

## CONSTRUCTION PHASING NOTES

(INTERSECTION OF VT ROUTE 100, ALT VT ROUTE 100, BISHOP MARSHALL DRIVE AND VT ROUTE 100 (LAPORTE ROAD))

### PHASE I

1. SET UP ADVANCED WARNING SIGN PACKAGE.
2. SET UP TEMPORARY TRAFFIC BARRIER, ENERGY ABSORPTION BARRIER TEST LEVEL 3 (TL-3) AND TEMPORARY PORTABLE LIGHTING UNITS. ONE TEMPORARY PORTABLE LIGHTING UNIT WILL REMAIN OPERATIONAL UNTIL THE PERMANENT INTERSECTION LIGHTING IS FUNCTIONAL.
3. CONSTRUCT ROADWAY WIDENING, RELOCATION OF GUARDRAIL APPROXIMATELY STA 14+81 RT TO STA 17+75 RT, AND SLOPE WORK ON VT ROUTE 100. REMOVE PAVEMENT ON VT ROUTE 100 AND REGRADE GRAVEL SURFACE TO MATCH PROPOSED PROFILE AND SECTIONS.
4. REMOVE TEMPORARY TRAFFIC BARRIER AND CONSTRUCT SAFE LONGITUDINAL DROP-OFF PER VTRANS STANDARD PLANS T-35 AND T-36 AND HSD 400.01 DETAIL ALONG THE VT ROUTE 100 NORTHBOUND TRAVEL LANE. PLACE TRAFFIC SAFETY BARRELS ALONG EDGE OF DROP OFF.
5. ADJUST TRAFFIC SAFETY BARRELS ALONG THE NORTHBOUND VT ROUTE 100 THROUGH LANE TO PROVIDE A MINIMUM 10' 0" WIDE TRAVEL LANE ADJACENT TO WORK ZONE BEFORE BEGINNING PAVING OPERATIONS ALONG VT ROUTE 100. INSTALL SUPERPAVE BITUMINOUS CONCRETE PAVEMENT TYPE 1-S AND TYPE 11-S ON VT 100.

### PHASE II

1. USE TRAFFIC SAFETY BARRELS TO CLOSE OFF THE EXISTING SOUTHBOUND ALT VT ROUTE 100 LEFT-TURN LANE ALONG ITS ENTIRE LENGTH TO FACILITATE TRUCK TURNING MOVEMENTS EXITING VT ROUTE 100 (LAPORTE ROAD) DURING CONSTRUCTION OF THE TRUCK APRON. THE CONTRACTOR MUST MAINTAIN TWO WAY TRAFFIC PATTERN AT ALL TIMES UNLESS OTHERWISE NOTED. THE CONTRACTOR MAY UTILIZE ONE LANE ALTERNATING TRAFFIC (OLAT) TO MAINTAIN TRAFFIC ON VT ROUTE 100 (LAPORTE ROAD) BETWEEN THE HOURS OF 9:00 AM AND 3:30 PM MONDAY THROUGH FRIDAY.
2. CONSTRUCT ROADWAY, RELOCATION OF GUARDRAIL APPROXIMATELY STA 17+75 RT TO STA 18+40 RT, AND SLOPE WORK ON VT ROUTE 100 (LAPORTE ROAD). TEMPORARY TRAFFIC BARRIER MAY NEED TO BE RELOCATED AND RESET DURING GRADING OPERATIONS ON VT ROUTE 100 (LAPORTE ROAD). ALL ADDITIONAL RELOCATIONS AND RESETTING OF THE TEMPORARY TRAFFIC BARRIER WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10 AND NOT CONSIDERED FOR PAYMENT UNDER OTHER ITEMS. REMOVE PAVEMENT ON VT ROUTE 100 (LAPORTE ROAD) AND REGRADE GRAVEL SURFACE TO MATCH PROPOSED PROFILE AND SECTIONS. TRAFFIC WILL BE MAINTAINED ON VT ROUTE 100 (LAPORTE ROAD) SO AS NOT TO CREATE A VEHICULAR HAZARD BY EXCEEDING THE MAXIMUM ALLOWABLE GRADE DIFFERENCE PER THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION.
3. USE TRAFFIC SAFETY BARRELS TO CLOSE OFF THE TRUCK APRON AREA, CONSTRUCTION TRUCK APRON, AND PAVE VT ROUTE 100 (LAPORTE ROAD) TO THE BOTTOM OF THE WEARING COURSE LEVEL.
4. REMOVE ANY REMAINING TEMPORARY TRAFFIC BARRIER.

