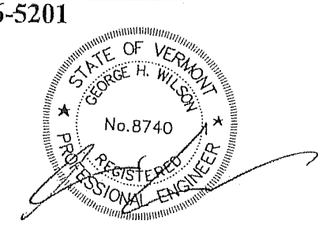
J. A. McDONALD, INC.

P.O. Box 132, Lyndon Center, VT 05850 (802) 626-5201

E-Mail jamcdonaldinc@charter.net



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 (Abutment1 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…

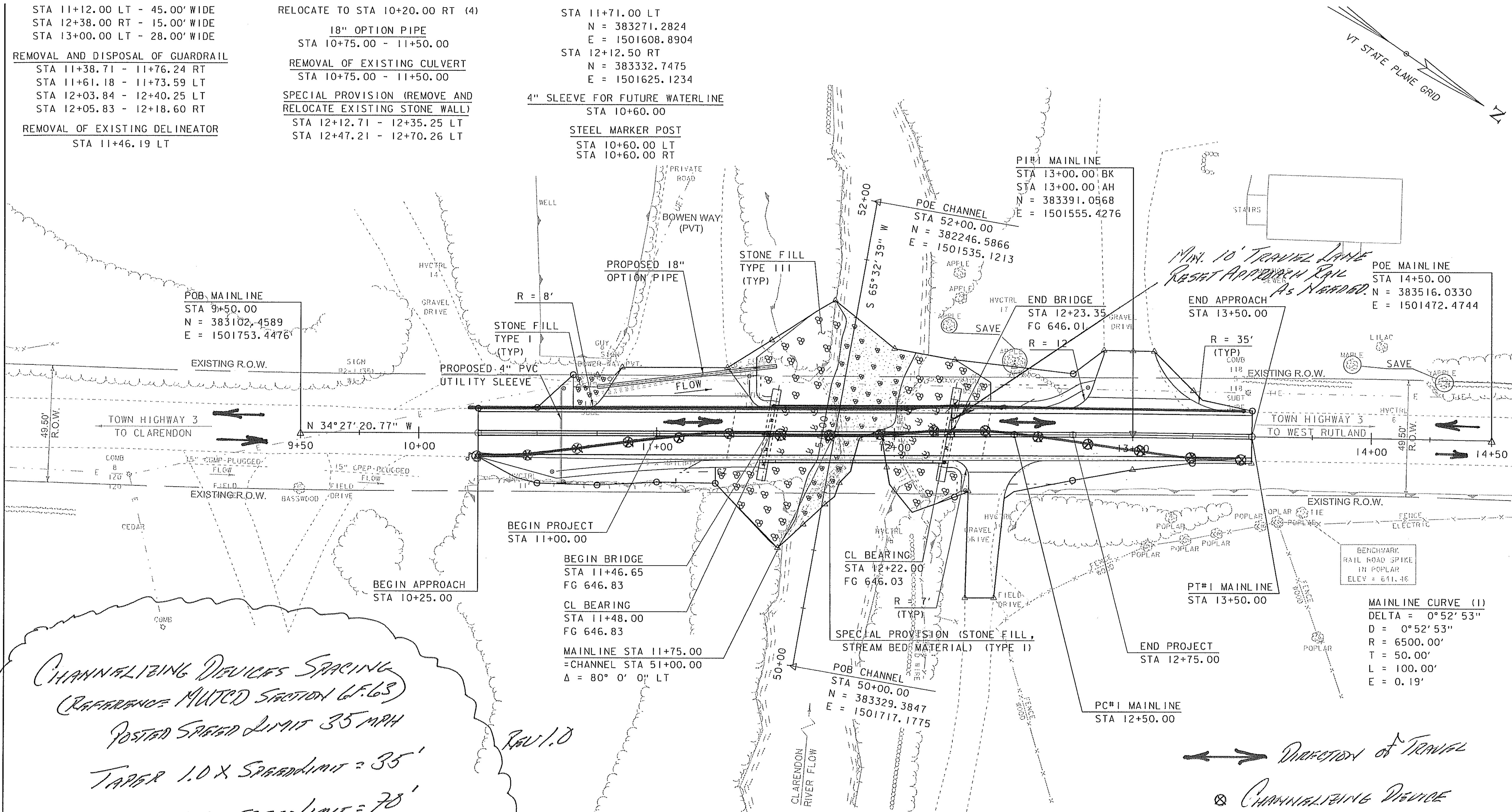
During this phase of construction, Walker Mountain Road will be closed to through traffic. The Town of Clarendon (at their discretion) is responsible for posting a detour route to include Road Closed Signs at the intersection of VT Rte 133/Walker Mountain Rd, and Teer Rd/Walker Mountain Rd. which indicate 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
VT STATE PLANE GRID
N
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
S 65°32'39" W
52+00
BOWEN WAY (PVT)
PRIVATE ROAD
WELL
STAIRS
STONE FILL
TYPE III
(TYP)
PROPOSED 18"
OPTION PIPE
Min. 10' Travel Lane
Reset Approach Rail As Needed.
POE MAINLINE
STA 14+50.00
N = 383516.0330
E = 1501472.4744
END BRIDGE
STA 12+23.35
FG 646.01
R = 12
SAVE
END APPROACH
STA 13+50.00
R = 35'
(TYP)
POB MAINLINE
STA 9+50.00
N = 383102.4589
E = 1501753.4476
R = 8'
STONE FILL
TYPE I
(TYP)
GRAVEL DRIVE
EXISTING R.O.W.
PROPOSED 4" PVC
UTILITY SLEEVE
FLOW
49.50' R.O.W.
TOWN HIGHWAY 3
TO CLARENDON
N 34°27'20.77" W
9+50
10+00
11+00
12+00
13+00
14+00
14+50
TOWN HIGHWAY 3
TO WEST RUTLAND
15" COMP-PLUGGED
FLOW
15" CPEP-PLUGGED
FLOW
FIELD DRIVE
BASSWOOD
CEDAR
LILAC
MAPLE
SAVE
EXISTING R.O.W.
FENCE ELECTRIC
POPLAR
BENCHMARK
RAIL ROAD SPIKE
IN POPLAR
ELEV = 611.46
BEGIN PROJECT
STA 11+00.00
BEGIN BRIDGE
STA 11+46.65
FG 646.83
CL BEARING
STA 11+48.00
FG 646.83
BEGIN APPROACH
STA 10+25.00
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
50+00
CLARENDON RIVER FLOW
END PROJECT
STA 12+75.00
PC#1 MAINLINE
STA 12+50.00
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'
Rev 1.0
Direction of Travel
Channelizing Device
(Reference MUTCD
Section 6F)

