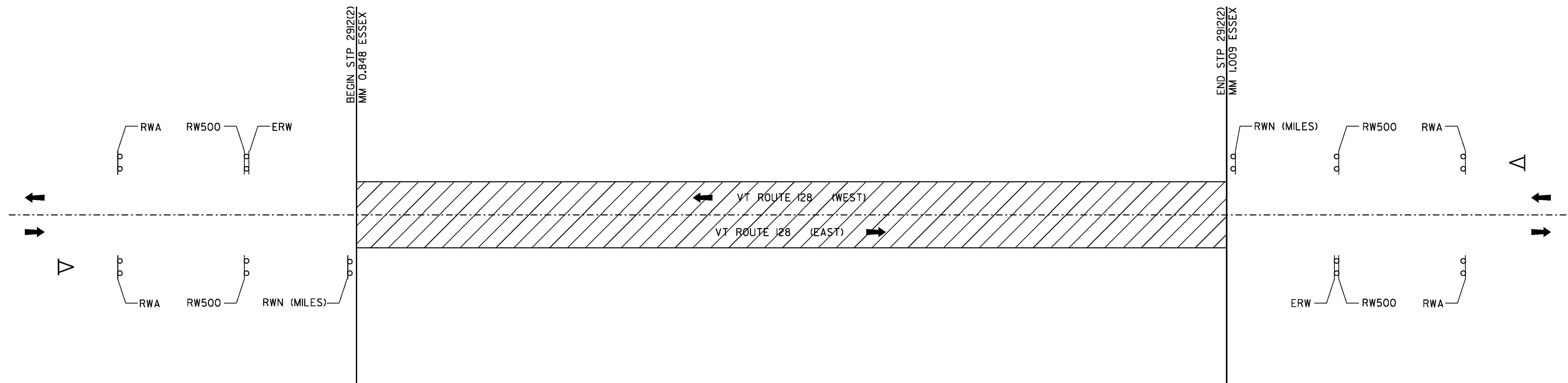


**CONSTRUCTION APPROACH SIGNING**



**NOTES:**

1. THE CONTRACTOR SHALL SUBMIT A SITE-SPECIFIC 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) WILL NOT BE PAID SEPARATELY BUT WILL BE CONSIDERED INCIDENTAL TO 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 VAOT STANDARD T-17 AND THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10, TRAFFIC CONTROL.

3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, WILL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, 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 ENGINEER WILL ALSO BE INCLUDED.

4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PROVIDED FOR USE ALONG THIS PROJECT. THE PLACEMENT OF THESE UNITS AS WELL AS THE MESSAGE WILL 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 SHALL 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. 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 SHALL 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 VTRANS 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. 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.

**LEGEND**

RWA = ROAD WORK AHEAD  
 RW500 = ROAD WORK IN 500 FEET  
 RWN = ROAD WORK NEXT (XX MILES)  
 ERW = END ROAD WORK

= PORTABLE CHANGEABLE MESSAGE SIGN

= WORK AREA

= DIRECTION OF TRAFFIC FLOW

NOT TO SCALE

PROJECT NAME:	ESSEX
PROJECT NUMBER:	STP 2912(2)
FILE NAME:	p14v256_detalls.dgn
PROJECT LEADER:	M. FOWLER
DESIGNED BY:	N. PAPPAS
CONSTRUCTION APPROACH SIGNING	CHECKED BY: M. FOWLER
	PLOT DATE: 08-JUN-2015
	DRAWN BY: N. PAPPAS
	SHEET 17 OF 17