
J. A. McDONALD, INC.

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

E-Mail jamcdonaldinc@charter.net

IRASBURG STP CULV(30)

TRAFFIC CONTROL PLAN

J. A. McDonald, Inc. has been awarded a contract by the State of Vermont to replace two 96" CGMP culverts on VT Route 58 in Irasburg, VT. This work will require that traffic be restricted to alternating one-way traffic to allow for phased installation of the precast box culverts. Traffic will be controlled by temporary/portable traffic signals for the duration of Stage II (culvert installation). During Stage I and III 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 4 and Traffic Control Plan sheets 18 and 39 of 55, VT AOT "T" Standards and the Manual on Uniform Traffic Control Devices (MUTCD) are referenced and incorporated into this site specific plan. Stage construction as noted below is applicable to both sites (BR6 & BR7) unless otherwise noted.

STAGE I:

Construction activities include: EPSC measures (demarcation/barrier/silt fence), temporary access road & staging areas, temporary relocation of stream, clearing and grubbing, guardrail removal/temporary barrier, pavement removal, initial Stage I excavation at BR6, Phase I Detour/roadway widening.... Prior to Stage 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 Stage II Construction (Box Culvert Installation) are as shown on Sheets 18 and 39 of 55 and will also be erected and covered.

Stage I work is anticipated to last one to two weeks. Portable traffic signals will be located as shown on Sheet 14 and 35 of 55 and ready to be activated when needed.

STAGE II:

Construction activities include: maintenance of EPSC, construction access and staging areas, and temporary stream relocation/dewatering installed in Stage I; removal of structure, excavation, installation and backfilling of proposed precast concrete box culverts. Stage II is further broken down into Phase I & II construction.

In the initial phase (Phase I), portions of the existing CGMP is removed and the proposed outlet cutoff wall, wingwalls/mitered end section and box sections are installed and backfilled. Alternating one-way traffic with temporary/portable signals will control traffic on the temporary Phase I detour on the north side (BR6) and south side (BR7) of Route 58 constructed in Stage I. In Phase II, the Phase I detour is removed and the remaining box culvert is installed and backfilled. Alternating one-way traffic will be

maintained with portable traffic signals on the previously installed Phase I portion. Refer to stream profile plan sheets 16 and 37 of 55.

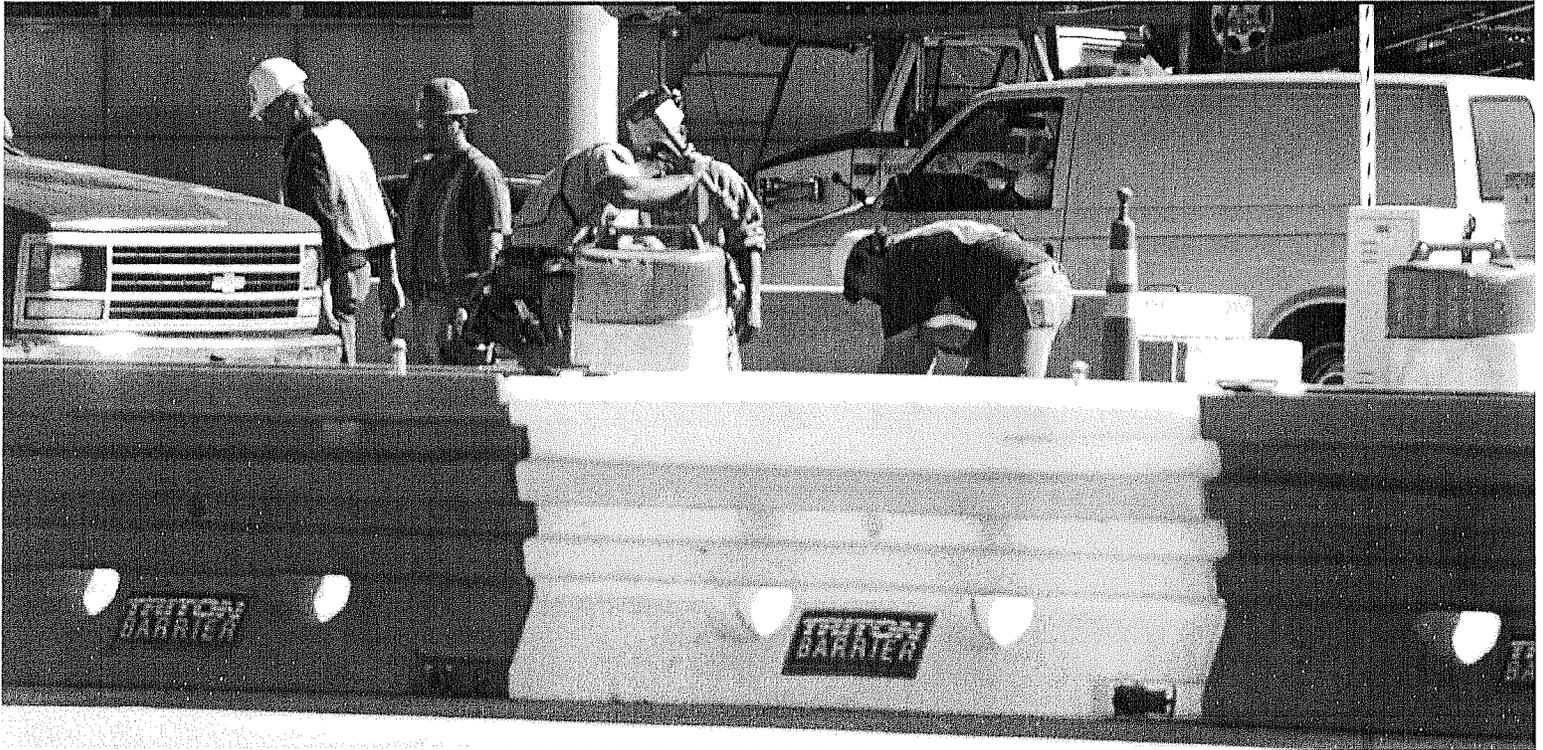
Signs installed in Stage I will be uncovered and portable traffic signals at the locations shown on Sheets 14 and 35 of 55 will be activated.. At the conclusion of Phase I, flaggers will be used to control traffic while the barriers are relocated to the Phase II configuration. At the conclusion of Phase II, traffic will return to normal two way with alternating one-way traffic during the work day.