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 BRO 1443(48)

Phase IA Alternating One-Way Traffic
Flagger Control
Scale 1" = 40'

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

VT STATE PLANE GRID

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

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

S 65°32'39" W

52+00

50+00

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

N 34°27'20.77" W

Min 10' Travel Lane
Reset Guardrail Approach Rail As Needed.

PROPOSED 18" OPTION PIPE
PROPOSED 4" PVC UTILITY SLEEVE
STONE FILL TYPE III (TYP)
STONE FILL TYPE I (TYP)
R = 8'
R = 35' (TYP)
R = 12'
R = 7' (TYP)

END BRIDGE
STA 12+23.35
FG 646.01

END APPROACH
STA 13+50.00

BEGIN PROJECT
STA 11+00.00

BEGIN BRIDGE
STA 11+46.65
FG 646.83

CL BEARING
STA 11+48.00
FG 646.83

BEGIN APPROACH
STA 10+25.00

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) (TYP I)

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'

BENCHMARK
RAIL ROAD SPIKE IN POPLAR
ELEV = 641.16

TOWN HIGHWAY 3 TO CLARENDON
TOWN HIGHWAY 3 TO WEST RUTLAND
EXISTING R.O.W.
49.50' R.O.W.
PRIVATE ROAD
BOWEN WAY (PVT)
GRAVEL DRIVE
FIELD DRIVE
WELL
SIGN
GUY
STAIRS
MANHOLE SEWER
APPLE
MAPLE
LILAC
SAVE
POPLAR
TIE
FENCE ELECTRIC
FENCE WOOD
CEDAR
COMB
BASSWOOD
15" COMP-PLUGGED
15" CPEP-PLUGGED
FLOW
CLARENDON RIVER FLOW
HVCTRL
9+50
10+00
11+00
12+00
13+00
14+00
14+50

Direction of Travel

⊗ Channelizing Device
(Reference MUTCD Section 6F)

Rev 1.0

Clarendon STP 1445(48)

Phase 1B 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

VT STATE PLANE GRID

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

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

52+00
S 65° 32' 39" W

END BRIDGE
STA 12+23.35
FG 646.01

END APPROACH
STA 13+50.00

R = 12'
R = 35'
(TYP)

R = 8'

STONE FILL
TYPE I
(TYP)

STONE FILL
TYPE III
(TYP)

PROPOSED 18"
OPTION PIPE

PROPOSED 4" PVC
UTILITY SLEEVE

FLOW

EXISTING R.O.W.

