

CONSTRUCTION SIGN NOTES:

CONSTRUCTION SIGNS ARE SIZED SHAPED AND COLORED PER THE CURRENT EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

CONSTRUCTION SIGN COVERS WILL CONSIST OF A RIDGED PANNEL THE SAME SIZE AS THE TRAFFIC CONTROL SIGN REVERSED TO TRAFFIC. THE COVER WILL BE OF A DARK COLOR. MOUNTING OF THE COVER WILL NOT DAMAGE THE TRAFIC CONTROL SIGN.

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

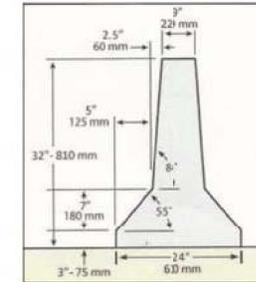
CONSTRUCTION SIGNS WILL BE LOCATED SO THEY DO NOT OBSTRUCT EXISTING SIGNS OR OBSTRUCT CORNER SIGHT DISTANCES FOR HIGHWAYS AND SIDE ROADS.

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.

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 AND TYPE VII

SOLID SUBSTRATE 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 VIII OR IX REQUIREMENTS

SIGNS WILL BE REMOVED UPON COMPLETION OF THE WORK



F-SHAPE BARRIER DIMENSIONS

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 INTERSTATE SEMI TRAILER.

ANY EXISTING CENTERLINE PAVEMENT MARKING REMOVED WILL BE REPLACED WITH DURABLE 4 INCH YELLOW LINE CONTRACT ITEM NUMBER 646.410.

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

CHANILIZING 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

TRAFFIC SIGNAL NOTES:

SIGNAL FACES ARE 12" LED, RED YELLOW AND GREEN.

THE PRIMARY SIGNAL IS DIRECTLY OVER THE CENTER OF THE APPROCH TRAVEL LANE. THE BOTTOM OF THE PRIMARY SIGNAL HOUSING IS BETWEEN 16.5 FEET TO 19 FEET FROM THE ROAD SURFACE.

THE REDUNDENT SIGNAL IS MOUNTED WITH IN 8 FEET OF THE PRIMARY SIGNAL AND BETWEEN 8 AND 15 FEET FROM THE GROUND SURFACE.

THE SINGAL FACES ARE LOCATED TO DIRECT TRAFFIC FROM ONE LANE TO ANOTHER IN AN ALTERNATING FASHION.

