

TEMPORARY TRAFFIC CONTROL NOTES

1. THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES. EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
2. THE CONTRACTOR IS REQUIRED TO OBTAIN PERMITTING FROM MR. WILLIAM LAMBERT
STATE OF NEW HAMPSHIRE
DEPARTMENT OF TRANSPORTATION
ADMINISTRATOR BUREAU OF TRAFFIC
TEL. (603) 271-2291
FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING SIGN PACKAGE AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE.
3. DIG SAFE SHALL BE NOTIFIED PRIOR TO THE INSTALLATION OF ANY SIGNS IN NEW HAMPSHIRE AT TEL. (888) 344-7233.
4. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND LATEST REVISIONS.
5. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR APPROVAL BY THE PROJECT MANAGER PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 64I.10, TRAFFIC CONTROL. THE TRAFFIC CONTROL PLAN SHALL BE IN COMPLIANCE WITH VTRANS STANDARDS AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN.
6. THE BID PRICE FOR ITEM 64I.10, TRAFFIC CONTROL (US ROUTE 5), ITEM 64I.10, TRAFFIC CONTROL (US ROUTE 302) AND ITEM 64I.10, TRAFFIC CONTROL (NEWBURY STATE HIGHWAY), SHALL INCLUDE ALL OF THE FOLLOWING, AS NEEDED: APPROACH, ON AND OFF PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED.
7. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WILL BE PROVIDED FOR USE ALONG THIS PROJECT AND ARE TO BE USED AS DIRECTED BY THE ENGINEER. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED SHALL BE SUBMITTED TO THE ENGINEER IN ADVANCE FOR APPROVAL. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS. THE COST OF PROVIDING THESE MESSAGE SIGNS SHALL BE PAID UNDER ITEM 64I.5, PORTABLE CHANGEABLE MESSAGE SIGN.
8. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS.
9. DIAMOND SHAPED SIGNS SHALL BE 48" X 48" WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
10. RETROREFLECTIVE SHEETING SHALL BE MINIMUM AASHTO M268 (ASTM D4956) TYPE III OR VII AS NOTED ON VAOT STANDARD T-1 AND IN THE SPECIAL PROVISIONS.
11. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE, AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
12. ALL PERMANENT SIGNS THAT CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED, THE PAYMENT FOR WHICH WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 64I.10 TRAFFIC CONTROL.
13. ALL TEMPORARY CONSTRUCTION SIGNS SHALL BE MOUNTED ON STANDS OR POSTS THAT COMPLY WITH NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM REPORT 350 (NCHRP 350).

14. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOM OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.
15. SEE VAOT STANDARDS T-1, T-10 AND T-17 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
16. A MINIMUM LANE WIDTH OF 10 FEET SHALL BE MAINTAINED AT ALL TIMES, INCLUDING SHOULDERS.
17. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE FOR EMERGENCY VEHICLES AT ALL TIMES. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL COMMERCIAL AND MUNICIPAL ACCESSES SHALL BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER. ACCESS TO ALL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK WILL BE COORDINATED WITH THE OWNER.
18. WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VAOT STANDARD T-17, SHALL BE PROVIDED.
19. AS THE PAVING OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 1000 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
20. CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.
21. THE CONTRACTOR SHALL LEAVE NO LONGITUDINAL DROP-OFFS DURING THE OVERNIGHT HOURS. THEREFORE, THE FULL ROADWAY WIDTH SHALL BE COLD PLANED OR PAVED DURING THE DAILY WORK PERIOD. WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VAOT STANDARD T-36.

REGIONAL DETOUR TRAFFIC CONTROL NOTES

1. TRAFFIC WILL BE MAINTAINED ON A REGIONAL DETOUR VIA ROUTES US 5, US 302, NH 10, NH 25 AND VT 25 BETWEEN BRADFORD, NEWBURY, WOODSVILLE NH, AND PIERMONT, NH. IT IS ANTICIPATED THAT THE RAILROAD CROSSING WORK WHICH REQUIRES THE ROAD CLOSURE AND REGIONAL DETOUR WILL BE PERFORMED AND COMPLETED OVER THE COURSE OF ONE WEEKEND DURING CONSTRUCTION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING THE SCHEDULE OF THIS WORK WITH THE LOCAL SCHOOL DISTRICTS TO ENSURE THERE ARE NO CONFLICTS WITH OR INTERRUPTIONS TO SCHOOL BUS SERVICE IN THE PROJECT AREA. THIS WORK SHALL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, RAIL-HIGHWAY CROSSING) (AARDOT 053-598A).
2. TWO PORTABLE CHANGEABLE MESSAGE SIGNS "PCMS" SHALL BE PLACED AT THE PROJECT LOCATION 14 DAYS PRIOR TO THE START OF CONSTRUCTION TO WARN OF THE IMPENDING DETOUR. THESE PCMS SHALL THEN BE REMOVED AND DEPLOYED TO LOCATIONS APPROVED BY THE ENGINEER ONCE CONSTRUCTION HAS BEGUN. PAYMENT FOR THESE SIGNS WILL BE INCLUDED IN ITEM 64I.5 PORTABLE CHANGEABLE MESSAGE SIGN.
3. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE TRAFFIC FLOW OF THE DETOUR SHALL BE REMOVED OR COVERED BY THE CONTRACTOR. ALL SIGNS REMOVED OR COVERED SHALL BE REPLACED OR UNCOVERED WHEN THE TRAFFIC CONTROL PLAN IS DISASSEMBLED. PAYMENT FOR THIS WORK WILL BE INCIDENTAL TO ITEM 64I.10 TRAFFIC CONTROL (NEWBURY STATE HIGHWAY).
4. ITEM 62I.90 TEMPORARY TRAFFIC BARRIER SHALL BE USED FOR THE CLOSURE OF THE RAILROAD CROSSING. CONTRACTOR SHALL INSTALL BARRIER AS NECESSARY TO PREVENT THE TRAVELLING PUBLIC FROM ENTERING THE CONSTRUCTION SITE.

PEDESTRIAN TRAFFIC CONTROL NOTES

1. THE CONTRACTOR SHALL MAINTAIN PEDESTRIAN THROUGH MOVEMENTS FROM ONE END OF THE CONSTRUCTION AREA TO THE OTHER, ON AT LEAST ONE SIDE OF THE STREET DURING CONSTRUCTION. ANY SIDEWALK CLOSURES SHALL MEET THE REQUIREMENTS OF THE MUTCD, PART 6.
2. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
3. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF FOUR FEET. IF THE TPAR IS LESS THAN FIVE FEET IN WIDTH, A FIVE FOOT BY FIVE FOOT PASSING SPACE SHALL BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
4. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
5. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OR TRAVEL.
6. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND A TPAR HAVE BEEN PROVIDED.
7. THE CONTRACTOR SHALL SUBMIT A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED OR AS DIRECTED BY THE ENGINEER. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPARS AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 64I.10 TRAFFIC CONTROL (US ROUTE 5), ITEM 64I.10 TRAFFIC CONTROL (US ROUTE 302) AND ITEM 64I.10 TRAFFIC CONTROL (NEWBURY STATE HIGHWAY) AS APPLICABLE.

PROJECT NAME:	BRADFORD-RYEGATE
PROJECT NUMBER:	STP 2929(I)
FILE NAME:	z10c264frm.dgn
PROJECT LEADER:	P. SHEDD
DESIGNED BY:	N. LEMAY
TRAFFIC CONTROL NOTES	
PLOT DATE:	2/4/2016
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