STAGE III:

Construction activities include remaining stone fill at inlet/outlet, placement of the stream bed material within the culvert, subbase, guardrail installation, cold plan/pavement, line stripping, removal of EPSC and stream relocation measures. Alternating one-way traffic will be controlled with flaggers and temporary signage per MUTCD Typical Application 10.

TRITON[®] TL-2 BARRIER

EASY TO DEPLOY STEEL REINFORCED PORTABLE BARRIER



OVERVIEW

The Triton Barrier[®] is a highly portable, water-filled barrier that is ideal for use where time and space are limited. It consists of a number of interlocking, 2 m (6.5 ft) barrier sections made of polyethylene plastic and an internal steel framework.

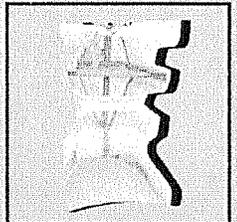
The Triton Barrier's performance exceeds NCHRP TL-2, 70 km/h (45 mph). The FHWA has issued a letter accepting that the Triton Barrier's performance exceeds NCHRP 350, Test Level 2 criteria and can be considered for 100 km/h (62 mph) applications at angles up to 15 degrees for passenger vehicles and lightweight pickup trucks.

CERTIFIED AS OWN END TREATMENT

The Triton Barrier is certified as its own end treatment, saving deployment time and hardware expenses. The last ten sections of Triton Barrier, when oriented properly in relation to traffic and according to the end treatment instructions provided by Energy Absorption Systems, serve as the crashworthy end treatment for this barrier system. Contact Energy Absorption Systems for details.

FEATURES AND BENEFITS

- ▶ Provides positive, crashworthy protection for workers and equipment
- ▶ Absorbs collision energy and redirects errant vehicles — reduces severity of impact for motorists.
- ▶ Fast deployment — 183 m (600 feet) per hour with just three workers.
- ▶ Modular design allows use in varied lengths for both straight and curved applications.
- ▶ No cranes or heavy equipment required for deployment.
- ▶ Certified as its own end treatment.
- ▶ Transition hardware available for attachment to guardrail or concrete barrier.
- ▶ Factory installed internal steel framework — no additional assembly required.
- ▶ Effective in all weather conditions, even when frozen solid.



Steel reinforced, water-filled barrier sections absorb collision energy and redirect vehicles away from work crews.

SAVING LIVES BY DESIGN



ENERGY ABSORPTION
SYSTEMS, INC.

WWW.ENERGYABSORPTION.COM

EASY DEPLOYMENT & REMOVAL

The Triton Barrier, at its 65 kg (140 lb) empty weight, can be easily unloaded and positioned without cranes or heavy equipment. In fact, three workers can deploy over 183 m (600 ft) in just one hour! Deployment involves three simple steps: unload; position and pin; and fill with water using a water truck.



Unload (No cranes needed)



Position and pin.