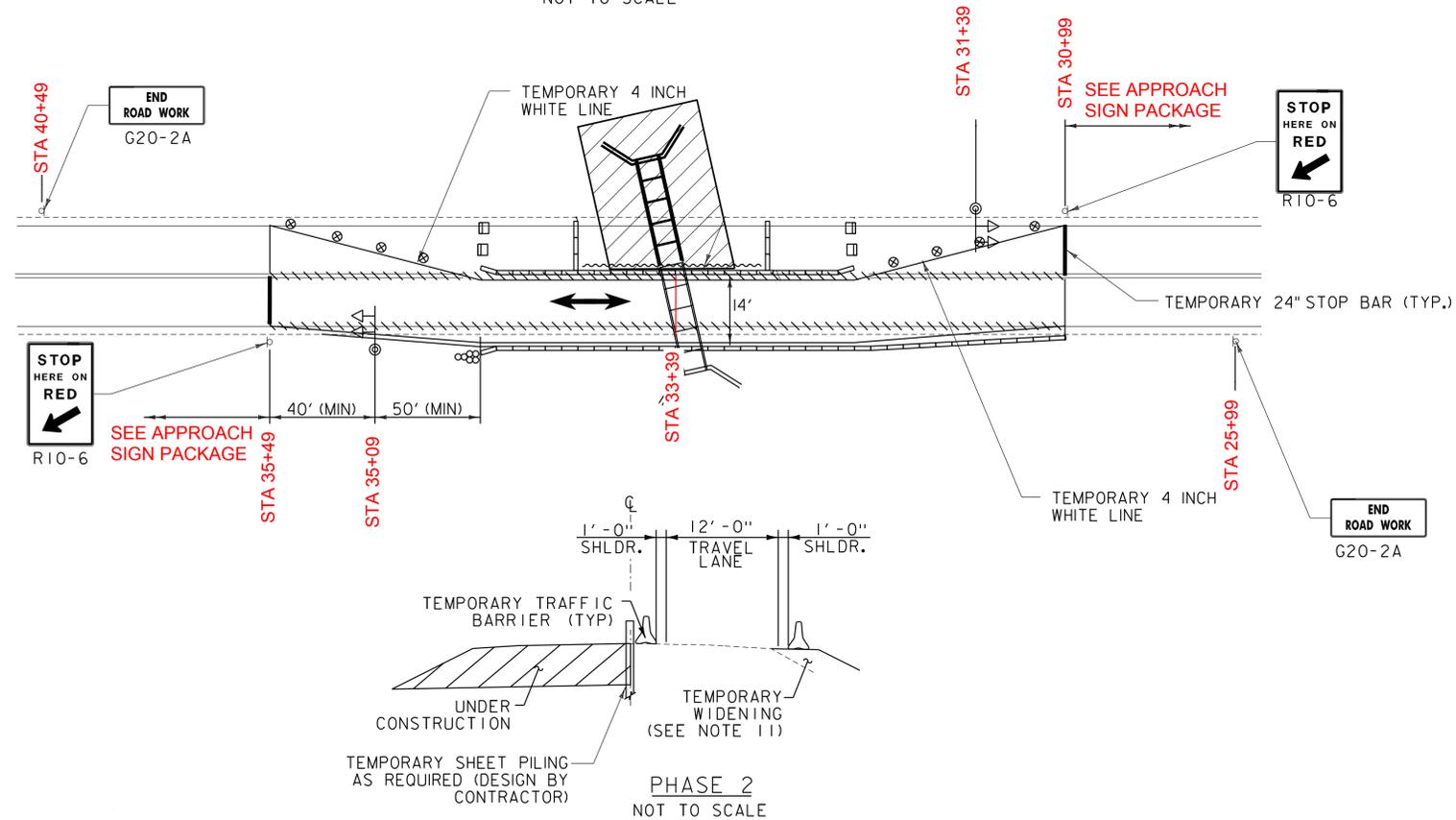
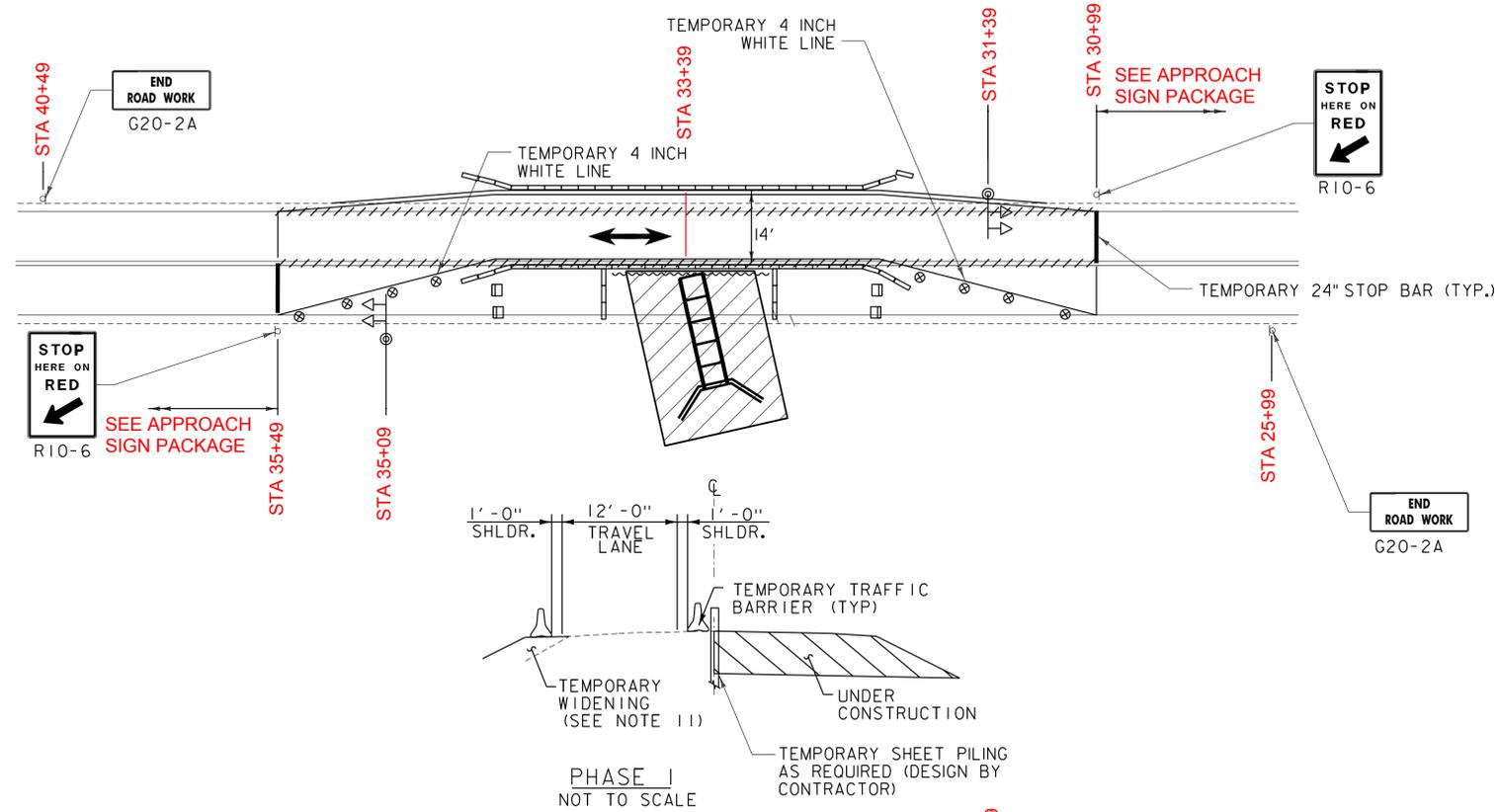
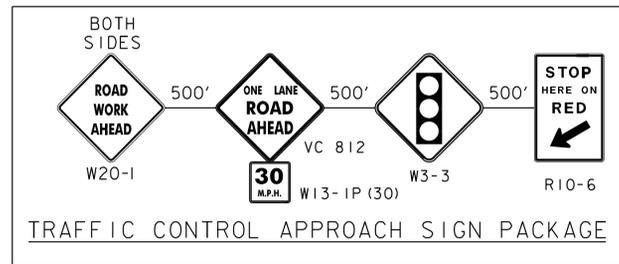
SIGNALS WILL DWELL ON RED UNTIL A VEHICLE PASSES INTO THE DETECTION ZONE. ONCE THE SIGNAL IS TRIPED THE LIGHT WILL GO GREEN FOR 25 SECONDS, SWITCH TO YELLOW FOR 4 SECONDS AND FINALLY BACK TO RED.