### PHASE III

1. USE TRAFFIC SAFETY BARRELS TO SEPARATE THE WORK ZONE FROM THE SOUTHBOUND VT ROUTE 100 TRAVEL LANE AND THE BISHOP MARSHALL DRIVE TRAVEL IN ORDER TO SAWCUT AND REMOVE THE EXISTING PAVEMENT AND RELOCATE THE EXISTING GUARDRAIL AS SHOWN ON THE PLANS.
2. THE STOP SIGNS ON VT ROUTE 100 (LAPORTE ROAD) AND BISHOP MARSHALL DRIVE ARE TO BE MAINTAINED UNTIL THE SIGNAL IS OPERATIONAL.
3. INSTALL SIGNAL EQUIPMENT AND COMPLETE LANDSCAPE RELOCATIONS BY THE PROJECT END DATE SHOWN IN THE SPECIAL PROVISIONS.
4. AT THIS STAGE, THE CONTRACTOR MAY COLD PLANE AND PAVE VT 100 AND VT ROUTE 100 (LAPORTE ROAD) AS SHOWN ON THE PLANS AND CONSTRUCT ALL NEW STRIPING.

## CONSTRUCTION NOTES

(INTERSECTION OF ALT VT ROUTE 100 AND BRIDGE STREET)

1. SET UP ADVANCED WARNING SIGN PACKAGE AS SHOWN ON DETAIL TA-23 "LEFT-HAND LANE CLOSURE ON THE FAR SIDE OF AN INTERSECTION" FROM THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) LATEST EDITION.
2. USE TRAFFIC SAFETY BARRELS OR CONES TO CLOSE OFF THE EXISTING ALT VT ROUTE 100 LEFT-TURN LANE AT THE INTERSECTION AS SHOWN ON TA-23.
3. THE SIGNAL SHALL BE SET ON FLASH AND A UNIFORMED OFFICER SHALL BE PRESENT TO DIRECT TRAFFIC WHILE THE CONTRACTOR IS WORKING ON THE SIGNAL IN THE INTERSECTION.
4. INSTALL SIGNAL EQUIPMENT AND MAKE CHANGES TO THE EXISTING TRAFFIC CONTROLLER BY THE PROJECT END DATE SHOWN IN THE SPECIAL PROVISIONS.

## TRAFFIC CONTROL NOTES

1. THE CONTRACTOR MAY REQUEST TO CLOSE VT ROUTE 100 (LAPORTE ROAD) FOR SHORT DURATIONS OR NIGHT OPERATIONS. SHORT DURATION CLOSURES WILL BE LIMITED TO NOT MORE THAN 48 CONSECUTIVE HOURS. A CLOSURE OF VT ROUTE 100 (LAPORTE ROAD) WILL REQUIRE APPROVAL OF THE RESIDENT ENGINEER AND THE TOWN OF MORRISTOWN VT. A DETOUR PLAN HAS BEEN INCLUDED IN THE PROJECT PLANS IN THE EVENT A SHORT DURATION CLOSURE OR NIGHT OPERATIONS ARE APPROVED BY THE RESIDENT ENGINEER AND THE TOWN OF MORRISTOWN VT. NO LONG TERM CLOSURES, THOSE LASTING MORE THAN 48 HOURS, WILL BE ALLOWED AND THE INCLUSION OF THE DETOUR PLAN DOES NOT INDICATE THE POTENTIAL APPROVAL OF A CLOSURE OF VT ROUTE 100 (LAPORTE ROAD) FOR ANY DURATION OF TIME. THE DETOUR PLAN HAS BEEN INCLUDED AS REFERENCE ONLY AS VT ROUTE 100 (LAPORTE ROAD) IS EXPECTED TO REMAIN OPEN TO TRAFFIC DURING CONSTRUCTION. IF A CLOSURE IS APPROVED, ALL WORK ASSOCIATED WITH THE DETOUR PLAN WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10 AND WILL NOT BE CONSIDERED FOR PAYMENT UNDER OTHER ITEMS. THE STATE DETOUR (IF NEEDED) IS SHOWN FOR THE ROAD CLOSURE PORTION OF THIS PROJECT ON SHEET 58.
2. INSTALLATION OF DETOUR AND ON-SITE SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES. DETOUR SIGNS SHALL MODIFY OR BE PLACED ADJACENT TO EXISTING ROUTE MARKER SIGN ASSEMBLIES WHEN POSSIBLE. THE CONTRACTOR SHALL MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES WHENEVER POSSIBLE.
3. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE TRAFFIC FLOW OF THE DETOUR SHALL BE REMOVED OR COVERED BY THE CONTRACTOR. ALL SIGNS REMOVED OR COVERED SHALL BE REPLACED OR UNCOVERED WHEN THE TRAFFIC CONTROL PACKAGE IS DISASSEMBLED. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10 "TRAFFIC CONTROL".
4. THE CONTRACTOR SHALL SUBMIT A SITE-SPECIFIC TRAFFIC CONTROL PLAN INCLUDING THE WORK AT THE INTERSECTION OF VT ROUTE 100, ALT VT ROUTE 100, BISHOP MARSHALL DRIVE AND VT ROUTE 100 (LAPORTE ROAD) AND FOR THE WORK AT THE INTERSECTION OF ALT VT ROUTE 100 AND BRIDGE STREET IN ACCORDANCE WITH THE REQUIREMENTS OF SUB SECTION 105.03 AND THE VTRAN'S "STANDARDS SPECIFICATION FOR CONSTRUCTION" DATED 2011. THIS PLAN SHALL BE SUBMITTED AT LEAST TWO WEEKS IN ADVANCE OF THE START OF CONSTRUCTION AND THE WORK SHALL NOT COMMENCE UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN ACCEPTED.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING, ERECTING, AND MAINTAINING (AS WELL AS REMOVING AND RESETTING) ALL DETOUR AND ON-PROJECT TEMPORARY TRAFFIC CONTROL ZONE DEVICES, INCLUDING (BUT NOT LIMITED TO) CONSTRUCTION SIGNS, BARRICADES, TEMPORARY TRAFFIC BARRIERS, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AND OTHER REQUIRED DEVICES (AS PER APPROVED TEMPORARY TRAFFIC CONTROL PLAN) USED TO REGULATE, WARN AND GUIDE TRAFFIC DURING CONSTRUCTION. TRAFFIC CONTROL DEVICES SHALL MEET THE REQUIREMENTS OF LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND PERTINENT E-SERIES AND T-SERIES STANDARDS. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. EXACT LOCATIONS OF DEVICES SHALL BE COORDINATED WITH THE ENGINEER. THE COST OF ALL DETOUR AND ON-PROJECT TEMPORARY TRAFFIC CONTROL ZONE DEVICES (WITH THE EXCEPTION OF TEMPORARY TRAFFIC BARRIERS, ENERGY ABSORPTION ATTENUATORS, AND PCMS) WILL BE PAID FOR UNDER ITEM 641.10, TRAFFIC CONTROL.