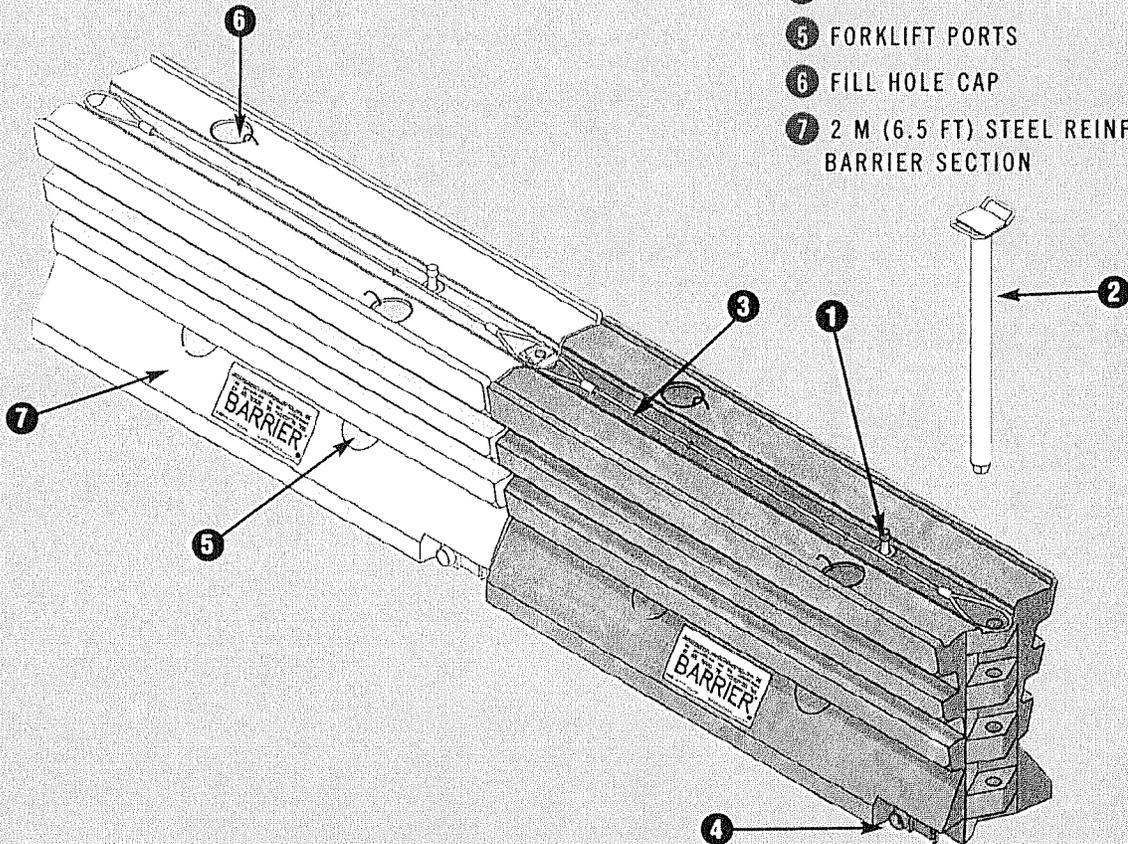


Fill using a water truck.

SPECIFICATIONS

Length	2 m	(78")
Height	800 mm	(32")
Width	500 mm	(21")
Weight Empty	65 kg	(140 lb)
Weight With Water	610 kg	(1,350 lb)
Water Ballast	550 liters	(145 gallons)

- ① FILL LEVEL INDICATOR
- ② STEEL PIN
- ③ FACTORY INSTALLED TENSION CABLE
- ④ GATE VALVE DRAIN
- ⑤ FORKLIFT PORTS
- ⑥ FILL HOLE CAP
- ⑦ 2 M (6.5 FT) STEEL REINFORCED BARRIER SECTION



Quixote
Transportation Safety

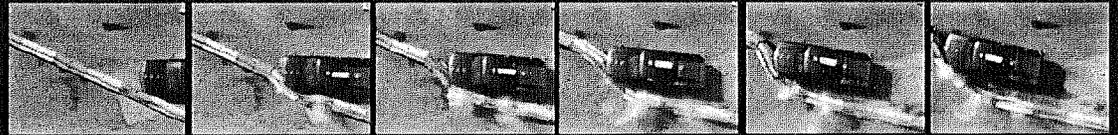
WWW.QUIXTRANS.COM



ENERGY ABSORPTION
SYSTEMS, INC.

35 East Wacker Drive • Chicago, IL 60601
Tel: (312) 467-6750 • Fax: (312) 467-9625
www.energyabsorption.com

SAVING LIVES BY DESIGN



Distributed By:

General specifications for the Triton Barrier are subject to change without notice to reflect improvements and upgrades. Additional information is available in the Product Manual for this system. Contact Energy Absorption Systems for details.