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# J. A. McDONALD, INC.

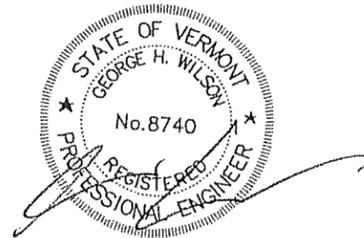
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## CLARENDON BRO 1443 (48)

### TRAFFIC CONTROL PLAN



J. A. McDonald, Inc. has been awarded a contract by the State of Vermont to replace Bridge #11 on Walker Mountain Road (TH3) in Clarendon, VT. This project has been designed under VTran's accelerated bridge program. The major components of this project, structure excavation/removal, installation of precast abutments and superstructure, bridge/approach and guardrail and bituminous pavement will be done during an allowed 28 day "Bridge Closure Period" (BCP).

A portion of this work will require that traffic be restricted to alternating one-way traffic to allow for tree clearing, pre-excavation and installation of the H-piles, and misc work (Brg Expansion Joint, Line Stripping, Site restoration...) following the "Bridge Closure Period". Alternating one-way traffic will be controlled with flaggers during day construction and returned to normal two-way traffic during non-work hours. Traffic Control Notes on plan sheet 3, VT AOT "T" Standards and the Manual on Uniform Traffic Control Devices (MUTCD) are referenced and incorporated into this site specific plan.

JA McDonald will meet with each of the abutting property owners prior to construction to coordinate, and ensure access to all private drives.

#### PHASE I & II: Pre-Bridge Closure Period

Construction activities include: EPSC measures (demarcation/barrier/silt fence), temporary access road & staging areas, clearing and grubbing, pre-excavation of earth/rock for H-piles, and H-pile installation. Prior to Phase I work, Construction Approach signs will be erected as shown on Vermont AOT Standard Sheet T-10. Alternating one-way traffic controlled with flaggers will require additional temporary signage per MUTCD Typical Application 10. Signs required for Phase III Construction (Bridge Closure Period) as shown will also be erected and covered.

Phase I construction (alternating one-way traffic on west side of Walker Mountain Rd.) is further broken down into Phase IA and Phase IB to insure that Pile P3 (Abutment 1 and 2) are not done simultaneously. i.e. Pre-excavation of piles at abutment #2 will commence at pile P3 and proceed to P4 & P5, whereas, at abutment #1 pile driving will commence with P5 and proceed to P4 & P3 in order.

Phase II construction (alternating one-way traffic on east side of Walker Mountain Rd.) will allow the remaining piles P1 & P2 to be pre-excavated and driven at Abutment 1 & 2.

Phase I and II construction will be done with daily lane closure/alternating one one-way traffic packages as noted above.

Phase I & II work is anticipated to last two weeks preceding the 28 day Bridge Closure period.

#### PHASE III: Bridge Closure Period

Construction activities include: maintenance of EPSC, construction access and staging areas installed in Phase I & II; removal of structure, excavation (common, structure, unclassified channel), installation and backfilling of proposed precast concrete components (Abutments, NEXT Beams, Approach Slabs), subbase (sand borrow, DGCS), cold plan/bituminous pavement, bridge/approach guardrail, stream relocation, stone fills (stream bed, type I and III), waterproof membrane, sleeve for utilities...

During this phase of construction, Walker Mountain Road will be closed to through traffic. The Town of Clarendon (at their discretion) is responsible for posting a detour route to include Road Closed Signs at the intersection of VT Rte 133/Walker Mountain Rd, and Teer Rd/Walker Mountain Rd. which indicate Road Closed xx Miles Local Traffic Only. JA McDonald will provide and install Type III barricades at each end of the bridge with signage indicating Bridge Closed.

Phase III work (Bridge Closure Period) per the contract documents will not exceed the 28 days

#### Phase IV: Post-Bridge Closure Period

Construction activities include: remaining stone fill, line stripping, signs, bridge expansion/joint sealer, aggregate shoulder/drives, site restoration (including reconstruction of the stone wall), removal of EPSC. During this phase of construction, alternating one-way traffic will be controlled with flaggers and temporary signage per MUTCD Typical Application 10.

Phase IV work is anticipated to last three weeks following the Bridge Closure Period

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

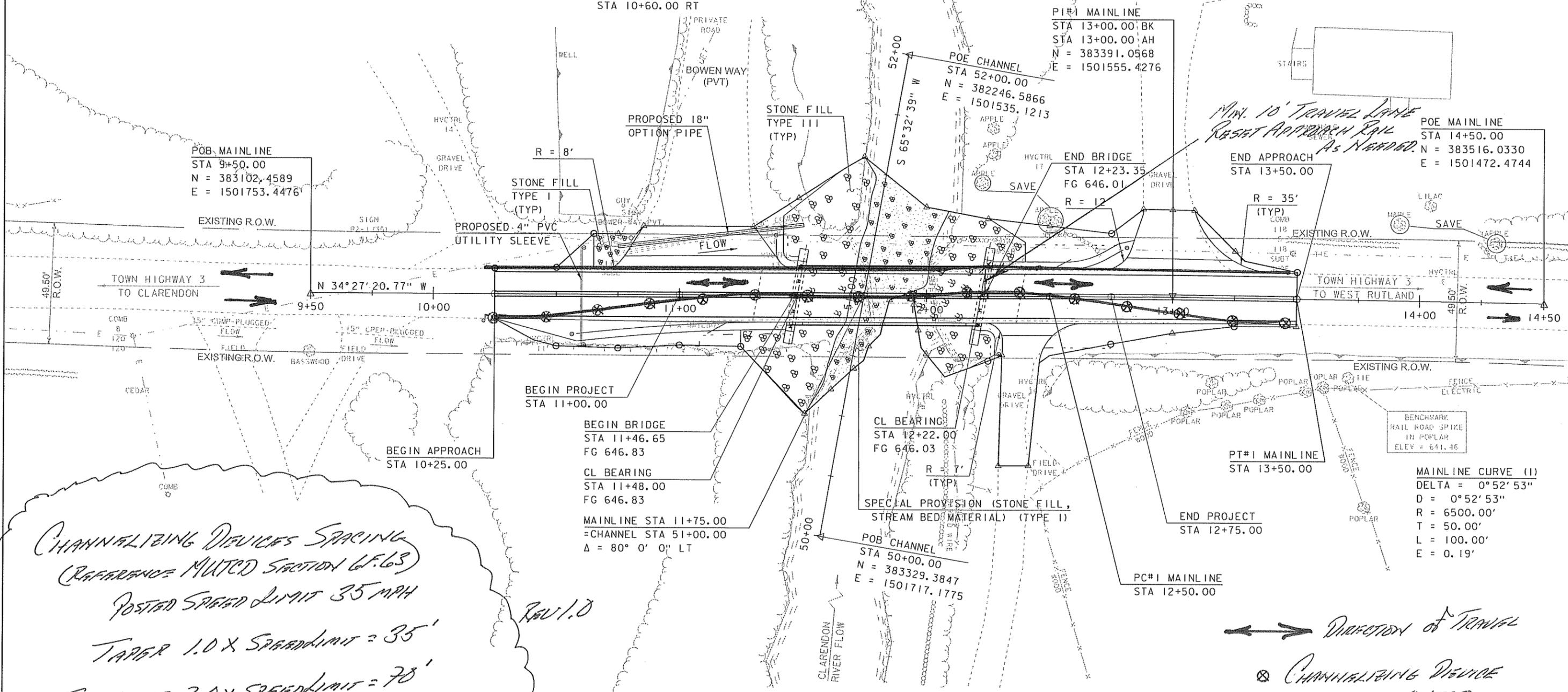
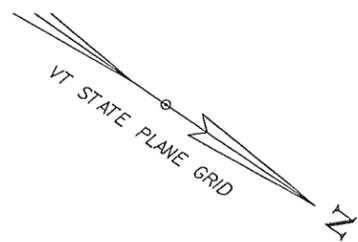
**4" SLEEVE FOR FUTURE WATERLINE**

