



SCHULTZ

May 5, 2014

Town of Rochester, Vermont. Bridge 16
BRF 0162(17)
Traffic Control Plan

During the course of construction for Bridge 16 on Route 73 over Corporation Brook traffic control will be necessary. W.M. Schultz Construction Inc. (WMSCI) intends to limit our impact on the public as much as possible. To help with this WMSCI will utilize daily temporary single lane traffic setups prior to and after the allowed contract Bridge Closure Period. At a minimum, traffic will remain open to alternating one lane of traffic in each direction. When physical work begins we will have one lane alternating traffic controlled with the proper traffic control devices as needed directing each side when to proceed. Once the contract allowed Bridge Closure Period has begun the contract plan detour will again be implemented. The traffic control devices for the detour will already be in place due to the BCP for Bridge 15 occurring first. If any adjustments or changes must be completed, such as message board text, they will be addressed prior to the shutdown. Traffic setups will comply with the contract plans, specifications, VTRANS section 641 and the MUTCD.

- Attached are drawings of our proposed traffic setup, along with applicable standards & plan sheets.
- We plan to deploy message boards, two weeks prior to the detour and road closure.
- Sign location, layout and setup will occur prior to initiation of the detour; signs will remain covered until detour is initiated.
- Driveways will be maintained or have alternate access provided.
- Flaggers will be used as needed and communicate with 2 way radios.
- All traffic control devices such as signs, signals, message boards, arrow boards, cones, barricades, drums and barrier will comply with VTRANS standard sheets and MUTCD.
- Initially temporary lane closures will be utilized until the contract allowed Bridge Closure Period.
- During the Bridge Closure Period the plan detour traffic control setup will be utilized.
- After the Bridge Closure Period it will be necessary to use single lane traffic control to finish some items of work.

Phase 1 – Daily Closures, Single Lane Alternating Traffic with Flaggers

- Initial job mobilization will use temporary daily single lane closures to unload equipment and materials.
- Initial site access and staging will require daily single lane closures.
- Also during this time select pile installation will begin under daily closures.
- Modification as needed of the detour closure already in place.

Phase 2 – Initiate Detour, Bridge Closure Period

- Implement use of previously placed traffic control devices for detour around route 73 bridge 16.
- Dismantle and removal of existing bridge.
- Complete new bridge installation and items necessary to open to 1 lane of traffic.

Phase – 3 Single Lane Alternating Traffic

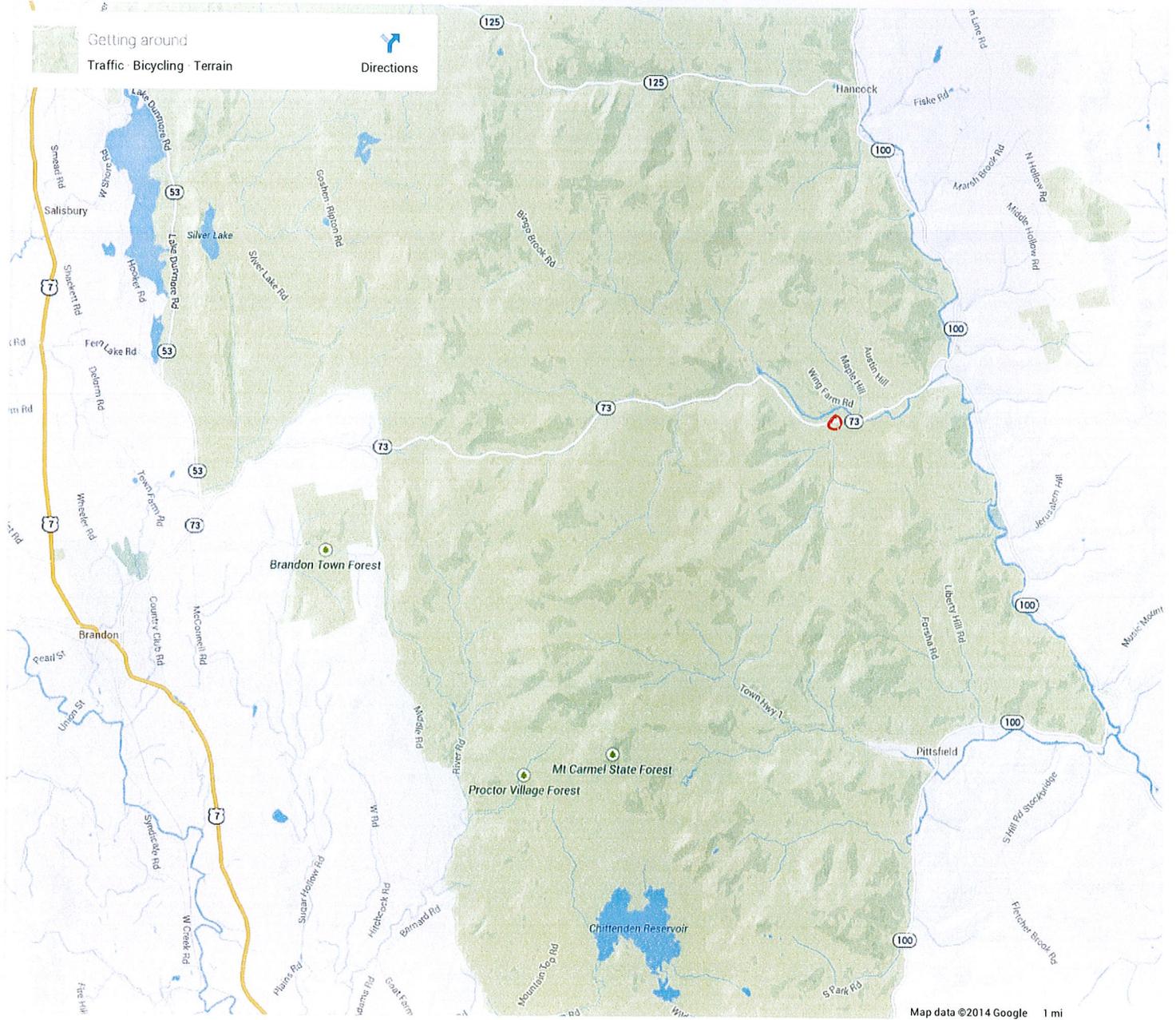
- Complete remaining Items of work.

This proposed plan is meant to apply to most regular daily operations for Bridge 16 on Route 73. Special or unique situations are to be expected and this traffic control plan can be adapted with approval from the Resident Engineer to address changes that may arise from actual field conditions while still complying with the plans, standards, VTRANS section 641, and the MUTCD. Please advise of any additional information that the agency may require.

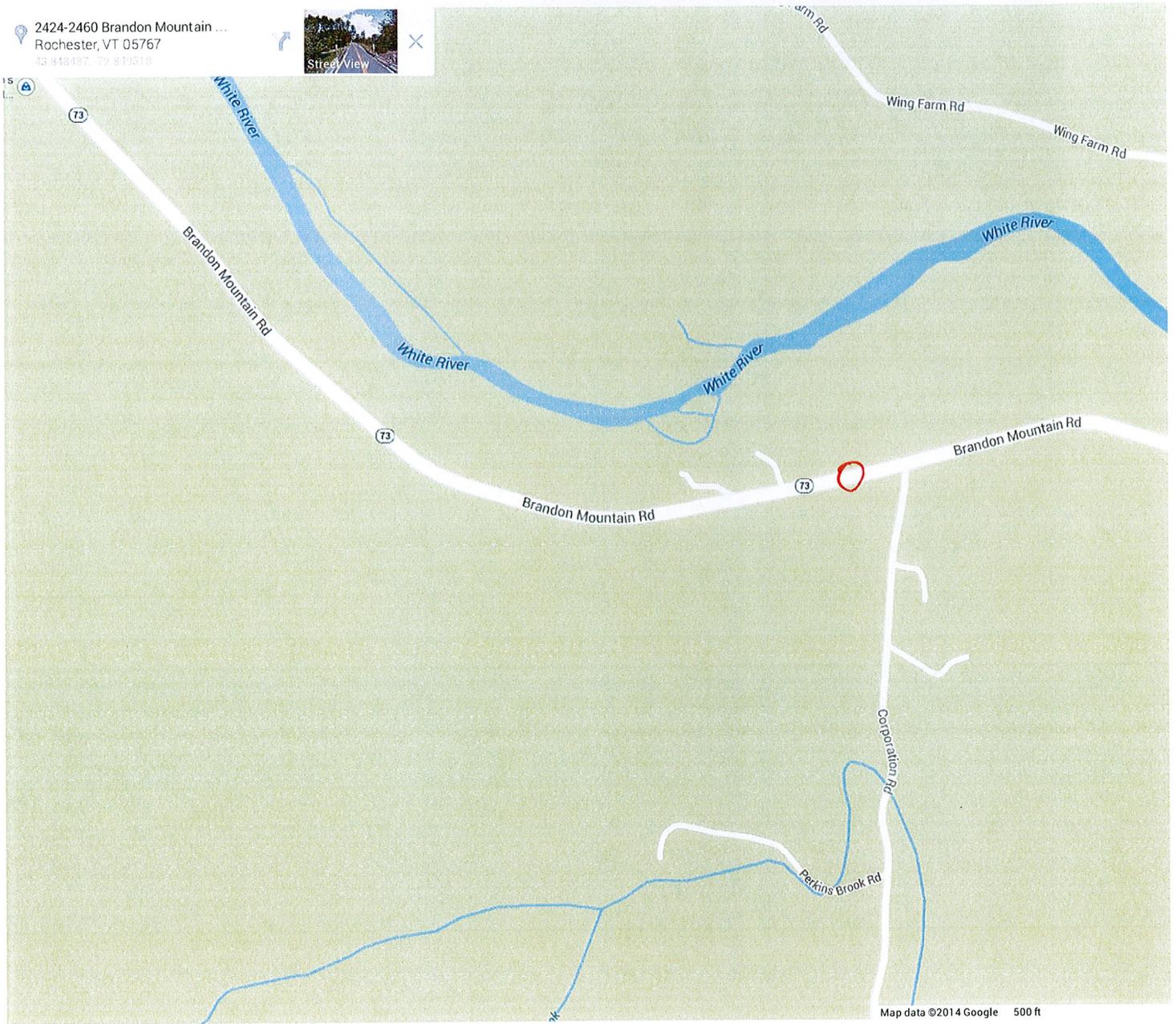
Sincerely,
W.M. Schultz Construction, Inc.



