



TRAFFIC CONTROL ON TH NO 1  
BRIDGES 63N & 63S  
NOT TO SCALE

**TRAFFIC CONTROL NOTES - I-91:**

- NOTES CONTINUED FROM TRAFFIC CONTROL SHEET (2).
- PLACE LAST CHANNELIZING DEVICE 100 FEET BEYOND THE ANTICIPATED WORK ZONE TERMINAL POINT EACH DAY AND START THE END TAPER. THE END TAPER SHALL BE CONSTRUCTED OF 5 ADDITIONAL RETROREFLECTIVE DRUMS SPACED AT 10 FEET ON CENTER.
  - THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED FOR I-91 LANE CLOSURES AND AT THE DISCRETION OF THE ENGINEER FOR LANE CLOSURES ON OTHER ROADWAYS.
  - TRAVEL LANES SHALL BE A MINIMUM OF 12 FEET WIDE ON I-91.
  - AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE OF I-91 WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER.  
THE CLEAR ZONE IS DEFINED AS FOLLOWS:  
I-91 - 34 FEET FROM THE EDGE OF TRAVELED WAY
  - THE ARROW BOARD SHALL BE PLACED ON THE SHOULDER OF THE ROADWAY, OR IF PRACTICAL, FURTHER FROM THE TRAVELED LANE AT THE END OF THE SHOULDER TAPER.
  - BRIDGES 59S AND 67S, I-91 SOUTHBOUND ONE LANE CLOSURE: PROVIDE A GAP IN THE REFLECTORIZED PLASTIC DRUMS IN THE END TAPER SO THAT VEHICLES MAY EXIT I-91.
  - BRIDGES 59N AND 67N, CONTRACTOR SHALL ENSURE ADEQUATE SIGHT VISIBILITY OF ONCOMING TRAFFIC FOR VEHICLES ENTERING ONTO I-91 FROM A STOPPED CONDITION AT ON-RAMP.
  - SEE TRAFFIC CONTROL SHEET (1) FOR LEGEND, TAPER RATES, AND DEVICE SPACING TABLE.

**TRAFFIC CONTROL NOTES - LOCAL ROADS:**

- SEE NOTES ON TRAFFIC CONTROL SHEETS (1) AND (2).
- 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 58N&S, AND 63N&S 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 - TRAFFIC CONTROL. 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.
  - 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.
  - AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER.  
THE CLEAR ZONE IS DEFINED AS FOLLOWS:  
VT 25 - 20'  
TH NO. 1 - 14'
- CONTINUED ON TRAFFIC CONTROL SHEET (4).

# TRAFFIC CONTROL SHEET (3)

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



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