

TRAFFIC CONTROL PLAN

FOR

JOHNSON BRF 030-2(26)

(State of Vermont, Agency of Transportation
VT Highway 15, Grand Army of the Republic Highway)

FOR

A.L. St. Onge Contractor, Inc.

PO BOX 65
MONTGOMERY, VT 05470

October, 2014

Prepared by:

Vermont Agency of Transportation

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CK'D BY M. Umberger OK'D BY _____

October 22, 2014

RESUBMIT No Approved _____
BY C. Carlson DATE 10/23/2014



RUGGLES ENGINEERING SERVICES INC.

Ruggles Engineering Services, 4580 Memorial Drive, St. Johnsbury, VT 05819

www.rugglesengineeringservices.com

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SECTION 1 – GENERAL INFORMATION

1.1 Purpose:

The purpose of this Traffic Control Plan is to present site specific construction methods for work zone traffic control. This work consists of furnishing, installing, maintaining and removing traffic control devices necessary to provide reasonable protection & advanced warning for motorists, pedestrians and construction workers.

A copy of this Traffic Control Plan will be available at the construction site through the Key Personnel listed in section 1.5.

1.2 Description of Project:

The project includes the removal and replacement of Bridge 32 over Smith Brook on VT Highway 15 in Johnson. The existing 20 foot bridge will be replaced with a 50 foot bridge. The project includes a temporary bridge detour and other miscellaneous approach and shoulder work. This project will include the need for traffic control devices phased throughout the project.

Work within this traffic control plan will include the installation of permanent traffic control signs, barriers, etc and will include the phasing of traffic control for the installation of the temporary bridge, removal and replacement of the permanent structure and miscellaneous approach and shoulder work.

Work which requires temporary traffic control with flaggers will occur during daylight hours, Monday through Friday.

1.3 Work Zone Limitations

a. Lane Width

One- 11 foot wide lane will be open for passage by vehicle traffic at all times.

b. Speed Reduction

Detour

- Speed reduction is necessary for the temporary bridge.
- Existing speed on the highway is 50 miles per hour (MPH). Speed will be reduced in two increments. 50 to 35 and 35 to 20 MPH.
- Speed Limit 35/20 Ahead (W3-5) and Speed Limit 35/Advisory 20 MPH signs (W13-1P) will be used on permanent sign posts as shown on the permanent sign placement plan.

c. Pedestrian Traffic

Traffic from the Long Trail is not expected since the trail now uses the Lamoille Valley Rail Trail.

d. Lane Closure

Lane Closures will be used when building the temporary bridge, removing the temporary bridge and during the shoulder and intersection work. Lane closures will use daily lane

closure signs (One Lane Road Ahead, Be Prepared to Stop, Flagger). These signs will be placed at 500 foot increments.

e. Roadway Surface Conditions

The road surface will be temporary asphalt through the temporary bridge detour. The road surface will only be reduced to gravel during the replacement of the bridge approaches. Signs for “Pavement Ends” and “Bump” will be used as shown on the phase 3 plan. Standards T-36 will also need to be used when lanes are uneven.

f. Temporary Pavement Markings

Temporary RPMs will be used prior to final paving.

g. Detours

The project will use a 70 foot temporary bridge.

h. Signage

- Portable signs will be placed on the edge of the roadway and a minimum of 1 foot above the travel way.
- Vegetation that interferes with the visibility of the signs will be removed
- When signs are placed behind Guardrails, the sign face will be above the top of the rail.

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1.4 Flaggers and UTO's utilized in the Work Zones

Flaggers and Uniform Traffic Officers will be used during the installation of traffic devices and lane shifting/closure.

Flaggers:

- Whenever flaggers are used the FLAGGER AHEAD sign or symbol will be incorporated in the work zone sign package for proper advance notice of the presents of the flagger.
- Sufficient certified flaggers will be available onsite to provide for continuous flagging operations during break periods as needed.
- Flaggers will be informed in advance of the traffic plan and their responsibilities during the daily construction on the project. Any changes throughout the day during construction will be relayed to the flaggers to provide a safe working environment for the construction personnel and the traveling public.
- Flaggers will have two way radio communication.
- See the hand signal figure in the Appendix in case of radio failure or for emergencies.

Uniform Traffic Officers (UTO)

- ii. UTO's may be utilized in work zones including;
 - Temporary traffic control device installation.
 - Lane shifting.
 - as required by the Resident Inspector.

1.5 Key Personnel and Contact Info:

A.L. St. Onge Contractors, Inc.

Office
Carl Gleason

(802) 326-4792
(802) 782-3978

RUGGLES ENGINEERING SERVICES, INC.

Nathan P. Sicard, P.E. (802) 748-5898, nate.res@myfairpoint.net

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1.6 Emergency Contact Information

The following is a list of contact numbers for notifying the Resident & local emergency officials, and local government officials whenever significant traffic impacts are anticipated or an emergency occurs.

EMERGENCY PHONE NUMBERS:

FIRE – POLICE – AMBULANCE911

_____	, Project Resident (VAOT Resident)	(802) ____-____
Arthur St. Onge,	(President)	(802) ____-____
Carl Gleason		(802) 782-3978
Town of Johnson		(802) 635-2611
VTrans District 8		(802) 524-5926
State Police Barracks (St. Albans)		(802) 524-5993

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SECTION 2 – CONSTRUCTION PHASING AND SEQUENCING

2.1 GENERAL:

a. Traffic Impact:

i. Delay Time

Work will be conducted to maintain traffic and reduce delays.

ii. Portable Changeable Message Signs (PCMS)

PCM Signs are not a requirement of this project.

b. Updates:

The phasing of the traffic control plan will be coordinated with the Project Schedule. Although no issues or conflicts are expected, weekly meetings will be held as required to discuss any issues that may arise, to resolve any conflicts on this portion of the project and to ensure the least possible disruption to the traveling public as possible.

c. Signage for Working Phases:

Permanent signs will be installed as shown on the layout plans.

