

CONSTRUCTION SIGN NOTES:

CONSTRUCTION SIGNS WILL BE 48"X48" DIAMOND SHAPED PER VTRANS AND MUTCD STANDARDS.

CONSTRUCTION SIGNS WILL BE COVERED UNTIL WORK BEGINS AT BRIDGE 47.

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.

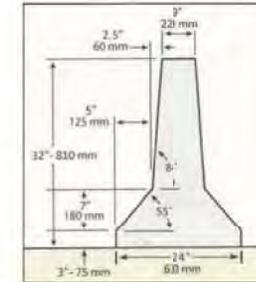
CONSTRUCTION SIGNS WILL BE LOCATED SO THEY DO NOT OBSTRUCT EXISTING SIGNS OR OBSTRUCT CORNER SIGHT DISTANCES FOR HIGHWAYS AND SIDE ROADS.

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 shall 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 shall 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 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.

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

Posted speed on this stretch of roadway is 50 mph. State statute allows for a temporary regulatory speed limit reduction of 10 mph (down to 40 mph). Any additional decrease in speed signage can only be done via advisory speed plaques on advance warning signs.

spelling

missing text?

spelling

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 WITHIN 8 FEET OF THE PRIMARY SIGNAL AND BETWEEN 8 AND 15 FEET FROM THE GROUND SURFACE.

THE SIGNAL 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 TRIPPED 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



