



**TRAFFIC CONTROL NOTES OTHER HIGHWAYS**

1. THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR BRIDGES 84N & 84S TO VTRANS FOR APPROVAL. PAYMENT FOR PREPARING AND SUBMITTING THE TRAFFIC CONTROL PLAN, AND MAKING NECESSARY REVISIONS TO THE PLAN, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10. THE CONTRACTOR SHALL ALLOW TWO WEEKS FOR APPROVAL OF THE TRAFFIC CONTROL PLAN. NO WORK SHALL COMMENCE UNTIL THE CONTRACTOR HAS AN APPROVED TRAFFIC CONTROL PLAN.
2. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS OR CORNER SIGHT DISTANCE FROM TOWN HIGHWAYS OR DRIVES.
3. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
4. ORANGE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
5. ROLL UP SIGNS SHALL HAVE A RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM TYPE VI.
6. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES AND DURING PERIODS OF INACTIVITY. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMAN LIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
7. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE THE GUARDRAIL.
8. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A ONE FOOT MINIMUM ABOVE TRAVELED WAY, ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND THE GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARD RAIL.
9. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
10. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY, THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
11. THE BUFFER SPACES SHOULD BE EXTENDED SO THAT THE TWO-WAY TRAFFIC TAPER IS PLACED BEFORE A HORIZONTAL (OR CREST VERTICAL) CURVE TO PROVIDE ADEQUATE SIGHT DISTANCE FOR THE FLAGGER AND A QUEUE OF STOPPED VEHICLES.
12. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE OF INTERSTATE 89 OR THE LOCAL ROADWAYS WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER. THE CLEAR ZONES FOR INTERSTATE 89 ARE DEFINED AS FOLLOWS:  
 INTERSTATE 89 - 34 FEET FROM THE TRAVELED WAY  
 LOCAL ROADWAYS - 16 FEET FROM THE TRAVELED WAY

- LEGEND**
- FLOW OF TRAFFIC
  - FLAGGER
  - WORK AREA
  - REFLECTORIZED PLASTIC DRUM BARRIER

**TRAFFIC CONTROL ON LOCAL ROADS (EXCEPT STAGE ROAD)**  
 NOT TO SCALE  
 \* - ACTUAL DIMENSION TO BE DETERMINED BY INDIVIDUAL BRIDGE SITE CONDITIONS AND TO BE SHOWN ON TRAFFIC CONTROL PLANS SUBMITTED BY THE CONTRACTOR

**BUFFER SPACE TABLE**

POSTED SPEED LIMIT	MINIMUM BUFFER SPACE LENGTH (FT)
30	200
35	250
40	305
45	360
50	425



**TRAFFIC CONTROL SHEET (4)**

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