

# MONOKO, LLC

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Tarpon Springs, FL 34689-2125  
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(727) 940-3244  
(727) 279-8795 Fax

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Submittal No.: 05d: Traffic Control Plan additions

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Date: August 29, 2016

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**Vermont Department of Transportation**  
Southeast Regional Construction Office  
Attn: Ann Gammell, P.E., Regional Construction Engineer  
PO Box 1873; 61 Depot Street  
Wilder, VT 05088-1873  
(802) 522-5719; (802) 281-5000; (802) 281-5002 fax  
[Ann.Gammell@Vermont.gov](mailto:Ann.Gammell@Vermont.gov)

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**Description:** Proposal/Contract Number: Windsor-Hartford IM BPNT (13)  
Letting Date: 10/09/15; Award Date: 11/02/15  
Project Description: Bridge Painting of Eleven Bridges  
In the Towns of Windsor & Hartford, Windsor County, VT  
Contract Amount: \$8,671,323.00; Completion Date: 10/12/18

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Contractor: **MONOKO, LLC**

Reviewed & Approved By: *Keri Monokandilos*  
Keri Monokandilos, Manager

Date: **08/29/2016**

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Engineer: Paul Perry IV, Resident Engineer  
PO Box 1873; 61 Depot Street  
Wilder, VT 05088-1873  
802-498-8255 cell; 802-281-5000 office; 802-281-5002 fax  
[paul.perry@vermont.gov](mailto:paul.perry@vermont.gov)  
[mark.sargent@vermont.gov](mailto:mark.sargent@vermont.gov)  
[pmcdonald@gpinet.com](mailto:pmcdonald@gpinet.com)  
[ann.gammell@vermont.gov](mailto:ann.gammell@vermont.gov)

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Revision:

4580 MEMORIAL DRIVE,  
ST. JOHNSBURY, VT 05819  
P 802-748-5898  
RES@MYFAIRPOINT.NET



**RUGGLES ENGINEERING SERVICES INC.**

August 27, 2016

Monoko, LLC  
1037 Peninsula Ave  
Tarpon Springs, FL 34689

RE:IM BPNT(13) Winsdor 42N/S, 41C – Traffic Control Plan Addendum

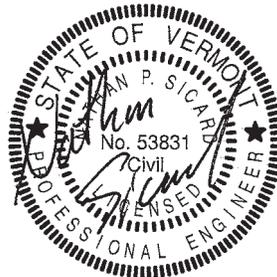
Dear Drosso,

I have included traffic control plans that need to be attached to the project Traffic Control Plan. At your request, you are planning to work on the south side of bridges 42S, 42N and 41C this fall. These are the areas over Interstate 89 Southbound. I have included details for temporary lane closures for the right lane and left lane. I have also included details for the permanent left lane closure and permanent advanced warning signs. These plans are intended to be used with the narrative and appendices that have previously been delivered and approved.

Sincerely,

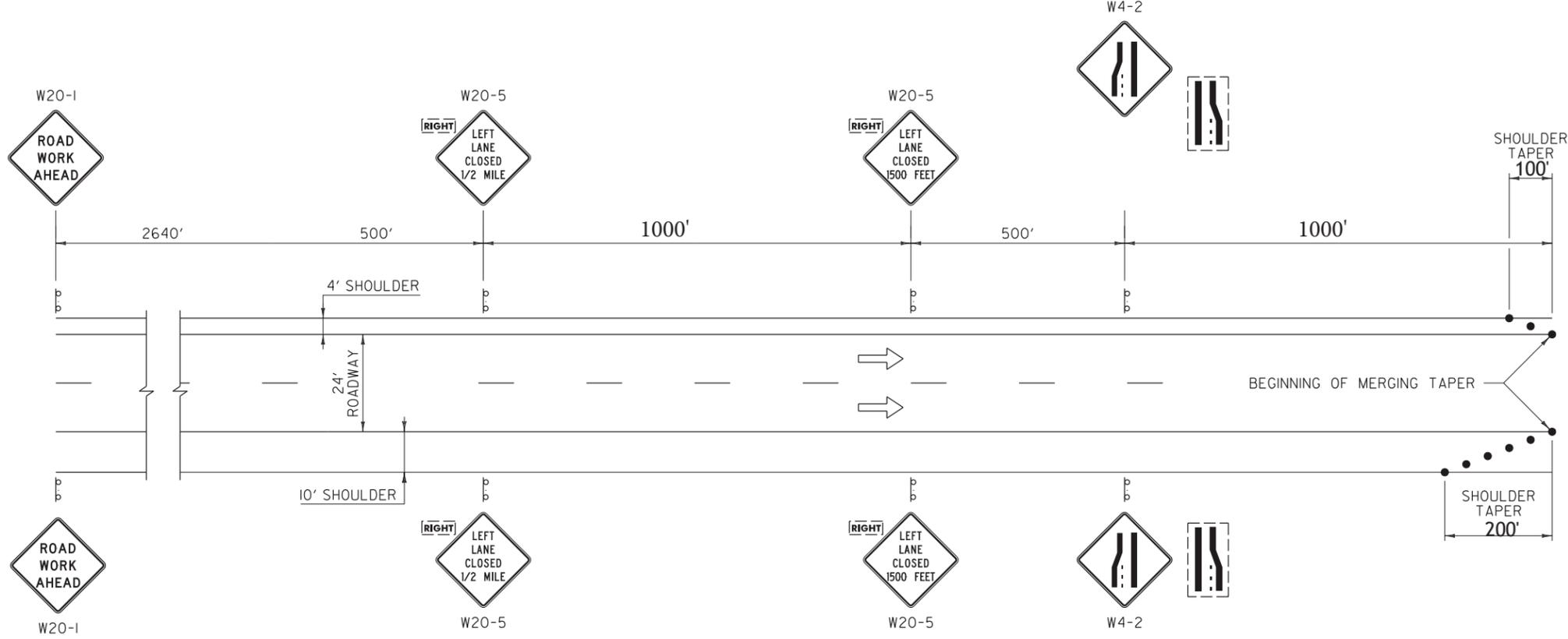
A handwritten signature in black ink, appearing to read 'Nathan Sicard'.

