Site Specific Traffic Control Plan for the Jamaica ER-BRF 015-1 (23) Project

Vermont Agency of Transportation

RECEIVED

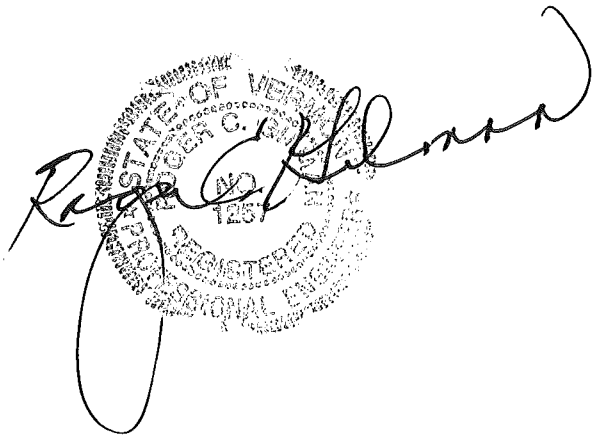
Jamaica ER BRF 015-1 (23) - Traffic Control Plan Resub 4-15-2013.pdf

CK'D BY AG OK'D BY JTS

April 4, 2013

RESUBMIT YES Rejected

BY KMH DATE 04/16/13



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

April 4th 2013

Site Specific Traffic Control Plan for State of Vermont Project: Jamaica ER-BRF 015-1 (23)

TABLE OF CONTENTS

PLEASE NOTE THAT WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. (UPDATED STANDARDS ARE IN THE APPROVAL PROCESS).

JAMAICA ER-BRF 015-1 (23) TRAFFIC CONTROL PLAN

General Project Description:

Jamaica ER-BRF 015-1 (23) includes the replacement of Bridge 30 which is located in the Town of Jamaica on Vermont Route 30, Approximately 4.8 Miles South of the Northern junction of Vermont Route 100 and 30. There is currently a temporary bridge in place, off alignment, that was installed after Tropical Storm Irene. The new structure will be approximately 132 feet in length with 243 feet of roadway work. This project also involves the replacement of an existing box culvert. The new precast concrete box culvert will be approximately 85 feet in length.

During construction, traffic shall be maintained on the existing two-way temporary bridge located upstream of the proposed structure. Existing signage and barricades shall be maintained throughout the duration of the project. This detour shall remain in place until the replacement of Bridge 30 is complete and released to traffic.

The existing detour shall be inspected weekly and any improvements and/or changes shall be incorporated into this plan and an amendment shall be issued.

PLEASE PROVIDE A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR THE INSTALLATION OF WINGWALL #1 (TO INCLUDE LOCATIONS OF TRAFFIC BARRIER AND TEMPORARY SHEETING).

Traffic Control Notes:

Phase 1 Excavation and Pile Installation: It is not expected that additional Traffic Control measures beyond the existing detour will be required. Flaggers shall be utilized when a high volume of truck traffic is experienced entering and exiting the site.

Phase 2 Concrete Placements: It is not expected that additional Traffic Control measures beyond the existing detour will be required for the majority of concrete placements. However, the existing temporary bridge approach and approach rail conflict with the proposed location of Wingwall #1 on the East end of the bridge.

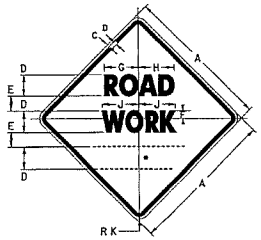
In order to minimize interruption of traffic on the temporary bridge, Wingwall #1 shall be installed in two phases to include a precast portion spliced to the CIP Abutment below the existing roadway grade (See Wingwall #1 Installation Plan). Duration of this procedure is expected to be one day. One-way traffic shall be maintained on the temporary bridge using flaggers during the excavation, installation, and backfill stages. Two-way traffic shall be released only after the lane has been restored to pre-existing condition. The remainder of the Wingwall shall be installed after traffic is shifted to the permanent bridge structure.

Phase 3 Structural Steel Erection: Flaggers shall be utilized at the intersection of Water Street and Route 30 as oversized loads of structural steel enter the site.

Phase 4 Drainage Structure: A drainage line shall be located at the intersection of Water Street and Route 30. Flaggers shall be utilized to maintain traffic at Water Street during installation.

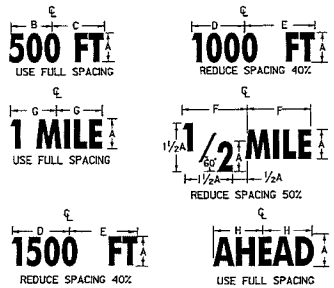
Phase 5 Roadwork and Paving: During paving operations, flaggers shall be utilized to maintain local traffic within the work limits.

Phase 6 Box Culvert Installation: The box culvert shall be installed in two separate phases to maintain access to Fire Drive. Fire Drive shall also be widened to the West to minimize conflict with Fire Department daily operations.



W20-1

• SEE DISTANCE DETAILS

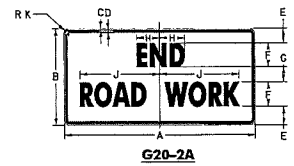


DISTANCE DETAILS

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	J	K
MIN.	36	5/8	7/8	5D	3 1/2	3 1/4	8 3/8	8 7/8	9	2 1/4
STD.	48	3/4	1 1/4	7D	4 3/4	4 1/2	11 7/8	12 7/8	12 5/8	3

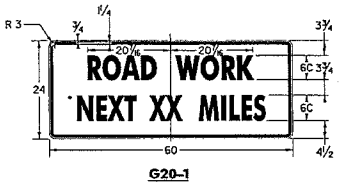
DIMENSIONS (INCHES)								
A	B	C	D	E	F	G	H
5D	10 3/8	10 3/8	11 5/8	11 1/4	11 1/4	9 1/2	10 7/8
7D	14 1/4	15 1/8	14 7/8	15 3/4	15 3/4	13 7/8	15 1/2

(ALL DIMENSIONS SHOWN IN INCHES)



G20-2A

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	J	K
MIN.	36	18	5/8	1/8	3 3/4	4C	2 1/2	4	12 5/8	2 1/4
STD.	48	24	3/4	1 1/4	4 1/8	6C	3 3/4	5 7/8	22	3



G20-1

• OPTICALLY CENTER

THIS SIGN TO BE USED WHEN PROJECT LENGTH EXCEEDS 2 MILES OR AS REQUESTED BY THE RESIDENT ENGINEER. SHOW MILEAGE TO NEAREST 1/4 MILE USING FRACTIONS, NOT DECIMALS. HAND LETTERING OF MILEAGE WILL NOT BE ALLOWED.

NOTES

THE 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.

APPLICATION OF STANDARDS

SINCE IT IS NOT POSSIBLE TO PRESCRIBE DETAILED STANDARDS OF APPLICATION FOR ALL OF THE SITUATIONS THAT MAY CONCEIVABLY ARISE ON A CONSTRUCTION PROJECT, REFERENCE SHALL BE MADE TO THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" FOR THE PRINCIPLES, PROCEDURES, AND STANDARDS THAT WILL BE REQUIRED IN CONNECTION WITH ADVANCED WARNING AND ON-PROJECT CONSTRUCTION SIGNS AND BARRICADES. THE SIGNS SHOWN IN E-101 AND E-102 REPRESENT A SAMPLE OF THOSE MORE COMMONLY USED.

LOCATION

THE 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.

DESIGN

LETTERS, DIGITS, ARROWS, SPACING AND TEXT DIMENSIONS SHALL CONFORM WITH THE "STANDARD HIGHWAY 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 SIGNS ON THIS SHEET MAY BE ANY OF THE FOLLOWING, WITH MINIMUM THICKNESS AS NOTED.