2.2 PHASE 1 – Installation of Permanent Signage 2014:

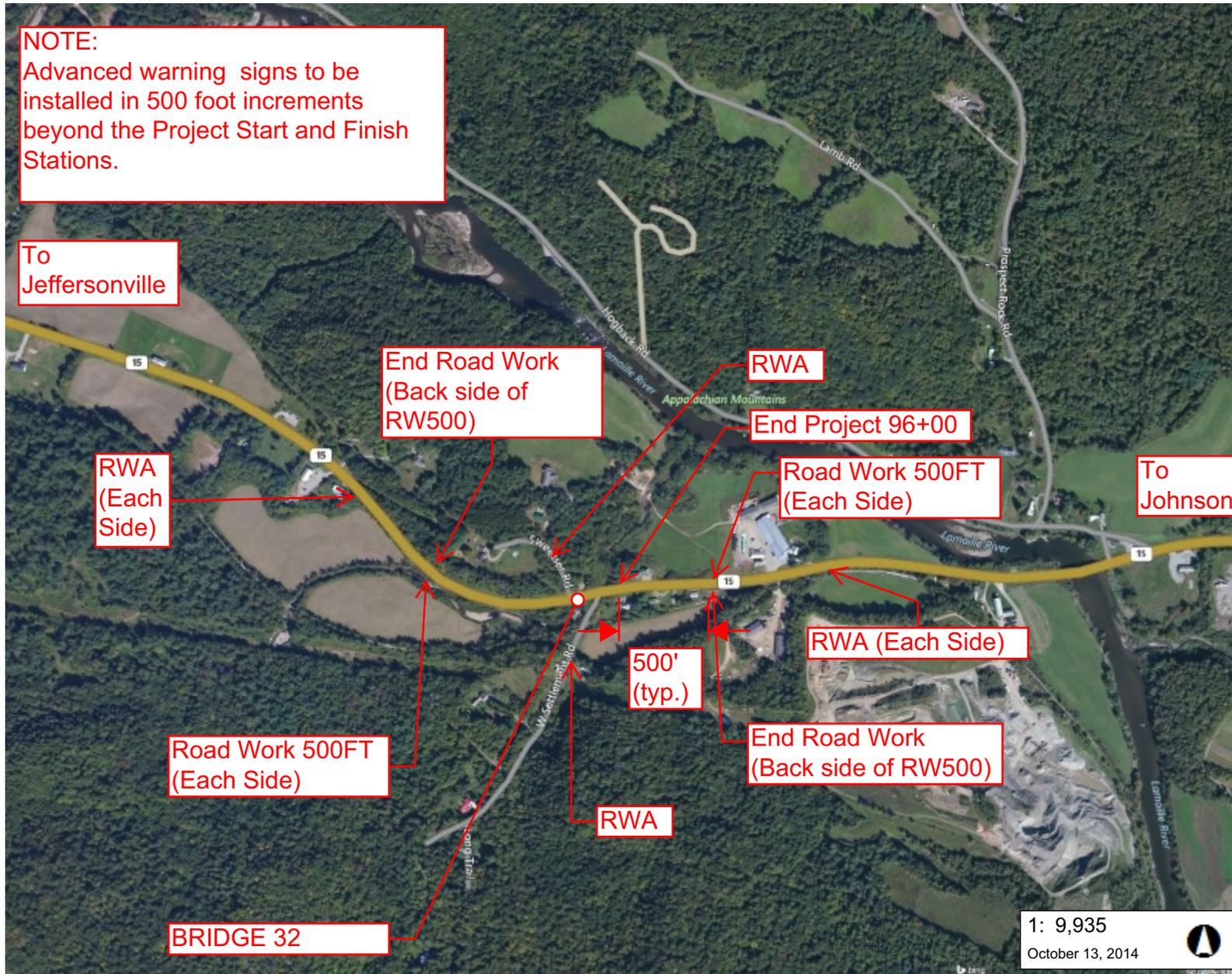
Phase 1 will include the installation of Permanent Project Approach Signing for the work during the 2014 construction season. Signs will be installed as described in the following Plan.

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**PERMANENT SIGNS
 PHASE I - FALL 2014**



NOTE:
 Advanced warning signs to be installed in 500 foot increments beyond the Project Start and Finish Stations.



LEGEND

PERMANENT SIGNS	DAILY LANE CLOSURES

NOTES

Map created using ANR's Natural Resources Atlas

1,656.0 0 828.00 1,656.0 Feet
 WGS_1984_Web_Mercator_Auxiliary_Sphere 1" = 828 Ft. 1cm = 99 Meters
 © Vermont Agency of Natural Resources THIS MAP IS NOT TO BE USED FOR NAVIGATION

2.3 PHASE 1I – DETOUR:

Phase 2 will include the installation of Permanent Project Approach Signing for the work during the 2015 construction season while the road is detoured. Signs will be installed as described in the following Permanent Approach Plan and Detour Plan.

