









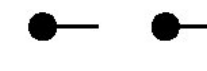


TRAFFIC CONTROL NOTES

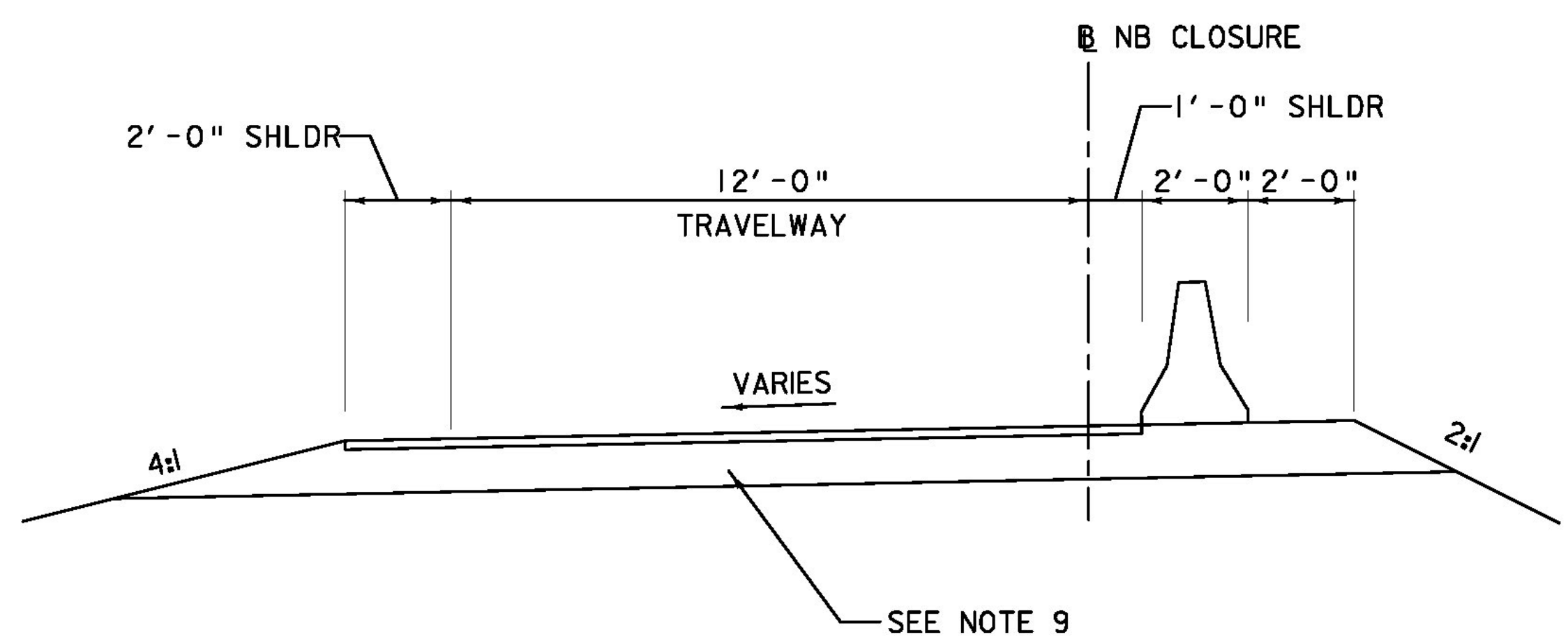
1. ALL TRAFFIC CONTROL DEVICES AND PLANS SHALL CONFORM TO THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO) "GREEN BOOK", THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), STATE OF VERMONT STANDARD DETAILS (SHEETS), AND VERMONT AGENCY OF TRANSPORTATION (VTRANS) STANDARD SPECIFICATIONS FOR CONSTRUCTION 2006. THE RESIDENT ENGINEER SHALL HAVE THE AUTHORITY TO ALTER ALL TRAFFIC CONTROL PLANS IN THE FIELD AS NECESSARY. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.
2. TRAFFIC CONTROL MEASURES WILL NOT BE PERMITTED BETWEEN THE DATES OF DECEMBER 15 AND APRIL 15 UNLESS OTHERWISE APPROVED BY THE RESIDENT ENGINEER.
3. THE NUMBER AND LOCATION OF REFLECTORIZED PLASTIC DRUMS, TYPE III BARRICADES, AND DELINEATORS SHOWN ON THESE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE CONTRACTOR SHALL FIELD VERIFY ALL LOCATIONS IN ACCORDANCE WITH THE APPLICABLE STANDARDS PRIOR TO PLACEMENT.
4. MILE MARKERS REFERENCED IN THE DRAWINGS SHALL BE USED FOR LAYOUT PURPOSES; THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ALL MILE MARKERS NECESSARY TO DESIGN AND CONSTRUCT ALL TRAFFIC CONTROL RELATED ITEMS.
5. TEMPORARY PAVEMENT MARKINGS SHALL BE AS SHOWN ON VERMONT STANDARD DETAIL E-104A. ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS AS SHOWN IN THE STANDARD E-103, E-104, AND E-104A SHALL BE COVERED WITH ITEM 646.86 "PAVEMENT MARKING MASK". WHEN APPLIED, THE BLACK PAVEMENT MARKING MASKING TAPE SHALL BE CUT AT 100' INTERVALS TO PREVENT UNRAVELING. PAINTING OUT EXISTING LINES WILL NOT BE ACCEPTABLE.
6. THE CONTRACTOR SHALL KEEP AN EXTRA PORTABLE CHANGEABLE MESSAGE SIGN AND A PORTABLE ARROW BOARD ON SITE AT ALL TIMES TO BE USED AS A "BACK-UP" IN THE EVENT THAT A PORTABLE CHANGEABLE MESSAGE SIGN OR A PORTABLE ARROW BOARD IS RENDERED INOPERATIVE.
7. NOT ALL EXISTING SIGNS ARE SHOWN ON THE PLANS. CONTRACTOR SHALL VERIFY LOCATION OF ALL EXISTING SIGNS IN THE FIELD. PLACEMENT OF CONSTRUCTION SIGNS SHALL BE COORDINATED WITH THE RESIDENT ENGINEER WHERE CONFLICTS WITH EXISTING SIGNS OCCUR.
