

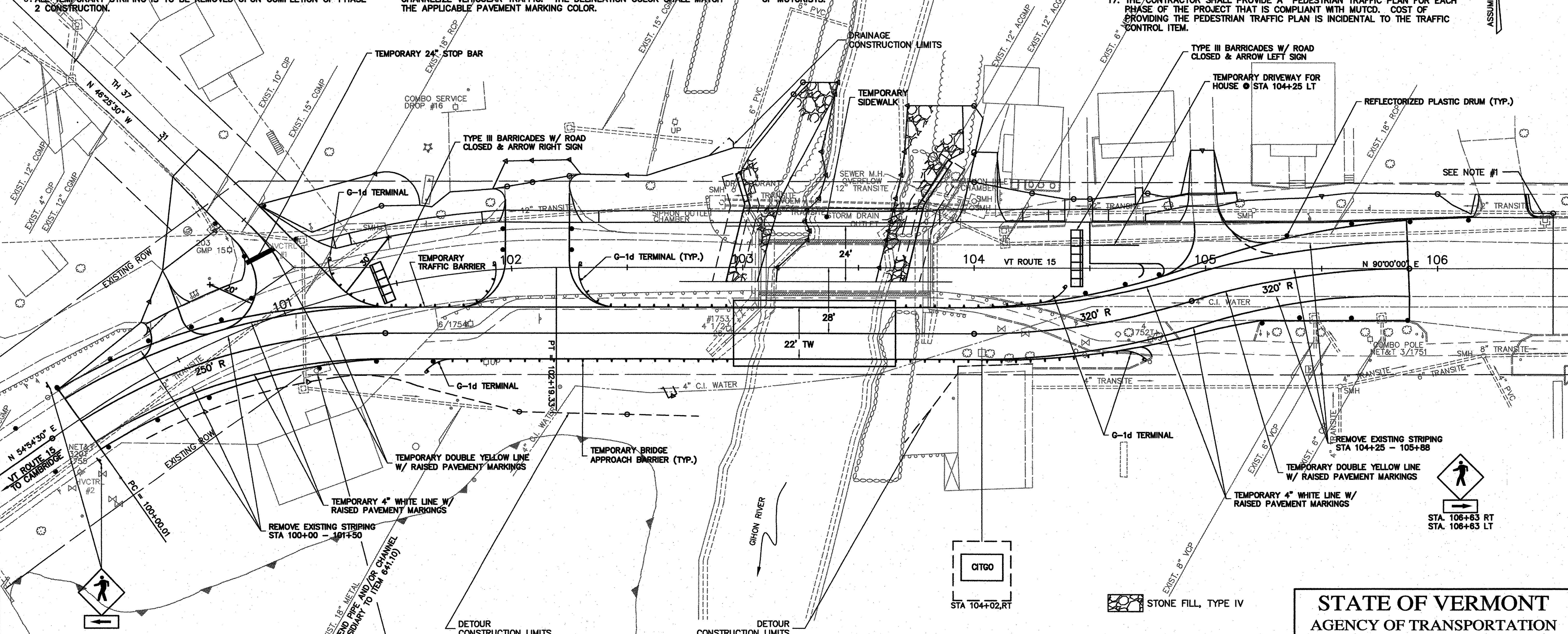
NOTES:

- DETOUR CONSTRUCTION LIMITS ARE TO REMAIN WITHIN THE DETOUR CONSTRUCTION LIMITS INDICATED ON THIS PLAN, OR WITHIN THE CONSTRUCTION LIMITS SHOWN ON THE GENERAL PLAN, WHICHEVER IS FURTHEST FROM THE SURVEY LINE.
- GEOTEXTILE FOR ROADBED SUBGRADE SEPARATOR SHALL BE PLACED UNDER ALL TEMPORARY FILL FROM STA 101+50 - 103+00 RT OR AS DIRECTED BY THE ENGINEER OR THE STREAM ALTERATION ENGINEER.
- BARRELS ARE SHOWN FOR ESTIMATING PURPOSES ONLY. SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER OR AS SHOWN ON THE STANDARD DETAILS. SEE STANDARDS E-106, E-107 & E-107A FOR ADDITIONAL DETAILS.
- SEE BRIDGE PRELIMINARY INFORMATION SHEET FOR TEMPORARY BRIDGE HYDRAULIC OPENING REQUIREMENTS.
- ALL TEMPORARY STRIPING IS TO BE REMOVED UPON COMPLETION OF PHASE 2 CONSTRUCTION.
- THERE IS AN EXISTING CROSSWALK AT STA 106+63. THIS CROSSWALK MAY BE USED BY WESTBOUND PEDESTRIANS TO CROSS FROM THE SOUTH SIDE TO THE NORTH SIDE OF ROUTE 15 TO CONTINUE WEST ALONG THE NEWLY CONSTRUCTED SIDEWALK ON THE NORTH SIDE OF ROUTE 15.
- INSTALLATION AND REMOVAL OF GUARDRAIL IS INCLUDED AS PAY ITEM TEMPORARY TRAFFIC BARRIER WHERE NOT INCLUDED IN TWO-WAY TEMPORARY BRIDGE. ANCHORS FOR GUARDRAIL SHALL BE SUBSIDIARY TO TEMPORARY TRAFFIC BARRIER.
- BARRIER USED IN MISCELLANEOUS AREAS IS INCLUDED IN PAY ITEM TEMPORARY TRAFFIC BARRIER. PRIOR APPROVAL BY THE ENGINEER IS REQUIRED FOR USE OF BARRIER IN MISCELLANEOUS AREAS.
- TEMPORARY TRAFFIC BARRIER SHALL BE SUPPLEMENTED WITH STANDARD DELINEATION, PAVEMENT MARKINGS, OR CHANNELIZING DEVICES FOR IMPROVED DAYTIME AND NIGHTTIME VISIBILITY IF THEY ARE USED TO CHANNELIZE VEHICULAR TRAFFIC. THE DELINEATION COLOR SHALL MATCH THE APPLICABLE PAVEMENT MARKING COLOR.
- CONSTRUCTION SIGNS SHALL NOT BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICE, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE.
- ALL SIGNS THAT ARE NOT BEING USED SHALL BE COVERED APPROPRIATELY.
- PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.
- THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.
- CARE SHOULD BE GIVEN TO THE BUSINESSES LOCATED ALONG THE PROJECT ROUTE. ACCOMMODATIONS TO ALLOW CUSTOMERS TO ACCESS BUSINESSES THROUGH THE PROJECT AREA WILL NEED TO BE DEVELOPED.
- ANY NEW SIGN INSTALLATIONS MUST NOT INTERFERE OR OBSTRUCT EXISTING TRAFFIC CONTROL DEVICES AND SHALL BE FABRICATED AND INSTALLED AS TO MEET OR EXCEED THE LATEST MUTCD AND/OR STATE STANDARDS.
- TYPE III BARRICADE WITH SIGNAGE TO GUIDE TRAFFIC THROUGH THE CROSSOVER SHALL BE INSTALLED AS TO BE HIGH ENOUGH TO BE VIEWED ABOVE THE CONCRETE BARRIER AND/OR REFLECTORIZED DRUMS. SEE VTRANS STATE STANDARD E-170A FOR MORE INFORMATION.