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2.4 Road Base, Shoulder Improvements and Intersections:

Traffic control will use flaggers and a daily shift pattern to maintain 1-way traffic. Standards T-35 and T-36 will also be required when there are uneven lanes. See the Phase III Plan for sign's necessary for this phase.

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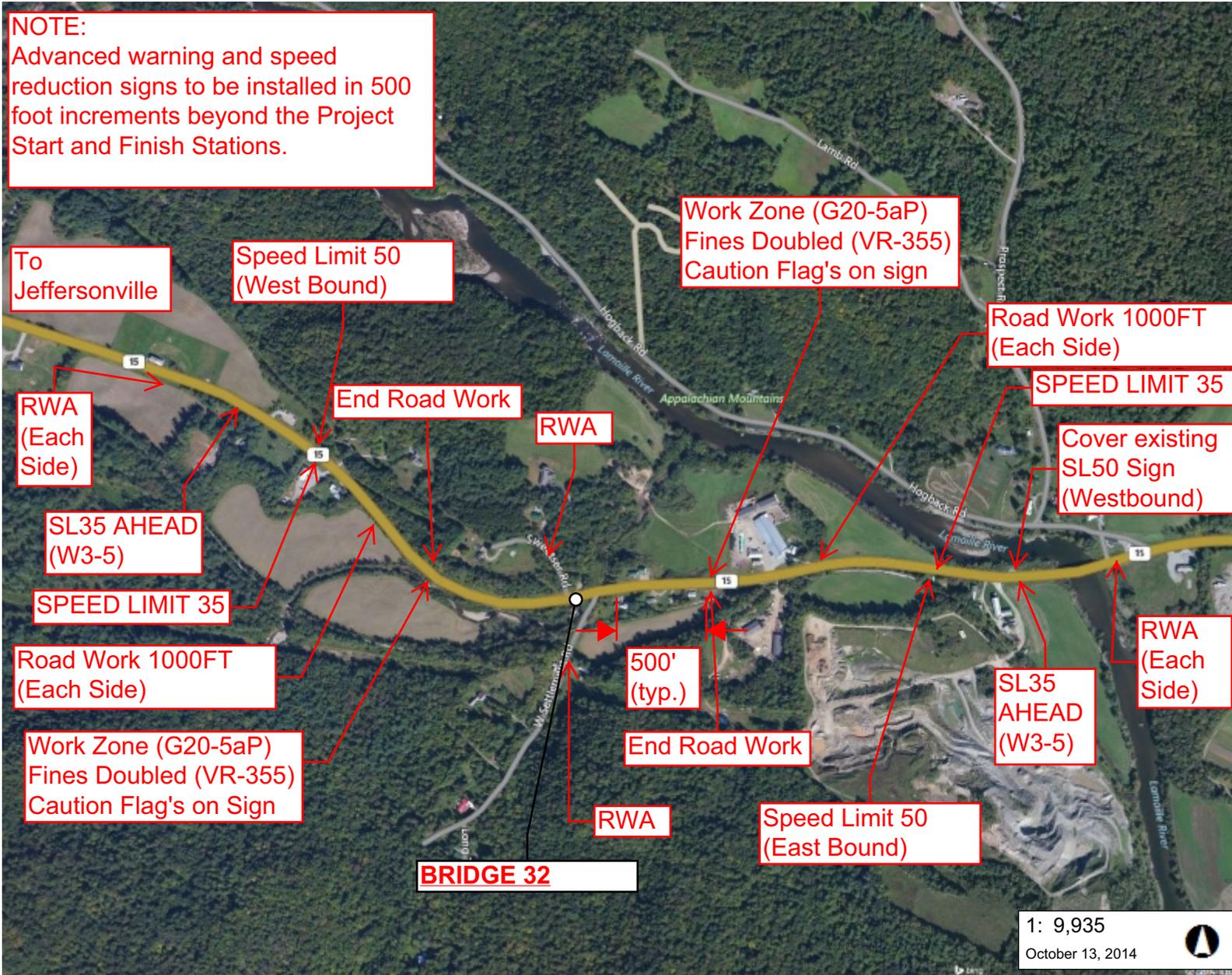
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**PERMANENT SIGNS
 PHASE III**

vermont.gov



NOTE:
 Advanced warning and speed reduction signs to be installed in 500 foot increments beyond the Project Start and Finish Stations.



1: 9,935
 October 13, 2014

LEGEND

	DAILY LANE CLOSURES
	USE AS NEEDED

G20-2

NOTES
 Map created using ANR's Natural Resources Atlas

2.5 Guardrail, Signs and Final Pavement Marking:

Traffic control will use flaggers and a daily shift pattern to maintain 1-way traffic. Standard T-36 will also be required when there are uneven lanes. See the Phase III Plan for sign's necessary for this phase.

