

TRAFFIC CONTROL

1. THE TRAFFIC CONTROL PLANS ARE SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. THE CONTRACTOR SHALL DESIGN AND SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN FOR ONE LANE CLOSURES PER THE LATEST VERSION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CONTRACTOR SHALL ALLOW THE ENGINEER 14 CALENDAR DAYS TO REVIEW AND ACCEPT THE PROPOSED PLANS BEFORE THEY ARE TO BE IMPLEMENTED. NO WORK SHALL COMMENCE UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. DEVELOPMENT AND IMPLEMENTATION OF TRAFFIC CONTROL PLAN WILL BE PAID UNDER ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
2. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS OR CORNER SIGHT DISTANCE FROM HIGHWAYS OR DRIVES.
3. ALL SIGNS AND OTHER TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH THE CURRENT EDITION OF THE MUTCD PUBLISHED BY THE FEDERAL HIGHWAY ADMINISTRATION (FHWA).
4. ORANGE SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
5. ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM TYPE VI.
6. SIGNS SHALL BE ERECTED BEFORE THE START OF ANY WORK AND SHALL BE COVERED UNTIL WORK COMMENCES, DURING PERIODS OF INACTIVITY OR UPON COMPLETION OF THE WORK. EACH SIGN SHALL BE ERECTED IN A NEAT AND WORKMANLIKE MANNER. SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK AT THE DISCRETION OF THE ENGINEER.
7. 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 FACE OF GUARDRAIL.
8. PORTABLE SIGNS SHALL BE PLACED ON THE EDGE OF ROADWAY AND A ONE FOOT MINIMUM ABOVE TRAVELED WAY. ALL VEGETATION THAT INTERFERES WITH VISIBILITY OF THE SIGNS SHALL BE REMOVED. WHEN PLACED BEHIND GUARDRAIL, THE BOTTOM OF THE SIGN FACE SHALL BE ABOVE THE TOP OF THE GUARDRAIL.
9. 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.
10. THE NUMBER OF CHANNELIZING DEVICES AND OTHER TRAFFIC CONTROL DEVICES SHOWN ON THE TRAFFIC CONTROL PLANS 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.).
11. TRAVEL LANES SHALL BE 12 FEET, MINIMUM AND HAVE 1 FOOT SHOULDERS, MINIMUM.
12. THE CONTRACTOR SHALL SHIFT TRAFFIC IN ACCORDANCE WITH AN APPROVED TRAFFIC CONTROL PLAN. ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OUTSIDE OF THE CONSTRUCTION CLEAR ZONE (15') DURING NON-WORK PERIODS IF POSSIBLE. IF NOT POSSIBLE, EQUIPMENT SHALL BE OFF ROADWAY AND MARKED WITH CHANNELIZING DEVICES.
13. ALL ITEMS REQUIRED TO PREPARE, SUBMIT AND IMPLEMENT THE CONTRACTOR'S PLAN, INCLUDING ANY NECESSARY REVISIONS TO THE PLAN WILL BE INCLUDED IN THE BID UNIT PRICE FOR ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)". THE PAY ITEM INCLUDES BUT IS NOT LIMITED TO THE FOLLOWING:
 - TRAFFIC CONTROL PLAN
 - TEMPORARY TRAFFIC BARRIERS
 - ENERGY ABSORPTION ATTENUATORS
 - BARRICADES
 - DRUMS/CONES
 - PAVEMENT MARKING MASK
 - ON PROJECT CONSTRUCTION SIGNING
 - PORTABLE ARROW BOARDS
 - SAW CUTS
 - TEMPORARY SHEET PILING
 - TEMPORARY ROADWAY WIDENING FOR INCLUDING BITUMINOUS CONCRETE PAVEMENT, SUBBASE OF CRUSHED GRAVEL AND EARTHWORK.

