TRAFFIC CONTROL

25. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF A SITE SPECIFIC TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A DETAILED TRAFFIC CONTROL PLAN TO THE ENGINEER FOR ALL STAGES OF CONSTRUCTION. NO WORK SHALL BEGIN UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. SEE SPECIAL PROVISIONS FOR MORE DETAILS. ALL COST SHALL BE INCLUDED IN ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL DETOUR AND CONSTRUCTION SIGNING. THE EXACT LOCATION WILL BE COORDINATED BY THE RESIDENT ENGINEER AND THE CONTRACTOR AND SHALL BE IN ACCORDANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, DATED 2009, AND ITS LATEST REVISIONS AND THE LATEST EDITION OF THE STANDARD HIGHWAY SIGNS (SHS) BOOK.

27. THE PROPOSED DETOUR WILL USE VT 103 AND VT 100 TO MAINTAIN TRAFFIC WHILE VT 11 IS CLOSED TO THROUGH TRAFFIC FOR THE REPLACEMENT OF BRIDGE 41.

28. BRIDGE 41 SHALL BE CLOSED FOR NO MORE THAN 10 CONSECUTIVE CALENDAR DAYS. SEE SPECIAL PROVISIONS FOR WORK REQUIREMENTS AND INCENTIVE/DISINCENTIVE PROVISIONS FOR THE BRIDGE CLOSURE PERIOD. THE TOWN OF ANDOVER AND DISTRICT 2 SHALL BE NOTIFIED TWO WEEKS PRIOR TO THE CLOSURE.

29. TRAFFIC CONTROL WARNING SIGNS SHALL BE PROVIDED PER STANDARDS T-10 AND T-17. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER.

30. ALL ON AND OFF PROJECT SIGNS AND BARRICADES AS REQUIRED FOR THE DETOUR AND/OR ORDERED BY THE RESIDENT ENGINEER WILL BE THE RESPONSIBILITY OF THE CONTRACTOR AND SHALL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION, "TRAFFIC CONTROL, ALL INCLUSIVE". ALL SIGNS AND BARRICADES SHALL BE INSPECTED DAILY AND REPAIRED AS NECESSARY. ALL SIGNS AND BARRICADES SHALL BE CLEARED OF DUST AND DEBRIS WEEKLY.

31. THE STATE ROUTE MARKERS USED FOR THE DETOUR AS SHOWN ON THE PLANS SHALL FOLLOW STANDARD E-136B. THESE SIGNS SHALL BE REMOVED AT THE END OF THE CONSTRUCTION PERIOD. THESE SIGNS AND THEIR REMOVAL SHALL BE PAID FOR UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

32. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED AS SHOWN ON THE PLANS. THE PCMS'S SHALL BE PLACED AT THE PROJECT LOCATION 14 DAYS PRIOR TO THE BRIDGE CLOSURE TO WARN OF THE IMPENDING DETOUR. THE MESSAGES SHALL BE UPDATED AS CONSTRUCTION PROGESSES. PAYMENT FOR THESE SIGNS WILL BE MADE FOR UNDER ITEM 641.17 "PORTABLE CHANGEABLE MESSAGE SIGN RENTAL".

33. THE MESSAGES ON THE PCMS'S AND THEIR PLACEMENT SHALL BE DETERMINED BY THE RESIDENT ENGINEER AS DETAILED ON THE "PROJECT SITE TRAFFIC CONTROL" PLAN.

34. INSTALLATION OF DETOUR SIGNS SHALL NOT BLOCK ANY EXISITNG TRAFFIC CONTROL SIGN ASSEMBLIES. CONTRACTOR SHALL TRY TO MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES.

35. IT WILL BE THE RESPONSIBILITY OF THE CONTRACTOR TO MAKE ADJUSTMENTS AS NEEDED TO THE TRAFFIC CONTROL PLAN DUE TO CONFLICTS WITH EXISTING SIGNS AND DRIVEWAYS. ALL EXISTING TRAFFIC CONTROL SIGNS THAT CONFLICT WITH THE DETOUR SHALL BE FULLY COVERED.

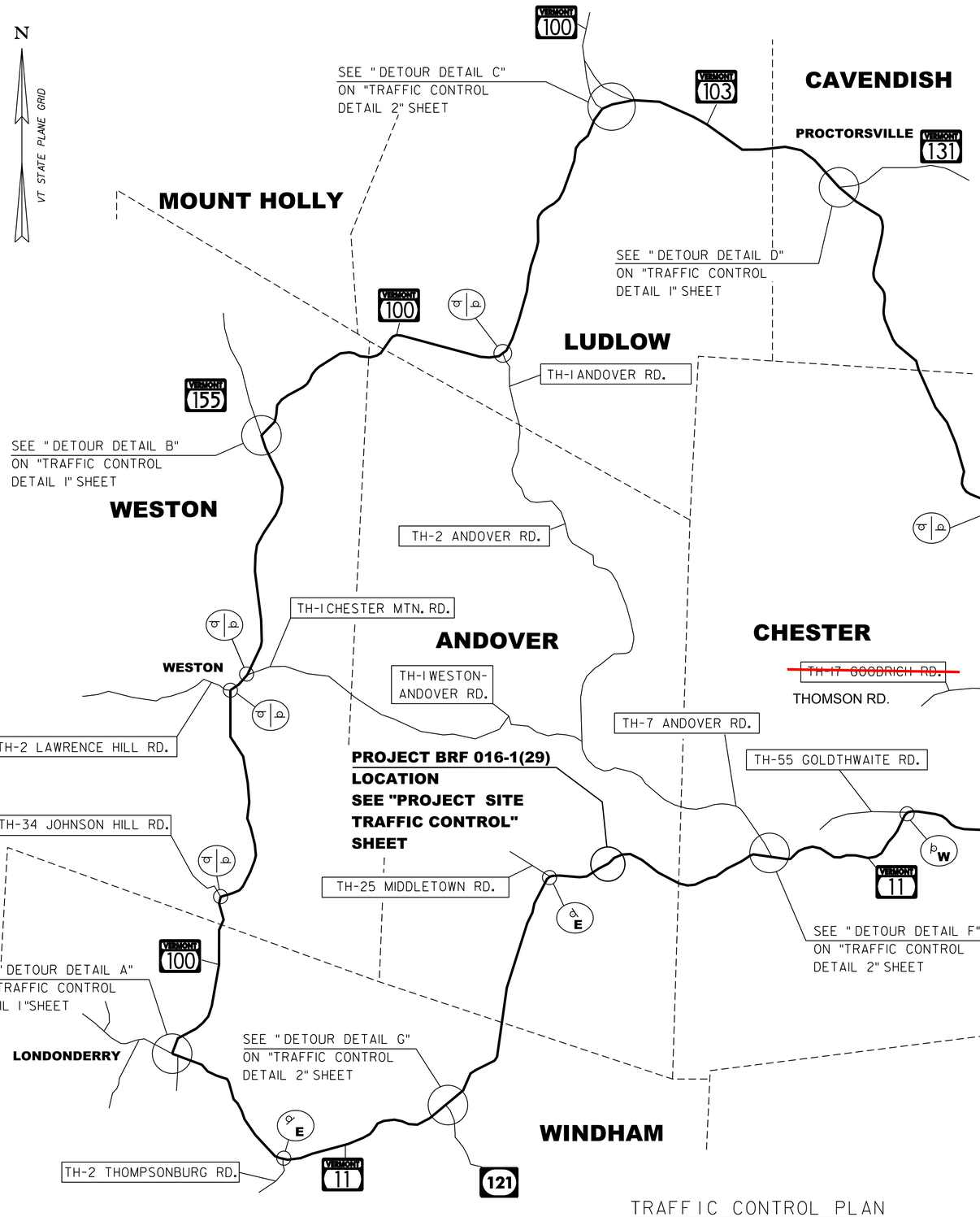
36. ALL SIGNS REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED WHEN THE TRAFFIC CONTROL SIGNS ARE REMOVED.

37. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION "TRAFFIC CONTROL, ALL INCLUSIVE".

38. FOR MORE INFORMATION REGARDING THE DETOUR SEE THE PROJECT SPECIAL PROVISIONS.

39. WHEN THE ROAD IS CLOSED DURING THE BRIDGE CLOSURE PERIOD NO PEDESTRIAN OR BICYCLE TRAFFIC WILL BE PERMITTED. DURING ONE LANE ALTERNATING TRAFFIC PATTERNS PEDESTRIANS AND BICYCLES WILL BE PERMITTED TO PASS AT THERE OWN RISK.

PROJECT NAME:	ANDOVER
PROJECT NUMBER:	BHF 016-1(29)
FILE NAME: I2BI40/STR/sI2bI40gn.dgn	PLOT DATE: 22-JAN-2015
PROJECT LEADER: C. CARLSON	DRAWN BY: S. PIRO
DESIGNED BY: D. PETERSON	CHECKED BY: D. PETERSON
GENERAL NOTES	SHEET 6 OF 48



TRAFFIC CONTROL PLAN

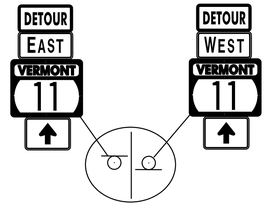
SCALE 1" = 4000'

TRAFFIC CONTROL NOTES:

1. ALL SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
2. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE ''MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES'' (MUTCD) AND THE ''STANDARD HIGHWAY SIGNS AND MARKING'' BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
3. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ''AMERICAN SOCIETY FOR TESTING AND MATERIALS'' ASTM D4956 TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED. SOLID SUBSTRATE REGULATORY SIGNS (WHITE BACKGROUND) SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM D4956 TYPE III.
4. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, AND UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
5. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL. ALL SIGNS SHALL BE INSTALLED WITHIN VTRANS OR TOWN RIGHTS-OF-WAY (ROW). IF THE SIGN CANNOT BE INSTALLED IN THE ROW, CONTRACTOR SHALL GET PERMISSION FROM THE LANDOWNER.
6. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE ''NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM'' (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED THE STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
7. DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES AT THE INTERSECTIONS.
8. ALL WORK REQUIRED FOR THE DETOUR WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE).
9. CONTRACTOR TO COVER ALL EAST AND WEST SIGNS ON ROUTE 11 WITHIN THE DETOUR BETWEEN THE JUNCTIONS OF ROUTE 103 & ROUTE 11 AND ROUTE 100 NORTH & ROUTE 11.

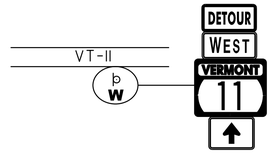
LEGEND
(SEE NOTE 8)

- CONFIRMATORY ROUTE MARKER ASSEMBLY.
- WEST CONFIRMATORY ROUTE MARKER ASSEMBLY.
- EAST CONFIRMATORY ROUTE MARKER ASSEMBLY.



