

Some additional comments from Ann Gammell:
 -advisory speed plaques for construction zone speed?
 -How is access being maintained to all side roads, and what sight distance will they have?
 -Clear zone specified

See attached page 3 for more TCP guidance

THE SPEED LIMIT IS ALREADY AT 30 MPH. ALL SIDE ROADS WILL BE MAINTAINED WITH ADEQUATE SIGHT DISTANCE. THE DISTANCE BETWEEN THE RAIL TERMINATION AND THE CENTERLINE IS GREATER THEN 16'

SMEADE ROAD INTERSECTION IS FINE AS IS. NEWELL HILL RD STOP SIGN WILL HAVE TO BE MOVED BACK IN THE SPRING. A STOP BAR CAN BE INSTALLED WHEN WE DO THE TEMPORARY MARKING.

What is happening with these intersections, due to the detour? Will stop bars and signs need relocating?

MUTCD 1A-7 no longer recommends using the road closed sign in conjunction with the large arrow.

Type 3 barriers?

R11-2 ROAD CLOSED BARRIERS

What happens to existing signs in the area. If any are removed than they will be required by state law to become compliant with the MUTCD if they currently are not. (Existing signs should be shown on lay-out sheet to visualize if there are any project conflicts that will cause a ripple effect.

Will bicycle or pedestrian accommodations be necessary? VT 100 is a favorite for bicycle events. BICYCLES CAN CROSS AT THEIR OWN RISK SAME AS THE CURRENT AND FINAL BRIDGE.

Staging area for construction materials and personnel vehicles of both the flaggers and construction crew.
 NORMAL TRAFFIC FLOW WILL NOT BE INTERRUPTED MORE THEN THE ALLOWABLE 10 MINUTES DURING CONSTRUCTION

ALL SIGNS IN CONFLICT WILL BE COVERED. WHAT SIGNS ARE KNOWN TO BE OUT OF COMPLIANCE.



Will the temporary structure require crash-worthy end treatments on its four corners to protect traffic?
 Will the detour be paved? If so, temporary pavement markings will be required.
 All existing pavement markings that are no longer applicable during the detour will need to be removed or obliterated before any new traffic pattern are open to traffic.

SEE TEMPORARY BRIDGE PLANS. ALL FOUR CORNERS HAVE GUARDRAIL APPROACH SECTIONS AND PROPER ROLL OUTS.
 THE DETOUR ROADWAY IS PAVED BUT THE BRIDGE DECK IS NOT. TEMPORARY PAYMENT MARKINGS WILL BE INSTALLED FOLLOWING THE DETOUR ALIGNMENT. ALL EXISTING MARKINGS IN CONFLICT WILL BE REMOVED.

Sign Spacing (dimension)?
 DOING THE MATH BETWEEN THE STATIONS WILL GIVE YOU THE DIMENSIONS

A PCMS should provide that alert the motorist and supports standard sign messages, such as: expected reopening of existing close lane.; roadway status for special events; changes in alignment or surface conditions. The PCMS should not replace any of the signing detailed in the MUTCD and should not be used if standard traffic control devices adequately provide the information the motorists needs to travel safely. PCMS messages should communicate what action motorists need to take and when this action should occur. Accurate and current information is crucial for the credibility for PCMS use. (Typical)

STA 105+39 PCM CAUTION CONSTRUCTION AHEAD

STA 137+50 PCM CAUTION CONSTRUCTION AHEAD

NEW TRAFFIC PATTERN

SHEET NAME: TRAFFIC CONTROL PLAN		SHEET NO. 1
PROJECT NAME: WARDSBORO		OF 2
PROJECT NO: BRF 013-1 (15)		
DRAWN BY: CE	CHK'D BY:	DATE: 10/6/2015

REV. NO.	DATE:

RENAUD BROS. INC.
 283 FT. BRIDGEMAN RD. VERNON VT. 05354
 PH. (802) 251-7383 FAX (802) 251-7308

IDENTIFICATION NUMBER	SIGN LEGEND	SIGN DIMENSIONS		SIGN COLOR	QUANTITY
		WIDTH IN	HEIGHT IN		
W20-1		48	48	B/O	7
G20-2		60	24	B/O	5
W20-1		48	48	B/O	4
W24-1L		48	48	B/O	1
W24-1R		48	48	B/O	1
R11-2		48	30	B/O	2
W3-4		48	48	B/O	2
W20-7a		48	48	B/O	2
	PCM				2

It is recommended that all the diamond construction warning sign be consistent in size (48"x48") and that the End Road Work sign be 48"x24"

CONSTRUCTION SIGN NOTES:

CONSTRUCTION SIGNS WILL BE 48"x48" DIAMOND SHAPED PER VTRANS AND MUTCD STANDARDS.

CONSTRUCTION SIGNS WILL BE COVERED UNTIL WORK BEGINS ONSITE.

No material will be approved that will deteriorate by exposure to the weather during the project. Covering shall not damage the sign face material, including its retro-reflectivity for both daytime and nighttime use. NOTED

CONSTRUCTION SIGNS INSTALLED ON POSTS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST FIVE FEET ABOVE THE EDGE OF PAVEMENT AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT, FOUR FEET OUTSIDE GUARDRAIL.

Sign posts will not extend over the top of the sign installed on said posts. When anchors are installed, stub shall not be greater than four inches above the existing ground. NOTED

CONSTRUCTION SIGNS WILL BE LOCATED SO THEY DO NOT OBSTRUCT EXISTING SIGNS OR OBSTRUCT CORNER SIGHT DISTANCES FOR HIGHWAYS AND SIDE ROADS.

PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A MINIMUM OF ONE FOOT ABOVE THE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.

Where construction sign installations are not protected by guardrail or other approved barriers, all sign stands and post installation shall meet "National Cooperative Highway Research Program" (NCHRP) Report 350 or the AASHTO "Manual for Assessing Safety Hardware (MASH)". The appropriate resource shall be determined as described in the MASH publication. NOTED

ROLL UP CONSTRUCTION SIGNS HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VI

SOLID SUBSTRATE CONSTRUCTION SIGNS HAVE RETROREFLECTIVE SHEETING EQUAL TO TO OR EXCEEDING THE "AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS" (AASHTO) M 268 ["AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) D 4956] TYPE VIII OR IX REQUIREMENTS

SIGNS WILL BE REMOVED UPON COMPLETION OF THE WORK
ALL EXISTING SIGNS IN CONFLICT WITH THE CONSTRUCTIONS SIGNS WILL BE COVERED.

MISCELLANEOUS TRAFFIC CONTROL NOTES:

ACCESS TO ALL SIDE ROADS AND DRIVES WILL BE MAINTAINED AT ALL TIMES.

TRAFFIC CONTROL ALLOWS FOR A 73.5 FOOT SEMI TRAILER.

TEMPORARY TRAFFIC BARRIERS WILL BE IN PLACE WHILE EXCAVATION IS OPEN AND WORK IS NOT ACTIVE.

CHANNELIZING DEVICES LEFT IN PLACE OVER NIGHT WILL BE DRUMS.

CHANNELIZING DEVICE SPACING
TANGENT SECTIONS: 60 FT. (2X DESIGN SPEED LIMIT)
TAPER SECTIONS: 30 FT. (1X DESIGN SPEED LIMIT)
DESIGN SPEED THROUGH CONSTRUCTION ZONE = 30MPH



REV. NO.		DATE:		 RENAUD BROS. INC. <small>283 FT. BRIDGEMAN RD. VERNON VT. 05554 PH. (802) 251-7585 FAX (802) 251-7508</small>	SHEET NAME: TRAFFIC CONTROL PLAN	
PROJECT NAME: WARDSBORO		PROJECT NO: BRF 013-1 (15)			SHEET NO. 2	
DRAWN BY: CE		CHK'D BY:			DATE: 10/6/2015	
					OF 2	