MILLER CONSTRUCTION, INC.

P.O. BOX 86 ASCUTNEY BLVD WINDSOR, VERMONT 05089-0086

TELEPHONE (802) 674-5525 / FAX (802) 674-5245

TRANSMITTAL

TO: Jennifer Fitch, PE Project Manager Vermont Agency of Transportation	DATE	PROJECT NO.
	3/19/2014	Brookfield BRF FLBR (2)

XX WE ENCLOSE THE FOLLOWING: _____ UNDER SEPARATE COVER WE ARE SENDING THE FOLLOWING

COPIES	NUMBER	DESCRIPTION	CODE
1		TTC Plan Submittal	H

CODE:

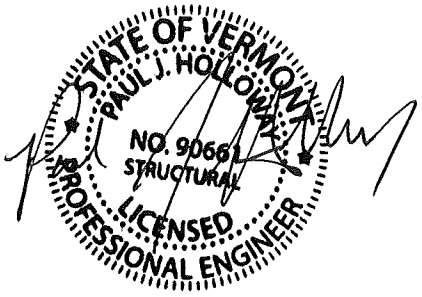
A FOR INITIAL APPROVAL
B FOR FINAL APPROVAL
C APPROVED AS NOTED-RESUBMISSION REQUIRED
D APPROVED AS NOTED-RESUBMISSION NOT REQUIRED
E DISAPPROVED-RESUBMIT
F QUOTATION REQUESTED
G APPROVED
H FOR APPROVAL
I AS REQUESTED OR REQUIRED
J FOR USE IN ERECTION
K LETTER FOLLOWS
L FOR FIELD CHECK
M FOR YOUR USE

BY: Paul J. Miller

Site Specific Traffic Control Plan

for

Brookfield BRF FLBR (2) Project



3/13/14

Prepared By:
Miller Construction, Inc.
P.O. Box 86
Windsor, Vermont 05089

March 13, 2014

Site Specific Traffic Control Plan
for
State of Vermont Project: Brookfield BRF FLBR (2)

TABLE OF CONTENTS

General Project Description/Traffic Control Notes	Page 2 – 3
Construction Approach Sign Layout – Sheet 1	Page 4
Sign Post Detail	Page 5
VTrans Standards	Page 6 - 17

General Project Description:

Brookfield BRF FLBR (2) includes the replacement of Bridge No. 2 on VT RT. 65 spanning 321 feet over the body of water known as Sunset Lake in the Town of Brookfield. The project begins at a point approximately 0.13 miles west of the VT RT. 65 / Stone Road Intersection and extends southeasterly for 0.08 miles along VT RT. 65. Work will involve complete replacement of Bridge No. 2 along with related roadway and removal of the existing floating bridge superstructure, abutments, and incidental items.

VT RT. 65 at the existing bridge is currently closed and shall remain closed until the contract completion date of May 22, 2015. Access to adjacent drives and the existing dry hydrant shall be maintained throughout the project. Existing closure signage and barricades may remain in place for the duration of the project, but remain the property of the State of VT and shall be delivered to the State Maintenance Garage in Williamstown when no longer needed. Miller Construction, Inc. is not responsible for the establishment, or the maintenance of, any detour around Sunset Lake.

Requirements of the 2009 Edition of the MUTCD and all applicable Agency Standard Drawings shall be adhered to. Where conflicts exist, the MUTCD shall govern.

Actual field conditions may require modifications to this Plan. At such time, revisions shall be established and documented.

Traffic Control Notes:

Phase 1 - Mobilization: Prior to the start of any work, construction signs shall be installed as shown on Sheet 1. Sign layout is based on VTrans Standard T-10.

Phase 2 – Removal of Structure: The bridge and approaches will be closed. Flaggers shall be utilized at the intersection of VT RT. 65 and Stone Road as oversized loads leave the site.

Phase 3 – Cofferdam and Excavation: It is not expected that additional Traffic Control measures beyond the road closure will be required.

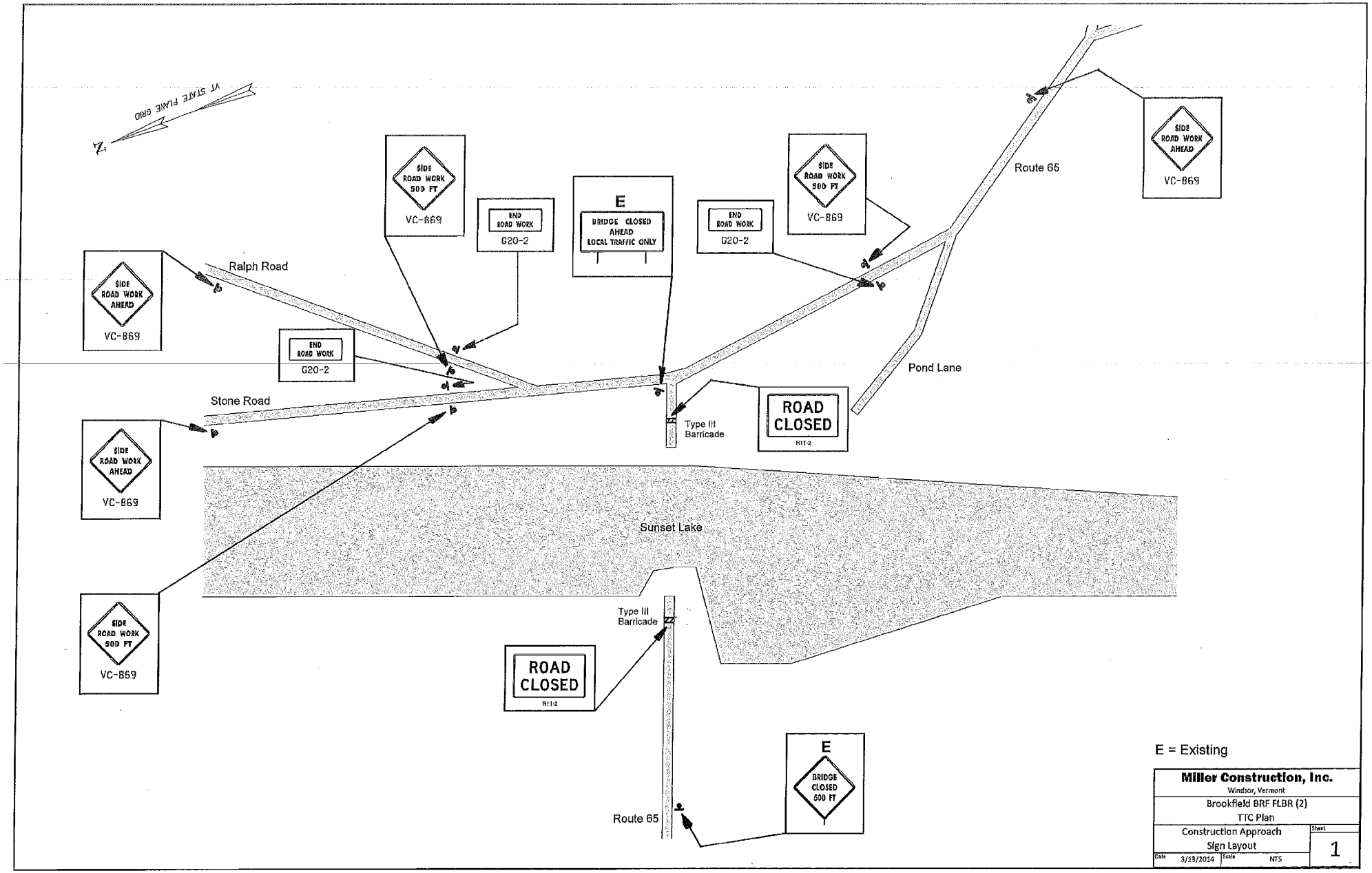
Phase 4 – Piling: It is not expected that additional Traffic Control measures beyond the road closure will be required.

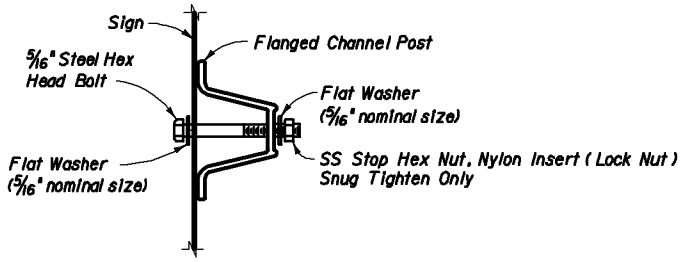
Phase 5 – Concrete Substructure: It is not expected that additional Traffic Control measures beyond the road closure will be required.

