

GENERAL

1. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE AN OUTLINE FOR HOW THE WORK SHOULD PROCEED. AN ALTERNATIVE PROPOSAL MAY BE SUBMITTED TO THE VTRANS ROADWAY DESIGN ENGINEER, VIA THE ENGINEER. THE CONTRACTOR MUST ALLOW AT LEAST 4 WEEKS FOR VTRANS REVIEW AND APPROVAL.
2. THIS CONTRACT IS THE FIRST OF TWO CONSTRUCTION CONTRACTS PROPOSED FOR THE RECONSTRUCTION OF N. MAIN STREET THROUGH THE CITY OF BARRE. THE PURPOSE OF THIS CONTRACT IS TO RECONSTRUCT THE SIGNALIZED INTERSECTIONS AND INSTALL NEW TRAFFIC SIGNALS. THE NEW SIGNALIZED INTERSECTIONS SHALL BE PROGRAMMED IN ACCORDANCE WITH THE PLANS FOR THE DETOUR PHASING TO BE ESTABLISHED IN THE SUBSEQUENT CONSTRUCTION CONTRACT BY OTHERS. ALL SIGNAL HEADS SHALL BE MAST ARM MOUNTED EXCEPT FOR THE INTERSECTION OF ELM STREET/SUMMER STREET/WELLINGTON STREET WHICH SHALL BE COMPLETED USING SPAN WIRE MOUNTING AND LEFT IN FLASHING OPERATIONS.
3. WORK MAY BE PERFORMED SIMULTANEOUSLY AT ALL INTERSECTIONS AS SHOWN ON THE PLANS. WHEN WORKING ALONG SIDEWALKS, CARE MUST BE TAKEN TO MAINTAIN AN ACCESSIBLE PATH THROUGH THE WORK ZONE FOR PEDESTRIANS IN ACCORDANCE WITH THE MUTCD CHAPTER 6 AND AMERICANS WITH DISABILITIES (ADA) ACCESSIBILITY GUIDELINES.
4. PRIOR TO ELIMINATING PARKING ALONG MAPLE AVENUE, THE PARKING LOT AT THE CORNER OF MAPLE AVENUE AND CORTI STREET SHOULD BE RECONSTRUCTED. THE ON STREET PARKING MUST BE DISCONTINUED PRIOR TO TURN ON OF THE NEW TRAFFIC SIGNAL AT MAPLE AVENUE AND SUMMER STREET. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHOULD BE USED TO ALERT LOCAL RESIDENTS THAT PARKING WILL BE PROHIBITED WHEN THE NEW TRAFFIC SIGNAL IS ACTIVATED. PLACEMENT OF PCMS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER. MESSAGE CONTENT SHALL BE APPROVED BY THE ENGINEER.
5. EXISTING TRAFFIC SIGNALS SHALL BE MAINTAINED UNTIL THE NEW SIGNAL EQUIPMENT HAS BEEN INSTALLED, TESTED, AND APPROVED BY THE RESIDENT ENGINEER.
6. SPECIAL CARE MUST BE TAKEN TO PROVIDE ACCESS THROUGH WORK ZONES FOR EMERGENCY VEHICLES. THE CONTRACTOR SHALL COORDINATE WITH BOTH POLICE AND FIRE DEPARTMENTS TO DETERMINE THEIR MINIMUM ACCESS REQUIREMENTS. MAINTAIN ACCESS TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES. MAINTAIN PEDESTRIAN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. ACCESS TO PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (NOT MORE THAN FOUR HOURS) WITH PERMISSION OF THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK.
7. EXISTING SIGNING NOT SHOWN FOR REMOVAL OR RELOCATION SHALL REMAIN. TEMPORARY CONSTRUCTION SIGNING SHALL BE ADDED, AS SHOWN IN THE PLANS AND AS REQUIRED BY THE MUTCD. THE CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING CONSTRUCTION SIGNS IN ACCORDANCE WITH THE MUTCD AND AS DIRECTED BY THE RESIDENT ENGINEER. PLACEMENT OF TEMPORARY SIGNS SHALL NOT BLOCK RELEVANT EXISTING SIGNS. PLACEMENT OF TEMPORARY SIGNS SHALL NOT BLOCK SIGHT DISTANCE AT INTERSECTIONS AND DRIVEWAYS. VEGETATION SHALL BE REMOVED FROM THE PUBLIC RIGHT-OF-WAY IF THE VEGETATION WOULD BLOCK SIGHT LINES TO THE TEMPORARY SIGN.
8. CONTRACTOR SHALL MAINTAIN MINIMUM SIGN SPACING BETWEEN EXISTING SIGNS AND TEMPORARY SIGNS AND BETWEEN TEMPORARY SIGNS AND OTHER TEMPORARY SIGNS. MINIMUM SPACING SHALL BE 100 FEET.
9. IT IS EXPECTED THAT THE USE OF PORTABLE CHANGABLE MESSAGE SIGNS (PCMS) WILL BE REQUIRED FOR THIS PROJECT. PCMS SHALL BE USED TO NOTIFY WHEN TRAFFIC SIGNAL OPERATIONS WILL BEGIN OR BE MODIFIED. OTHER APPLICATIONS OF THE PCMS MAY BE REQUIRED AT THE DIRECTION OF THE RESIDENT ENGINEER. PLACEMENT OF PCMS SHALL BE DETERMINED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
10. NEW TRAFFIC SIGNAL HEADS (VEHICULAR AND PEDESTRIAN) SHALL REMAIN COVERED UNTIL TESTED, APPROVED, AND OPERATING. AT NO TIME SHALL UNCOVERED SIGNALS APPEAR BLANK WHILE FACING TRAFFIC. NON-OPERATIONAL PUSH BUTTONS FOR PEDESTRIAN SIGNALS SHALL BE COVERED.
11. FLAGGING MAY BE NECESSARY DURING CONSTRUCTION. FLAGGING OPERATIONS SHALL USE CERTIFIED FLAGGERS OR UNIFORMED TRAFFIC CONTROL OFFICERS. UNIFORMED TRAFFIC OFFICERS SHALL BE USED IF FLAGGING OCCURS WITHIN 200 FEET OF A SIGNALIZED INTERSECTION OR AS DIRECTED BY THE RESIDENT ENGINEER
12. THE FOLLOWING PARAGRAPHS DESCRIBE THE PROPOSED TRAFFIC MANAGEMENT AND CONSTRUCTION SEQUENCING FOR THE ROADWAY/SIDEWALK/STORM DRAINAGE RECONSTRUCTION.

