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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