Michael D. Garn
Asst. Project Manager



2424-2460 Brandon Mountain ...
Rochester, VT 05767
43.848487, -72.848233



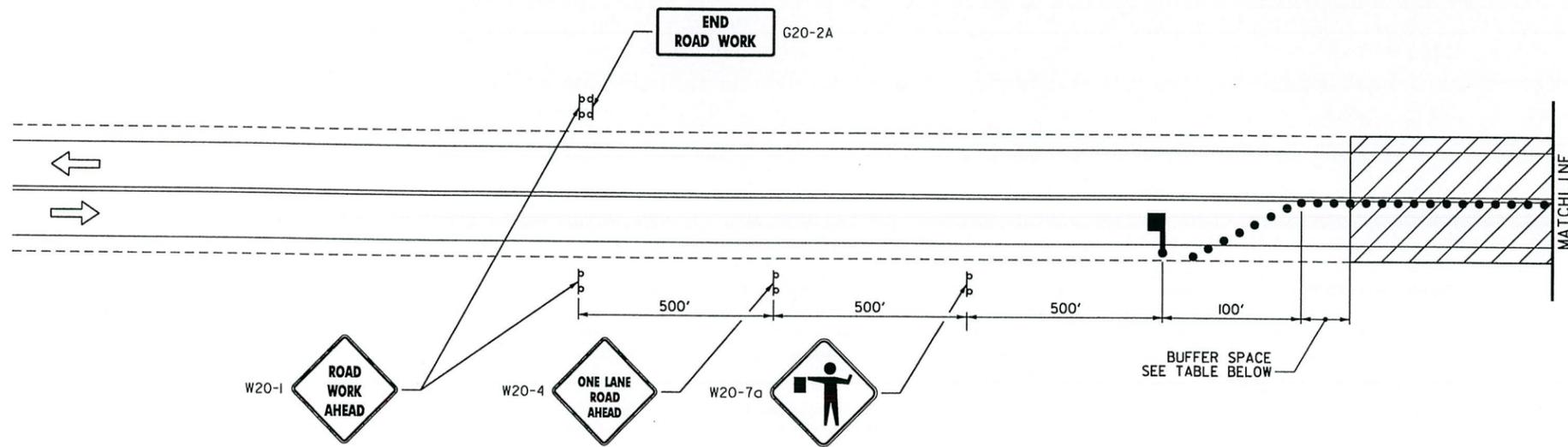
PROJECT NOTES

TRAFFIC CONTROL

11. THE CONTRACTOR SHALL IMPLEMENT THE ROAD CLOSURE, TRAFFIC CONTROL, AND DETOUR AS SHOWN ON THE PLANS.
12. THE CONTRACTOR SHALL NOTIFY THE TOWN A MINIMUM OF TWO (2) WEEKS PRIOR TO CLOSING THE ROAD.
13. FULL ACCESS TO ALL SIDE ROADS AND DRIVES WITHIN THE PROJECT LIMITS SHALL BE MAINTAINED AT ALL TIMES. WHERE A DRIVE IS LOCATED BEYOND THE TYPE III BARRICADES CLOSING THE ROADWAY, THE RESIDENT SHALL BE AUTHORIZED TO ENTER THE CONSTRUCTION SITE TO GAIN ACCESS TO THEIR DRIVE AND THE CONTRACTOR SHALL PROVIDE THE RESIDENT SAFE ACCESS TO THEIR DRIVE AT ALL TIMES. ONE WEEK PRIOR TO CLOSING THE ROADWAY, THE CONTRACTOR, ENGINEER, AND RESIDENT SHALL MEET AT THE RESIDENT'S DRIVE TO DISCUSS THE ROADWAY CLOSURE (DATE AND TIME) AND COORDINATE ON THE SAFE ACCESS THROUGH THE CONSTRUCTION SITE TO THE RESIDENT'S DRIVE. THIS WORK, INCLUDING ALL COST FOR COORDINATION BETWEEN THE CONTRACTOR, ENGINEER AND RESIDENT SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL (BRF 0162(17))".
14. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON THE TRAFFIC CONTROL SHEETS AND FOR TEMPORARY TRAFFIC CONTROL DEVICES WILL BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 641.10, "TRAFFIC CONTROL (BRF 0162(17))". THIS INCLUDES, BUT IS NOT LIMITED TO, THE FOLLOWING ITEMS:
 - TEMPORARY TRAFFIC BARRIERS
 - RETROREFLECTIVE DRUMS
 - SIGNS
 - SIGN POSTSTEMPORARY TRAFFIC BARRIER SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 621.
15. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).

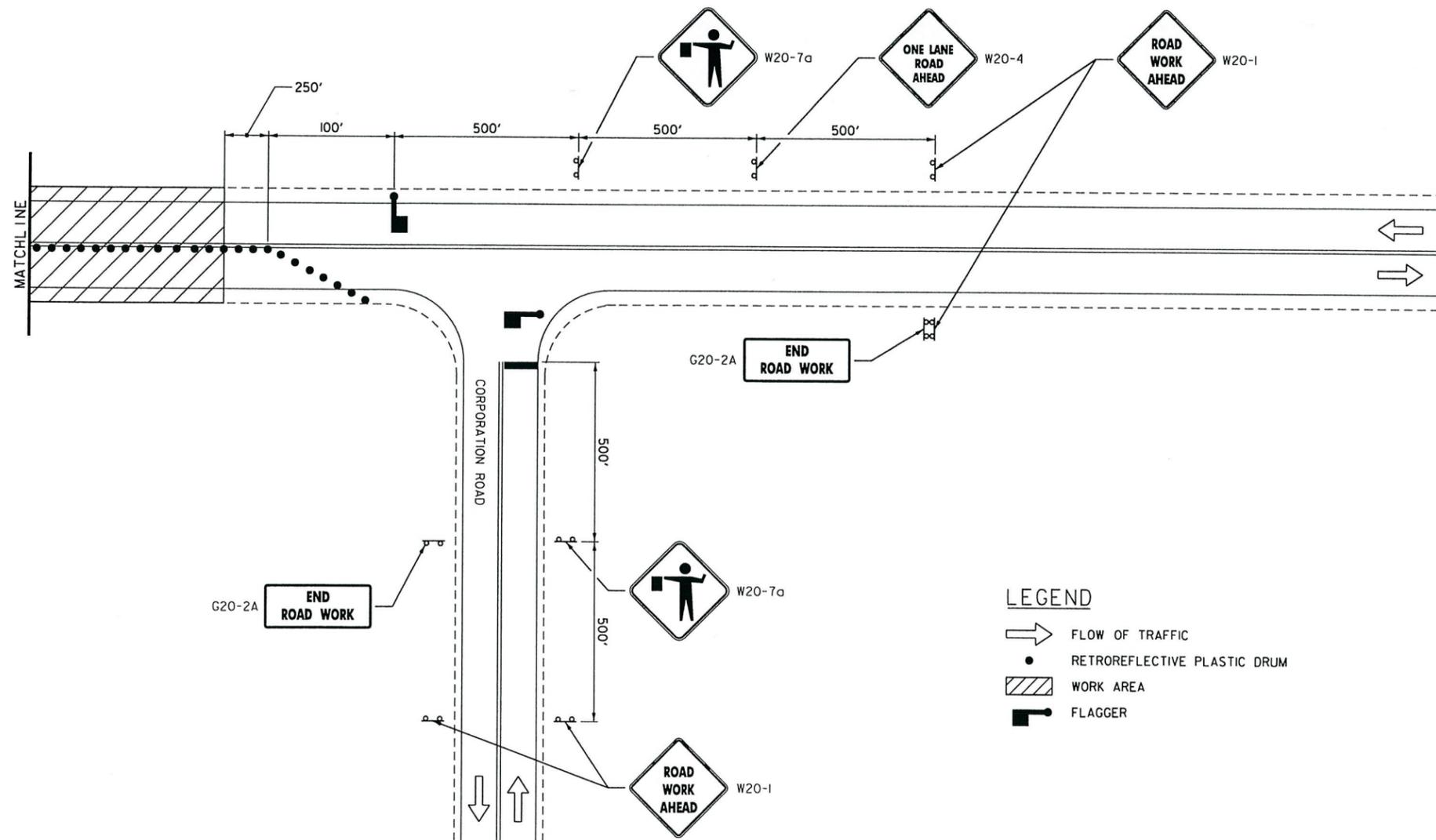
PROJECT NAME: ROCHESTER
PROJECT NUMBER: BRF 0162(17)

