

**SUBMITTAL REVIEW**  
 Review is only for general conformity to the contract drawings and specifications and shall not relieve the contractor of his entire responsibility under the contract, including, among other things, dimensions to be confirmed and correlated at the job site, and information that pertains to the fabrication processes or to techniques of construction.

- NO EXCEPTIONS TAKEN
- MAKE CORRECTIONS NOTED
- RESUBMITTAL NOT REQUIRED
- AMEND AND RESUBMIT
- REJECTED - SEE REMARKS

BY: *J. K. [Signature]*  
 DATE: *06/23/15*

### US ROUTE 4 WESTBOUND

LEFT LANE CLOSURE  
 NTS

Vermont Agency of Transportation  
**RECEIVED**  
 ON: **June 18, 2015**  
 and Checked for  
**CONFORMANCE**  
 BY: **Mark Sargent** DATE: **6/23/2015**



- TRAFFIC CONTROL NOTES:**
- 1.) REFER TO PLANS, DETAILS AND SPECIFICATIONS FOR THIS PROJECT FOR ADDITIONAL DETAILS CONCERNING TRAFFIC CONTROL REQUIREMENTS FOR THIS PROJECT.
  - 2.) ALL SIGNAGE AND TRAFFIC CONTROL DEVICES TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", LATEST EDITIONS.
  - 3.) ALL EQUIPMENT NEEDED TO PERFORM WORK SHALL BE STAGED WITHIN THE WORK ZONE LANE CLOSURE. ALL TEMPORARY TRAFFIC CONTROL SIGNS AND CHANNELIZING DEVICES SHALL BE REMOVED WHEN WORK IS NOT ACTIVE.
  - 4.) FINAL SIGN LOCATIONS TO BE FIELD ADJUSTED TO FIT FIELD CONDITIONS AND AVOID OBSTRUCTIONS WITH EXISTING SIGNS, STRUCTURES AND PROPERTIES AS POSSIBLE. RESIDENT ENGINEER TO FIELD VERIFY FINAL SIGN LOCATIONS FOR TEMPORARY TRAFFIC CONTROL.
  - 5.) ALL TAPERS AND DRUM SPACING BASED ON 50 MPH WORK ZONE SPEED LIMIT. ALL CHANNELIZING DEVICES TO BE APPROVED/RATED FOR NIGHT WORK IN ACCORDANCE WITH MUTCD.
  - 6.) THE METHOD OF SIGN INSTALLATION SHALL BE DETERMINED BY THE RESIDENT ENGINEER AND SHALL BE EITHER POST-MOUNTED OR SPRING-STYLE SIGN STAND LOADED.
  - 7.) IF DEEMED NECESSARY BY THE RESIDENT ENGINEER, A UNIFORMED OFFICER WITH VEHICLE SHALL BE USED DURING THE INSTALLATION OF THE WORK SIGNS. IF A POLICE VEHICLE IS USED, IT SHALL BE POSITIONED AT LEAST 400 FEET UP FROM THE LOCATION WHERE THE SIGNS ARE BEING INSTALLED.
  - 8.) ALL SIGNS SHALL BE INSTALLED ON BOTH SIDES OF THE ROAD.
  - 9.) THE WHITE DASHED LINE WILL BE MASKED IN COMPLIANCE WITH STANDARD T-12.
  - 10.) ONLY LEFT LANE CLOSURES ARE REQUIRED ON THIS PROJECT.
  - 11.) PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) MESSAGES WILL BE NO MORE THAN 2 PHASES AND THAT THE VTRANS PROJECT ENGINEER WILL REVIEW AND APPROVE OF THE MESSAGE. THE PCMS SHALL MEET THE CRITERIA OF MUTCD SECTION 6F.60.

*[Signature]*  
 6/17/15

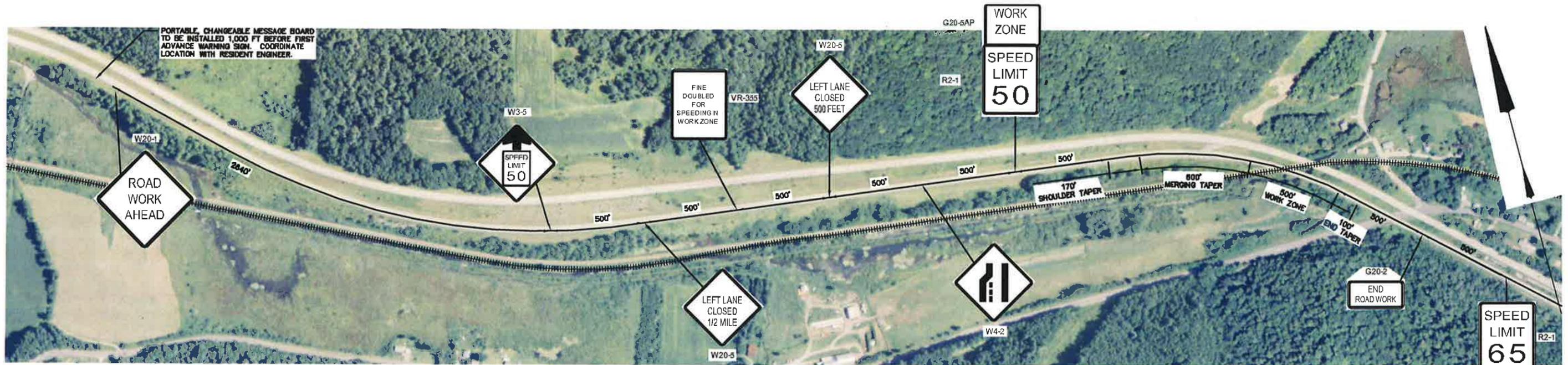
**REFLECTORIZED DRUM SPACING**  
 WORK ZONE SPEED LIMIT = 50 MPH  
 TANGENT = 80' (MAX=100')  
 TAPER = 40' (MAX=50')