Nathan P. Sicard, P.E.  
Civil Engineer



Enc.

# ADVANCED WARNING FOR TEMPORARY LEFT AND RIGHT LANE CLOSURES I-89 SOUTHBOUND



**GENERAL NOTES:**

- 1. IF APPLICABLE, THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
- FOR A SHORT TERM PROJECT (THREE CONSECUTIVE DAYS OR LESS), SIGNS MAY BE POST MOUNTED OR PORTABLE.

**OTHER STDS. REQUIRED: T-1, T-12, T-31**

**LEGEND**

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM /cone

REVISIONS AND CORRECTIONS  
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

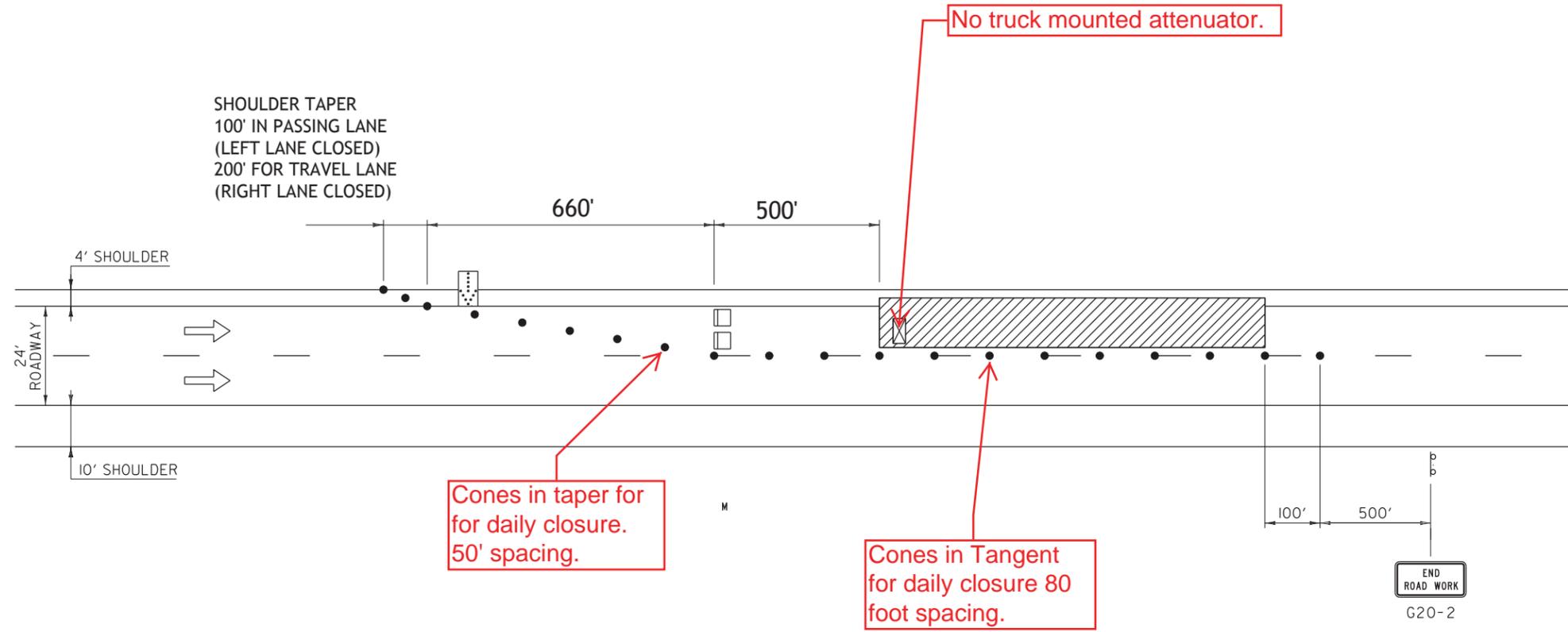
APPROVED  
*[Signature]*  
HIGHWAY SAFETY & DESIGN ENGINEER  
*[Signature]*  
DIRECTOR OF PROGRAM DEVELOPMENT  
*[Signature]*  
MARK D. RICHTER  
FEDERAL HIGHWAY ADMINISTRATION

## CONSTRUCTION APPROACH SIGNING DIVIDED HIGHWAY ONE LANE CLOSED



STANDARD  
**T-11**  
MODIFIED

## Temporary Daily Closure - LEFT LANE I-89 SOUTHBOUND



### GENERAL NOTES:

CHANNELIZING DEVICES OTHER THAN RETROREFLECTIVE PLASTIC DRUMS SHALL BE ALLOWED ALONG THE BUFFER SPACE AND WORK AREA. THE TYPE OF DEVICE SHALL BE CONSISTENT THROUGHOUT THE BUFFER SPACE AND WORK AREA AND SHALL REMAIN STABLE WHILE UNATTENDED.

THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADE AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.

PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY.

THE ARROW PANEL SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, AS CLOSE AS PRACTICAL TO THE BEGINNING OF THE MERGING TAPER.