STA 10+60.00

**STEEL MARKER POST**

STA 10+60.00 LT

STA 10+60.00 RT



POB MAINLINE  
 STA 9+50.00  
 N = 383102.4589  
 E = 1501753.4476

PI#1 MAINLINE  
 STA 13+00.00 BK  
 STA 13+00.00 AH  
 N = 383391.0568  
 E = 1501555.4276

POE CHANNEL  
 STA 52+00.00  
 N = 382246.5866  
 E = 1501535.1213

POE MAINLINE  
 STA 14+50.00  
 N = 383516.0330  
 E = 1501472.4744

STONE FILL  
 TYPE I  
 (TYP)

STONE FILL  
 TYPE III  
 (TYP)

END BRIDGE  
 STA 12+23.35  
 FG 646.01  
 R = 12

END APPROACH  
 STA 13+50.00  
 R = 35'  
 (TYP)

BEGIN PROJECT  
 STA 11+00.00

BEGIN BRIDGE  
 STA 11+46.65  
 FG 646.83

CL BEARING  
 STA 11+48.00  
 FG 646.83

MAINLINE STA 11+75.00  
 CHANNEL STA 51+00.00  
 Δ = 80° 0' 0" LT

CL BEARING  
 STA 12+22.00  
 FG 646.03

SPECIAL PROVISION (STONE FILL,  
 STREAM BED MATERIAL) (TYPE I)

POB CHANNEL  
 STA 50+00.00  
 N = 383329.3847  
 E = 1501717.1775

PT#1 MAINLINE  
 STA 13+50.00

END PROJECT  
 STA 12+75.00

PC#1 MAINLINE  
 STA 12+50.00

MAINLINE CURVE (1)  
 DELTA = 0°52'53"  
 D = 0°52'53"  
 R = 6500.00'  
 T = 50.00'  
 L = 100.00'  
 E = 0.19'

*CHANNELIZING DEVICES SPACING  
 (REFERENCE MUTCD SECTION 6F.63)  
 POSTED SPEED LIMIT 35 MPH  
 TAPER 1.0 X SPEED LIMIT = 35'  
 TANGENT 2.0 X SPEED LIMIT = 70'  
 CLARENDON BRD 1445 (4B)*

