

GENERAL NOTES

- ALL MATERIALS AND CONSTRUCTION SHALL CONFORM TO STATE OF VERMONT, AGENCY OF TRANSPORTATION, 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION, AND ITS LATEST REVISIONS.
- BRIDGE 107S SPANS OVER THE WASHINGTON COUNTY RAILROAD. SEE THE RAILROAD SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
- ALL WORK AND ANY ASSOCIATED ACTIVITY ON THIS PROJECT SHALL BE PERFORMED WITHIN THE EXISTING RIGHT-OF-WAY LIMITS. THE RIGHT-OF-WAY FOR ALL HIGHWAYS OTHER THAN I-91 SHALL BE ASSUMED TO BE 3 RODS UNLESS SHOWN OTHERWISE ON REFERENCE PLANS.
- STAGING AREAS OFF THE PAVEMENT SHALL UNDERGO VTRANS CONSTRUCTION STAGING REVIEW. ALL DISTURBED STAGING AREAS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. TEMPORARY STAGING AREAS OFF PAVEMENT, IF APPROVED, SHALL UTILIZE ITEMS 649.51 GEOTEXTILE FOR SILT FENCE AND 653.20 TEMPORARY EROSION MATTING TO PREVENT EROSION AND CONTROL SEDIMENT FROM THE STAGING AREAS.
- THE RESIDENT ENGINEER SHALL DETERMINE IF RESEEDING OF ANY AREAS DISTURBED AS A RESULT OF THE PROJECT IS REQUIRED. RESEEDING SHALL BE CONSIDERED INCIDENTAL TO ITEMS 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
- ALL COSTS ASSOCIATED WITH EXTENDING OR FILLING THE DRAIN TUBES SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
- GREASE COATING SHALL BE APPLIED TO ALL BEAMS AND DIAPHRAGMS WITHIN 20 FEET OF EACH ABUTMENT (FIXED AND EXPANSION JOINTS); AND AT PIERS FROM BEAM END TO A LENGTH EQUAL TO TWO TIMES THE BEAM DEPTH FROM POINT OF BEARING AND SHALL INCLUDE ALL EXPOSED SURFACE AREAS OF ATTACHMENTS OR MEMBERS WITHIN THE DISTANCE. COST SHALL BE INCIDENTAL TO ITEM 900.645, SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL).
- THE CONTRACTOR SHALL NOT DRILL OR DOWEL INTO THE PIERS FOR CONTAINMENT SUPPORT OR ANY OTHER WORK.
- EXISTING GREASE COATING IS FOUND AT THE BEAM ENDS OF ALL BRIDGES FROM EACH ABUTMENT AND EXTENDING APPROXIMATELY 6-10' AND AT THE BASE OF THE SLANT LEGS ON BRIDGES 108 N&S. EXISTING GREASE COATING IS ALSO AT THE PIERS OF BRIDGES 107, 108N AND 108S WITH EXPANSION JOINTS. EXISTING GREASE COATING REMOVAL SHALL BE PAID AS ITEM 900.645, SPECIAL PROVISION (REMOVAL OF EXISTING GREASE COATING).
- PIER-MOUNTED JOINT DOWNSPOUTS SHALL BE CLEANED AND PAINTED UNDER CONTRACT ITEMS 900.645 SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES). THE CONTRACTOR SHALL PROTECT THE PIER FROM PAINT OVERSPRAY.
- ALL EXISTING UTILITY HANGERS SHALL BE CLEANED AND PAINTED UNDER CONTRACT ITEMS 900.645, SPECIAL PROVISION (CONTAINMENT AND DISPOSAL OF LEAD PAINT CLEANING RESIDUES) AND 900.645 SPECIAL PROVISION (QC/QA CLEAN AND PAINT EXISTING STEEL STRUCTURES, BARE STEEL). UTILITIES SHALL BE PROTECTED FROM OVERSPRAY AND SHALL NOT BE PAINTED.
- MINIMUM VERTICAL CLEARANCE BELOW CONTAINMENT STRUCTURES SHALL BE SHOWN ON THE CONTAINMENT SUBMITTAL AND TRAFFIC CONTROL SUBMITTAL. VERTICAL CLEARANCE OVER TRAVELWAYS SHALL NOT BE REDUCED TO LESS THAN 23'-0" OVER RAILROADS, 16'-0" OVER INTERSTATE ROADWAYS, AND 14'-0" OVER STATE AND LOCAL ROADS.
- EXISTING MINIMUM VERTICAL CLEARANCE UNDER BRIDGES (FROM VTRANS BRIDGE INSPECTION REPORTS):

BRIDGE NO.	CLEARANCE
102N	17'-3"
102S	14'-9"
103N	14'-1"
103S	14'-3"
105N	16'-0"
105S	14'-7"

BRIDGE NO.	CLEARANCE
106N	15'-10"
106S	15'-2"
107S	26'-1"
108N	19'-1"
108S	18'-1"

TEMPORARY TRAFFIC SIGNAL NOTES:

- DESIGN OF THE SIGNAL SUPPORTS AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
- SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM". THE CONTRACTOR SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
- SIGNAL FACES SHALL BE LED AND CONSIST OF 12" LENSES. (RED, YELLOW, AND GREEN)
- THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16.5 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE GROUND. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
- SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
- SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED, LOCATED AT A DISTANCE OF NO GREATER THAN 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE LATEST EDITION OF THE M.U.T.C.D. FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
- SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
- THE SIGNAL SYSTEM SHALL CONSIST OF CONTROLLER, SIGNAL HEADS, DETECTION, POLES, SIGNS AND POSTS, WARNING SIGNS, LUMINARIES, FLASHING BEACONS, ASSOCIATED PAVEMENT MARKINGS, AND MISCELLANEOUS SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE OPERATION. THE SYSTEM ALSO INCLUDES PERMITS AND COSTS ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
- INSTALL WIRING BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT TO PROVIDE FOR A SAFE INSTALLATION. ATTACHMENT TO UTILITY POLES TO BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
- PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE POSSIBLE.
- POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC INCLUDING PEDESTRIANS.
- ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.
- A 250 WATT MER/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 30 FEET ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT. LIGHTING SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
- STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 180' FROM THE NEAREST SIGNAL HEAD.
- SEE STD. E-140 FOR "STOP HERE ON RED" SIGN DETAIL AND E-101 FOR "SIGNAL AHEAD" SYMBOL SIGN. SEE STDS. E-121 FOR SIGN PLACEMENT. SEE STDS, E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS.
- ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
- ALL STOP SIGNS AND ANY TRAFFIC SIGNS MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER. THE COSTS OF COVERING AND UNCOVERING THESE SIGNS SHALL BE PAID INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
- CONSTRUCTION APPROACH SIGNS SHALL BE PROVIDED ON EACH APPROACH PER THE APPLICABLE "TRAFFIC CONTROL APPROACH SIGN PACKAGE." ADDITIONAL CONSTRUCTION APPROACH SIGNS SHALL BE INSTALLED AS REQUIRED BY THE ENGINEER PER STANDARDS E-100A, E-101, E-102 AND E-102A. PAYMENT FOR THESE SIGNS, REFLECTORIZED PLASTIC DRUMS, ETC., SHALL BE PAID INCIDENTAL TO ITEM 641.10, "TRAFFIC CONTROL".
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING SIGNAL PHASING AND TIMING. THE CONTRACTOR SHALL SUBMIT PHASING DIAGRAM INCLUDING TIMING TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL MAKE SIGNALS OPERATIONAL ONLY AFTER RECEIVING APPROVAL OF THE PHASING AND TIMING DIAGRAM BY THE ENGINEER. DEVELOPMENT OF THE PHASING DIAGRAM AND TIMING SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".

GENERAL TRAFFIC CONTROL NOTES

- THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL SUBMIT SITE SPECIFIC TRAFFIC CONTROL PLANS DEPICTING EACH PHASE OF THE PLANNED WORK FOR ANY WORK ON I-91 OR FROM THE ROADS ABOVE OR BELOW THE BRIDGES. THE DESIGN SHALL ENSURE STATE-REGULATED WIDE LOADS CAN BE ACCOMMODATED DURING LANE CLOSURES. TRAFFIC CONTROL PLANS SHALL BE DEVELOPED IN ACCORDANCE WITH THE LATEST EDITION OF THE M.U.T.C.D. AND VTRANS STANDARDS INCLUDING E-103 AND E-106. WHERE CONFLICTS EXIST, MUTCD SHALL GOVERN. SITE CONDITIONS MAY WARRANT ADDITIONAL CONSIDERATIONS FOR SAFETY. MINIMUM VERTICAL CLEARANCE OVER LIVE TRAFFIC SHALL BE SHOWN ON TRAFFIC CONTROL PLAN SUBMITTALS. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT. PAYMENT FOR PREPARING AND SUBMITTING THE TRAFFIC CONTROL PLAN, AND MAKING ANY 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.
- CONSTRUCTION SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS OR CORNER SIGHT DISTANCE FROM HIGHWAYS, STREETS, ROADS OR DRIVES.
- THE TRAFFIC CONTROL PLANS SHALL SHOW ALL RAMPS, BIKE LANES, SIDEWALKS, INTERSECTIONS, AND I-91 ACCELERATION AND DECELERATION LANES AS APPLICABLE TO EACH BRIDGE SITE. PEDESTRIANS SHALL BE ACCOMMODATED IN ACCORDANCE WITH A.D.A GUIDELINES.
- ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE LATEST EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS AND MARKINGS" BOOK (SHSM) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
- SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM D4956) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
- ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM D4956 TYPE VI.
- SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
- 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 GUARDRAIL.
- 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 GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
- 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.
- THE CONTRACTOR SHALL HAVE SIGNS FOR CLOSURE OF RIGHT AND LEFT LANES ON PROJECT BEFORE WORK COMMENCES.
- 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.
- THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER, THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD.

(NOTES CONTINUE ON SHEET 6 OF 84)



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PROJECT NUMBER:	IM BPNT(II)
FILE NAME: \\...traffic controlnotes.dgn	PLOT DATE: 10/29/2012
PROJECT LEADER: G. BOGUE	DRAWN BY: C. GENDRON
DESIGNED BY: D. DEBAIE	CHECKED BY: G. BOGUE
PROJECT NOTES	SHEET 5 OF 84