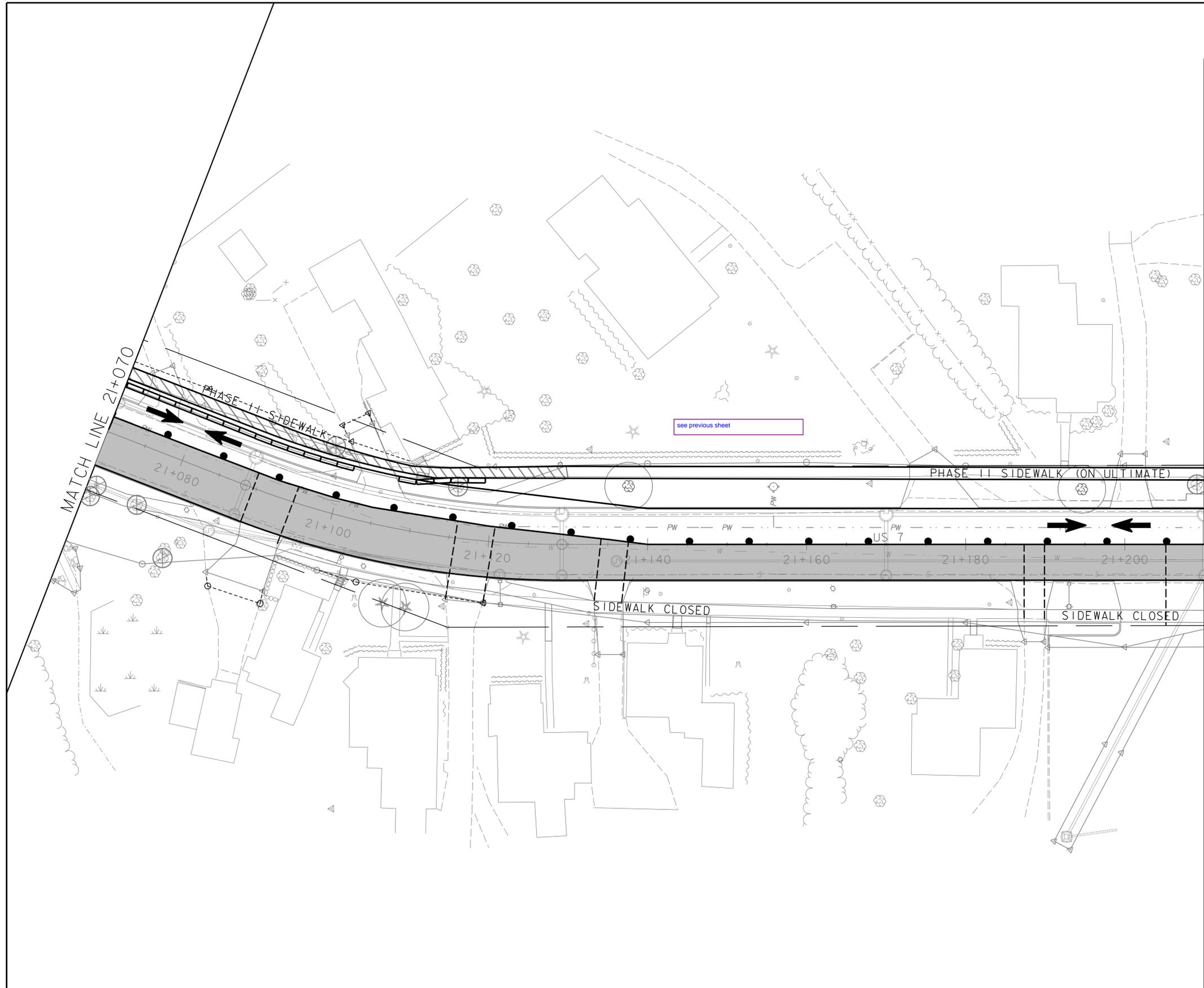
SEGMENT A PHASE II
TRAFFIC CONTROL PLAN 3

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 392 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



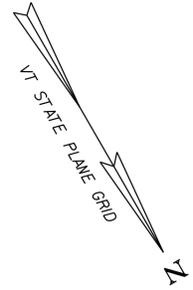
MATCH LINE 21+210

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

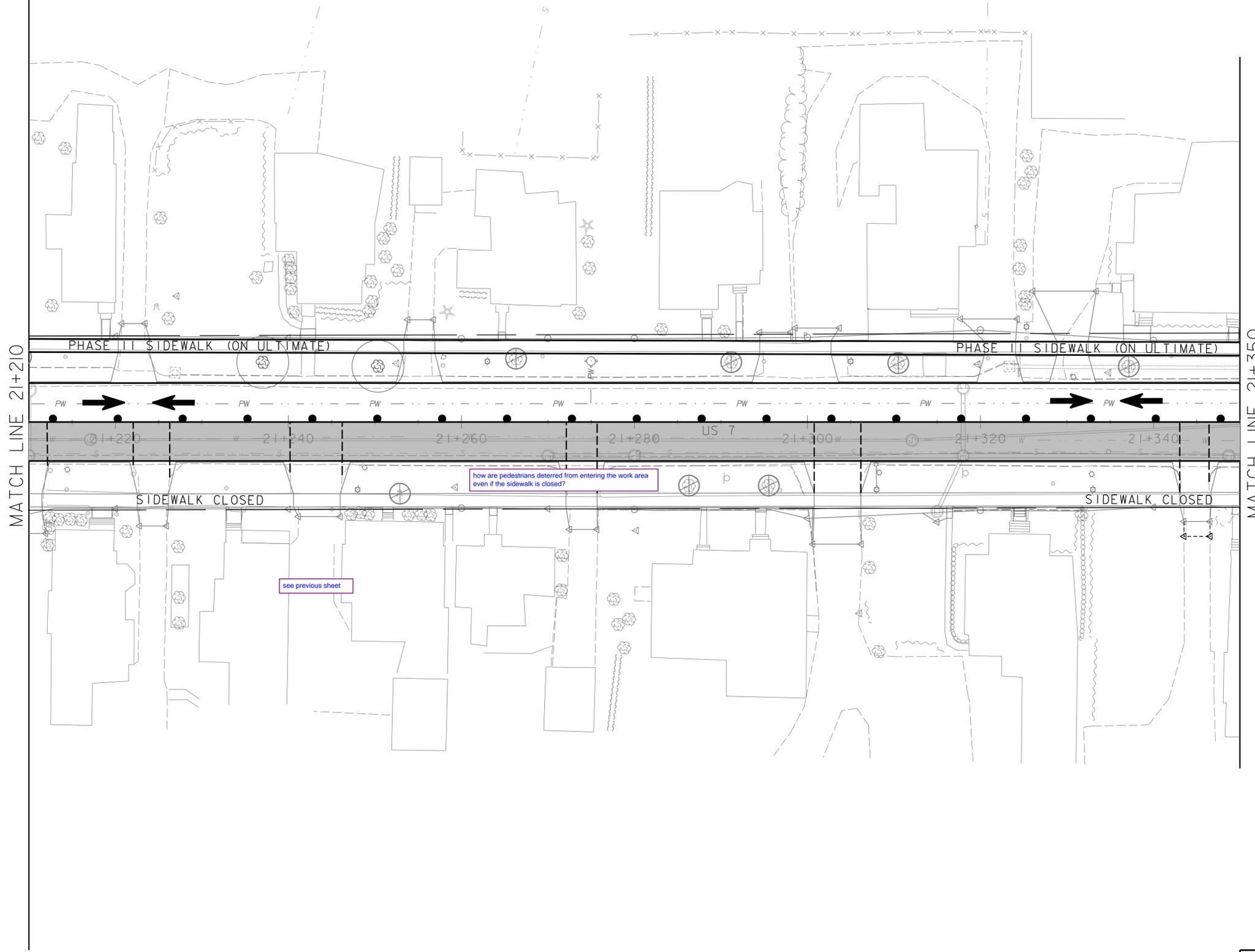
SEGMENT A PHASE II
TRAFFIC CONTROL PLAN 4

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 393 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS

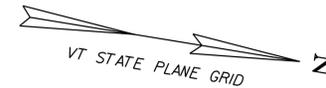


LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

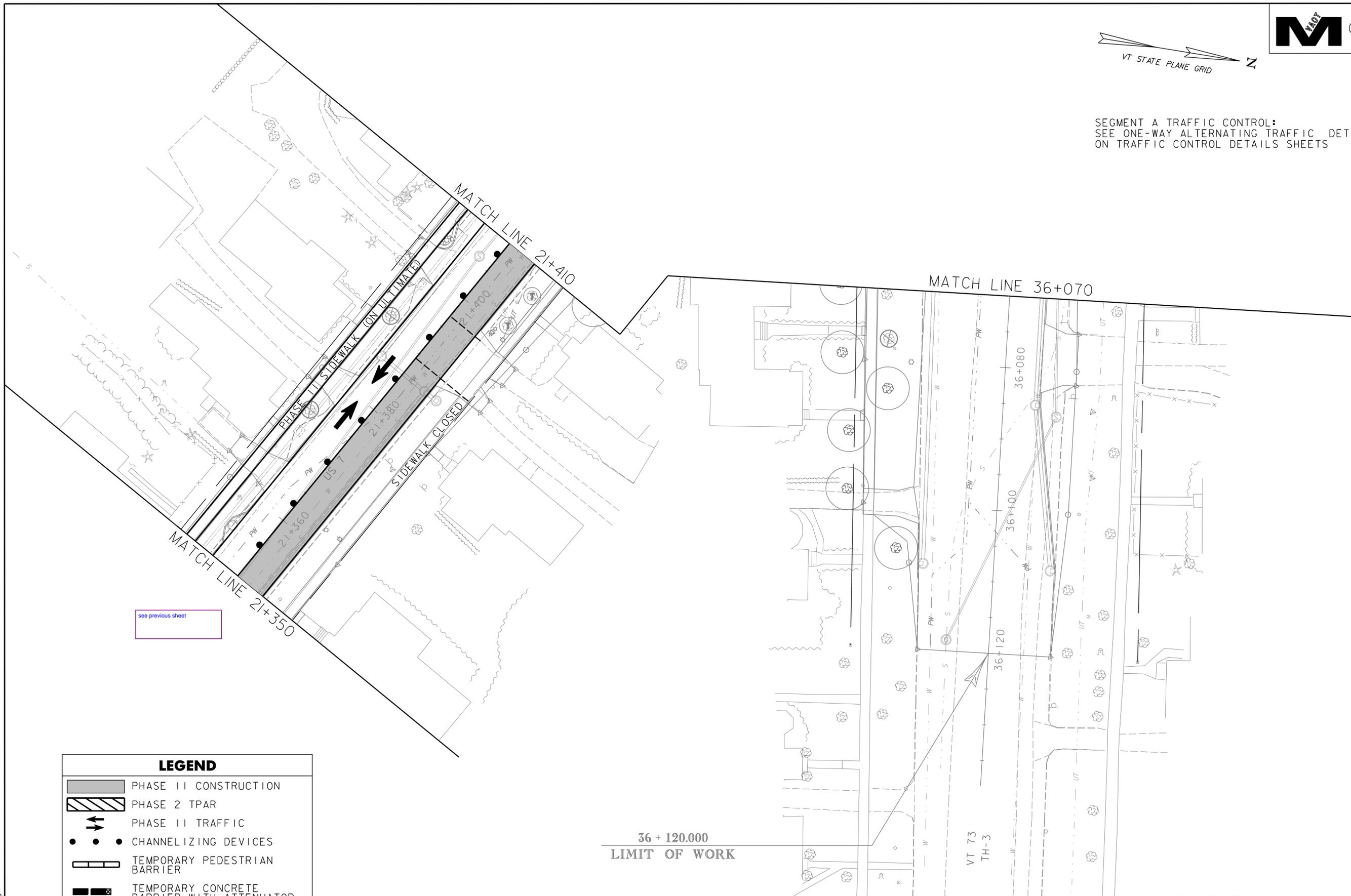
SEGMENT A PHASE II
TRAFFIC CONTROL PLAN 5

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 394 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



see previous sheet

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

36 + 120.000
LIMIT OF WORK

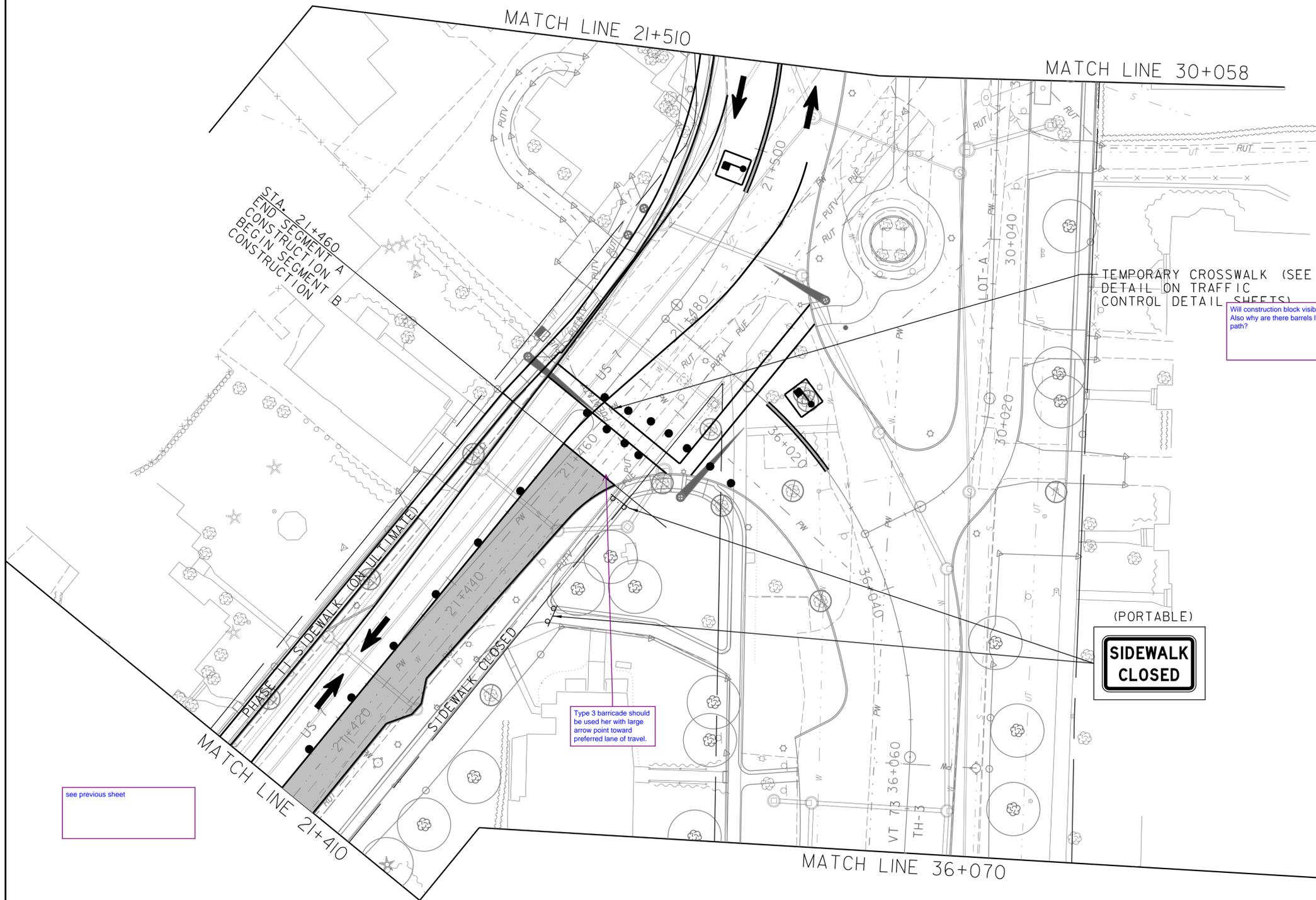


SEGMENT A PHASE II
TRAFFIC CONTROL PLAN 6

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 395 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT A TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



STA. 21+460
END SEGMENT A
CONSTRUCTION
BEG IN SEGMENT B
CONSTRUCTION

TEMPORARY CROSSWALK (SEE
DETAIL ON TRAFFIC
CONTROL DETAIL SHEETS)

Will construction block visibility of pedestrians here.
Also why are there barrels lining the pedestrian
path?

Type 3 barricade should
be used here with large
arrow point toward
preferred lane of travel.

(PORTABLE)
**SIDEWALK
CLOSED**

see previous sheet

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT A PHASE II
TRAFFIC CONTROL PLAN 7

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 396 OF 550



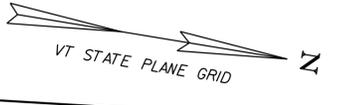
CONSTRUCTION SEQUENCE:
SEE FOLLOWING SHEETS

GENERAL

1. INSTALLATION OF UTILITIES WILL REQUIRE DAYTIME ONE-LANE ALTERNATING TRAFFIC CONTROL WITH FLAGGERS IN CERTAIN LOCATIONS. OPEN TRENCHES ARE TO BE BACKFILLED OR PLATED AT THE END OF EACH DAY AND TWO-LANE TRAFFIC RESTORED OVERNIGHT. ON-STREET PARKING WILL BE CLOSED AS NEEDED DIRECTING MOTORISTS TO ALTERNATE PARKING LOCATIONS. US 7 CAN BE DIRECTED AROUND SOUTH SIDE OF GREEN AS NEEDED DURING INSTALLATION OF UTILITIES WITHIN ROADWAY ON NORTH SIDE OF GREEN. UNION STREET CAN BE CLOSED DURING DAYTIME CONSTRUCTION WITH DETOUR VIA CARVER, ROSSITER, AND CHURCH STREETS WITH PROPER NOTIFICATION AND DETOUR SIGNAGE. This detour route should be marked for motorist.
2. ONE-LANE ALTERNATING OR TWO LANE SHIFTED TRAFFIC LAYOUTS AND TPAR'S SHALL CONFORM TO THE PHASE I OR PHASE II TCP LAYOUTS, AS APPROPRIATE. SEE ALSO TYPICAL WORK ZONE LAYOUTS AND TYPICAL SECTIONS FOR ONE-WAY ALTERNATING AND TWO-WAY TRAFFIC ON TRAFFIC CONTROL DETAILS SHEETS.
3. AVOID AND PROTECT EXISTING UNDERGROUND TELEPHONE LINES (SHOWN DASHED). EXISTING UTILITY POLES THAT ARE CIRCLED MUST BE RETAINED UNTIL NEW UNDERGROUND UTILITIES ARE INSTALLED AND ACTIVE.
4. LOCATION OF PROPOSED SEWER AND WATER SERVICES ARE APPROXIMATE ONLY.
5. NOTE THAT EXCAVATION FOR UTILITY INSTALLATION MAY INCLUDE SAWCUT AND REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED DEPENDING ON CONTRACTOR'S CHOICE TO REMOVE SLABS BEFORE UTILITY WORK OR DURING ROADWAY RECONSTRUCTION AFTER UTILITY WORK.

depending on depth a trench box may be required.

SEE SEGMENT A UTILITY PHASE



Color key

EXISTING UNDERGROUND TELEPHONE (TYP.)

36 + 120.000
LIMIT OF WORK



NOTE:
THESE PLANS DEPICT, FOR EACH SEGMENT, A POSSIBLE SEQUENCING FOR INSTALLATION OF UNDERGROUND UTILITIES, INCLUDING SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATIONS (WHERE APPLICABLE) IN ADVANCE OF THE ROADWAY RECONSTRUCTION WORK EFFORT AND INCLUDE SUGGESTED TRAFFIC CONTROL MEASURES DURING INSTALLATION OF UTILITIES. THESE PLANS SHOULD BE CONSIDERED APPROXIMATE WITH RESPECT TO THE DEPICTED LOCATION OF EXISTING UTILITIES AND FINAL LOCATION OF PROPOSED SERVICES TO RESIDENCES. THE ACTUAL SEQUENCE OF CONSTRUCTION, INCLUDING INSTALLATION OF UNDERGROUND UTILITIES AND SERVICES, SHALL BE DETERMINED BY THE CONTRACTOR BASED ON SELECTED METHODS OF CONSTRUCTION AND BASED ON INFORMATION OBTAINED DURING EXPLORATORY EXCAVATIONS AND ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

**SEGMENT B UTILITY PHASE
TRAFFIC CONTROL PLAN 6**

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

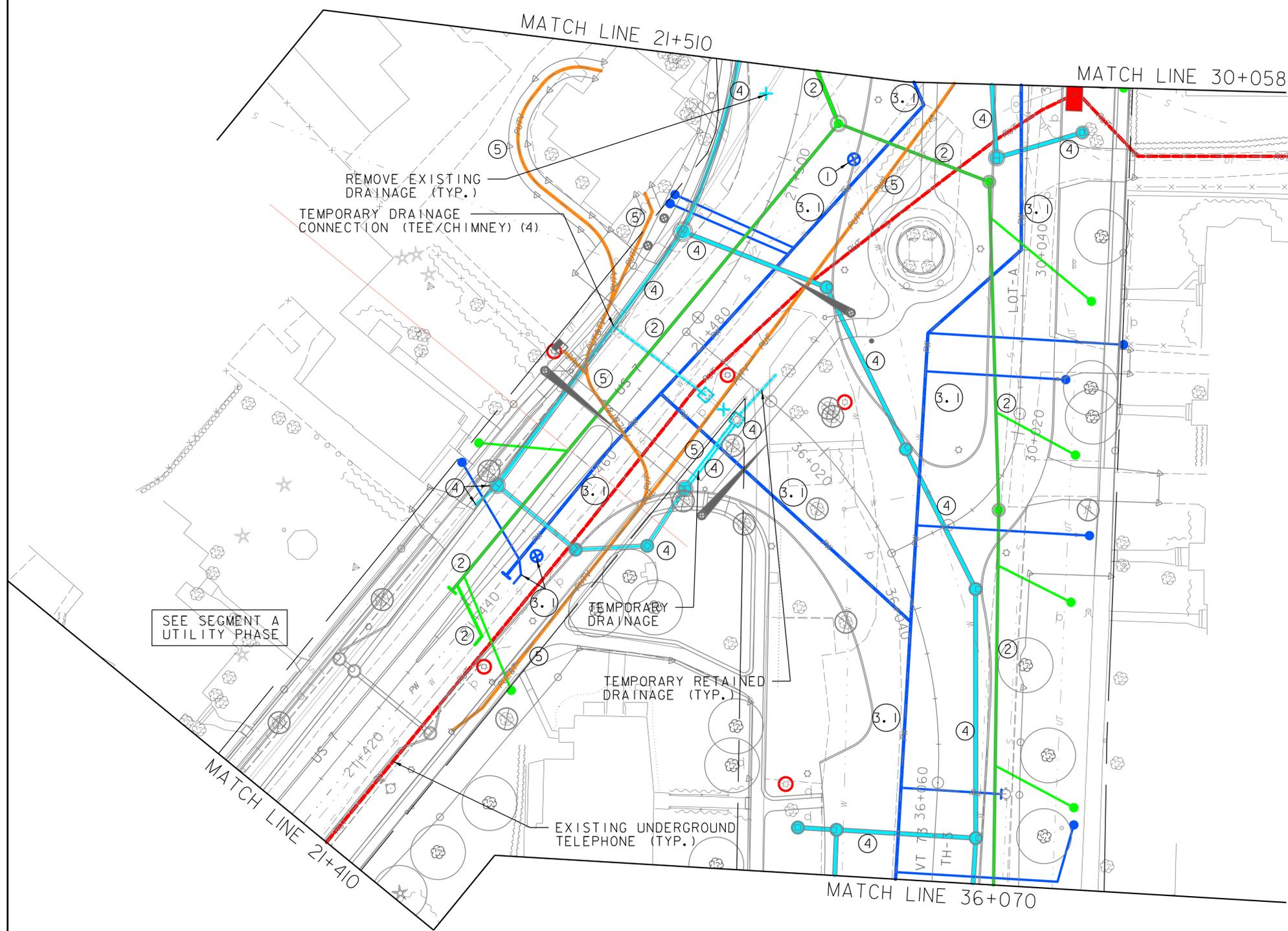
FILE NAME: zb008s6-tcp.dgn	PLOT DATE: 7/12/2016
PROJECT LEADER: C. BEAN	DRAWN BY: J. FOWLER
DESIGNED BY: J. FOWLER	CHECKED BY: D. MUNRO
	SHEET 397 OF 550

CLD 02-0448 MODEL: B-0-06



CONSTRUCTION SEQUENCE

- 1. UNION/CARVER STREET WATER**
 NEW SEWER WILL IMPACT WATER ON UNION STREET AND AT 21+505 RT, SO INSTALL WATER FIRST TO LIMITS SHOWN FROM ENDS OF UNION AND CARVER STREET PROPOSED MAINS TO CAPPED ENDS AT 21+510 RT AND 21+628 LT. INSTALL VALVE ON EXISTING MAIN ON CARVER STREET AT 34+064 LT TO TURN OFF CARVER STREET MAIN WHEN INSTALLING NEW MAIN 34+000 TO 34+063. REMAINING CARVER STREET CUSTOMERS CAN BE BACKFED. PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST.
 * TO CHARGE MAIN, INSTALL INSERTION VALVE AND TEMPORARY CONNECTION TO EXISTING 300 MAIN AT 21+512 RT.
 * INSTALL TEMPORARY FEED TO EXISTING 250 MAIN FROM NEW MAIN AT 21+628 AND INSTALL AN INTERCONNECT BETWEEN EXISTING 250 AND 300 MAINS AT 21+652 LT. THE EXISTING 300 MAIN WILL BE FED FROM THE 250 MAIN DURING SEQUENCE NOTE NO. 3.2 (BELOW) WHEN THE EXISTING 300 MAIN IS VALVED OFF IN LOT-A WHILE THE NEW MAIN IS INSTALLED FROM 30+112 TO 30+160.
 * INSTALL SERVICES AND HYDRANT STUBS. HYDRANT AT 35+035 LT CAN BE INSTALLED, OTHERS WILL BE INSTALLED AFTER ROAD CONSTRUCTION.
 * INSTALL VALVE ON 250 MAIN AT 21+500 RT TO VALVE OFF OLD MAIN TO UNION/ CARVER. FLOW FILL OLD MAIN.
- 2. SEWER**
 INSTALL SMH AT 35+058. CONNECT EXISTING SEWER WITH TEMPORARY PIPE INTO NEW SMH AND BYPASS PUMP TO EXISTING SMH FARTHER DOWN UNION STREET (OFF PLAN). INSTALL NEW SMH AT 35+064, CONNECT TO 35+058 AND CEASE BYPASS PUMPING. INSTALL SEWER WORKING UP FROM UNION STREET. CAN BYPASS PUMP OUT OF EXISTING SMH AT 21+520 RT IF NEEDED. INSTALL ALL OF VT 73 SEWER SINCE WATER HAS TO BE REPLACED NEXT (SEE BELOW). PROVIDE CAPPED END AND TEMPORARY PIPE TO CONNECT TO EXISTING SEWER AT 21+440 RT. SEGMENT A WILL CONNECT HERE LATER. CONNECT LATERALS. FLOW FILL OLD MAIN.
- 3.1 WATER**
 COMPLETE INSTALLATION OF WATER FROM 21+512 RT TO 21+445 RT AND NEW 400 MAIN ALONG VT-73 AND LOT-A.
 * SINCE 300 MAIN WILL BE IMPACTED BY NEW UTILITY AND DRAINAGE 30+100 TO 30+120 LT, INSTALL ALL NEW MAIN FROM VT-73 INTERCONNECT AT 36+110 TO THE EXISTING CAPPED 400 MAIN AT 30+102, AND ALSO FROM 21+470 TO 36+040 PRIOR TO THE UTILITY AND DRAINAGE WORK. THEN ALL OF THE UNDERGROUND WORK WILL BE DONE IN SEGMENT A. CAN BYPASS TRAFFIC SOUTH OF GREEN AS NEEDED.
 NO. 1 WATER MAIN CONTINUES TO BE FED FROM EXISTING 300 MAIN VIA TAP AT 21+512 RT UNTIL SEQUENCE NOTE NO. 3.1 IS ACTIVE.
 * EXISTING 250 AND 300 MAINS ON VT-73 AND EXISTING INTERCONNECT AT 36+027 MUST REMAIN ACTIVE DURING THIS WORK UNTIL NEW 400 MAIN IS TESTED AND PUT INTO SERVICE AND SERVICES ARE SWITCHED OVER TO NEW MAIN.
 * EXISTING WATER FROM 21+480 TO 21+500 RT WILL BE IMPACTED DURING INSTALLATION OF NEW MAIN. TURN OFF VALVE AT EXISTING INTERCONNECT AT 36+030 LT AND FIND VALVE SOUTH OF 21+440 (OR INSERT ONE AT 21+440) TO TEMPORARILY DEACTIVATE MAIN 21+440 TO 21+500 DURING INSTALLATION. WILL NEED TO PROTECT/KEEP ACTIVE THE 300 MAIN IN SAME TRENCH AS NEW MAIN FROM 21+505 TO 21+510 RT.
 * PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST. CONNECT TO VT-73 MAINS TO CHARGE. CONNECT TO 400 MAIN INSTALLED UNDER PHASE 1 CONTRACT AT 30+102. INSTALL SERVICES. HYDRANTS CAN'T BE INSTALLED UNTIL ROADWAY RECONSTRUCTION COMPLETE.
 * CONNECT NO. 1 MAIN TO NEW MAIN AT 21+512 RT AND INSTALL AND CLOSE VALVE ON EXISTING 300 MAIN AND CLOSE VALVE INSTALLED UNDER PHASE 1 CONTRACT AT 30+102 TO DEACTIVATE 300 MAIN FROM 21+512 RT TO 30+102. EXISTING 300 MAIN WEST OF 30+102 IS TEMPORARILY FED FROM INTERCONNECT TO EXISTING 250 MAIN INSTALLED UNDER NO. 1. FLOW FILL OLD MAINS.



SEGMENT B UTILITY PHASE TRAFFIC CONTROL PLAN 7

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6+tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	398 OF 550

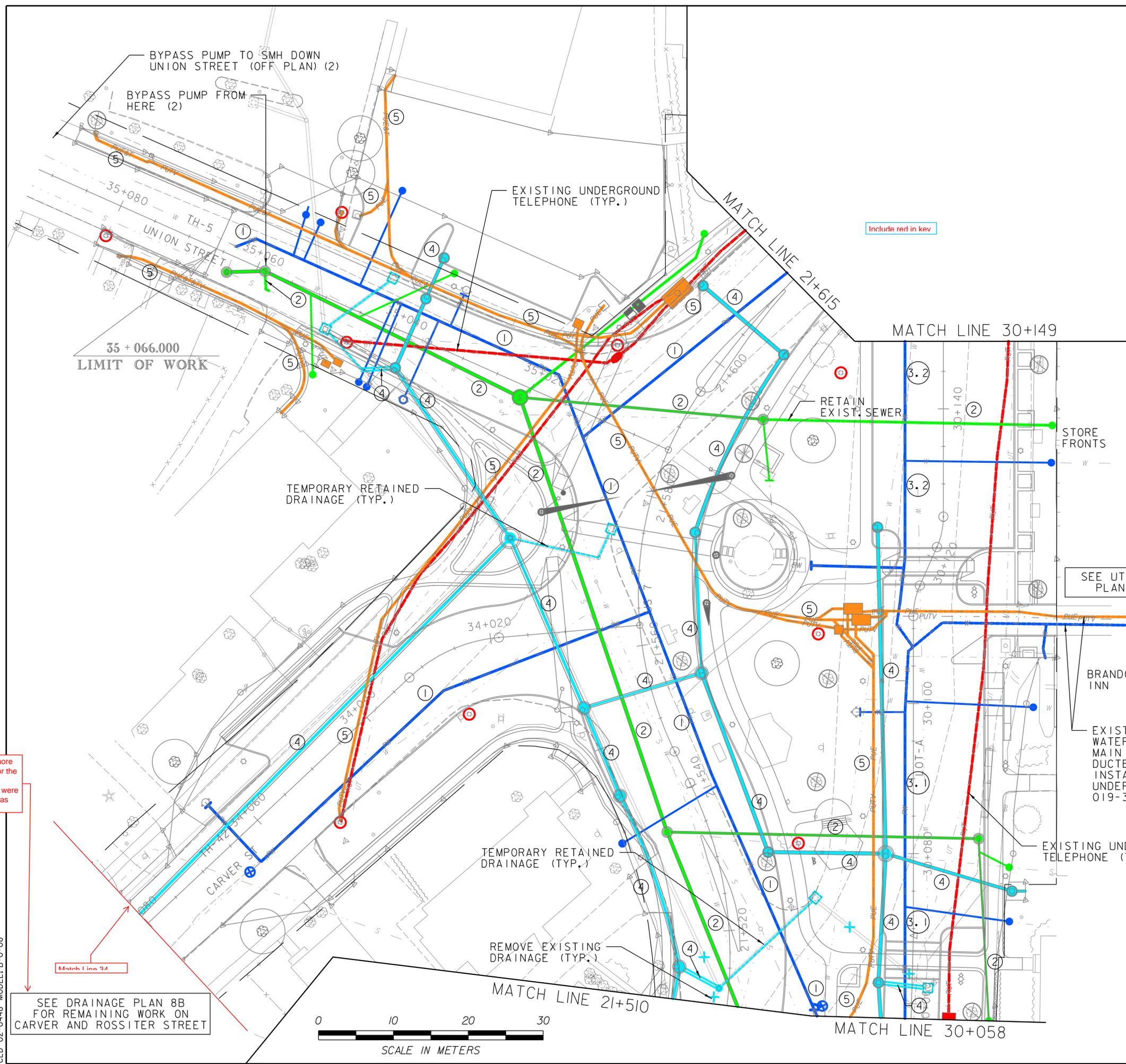


CLD 02-0448 MODEL: B-0-07



CONSTRUCTION SEQUENCE (CONT.)