*PHASE I A ALTERNATING ONE-WAY TRAFFIC  
 FLAGGER CONTROL  
 SCALE 1" = 40'*

*←→ DIRECTION OF TRAVEL  
 ⊗ CHANNELIZING DEVICE  
 (REFERENCE MUTCD SECTION 6F)*

*SHT 1 of 9*

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

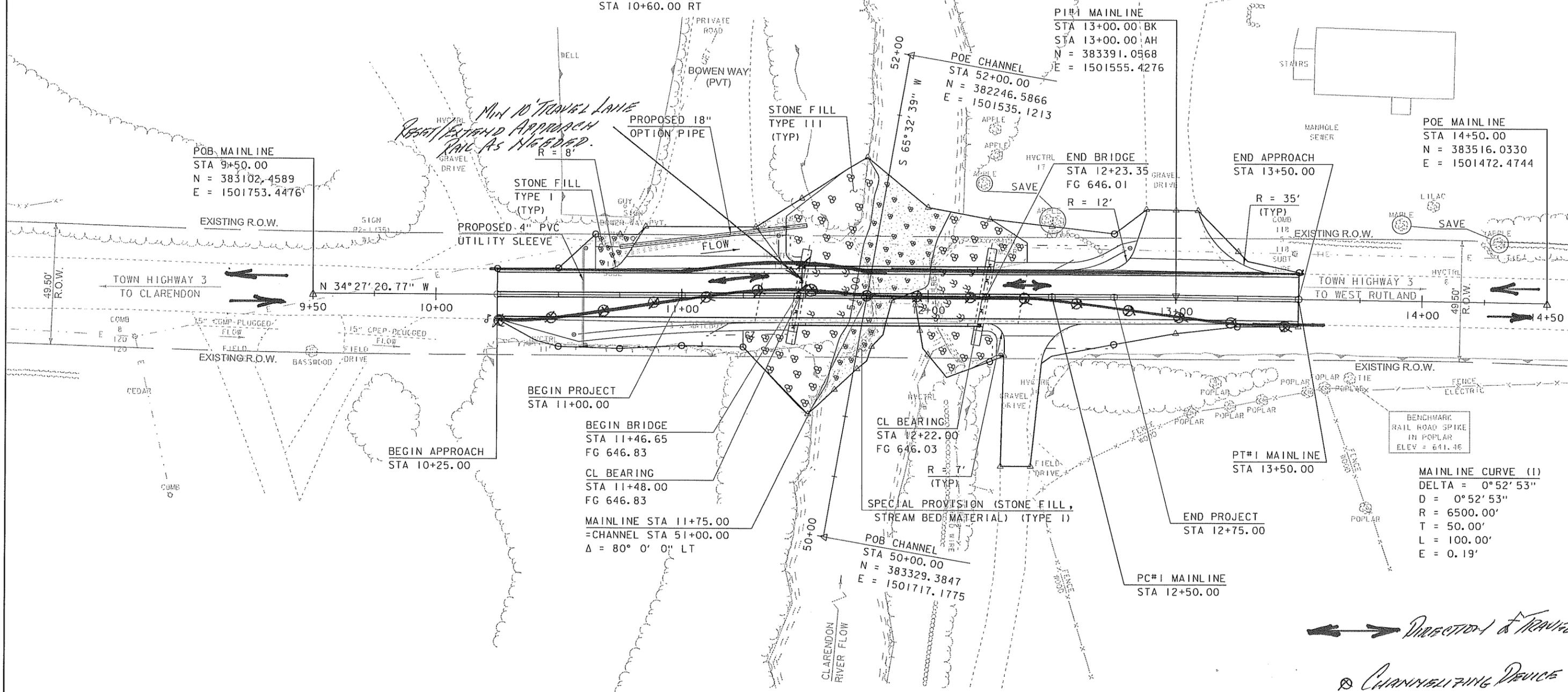
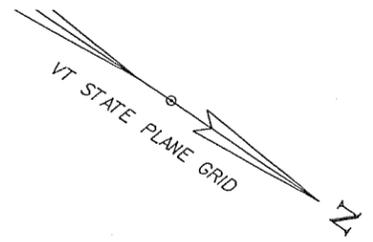
N = 383332.7475  
 E = 1501625.1234

**4" SLEEVE FOR FUTURE WATERLINE**

STA 10+60.00

**STEEL MARKER POST**

STA 10+60.00 LT  
 STA 10+60.00 RT



POB MAINLINE  
 STA 9+50.00  
 N = 383102.4589  
 E = 1501753.4476

PI#1 MAINLINE  
 STA 13+00.00 BK  
 STA 13+00.00 AH  
 N = 383391.0568  
 E = 1501555.4276

POE MAINLINE  
 STA 14+50.00  
 N = 383516.0330  
 E = 1501472.4744

STONE FILL  
 TYPE I  
 (TYP)

STONE FILL  
 TYPE III  
 (TYP)

END BRIDGE  
 STA 12+23.35  
 FG 646.01  
 R = 12'

END APPROACH  
 STA 13+50.00  
 R = 35'  
 (TYP)

PROPOSED 4" PVC  
 UTILITY SLEEVE

BEGIN PROJECT  
 STA 11+00.00

BEGIN BRIDGE  
 STA 11+46.65  
 FG 646.83

CL BEARING  
 STA 11+48.00  
 FG 646.83

MAINLINE STA 11+75.00  
 = CHANNEL STA 51+00.00  
 Δ = 80° 0' 0" LT

CL BEARING  
 STA 12+22.00  
 FG 646.03

R = 7'  
 (TYP)

SPECIAL PROVISION (STONE FILL,  
 STREAM BED MATERIAL) (TYPE I)

POB CHANNEL  
 STA 50+00.00  
 N = 383329.3847  
 E = 1501717.1775

PT#1 MAINLINE  
 STA 13+50.00

END PROJECT  
 STA 12+75.00

PC#1 MAINLINE  
 STA 12+50.00

MAINLINE CURVE (1)  
 DELTA = 0° 52' 53"  
 D = 0° 52' 53"  
 R = 6500.00'  
 T = 50.00'  
 L = 100.00'  
 E = 0.19'

Direction of Travel

Channelizing Device  
 (REFERENCE MUTED  
 SECTION 6F)

*CLARENDON BRD 1445(48)*

*PHASE I B 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

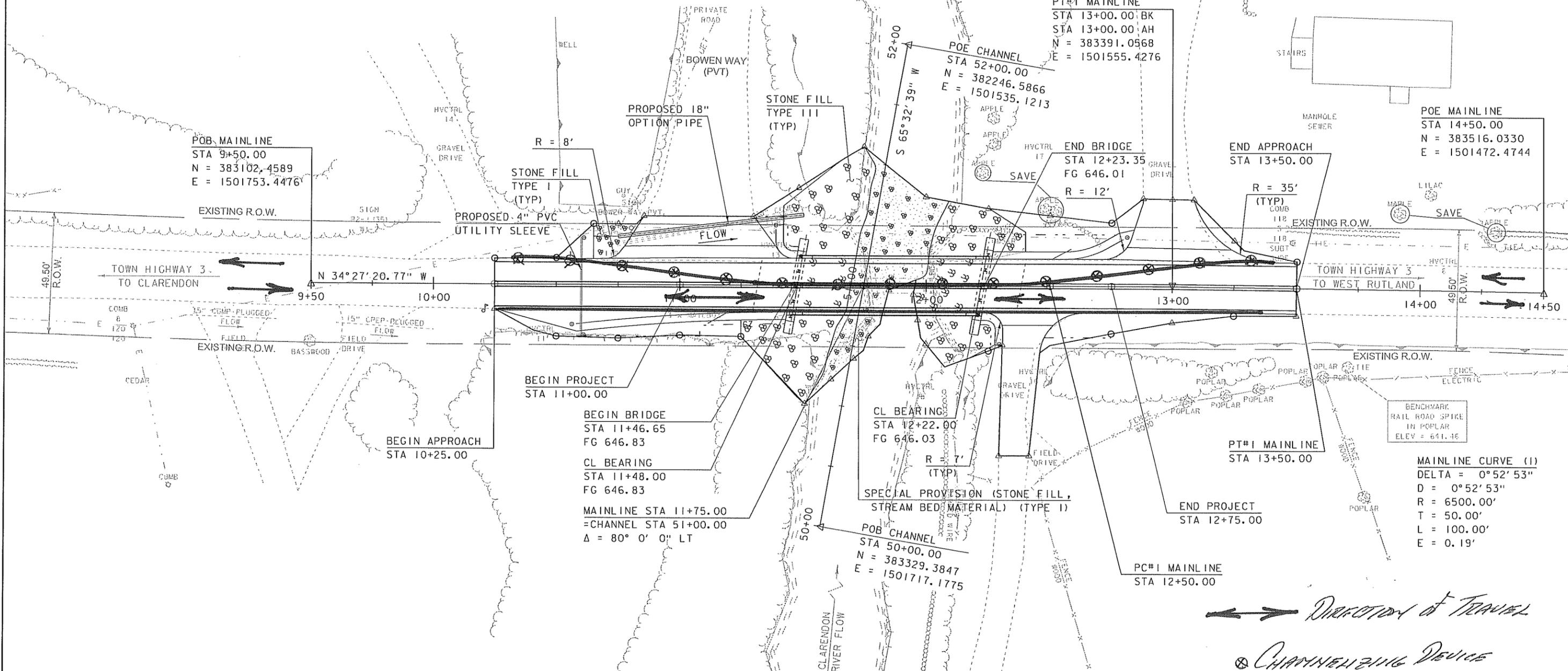
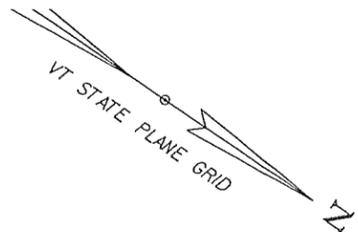
**4" SLEEVE FOR FUTURE WATERLINE**