TOWN HIGHWAY 3
TO CLARENDON

TOWN HIGHWAY 3
TO WEST RUTLAND

N 34° 27' 20.77" W

49.50' R.O.W.

9+50
10+00
11+00
12+00
13+00
14+00
14+50

BEGIN PROJECT
STA 11+00.00

BEGIN BRIDGE
STA 11+46.65
FG 646.83

BEGIN APPROACH
STA 10+25.00

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)

50+00
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'

BENCHMARK
RAIL ROAD SPIKE
IN POPLAR
ELEV = 641.46

CLARENDON RIVER FLOW

PRIVATE ROAD
BOWEN WAY (PVT)
WELL
HYDRANT
GRAVEL DRIVE
SIGN
GUY
STAIRS
MANHOLE SEWER
APPLE
SAVE
LILAC
MAPLE
COMB
CEDAR
BASSWOOD
FIELD DRIVE
15" COMP-PLUGGED
15" SREP-DEUGGED
FLOW
FIELD
POPLAR
TIE
FENCE ELECTRIC
FENCE WOOD
SUGT
HYDRANT

→ DIRECTION OF TRAVEL

⊗ CHANNELIZING DEVICE (REFERENCE MUTCD SECTION 6F)

PHASE II ALTERNATING ONE-WAY TRAFFIC FLAGGER CONTROL

SCALE 1" = 40'

CLARENDON BRO 1445(48) REV 1.0

SHT 5 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

VT STATE PLANE GRID
N

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
S 65°32'39" W

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

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

END BRIDGE
STA 12+23.35
FG 646.01

END APPROACH
STA 13+50.00

"Bridge Closed"
"Road Closed Local Traffic Only"

PROPOSED 18" OPTION PIPE
PROPOSED 4" PVC UTILITY SLEEVE
STONE FILL TYPE I (TYP)
STONE FILL TYPE III (TYP)
R = 8'
R = 12'
R = 35' (TYP)
R = 7' (TYP)
FLOW
SAVE

EXISTING R.O.W.
TOWN HIGHWAY 3 TO CLARENDON
TOWN HIGHWAY 3 TO WEST RUTLAND
49.50' R.O.W.
N 34°27'20.77" W

BEGIN PROJECT
STA 11+00.00

BEGIN BRIDGE
STA 11+46.65
FG 646.83

BEGIN APPROACH
STA 10+25.00

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'

BENCHMARK
RAIL ROAD SPIKE IN POPLAR
ELEV = 641.16

"Road Closed Local Traffic Only"

"Bridge Closed"

☒ 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'