- 3.2 WATER**
 - * PROVIDE TEMPORARY WATER SERVICE TO BUILDING AT 30+140 RT.
 - * VALVE OFF 300 MAIN AT VALVE AT INTERCONNECT INSTALLED DURING SEQUENCE NOTE NO. 1 CONSTRUCTION.
 - * COMPLETE INSTALLATION OF WATER FROM 30+112 TO CAPPED END AT 21+650. EXISTING 300 MAIN WILL BE IMPACTED DURING INSTALLATION OF NEW MAIN. 300 MAIN NORTH OF WORK IS TEMPORARILY FED FROM INTERCONNECT TO 250 MAIN INSTALLED UNDER SEQUENCE NOTE NO. 1.
 - * PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST. CHARGE BY CONNECTING TO MAIN INSTALLED UNDER PHASE 1 CONTRACT AT 30+112. CONNECT TO MAIN INSTALLED UNDER SEQUENCE NOTE NO. 1 AT 21+628. INSTALL SERVICE TO BUILDING AT 30+140 RT. FLOW FILL OLD MAIN.
- 4. DRAINAGE**
 - INSTALL ROSSITER STREET DRAINAGE AND SAND FILTER AND INSTALL ALL CARVER STREET DRAINAGE UP TO DMH AT 21+572 LT. INSTALL DRAINAGE AND UNDERDRAIN STUBS ON UNION STREET, US 7, LOT-A, AND VT-73. SOME TEMPORARY PIPES WILL BE NEEDED TO CONNECT EXISTING DI'S TO THE NEW SYSTEM SINCE THE EXISTING DI'S MUST REMAIN ACTIVE UNTIL ROADWORK REGRADING IS PERFORMED LATER (DASHED BLUE).
- 5. UNDERGROUND UTILITIES**
 - INSTALL DUCTS AND VAULTS SO UTILITY COMPANIES CAN PULL CABLE AND HAVE UNDERGROUND SYSTEM IN PLACE PRIOR TO REMOVING POLES ALONG CENTER STREET AND RELOCATING POLES TO SOUTH AND NORTH OF DOWNTOWN. WEST SEMINARY STREET UNDERGROUNDING (SEGMENT D) IS ALSO CRITICAL AS PART OF INITIAL UTILITY RELOCATION EFFORT.



Include red in key

SEE UTILITY PLAN 8A

Where is Utility Plan

It would be more convenient for the contractors if these sheets were located here as well

Match Line 34

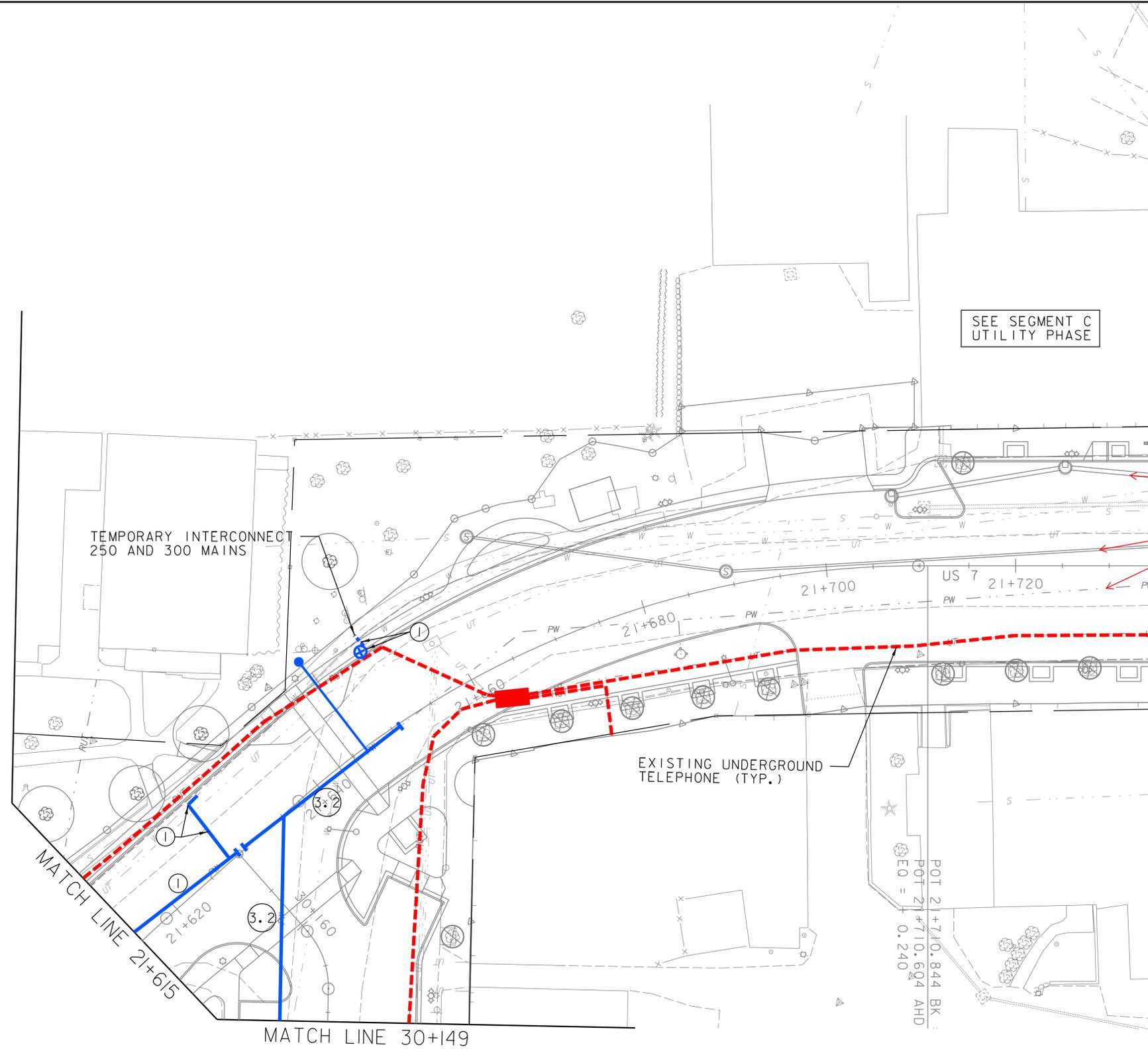
SEE DRAINAGE PLAN 8B FOR REMAINING WORK ON CARVER AND ROSSITER STREET



SEGMENT B UTILITY PHASE TRAFFIC CONTROL PLAN 8

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
					SHEET 399 OF 550

CLD 02-0448 MODEL: B-0-08



Missing New sewer, water, drainage color lines (refer to Segment C Utility Phase TCP 10) from Match Line 21+735

SEGMENT B UTILITY PHASE
TRAFFIC CONTROL PLAN 9

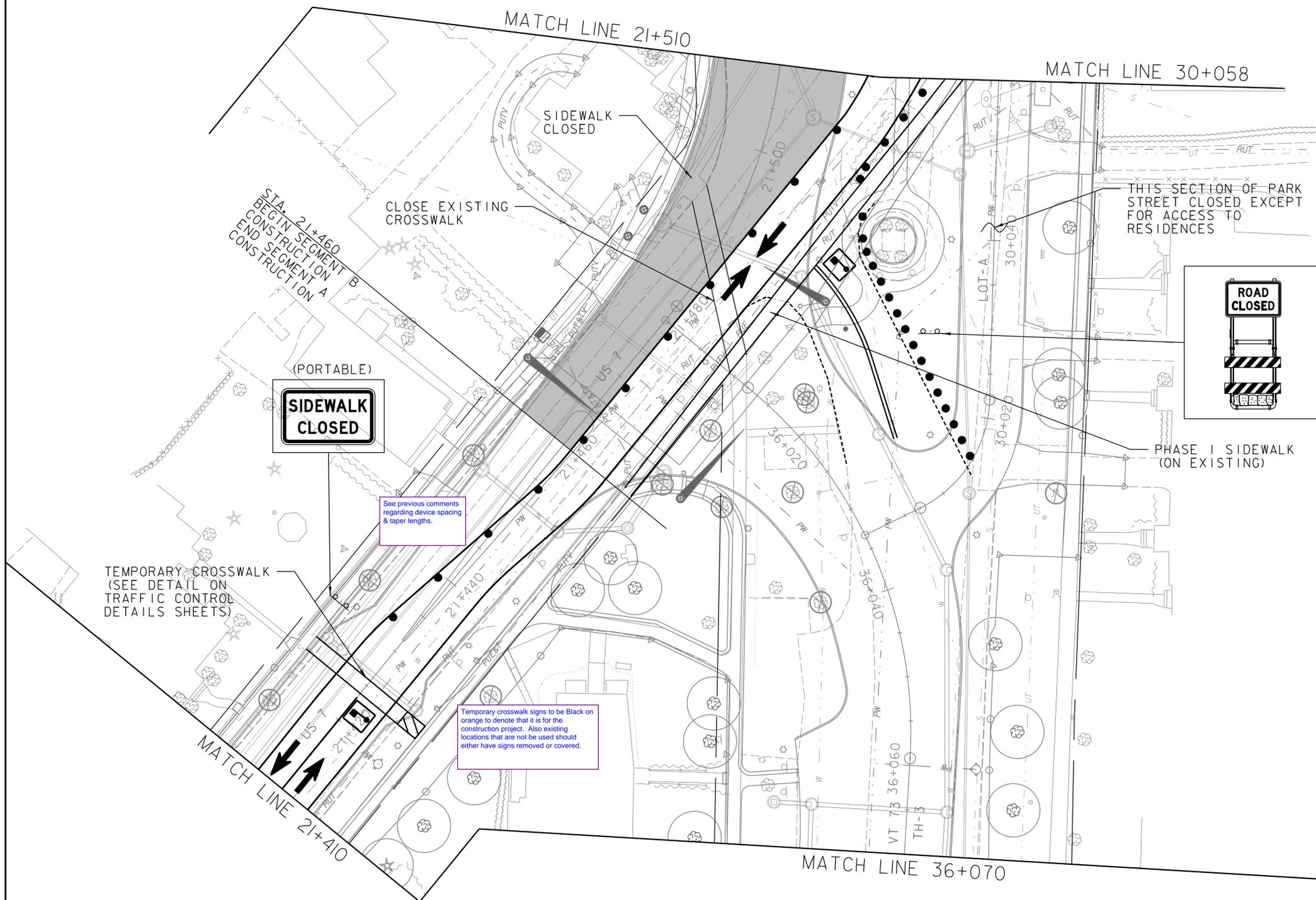
PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 400 OF 550



SEGMENT B TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS



Type 3 should be used to close the entire width of the closed lane so vehicles can not enter. If access is needed to the work area than a Flagger should be available stop vehicles from entering the open access.

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

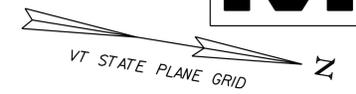
SEGMENT B PHASE I
TRAFFIC CONTROL PLAN 7

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 401 OF 550





EXISTING TRANSIT BUS AND VT TRANS LINES BUS STOP AT TOWN GREEN. ESTABLISH TEMPORARY BUS STOP LOCATION ALONG TEMPORARY TRAVELED WAY WITH PRIOR APPROVAL OF RESIDENT ENGINEER AND NOTIFICATION TO THE BUS COMPANIES. (SEE NOTE 1 ON PLAN 9)

This information seems to conflict. The road appears to be closed at station 21+630 (Segment B Phase 1 Traffic Control Plan). Note 2 mentions an intersection at 21+520, which I do not see. This sheet shows Union Street and Carver Street closed during construction, but flaggers are at the intersection with Rt. 7 and note 2 suggests traffic through the area. In short, it is unclear what is happening here and this information should be presented better.

SEGMENT B TRAFFIC CONTROL: SEE TWO-WAY TRAFFIC DETAILS ON TRAFFIC CONTROL DETAILS SHEETS

NOTES:
 1. MOST WALKWAYS IN TOWN GREEN WILL BE CONSTRUCTED DURING OR AFTER PHASE II. AT LEAST ONE EXISTING WALKWAY AND CROSSWALK SHALL REMAIN OPEN DURING PHASE I CONSTRUCTION TO PROVIDE PEDESTRIAN ACCESS TO UNION AND CARVER STREETS.
 2. DURING CONSTRUCTION 21+500 TO 21+555, CARVER AND UNION STREET TRAFFIC SHALL BE DIRECTED TO/FROM US 7 VIA INTERSECTION AT 21+630. DURING CONSTRUCTION 21+600 TO 21+630, CARVER AND UNION STREET SHALL BE DIRECTED TO/FROM US 7 VIA INTERSECTION AT 21+520.

Per TMP: TTC plans include potential routes for each street closed. These detour should be included.

Pedestrian route should be defined when roadway and sidewalk is closed.

Approach signs necessary to define street closure and that one sidewalk is closed.

Approach signs necessary to define street closure and that one sidewalk is closed.

Pedestrian route should be defined when roadway and sidewalk is closed.

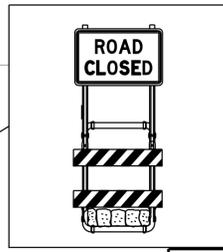
UNION STREET:
 TEMPORARY CLOSURE DURING CONSTRUCTION OF US 7 WITHIN INTERSECTION AND DURING CONSTRUCTION OF UNION STREET. ACCESS TO UNION STREET VIA CARVER/ROSSITER/CHURCH STREET DETOUR. AT LEAST ONE SIDEWALK ALONG UNION STREET SHALL REMAIN OPEN AT ALL TIMES WHILE OTHER SIDEWALK IS UNDER CONSTRUCTION.

CARVER STREET:
 TEMPORARY CLOSURE DURING CONSTRUCTION OF US 7 WITHIN INTERSECTION AND DURING CONSTRUCTION OF CARVER STREET. ACCESS TO CARVER STREET VIA UNION/CHURCH/ROSSITER STREET DETOUR. AT LEAST ONE SIDEWALK ALONG CARVER STREET SHALL REMAIN OPEN AT ALL TIMES WHILE OTHER SIDEWALK IS UNDER CONSTRUCTION.

Match Line 34 - n.n



LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS



SEGMENT B PHASE I TRAFFIC CONTROL PLAN 8

PROJECT NAME: BRANDON
 PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
 PROJECT LEADER: C. BEAN
 DESIGNED BY: J. FOWLER
 PLOT DATE: 7/12/2016
 DRAWN BY: J. FOWLER
 CHECKED BY: D. MUNRO
 SHEET 402 OF 550

CLD 02-0448 MODEL: B-I-08



LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

CARVER STREET:
UTILIZE DAYTIME ONE-WAY ALTERNATING TRAFFIC WITH FLAGGERS TO INSTALL DRAINAGE.

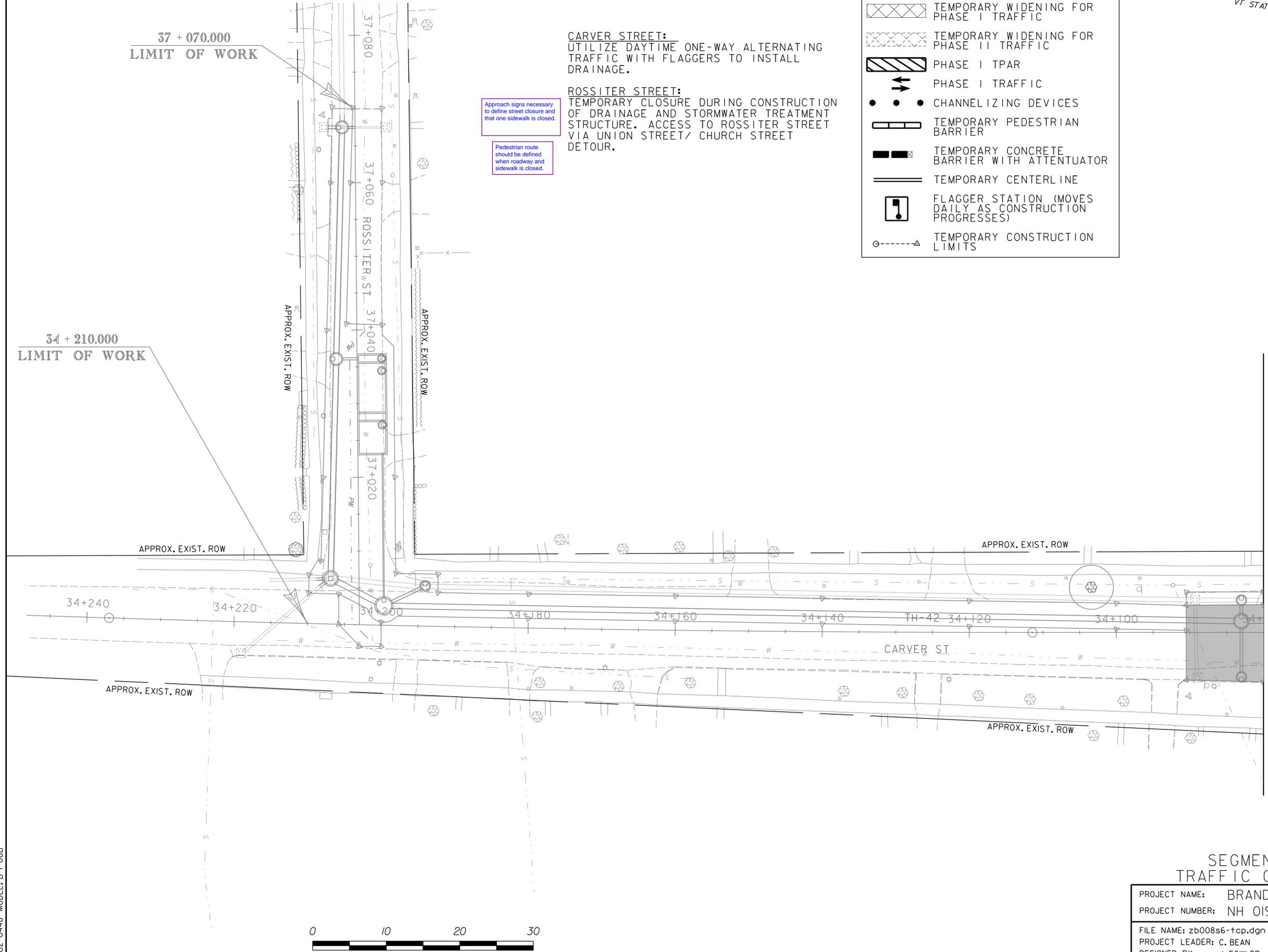
ROSSITER STREET:
TEMPORARY CLOSURE DURING CONSTRUCTION OF DRAINAGE AND STORMWATER TREATMENT STRUCTURE. ACCESS TO ROSSITER STREET VIA UNION STREET/ CHURCH STREET DETOUR.

Approach signs necessary to define street closure and that one sidewalk is closed.

Pedestrian route should be defined when roadway and sidewalk is closed.

37 + 070.000
LIMIT OF WORK

34 + 210.000
LIMIT OF WORK



SEE PLAN 8

Where is

SEGMENT B PHASE I
TRAFFIC CONTROL PLAN 8B

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

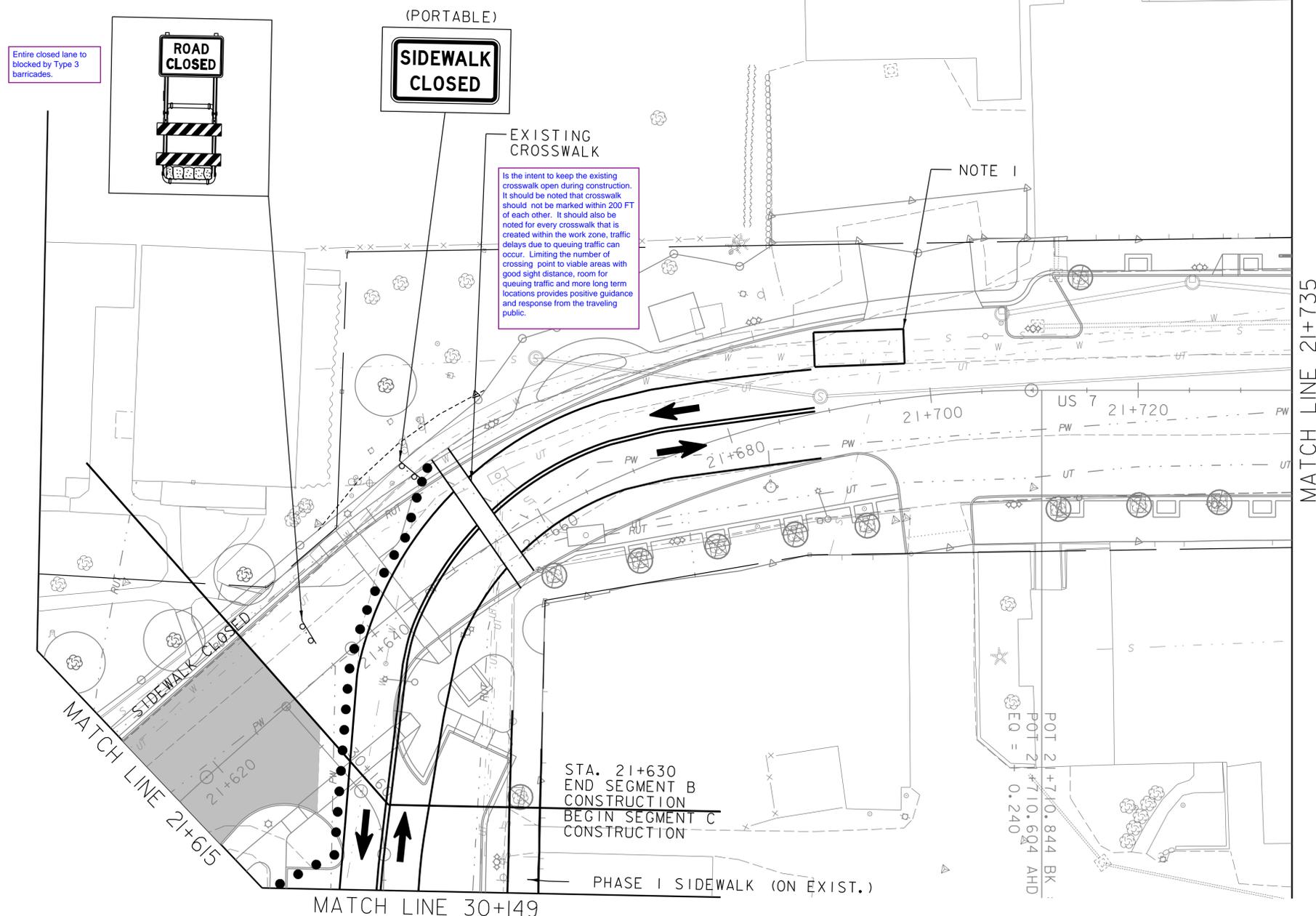
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 403 OF 550





SEGMENT B TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS
SHEETS

NOTES:
1. EXISTING "THE BUS" AND VT
TRANSLINES BUS STOPS TO BE
TEMPORARILY RELOCATED TO 21+693 LT
DURING CONSTRUCTION OF SEGMENT B.



LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

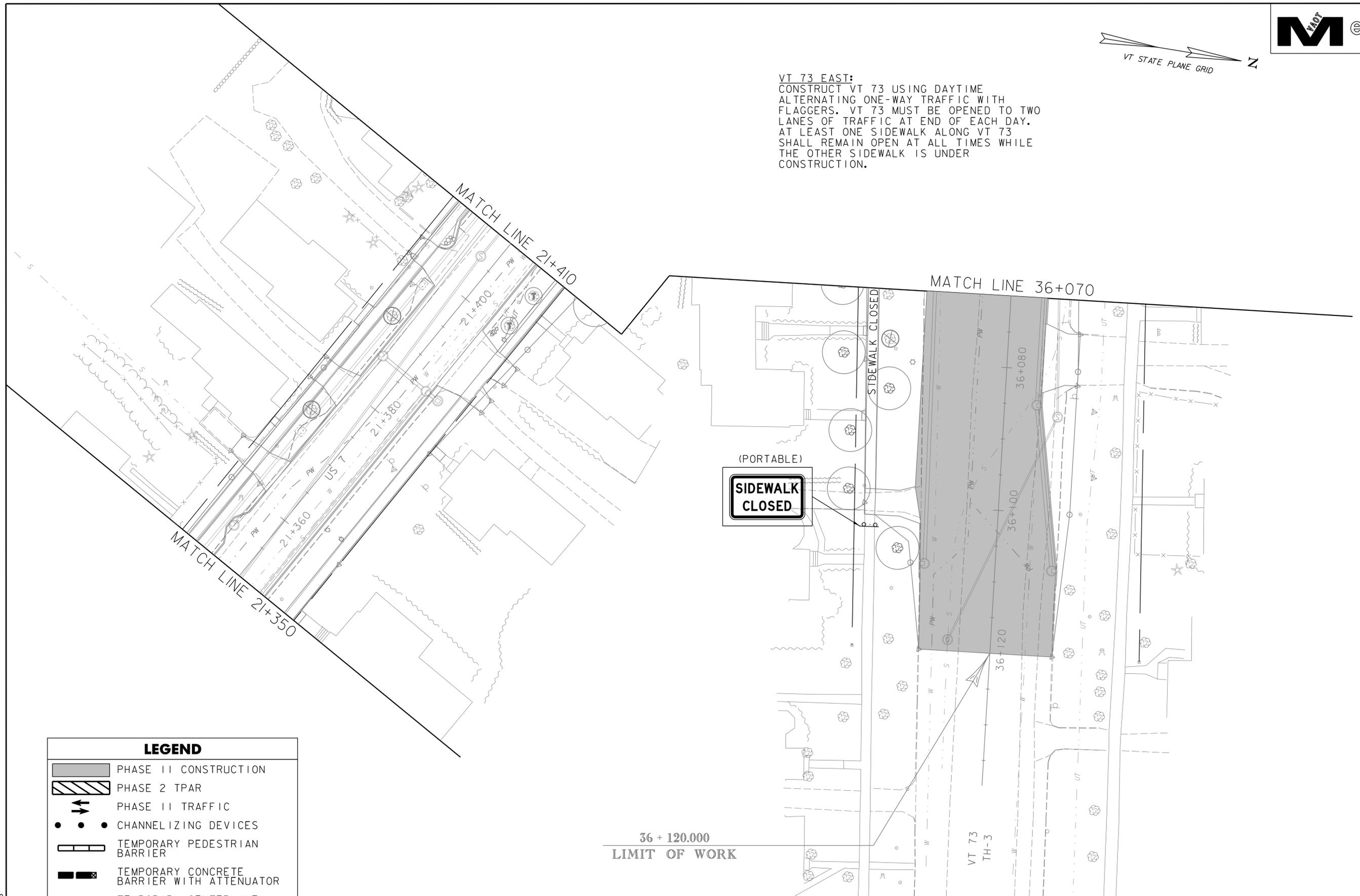
SEGMENT B PHASE I
TRAFFIC CONTROL PLAN 9

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 404 OF 550
DESIGNED BY: J. FOWLER	





VT 73 EAST:
 CONSTRUCT VT 73 USING DAYTIME
 ALTERNATING ONE-WAY TRAFFIC WITH
 FLAGGERS. VT 73 MUST BE OPENED TO TWO
 LANES OF TRAFFIC AT END OF EACH DAY.
 AT LEAST ONE SIDEWALK ALONG VT 73
 SHALL REMAIN OPEN AT ALL TIMES WHILE
 THE OTHER SIDEWALK IS UNDER
 CONSTRUCTION.



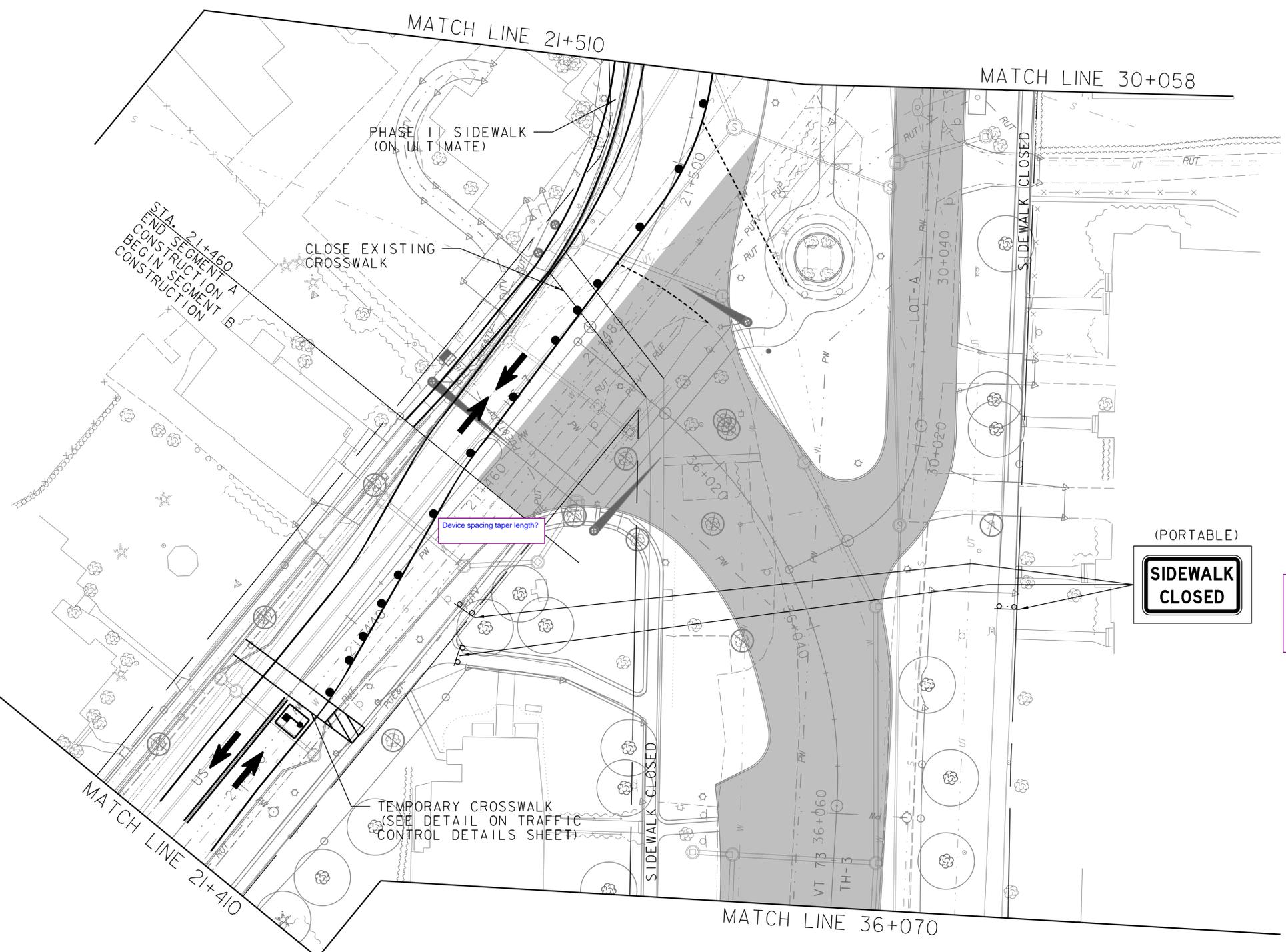
LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

36 + 120.000
 LIMIT OF WORK



SEGMENT B PHASE II
 TRAFFIC CONTROL PLAN 6

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 405 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT B TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS ON TRAFFIC CONTROL DETAILS SHEETS

VT 73 EAST:
CONSTRUCT VT 73 USING DAYTIME ALTERNATING ONE-WAY TRAFFIC WITH FLAGGERS. VT 73 MUST BE OPENED TO TWO LANES OF TRAFFIC AT END OF EACH DAY. AT LEAST ONE SIDEWALK ALONG VT 73 SHALL REMAIN OPEN AT ALL TIMES WHILE THE OTHER SIDEWALK IS UNDER CONSTRUCTION.

LOT-A ACCESS ROAD:
CONSTRUCT LOT-A ACCESS ROAD ONCE VT 73 INTERSECTION RECONSTRUCTED. COORDINATE WITH PROPERTY OWNERS TO MAINTAIN ACCESS TO DRIVEWAYS.

(PORTABLE)
SIDEWALK CLOSED

If closed where is the alternate route? How do pedestrian travel from this side of the street to the temporary crosswalk?

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT B PHASE II TRAFFIC CONTROL PLAN 7

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 406 OF 550





PERMANENT TRANSIT BUS AND VT TRANS LINES BUS STOPS TO BE ESTABLISHED IN CONSULTATION WITH BUS COMPANIES AND APPROVED BY ENGINEER PRIOR TO RELOCATING TRAFFIC TO THE PHASE II TEMPORARY TRAFFIC LOCATION. MINOR TEMPORARY RELOCATIONS TO ACCOMMODATE CONSTRUCTION ALLOWED WITH PRIOR APPROVAL OF RESIDENT ENGINEER AND NOTIFICATION TO THE BUS COMPANIES. (SEE NOTE 1 ON NEXT SHEET)

hard to read, please relocate note

What does this look like? ADA accessible?

How will folks know where to park?

What is this Flagger for? Access to drive?

See previous note regarding closing highway off.