### LEGEND

- FLOW OF TRAFFIC
- CHANNELIZING DEVICE
- FLASHING ARROW PANEL
- TYPE III BARRICADE
- WORK AREA

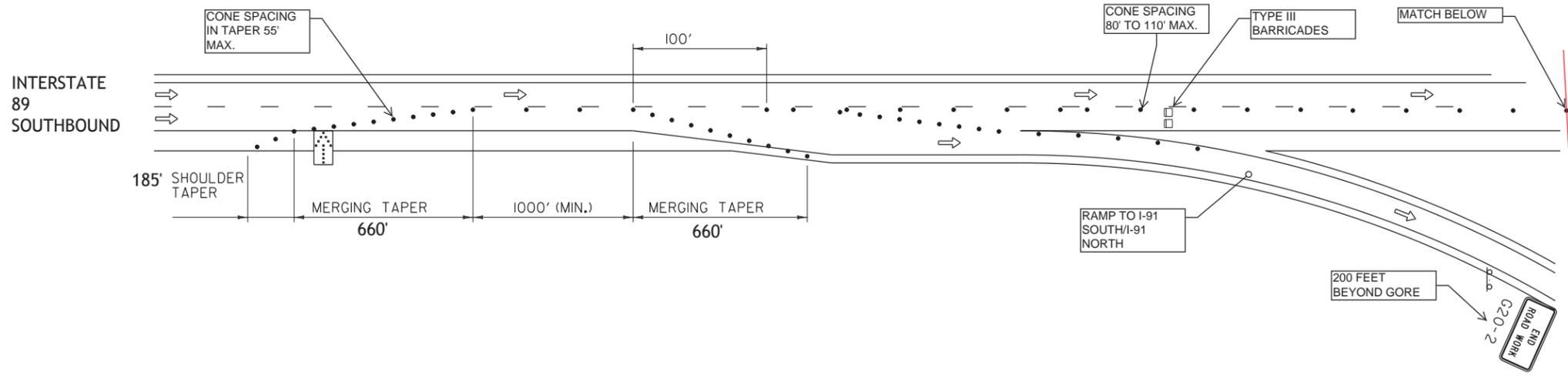
POSTED SPEED (MPH)	TAPER LENGTHS (FT)		TANGENT W=12 FT (L/2)	BARRIER FLARE RATE (MINIMUM)	MINIMUM BUFFER SPACE LENGTH (FT)	MAXIMUM CHANNELIZING DEVICE SPACING (FT)	
	SHOULDER W=10 FT (L/3)	MERGING 12 FT LANE (L)				TAPER (S)	TANGENT (2S)
55	185	660	330	1:13	495	55	110

**OTHER STDS. REQUIRED: T-1, T-11**

# TRAFFIC CONTROL DIVIDED HIGHWAY ONE LANE CLOSED



# STANDARD T-12 Modified



**GENERAL NOTES:**

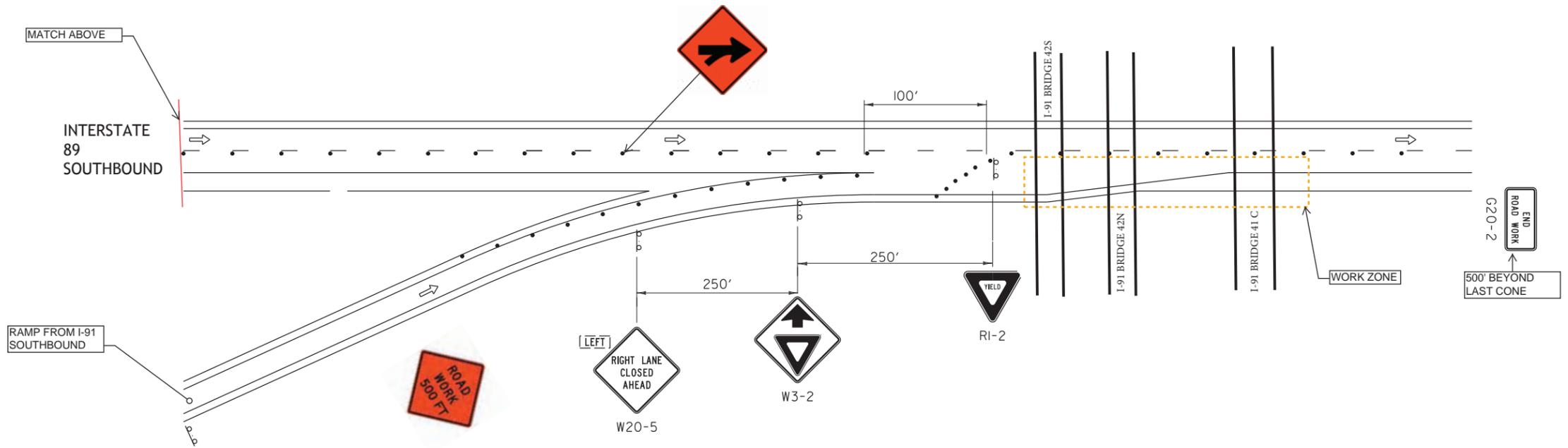
ALL WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS, IN ADDITION TO VEHICLE HAZARD LIGHTS.

THE NUMBER OF CHANNELIZING DEVICES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.

ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.

HAND WORK MUST BE PERFORMED WITH A SPOTTER AT ALL TIMES.

AT ENTRANCE RAMP; THE "YIELD" (RI-2) SIGN SHALL BE PLACED AT THE THEORETICAL GORE TO PROVIDE ADEQUATE SIGHT DISTANCE OF ONCOMING MAINLINE VEHICULAR TRAFFIC.



- NOTES:**
1. CONES ON TANGENTS WILL BE SPACED PER SHEET T-12.
  2. STANARD T-11 WILL BE USED IN ADVANCE OF ALL CLOSURES.
  3. A FLAGGER WILL BE USED IF ENTRANCE RAMP VISIBILITY IS LESS THAN 600 FEET.
  4. ALL CONSTRUCTION SIGNS TO BE ORANGE AND BLACK.