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Appendix A – Schedules and Supporting Information

Contractor Schedule

Flagger Hand Signals

Sign Installation

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ID	Task Mode	Task Name	Duration	Start	Finish	September			October			November			December			
						B	M	E	B	M	E	B	M	E	B	M	E	
0		Johnson BRF 030-2(26)	187 days	Tue 9/16/14	Fri 9/18/15													
1		Notice To Proceed	1 day	Tue 9/16/14	Wed 9/17/14													
2		Temporary Bridge Design	20 days	Wed 9/17/14	Mon 10/13/14													
3		Traffic Control Plan Design	20 days	Wed 9/17/14	Mon 10/13/14													
4		EPSC Plan Design	20 days	Wed 9/17/14	Mon 10/13/14													
5		Pre Construction Meeting	1 day	Wed 9/24/14	Wed 9/24/14													
6		Schedule for review	21 days	Wed 9/17/14	Tue 10/14/14													
7		Temporary Bridge Review	21 days	Tue 10/14/14	Mon 11/10/14													
8		Traffic Control Plan For Review	21 days	Tue 10/14/14	Mon 11/10/14													
9		EPSC Plan For Review	21 days	Tue 10/14/14	Mon 11/10/14													
10		Partial Mobilization	15 days	Tue 10/14/14	Mon 11/3/14													
11		Install Construction Signs	1 day	Tue 10/14/14	Tue 10/14/14													
12		Partial Clearing	5 days	Tue 10/14/14	Mon 10/20/14													
13		Field Office	10 days	Mon 10/20/14	Mon 11/3/14													
14		Construct Temporary Bridge Approaches	10 days	Mon 10/20/14	Mon 11/3/14													
15		Install Temporary Bridge Abutments	4 days	Mon 11/3/14	Thu 11/6/14													

Project: Johnson BRF 030-2(26)
Date: Wed 9/17/14

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Task		Inactive Task		Start-only	
Split		Inactive Milestone		Finish-only	
Milestone		Inactive Summary		Deadline	
Summary		Manual Task		Critical	
Project Summary		Duration-only		Critical Split	
External Tasks		Manual Summary Rollup		Progress	
External Milestone		Manual Summary			

ID	Task Mode	Task Name	Duration	Start	Finish	September			October			November			December			
						B	M	E	B	M	E	B	M	E	B	M	E	
29		Piles- Abutment 2	2 days	Thu 5/21/15	Fri 5/22/15													
30		Form Abutment 1	5 days	Wed 5/20/15	Tue 5/26/15													
31		Abutment 1 HP,Class B	7 days	Tue 5/26/15	Thu 6/4/15													
32		Form Abutment 2	5 days	Fri 5/22/15	Fri 5/29/15													
33		Abutment 2 HP, Class B	7 days	Fri 5/29/15	Tue 6/9/15													
34		Install Next F Units	10 days	Tue 6/9/15	Mon 6/22/15													
35		Form Super Structure	10 days	Mon 6/22/15	Mon 7/6/15													
36		Install Bridge Rail Anchorage	5 days	Mon 7/6/15	Fri 7/10/15													
37		Pour Deck- HP, Class A	10 days	Mon 7/13/15	Fri 7/24/15													
38		Form Abutment 1 Approach Slab	2 days	Fri 7/24/15	Tue 7/28/15													
39		HP, Class B, Abutment 1	7 days	Tue 7/28/15	Wed 8/5/15													
40		Retaining Wall	5 days	Thu 8/6/15	Wed 8/12/15													
41		Form Abutment 2 Approach Slab	2 days	Tue 7/28/15	Thu 7/30/15													
42		HP, Class B, Abutment 2	7 days	Thu 7/30/15	Fri 8/7/15													
43		Install Box Beam Bridge Rail	3 days	Fri 8/7/15	Wed 8/12/15													

Project: Johnson BRF 030-2(26)
Date: Wed 9/17/14

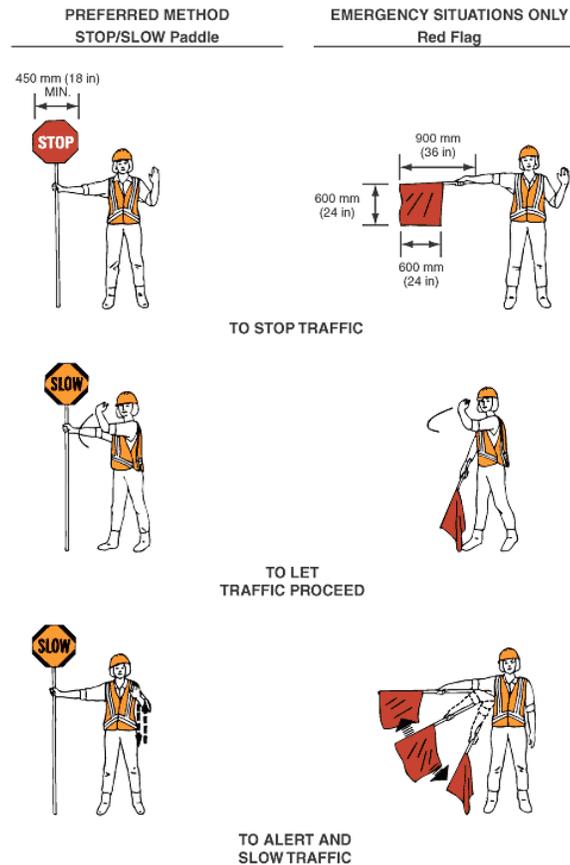
Task		Inactive Task		Start-only	
Split		Inactive Milestone		Finish-only	
Milestone		Inactive Summary		Deadline	
Summary		Manual Task		Critical	
Project Summary		Duration-only		Critical Split	
External Tasks		Manual Summary Rollup		Progress	
External Milestone		Manual Summary			