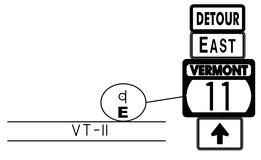
CONFIRMATORY ROUTE MARKER ASSEMBLY

NOT TO SCALE



WEST CONFIRMATORY ROUTE MARKER ASSEMBLY

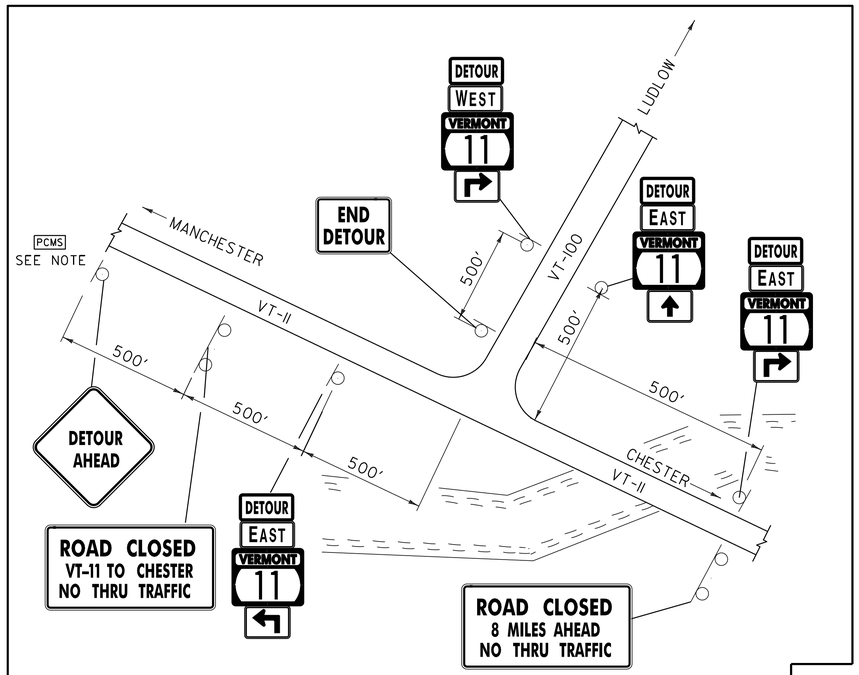
NOT TO SCALE



EAST CONFIRMATORY ROUTE MARKER ASSEMBLY

NOT TO SCALE

PROJECT NAME:	ANDOVER
PROJECT NUMBER:	BHF 016-1(29)
FILE NAME: 12bl40/STR/12bl40derour.dgn	PLOT DATE: 22-JAN-2015
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: D. PETERSON	CHECKED BY: D. PETERSON
TRAFFIC CONTROL PLAN	SHEET 13 OF 48



DETOUR DETAIL A

NOT TO SCALE

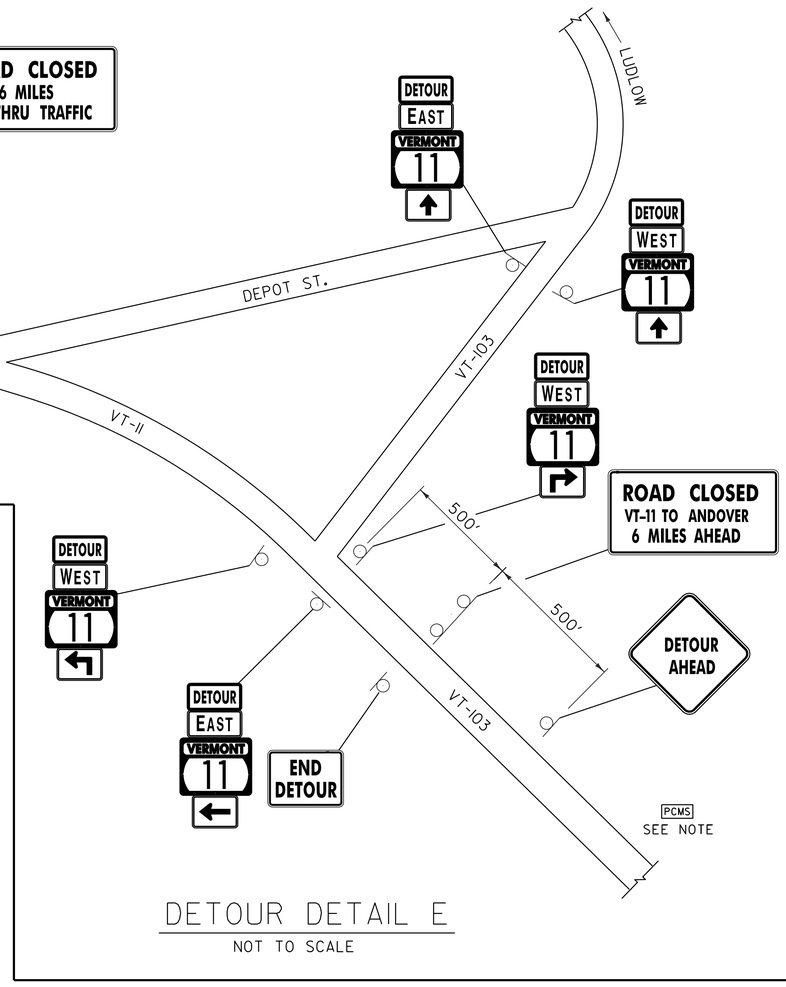
N

VT STATE PLANE GRID

NOTE: SEE "PROJECT SITE TRAFFIC CONTROL" SHEET FOR INFORMATION ON PORTABLE CHANGEABLE MESSAGE SIGNS.