FLAT SHEET ALUMINUM	0.125 INCHES
HIGH DENSITY OVERLAYED PLYWOOD	5/8 INCHES

REFLECTORIZATION

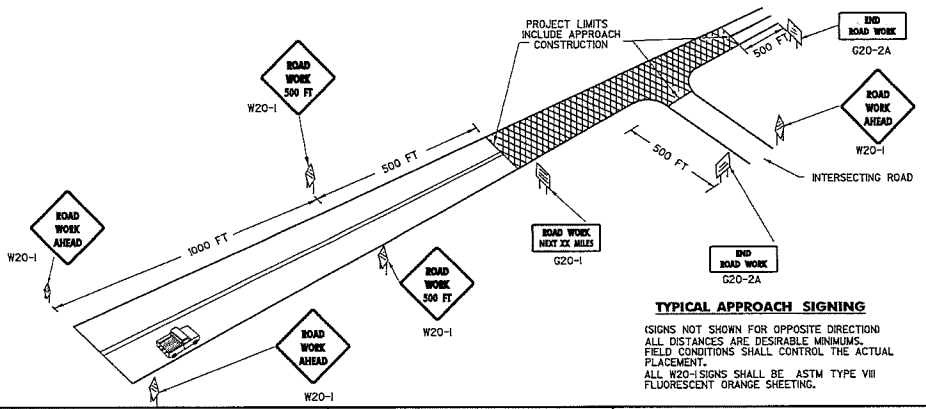
ALL LEAD SIGNS (W20-1) ON THIS SHEET SHALL BE ASTM TYPE VIII FLUORESCENT ORANGE SHEETING. ALL OTHER SIGNS ON THIS SHEET SHALL BE ASTM TYPE III RETROREFLECTORIZED SHEETING.

COLORS

THE COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY AASHTO AND APPROVED BY THE FHWA. COLORS SHOWN ON THIS SHEET CONSIST OF BLACK TEXT AND BORDER ON A RETROREFLECTORIZED ASTM TYPE III OR TYPE VIII ORANGE BACKGROUND.

INSTALLATION

THE 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 ON POSTS SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST 7 FEET ABOVE THE EDGE OF PAVEMENT, 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. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET ABOVE THE SIDEWALK. SIGNS MAY BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.



TYPICAL APPROACH SIGNING

(SIGNS NOT SHOWN FOR OPPOSITE DIRECTION)
ALL DISTANCES ARE DESIRABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
ALL W20-1 SIGNS SHALL BE ASTM TYPE VIII FLUORESCENT ORANGE SHEETING.

NOTES CONT.

MAINTENANCE

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.

GENERAL

THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING ALL CONSTRUCTION APPROACH SIGNS WILL BE CONSIDERED INCIDENTAL WORK PERTAINING TO THE PROJECT AS A WHOLE AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR VARIOUS ITEMS INVOLVED IN THE CONTRACT. DURING ALL PHASES OF CONSTRUCTION THE REQUIREMENTS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE MET.

SIGN COVERS

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.

CONTRACTORS SHALL COORDINATE THEIR SIGNING ACTIVITIES WITH OTHER CONTRACTORS WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE REGIONAL CONSTRUCTION ENGINEER.

SIGN POSTS

WHERE CONSTRUCTION SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARD RAIL OR OTHER APPROVED TRAFFIC BARRIERS, THE POSTS ON WHICH THE SIGNS ARE MOUNTED SHALL BE YIELDING METAL POSTS AS DESIGNATED IN THE E SERIES OF STANDARD DRAWINGS OR YIELDING WOODEN POSTS IN ACCORDANCE WITH THE FOLLOWING REQUIREMENTS:

WOODEN POSTS ARE ACCEPTABLE FOR USE WITH CONSTRUCTION SIGNS. THESE POSTS SHALL HAVE A UNIFORM CROSS-SECTION AND SHALL BE MADE FROM GRADE 2, AIR-DRIED SOUTHERN YELLOW PINE OR ANOTHER EQUIVALENT SOFTWOOD. AN ACCEPTABLE EQUIVALENT SOFTWOOD SHALL HAVE AN EXTREME FIBER IN BENDING "Fb" DESIGN VALUE NOT TO EXCEED 1400 psi AND HORIZONTAL SHEAR "Fv" DESIGN VALUE NOT TO EXCEED 90 psi SPECIFICATION, "DESIGN VALUES FOR WOOD CONSTRUCTION" AND RELATED SUPPLEMENT, LATEST EDITION.

AS ESTABLISHED BY THE NATIONAL FOREST PRODUCTS ASSOCIATION IN THEIR NATIONAL DESIGN, THE FOLLOWING ARE CONSIDERED TO BE ACCEPTABLE WOODEN POSTS:

1. 4" X 4" (ACTUAL DIMENSIONS ARE S4S 3.5" X 3.5")
   A) ACCEPTABLE FOR SINGLE OR DUAL POSTS INSTALLATION WITH NO MODIFICATIONS.

ALL WOODEN POSTS SHALL HAVE AN EMBEDMENT DEPTH OF 4 FEET.
NO CROSS-BRACING OR BACK-BRACING TO KEEP THE POSTS PLUMB WILL BE ALLOWED.
CONCRETE FOUNDATIONS, COLLARS, OR SOIL BEARING PLATES ARE NOT PERMITTED.
CONSTRUCTION SIGNS SHALL BE PLACED ON TWO OR MORE POSTS WHEN ANY OF THE FOLLOWING CONDITIONS GOVERN:
   A) THE SIGN WIDTH (HORIZONTAL DIMENSIONS FOR DIAMOND SHAPED SIGNS) EXCEEDS 3 1/2 FEET.
   B) THE EXPOSED SIGN AREA OF ANY SINGLE SIGN OR ASSEMBLY EXCEEDS 7 SQ. FEET.
   C) THE Sv OF A SINGLE POST IS 64.

OTHER STDS. REQUIRED: E-100A, E-101, E-102

REVISIONS AND CORRECTIONS

MAY 26, 1989 - DATE OF ORIGINAL ISSUE
OCT 21, 1992 - REVISED WOOD POST REQUIREMENTS, ADDED SIGN DETAILS, & REVISED TITLE BLOCK
AUG. 08, 1995 - MINOR NOTE REVISIONS
JAN. 06, 1997 - MINOR NOTE AND DIMENSION REVISIONS
JAN. 2, 2004 - CHANGED REFLECTIVE SHEETING TO ASTM TYPE III OR TYPE VIII

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

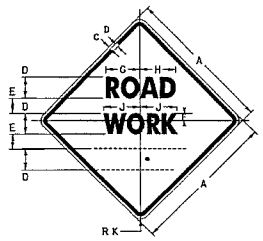
TRAFFIC OPERATIONS ENGINEER

FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION APPROACH SIGNS

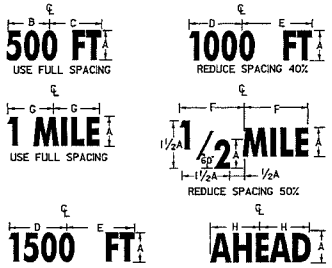
VERMONT AGENCY OF TRANSPORTATION

STANDARD E-100



W20-1

• SEE DISTANCE DETAILS



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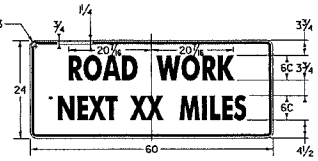

G20-1

• OPTICALLY CENTER

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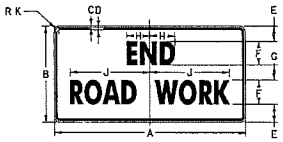

G20-2A

SIGN	DIMENSIONS (INCHES)									
	A	B	C	D	E	F	G	H	J	K
MIN.	36	5/8	7/8	5D	3 1/2	3 1/4	8 3/8	8 7/8	9	2 1/4
STD.	48	3/4	1 1/4	7D	4 3/4	4 1/2	11 11/16	12 7/16	12 5/8	3