ID	Task Mode	Task Name	Duration	Start	Finish	September			October			November			December			
						B	M	E	B	M	E	B	M	E	B	M	E	
44		Install Bridge Approach Rail	5 days	Wed 8/12/15	Wed 8/19/15													
45		Longitudinal Deck Grooves	2 days	Wed 8/12/15	Fri 8/14/15													
46		Open Bridge To Traffic	1 day	Fri 8/14/15	Mon 8/17/15													
47		Remove Temporary Bridge	10 days	Mon 8/17/15	Mon 8/31/15													
48		Excavate and Stone Fill 89+00 to 92+52 Lt	15 days	Mon 8/17/15	Fri 9/4/15													
49		Install 8" underdrain 92+00 to 93+34 LT	3 days	Fri 9/4/15	Wed 9/9/15													
50		Install Box Beam Rail	5 days	Wed 8/19/15	Wed 8/26/15													
51		Install Drainage System 1	1 day	Fri 9/4/15	Mon 9/7/15													
52		Install Drainage System 2	1 day	Mon 9/7/15	Tue 9/8/15													
53		Install Steel Beam	2 days	Fri 9/4/15	Tue 9/8/15													
54		Install Transition Rail	1 day	Tue 9/8/15	Wed 9/9/15													
55		Install EPSC measures	7 days	Wed 9/9/15	Fri 9/18/15													

Project: Johnson BRF 030-2(26)
Date: Wed 9/17/14

Task		Inactive Task		Start-only	
Split		Inactive Milestone		Finish-only	
Milestone		Inactive Summary		Deadline	
Summary		Manual Task		Critical	
Project Summary		Duration-only		Critical Split	
External Tasks		Manual Summary Rollup		Progress	
External Milestone		Manual Summary			

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



Standard: The following methods of signaling with paddles shall be used:

- To stop road users, the flagger shall face road users and aim the STOP paddle face toward road users in a stationary position with the arm extended horizontally away from the body. The free arm shall be held with the palm of the hand above shoulder level toward approaching traffic.
- To direct stopped road users to proceed, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body. The flagger shall motion with the free hand for road users to proceed.
- To alert or slow traffic, the flagger shall face road users with the SLOW paddle face aimed toward road users in a stationary position with the arm extended horizontally away from the body.

Option: To further alert or slow traffic, the flagger holding the SLOW paddle face toward road users may motion up and down with the free hand, palm down.

Standard: The following methods of signaling with a flag shall be used:

- To stop road users, the flagger shall face road users and extend the flag staff horizontally across the road users' lane in a stationary position so that the full area of the flag is visibly hanging below the staff. The free arm shall be held with the palm of the hand above the shoulder level toward approaching traffic.
- To direct stopped road users to proceed, the flagger shall stand parallel to the road user movement and with flag and arm lowered from the view of the road users, and shall motion with the free hand for road users to proceed. Flags shall not be used to signal road users to proceed.
- To alert or slow traffic, the flagger shall face road users and slowly wave the flag in a sweeping motion of the extended arm from shoulder level to straight down without raising the arm above a horizontal position. The flagger shall keep the free hand down.

General Sign Installations

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

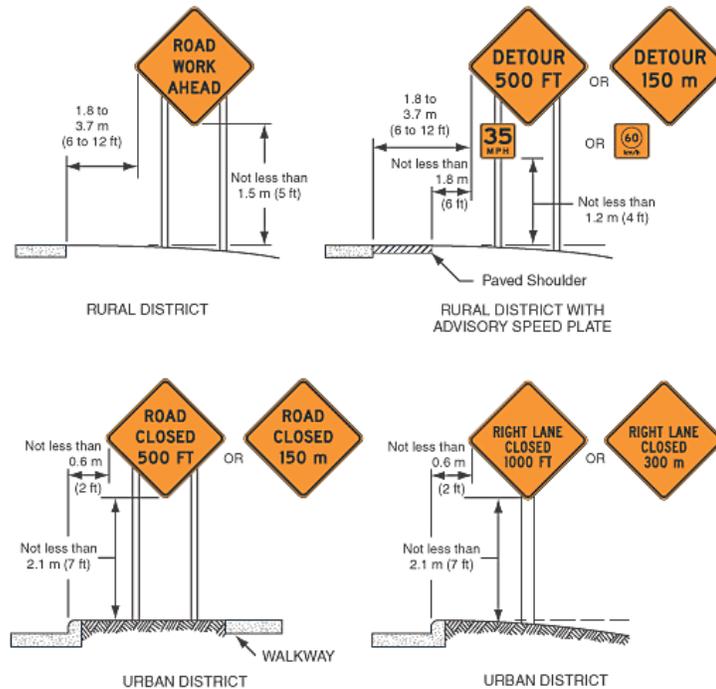


Figure 6F-1. Height and Lateral Location of Signs—Typical Installations

This figure shows four examples of the height and lateral location of signs for typical installations.

The first illustration is labeled "Rural District." The roadway is shown with no shoulder. The sign in this example is a diamond-shaped Road Work Ahead sign. The distance between the edge of the pavement and the near edge of the sign is shown as a dimension of 1.8 to 3.7 m (6 to 12 ft). The distance from the bottom edge of the sign to the level of the edge of the pavement is shown as a dimension not less than 1.5 m (5 ft).

The second illustration is labeled "Rural District with Advisory Speed Plate." The roadway is shown with a paved shoulder. The sign in this example is a diamond-shaped Detour sign with an advisory speed plaque mounted below it, with the metric alternate signs shown to the right. The distance between the outside edge of the roadway and the near edge of the sign is shown as a dimension of 1.8 to 3.7 m (6 to 12 ft). The distance between the outside edge of the paved shoulder and the near edge of the sign is shown as a dimension not less than 1.8 m (6 ft). The distance from the bottom edge of the advisory speed plaque to the level of the roadway at the inside edge of the shoulder is shown as a dimension not less than 1.2 m (4 ft).

