

**SITE SPECIFIC TRAFFIC CONTROL PLAN
FOR
THE PITTSFIELD ER BRF 022-1(23)
VT 100, (MINOR ARTERIAL), BRIDGE 124**

**THE TOWN OF PITTSFIELD
RUTLAND COUNTY**

**February 6th 2014
(Revised 2/10/14)**

**Prepared By:
Cold River Bridges, LLC
P.O. Box 1076
Walpole, NH 03608**



*Approved by [Signature]
2-19-14*

EXISTING CONDITIONS:

The original 1929 47' span concrete t-beam bridge was destroyed during Tropical Storm Irene. Under a separate contract a temporary bridge including approaches were installed and traffic has been maintained on the temporary approaches and bridge.

The new structure will consist of pre-cast abutments supported on piles with a 64' clear span next beam deck.

For the majority of the project existing traffic will not be impacted during construction. Traffic will be maintained during construction under the same flow as it has since Tropical Storm Irene. Cold River Bridges will continue to utilize the existing work zone signs to safely keep the traveling public using the detour.

ADDITIONAL TRAFFIC CONTROL DEVICES.

Additional approach signs are not needed. Existing signs will be used for the duration of the project. Flagging sign packages, as detailed in drawing 2, will be set out daily as required.

PCMS/ARROW BOARDS:

This project does not require the use of PCMS or arrow boards.

TEMPORARY LINE STRIPE:

This project does not require the use of temporary markings. During times when traffic is traveling on pavement with-out permanent markings Reflective Pavement Markers (RPM'S) will be used. Single white edge-lines and double yellow centerline. RPM spacing as follows 40' max.

UNIFORMED TRAFFIC OFFICERS:

This project does not require the use of Uniform Traffic Officers.

Flaggers:

Flaggers when required may be used during the following operations:

1. When trucks (concrete trucks, tractor trailers, dump trucks) are entering or leaving the work zone into on-coming traffic. These activities usually do not require the use of 2 flaggers with alternating one-way traffic. A single flagger coordinating construction vehicles coming and leaving the site should be sufficient.
2. One way alternating traffic may be used during daylight hours during the following construction phases. (See plan sheet #2)
 - i. Milling
 - ii. Paving
 - iii. Guard rail installation

- iv. Line striping
- v. Plug-joints
- vi. Misc. earthwork, shoulders, seed & mulch
- vii. Removal of temporary approaches

PHASING TRAFFIC ONTO THE NEW BRIDGE:

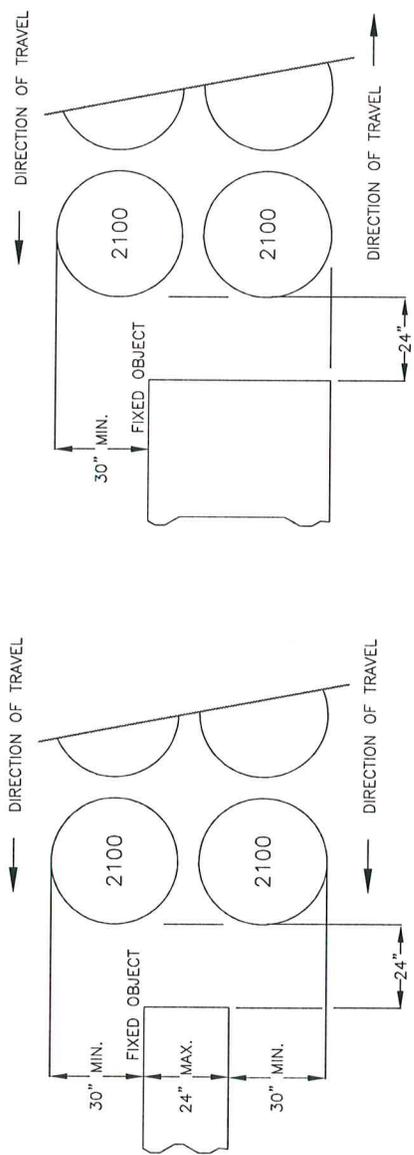
After the installation of the spray applied membrane and installation of the base and intermediate pavement is complete, detour signs will be removed and traffic will be switched on to the new bridge. ***(See details on plan sheet #1)***. The balance of the work on the new bridge as listed above will be completed with daily lane closures using alternating one way traffic with flaggers. ***(See plan sheet 2 for details.)***