SEGMENT TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAIL
ON TRAFFIC CONTROL DETAILS SHEETS

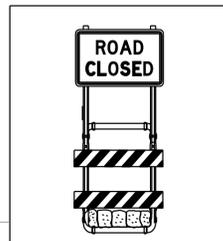
NOTES:
1. MOST WALKWAYS IN TOWN GREEN WILL BE CONSTRUCTED DURING OR AFTER PHASE II. AT LEAST ONE WALKWAY THROUGH GREEN AND ONE CROSSWALK ACROSS LOT-A SHALL BE PROVIDED DURING PHASE II CONSTRUCTION TO PROVIDE PEDESTRIAN ACCESS TO STORE FRONTS. CROSSWALK LOCATION MAY CHANGE AS CONSTRUCTION PROGRESSES. AS SECTIONS OF SIDEWALK ALONG BRANDON INN AND STORE FRONTS ARE UNDER CONSTRUCTION, PROVIDE TEMPORARY ACCESS AROUND CLOSED SECTION OF SIDEWALK UTILIZING PARKING SPACES. PEDESTRIAN ACCESS MUST BE PROVIDED AT ALL TIMES FROM DOWNTOWN PARKING (21+660 TO 21+800) TO THE INN AND STORE FRONTS WHILE LOT-A IS UNDER CONSTRUCTION.

2. BRANDON INN PATRON PARKING AND ACCESS TO INN IS FROM PARKING LOT IN REAR OF BUILDING. AT LEAST ONE DRIVEWAY AT 30+050 OR 30+111 MUST REMAIN OPEN AT ALL TIMES DURING PHASE II CONSTRUCTION.

3. TRAFFIC SIGNALS MUST BE OPERATIONAL PRIOR TO DIRECTING US ROUTE 7 TRAFFIC ONTO THE PHASE I CONSTRUCTED AREA. CONTRACTOR SHALL PROVIDE TEMPORARY TRAFFIC SIGNALS IF TRAFFIC IS INTENDED TO BE ON THIS SEGMENT BEFORE THE PROPOSED TRAFFIC SIGNALS ARE OPERATIONAL. (INCIDENTAL TO TRAFFIC CONTROL).

LEGEND

- PHASE II CONSTRUCTION
- PHASE 2 TPAR
- PHASE II TRAFFIC
- CHANNELIZING DEVICES
- TEMPORARY PEDESTRIAN BARRIER
- TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
- TEMPORARY CENTERLINE
- FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
- TEMPORARY CONSTRUCTION LIMITS

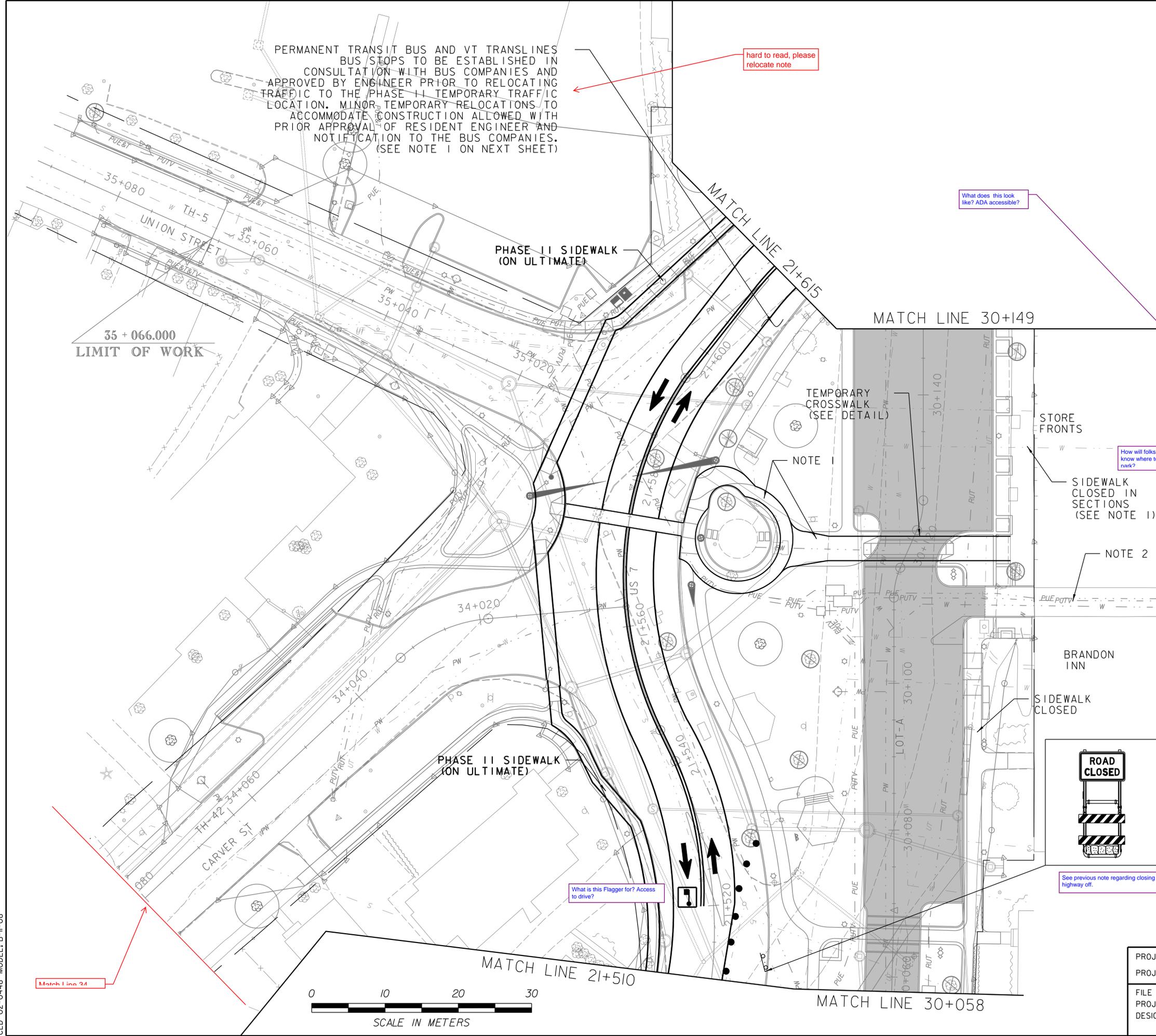


SEGMENT B PHASE II
TRAFFIC CONTROL PLAN 8

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	407 OF 550

CLD 02-0448 MODEL: B-II-08

Match Line 24



35 + 066.000
LIMIT OF WORK

PHASE II SIDEWALK
(ON ULTIMATE)

MATCH LINE 21+615

MATCH LINE 30+149

TEMPORARY
CROSSWALK
(SEE DETAIL)

STORE
FRONTS

SIDEWALK
CLOSED IN
SECTIONS
(SEE NOTE 1)

NOTE 2

BRANDON
INN

SIDEWALK
CLOSED

PHASE II SIDEWALK
(ON ULTIMATE)

MATCH LINE 21+510

MATCH LINE 30+058



SEGMENT B TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAIL
ON TRAFFIC CONTROL DETAILS SHEETS

NOTES:
1. EXISTING "THE BUS" AND VT
TRANSLINES BUS STOPS TO BE
TEMPORARILY RELOCATED TO 21+693 LT
DURING CONSTRUCTION OF SEGMENT B.

See previous page comment regarding closing
off street.

**ROAD
CLOSED**



Is the intent to keep this open during
construction?

EXISTING
CROSSWALK

NOTE 1

21+700

US 7 21+720

MATCH LINE 21+735

(PORTABLE)

**SIDEWALK
CLOSED**

STA. 21+630
END SEGMENT B
CONSTRUCTION
BEGIN SEGMENT C
CONSTRUCTION

PEDESTRIAN ACCESS

Will this be signed?

MATCH LINE 30+149

MATCH LINE 21+65

PHASE II
SIDEWALK
CONSTRUCTION

21+620

30+160

POT 21+740.844 BK
EQ = 0.240

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT B PHASE II
TRAFFIC CONTROL PLAN 9

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 408 OF 550
DESIGNED BY: J. FOWLER	



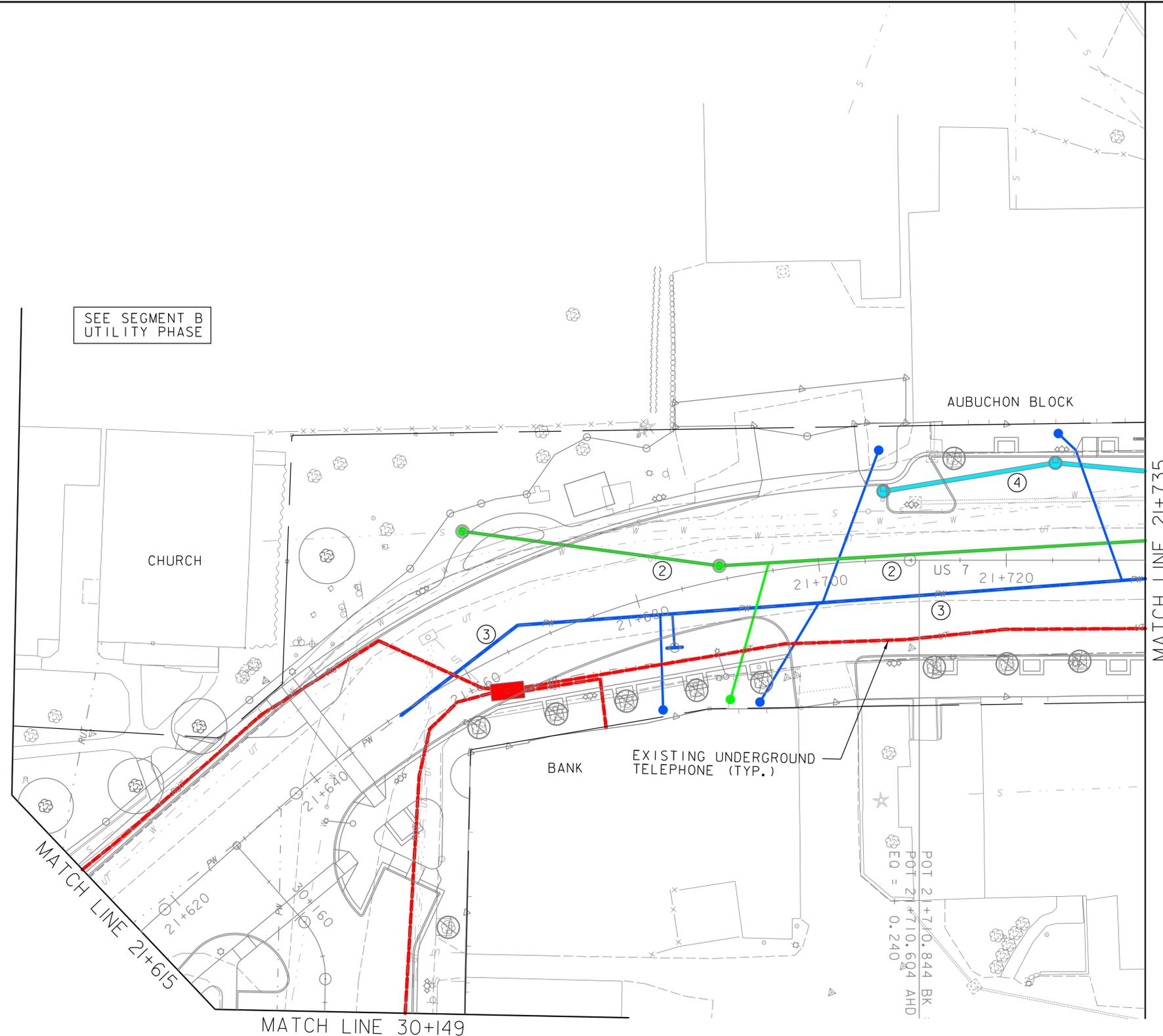


CONSTRUCTION SEQUENCE

SEE NEXT SHEET

GENERAL

1. INSTALLATION OF UTILITIES WILL REQUIRE DAYTIME ONE-LANE ALTERNATING TRAFFIC CONTROL WITH FLAGGERS. OPEN TRENCHES ARE TO BE BACKFILLED OR PLATED AT END OF EACH DAY AND TWO-LANE TRAFFIC RESTORED OVERNIGHT. ON-STREET PARKING WILL BE CLOSED AS NEEDED DIRECTING MOTORISTS TO PARKING LOT OUT BACK (21+700 RT) OR TO NEW LOT ON PLAN 8.
2. ONE-LANE ALTERNATING TRAFFIC LAYOUTS AND TPAR'S SHALL CONFORM TO THE TYPICAL WORK ZONE LAYOUTS AND TYPICAL SECTIONS FOR ONE-WAY ALTERNATING TRAFFIC ON TRAFFIC CONTROL DETAILS SHEETS.
3. AVOID AND PROTECT EXISTING UNDERGROUND TELEPHONE LINES (SHOWN DASHED)
4. LOCATION OF PROPOSED SEWER AND WATER SERVICES ARE APPROXIMATE ONLY.
5. NOTE THAT EXCAVATION FOR UTILITY INSTALLATION MAY INCLUDE SAWCUT AND REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED DEPENDING ON CONTRACTOR'S CHOICE TO REMOVE SLABS BEFORE UTILITY WORK OR DURING ROADWAY RECONSTRUCTION AFTER UTILITY WORK.



NOTE:
 THESE PLANS DEPICT, FOR EACH SEGMENT, A POSSIBLE SEQUENCING FOR INSTALLATION OF UNDERGROUND UTILITIES, INCLUDING SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATIONS (WHERE APPLICABLE) IN ADVANCE OF THE ROADWAY RECONSTRUCTION WORK EFFORT AND INCLUDE SUGGESTED TRAFFIC CONTROL MEASURES DURING INSTALLATION OF UTILITIES. THESE PLANS SHOULD BE CONSIDERED APPROXIMATE WITH RESPECT TO THE DEPICTED LOCATION OF EXISTING UTILITIES AND FINAL LOCATION OF PROPOSED SERVICES TO RESIDENCES. THE ACTUAL SEQUENCE OF CONSTRUCTION, INCLUDING INSTALLATION OF UNDERGROUND UTILITIES AND SERVICES, SHALL BE DETERMINED BY THE CONTRACTOR BASED ON SELECTED METHODS OF CONSTRUCTION AND BASED ON INFORMATION OBTAINED DURING EXPLORATORY EXCAVATIONS AND ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.



SEGMENT C UTILITY PHASE
 TRAFFIC CONTROL PLAN 9

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 409 OF 550
DESIGNED BY: J. FOWLER	



Continue delineation with colors onto Segment B Utility Phase TCP 9 from station 21+735 as described

SEE SEGMENT D UTILITY PHASE

MATCH LINE 21+870

CONSTRUCTION SEQUENCE

- 1. PENSTOCK**
 PROVIDE TEMPORARY WATER TO BUILDING AT 21+770 RT FROM EXISTING HYDRANT AT 21+746 LT. REMOVE PENSTOCK FROM EXISTING MANHOLE AT 21+770 LT TO LIMIT OF WORK ON RIGHT SIDE TO ELIMINATE CONFLICT WITH NEW WATER AND SEWER MAIN INSTALLATION. AFTER NEW SEWER AND WATER MAINS ARE INSTALLED (BELOW), REMOVE MANHOLE AND BRICK UP/ABANDON OUTLET OF PENSTOCK. PROVIDE WATER TO THE EXISTING SERVICE THAT RUNS INSIDE REMAINING PENSTOCK TO BUILDING AT 21+790 LT.
- 2. SEWER**
 NEW SEWER CAN BE INSTALLED WHILE EXISTING MAIN STILL ACTIVE. INSTALL SEWER FROM CAPPED NEW SEWER AT 21+795 LT (INSTALLED WITH BRIDGE PROJECT) UP TO NEW SMH AT 21+666 LT. INSTALL LATERALS. REMOVE OLD SMH AND FLOW FILL OLD SEWER.
- 3. WATER**
 NEW WATER CAN BE INSTALLED WHILE EXISTING MAINS STILL ACTIVE. INSTALL MAIN FROM 21+651 TO 21+802. PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST.
 * CONNECT TO NEW MAIN AT CAPPED END FROM SEGMENT A CONSTRUCTION (21+651) TO CHARGE MAIN. INSTALL NEW SERVICES AND INSTALL STUBS FOR HYDRANTS. NEW HYDRANTS CAN'T BE INSTALLED SINCE IN THE WAY FOR TRAFFIC PHASING AND FOR CONSTRUCTION OF AUBUCHON BLOCK RETAINING WALL. MAY BE POSSIBLE TO RETAIN EXISTING HYDRANT AT 21+746 LT FROM NEW MAIN UNTIL WALL IS BUILT, THEN INSTALL NEW HYDRANT.
 * REMOVE TEMPORARY WATER CONNECTION AT 21+628 LT AND REMOVE TEMPORARY 250 TO 300 INTERCONNECT AT 21+652 LT INSTALLED WITH SEGMENT B CONSTRUCTION. FLOW FILL OLD MAINS.
- 4. DRAINAGE**
 INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM EXISTING RECEIVING DI AT OVERFLOW CULVERT AT 21+782 LT UP TO 21+707 LT AND INSTALL PIPE AND DI AT 21+804. DRAINAGE AT 21+785 TO 21+800 LT WILL ALREADY BE INSTALLED AS PART OF BRIDGE PROJECT. REMOVE OLD DRAINAGE WITHIN ROADWAY THAT IS NOT ALREADY REMOVED DURING EXCAVATION FOR NEW DRAINAGE. EXISTING DI AT 21+712 CAN REMAIN IN PLACE UNTIL ROADWAY IS REGRADED TO NEW DRAINAGE INLETS.

MATCH LINE 21+735

EXISTING PENSTOCK

OVERFLOW CULVERT (BY OTHERS)

SEE SEGMENT D UTILITY PHASE

EXISTING UNDERGROUND TELEPHONE (TYP.)

9 + 090.000
LIMIT OF WORK



SEGMENT C UTILITY PHASE TRAFFIC CONTROL PLAN 10

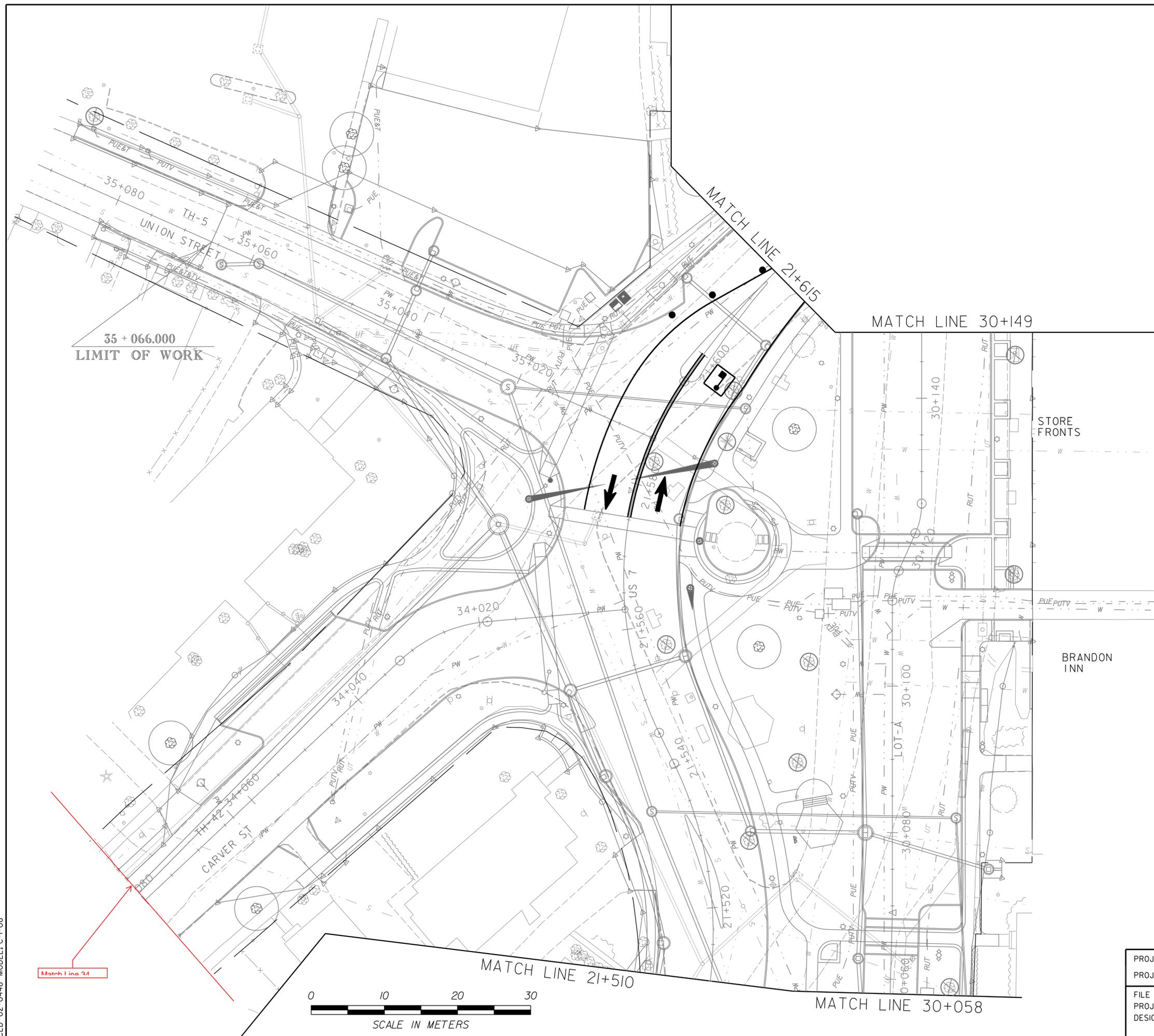
PROJECT NAME: BRANDON
 PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
 PROJECT LEADER: C. BEAN
 DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
 DRAWN BY: J. FOWLER
 CHECKED BY: D. MUNRO
 SHEET 410 OF 550



SEGMENT C TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS



35 + 066.000
LIMIT OF WORK

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

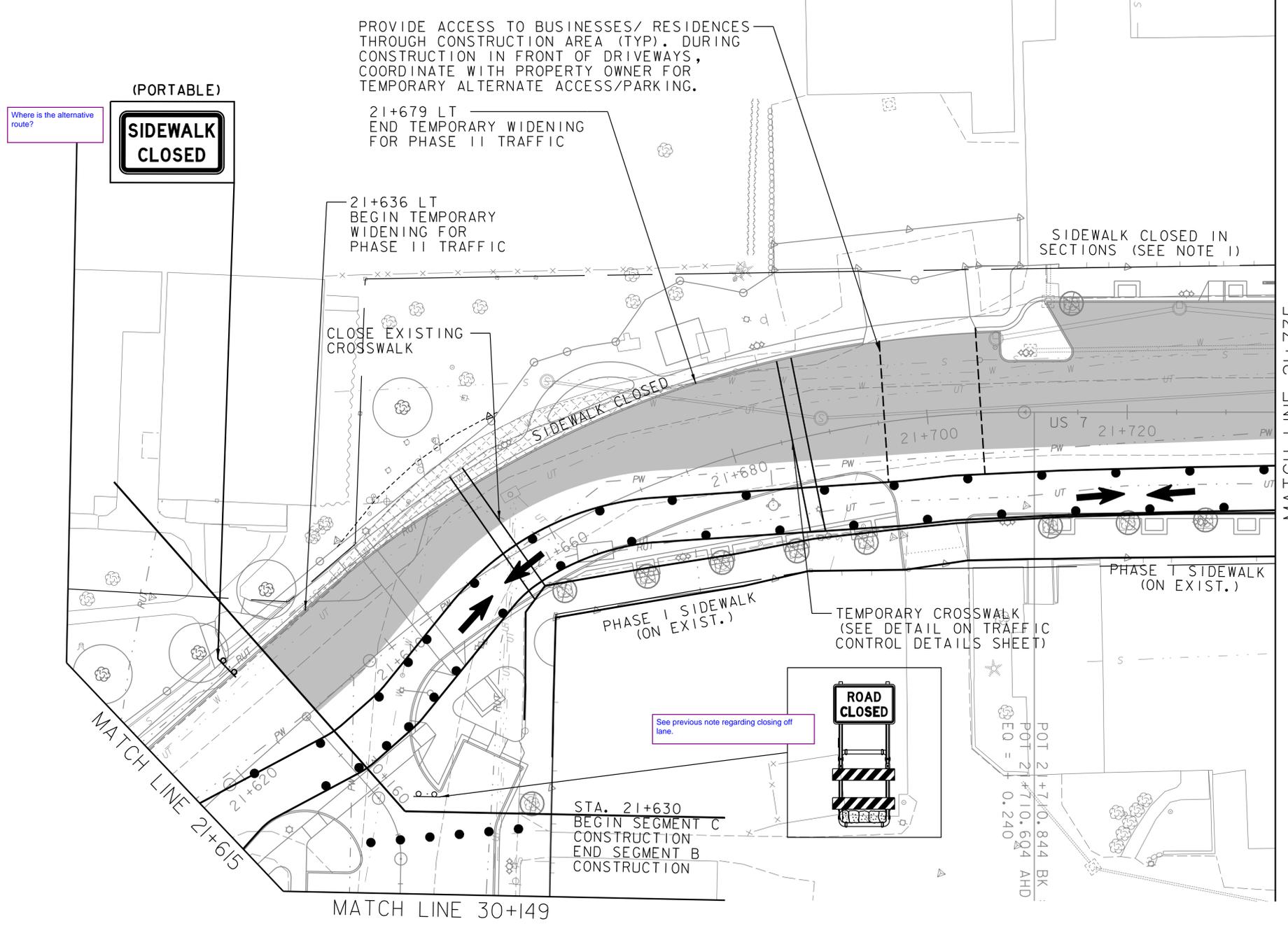
SEGMENT C PHASE I
TRAFFIC CONTROL PLAN 8

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	411 OF 550



CLD 02-0448 MODEL: C-1-08

Match Line 21



SEGMENT C TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS

NOTES:
1. AS SECTION OF SIDEWALK ALONG
STOREFRONTS IS UNDER CONSTRUCTION,
PROVIDE TEMPORARY PEDESTRIAN ACCESS
AROUND SIDEWALK UTILIZING PARKING
SPACES. PEDESTRIAN ACCESS MUST BE
PROVIDED AT ALL TIMES TO STOREFRONTS
FROM OFF-STREET PARKING AT 21+700 RT
AND LOT-A PARKING LOT DURING
CONSTRUCTION OF SEGMENT C.

device spacing?

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

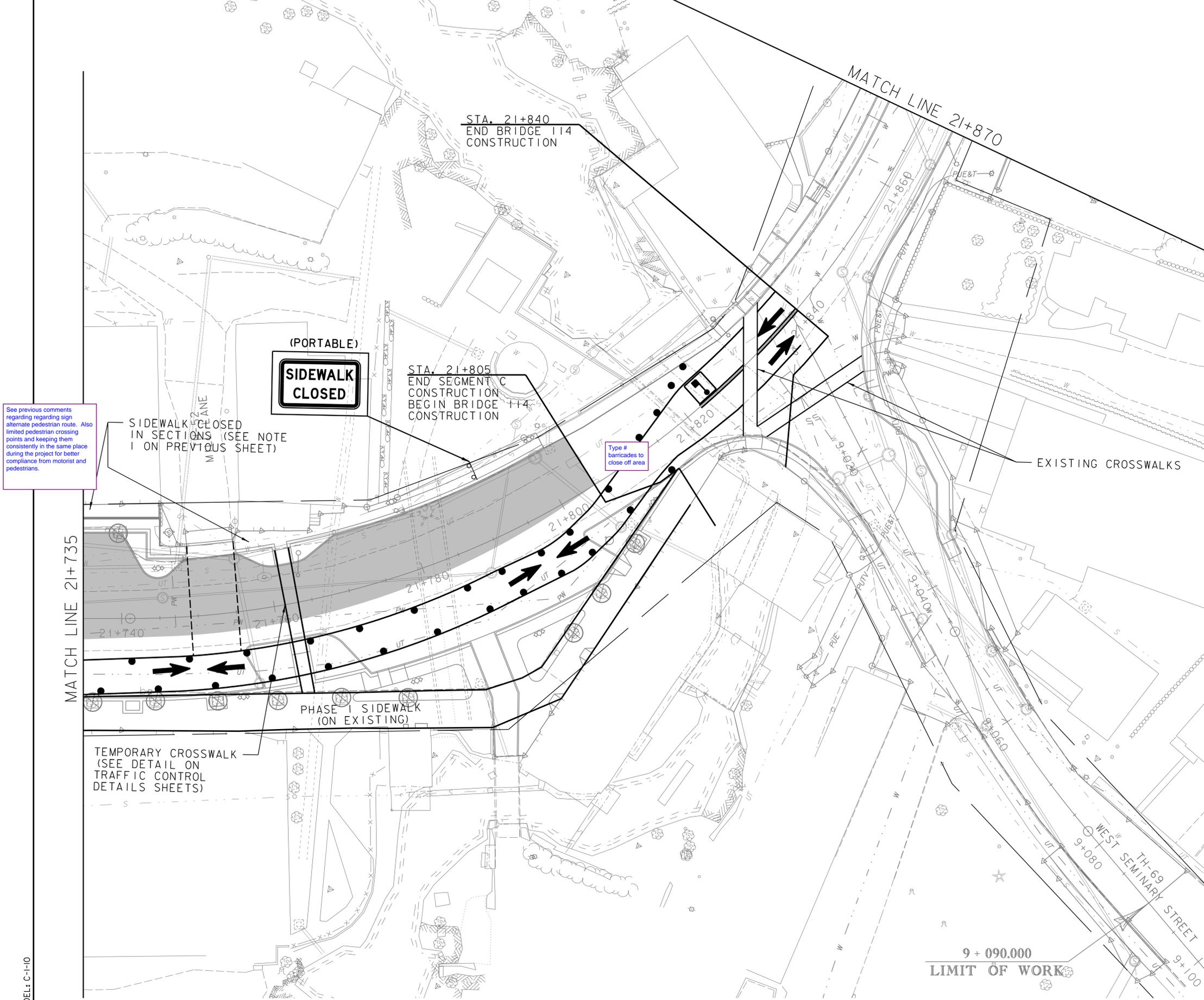
SEGMENT C PHASE I
TRAFFIC CONTROL PLAN 9

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 412 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT C TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS



See previous comments regarding sign alternate pedestrian route. Also limited pedestrian crossing points and keeping them consistently in the same place during the project for better compliance from motorist and pedestrians.

(PORTABLE)
SIDEWALK CLOSED

STA. 21+805
END SEGMENT C
CONSTRUCTION
BEGIN BRIDGE 114
CONSTRUCTION

SIDEWALK CLOSED
IN SECTIONS (SEE NOTE
1 ON PREVIOUS SHEET)

Type #
barricades to
close off area

MATCH LINE 21+735

PHASE I SIDEWALK
(ON EXISTING)

TEMPORARY CROSSWALK
(SEE DETAIL ON
TRAFFIC CONTROL
DETAILS SHEETS)

9 + 090.000
LIMIT OF WORK

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT C PHASE I
TRAFFIC CONTROL PLAN 10

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)
FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 413 OF 550



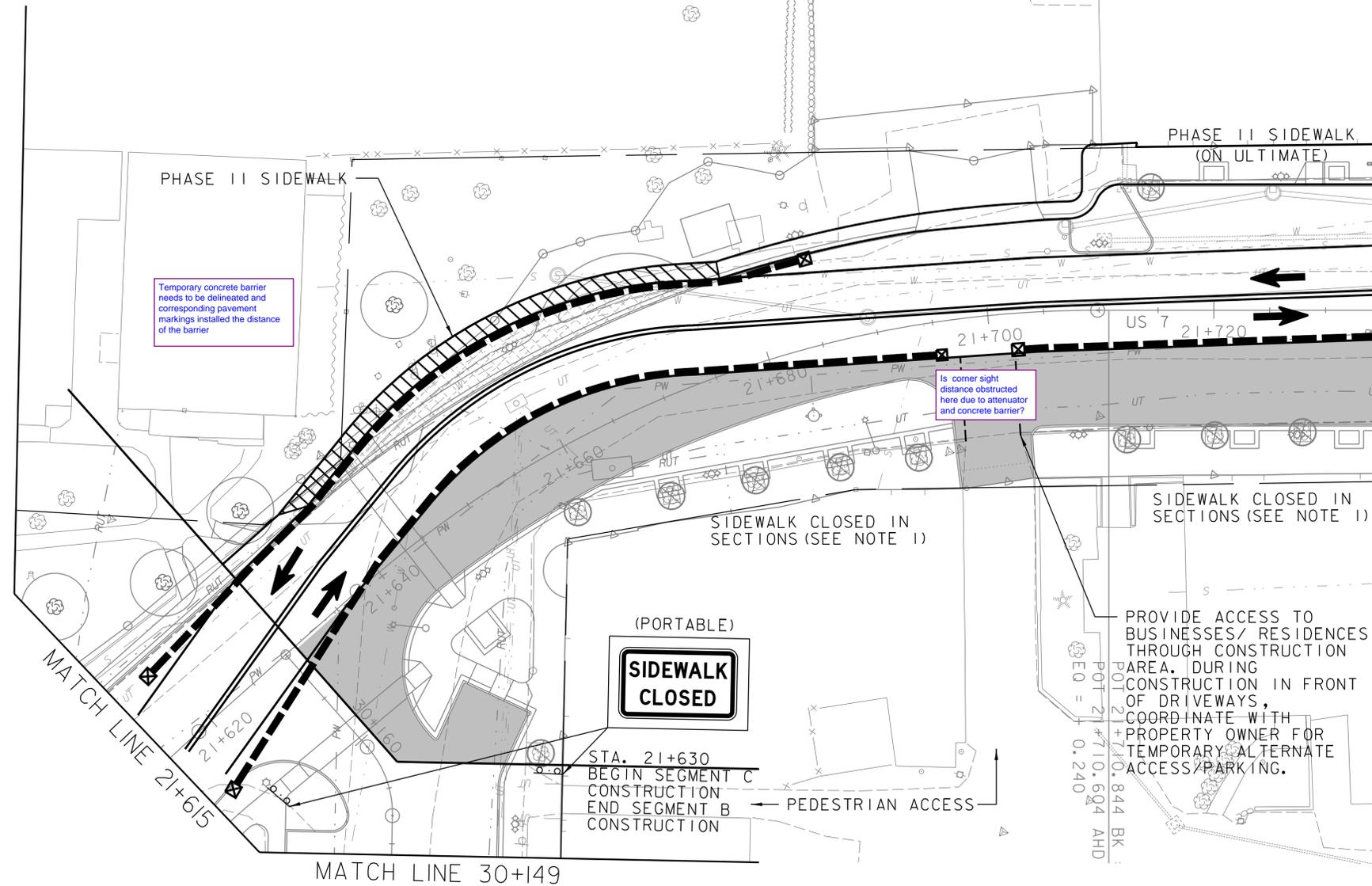


Where is Segment C Phase 2 from Station 21+510 to 21+615 as shown on phase 1?