Phase 6 – FRP Fabrication and Installation: The bridge and approaches will be closed. Flaggers shall be utilized at the intersection of VT RT. 65 and Stone Road as oversized loads enter the site.

Phase 7 – Timber Superstructure: It is not expected that additional Traffic Control measures beyond the road closure will be required.

Phase 8 - Roadwork and Paving: It is not expected that additional Traffic Control measures beyond the road closure will be required.

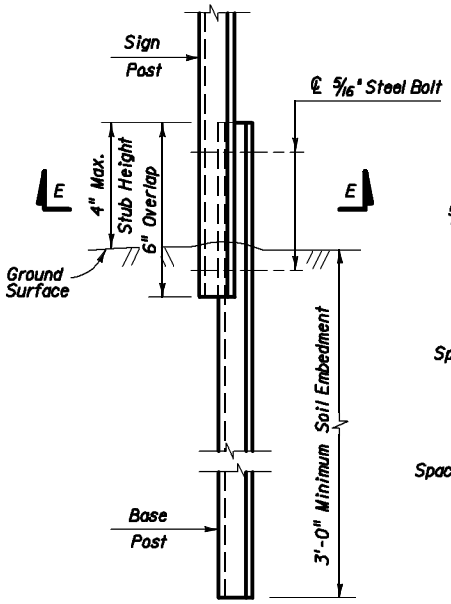

VT STATE PLANE GRID
N
SIDE ROAD WORK AHEAD
VC-869
SIDE ROAD WORK 500 FT
VC-869
END ROAD WORK
G20-2
E
BRIDGE CLOSED AHEAD LOCAL TRAFFIC ONLY
END ROAD WORK
G20-2
SIDE ROAD WORK 500 FT
VC-869
SIDE ROAD WORK AHEAD
VC-869
Route 65
Ralph Road
END ROAD WORK
G20-2
Stone Road
Pond Lane
Type III Barricade
ROAD CLOSED
R11-2
SIDE ROAD WORK AHEAD
VC-869
Sunset Lake
SIDE ROAD WORK 500 FT
VC-869
Type III Barricade
ROAD CLOSED
R11-2
Route 65
E
BRIDGE CLOSED 500 FT
E = Existing
Miller Construction, Inc.
Windsor, Vermont
Brookfield BRF FLBR (2)
TTC Plan
Construction Approach
Sign Layout
Sheet
1
Date 3/13/2014
Scale NTS



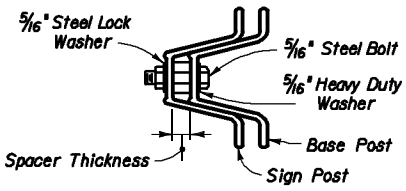
SIGN ATTACHMENT DETAIL

APPROVED STEEL FLANGED CHANNEL POSTS					
lb/ft*	Type	A (in)	B (in)	C (in)	Sx (in^3)
2.50	F	1.562	3.125	1.250	.310
2.50	M	1.500	3.063	1.281	.313
3.00	F	1.750	3.500	1.625	.430
3.00	M	1.875	3.500	1.313	.447
4.00	F	1.750	3.500	1.671	.560
4.00	M	1.938	3.500	1.313	.625

* ±4 %



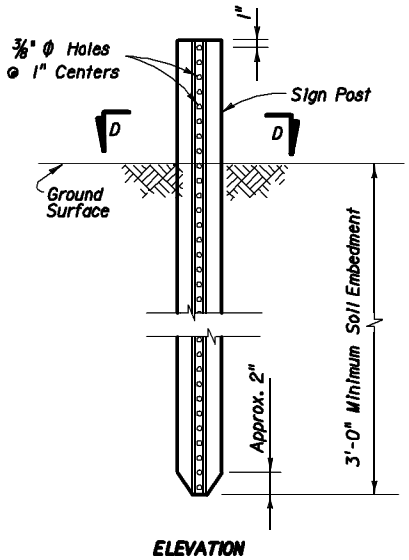
DETAIL "C"
(Approved Frangible Installation)



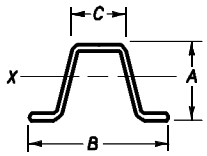
SECTION E-E

Spacer Thickness shall be as follows:

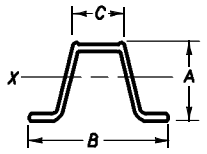
2.5 lb/ft Type M posts shall use 5/16" spacer.
Other posts shall use 5/8" spacer (or two 5/16").



ELEVATION



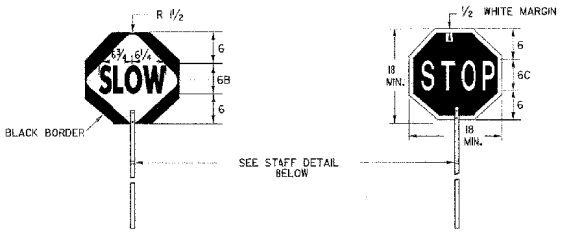
TYPE F



TYPE M

SECTION D-D

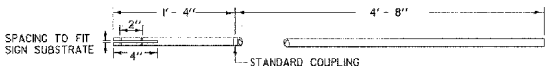
STEEL FLANGED CHANNEL POST DETAILS



SIGN PADDLE DETAIL FOR FLAGPERSON

COLORS
ORANGE ASTM TYPE VIII RETROREFLECTORIZED DIAMOND WITH BLACK TEXT AND BORDER

COLORS
RED ASTM TYPE III OR TYPE VIII RETROREFLECTORIZED OCTAGON WITH WHITE ASTM TYPE III OR TYPE VIII RETROREFLECTORIZED TEXT AND BORDER



STAFF DETAIL

MATERIALS

THE SIGN MATERIALS SHALL BE ALUMINUM, ABS PLASTIC OR EQUIVALENT. WITH COLORS AS INDICATED ON DETAILS. RETROREFLECTIVE SHEETING SHALL BE ASTM TYPE III OR TYPE VIII. THE STAFF MAY BE RIGID ALUMINUM TUBING, ABS PLASTIC OR WOOD.

MOUNTING

THE SIGN SHALL BE MOUNTED WITH EITHER TWO ¼" DIAMETER ALUMINUM BOLTS OR TWO ¼" DIAMETER ALUMINUM RIVETS.

SIGN SPACING NOTES

WORK DURATION

WORK DURATION IS A MAJOR FACTOR IN DETERMING THE NUMBER AND TYPES OF DEVICES USED IN UTILITY TRAFFIC CONTROL ZONES. THE DURATION OF A TEMPORARY TRAFFIC CONTROL ZONE IS DEFINED RELATIVE TO THE LENGTH OF TIME A WORK OPERATION OCCUPIES A SPOT LOCATION.

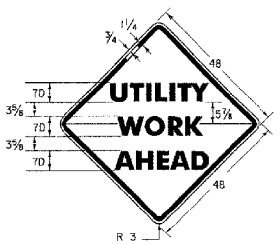
SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR. SIMPLIFIED CONTROL PROCEDURES MAY BE WARRANTED FOR SHORT-DURATION WORK. ALL WORK VEHICLES SHALL BE EQUIPPED AND OPERATING ROTATING OR STROBE LIGHTS DURING SHORT-DURATION WORK. THE SUPERVISOR WILL DETERMINE IF ADDITIONAL SIGNS AND TRAFFIC CONTROL IS NECESSARY. SAFETY IN SHORT-DURATION WORK ZONES SHOULD NOT BE COMPROMISED BY USING FEWER DEVICES SIMPLY BECAUSE THE OPERATION WILL FREQUENTLY CHANGE LOCATIONS.

SHORT-TERM STATIONARY IS DAYTIME WORK THAT OCCUPIES A LOCATION FOR MORE THAN 1 HOUR BUT LESS THAN 12 HOURS (MOST MAINTENANCE AND UTILITY OPERATIONS ARE SHORT-TERM STATIONARY WORK). ADVANCE WARNING SIGNS SHALL BE PLACED TO WARN TRAVELING PUBLIC THAT WORK IS TAKING PLACE. THE NUMBER AND SPACING OF THESE WARNING DEVICES WILL DEPEND ON THE LOCATION OF THE WORKZONE.