STA 10+60.00

**STEEL MARKER POST**

STA 10+60.00 LT

STA 10+60.00 RT



POB MAINLINE  
 STA 9+50.00  
 N = 383102.4589  
 E = 1501753.4476

PI#1 MAINLINE  
 STA 13+00.00 BK  
 STA 13+00.00 AH  
 N = 383391.0568  
 E = 1501555.4276

POE CHANNEL  
 STA 52+00.00  
 N = 382246.5866  
 E = 1501535.1213

POE MAINLINE  
 STA 14+50.00  
 N = 383516.0330  
 E = 1501472.4744

BEGIN PROJECT  
 STA 11+00.00

BEGIN BRIDGE  
 STA 11+46.65  
 FG 646.83

CL BEARING  
 STA 11+48.00  
 FG 646.83

MAINLINE STA 11+75.00  
 CHANNEL STA 51+00.00  
 Δ = 80° 0' 0" LT

CL BEARING  
 STA 12+22.00  
 FG 646.03

R = 7' (TYP)

SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL) (TYPE I)

POB CHANNEL  
 STA 50+00.00  
 N = 383329.3847  
 E = 1501717.1775

PT#1 MAINLINE  
 STA 13+50.00

MAINLINE CURVE (1)  
 DELTA = 0°52'53"  
 D = 0°52'53"  
 R = 6500.00'  
 T = 50.00'  
 L = 100.00'  
 E = 0.19'

PC#1 MAINLINE  
 STA 12+50.00

Direction of Travel

Channelizing Device  
 (Reference MUTCD  
 SECTION 6F)

**CLARENDON BRD 1443(4B)**

PHASE II ALTERNATING ONE-WAY TRAFFIC  
 FLAGGER CONTROL

SCALE 1" = 40'

SHT 3 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

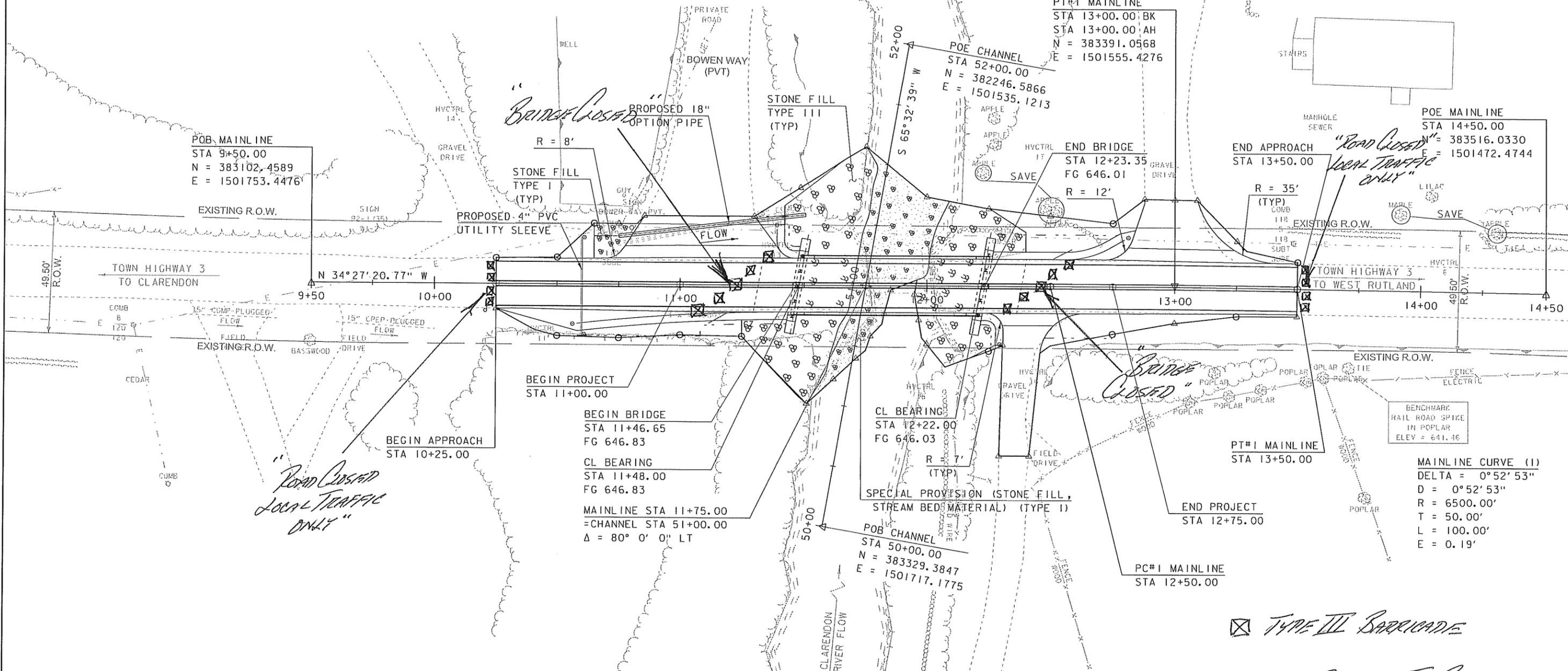
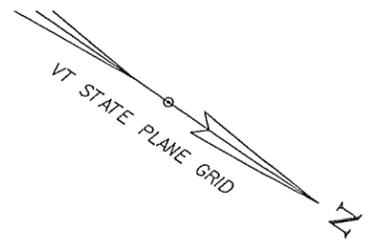
**4" SLEEVE FOR FUTURE WATERLINE**

