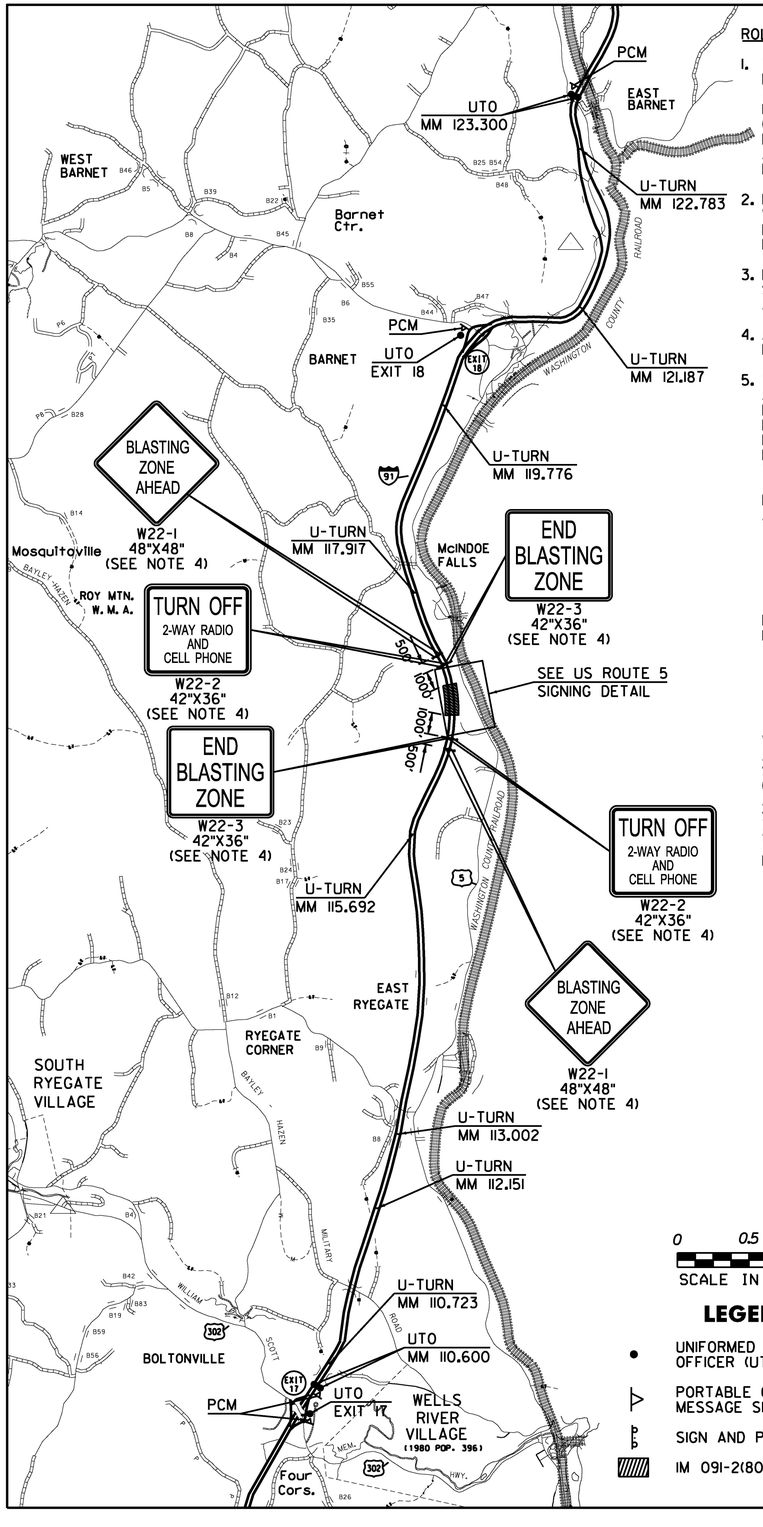


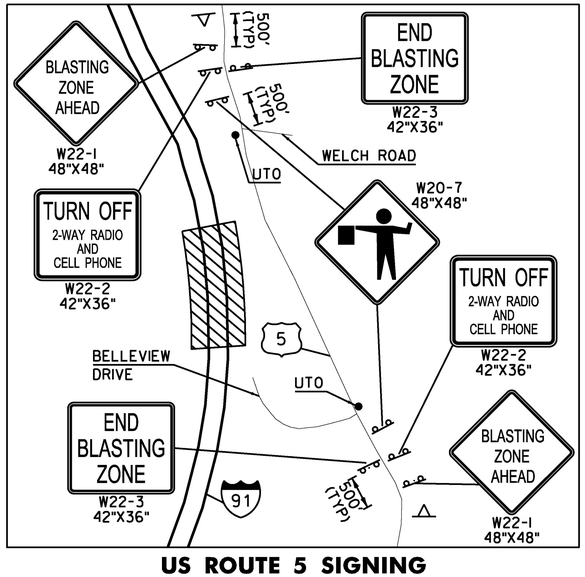
ROLLING ROADBLOCK TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL SUBMIT A ROLLING ROADBLOCK TRAFFIC CONTROL PLAN TO THE ENGINEER AND VAOT HIGHWAY SAFETY AND DESIGN SECTION AS PART OF THE OVERALL PROJECT TRAFFIC CONTROL PLAN. UPON WRITTEN APPROVAL FROM THE ENGINEER, THE CONTRACTOR SHALL IMPLEMENT THE ROLLING ROADBLOCK TRAFFIC CONTROL PLAN AND COMMENCE BLASTING OPERATIONS. THE ROLLING ROADBLOCK AND BLASTING SHALL TAKE PLACE PRIOR TO ESTABLISHING THE LANE CLOSURES. ALL COSTS ASSOCIATED WITH THE DEVELOPMENT OF AND ANY NECESSARY REVISION TO THE ROLLING ROADBLOCK TRAFFIC CONTROL PLAN SHALL BE PAID FOR UNDER CONTRACT ITEM 641.10 TRAFFIC CONTROL.
2. ROLLING ROADBLOCK TRAFFIC CONTROL PLANS ARE INTENDED TO BE DEVELOPED IN CONJUNCTION WITH VAOT STANDARD SHEETS, TRAFFIC ENGINEERS INSTRUCTIONS (TEI) 16-601, SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ITS REVISIONS, AND AT THE DISCRETION OF THE ENGINEER.
3. LOCATIONS OF TEMPORARY TRAFFIC CONTROL DEVICES ARE APPROXIMATE, ACTUAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. ADJUSTMENTS MAY BE NEEDED TO ACCOUNT FOR OTHER TEMPORARY TRAFFIC CONTROL DEVICES ALREADY SET IN PLACE.