REMOVAL OF TEMPORARY BRIDGE:

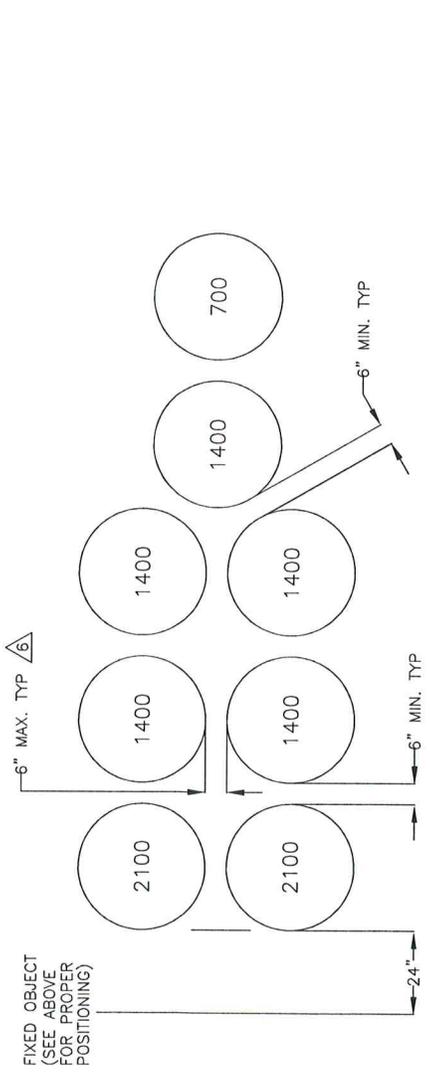
The de-launching and disassembly of the temporary bridge will be completed without any impacts to traffic. There are large approaches that will allow this work to be completed outside of the travelled way. During the removal of the approaches flaggers will coordinate the entering and exiting of dump trucks from the work zone. ***(See details on plan sheet #3)***.

REVISIONS

ZONE	REV	DESCRIPTION	DATE	APPROVED
	A	INITIAL RELEASE	7/9/02	DG
	B	ADDED FLAGNOTE 6	3/14/03	



THIS DRAWING IS AN EXAMPLE OF A TYPICAL ARRAY PLAN AND SHOULD IN NO WAY OVERRIDE WHAT IS SPECIFIED BY YOUR LOCAL OR STATE TRAFFIC ENGINEER. CONTACT YOUR LOCAL OR STATE TRAFFIC ENGINEER FOR SPECIFIC SITE RECOMMENDATIONS FOR EACH SITUATION.



- △ 6. FOR FIXED OBJECT WIDTHS GREATER THAN 18" INCREASE SPACING OF DOUBLE WIDE BARRELS UP TO 12" APART.
 - 5. PLACE THE TYPE P MARKER PANEL SO THAT THE BOTTOM OF THE PANEL IS AT THE BOTTOM OF THE MODULE.
 - 4. MASS OF SAND AND OUTLINE OF EACH MODULE SHALL BE PAINTED ON THE SURFACE OF EACH MODULE LOCATION.
 - 3. BIDIRECTIONAL CRASH CUSHION ARRAYS MAY BE ANGLED TOWARD APPROACHING TRAFFIC. AMOUNT OF ANGLE NOT TO EXCEED 10°.
 - 2. EACH MODULE IS TO CONTAIN AMOUNT OF SAND INDICATED. ALL SAND MASSES ARE NOMINAL.
 - 1. (XXX) INDICATES MODULE LOCATION AND MASS OF SAND IN POUNDS (LBS) FOR EACH MODULE. MODULE SPACING IS BASED ON THE GREATER DIAMETER OF THE MODULE.
- NOTES: UNLESS OTHERWISE SPECIFIED.

UNLESS OTHERWISE SPECIFIED:
ALL DIMENSIONS ARE IN INCHES.