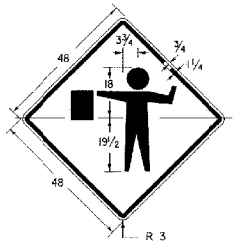
SIGN SPACING

WHERE HIGHWAY CONDITIONS PERMIT, WARNING SIGNS SHOULD BE PLACED A VARYING DISTANCE IN ADVANCE OF THE WORK AREA, DEPENDING ON THE ROADWAY TYPE, CONDITION, AND SPEED. WHERE A SERIES OF TWO OR MORE WARNING SIGNS IS USED, THE CLOSEST SIGN TO THE WORK AREA SHOULD BE PLACED APPROXIMATELY 100 FT AWAY FOR LOW-SPEED URBAN STREETS, 1,000 FT AWAY OR MORE FOR EXPRESSWAYS AND FREEWAYS. SEE TABLE BELOW.

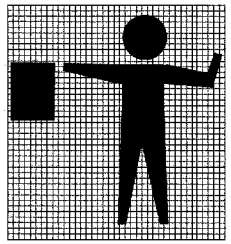
	DISTANCE BETWEEN SIGNS (FT)		
ROAD TYPE	A	B	C
URBAN (LOW SPEED)	100	100	100
URBAN (HIGH SPEED)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1,000	1,500	2,640



W21-7 OR W20-1



W20-7a



LEGEND

- WORK VEHICLE
- TRUCK MOUNTED ATENUATOR
- WORK AREA
- SIGN & POSTS
- FLAGPERSON
- CHANNELIZING DEVICES (CONES OR DRUMS)

NOTES

DESIGN

LETTERS, DIGITS, SPACING AND TEXT DIMENSIONS SHALL CONFORM WITH THE "STANDARD HIGHWAYS SIGNS BOOK" AND DESIGNS PRESCRIBED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION, FEDERAL HIGHWAY ADMINISTRATION (FHWA).

MATERIALS

THE SIGN BASE MATERIAL USED FOR THE WARNING SIGNS ON THIS SHEET MAY BE OF ANY OF THE FOLLOWING WITH MINIMUM THICKNESS AS NOTED.
- FLAT SHEET ALUMINUM - 0.25 INCHES
- HIGH DENSITY OVERLAYED PLYWOOD - 5 /8 INCHES
- ROLL-UP SIGN MATERIAL ASTM TYPE VI

REFLECTORIZATION

ALL RETROREFLECTORIZED MATERIAL SHALL CONSIST OF ASTM TYPE III, TYPE VI OR TYPE VIII RETROREFLECTIVE SHEETING. THE TEXT AND BORDERS MAY BE SILK SCREENED OR LETTERING FILM.

COLORS

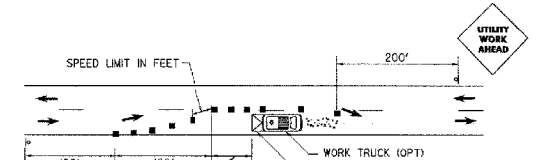
THE WARNING SIGNS SHOWN ON THIS SHEET SHALL HAVE BLACK TEXT BORDER AND SYMBOLS ON A RETROREFLECTORIZED FLUORESCENT ORANGE BACKGROUND THE ORANGE SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY AASHTO AND APPROVED BY THE FHWA.

INSTALLATION

THE SIGNS SHALL BE IN-PLACE AT THE TIME THE PROJECT COMMENCES, AND WHERE APPLICABLE EACH POST MOUNTED SIGN SHALL BE ERECTED IN A NEAT AND PROFESSIONAL MANNER ON METAL POSTS SET SECURELY IN THE GROUND, UNLESS OTHERWISE NOTED ON THIS SHEET. THE BOTTOM OF A SIGN, UNLESS OTHERWISE NOTED SHALL BE AT LEAST 7 FEET ABOVE EDGE OF THE TRAVELED WAY, AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST 6 FEET OUTSIDE THE SHOULDER POINT, 4 FEET OUTSIDE GUARD RAIL OR 2 FEET OUTSIDE CURBING OR SIDEWALK. SIGNS MOUNTED ON BARRICADES OR TEMPORARY SUPPORTS SHALL BE POSITIONED SUCH THAT THE BOTTOM OF THE SIGN IS NOT LESS THAN ONE FOOT ABOVE THE PAVEMENT ELEVATION. ALL SIGN INSTALLATIONS SHALL BE NCHRP 350 COMPLIANT FOR THE SIGN SUBSTRATE MATERIAL BEING USED. FOR MOBILE OPERATIONS REFER TO THE MUTCD PART VI (TA-7)

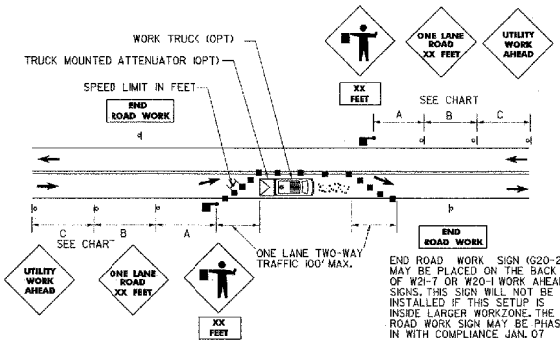
SPECIFICATIONS

WARNING SIGNS SHALL MEET THE VERMONT STATE STANDARD SPECIFICATIONS FOR CONSTRUCTION "TRAFFIC SIGNS".



TWO LANE RESIDENTIAL STREET LOW VOLUME TRAFFIC (TA-18)

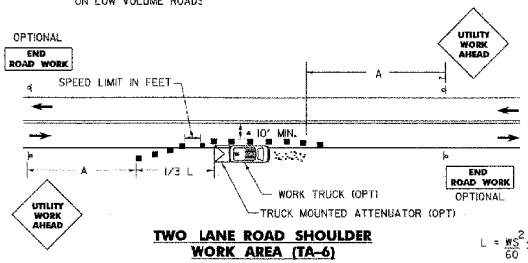
THIS LAYOUT SHALL ONLY BE USED ON ROADS WITH SPEED LIMITS LESS THAN 30 MPH AND WHERE SIGHT DISTANCE MEETS MINIMUM STOPPING SIGHT DISTANCES REQUIREMENTS FOR BOTH DIRECTIONS OF APPROACHING TRAFFIC.



END ROAD WORK SIGN (G20-2) MAY BE PLACED ON THE BACK OF W21-7 OR W20-1 WORK AHEAD SIGNS. THIS SIGN WILL NOT BE INSTALLED IF THIS SETUP IS INSIDE LARGER WORKZONE. THE END ROAD WORK SIGN MAY BE PHASED IN WITH COMPLIANCE JAN. 07

TWO LANE ROAD REQUIRING LANE CLOSURE (TA-10)

SINGLE FLAGGER OPERATION MAY BE USED IF SIGHT DISTANCE IS AVAILABLE ON LOW VOLUME ROADS



TWO LANE ROAD SHOULDER WORK AREA (TA-6)

$L = \frac{WS^2}{60} \leq$ 40 MPH

$L = WS \geq$ 45 MPH

* IF LESS THAN 10' USE THE FLAGGING OPERATION AS SHOWN ABOVE

OTHER STDS. REQUIRED: E-100, E-102

REVISIONS AND CORRECTIONS

AUG 08, 1995 - SUPERSEDES STD E-9 AND UPDATED TO NEW CHAPTER VI OF MUTCD

APRIL 18, 2002 - CHANGED REFLECTIVE SHEETING TO TYPE III

MARCH 01, 2004 - UPDATED SIGN PACKAGES TO MEET MUTCD

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

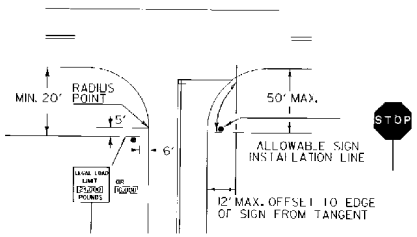
TRAFFIC OPERATIONS ENGINEER

FEDERAL HIGHWAY ADMINISTRATION

UTILITY WORK ZONE

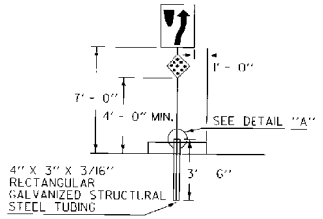
VERMONT AGENCY OF TRANSPORTATION

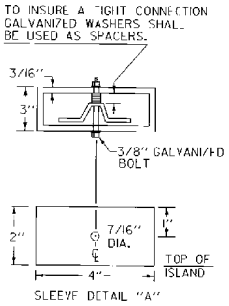
STANDARD E-119



STOP SIGN SHALL BE PLACED ON DRIVERS RIGHT, MAINTAINING MAXIMUM VISIBLITY. CLEARANCE SHALL BE A MINIMUM OF 6' AND A MAXIMUM OF 50' FROM EDGE LINE OF INTERSECTING ROADWAY AND DOES NOT HAVE TO BE ADJACENT TO THE STOP BAR.

