

CULVERT TRAFFIC CONTROL NOTES:

1. PAYMENT FOR CONSTRUCTION APPROACH SIGNING WILL BE MADE UNDER ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL , ALL-INCLUSIVE) (CULVERT MM 1.131 MIDDLEBURY)".
2. PAYMENT FOR ANY TEMPORARY FILL OR EXCAVATION NECESSARY TO MAINTAIN TRAFFIC OF WILL BE INCLUDED IN THE UNIT PRICE FOR ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL , ALL-INCLUSIVE) (CULVERT MM 1.131 MIDDLEBURY)".
3. ANY TEMPORARY MEANS OF SUPPORTING EXCAVATION NECESSARY FOR THE INSTALLATION OF THE CULVERT SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 204.25 "STRUCTURE EXCAVATION", AND SHALL MEET THE REQUIREMENTS OF SECTION 204.
4. ANY EXCAVATION OR FILL NECESSARY TO MAINTAIN THE STREAM FLOW IN THE BROOK SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 "SPECIAL PROVISION (TEMPORARY RELOCATION OF STREAM)".
5. ANY DISTURBED VEGETATION WITHIN OR OUTSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS WHICH ARE DISTURBED IN ORDER TO MAINTAIN TRAFFIC IN CONJUNCTION WITH THIS PLAN OR ANY OTHER PLAN, SHALL BE RE-ESTABLISHED TO THE SATISFACTION OF THE ENGINEER. PAYMENT WILL BE CONSIDERED INCIDENTAL TO ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL , ALL-INCLUSIVE) (CULVERT MM 1.131 MIDDLEBURY)".
6. ANY TEMPORARY EXCAVATION AND FILLS NECESSARY TO MAINTAIN TRAFFIC OUTSIDE THE CONSTRUCTION LIMITS SHOWN ON THE PLANS SHALL BE RESTORED TO THEIR ORIGINAL CONDITION. THIS RESTORATION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 900.645 SPECIAL PROVISION " (TRAFFIC CONTROL , ALL-INCLUSIVE) (CULVERT MM 1.131 MIDDLEBURY)".
7. ALL TEMPORARY PAVEMENT MARKINGS AND REMOVAL OF EXISTING PAVEMENT MARKINGS TO MAINTAIN TRAFFIC IN CONJUNCTION WITH THIS PLAN OR ANY OTHER PLAN, SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL , ALL-INCLUSIVE) (CULVERT MM 1.131 MIDDLEBURY)".
8. WHITE GUARDRAIL DELINEATORS SHALL BE MOUNTED EVERY 20 FT ALONG THE TEMPORARY GUARDRAIL BARRIER. PAYMENT SHALL BE CONSIDERED INCIDENTAL TO ITEM 621.90 "TEMPORARY TRAFFIC BARRIER"
9. THE FOLLOWING SHALL BE PAID UNDER ITEMS AS NOTED:  
  
621.56 "ENERGY ABSORPTION ATTENUATOR"  
621.90 "TEMPORARY TRAFFIC BARRIER"  
621.95 "REMOVE AND RESET TEMPORARY TRAFFIC BARRIER"  
678.40 "TEMPORARY TRAFFIC SIGNAL SYSTEM"
10. AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
11. THE MINIMUM LANE WIDTH OF ANY TEMPORARY ROADWAY SHALL BE 10 FEET AND THE MINIMUM SHOULDER WIDTH SHALL BE ONE FOOT ON EACH SIDE FOR A TOTAL MINIMUM TRAVEL WIDTH OF 12 FEET.
12. CONSTRUCTION ZONE SIGN LAYOUT IS SHOWN FOR REFERENCE ONLY. ALL SIGN AND OTHER TEMPORARY TRAFFIC CONTROL MEASURES SHALL BE IN ACCORDANCE WITH SECTION 6 AND ANY OTHER APPLICABLE SECTIONS OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ITS LATEST REVISIONS.
13. TEMPORARY TRAFFIC BARRIER AND ENERGY ABSORPTION ATTENUATOR SHALL BE MIRRORED ON THE OPPOSITE SIDE OF THE ROADWAY FOR THE CONSTRUCTION OF PHASE II.
14. PORTABLE CHANGEABLE MESSAGE SIGNS ARE TO BE PLACED TWO WEEKS BEFORE CONSTRUCTION BEGINS AND SHALL BE USED AS DIRECTED BY THE ENGINEER. IF EXISTING PORTABLE CHANGEABLE MESSAGE SIGNS CAN BE USED THEY SHALL BE USED AT THE DISCRETION OF THE ENGINEER.
15. SEE GENERAL TRAFFIC CONTROL NOTES ON SHEET 186 FOR MORE INFORMATION.