SEGMENT C TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS
SHEETS

NOTES:
1. AS SECTION OF SIDEWALK ALONG STOREFRONTS IS UNDER CONSTRUCTION, PROVIDE TEMPORARY PEDESTRIAN ACCESS AROUND SIDEWALK UTILIZING PARKING SPACES. PEDESTRIAN ACCESS MUST BE PROVIDED AT ALL TIMES TO STOREFRONTS FROM OFF-STREET PARKING AT 21+700 RT AND LOT-A PARKING LOT DURING CONSTRUCTION OF SEGMENT C.

Indicate how pedestrians will be rerouted and where.



Temporary concrete barrier needs to be delineated and corresponding pavement markings installed the distance of the barrier

Is corner sight distance obstructed here due to attenuator and concrete barrier?

SIDEWALK CLOSED IN SECTIONS (SEE NOTE 1)

PROVIDE ACCESS TO BUSINESSES/ RESIDENCES THROUGH CONSTRUCTION AREA. DURING CONSTRUCTION IN FRONT OF DRIVEWAYS, COORDINATE WITH PROPERTY OWNER FOR TEMPORARY ALTERNATE ACCESS/PARKING.

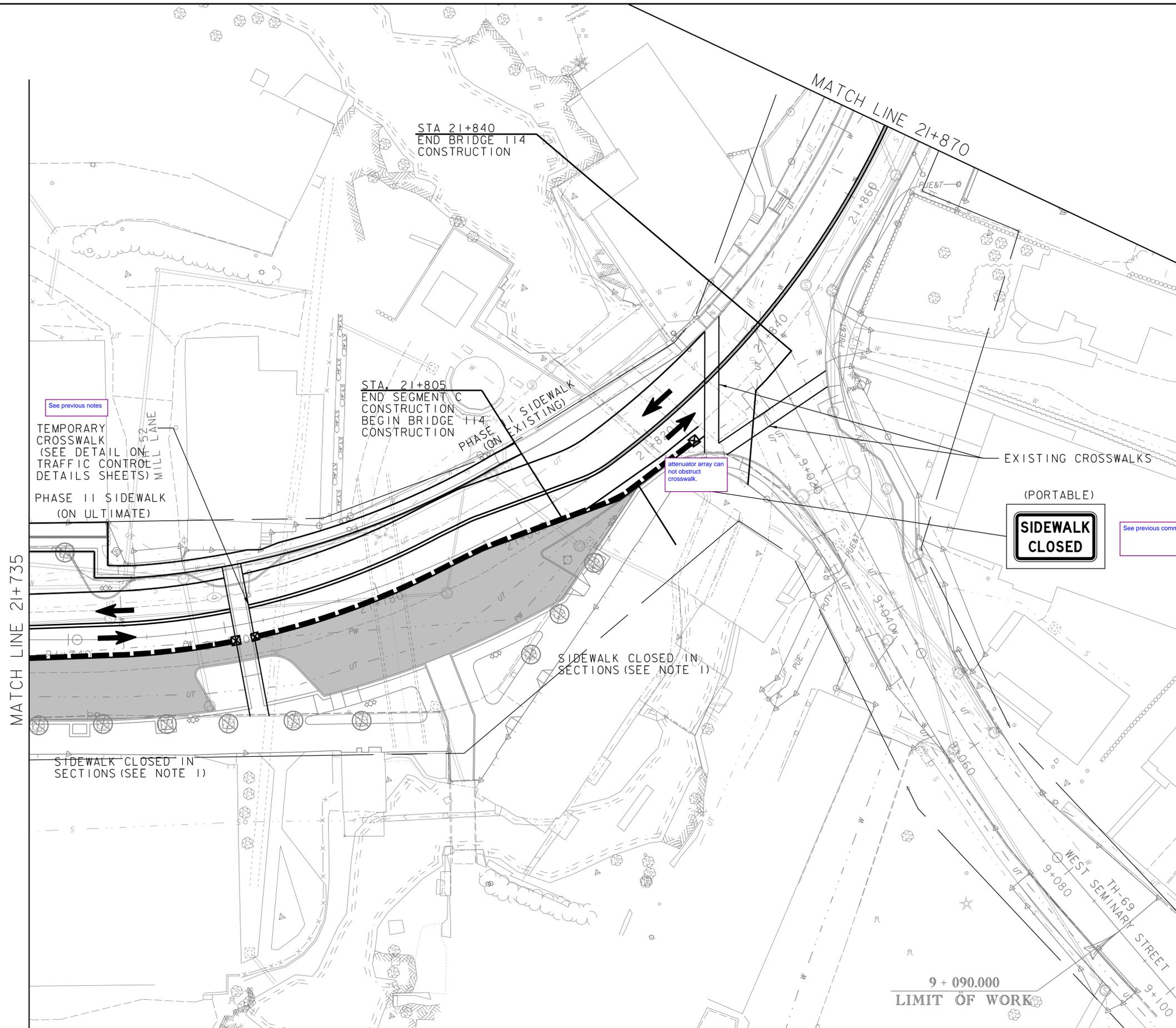
Please make use of white space around layout and place notes where they are easily legible.

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

**SEGMENT C PHASE II
TRAFFIC CONTROL PLAN 9**

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 414 OF 550
DESIGNED BY: J. FOWLER	





SEGMENT C TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS
SHEETS

NOTES:
1. AS SECTION OF SIDEWALK ALONG
STOREFRONTS IS UNDER CONSTRUCTION,
PROVIDE TEMPORARY PEDESTRIAN ACCESS
AROUND SIDEWALK UTILIZING PARKING
SPACES. PEDESTRIAN ACCESS MUST BE
PROVIDED AT ALL TIMES TO
STOREFRONTS FROM OFF-STREET PARKING
AT 21+700 RT AND LOT-A PARKING LOT
DURING CONSTRUCTION OF SEGMENT C.

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT C PHASE II
TRAFFIC CONTROL PLAN 10

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

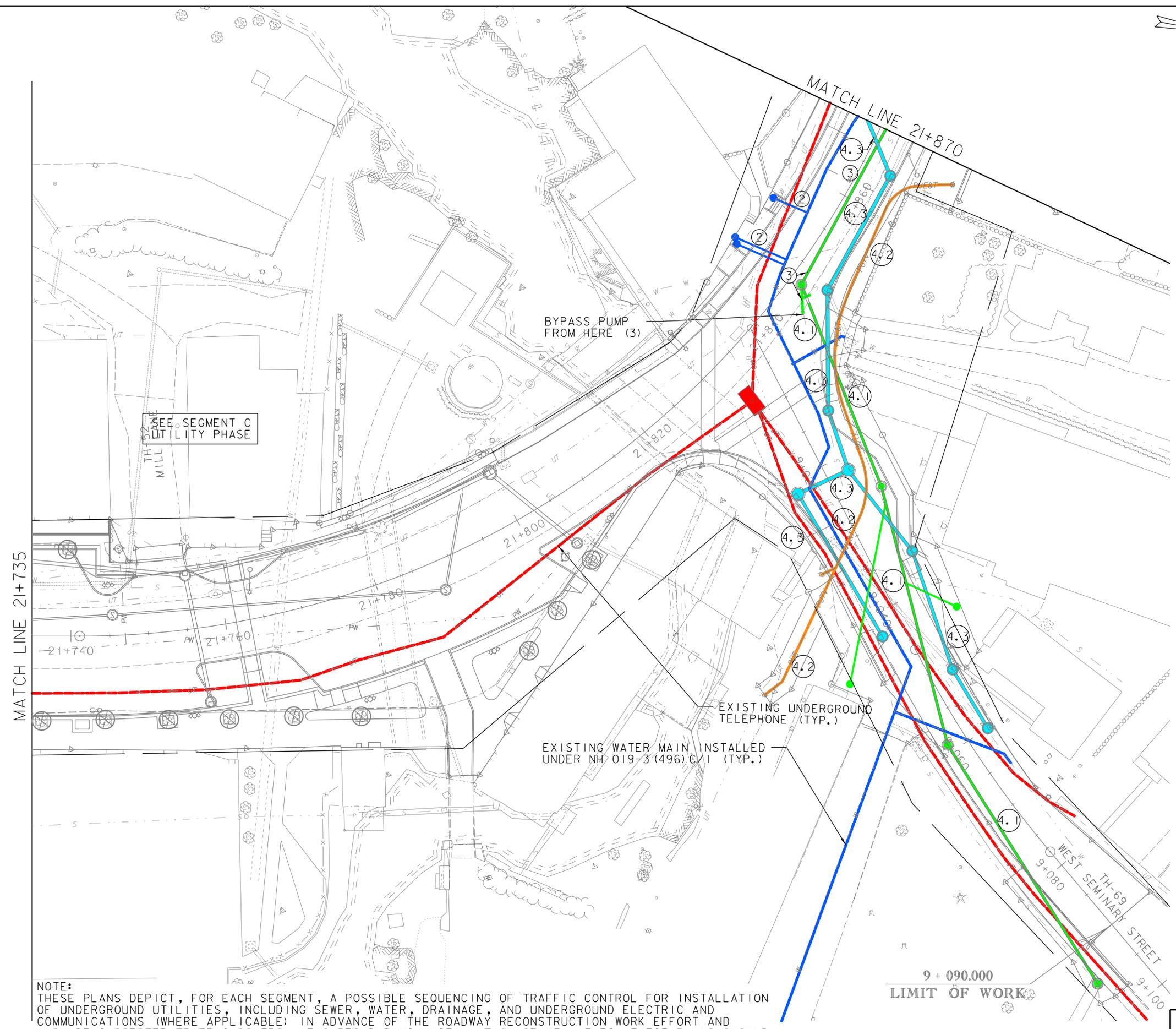
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 415 OF 550



CONSTRUCTION SEQUENCE
SEE NEXT SHEET

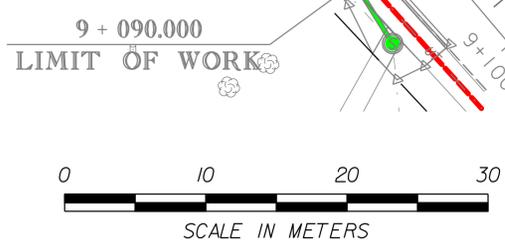
GENERAL

1. UNDERGROUND UTILITIES WILL NEED TO BE INSTALLED IN CONJUNCTION WITH UTILITY WORK FOR SEGMENT B SO THAT AERIAL UTILITIES CAN BE UNDERGROUNDED AND POLES REMOVED IN DOWNTOWN AS INITIAL PHASE OF CONSTRUCTION. SEWER AND DRAINAGE ON WEST SEMINARY STREET SHOULD BE INSTALLED IN CONJUNCTION WITH DUCT BANK INSTALLATION.
2. INSTALLATION OF UTILITIES ALONG US 7 WILL REQUIRE DAYTIME ONE-LANE ALTERNATING TRAFFIC CONTROL WITH FLAGGERS IN PLACE. OPEN TRENCHES ARE TO BE BACKFILLED OR PLATED AT THE END OF EACH DAY AND TWO-LANE TRAFFIC RESTORED OVERNIGHT. WEST SEMINARY STREET CAN BE CLOSED DURING DAYTIME CONSTRUCTION WITH DETOUR VIA PROSPECT, CEDAR AND WALNUT STREETS WITH PROPER NOTIFICATION AND DETOUR SIGNAGE. PEDESTRIAN ACCESS REQUIRED ON WEST SEMINARY STREET AT ALL TIMES.
3. DURING CONSTRUCTION OF BRIGGS LANE RETAINING WALL, ONE LANE ALTERNATING TRAFFIC WILL BE ALLOWED ON US 7 DURING ACTIVE CONSTRUCTION OPERATIONS ONLY. TWO-WAY TRAFFIC SHALL BE RESTORED FOR ALL NON-WORKING TIMES.
4. ONE-LANE ALTERNATING TRAFFIC LAYOUT AND TPAR'S SHALL CONFORM TO THE PHASE I OR PHASE II TCP LAYOUTS, AS APPROPRIATE. SEE ALSO TYPICAL WORK ZONE LAYOUTS AND TYPICAL SECTIONS FOR ONE-WAY ALTERNATING TRAFFIC ON TRAFFIC CONTROL DETAILS SHEETS.
5. EXISTING ACTIVE WATER MAINS INSTALLED UNDER NH 019-3 (496) C/1 SHOULD BE PROTECTED/AVOIDED. AVOID AND PROTECT EXISTING UNDERGROUND TELEPHONE LINES (SHOWN DASHED).
6. LOCATION OF PROPOSED SEWER AND WATER SERVICES ARE APPROXIMATE ONLY.
7. NOTE THAT EXCAVATION FOR UTILITY INSTALLATION MAY INCLUDE SAWCUT AND REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED DEPENDING ON CONTRACTOR'S CHOICE TO REMOVE SLABS BEFORE UTILITY WORK OR DURING ROADWAY RECONSTRUCTION AFTER UTILITY WORK.



MATCH LINE 21+735

MATCH LINE 21+870



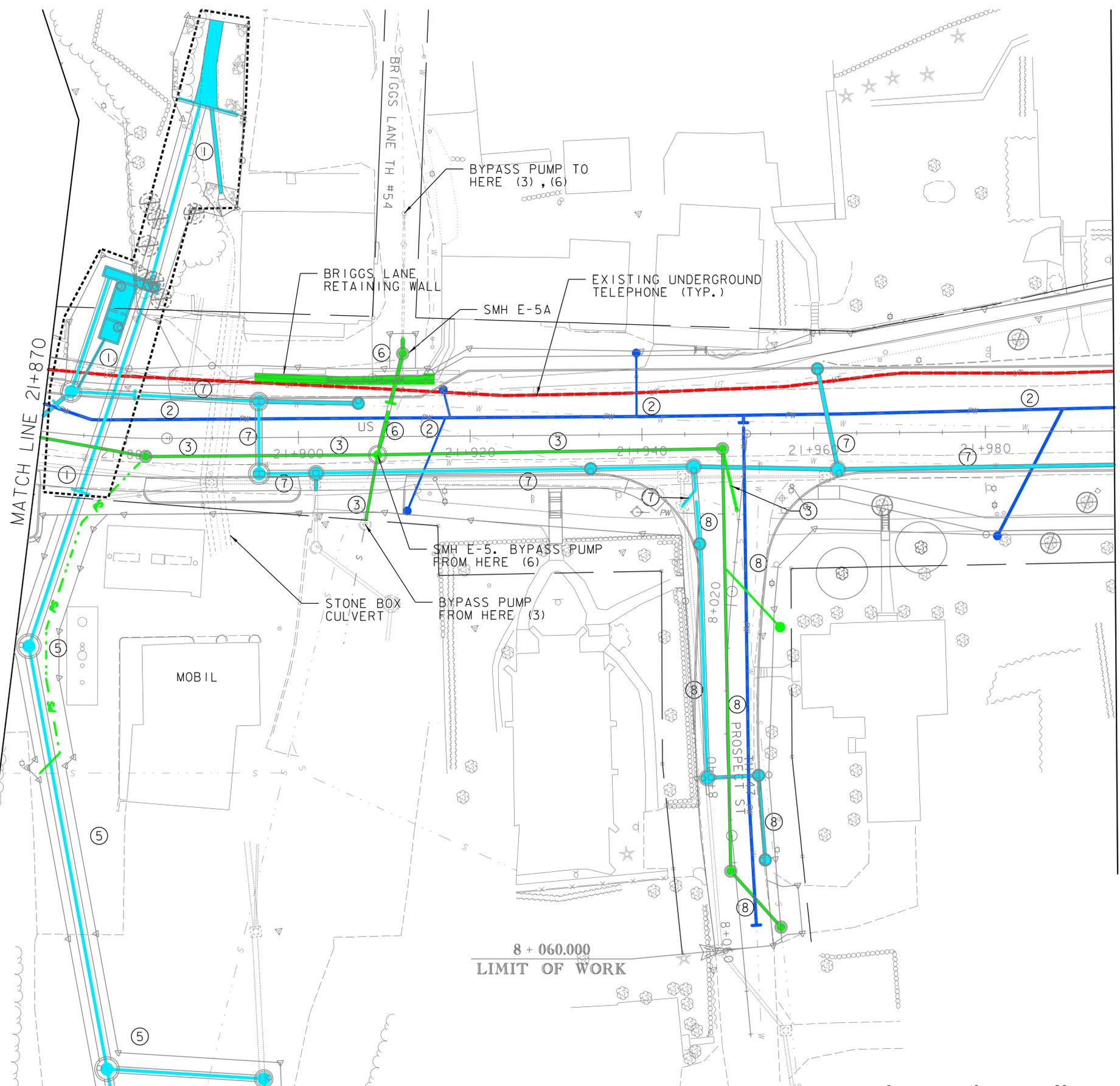
SEGMENT D UTILITY PHASE
TRAFFIC CONTROL PLAN 10

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	416 OF 550

NOTE:
THESE PLANS DEPICT, FOR EACH SEGMENT, A POSSIBLE SEQUENCING OF TRAFFIC CONTROL FOR INSTALLATION OF UNDERGROUND UTILITIES, INCLUDING SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATIONS (WHERE APPLICABLE) IN ADVANCE OF THE ROADWAY RECONSTRUCTION WORK EFFORT AND INCLUDE SUGGESTED TRAFFIC CONTROL MEASURES DURING INSTALLATION OF UTILITIES. THESE PLANS SHOULD BE CONSIDERED APPROXIMATE WITH RESPECT TO THE DEPICTED LOCATION OF EXISTING UTILITIES AND FINAL LOCATION OF PROPOSED SERVICES TO RESIDENCES. THE ACTUAL SEQUENCE OF CONSTRUCTION, INCLUDING INSTALLATION OF UNDERGROUND UTILITIES AND SERVICES, SHALL BE DETERMINED BY THE CONTRACTOR BASED ON SELECTED METHODS OF CONSTRUCTION AND BASED ON INFORMATION OBTAINED DURING EXPLORATORY EXCAVATIONS AND ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

CONSTRUCTION SEQUENCE

- 1. DEEP DRAINAGE**
 - * INSTALL DEEP DRAINAGE FROM OUTFALL ACROSS US 7 TO LOCATION SHOWN. CAP INLET PIPES FOR FUTURE CONNECTION (SEE SEQUENCE NUMBERS 4.3 AND 7). EXISTING DRAINAGE WILL REMAIN IN STONE BOX CULVERT DURING THIS WORK. SOME BYPASS PUMPING WILL BE REQUIRED DURING CONSTRUCTION OF OUTFALL HEADWALL.
- 2. WATER**
 - * EXISTING 250 WATER MAIN WILL BE IMPACTED BY CONSTRUCTION OF BRIGGS LANE RETAINING WALL. EXISTING 200 WATER MAIN WILL BE IMPACTED BY NEW SEWER. THEREFORE, INSTALL NEW WATER MAIN IN ADVANCE OF SEWER AND WALL CONSTRUCTION. EXISTING MAINS TO REMAIN ACTIVE DURING INSTALLATION OF NEW MAIN.
 - * INSTALL 400 MAIN FROM 21+869 AT END OF PREVIOUSLY INSTALLED MAIN TO 22+010. PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST. CHARGE BY CONNECTING TO 400 MAIN AT 21+869. INSTALL SERVICES INCLUDING 21+850 LT AND 21+855 LT.
 - * INSTALL WATER INTERCONNECT AT 22+010. THE FOLLOWING WORK IS ENVISIONED FOR CONNECTING NEW 400 WATER MAIN TO EXISTING 200 AND 250 WATER MAINS.
 - a. INSTALL VALVE AND STUB WITH RESTRAINED CAP ON NEW WATER MAIN.
 - b. INSTALL 200 X 200 TEE & 200 VALVE (CONNECT TO EXISTING WATER LINE) AND INSTALL 400 X 200 TEE ON NEW MAIN
 - c. INSTALL 250 X 250 TEE & 250 VALVE (CONNECT TO EXISTING WATER LINE) AND INSTALL 400 X 250 TEE ON NEW MAIN.
 - d. CUT AND CAP EXISTING WATER MAINS EAST OF TEE LOCATIONS.
 - * FEED UPSTREAM 200 AND 250 MAINS FROM NEW MAIN. VALVE OFF PROSPECT STREET AND BACK FEED TO SERVICE PROSPECT STREET. 200 AND 250 MAINS ARE NOW INACTIVE WITHIN SEGMENT D. FLOW FILL OLD MAINS.
- 3. DEEP SEWER**
 - * BYPASS PUMP TO EXISTING BRIGGS LANE SMH FROM EXISTING SMH (MOBIL) AND FROM EXISTING SMH AT 21+845 AND INSTALL NEW SMH AT 21+909 RT (E-5). INSTALL PROPOSED SEWER FROM E-5 UP TO 21+847 (INCLUDING SMHS AT 21+882 AND 21+847) AND UP TO 21+950 (INCLUDING SMH AT 21+950).
 - * TEMPORARILY CONNECT TO DEEP US 7 CROSS COUNTRY SEWER JUST SOUTH OF E-5 WITH CHIMNEY AND FERNCO. TEMPORARY CONNECT INTO WEST SEMINARY SEWER AT SMH AT 21+845 RT AND TO EXISTING PROSPECT STREET SMH. CONNECT E-5 TO EXISTING MOBIL SMH. CEASE BYPASS PUMPING. E-5 IS CONSIDERED ACTIVE AT THIS TIME WITH ALL FLOW FROM WEST SEMINARY, CROSS COUNTRY, AND PROSPECT STREET AND CAN BE USED DURING WALL CONSTRUCTION AS SINGLE BYPASS PUMP LOCATION.



MATCH LINE 21+995

MATCH LINE 21+870

8 + 060.000
LIMIT OF WORK



**SEGMENT D UTILITY PHASE
TRAFFIC CONTROL PLAN II**

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	417 OF 550

CONSTRUCTION SEQUENCE (CONT.)

4. WEST SEMINARY STREET

- 4.1. WEST SEMINARY STREET SEWER
 - * INSTALL SEWER FROM SMH AT 21+847 TO 9+094 AND REMOVE TEMPORARY PIPE AND EXISTING SMH AT 21+845 RT. COORDINATE WITH PROPERTY OWNERS ABOUT TEMPORARY DISRUPTION OF SERVICE.
 - * FLOW FILL OLD MAIN.
 - * SEWER INSTALLATION WILL REQUIRE TRENCH EXCAVATION OF ROCK WITH BLASTING.

- 4.2. UNDERGROUND UTILITIES
 - INSTALL DUCTS SO THAT UTILITY COMPANIES CAN PULL CABLE AND HAVE UNDERGROUND SYSTEM IN PLACE PRIOR TO RELOCATING POLES IN DOWNTOWN. NOTE THAT DUCT BANK MUST BE INSTALLED ABOVE EXISTING WATER MAIN AND BELOW PROPOSED DRAINAGE PIPES.

- 4.3. DRAINAGE
 - INSTALL DRAINAGE ON WEST SEMINARY STREET AND CONNECT TO DRAINAGE PIPE INSTALLED UNDER SEQUENCE NOTE NO. 1 AT 21+871. EXISTING DRAINAGE AT 21+846 RT MAY NEED TO REMAIN UNTIL ROAD REGRADING FOR SEGMENT D COMMENCES.

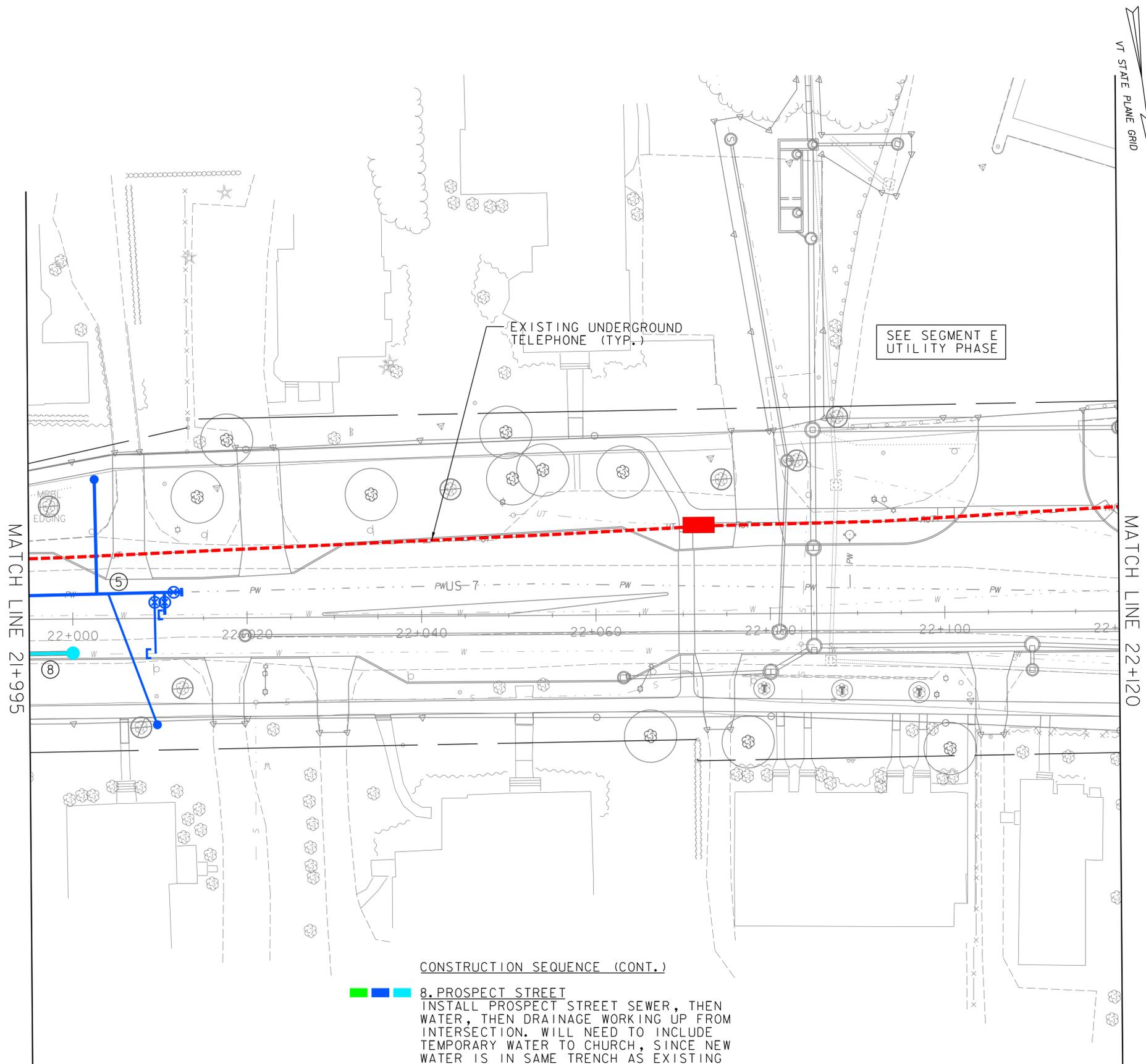
- 5. CROSS COUNTRY DRAINAGE
 - INSTALL REMAINING CROSS COUNTRY DRAINAGE AND SEWER LATERAL FROM HOUSE TO SMH AT 21+882. DIVERT STREAM FROM STONE BOX CULVERT TO NEW DRAINAGE.

- 6. BRIGGS LANE WALL/SEWER
 - * SHORT-TERM BYPASS PUMP IF/AS NEEDED FROM SMH E-5 TO EXISTING BRIGGS LANE SMH AND INSTALL EARTH SUPPORT FOR WALL CONSTRUCTION AND REMOVE OLD WALL. LOCATE AND PROTECT EXISTING SEWER UNDER WALL. INSTALL NEW SEWER WITHIN LIMITS OF WALL CONSTRUCTION CAPPED AT UPSTREAM END FOR FUTURE CONNECTION.
 - * INSTALL NEW SMH E-5A. TEMPORARILY CONNECT EXISTING SEWER TO E-5A. THIS CONNECTION ALLOWS WALL TO BE CONSTRUCTED WITHOUT LONG-TERM BYPASS PUMPING OUT OF E-5. NEW SEWER DROPS INTO E-5A (ULTIMATE PROFILE) BUT WILL NOT BE ACTIVE UNTIL WALL IS CONSTRUCTED, SHEETING PULLED, AND FINAL SEWER ACROSS US 7 INSTALLED AT WHICH TIME EXISTING SEWER IS FLOW FILLED AND TEMPORARY CONNECTION TO E-5A IS BLOCKED UP.
 - * CEASE BYPASS PUMPING DURING WALL CONSTRUCTION (WEEKS). FINISH WALL AND PULL EARTH SUPPORT.
 - * BYPASS PUMP FROM SMH E-5 TO BRIGGS LANE SMH AND INSTALL SEWER ACROSS US 7 CONNECTING TO CAPPED END INSTALLED ABOVE. FLOW FILL OLD SEWER.

- 7. US 7 STREET DRAINAGE
 - INSTALL US 7 DRAINAGE SYSTEM FROM CAPPED PIPE AT 21+880 LT WORKING UP STATION WITH TEMPORARY CONNECTIONS AS NEEDED. ADD TEMPORARY CONNECTION TO EXISTING DI ON PROSPECT STREET. FLOW FILL STONE BOX CULVERT.

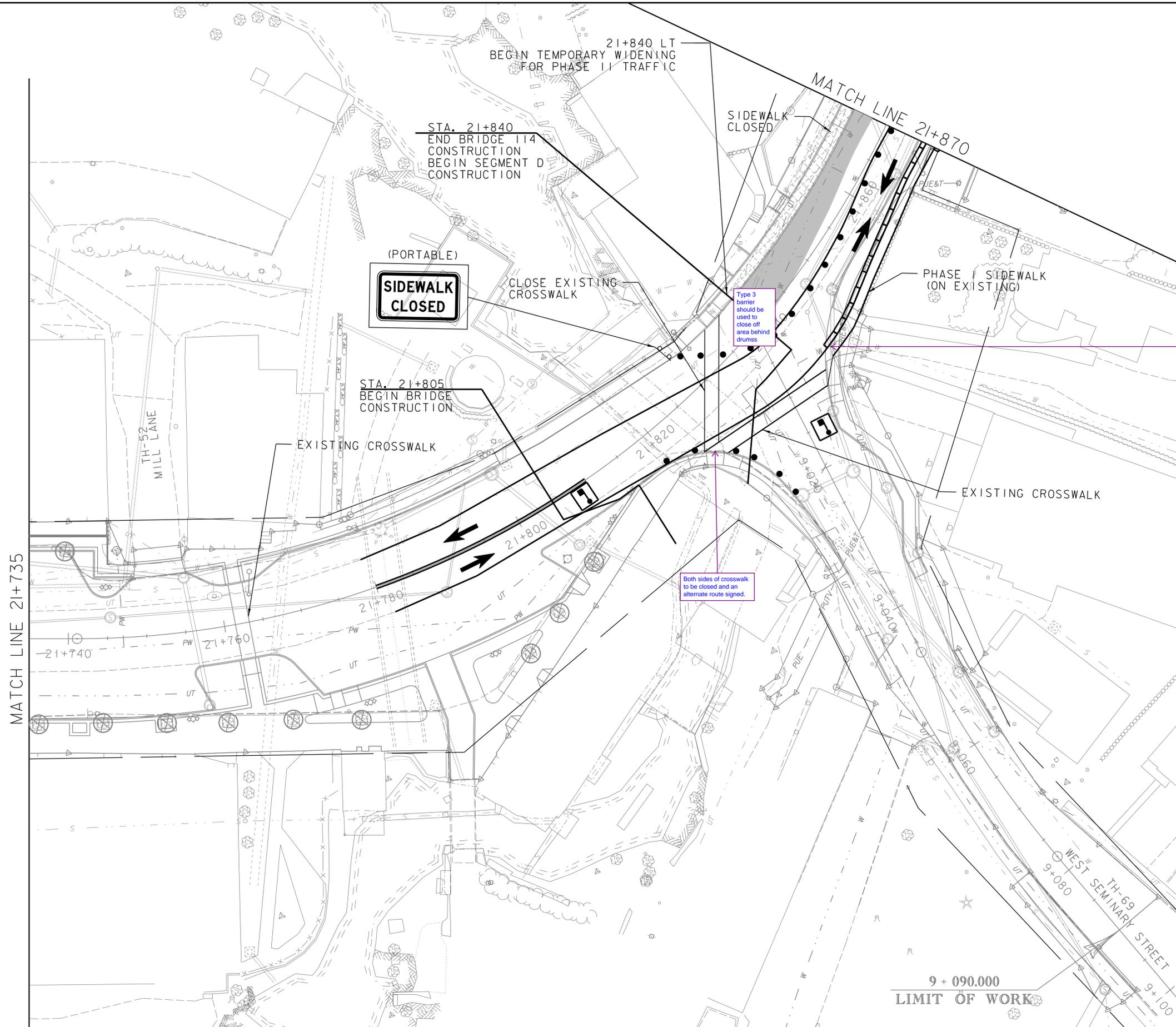
CONSTRUCTION SEQUENCE (CONT.)