STA 10+60.00

**STEEL MARKER POST**

STA 10+60.00 LT

STA 10+60.00 RT



POB MAINLINE  
 STA 9+50.00  
 N = 383102.4589  
 E = 1501753.4476

PI#1 MAINLINE  
 STA 13+00.00 BK  
 STA 13+00.00 AH  
 N = 383391.0568  
 E = 1501555.4276

POE CHANNEL  
 STA 52+00.00  
 N = 382246.5866  
 E = 1501535.1213

POE MAINLINE  
 STA 14+50.00  
 N = 383516.0330  
 E = 1501472.4744

R = 8'

END BRIDGE  
 STA 12+23.35  
 FG 646.01  
 R = 12'

R = 35'  
 (TYP)

STONE FILL TYPE I (TYP)

STONE FILL TYPE III (TYP)

PROPOSED 4" PVC UTILITY SLEEVE

PROPOSED 18" OPTION PIPE

R = 8'

BEGIN BRIDGE  
 STA 11+46.65  
 FG 646.83

CL BEARING  
 STA 11+48.00  
 FG 646.83

MAINLINE STA 11+75.00  
 = CHANNEL STA 51+00.00  
 Δ = 80° 0' 0" LT

CL BEARING  
 STA 12+22.00  
 FG 646.03

SPECIAL PROVISION (STONE FILL, STREAM BED MATERIAL) (TYPE I)

POB CHANNEL  
 STA 50+00.00  
 N = 383329.3847  
 E = 1501717.1775

PT#1 MAINLINE  
 STA 13+50.00

END PROJECT  
 STA 12+75.00

PC#1 MAINLINE  
 STA 12+50.00

MAINLINE CURVE (1)  
 DELTA = 0°52'53"  
 D = 0°52'53"  
 R = 6500.00'  
 T = 50.00'  
 L = 100.00'  
 E = 0.19'

☒ TYPE III BARRIADIE

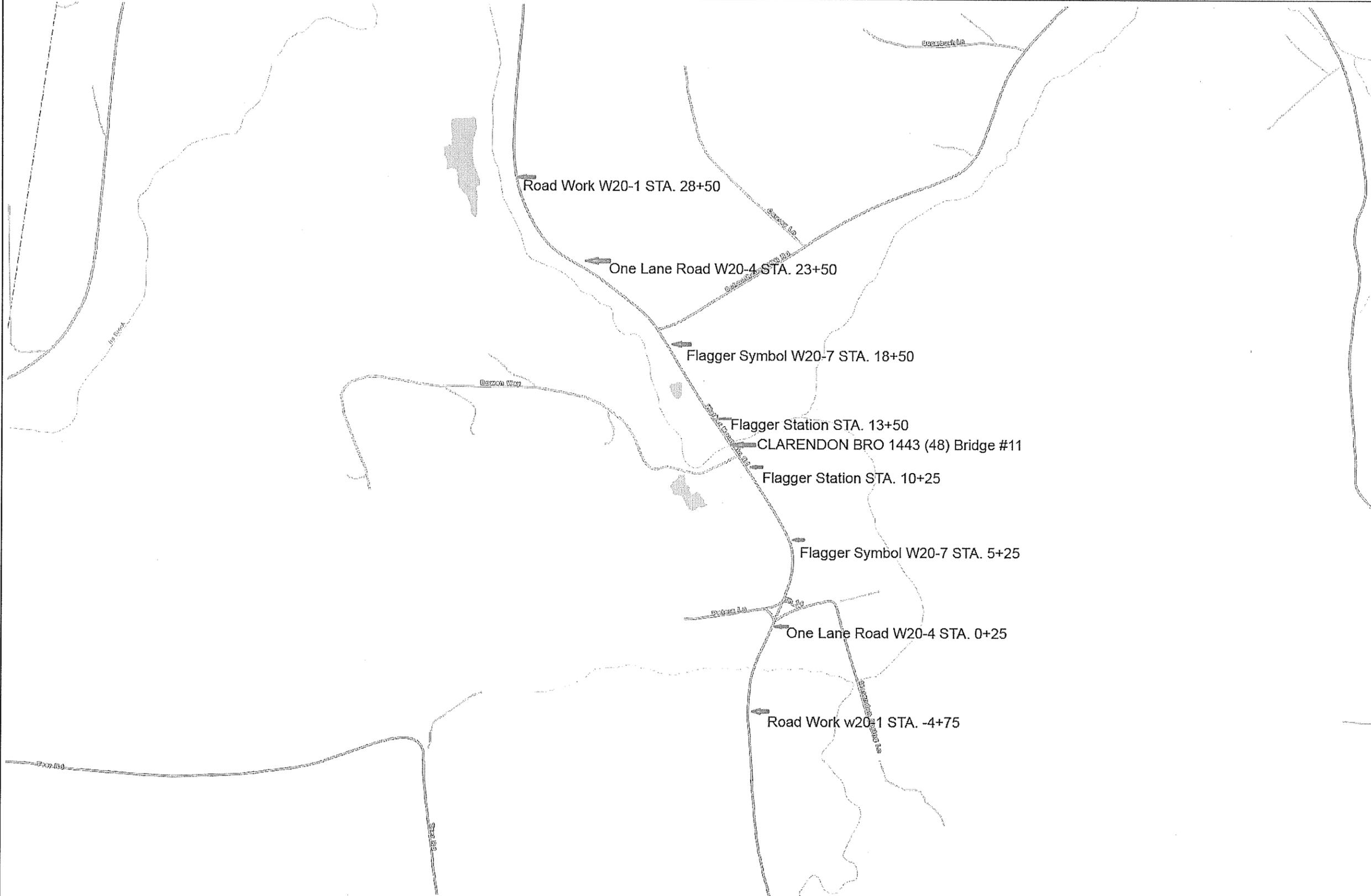
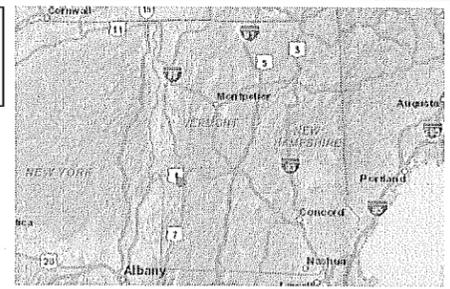
\* ALL PRIVATE DRIVES TO BE MAINTAINED & ACCESSIBLE TO OWNER.