4. ALL SIGNS ASSOCIATED WITH THE ROLLING ROADBLOCK ON INTERSTATE 91 SHALL BE GATE POSTED AND SHALL BE VISIBLE TO THE TRAVELING PUBLIC FOR THE DURATION OF THE ESCORT.
5. THE CONTRACTOR SHALL CONTACT SAM PUTNAM AT (603) 477-2277 AT LEAST 24 HOURS IN ADVANCE TO COORDINATE ALL BLASTING ACTIVITIES WITH THE WASHINGTON COUNTY RAILROAD. BLASTING SHALL ONLY TAKE PLACE WHEN THE WASHINGTON COUNTY RAILROAD IS SCHEDULED TO BE CLEAR OF THE AREA AND AT NO TIME SHOULD THE WASHINGTON COUNTY RAILROAD BE REQUIRED TO STOP TRAIN TRAFFIC. AN ESTIMATED NUMBER OF HOURS OF ITEM 630.20 FLAGGERS, RAILROAD HAS BEEN ADDED TO THE CONTRACT TO ALLOW TIME TO INSPECT THE TRACKS AFTER EACH TRIM BLAST.

   PERIODS DURING WHICH THE STATE'S CONTRACTOR SHALL HAVE EXCLUSIVE AND UNINTERRUPTED ACCESS TO THE WASHINGTON COUNTY RAILROAD RIGHT-OF-WAY
   (1) MONDAY 6:00 PM THROUGH TUESDAY 11:00 AM
   (2) TUESDAY 6:00 PM THROUGH WEDNESDAY 11:00 AM
   (3) WEDNESDAY 6:00 PM THROUGH THURSDAY 11:00 AM
   (4) THURSDAY 6:00 PM THROUGH FRIDAY 11:00 AM
   (5) FRIDAY 6:00 PM THROUGH MONDAY 11:00 AM