- 8. PROSPECT STREET
 - INSTALL PROSPECT STREET SEWER, THEN WATER, THEN DRAINAGE WORKING UP FROM INTERSECTION. WILL NEED TO INCLUDE TEMPORARY WATER TO CHURCH, SINCE NEW WATER IS IN SAME TRENCH AS EXISTING WATER. CAN BACK FEED HOMES FARTHER UP PROSPECT STREET. MAY PROCEED TO ROADWAY BOX CONSTRUCTION OF PROSPECT STREET DIRECTLY AFTER INSTALLING UTILITIES (PROSPECT STREET CAN BE CLOSED TO VEHICULAR TRAFFIC DURING CONSTRUCTION WITH DETOUR VIA WEST SEMINARY, WALNUT, AND CEDAR STREETS).



SEGMENT D UTILITY PHASE TRAFFIC CONTROL PLAN 12

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
				SHEET	418 OF 550



SEGMENT D TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS

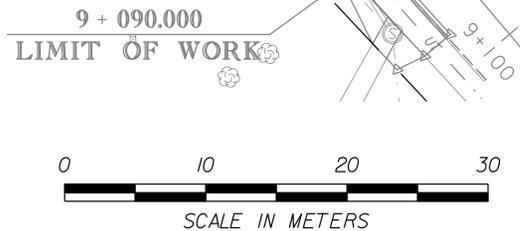
(PORTABLE)
**SIDEWALK
CLOSED**

Type 3
barrier
should be
used to
close off
area behind
drumms

Blunt end treatment?

Both sides of crosswalk
to be closed and an
alternate route signed.

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

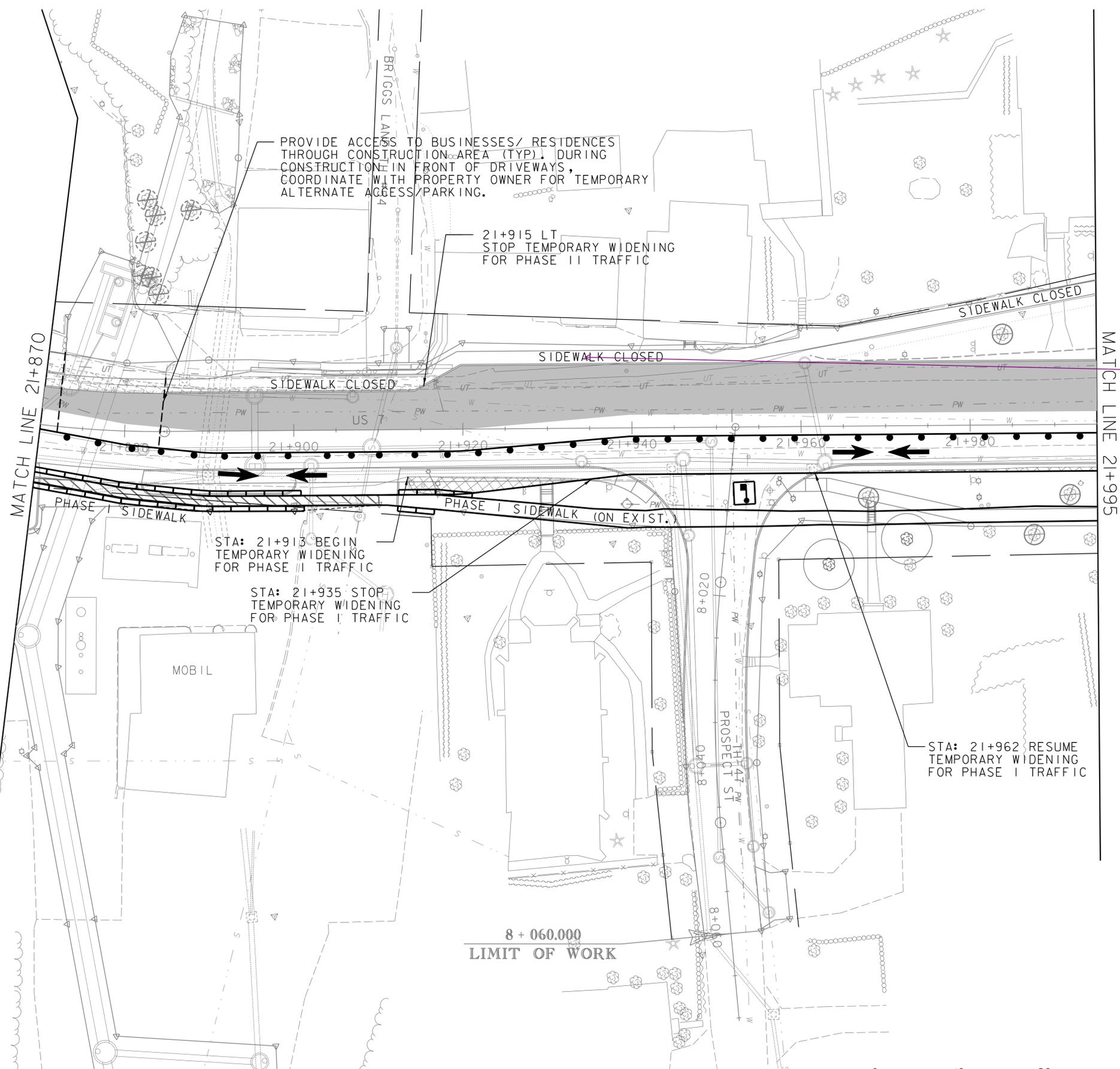
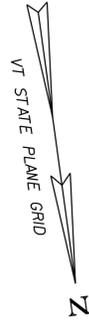


SEGMENT D PHASE I
TRAFFIC CONTROL PLAN 10

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 419 OF 550



PROVIDE ACCESS TO BUSINESSES/ RESIDENCES THROUGH CONSTRUCTION AREA (TYP) DURING CONSTRUCTION IN FRONT OF DRIVEWAYS, COORDINATE WITH PROPERTY OWNER FOR TEMPORARY ALTERNATE ACCESS/PARKING.

21+915 LT
STOP TEMPORARY WIDENING FOR PHASE II TRAFFIC

SIDEWALK CLOSED

SIDEWALK CLOSED

SIDEWALK CLOSED

MATCH LINE 21+870

MATCH LINE 21+995

STA: 21+913 BEGIN TEMPORARY WIDENING FOR PHASE II TRAFFIC

STA: 21+935 STOP TEMPORARY WIDENING FOR PHASE I TRAFFIC

PHASE I SIDEWALK (ON EXIST.)

MOBIL

STA: 21+962 RESUME TEMPORARY WIDENING FOR PHASE I TRAFFIC

8 + 060.000
LIMIT OF WORK

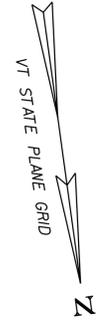
SEGMENT D TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS ON TRAFFIC CONTROL DETAILS SHEETS

How do keep pedestrians from leaving their residence and businesses and entering into the work area here?

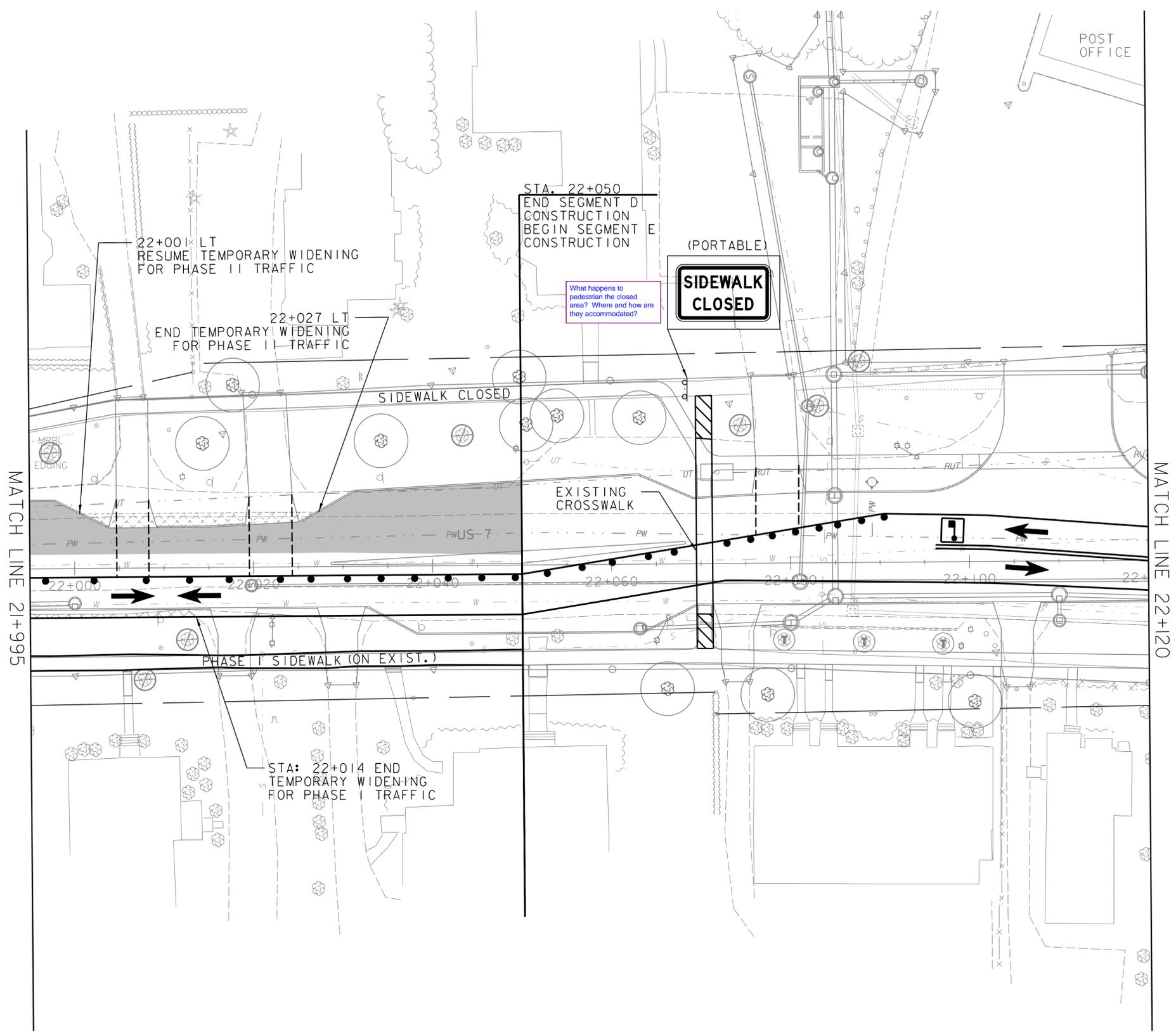
LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT D PHASE I TRAFFIC CONTROL PLAN II	
PROJECT NAME:	BRANDON
PROJECT NUMBER:	NH 019-3(496)
FILE NAME:	zb008s6-tcp.dgn
PROJECT LEADER:	C. BEAN
DESIGNED BY:	J. FOWLER
PLOT DATE:	7/12/2016
DRAWN BY:	J. FOWLER
CHECKED BY:	D. MUNRO
SHEET	420 OF 550





SEGMENT D TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS



MATCH LINE 21+995

MATCH LINE 22+120

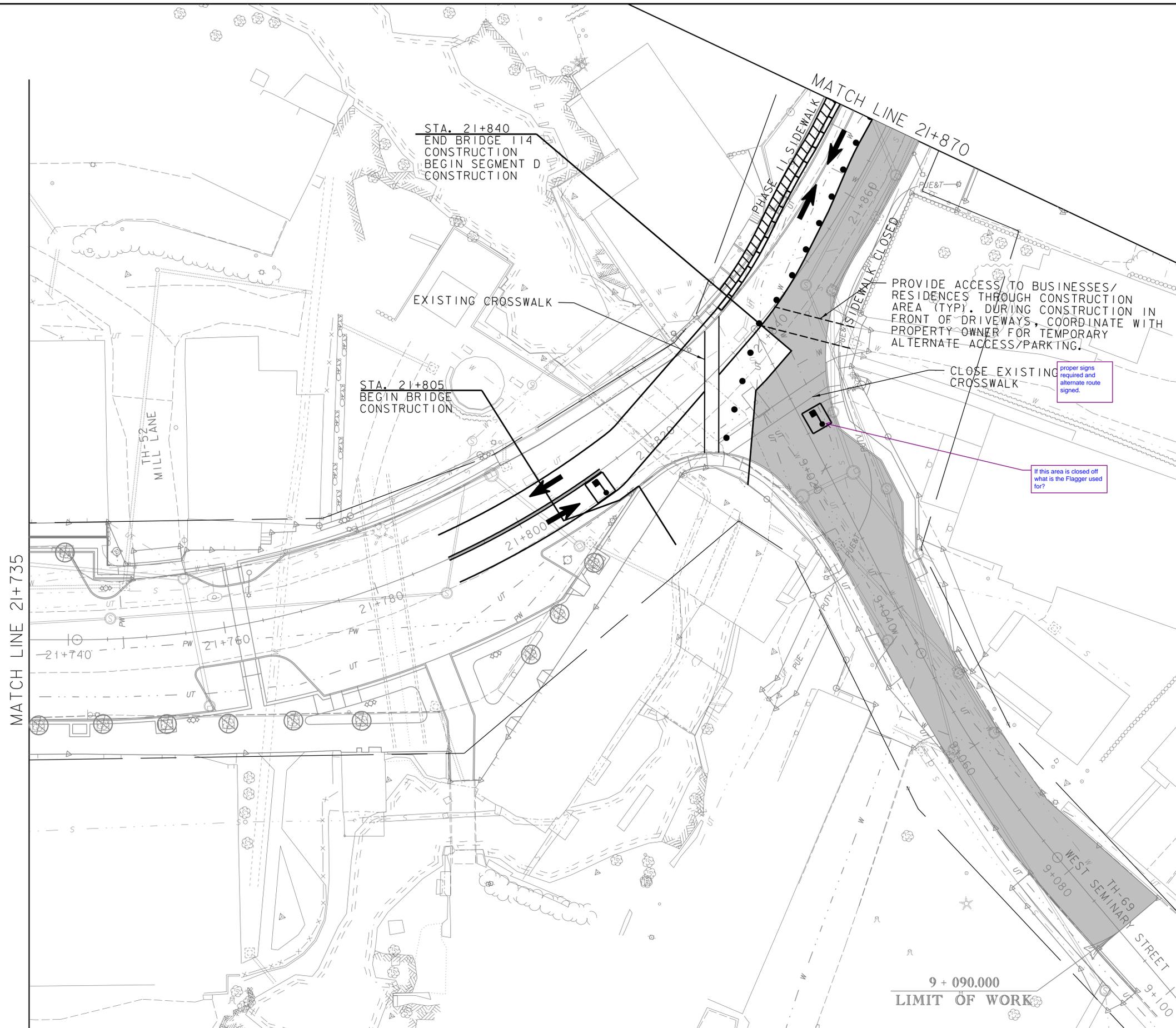
LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT D PHASE I
TRAFFIC CONTROL PLAN 12

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 421 OF 550





SEGMENT D TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS

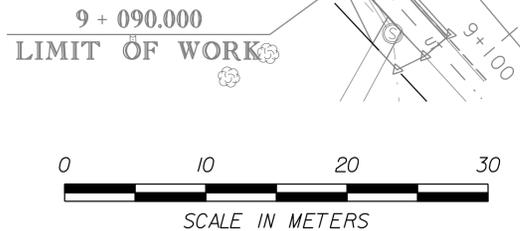
WEST SEMINARY STREET:
TEMPORARY CLOSURE DURING
CONSTRUCTION WITH ACCESS TO WEST
SEMINARY STREET VIA PROSPECT
STREET/CEDAR STREET DETOUR. AT
LEAST ONE SIDEWALK SHALL REMAIN
OPEN AT ALL TIMES WHILE OTHER
SIDEWALK IS UNDER CONSTRUCTION.

proper signs
required and
alternate route
signed.

Closure required to be properly signed.

If this area is closed off
what is the Flagger used
for?

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

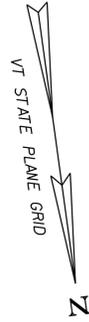


SEGMENT D PHASE II
TRAFFIC CONTROL PLAN 10

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

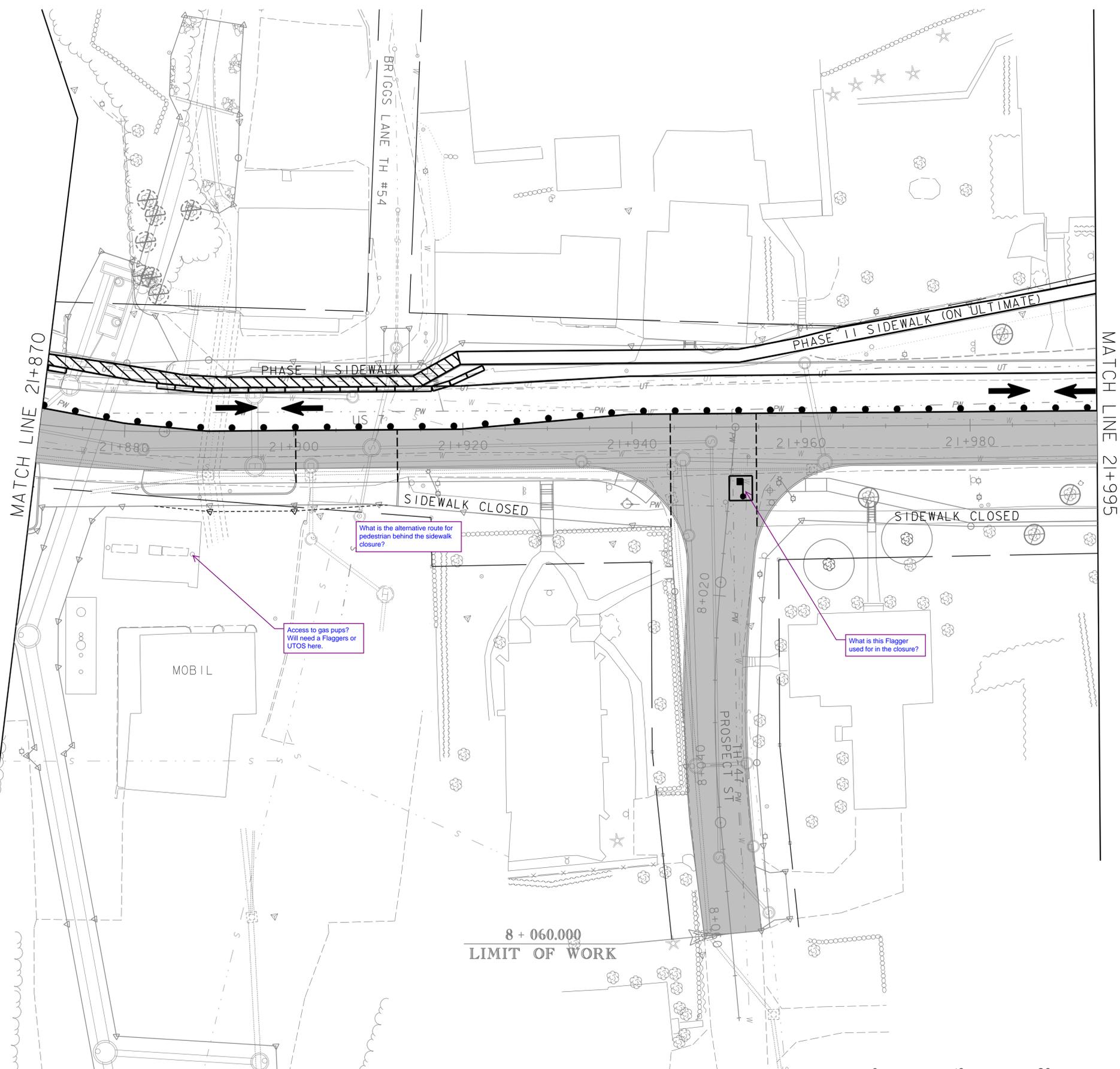
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 422 OF 550



SEGMENT D TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS

PROSPECT STREET:
TEMPORARY CLOSURE DURING
CONSTRUCTION OF US 7 WITHIN
INTERSECTION AND DURING
CONSTRUCTION OF PROSPECT STREET.
ACCESS TO PROSPECT STREET VIA WEST
SEMINARY STREET/CEDAR STREET DETOUR.

Closure required to be properly signed.



LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

What is the alternative route for pedestrian behind the sidewalk closure?

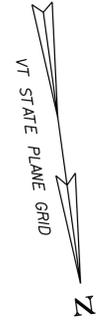
Access to gas pumps? Will need a Flaggers or UTOS here.

What is this Flagger used for in the closure?



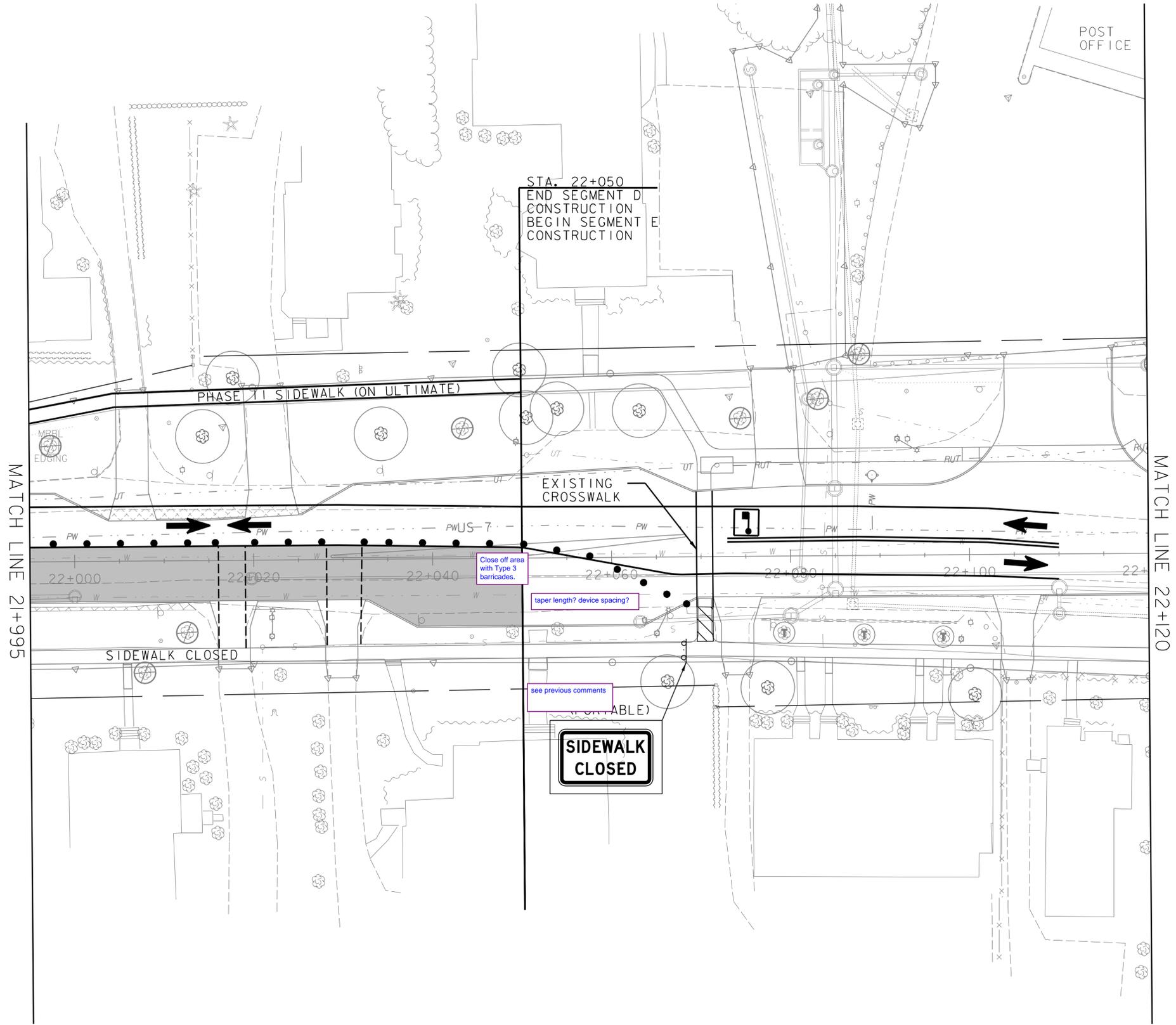
SEGMENT D PHASE II
TRAFFIC CONTROL PLAN II

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 423 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT D TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING
TRAFFIC DETAILS ON TRAFFIC
CONTROL DETAILS SHEETS

LEGEND	
	PHASE 11 CONSTRUCTION
	PHASE 2 TPAR
	PHASE 11 TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS



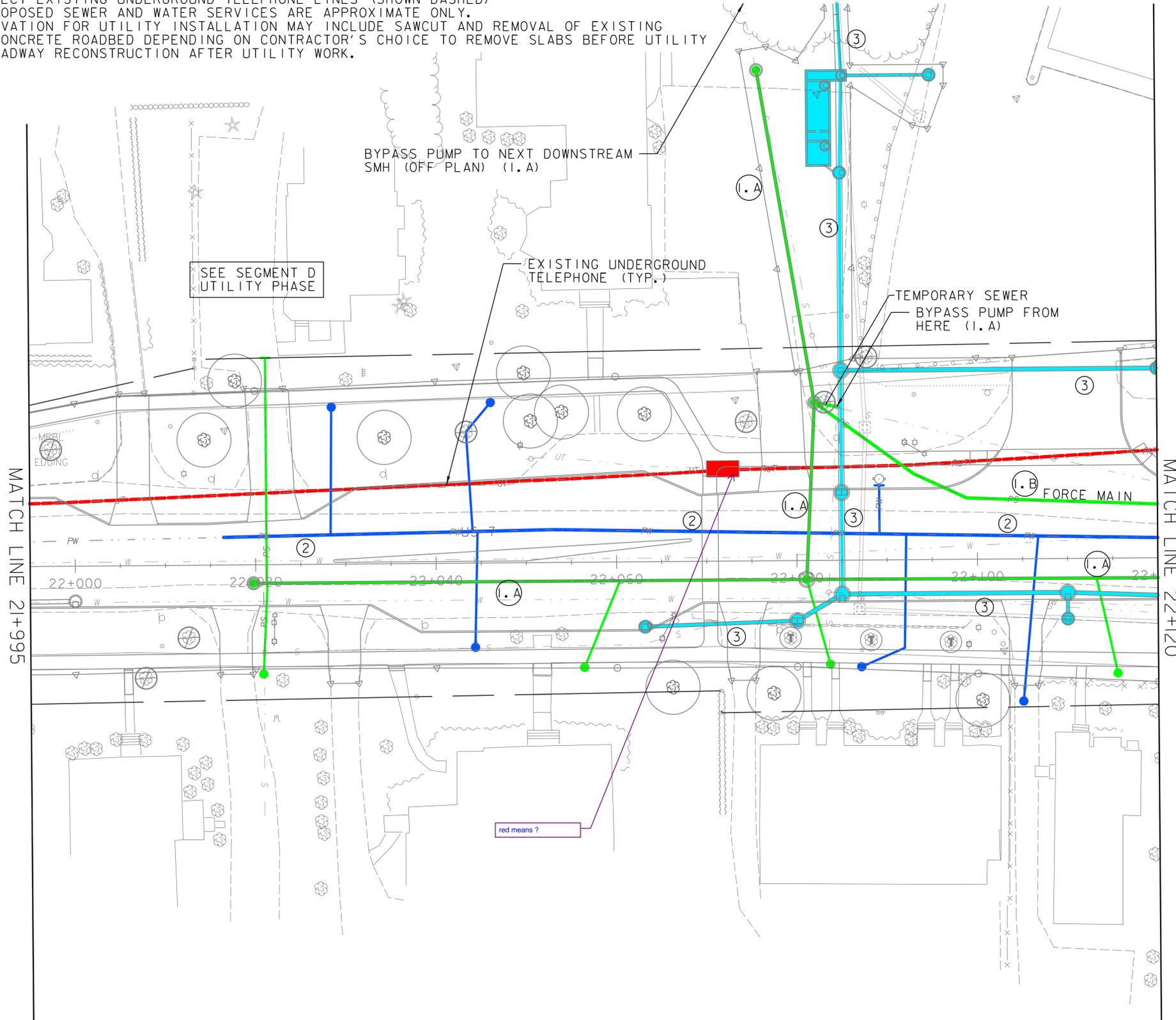
SEGMENT D PHASE 11
TRAFFIC CONTROL PLAN 12

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 424 OF 550
DESIGNED BY: J. FOWLER	

GENERAL

1. INSTALLATION OF UTILITIES WILL REQUIRE DAYTIME ONE-LANE ALTERNATING TRAFFIC CONTROL WITH FLAGGERS IN PLACE. OPEN TRENCHES ARE TO BE BACKFILLED OR PLATED AT THE END OF EACH DAY AND TWO-LANE TRAFFIC RESTORED OVERNIGHT.
2. ONE-LANE ALTERNATING TRAFFIC LAYOUTS AND TPAR'S SHALL CONFORM TO THE TYPICAL WORK ZONE LAYOUTS AND TYPICAL SECTIONS FOR ONE-WAY ALTERNATING TRAFFIC ON TRAFFIC CONTROL DETAILS SHEETS.
3. AVOID AND PROTECT EXISTING UNDERGROUND TELEPHONE LINES (SHOWN DASHED)
4. LOCATION OF PROPOSED SEWER AND WATER SERVICES ARE APPROXIMATE ONLY.
5. NOTE THAT EXCAVATION FOR UTILITY INSTALLATION MAY INCLUDE SAWCUT AND REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED DEPENDING ON CONTRACTOR'S CHOICE TO REMOVE SLABS BEFORE UTILITY WORK OR DURING ROADWAY RECONSTRUCTION AFTER UTILITY WORK.

SEE DRAINAGE PLAN 12A



CONSTRUCTION SEQUENCE

- **1. A SEWER**
BYPASS SEWER FROM SMH AT 22+084 LT TO NEXT DOWNSTREAM SMH. INSTALL THE TWO SMHS 22+077 LT AND 22+082 LT. A TEMPORARY PIPE CAN CONNECT EXISTING SMH TO NEW ONE AT 22+082 LT TO THEN CEASE BYPASS PUMPING. INSTALL NEW SEWER FROM 22+020 TO 22+200 INCLUDING SMHS AND SEWER ON VT 73. CONNECT LATERALS. FLOW FILL OLD MAIN 22+020 TO 22+150.
- **1. B SEWER FORCE MAIN**
INSTALL NEW FORCE MAIN 22+082 TO 18+100. CONNECT TO EXISTING FORCE MAIN AT 18+100. EXISTING FORCE MAIN REMAINS ACTIVE UNTIL NEW MAIN IS INSTALLED. FLOW FILL OLD FORCE MAIN.
- **1. C SEWER**
* BYPASS PUMP FROM EXISTING SMH AT 22+300 RT TO NEW SMH AT 22+200 AND INSTALL NEW SEWER FROM 22+200 TO 22+256. CONNECT EXISTING SEWER TO NEW SMH WITH TEMPORARY PIPE AT 22+256. CEASE BYPASS PUMPING.
* INSTALL NEW SMH AT 19+075 RT OVER EXISTING MAIN AND INTERCEPT SERVICE FROM RESIDENCE AT 19+060 RT WITH INLET PIPE.
* REMOVE OLD SMHS AND FLOW FILL OLD MAINS.
- **2. WATER**
* EXISTING MAINS CAN REMAIN ACTIVE DURING INSTALLATION OF NEW MAIN. EXISTING INTERCONNECT BETWEEN 200 AND 250 MAINS AT 18+016 LT CAN BE REMOVED IF NECESSARY.
* INSTALL WATER FROM PREVIOUSLY CAPPED SEGMENT D MAIN AT 22+015 TO 22+230, INCLUDING PEARL STREET AND VT-73. CAP OFF NEW MAIN AT 22+230. PRESSURE TEST, SHOCK, DECHLORINATE, TEST.
* CHARGE BY CONNECTING TO MAIN AT 22+015. TIE IN SERVICES.
* FOR TEMPORARY INTERCONNECT AT 22+227 TO DEACTIVATE EXISTING MAINS SOUTH OF 22+227 AND CONTINUE SERVICE NORTH OF 22+227, INSTALL VALVE AND STUB WITH RESTRAINED CAP ON NEW MAIN. INSTALL TEE AND VALVES TO CONNECT EXISTING MAINS TO NEW MAIN AND CUT AND CAP EXISTING WATER MAINS SOUTH OF TEE LOCATIONS.
* CONNECT TO EXISTING MAINS ON PEARL STREET AND VT-73. FLOW FILL OLD MAINS.
* INSTALL NEW HYDRANT AT 22+228 LT. THIS HYDRANT WILL BE USED DURING CONSTRUCTION OF SEGMENT F TO PROVIDE TEMPORARY WATER SERVICE DURING INSTALLATION OF NEW MAIN. OTHER HYDRANTS CANNOT BE INSTALLED UNTIL ROADWAY RECONSTRUCTION COMPLETE.
- **3. DRAINAGE**
INSTALL OUTFALL AND SAND FILTER AT 22+085 LT AND INSTALL DRAINAGE AND UNDERDRAIN STUBS TO 22+180 INCLUDING PEARL STREET DRAINAGE.

