STA 11+12.00 LT - 45.00' WIDE
STA 12+38.00 RT - 15.00' WIDE
STA 13+00.00 LT - 28.00' WIDE

REMOVAL AND DISPOSAL OF GUARDRAIL
STA 11+38.71 - 11+76.24 RT
STA 11+61.18 - 11+73.59 LT
STA 12+03.84 - 12+40.25 LT
STA 12+05.83 - 12+18.60 RT

REMOVAL OF EXISTING DELINEATOR
STA 11+46.19 LT

RELOCATE TO STA 10+20.00 RT (4)

18" OPTION PIPE
STA 10+75.00 - 11+50.00

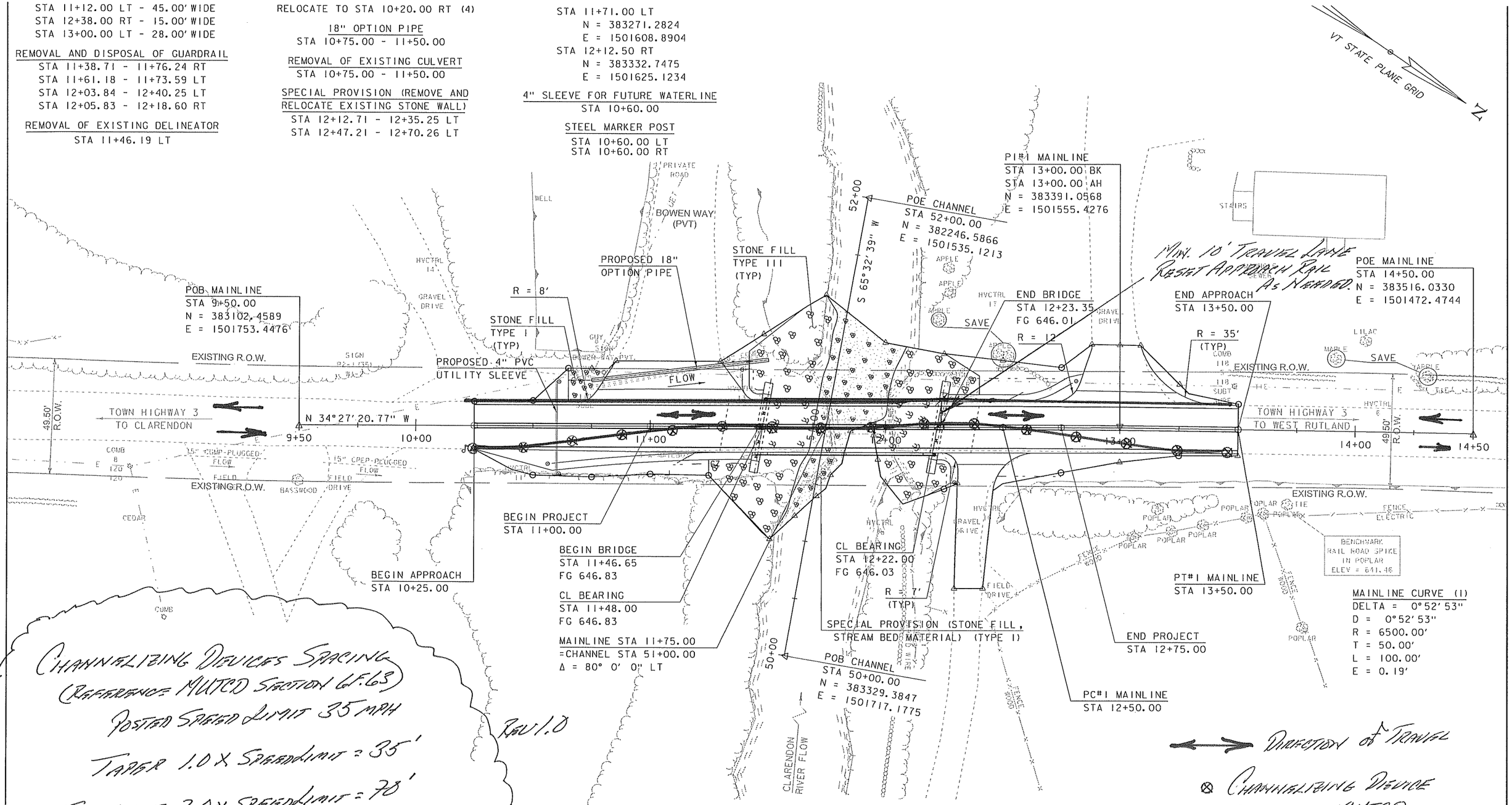
REMOVAL OF EXISTING CULVERT
STA 10+75.00 - 11+50.00

SPECIAL PROVISION (REMOVE AND RELOCATE EXISTING STONE WALL)
STA 12+12.71 - 12+35.25 LT
STA 12+47.21 - 12+70.26 LT

STA 11+71.00 LT
N = 383271.2824
E = 1501608.8904
STA 12+12.50 RT
N = 383332.7475
E = 1501625.1234

4" SLEEVE FOR FUTURE WATERLINE
STA 10+60.00

STEEL MARKER POST
STA 10+60.00 LT
STA 10+60.00 RT



CHANNELIZING DEVICES SPACING
(REFERENCE MUTCD SECTION 6F.63)
POSTED SPEED LIMIT 35 MPH
TAPER 1.0 X SPEEDLIMIT = 35'
TANGENT 2.0 X SPEEDLIMIT = 70'

