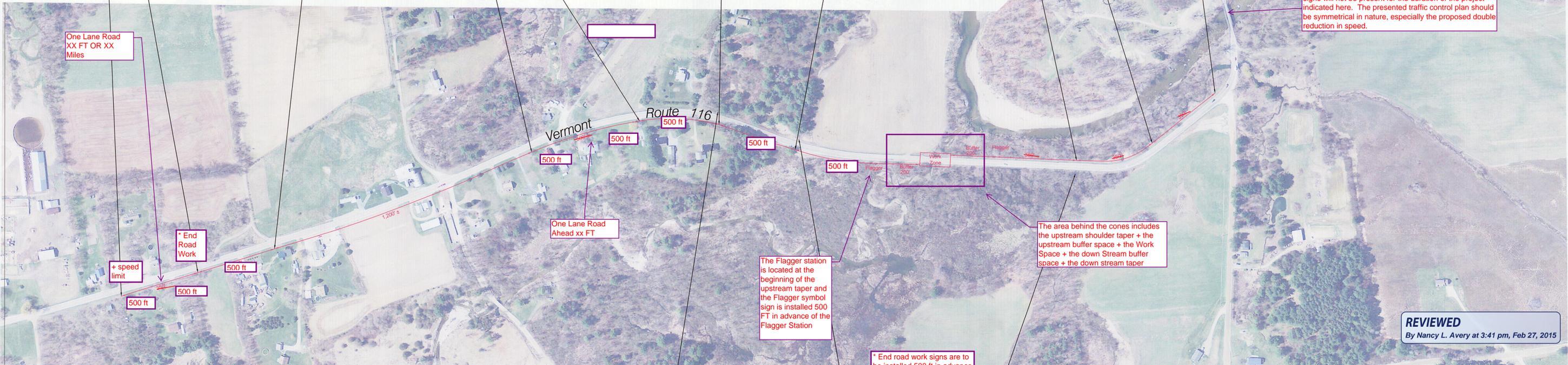
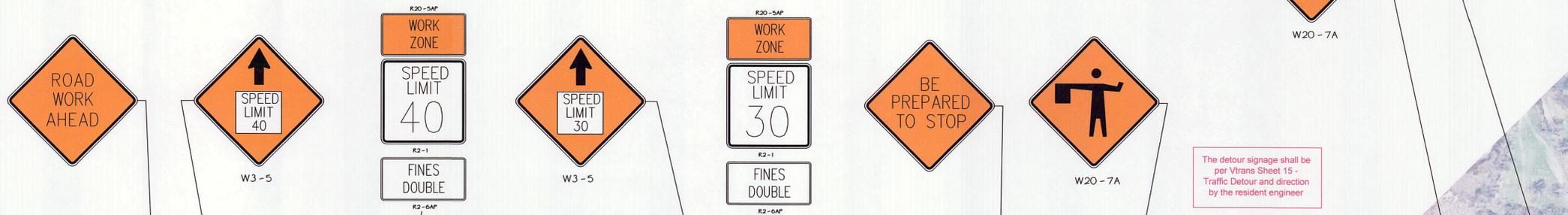


Note: Dimensional requirements in Table 6H-3 for Rural Distance between signs is 500' and Urban High Speed is 350'. Distances within this range were utilized for north direction to work zone due to proposed speed limit reduction from 50 MPH to 30 MPH, geometry and existing features for maximum visibility placement. There are 7 signs over a 1/2 mile stretch to warn drivers of the upcoming work zone.

Note: Dimensional requirements in Table 6H-3 for Rural Distance between signs is 500' and Urban High Speed is 350'. 350' distance held as traffic traveling in south direction to work zone will have to maneuver a 90° turn with sign to slow down to 20 mph and directly on the other side of the bridge, signs as shown are proposed to warn drivers of the upcoming work zone.

Based on the nature of the road type a consistent 500 ft sign spacing should be used for the entire project.

What is the TCP for when the bridge is closed at the immediate project site?



Is this sign warranted? Or is this something that is currently installed for the adjacent bridge project? Has the reverse turn been ball banked to verify that the 20 mph advisory plaque is warranted? If this is to be used in conjunction with the construction project it should be and orange sign with black border and symbol.

This bridge project is wrapping up and the work zone signs will not be present for the duration of the project indicated here. The presented traffic control plan should be symmetrical in nature, especially the proposed double reduction in speed.

The detour signage shall be per VTRANS Sheet 15 - Traffic Detour and direction by the resident engineer

The area behind the cones includes the upstream shoulder taper + the upstream buffer space + the Work Space + the down Stream buffer space + the down stream taper

The Flagger station is located at the beginning of the upstream taper and the Flagger symbol sign is installed 500 FT in advance of the Flagger Station

* End road work signs are to be installed 500 ft in advance and across from the Initial Road Work Ahead sign.

+ The speed limit sign should be installed 500 ft after the End Road Work sign to return traffic to the posted speed limit for the highway.

REVIEWED
By Nancy L. Avery at 3:41 pm, Feb 27, 2015

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 3/8 INCHES

REFLECTORIZATON
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.

MUTCD
THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS AS AMENDED SHALL BE THE STANDARDS FOR ALL TRAFFIC CONTROL SIGNS, SIGNALS AND MARKINGS WITHIN THE STATE. EXISTING SIGNS, SIGNALS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC CONTROL DEVICES ARE ERECTED OR PLACED OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.

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

paid as item in the contract, Special Provision, (Traffic Control All-Inclusive)



DATE	02/18/15	BY	
SURVEY		DATE	02/18/15
OTHER		DATE	02/18/15
DESIGN		DATE	02/18/15
OTHER/VOBCA		DATE	02/18/15
DESIGN		DATE	02/18/15
OTHER/VOBCA		DATE	02/18/15
CHECKED		DATE	02/18/15
SCALE		DATE	02/18/15
AS SHOWN		DATE	02/18/15

O'LEARY-BURKE
CIVIL ASSOCIATES, PLC
1 CORPORATE DRIVE, SUITE 1
BRISTOL, VT 05632
PHONE: 878-2890
FAX: 878-2891
E-MAIL: oob@olearyburke.com

BRISTOL
BRF 021-1(29)
VT ROUTE 116 STA
ADDISON, VT
TRAFFIC / SIGNS
PLAN
1