

No North Arrow
 Difficult to figure out where this is
 on Route 9 in Marlboro - any
 additional location references to
 assist the plan reader?

REVIEWED
 By Marcos Miller (marcos.miller@state.vt.us) at 3:23 pm, Mar 05, 2014

Vermont Agency of Transportation
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CK'D BY MM OK'D BY JS
 February 27, 2014
 RESUBMIT Yes Rejected
 BY KH DATE 3-10-2014



PLAN OF TEMPORARY BRIDGE,
 ABUTMENTS & BYPASS ROAD
 BRF 010-1(43)
 ROUTE 9
 MARLBORO, VT

DATE FEB 23 2014

BELL ENGINEERING
 CIVIL & ENVIRONMENTAL
 17 ECHO COVE WAY-SPOFFORD, NH 03462
 (603) 562-0500

This plan is not site-specific. Existing signs are not shown - there are some conflicting permanent signs in place, how will those be treated? Some proposed construction signs will occupy existing sign positions. We strive for reasonable spacing between signs - some proposed are very close to existing signs. Driveways, the intersecting side road and truck lane not shown, etc. All town roads within should have road work ahead.

SEE ATTACHED SITE SPECIFIC TRAFFIC CONTROL PLAN GUIDANCE

PLEASE INCLUDE A SIGN LEGEND LIKE THE EXAMPLE SHOWN

SIGN LEGEND	SIGN DIMENSIONS		SIGN COLOR
	WIDTH (ft)	HEIGHT (ft)	
M4-8	24	12	B/F/O
NORTH M3-1 SOUTH M3-3	24	12	G/W
VERMONT 100 E-136B	30	24	G/W
M5-1L M5-1R M5-2L M5-2R	21	15	B/F/O
M5-1L M5-1L M5-1L	21	15	B/F/O
END DETOUR M4-8A	24	18	B/F/O
DIAMOND WORK AHEAD W20-2	48	48	B/F/O
ROAD CLOSED XX MILES AHEAD NO THRU TRAFFIC RI1-3A	60	30	B/W

Date: 2/23/2014 Project: Marlboro BRF 010-1(43)
 Comments:
 RT. 9 Marlboro, VT
 Post Mounted Signs Spaced 500' up to 1/10 Mile
 Speed Limit Reduction 2/10 Mile per specs
 PLAN 2 OF 2

What specs?

Difficult to figure out where this is as shown. Any additional location references available? (Bridge Number / Mile Point reference, etc.)

www.invarion.com

Something to consider. Instead of two 15-mph regulatory speed reductions (50 to 35 to 20 mph) for the workzone, do two 10-mph regulatory reductions (50 to 40 to 30) and advise the curves leading onto the temporary bridge at 20-mph (or whatever speed warranted, if lower than 30mph). The advisory speed plaque would be installed under the last reverse curves warning sign. If possible, spread out the distance of the two speed reductions a little to give the driver a chance to acclimate to the changes. Say 1500 feet minimum between the regulatory 40 and 30 zones....

Need a North Arrow on all sheets (TYP)