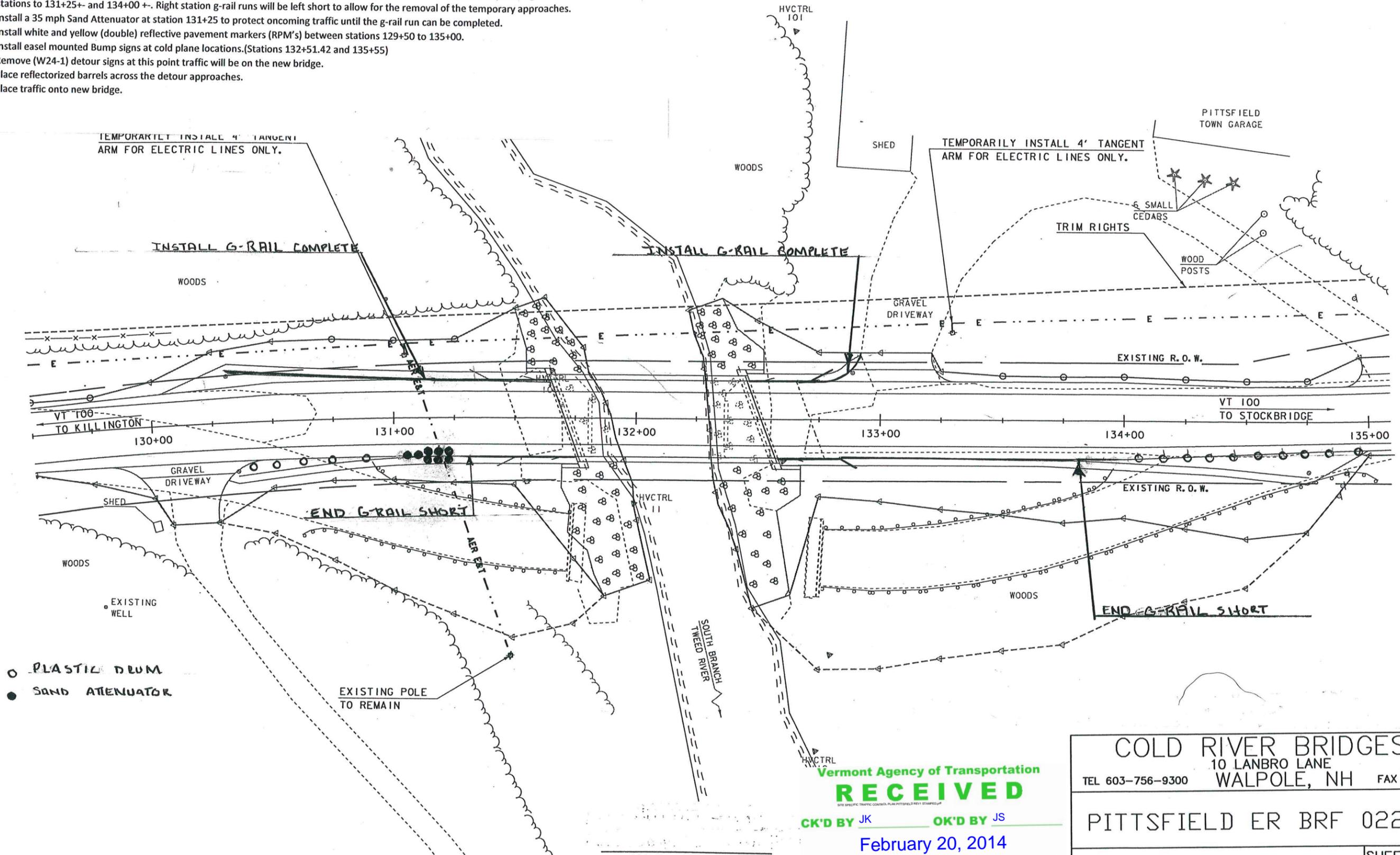
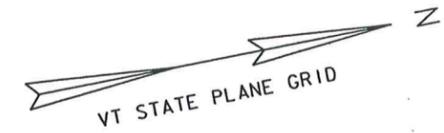
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San Clemente, CA 92672
Tel: (949) 361-9205
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www.traffixdevices.com

