



- LEGEND**
- WORK AREA
 - TEMPORARY WIDENING
 - REFLECTORIZED DRUM
 - TEMPORARY TRAFFIC BARRIER (PRECAST CONCRETE BARRIER)
 - ENERGY ABSORPTION ATTENUATOR
 - SYEL SOLID YELLOW EDGE LINE
 - SWEL SOLID WHITE EDGE LINE

GENERAL TRAFFIC MAINTENANCE NOTES:

- 1) ALL TEMPORARY TRAFFIC BARRIERS SHALL COMPLY WITH THE REQUIREMENTS OF NOTE 10 OF THE TRAFFIC CONTROL NOTES (SEE SHEET 51).
- 2) EXCAVATION FOR SUBBASE OF DENSE GRADED CRUSHED STONE AND SAND BORROW SHALL NOT EXCEED 200' IN LENGTH ALONG ROADWAY OR HALF A DAY OF WORK. AT THE END OF A WORKING DAY, BACKFILLING AND COMPACTION OF SUBBASE AND SAND BORROW SHALL BE COMPLETED.
- 3) THE CONSTRUCTION ZONE LONGITUDINAL DROP-OFF REQUIREMENTS OF STD. DRAWINGS E-108 AND E-108A SHALL APPLY. WHERE TEMPORARY TRAFFIC BARRIER IS USED ELEVATION DIFFERENCES BETWEEN A PORTION OF ROADWAY OPENED FOR TRAFFIC AND A PORTION OF ROADWAY CONSTRUCTED SHALL NOT EXCEED 18" DURING NON-WORKING HOURS.
- 4) ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH PROPOSED TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED. PAYMENT SHALL BE MADE UNDER ITEM 646.85 REMOVAL OF EXISTING PAVEMENT MARKINGS.
- 5) CONTRACTOR SHALL RELOCATE OR COVER ALL EXISTING SIGNS WHERE THEY WOULD CONFLICT WITH CONSTRUCTION SIGNAGE. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 6) THE CONTRACTOR SHALL MAINTAIN ADA COMPLIANT PEDESTRIAN ACCESS AROUND OR THROUGH THE WORK AREA AT ALL TIMES. SEE PEDESTRIAN DETOUR PLAN. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 7) THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING CONSTRUCTION SIGNAGE SO AS NOT TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 8) ALL TEMPORARY TRAFFIC BARRIERS SHALL BE DELINEATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS AND THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
- 9) PHASING WORK SHOWN HERE IS SCHEMATIC ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DEVELOPING APPROPRIATE CONSTRUCTION METHODS AND APPLICABLE TRAFFIC MAINTENANCE PLANS FOR ALL TRANSITION WORK BETWEEN PHASES. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 10) PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED IN ADDITION TO ADVANCE WARNING SIGNS. PAYMENT SHALL BE MADE UNDER ITEM 641.15 PORTABLE CHANGEABLE MESSAGE SIGN. THE PLACEMENT OF PCMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 11) TEMPORARY WIDENING PAVEMENT STRUCTURE SHALL CONSIST OF 4" OF BITUMINOUS CONCRETE PAVEMENT PLACED IN TWO EQUAL LIFTS OVER 12" APPROVED SUBBASE MATERIAL. PAYMENT SHALL BE MADE UNDER ITEM 406.25 BITUMINOUS CONCRETE PAVEMENT AND 301.35 SUBBASE OF DENSE GRADED CRUSHED STONE.
- 12) TEMPORARY TRAFFIC CONTROL PLANS TO ACCOMMODATE THE PROPOSED ISLAND AND CURB WORK IN VERMONT ROUTE 15 ARE NOT SHOWN ON THESE PLANS. BEFORE COMMENCING WORK IN VERMONT ROUTE 15, THE CONTRACTOR SHALL PROVIDE TRAFFIC CONTROL PLANS, DEVELOPED IN ACCORDANCE WITH MUTCD AND THE APPLICABLE VERMONT STANDARD DETAILS (E-SERIES) FOR THIS WORK, TO THE ENGINEER FOR APPROVAL. THE COST SHALL BE INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 13) THE NUMBER AND LOCATION OF THE STABILIZED CONSTRUCTION ENTRANCES (VEHICLE TRACKING PAD) SHOWN ON THESE PLANS ARE ONLY CONCEPTUAL. THE CONTRACTOR SHALL PROVIDE EXACT LOCATION IN THE FIELD IN ACCORDANCE WITH THE APPLICABLE VTRANS EROSION CONTROL REQUIREMENTS AND SUBMIT TO ENGINEER FOR APPROVAL. PAYMENT SHALL BE MADE UNDER ITEM 653.35 VEHICLE TRACKING PAD.
- 14) ALL WORK AREA AND CONSTRUCTION ENTRANCES SHALL BE SECURED DURING OVERNIGHT AND NON ACTIVE PERIODS. THE COST SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.
- 15) PAYMENT FOR FURNISHING AND PLACING TEMPORARY TRAFFIC SIGNS AND REMOVING AND RELOCATING TEMPORARY TRAFFIC SIGNS FOR THE DIFFERENT PHASES SHALL BE CONSIDERED INCIDENTAL TO THE UNIT PRICE BID FOR ITEM 641.10 TRAFFIC CONTROL.