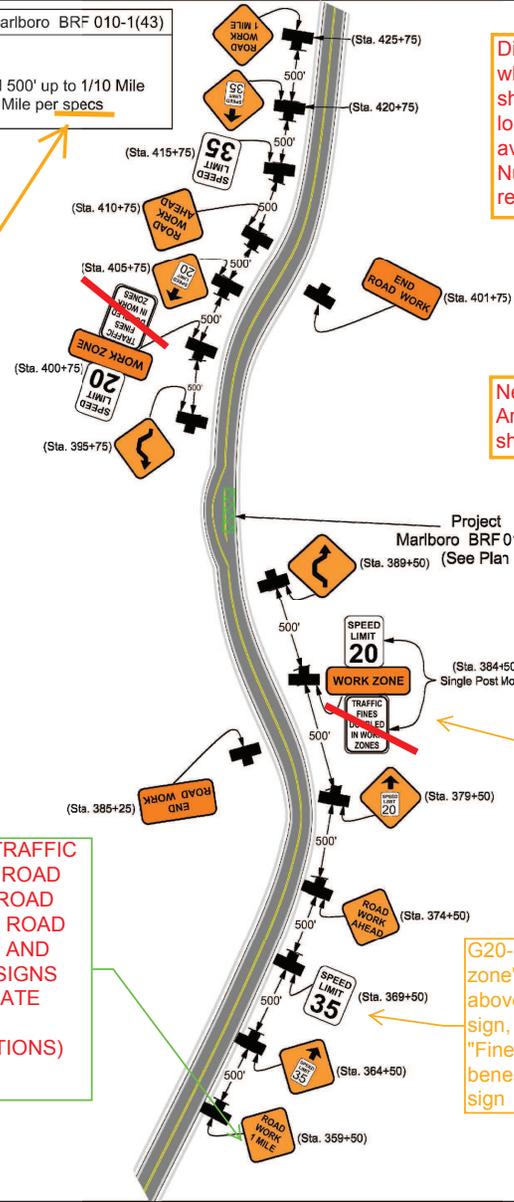
Plan 1 not attached? Is it Sheet 1?

G20-5aP mounted above, omit "fines double"

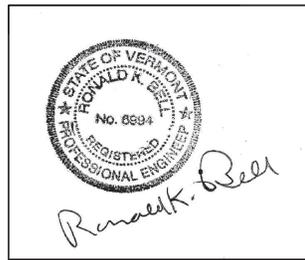
G20-5aP "Work zone" mounted above speed limit sign, and R2-6aP "Fines Double" beneath speed limit sign

DUE TO THE TRAFFIC VOLUME AND ROAD CONDITIONS ROAD WORK 1 MILE, ROAD WORK AHEAD AND SPEED LIMIT SIGNS SHOULD BE GATE POSTED (BOTH DIRECTIONS)