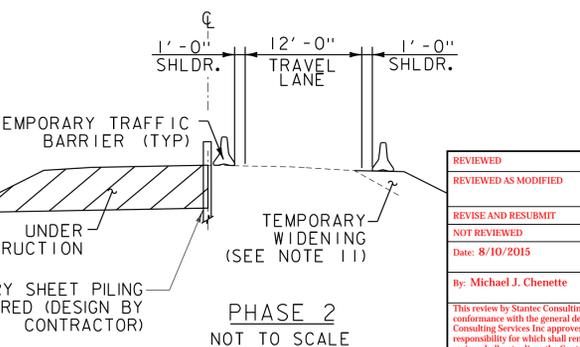
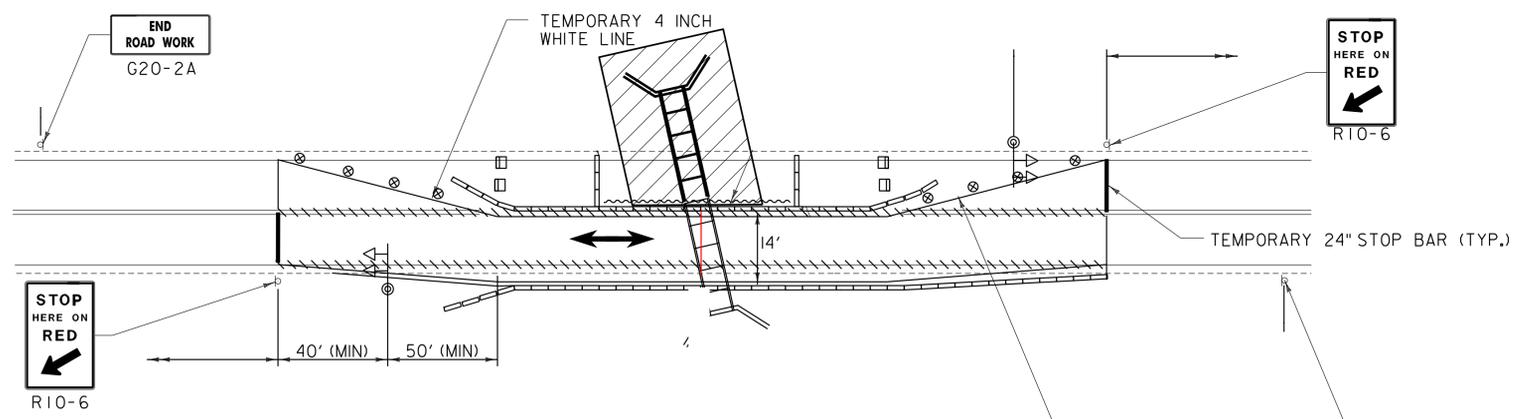
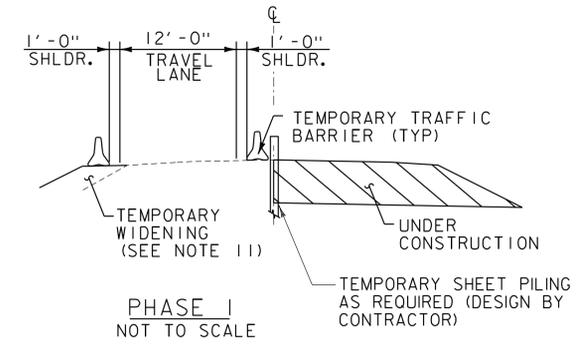
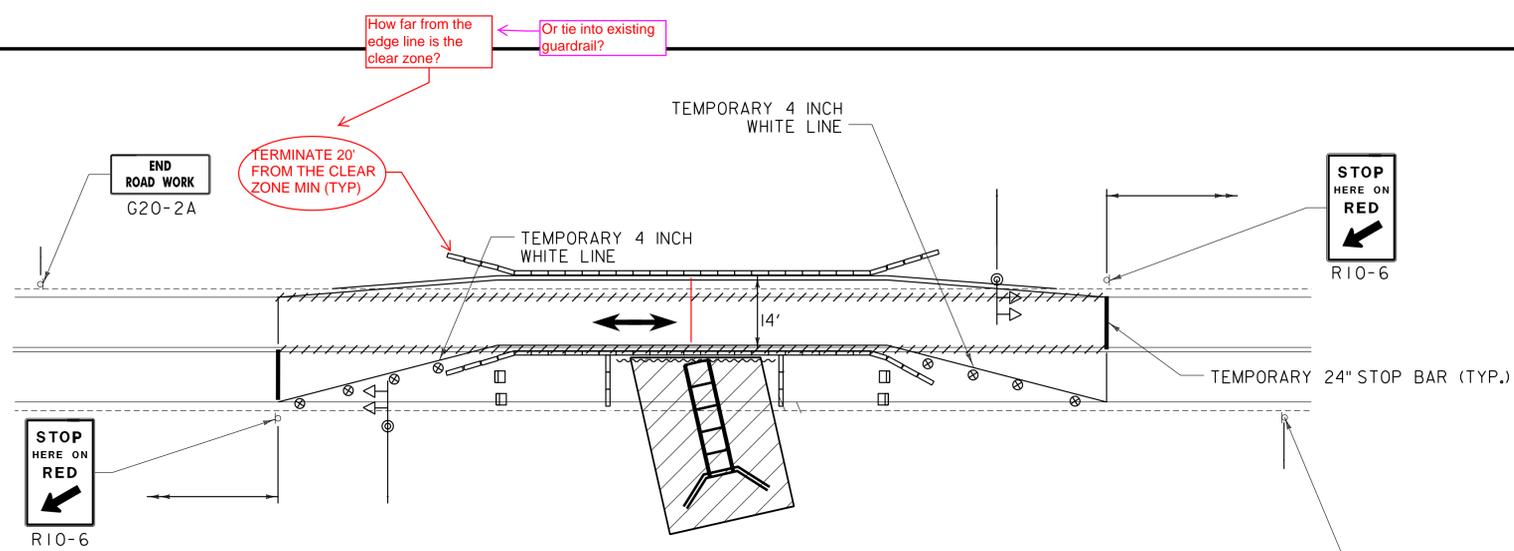
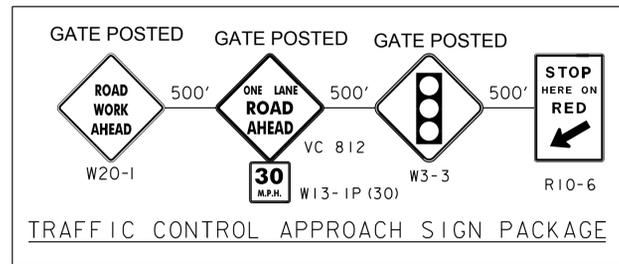
Ronald K. Bell