FILE NAME: z85e035pn.dgn PLOT DATE: 9/23/2013
PROJECT LEADER: G.S. GOODRICH DRAWN BY: B.J. MASSE
DESIGNED BY: L.S. CHERVINCKY CHECKED BY: G.S. GOODRICH
BR 16 PROJECT NOTES (1 OF 2) SHEET 126 OF 238



BUFFER SPACE TABLE

POSTED SPEED (MPH)	MINIMUM BUFFER SPACE LENGTH (FT)
35	250
40	305
45	360
50	425



LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- WORK AREA
- FLAGGER

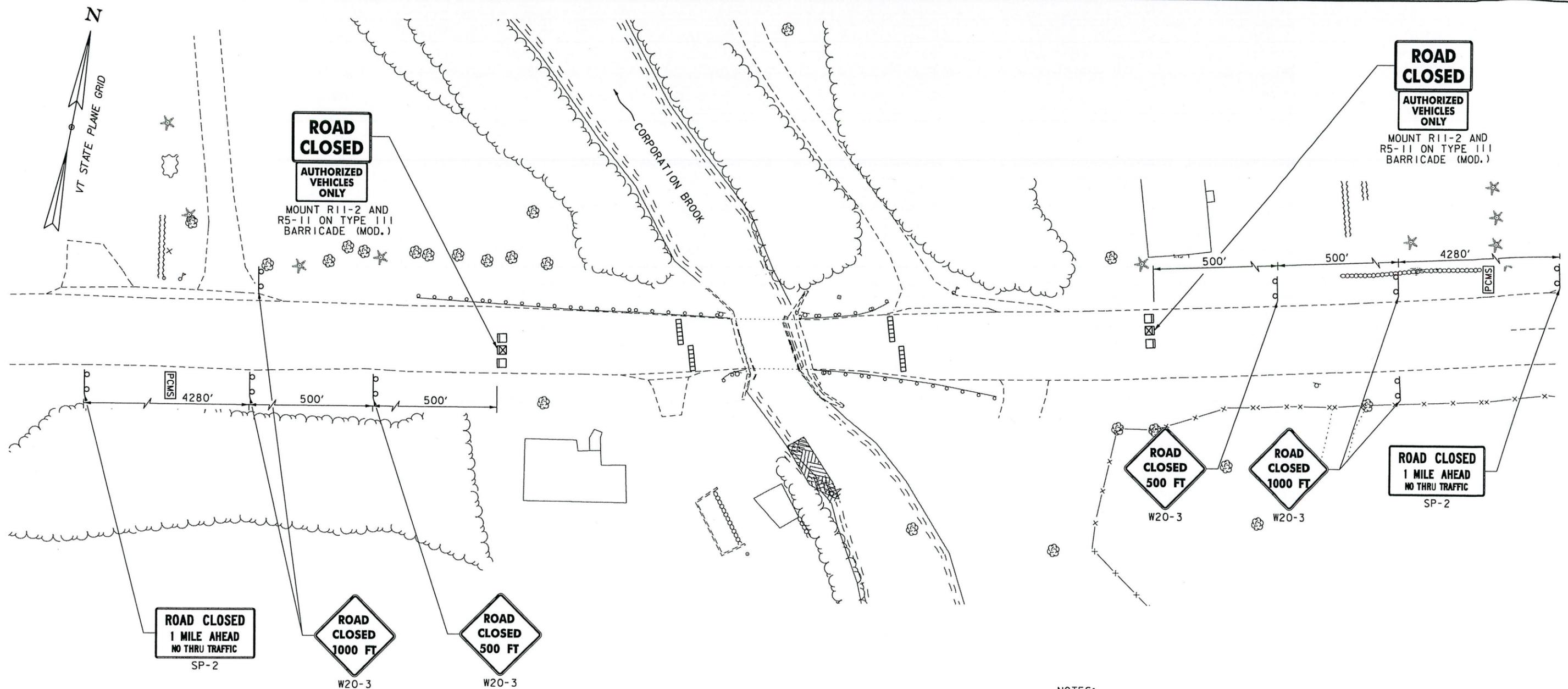
NOTES:

1. SEE REGIONAL TRAFFIC CONTROL PLANS FOR ADDITIONAL NOTES.
2. THE COSTS FOR ALL SIGNS, POSTS, RETROREFLECTIVE DRUMS, ETC. SHALL BE INCLUDED IN ITEM 641.10, "TRAFFIC CONTROL (BRF 0162 (17))".
3. THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE FOR TEMPORARY ROADWAY CLOSURES.
4. THE NUMBER OF CHANNELIZING DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL LANE CLOSURE REQUIREMENTS. WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
5. THE CONTRACTOR SHALL REDUCE TRAFFIC TO ONE LANE ONLY DURING DAYTIME WORKING HOURS. ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF PAVED SHOULDERS DURING NON-WORK PERIODS, AND PROTECTED BY BARRELS OR CONES. FLAGGER SIGNS SHALL BE REMOVED OR TURNED AWAY WHEN FLAGGER OPERATIONS CEASE FOR MORE THAN 15 MINUTES. NORMAL TRAFFIC LANES SHALL BE RESTORED DURING NON-WORK PERIODS AND TEMPORARY TRAFFIC SIGNS REMOVED OR COVERED.

TRAFFIC CONTROL PLAN ON VT ROUTE 73
NOT TO SCALE



PROJECT NAME: ROCHESTER	
PROJECT NUMBER: BRF 0162(17)	
FILE NAME: z85e035+cp.dgn	PLOT DATE: 9/3/2013
PROJECT LEADER: G.S. GOODRICH	DRAWN BY: E.A. FIALA
DESIGNED BY: S.E. BURBANK	CHECKED BY: S.E. BURBANK
BR 16 TRAFFIC CONTROL PLAN (1 OF 3)	SHEET 137 OF 238



LOCAL TRAFFIC CONTROL PLAN
NOT TO SCALE

- LEGEND**
- TYPE III BARRICADE
 - ⊠ TYPE III BARRICADE (MOD.)
 - ▤ TEMPORARY TRAFFIC BARRIER
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN

- NOTES:**
1. SEE BR 16 TRAFFIC CONTROL PLAN (1 OF 3) FOR ADDITIONAL NOTES.
 2. THE COSTS OF ALL SIGNS, SIGN POSTS, TYPE III BARRICADES, TEMPORARY TRAFFIC BARRIER, ETC. SHALL BE INCLUDED IN ITEM 641.10, "TRAFFIC CONTROL (BRF 0162(17))".
 3. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL DISPLAY THE MESSAGE SHOWN ON BR 16 TRAFFIC CONTROL PLANS (3 OF 3) ONE WEEK (7 DAYS) PRIOR TO THE CLOSURE OF THE BRIDGE. THE PCMS SHALL NOT BE A PART OF THE DETOUR AND SHALL BE REMOVED ONCE THE DETOUR IS IMPLEMENTED AND THE BRIDGE IS CLOSED.
 4. THE NUMBER OF TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL ROADWAY CLOSURE REQUIREMENTS.
 5. ALL SIGNS SHALL BE COVERED COMPLETELY WHEN NOT APPLICABLE FOR THE SPECIFIED BRIDGE CLOSURE.
 6. SEE THE PROJECT SPECIAL PROVISIONS FOR ALLOWABLE BRIDGE CLOSURE PERIOD.

