

TEMPORARY TRAFFIC SIGNAL NOTES:

1. DESIGN OF THE SIGNAL SUPPORTS AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
2. SIGNAL TIMING/TIMING ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE ACCOMPLISHED WITHIN A 48 HOUR PERIOD AND PAYMENT SHALL BE INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM". THE CONTRACTOR SHALL MAKE SEVERAL TRIAL RUNS TO DETERMINE THE PROPER ALL-RED CLEARANCE INTERVAL.
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. SIGNAL HEADS MAY BE HUNG ON A SPAN WIRE OR ON A CANTILEVER MAST ARM. 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 LATEST EDITION OF THE M.U.T.C.D. FOR ADDITIONAL INFORMATION CONCERNING SIGNAL PLACEMENT.
7. SIGNAL HEAD PLACEMENT IS CRITICAL. HEADS SHALL BE ADJUSTED TO REFLECT LANE LOCATION CHANGES.
8. THE SIGNAL SYSTEM SHALL CONSIST OF CONTROLLER, SIGNAL HEADS, DETECTION, POLES, SIGNS AND POSTS, WARNING SIGNS, LUMINAIRES, FLASHING BEACONS, ASSOCIATED PAVEMENT MARKINGS, AND MISCELLANEOUS SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE OPERATION. THE SYSTEM ALSO INCLUDES PERMITS AND COSTS ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
9. INSTALL WIRING BETWEEN SIGNAL POLES BY WHATEVER MEANS POSSIBLE OR CONVENIENT TO PROVIDE FOR A SAFE INSTALLATION. ATTACHMENT TO UTILITY POLES TO BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
10. PLACE TEMPORARY POLES BEHIND GUARDRAIL WHERE POSSIBLE.
11. POLES SUPPORTING SPAN WIRES AND/OR MAST ARMS SHALL BE ADEQUATELY BRACED OR GUYED AND SHALL NOT BE PLACED SO AS TO CREATE A HAZARD TO THE TRAVELING PUBLIC INCLUDING PEDESTRIANS.
12. 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.
13. A 250 WATT MER/150 WATT HPS LUMINAIRE AND MAST ARM SHALL BE PROVIDED ON A POLE ON EACH APPROACH AT A MOUNTING HEIGHT OF 30 FEET ABOVE ROADWAY CENTERLINE. THE INTENT IS TO LIGHT UP THE AREA AROUND THE SIGNAL HEADS AND STOP BAR FOR INCREASED VISIBILITY. THE ENGINEER SHALL DETERMINE THE ADEQUACY OF THE LIGHTING AND DIRECT CHANGES IF THE LIGHTING IS INSUFFICIENT. LIGHTING SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".
14. STOP BARS SHALL BE LOCATED A MINIMUM OF 40' AND A MAXIMUM OF 180' FROM THE NEAREST SIGNAL HEAD.
15. SEE STD. E-121 FOR SIGN PLACEMENT. SEE STDS. E-171A AND E-172 FOR ADDITIONAL INFORMATION ON SIGNALS.
16. ALL ELECTRICAL WORK SHALL MEET THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
17. CONSTRUCTION APPROACH SIGNS SHALL BE PROVIDED ON EACH APPROACH PER THE APPLICABLE "TRAFFIC CONTROL APPROACH SIGN PACKAGE." ADDITIONAL CONSTRUCTION APPROACH SIGNS SHALL BE INSTALLED AS REQUIRED BY THE ENGINEER PER STANDARD T-10. PAYMENT FOR THESE SIGNS, REFLECTORIZED PLASTIC DRUMS, ETC., SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
18. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING SIGNAL PHASING AND TIMING. THE CONTRACTOR SHALL SUBMIT PHASING DIAGRAM INCLUDING TIMING TO THE ENGINEER FOR APPROVAL. THE CONTRACTOR SHALL MAKE SIGNALS OPERATIONAL ONLY AFTER RECEIVING APPROVAL OF THE PHASING AND TIMING DIAGRAM BY THE ENGINEER. DEVELOPMENT OF THE PHASING DIAGRAM AND TIMING SHALL BE PAID INCIDENTAL TO ITEM 678.40, "TEMPORARY TRAFFIC SIGNAL SYSTEM".