REV 1.0

CLARENDON BRO 1445(48)

PHASE IA ALTERNATING ONE-WAY TRAFFIC
FLAGGER CONTROL
SCALE 1" = 40'

⟷ DIRECTION OF TRAVEL

⊗ CHANNELIZING DEVICE
(REFERENCE MUTCD SECTION 6F)

SHT 1 of 9

REV 1.0

STA 11+12.00 LT - 45.00' WIDE
STA 12+38.00 RT - 15.00' WIDE
STA 13+00.00 LT - 28.00' WIDE

REMOVAL AND DISPOSAL OF GUARDRAIL
STA 11+38.71 - 11+76.24 RT
STA 11+61.18 - 11+73.59 LT
STA 12+03.84 - 12+40.25 LT
STA 12+05.83 - 12+18.60 RT

REMOVAL OF EXISTING DELINEATOR
STA 11+46.19 LT

RELOCATE TO STA 10+20.00 RT (4)

18" OPTION PIPE
STA 10+75.00 - 11+50.00

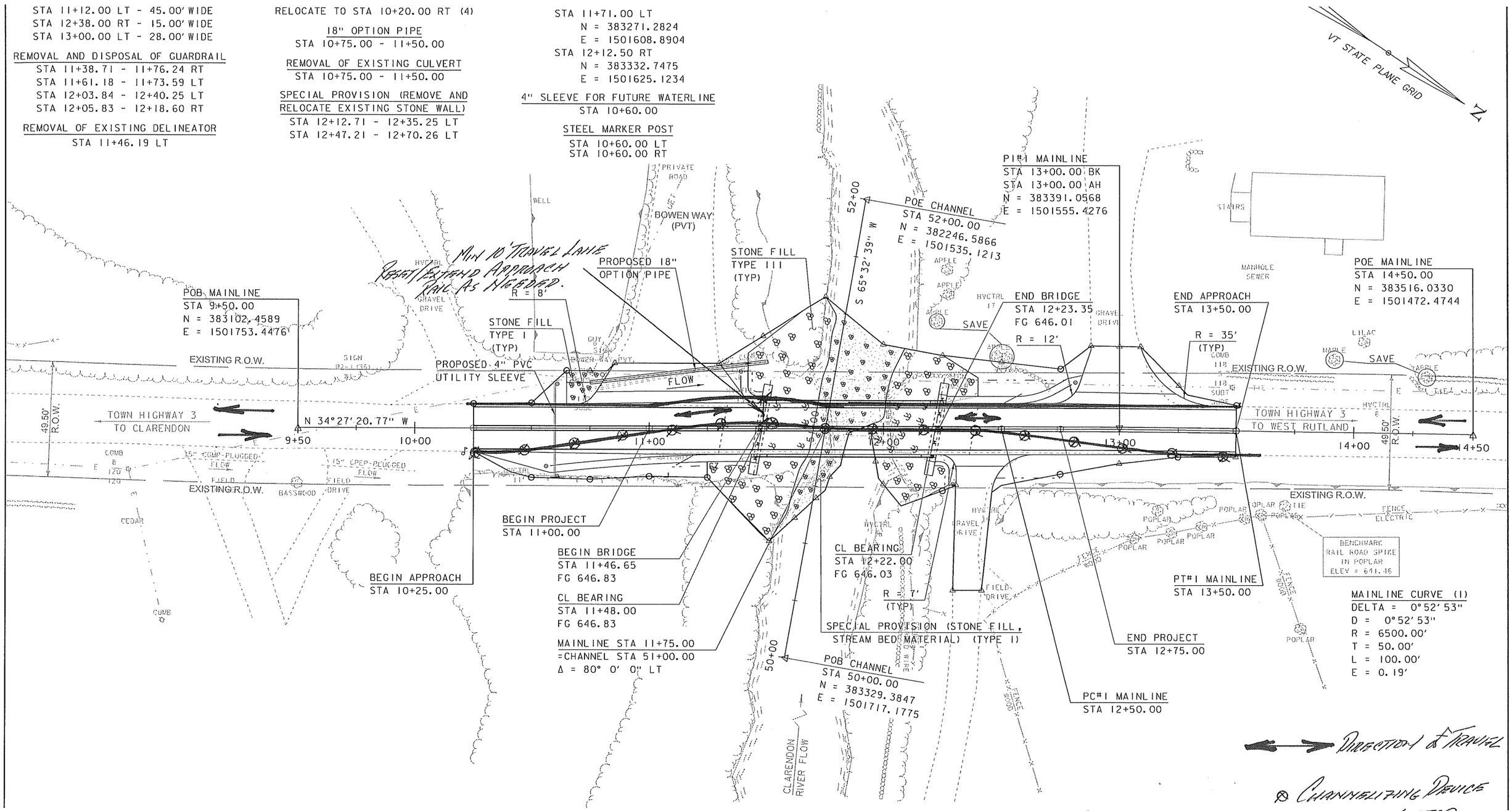
REMOVAL OF EXISTING CULVERT
STA 10+75.00 - 11+50.00