PROJECT NAME:	ROCHESTER
PROJECT NUMBER:	BRF 0162(17)
FILE NAME:	z85e035+cp.dgn
PROJECT LEADER:	G.S. GOODRICH
DESIGNED BY:	E.A. FIALA
BR 16 TRAFFIC CONTROL PLAN (2 OF 3)	
PLOT DATE:	9/3/2013
DRAWN BY:	J.L. LEMIEUX
CHECKED BY:	S.E. BURBANK
SHEET	138 OF 238



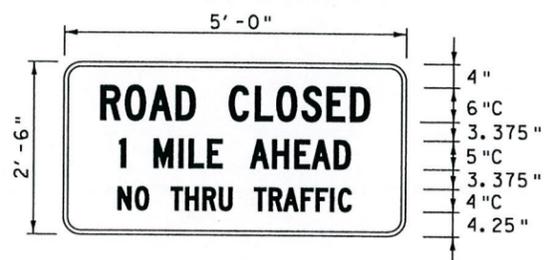
IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	REMARKS
	WIDTH (IN)	HEIGHT (IN)			
G20-2A	48	24		3	PORTABLE OR MOUNT ON TWO POSTS
R5-11	30	24		2	MOUNT ON TYPE III BARRICADE (MOD.)
R11-2	48	24		2	MOUNT ON TYPE III BARRICADE (MOD.)
SP-2	60	30		2	MOUNT ON TWO POSTS
W20-1	48	48		6	PORTABLE OR MOUNT ON TWO POSTS
W20-3	48	48		4	MOUNT ON TWO POSTS
W20-3	48	48		2	MOUNT ON TWO POSTS
W20-4	48	48		2	PORTABLE OR MOUNT ON TWO POSTS
W20-7a	48	48		3	PORTABLE OR MOUNT ON TWO POSTS

MESSAGES FOR PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) - AT BRIDGE
(SEE BR 16 TRAFFIC CONTROL PLAN 2 OF 3)

ONE WEEK PRIOR

MESSAGE 1	MESSAGE 2	
BRIDGE	MMMM DD	(DATE) **
CLOSED	TO	
	MMMM DD	(DATE) **

** - MONTH SHALL BE SPELLED OUT - JUNE 10 NOT 6/10



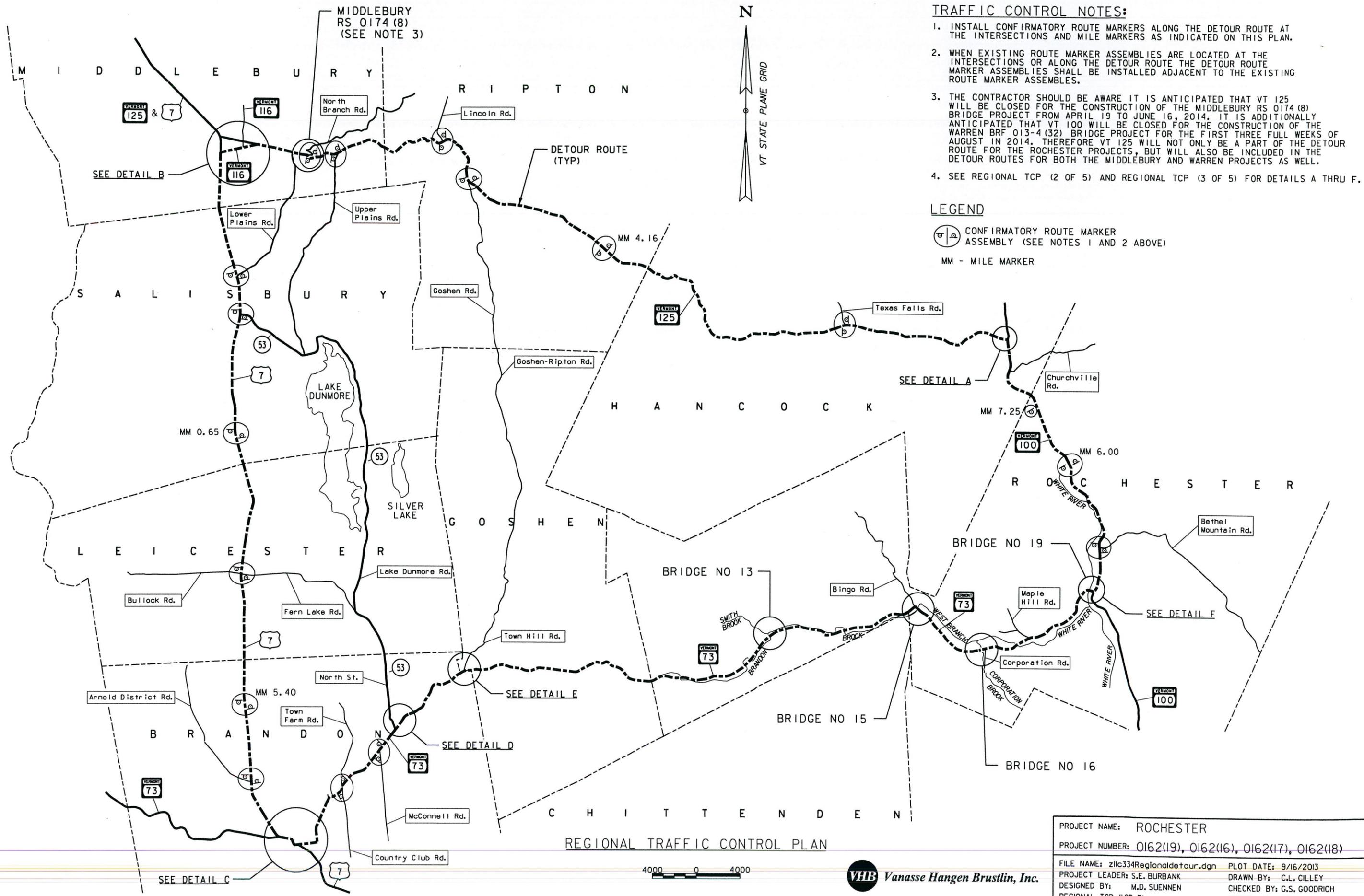
SP-2
NOT TO SCALE

NOTES:

- COLORS FOR THE SP-2 SIGN SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLOURESCENT WHITE BACKGROUND. TWO ORANGE FLAGS (ONE EACH SIDE) SHALL BE PLACED AT THE TOP OF THE SP-2 SIGNS.

PROJECT NAME: ROCHESTER
PROJECT NUMBER: BRF 0162(17)

FILE NAME: z85e035+cp.dgn PLOT DATE: 9/3/2013
PROJECT LEADER: G.S. GOODRICH DRAWN BY: E.A. FIALA
DESIGNED BY: E.A. FIALA CHECKED BY: S.E. BURBANK
BR 16 TRAFFIC CONTROL PLAN (3 OF 3) SHEET 139 OF 238



TRAFFIC CONTROL NOTES:

1. INSTALL CONFIRMATORY ROUTE MARKERS ALONG THE DETOUR ROUTE AT THE INTERSECTIONS AND MILE MARKERS AS INDICATED ON THIS PLAN.
2. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE THE DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES.
3. THE CONTRACTOR SHOULD BE AWARE IT IS ANTICIPATED THAT VT 125 WILL BE CLOSED FOR THE CONSTRUCTION OF THE MIDDLEBURY RS 0174 (8) BRIDGE PROJECT FROM APRIL 19 TO JUNE 16, 2014. IT IS ADDITIONALLY ANTICIPATED THAT VT 100 WILL BE CLOSED FOR THE CONSTRUCTION OF THE WARREN BR 013-4 (32) BRIDGE PROJECT FOR THE FIRST THREE FULL WEEKS OF AUGUST IN 2014. THEREFORE VT 125 WILL NOT ONLY BE A PART OF THE DETOUR ROUTE FOR THE ROCHESTER PROJECTS, BUT WILL ALSO BE INCLUDED IN THE DETOUR ROUTES FOR BOTH THE MIDDLEBURY AND WARREN PROJECTS AS WELL.
4. SEE REGIONAL TCP (2 OF 5) AND REGIONAL TCP (3 OF 5) FOR DETAILS A THRU F.