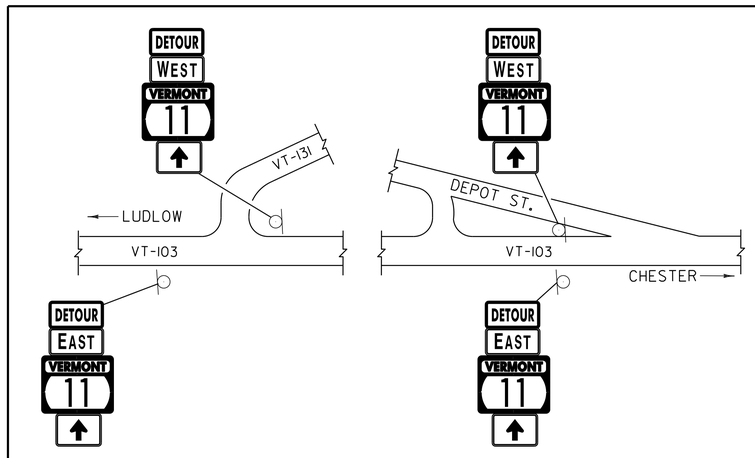
LEGEND

PCMS - PORTABLE CHANGEABLE MESSAGE SIGN



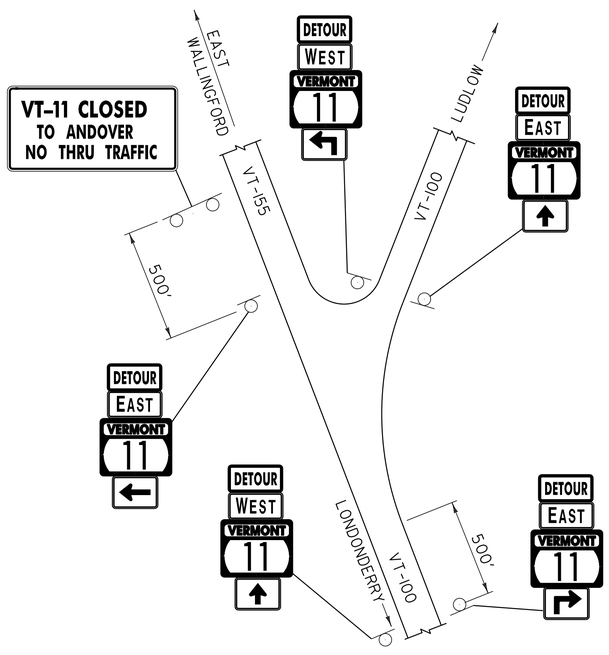
DETOUR DETAIL E

NOT TO SCALE



DETOUR DETAIL D

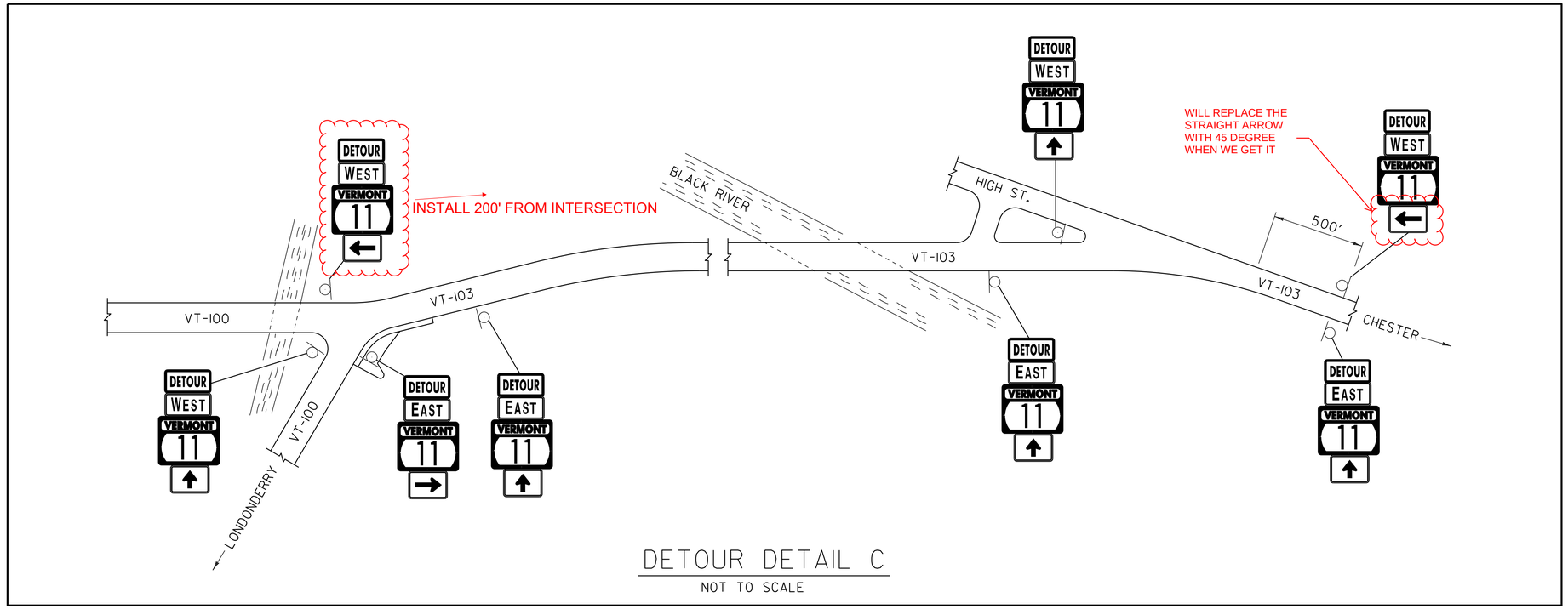
NOT TO SCALE



DETOUR DETAIL B

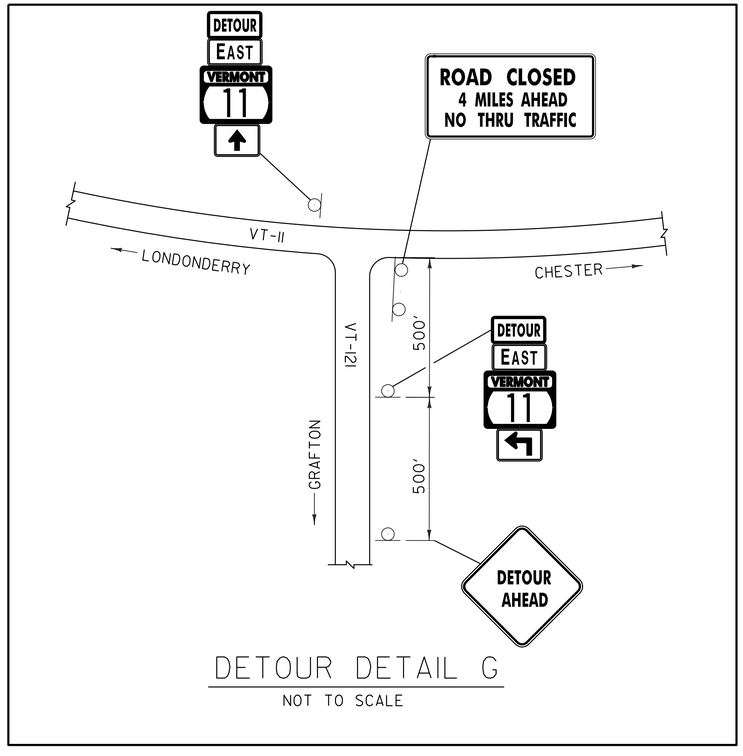
NOT TO SCALE

PROJECT NAME:	ANDOVER
PROJECT NUMBER:	BHF 016-1(29)
FILE NAME: 12b140/STR/12b140derour.dgn	PLOT DATE: 06-JAN-2015
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: D. PETERSON	CHECKED BY: D. PETERSON
TRAFFIC CONTROL DETAIL 1	SHEET 14 OF 48