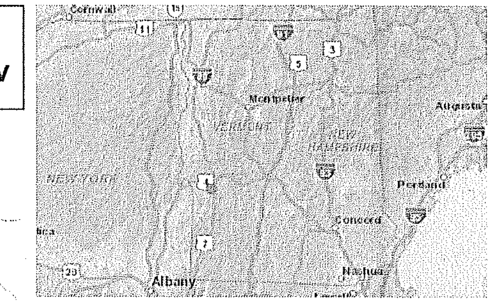
SHT 4 of 9 Rev 1.1

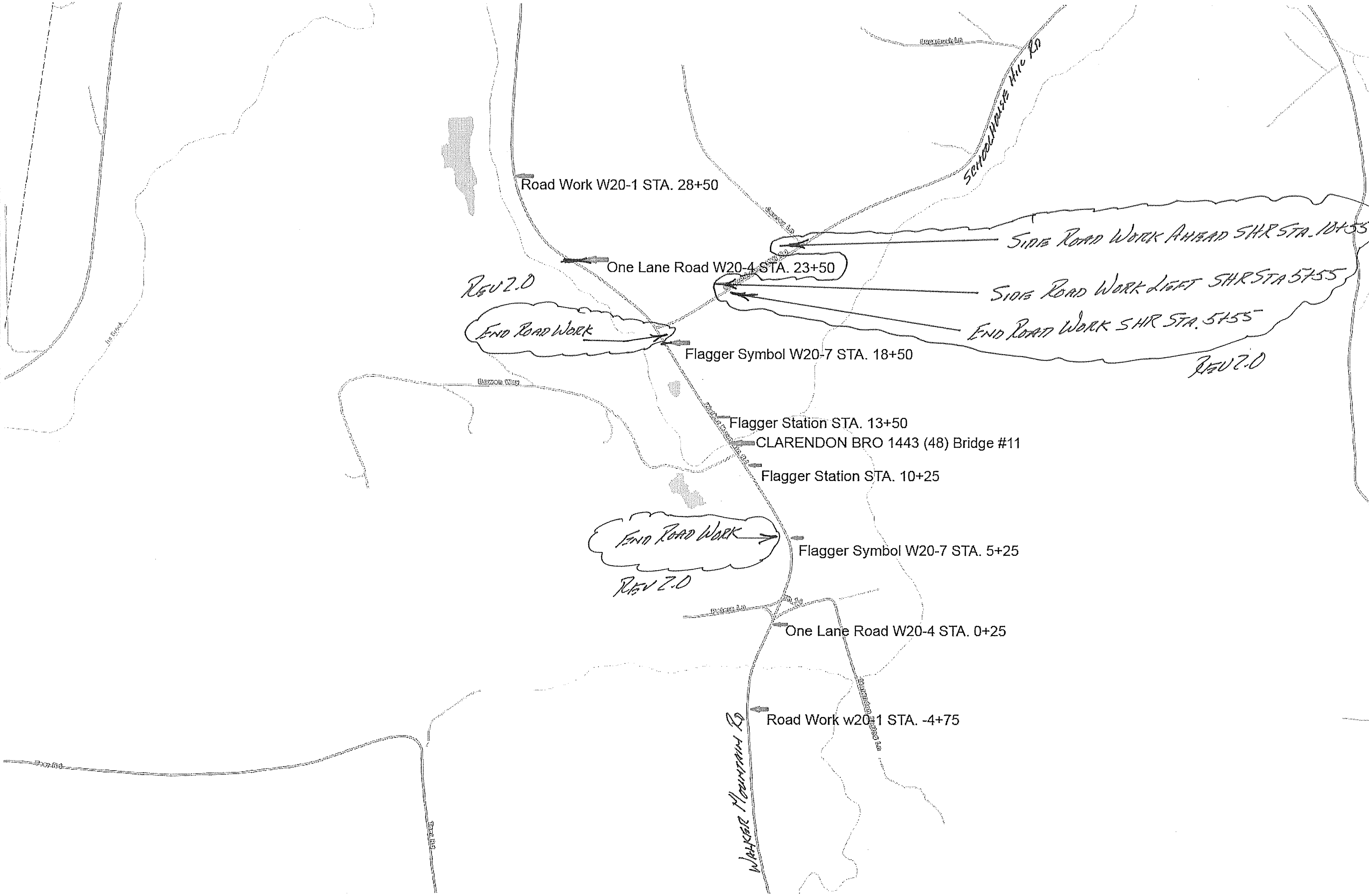
VERMONT

CLARENDON BRO 1443 (48) REV 1.0 (NEW SHEET)