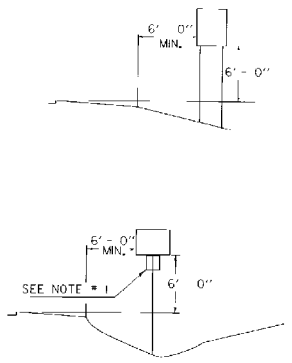
LEGAL LOAD LIMIT AND STOP SIGNS AT INTERSECTIONS WITH TOWN HIGHWAYS



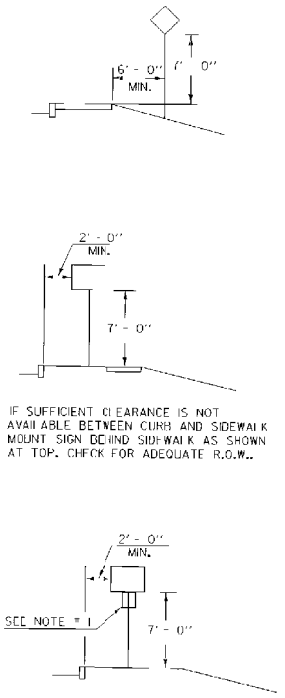


SIGNS ON MEDIAN ISLANDS IN THE LINE OF TRAFFIC

INCREASE VERTICAL CLEARANCE TO 7' IN AREAS OF FREQUENT ROADSIDE PARKING OR PEDESTRIAN ACTIVITY



RURAL



URBAN

NOTES:

1. IN BOTH RURAL AND URBAN LOCATIONS, IF A SECONDARY SIGN IS MOUNTED BELOW ANOTHER SIGN, THE MINIMUM CLEARANCE MAY BE REDUCED BY ONE FOOT.
2. IN RURAL AREAS WITH NO OR MINIMAL SHOULDER, THE LATERAL CLEARANCE TO THE EDGE OF A SIGN SHOULD BE A MINIMUM OF 12' FROM THE EDGE OF THE TRAVELED WAY.
3. ALSO SEE OTHER STANDARD SHEETS FOR MOUNTING CLEARANCE AND SPACING OF DESTINATION AND ROUTE MARKER ASSEMBLIES AND TOWN LINE SIGNS.

POST REFERENCE:

REFER TO THE DETAILS ON THE APPROPRIATE STANDARD DRAWING FOR INFORMATION CONCERNING THE PROPER MOUNTING OF SIGNS ON APPROPRIATE POSTS.

OTHER STDS. REQUIRED: E-160 E-161 E-162 E-163 E-164

REVISIONS AND CORRECTIONS

JAN. 23, 1995 - DATE OF ORIGINAL ISSUE

AUG. 08, 1995 - VARIOUS MINOR NOTE REVISIONS

APPROVED FOR THIS PROJECT AND/OR DESIGN IMPLEMENTATION. FHWA FINAL APPROVAL PENDING.

APPROVED

DIRECTOR OF ENGINEERING

TRAFFIC AND SAFETY ENGINEER

STANDARD SIGN PLACEMENT CONVENTIONAL ROAD

/traf/std/stde121.dgn : std121

VERMONT AGENCY OF TRANSPORTATION

STANDARD E-121

1. TRAFFIC CONTROL DEVICES NOT DETAILED IN THE VERMONT AGENCY OF TRANSPORTATION (VAOT) "STANDARD DRAWINGS" OR THE PROJECT PLANS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).

2. CONSTRUCTION SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER.

3. CONSTRUCTION SIGN COVERS SHALL CONSIST OF A PANEL, PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT COVERS. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL.

4. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.

5. NO CROSS-BRACING OR BACK-BRACING TO KEEP POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS, COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED. CONSTRUCTION SIGNS SHALL BE PLACED ON TWO POSTS.

6. CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE GUARDRAIL, OR TWO FEET OUTSIDE CURBING OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE SIDEWALK OR EDGE OF PAVEMENT, WHICHEVER IS HIGHER.

7. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED 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.

8. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.

9. ROLL UP CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VI AND TYPE VII UNLESS OTHERWISE NOTED.

10. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VIII OR IX REQUIREMENTS UNLESS OTHERWISE NOTED.

11. WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS 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. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POSTS. WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.

12. ROADWAY AND SHOULDER WIDTHS DEPICTED ON THE STANDARD DRAWINGS MAY VARY.

13. THESE STANDARD DRAWINGS ARE INTENDED TO SERVE AS VTRANS STANDARD OPERATING PROCEDURE. IT IS NOTED THAT COMPONENT PARTS OF A TEMPORARY TRAFFIC CONTROL WORK ZONE MAY BE MODIFIED DUE TO FIELD CONDITIONS, AT THE DISCRETION OF THE ENGINEER.

OTHER STDS. REQUIRED: **NONE**

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL GENERAL NOTES

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-1

LEGEND

(A) ROAD WORK AHEAD — W20-1

(B) ROAD WORK 500 FT — W20-1

(C) SIDE ROAD WORK AHEAD — VC-869

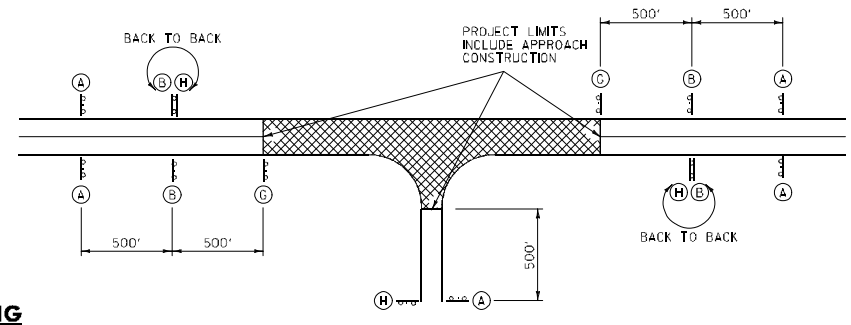
(D) SIDE ROAD WORK 500 FT — VC-869

(E) SIDE ROAD WORK LEFT — VC-869

(F) SIDE ROAD WORK RIGHT — VC-869

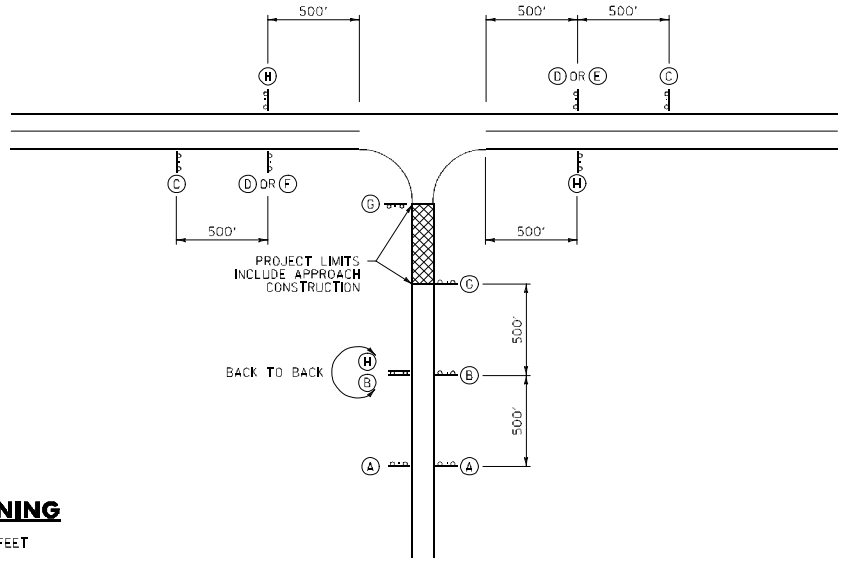
(G) ROAD WORK NEXT XX MILES — G20-1

(H) END ROAD WORK — G20-2



TYPICAL APPROACH SIGNING

FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.