A 250 WATT MER STREET LIGHT IS MOUNTED OVER EACH STOP BAR AND TRAFFIC LIGHT AT A HEIGHT OF 30 FEET TO ILLUMINATE THE AREA



Ronald K. Bell

REV. NO.		DATE:		<p>285 FT. BRIDGMAN RD., VERNON VT., 05564 PH. (802) 251-7583 FAX (802) 251-7508</p>	SHEET NAME: TRAFFIC CONTROL	
					PROJECT NAME: WINHALL	SHEET NO. 1
					PROJECT NO: STP CULV (31)	OF
					DRAWN BY: CE	DATE: 06/25/2015
					3	



LEGEND

	UNDER CONSTRUCTION
	ALTERNATING ONE WAY TRAFFIC
	TEMPORARY TRAFFIC BARRIER
	CHANNELIZING DEVICE
	ENERGY ABSORPTION ATTENUATOR
	TYPE III BARRIER
	CONSTRUCTION SIGN
	TEMPORARY TRAFFIC SIGNAL
	FLASHING BEACON
	REMOVE OR MASK PAVEMENT MARKINGS

STATE OF VERMONT
 RONALD K. BEEL
 No. 6694
 REGISTERED PROFESSIONAL ENGINEER

Ronald K. Beel

REV. NO.	DATE:

RENAUD BROS. INC.
 285 FT. BRIDGEMAN RD., VERNON VT., 05554
 PH. (802) 251-7585 FAX. (802) 251-7508

SHEET NAME: TRAFFIC CONTROL		SHEET NO. 2 OF 3
PROJECT NAME: WINHALL		
PROJECT NO: STP CULV (31)		DATE: 06/25/2015
DRAWN BY: CE	CHK'D BY:	

The Pop-Up™



Features

- 6' wide – the smallest footprint in the industry
- Hydraulic mast arm deployment
- Weighs less than 3000 lbs.
- Low power system with MicroForce™ controller

Benefits

- Fits most road shoulders
- Rapid 1 man deployment – mere minutes per trailer, saves labor costs
- Easily towed – no brakes needed, can also tow in tandem
- 21 day autonomy with AGM batteries
- Easy programming with MicroForce™ controller

Options

- Vehicle Detection
- Handheld Pilot Car Remote
- 2070 ATC Intelight Controller
- Call us to find the solution that fits your needs!

Get the bigger picture at omjcsignal.com or call us at 1.800.776.5999

DC 2070 ATC Controller™



Features

- Proven technology – Intelight and EDI - with menu driven interface
- Can handle phasing up to 8 phase dual ring traffic & pedestrian movements with centralized monitoring in real time
- Mappable input and outputs
- Low voltage (24V DC), low power consumption

Benefits

- Reliable and easy to use
- Powerful
- Flexible
- Well suited to solar power and portable use

Options

- Vehicle detection – motion (microwave)
- Coordination (GPS)
- Manual remote

Get the bigger picture at omjcsignal.com or call us at 1.800.776.5999

Traffic Detectors



MW334



TC26B



Features

- Ability to operate in a wide range of environments (-40 to +158 F)
- Small and rugged housing
- Typical detection range of 150 ft
- Motion sensing

Benefits

- Low power consumption at low voltage
- Ease of installation & use
- Portability
- Easily adjustable

Options

- The TC26B has an external control panel, with controls setting: range, delay & direction (approach/depart).
- The MW334 has a single button interface setting: direction, minimum speed, and maximum idle time.
- OMJC plug for ease of use

Get the bigger picture at omjcsignal.com or call us at 1.800.776.5999

The UGS™ Solar Charge Controller



Features

- 3-stage charge algorithm (Bulk/Pulse/Float)
- 2 switchable outputs
- 24 hour real time clock, 2 programmable events per day
- Built in photocell function, uses input from PV

Benefits

- Microprocessor based maximum power point tracking (MPPT)
- Outputs controlled by 24 hour clock & PV or PV only

Options

- UGS200-LHT – Photocell event controlled by both photocell and clock over-ride
- UGS200-SIG – No clock over-ride of photocell function