8. THE CONTRACTOR SHALL COMPLETELY COVER OR REMOVE ANY SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS. ALL SIGNS REMOVED OR COVERED BY THE CONTRACTOR SHALL BE REPLACED OR UNCOVERED BY THE CONTRACTOR WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. ANY EXISTING SIGNS DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR WITH NO EXTRA COMPENSATION.
9. WHERE CROSSOVERS ARE TO BE PLACED, EXISTING SLOPES SHALL BE STRIPPED OF TOPSOIL AND BENCHED. FILL MATERIAL SHALL BE APPROVED PRIOR TO PLACEMENT AND SHALL BE FREE OF EXCESSIVE AMOUNTS OF MOISTURE, ORGANICS, AND SILTS. THE STRUCTURAL SECTION FOR THE TEMPORARY WIDENING AND CROSSOVERS SHALL FOLLOW VTRANS STANDARD E-104. SUBBASE SHALL BE 12" OF CRUSHED GRAVEL WITH 3" OF TYPE III BITUMINOUS PAVEMENT, PLACED IN A SINGLE COURSE.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING, MAINTAINING, AND REMOVING TEMPORARY DRAINAGE STRUCTURES AS NECESSARY TO MAINTAIN POSITIVE DRAINAGE TO EXISTING DRAINAGE STRUCTURES (I.E., CATCH BASINS, CULVERTS) WHICH COULD BECOME BLOCKED FROM INSTALLATION OF THE CROSSOVERS.
11. ALL GUARDRAIL, BRIDGE APPROACH RAIL, OR BRIDGE RAIL THAT IS LAPPED IN THE OPPOSITE DIRECTION OF TRAVEL SHALL BE TEMPORARILY RESET TO PROVIDE LAPS IN THE DIRECTION OF TRAVEL.
12. EXISTING RUMBLE STRIPS WITHIN THE TRAVELED WAY OF THE TRAFFIC DETOUR SHALL BE FILLED. ANY FILLED RUMBLE STRIPS SHALL BE RELACED IN ACCORDANCE WITH VTRANS STANDARD SPECIFICATION 213 PRIOR TO COMPLETION OF THE PROJECT.
13. THE CONTRACTOR SHALL REPLACE ALL DELINEATOR POSTS, DELINEATORS, GUARDRAIL, APPROACH RAIL, AND BRIDGE RAIL THAT IS DAMAGED, DESTROYED, OR TEMPORARILY REMOVED DUE TO THE CONSTRUCTION OF THE CROSSOVER.
14. DURING PAINTING OPERATIONS, TWO LANES SHALL REMAIN OPEN TO TRAFFIC AT ALL TIMES.
15. THE CONTRACTOR MAY SUBSTITUTE TEMPORARY GUARDRAIL FOR TEMPORARY BARRIER.
16. APPROPRIATE TRANSITIONS AND TERMINALS WILL BE PROVIDED FOR THE TEMPORARY BARRIER.
17. DESIGN SPEED = 50 MPH