SPECIAL PROVISION (REMOVE AND RELOCATE EXISTING STONE WALL)
STA 12+12.71 - 12+35.25 LT
STA 12+47.21 - 12+70.26 LT

STA 11+71.00 LT
N = 383271.2824
E = 1501608.8904
STA 12+12.50 RT
N = 383332.7475
E = 1501625.1234

4" SLEEVE FOR FUTURE WATERLINE
STA 10+60.00

STEEL MARKER POST
STA 10+60.00 LT
STA 10+60.00 RT



CLARENDON BRO 1445(48) REV 1.0

PHASE IB ALTERNATING ONE-WAY TRAFFIC FLAGGER CONTROL
SCALE 1" = 40'

(SHT 2 of 9) REV 1.0

STA 11+12.00 LT - 45.00' WIDE
STA 12+38.00 RT - 15.00' WIDE
STA 13+00.00 LT - 28.00' WIDE

REMOVAL AND DISPOSAL OF GUARDRAIL
STA 11+38.71 - 11+76.24 RT
STA 11+61.18 - 11+73.59 LT
STA 12+03.84 - 12+40.25 LT
STA 12+05.83 - 12+18.60 RT

REMOVAL OF EXISTING DELINEATOR
STA 11+46.19 LT

RELOCATE TO STA 10+20.00 RT (4)

18" OPTION PIPE
STA 10+75.00 - 11+50.00

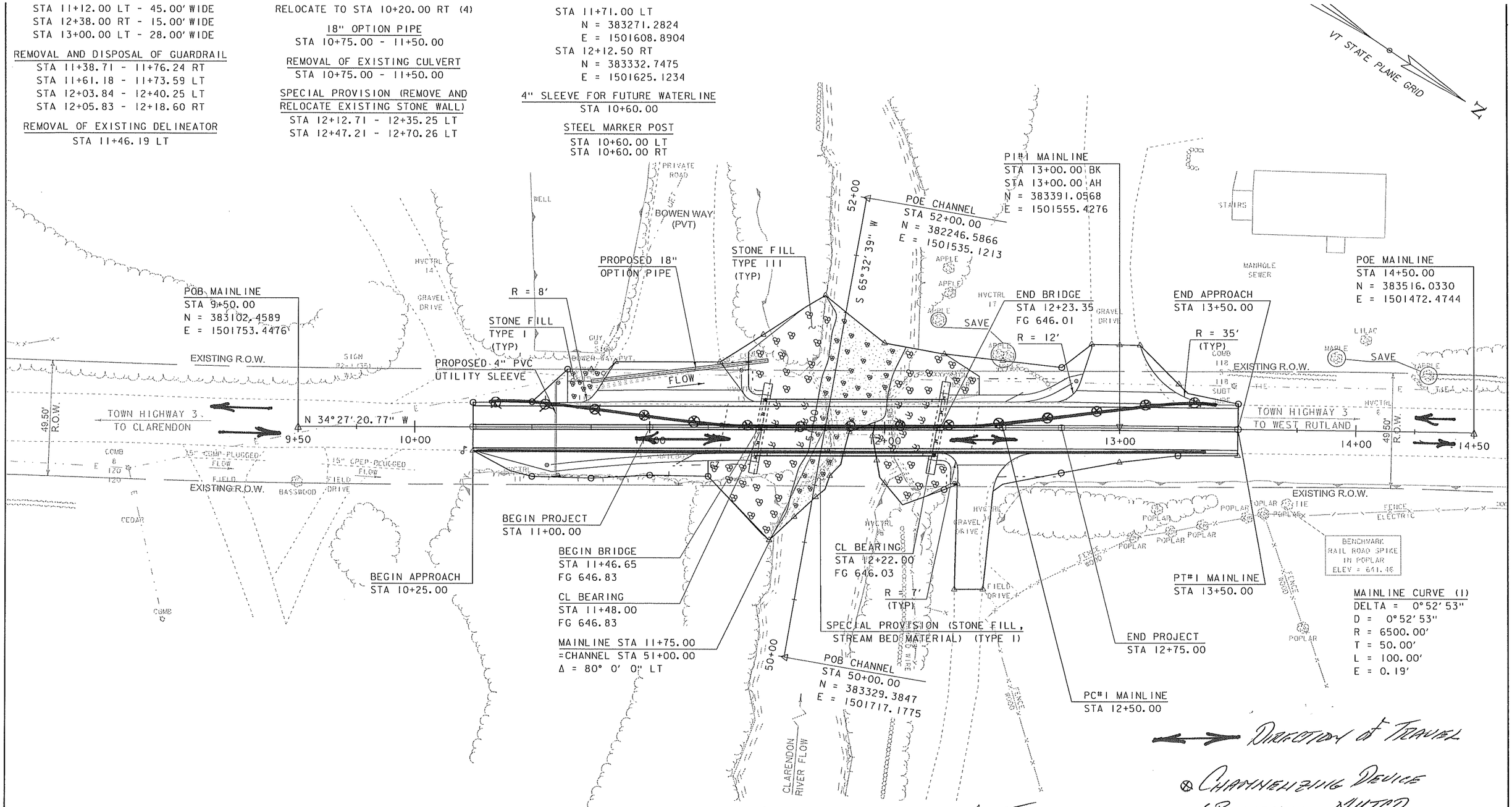
REMOVAL OF EXISTING CULVERT
STA 10+75.00 - 11+50.00