### WORK AREA DETAIL

LEFT LANE CLOSURE  
 NTS

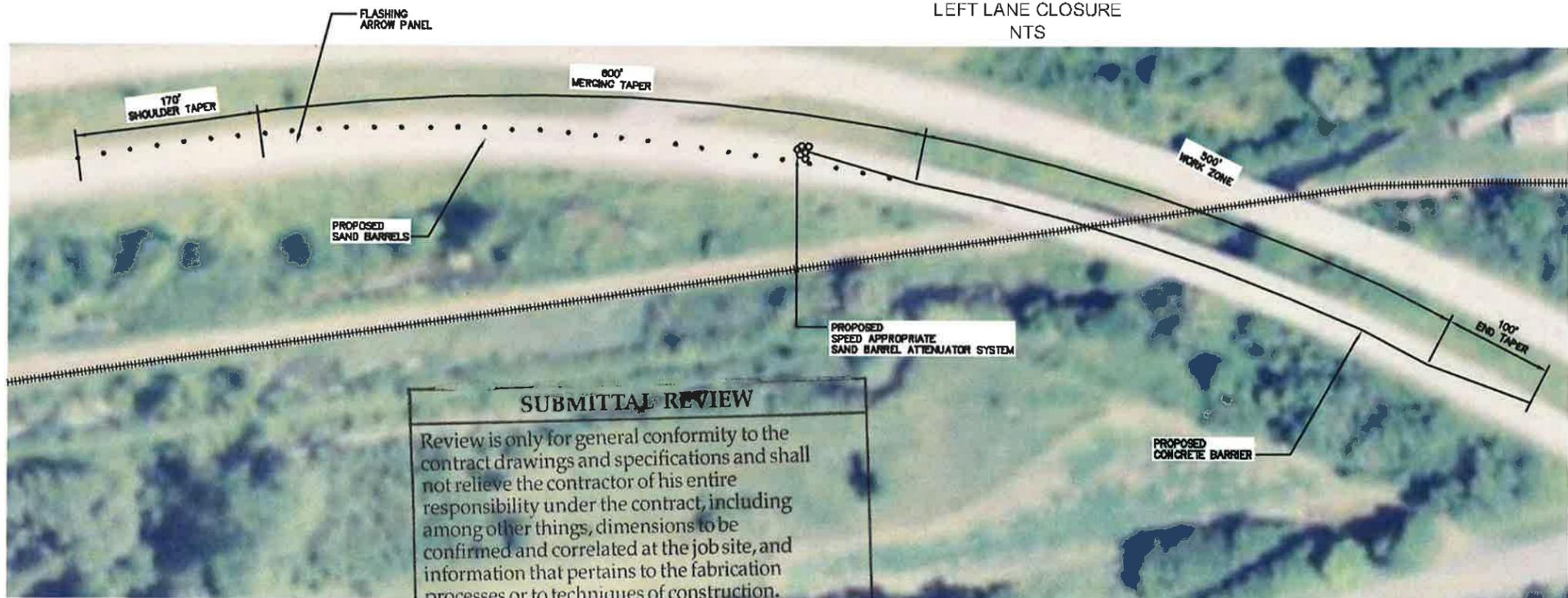
**PLAN SIZE:**  
 FULL SIZE PLANS ARE 22x36  
 11x17 ARE APPROXIMATE HALF SCALES

|  |  |   |
|--|--|---|
| PREPARED FOR:<br><b>MODERN PROTECTIVE COATINGS, INC.</b><br>PO Box 119<br>Hudson, NH 03051<br>Phone: (603) 594-3722<br>Fax: (603) 594-3760 | PREPARED BY:<br><b>ECKMAN Engineering, LLC</b><br>1950 Lafayette Road<br>PO Box 3035<br>Portsmouth, NH 03802<br>Phone: (603) 433-1354<br>Fax: (603) 433-2367 | PROJECT: <b>BRIDGE PROJECT - TOWN OF RUTLAND U.S. ROUTE 4 OVER RAILROAD</b><br>FILE NAME: <b>15-106_TCP-Rutland</b><br>DRAWN BY: <b>DMI</b><br>DESIGNED BY: <b>GDC</b><br>U.S. ROUTE 4 W.B. TRAFFIC CONTROL<br>PLOT DATE: <b>06/17/15</b><br>CHECKED BY: <b>DEE</b><br>SHEET: <b>1 OF 2</b> |
|--|--|---|



