

NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE RESIDENT ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE LUMP SUM PRICE FOR ITEM 641.10, TRAFFIC CONTROL.

2. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VTRANS STANDARDS E-103, E-106 AND THE LATEST REVISION OF THE 2009 MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
630.10 - UNIFORMED TRAFFIC OFFICERS
630.15 - FLAGGERS
646.620 - TEMPORARY 6 INCH WHITE LINE
646.630 - TEMPORARY 6 INCH YELLOW LINE
646.660 - TEMPORARY 12 INCH WHITE LINE
646.680 - TEMPORARY 24 INCH STOP BAR
646.690 - TEMPORARY LETTER OR SYMBOL

4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL BE APPROVED BY THE RESIDENT ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.

FOR THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL POSITION A PCMS PRIOR TO I-89 EXITS 8 AND 10 SB WARNING NORTHBOUND MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS.

PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY.

THE 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.

5. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.

6. REFER TO VT. STATE STANDARDS AND THE 2009 MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.

7. DURING CONSTRUCTION IT WILL BE NECESSARY FOR THE CONTRACTOR TO MAINTAIN ONE-LANE TRAFFIC FOR EXTENDED PERIODS OF TIME. IN NO CASE SHALL THE PAVED WIDTH FOR ONE-LANE TRAFFIC, INCLUDING SHOULDERS, BE REDUCED TO LESS THAN 15 FEET IN WIDTH. THIS PAVED WIDTH SHALL REMAIN FREE OF OBSTRUCTIONS AND OBSTACLES AT ALL TIMES.

8. ADDITIONAL RAMP SIGNING MAY BE REQUIRED, AS DIRECTED BY THE RESIDENT ENGINEER.

9. THE DISTANCE SHOWN ON THE "ROAD WORK NEXT 6 1/4 MILES" (G20-1) SIGN SHALL BE STATED TO THE NEAREST 1/4 MILE. PLEASE REFER TO PART 6 OF THE 2009 MUTCD SECTION 6F.51. THESE SIGNS SHOULD BE SPACED APPROXIMATELY EVERY 2-3 MILES ALONG THE PROJECT AS A REMINDER TO THE TRAVELLING MOTORIST.

10. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED. KEEP RECORDS WHEN POSTING THE WORK ZONE SPEED LIMIT FOR LEGAL PURPOSES; DOCUMENTING DATES, TIMES, AND LOCATIONS OF SIGNS. WHEN WORK ZONE SPEED LIMIT IS NOT IN USE ALL ASSOCIATED SIGNS SHALL BE COVERED, TURNED AND OR LAID FLAT SO AS THE MOTORING PUBLIC CANNOT READ THESE SIGNS.

11. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY 1.5 TO 2 MILES WHERE APPLICABLE AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE WHAT SPEED THEY SHOULD BE TRAVELLING.

12. WHEN REDUCED REGULATORY SPEED LIMIT SIGNS ARE USED, THE RESUMPTION OF THE USUAL SPEED LIMIT SHALL BE INDICATED BY AN APPROPRIATE SPEED LIMIT SIGN AT THE END OF THE WORK ZONE.

**TRAFFIC
CONTROL
NOTE SHEET**

PROJECT NAME: BERLIN - WATERBURY

PROJECT NUMBER: IM SURF (20)

FILE NAME: /pave/09a382/p09a382.dgn

PROJECT LEADER: MIKE FOWLER

DESIGNED BY: WILDER

IPARM FILE NAME: p09a382_22.1

PLOT DATE: 21-MAY-2010

DRAWN BY: WILDER

CHECKED BY: PAVT MGMT

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