GENERAL TRAFFIC CONTROL NOTES

1. THE TRAFFIC CONTROL PLAN SHOWN IS A SCHEMATIC ONLY AND SHOULD BE USED AS A REFERENCE. SITE CONDITIONS MAY WARRANT ADDITIONAL CONSIDERATIONS FOR SAFETY. MINIMUM VERTICAL CLEARANCE OVER LIVE TRAFFIC SHALL BE SHOWN ON TRAFFIC CONTROL PLAN SUBMITTALS. PLANS SHALL BE SUBMITTED IN ACCORDANCE WITH SUBSECTION 105.03 AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN AN APPROPRIATE DISCIPLINE IN THE STATE OF VERMONT. PAYMENT FOR PREPARING AND SUBMITTING THE TRAFFIC CONTROL PLAN, AND MAKING ANY NECESSARY REVISIONS TO THE PLAN, WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE). NO WORK SHALL COMMENCE UNTIL THE CONTRACTOR HAS AN APPROVED TRAFFIC CONTROL PLAN. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
2. CONSTRUCTION SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS OR CORNER SIGHT DISTANCE FROM HIGHWAYS, STREETS, ROADS OR DRIVES. DISTANCES FOR CONSTRUCTION SIGN POSITIONS ON THESE PLANS ARE PROVIDED FOR REFERENCE ONLY. FIELD ADJUSTMENTS MAY BE MADE AS DEEMED APPROPRIATE BY THE ENGINEER.
3. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION FOR TEMPORARY TRAFFIC CONTROL DEVICES.
4. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM D4956) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
5. ROLL UP SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING ASTM D4956 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 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, 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. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.
11. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER, AND IN ACCORDANCE WITH SECTION 6F.60 OF THE MUTCD.
12. THE CONTRACTOR SHALL SHIFT TRAFFIC IN ACCORDANCE WITH AN APPROVED TRAFFIC CONTROL PLAN. ALL EQUIPMENT SHALL BE MOVED TO A LOCATION OFF PAVED SHOULDERS AND OUT OF THE CLEAR ZONE DURING NON-WORK PERIODS, AND DELINEATED BY BARRELS OR CONES. UNLESS COVERED UNDER INDIVIDUAL PAY ITEMS OR NOTED OTHERWISE, ALL COSTS FOR WORK SHOWN ON SHEETS 34, 35, 36 AND 37 FOR TEMPORARY TRAFFIC CONTROL DEVICES INCLUDING BARRICADES, ENERGY ABSORPTION ATTENUATORS, RETROREFLECTIVE DRUMS, SIGNS, AND SIGN POSTS WILL BE CONSIDERED TO BE INCLUDED IN THE CONTRACT LUMP SUM PRICE FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
13. TEMPORARY TRAFFIC CONTROL DETAILS AND THE COSTS ASSOCIATED WITH PROVIDING A TRAFFIC CONTROL PACKAGE FOR NIGHT WORK, IF PROPOSED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER, WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).
14. FOWLER ROAD TEMPORARY RELOCATION TO BE IN PLACE PRIOR TO EXCAVATION FOR REMOVAL OF EXISTING CULVERT. ITEM 649.11, GEOTEXTILE FOR ROADBED SEPARATOR, SHALL BE PLACED ON NATIVE GROUND PRIOR TO THE CONSTRUCTION OF THE TEMPORARY FOWLER ROAD. THE TEMPORARY FOWLER ROAD SHALL BE CONSTRUCTED PER THE DETAIL ON SHEET 4. AFTER THE REMOVAL OF THE RELOCATED FOWLER ROAD THE SITE SHALL BE RESTORED TO THE ORIGINAL CONDITIONS TO THE SATISFACTION OF THE ENGINEER.

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