REVIEWED		
REVIEWED AS MODIFIED		
REVISE AND RESUBMIT	X	
NOT REVIEWED		
Date: 8/10/2015		
By: Michael J. Chenette		
<small>This review by Stantec Consulting Services Inc. is for the sole purpose of ascertaining conformance with the general design concept. This review shall not mean that Stantec Consulting Services Inc. approves the detail design inherent in the shop drawings, responsibility for which shall remain with the Contractor. Submitting same, and such review shall not relieve the Contractor of his responsibility for errors or omissions in the shop drawing or of his responsibility for meeting all requirements of the Contract Documents. The contractor is responsible for dimensions to be confirmed and correlated at the job site, for information that pertains solely to the fabrication processes or to techniques of construction and installation and for coordination of the work of all subcontractors.</small>		

REV. NO.	DATE:
1	08/03/15

RENAUD BROS. INC.
 285 FT. BRIDGMAN RD., VERNON VT., 05564
 PH. (802) 251-7583 FAX (802) 251-7508

SHEET NAME: BRIDGE 47 TRAFFIC CONTROL		SHEET NO. 1
PROJECT NAME: WINHALL		
PROJECT NO: STP CULV (31)		OF 3
DRAWN BY: CE	CHK'D BY:	



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

REVIEWED		
REVIEWED AS MODIFIED		
REVISE AND RESUBMIT	X	
NOT REVIEWED		
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STATE OF VERMONT
 RONALD K. BEEL
 No. 8694
 REGISTERED PROFESSIONAL ENGINEER
Ronald K. Beel

REV. NO.	DATE:	
1	08/03/15	
<small>285 FT. BRIDGEMAN RD., VERNON VT., 05554 PH. (802) 251-7583 FAX. (802) 251-7508</small>		

SHEET NAME: BRIDGE 47 TRAFFIC CONTROL		SHEET NO. 2
PROJECT NAME: WINHALL		
PROJECT NO: STP CULV (31)		OF 3
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

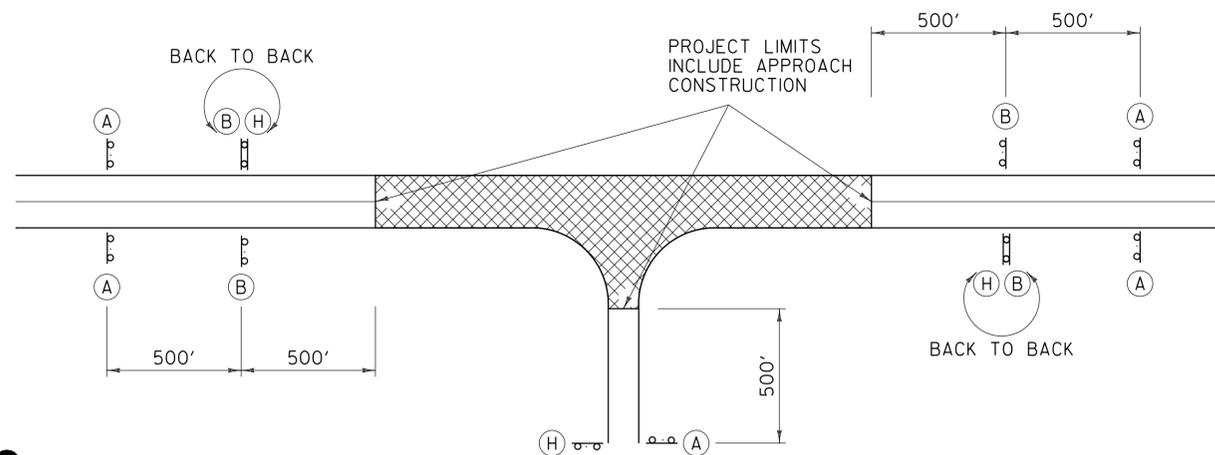
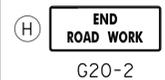
REVIEWED		
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REVISE AND RESUBMIT	X	
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By: Michael J. Chenette		
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REV. NO.	DATE:
1	08/03/15