   PERIODS DURING WHICH THE STATE'S CONTRACTOR SHALL HAVE NON-EXCLUSIVE AND INTERRUPTIBLE ACCESS TO THE WASHINGTON COUNTY RAILROAD RIGHT-OF-WAY
   (1) MONDAY 11:01 AM THROUGH 5:59 PM
   (2) TUESDAY 11:01 AM THROUGH 5:59 PM
   (3) WEDNESDAY 11:01 AM THROUGH 5:59 PM
   (4) THURSDAY 11:01 AM THROUGH 5:59 PM
   (5) FRIDAY 11:01 AM THROUGH 5:59 PM

WHILE ADDITIONAL PERIODS OF EXCLUSIVE AND NON-EXCLUSIVE TRACK OCCUPANCY MAY BE AVAILABLE, THE WASHINGTON COUNTY RAILROAD DOES NOT MAKE ANY REPRESENTATIONS TO THE STATE AS TO SUCH AVAILABILITY. THE CONTRACTOR IS HEREBY ADVISED THAT THE WASHINGTON COUNTY RAILROAD'S OPERATING SCHEDULE IS PERIODICALLY SUBJECT TO REVISION AT ANY TIME. AS SUCH, THE SPECIFIED NON-EXCLUSIVE AND INTERRUPTIBLE OCCUPANCY INTERVALS WILL BE SUBJECT TO REVISION. THE CONTRACTOR WILL RECEIVE VERBAL NOTICE COMMUNICATED BY THE ASSIGNED RAILROAD FLAG PERSON AT LEAST SIXTY MINUTES PRIOR TO THE TRAIN'S ARRIVAL. THE CONTRACTOR SHALL ALLOW TRAIN PASSAGE AND SHALL NOT BE REIMBURSED FOR ANY INCURRED EXPENSE.



US ROUTE 5 SIGNING
NOT TO SCALE
(SEE NOTE 6)

ROLLING ROADBLOCK TRAFFIC CONTROL NOTES (CONT.)