SIDE ROAD APPROACH SIGNING

TO BE USED WHEN CONSTRUCTION IS UP TO 1000 FEET FROM THE INTERSECTION. FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.

GENERAL NOTES:

1. SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS.
2. THE "ROAD WORK NEXT XX MILES" SIGN (G20-1) SHALL BE INSTALLED IN ADVANCE OF TEMPORARY TRAFFIC CONTROL ZONES THAT ARE MORE THAN TWO MILES IN LENGTH OR AS DIRECTED BY THE ENGINEER. DISTANCES SHALL BE STATED TO THE NEAREST WHOLE MILE.
3. SIGNS SHALL BE LOCATED AS DETAILED ON THIS SHEET OR AS OTHERWISE SHOWN ON THE PLANS. THEY SHALL APPEAR AT EACH END OF THE HIGHWAY UNDER CONSTRUCTION AND ON ALL INTERSECTING PUBLIC HIGHWAYS. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS.

OTHER STDS. REQUIRED: T-1, T-28

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

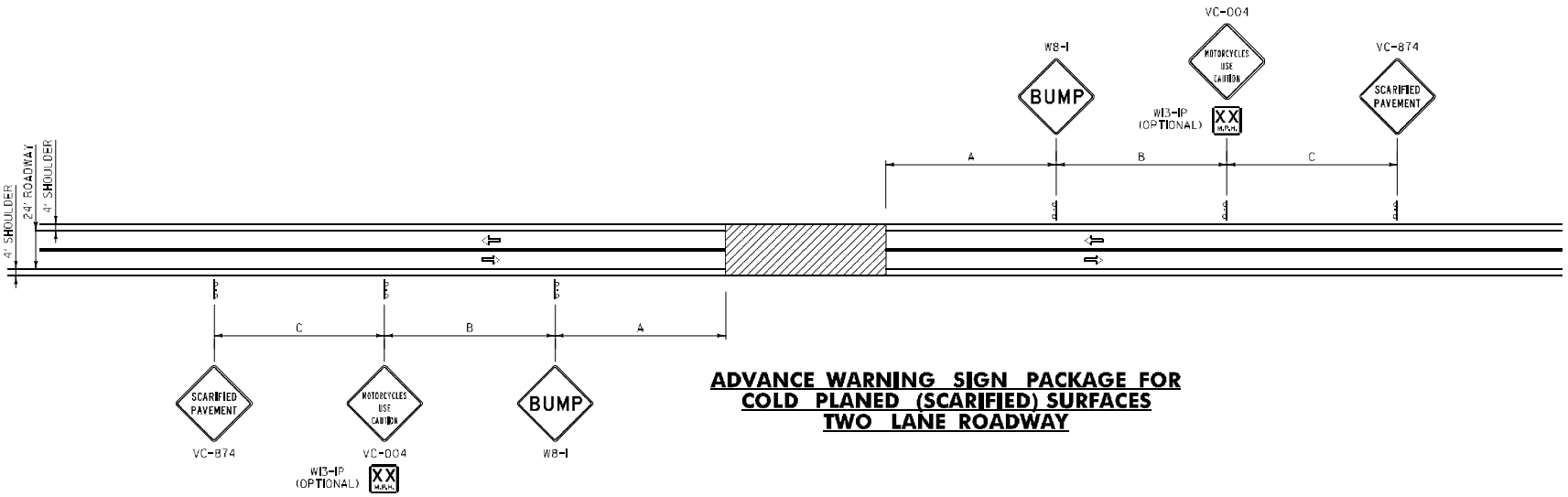
FEDERAL HIGHWAY ADMINISTRATION

CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING

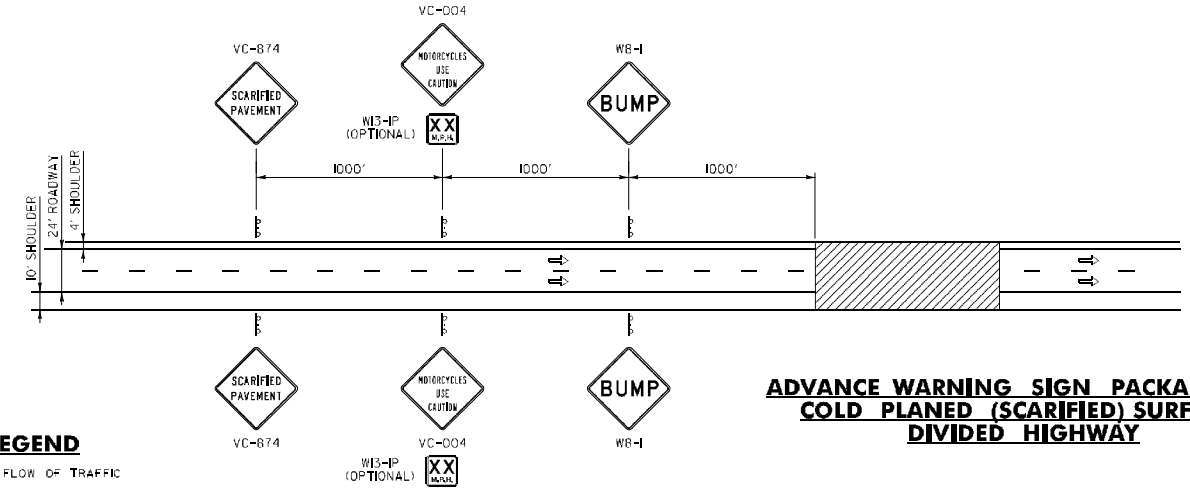
VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-10



ADVANCE WARNING SIGN PACKAGE FOR COLD PLANED (SCARIFIED) SURFACES TWO LANE ROADWAY



ADVANCE WARNING SIGN PACKAGE FOR COLD PLANED (SCARIFIED) SURFACES DIVIDED HIGHWAY

LEGEND

FLOW OF TRAFFIC

WORK AREA

GENERAL NOTES:

1. THE BUMP SIGN MAY BE ELIMINATED WHEN THERE IS NO BUMP. WHEN THE CONTRACTOR IS WORKING IN THE CONSTRUCTION AREA, THE APPROPRIATE ADVANCED WARNING SIGN PACKAGE SHALL BE USED. SEE THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) FOR ADDITIONAL INFORMATION.
2. GATE POSTING OF SIGNS IS AN OPTION AS DETERMINED BY THE ENGINEER FOR TWO LANE ROADWAY WHEN PASSING, TURNING OR CLIMBING LANES LIMIT VISIBILITY.
3. FOR DIMENSIONS A, B AND C, REFER TO THE MUTCD. USE TABLE 6C-1 (RECOMMENDED ADVANCE WARNING SIGN MINIMUM SPACING), FOR SIGN SPACING.