Get the bigger picture at omjcsignal.com or call us at 1.800.776.5999

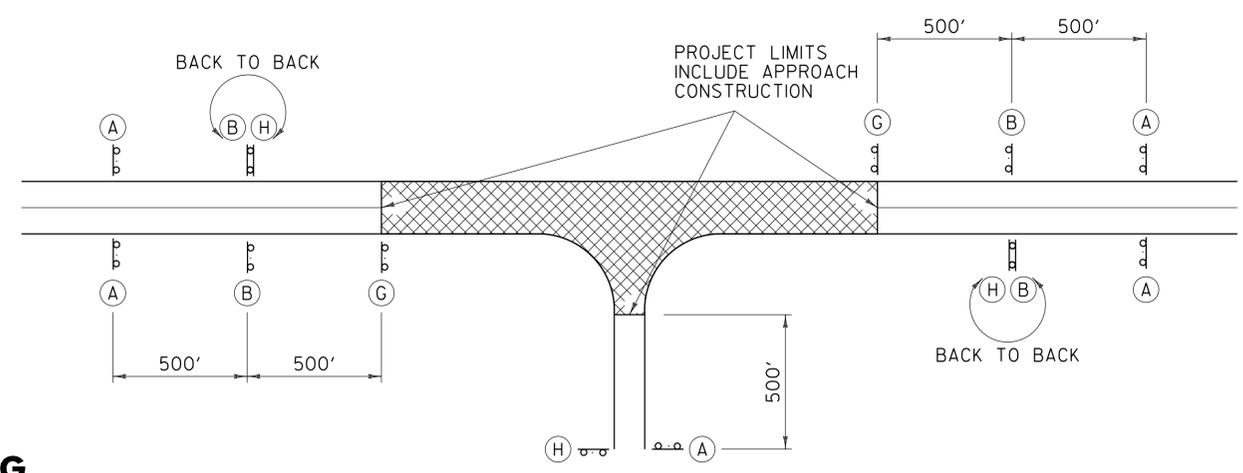
REV. NO.	DATE:

RENAUD BROS. INC.
283 FT. BRIDGEMAN RD. VERNON VT., 05354
PH. (802) 251-7585 FAX (802) 251-7508

SHEET NAME: TRAFFIC CONTROL		SHEET NO. 3
PROJECT NAME: WINHALL		
PROJECT NO: STP CULV (31)		OF 3
DRAWN BY: CE	CHK'D BY:	
DATE: 06/25/2015		