18. CROSSOVER SHALL BE IN ACCORDANCE WITH STANDARD E-104, E-104A, AND THE MUTCD..
19. TEMPORARY BARRIER SHALL HAVE DRAIN HOLES WHEN LOCATED ON THE LOW SIDE OF CROSSOVER.
20. IN ORDER TO MAINTAIN EFFECTIVE TRAFFIC CONTROL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAKING SURE THAT THE SIGNS AND OTHER TRAFFIC CONTROL DEVICES ARE IN GOOD CONDITION AND IN PLACE. THE SOLE JUDGEMENT OF THE EFFECTIVENESS OF THE CONTRACTOR'S EFFORT TOWARD THE PROTECTION OF TRAFFIC AND PERSONNEL SHALL BE OF THE CONSTRUCTION QUALITY ASSURANCE MANAGER.
21. THE CONTRACTOR WILL PROVIDE TWO "DESIGN BUILD PROJECT" SIGNS. THE CONTRACTOR IS REQUIRED TO INSTALL THESE SIGNS ON 3 LB/FT FLANGED CHANNEL OR 2" SQUARE STEEL POSTS (2 PER SIGN).
22. ALL SIGN STANDS AND POST INSTALLATION SHALL BE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP) AND MANUAL FOR ASSESSING SAFETY HARDWARE (MASH) COMPLIANT.
23. AS A MINIMUM, ROLL-UP SIGN MATERIAL SHALL HAVE ASTM D 4956-01 TYPE VI FLUORESCENT ORANGE RETRO-REFLECTIVE SHEETING. ALL OTHER SIGNS SHALL HAVE ASTM D 4956-01 TYPE VIII RETRO-REFLECTIVE SHEETING OR BETTER.
24. ALL STATIONARY SIGNS SHALL BE MOUNTED ON TWO 3 lbs./ft. FLANGED CHANNEL POSTS OR SQUARE STEEL POSTS. NO SIGN POSTS SHALL EXTEND OVER THE TOP EDGE OF SIGN INSTALLED ON SAID POSTS.
25. TEMPORARY WORK ZONE SIGNS ON STEEL POSTS USING STUB DRIVEN IN GROUND (MAXIMUM 4" ABOVE GROUND LEVEL) AND BOLTS FOR SIGN POST ATTACHMENT SHALL BE NCHRP 350 COMPLIANT, IF IN THE CLEAR ZONE.
26. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES AND STOPPING SIGHT DISTANCE.
27. FLAGGERS SHALL BE REQUIRED TO ATTEND A 4 HOUR APPROVED TRAINING COURSE. THE CONTRACTOR SHALL PROVIDE THE RESIDENT ENGINEER WITH COPIES OF ALL DOCUMENTATION.
28. FLAGGERS SHALL WEAR SAFETY APPAREL MEETING THE REQUIREMENTS OF ISEA "AMERICAN NATIONAL STANDARD OF HIGH VISIBILITY APPAREL" AND LABELED AS MEETING THE ANSI 107-2004 STANDARD PERFORMANCE FOR CLASS 2 RISK EXPOSURE. INDIVIDUALS ENGAGED IN TRAFFIC CONTROL SHALL WEAR THE HIGH VISIBILITY VEST WITH "TRAFFIC CONTROL" VISIBLE, WITHOUT EXCEPTION.