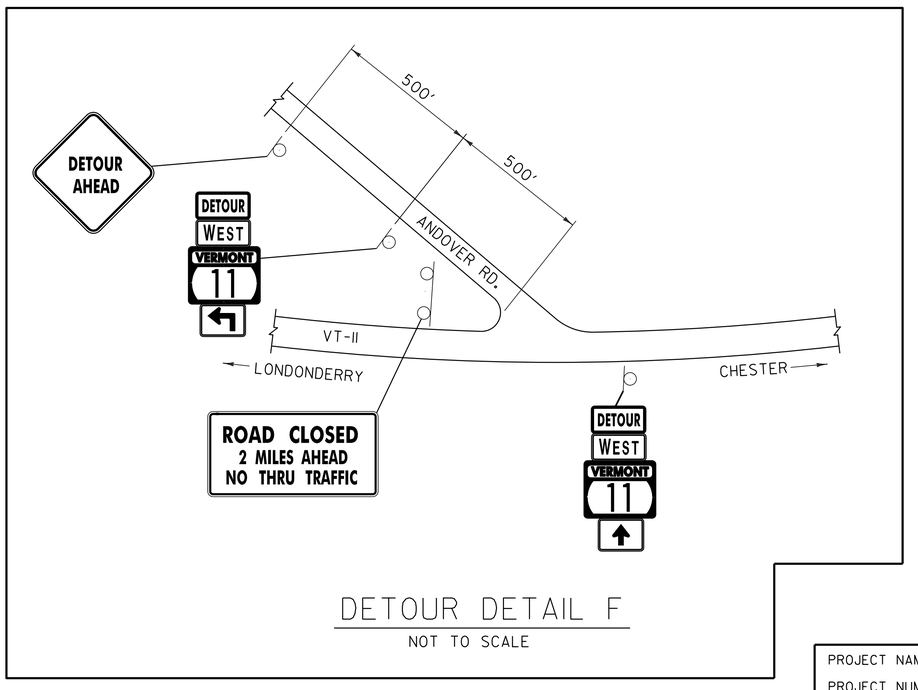
DETOUR DETAIL C

NOT TO SCALE



DETOUR DETAIL G

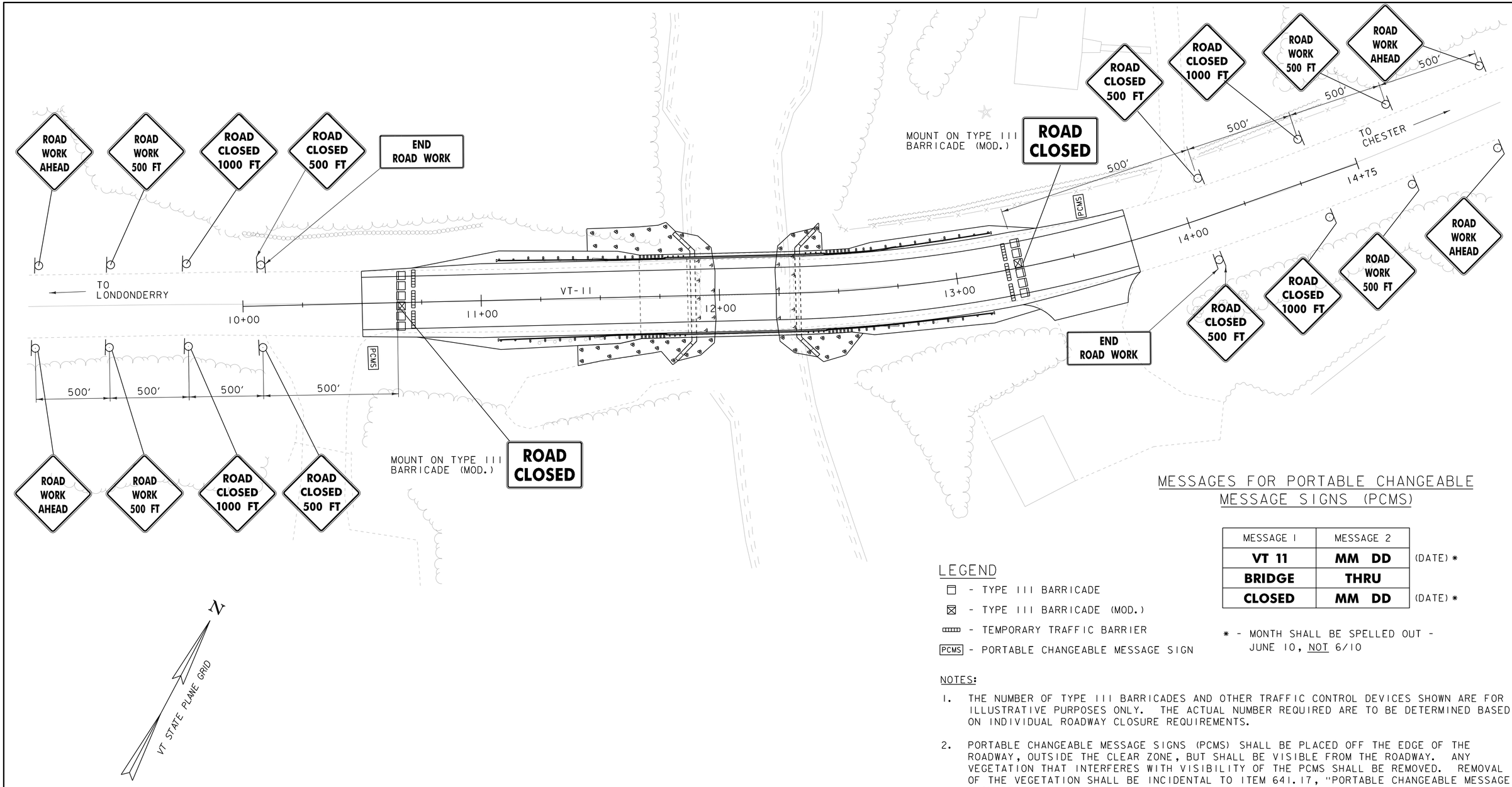
NOT TO SCALE



DETOUR DETAIL F

NOT TO SCALE

PROJECT NAME:	ANDOVER
PROJECT NUMBER:	BHF 016-1(29)
FILE NAME: 12b140/STR/12b140deroour.dgn	PLOT DATE: 06-JAN-2015
PROJECT LEADER: C. CARLSON	DRAWN BY: G. ROKES
DESIGNED BY: D. PETERSON	CHECKED BY: D. PETERSON
TRAFFIC CONTROL DETAIL 2	SHEET 15 OF 48