VT Center for Geographic Information

vermont.gov





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

VCGI

NOTES

Traffic Control Plan Alternating One-Way Traffic

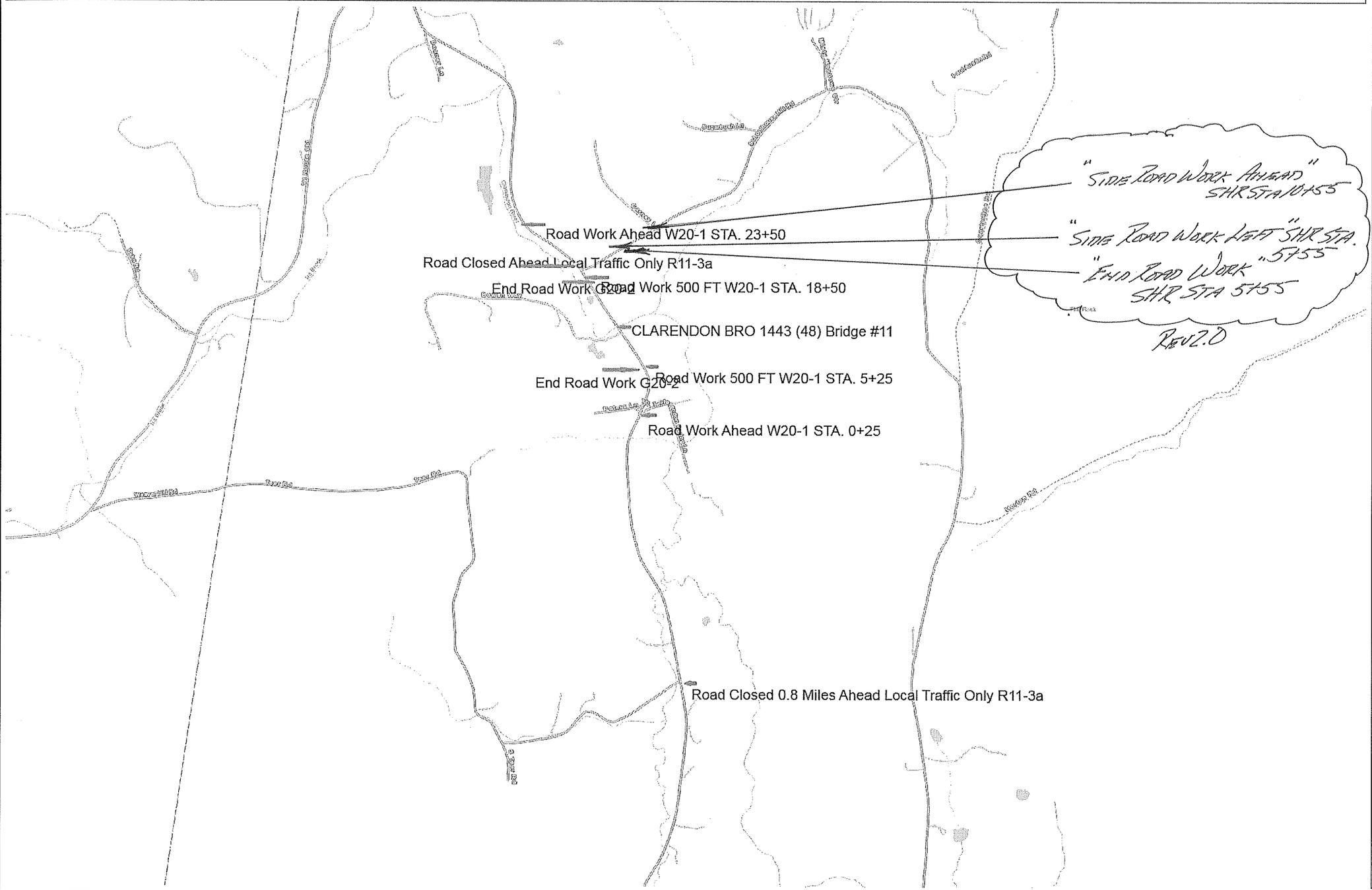
VERMONT

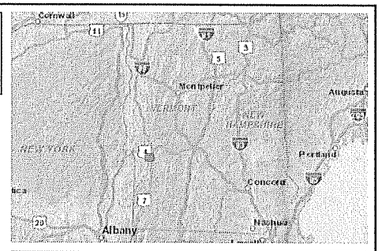
CLARENDON BRO 1443 (48)