OTHER STDS. REQUIRED: T-1, T-28

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

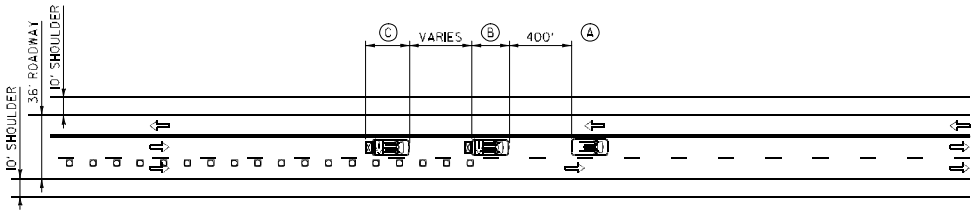
FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL MISCELLANEOUS DETAILS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

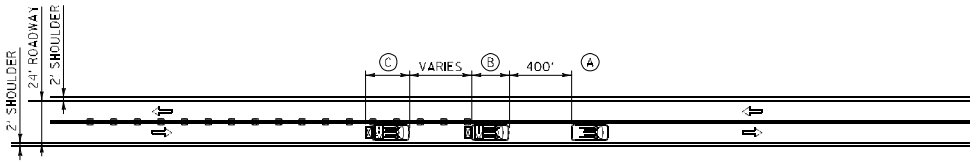
T-17



PAVEMENT MARKING OPERATION ON MULTI-LANE ROAD

NOTES:

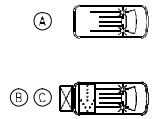
1. PAVEMENT MARKING OPERATION VEHICLE Ⓒ SHOULD TRAVEL AT A VARYING DISTANCE FROM THE PAVEMENT MARKING OPERATION SO AS TO PROVIDE ADEQUATE SIGHT DISTANCE FOR TRAFFIC APPROACHING FROM THE REAR.
2. ON HIGH SPEED ROADWAYS, A THIRD PROTECTION VEHICLE SHOULD BE USED - THE FIRST PROTECTION VEHICLE ON THE SHOULDER (IF POSSIBLE), THE SECOND PROTECTION VEHICLE IN THE CLOSED LANE, AND THE THIRD PROTECTION VEHICLE IN THE CLOSED LANE.
3. ARROW PANELS SHALL BE AS A MINIMUM TYPE B, 60 INCHES BY 30 INCHES (MUTCD FIGURE 6F-6, SECTION 6F.6D).
4. WORK SHOULD BE PERFORMED DURING OFF-PEAK TRAFFIC HOURS WHEN PRACTICAL.



PAVEMENT MARKING OPERATION ON TWO LANE ROAD

NOTES:

1. ALL PAVEMENT MARKING VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.
2. THE DISTANCE BETWEEN THE WORK AND PROTECTION VEHICLES MAY VARY ACCORDING TO TERRAIN AND OTHER FACTORS. PROTECTION VEHICLES ARE USED TO WARN TRAFFIC OF THE OPERATION AHEAD.
3. UNIFORMED TRAFFIC OFFICERS MAY BE USED TO CONTROL TRAFFIC AT INTERSECTIONS.
4. VEHICLE MOUNTED SIGNS SHALL BE MOUNTED WITH BOTTOM OF THE SIGN AT A MINIMUM HEIGHT OF ONE FOOT ABOVE THE PAVEMENT. SIGNS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.
5. ARROW PANELS ARE OPTIONAL; WHEN USED ARROW PANELS SHALL BE DISPLAYED IN CAUTION MODE.



OPERATION VEHICLE SYMBOLOGY

- FLOW OF TRAFFIC
- FLASHING ARROW PANEL
- TRUCK MOUNTED ATTENUATOR (TMA)
- CONE
- PAVEMENT MARKING OPERATION VEHICLE
- Ⓐ PAVEMENT MARKING VEHICLE WITH FLASHING ARROW PANEL, "WET PAINT WITH LEFT ARROW" VC-886L, "WET PAINT WITH RIGHT ARROW" VC-886R SIGNS.
- Ⓑ PROTECTION VEHICLE WITH CONE CAPABILITIES AND TMA.
- Ⓒ PROTECTION VEHICLE WITH FLASHING ARROW PANEL, TMA, "WET PAINT" VC-885, "WET PAINT WITH LEFT ARROW" VC-886L, "WET PAINT WITH RIGHT ARROW" VC-886R SIGNS.

GENERAL NOTES:

1. ALL VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS IN ADDITION TO VEHICLE HAZARD LIGHTS.
2. PROTECTION VEHICLE SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
3. SIGNS LOCATED ON PAVEMENT MARKING OPERATION VEHICLES SHALL BE PLACED SO AS NOT TO OBSCURE OTHER SIGNS OR FLASHING ARROW PANELS.
4. REPEAT "WET PAINT" (VC-885) SIGN AS NEEDED AT SIDE ROADS.
5. ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL SPACING OF THE VEHICLES.
6. CONE SPACING SHALL BE ADEQUATE SO THAT DRIVERS CAN ALWAYS SEE ONE CONE.

OTHER STDS. REQUIRED: T-1, T-29

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

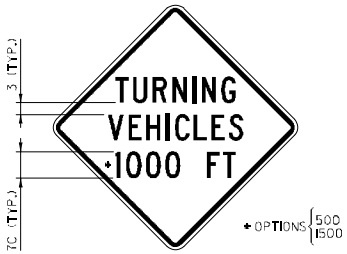
FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL FOR MAINTENANCE PAVEMENT MARKING OPERATION

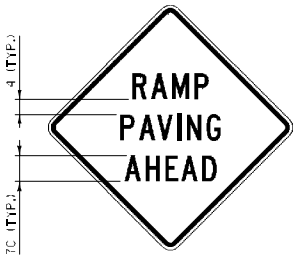
VERMONT AGENCY OF TRANSPORTATION

STANDARD

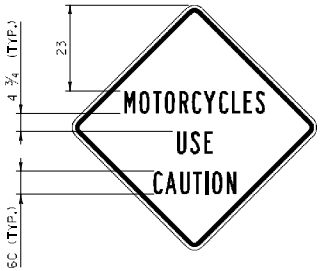
T-24



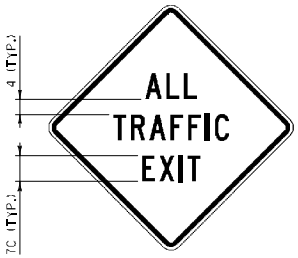
VC-001



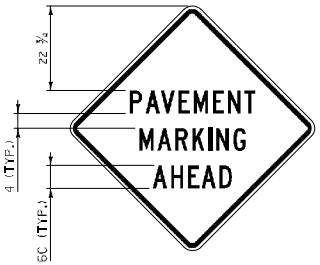
VC-003



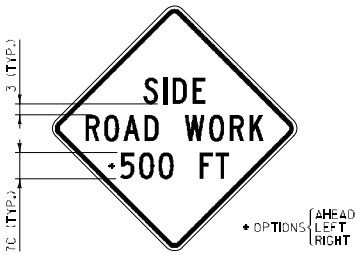
VC-004



VC-008



VC-813



VC-869

VC-874

GENERAL NOTES:

1. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND.
2. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS.
3. SIGNS SHALL HAVE 1¼ INCH WIDE BORDERS THAT ARE INDENTED ¾ INCH FROM THE EDGE OF THE SIGN.
4. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE INDICATED.
5. ALL DIMENSIONS SHOWN IN INCHES.

OTHER STDS. REQUIRED: T-1

REVISIONS AND CORRECTIONS

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APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

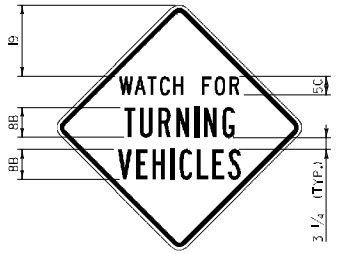
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

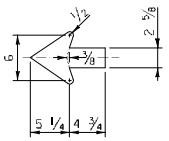
STANDARD

T-28



VC–883

VC–885

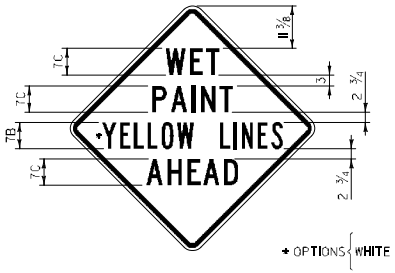


VC–886L

VC–886R

NOTES:

1. SIGNS SHALL BE 24 INCH BY 24 INCH. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A 1½ INCH RADIUS.
2. SIGNS SHALL HAVE ⅝ INCH WIDE BORDERS THAT ARE INDENTED ⅜ INCH FROM THE EDGE OF THE SIGN.



VC–887

GENERAL NOTES:

1. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND.
2. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH UNLESS OTHERWISE NOTED. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS UNLESS OTHERWISE NOTED.
3. SIGNS SHALL HAVE 1¼ INCH WIDE BORDERS THAT ARE INDENTED ¾ INCH FROM THE EDGE OF THE SIGN UNLESS OTHERWISE NOTED.
4. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE INDICATED.
5. ALL DIMENSIONS SHOWN IN INCHES.