MESSAGES FOR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)

MESSAGE 1	MESSAGE 2	
VT 11	**MM DD**	(DATE) *
BRIDGE	**THRU**	
CLOSED	**MM DD**	(DATE) *

* - MONTH SHALL BE SPELLED OUT - JUNE 10, NOT 6/10

LEGEND

- ☐ - TYPE III BARRICADE
- ☒ - TYPE III BARRICADE (MOD.)
- ▭ - TEMPORARY TRAFFIC BARRIER
- PCMS - PORTABLE CHANGEABLE MESSAGE SIGN

NOTES:

1. THE NUMBER OF TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL ROADWAY CLOSURE REQUIREMENTS.

2. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED OFF THE EDGE OF THE ROADWAY, OUTSIDE THE CLEAR ZONE, BUT SHALL BE VISIBLE FROM THE ROADWAY. ANY VEGETATION THAT INTERFERES WITH VISIBILITY OF THE PCMS SHALL BE REMOVED. REMOVAL OF THE VEGETATION SHALL BE INCIDENTAL TO ITEM 641.17, "PORTABLE CHANGEABLE MESSAGE SIGN RENTAL".

3. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL DISPLAY THE MESSAGE SHOWN TWO WEEKS (14 DAYS) PRIOR TO THE CLOSURE OF THE BRIDGE. THE PCMS SHALL NOT BE A PART OF THE DETOUR AND SHALL BE REMOVED ONCE THE DETOUR IS IMPLEMENTED AND THE BRIDGE IS CLOSED.

4. TEMPORARY TRAFFIC BARRIER SHALL MEET THE REQUIREMENTS OF SECTION 621 AND WILL BE INCLUDED FOR PAYMENT UNDER CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL -INCLUSIVE)

PROJECT NAME: ANDOVER
PROJECT NUMBER: BHF 016-1(29)

FILE NAME: 12b140/STR/12b140detour.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: D. PETERSON
PROJECT SITE TRAFFIC CONTROL

PLOT DATE: 06-JAN-2015
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 16 OF 48

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	REMARKS
M1-5	30	24	VERMONT 11	45*	STD. E-136B
M3-2	24	12	EAST	24*	STD. E-136B
M3-4	24	12	WEST	21*	STD. E-136B
M4-8	24	12	DETOUR	45*	SHSM
M4-8A	24	18	END DETOUR	2	SHSM
M5-1L	21	15		5	STD. E-136B SIGNS SHALL BE BLACK ARROW AND BORDER ON RETRORELECTIVE ORANGE BACKGROUD
M5-1R	21	15		4	STD. E-136B SIGNS SHALL BE BLACK ARROW AND BORDER ON RETRORELECTIVE ORANGE BACKGROUD
M6-1L	21	15		4	STD. E-136B SIGNS SHALL BE BLACK ARROW AND BORDER ON RETRORELECTIVE ORANGE BACKGROUD
M6-1R	21	15		1	STD. E-136B SIGNS SHALL BE BLACK ARROW AND BORDER ON RETRORELECTIVE ORANGE BACKGROUD
M6-3	21	15		31*	STD. E-136B SIGNS SHALL BE BLACK ARROW AND BORDER ON RETRORELECTIVE ORANGE BACKGROUD
W20-2	48	48	DETOUR AHEAD	4	SHSM
W20-3	48	48	ROAD CLOSED 500 FT	4	SHSM
W20-3	48	48	ROAD CLOSED 1000 FT	4	SHSM
R11-2	48	30	ROAD CLOSED	2	SHSM
SP1 R11-3a	60	30	ROAD CLOSED VT-11 TO ANDOVER NO THRU TRAFFIC	1	SEE NOTES AND DETAILS THIS SHEET
SP2 R11-3a	60	30	ROAD CLOSED VT-11 TO CHESTER NO THRU TRAFFIC	1	SEE NOTES AND DETAILS THIS SHEET
SP3 R11-3a	60	30	ROAD CLOSED X MILES NO THRU TRAFFIC	5	SEE NOTES AND DETAILS THIS SHEET

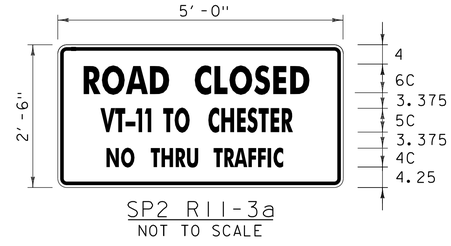
* = NUMBER OF SIGNS REQ'D ASSUMING APPROXIMATELY 15 LOCATIONS OF CONFIRMATORY ROUTE MARKER ASSEMBLY DETAIL.

IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH (IN)	SIZE OF SIGN HEIGHT (IN)	TEXT	NUMBER OF SIGNS REQ'D	REMARKS
SP4 R11-3a	60	30	VT-11 CLOSED TO ANDOVER NO THRU TRAFFIC	1	SEE NOTES AND DETAILS THIS SHEET
W20-1	48	48	ROAD WORK AHEAD	4	SHSM
W20-1	48	48	ROAD WORK 500 FT	4	SHSM
G20-2	36	18	END ROAD WORK	2	SHSM

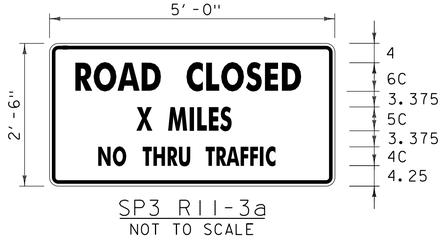
NOTES:

1. COLORS FOR THE SP1 R11-3a, SP2 R11-3a AND R11-3a SIGNS SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE WHITE BACKGROUND.
2. TWO ORANGE FLAGS (ONE EACH SIDE) SHALL BE PLACED AT THE TOP OF THE R11-3A, SP1 SP2 SP3 AND SP4 SIGNS.
3. THE M1-5, M3-2, AND THE M3-4 SIGNS SHALL BECOME THE PROPERTY OF THE STATE AFTER THEY ARE REMOVED FROM THE DETOUR. THE CONTRACTOR SHALL DELIVER THE SIGNS TO THE CHESTER DISTRICT GARAGE. ALL COSTS ASSOCIATED WITH PROVIDING THE SIGNS TO THE STATE SHALL BE INCIDENTAL TO ITEM 900.645 SPECIAL PROVISION(TRAFFIC CONTROL, ALL INCLUSIVE).

