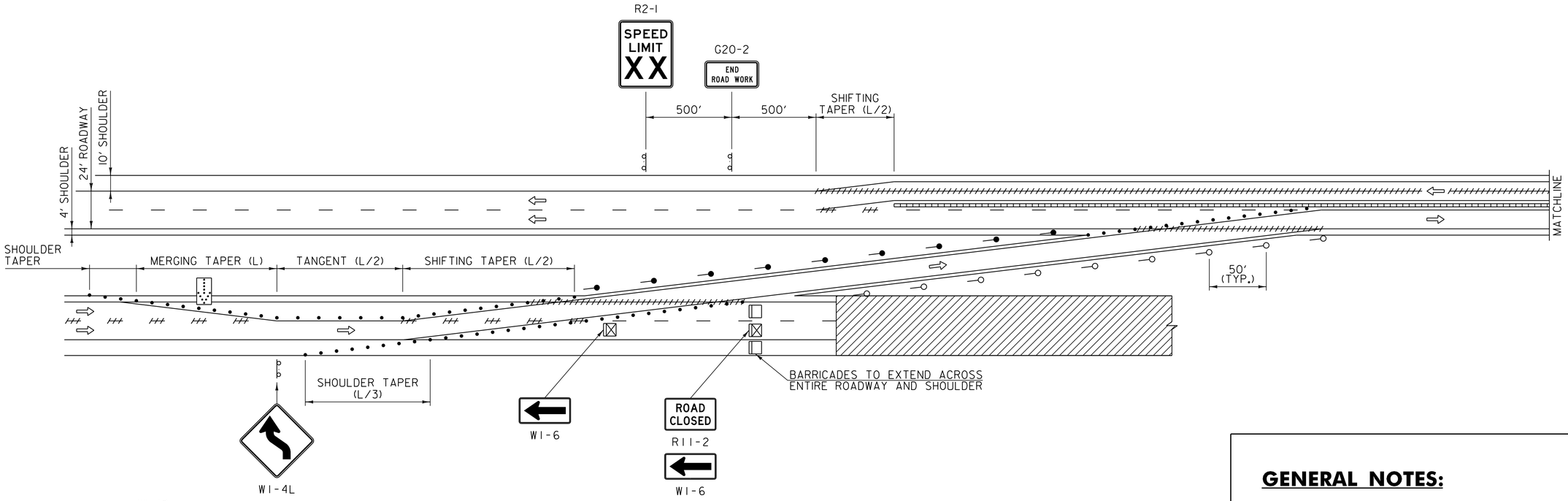

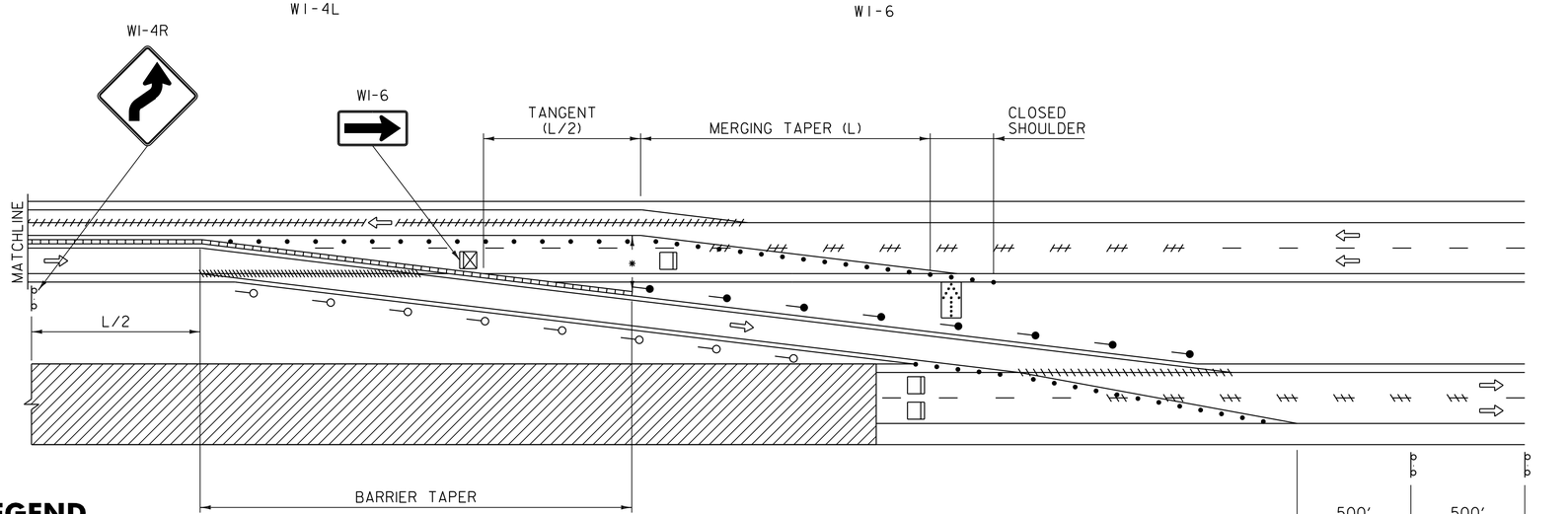

LEGEND

- FLOW OF TRAFFIC
- RETROREFLECTIVE PLASTIC DRUM
- FLASHING ARROW PANEL
- TYPE III BARRICADE
- TYPE III (MOD.) BARRICADE
- PAVEMENT MARKING REMOVAL
- TEMPORARY BARRIER
- WORK AREA
- TYPE I DELINEATOR (WHITE)
- TYPE I DELINEATOR (YELLOW)

* THE TEMPORARY BARRIER SHALL BE EXTENDED BEYOND THE POINT WHERE THE CROSSOVER MEETS MAINLINE IN ORDER TO PROVIDE A MINIMUM 30 FOOT CLEAR ZONE TO THE EXPOSED END OF THE BARRIER.

GENERAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE REMOVAL AND REINSTALLATION OF EXISTING GUARDRAIL WHICH MUST BE REMOVED TO ACCOMMODATE THE LAYOUT OF THE CROSSOVER. WHEN TRAFFIC IS REQUIRED TO TRAVEL "AGAINST" THE OVERLAP OF THE EXISTING GUARDRAIL, THE RAIL SHALL BE REMOVED AND REASSEMBLED WITH THE LAP CHANGE TO GO "WITH" THE FLOW OF TRAFFIC. IT SHALL BE RETURNED TO ITS ORIGINAL LAP WHEN THE LANE IS AGAIN OPENED TO THE ORIGINAL DIRECTION OF TRAVEL.
2. THE DETOUR SHALL BE PAVED TO A MINIMUM DEPTH OF THREE INCHES AND A WIDTH OF 16 FEET. THE MATERIAL USED FOR FILL SHALL BE SUITABLE FOR THE ADEQUATE SUPPORT OF TRAFFIC AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO PLACEMENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING POT HOLES, RUTS, CRACKS, ETC., WHICH MAY OCCUR IN THE CROSSOVER SURFACE DURING ITS USE.
