

REVIEWED
By Amy Gamble (amy.gamble@state.vt.us) at 9:31 am, Sep 20, 2013

Note: Dimensional requirements in Table 6H-3 for Rural Distance between signs is 500' and Urban High Speed is 350'. Combination of distances used on north direction to work zone due distance to existing bridge, geometry and existing features for maximum visibility placement.

If this is a typical one lane - two way flagger operation, a "one lane road ahead" sign should be used. BPTS is optional additional sign in series. (See MUTCD TA 10).
If both lanes will be generally open but periodically traffic is stopped for construction activities, then BPTS alone is appropriate.

RWA should be first sign driver sees (ahead of W3-5)

Note: Dimensional requirements in Table 6H-3 for Rural Distance between signs is 500' and Urban High Speed is 350'. 500' distance held as traffic traveling south direction to work zone will have 6 signs prior to reaching actual work area and greater than 1/2 mile of advanced warning.

If permanent 40 mph zone has not been installed by the time the project begins, consider a 40 mph transition/step down into the 30. Temp 40 zone should be at least 1000 ft long.

How do these signs fit in with the existing signs, of which there are many? Adequate spacing and visibility must be considered.
What about covering other signs that conflict (like the 35 mph advisory on the curve sign, and the W3-5(30) when they'll already be in a 30?

This sheet shows the approach signs but does not depict traffic control within the work zone at all, or even describe the nature of the work zone. It is not complete as a temporary traffic control plan.

End Road Work signs needed in both directions. SL 50 sign needed at eastbound end of temp speed zone.

move to location east of RWA. Sign spacing can be tightened up in 30 mph zone. At its current location, traffic coming off VT 125 can't see it. Could possibly just add the plaques to the existing SL 30 - fines double isn't actually legally in effect until the existing 50 zone, but the existing 30 is only 600 feet away.

NOTES:
THE 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 AND 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 PART #6 OF THE LATEST MUTCD AND APPROPRIATE STANDARD SHEETS.

APPLICATION OF STANDARDS
SINCE IT IS NOT POSSIBLE TO PRESCRIBE DETAILED STANDARDS OF APPLICATION FOR ALL OF THE SITUATIONS THAT MAY CONCEIVABLY ARISE ON A CONSTRUCTION PROJECT, REFERENCE SHALL BE MADE TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR THE PRINCIPLES, PROCEDURES AND STANDARDS THAT WILL BE REQUIRED IN CONNECTION WITH ADVANCED WARNING AND ON-PROJECT CONSTRUCTION SIGNS AND BARRICADES. THE SIGNS SHOWN IN E-101 AND E-102 REPRESENT A SAMPLE OF THOSE MORE COMMONLY USED.

LOCATION
THE 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 EXACT PLACEMENT OF ANY SIGN WILL DEPEND UPON THE ALIGNMENT INTENDED TO INDICATE THE SEQUENCE TO BE FOLLOWED AND THE APPROXIMATE SPACING TO BE OBSERVED. THE ENGINEER SHALL DETERMINE THE EXACT LOCATIONS.

DESIGN
LETTERS, DIGITS, ARROWS, SPACING AND TEXT DIMENSIONS SHALL CONFORM WITH THE STANDARD ALPHABET FOR HIGHWAY SIGNS AND PAVEMENT MARKINGS AND DESIGNS PRESCRIBED IN THE STANDARD HIGHWAY SIGNS AS SPECIFIED IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES ADOPTED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION.

MATERIALS
THE SIGN BASE MATERIAL USED FOR THE SIGNS ON THIS SHEET MAY BE ANY OF THE FOLLOWING, WITH MINIMUM THICKNESS AS NOTED.
FLAT SHEET ALUMINUM 0.125 INCHES
HIGH DENSITY OVERLAID PLYWOOD 5/8 INCHES

REFLECTORIZATION
ALL REFLECTIVE SHEETING OF PERMANENT SIGNS (SIGNS TO REMAIN AFTER THE PROJECT IS COMPLETED) SHALL BE A MINIMUM ASTM TYPE III SHEETING. ONLY REGULATORY (BLACK ON WHITE SIGNS) WITHIN THE WORK ZONE OF THE PROJECT CAN BE ASTM TYPE III SHEETING.

COLORS
THE COLORS SHALL CONFORM WITH THE STANDARD COLORS ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND APPROVED BY THE U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION. COLORS SHOWN ON THIS SHEET CONSIST OF BLACK TEXT AND BORDER ON A REFLECTORIZED ORANGE BACKGROUND.