The third illustration is labeled "Urban District." The roadway is shown with a curb along the outside edge of the pavement and a walkway to the right of the sign. The sign in this example is a diamond-shaped Road Closed sign with a metric alternate shown to the right. The distance from the edge of the roadway to the near edge of the sign is shown as a dimension no less than 0.6 m (2 ft). The distance from the bottom edge of the sign to the surface of the curbing is shown as a dimension no less than 2.1 m (7 ft).

The fourth illustration is labeled "Urban District." The roadway is shown with a curb along the outside edge of the pavement. The sign in this example is a diamond-shaped Right Lane Closed sign with a metric alternative shown to the right. The distance from the edge of the roadway to the near edge of the warning sign is shown as a dimension not less than 0.6 m (2 ft). The distance from the bottom edge of the sign to the level of the travel lane at the top of the curbing is shown as a dimension of not less than 2.1 m (7 ft).

Appendix B –Standard Sheets for Traffic Control

T-1 Traffic Control General Notes and Contract Notes.

T-35 Construction Zone Longitudinal Drop Offs.

T-36 Construction Zone Longitudinal Drop-Offs for Pavement.

1. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
2. CONSTRUCTION SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.
3. CONSTRUCTION SIGN COVERS SHALL CONSIST OF A PANEL, PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.
4. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.
5. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED. CONSTRUCTION SIGNS SHALL BE PLACED ON TWO POSTS.
6. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE GUARDRAIL, OR TWO FEET OUTSIDE CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE SIDEWALK OR EDGE OF PAVEMENT, WHICHEVER IS HIGHER.
7. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
8. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
9. ROLL UP CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VI AND TYPE VII UNLESS OTHERWISE NOTED.
10. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VIII OR IX REQUIREMENTS UNLESS OTHERWISE NOTED.
11. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE AASHTO "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
12. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.
13. THESE STANDARD DRAWINGS ARE INTENDED TO SERVE AS VTRANS STANDARD OPERATING PROCEDURE. IT IS NOTED THAT COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY BE MODIFIED DUE TO FIELD CONDITIONS, AT THE DISCRETION OF THE ENGINEER.

TRAFFIC CONTROL

22. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
23. ANY TEMPORARY MEANS OF SUPPORTING FILL SHALL BE INCIDENTAL TO THE ITEM 528.11 "TWO-WAY TEMPORARY BRIDGE". TEMPORARY PAVEMENT MARKINGS ON APPROACHES TO THE TEMPORARY BRIDGE WILL BE INCLUDED FOR PAYMENT UNDER CONTRACT ITEM 528.11.
24. THE CONTRACTOR SHALL ADD SIGN G20-5AP TO THE TOP OF ALL TEMPORARY SPEED LIMIT SIGNS AS DETAILED IN THE MUTCD.
25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL SUBMIT TO THE ENGINEER FOR APPROVAL A DETAILED TRAFFIC CONTROL PLAN FOR ALL STAGES OF CONSTRUCTION. NO WORK SHALL BEGIN UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED.
26. PAYMENT FOR ALL ON AND OFF-PROJECT CONSTRUCTION SIGNING AND TRAFFIC CONTROL DEVICES, INCLUDING DRUMS, TRAFFIC DIVIDERS AND BARRICADES, AND FOR ALL COSTS RELATED TO TRAFFIC CONTROL NOT OTHERWISE PAID UNDER A SEPARATE CONTRACT ITEM(S), INCLUDING PREPARATION OF AND IF NECESSARY REVISION(S) TO THE SITE-SPECIFIC TRAFFIC CONTROL PLAN, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".

OTHER STDS. REQUIRED: NONE

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

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October 22, 2014

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APPROVED

W.A.P.
HIGHWAY SAFETY & DESIGN ENGINEER

Rubén J. Huante
DIRECTOR OF PROGRAM DEVELOPMENT

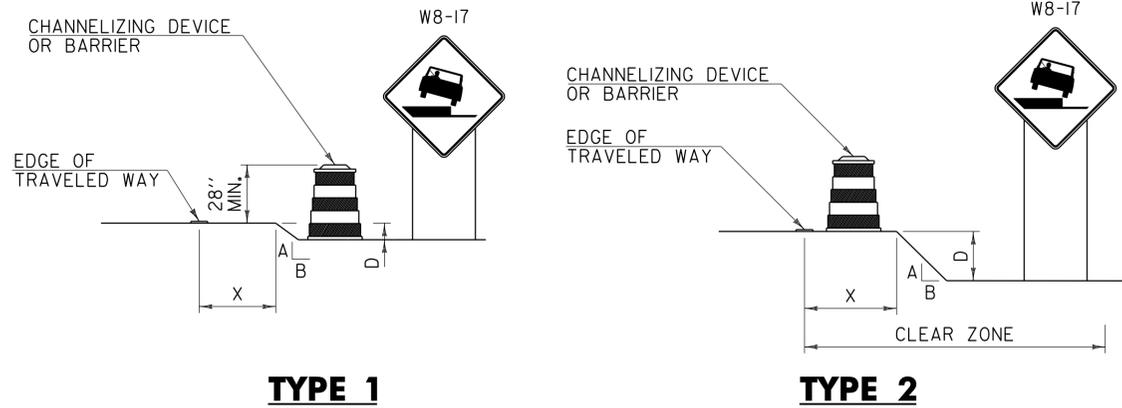
Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL GENERAL NOTES