TRAFFIC MANAGEMENT AND ROADWAY CONSTRUCTION SEQUENCING

THE FOLLOWING IS AN OUTLINE OF THE PHASES THAT HAVE BEEN DEVELOPED ON THE BASIS OF MAINTAINING TRAFFIC THROUGHOUT THE LENGTH OF THE PROJECT. THE TYPICAL CONSTRUCTION SIGNS REQUIRED FOR EACH PHASE ARE SHOWN ON THE CONSTRUCTION SIGNING PLANS. SPECIFIC CONSTRUCTION SIGNS AND DEVICES REQUIRED FOR CONSTRUCTION WITHIN THE WORK ZONES SHALL BE IN ACCORDANCE WITH THE VTRANS STANDARDS AND THE MUTCD TYPICAL APPLICATIONS. THE CONTRACTOR SHALL SUBMIT A TRAFFIC MANAGEMENT PLAN TO THE RESIDENT ENGINEER FOR APPROVAL AT LEAST TWO WEEKS PRIOR TO THE START OF WORK.

PHASE 1

RECONSTRUCT THE PARKING LOT AT THE SOUTHWEST CORNER OF MAPLE AVENUE AND CORTI STREET. NEW PARKING SPACES SHALL BE AVAILABLE BEFORE MOVING TO THE NEXT PHASE.