**LEGEND**

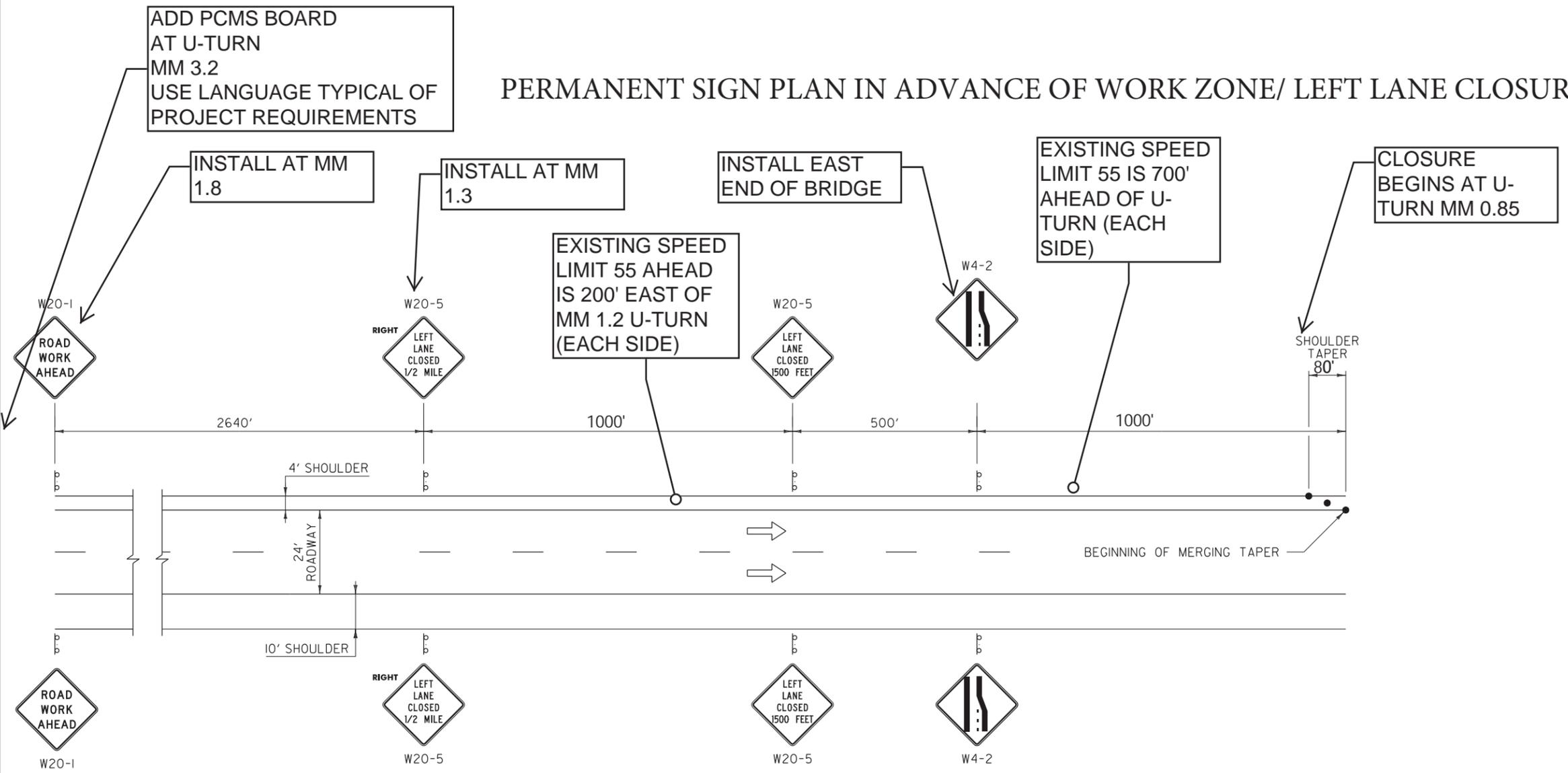
- ⇒ FLOW OF TRAFFIC
- CONES
- ▭ FLASHING ARROW PANEL

**OTHER STDS. REQUIRED: T-1, T-12,**

TRAFFIC CONTROL FOR TEMPORARY RIGHT LANE CLOSURE  
 INTERSTATE 89 - SOUTHBOUND UNDER I-91 BRIDGES 42S, 42N AND 41C

**T-23**  
 MODIFIED

PERMANENT SIGN PLAN IN ADVANCE OF WORK ZONE/ LEFT LANE CLOSURE



**LEGEND**

- ➔ FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM /cone

OTHER STDS. REQUIRED: T-1, T-12, T-31

REVISIONS AND CORRECTIONS  
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED  
*[Signature]*  
HIGHWAY SAFETY & DESIGN ENGINEER  
*[Signature]*  
DIRECTOR OF PROGRAM DEVELOPMENT  
*[Signature]*  
MARK D. RICHTER  
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION APPROACH  
SIGNING DIVIDED HIGHWAY  
ONE LANE CLOSED