SPECIAL PROVISION (REMOVE AND RELOCATE EXISTING STONE WALL)
STA 12+12.71 - 12+35.25 LT
STA 12+47.21 - 12+70.26 LT

STA 11+71.00 LT
N = 383271.2824
E = 1501608.8904
STA 12+12.50 RT
N = 383332.7475
E = 1501625.1234

4" SLEEVE FOR FUTURE WATERLINE
STA 10+60.00

STEEL MARKER POST
STA 10+60.00 LT
STA 10+60.00 RT



CLARENDON BRO 1443(48) REV1.0

PHASE II ALTERNATING ONE-WAY TRAFFIC FLAGGER CONTROL

SCALE 1" = 40'

SHT 3 of 9 REV1.0

STA 11+12.00 LT - 45.00' WIDE
STA 12+38.00 RT - 15.00' WIDE
STA 13+00.00 LT - 28.00' WIDE

REMOVAL AND DISPOSAL OF GUARDRAIL
STA 11+38.71 - 11+76.24 RT
STA 11+61.18 - 11+73.59 LT
STA 12+03.84 - 12+40.25 LT
STA 12+05.83 - 12+18.60 RT

REMOVAL OF EXISTING DELINEATOR
STA 11+46.19 LT

RELOCATE TO STA 10+20.00 RT (4)

18" OPTION PIPE
STA 10+75.00 - 11+50.00

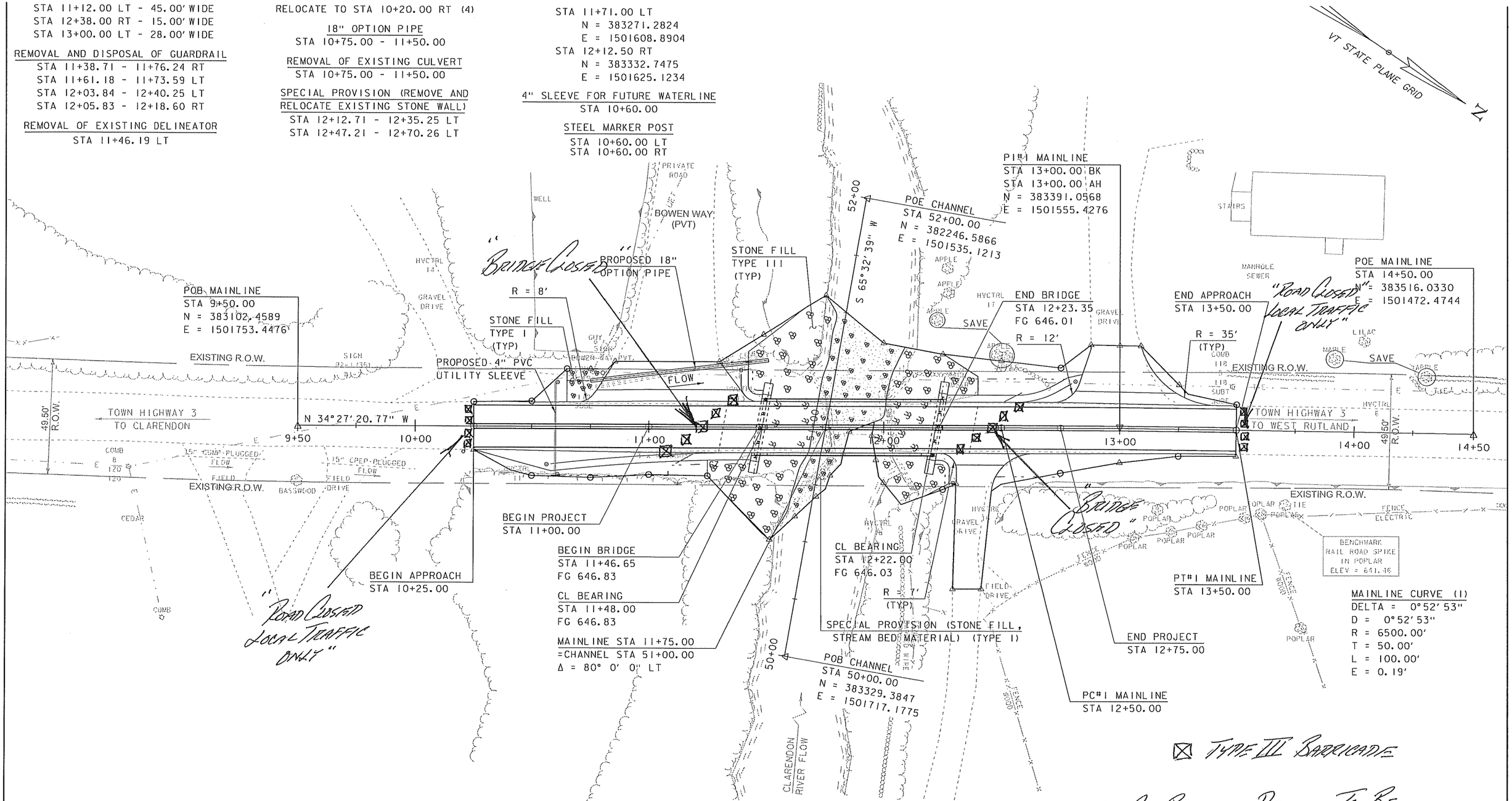
REMOVAL OF EXISTING CULVERT
STA 10+75.00 - 11+50.00