NOT TO SCALE

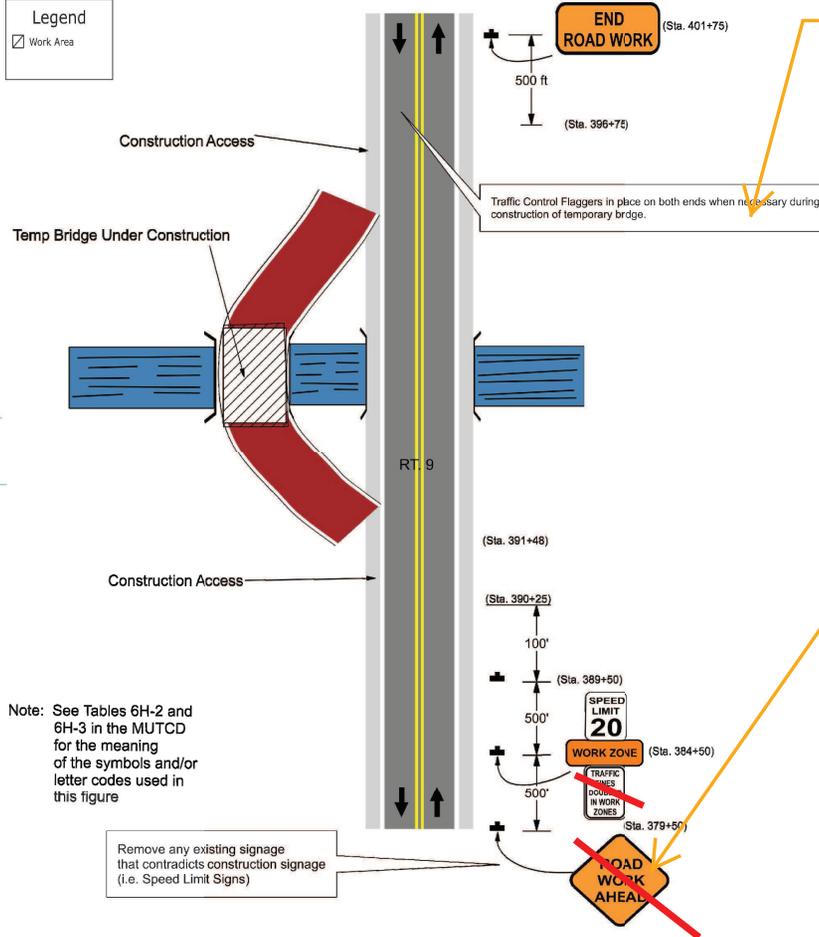


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Date: 2/23/2014 Project: Side Road Work (TA-1)
Comments:
Project Title: Marlboro BRF 010-1(43) (RT. 9 Marlboro, VT)
Plans Design for: Renaud Bros., Inc. 283 Fort Bridgman Road #2, Vernon, VT 05354
Plans Design By: ADA Traffic Control 888-800-4232
PHASE 1

Legend
 Work Area



This will obviously require additional advance temporary warning signage.

SHOW PLACEMENT OF FLAGGERS, FLAGGER AHEAD SIGNS, ETC AND HOW THEY INTERACT WITH THE PROPOSED CONSTRUCTION SIGNAGE.

How does this fit in with what is shown on Plan 2 of 2? This sign is shown in the position of the W3-5 20-mph warning sign; why install another RWA if preceded by an existing RWA sign package?

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SHOW ANY EXISTING SIGNS THAT CONFLICT WITH CONSTRUCTION SIGNS. FOR EXAMPLE THE 50 MPH SIGN AT STA 392+15 +/- SHOULD BE COVERED

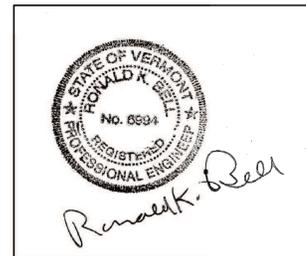
Note: See Tables 6H-2 and 6H-3 in the MUTCD for the meaning of the symbols and/or letter codes used in this figure

Remove any existing signage that contradicts construction signage (i.e. Speed Limit Signs)