STANDARD  
T-11  
MODIFIED

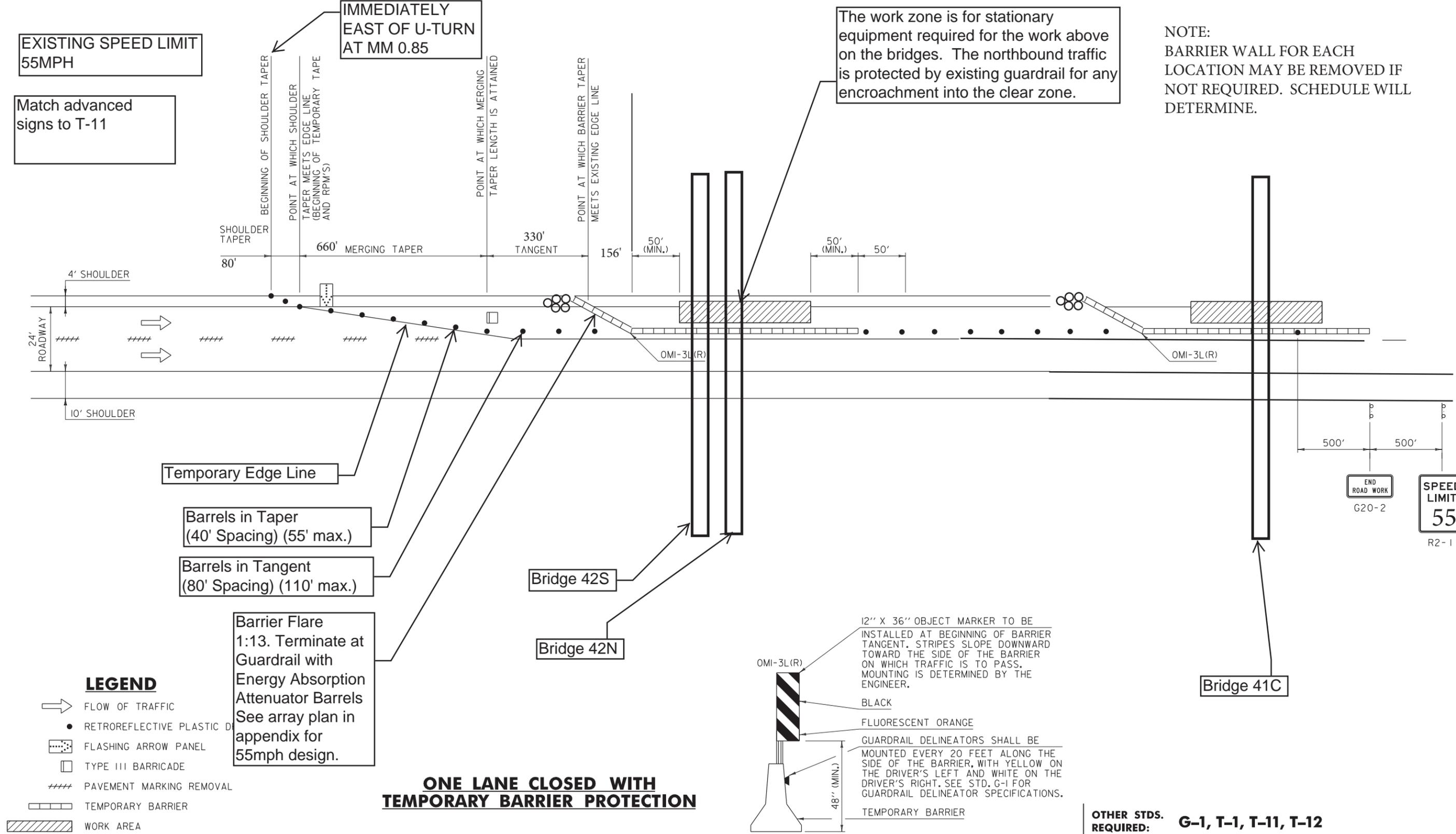
EXISTING SPEED LIMIT  
55MPH

Match advanced  
signs to T-11

IMMEDIATELY  
EAST OF U-TURN  
AT MM 0.85

The work zone is for stationary  
equipment required for the work above  
on the bridges. The northbound traffic  
is protected by existing guardrail for any  
encroachment into the clear zone.

NOTE:  
BARRIER WALL FOR EACH  
LOCATION MAY BE REMOVED IF  
NOT REQUIRED. SCHEDULE WILL  
DETERMINE.



Temporary Edge Line

Barrels in Taper  
(40' Spacing) (55' max.)

Barrels in Tangent  
(80' Spacing) (110' max.)

Barrier Flare  
1:13. Terminate at  
Guardrail with  
Energy Absorption  
Attenuator Barrels  
See array plan in  
appendix for  
55mph design.

Bridge 42S

Bridge 42N

Bridge 41C

**ONE LANE CLOSED WITH  
TEMPORARY BARRIER PROTECTION**

12" X 36" OBJECT MARKER TO BE  
INSTALLED AT BEGINNING OF BARRIER  
TANGENT. STRIPES SLOPE DOWNWARD  
TOWARD THE SIDE OF THE BARRIER  
ON WHICH TRAFFIC IS TO PASS.  
MOUNTING IS DETERMINED BY THE  
ENGINEER.

BLACK  
FLUORESCENT ORANGE

GUARDRAIL DELINEATORS SHALL BE  
MOUNTED EVERY 20 FEET ALONG THE  
SIDE OF THE BARRIER, WITH YELLOW ON  
THE DRIVER'S LEFT AND WHITE ON THE  
DRIVER'S RIGHT. SEE STD. G-1 FOR  
GUARDRAIL DELINEATOR SPECIFICATIONS.

TEMPORARY BARRIER

48" (MIN.)

OTHER STDS.  
REQUIRED: **G-1, T-1, T-11, T-12**

# LEFT LANE CLOSURE PLAN FOR LONG TERM CLOSURE UNDER BRIDGES 42S, 42N AND 41C

# STANDARD T-13 MODIFIED

4580 MEMORIAL DRIVE,  
ST. JOHNSBURY, VT 05819  
P 802-748-5898  
RES@MYFAIRPOINT.NET



**RUGGLES ENGINEERING SERVICES INC.**

August 27, 2016

Monoko, LLC  
1037 Peninsula Ave  
Tarpon Springs, FL 34689

RE:IM BPNT(13) Windsor 42N/S, 41C – Traffic Control Plan Addendum – Rolling Roadblock

Dear Drosso,

I have included a traffic sign plan and rolling roadblock procedure based on the VTrans rolling roadblock procedure.

Sincerely,

A handwritten signature in black ink that reads "Nathan Sicard". The signature is written in a cursive style.

Nathan P. Sicard, P.E.  
Civil Engineer

Enc.

## General Information:

Rolling roadblocks are used when short duration roadway construction activities are taking place in/or above all lanes of a limited access highway, thus requiring traffic to be temporarily slowed rather than completely stopped. Traffic is paced at a safe speed (not less than 20 mph on freeways/expressways) to provide a gap in traffic that allows the work activities to be performed. The pacing of traffic is controlled by pilot vehicles (law enforcement vehicles with blue lights flashing) driven by uniformed law enforcement personnel. Any on-ramps between the beginning point of the pacing area and the work area shall be blocked until the pilot vehicle has passed. Two-way radio contact is necessary to provide constant communication between the pilot vehicle, contractor's workers, flaggers stationed at the on-ramp locations, and the project engineer. Advance warning signs are necessary to provide adequate warning to motorists of the traffic pacing area and the potential for a stopped condition.

USED FOR STRINGING CABLES OVER ALL LANES OF TRAFIC AT MM 0.5 (I-91 BRIDGES 42S, 42N AND 41C.