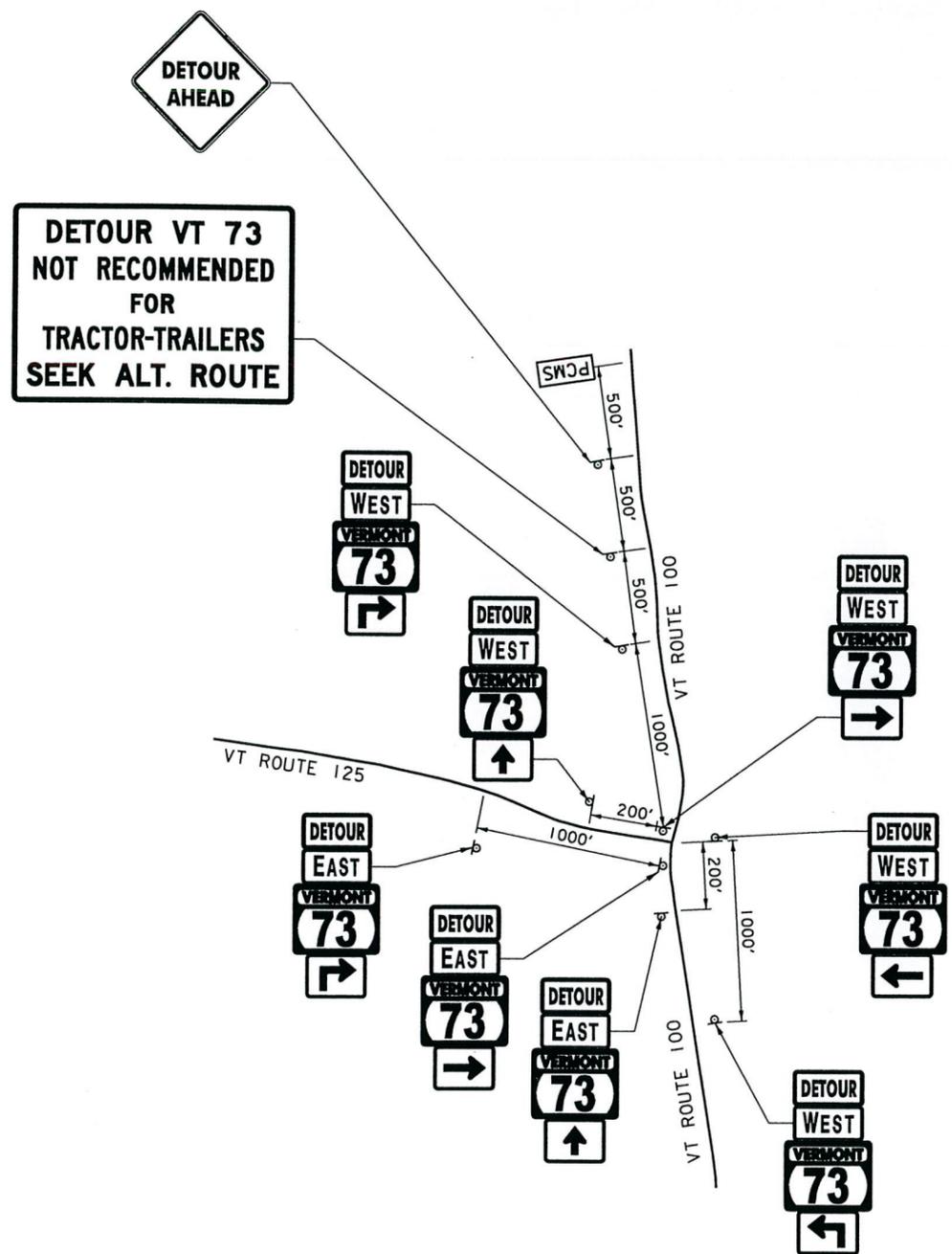
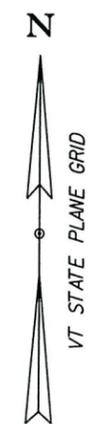
LEGEND

- CONFIRMATORY ROUTE MARKER ASSEMBLY (SEE NOTES 1 AND 2 ABOVE)
- MM - MILE MARKER

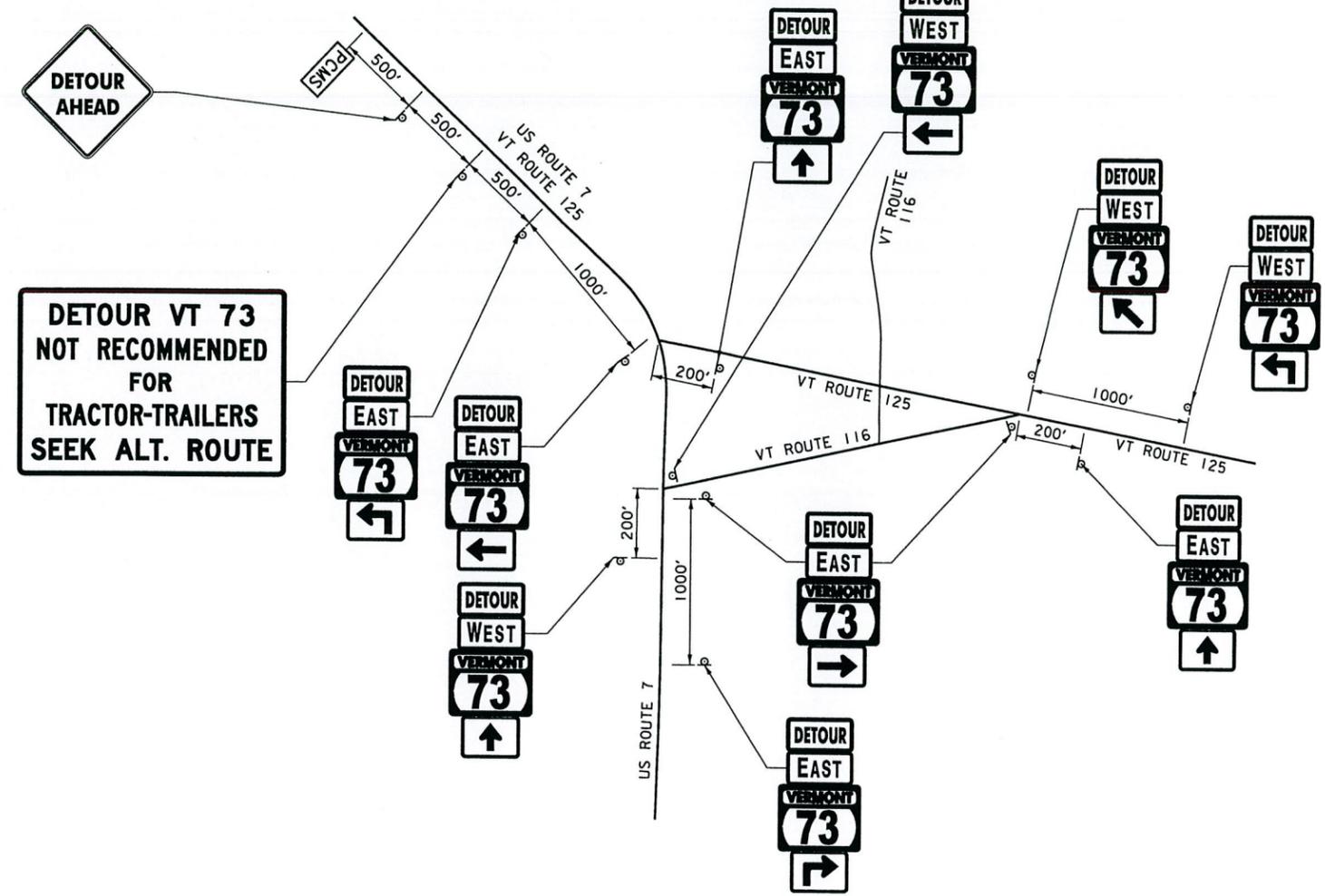
REGIONAL TRAFFIC CONTROL PLAN



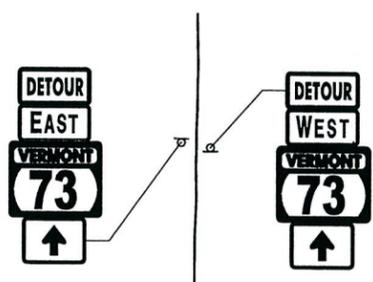
PROJECT NAME: ROCHESTER	
PROJECT NUMBER: 0162(19), 0162(16), 0162(17), 0162(18)	
FILE NAME: z1c334Regionaldetour.dgn	PLOT DATE: 9/16/2013
PROJECT LEADER: S.E. BURBANK	DRAWN BY: C.L. CILLEY
DESIGNED BY: M.D. SUENNEN	CHECKED BY: G.S. GOODRICH
REGIONAL TCP (1 OF 5)	SHEET 8 OF 238



DETAIL A
NOT TO SCALE



DETAIL B
NOT TO SCALE



CONFIRMATORY ROUTE MARKER ASSEMBLY
NOT TO SCALE

LEGEND

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

NOTE:

1. SEE REGIONAL TRAFFIC CONTROL PLAN (4 OF 5) FOR PCMS MESSAGES.
2. WHEN EXISTING ROUTE MARKER ASSEMBLIES ARE LOCATED AT THE INTERSECTIONS OR ALONG THE DETOUR ROUTE, THE DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES.
3. ALL DISTANCES ARE APPROXIMATE AND MAY VARY IN THE FIELD.