**CLARENDON BRO 1443(48)** REV. 1.0

PHASE III BRIDGE CLOSURE PERIOD  
 SCALE 1" = 40'

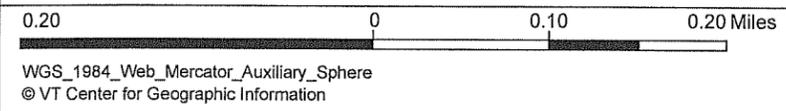
SAT 4/9/19

*REV 1.0 (NEW STREET)*



**LEGEND**

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

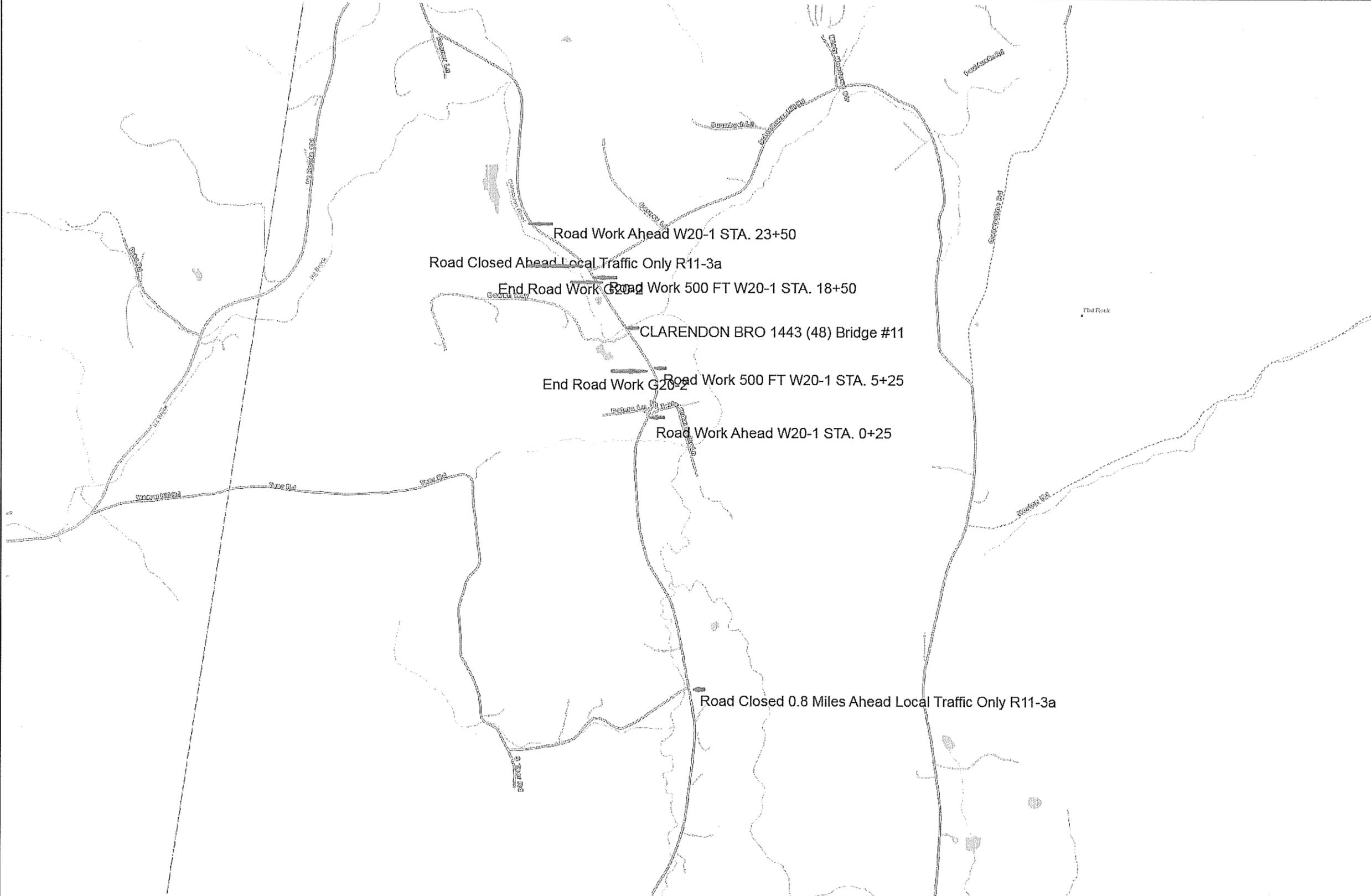
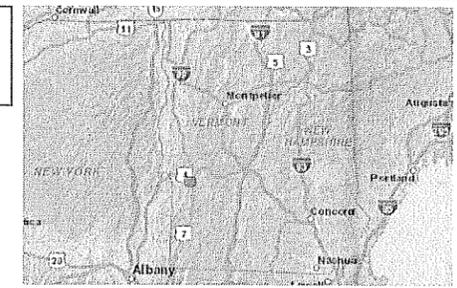