## Traffic Control Requirements

1. Rolling roadblocks shall only be conducted on limited access highways within the State of Vermont.
2. All traffic control devices used to warn or guide traffic shall comply with the latest Manual on Uniform Traffic Control Devices (MUTCD), Vermont State Standards, and their latest revisions or any additional traffic control deemed necessary by the Project Manager. Failure to utilize proper measures shall be considered sufficient grounds to order cessation of the work immediately.
3. All diamond shaped signs shall be 48"x48" black legend and border on fluorescent orange background.
4. All roll-up sign material shall have retroreflective sheeting equal to or exceeding the American Association of State Highway and Transportation Officials (AASHTO) M 268 [American Society of Testing and Materials (ASTM) D 4956] Type VI and Type VII unless otherwise noted.
5. All sign stands 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.

6. Portable signs shall be placed on the edge of the roadway a minimum of one foot above the travelled 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.
7. If it is anticipated that traffic will back-up beyond the lead warning sign, then a Uniform Traffic Officer (UTO) with operating blue lights shall be parked ½ mile or more prior to where the traffic is expected to back-up. (During design, the anticipated queue length shall be checked to verify if stopping sight distance is adequate to the anticipated back-of-queue; additional measures may be necessary to ensure back-of-queue vehicular safety).
8. All traffic control personnel and personnel that are present to work within the highway shall all wear ANSI Class 2 retroreflective vests or an approved equivalent (law enforcement) for the duration of the operation.

**Typical Special Conditions** - to be included in the 1111 permit or adapted for use in the project plans (in which case the term Contractor should be substituted for Permit Holder, and notes that are not applicable should be omitted).

1. All work shall be accomplished in accordance with the attached plan dated, \_\_\_\_\_
2. Failure to complete all the work, approved under this permit, by the “work completion date” may result in suspension of the permit (by separate correspondence) until work is completed and approved by the Vermont Agency of Transportation.
3. Permit Holder shall perform work *within a set area at a specified time*, not during inclement weather, and only during off-peak hours when traffic volumes are at their lowest. (*Insert specific details in this note*)
4. All emergency service providers shall be notified of the planned closure and notified immediately following reopening to traffic.
  - a. All on-call emergency response vehicles (i.e. fire, police, ambulances, etc.) shall be allowed unrestricted passage through the Work Zone.
5. The Permit Holder shall provide the District Transportation Administrator and the Work Zone Traffic Management Engineer with a traffic control plan showing the method to control to control traffic. This plan must be approved by the District Transportation Administrator.
6. The length of the rolling roadblock should be designed to accommodate the planned work period without stopping traffic. However, if this is not viable then traffic shall NOT be stopped for more than ten (10) minutes.
7. A pre-construction/preparation meeting with all parties involved must be held prior to the Permit Holder’s employees or contractor beginning work to discuss how the project will

be completed. All logistics including communication issues and scheduling issues shall be resolved during this meeting. Note that the Permit Holder is required to notify the District Transportation Administrator five (5) working days in advance of such meeting.

8. The Permit Holder shall provide uniformed traffic officers (State Police, local authorities, or sheriffs) to stop traffic during the closure.
9. The District Transportation Administrator and the appropriate unit of the State Police/Sherriff's department are to be notified a minimum of 72 hours, prior to commencement of work.
10. Except by special permission from the District Transportation Administrator, the only vehicles allowed within the highway right-of-way for construction purposes will be necessary to support the work that is being performed.
11. It is the responsibility of the Permit Holder to verify the appropriate safety measures needed, prior to construction, so proper traffic control devices and/or personnel are available when and as necessary.
12. Additional restrictions and conditional requirements necessary to achieve the work associated with the rolling roadblock can be found in 19 VSA Section 1111 authorized state highway access and work permit and/or the special provisions form the contract document for the project.

### **Typical Implementation Sequence**

1. Portable Changeable Message Signs (PCMS) shall be installed seven (7) days in advance of the closure. These shall be placed at or in advance of the beginning of the rolling roadblock. See Layout Plan
2. Prior to the start of work, place all necessary signs faced down on the shoulder as per approved traffic control plan, in advance of implementing the rolling roadblock.
3. The day of the event, all signs placed face down earlier are to be installed as to be visible to approaching traffic.
4. At the beginning of the rolling roadblock, one UTO (blue lights flashing) per lane shall begin escorting traffic toward the work area, stopping 1500 feet in advance of the work area if necessary.
5. Prior to the release of the blue light escort, all Flaggers stationed at ramp locations will stop all traffic from entering the main line
6. Once the blue lights begin escorting the traffic to the work area the contractor shall provide a sweep vehicle in each direction of travel with amber strobe lights activated to follow the last vehicle traveling in advance of the rolling roadblock to ensure there are no

parked vehicles and no open ramps or other access points and that the roadway is clear before the work is to begin.

7. PCMS board are to be changed to their event messages once sweep vehicle movement begins.
8. All uniform traffic officers (UTOs), sweep vehicles, and on-site supervisors shall be in direct radio contact in case something unexpected should happen. Cell phones or walkie-talkies, if radios are not workable, shall be used to communicate during the rolling roadblock implementation.
9. A contingency plan shall be coordinated for concerns which could stop the rolling roadblock or delay the operation shall be made. (Planners and designers should pay special attention to possible ways to detour or clear traffic if needed. This plan should be developed as part of the Traffic Control Plan (TCP) as part of the rolling roadblock).
10. Once permit work is completed the roadway will return to normal conditions. If additional work is required on the shoulder then additional traffic control devices and signs will be required.
11. When work is completed the PCMS board messages shall be changed to the after-event messages or be turned off.
12. Deployment and pick up of all traffic control devices shall conform to the current MUTCD, Part 6 guidance.
13. If multiple closures are required to achieve the work at hand, then a successive rolling roadblock should not be started until the traffic from the preceding rolling roadblock has been sufficiently cleared from the work location.

**Pacing Design Considerations**

The design shall evaluate the actual distance required for the pacing operation based on site specific features such as: roadway geometrics, pacing speeds, regulatory speeds, interchange spacing, work duration, availability of traffic control officers, traffic volumes and maximum queue length.

The starting point of a traffic pacing operation must consider the following factors: the speed of the pacing vehicles, the location of entrance ramps, and horizontal and vertical alignment of the facility.

In some cases it may be necessary to close a lane at the work site to position a crane(s) and the materials to be lifted. All material to be installed shall be on-site before the traffic pacing operation begins.