FOR ADDITIONAL INFORMATION REFER TO 2003 MUTCD PART #6 - TYPICAL APPLICATION 7 - ROAD CLOSURE WITH DIVERSION OR VTRANS STANDARD E-107 DELINEATION, BARRICADES AND DETOUR CONSTRUCTION AREAS.

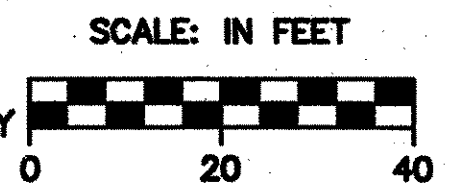
17. THE CONTRACTOR SHALL PROVIDE A PEDESTRIAN TRAFFIC PLAN FOR EACH PHASE OF THE PROJECT THAT IS COMPLIANT WITH MUTCD. COST OF PROVIDING THE PEDESTRIAN TRAFFIC PLAN IS INCIDENTAL TO THE TRAFFIC CONTROL ITEM.

PLAN	DATE
SURVEYED	
PLOTTED	
ALIGNMENT CHECKED	
BY	
NO.	



PRIOR TO IMPLEMENTING THE DETOUR, THE CONTRACTOR SHALL REMOVE THE CONCRETE ISLAND, LIGHT FIXTURE, ANCHORS, CONDUITS, WIRING AND INCIDENTALS SHALL BE REMOVED WITHIN THE CONSTRUCTION LIMITS FOR THE PROJECT. PAYMENT WILL BE INCIDENTAL TO ITEM 528.11 TWO-WAY TEMPORARY BRIDGE (MOD.-22' WIDE) AND BE FULL COMPENSATION FOR REMOVING THE CONCRETE ISLAND, LIGHT FIXTURE, FOR EXCAVATING, BACKFILLING, RESTORATION / REPLACEMENT OF EXISTING SUBBASE AND FOR FURNISHING ALL LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.

PRIOR TO IMPLEMENTING THE DETOUR, THE CONTRACTOR SHALL REMOVE THE EXISTING BUSINESS SIGN (CITGO). THE FOUNDATION, ANCHORS, CONDUITS, WIRING AND INCIDENTALS SHALL BE REMOVED OR PROTECTED DURING OPERATION OF THE DETOUR SUCH THAT THE SIGN CAN BE REINSTALLED IN ITS ORIGINAL LOCATION AFTER REMOVAL OF THE DETOUR. IF THE FOUNDATION, ANCHORS, CONDUITS, WIRING AND INCIDENTALS REMAIN IN PLACE DURING THE OPERATION OF THE DETOUR, THEY SHALL NOT CAUSE AN UNEVEN OR ABRUPT CHANGE IN THE RIDING SURFACE OF THE DETOUR. SHOULD THE FOUNDATION AND ASSOCIATED COMPONENTS NEED TO BE REMOVED AND REPLACED FOR OPERATION OF THE DETOUR, THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OF THE FOUNDATION, ANCHORS, CONDUITS, WIRING AND INCIDENTALS SUCH THAT THE SIGN OPERATES TO THE SATISFACTION OF THE ENGINEER. PAYMENT WILL BE INCIDENTAL TO ITEM 528.11 TWO-WAY TEMPORARY BRIDGE (MOD.-22' WIDE) AND BE FULL COMPENSATION FOR REMOVING AND RELOCATING THE BUSINESS SIGN, FOR EXCAVATING, BACKFILLING, AND FOR FURNISHING ALL DESIGN, LABOR, TOOLS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THE WORK.



**STATE OF VERMONT
AGENCY OF TRANSPORTATION**

Town Of	JOHNSON	Bridge No.	37
Highway No.	VT ROUTE 15	Log Sta.	
		Surv. Sta.	
VT ROUTE 15 OVER THE GIHON RIVER			
TRAFFIC CONTROL PLAN - PHASE II CONSTRUCTION			
Designed By	T. Starr	Drawn By	T. Starr
Checked By	Date	Bridge Design Supervisor	
	11/06	J. Byatt	Date 11/06
PROJECT	JOHNSON	PROJECT NO.	BRF 030-2(17)S
I.G.C. Info.			
Bridge Sheet No.		Sheet	43 Of 85