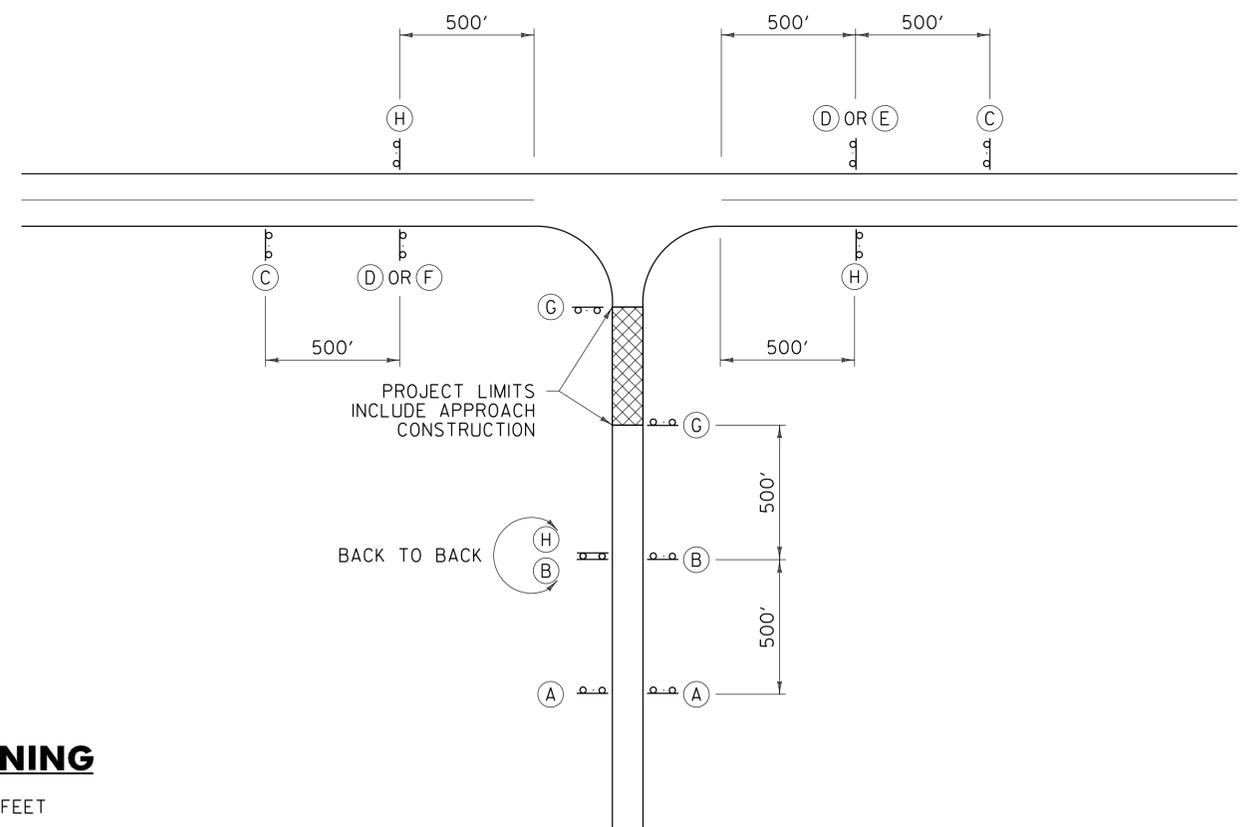
LEGEND

- (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

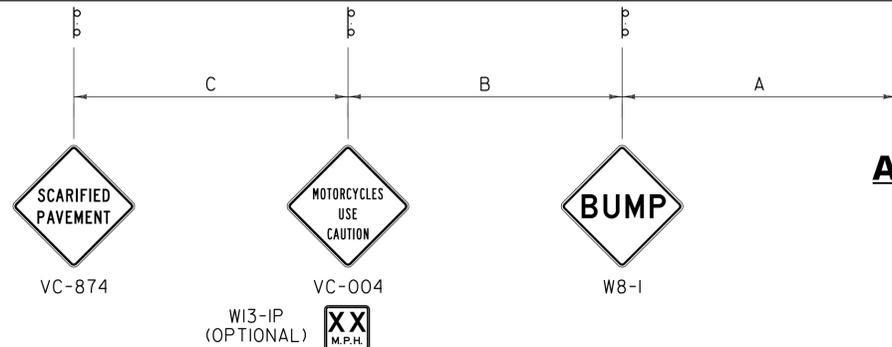
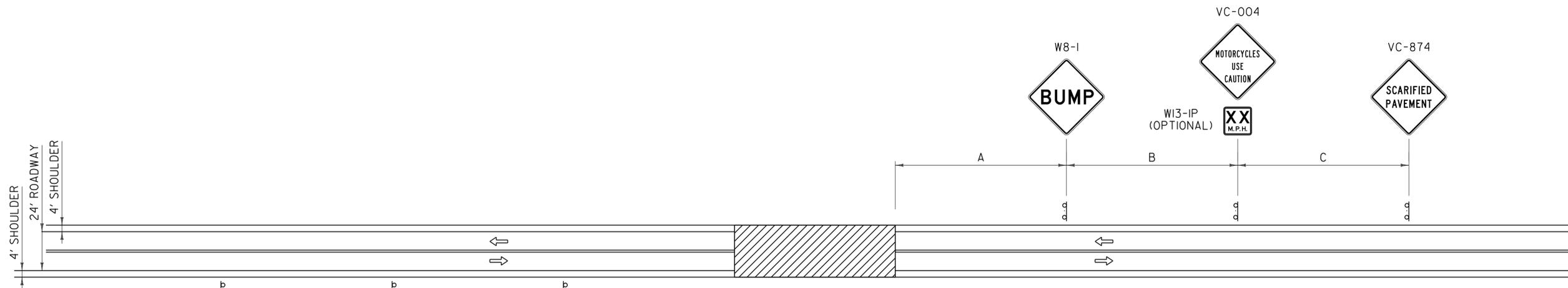
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