TEMPORARY TRAFFIC SIGNAL NOTES:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING SIGNAL PHASING AND TIMING. SEVERAL TRIAL RUNS SHALL BE MADE TO VERIFY THE PROBER RED CLEARANCE INTERVAL. TIMINGS SHALL BE MONITORED IN THE FIELD AND ADJUSTED AS NECESSARY, AND ANY ADJUSTMENTS REQUESTED BY THE ENGINEER SHALL BE IMPLEMENTED WITHIN A 48 HR TIMEFRAME. PAYMENT FOR DETERMINING, MONITORING AND ADJUSTING SIGNAL TIMINGS SHALL BE CONSIDERED INCIDENTAL TO ITEM 678.40 "TEMPORARY TRAFFIC SIGNAL SYSTEM".
2. THE MAXIMUM LENGTH OF THE CONSTRUCTION AREA UNDER ONE WAY OPERATIONS UNDER TEMPORARY TRAFFIC CONTROL SIGNAL SHALL BE DETERMINED BY THE CAPACITY REQUIRED TO HANDLE PEAK LOAD.
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 EIGHT FEET NOR MORE THAN 15 FEET ABOVE THE GROUND.
5. SIGNAL FACES FOR ANY ONE APPROACH SHALL NOT BE LESS THAN EIGHT FEET APART MEASURED HORIZONTALLY BETWEEN CENTER FACES.
6. SIGNAL PLACEMENT SHALL BE IN ACCORDANCE WITH SECTION 4 AND ANY OTHER APPLICABLE SECTIONS OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND ITS LATEST REVISIONS.
7. 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.
8. SEE STD. E 121 FOR SIGN PLACEMENT. SEE STANDARDS FOR ADDITIONAL INFORMATION ON SIGNALS.
9. ALL ELECTRICAL WORK SHALL CONFORM WITH THE REQUIREMENTS OF THE NATIONAL ELECTRICAL CODE AND STATE INSPECTOR.
10. ALL STOP SIGNS AND ANY TRAFFIC SIGNS MADE IRRELEVANT DUE TO THE TEMPORARY SIGNAL SHALL BE COVERED DURING OPERATION OF THE TEMPORARY SIGNAL OR AT THE DISCRETION OF THE ENGINEER. THE COST OF COVERING AND UNCOVERING THESE SIGNS SHALL BE PAID INCIDENTAL TO ITEM 900.645 "SPECIAL PROVISION (TRAFFIC CONTROL , ALL-INCLUSIVE) (CULVERT MM 1.131 MIDDLEBURY)".

REFER TO THESE NOTES IF USING NON-TRAILER MOUNTED TEMPORARY TRAFFIC SIGNALS:

11. DESIGN OF THE SIGNAL SUPPORTS AND ANY REQUIRED GUYING IS THE RESPONSIBILITY OF THE CONTRACTOR.
12. THE SIGNAL SYSTEM SHALL CONSIST OF POLES, SIGNS AND POSTS, WARNING SIGNS, LUMINARIES, FLASHING BEACONS, ASSOCIATED PAVEMENT MARKINGS, AND SIGNAL EQUIPMENT TO PROVIDE FOR AN ADEQUATE DESIGN. THE CONTRACTOR WILL BE RESPONSIBLE FOR PERMITS AND COSTS ASSOCIATED WITH PROVIDING ELECTRICAL POWER.
13. INSTALL WIRING BETWEEN SIGNAL POLES TO PROVIDE FOR A SAFE INSTALLATION. ATTACHMENT TO UTILITY POLES TO BE COORDINATED BY THE CONTRACTOR WITH THE UTILITY COMPANY.
14. TEMPORARY POLES SHALL BE PROTECTED BY TEMPORARY BARRIER.
15. 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.

MIDDLEBURY

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FILE NAME: z14V227mml131detourbdr.dgn	PLOT DATE: 5/4/2017
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