PROJECT NAME: ROCHESTER	
PROJECT NUMBER: 0162(19), 0162(16), 0162(17), 0162(18)	
FILE NAME: zllc334Regionaldetour.dgn	PLOT DATE: 9/3/2013
PROJECT LEADER: S.E. BURBANK	DRAWN BY: E.A. FIALA
DESIGNED BY: S.E. BURBANK	CHECKED BY: S.E. BURBANK
REGIONAL TCP (2 OF 5)	SHEET 9 OF 238

MESSAGES FOR PORTABLE CHANGEABLE
MESSAGE SIGNS (PCMS) FOR REGIONAL DETOUR

ER STP 0162 (19)
BRIDGE 13

ONE WEEK PRIOR

MESSAGE 1	MESSAGE 2	MESSAGE 3	(DATE) **
VT 73 E(W)	ROCHESTR	MMMM DD	(DATE) **
BRIDGE	WEST OF	TO	(DATE) **
CLOSED	W HIL RD	MMMM DD	(DATE) **

DURING BRIDGE CLOSURE

MESSAGE 4	MESSAGE 5
VT 73	ROCHESTR
BRIDGE	WEST OF
CLOSED	W HIL RD

ALONG VT 73 DURING BRIDGE CLOSURE

MESSAGE 6	MESSAGE 7
BRIDGE	SEEK
CLOSED	ALT
XXMI AHD	ROUTE

BRF 0162 (16)
BRIDGE 15

ONE WEEK PRIOR

MESSAGE 1	MESSAGE 2	MESSAGE 3	(DATE) **
VT 73	ROCHESTR	MMMM DD	(DATE) **
BRIDGE	EAST OF	TO	(DATE) **
CLOSED	BINGO RD	MMMM DD	(DATE) **

DURING WEEKEND CLOSURE

MESSAGE 4	MESSAGE 5
VT 73	ROCHESTR
BRIDGE	EAST OF
CLOSED	BINGO RD

ALONG VT 73 DURING BRIDGE CLOSURE

MESSAGE 6	MESSAGE 7
BRIDGE	SEEK
CLOSED	ALT
XXMI AHD	ROUTE

BRF 0162 (17)
BRIDGE 16

ONE WEEK PRIOR

MESSAGE 1	MESSAGE 2	MESSAGE 3	(DATE) **
VT 73	ROCHESTR	MMMM DD	(DATE) **
BRIDGE	WEST OF	TO	(DATE) **
CLOSED	CORP. RD	MMMM DD	(DATE) **

DURING WEEKEND CLOSURE

MESSAGE 4	MESSAGE 5
VT 73	ROCHESTR
BRIDGE	WEST OF
CLOSED	CORP. RD

ALONG VT 73 DURING BRIDGE CLOSURE

MESSAGE 6	MESSAGE 7
BRIDGE	SEEK
CLOSED	ALT
XXMI AHD	ROUTE

** - MONTH SHALL BE SPELLED OUT - JUNE 10 NOT 06/10
*** - ROUTE VT 73 SHALL SPECIFY W(WEST) OR E(EAST)
AS APPROPRIATE FOR THE DETOUR

NOTES:

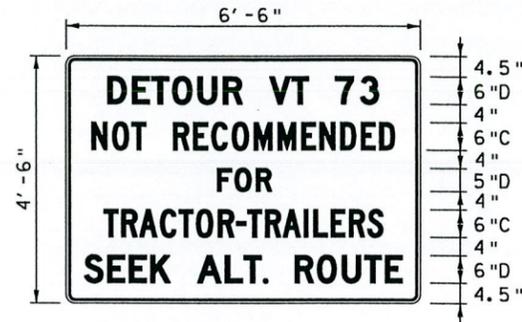
- ALL SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
- ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
- SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM D4956) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED. SOLID SUBSTRATE REGULATORY SIGNS (WHITE BACKGROUND) SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM D4956 TYPE III.
- SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, AND UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
- FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE GUARDRAIL. ALL SIGNS SHALL BE INSTALLED WITHIN VTRANS OR TOWNS RIGHTS-OF-WAY (ROW). IF THE SIGN CANNOT BE INSTALLED IN ROW, CONTRACTOR SHALL GET PERMISSION FROM LANDOWNER.
- WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED, STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD.
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED OFF THE EDGE OF THE ROADWAY, OUTSIDE THE CLEAR ZONE, BUT SHALL BE VISIBLE FROM THE ROADWAY. ANY VEGETATION THAT INTERFERES WITH VISIBILITY OF THE PCMS SHALL BE REMOVED. REMOVAL OF THE VEGETATION SHALL BE INCIDENTAL TO ITEM 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN". WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
- ONE WEEK PRIOR (7 DAYS) TO CLOSING THE BRIDGE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) MESSAGES 1, 2, AND 3 WILL BE DISPLAYED.
- DURING THE BRIDGE CLOSURE, PCMS SHALL READ MESSAGES 4 AND 5 REGIONALLY.
- PCMS LOCATED ON VT ROUTE 73 TO READ MESSAGE 6 AND 7 DURING THE BRIDGE CLOSURE.
- THE COSTS OF ALL DETOUR SIGNS AND REQUIRED SIGN POSTS AND INSTALLATION SHALL BE INCLUDED IN ITEM 641.10, "TRAFFIC CONTROL (DETOUR)".
- ALL DETOUR SIGNS SHALL BE COVERED COMPLETELY WHEN NOT APPLICABLE FOR THE SPECIFIED DETOUR.
- PCMS LOCATED ON VT ROUTE 73 AT DETAIL E AND F TO READ MESSAGES 6 AND 7 DURING TIMES OF BRIDGE CLOSURE (SEE REGIONAL TRAFFIC CONTROL PLAN 3 OF 5).



PROJECT NAME:	ROCHESTER
PROJECT NUMBER:	0162(19), 0162(16), 0162(17), 0162(18)
FILE NAME:	zllc334Regionaldetour.dgn
PLOT DATE:	9/3/2013
PROJECT LEADER:	S.E. BURBANK
DRAWN BY:	C.L. CILLEY
DESIGNED BY:	M.D. SUENNEN
CHECKED BY:	G.S. GOODRICH
REGIONAL TCP (4 OF 5)	SHEET II OF 238

IDENTIFICATION NUMBER	SIZE OF SIGN		TEXT	NUMBER OF SIGNS REQ'D	REMARKS
	WIDTH (IN)	HEIGHT (IN)			
M1-5	24	24		73*	SEE NOTE 5
M3-2	24	12		43*	SEE NOTE 5
M3-4	24	12		28*	SEE NOTE 5
M4-8	24	12		71*	MOUNT ABOVE THE M3-2 OR M3-4
M4-8A	24	18		2	MOUNT ON ONE POST
M5-1L	21	15		4	MOUNT BELOW THE M1-5
M5-1R	21	15		7	MOUNT BELOW THE M1-5
M5-2L	21	15		1	MOUNT BELOW THE M1-5
M6-1L	21	15		4	MOUNT BELOW THE M1-5
M6-1R	21	15		7	MOUNT BELOW THE M1-5
M6-2L	21	15		2	MOUNT BELOW THE M1-5
M6-3	21	15		46*	MOUNT BELOW THE M1-5
SP-1	78	54		6	MOUNT ON TWO POSTS
W20-2	36	36		7	MOUNT BELOW M1-5