SPECIAL PROVISION (REMOVE AND RELOCATE EXISTING STONE WALL)
STA 12+12.71 - 12+35.25 LT
STA 12+47.21 - 12+70.26 LT

STA 11+71.00 LT
N = 383271.2824
E = 1501608.8904
STA 12+12.50 RT
N = 383332.7475
E = 1501625.1234

4" SLEEVE FOR FUTURE WATERLINE
STA 10+60.00

STEEL MARKER POST
STA 10+60.00 LT
STA 10+60.00 RT



☒ TYPE III BARRICADE

* ALL PRIVATE DRIVES TO BE MAINTAINED & ACCESSIBLE TO OWNER.

CLARENDON BRO 1443(48) REV 1.0

PHASE III BRIDGE CLOSURE PERIOD

SCALE 1" = 40'

SHT 4 of 9 REV1.

VERMONT

CLARENDON BRO 1443 (48) Rev 1.0 (New Sheet)

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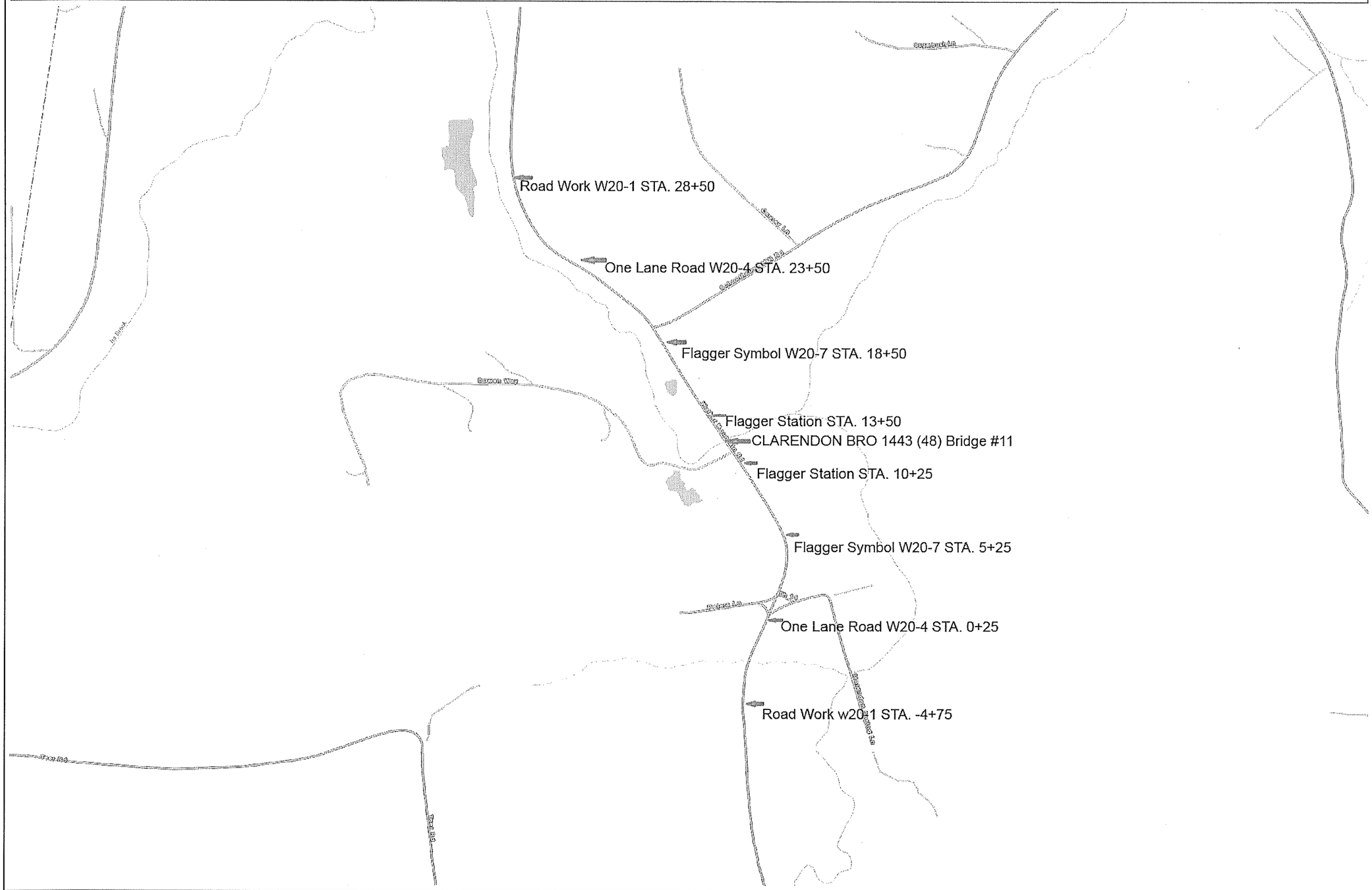