**BARREL ARRAY,
35MPH (56 KPH)**

DRAWN BY: J. HARDMAN	DATE: 7/8/02	SIZE B	DWG NO. BA35	REV B
CHECKED BY: D. GERTZ	DATE: 7/8/02	SCALE NONE	SHEET 1 OF 1	

TRAFFIC PHASING NOTES:

1. After the installation of the base and intermediate pavement is complete, install g-rail as follows. Left stations complete, right stations to 131+25+ and 134+00+. Right station g-rail runs will be left short to allow for the removal of the temporary approaches.
2. Install a 35 mph Sand Attenuator at station 131+25 to protect oncoming traffic until the g-rail run can be completed.
3. Install white and yellow (double) reflective pavement markers (RPM's) between stations 129+50 to 135+00.
4. Remove (W24-1) detour signs at this point traffic will be on the new bridge.
5. Place reflectorized barrels across the detour approaches.
6. Place traffic onto new bridge.

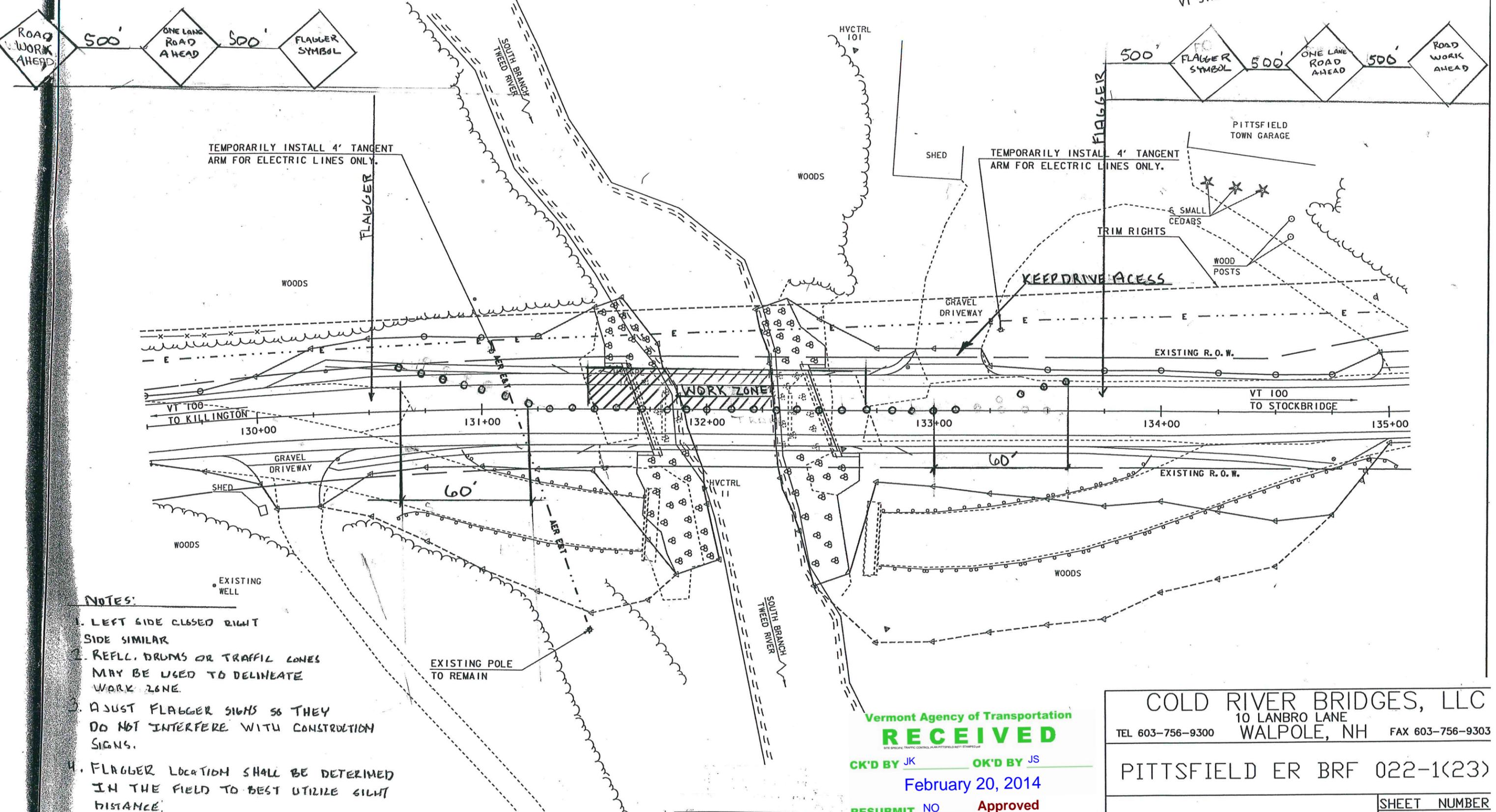
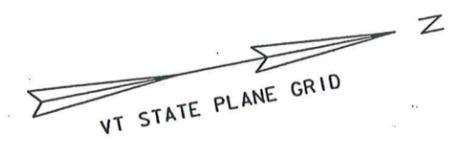


