



CONSTRUCTION APPROACH SIGNING

LOCATION	RWA	ERW	RW500	RWN	RWN(X)	PCMS
BEGINNING OF PROJECT	2	1	2	1		1
BENNINGTON INTERCHANGE EXIT NO. 2	1	1			2	
ARLINGTON INTERCHANGE EXIT NO. 3	2	2			2	
MANCHESTER INTERCHANGE EXIT NO. 4	2	2		1	1	
END OF PROJECT	2	1	2	1		1
TOTAL	9	7	4	3	5	2

- LEGEND**
- RWA = ROAD WORK AHEAD
 - RW500 = ROAD WORK IN 500 FEET
 - RWN = ROAD WORK NEXT (23 MILES)
 - ERW = END ROAD WORK
 - = PORTABLE CHANGEABLE MESSAGE SIGN
 - = WORK AREA
 - = DIRECTION OF TRAFFIC FLOW

NOT TO SCALE

NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL PRIOR TO THE START OF CONSTRUCTION. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL NOT BE PAID SEPARATELY BUT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.
2. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN APPROACH PACKAGE FOR EXPECTED LANE CLOSURES AND WORK ZONE SPEED REDUCTIONS IN COMPLIANCE WITH VTRANS STANDARDS E-103 AND E-106 AND THE LATEST EDITION OF THE MUTCD. WHERE CONFLICTS EXIST THE MUTCD SHALL GOVERN. PAYMENT FOR PROVIDING THIS PACKAGE SHALL BE INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VTRANS STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE RESIDENT ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.10-UNIFORMED TRAFFIC OFFICERS; 630.15-FLAGGERS; 646.600-TEMPORARY 4 INCH WHITE LINE; 646.610-TEMPORARY 4 INCH YELLOW LINE; 646.620-TEMPORARY 6 INCH WHITE LINE; 646.630 TEMPORARY 6 INCH YELLOW LINE; 646.660-TEMPORARY 12 INCH WHITE LINE; 646.670-TEMPORARY 12 INCH YELLOW LINE; 646.680-TEMPORARY 24 INCH STOP BAR; 646.690-TEMPORARY LETTER OR SYMBOL; 646.76-LINE STRIPING TARGETS.
4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE SHALL BE APPROVED BY THE ENGINEER. THESE SIGNS WILL BE PAID FOR UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.

FOR THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL POSITION A PCMS PRIOR TO THE BEGIN AND END PROJECT LIMITS WARNING MOTORISTS OF EXPECTED ROADWAY CONDITIONS AND REDUCED ROADWAY WIDTHS.

PCMS SHOULD NOT REPLACE ANY OF THE SIGNING DETAILED IN THE MUTCD AND SHOULD NOT BE USED IF STANDARD TRAFFIC CONTROL DEVICES ADEQUATELY PROVIDE THE INFORMATION THE MOTORISTS NEED TO TRAVEL SAFELY.

THE PCMS SHALL CONSIST OF EITHER ONE OR TWO PHASES. TYPICALLY, A PHASE SHALL CONSIST OF UP TO THREE LINES OF EIGHT CHARACTERS PER LINE. THE PCMS SHOULD BE USED AS A SUPPLEMENT AND NOT AS A SUBSTITUTE FOR CONVENTIONAL SIGNS AND PAVEMENT MARKINGS.

THE PCMS SHOULD COMMUNICATE WHAT INFORMATION MOTORISTS NEED TO KNOW. UNNECESSARY INFORMATION SHOULD BE AVOIDED. MESSAGES SHOULD BE UPDATED PERIODICALLY TO DESCRIBE THE WORK ACTIVITY OCCURRING SO THAT THE PCMS CONTINUES TO COMMAND THE ATTENTION OF MOTORISTS.

5. 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.

6. REFER TO VT. STATE STANDARDS AND THE LATEST EDITION OF THE MUTCD FOR TEMPORARY TRAFFIC CONTROL SIGN COLORS.

7. EXISTING SPEED LIMIT SIGNS SHALL BE COVERED WHEN REDUCED SPEED SIGNS ARE POSTED. KEEP RECORDS WHEN POSTING THE WORK ZONE SPEED LIMIT FOR LEGAL PURPOSES; DOCUMENTING DATES, TIMES, AND LOCATIONS OF SIGNS. WHEN WORK ZONE SPEED LIMIT IS NOT IN USE, ALL ASSOCIATED SIGNS SHALL BE COVERED, TURNED AND/OR LAID FLAT SO AS THE MOTORING PUBLIC CANNOT READ THESE SIGNS.

8. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY 1.5 TO 2 MILES WHERE APPLICABLE AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE WHAT SPEED THEY SHOULD BE TRAVELING.

9. WHEN REDUCED REGULATORY SPEED LIMIT SIGNS ARE USED, THE RESUMPTION OF THE USUAL SPEED LIMIT SHALL BE INDICATED BY AN APPROPRIATE SPEED LIMIT SIGN AT THE END OF THE WORK ZONE. A G20-5AP "WORK ZONE" PLAQUE SHALL BE USED WITH EACH TEMPORARY SPEED LIMIT SIGN IN THE REDUCED SPEED ZONE.

**CONSTRUCTION
APPROACH
SIGNING
SHEET 1**

PROJECT NAME: BENNINGTON-MANCHESTER
PROJECT NUMBER: NH SURF(29)

FILE NAME: 11b026.dgn
PROJECT LEADER: M. FOWLER
DESIGNED BY: PVT. MGT.
11b026-60.i

PLOT DATE: 22-AUG-2013 14:33
DRAWN BY: PVT. MGT.
CHECKED BY: PVT. MGT.
SHEET 62 OF 63