It may be necessary to install temporary barrier walls to protect pre-positioned and assembled materials in the right of way.

The **minimum speed allowed** for a pacing operation is 10 mph, with 20 mph the preferred speed.

The **maximum allowed work duration** is ½ hour (30 minutes).

The **maximum practical pacing operation length** is 10 miles.

$S_r$  = Regulatory speed (mph)  
duration (min)

$S_p$  = Pacing speed (mph)

$t_w$  = work duration (min)

$$L = \frac{t_w}{60} S_p \left( \frac{S_p}{S_r - S_p} + 1 \right)$$

$$L = L_c + L_w$$

$$L_w = \left( \frac{t_w}{60} \times S_p \right)$$

$L$  = Total pacing distance in miles  
 $L_c$  = distance paced vehicles must travel before the vehicles at regulatory speed travel while work is performed have cleared the work zone.  
 $L_w$  = distance paced vehicle travel while work is performed

$$L_c = \left( \frac{\frac{t_w}{60} \times S_p^2}{S_r - S_p} \right)$$

Time of Work = 2 minutes, regulatory speed = 65mph, pacing speed 20 mph.  $L = ((2/60) * 20) * ((20 / (65 - 20)) + 1)$   
Therefore  $L = 1$  mile.  
 $L_c = ((2/60) * 20^2) / (65 - 20) = 0.3$  miles  
 $L_w = 0.7$  miles

**Traffic Pacing Distances (miles)**

Regulatory Speed (MPH)	Total Time Allowed for Work Activity (minutes)					
	5	10	15	20	25	30
70	2.3 miles	4.7 miles	7 miles	9.3 miles	*	*
65	2.4 miles	4.8 miles	7.2 miles	9.6 miles	*	*
60	2.5 miles	5 miles	7.5 miles	10 miles	*	*
55	2.6 miles	5.2 miles	7.9 miles	*	*	*
50	2.8 miles	5.6 miles	8.3 miles	*	*	*

+ Site-specific design required.

Notes: The time allowed for work activity starts just after the last vehicle traveling at the pre-pacing regulatory speed clears the work area and ends just as the pacing operation reaches the work area. The time allowed for work must include the time required to clear the roadway of equipment, materials, and personnel.

The selection of the speed of the roadblock should consider the work duration and the location of upstream on-ramps which need to be closed, should generally be 15 mph or greater. Example: a 15 minute duration would require the pace vehicle to travel 5 miles while the work is perform at a 20 mph pace plus an additional 2.2 miles must be traveled to include buffer space, set-up and deceleration distance before the vehicles traveling at the regular speed have cleared the work zone. This distance does not include the 1500 feet before the work area where traffic would be required to stop if work was not completed as scheduled.

Work will include flipping the barrel taper and the arrow board for shifting the lane closure package. This work area is 1.07 miles beyond the permanent road work ahead signs which measure as the end of the 2.4 mile rolling roadblock. Traffic will need to stop 0.78 miles beyond the permanent road work ahead signs if the movement of the sign and barrels is not completed within 5 minutes. An additional minute will be required to clear the advanced warning package. This will give an overall rolling road block of 3.18 miles.

**SAMPLE PCMS Messages\*:**

*The message one week in advance of activity:*

<i>Phase - 1</i>	<i>Phase - 2</i>
UTILITY	SUNDAY
WORK	NOV 12
PLANNED	7AM-9AM

or

<i>Phase - 1</i>
ROLLING
RD BLOCK
PLANNED

*The message while closure is in progress:*

<i>Phase - 1</i>	<i>Phase - 2</i>
TRAFFIC	KEEP
STOPPED	SAFE
AHEAD	DISTANCE

*The message when closure is completed and work activities continue:*

<i>Phase - 1</i>	<i>Phase - 2</i>
UTILITY	BE
WORK	PREPARED
AHEAD	TO STOP

or

<i>Phase - 2</i>
STAY
ALERT

\*All messages to be centered on PCMS not left justified

**SAMPLE Sign progression (gate-posted):**

Option 1	Option 2
ROAD WORK AHEAD	UTILITY WORK AHEAD
TRAFFIC STOPPED 2 MILES	UTILITY WORK 2 MILES
REDUCE SPEED AHEAD	UTILITY WORK 1 MILE
TRAFFIC STOPPED 1 MILE	BE PREPARED TO STOP
BE PREPARED TO STOP	UTILITY WORK ½ MILE
STOP AHEAD (SYMBOL)	UTILITY WORK 1500 FT

SEE SITE SPECIFIC MAP



shutterstock - 146240318

### Rolling Roadblock Planning Check list

Note that Roadblocks shall not be performed during periods of fog, rain or snow or other inclement weather conditions. Rolling Roadblocks are preferred to occur during off-peak hours, those times when traffic volumes are at their lowest

#### Purpose

Description where, when, why work is to take place.

Town

Route

Direction (NB,SB,EB,WB)

When (early AM, nighttime, weekends)

Date

Days of the Week

Times of the Day

Number of lanes to be blocked

Vehicle Volume

Entity Performing Work

Brief description of work

#### Communication Plan

Advance planning meeting to be held 1-2 weeks in advance to define everyone's responsibilities and make sure activities required for accomplishing the task will be in place for the event.

Advance Planning meeting conducted on

Lead coordinator

Press release (responsible party)

Date of Press Release

Newspaper(s)

Television Station(s)

Web Page

Traffic Operation Center (contact date)

Other

**Resources**

Essential tools for a successful event.

Portable Changeable Message Sign -(QTY)

PCMS- Before Message

PCMS – During Message

PCMS – After Message

Traffic Control Plan (attach layout)

# of Law Enforcement Vehicles

# of Sweep Vehicles with strobe lights

# of contractor vehicles with strobe lights to assist in closing off U-Turns within pace area

# of Flaggers to assist in managing on-ramp traffic within pace area

# of individuals with radios to communicate event plan

Other

**Emergency Management**

Notification to emergency management (persons responsible; a list of contacts; and written notification is recommended).