	DIMENSIONS (INCHES)							
A	B	C	D	E	F	G	H
5D	10 3/16	10 3/16	11 5/8	11 1/4	11 1/4	9 1/2	10 7/8
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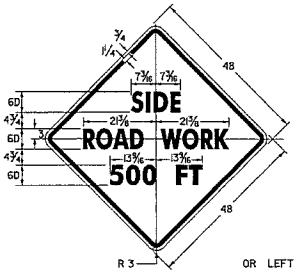
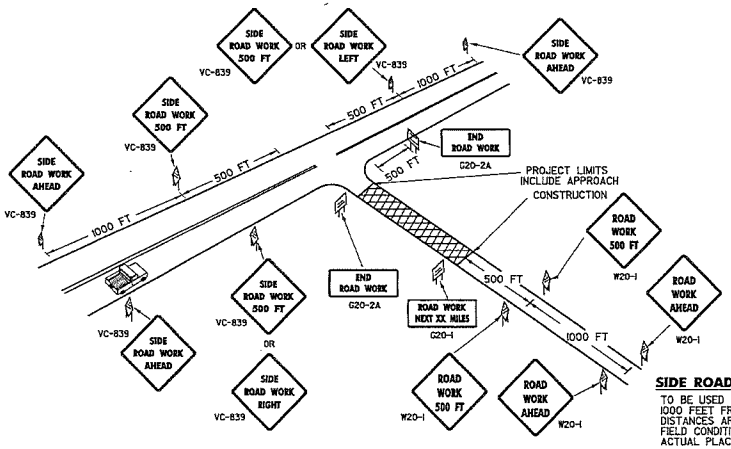
(ALL DIMENSIONS SHOWN IN INCHES)



VC-839

OR LEFT - 17 3/4
RIGHT - 22
500 - 14 3/4
FT - 8 1/16



SIDE ROAD APPROACH SIGNING

TO BE USED WHEN CONSTRUCTION IS UP TO 1000 FEET FROM THE INTERSECTION. ALL DISTANCES ARE DESIREABLE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.

ALL W20-1 AND VC-839 SIGNS SHALL BE ASTM TYPE VIII FLUORESCENT ORANGE SHEETING.

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NOTES CONT.

MATERIALS

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HIGH DENSITY OVERLAYED PLYWOOD	5/8 INCHES

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MAINTENANCE

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GENERAL

THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING ALL CONSTRUCTION APPROACH SIGNS WILL BE CONSIDERED INCIDENTAL WORK PERTAINING TO THE PROJECT AS A WHOLE AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR VARIOUS ITEMS INVOLVED IN THE CONTRACT. DURING ALL PHASES OF CONSTRUCTION THE REQUIREMENTS SET FORTH IN THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" SHALL BE MET.

SIGN COVERS

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.

CONTRACTORS SHALL COORDINATE THEIR SIGNING ACTIVITIES WITH OTHER CONTRACTORS WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE REGIONAL CONSTRUCTION ENGINEER.

SIGN POSTS

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WOODEN POSTS ARE ACCEPTABLE FOR USE WITH CONSTRUCTION SIGNS. THESE POSTS SHALL HAVE A UNIFORM CROSS-SECTION AND SHALL BE MADE FROM GRADE 2, AIR-DRIED SOUTHERN YELLOW PINE OR ANOTHER EQUIVELENT SOFTWOOD. AN ACCEPTABLE EQUIVELENT SOFTWOOD SHALL HAVE AN EXTREME FIBER IN BENDING "Fb" DESIGN VALUE NOT TO EXCEED 1400 psi AND HORIZONTAL SHEAR "Fv" DESIGN VALUE NOT TO EXCEED 90 psi SPECIFICATION: "DESIGN VALUES FOR WOOD CONSTRUCTION" AND RELATED SUPPLEMENT, LATEST EDITION.

AS ESTABLISHED BY THE NATIONAL FOREST PRODUCTS ASSOCIATION IN THEIR NATIONAL DESIGN THE FOLLOWING ARE CONSIDERED TO BE ACCEPTABLE WOODEN POSTS:

1. 4" X 4" (ACTUAL DIMENSIONS ARE 3 5/8" X 3.5")

A) ACCEPTABLE FOR SINGLE OR DUAL POSTS INSTALLATION WITH NO MODIFICATIONS.

ALL WOODEN POSTS SHALL HAVE AN EMBEDMENT DEPTH OF 4 FEET. NO CROSS-BRACING OR BACK-BRACING TO KEEP THE POSTS PLUMB WILL BE ALLOWED. CONCRETE FOUNDATIONS COLLARS OR SOIL BEARING PLATES ARE NOT PERMITTED. CONSTRUCTION SIGNS SHALL BE PLACED ON TWO OR MORE POSTS WHEN ANY OF THE FOLLOWING CONDITIONS GOVERN:

A) THE SIGN WIDTH (HORIZONTAL DIMENSIONS FOR DIAMOND SHAPED SIGNS) EXCEEDS 3½ FEET.
B) THE EXPOSED SIGN AREA OF ANY SINGLE SIGN OR ASSEMBLY EXCEEDS 7 SQ. FEET.
C) THE Sv OF A SINGLE POST IS 64

OTHER STDS. REQUIRED: E-100, E-101, E-102

REVISIONS AND CORRECTIONS

JAN. 06, 1997 - DATE OF ORIGINAL ISSUE
JAN. 2, 2004 - CHANGED REFLECTIVE SHEETING TO ASTM TYPE III OR TYPE VIII

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

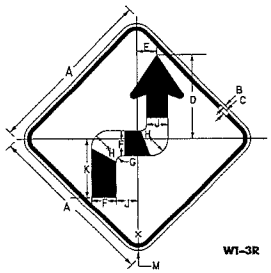
TRAFFIC OPERATIONS ENGINEER

FEDERAL HIGHWAY ADMINISTRATION

SIDE ROAD CONSTRUCTION APPROACH SIGNS

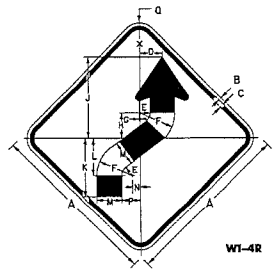
VERMONT AGENCY OF TRANSPORTATION

STANDARD
E-100A



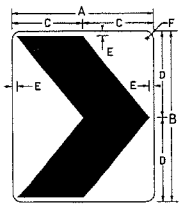
W1-3R

SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	L	M
STD. & MIN.	36	5/8	7/8	17 7/16	4 7/32	5 1/4	1 1/4	3 5/8	4 1/2	12 5/32	1 3/32	2 1/4
SPECIAL	48	3/4	1 1/4	23 3/16	5 5/8	7	1 5/8	4 7/8	6	16 5/8	2 3/8	3



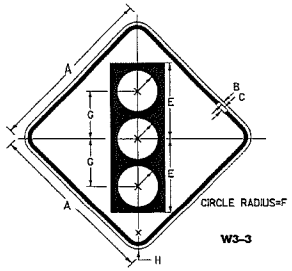
W1-4R

SIGN	DIMENSIONS (INCHES)														
	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q
STD. & MIN.	36	5/8	7/8	4 7/32	2 1/4	7 1/2	3/32	5 1/4	16 7/8	12 3/8	7 7/8	5 1/4	1 1/16	3 5/16	2 1/4
SPECIAL	48	3/4	1 1/4	6 5/16	3	10	3/16	7	22 1/2	16 1/2	10 1/2	7	2 1/4	5 1/4	3



W1-8

SIGN	DIMENSIONS (INCHES)					
	A	B	C	D	E	F
STD.	18	24	9	12	3/4	1 1/2
SPECIAL	24	30	12	15	1	1 1/2
EXPWY.	30	36	15	18	1	1 1/8
FWY.	36	48	18	24	1 1/2	2 1/4

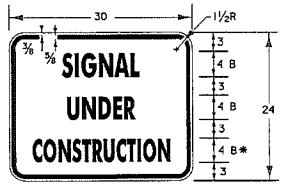


W3-3

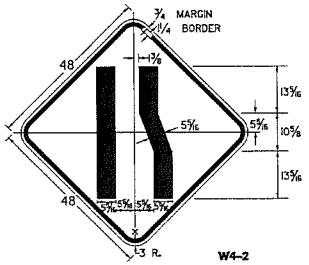
SIGN	DIMENSIONS (INCHES)							
	A	B	C	D	E	F	G	H
STD. & MIN.	36	5/8	7/8	5 3/4	15 3/4	4 1/4	10	2 1/4
SPECIAL	48	3/4	1 1/4	7 1/2	20	5	12 1/2	3