SCALE 1" = 20'-0"
20 0 20

Vermont Agency of Transportation
RECEIVED
CK'D BY JK OK'D BY JS
February 20, 2014
RESUBMIT NO Approved
BY KH DATE 2-25-2014

COLD RIVER BRIDGES, LLC 10 LANBRO LANE WALPOLE, NH		TEL 603-756-9300	FAX 603-756-9300
PITTSFIELD ER BRF 022-1(23)			
TRAFFIC CONTROL PLAN			SHEET NUMBER 1
DATE: 2-12-14	scale: NTS		

TRAFFIC PHASING



- NOTES:**
1. LEFT SIDE CLOSED RIGHT SIDE SIMILAR
 2. REFL. DRUMS OR TRAFFIC CONES MAY BE USED TO DELINEATE WORK ZONE.
 3. ADJUST FLAGGER SIGNS SO THEY DO NOT INTERFERE WITH CONSTRUCTION SIGNS.
 4. FLAGGER LOCATION SHALL BE DETERMINED IN THE FIELD TO BEST UTILIZE SIGHT DISTANCE.

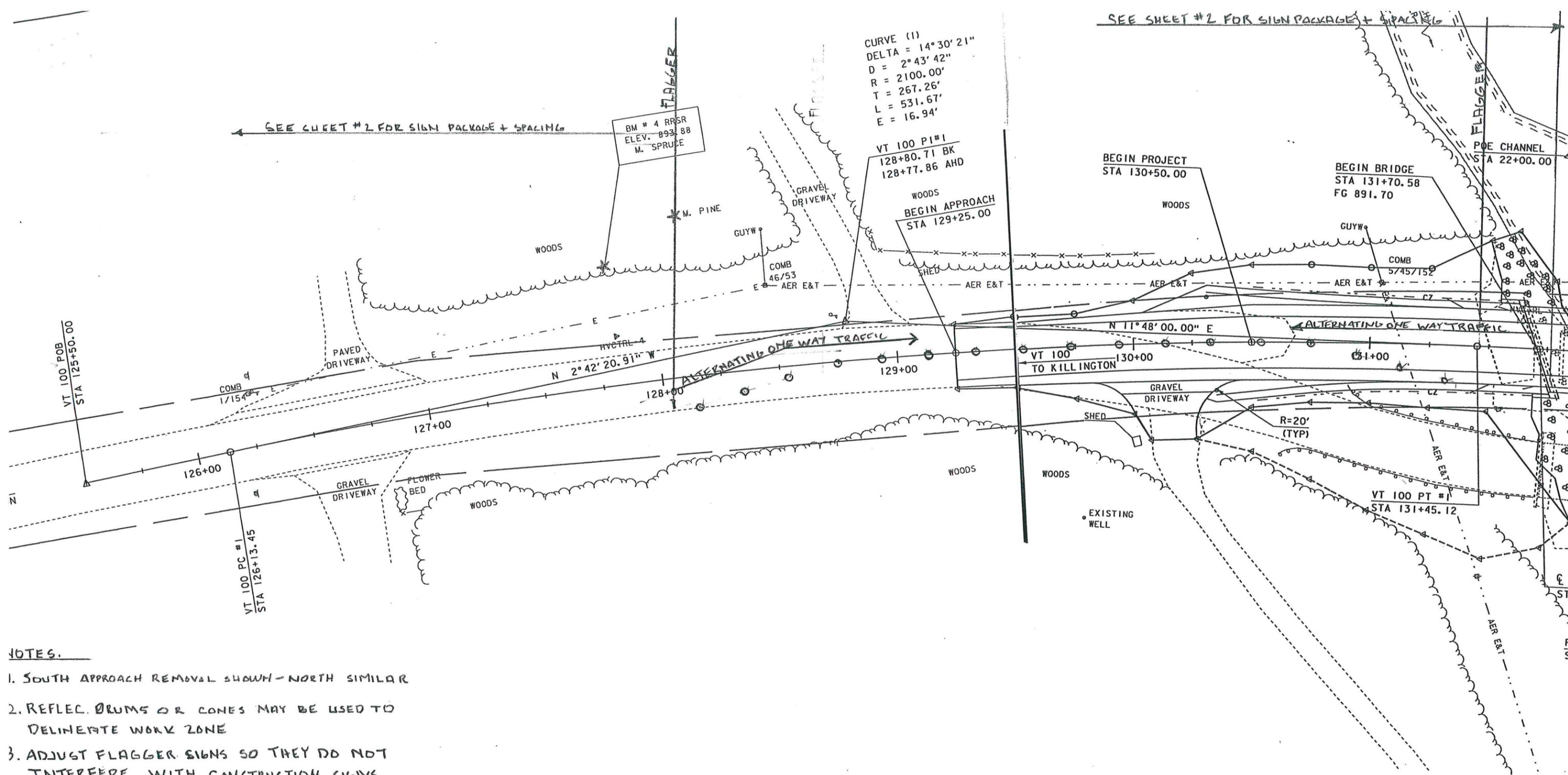
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TYPICAL LANE CLOSURE

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COLD RIVER BRIDGES, LLC 10 LANBRO LANE WALPOLE, NH		TEL 603-756-9300	FAX 603-756-9303
PITTSFIELD ER BRF 022-1(23)			
TRAFFIC CONTROL PLAN			SHEET NUMBER
DATE: 2-12-14			scale: NTS

2