Fire

Ambulance

Police

Other

**Project Contact List**

Essential personnel necessary coordinate with for this event.

Contractor

AOT-Project Manager

AOT-District Representative

Person Coordinating work area

**Event Operations**

Pace vehicles provided by law enforcement only. Means of communication with each entity at time of event and a list of contact information

Contractor

Sub-Contract

AOT-District Representative

AOT-Designer

AOT-Construction Personnel

AOT-Other

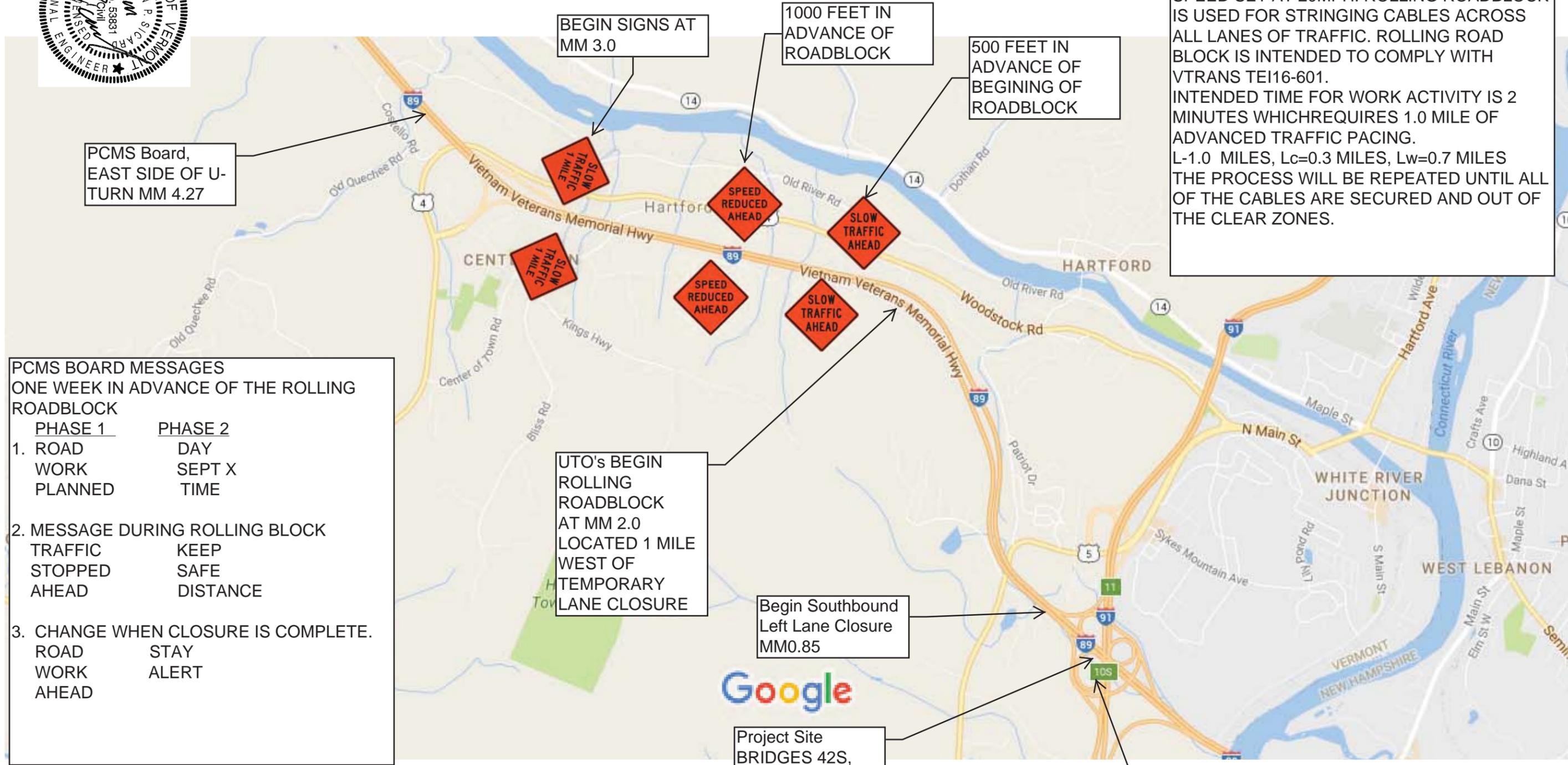
Law Enforcement Officer(s)

Traffic Control Provider

# SITE PLAN FOR ROLLING ROADBLOCK ON I-89 SOUTHBOUND



**NOTES:**  
 SPEED SET AT 20MPH. ROLLING ROADBLOCK IS USED FOR STRINGING CABLES ACROSS ALL LANES OF TRAFFIC. ROLLING ROADBLOCK IS INTENDED TO COMPLY WITH VTRANS TE116-601. INTENDED TIME FOR WORK ACTIVITY IS 2 MINUTES WHICHREQUIRES 1.0 MILE OF ADVANCED TRAFFIC PACING. L=1.0 MILES, Lc=0.3 MILES, Lw=0.7 MILES THE PROCESS WILL BE REPEATED UNTIL ALL OF THE CABLES ARE SECURED AND OUT OF THE CLEAR ZONES.



**PCMS BOARD MESSAGES**  
 ONE WEEK IN ADVANCE OF THE ROLLING ROADBLOCK

PHASE 1	PHASE 2
1. ROAD WORK PLANNED	DAY SEPT X TIME
2. MESSAGE DURING ROLLING BLOCK TRAFFIC STOPPED AHEAD	KEEP SAFE DISTANCE
3. CHANGE WHEN CLOSURE IS COMPLETE. ROAD WORK AHEAD	STAY ALERT

Map data ©2016 Google 2000 ft

RAMP FROM I-91 SB TO INCLUDE BE PREPARED TO STOP AND FLAGGER AHEAD USED AT 400 FOOT INCREMENTS ON RAMP IN ADVANCE OF STOP. TRAFFIC TO STOP WHEN LAST CAR PASSES THE WORK ZONE FROM THE ROLLING ROADBLOCK