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**THIS MAP IS NOT TO BE USED FOR NAVIGATION**

1:6,320  
March 10, 2016

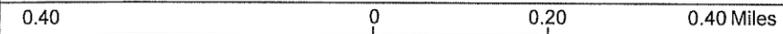
**NOTES**  
Traffic Control Plan Alternating One-Way Traffic

*(GHT 5A 9) REV 1.0*



**LEGEND**

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



WGS\_1984\_Web\_Mercator\_Auxiliary\_Sphere  
© VT Center for Geographic Information



DISCLAIMER: This map is for general reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable. VCGI and the State of Vermont make no representations of any kind, including but not limited to, the warranties of merchantability, or fitness for a particular use, nor are any such warranties to be implied with respect to the data on this map.  
**THIS MAP IS NOT TO BE USED FOR NAVIGATION**

1: 12,639  
March 10, 2016

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

*(SHT 1 of 9) 7/11/16*

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

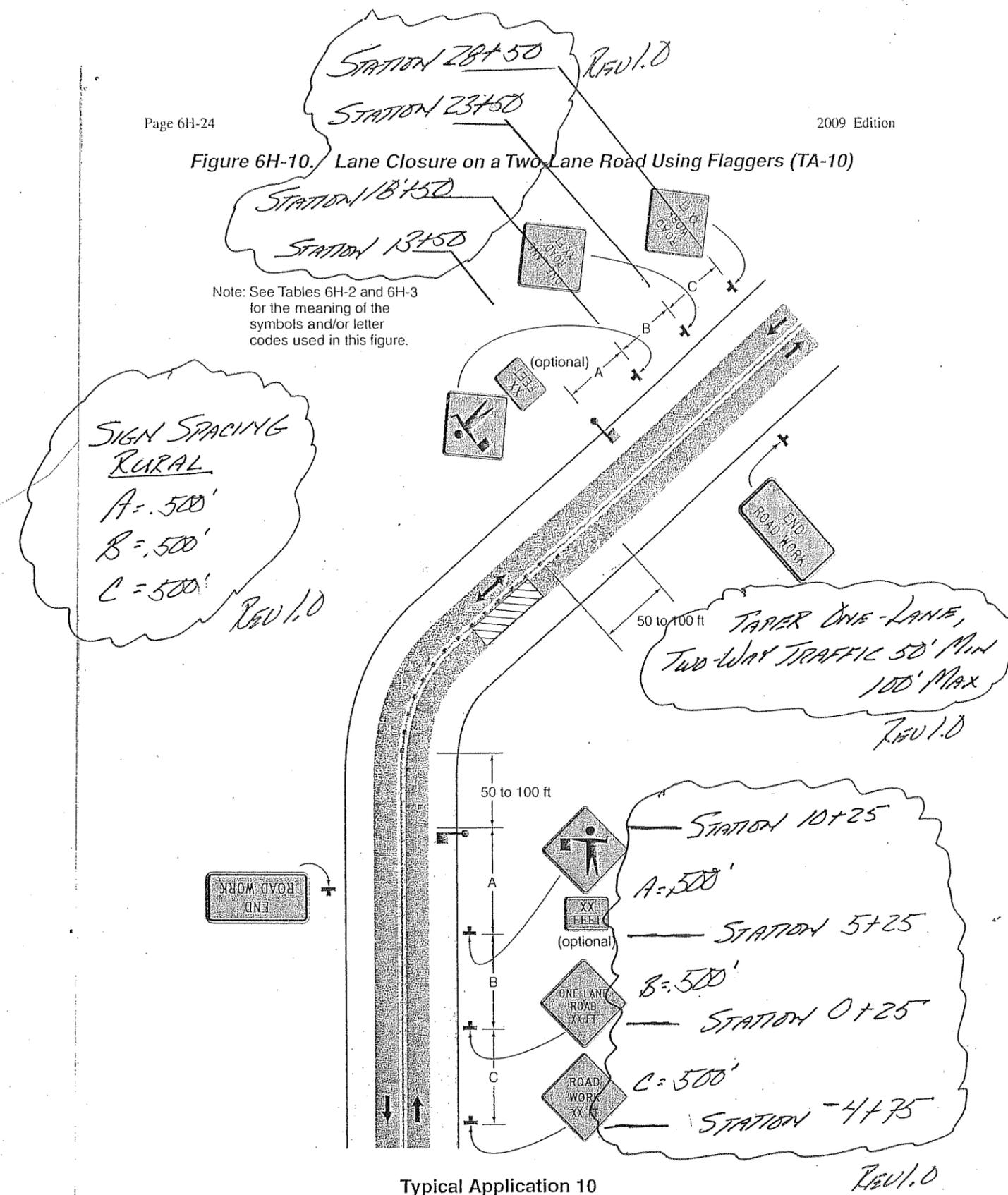
Speed (S)	Taper Length (L) in feet
40 mph or less	$L = \frac{WS^2}{60}$
45 mph or more	$L = WS$

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

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



Typical Application 10

CARENDAON BRO 1443(48) Rev. 1.0

SHT 7 of 9 Rev. 1.0

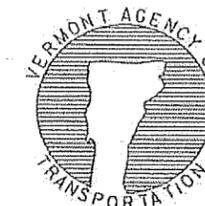
1. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (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  
*H.A.C. Pl.*  
HIGHWAY SAFETY & DESIGN ENGINEER  
*Richard F. Hunt*  
DIRECTOR OF PROGRAM DEVELOPMENT  
*Mark D. Richter*  
FEDERAL HIGHWAY ADMINISTRATION