INSTALL NEW SIGNAL EQUIPMENT AT N. MAIN STREET AND RT. 62/MAPLE AVENUE. REMOVE EXISTING SIGNAL SYSTEM AND FOUNDATIONS ONCE THE NEW SIGNAL HAS BEEN INSTALLED, TESTED, AND APPROVED.

RECONSTRUCT CORNERS AT MAPLE AVENUE AND SUMMER STREET. INSTALL NEW SIGNING AND PAVEMENT MARKING. NOTIFY LOCAL RESIDENTS THAT PARKING WILL BE PROHIBITED ALONG MAPLE AVENUE WITHIN THE AREA OF THE NEW TRAFFIC SIGNAL

RECONSTRUCT CORNERS AT N. MAIN STREET AND ELM STREET/WASHINGTON STREET. INSTALL NEW TRAFFIC SIGNAL EQUIPMENT, TEMPORARY TRAFFIC SIGNAL CABLING, PAVEMENT MARKINGS AND DRAINAGE. REMOVE EXISTING SIGNAL SYSTEM AND FOUNDATIONS ONCE THE NEW SIGNAL HAS BEEN INSTALLED, TESTED, AND APPROVED. CONTRACTOR MAY NEED TO OPERATE THE INTERSECTION WITH UNIFORMED TRAFFIC OFFICERS DURING THE TRANSITION OF THE SIGNAL FROM THE EXISTING EQUIPMENT TO THE PROPOSED EQUIPMENT. TRANSITION SHALL BE ACCOMPLISHED EXPEDITIOUSLY. THE INTERSECTION SHALL NOT BE WITHOUT SIGNAL CONTROL FOR MORE THAN EIGHT CONSECUTIVE HOURS.

RECONSTRUCT CORNERS AT N./S. MAIN STREET AND PROSPECT STREET/CHURCH STREET USING BITUMINOUS PAVEMENT FOR THE SIDEWALK RAMPS AT THE SOUTHWEST CORNER. REMOVE AND RELOCATE THE POST OFFICE SIGN. INSTALL NEW TRAFFIC SIGNAL EQUIPMENT AND PAVEMENT MARKINGS. REMOVE EXISTING SIGNAL SYSTEM AND FOUNDATIONS ONCE THE NEW SIGNAL HAS BEEN INSTALLED, TESTED, AND APPROVED. CONTRACTOR MAY NEED TO OPERATE THE INTERSECTION WITH UNIFORMED TRAFFIC OFFICERS DURING THE TRANSITION OF THE SIGNAL FROM THE EXISTING EQUIPMENT TO THE PROPOSED EQUIPMENT. TRANSITION SHALL BE ACCOMPLISHED EXPEDITIOUSLY. THE INTERSECTION SHALL NOT BE WITHOUT SIGNAL CONTROL FOR MORE THAN EIGHT CONSECUTIVE HOURS.

RECONSTRUCT CORNERS AT ELM STREET AND SUMMER STREET/WELLINGTON STREET. REMOVE EXISTING FLASHING BEACONS AND INSTALL NEW SIGNAL SYSTEM AND NEW PAVEMENT MARKINGS. LEAVE INTERSECTION IN FLASHING MODE.

PHASE 2

NOTIFY LOCAL RESIDENTS THAT PARKING WILL BE PROHIBITED ALONG MAPLE AVENUE WITHIN THE AREA OF THE NEW TRAFFIC SIGNAL. INSTALL NEW SIGNAL EQUIPMENT AT MAPLE AVENUE AND SUMMER STREET.

NEW SIGNAL SHALL NOT BE TURNED ON TO FULL GREEN-YELLOW-RED OPERATIONS UNTIL THE STOP LINES AND OTHER PAVEMENT MARKINGS HAVE BEEN PLACED.

PROJECT NAME: BARRE CITY  
PROJECT NUMBER: FEGC F 026-1(34) C/1

FILE NAME: z09B240\_TCTRL.dgn  
PROJECT LEADER: G. BAKOS  
DESIGNED BY: DMP / MDS  
TRAFFIC CONTROL NOTES

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