

TEMPORARY TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH STANDARDS T-11 AND T-12. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.
2. 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 641.15, "PORTABLE CHANGEABLE MESSAGE SIGN". THE CONTRACTOR SHALL POSITION A PCMS ON I-93 PRIOR TO I-91 INTERCHANGE #19 (WATERFORD) 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.
3. THE BID PRICE FOR ITEM 641.10, "TRAFFIC CONTROL", SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED IN THE UNIT BID PRICE. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY:
ITEM 630.10 - "UNIFORMED TRAFFIC OFFICERS"
ITEM 630.15 - "FLAGGERS"
4. THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT, OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
5. INSTALLATION OF CONSTRUCTION ZONE SIGNING SHALL NOT BLOCK EXISTING SIGN ASSEMBLIES. A MINIMUM OF 200 FEET SHALL BE MAINTAINED BETWEEN ANY EXISTING SIGN AND THE CONSTRUCTION SIGNS.
6. ON VAOT STANDARD T-11, SIGN W4-2 MAY BE REPLACED WITH W9-2.
7. ALL TEMPORARY SPEED LIMIT SIGNS (R2-1) SHALL INCLUDE "WORK ZONE" SIGN (G20-5aP).
8. SEE VAOT STANDARD T-10 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
9. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
10. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.
11. DIAMOND SHAPED SIGNS SHALL BE 48" X 48" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
12. RETROREFLECTIVE SHEETING SHALL BE MINIMUM ASTM D 4956 TYPE III OR VIII AS NOTED ON VAOT STANDARD T-1 AND IN THE SPECIAL PROVISIONS.
13. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE MOUNTED ON STANDS OR POSTS THAT COMPLY WITH NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350).
14. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF SIGN IS ABOVE THE TOP OF GUARDRAIL.
15. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THEN 1000 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
16. BARRELS AND CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.
17. FOR LANE CLOSURES GREATER THEN 1/2 MILE LONG, PLACE ONE TYPE III BARRICADE ACROSS THE CLOSED LANE AT 1500 FOOT INTERVALS.

NOT TO SCALE

TEMPORARY TRAFFIC CONTROL NOTES SHEET

PROJECT NAME:	ST. JOHNSBURY-LYNDON
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DESIGNED BY:	VTRANS
IPARM FILE NAME:	pl1a346_70
PLOT DATE:	10/17/2013
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CHECKED BY:	PTS
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