**US ROUTE 4 EASTBOUND**

LEFT LANE CLOSURE  
NTS



- TRAFFIC CONTROL NOTES:**
- 1.) REFER TO PLANS, DETAILS AND SPECIFICATIONS FOR THIS PROJECT FOR ADDITIONAL DETAILS CONCERNING TRAFFIC CONTROL REQUIREMENTS FOR THIS PROJECT.
  - 2.) ALL SIGNAGE AND TRAFFIC CONTROL DEVICES TO CONFORM TO "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND "STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS", LATEST EDITIONS.
  - 3.) ALL EQUIPMENT NEEDED TO PERFORM WORK SHALL BE STAGED WITHIN THE WORK ZONE LANE CLOSURE. ALL TEMPORARY TRAFFIC CONTROL SIGNS AND CHANNELIZING DEVICES SHALL BE REMOVED WHEN WORK IS NOT ACTIVE.
  - 4.) FINAL SIGN LOCATIONS TO BE FIELD ADJUSTED TO FIT FIELD CONDITIONS AND AVOID OBSTRUCTIONS WITH EXISTING SIGNS, STRUCTURES AND PROPERTIES AS POSSIBLE. RESIDENT ENGINEER TO FIELD VERIFY FINAL SIGN LOCATIONS FOR TEMPORARY TRAFFIC CONTROL.
  - 5.) ALL TAPERS AND DRUM SPACING BASED ON 50 MPH WORK ZONE SPEED LIMIT. ALL CHANNELIZING DEVICES TO BE APPROVED/RATED FOR NIGHT WORK IN ACCORDANCE WITH MUTCD.
  - 6.) THE METHOD OF SIGN INSTALLATION SHALL BE DETERMINED BY THE RESIDENT ENGINEER AND SHALL BE EITHER POST-MOUNTED OR SPRING-STYLE SIGN STAND LOADED.
  - 7.) IF DEEMED NECESSARY BY THE RESIDENT ENGINEER, A UNIFORMED OFFICER WITH VEHICLE SHALL BE USED DURING THE INSTALLATION OF THE WORK SIGNS. IF A POLICE VEHICLE IS USED, IT SHALL BE POSITIONED AT LEAST 400 FEET UP FROM THE LOCATION WHERE THE SIGNS ARE BEING INSTALLED.
  - 8.) ALL SIGNS TO BE INSTALLED ON BOTH SIDES OF THE ROAD.
  - 9.) THE WHITE DASHED LINE WILL BE MASKED IN COMPLIANCE WITH STANDARD T-12.
  - 10.) ONLY LEFT LANE CLOSURES ARE REQUIRED ON THIS PROJECT.
  - 11.) PORTABLE CHANGEABLE MESSAGE SIGN (PCMS) MESSAGES WILL BE NO MORE THAN 2 PHASES AND THAT THE VTRANS PROJECT ENGINEER WILL REVIEW AND APPROVE OF THE MESSAGE. THE PCMS SHALL MEET THE CRITERIA OF MUTCD SECTION 6F.50.

Vermont Agency of Transportation  
**RECEIVED**  
ON: **June 18, 2015**  
and Checked for  
**CONFORMANCE**  
BY: Mark Sargent DATE: 6/23/2015



**SUBMITTAL REVIEW**  
Review is only for general conformity to the contract drawings and specifications and shall not relieve the contractor of his entire responsibility under the contract, including among other things, dimensions to be confirmed and correlated at the job site, and information that pertains to the fabrication processes or to techniques of construction.

- WORK AREA DETAIL**
- NO EXCEPTIONS TAKEN
  - MAKE CORRECTIONS NOTED
  - RESUBMITTAL NOT REQUIRED
  - AMEND AND RESUBMIT
  - REJECTED - SEE REMARKS

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

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

**PREPARED FOR:**  
MODERN PROTECTIVE COATINGS, INC.  
PO Box 119  
Hudson, NH 03051  
Phone: (603) 594-3722  
Fax: (603) 594-3768

**PREPARED BY:**  
**ECKMAN** Engineering, LLC  
1950 Lafayette Road  
PO Box 3035  
Portsmouth, NH 03802  
Phone: (603) 433-1354  
Fax: (603) 433-2367

**PROJECT:** BRIDGE PROJECT - TOWN OF RUTLAND  
U.S. ROUTE 4 OVER RAILROAD

**FILE NAME:** 15-106\_TCP-Rutland  
**DRAWN BY:** DMI  
**DESIGNED BY:** GDG  
**U.S. ROUTE 4 E.B. TRAFFIC CONTROL**

**PLOT DATE:** 06/17/15  
**CHECKED BY:** DEE  
**SHEET:** 2 OF 2

**PB AMERICAS, INC.**  
BY: *J. Khera*  
DATE: *06/23/15*