COLORS

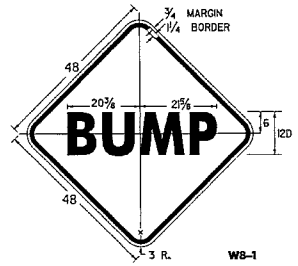
SYMBOL & LEGEND - BLACK (NON-REFL)
BACKGROUND - ORANGE (REFL)
TOP CIRCLE RED (REFL)
MIDDLE CIRCLE YELLOW (REFL)
BOTTOM CIRCLE GREEN (REFL)



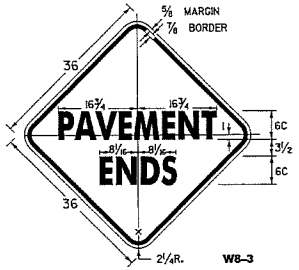
* REDUCE SPACING 50%



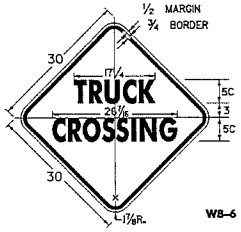
W4-2



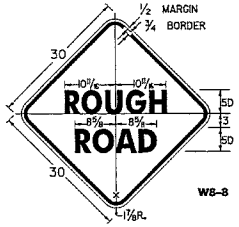
W8-1



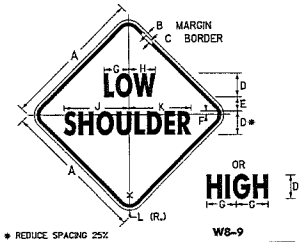
W8-3



W8-6



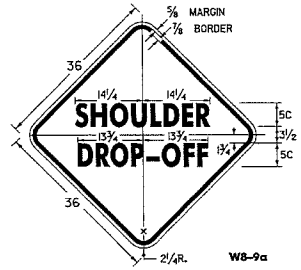
W8-8



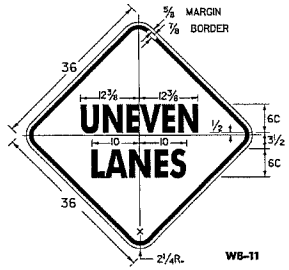
W8-9

* REDUCE SPACING 25%

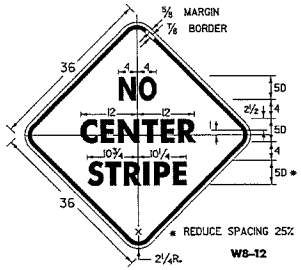
SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	L
STD.	30	1/2	3/4	5C	3	3/4	5 3/8	5 5/8	13 1/8	13 1/8	1 1/8
FWY.	48	3/4	1 1/4	8C	5	1 1/4	8 1/8	9	21 1/8	20 3/8	3



W8-9a

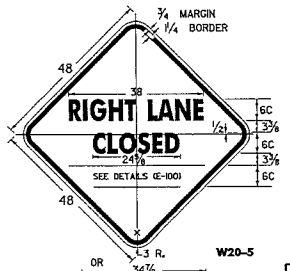


W8-11



* REDUCE SPACING 25%

W8-12



W20-5

OR
LEFT LANE

NOTES

SEE STANDARD SHEET E-100 FOR NOTES AND TEXT DETAILS

COLORS FOR SIGNS SHOWN ON THIS SHEET SHALL BE BLACK TEXT, BORDER AND SYMBOLS ON ASTM TYPE III OR TYPE VI RETROREFLECTORIZED ORANGE BACKGROUND, UNLESS OTHERWISE NOTED.

(ALL DIMENSIONS SHOWN IN INCHES)

OTHER STDS. REQUIRED: E-100

REVISIONS AND CORRECTIONS

OCT. 30, 1987 - DATE OF ORIGINAL ISSUE
OCT. 21, 1992 - ADDED ADDITIONAL SIGN DIMENSIONS, REVISED CHEVRON BACKROUND TO ORANGE, & REVISED TITLE BLOCK
AUG. 08, 1995 - ADDED AND DELETED VARIOUS SIGN DETAILS
MAR., 10 1997 - REVISED SIGN DETAILS
MAY 30, 2003 - CHANGED REFLECTIVE SHEETING TO ASTM TYPE III OR TYPE VI

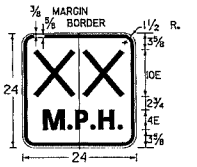
APPROVED

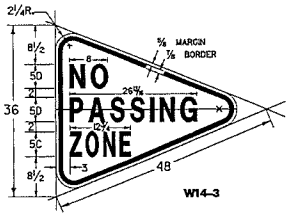
DIRECTOR OF PROGRAM DEVELOPMENT
TRAFFIC OPERATIONS ENGINEER
FEDERAL HIGHWAY ADMINISTRATION

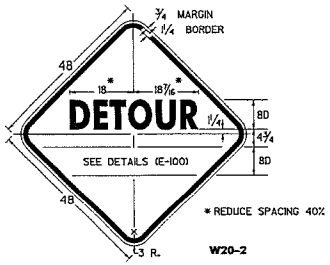
CONSTRUCTION SIGN DETAILS

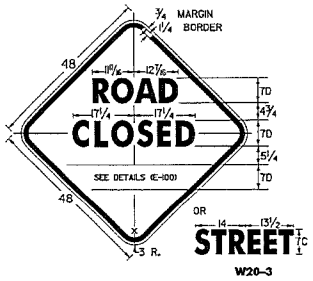
VERMONT AGENCY OF TRANSPORTATION

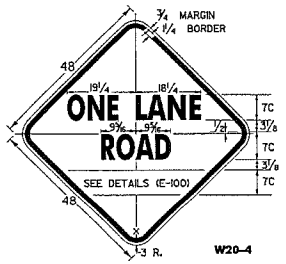
STANDARD
E-101

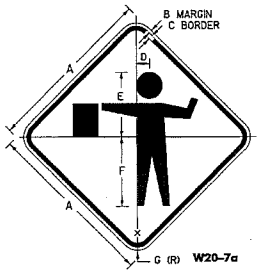




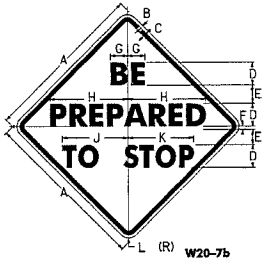






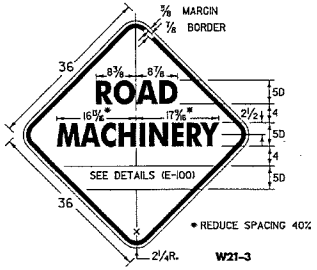


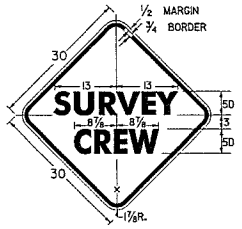
SIGN	DIMENSIONS(INCHES)						
	A	B	C	D	E	F	G
STD.	36	5/8	7/8	23/4	131/2	141/8	21/4
FWY.	48	3/4	11/4	33/4	18	191/2	3



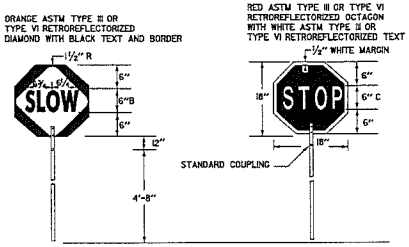
COLORS:
BLACK BORDER AND TEXT (NON RETRORFL.)
ORANGE BACKROUND (RETRORFL.)
W3-4

COLORS:
BLACK BORDER AND TEXT (NON RETRORFL.)
YELLOW BACKROUND (RETRORFL.)