SEE SHEET #2 FOR SIGN PACKAGE + SPACING

SEE SHEET #2 FOR SIGN PACKAGE + SPACING

CURVE (1)
 DELTA = 14° 30' 21"
 D = 2° 43' 42"
 R = 2100.00'
 T = 267.26'
 L = 531.67'
 E = 16.94'

BM # 4 RRSR
 ELEV. 893.88
 M. SPRUCE

VT 100 PI #1
 128+80.71 BK
 128+77.86 AHD

BEGIN PROJECT
 STA 130+50.00

BEGIN BRIDGE
 STA 131+70.58
 FG 891.70

POE CHANNEL
 STA 22+00.00

WOODS
 BEGIN APPROACH
 STA 129+25.00

WOODS

GUYW
 COMB 5/45/152

ALTERNATING ONE WAY TRAFFIC

ALTERNATING ONE WAY TRAFFIC

VT 100
 TO KILLINGTON

VT 100 PT #1
 STA 131+45.12

- NOTES.
1. SOUTH APPROACH REMOVAL SHOWN - NORTH SIMILAR
 2. REFLEC. DRUMS OR CONES MAY BE USED TO DELINEATE WORK ZONE
 3. ADJUST FLAGGER SIGNS SO THEY DO NOT INTERFERE WITH CONSTRUCTION SIGNS
 4. FLAGGER LOCATIONS SHALL BE DETERMINED IN THE FIELD TO UTILIZE SIGHT DISTANCE. TRY TO MAINTAIN 200' BETWEEN SIGN ASSEMBLIES AND FLAGGER PACKAGE

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TRAFFIC CONTROL PLAN	SHEET NUMBER
DATE: 2-12-14	3
Scale: NTS	