Side Road Work (TA-1) with most signage in place for (TA-7) transition

Marlboro BRF 010-1(43)
PHASE 1

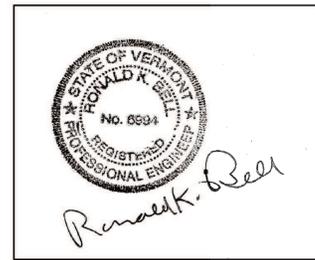
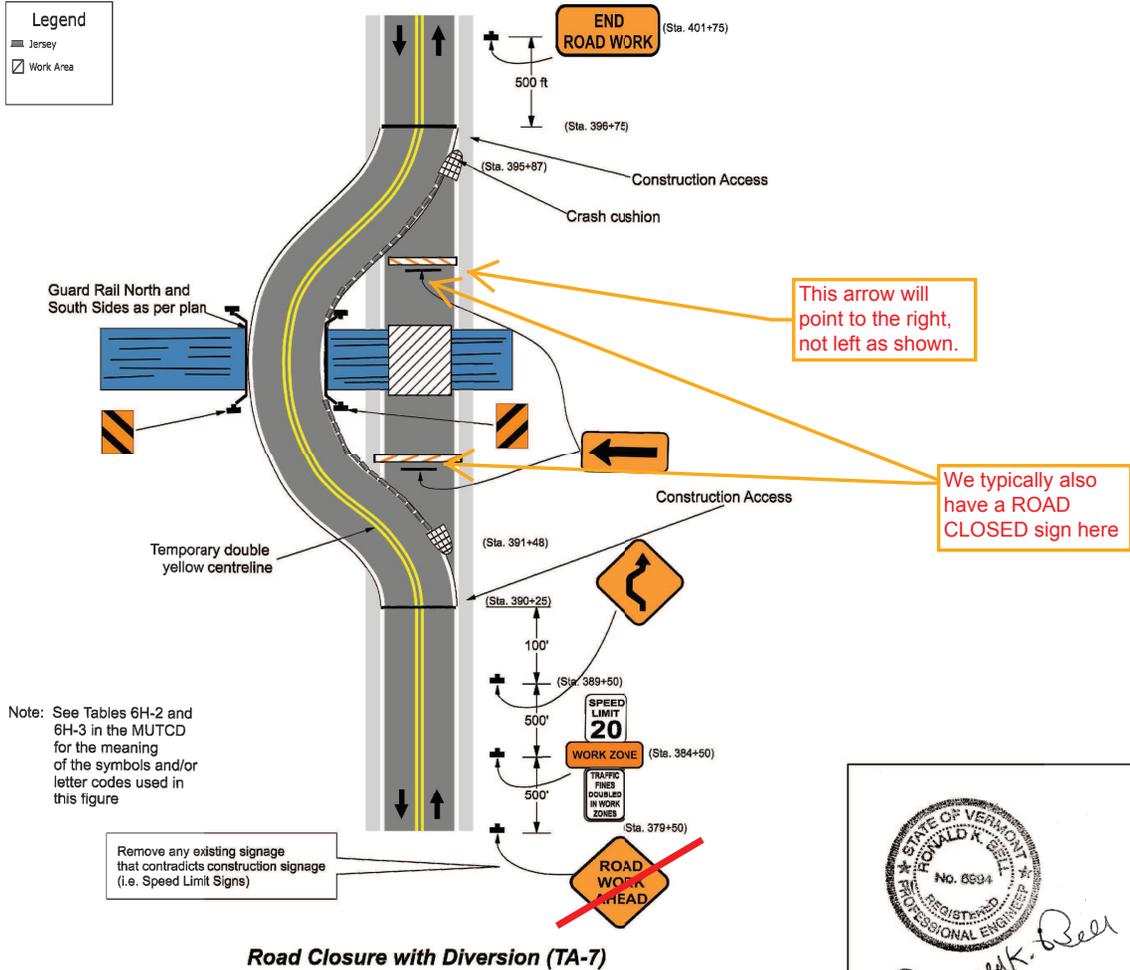
NOT TO SCALE



Date: 2/23/2014 Project: Road Closure with a Diversion (TA-7)
 Comments:
 Project Title: Marlboro BRF 010-1(43) (RT. 9 Marlboro, VT)
 Plans Design for: Renaud Bros., Inc. 283 Fort Bridgman Road #2, Vernon, VT 05354
 Plans Design By: ADA Traffic Control 888-800-4232
 PHASE 2