3. ADDITIONAL TEMPORARY BARRIERS WILL BE REQUIRED FOR THE DETOUR CROSSOVER BASED ON FIELD CONDITIONS TO PROTECT MOTORISTS FROM FIXED OBJECTS, SUCH AS LEDGE OUTCROPPINGS, WITHIN A 30 FOOT CLEAR ZONE.
4. SIDE SLOPES ON THE CROSSOVER SHALL BE 1 ON 4 OR FLATTER.
5. ALL DISTANCES ARE MINIMUMS. FIELD CONDITIONS SHALL CONTROL THE ACTUAL PLACEMENT.
6. TYPE III MODIFIED BARRICADE SHALL BE TYPE III BARRICADE WITH THE ASSOCIATED SIGNING MOUNTED ON IT. ALL BARRICADES SHALL MEET THE "AMERICAN ASSOCIATION OF STATE AND HIGHWAY TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
7. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED IS TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE, ETC.).
8. CROSSOVERS SHALL MEET ALL REQUIREMENTS PER THE AASHTO "A POLICY ON GEOMETRIC DESIGN OF HIGHWAYS AND STREETS".
9. THE ARROW PANEL SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, AS CLOSE AS PRACTICAL TO THE BEGINNING OF THE MERGING TAPER.
10. "SPEED LIMIT XX" (R2-1) SIGN SHALL BE USED ONLY IF A TEMPORARY SPEED ZONE IS IN PLACE.

REV.	DATE	DESCRIPTION
0	AUG. 6, 2012	ORIGINAL APPROVAL
1	JUN. 24, 2025	NOTE UPDATES

OTHER STANDARDS REQUIRED: T-1, T-11, T-12, T-13, T-15, T-40

APPROVALS ON FILE WITH VTRANS STANDARD DRAWING COMMITTEE

TRAFFIC CONTROL DIVIDED HIGHWAY ONE ROADWAY CLOSED

VTrans Working to Get You There VERMONT AGENCY OF TRANSPORTATION

STANDARD

T-14