MODIFICATION TO STANDARDS

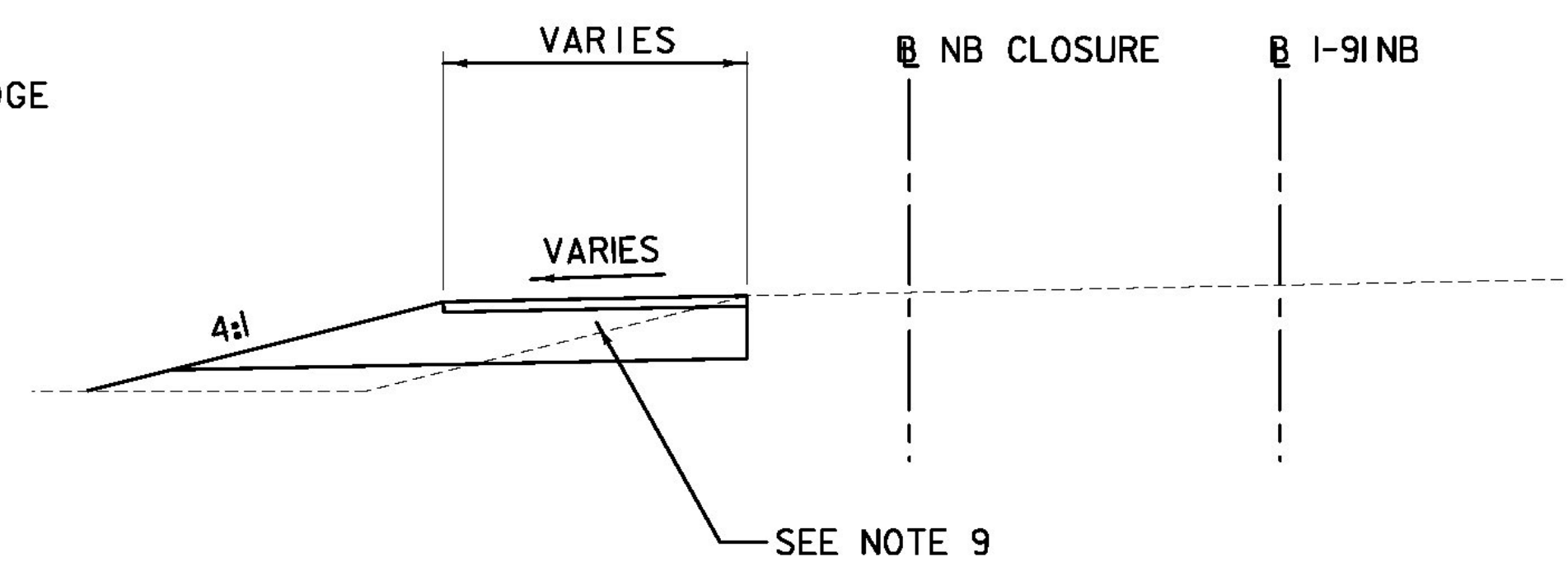
1. SAMPLING AND TESTING OF THE MATERIAL USED WITHIN THE NB CROSSOVER WORK PACKAGE WILL NOT BE IN ACCORDANCE WITH THE VTRANS STANDARD SPECIFICATION FOR CONSTRUCTION AND MATERIAL SAMPLING MANUAL. THE MATERIALS BEING USED DURING THE NB CROSSOVER WORK WILL BE TEMPORARY FOR APPROXIMATELY NINE MONTHS AND THE CONTRACTOR WILL BE RESPONSIBLE FOR THE QUALITY AND MAINTAINING THE INTEGRITY OF THE MATERIAL DURING THE TIME THE NB CROSSOVER WORK IS IN PROGRESS. THE MATERIALS USED FOR THE NB CROSSOVER WILL BE SAMPLED AND TESTED AT THE SOURCE TO VERIFY THAT THE MATERIAL MEETS VTRANS STANDARD SPECIFICATION FOR CONSTRUCTION.

LEGEND

-  BRIDGE CONSTRUCTION ZONE
-  DIRECTION OF TRAVEL
-  CONCRETE MEDIAN BARRIER
-  TYPE III BARRICADE
-  TUBULAR DELINEATOR
-  PAVEMENT MARKING REMOVAL
-  REFLECTORIZED PLASTIC DRUM
-  TYPE I DELINEATOR (YELLOW)
-  TYPE I DELINEATOR (WHITE)
-  TEMPORARY IMPACT ATTENUATOR
-  TEMPORARY 6" LINE, TYPE II TAPE (WHITE ON RIGHT, YELLOW ON LEFT)



TYPICAL CROSS-OVER SECTION
SCALE: 3/8" = 1'-0"



TYPICAL WIDENING SECTION
SCALE: 3/8" = 1'-0"

AS BUILT RECORD PLANS

RFC - WORK PACKAGE #2A
MARCH 21, 2011

BECK & BELLUCCI, INC. **TYLIN INTERNATIONAL**

PROJECT NAME: BRATTLEBORO	PLOT DATE: 3/21/11
PROJECT NUMBER: IM 091-(150)	DRAWN BY: J. R. Howe P.E.
FILE NAME: HW-100-NC0-501.dgn	CHECKED BY: D. Bryant P.E.
PROJECT LEADER: Brian W. Clogston P.E.	SHEET HW-100-NC0-501
DESIGNED BY: Phillip E. Kendall P.E.	
NORTHBOUND CLOSURE TCP 1 OF 7	