* = NUMBER OF SIGNS REQ'D ASSUMING APPROXIMATELY 33 LOCATIONS OF CONFIRMATORY ROUTE MARKER ASSEMBLY DETAIL



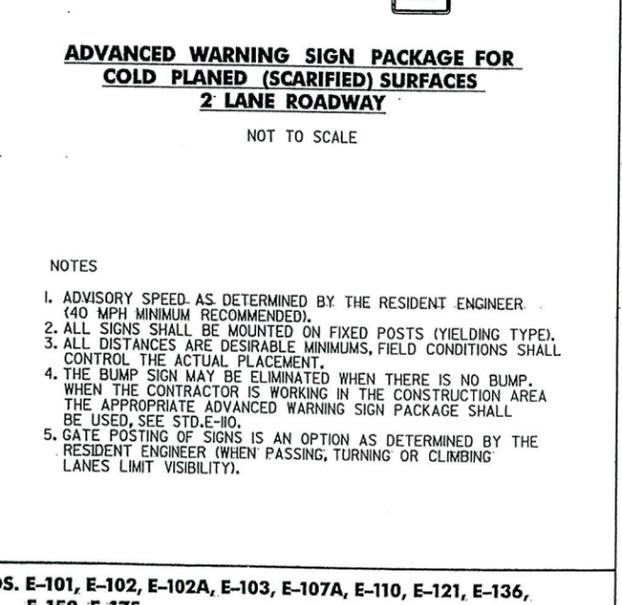
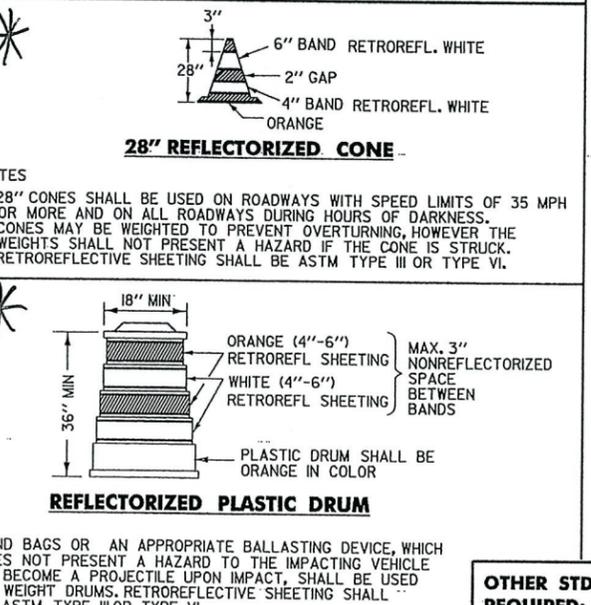
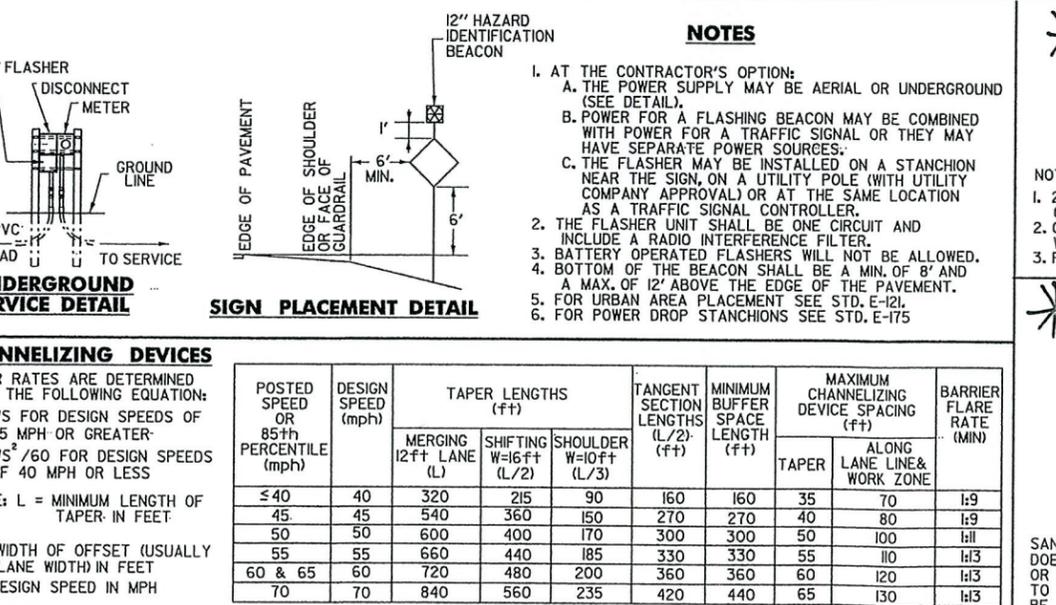
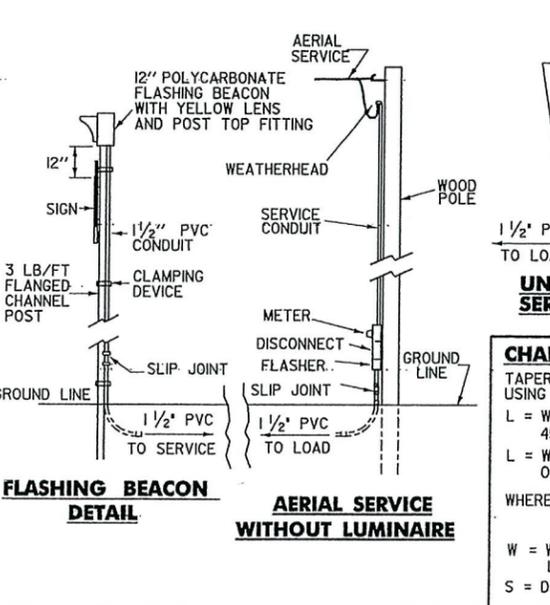
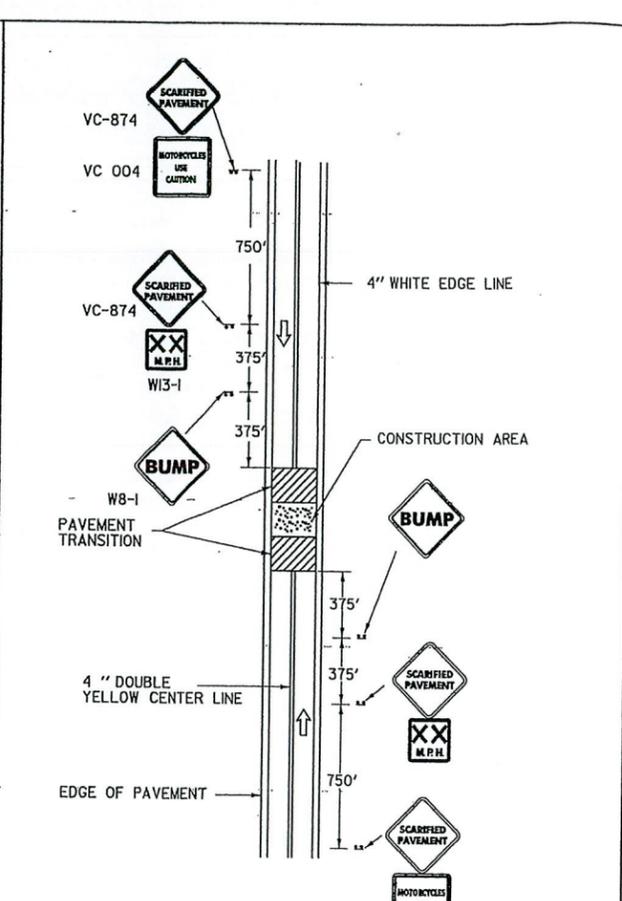
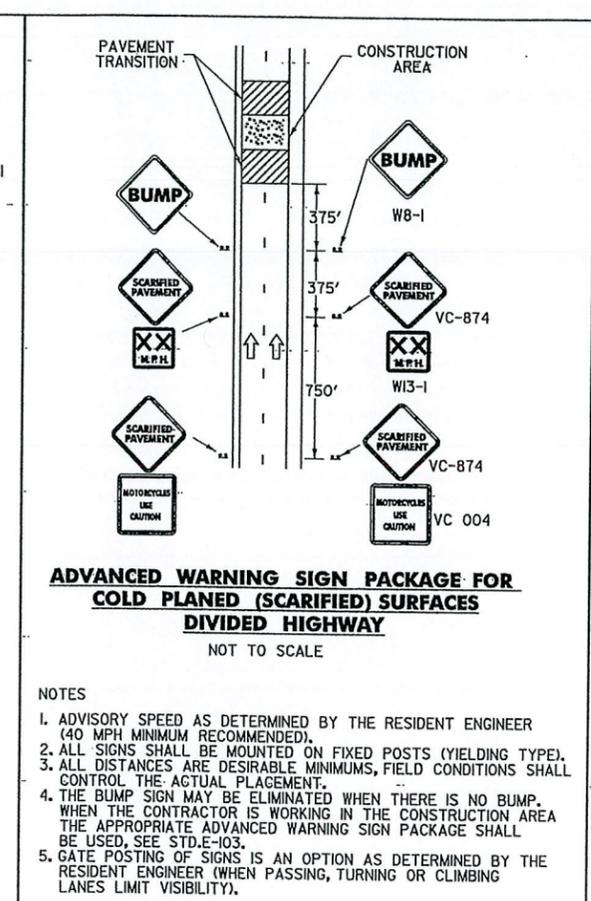
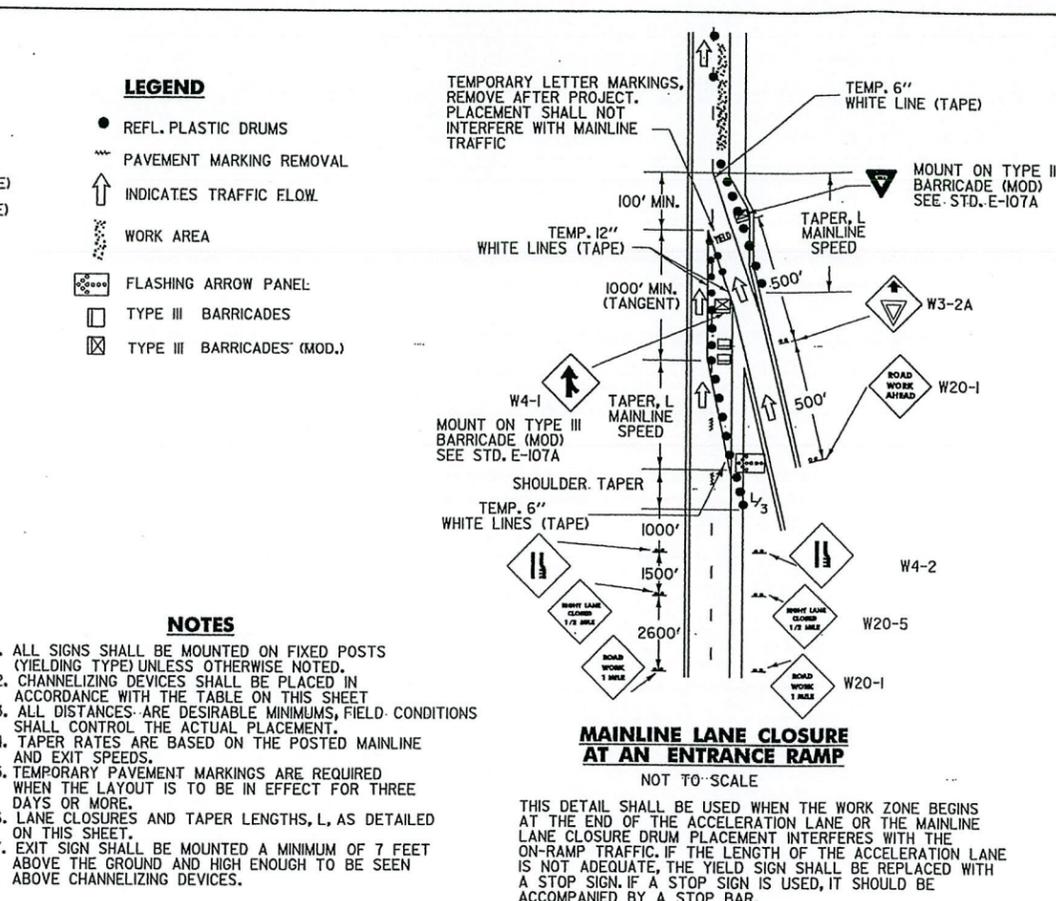
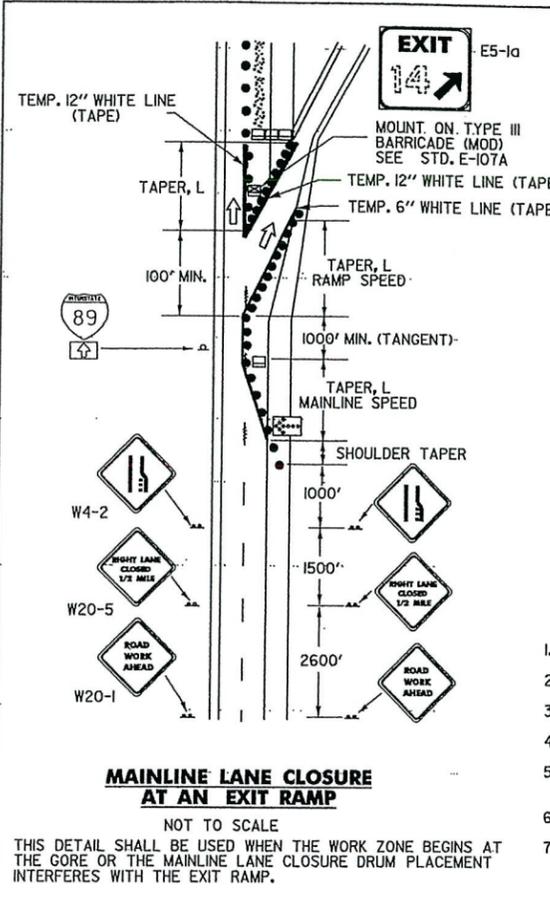
SP-1
NOT TO SCALE