MATCH LINE 21+995

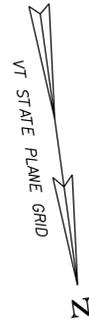
MATCH LINE 22+120

NOTE:
THESE PLANS DEPICT, FOR EACH SEGMENT, A POSSIBLE SEQUENCING FOR INSTALLATION OF UNDERGROUND UTILITIES, INCLUDING SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATIONS (WHERE APPLICABLE) IN ADVANCE OF THE ROADWAY RECONSTRUCTION WORK EFFORT AND INCLUDE SUGGESTED TRAFFIC CONTROL MEASURES DURING INSTALLATION OF UTILITIES. THESE PLANS SHOULD BE CONSIDERED APPROXIMATE WITH RESPECT TO THE DEPICTED LOCATION OF EXISTING UTILITIES AND FINAL LOCATION OF PROPOSED SERVICES TO RESIDENCES. THE ACTUAL SEQUENCE OF CONSTRUCTION, INCLUDING INSTALLATION OF UNDERGROUND UTILITIES AND SERVICES, SHALL BE DETERMINED BY THE CONTRACTOR BASED ON SELECTED METHODS OF CONSTRUCTION AND BASED ON INFORMATION OBTAINED DURING EXPLORATORY EXCAVATIONS AND ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.



SEGMENT E UTILITY PHASE TRAFFIC CONTROL PLAN 12

PROJECT NAME:	BRANDON	FILE NAME:	zb008s6-tcp.dgn	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	PROJECT LEADER:	C. BEAN	DRAWN BY:	J. FOWLER
		DESIGNED BY:	J. FOWLER	CHECKED BY:	D. MUNRO
					SHEET 425 OF 550



Color Key?

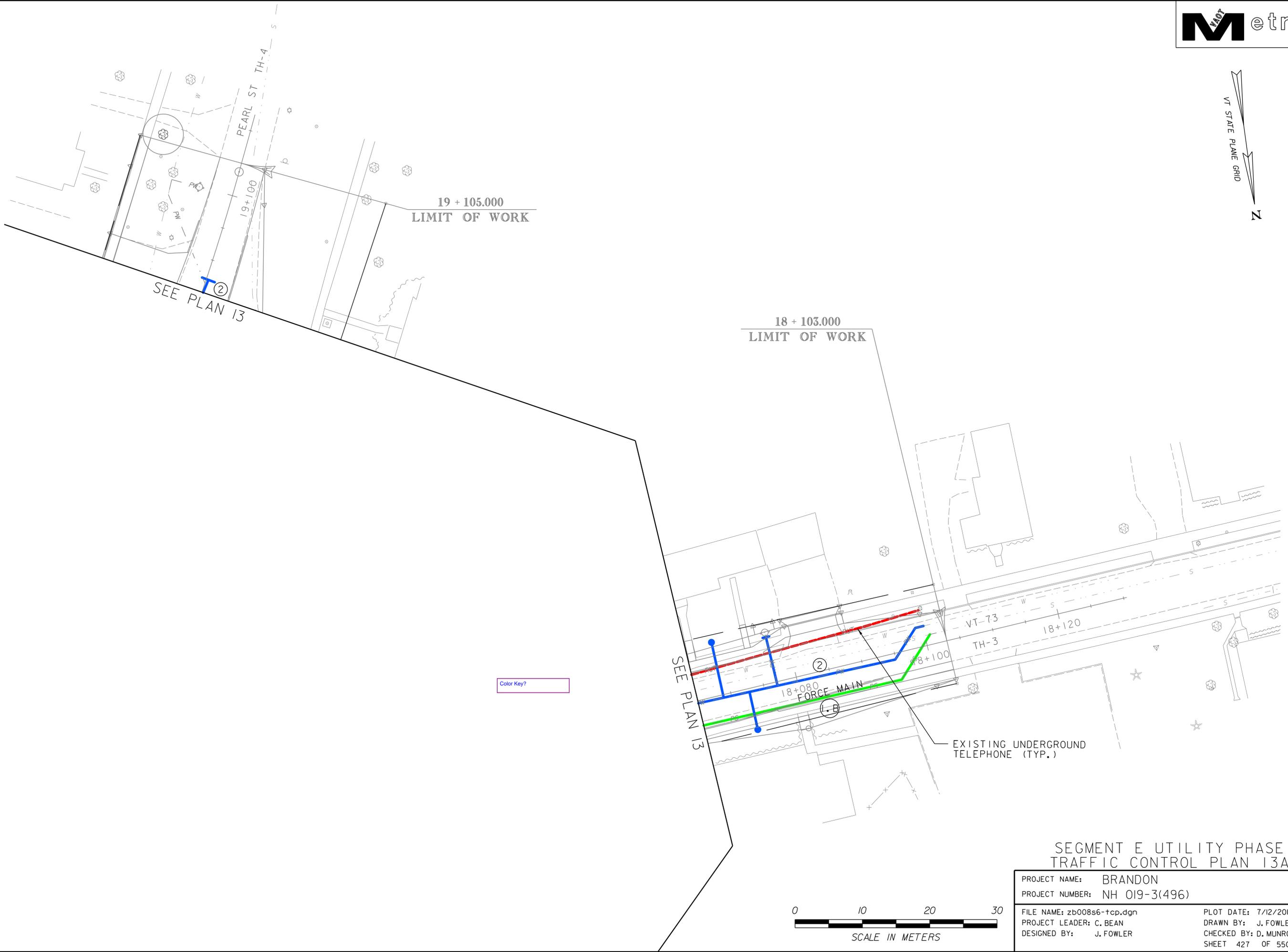


SEGMENT E UTILITY PHASE
TRAFFIC CONTROL PLAN 13

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

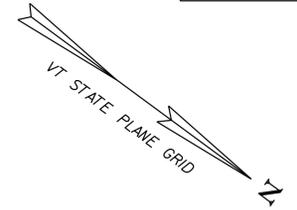
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 426 OF 550



CLD 02-0448 MODEL: E-0-13A



SEGMENT E UTILITY PHASE TRAFFIC CONTROL PLAN 13A	
PROJECT NAME:	BRANDON
PROJECT NUMBER:	NH 019-3(496)
FILE NAME:	zb008s6-tcp.dgn
PROJECT LEADER:	C. BEAN
DESIGNED BY:	J. FOWLER
PLOT DATE:	7/12/2016
DRAWN BY:	J. FOWLER
CHECKED BY:	D. MUNRO
SHEET	427 OF 550



EXISTING UNDERGROUND TELEPHONE (TYP.)
SEE SEGMENT F UTILITY PHASE

BYPASS PUMP FROM HERE (I.C.)

TEMPORARY SEWER PIPE INTO NEW SMH OR TEMPORARY WYE

MATCH LINE 22+235

MATCH LINE 22+365

color key

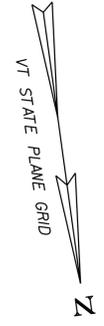


SEGMENT E UTILITY PHASE
TRAFFIC CONTROL PLAN 14

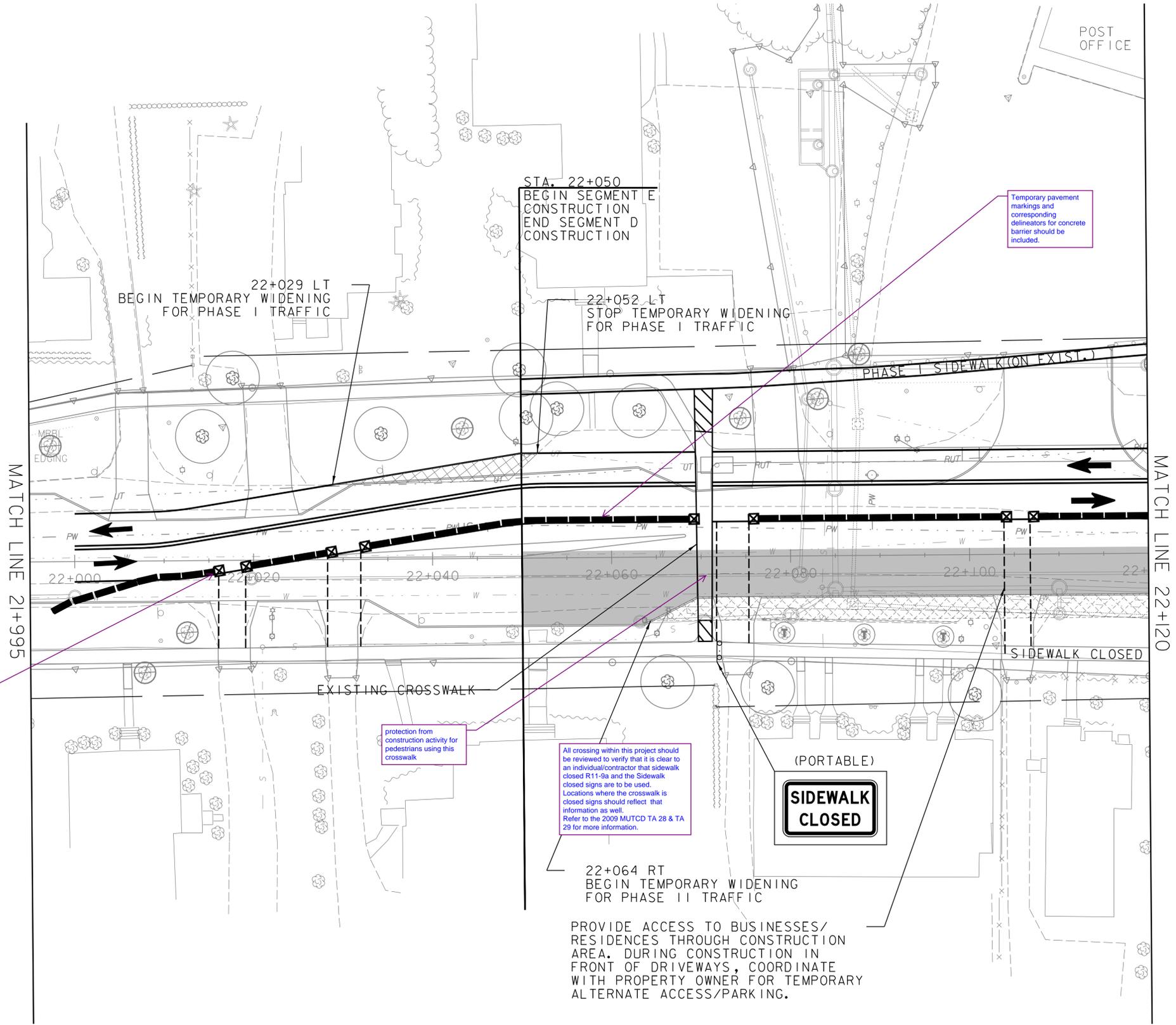
PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 428 OF 550



SEGMENT E TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS ON
TRAFFIC CONTROL DETAILS SHEETS



What type of attenuation is being proposed? would sloping barrier outside the work zone clear zone be more cost effective? Typical

protection from construction activity for pedestrians using this crosswalk

All crossing within this project should be reviewed to verify that it is clear to an individual/contractor that sidewalk closed R11-9a and the Sidewalk closed signs are to be used. Locations where the crosswalk is closed signs should reflect that information as well. Refer to the 2009 MUTCD TA 28 & TA 29 for more information.

Temporary pavement markings and corresponding delineators for concrete barrier should be included.

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

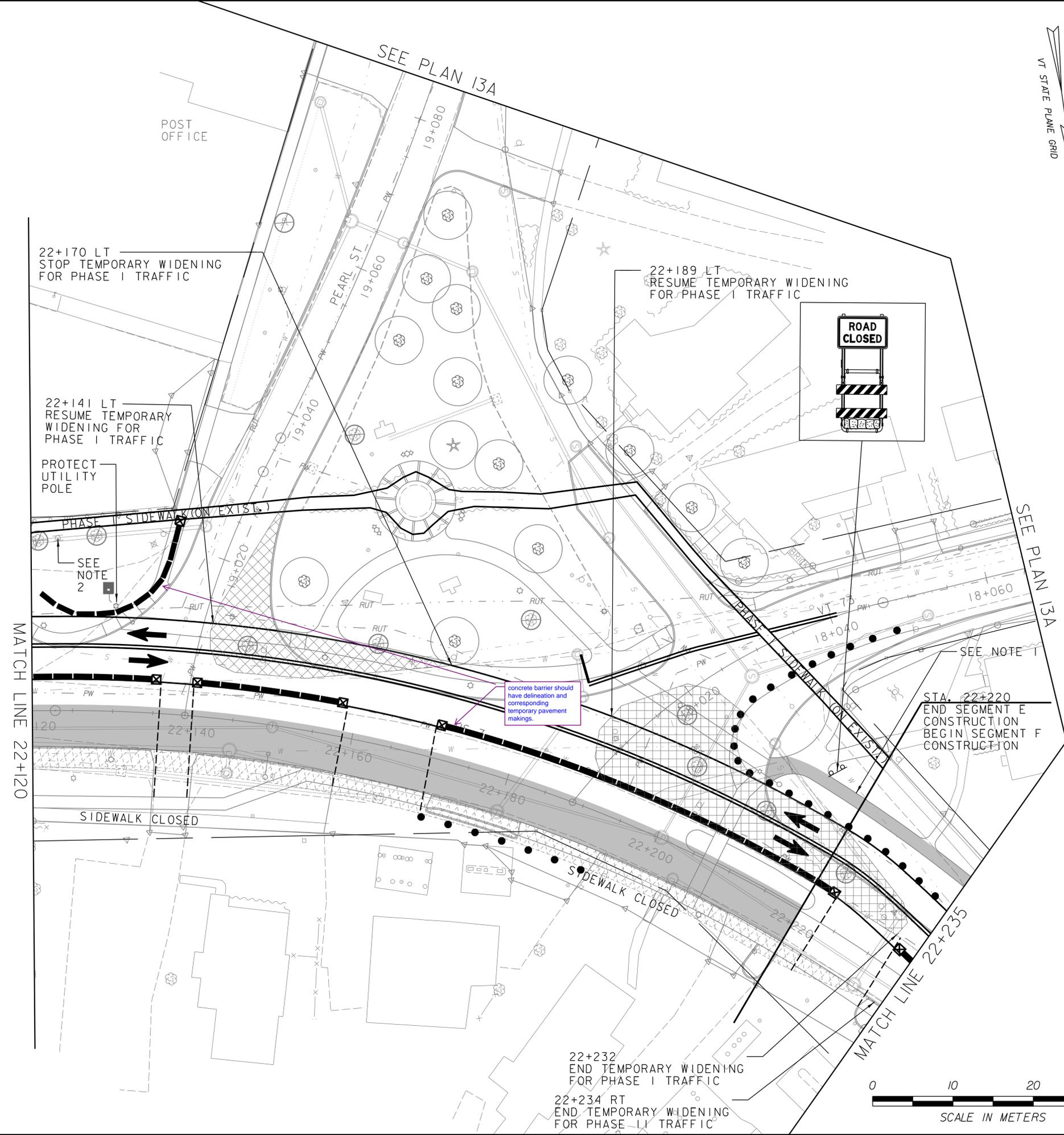
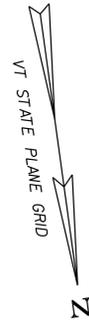
PROVIDE ACCESS TO BUSINESSES/ RESIDENCES THROUGH CONSTRUCTION AREA. DURING CONSTRUCTION IN FRONT OF DRIVEWAYS, COORDINATE WITH PROPERTY OWNER FOR TEMPORARY ALTERNATE ACCESS/PARKING.

(PORTABLE)
SIDEWALK CLOSED



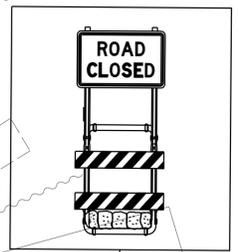
SEGMENT E PHASE I
TRAFFIC CONTROL PLAN 12

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 429 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT E TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS ON
TRAFFIC CONTROL DETAILS SHEETS

- NOTES:**
1. CONSTRUCT FINAL SIDEWALK TO BE USED FOR PEDESTRIAN ACCESS DURING PHASE II CONSTRUCTION AND FOR SEGMENT F PEDESTRIAN ACCESS.
 2. TRANSIT BUS STOP LOCATED IN POST OFFICE PARKING LOT. MAINTAIN ACCESS AND STOP LOCATION.



LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

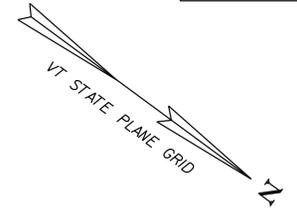
STA. 22+220
END SEGMENT E CONSTRUCTION
BEGIN SEGMENT F CONSTRUCTION

concrete barrier should have delineation and corresponding temporary pavement markings.

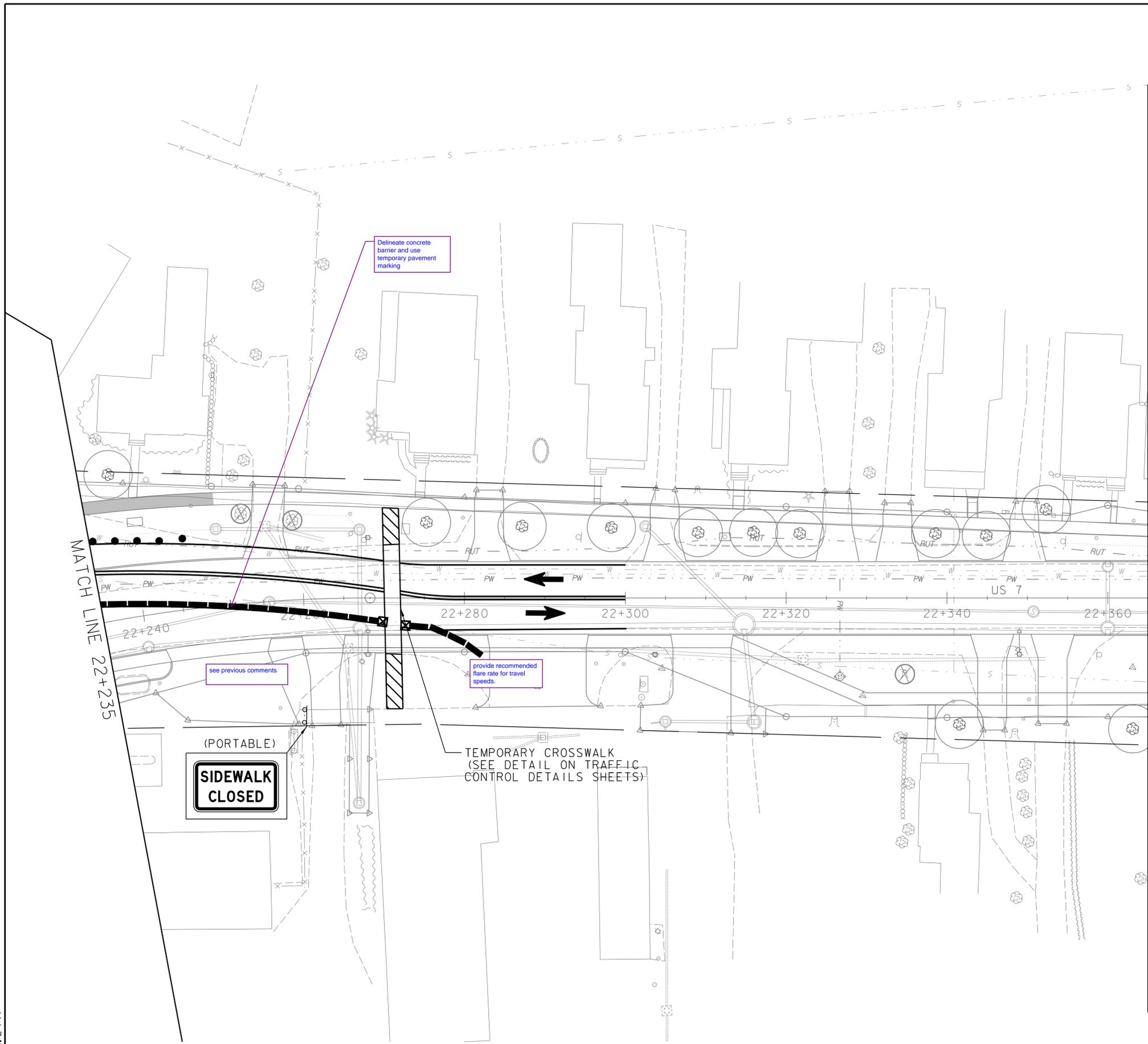


SEGMENT E PHASE I TRAFFIC CONTROL PLAN 13

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 430 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT E TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS ON
TRAFFIC CONTROL DETAILS SHEETS



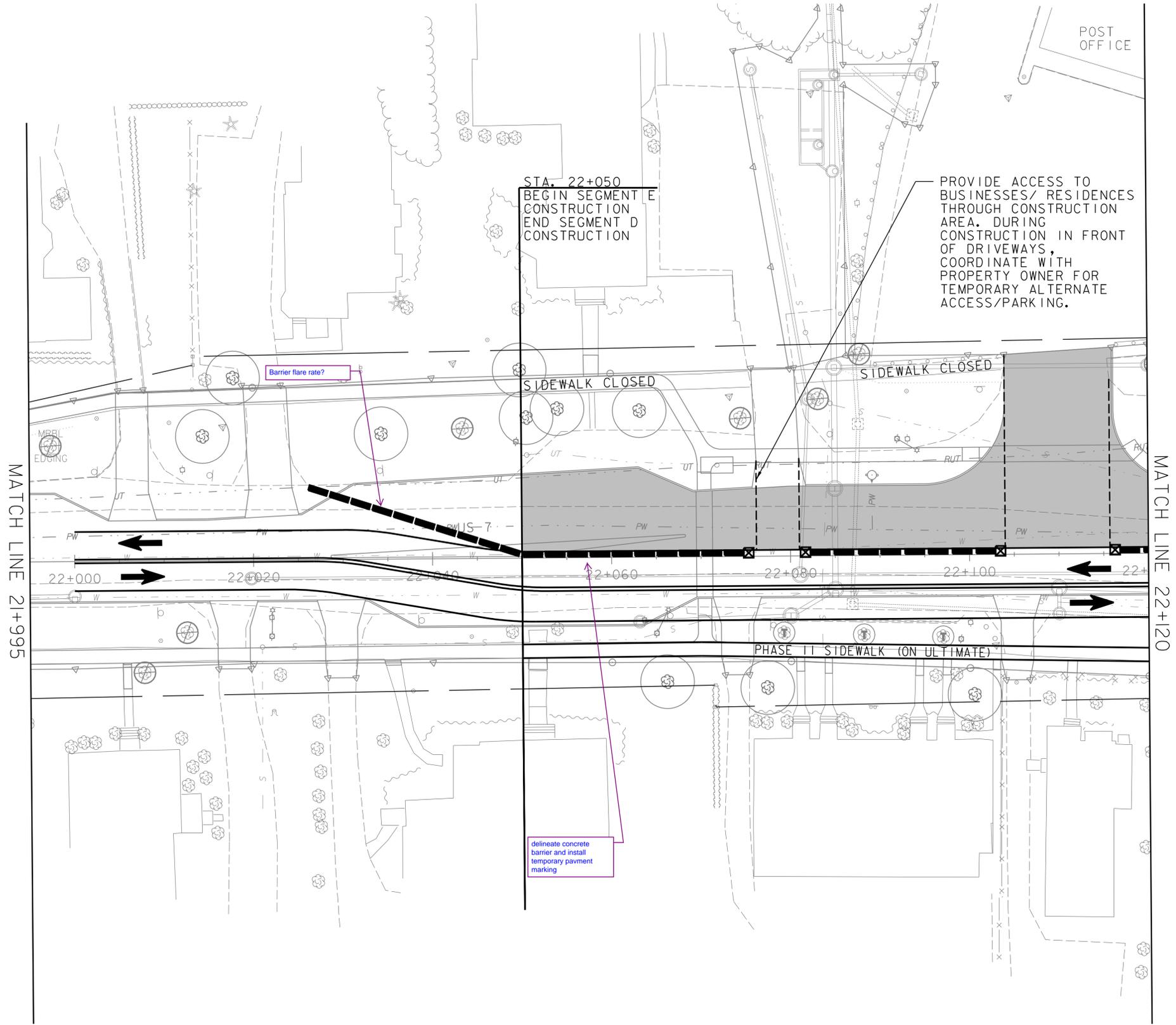
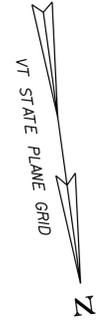
LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT E PHASE I
TRAFFIC CONTROL PLAN 14

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER
PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 431 OF 550





STA. 22+050
 BEGIN SEGMENT E
 CONSTRUCTION
 END SEGMENT D
 CONSTRUCTION

PROVIDE ACCESS TO
 BUSINESSES/ RESIDENCES
 THROUGH CONSTRUCTION
 AREA. DURING
 CONSTRUCTION IN FRONT
 OF DRIVEWAYS,
 COORDINATE WITH
 PROPERTY OWNER FOR
 TEMPORARY ALTERNATE
 ACCESS/PARKING.

Barrier flare rate?

SIDEWALK CLOSED

SIDEWALK CLOSED

MATCH LINE 21+995

MATCH LINE 22+120

22+000 22+020 22+040 22+060 22+080 22+100 22+120

PHASE II SIDEWALK (ON ULTIMATE)

delineate concrete
 barrier and install
 temporary pavement
 marking

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT E PHASE II
 TRAFFIC CONTROL PLAN 12

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 432 OF 550
DESIGNED BY: J. FOWLER	





PEARL STREET:
SEE REMARKS ON PREVIOUS SHEET

19 + 105.000
LIMIT OF WORK

18 + 103.000
LIMIT OF WORK

VT 73 WEST:
SEE REMARKS ON PREVIOUS SHEET

SEE PLAN 13

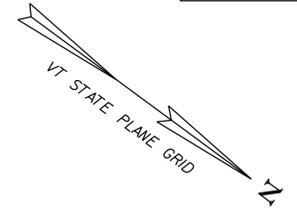
SEE PLAN 13

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

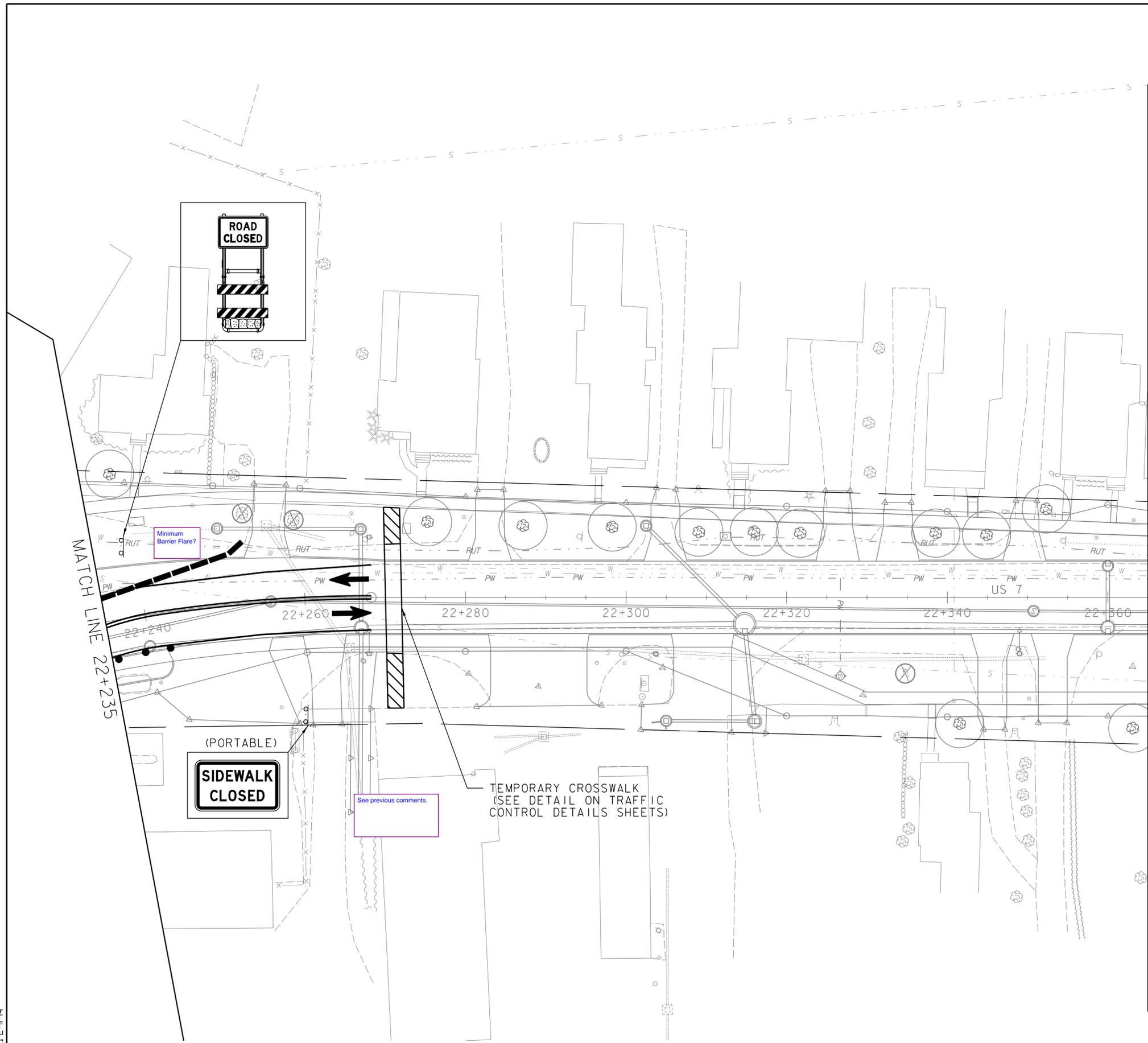


**SEGMENT E PHASE II
TRAFFIC CONTROL PLAN 13A**

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 434 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT E TRAFFIC CONTROL:
SEE TWO-WAY TRAFFIC DETAILS ON
TRAFFIC CONTROL DETAILS SHEETS



LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT E PHASE II
TRAFFIC CONTROL PLAN 14

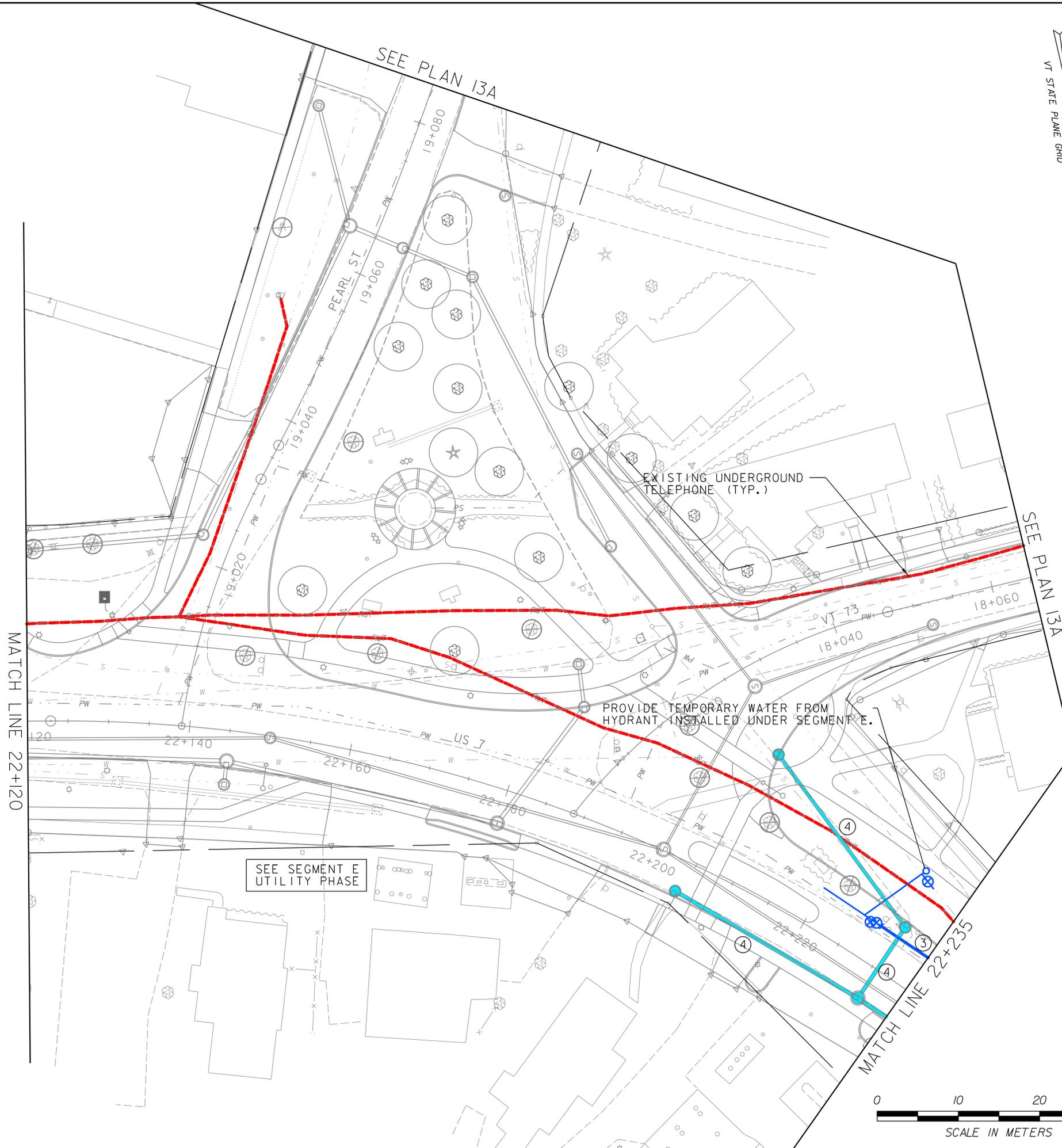
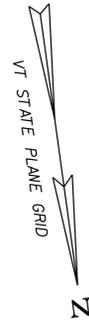
PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 435 OF 550
DESIGNED BY: J. FOWLER	



CONSTRUCTION SEQUENCE
SEE NEXT SHEET

GENERAL

1. INSTALLATION OF UTILITIES WILL REQUIRE DAYTIME ONE-LANE ALTERNATING TRAFFIC CONTROL WITH FLAGGERS IN PLACE. OPEN TRENCHES ARE TO BE BACKFILLED OR PLATED AT THE END OF EACH DAY AND TWO-LANE TRAFFIC RESTORED OVERNIGHT.
2. ONE-LANE ALTERNATING TRAFFIC LAYOUTS AND TPAR'S SHALL CONFORM TO THE PHASE I OR PHASE II TCP LAYOUTS, AS APPROPRIATE. SEE ALSO TYPICAL WORK ZONE LAYOUTS AND TYPICAL SECTIONS FOR ONE-WAY ALTERNATING TRAFFIC ON TRAFFIC CONTROL DETAILS SHEETS.
3. AVOID AND PROTECT EXISTING UNDERGROUND TELEPHONE LINES (SHOWN DASHED)
4. LOCATION OF PROPOSED SEWER AND WATER SERVICES ARE APPROXIMATE ONLY.
5. NOTE THAT EXCAVATION FOR UTILITY INSTALLATION MAY INCLUDE SAWCUT AND REMOVAL OF EXISTING PORTLAND CEMENT CONCRETE ROADBED DEPENDING ON CONTRACTOR'S CHOICE TO REMOVE SLABS BEFORE UTILITY WORK OR DURING ROADWAY RECONSTRUCTION AFTER UTILITY WORK.