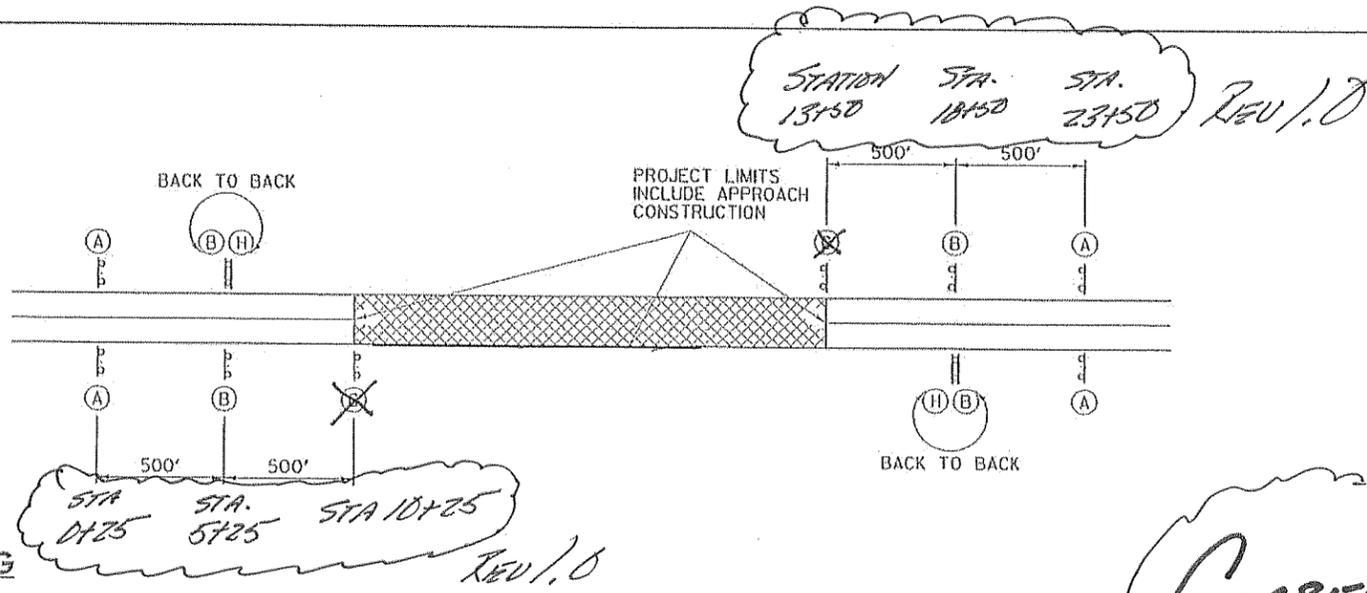
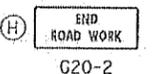
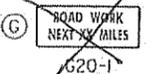
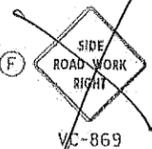
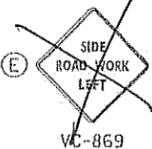
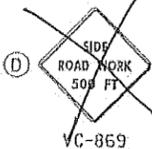
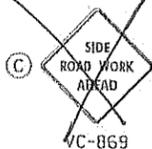
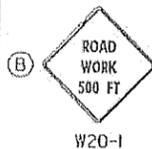
## TRAFFIC CONTROL GENERAL NOTES



STANDARD  
T-1

*SHT 8 of 9*

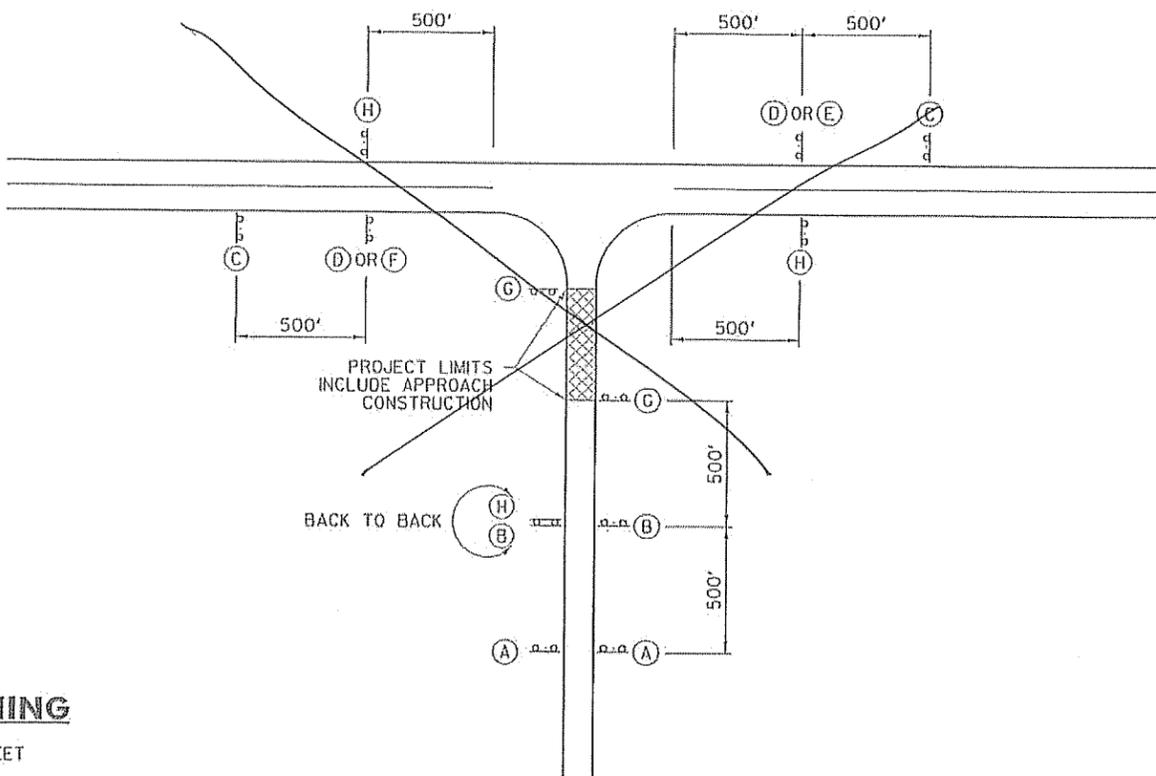
**LEGEND**



**TYPICAL APPROACH SIGNING**

FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.

*CARENTON STD 1443(4B) 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:**

- 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.
- 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.
- 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  
*W.A.G.*  
HIGHWAY SAFETY & DESIGN ENGINEER  
*Richard J. Huante*  
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*Mark D. Richter*  
FEDERAL HIGHWAY ADMINISTRATION

**CONVENTIONAL ROADS  
CONSTRUCTION APPROACH  
SIGNING**



**STANDARD  
T-10**

*(SHT 9 & 9) REV 1.0*