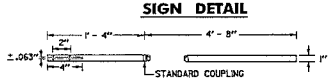




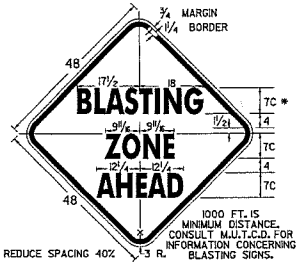
SIGN PADDLE FOR FLAGPERSON

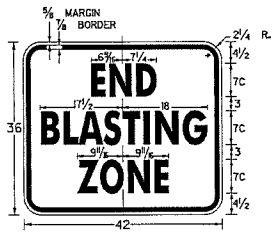


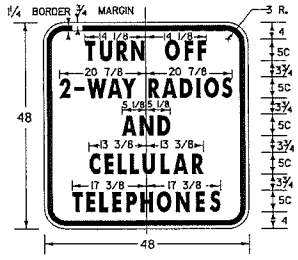
SIGN DETAIL



SIGN	DIMENSIONS (INCHES)										
	A	B	C	D	E	F	G	H	J	K	L
MIN.	36	5/8	7/8	6C	33/8	7/8	37/8	163/8	13	133/8	21/4
STD.	48	3/4	11/4	8C	41/2	1/4	5	211/8	173/8	181/2	3
EXPWY.	60	3/4	11/4	9C	51/8	3/8	51/8	241/8	193/8	201/4	3



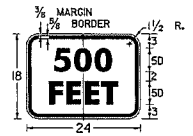




STAFF DETAIL

MATERIALS
THE SIGN MATERIALS SHALL BE 0.063" ALUMINUM WITH COLORS AS INDICATED ON DETAILS.
THE STAFF SHALL BE 3/4" TO 1 1/4" DIAMETER RIGID ALUMINUM CONDUIT/TUBING WITH A WALL THICKNESS OF 0.125", OR 1" TO 1 1/2" DIAMETER RIGID PVC CONDUIT/TUBING WITH 0.125" WALL THICKNESS

MOUNTING
THE STAFF SHALL BE MOUNTED WITH EITHER TWO 1/4" DIAMETER ALUMINUM BOLTS OR TWO 1/4" DIAMETER ALUMINUM RIVETS.



NOTES

SEE STANDARD SHEET E-100 FOR NOTES AND TEXT DETAILS
COLORS FOR SIGNS SHOWN ON THIS SHEET SHALL BE BLACK TEXT, BORDER AND SYMBOLS ON ASTM TYPE III OR TYPE VI RETROREFLECTORIZED ORANGE BACKGROUND, UNLESS OTHERWISE NOTED
SIGN DETAILS INDICATE THE APPROPRIATE COLOR.

OTHER STDS. REQUIRED: E-100

NOTE: ALL DIMENSIONS SHOWN IN INCHES EXCEPT WHERE NOTED

REVISIONS AND CORRECTIONS

OCT. 30, 1987 - DATE OF ORIGINAL ISSUE
JAN. 23, 1989 - DELETE MOTORCYCLE SYMBOL SIGN AND SPEED SIGN, ADDED TWO SIGNS
OCT. 21, 1992 - ADDED A SIGN, REVISED A SIGN DIMENSION & TYPE ERROR & REVISED TITLE BLOCK
AUG. 08, 1995 - ADDED FLAGGER GRID
JUNE 30, 2003 - CHANGED REFLECTIVE SHEETING TO ASTM TYPE III OR TYPE VI CHANGED TEXT ON W20-7b SIGN

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

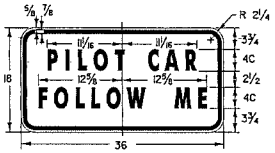
TRAFFIC OPERATIONS ENGINEER

FEDERAL HIGHWAY ADMINISTRATION

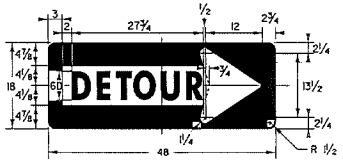
CONSTRUCTION SIGN DETAILS

VERMONT AGENCY OF TRANSPORTATION

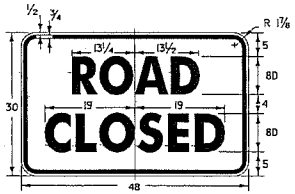
STANDARD
E-102



G20-4

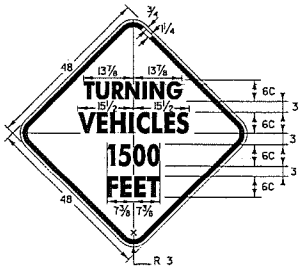


M4-10(R)

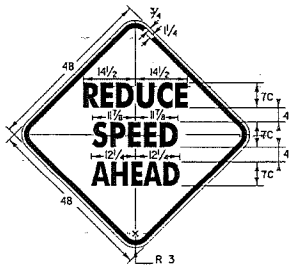


R11-2

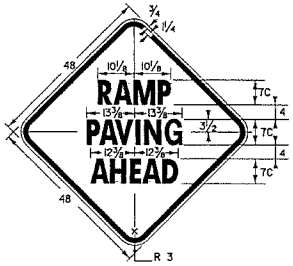
COLORS:
BLACK TEXT AND BORDER
WHITE RETROREFLECTORIZED BACKGROUND



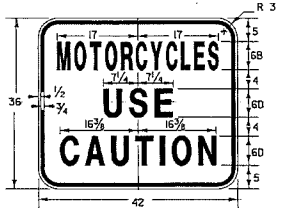
VC-001



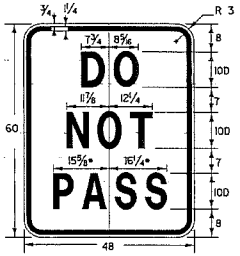
VC-002



VC-003

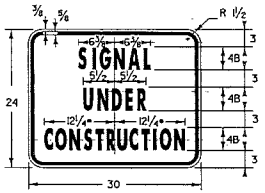


VC-004



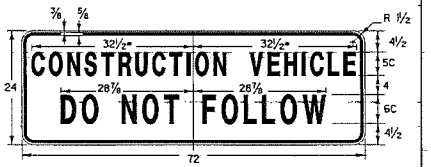
VC-005

• REDUCE SPACING BY 40%



VC-820

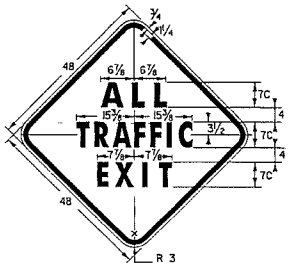
• REDUCE SPACING 25%



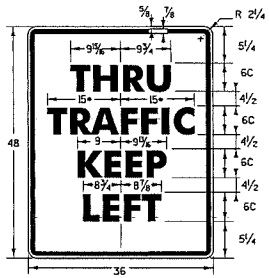
VC-007

• REDUCE SPACING 20%

IT IS SUGGESTED THAT THIS SIGN BE DESIGNED TO FOLD, (DOWN OR ACROSS), BE COVERED, OR BE REMOVED WHEN NOT IN USE. THE SIGN SHOULD ALSO BE MOUNTED AS TO NOT INTERFERE WITH THE VISIBILITY OF DIRECTIONAL OR TAIL LIGHTS AS REQUIRED BY LAW.



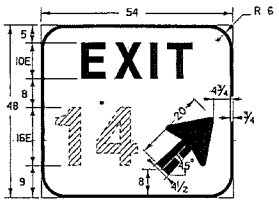
VC-008



VR-118L

• REDUCE SPACING 25 %

COLORS:
BLACK TEXT AND BORDER
WHITE (RETROREFLECTORIZED) BACKGROUND



E5-1a

• EXIT NUMBER AS PER PLANS OPTICALLY SPACED

COLORS:
WHITE RETROREFLECTORIZED BORDER, ARROW AND LEGEND
GREEN RETROREFLECTORIZED BACKGROUND

(ALL DIMENSIONS SHOWN IN INCHES EXCEPT WHERE NOTED)

NOTES

SEE STANDARD SHEET E-100 FOR NOTES AND TEXT DETAILS

COLORS FOR SIGNS SHOWN ON THIS SHEET SHALL BE BLACK TEXT, BORDER AND SYMBOLS ON ASTM TYPE III OR TYPE VIII RETROREFLECTIVE ORANGE BACKGROUND, UNLESS OTHERWISE NOTED.