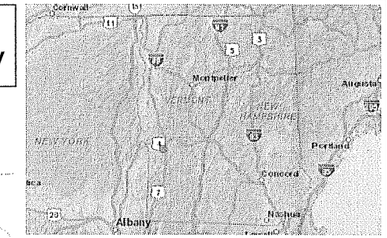

LEGEND

- Airports
- Rail Lines
- Town Boundaries
- County Boundaries
- Buildings
- Village Boundaries
- VT State Boundary

1: 6,320

March 10, 2016

0.20 0 0.10 0.20 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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VCGI

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

NOTES

Traffic Control Plan Alternating One-Way Traffic

(Sht 5 of 9) Rev 1.0

VERMONT

CLARENDON BRO 1443 (48)

Rev 1.0 (New Sheet)

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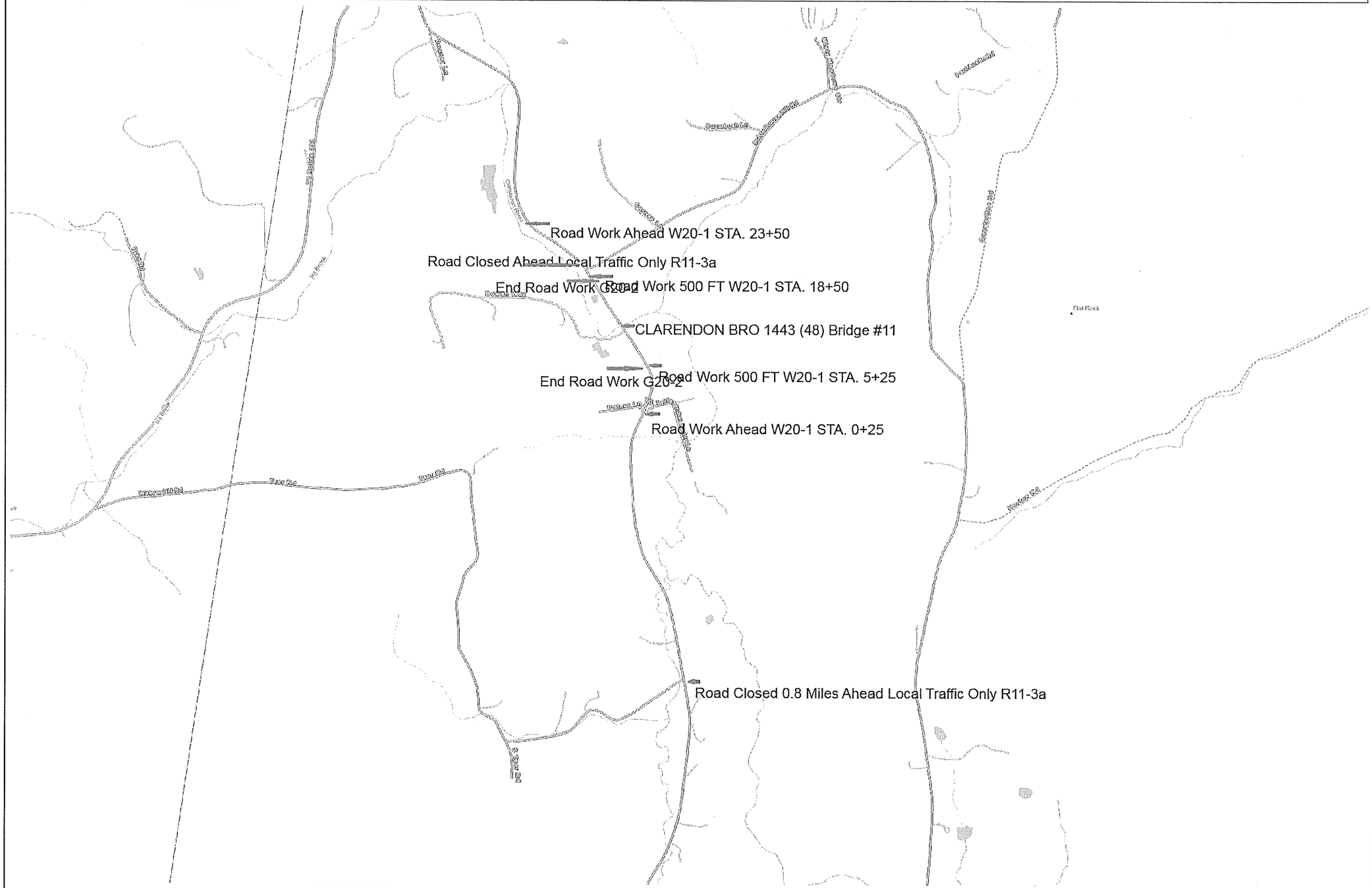

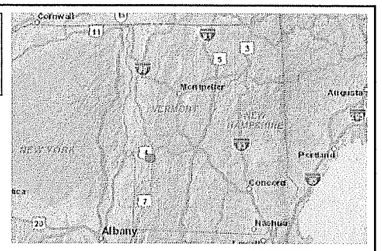

LEGEND

- Airports
- Rail Lines
- Town Boundaries
- County Boundaries
- Buildings
- Village Boundaries
- VT State Boundary