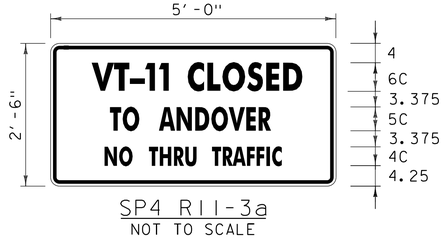
SP1 R11-3a
NOT TO SCALE



SP2 R11-3a
NOT TO SCALE



SP3 R11-3a
NOT TO SCALE



SP4 R11-3a
NOT TO SCALE

ALL DIMENSIONS ARE IN INCHES.

PROJECT NAME: ANDOVER
PROJECT NUMBER: BHF 016-1(29)

FILE NAME: 12b140/STR/12b140derour.dgn
PROJECT LEADER: C. CARLSON
DESIGNED BY: D. PETERSON
TRAFFIC CONTROL SIGNS

PLOT DATE: 22-JAN-2015
DRAWN BY: G. ROKES
CHECKED BY: D. PETERSON
SHEET 17 OF 48

LEGEND

(A) ROAD WORK AHEAD — W20-1

(B) ROAD WORK 500 FT — W20-1

(C) SIDE ROAD WORK AHEAD — VC-869

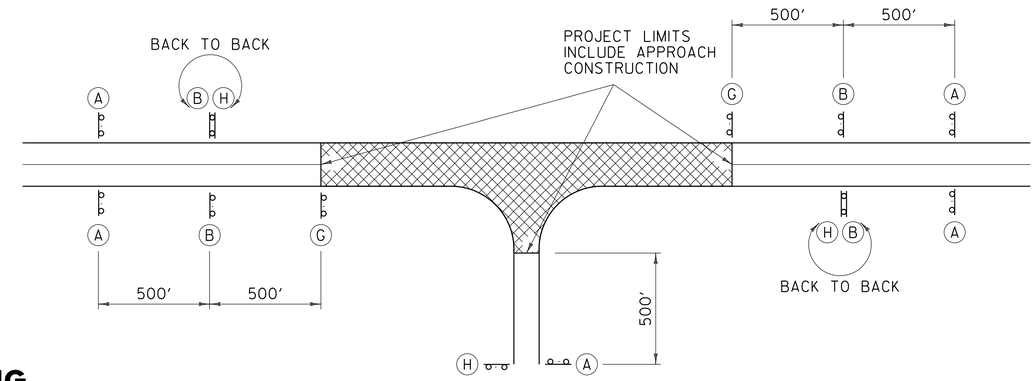
(D) SIDE ROAD WORK 500 FT — VC-869

(E) SIDE ROAD WORK LEFT — VC-869

(F) SIDE ROAD WORK RIGHT — VC-869

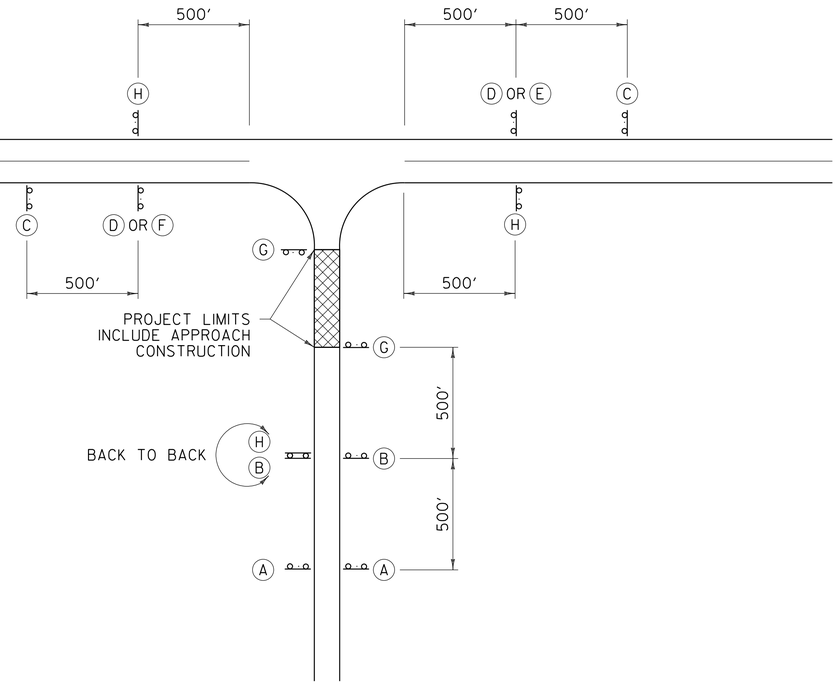
(G) ROAD WORK NEXT XX MILES — G20-1