SIGN DETAILS INDICATE THE PROPER COLOR.

OTHER STDS. E-100, E-151 REQUIRED:

REVISIONS AND CORRECTIONS

AUG 08, 1995 - DATE OF ORIGINAL ISSUE
MAY 01, 2004 - CHANGED REFLECTIVE SHEETING TO TYPE III

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

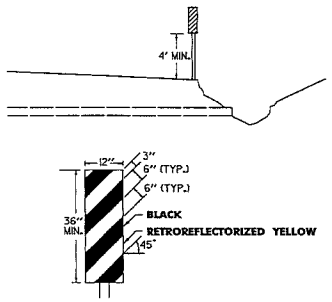
TRAFFIC OPERATIONS ENGINEER

FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION SIGN DETAILS

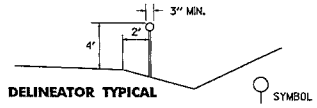
VERMONT AGENCY OF TRANSPORTATION

STANDARD
E-102A



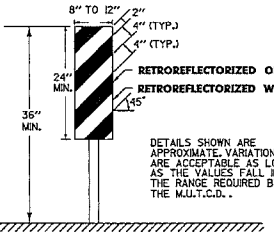
OBJECT MARKER TYPICAL

OBJECTS MARKERS ARE USED TO MARK OBSTRUCTIONS WITHIN OR ADJACENT TO THE ROADWAY. IN SOME CASES THERE MAY NOT BE A PHYSICAL OBJECT INVOLVED, BUT OTHER ROADSIDE CONDITIONS SUCH AS NARROW SHOULDER DROP-OFFS, GORES, D.I. EXCAVATIONS, AND ABRUPT CHANGES IN THE ROADWAY ALIGNMENT MAY MAKE IT UNDESIRABLE FOR A DRIVER TO LEAVE THE ROADWAY. THE INSIDE EDGE OF THE OBJECT MARKER SHALL BE IN LINE WITH THE INNER EDGE OF THE OBSTRUCTION, WHENEVER POSSIBLE.
OBJECT MARKERS SHALL HAVE ALTERNATING BLACK AND RETROREFLECTORIZED YELLOW STRIPES. (SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS).



DELINEATOR TYPICAL

THE STANDARD COLOR FOR DELINEATORS USED ALONG BOTH SIDES OF TWO-WAY STREETS AND HIGHWAYS AND THE RIGHT SIDE OF ONE-WAY STREETS SHALL BE WHITE. DELINEATORS USED ALONG THE LEFT SIDE OF ONE-WAY ROADWAYS SHALL BE YELLOW THEY SHALL HAVE A MINIMUM AREA OF 7 SQUARE INCHES. THEY MAY BE ROUND, SQUARE OR OBLONG. FOR ALTERNATES SEE STD. E-198

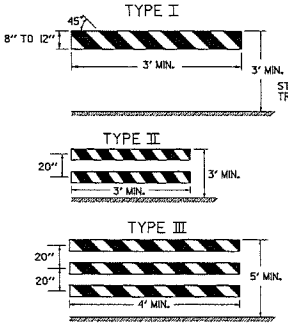


DETAILS SHOWN ARE APPROXIMATE. VARIATIONS ARE ACCEPTABLE AS LONG AS THE VALUES FALL IN THE RANGE REQUIRED BY THE M.U.T.C.D..

VERTICAL PANEL

VERTICAL PANELS SHALL HAVE ALTERNATING ORANGE AND WHITE RETROREFLECTORIZED STRIPES (SLOPING DOWNWARD IN THE DIRECTION TRAFFIC IS TO PASS). THESE DEVICES MAY BE USED FOR TRAFFIC SEPARATION, CHANNELIZING OR BARRICADING WHERE SPACE IS AT A MINIMUM.

DELINEATOR, VERTICAL PANEL AND OBJECT MARKER DETAILS FOR CONSTRUCTION AREAS WHERE TRAFFIC IS MAINTAINED



A TYPE III(MODIFIED) BARRICADE SHALL CONSIST OF TYPE II RAILS MOUNTED ON A BREAKAWAY BARRICADE AS SHOWN ON STANDARD SHEET E-107A.

BARRICADE CHARACTERISTICS	I	II	III
WIDTH OF RAIL	8" MIN. 12" MAX.	8" MIN. 12" MAX.	8" MIN. 12" MAX.
LENGTH OF RAIL	3' MIN.	3' MIN.	4' MIN.
WIDTH OF STRIPES	6"	6"	6"
HEIGHT	3' MIN.	3' MIN.	5' MIN.
TYPE OF FRAME	SEE E-107A	SEE E-107A	SEE E-107A
FLEXIBILITY	PORTABLE	PORTABLE	PORTABLE
ANGLE OF STRIPE	45°	45°	45°
COLOR OF STRIPES	ORANGE AND WHITE	ORANGE AND WHITE	ORANGE AND WHITE

BARRICADE CHARACTERISTICS

BARRICADES

APPLICATION NOTES

TYPE I BARRICADES SHALL BE USED ON CONVENTIONAL ROADS OR URBAN STREETS AND ARTERIALS TO MARK A SPECIFIC HAZARD.

TYPE II BARRICADES SHALL BE USED ON EXPRESSWAYS AND FREEWAYS, SERVING THE SAME FUNCTIONS AS TYPE I BARRICADES.

TYPE III BARRICADES (SEE STD. E-107A) SHALL ONLY BE USED WHEN A ROAD SECTION OR LANE IS CLOSED TO TRAFFIC AND ARE TO BE ERECTED AT THE POINT OF CLOSURE.

MATERIALS

THE BARRICADES SHOWN ON THIS SHEET SHOULD BE OF LIGHTWEIGHT MATERIAL. IF WOOD IS USED THE FOLLOWING CONDITIONS SHALL APPLY:

1. WOODEN BARRICADES (TYPE I AND II)
   - A) SHALL NOT BE USED TO CHANNELIZE OR DELINEATE WORK AREAS WITHIN THE CLEAR ZONE OF ANY HIGHWAY WHERE OPERATING SPEEDS IN EXCESS OF 20 M.P.H. ARE EXPECTED UNLESS INSTALLED FOR PEDESTRIAN CONTROL BEHIND APPROVED POSITIVE BARRIERS.
   - B) MAY BE USED WHERE OPERATING SPEEDS OF 20 M.P.H. OR LESS ARE EXPECTED.
2. TYPE III WOODEN BARRICADES SHALL NOT BE USED.

COLORS

THE BARRICADE PANELS SHOWN ON THIS SHEET SHALL HAVE ALTERNATING RETRO-REFLECTORIZED WHITE AND ORANGE STRIPES. THE ORANGE SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICALS AND APPROVED BY THE US DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION. THE BARRICADE COMPONENTS SHALL BE WHITE UNLESS UNPAINTED METAL OR ALUMINUM IS USED.

REFLECTORIZATION

THE RETROREFLECTIVE SHEETING ON BARRICADE PANELS SHALL BE ASTM TYPE III.

LOCATION

THE BARRICADES SHOWN ON THIS SHEET WILL BE LOCATED BY THE RESIDENT ENGINEER IN THE FIELD OR AS SHOWN ON THE PLANS. THE LOCATION OF THE BARRICADES SHALL FOLLOW THE PROCEDURES SET FORTH IN THE ''MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES'', OR AS OTHERWISE NOTED.

