

What Traffic Control measures will be implement when the work zone signs are being installed.

Note that if a police vehicle is used than it should be positioned at least 400 feet upstream of the work space. The police vehicle should face in the direction mutually agreed upon by the highway and enforcement agency. Positioning the vehicle 400 ft in advance of the work space provides a buffer if the vehicle is struck so it does not roll into the work space and strike a worker.

What will the message be? The same message that is displayed the entire project is no more helpful than installing a permanent sign and less costly.

PORTABLE, CHANGEABLE MESSAGE BOARD TO BE INSTALLED 1,000 FT BEFORE FIRST ADVANCE WARNING SIGN. COORDINATE LOCATION WITH RESIDENT ENGINEER.

US ROUTE 4 WB - BR 2

LEFT LANE CLOSURE

PORTABLE, CHANGEABLE MESSAGE BOARD TO BE INSTALLED 1,000 FT BEFORE FIRST ADVANCE WARNING SIGN. COORDINATE LOCATION WITH RESIDENT ENGINEER.



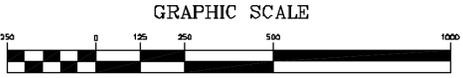
US ROUTE 4 EB - BR 2

LEFT LANE CLOSURE

SPECIAL NOTES:
1.) AN IMPACT ATTENUATOR TRUCK WILL BE PARKED IN THE LANE CLOSURE.

TRAFFIC CONTROL NOTES:
1.) REFER TO PLANS, DETAILS AND SPECIFICATIONS FOR THIS PROJECT FOR ADDITIONAL DETAILS CONCERNING TRAFFIC CONTROL REQUIREMENTS FOR THIS PROJECT.
2.) ALL SIGNAGE AND TRAFFIC CONTROL DEVICES TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", LATEST EDITIONS.
3.) ALL EQUIPMENT NEEDED TO PERFORM WORK SHALL BE STAGED WITHIN THE WORK ZONE LANE CLOSURE. ALL TEMPORARY TRAFFIC CONTROL SIGNS AND CHANNELIZING DEVICES SHALL BE REMOVED WHEN WORK IS NOT ACTIVE.
4.) FINAL SIGN LOCATIONS TO BE FIELD ADJUSTED TO FIT FIELD CONDITIONS AND AVOID OBSTRUCTIONS WITH EXISTING SIGNS, STRUCTURES AND PROPERTIES AS POSSIBLE. TRAFFIC CONTROL ENGINEER TO FIELD VERIFY FINAL SIGN LOCATIONS FOR TEMPORARY TRAFFIC CONTROL.
5.) ALL TAPERS AND DRUM SPACING BASED ON 50 MPH WORK ZONE SPEED LIMIT. ALL CHANNELIZING DEVICES TO BE APPROVED/RATED FOR NIGHT WORK IN ACCORDANCE WITH MUTCD.
All signage to be gate-posted per VTrans Standard T-11.

APPROACH SIGNAGE NOTES:
1.) ALL SIGNAGE UP TO AND INCLUDING SIGNS G20-5AP, R2-1, AND R2-6AP ARE APPROPRIATE FOR ALL PHASES OF LANE CLOSURE WITH THE EXCEPTION OF SIGNS W20-5, LANE CLOSURE SIGNS WHICH SHALL BE CHANGED APPROPRIATELY DEPENDING ON THE PHASE OF CONSTRUCTION.



Professional Engineer Seal for *[Signature]*, dated 4/6/15.

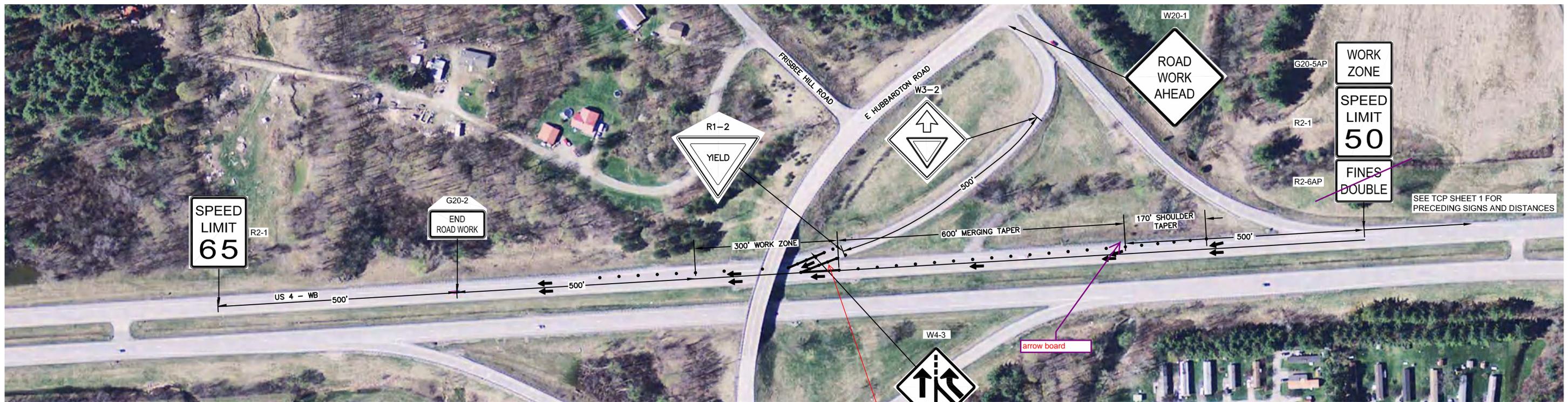
PLAN SIZE:
FULL SIZE PLANS ARE 22x36
11x17 ARE APPROXIMATE HALF SCALES

REFLECTORIZED DRUM SPACING
WORK ZONE SPEED LIMIT = 50 MPH
TANGENT = 80' (MAX=100')
TAPER = 40' (MAX=50')

PREPARED FOR:
MODERN PROTECTIVE COATINGS, INC.
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PREPARED BY:
ECKMAN engineering, LLC
1950 Lafayette Road
PO Box 3035
Portsmouth, NH 03802
Phone: (603) 433-1354
Fax: (603) 433-2367

PROJECT: BRIDGE PROJECT - TOWN OF CASTLETON BRIDGE NO. 2
FILE NAME: 15106_TC_LFT LN
DRAWN BY: DMI
DESIGNED BY: GDG
BRIDGE 2 TRAFFIC CONTROL PLAN
PLOT DATE: 03/18/15
CHECKED BY: DEE
SHEET: 1 OF 2



US ROUTE 4 WB - BR 2
ACCELERATION LANE CLOSURE

W4-3 To be placed at
Nose between ramp and
travel lane

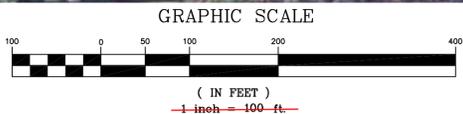
SPECIAL NOTES:
1.) AN IMPACT ATTENUATOR TRUCK
WILL BE PARKED IN THE LANE
CLOSURE.



US ROUTE 4 EB & WB - BR 2
RIGHT LANE CLOSURE

Add W4-3. See
MUTCD 6H-44A

Confusing. Consider closing lane well
in advance of exit and then providing a
ramp exit from the LH lane. See
MUTCD TA-42



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SHEET: 2 OF 2