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

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

LEGEND



TYPICAL APPROACH SIGNING

FIELD CONDITIONS MAY DICTATE THE ACTUAL PLACEMENT.

If Contractor is referencing VTrans Standard drawings they should appear as we published them and not hacked up to suit their project needs.

GENERAL NOTES:

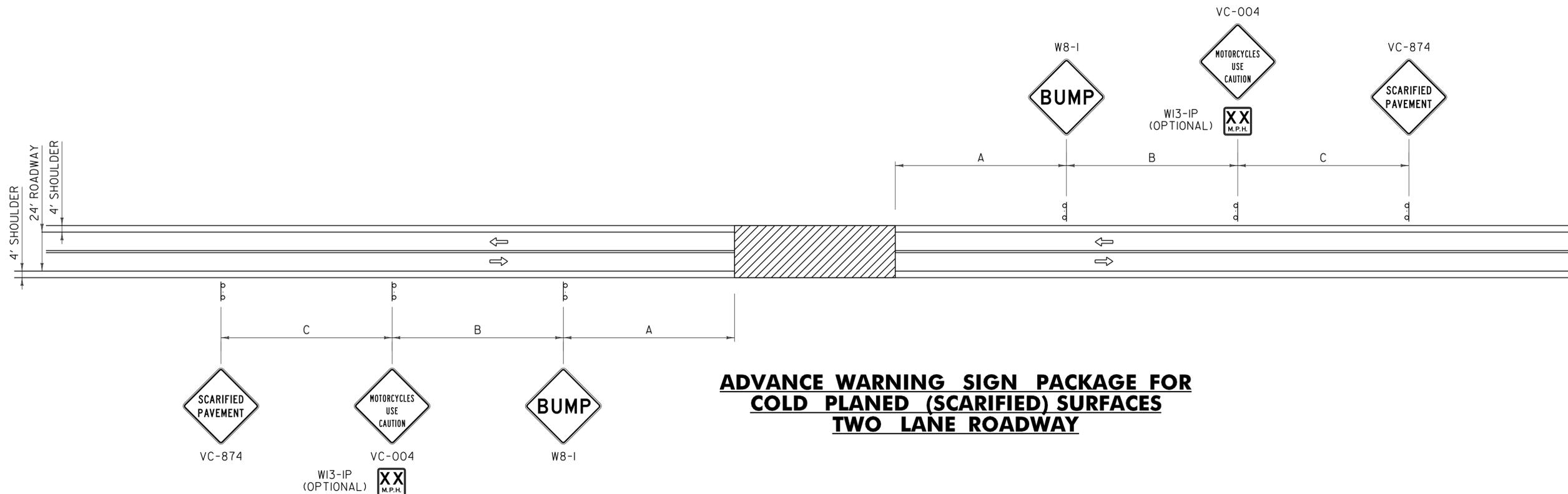
1. SIGNS SHOWN ON THIS SHEET ARE INTENDED FOR USE IN PROVIDING ADVANCE WARNING AND INFORMATION ON CONSTRUCTION PROJECTS OVER WHICH TRAFFIC WILL BE MAINTAINED. WHEN ADDITIONAL APPROACH SIGNS OR OTHER TYPES OF ADVANCE SIGNING OR CONTROL ARE NECESSARY, THE PLANS AND/OR THE SPECIFICATIONS FOR THAT PROJECT WILL GIVE THE DETAILS OF THE SIGNS AND DEVICES REQUIRED. FOR ON-PROJECT CONSTRUCTION SIGNS, REFER TO APPROPRIATE STANDARD SHEETS.
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.