1: 12,639

March 10, 2016

0.40 0 0.20 0.40 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

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THIS MAP IS NOT TO BE USED FOR NAVIGATION

NOTES

Bridge Closure Period 7/11/16 thru 8/8/16

(Sht 6 of 9) revised

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

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

* Speed category to be determined by highway agency

** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-46. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)

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

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

Note: Use Table 6C-4 to calculate L

Table 6C-4. Formulas for Determining Taper Length

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

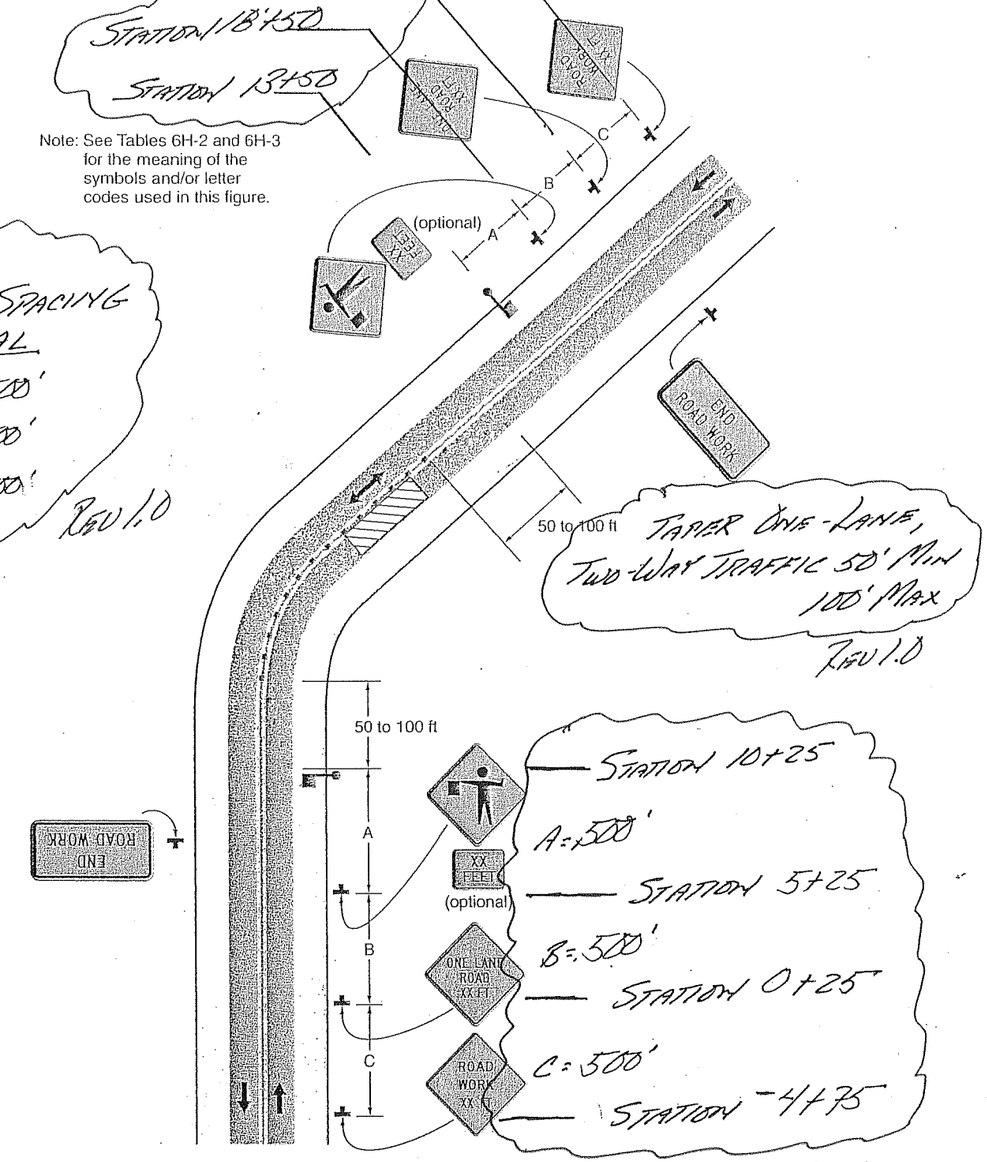
Where: L = taper length in feet
W = width of offset in feet
S = posted speed limit, or off-peak 85th-percentile speed prior to work starting, or the anticipated operating speed in mph

CLARENDON BRO 1443(48) REV 1.0

Figure 6H-10. Lane Closure on a Two-Lane Road Using Flaggers (TA-10)

STATION 28+50 REV 1.0
STATION 23+50
STATION 18+50
STATION 13+50

Note: See Tables 6H-2 and 6H-3 for the meaning of the symbols and/or letter codes used in this figure.



SIGN SPACING
RURAL
A = 500'
B = 500'
C = 500'
REV 1.0

TAPER ONE-LANE, TWO-WAY TRAFFIC 50' MIN 100' MAX
REV 1.0

STATION 10+25
A = 500'
STATION 5+25
B = 500'
STATION 0+25
C = 500'
STATION -4+75
REV 1.0

Typical Application 10

SHT 7 of 9 REV 1.0

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.