STANDARD
T-1

DROP-OFF ADJACENT TO TRAVELED WAY



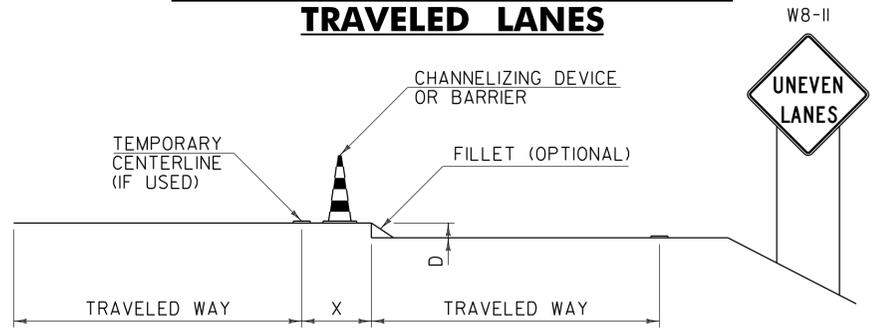
TYPE 1

TYPE 2

NOTES:

1. CHANNELIZING DEVICES OR BARRIER SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
2. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.
3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT, THEN "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS SHOULD BE INSTALLED.

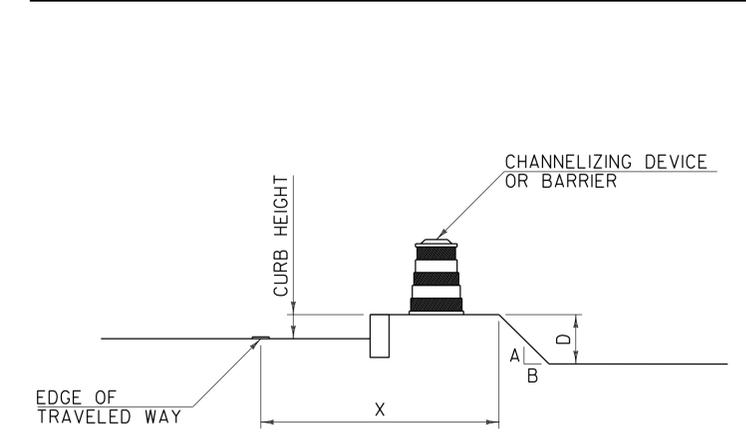
DROP-OFF BETWEEN ADJACENT TRAVELED LANES



NOTES:

1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT, THEN "UNEVEN LANES" (W8-11) SIGNS AND CHANNELIZING DEVICES SHOULD BE INSTALLED.
2. IF REQUIRED, THE CHANNELIZING DEVICES USED SHOULD BE THOSE WHICH MAXIMIZE THE WIDTH OF THE TRAVELED LANE (I.E. CONES, VERTICAL PANELS OR TUBULAR MARKERS).
3. A BITUMINOUS CONCRETE FILLET WITH A 1.5:1 SLOPE MAY BE USED IN PLACE OF CHANNELIZING DEVICES, HOWEVER THE "UNEVEN LANES" (W8-11) SIGNS SHOULD STILL BE INSTALLED.
4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

DROP-OFF BEYOND SHOULDER OR CURB



NOTES:

1. USE CHART "A" FOR VERTICAL CURBS UNDER SIX INCHES, MOUNTABLE CURBS OR ROADWAYS WITH A POSTED SPEED ABOVE 40 MPH.
2. USE CHART "B" FOR VERTICAL CURBS SIX INCHES OR GREATER.

**CHART "A"
ALL SPEEDS WITH NO CURB
OR MOUNTABLE CURB**

X (FEET)	DROP (D) (INCHES)	A:B SLOPE	RECOMMENDED DEVICE
0 TO 4'	LESS THAN 2"	ANY	NONE
	2" TO 6"	1:1.5 OR FLATTER	NONE
		STEEPER THAN 1:1.5	CHANNELIZING DEVICE
4' TO 10'	GREATER THAN 6"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
	LESS THAN 6"	ANY	NONE
10' TO CZ	6" TO 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
	GREATER THAN 12"	1:3 OR FLATTER	NONE
	STEEPER THAN 1:3	BARRIER	
10' TO CZ	LESS THAN OR EQUAL TO 12"	ANY	NONE
	GREATER THAN 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER

NOTES:

1. THE MINIMUM CLEAR ZONE FOR FREEWAYS IS TO BE DETERMINED PER THE CURRENT AASHTO ROADSIDE DESIGN GUIDE. ALL OTHER HIGHWAYS WILL BE DETERMINED PER THE CURRENT "VERMONT STATE STANDARDS" BOOK.
2. CHANNELIZING DEVICES MAY BE USED INSTEAD OF BARRIER FOR SHORT TERM OPERATIONS.
3. ON BORDERLINE CONDITIONS, THE ENGINEER SHOULD DETERMINE WHICH TREATMENT IS ADEQUATE FOR THE EXISTING CONDITIONS.