OTHER STDS. REQUIRED: T–1

REVISIONS AND CORRECTIONS

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HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

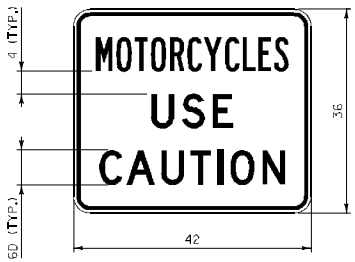
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

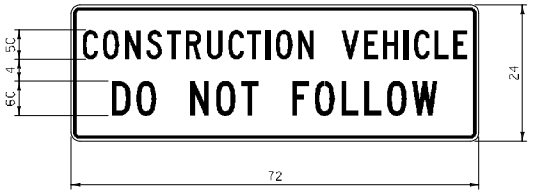
T – 29



VC-004P

NOTES:

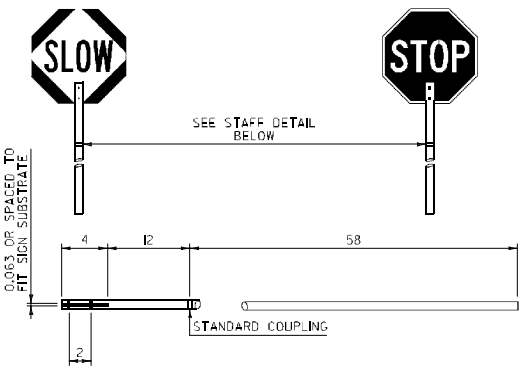
1. CORNERS SHALL BE ROUNDED TO A THREE INCH RADIUS.
2. THE BORDER SHALL BE ¾ INCH WIDE WITH A ½ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "MOTORCYCLES" SHALL HAVE A SPECIFIED WIDTH OF 34 INCHES.
4. "USE" SHALL HAVE A SPECIFIED WIDTH OF 14 ½ INCHES.
5. "CAUTION" SHALL HAVE A SPECIFIED WIDTH OF 32 ¾ INCHES.
6. SIGN SHALL ONLY BE INSTALLED AS A SUPPLEMENTAL TO A PARENT WARNING SIGN AND SHALL NOT BE INSTALLED BY ITSELF.



VC-007

NOTES:

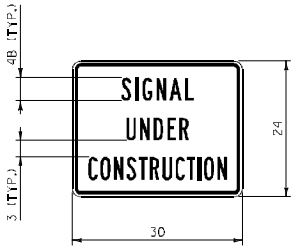
1. CORNERS SHALL BE ROUNDED TO A 1½ INCH RADIUS.
2. THE BORDER SHALL BE ⅝ INCH WIDE WITH A ⅜ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "CONSTRUCTION VEHICLE" SHALL HAVE A SPECIFIED WIDTH OF 68 INCHES.
4. "DO NOT FOLLOW" SHALL HAVE A SPECIFIED WIDTH OF 57 ½ INCHES.
5. SIGN SHALL BE MOUNTED IN A CONSPICUOUS LOCATION ON THE REAR OF THE CONSTRUCTION VEHICLE.
6. THE SIGN SHALL BE MOUNTED AS NOT TO INTERFERE WITH THE VISIBILITY OF DIRECTIONAL SIGNALS OR TAIL LIGHTS AS REQUIRED BY LAW.
7. SIGN SHALL BE COVERED OR REMOVED WHEN NOT IN USE.



STOP-SLOW PADDLE & STAFF DETAIL

NOTES:

1. REFER TO THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) "TEMPORARY TRAFFIC CONTROL - WARNING SIGNS" FOR THE STOP-SLOW PADDLE DESIGN.
2. COLORS FOR THE SLOW SIDE OF THE PADDLE SHALL BE BLACK LEGEND AND BORDER ON A FLUORESCENT ORANGE DIAMOND WITH RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268 [ASTM D 4956] TYPE VII, VIII OR IX REQUIREMENTS.
3. COLORS FOR THE STOP SIDE OF THE PADDLE SHALL BE WHITE RETROREFLECTIVE LEGEND AND BORDER ON A RED RETROREFLECTIVE OCTAGON. BOTH COLORS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING AASHTO M 268 [ASTM D 4956] TYPE III.
4. SIGN SUBSTRATE MATERIALS SHALL BE ALUMINUM, ACRYLONITRILE BUTADIENE STYRENE (ABS) PLASTIC OR EQUIVALENT.
5. THE STAFF MAY BE RIGID ABS PLASTIC OR WOOD WITH A ONE TO 1½ INCH DIAMETER.
6. SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE COMPLETELY VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.



VC-820

NOTES:

1. CORNERS SHALL BE ROUNDED TO A 1½ INCH RADIUS.
2. THE BORDER SHALL BE ⅝ INCH WIDE WITH A ⅜ INCH INDENT FROM THE EDGE OF THE SIGN.
3. "SIGNAL" SHALL HAVE A SPECIFIED WIDTH OF 12 ¾ INCHES.
4. "UNDER" SHALL HAVE A SPECIFIED WIDTH OF 11 INCHES.
5. "CONSTRUCTION" SHALL HAVE A SPECIFIED WIDTH OF 24 ½ INCHES.
6. SIGN SHALL ONLY BE INSTALLED AS A SUPPLEMENTAL TO A PARENT WARNING SIGN AND SHALL NOT BE INSTALLED BY ITSELF.

GENERAL NOTES:

1. ALL LEGEND SHALL BE CENTERED VERTICALLY AND HORIZONTALLY UNLESS OTHERWISE NOTED.
2. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
3. ALL DIMENSIONS IN INCHES.

OTHER STDS. REQUIRED: T-1

REVISIONS AND CORRECTIONS

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HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark D. Richter

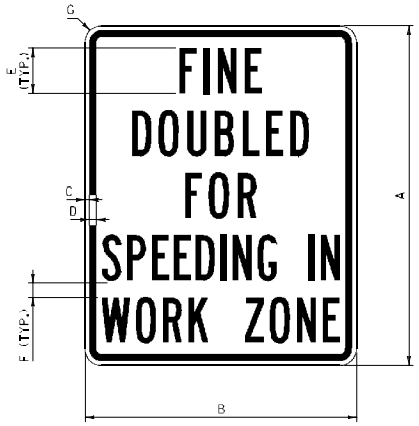
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-30

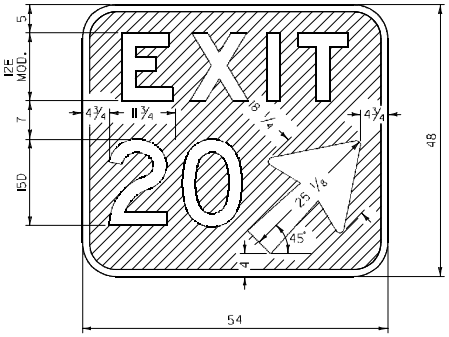


VR–355

SIGN	DIMENSIONS						
	A	B	C	D	E	F	G
STANDARD	36	30	1/2	3/4	4C	2 1/4	1 1/8
EXPRESSWAY/ FREEWAY	60	48	3/4	1 1/4	8B	3	3

NOTES:

1. "SPEEDING IN" AND "WORK ZONE" SHALL EACH HAVE A SPECIFIED WIDTH OF 26 INCHES FOR STANDARD AND 42 INCHES FOR EXPRESSWAY/FREEWAY.
2. THE SIGN SHALL HAVE BLACK LEGEND AND BORDER ON A WHITE BACKGROUND WITH RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE III.
3. LEGEND SHALL BE CENTERED HORIZONTALLY AND VERTICALLY.



VC5–1A

NOTES:

1. THE SIGN SHALL BE WHITE RETROREFLECTIVE LEGEND ON A GREEN RETROREFLECTIVE BACKGROUND, BOTH SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE III.
2. CORNERS SHALL BE ROUNDED TO A SIX INCH RADIUS.
3. THE SIGN SHALL HAVE A 1 1/4 INCH WIDE BORDER ALONG THE EDGE OF THE SIGN.
4. EXIT NUMBER SHALL BE AS PER PLANS, OPTICALLY SPACED.
5. "EXIT" SHALL BE CENTERED HORIZONTALLY.