(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

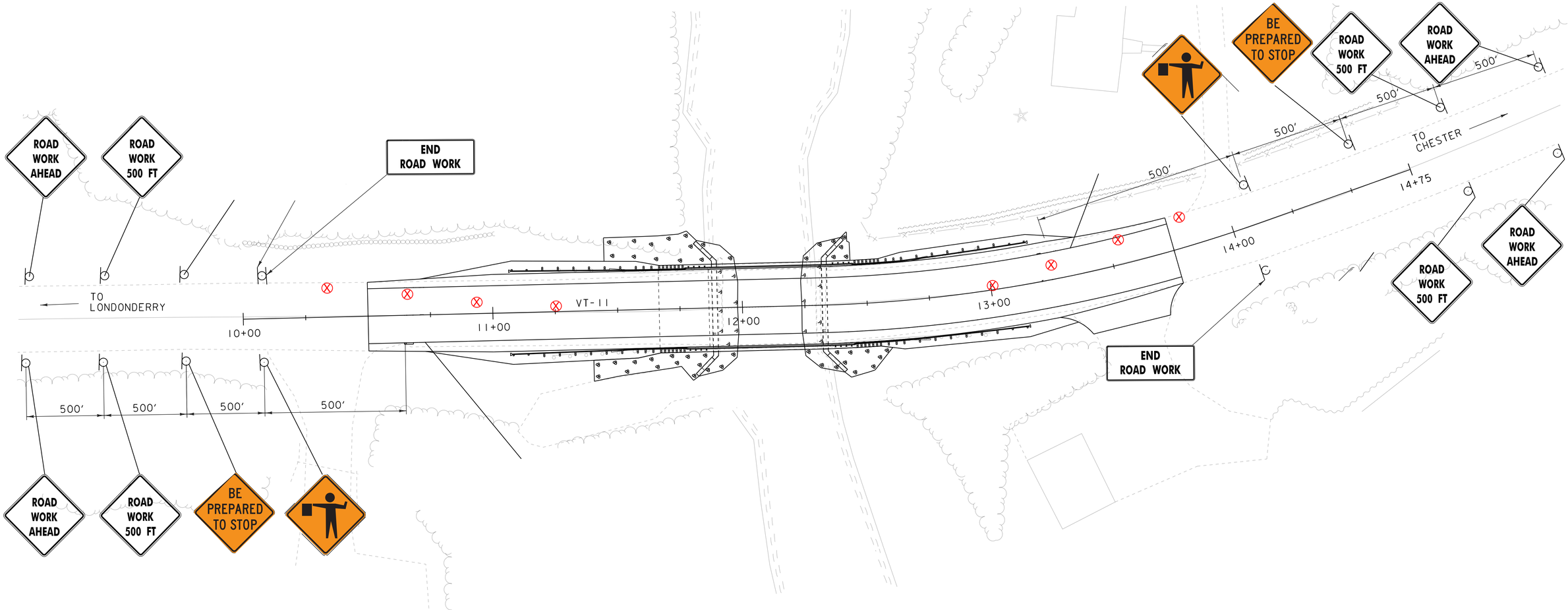
Mark D. Richter

FEDERAL HIGHWAY ADMINISTRATION

CONVENTIONAL ROADS CONSTRUCTION APPROACH SIGNING

VERMONT AGENCY OF TRANSPORTATION

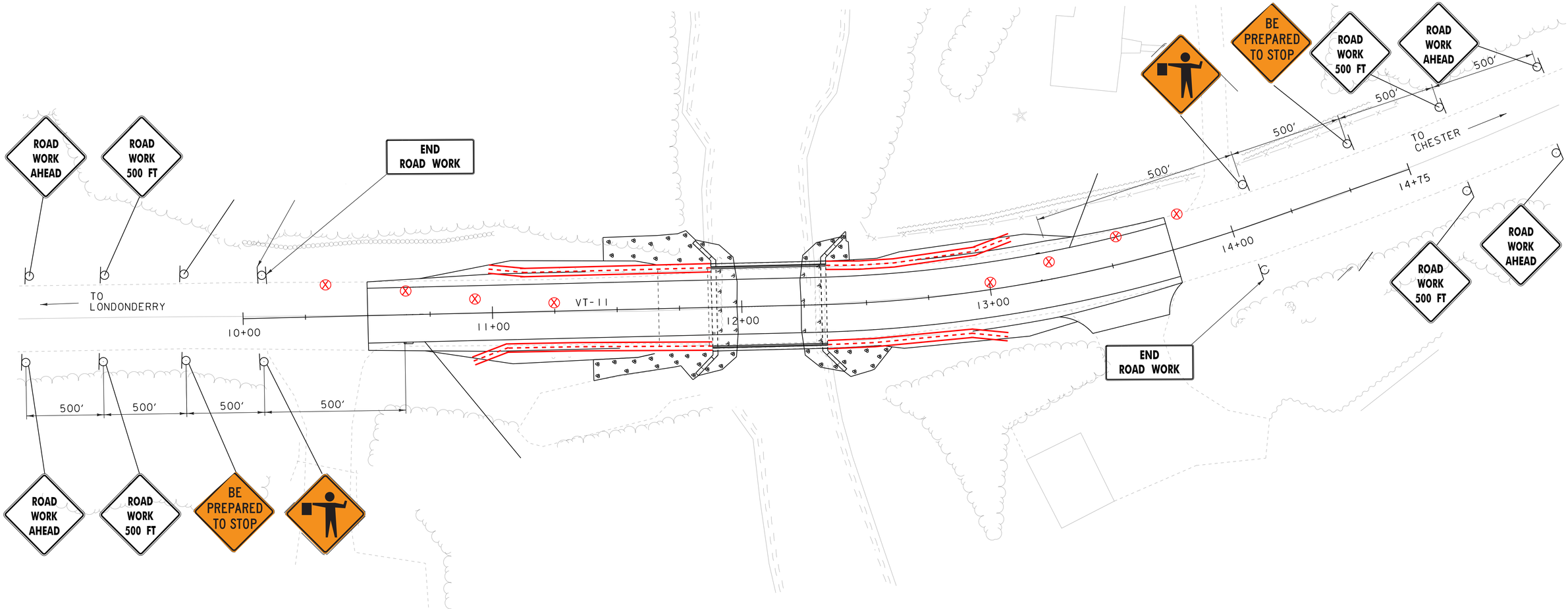
STANDARD T-10

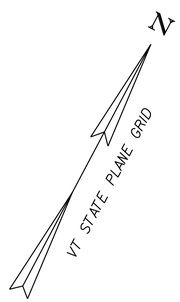


⊗ TRAFFIC BARREL

ONE LANE TRAFFIC SIGN PACKAGE

TO BE USED DURING THE DAYTIME HOURS ONLY
TWO LANE TRAFFIC WILL BE RESTORED AT THE END OF THE WORK DAY





JERSEY BARRIERS

TRAFFIC BARREL

WINGWALL WORK TRAFFIC CONTROL PLAN

ALTERNATING ONE LANE TRAFFIC TO BE USED DURING THE DAYTIME HOURS ONLY
TWO LANE TRAFFIC WILL BE RESTORED AT THE END OF THE WORK DAY
JERSEY BARRIERS WILL REMAIN IN PLACE UNTIL THE GUARD RAIL IS REPLACED