NOTE:
THESE PLANS DEPICT, FOR EACH SEGMENT, A POSSIBLE SEQUENCING FOR INSTALLATION OF UNDERGROUND UTILITIES, INCLUDING SEWER, WATER, DRAINAGE, AND UNDERGROUND ELECTRIC AND COMMUNICATIONS (WHERE APPLICABLE) IN ADVANCE OF THE ROADWAY RECONSTRUCTION WORK EFFORT AND INCLUDE SUGGESTED TRAFFIC CONTROL MEASURES DURING INSTALLATION OF UTILITIES. THESE PLANS SHOULD BE CONSIDERED APPROXIMATE WITH RESPECT TO THE DEPICTED LOCATION OF EXISTING UTILITIES AND FINAL LOCATION OF PROPOSED SERVICES TO RESIDENCES. THE ACTUAL SEQUENCE OF CONSTRUCTION, INCLUDING INSTALLATION OF UNDERGROUND UTILITIES AND SERVICES, SHALL BE DETERMINED BY THE CONTRACTOR BASED ON SELECTED METHODS OF CONSTRUCTION AND BASED ON INFORMATION OBTAINED DURING EXPLORATORY EXCAVATIONS AND ACTUAL FIELD CONDITIONS ENCOUNTERED DURING CONSTRUCTION.

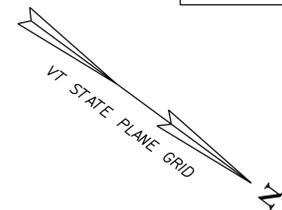
**SEGMENT F UTILITY PHASE
TRAFFIC CONTROL PLAN 13**

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 436 OF 550





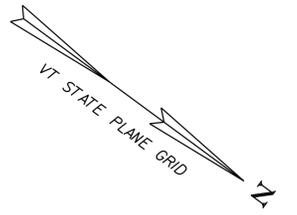
CONSTRUCTION SEQUENCE

- **1. FAIRPOINT DUCTBANK (PLAN 16)**
COORDINATE WITH FAIRPOINT AND INSTALL NEW CONDUIT FOR RELOCATION OF UNDERGROUND TELEPHONE TO NEW RISER POLE AT 22+550 LT. FAIRPOINT TO MAKE RELOCATION AND ABANDON EXISTING UNDERGROUND TELEPHONE FROM 22+550 TO END OF PROJECT PRIOR TO NO. 4 BELOW (DRAINAGE).
- **2. SEWER**
EXISTING MAIN CAN REMAIN ACTIVE DURING INSTALLATION OF NEW MAIN. INSTALL SEWER FROM CAPPED END FROM SEGMENT E AT 22+256 TO 22+441. CONSIDER OVER BLASTING FOR FUTURE DRAINAGE WHEN BLASTING LEDGE FOR SEWER 22+360 TO 22+441. CONNECT LATERALS. REMOVE TEMPORARY CONNECTION PIPE INSTALLED UNDER SEGMENT E AT 22+256. FLOW FILL OLD MAIN.
- **3. WATER**
* EXISTING 100 AND 150 MAINS WILL BE IMPACTED DURING INSTALLATION OF NEW MAIN FROM 22+184 TO 22+480 +/- . INSTALL TAPPING SLEEVE AND INSERTION VALVE ON 150 MAIN AT 22+480 +/- TO FEED 150 MAIN NORTH OF 22+480 FROM ABOVE GROUND WATER SUPPLY. ABOVE-GROUND WATER SUPPLIED FROM NEW HYDRANT AT 22+229 LT. ALSO PROVIDE ABOVE-GROUND WATER TO RESIDENCES 22+230 TO 22+480 LT/RT FROM HYDRANT AT 22+229 LT. TURN OFF 100 AND 150 MAINS WITH VALVES AT 22+228 AND 22+480. INSERTION VALVE NOT NEEDED ON 100 MAIN AT 22+480 BECAUSE IT IS INACTIVE NORTH OF THIS LOCATION.
* INSTALL NEW 300 MAIN FROM PREVIOUS CAPPED END IN SEGMENT E AT 22+227 TO END OF PROJECT AT 22+655. PRESSURE TEST, SHOCK, DE-CHLORINATE, TEST.
* CHARGE BY CONNECTING TO MAIN AT 22+227. TIE IN ALL SERVICES AND CONNECT TO EXISTING MAIN AT NORTH END OF PROJECT. HYDRANT AT 22+327 RT CAN BE INSTALLED. OTHER HYDRANTS CANNOT BE INSTALLED UNTIL ROADWAY CONSTRUCTION IS COMPLETE.
* OLD MAINS WILL BE REMOVED WITH CONSTRUCTION TO 22+470 +/- . FLOW FILL REMAINING ABANDONED MAINS.
- **4. DRAINAGE**
INSTALL DRAINAGE AND UNDERDRAIN STUBS FROM 22+640 OUTFALL UP TO 22+205.

SEGMENT F UTILITY PHASE TRAFFIC CONTROL PLAN 14

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 437 OF 550
DESIGNED BY: J. FOWLER	





MATCH LINE 22+365

MATCH LINE 22+520

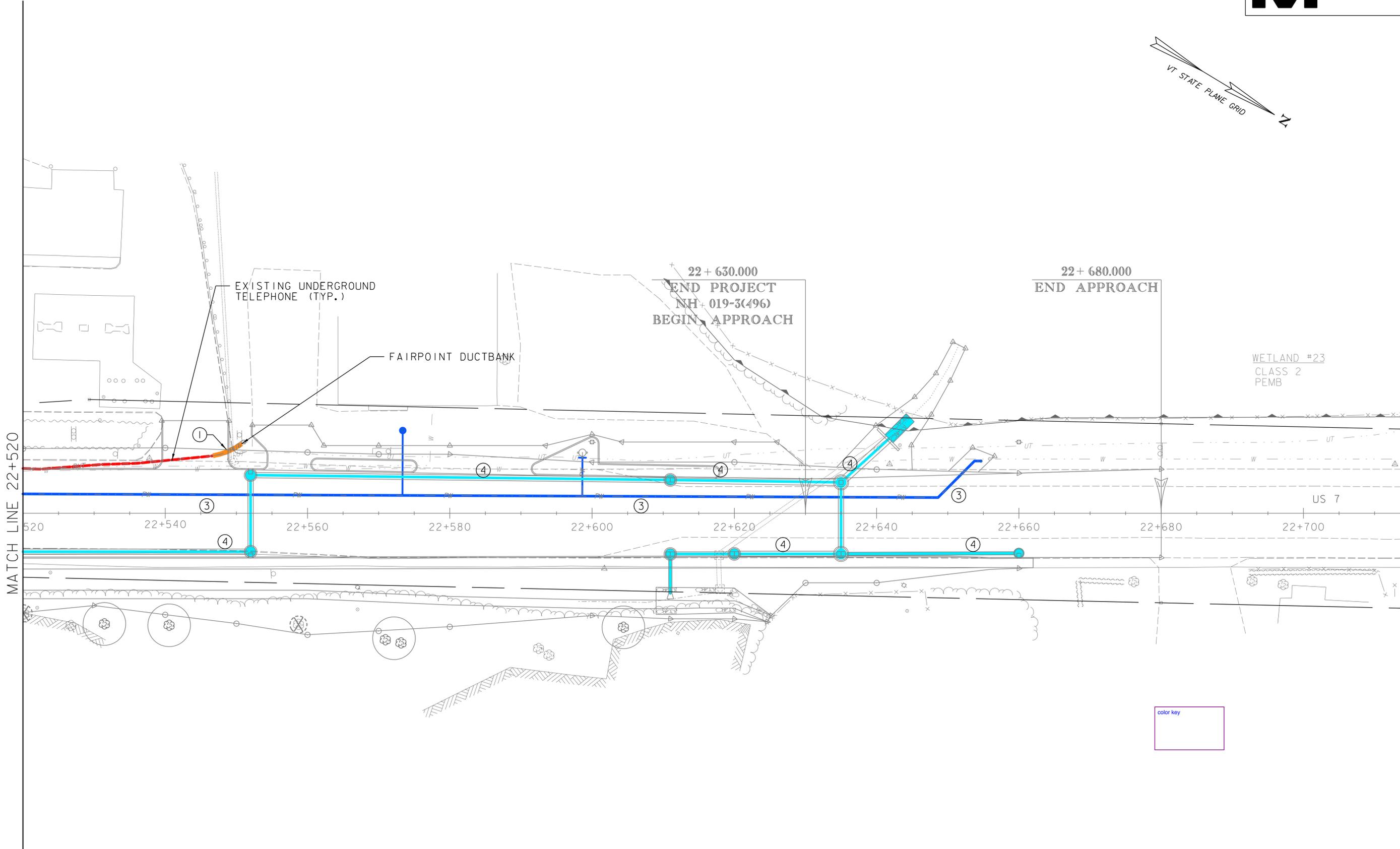
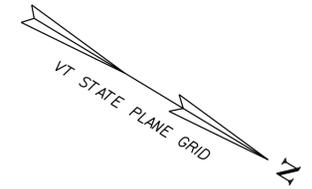
color key

CLD 02-0448 MODEL: F-0-15



SEGMENT F UTILITY PHASE TRAFFIC CONTROL PLAN 15

PROJECT NAME:	BRANDON	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	DRAWN BY:	J. FOWLER
FILE NAME:	zb008s6-tcp.dgn	CHECKED BY:	D. MUNRO
PROJECT LEADER:	C. BEAN	SHEET	438 OF 550
DESIGNED BY:	J. FOWLER		

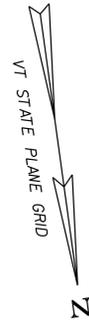


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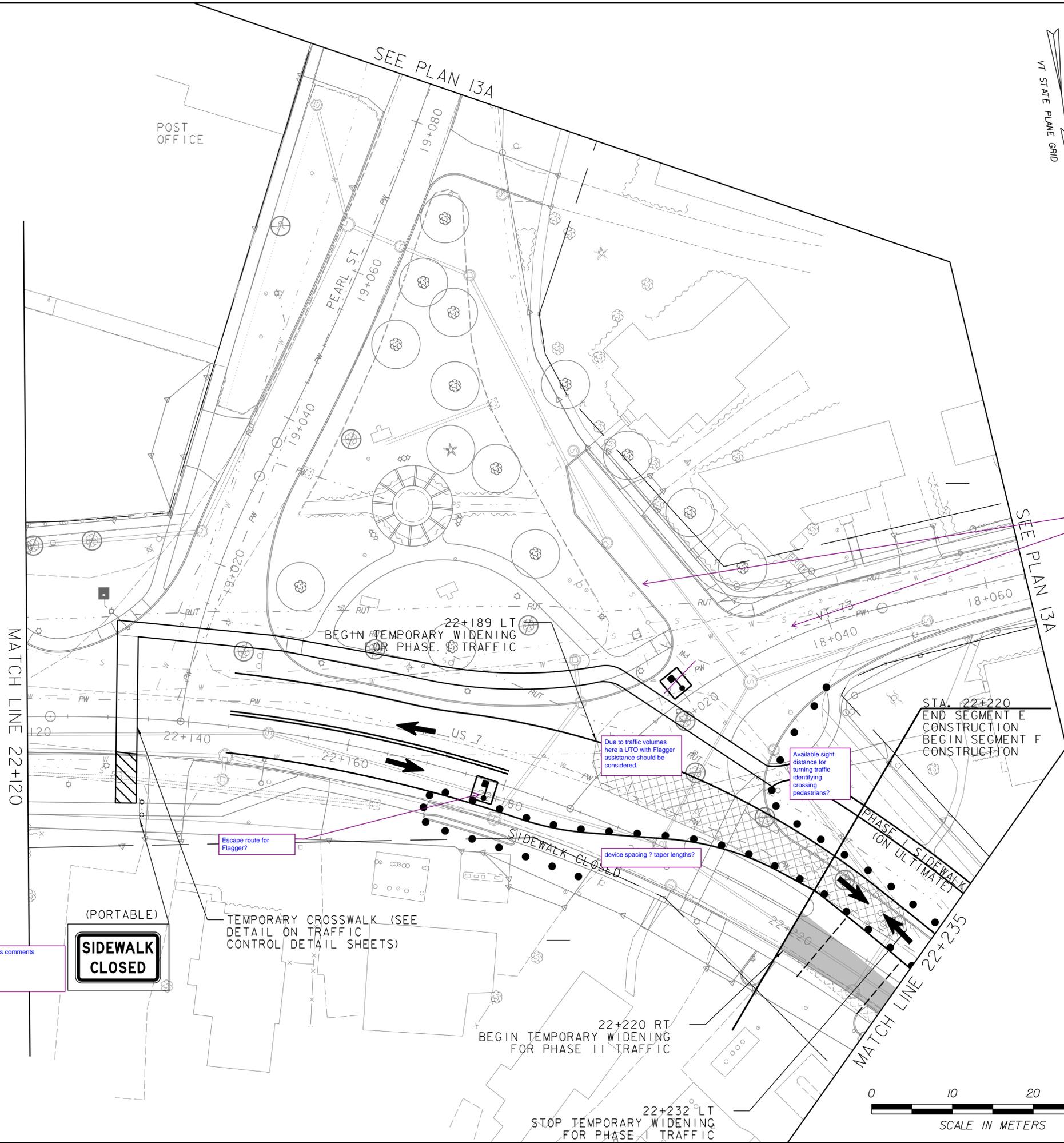


SEGMENT F UTILITY PHASE
TRAFFIC CONTROL PLAN 16

PROJECT NAME:	BRANDON	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	DRAWN BY:	J. FOWLER
FILE NAME:	zb008s6-tcp.dgn	CHECKED BY:	D. MUNRO
PROJECT LEADER:	C. BEAN	SHEET	439 OF 550
DESIGNED BY:	J. FOWLER		



SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS
ON TRAFFIC CONTROL DETAILS SHEETS



Approach sign package?
A Flagger symbol is require prior to the Flagger station.

Flagger locations

Due to traffic volumes here a UTO with Flagger assistance should be considered.

Available sight distance for turning traffic identifying crossing pedestrians?

Escape route for Flagger?

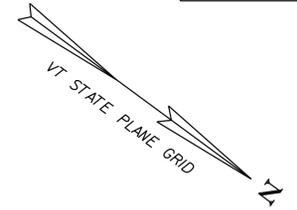
device spacing ? taper lengths?

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

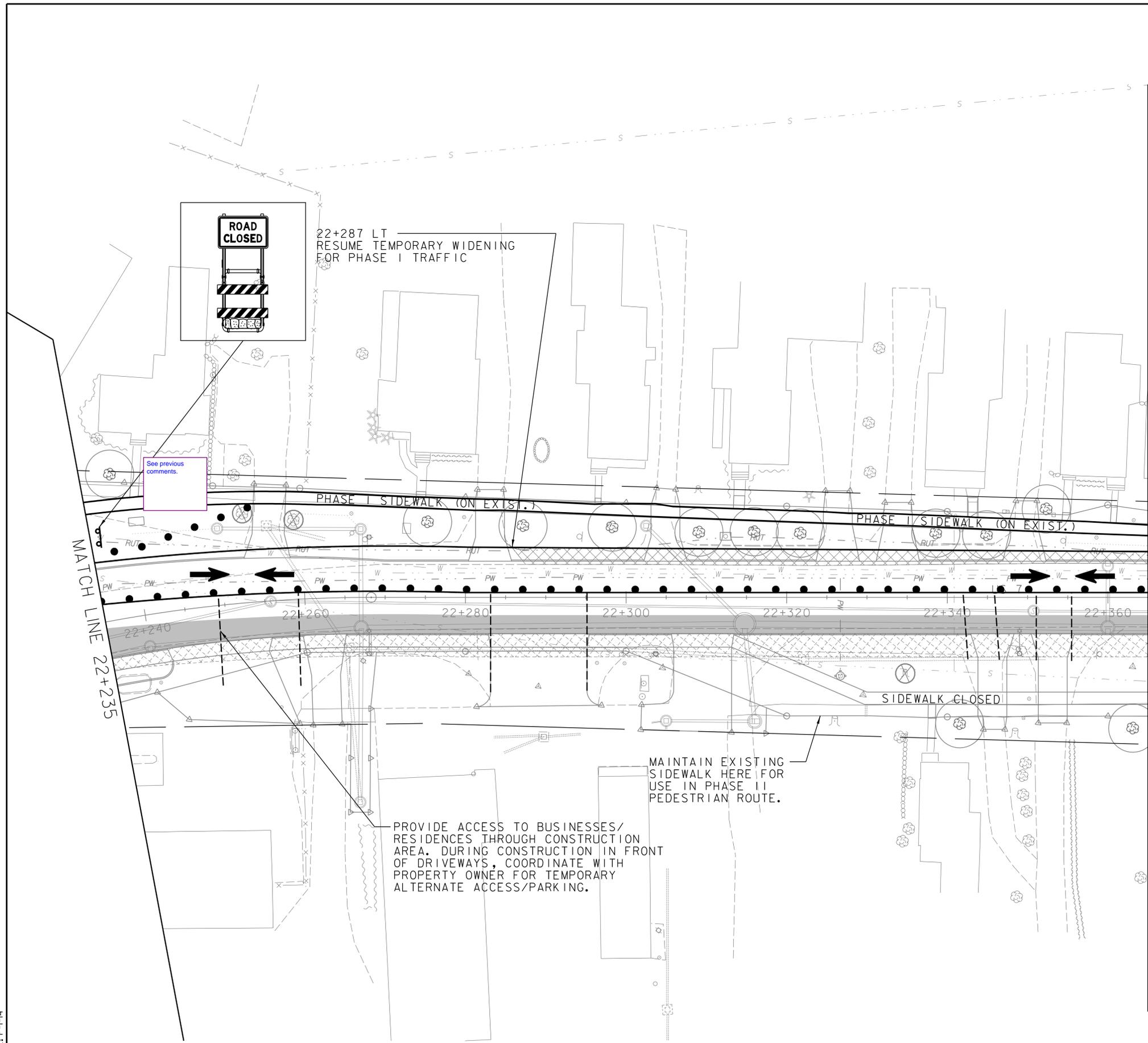
SEGMENT F PHASE I
TRAFFIC CONTROL PLAN 13

PROJECT NAME:	BRANDON	PLOT DATE:	7/12/2016
PROJECT NUMBER:	NH 019-3(496)	DRAWN BY:	J. FOWLER
FILE NAME:	zb008s6-tcp.dgn	CHECKED BY:	D. MUNRO
PROJECT LEADER:	C. BEAN	SHEET	440 OF 550
DESIGNED BY:	J. FOWLER		





SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC
DETAILS ON TRAFFIC CONTROL DETAILS SHEETS

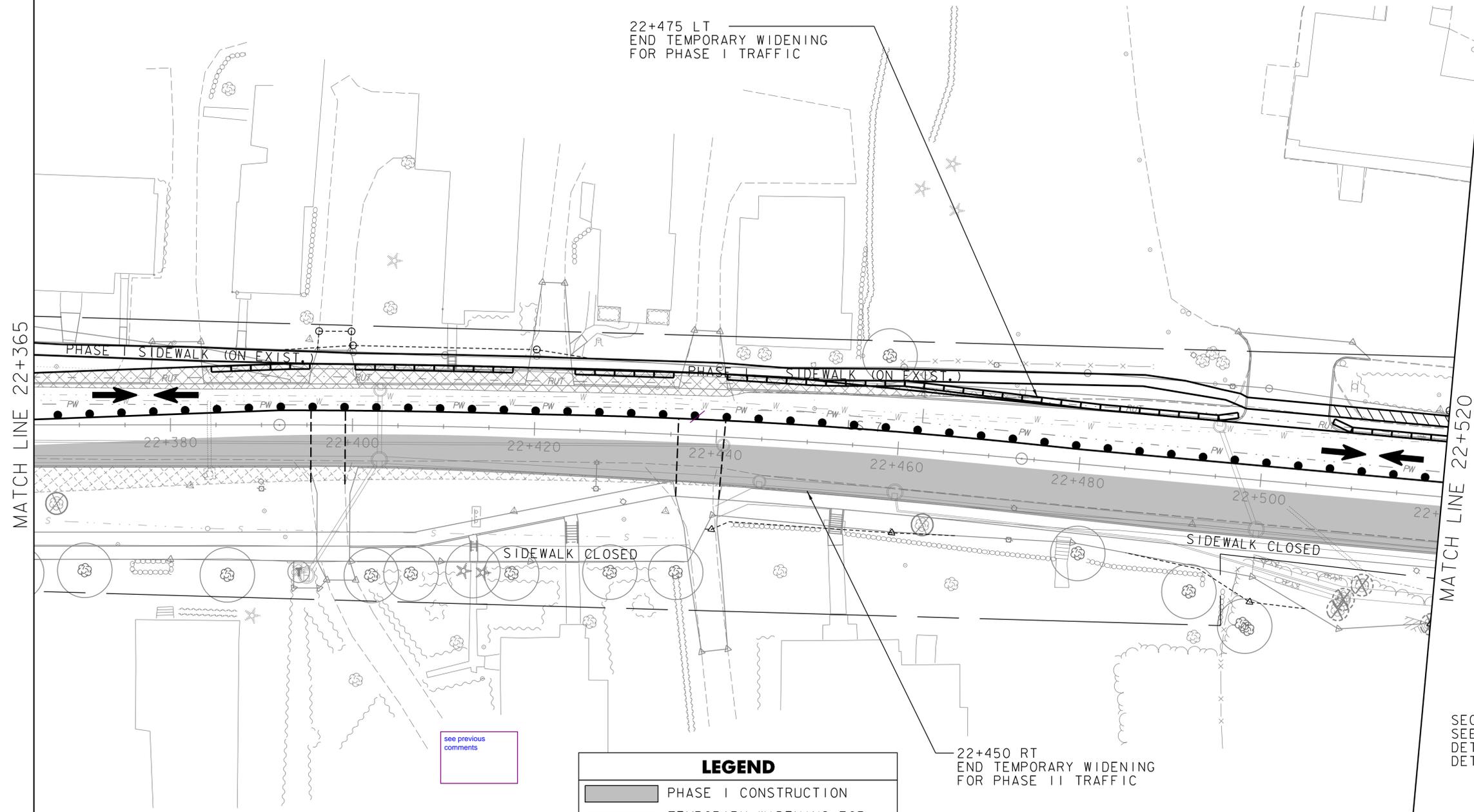
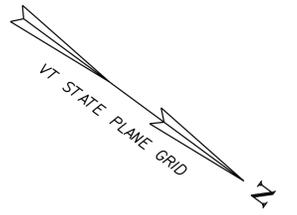


LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT F PHASE I
TRAFFIC CONTROL PLAN 14

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 441 OF 550
DESIGNED BY: J. FOWLER	





22+475 LT
END TEMPORARY WIDENING
FOR PHASE I TRAFFIC

22+450 RT
END TEMPORARY WIDENING
FOR PHASE II TRAFFIC

MATCH LINE 22+365

MATCH LINE 22+520

see previous
comments

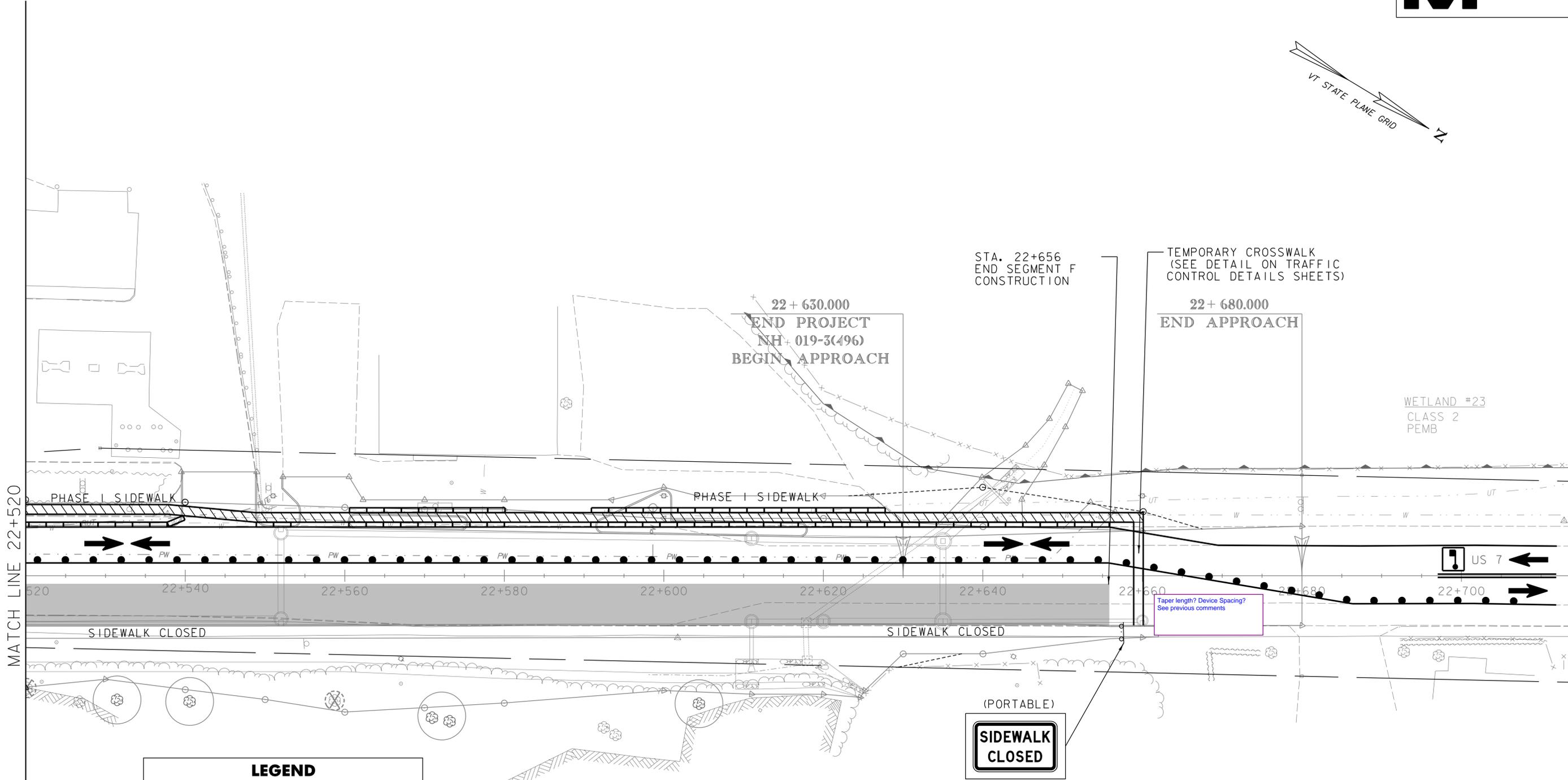
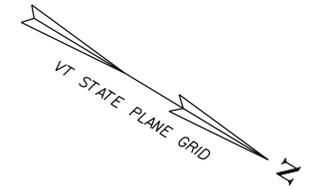
SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC
DETAILS ON TRAFFIC CONTROL
DETAILS SHEETS

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS



SEGMENT F PHASE I
TRAFFIC CONTROL PLAN 15

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 442 OF 550
DESIGNED BY: J. FOWLER	



MATCH LINE 22+520

LEGEND	
	PHASE I CONSTRUCTION
	TEMPORARY WIDENING FOR PHASE I TRAFFIC
	TEMPORARY WIDENING FOR PHASE II TRAFFIC
	PHASE I TPAR
	PHASE I TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

(PORTABLE)
SIDEWALK CLOSED

Taper length? Device Spacing?
See previous comments

SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC
DETAILS ON TRAFFIC CONTROL
DETAILS SHEETS

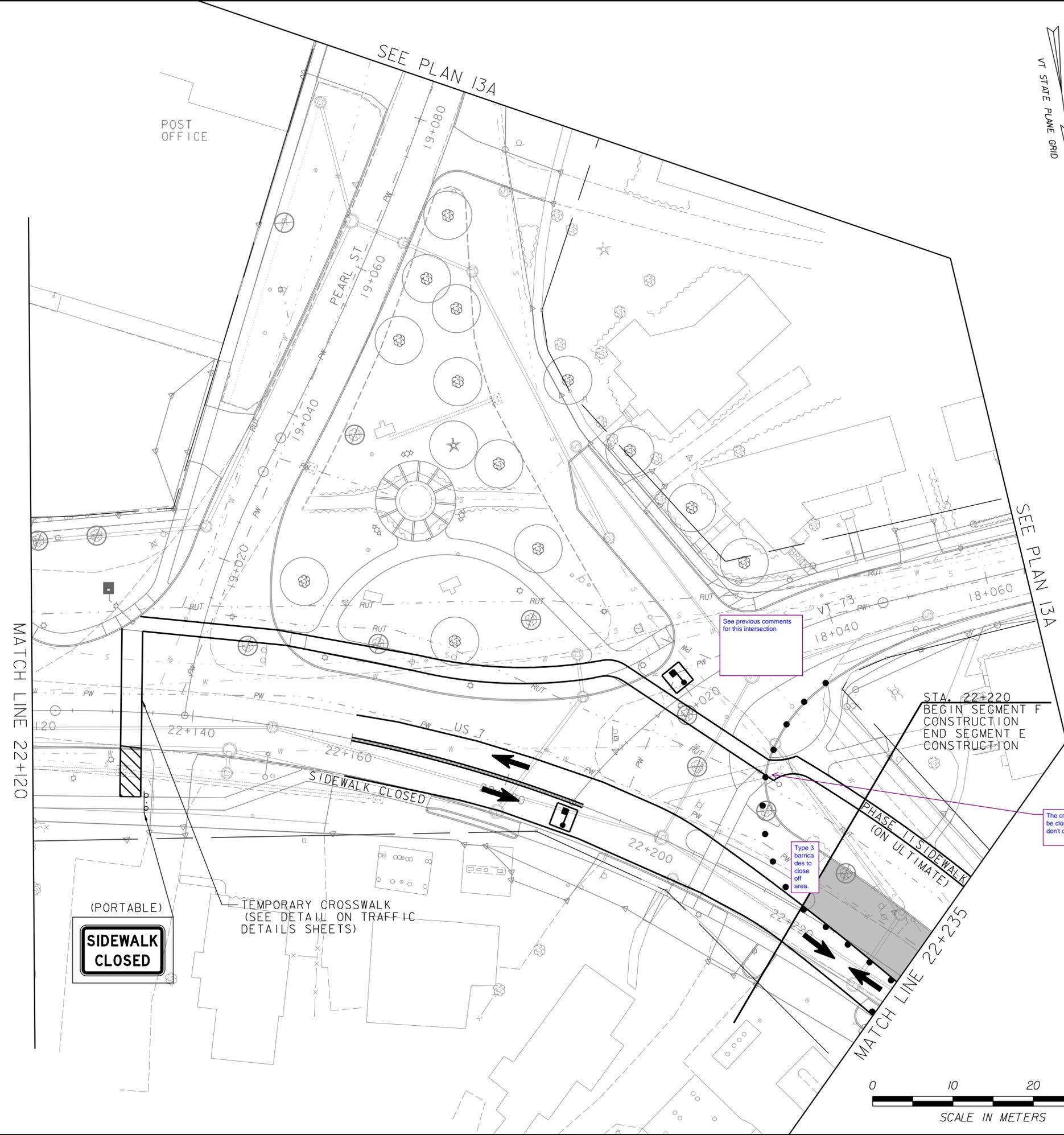


**SEGMENT F PHASE I
TRAFFIC CONTROL PLAN 16**

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 443 OF 550
DESIGNED BY: J. FOWLER	



SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC
DETAILS ON TRAFFIC CONTROL
DETAILS SHEETS



See previous comments
for this intersection

Type 3
barrica
des to
close
off
area.

