



**TRAFFIC CONTROL NOTES - ROUTE 22A AND ROUTE 30:**

1. 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 5E & W AND 10E & W 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.
2. THE EXISTING SPEED LIMITS FOR ROUTE 22A AND ROUTE 30 VARY BETWEEN 40 MPH AND 50 MPH IN THE PROJECT AREAS. THE SPEED LIMITS WILL BE REDUCED TO 30 MPH IN THE WORK ZONES FOR THIS PROJECT. ANY EXISTING SPEED LIMIT SIGNS WITHIN THE SPEED REDUCTION AREA SHALL BE COMPLETELY COVERED.
3. CONSTRUCTION SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS.
4. ALL SIGNS SHALL BE IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) AND THE "STANDARD HIGHWAY SIGNS" BOOK (SHS) PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
5. ORANGE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE REQUIREMENTS OF SECTION 750 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR TYPE VII, VIII OR IX, UNLESS OTHERWISE NOTED.
6. ROLL UP SIGNS SHALL HAVE A RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING THE REQUIREMENTS OF SECTION 750 OF THE STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR TYPE VI.
7. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES AND DURING PERIODS OF INACTIVITY. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMAN LIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
8. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT. THE NEAREST EDGE OF A SIGN SHALL BE AT LEAST SIX FEET OUTSIDE THE SHOULDER POINT OR FOUR FEET OUTSIDE THE GUARDRAIL.
9. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A ONE FOOT MINIMUM HEIGHT ABOVE TRAVELED WAY. WHEN PLACED BEHIND THE GUARD RAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. PAYMENT FOR REMOVAL IS INCIDENTAL TO THE APPROPRIATE CONTRACT ITEMS.
10. WHERE SIGN INSTALLATIONS ARE NOT PROTECTED BY GUARDRAIL OR OTHER APPROVED TRAFFIC BARRIERS, ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST (S). WHEN ANCHORS ARE INSTALLED STUB SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND.
11. THE NUMBER OF CHANNELIZING DEVICES, TYPE III BARRICADES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY. THE ACTUAL NUMBER REQUIRED ARE TO BE DETERMINED BASED ON INDIVIDUAL DETOUR CONDITIONS (TAPERS, SPEED LIMITS, LENGTH OF DETOUR, CURVE ETC.). WARNING LIGHTS SHALL NOT BE USED ON CHANNELIZING DEVICES.
12. AT NO TIME WILL THE CONTRACTOR BE ALLOWED TO HAVE WORKERS' VEHICLES, CONSTRUCTION EQUIPMENT OR STOCKPILED MATERIALS WITHIN THE CLEAR ZONE OF ROUTE 22A OR ROUTE 30 WITHOUT POSITIVE PROTECTION. POSITIVE PROTECTION SHALL BE AS DIRECTED BY THE ENGINEER.  
THE CLEAR ZONES ARE DEFINED AS FOLLOWS:  
ROUTE 22A - 16 FEET FROM THE TRAVELED WAY  
ROUTE 30 - 22 FEET FROM THE TRAVELED WAY
13. THE SHOULDER AND TRAVEL LANE CLOSURE SCHEMES SHOWN IN THE TRAFFIC CONTROL PLANS FOR ROUTE 22A AND ROUTE 30 ARE TO BE USED FOR THE NORTHBOUND AND SOUTHBOUND CLOSURES.
14. SPEED LIMIT IS 40 MPH FOR ROUTE 22A NORTHBOUND/SOUTHBOUND AND ROUTE 30 SOUTHBOUND. SPEED LIMIT IS 50 MPH FOR ROUTE 30 NORTHBOUND.

- LEGEND**
- - FLOW OF TRAFFIC
  - ▨ - WORK AREA
  - - REFLECTORIZED PLASTIC DRUM
  - - TYPE III BARRICADE
  - ⊠ - TRUCK/TRAILER MOUNTED ATTENUATOR (OPTIONAL)

| POSTED SPEED LIMIT | TAPER LENGTHS (FT)     |                        | MAXIMUM CHANNELIZING DEVICE SPACING (FT) |         |
|--------------------|------------------------|------------------------|--|---------|
|                    | SHOULDER W=10 FT (L/3) | SHIFTING W=10 FT (L/2) | TAPER                                    | TANGENT |
| 30                 | 50                     | 75                     | 30                                       | 60      |
| 35                 | 70                     | 105                    | 35                                       | 70      |
| 40                 | 90                     | 135                    | 40                                       | 80      |
| 45                 | 150                    | 225                    | 45                                       | 90      |
| 50                 | 170                    | 250                    | 50                                       | 100     |

TAPER RATES ARE DETERMINED USING THE FOLLOWING EQUATIONS:  
 $L = WS$  FOR POSTED SPEEDS OF 45 MPH OR GREATER  
 $L = WS^2/60$  FOR POSTED SPEEDS OF 40 MPH OR LESS  
 L = MINIMUM LENGTH OF TAPER  
 W = WIDTH OF OFFSET IN FEET  
 S = POSTED SPEED IN MPH

# TRAFFIC CONTROL SHEET (4)

|                                    |                                     |                        |
|------------------------------------|-------------------------------------|------------------------|
| PROJECT NAME: FAIR HAVEN - RUTLAND | FILE NAME: I0b182/str/z10b182tc.dgn | PLOT DATE: 24-JAN-2012 |
| PROJECT NUMBER: BHF BPNT (10)      | PROJECT LEADER: G.K.DONINGTON       | DRAWN BY: W.GERHOLD    |
|                                    | DESIGNED BY: A.STOCKIN              | CHECKED BY: R.BENJAMIN |
|                                    | tc_4.dgn                            | SHEET 12 OF 28         |