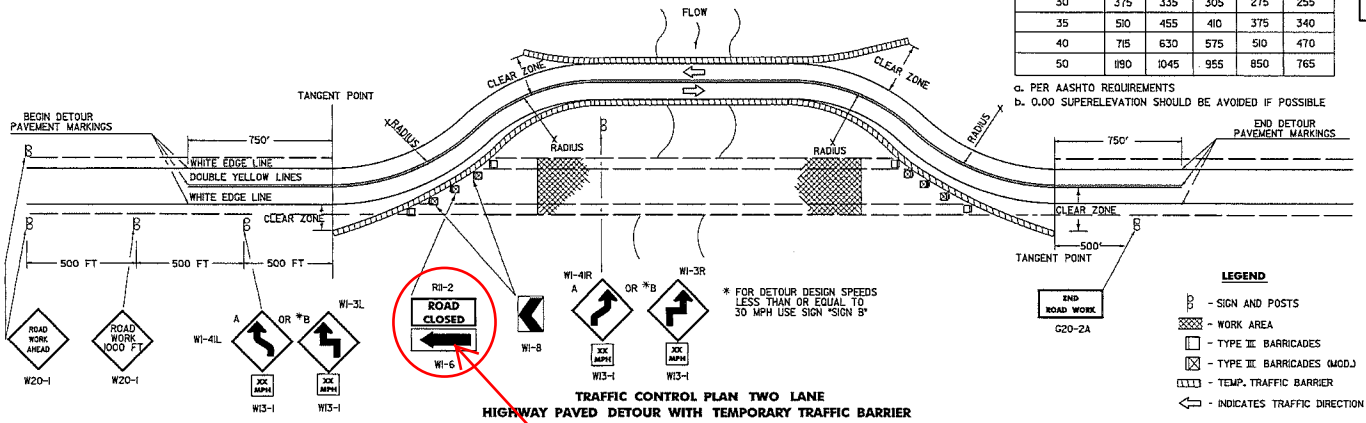
MAINTENANCE

BARRICADES SHALL BE MAINTAINED IN CLEAN CONDITION. SATISFACTORY TO THE RESIDENT ENGINEER. THEY SHALL BE COMPLETELY VISIBLE TO THE APPROACHING TRAFFIC AT ALL TIMES. DAMAGED, DEFACED, OR DIRTY BARRICADES SHALL BE REPAIRED, CLEANED, OR REPLACED AS ORDERED BY THE RESIDENT ENGINEER.

ALL SIGN PLACEMENT DISTANCES ARE DESIRABLE SPECIFICATIONS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT. PROJECT CONSTRUCTION APPROACH SIGNING PLACEMENT SHALL TAKE INTO CONSIDERATION SPACING REQUIREMENTS FOR THE DETOUR SIGN LAYOUT REQUIREMENTS.

DETOUR DESIGN SPEED (M.P.H.)	MINIMUM RADIUS (FT.)[a] SUPERELEVATION (FT./FT.) 0.00[b]	0.02	0.04	0.06	0.08
20	160	140	130	120	110
25	245	220	200	185	170
30	375	335	305	275	255
35	510	455	410	375	340
40	715	630	575	510	470
50	1190	1045	955	850	765

a. PER AASHTO REQUIREMENTS
b. 0.00 SUPERELEVATION SHOULD BE AVOIDED IF POSSIBLE



* FOR DETOUR DESIGN SPEEDS LESS THAN OR EQUAL TO 30 MPH USE SIGN "SIGN B"

LEGEND

- B - SIGN AND POSTS
- WORK AREA
- TYPE III BARRICADES
- TYPE III BARRICADES (MOD.)
- TEMP. TRAFFIC BARRIER
- INDICATES TRAFFIC DIRECTION

TRAFFIC CONTROL PLAN TWO LANE
HIGHWAY PAVED DETOUR WITH TEMPORARY TRAFFIC BARRIER

DETOUR NOTES

1.) SIGNS AND DELINEATION SHOWN FOR ONE DIRECTION OF TRAFFIC ONLY.

2.) THE CONTRACTOR IS RESPONSIBLE FOR PAVEMENT MARKING AND SHALL REMOVE ANY CONFLICTING OR CONFUSING EXISTING MARKINGS.

3.) ADDITIONAL SIGNING MAY BE REQUIRED AT THE DISCRETION OF THE RESIDENT ENGINEER.

4.) UNPAVED DETOURS REQUIRE PAVEMENT MARKINGS FOR TRANSITIONS FROM EXISTING PAVEMENT.

5.) THE NUMBER OF CHANNELIZING DEVICES, BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED SHALL BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR CURVE, ETC.).

6.) AASHTO CLEAR ZONE REQUIREMENTS SHOULD BE MET. IF NOT THEN AN APPROVED ENERGY ABSORPTION ATTENUATOR (SUITABLE FOR THE TEMPORARY TRAFFIC BARRIER USED AND FOR THE DESIGN SPEED) SHALL BE INSTALLED PER THE CURRENT AASHTO ROADSIDE DESIGN GUIDE.

7.) THE DETOUR DESIGN SPEED SHOULD BE NO LESS THAN 10 M.P.H. BELOW THE POSTED SPEED LIMIT. UNLESS PHYSICAL RESTRICTIONS PREVENT THIS.

8.) SEE STANDARD SHEETS E-100, E-101 AND E-102 FOR SIGN DETAIL AND MATERIAL REQUIREMENTS.

9.) IF THE USE OF TEMPORARY TRAFFIC BARRIER IS NOT REQUIRED, THEN REFLECTORIZED PLASTIC DRUMS SHALL BE USED.

OTHER STDS. REQUIRED: E-100, E-101, E-102, E-102a, E-107a, E-198

REVISIONS AND CORRECTIONS
SEPT. 10, 1987 - DATE OF ORIGINAL ISSUE
APRIL 29, 1988 - FHWA REVIEW COMMENTS
SEPT. 20, 1993 - NEW RADIUS CHART, BARRICADE ALIGNMENT AND USE OF TEMPORARY TRAFFIC BARRIER
AUG. 08, 1995 - REVISED SIGNING PER MUTCD
JUNE 30, 2003 - CHANGED REFLECTIVE SHEETING TO TYPE III

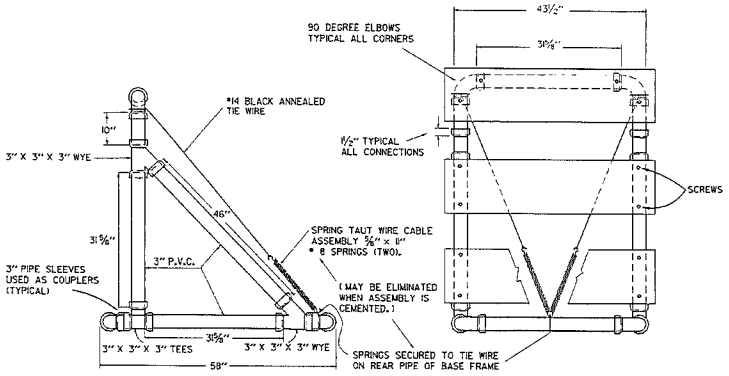
APPROVED
DIRECTOR OF PROGRAM DEVELOPMENT
TRAFFIC OPERATIONS ENGINEER
FEDERAL HIGHWAY ADMINISTRATION

DELINEATION, BARRICADES AND DETOURS FOR CONSTRUCTION AREAS

VERMONT AGENCY OF TRANSPORTATION

STANDARD E-107

NOTE THAT MUTCD NO LONGER USES ROAD CLOSED SIGN FOR THIS SITUATION. IF THESE SIGNS ARE PRESENT ON THE EXISTING DETOUR THEY SHOULD BE REMOVED. THEY CAUSE MORE CONFUSION THAN HELP