THE CONTRACTOR SHALL COORDINATE PUBLISHING AND DISSEMINATING OF DETOUR INFORMATION TO THE PUBLIC AT LEAST TWO WEEKS IN ADVANCE OF THE START OF CONSTRUCTION AND THE CLOSING OF VT ROUTE 100 (LAPORTE ROAD), INCLUDING, BUT NOT LIMITED TO: TRAFFIC DELAYS FOR THE PUBLIC WITH THE ENGINEER. COORDINATION OF INFORMATION WITH THE RESIDENT ENGINEER WILL BE CONSIDERED INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL.

6. PORTABLE CHANGEABLE MESSAGE SIGNS "PCMS" SHALL BE PLACED AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLANS (SHEET 58) OR WHERE DESIGNATED BY THE ENGINEER. THREE SIGNS SHALL BE PLACED AT THE LOCATIONS SHOWN ON THE PLANS 14 DAYS PRIOR TO THE START OF CONSTRUCTION TO WARN OF THE IMPENDING DETOURS. SIGN MESSAGE SHALL BE DETERMINED BY THE ENGINEER. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER ITEM 641.15 "PORTABLE CHANGEABLE MESSAGE SIGN".
7. THE STATE ROUTE MARKERS USED FOR THE DETOUR AS SHOWN ON THE PLANS SHALL FOLLOW STANDARDS E-127 AND E-136B. THESE SIGNS SHALL BE REMOVED AT THE END OF THE ROAD CLOSURE. THESE SIGNS AND THEIR REMOVAL SHALL BE PAID FOR UNDER ITEM 641.10 "TRAFFIC CONTROL".
8. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.
9. ALL SIGNS SHALL BE PLACED WITHIN EXISTING STATE OR TOWN RIGHTS-OF-WAY.
10. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE WITH STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
11. IF THE BINDER PAVEMENT COURSE OF ANY ROADWAY WILL BE OPEN TO TRAFFIC FOR MORE THAN 3 DAYS THEN THE CONTRACTOR SHALL APPLY TEMPORARY PAVEMENT MARKINGS INCLUDING WHITE EDGE AND LANE LINES, YELLOW CENTERLINE, AND STOP BAR IN CONFORMANCE WITH THE SPECIFICATIONS AND PAID FOR UNDER THE APPROPRIATE ITEMS NOTED ON THE QUANTITY SHEETS.
12. CONTACT DIG-SAFE AT 1-888-344-7233 (DIG-SAFE) OR 811 PRIOR TO BREAKING GROUND TO INSTALL ANY SIGN POSTS.



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PROJECT LEADER: J. SANTACRUCE  
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TRAFFIC CONTROL PLAN NOTES

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CHECKED BY: B. COLBURN  
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