OTHER STDS. REQUIRED: NONE

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL GENERAL NOTES

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-1

SHT 8 of 9

LEGEND

(A) ROAD WORK AHEAD — W20-1

(B) ROAD WORK 500 FT — W20-1

(C) ~~SIDE ROAD WORK AHEAD~~ — ~~VC-869~~

(D) ~~SIDE ROAD WORK 500 FT~~ — ~~VC-869~~

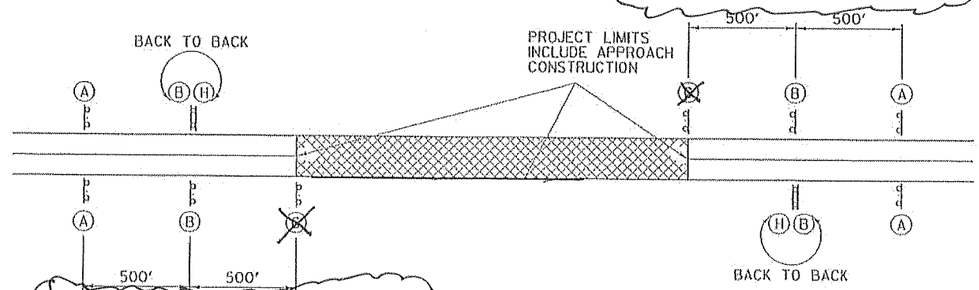
(E) ~~SIDE ROAD WORK LEFT~~ — ~~VC-869~~

(F) ~~SIDE ROAD WORK RIGHT~~ — ~~VC-869~~

(G) ~~ROAD WORK NEXT XX MILES~~ — ~~G20-1~~

(H) END ROAD WORK — G20-2

STATION 13+50 STA. 18+50 STA. 23+50 REV 1.0

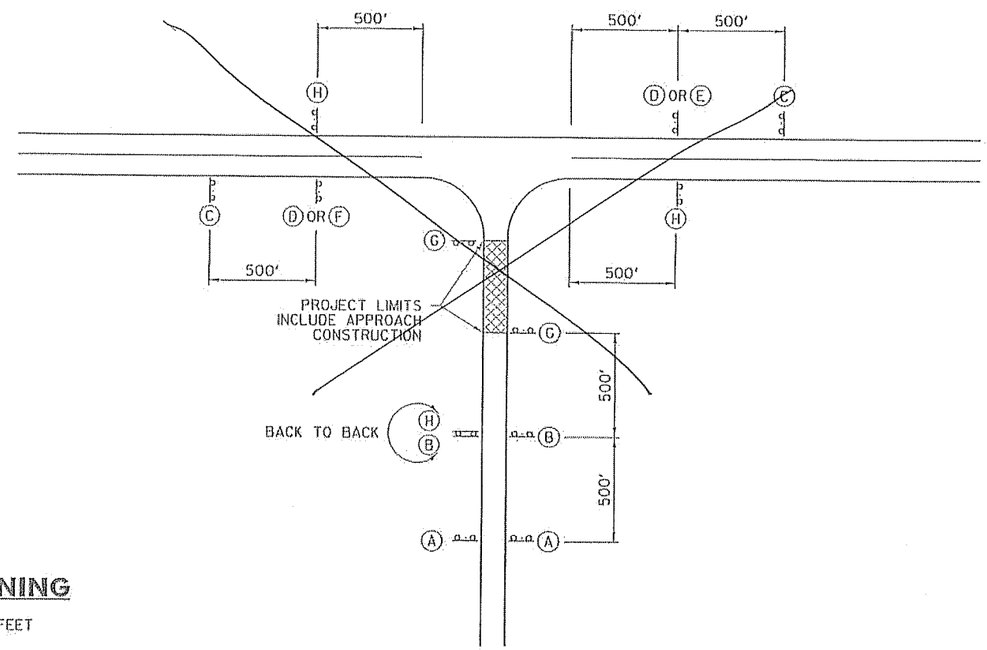


STA 0+25 STA. 5+25 STA 10+25 REV 1.0

TYPICAL APPROACH SIGNING

FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.

CLARENDON BRO 1443(48) REV 1.0



SIDE ROAD APPROACH SIGNING

TO BE USED WHEN CONSTRUCTION IS UP TO 1000 FEET FROM THE INTERSECTION. FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.

GENERAL NOTES:

1. SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS.
2. THE "ROAD WORK NEXT XX MILES" SIGN (G20-1) SHALL BE INSTALLED IN ADVANCE OF TEMPORARY TRAFFIC CONTROL ZONES THAT ARE MORE THAN TWO MILES IN LENGTH OR AS DIRECTED BY THE ENGINEER. DISTANCES SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET OR AS OTHERWISE SHOWN ON THE PLANS. THEY SHALL APPEAR AT EACH END OF THE HIGHWAY UNDER CONSTRUCTION AND ON ALL INTERSECTING PUBLIC HIGHWAYS. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS.

OTHER STDS. REQUIRED: T-1, T-28

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING

VERMONT AGENCY OF TRANSPORTATION

STANDARD T-10

(SHT 9 of 9) REV 1.0