**CHART "B"
40 MPH OR LESS WITH VERTICAL CURB**

X (FEET)	DROP (D) (INCHES)	DEVICE REQUIRED
0-10'	LESS THAN OR EQUAL TO 12"	NONE
0-10'	GREATER THAN 12"	CHANNELIZING DEVICE
GREATER THAN 10'	ANY	NONE

GENERAL NOTES:

1. THESE CONDITIONS AND TREATMENTS ARE ONLY PART OF THE TRAFFIC CONTROL SYSTEM AND SHOULD BE USED IN ADDITION TO THE PROPER WORK ZONE SIGNING.
2. THE FOLLOWING ARE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) COMPLIANT CHANNELIZING DEVICES:
 - A. VERTICAL PANEL
 - B. TYPE I OR TYPE II BARRICADE
 - C. PLASTIC DRUM
 - D. CONE - WHERE APPLICABLE
 - E. TUBULAR MARKERS

IF CHANNELIZING DEVICES ARE REQUIRED TO STAY IN PLACE DURING NIGHTTIME HOURS, THEY SHALL BE STABILIZED WHILE UNATTENDED IN ACCORDANCE WITH THE MUTCD.
3. WHERE BARRIER IS NECESSARY, THE BARRIER SHALL BE TAPERED BEYOND THE CLEAR ZONE. WHEN THE BARRIER CANNOT BE TAPERED BEYOND THE CLEAR ZONE, A MUTCD COMPLIANT END TREATMENT SHALL BE USED. BARRIER AND END TREATMENT SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
4. CHANNELIZING DEVICE SPACING ALONG A LONGITUDINAL DROP-OFF (TANGENT) SHALL BE AS FOLLOWS:
 - TANGENT - CHANNELIZING DEVICES SHALL BE SPACED "2S" ("S" IS EQUAL TO THE POSTED SPEED LIMIT IN FEET) APART.
5. "LOW SHOULDER" (W8-9) AND "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS, WHEN USED, SHOULD BEGIN PRIOR TO THE DROP-OFF CONDITION AND SHOULD BE REPEATED EVERY 1500 FEET.

OTHER STDS. REQUIRED: T-1

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

Vermont Agency of Transportation
RECEIVED

CK'D BY M. Umberger OK'D BY
October 22, 2014

RESUBMIT No Approved
BY C. Carlson DATE 10/23/2014

APPROVED

H.A.C. Pl.
HIGHWAY SAFETY & DESIGN ENGINEER

Richard Thwait
DIRECTOR OF PROGRAM DEVELOPMENT

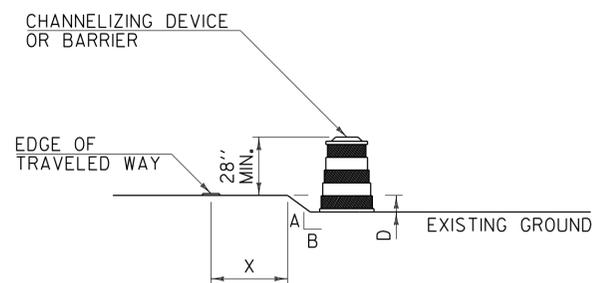
Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION ZONE
LONGITUDINAL DROP-OFFS**



**STANDARD
T-35**

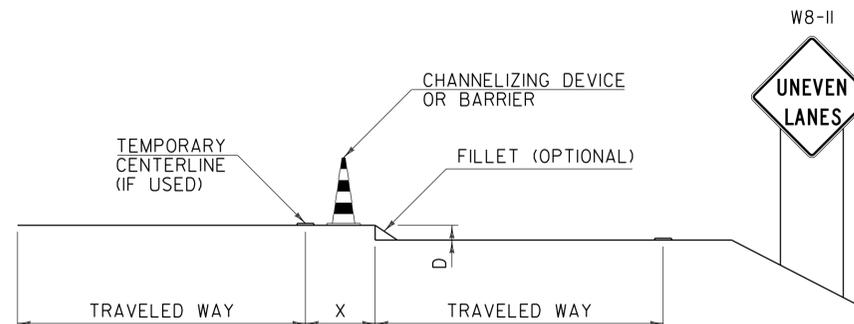
DROP-OFF ADJACENT TO TRAVELED WAY



NOTES:

1. CHANNELIZING DEVICES SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
2. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.
3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT, THEN "LOW SHOULDER" (W8-9) OR "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS SHOULD BE INSTALLED.

DROP-OFF BETWEEN ADJACENT TRAVELED LANES



NOTES:

1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT, THEN "UNEVEN LANES" (W8-II) SIGNS AND CHANNELIZING DEVICES SHOULD BE INSTALLED.
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4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

CHART "A" ALL SPEEDS WITH NO CURB

X (FEET)	DROP (D) (INCHES)	A:B SLOPE	DEVICE REQUIRED
0 TO 4'	LESS THAN 2"	ANY	NONE
	2" TO 6"	1:1.5 OR FLATTER STEEPER THAN 1:1.5	NONE CHANNELIZING DEVICE
	GREATER THAN 6"	1:3 OR FLATTER STEEPER THAN 1:3	NONE BARRIER
4' TO 10'	LESS THAN 6"	ANY	NONE
	6" TO 12"	1:3 OR FLATTER STEEPER THAN 1:3	NONE BARRIER

NOTE:

1. ON BORDERLINE CONDITIONS, THE ENGINEER SHOULD DETERMINE WHICH TREATMENT IS ADEQUATE FOR THE EXISTING CONDITIONS.

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APPROVED
Mark B. Richter
HIGHWAY SAFETY & DESIGN ENGINEER
Rickard Stewart
DIRECTOR OF PROGRAM DEVELOPMENT
Mark B. Richter
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING



STANDARD
T-36