SIDE VIEW
TYPE III BARRICADE

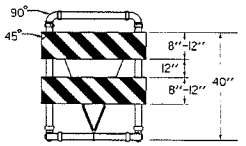
FRONT VIEW
TYPE III BARRICADE

MATERIALS FOR TYPE I AND II BARRICADES

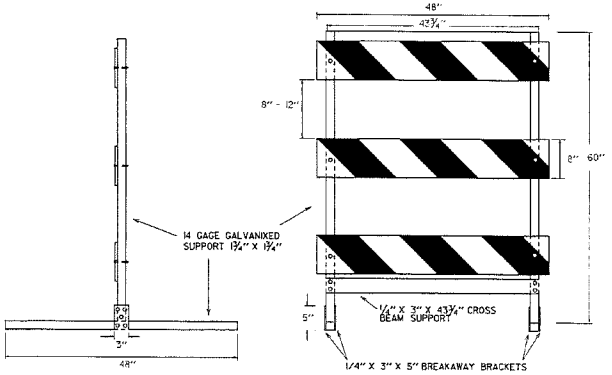
20' - 1" PVC
4 - 1" PVC 90° ELBOWS
30' - ½" ID THINWALL PVC CONDUIT
36" - ¼" STEEL ROD
4 - 1" WASHERS
24" - LIGHT DUTY CHAIN
½" - #14 PAN HEAD METAL SCREWS (AS REQUIRED)
2 - ¾" COTTER PINS
2 OR 4 - 8" OR 12" X 36" X 0.025 " BARRICADE RAILS (AS REQUIRED)

MATERIALS FOR TYPE III BARRICADES

30 LF - 3" I.D. PVC PIPE
6 - 3" 90° ELBOWS
2 - 3" TEES
4 - 3" WYES
3 - 8" OR 12" X 48" X 0.025" BARRICADE RAILS
2 - 5/8" X 11" #8 SPRING (IF ASSEMBLY IS NOT CEMENTED)
12 - 1" #14 PAN HEAD METAL SCREWS
15 LF - #14 BALCK ANNEALED TIE WIRE (IF ASSEMBLY IS NOT CEMENTED)



TYPE III (MODIFIED) BARRICADE
(STRIPING IS SHOWN WITH TRAFFIC PASSING TO THE RIGHT).



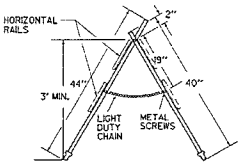
SIDE AND FRONT VIEW OF TYPE III METAL BARRICADE

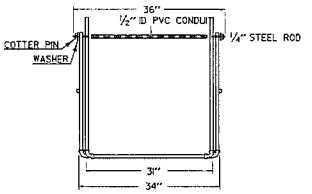
MATERIALS FOR METAL TYPE III BARRICADES

PANELS (3):
8" X 48" GALVANIZED STEEL...COVERED 1 OR 2 SIDES WITH WHITE/ORANGE, DIAGONALLY STRIPED REFLECTIVE SHEETING

VERTICAL SUPPORTS (2): 14 GAGE GALVANIZED TUBING 1 3/4" X 1 3/4" X 60"
HORIZONTAL SUPPORTS (2): 14 GAGE GALVANIZED TUBING 1 3/4" X 1 3/4" X 48"
CROSS BEAM SUPPORT (1): COLD GALVANIZED STEEL 1/4" X 3" X 43 3/4"
BREAKAWAY BRACKETS (4): COLD-GALVANIZED STEEL 1/4" X 3" X 5"

FASTENERS:
6 - SHEAR BOLTS WITH LOCK NUTS 1/4"D X 2 3/4"
4 - FULCRUM BOLTS WITH LOCK NUTS 3/8"D X 2 3/4"
4 - FASTENER BOLTS WITH LOCK NUTS 3/8"D X 2 3/4"
6 - PANEL BOLTS WITH LOCK NUTS AND WASHERS 1/4"D X 2"
ALL FASTENERS GALVANIZED STEEL.
ALL BOLTS HEX HEAD.





TYPE I AND TYPE II BARRICADE

MATERIALS

THE PIPE, WYES, TEES AND ELBOWS USED TO CONSTRUCT BARRICADES SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 2241 FOR P.V.C. 1120 OR 1220 SDR-21, PRESSURE RATING 200 PSI. THE WYES, TEES AND ELBOWS SHALL CONFORM TO THE REQUIREMENTS OF ASTM DESIGNATION D 2466, TYPE II, GRADE 1. ALL JOINTS SHALL BE SLIP-FIT AND MAY BE LIGHTLY CEMENTED. THE BARRICADE RAILS SHALL BE FABRICATED FROM 0.025" ANODIZED, ALUMINUM AND SHALL HAVE REFLECTORIZED ALTERNATING ORANGE AND WHITE STRIPES (SLOPING DOWNWARD AT AN ANGLE OF 45 DEGREES IN THE DIRECTION TRAFFIC IS TO PASS).

MAINTENANCE

BARRICADES SHALL BE MAINTAINED IN CLEAN AND LEGIBLE CONDITIONS SATISFACTORY TO THE ENGINEER. THEY SHALL BE COMPLETELY VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES. DAMAGED, DEFACED, OR DIRTY BARRICADES SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER. THE P.V.C. PIPE AND FITTINGS SHALL BE WHITE IN COLOR. AT LEAST TWO (2) HOLES SHALL BE DRILLED (⅛" DIAM.) IN EACH SECTION OF PIPE AND FITTINGS IF THE ASSEMBLY IS NOT CEMENTED.

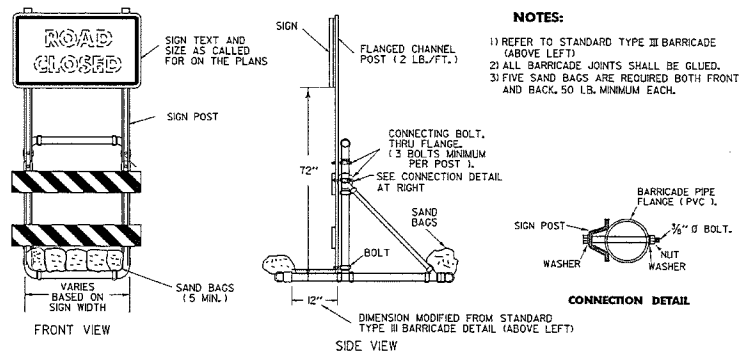
BARRICADES SHALL BE STABILIZED WITH SAND BAGS OF MINIMUM WEIGHT WHICH WILL NOT CONSTITUTE A HAZARD IF THE BARRICADE IS HIT. THESE SHALL BE PLACED ONLY ON THE FRONT AND REAR PIPES OF THE BASE FRAME OF THE BARRICADE. SAND BAG STABILIZERS SHALL BE SO PLACED AS NOT TO BE A HAZARD TO VEHICLES PASSING ON EITHER SIDE. IF BARRICADE REPLACEMENT COSTS CAN BE CONSIDERED NEGLIGIBLE, GLUED JOINTS MAY PROVIDE ADDITIONAL STABILITY TO THE INSTALLATION.

TYPE I BARRICADES SHALL UTILIZE ONE HORIZONTAL RAIL IN EACH DIRECTION.

TYPE II BARRICADES SHALL BE A TYPE I BARRICADE WITH AN ADDITIONAL HORIZONTAL RAIL MOUNTED BELOW THE OTHER IN EACH DIRECTION.

TYPE III BARRICADES (MODIFIED) SHALL CONSIST OF THE BREAKAWAY 3" PVC DESIGN SHOWN ON THIS SHEET WITH THE TWO RAIL LAYOUT DETAILED ABOVE LEFT.

SEE STD E-107 FOR ADDITIONAL INFORMATION.



SIGN MOUNTING ON
TYPE III BARRICADE (MODIFIED)

OTHER STDS. REQUIRED: E-107

REVISIONS AND CORRECTIONS

SEPT. 10, 1987 - ORIGINAL APPROVAL DATE

SEPT. 20, 1993 - REVISED NOTES AND TYPE III (MOD.) BARRICADE DETAIL

AUG. 08, 1995 - ADDED METAL TYPE III BARRICADE

JUN. 08, 2009 - MINOR CORRECTIONS

APPROVED

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BREAKAWAY BARRICADE DETAILS

/traf/std/stdel07a.dgn : stdel07a.l

VERMONT AGENCY OF TRANSPORTATION

STANDARD
E-107 A