

Vermont Agency of Transportation  
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Wardsboro BRF 013-1 (15) - Traffic Control Plan-1.pdf

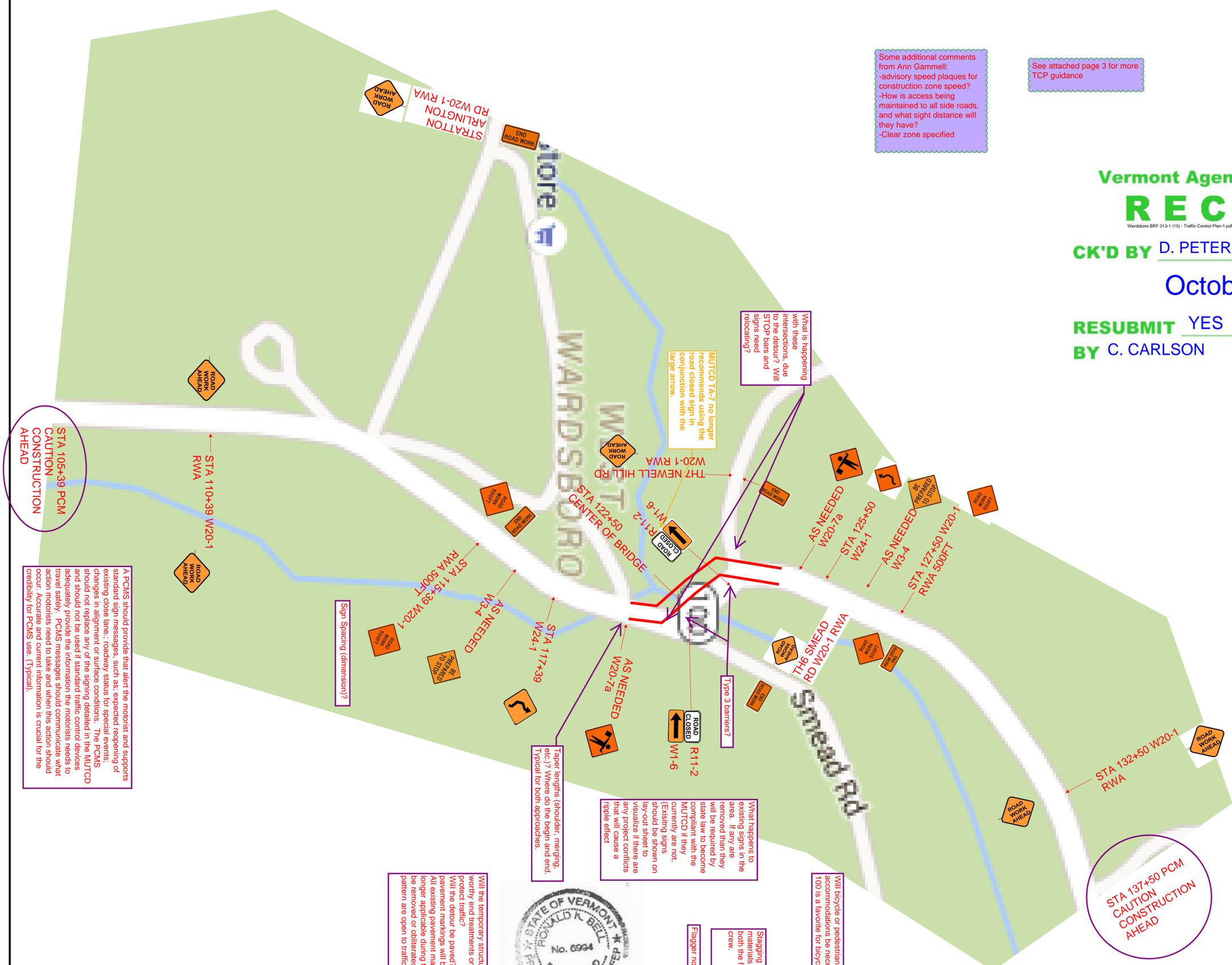
CK'D BY D. PETERSON OK'D BY C. CARLSON

October 13, 2015

RESUBMIT YES Rejected         
BY C. CARLSON DATE 10/16/2015

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



STA 105+39 PCM CAUTION CONSTRUCTION AHEAD

STA 137+50 PCM CAUTION CONSTRUCTION AHEAD

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)

Sign Spacing (dimension)?

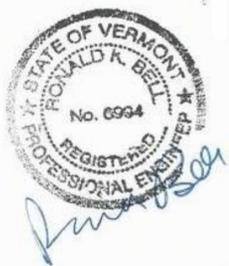
Taper lengths (shoulder, merging, etc.)? Where do the begin and end. Typical for both approaches.

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 layout sheet to visualize if there are any project conflicts that will cause a ripple effect.

Staging area for construction materials and personnel vehicles of both the flaggers and construction crew.

Will bicycle or pedestrian accommodations be necessary? VT 100 is a favorite for bicycle events.

Will the temporary structure require crashworthy end treatments on its four corners to protect traffic? 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.



REV. NO.	DATE:

**RENAUD BROS. INC.**  
283 FT. BRIDGEMAN RD. VERNON VT. 05354  
PH. (802) 251-7585 FAX (802) 251-7308

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

IDENTIFICATION NUMBER	SIGN LEGEND	SIGN DIMENSIONS		SIGN COLOR	QUANTITY
		WIDTH IN	HEIGHT IN		
W20-1		48	48	B/O	7
G20-2		36	18	B/O	5
W20-1		48	48	B/O	4
W24-1L		36	36	B/O	1
W24-1R		36	36	B/O	1
W1-6		48	24	B/O	2
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.

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.

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.

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

Vermont Agency of Transportation

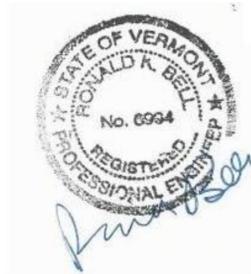
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## 9.0 SITE SPECIFIC TRAFFIC CONTROL PLAN GUIDANCE

**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.