

TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE 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 64I.I0, 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 64I.I0, TRAFFIC CONTROL.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 64I.I0, 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 ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:

630.I0 - UNIFORMED TRAFFIC OFFICERS
630.I5 - FLAGGERS
646.610 - TEMPORARY 4 INCH YELLOW LINE
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
646.700 - TEMPORARY CROSSWALK MARKING
646.76 - LINE STRIPING TARGETS
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 ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 64I.I5, PORTABLE CHANGEABLE MESSAGE SIGN.
5. FOR THE DURATION OF THE SWANTON-HIGHGATE IM SURF (28) PROJECT, THE CONTRACTOR SHALL POSITION A PCMS PRIOR TO I-89 EXITS 21 AND 22 NORTHBOUND WARNING NORTHBOUND MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS. FOR THE DURATION OF THE BURLINGTON-SO. BURLINGTON IM SURF (30) PROJECT, THE CONTRACTOR SHALL POSITION A PCMS PRIOR TO ENTERING I-189 FROM US ROUTE 7, KENNEDY DRIVE, DORSET ST., INTERSTATE 89 NORTHBOUND, AND INTERSTATE 89 SOUTHBOUND WARNING MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS.
6. 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.
7. 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.
8. 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.
9. REFER TO VT. STATE STANDARDS AND THE 2009 MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.
10. 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.
11. ADDITIONAL RAMP SIGNING MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER. PAYMENT SHALL BE INCIDENTAL TO ITEM 64I.I0, TRAFFIC CONTROL.
12. THE DISTANCE SHOWN ON THE "ROAD WORK NEXT XXX MILES" (G20-I) SHALL BE STATED TO THE NEAREST 1 MILE. REFER TO PART 6 OF THE 2009 MUTCD SECTION 6F.5I. THESE SIGNS SHOULD BE SPACED APPROXIMATELY EVERY 2-3 MILES ALONG THE PROJECT AS A REMINDER TO THE TRAVELLING PUBLIC.
13. EXISTING SPEED LIMIT SIGNS SHALL BE COMPLETELY 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 TRAVELLING PUBLIC CANNOT READ THESE SIGNS.
14. 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 TRAVELLING THROUGH THE WORK ZONE THE SPEED THEY SHOULD BE TRAVELLING.
15. 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.
16. COORDINATION WITH THE BORDER PATROL WILL BE REQUIRED FOR THE SWANTON-HIGHGATE IM SURF (28) PROJECT. CONTACT PORT DIRECTOR KEVIN COY AT 802-868-2778.

**COMPOSITE
TRAFFIC
CONTROL
NOTES**

PROJECT NAME: BURLINGTON-SO. BURLINGTON & SWANTON-HIGHGATE	
PROJECT NUMBER: IM SURF (30) & IM SURF (28)	
FILE NAME: Ila024/Ila024COMPOSITE.dgn	PLOT DATE: 12-APR-2012
PROJECT LEADER: M. FOWLER	DRAWN BY: PAVT MGMT
DESIGNED BY: PAVT MGMT	CHECKED BY: PAVT MGMT
Ila024comp+cn.I	SHEET 10 OF 49