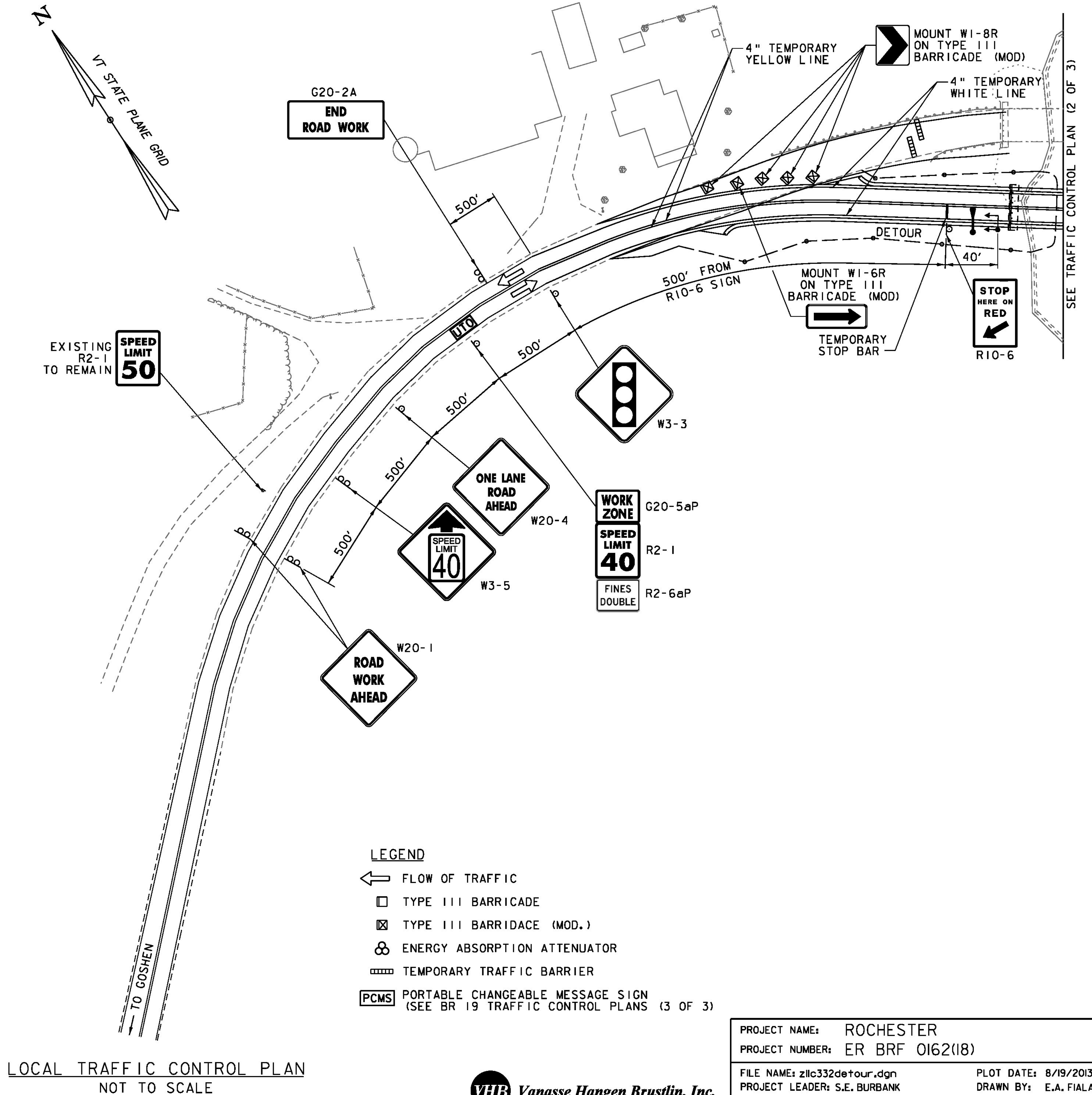


NOTES:

1. SEE REGIONAL TRAFFIC CONTROL PLANS FOR ADDITIONAL NOTES.
2. ALL WORK ASSOCIATED WITH THE INSTALLATION AND REMOVAL OF THE DETOUR TEMPORARY BRIDGE AND ITS APPROACHES, INCLUDING THE TEMPORARY TRAFFIC BARRIER, STEEL BEAM GUARDRAIL, ENERGY ABSORPTION ATTENUATOR(S), AND PAVEMENT, ON BOTH VT 73 AND VT 100 WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 528.11, "TWO-WAY TEMPORARY BRIDGE".
3. THE CONTRACTOR'S ATTENTION IS DIRECTED TO THE REQUIREMENTS OF SECTION 621 REGARDING TEMPORARY TRAFFIC BARRIER, STEEL BEAM GUARDRAIL, AND ENERGY ABSORPTION ATTENUATORS.
4. PAYMENT FOR ALL ON AND OFF-PROJECT CONSTRUCTION SIGNING, SIGN POSTS, AND TRAFFIC CONTROL DEVICES, INCLUDING DRUMS AND BARRICADES, WILL BE MADE UNDER CONTRACT ITEM 641.10, "TRAFFIC CONTROL (ER BRF 0162(18))".
5. THE NUMBER OF 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 ROADWAY CLOSURE REQUIREMENTS.
6. THE EXISTING SPEED LIMIT ON VT 100 IS 40 MPH. THE EXISTING SPEED LIMIT ON VT 73 IS 50 MPH. THE SPEED LIMIT ON VT 73 WILL BE REDUCED TO 40 MPH THROUGH THE DETOUR.
7. ALL WORK DESCRIBED HEREIN FOR THE TEMPORARY TRAFFIC SIGNAL SYSTEM, AND NOT SPECIFIED FOR PAYMENT UNDER A SEPARATE CONTRACT ITEM, SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
8. SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN 24 HOURS AFTER BEING REQUESTED. PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40. THE CONTRACTOR, AT THE DIRECTION OF THE ENGINEER, SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING SIGNAL PHASING. THE CONTRACTOR SHALL SUBMIT A PHASING DIAGRAM TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL MAKE SIGNALS OPERATIONAL ONLY AFTER RECEIVING APPROVAL OF THE PHASING DIAGRAM BY THE ENGINEER.
10. SIGNAL FACES SHALL BE L.E.D. AND CONSIST OF 12" LENSES. (RED, AMBER, AND GREEN).
11. THE BOTTOM OF THE HOUSING OF A SIGNAL FACE SUSPENDED OVER A ROADWAY SHALL NOT BE LESS THAN 16.5 FEET NOR MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY. THE BOTTOM OF A SIGNAL FACE NOT MOUNTED OVER A ROADWAY SHALL NOT BE LESS THAN 8 FEET NOR MORE THAN 15 FEET ABOVE THE GROUND. CAUTION SHOULD BE USED TO INSURE COMPLIANCE WITH THE HEIGHT REQUIREMENTS IN THE EVENT THE NEW APPROACH GRADES DIFFER SIGNIFICANTLY FROM THE OLD ROAD GRADE.
12. SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.

(NOTES CONTINUED ON NEXT SHEET)



LOCAL TRAFFIC CONTROL PLAN
NOT TO SCALE

- LEGEND**
- ← FLOW OF TRAFFIC
 - TYPE III BARRICADE
 - ⊠ TYPE III BARRICADE (MOD.)
 - ⊗ ENERGY ABSORPTION ATTENUATOR
 - ▬ TEMPORARY TRAFFIC BARRIER
 - PCMS PORTABLE CHANGEABLE MESSAGE SIGN (SEE BR 19 TRAFFIC CONTROL PLANS (3 OF 3))

PROJECT NAME:	ROCHESTER	FILE NAME:	z1lc332detour.dgn	PLOT DATE:	8/19/2013
PROJECT NUMBER:	ER BRF 0162(18)	PROJECT LEADER:	S.E. BURBANK	DRAWN BY:	E.A. FIALA
		DESIGNED BY:	E.A. FIALA	CHECKED BY:	S.E. BURBANK
		BR 19 TRAFFIC CONTROL PLANS (1 OF 3)		SHEET	191 OF 238