- TEMPORARY 4 INCH WHITE LINE**
 RAMP "B" 51+00 ~ 58+50 RT - SOLID EDGE LINE
 VT RTE 15 15+75 ~ 16+50 RT - SOLID LANE LINE
 VT RTE 15 15+75 ~ 16+50 RT - SOLID EDGE LINE
- TEMPORARY 4 INCH YELLOW LINE**
 RAMP "B" 51+00 LT ~ 59+70 RT - SOLID EDGE LINE
- REMOVAL OF EXISTING PAVEMENT MARKINGS**
 RAMP "B" 51+00 ~ 53+65 RT
 RAMP "B" 51+00 ~ 51+75 LT
 VT RTE 15 15+75 ~ 16+50 RT

RAMP "B" PHASE-I SEQUENCING NOTES:

- 1) CONSTRUCT THE AREA OF TEMPORARY WIDENING AS SHOWN FOR PHASE I.
- 2) PHASE I WORK SHALL NOT COMMENCE UNTIL ALL WORK OF TEMPORARY WIDENING ON THE EAST SIDE OF RAMP "B" IS COMPLETED.
- 3) INSTALL NEW TRAFFIC SIGNAL CONTROLLER AND CONDUITS AS SHOWN ON THE TRAFFIC SIGNAL PLANS.
- 4) PLACE TEMPORARY TRAFFIC BARRIER AS SHOWN ON THE PLAN FOR PHASE I.
- 5) MAINTAIN A 13' MINIMUM TRAVEL LANE WIDTH AT ALL TIMES USING THE TEMPORARY WIDENING. SEE SECTION A-A, ROADWAY LAYOUT PLAN, AND CROSS SECTIONS FOR THE LIMITS OF TEMPORARY WIDENING FOR PHASE I.
- 6) FOR PHASE I WORK AREA, EXCAVATE AND PLACE SAND BORROW AND SUBBASE OF DENSE GRADED CRUSHED STONE FOR PERMANENT RAMP IN PROPER LIFTS. THEN PLACE THE FIRST LAYER OF TYPE IIS BASE COURSE IN ONE LIFT FOR THE AREA SHOWN ON THE PLAN FOR THIS PHASE.
- 7) REMOVE AND RESET THE NOSE OF THE ISLAND AT VERMONT ROUTE 15 STA. 16+21 TO ACCOMMODATE LEFT TURNING VEHICLES. OTHER ISLAND WORK IN VERMONT ROUTE 15 MAY ALSO BE COMPLETED.
- 8) AT THE COMPLETION OF PHASE I, THE NEW SIGNALS AND MAST ARMS FOR THE RAMP "B" LEFT TURN LANE AND THE VT ROUTE 15 APPROACHES SHALL BE INSTALLED AS SHOWN ON THE TRAFFIC SIGNAL PLANS, AND BE FULLY OPERATIONAL. PEDESTRIAN SIGNALS FOR VERMONT ROUTE 15 CROSSING SHALL BE COVERED AND APPROVED.
- 9) REMOVE EXISTING SIGNAL SYSTEM ONCE THE NEW SIGNAL SYSTEM IS ACTIVATED. THE COST OF REMOVAL SHALL BE MADE UNDER ITEM 900.645 SPECIAL PROVISION (REMOVAL OF EXISTING TRAFFIC CONTROL SIGNAL SYSTEM).

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PROJECT LEADER: KEN UPMAL	DRAWN BY: W.WONG
DESIGNED BY: W.WONG	CHECKED BY: E.ATKINS
TRAFFIC MANAGEMENT PLAN PHASE I	SHEET 56 OF 67