GENERAL NOTES:

1. ALL DIMENSIONS IN INCHES.

OTHER STDS. REQUIRED: T–1

REVISIONS AND CORRECTIONS

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Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

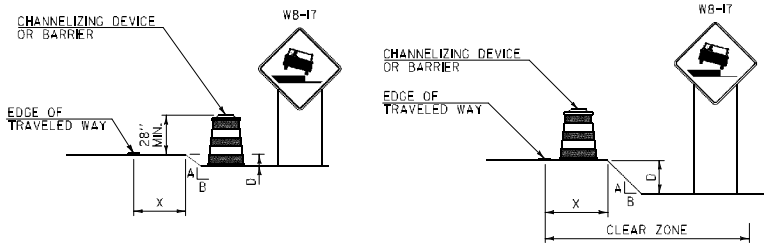
CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-31

DROP–OFF ADJACENT TO TRAVELED WAY

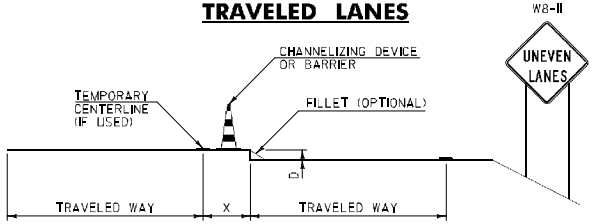


TYPE 1 **TYPE 2**

NOTES:

1. CHANNELIZING DEVICES OR BARRIER SHOULD BE PLACED TO MAXIMIZE THE WIDTH OF THE TRAVELED WAY.
2. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.
3. IF THE DROP-OFF REQUIRES CHANNELIZING DEVICES TO REMAIN IN PLACE OVERNIGHT, THEN "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS SHOULD BE INSTALLED.

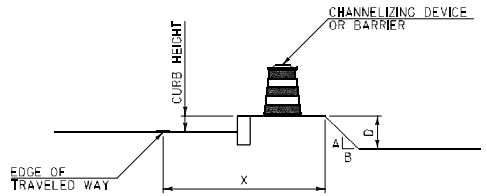
DROP–OFF BETWEEN ADJACENT TRAVELED LANES



NOTES:

1. WHENEVER A LONGITUDINAL DROP-OFF BETWEEN ADJACENT TRAVELED LANES IS TO BE LEFT OVERNIGHT, THEN "UNEVEN LANES" (W8-11) SIGNS AND CHANNELIZING DEVICES SHOULD BE INSTALLED.
2. IF REQUIRED, THE CHANNELIZING DEVICES USED SHOULD BE THOSE WHICH MAXIMIZE THE WIDTH OF THE TRAVELED LANE (I.E. CONES, VERTICAL PANELS OR TUBULAR MARKERS).
3. A BITUMINOUS CONCRETE FILLET WITH A 1.5:1 SLOPE MAY BE USED IN PLACE OF CHANNELIZING DEVICES, HOWEVER THE "UNEVEN LANES" (W8-11) SIGNS SHOULD STILL BE INSTALLED.
4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

DROP–OFF BEYOND SHOULDER OR CURB



NOTES:

1. USE CHART "A" FOR VERTICAL CURBS UNDER SIX INCHES, MOUNTABLE CURBS OR ROADWAYS WITH A POSTED SPEED ABOVE 40 MPH.
2. USE CHART "B" FOR VERTICAL CURBS SIX INCHES OR GREATER.

CHART "A"
ALL SPEEDS WITH NO CURB OR MOUNTABLE CURB

X (FEET)	DROP (D) (INCHES)	A:B SLOPE	RECOMMENDED DEVICE
0 TO 4'	LESS THAN 2"	ANY	NONE
	2" TO 6"	1:1.5 OR FLATTER	NONE
		STEEPER THAN 1:1.5	CHANNELIZING DEVICE
	GREATER THAN 6"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
4' TO 10'	LESS THAN 6"	ANY	NONE
	6" TO 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
	GREATER THAN 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
10' TO CZ	LESS THAN OR EQUAL TO 12"	ANY	NONE
	GREATER THAN 12"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER

NOTES:

1. THE MINIMUM CLEAR ZONE FOR FREEWAYS IS TO BE DETERMINED PER THE CURRENT AASHTO ROADSIDE DESIGN GUIDE. ALL OTHER HIGHWAYS WILL BE DETERMINED PER THE CURRENT "VERMONT STATE STANDARDS" BOOK.
2. CHANNELIZING DEVICES MAY BE USED INSTEAD OF BARRIER FOR SHORT TERM OPERATIONS.
3. ON BORDERLINE CONDITIONS, THE ENGINEER SHOULD DETERMINE WHICH TREATMENT IS ADEQUATE FOR THE EXISTING CONDITIONS.

CHART "B"
40 MPH OR LESS WITH VERTICAL CURB

X (FEET)	DROP (D) (INCHES)	DEVICE REQUIRED
0-10'	LESS THAN OR EQUAL TO 12"	NONE
0-10'	GREATER THAN 12"	CHANNELIZING DEVICE
GREATER THAN 10'	ANY	NONE

GENERAL NOTES:

1. THESE CONDITIONS AND TREATMENTS ARE ONLY PART OF THE TRAFFIC CONTROL SYSTEM AND SHOULD BE USED IN ADDITION TO THE PROPER WORK ZONE SIGNING.
2. THE FOLLOWING ARE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) COMPLIANT CHANNELIZING DEVICES:

   A. VERTICAL PANEL
   B. TYPE I OR TYPE II BARRICADE
   C. PLASTIC DRUM
   D. CONE - WHERE APPLICABLE
   E. TUBULAR MARKERS

   IF CHANNELIZING DEVICES ARE REQUIRED TO STAY IN PLACE DURING NIGHTTIME HOURS, THEY SHALL BE STABILIZED WHILE UNATTENDED IN ACCORDANCE WITH THE MUTCD.
3. WHERE BARRIER IS NECESSARY, THE BARRIER SHALL BE TAPERED BEYOND THE CLEAR ZONE. WHEN THE BARRIER CANNOT BE TAPERED BEYOND THE CLEAR ZONE, A MUTCD COMPLIANT END TREATMENT SHALL BE USED. BARRIER AND END TREATMENT SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
4. CHANNELIZING DEVICE SPACING ALONG A LONGITUDINAL DROP-OFF (TANGENT) SHALL BE AS FOLLOWS:

   TANGENT - CHANNELIZING DEVICES SHALL BE SPACED "2S" ("S" IS EQUAL TO THE POSTED SPEED LIMIT IN FEET) APART.
5. "LOW SHOULDER" (W8-9) AND "SHOULDER DROP-OFF SYMBOL" (W8-17) SIGNS, WHEN USED, SHOULD BEGIN PRIOR TO THE DROP-OFF CONDITION AND SHOULD BE REPEATED EVERY 1500 FEET.

OTHER STDS. REQUIRED: T-1

REVISIONS AND CORRECTIONS

AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED

HIGHWAY SAFETY & DESIGN ENGINEER

DIRECTOR OF PROGRAM DEVELOPMENT

Mark B. Richter

FEDERAL HIGHWAY ADMINISTRATION

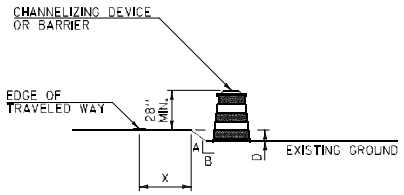
CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T - 35

DROP-OFF ADJACENT TO TRAVELED WAY



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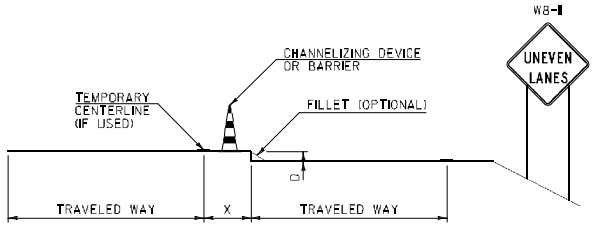
DROP-OFF BETWEEN ADJACENT TRAVELED LANES



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4. SEE CHART "A" FOR SPECIFIC REQUIREMENTS.

CHART "A"
ALL SPEEDS WITH NO CURB

X (FEET)	DROP (D) (INCHES)	A:B SLOPE	DEVICE REQUIRED
0 TO 4'	LESS THAN 2"	ANY	NONE
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		STEEPER THAN 1:1.5	CHANNELIZING DEVICE
	GREATER THAN 6"	1:3 OR FLATTER	NONE
		STEEPER THAN 1:3	BARRIER
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NOTE:

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FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION ZONE LONGITUDINAL DROP-OFFS FOR PAVING

VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-36