NOTE: BORDER SHALL BE 0.75" AND INDENT SHALL BE 0.50"

NOTES:

1. COLORS FOR THE M1-5, M3-2, AND M3-4 SIGNS SHALL MATCH THE COLORS SHOWN ON VTRANS STD. E-136B.
2. COLORS FOR THE M5-1L, M5-1R, M5-2L, M6-1L, M6-1R, M6-2L AND THE M6-3 SIGNS SHALL BE A BLACK ARROW AND BORDER ON RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
3. COLORS FOR THE M4-8 AND M4-8A SIGNS SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
4. COLORS FOR THE SP-1 SIGN SHALL BE BLACK TEXT AND BORDER ON RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
5. THE M1-5, M3-2, AND THE M3-4 SIGNS SHALL BECOME THE PROPERTY OF THE STATE AFTER THEY ARE REMOVED FROM THE DETOUR. THE CONTRACTOR SHALL DELIVER THE SIGNS TO THE STATE GARAGE ON STATE GARAGE ROAD IN ROCHESTER. ALL COSTS ASSOCIATED WITH PROVIDING THE SIGNS TO THE STATE SHALL BE INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL (DETOUR)".
6. ALL DETOUR SIGNS SHALL BE COVERED COMPLETELY WHEN THE DETOUR IS NOT IN USE.

PROJECT NAME:	ROCHESTER
PROJECT NUMBER:	0162(19), 0162(16), 0162(17), 0162(18)
FILE NAME:	zllc334Regionaldetour.dgn
PLOT DATE:	9/3/2013
PROJECT LEADER:	S.E. BURBANK
DRAWN BY:	E.A. FIALA
DESIGNED BY:	E.A. FIALA
CHECKED BY:	S.E. BURBANK
REGIONAL TCP (5 OF 5)	SHEET 12 OF 238



CHANNELIZING DEVICES

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATION:

$L = WS$ FOR DESIGN SPEEDS OF 45 MPH OR GREATER

$L = WS^2/60$ FOR DESIGN SPEEDS OF 40 MPH OR LESS

WHERE: L = MINIMUM LENGTH OF TAPER IN FEET

W = WIDTH OF OFFSET (USUALLY LANE WIDTH) IN FEET

S = DESIGN SPEED IN MPH

POSTED SPEED OR 85th PERCENTILE (mph)	DESIGN SPEED (mph)	TAPER LENGTHS (ft)			TANGENT SECTION LENGTHS (L/2) (ft)	MINIMUM BUFFER SPACE LENGTH (ft)	MAXIMUM CHANNELIZING DEVICE SPACING (ft)		BARRIER FLARE RATE (MIN)
		MERCING 12ft LANE (L)	SHIFTING W=16ft (L/2)	SHOULDER W=10ft (L/3)			TAPER	ALONG LANE LINE & WORK ZONE	
≤ 40	40	320	215	90	160	160	35	70	1:9
45	45	540	360	150	270	270	40	80	1:9
50	50	600	400	170	300	300	50	100	1:11
55	55	660	440	185	330	330	55	110	1:13
60 & 65	60	720	480	200	360	360	60	120	1:13
70	70	840	560	235	420	440	65	130	1:13

REVISIONS AND CORRECTIONS

APR 12, 1988 - DATE OF ORIGINAL ISSUE

JAN 23, 1989 - REVISED EXIT SIGN - CLARIFIED EXIT TAPER

SEPT 20, 1993 - REVISED RAMP CLOSURES, FLASHING BEACON DETAILS AND MOVED TYPE III BARRICADE (MOD) TO STD-E-107A

AUG 08, 1995 - REVISED BEACON SIZE

MAR. 01, 2004 - ADDED ADVANCED WARNING SIGN PACKAGE FOR COLD PLANED TWO WAY HIGHWAYS, CHANNELIZING DEVICES CHART

APPROVED

DIRECTOR OF PROGRAM DEVELOPMENT

TRAFFIC OPERATIONS ENGINEER

FEDERAL HIGHWAY ADMINISTRATION

TRAFFIC CONTROL MISCELLANEOUS DETAILS

OTHER STDS. E-101, E-102, E-102A, E-103, E-107A, E-110, E-121, E-136, REQUIRED: E-150, E-175

STANDARD E-106