Rev 1.0 New Sheet

VT Center for Geographic Information

vermont.gov





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

VCGI

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

NOTES

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

Sent to #9 mail

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

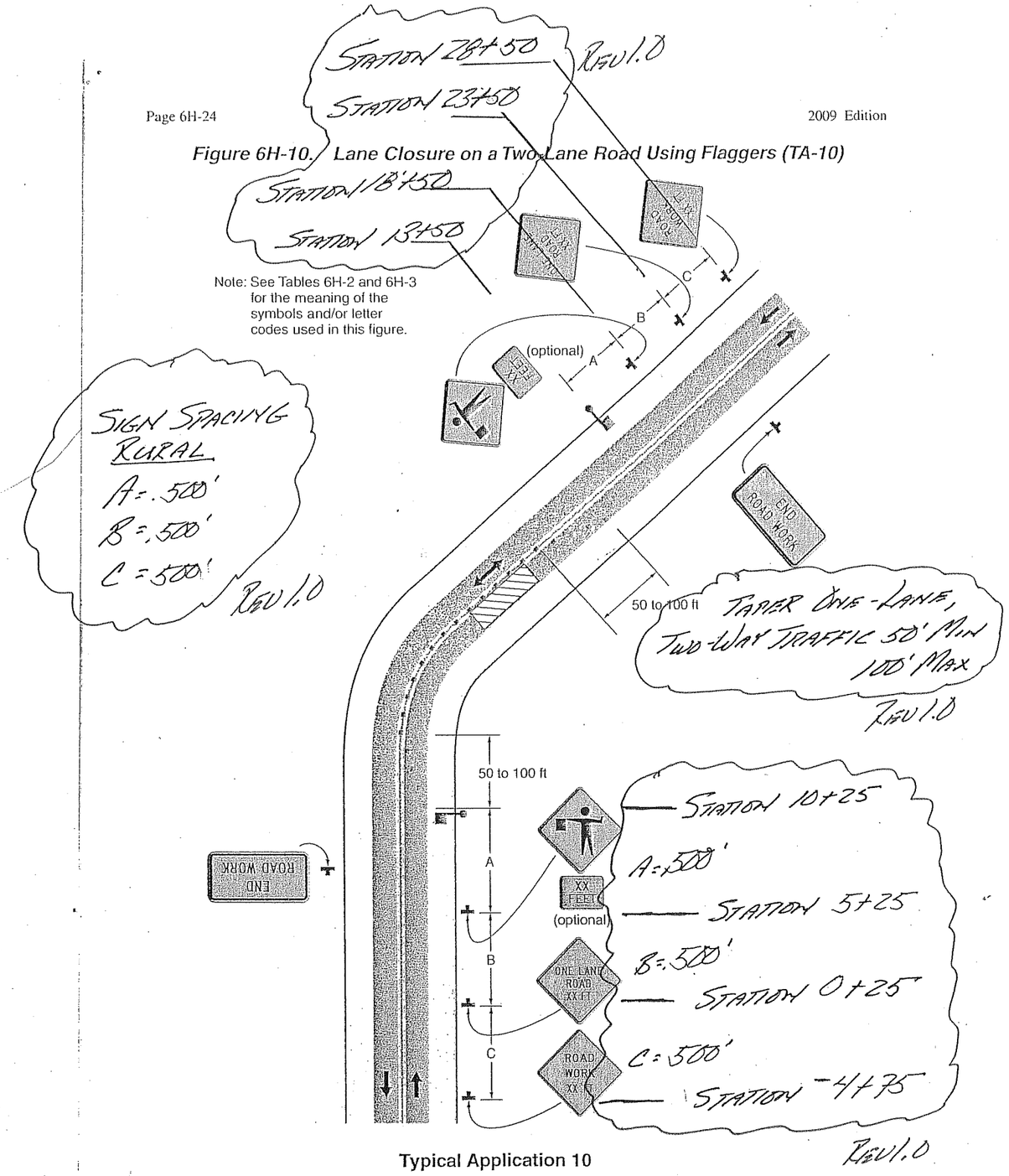
Table 6C-4. Formulas for Determining Taper Length

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 1445(48) Rev1.0

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



Typical Application 10

SHT 7 of 9 Rev1.0

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.

