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LUNENBURG NH CULV(27)

Please add current date to future versions. CLD

TRAFFIC CONTROL PLAN Rev 1.0

J. A. McDonald, Inc. has been awarded a contract by the State of Vermont to replace the existing concrete structure/culvert on US Route 2 in Lunenburg, VT. This work will require that traffic be restricted to alternating one-way traffic. Traffic will be controlled by temporary/portable traffic signals for the duration of the Stage II work. During Stage I & III work, alternating one-way traffic will be controlled with flaggers during day construction and returned to normal two-way traffic during non-work hours.

VAOT "T" Standards should also be referenced. CLD

Traffic control notes and details shown on plan sheets 21 through 31 of 74, VT AOT "E" Standards and the Manual on Uniform Traffic Control Devices (MUTCD) are referenced and incorporated into this site specific plan. Please notice we propose to remove the temporary traffic signal located at the field drive, station 432+00. J.A. McDonald will install a Temporary field drive adjacent to the drive at station 433+50.

This revision requires coordination and/or negotiation with property owners. Temporary rights for this work were not acquired during the ROW process. CLD

VAOT E-100 and E-108 have been superseded by T-Series standards. See index of sheets (sheet 2) of the contract plans for appropriate standards. CLD

STAGE I:

Construction activities include: EPSC measures (demarcation/barrier/silt fence), temporary access road, establishing staging areas, clearing and grubbing, and construction of the Phase I detour. Prior to Stage I work, signs will be erected as shown on Vermont AOT Standard Sheet E100. Alternating one-way traffic controlled with flaggers will require additional temporary signage per MUTCD Typical Application 10. Channelizing device and/or barrier placements shall be as shown on VT AOT Standard E108.

J.A. McDonalds will install perimeter controls (EPSC) and complete clearing operations in the fall of 2015 so as not to disturb the Northern Long-Eared Bat habitat. Remaining Stage I construction will continue in the spring of 2016 per the Construction Schedule. Construction of the Phase I Detour will require the extension of the existing culvert to maintain flows in Hudson Brook until the 48" by-pass culvert is functional. A portion of the by-pass culvert (under the Phase I Detour) will also be installed under this Stage of construction (reference Temporary Stream Relocation plan/narrative).

We did not see this plan/narrative as part of the submission. CLD

STAGE II:

Construction activities include: maintenance of EPSC, slope stabilization piles, excavation/removal of structure, installation and backfilling of proposed precast concrete arch culvert. Alternating one-way traffic with temporary/portable signals will control traffic on the temporary Phase I Detour on the north side of US Route 2, constructed in Stage I. Phase I construction will include the installation of a temporary sheeted cofferdam, remaining by-pass culvert with inlet impoundment, structure excavation, CIP mat foundation and pedestal walls/baffles, culvert lining material, precast arch culvert, waterproof membrane, granular backfill & borrow, stone fills.....and construction of the Phase II Detour.

Phase II detour will be constructed as shown on the attached plan over the installed Phase I precast arch. Alternating one-way traffic with temporary/portable signals will control traffic in this phase. Phase II construction will include remaining structure excavation, CIP mat foundation and pedestal walls/baffles, culvert lining material, precast arch culvert, waterproof membrane, granular backfill & borrow, stone fills...and removal of the Phase I Detour. Granular/sand borrow and dense graded crushed stone will be installed as shown in the "Typical Longitudinal Bridge Section" (Sheet 3 of 74) station left of centerline.

STAGE III:

Construction activities include remaining stone fill at inlet/outlet, sand borrow, dense graded crushed stone, fine grade, base course of pavement, guardrail installation, cold plan/pavement, line stripping, removal and abandonment (flowable fill) of the by-pass culvert.... and site restoration. Alternating one-way traffic will be controlled with flaggers and temporary signage per MUTCD Typical Application 10. Channelizing device and/or barrier placements shall be as shown on VT AOT Standard E108.

48" by-pass culvert may be difficult to completely abandon using flowable fill. Recommend the by-pass culvert be completely removed instead of abandoned in place. CLD

See previous sheet for comment regarding standard E-108. CLD