TRAFFIC CONTROL ITEMS NOT PAID FOR IN THE UNIT PRICE BID FOR ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)" AND PAID FOR SEPARATELY ARE THE FOLLOWING:

ITEM 630.10 UNIFORMED TRAFFIC OFFICERS
ITEM 630.15 FLAGGERS
ITEM 646.600 TEMPORARY 4 INCH WHITE LINE
ITEM 646.610 TEMPORARY 4 INCH YELLOW LINE
ITEM 900.620 SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE)

TEMPORARY TRAFFIC SIGNAL

1. TEMPORARY TRAFFIC SIGNAL SYSTEM WILL BE PAID AS ITEM 900.620 SPECIAL PROVISION (TEMPORARY TRAFFIC SIGNAL SYSTEM, PORTABLE).
2. SIGNAL PHASING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD.
3. SIGNAL FACES SHALL BE LED AND CONSIST OF 12" LENSES. (RED, YELLOW, AND GREEN)
4. 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.
5. SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN 8 FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
6. AT LEAST ONE SIGNAL HEAD SHALL BE UNMISTAKABLY IN LINE WITH THE CENTER OF APPROACHING TRAFFIC AT ALL TIMES. THE SECOND SIGNAL HEAD MAY BE POST MOUNTED, LOCATED AT A DISTANCE OF NO GREATER THAN 14.5 FEET FROM THE CENTER OF THE APPROACH LANE WHEN THE STOP BAR IS 40 FEET FROM THE SIGNAL HEAD. CONSULT THE CURRENT EDITION OF THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD)" FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
7. SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
8. ALL TEMPORARY SIGNAL EQUIPMENT, SIGNS, ETC., SHALL BELONG TO THE CONTRACTOR AT THE END OF THE PROJECT AND THE CONTRACTOR SHALL BE RESPONSIBLE FOR THEIR REMOVAL INCLUDING ANY TEMPORARY PAVEMENT MARKINGS, UTILITY POLES, WIRES, ETC.
9. LUMINAIRES SHALL BE INSTALLED AT EACH OF THE APPROACHES TO ADEQUATELY ILLUMINATE THE STOP BAR AREAS. 250 WATT HIGH PRESSURE SODIUM OR 150 WATT MERCURY OR AN EQUIVILANT WATTAGE LED LAMPS ARE ACCEPTABLE. THE MOUNTING HEIGHT OF THE LUMINAIRES SHALL BE 30 FEET ABOVE THE CENTERLINE OR AS DIRECTED BY THE ENGINEER. WHILE THE INTENT IS ILLUMINATE THE AREA AROUND THE TEMPORARY TRAFFIC SIGNAL SYSTEM, MEASURED NIGHTTIME ILLUMINANCE AT EACH STOP BAR SHALL NOT BE LESS THAN 1.0 FOOT-CANDLES. THE ENGINEER SHALL ORDER CHANGES TO THE LIGHTING COMPONENTS IF DETERMINED TO BE INSUFFICIENT.
10. SEE VAOT STD, E-121 FOR SIGN PLACEMENT. SEE VAOT STD, E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS.
11. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE.
12. ALL STOP SIGNS AND ANY TRAFFIC SIGNS MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COMPLETELY COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER.
13. CONSTRUCTION APPROACH SIGNS SHALL BE PROVIDED ON EACH APPROACH PER THE "TRAFFIC CONTROL APPROACH SIGN PACKAGE" SHOWN ON THE TRAFFIC CONTROL PLAN SHEETS. ADDITIONAL CONSTRUCTION APPROACH SIGNS SHALL BE INSTALLED AS REQUIRED BY THE ENGINEER PER STANDARDS T-10, T-28, AND T-30.

AT THE CONTRACTOR'S REQUEST, TRAFFIC CONTROL WAS CHANGED TO A ONE-LANE DETOUR TO THE WEST OF ROUTE 7 WITH A TEMPORARY SIGNAL SYSTEM.



PROJECT NAME: WALLINGFORD
PROJECT NUMBER: ER CULV(39)

FILE NAME: z12b380_PROJECT_NOTES2.dgn PLOT DATE: 7/14/2016
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