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

OTHER STDS. REQUIRED: NONE

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

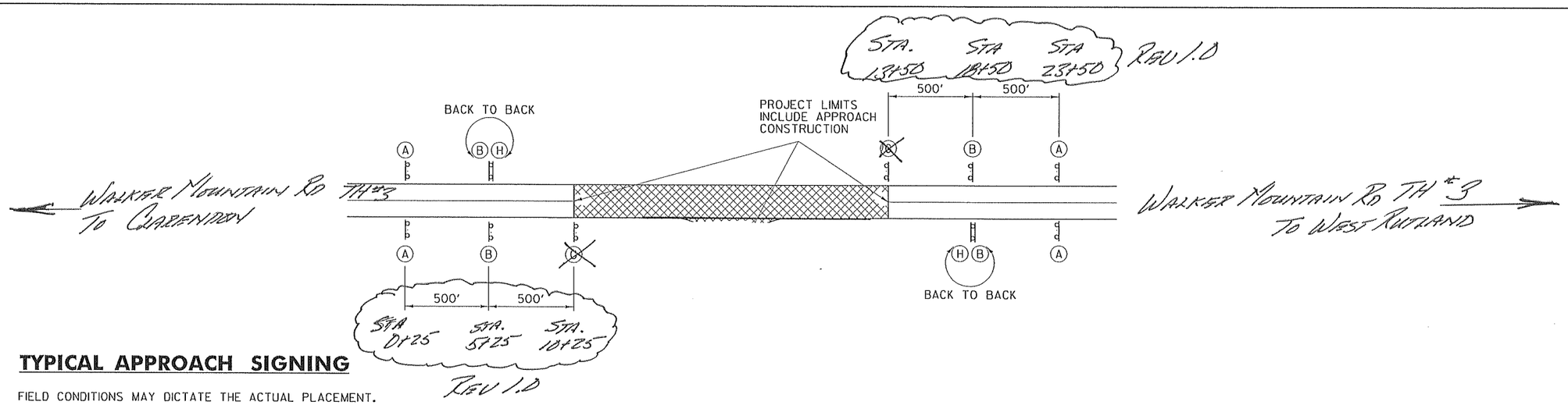
(D) SIDE ROAD WORK 500 FT — VC-869

(E) SIDE ROAD WORK LEFT — VC-869

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

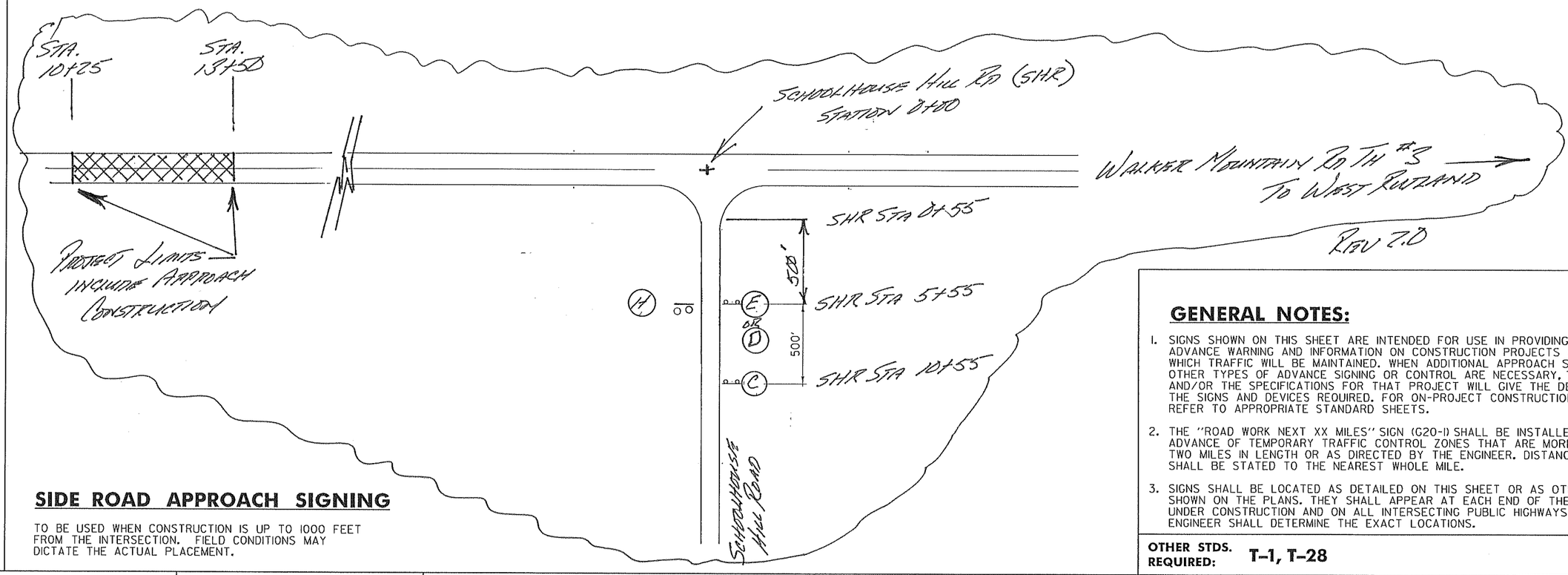
(G) ~~ROAD WORK NEXT XX MILES~~ — ~~G20-1~~

(H) END ROAD WORK — G20-2



TYPICAL APPROACH SIGNING

FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.



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

(CLARENDON BRO 1443(4B)

VERMONT AGENCY OF TRANSPORTATION

STANDARD T-10

SHT 9 of 9 (REV 2.0)