6. TRAFFIC CONTROL ON US ROUTE 5 WILL BE ESTABLISHED AS SHOWN ON THIS SHEET PRIOR TO THE START OF THE TRIM BLASTING OPERATIONS. ALL HOMEOWNERS RESIDING ON AND BETWEEN BELLEVIEW DRIVE AND WELCH ROAD ALONG US ROUTE 5 WILL BE NOTIFIED BY THE CONTRACTOR IN ADVANCE OF ALL SCHEDULED TRIM BLASTS. ANY OTHER HOMEOWNERS LOCATED IN THE VICINITY OF THE PROJECT WILL BE NOTIFIED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER. ALL HOMEOWNERS WILL BE INFORMED BY THE CONTRACTOR TO TURN OFF 2-WAY RADIOS AND CELL PHONES WHEN LIVE EXPLOSIVES ARE SCHEDULED TO BE ONSITE. UNIFORMED TRAFFIC OFFICERS (UTO'S) SHALL BE USED TO BLOCK ACCESS TO US ROUTE 5 BETWEEN BELLEVIEW DRIVE AND WELCH ROAD WHILE ROLLING ROADBLOCKS ARE BEING IMPLEMENTED ON INTERSTATE 91. THE UTO'S WILL BE INCIDENTAL TO ITEM 630.10 UNIFORMED TRAFFIC OFFICERS.
7. ROLLING ROADBLOCKS SHALL BE UTILIZED ON BOTH THE NORTHBOUND AND SOUTHBOUND BARRELS OF INTERSTATE 91 DURING BLASTING OPERATIONS AND UTO'S SHALL BE NOTIFIED IN ADVANCE OF ANY BLASTING. ALL UTO'S COST ASSOCIATED WITH THE ROLLING ROADBLOCKS WILL BE CONSIDERED INCIDENTAL TO ITEM 630.10 UNIFORMED TRAFFIC OFFICERS.
8. PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES AND ROLLING ROADBLOCK ADVANCED SIGN PROGRESSION CAN BE SEEN IN TEI 16-601. ADVANCED SIGNING LOCATIONS AND PORTABLE CHANGEABLE MESSAGE SIGN MESSAGES ARE TO BE SUBMITTED AS PART OF THE ROLLING ROADBLOCK TRAFFIC CONTROL PLAN AND APPROVED BY THE ENGINEER.
9. U-TURN LOCATIONS WITHIN THE LIMITS OF THE ROLLING ROADBLOCK ALONG INTERSTATE 91 SHALL BE BLOCKED OFF TO THE TRAVELING PUBLIC DURING THE BLUE LIGHT ESCORT, BUT MUST BE EASILY ACCESSIBLE IN THE EVENT OF AN EMERGENCY.
10. THE CONTRACTOR IS NOTIFIED THAT ALL ROADWAYS INCLUDED IN AND ASSOCIATED WITH THIS PROJECT ARE SUBJECT TO OCCASIONAL USE AND TRAVEL BY EMERGENCY RESPONSE VEHICLES. THE CONTRACTOR SHALL MAKE AND IMPLEMENT PLANS AND PROCEDURES DESIGNED TO ENSURE SWIFT AND UNIMPEDED TRAVEL OF EMERGENCY RESPONSE VEHICLES THROUGH CONSTRUCTION ZONES AND SHALL SUBMIT THEM TO THE ENGINEER. ANY COSTS ASSOCIATED WITH SUCH PLANS AND PROCEDURES SHALL BE INCIDENTAL TO CONTRACT ITEM 641.10 TRAFFIC CONTROL.
11. AT THE BEGINNING OF THE ROLLING ROADBLOCK, MILE MARKER 110.600 NORTHBOUND AND MILE MARKER 123.300 SOUTHBOUND, ONE UTO (BLUE LIGHTS FLASHING) PER LANE SHALL BEGIN ESCORTING TRAFFIC TOWARD THE WORK ZONE AT TEN MPH. IF IT IS DEEMED UNSAFE TO PASS THROUGH THE WORK ZONE AS TRAFFIC NEARS, THE ESCORT SHALL STOP 1500 FEET IN ADVANCE OF THE WORK ZONE FOR A MAXIMUM OF TEN MINUTES.
12. PRIOR TO THE RELEASE OF THE BLUE LIGHT ESCORT, UTO'S STATIONED AT RAMP LOCATIONS WILL STOP ALL TRAFFIC FROM ENTERING THE INTERSTATE.
13. ONCE THE BLUE LIGHTS BEGIN ESCORTING THE TRAFFIC TO THE WORK AREA, THE CONTRACTOR SHALL PROVIDE A SWEEP VEHICLE IN EACH DIRECTION OF TRAVEL WITH AMBER STROBE LIGHTS ACTIVATED TO FOLLOW THE LAST VEHICLE TRAVELING IN ADVANCE OF THE ROLLING ROADBLOCK TO ENSURE THERE ARE NO PARKED VEHICLES AND NO OPEN RAMPS OR OTHER ACCESS POINTS AND THAT THE ROADWAY IS CLEAR BEFORE THE WORK IS TO BEGIN.
14. ALL SIGNS, BARRICADES, AND OTHER TRAFFIC CONTROL DEVICES SHALL BE CLEANED WEEKLY. ADDITIONAL CLEANING WILL BE AT THE DISCRETION OF THE ENGINEER. EXISTING PERMANENT SIGNS THAT CONTRADICT TEMPORARY TRAFFIC CONTROL SIGNS SHALL BE REMOVED AND REPLACED OR COVERED FOR THE PERIOD OF TIME THAT THE ROLLING ROADBLOCK TRAFFIC CONTROL PLAN IS IMPLEMENTED. COST FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 641.10 TRAFFIC CONTROL.
15. SUCCESSIVE ROLLING ROADBLOCKS SHOULD NOT BE STARTED UNTIL THE TRAFFIC FROM THE PRECEDING ROLLING ROADBLOCK HAS BEEN SUFFICIENTLY CLEARED FROM THE WORK LOCATION. IF NO MORE ROLLING ROADBLOCKS ARE PLANNED, THERE ARE NO EXPLOSIVES IN THE AREA OR THE AREA IS OTHERWISE SECURE, ROLLING ROADBLOCK AND BLASTING ZONE SIGNING SHALL BE COVERED OR REMOVED.

PROJECT NAME: RYEGATE	
PROJECT NUMBER: IM 091-2(80)	
FILE NAME: zl3a368tcp.dgn	PLOT DATE: 4/3/2017
PROJECT LEADER: D. GOZALKOWSKI	DRAWN BY: J. HEALD
DESIGNED BY: J. OLSEN	CHECKED BY: J. SHIELDS
TRAFFIC CONTROL SHEET 2	SHEET 61 OF 61

CHA

FILE NAME = \\cha-11p.com\proj\Projects\VNY\K41\29741\CADD_MSTN\13a368\Consultants\Highway\zl3a368tcp.dgn
DATE/TIME = 4/3/2017
USER = mhb