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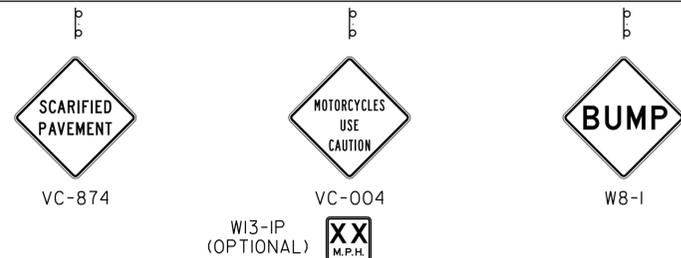
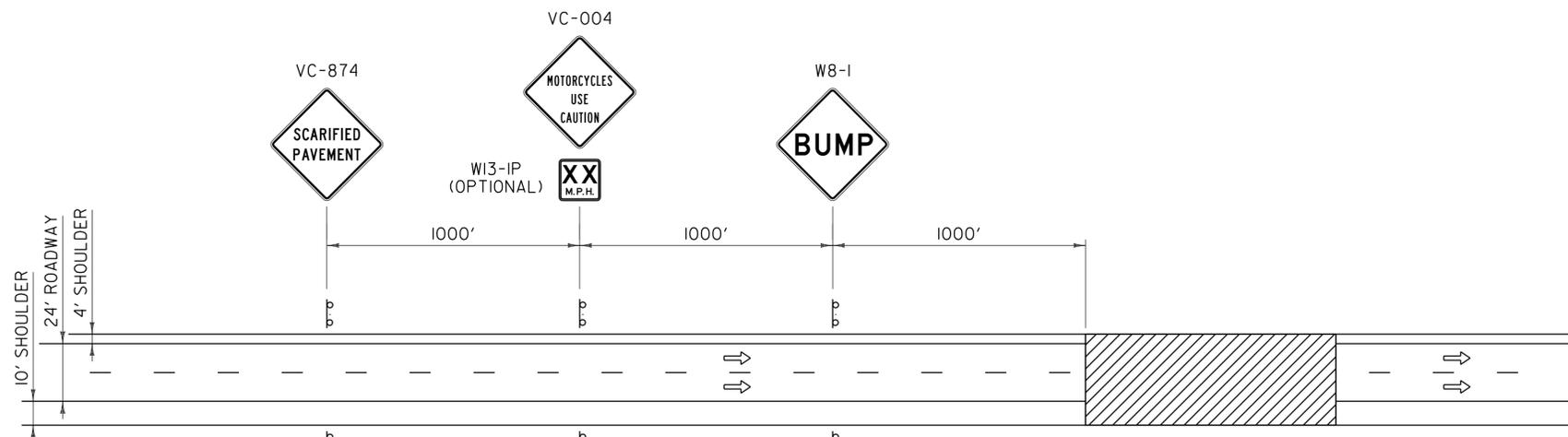
**CONVENTIONAL ROADS
CONSTRUCTION APPROACH
SIGNING**