REVISIONS AND CORRECTIONS
AUG. 6, 2012 ORIGINAL APPROVAL DATE

APPROVED
[Signature]
HIGHWAY SAFETY & DESIGN ENGINEER
[Signature]
DIRECTOR OF PROGRAM DEVELOPMENT
[Signature]
MARK D. RICHTER
FEDERAL HIGHWAY ADMINISTRATION

~~CONVENTIONAL ROADS
CONSTRUCTION APPROACH
SIGNING~~

~~VERMONT AGENCY OF
TRANSPORTATION
STANDARD
T-10~~



If Contractor is referencing VTrans Standard drawings they should appear as we published them and not hacked up to suit their project needs.

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.
3. FOR DIMENSIONS A, B AND C, REFER TO THE MUTCD, USE TABLE 6C-1 (RECOMMENDED ADVANCE WARNING SIGN MINIMUM SPACING), FOR SIGN SPACING.

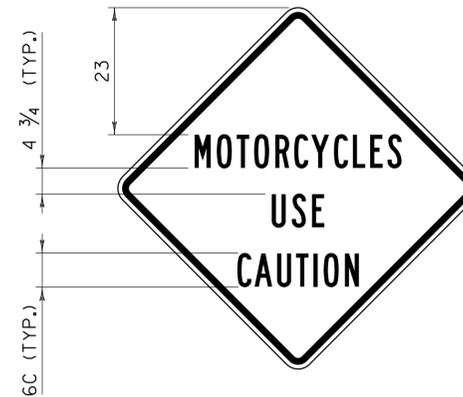
REVISIONS AND CORRECTIONS
AUG. 6, 2012 - ORIGINAL APPROVAL DATE

APPROVED
W.A.P.
HIGHWAY SAFETY & DESIGN ENGINEER
Richard J. Fournier
DIRECTOR OF PROGRAM DEVELOPMENT
Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

~~TRAFFIC CONTROL
MISCELLANEOUS DETAILS~~



~~STANDARD
T-17~~



VC-004



VC-874

GENERAL NOTES:

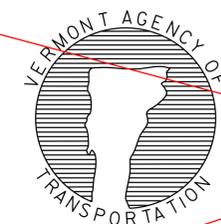
1. COLORS FOR SIGNS SHALL BE BLACK LEGEND AND BORDER ON FLUORESCENT ORANGE BACKGROUND.
2. CONSTRUCTION SIGNS SHALL BE 48 INCH BY 48 INCH. IF SOLID SUBSTRATE SIGNS ARE USED, SIGNS SHALL HAVE CORNERS ROUNDED TO A THREE INCH RADIUS.
3. SIGNS SHALL HAVE 1 1/4 INCH WIDE BORDERS THAT ARE INDENTED 3/4 INCH FROM THE EDGE OF THE SIGN.
4. SIGNS SHALL HAVE THE LEGEND CENTERED HORIZONTALLY AND VERTICALLY ON THE SIGN UNLESS OTHERWISE INDICATED.
5. ALL DIMENSIONS SHOWN IN INCHES.

If Contractor is referencing VTrans Standard drawings they should appear as we published them and not hacked up to suit their project needs.

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

APPROVED
W. A. P.
HIGHWAY SAFETY & DESIGN ENGINEER
Rick D. Richter
DIRECTOR OF PROGRAM DEVELOPMENT
Mark D. Richter
FEDERAL HIGHWAY ADMINISTRATION

**CONSTRUCTION SIGN
DETAILS**



STANDARD
T-28