The crossway needs to
be closed so pedestrians
don't cross here

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

STA. 22+220
BEGIN SEGMENT F
CONSTRUCTION
END SEGMENT E
CONSTRUCTION

PHASE II'S SIDEWALK
(ON ULTIMATE)

(PORTABLE)
**SIDEWALK
CLOSED**

TEMPORARY CROSSWALK
(SEE DETAIL ON TRAFFIC
DETAILS SHEETS)

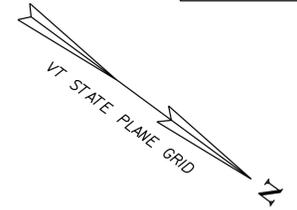
SEGMENT F PHASE II
TRAFFIC CONTROL PLAN 13

PROJECT NAME: BRANDON
PROJECT NUMBER: NH 019-3(496)

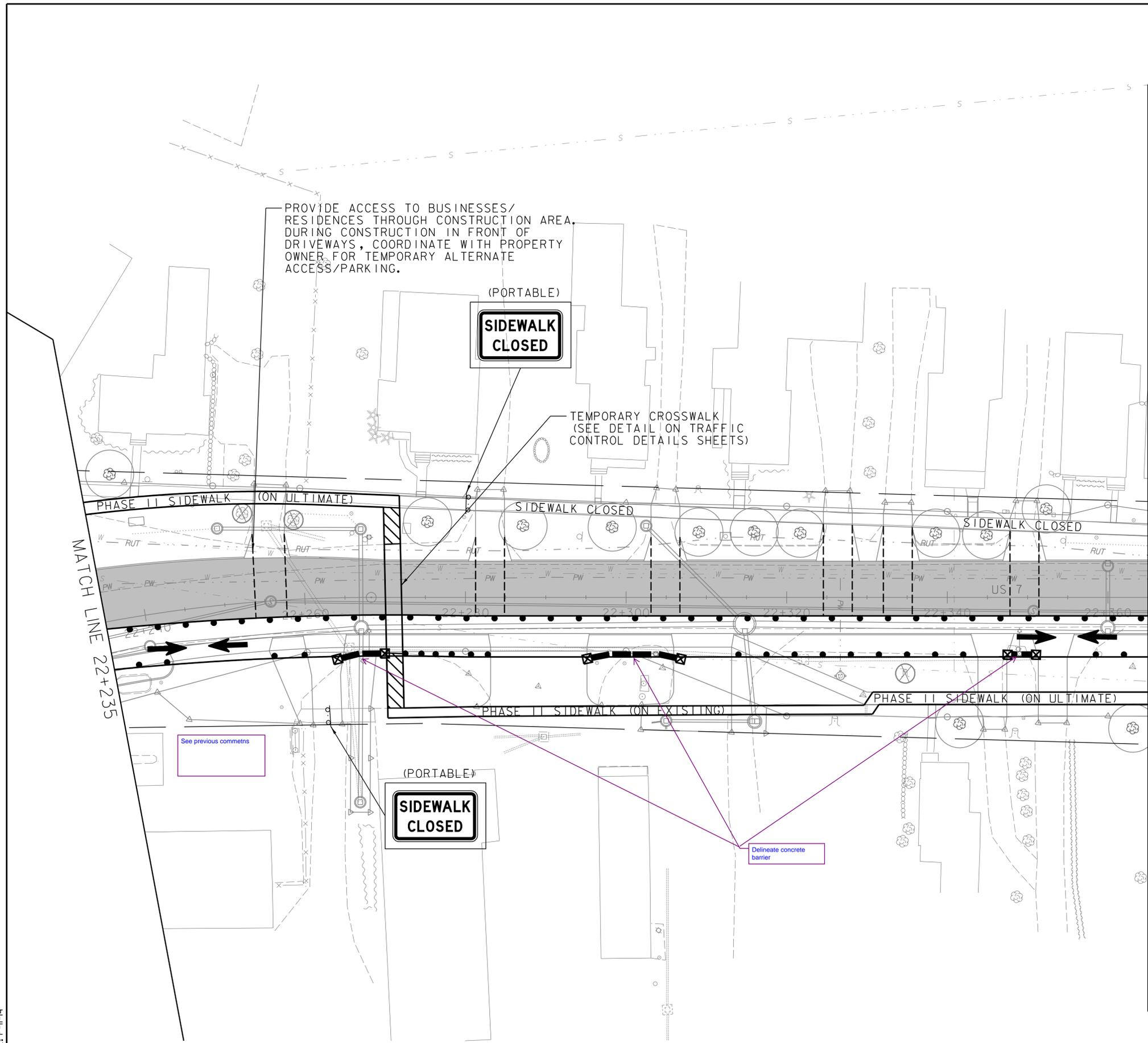
FILE NAME: zb008s6-tcp.dgn
PROJECT LEADER: C. BEAN
DESIGNED BY: J. FOWLER

PLOT DATE: 7/12/2016
DRAWN BY: J. FOWLER
CHECKED BY: D. MUNRO
SHEET 444 OF 550





SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC
DETAILS ON TRAFFIC CONTROL DETAILS
SHEETS

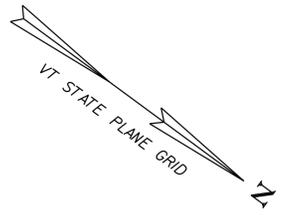


LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT F PHASE II
TRAFFIC CONTROL PLAN 14

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 445 OF 550
DESIGNED BY: J. FOWLER	





MATCH LINE 22+365

MATCH LINE 22+520

(PORTABLE)
SIDEWALK CLOSED

See previous comments

TEMPORARY CROSSWALK (SEE
DETAIL ON TRAFFIC
CONTROL DETAILS SHEETS)

SIDEWALK CLOSED

SIDEWALK CLOSED

PHASE II SIDEWALK (ON ULTIMATE)

PHASE II SIDEWALK (ON ULTIMATE)

SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC
DETAILS ON TRAFFIC CONTROL DETAILS
SHEETS

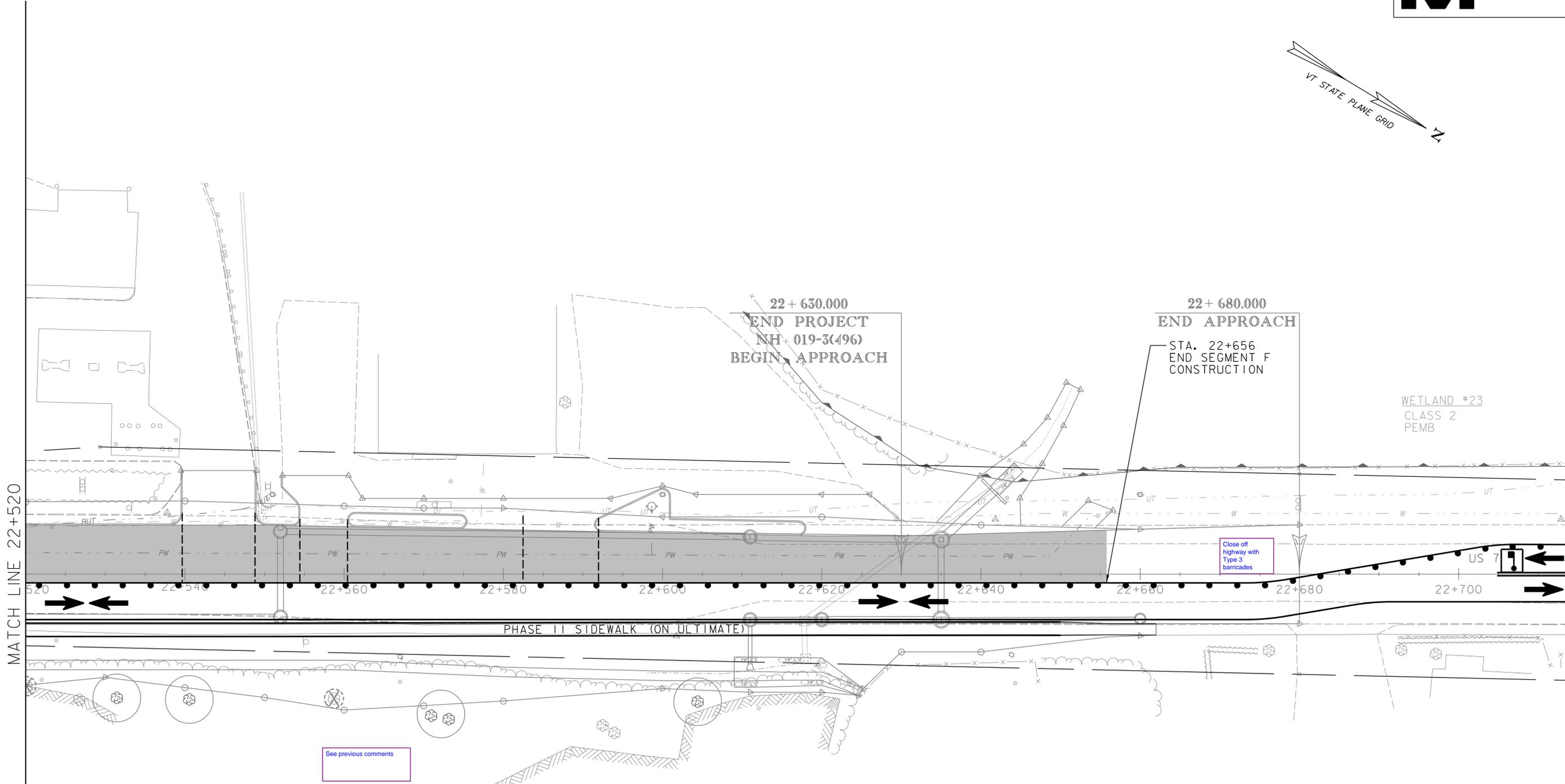
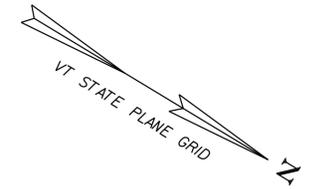
How will this barrier be
installed without
stopping traffic?

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS



**SEGMENT F PHASE II
TRAFFIC CONTROL PLAN 15**

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
FILE NAME: zb008s6-tcp.dgn	CHECKED BY: D. MUNRO
PROJECT LEADER: C. BEAN	SHEET 446 OF 550
DESIGNED BY: J. FOWLER	



MATCH LINE 22+520

Close off highway with Type 3 barricades

See previous comments

LEGEND	
	PHASE II CONSTRUCTION
	PHASE 2 TPAR
	PHASE II TRAFFIC
	CHANNELIZING DEVICES
	TEMPORARY PEDESTRIAN BARRIER
	TEMPORARY CONCRETE BARRIER WITH ATTENUATOR
	TEMPORARY CENTERLINE
	FLAGGER STATION (MOVES DAILY AS CONSTRUCTION PROGRESSES)
	TEMPORARY CONSTRUCTION LIMITS

SEGMENT F TRAFFIC CONTROL:
SEE ONE-WAY ALTERNATING TRAFFIC DETAILS ON TRAFFIC CONTROL DETAILS SHEETS



SEGMENT F PHASE II TRAFFIC CONTROL PLAN 16

PROJECT NAME: BRANDON	PLOT DATE: 7/12/2016
PROJECT NUMBER: NH 019-3(496)	DRAWN BY: J. FOWLER
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DESIGNED BY: J. FOWLER	

**TOWN OF BRANDON and
STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Traffic Management Plan

FOR

BRANDON NH 019-3(496)
US ROUTE 7

July 12, 2016



This document shall be provided to the Resident Engineer prior to the preconstruction meeting.

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1.0 Project Description

▪ **Project Location**

- The project is located on US Route 7 beginning 115 m (380 ft) south of the High Street intersection and extending northward 1.85 km (1.2 miles).

▪ **Work zone limits**

- Work zone includes the entire project location, as well as adjacent sideroads at their intersection with US Route 7. Daily work zones will be limited to active construction areas as shown on the Temporary Traffic Control Plans (TTCP).

▪ **Project background information.**

- This project is part of a larger effort to reconstruct US Route 7 in Pittsford and Brandon, VT. This project, Segment 6, will reconstruct primarily on existing alignment with a slight shift of the roadway to the south around Brandon Green. The project is needed to improve inadequate and inconsistent shoulder widths, poor sight distances, inadequate lane widths for vehicles making turns at intersections, uncontrolled access areas, inadequate parking spaces in the village, poor drainage structures, sidewalk deficiencies and poor pavement quality.

▪ **Specific traffic restrictions expected on major roadways during the work**

- One-way alternating traffic will be allowed during active construction operations, with work zone limited to maintain a maximum construction delay of 10 minutes. Two-way traffic must be restored for any non-working periods and overnight.

- **Specific roadways that will be directly affected by the project work zones.**
 - US Route 7
 - Sideroads that will be reconstructed at their intersections with US Route 7 include High Street, VT Route 73 (east), Carver Street, Union Street, West Seminary Street, Prospect Street, Pearl Street, and VT Route 73 (west).



- **Project schedule**
 - Target Construction Schedule: Utility relocations beginning in fall 2016, with roadway construction during 2017 – 2018, and final cleanup activities in spring 2019.
 - Traffic Maintenance: Traffic will be maintained on the existing roadways, utilizing one-way alternating flagger controlled work zones during active construction in certain areas, and shifting traffic to maintain two lanes of traffic in other locations where existing widths and minor widenings will allow. Temporary detours for sideroad construction may be implemented.

2.0 TMP Team—Contact Information

Defining roles and responsibilities from the initial stages of a project helps to coordinate all the activities related to TMP development and implementation. This section includes contact information and roles and responsibilities for major personnel involved in the project.

- **TMP Development Managers**—Personnel with the primary responsibility for developing the TMP.
- **TMP Implementation Managers**—Personnel primarily responsible for implementing the TMP.
- **Emergency Contacts**—Public or semi-public agencies (e.g., hospitals, schools, fire, police, selectboard/town administrator, road foreman) that need to be kept informed about work zone activities, especially in case of a road closures.

Contact information and roles and responsibilities of major personnel involved in the project.

TMP Development Managers	
CLD Consulting Engineers, Inc. (Design Consultant)	Town of Brandon
Name/Title: David A. Munro, P.E. Unit: Highway Design Project Manager Phone: 603-668-8223x189 Email: davidm@cldengineers.com	Name/Title: Daryl Burlett, Public Works Director Unit: Town of Brandon Phone: 802-247-3635 x 211 Email: dburlett@townofbrandon.com
Roles and Responsibilities: Development of the Traffic Management Plan. CLD will be responsible for developing the TMP related to the area within the project construction limits. The Town will review and provide input on TMP development and will be responsible for the Public Outreach & Information portion.	
TMP Implementation/Monitoring Managers	
Consultant Resident Engineer	Town of Brandon
Name/Title: TBD Unit: Phone: Email:	Name/Title: Daryl Burlett, Public Works Director Unit: Town of Brandon Phone: 802-247-3635x211 Email: dburlett@townofbrandon.com
Roles and Responsibilities: Implementing the Traffic Management Plan. Consultant and Town will work together to implement the TMP. Public Outreach & Information efforts will be led by the Town.	
Other Important Agency Contacts	
VTrans Regional Engineer	VTrans Construction and Materials Bureau Director
Name/Title: Mark Mackintosh/Regional Constr Eng Unit: SW Regional Construction Office Phone: 802-786-0023 Email: Mark.Mackintosh@vermont.gov	Name/Title: David Hoyne/Director Unit: Construction and Materials Phone: 802-828-2593 (main desk) Email: david.hoyne@state.vt.us

Emergency Service Contacts

Fire Department	Brandon Police Department
Name/Title: Brandon Fire District #1 Address: 58 Franklin St, Brandon, VT 05733 Phone: 802 247-3311 Email: brandonfdno1@myfairpoint.net	Name/Title: Chief Christopher Brickell Address: 301 Forestdale Rd, Brandon, VT 05733 Phone: 802-247-0222 Email: christopher.brickell@vermont.gov

Roles and Responsibilities:

Contractor

Contractor	Superintendent
Name/Title: TBD Address: Phone: Email:	Name/Title: Unit: Phone: Email:

Roles and Responsibilities:

Contractors Competent Person	Contractors Safety Officer
Name/Title: Unit: Phone: Email:	Name/Title: Unit: Phone: Email:

Roles and Responsibilities:

3.0 Preliminary Work Zone Impact Assessment

This preliminary assessment of work zone impacts should be developed in the early planning stages of the project to help identify issues or uncover problem areas that should be considered during project development.

Preliminary assessment of work zone impacts questionnaire:

Does the project include a long-term closure and/or an extended weekend closure? If Yes, what is/are the applicable type of facility(ies)?

- No

Can traffic be detoured?

- Yes/no: No. Given the length of the project and number of intersecting streets and driveways, a full detour is not feasible around the project site. Through traffic detours were investigated on the following State routes and not pursued as discussed below:
 - Alternate 1 – VT Route 30 south from Middlebury to US Route 4 east to Rutland (additional 8 miles). Excessively long detour, poor road conditions and concern with significant additional traffic on these roads.
 - Alternate 2 – VT Route 73 east from Brandon (within project limits in the Downtown area) to VT Route 53, ending on US Route 7 north of the project limits in Salisbury (additional 2 miles). Width & condition of VT Route 53 not suitable for significant additional traffic from detour.
 - It is anticipated that local and/or through traffic may detour on local streets of their own volition with appropriate public outreach to notify drivers of construction scheduling.
 - Temporary detours on local streets could be implemented for some of the sideroad construction on a short-term basis for active construction operations only; with traffic restored for non-work times.
- Early coordination with the police and fire departments will result in the greatest success of the project closure.
- List any load limit restrictions if applicable: N/A

Is the existing shoulder sufficient to support traffic during construction?

- Yes.

Is additional width required on culverts or bridges to maintain traffic?

- Additional widening at some roadway locations to accommodate a one-way alternating lane and some areas of two-way traffic during working operations (see Traffic Control Plans for locations). Bridge 114 located at Sta. 21+825, is being constructed under a different project, different contract and different traffic control plan. The anticipated bridge project advertising date in the winter of 2017/2018 for construction in 2018.

Are there any pedestrian/bicycle facilities that must be maintained?

- Existing sidewalk is located throughout the project. Sidewalk is proposed to be maintained on at least one side of the road throughout the construction.

Would a temporary structure(s) be required?

- N/A

Would a median crossover be needed?

- N/A

Would there be a need to maintain railroad traffic?

- N/A

Could maintenance of traffic have an impact on existing or proposed utilities?

- Yes. Utility relocations have been taken into account when developing the TTCP plans so that sequencing of construction has been set up to eliminate traffic maintenance conflicts with utilities.

Does it appear that maintenance of traffic will require additional right-of-way?

- Minor widenings and temporary easements have been incorporated into the TTCP and ROW plans where feasible (shown on plans). Use of one-way alternating traffic during working operations is recommended in areas where additional right-of-way needs would be excessive to widen and maintain two lanes of traffic.

Can the contractor restrict the roadway during the time periods listed?

- a.m. peak hours, one direction - Alternating one-way traffic is allowed in limited areas. The allowed maximum work zone length will be established based on traffic delays not exceeding 10 minutes.
- p.m. peak hours, one direction - Alternating one-way traffic is allowed in a limited areas. The allowed maximum work zone length will be established based on traffic delays not exceeding 10 minutes.
- a.m. peak hours, both directions - No.
- p.m. peak hours, both directions - No.
- Overnight - No.
- Local celebrations -
 - Memorial Day Parade – Central Park & Civil War Monument.
 - Independence Day Celebration at Central Park – 1st Fri eve./Saturday in July.
 - Independence Parade from Park St. through downtown – 1st Saturday in July.
 - HarvestFest – Sunday before Columbus Day Weekend at Central Park.
- Holidays or weekends - No.
- Sporting events/other special events -
 - Weekly Farmer’s Market on Friday mornings at Central Park. (Town may relocate for construction duration.)
 - Summer Concert Series on Wednesday/Friday evenings in July & August at Central Park.
 - Chamber of Commerce Auction, 3rd Tuesday in July in the evening at Central Park.
- Will project timing (for example, start or end date) be affected by special events:
 - No.
- Are there any projects to be considered along the corridor or in the region?
 - The Bridge 114 (US Route 7 Sta. 21+825) project is planned for advertisement in the fall/winter of 2017 and construction in 2018. Traffic operations and construction will need to be coordinated with the Segment 6 project.
 - Neshobe River Overflow Culvert construction (US Route 7, Sta. 21+780)
- Roadwork in the immediate area that may affect traffic or the contractor’s operations?
 - Champlain Street Pump Station

Brandon-Goshen ER STP 0162(22)
Rehab/improvements to VT 73
Brandon April 2017 - August 2018

- Park Street Reclaim & Drainage
- Brandon Fire District Water Projects (Champlain St, Union St, Rossiter St, Pearl St)
- Roadwork on other roads that may affect the use of alternate routes?
 - Brandon Fire District Water Projects (Church St, North St, N. Seminary St, E. Seminary St)
- Are there other maintenance of traffic issues? If so, specify.
 - Accommodations for safe commercial deliveries to all businesses throughout construction.

4.0 Existing Conditions

This section provides an overview of the existing conditions within the project area, and includes:

- Roadway characteristics (history, roadway classification, number of lanes, geometrics, urban/suburban/rural).
 - Roadway Classification: Principal Arterial - NHS
 - Roadway Lane/Shoulder Widths and Bridge Lane/Shoulder Widths: varies through corridor
- Historical traffic data (volumes, speed, capacity, volume/capacity, percent trucks, queue length, peak traffic hours).
 - A traffic study of this site was performed by the Vermont Agency of Transportation. The traffic volumes are projected for the years (2005) and (2025). Updated projections for construction years are pending.

TRAFFIC DATA	(2005)	(2025)
AADT	11,200	15,300
DHV		1,600
ADTT		2,200
%T		15%
%D		53% NB

Lane closures should be limited to 1000 FT

- Design Speed: 25 mph
- Traffic operations (signal timing, traffic controls).
 - No existing signals present on the project.
- Crash data.
 - 2015
 - 11 crashes.
 - Rear end, sideswipe, failure to yield, single vehicle crash.
 - 0 Fatalities, 2 Injuries, 9 Property Damage Only
- Pedestrian/bicycle facilities.
 - Sidewalk is present along most sections of US Route 7.
- Transit facilities.
 - Vermont Translines US Route 7 North-South Bus Route: 1 stop at Union St. Side of the Town Green (9:25 a.m. SB, 5:40 p.m. NB, 7 days a week).

- Marble Valley Regional Transit, Middlebury Connector: Stops at American Legion, Brandon Center (Gazebo), and Post Office parking lot (route is every 30-40 minutes, 10 NB trips, 10 SB trips Mon.-Sat.)
- School Bus Routes
 - Bus 15 (4 Stops at 10, 16, 46, and 47 Franklin St and High St intersection; 7:40-7:50 a.m. SB; 2:35 – 2:45 p.m. NB)
 - Bus 8 (10 stops at 8 & 14 Grove St, and 14, 16, 21, 22, 36, 46, 49 and 55 Franklin St; 7:00 – 7:26 a.m. SB; 3:25 – 3:35 p.m. NB)
- Truck routes.
 - 1,600 ADTT Truck volume (15 % of ADT) (2025)
- Local community and business concerns/issues.

Comments/concerns regarding traffic operations, delays, access/egress, etc., that have been received from community, business representatives, and stakeholders during the planning and design stages of the project development:

 -) Significant concern raised by the business owners on US Route 7 for parking and flow of traffic during construction.

Specific concerns on pedestrian, bicycle, transit facilities, etc. :

 -) No specific concerns raised.
- The table below summarized pertinent project information related to the route affected by road closure (N/A) – US Route 7 will not be closed. Sideroads (local streets only) will be closed with traffic detour on a limited basis. TTCP plans include potential routes for each street closed. Contractor to prepare specific detour route and signing layout for approval before implementation.

Roadways Affected By Local Passenger Car Detour Route—Summary

Roadway/Street Name	Classification	ADT	Capacity	Peak Hour Volume	Existing LOS	Proposed LOS
N/A						

5.0 Work Zone Impact Management Strategies

This section provides an overview of various strategies to be deployed to improve the safety and mobility of the work zone and reduce the work zone impacts on the road users, community, and businesses.

The strategies are grouped according to the following three categories.

1. Temporary Traffic Control (TTC)
2. Transportation Operations (TO)
3. Public Information and Outreach (PI&O).

5.1. Temporary Traffic Control (TTC)

A TTC plan describes temporary traffic control measures to be used for facilitating road users through a work zone or an incident area. The TTC plan plays a vital role in providing continuity of reasonably safe and efficient road user flow and highway worker safety when a work zone, incident, or other event temporarily disrupts normal road user flow. The TTC plan shall be consistent with the provisions of the MUTCD and AASHTO Roadside Design Guide.

Temporary Traffic Control (TTC)	Check if recommended for use
Control Strategies	
1. Construction phasing/staging	X
2. Full roadway closures (LOCAL SIDEROADS ONLY)	X
3. Lane shifts or closures	X
4. One-lane, two-way controlled operation	
5. Two-way, one-lane traffic/reversible lanes	X
6. Night work	
7. Weekend work	
8. Work hour restrictions for peak travel	X
9. Pedestrian/bicycle access improvements	X
10. Business access improvements	
11. Off-site detours/use of alternate routes	X
Traffic Control Devices	
12. Temporary signs	X
13. Arrow boards	
14. Portable changeable message signs	X
15. Channelizing devices	X
16. Temporary pavement markings	X
17. Flaggers and uniformed traffic control officers	X
18. Automated Flagger Assistant Devices	
19. Temporary traffic signals <i>if proposed signals not operational when needed)</i>	X
20. Lighting devices	X
21. Truck attenuators	
Innovative or Accelerated Construction Techniques	
22. Prefabricated/precast elements	
23. Rapid cure materials	

5.2. Transportation Operations (TO)

The TO component shall include the identification of strategies to mitigate impacts of the work zone on the operation of the transportation system within the work zone impact area. The work zone impact area consists of the immediate work zone as well as affects to the surrounding roadways and communities. Additional information can be acquired from the [“Workzone Safety and Mobility Guidelines”](#) (WSMG) and [“Appendix A”](#) in the WSMG document:

Transportation Operations (TO)	Check if recommended for use
Demand Management Strategies	
1. Shuttle services for pedestrian traffic	
Corridor/Network Management Strategies	
2. Signal timing/coordination improvements	
3. Temporary traffic signals (<i>if proposed signals not operational when needed</i>)	X
4. Street/intersection improvements	X
5. Bus turnouts	
6. Turn restrictions	
7. Parking restrictions	X
8. Truck/heavy vehicle restrictions	
9. Reversible lanes	X
10. Dynamic lane closure system	
Work Zone Safety Management Strategies	
31.Speed limit reduction/variable speed limits	X
32.Temporary traffic signals	
33.Temporary traffic barrier	X
34.Movable traffic barrier systems	X
35.Crash cushions	X
36.Project task force/committee	
37.Construction safety supervisors/inspectors	X
38.Road safety audits	
39.TMP monitor/inspection team	
Incident Management and Enforcement Strategies	
40.Media coordination	X
41.Local detour routes	X
42.Contract support for incident management	X
43.Incident/Emergency management coordination	X

44. Incident/Emergency response plan	X
45. Dedicated (paid) police enforcement	
46. Cooperative police enforcement	X

Contingency/Incident Management Plans—

It is best to develop the Contingency/Incident Management plan as a collaborative effort with the emergency response and the public safety community. Development of such a plan is crucial in the early phases to properly integrate the concerns of the first responder personnel.

5.3. Public Information and Outreach (PI&O)

The PI component can include communication strategies that seek to inform the general public of work zone impacts and the changing condition of the project. The general public may include road users, area residences and businesses, and other public entities.

Public Information and Outreach can be important for the success of bridge closure projects. This project will create a short term impact to travelers, businesses, residents, and truckers. Properly informing these stakeholders of what to expect during construction will ensure proper public support and reduce problems during construction. The following measures can be used:

- Factsheets
 - A project factsheet can be used to show the detour routes, describe the project and why and when it is taking place.
- Business concerns/issues
- Public Input and Surveys
- Social Media to inform the public

Public Information and Outreach (PI&O)	Check if recommended for use
Public Awareness Strategies	
1. Brochures and mailers	
2. Press releases/media alerts	X
3. Telephone hotline	
4. Planned lane closure website	X
5. Project website	X
6. Public meetings/hearings, workshops <i>(if needed)</i>	X
7. Community task forces	
8. Coordination with media/schools/business/emergency services	X
Motorist Information Strategies	
9. Changeable message signs	X
10. Temporary motorist information signs	
11. Dynamic speed message sign	X

Public Information and Outreach (PI&O)	Check if recommended for use
12. Project information hotline	
13. Email alerts	X

6.0 Notes

Any additional notes on selected strategies, the TMP in general, or any item requiring special attention for the project can be provided in this section.

This section should include meeting notes or conversation notes where decisions pertaining to the TMP are made.

Signals are proposed at two reconfigured intersections: US Route 7/VT Route 73, and US Route 7/Carver/Union. The intersection reconfiguration is planned for construction at the beginning of the project. Signals should be operational prior to directing US Route 7 through this reconfigured area. Temporary traffic signals will be required if the Contractor plans to move traffic to this section prior to the proposed signals being operational. See TTCP plans and notes for more information.

A section of the project through the Village area includes relocated existing overhead utilities to underground facilities. Existing cobrahead street lights are present on a number of the utility poles that are proposed for removal. It is anticipated that utility relocation will occur far in advance of construction of the proposed street lighting system. Contractor will be required to relocate existing street lighting or erect temporary street lighting to meet or exceed existing illumination levels until the new street lighting system is operational.

7.0 TMP Summary

This summary should include a brief description of the traffic management strategies selected for use on the project as well as important contact information. This summary should be included in the contract documents.

TMP Summary

-) The following temporary traffic control (TTC) measures have been identified for use though the construction area.
 - o Control Strategies: Construction phasing, lane shifts/closures, one-way alternating traffic with flagger control, restrictions for peak travel, temporary sidewalks for pedestrian route, and off-site detours for certain side road construction.
 - o Traffic Control Devices: Temporary signs, portable changeable message signs, channelizing devices, temporary pavement markings, flaggers, UTOs and temporary lighting.
 - o Innovative or Accelerated Construction Techniques: None.
-) The following transportation operations (TO) measures have been identified for use for mitigation of impacts to the work zone and the surrounding roadway network
 - o Corridor/Network Management Strategies: Temporary intersection improvements, parking restrictions, reversible lanes.
 - o Work Zone Safety Management Strategies: Speed limit reduction, temporary barrier, movable barrier and crash cushions.
 - o Incident Management and Enforcement Strategies: The media should be coordinated with to inform the public of any delays that occur due to unexpected incidents, Emergency response personnel should be aware of the local routes available in case of emergency, and an Incident/Emergency response plan should be drafted and coordinated with emergency personnel.

Public Information and Outreach Summary

The following measures are recommended to warn the public of the possible impacts to them:

- The Town of Brandon will designate a public relations person during construction to coordinate with Town officials, school officials, local businesses, residents, abutters, Chamber of Commerce, and the traveling public to keep all informed of the construction phasing and anticipated construction activities.
- The public relations persons will be responsible for the project website and maintaining current information on the website including interaction with any Town or Chamber events in the project area, regularly updating the construction schedule with anticipated lane closures and diversions, side road closures, parking restrictions and relocations, and any other information on the website.
- The public relations person will also be responsible for coordinating media releases for major events such as start of construction, major phasing change, parking restrictions/relocations, etc.
- Town of Brandon Selectboard meetings include a public concerns agenda item, and will include regular updates to the Selectboard of project progress. Project specific public meetings may be held at the discretion of the Selectboard, if it is warranted to notify the public what to expect during the closure, and to hear concerns.
- Factsheets
- Social Media to inform the public of upcoming impacts

Contacts (see Section 2.0)

Design Project Manager:

Resident Engineer: TBD

Regional Engineer:

Public Information Officer: TBD

Fire and Emergency Medical Services:

VT State Police (Regional Barracks):

Contractor: TBD

Superintendent: TBD

Contractors Competent Person: TBD

Contractor Safety Officer: TBD

8.0 TMP Review/Approvals

TMPs, and changes to TMPs, can be submitted for review by the Transportation Systems Management & Operations (TSMO) section at AOT before they are implemented. Review of the TMP by AOT prior to implementation is not mandatory, but is highly encouraged.

TSMO Contacts

AOT - Transportation Systems Management & Operations (TSMO)

Name/Title: Amy Gamble, PE/Traffic Operations Engineer

Address: 1 National Life Drive, Montpelier, VT 05633-5001

Phone: 802-828-1055

Email: amy.gamble@state.vt.us**Roles and Responsibilities:** Review of Traffic Management Plans

The approval of the TMP should be based on conformance of the TMP with the Work Zone Safety and Mobility Guideline.

Regional Construction Engineer

Traffic Operations Engineer

Project Manager

All approvals must be obtained prior to the start of work

Signature:

Name:

Date:

Signature:

Name:

Date:

Signature:

Name:

Date:

Revision#	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date
1			1			1		
2			2			2		

9.0 Appendices

Future appendices could include:

- Traffic Counts
- Temporary Traffic Control Plans
- Public Information and Outreach Plan
- TMP Review Notes
- Project Monitoring Form or Post-Project Evaluation Form.