STANDARD
T-10



**ADVANCE WARNING SIGN PACKAGE FOR
COLD PLANED (SCARIFIED) SURFACES
TWO LANE ROADWAY**



**ADVANCE WARNING SIGN PACKAGE FOR
COLD PLANED (SCARIFIED) SURFACES
DIVIDED HIGHWAY**

LEGEND

- FLOW OF TRAFFIC
- ▨ WORK AREA

GENERAL NOTES:

1. THE BUMP SIGN MAY BE ELIMINATED WHEN THERE IS NO BUMP. WHEN THE CONTRACTOR IS WORKING IN THE CONSTRUCTION AREA, THE APPROPRIATE ADVANCED WARNING SIGN PACKAGE SHALL BE USED. SEE THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) FOR ADDITIONAL INFORMATION.
2. GATE POSTING OF SIGNS IS AN OPTION AS DETERMINED BY THE ENGINEER FOR TWO LANE ROADWAY WHEN PASSING, TURNING OR CLIMBING LANES LIMIT VISIBILITY.
3. FOR DIMENSIONS A, B AND C, REFER TO THE MUTCD, USE TABLE 6C-1 (RECOMMENDED ADVANCE WARNING SIGN MINIMUM SPACING), FOR SIGN SPACING.

OTHER STDS. REQUIRED: T-1, T-28

REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

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TRAFFIC CONTROL
MISCELLANEOUS DETAILS



STANDARD
T-17