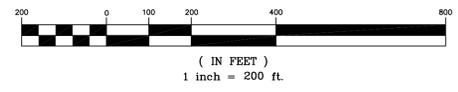
INSTALLATION
THE SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES. DURING PERIODS OF INACTIVITY, OR UPON COMPLETION OF THE WORK, SIGNS MAY BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER ON POSTS SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST 7 FEET ABOVE THE EDGE OF PAVEMENT, AND THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST 6 FEET OUTSIDE THE SHOULDER POINT, 4 FEET OUTSIDE GUARD RAIL, OR 2 FEET OUTSIDE CURBING, OR SIDEWALK. THE INSTALLATION OF SIGNS SHALL BE SUBJECT TO APPROVAL OF THE ENGINEER. IN URBAN AREAS, THE BOTTOM OF THE SIGN SHALL BE AT LEAST 7 FEET ABOVE THE SIDEWALK.

MAINTENANCE
SIGNS SHALL BE MAINTAINED IN A CLEAN AND LEGIBLE CONDITION SATISFACTORY TO THE ENGINEER. THEY SHALL BE COMPLETELY VISIBLE TO APPROACHING TRAFFIC AT ALL TIMES. THEY SHALL BE KEPT PLUMB AND LEVEL, AND ALWAYS PRESENT A NEAT APPEARANCE. DAMAGED, DEFACED OR DIRTY SIGNS, SHALL BE REPAIRED, CLEANED OR REPLACED AS ORDERED BY THE ENGINEER.

GENERAL
THE COST OF FURNISHING, INSTALLING, MAINTAINING AND REMOVING ALL CONSTRUCTION APPROACH SIGNS WILL BE CONSIDERED SUBSIDIARY WORK PERTAINING TO THE PROJECT AS A WHOLE AND SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE BID FOR VARIOUS ITEMS INVOLVED IN THE CONTRACT. DURING ALL PHASES OF CONSTRUCTION THE REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES SHALL BE MET. WHEN THE PROJECT IS CLOSED DOWN FOR TEMPORARY PERIODS, THE SIGNS SHALL BE COVERED IN A WORKMANLIKE MANNER.

SIGN COVERS
SIGN COVERS SHALL CONSIST OF A PANEL PAINTED FLAT BLACK, THE SAME SIZE AS THE SIGN IT IS COVERING. THE PANEL SHALL BE OF WOOD, PLYWOOD, HARDBOARD OR ANY MATERIAL SATISFACTORY TO THE ENGINEER. NO MATERIAL WILL BE APPROVED THAT WILL DETERIORATE BY EXPOSURE TO THE WEATHER DURING THE PROJECT. MOUNTING OF THE PANEL SHALL BE DONE IN SUCH A WAY AS NOT TO DAMAGE THE SIGN FACE MATERIAL. CONTRACTORS SHALL COORDINATE THEIR SIGNING ACTIVITIES WITH OTHER CONTRACTORS WITHIN THE PROJECT LIMITS, AS DIRECTED BY THE REGIONAL CONSTRUCTION ENGINEER.

THE CONTRACTOR SHALL NOTIFY "DIGSAFE" AT 1-888-DIG-SAFE PRIOR TO ANY EXCAVATION.



Vermont Agency of Transportation
RECEIVED
CK'D BY AG OK'D BY JS
September 18, 2013
RESUBMIT YES Rejected
BY KH DATE 9-20-2013



- NOTES:**
1. THE INFORMATION ON THIS PLAN SHALL BE UTILIZED TO INSTALL TRAFFIC SIGNS GENERALLY AS SHOWN AND SAFETY SHALL ALWAYS BE THE FIRST PRIORITY FOR THE TRAVELING PUBLIC AND ALL WORKERS INVOLVED ON THE PROJECT.
 2. THE INTENT OF THE PLAN IS TO COMPLY WITH THE MUTCD WHILE TAKING INTO CONSIDERATION SITE SPECIFIC CIRCUMSTANCES FOR OPTIMAL PLACEMENT OF SIGNS AND THEIR VISIBILITY.
 3. IN ADDITION TO THE TYPICAL 6-PACK OF SIGNS, A SPEED REDUCTION COMPONENT IS BEING INTEGRATED TO REDUCE SPEED TO 30 MPH FOR SAFETY.
 4. THE EXACT LOCATION OF THE SIGNS SHALL BE AGREED UPON BETWEEN DALE NORTON (VTRANS-RESIDENT ENGINEER) AND RON BUSHNELL (S.D. IRELAND-PROJECT MANAGER).

DATE	BY
SURVEY	OB/CA
DESIGN	OB/CA
DRAWN	KGM
CHECKED	PJO
SCALE	AS SHOWN
DATE	9/12/13
DATE	09/2013-78
FILE	2013-78-S1
PLAN SHEET #	1

ADDISON STP CULV(14)
VT ROUTE 17 ADDISON, VT
TRAFFIC / SIGNS PLAN

