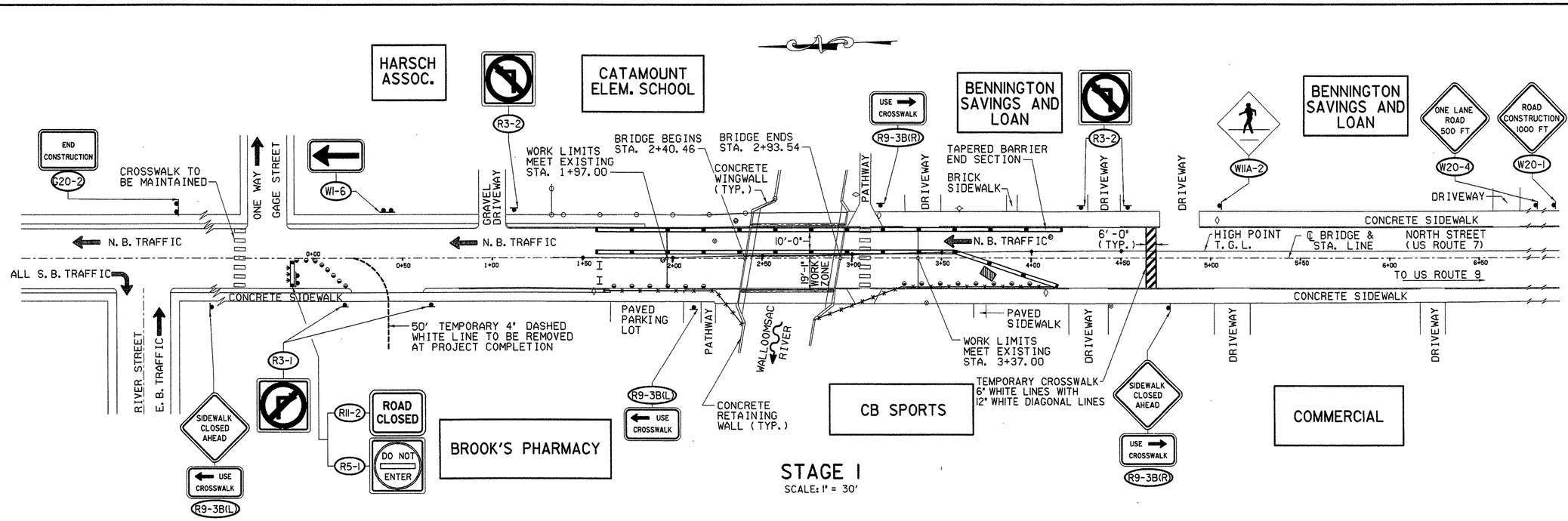

STAGE I
SCALE: 1" = 30'

LEGEND

- CONSTRUCTION SIGN
- ORANGE SAFETY FENCING
- TYPE III CONSTRUCTION BARRICADES
- ORANGE SAFETY BARRELS
- TEMPORARY CONCRETE BARRIER
- TEMPORARY CONCRETE BARRIER WITH LIGHTING
- EXISTING CONCRETE BARRIER WITH LIGHTING
- CHANGEABLE MESSAGE SIGN
- XX-X M.U.T.C.D. SIGN DESIGNATION
- TYPE III CONSTRUCTION BARRICADES WITH LIGHTING
- CHAIN LINK FENCE
- UTILITY POLE
- STREET LIGHT POLE
- CATCH BASIN
- TELEPHONE MANHOLE
- ELECTRIC MANHOLE
- SEWER MANHOLE
- FIRE HYDRANT
- WATER GATE VALVE OR SHUTOFF

NOTES:

1. ALL TRAFFIC SIGNS SHALL CONFORM TO THE LATEST EDITION OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) WITH ALL REVISIONS.
2. ALL ORANGE SIGNS SHALL BE FABRICATED USING REFLECTORIZED FLUORESCENT ORANGE COLORED SHEETING.
3. TYPE B HIGH INTENSITY FLASHING WARNING LIGHTS SHALL BE UTILIZED AT ALL DESIGNATED SIGN AND BARRIER LOCATIONS. WARNING LIGHTS SHALL BE IN CONFORMANCE WITH M.U.T.C.D. AND SHALL BE MAINTAINED IN WORKING ORDER FOR THE DURATION OF THE PROJECT.
4. THE CHANGEABLE MESSAGE SIGN, ITEM 641.15, SHALL BE USED DAILY TO SUPPLY INFORMATION TO NORTHBOUND MOTORIST. ALL DISPLAYED, ALTERNATING MESSAGES ARE SUBJECT TO THE APPROVAL OF THE ENGINEER. SUGGESTED MESSAGES ARE AS FOLLOWS:

   DRIVE SLOW --------<PAUSE>--- WORK ZONE
   REDUCE SPEED -----<PAUSE>--- NARROW LANE
   •BRIDGE CLOSURE ----<PAUSE>--- STARTING ON <DATE>

   • NOTICE SHALL BE GIVEN ON THE MESSAGE SIGN A MINIMUM OF 2 DAYS PRIOR TO STAGE 3 OR TEMPORARY BRIDGE CLOSURES.
5. EXISTING PAVEMENT MARKINGS SHALL BE REMOVED AS NECESSARY, ITEM 646.82.
6. ORANGE SAFETY FENCING AND/OR ORANGE SAFETY BARRELS SHALL BE USED TO GUIDE THE WALKING PUBLIC THROUGH THE PROJECT SITE SAFELY. EXACT EXTENT AND LOCATIONS OF SAFETY FENCING AND/OR BARRELS ARE SUBJECT TO THE APPROVAL OF THE ENGINEER DURING ALL STAGES OF THE PROJECT. IF THE ENGINEER DEEMS THAT THE CONTRACTOR IS NOT PROVIDING ADEQUATE PUBLIC SAFETY, THE CONTRACTOR SHALL HALT ALL OPERATIONS UNTIL ADEQUATE MEASURES ARE PROVIDED AND APPROVED BY THE ENGINEER. THIS SHALL BE DONE AT NO ADDITIONAL COST TO THE OWNER.
7. ALL STAGING PROTECTION SCHEMES ARE SUBJECT TO FIELD MODIFICATIONS AS REQUIRED. ALL VARIATIONS MUST BE APPROVED BY THE ENGINEER.
8. ONE-WAY (NORTHBOUND) TRAFFIC SHALL BE MAINTAINED ON THE BRIDGE WHENEVER POSSIBLE. SOUTHBOUND TRAFFIC SHALL FOLLOW THE ROADWAY DETOUR SHOWN ON DWG. MT-1 THROUGHOUT THE PROJECT.
9. APPROACH WIDTHS SHALL BE AS DETAILED IN THE STANDARD SPECIFICATION SECTION 528.04(b)2 TO MINIMIZE VEHICLE DELAY.
10. TEMPORARY TRAFFIC BARRIER SHOULD BE SUBSTITUTED FOR THE CHANNELIZING DEVICES SHOWN WHEN ANY OF THE FOLLOWING ARE MET:

    A.) THE BRIDGE DECK IS REMOVED OR
    B.) IN THE JUDGEMENT OF THE RESIDENT ENGINEER TEMPORARY BARRIER IS NEEDED.
11. WHEN TEMPORARY BARRIER IS USED, BARRIER ENDS FACING ONCOMING TRAFFIC SHALL BE TAPERED BEYOND THE CLEAR ZONE, OR PROTECTED WITH AN APPROVED END TREATMENT DESIGNED FOR THE 85TH PERCENTILE SPEED OR THE POSTED SPEED LIMIT OF THE ROADWAY.
12. PAYMENT FOR TEMPORARY BARRIER USED SHALL BE MADE UNDER ITEM 621.90.
13. FOR STAGE I TRANSVERSE SECTION SEE DWG. MPT-1.
14. FOR DETOUR ROUTE SIGNAGE SEE DWG. MT-1.

PROJECT NO. THI-9914 BHF 1000 (17)S

Greenman-Pedersen
CONSULTING ENGINEERS
GPI
55 Monument Ave.
Bennington, VT. 05201

BENNINGTON BRIDGE #10 (U.S. ROUTE 7)
OVER THE WALLOOMSAC RIVER

MAINTENANCE & PROTECTION OF TRAFFIC

DRAWING NO.	SCALE:	DATE:	SHEET NO.
MPT-2	AS SHOWN	DEC ., 1999	17 OF 20

DRAFTED BY J. STEVENS
DESIGNED BY J. RIZZO
CHECKED BY M. CHEVALIER
IN CHARGE OF K. COLE
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