www.invarion.com

Legend
 ■ Jersey
 □ Work Area



NOT TO SCALE

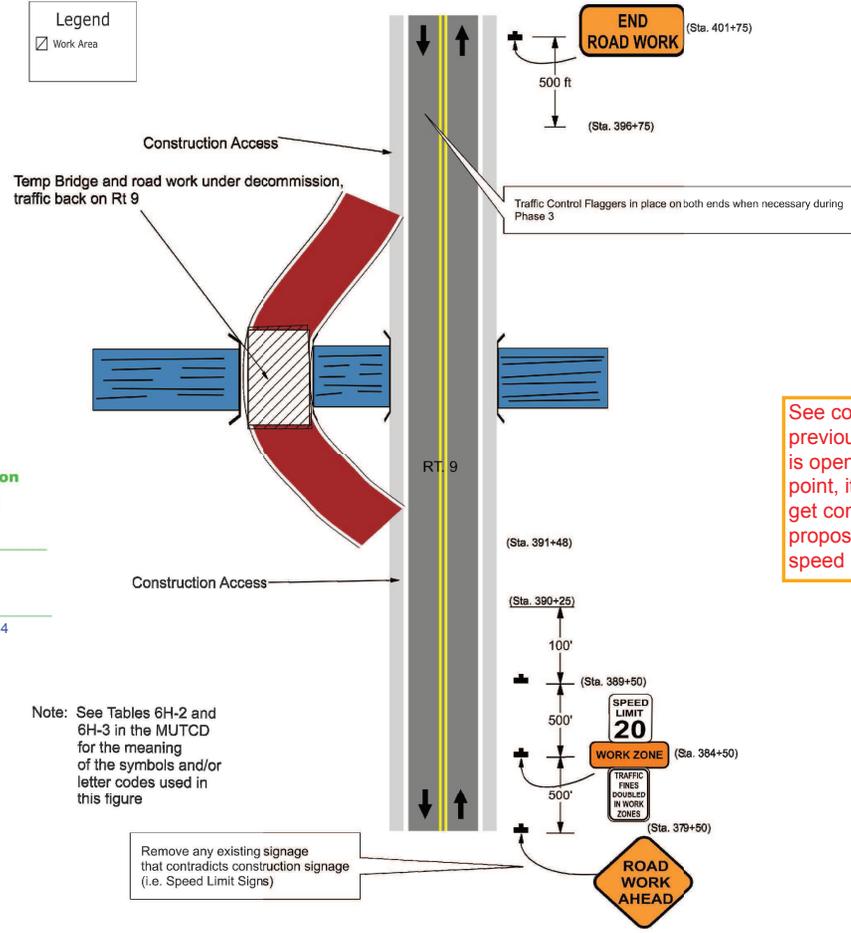
Marlboro BRF 010-1(43)
 PHASE 2

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On behalf

Date: 2/23/2014 **Project:** Side Road Work (TA-1)
Comments:
 Project Title: Marlboro BRF 010-1(43) (RT. 9 Marlboro, VT)
 Plans Design for: Renaud Bros., Inc. 283 Fort Bridgman Road #2, Vernon, VT 05354
 Plans Design By: ADA Traffic Control 888-800-4232
 PHASE 3

Legend
 Work Area



See comments on previous page. If traffic is open on VT-9 at this point, it will be difficult to get compliance to this proposed workzone speed limit.

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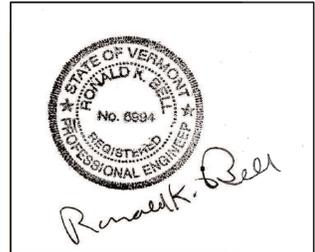
Note: See Tables 6H-2 and 6H-3 in the MUTCD for the meaning of the symbols and/or letter codes used in this figure

Remove any existing signage that contradicts construction signage (i.e. Speed Limit Signs)

Side Road Work (TA-1) with most signage in place for (TA-7) transition

Marlboro BRF 010-1(43)
 PHASE 3

NOT TO SCALE



9.0 SITE SPECIFIC TRAFFIC CONTROL PLAN GUIDANCE

Purpose: To ensure that all roadway users can get through the project area safely without undue delay.

Site specific traffic control plans are needed when project conditions do not closely resemble E-standards or MUTCD Typical applications, or there are project specific issues that must be addressed.

If needed, site specific control plans may be included in the project plans, or may be required of the contractor, or both. In some cases, project plans may contain phased construction traffic control plans in order to demonstrate constructability and determine ROW requirements, but still require additional information from the contractor based on methods and means.

Site specific traffic control plans should include:

- Layouts showing existing site conditions (may be based on CADD layouts, aerial photo, map, or hand drawn)
 - Location of pertinent features such as sidewalks, utility poles, ramps, drives, and side roads
 - Lane configurations
 - Existing traffic control devices such as signs, signals, and pavement markings
 - Location of pertinent traffic generators, such as shopping centers, schools, large businesses
 - Pertinent dimensions should be labeled
 - Layout may need to include features which are outside the project limits if they affect traffic control considerations, such as nearby intersections or ramps
- Proposed Temporary Traffic Control on layouts
 - Location of devices such as cones, temporary signals, barriers, temporary markings
 - Location of flagger stations if used
 - Taper lengths and device spacing
 - Pedestrian accommodations where appropriate
 - Pertinent dimensions should be labeled
- Narrative describing work activities and how materials and equipment will be transported to and from the work area and stored, as they relate to temporary traffic control. Narrative may also address emergency vehicle accommodations.