

## TRAFFIC CONTROL 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 INCLUDED IN THE UNIT PRICE BID FOR ITEM 64I.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 STANDARDS AND THE LATEST EDITION OF THE MUTCD. PAYMENT FOR PROVIDING THIS PACKAGE WILL BE CONSIDERED INCIDENTAL TO ITEM 64I.10 TRAFFIC CONTROL. WHERE CONFLICTS EXIST THE LATEST EDITION OF THE MUTCD GOVERNS OVER THE STANDARDS.
3. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 64I.10, SHALL INCLUDE ALL APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE ARROW BOARDS, BARRIERS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN VAOT STANDARDS. ALL ADJUSTING, RELOCATING, AND REMOVING OF THESE DEVICES AS DIRECTED BY THE ENGINEER SHALL ALSO BE INCLUDED. THE FOLLOWING ITEMS WILL BE PAID FOR SEPARATELY: 630.10 - UNIFORMED TRAFFIC OFFICERS, AND 630.15 - FLAGGERS.
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 64I.15, PORTABLE CHANGEABLE MESSAGE SIGN. PCMS SHOULD 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. TYPICALLY, 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 SHOULD 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 VAOT 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 TRAVELLING PUBLIC CANNOT READ THESE SIGNS.
8. PORTABLE OR STATIONARY WORK ZONE SPEED LIMIT SIGNS SHOULD BE SPACED EVERY ONE MILE WHERE APPLICABLE AND AFTER INTERSECTIONS AS A REMINDER TO THE MOTORIST TRAVELING THROUGH THE WORK ZONE THE SPEED THEY SHOULD BE TRAVELING.
9. 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.
10. G20-5aP "WORK ZONE" PLAQUES SHALL BE INSTALLED ABOVE EACH WORK ZONE SPEED LIMIT SIGN. R2-6aP "FINES DOUBLED" PLAQUES MAY BE INSTALLED BENEATH THE LEAD WORK ZONE SPEED LIMIT SIGNS IN PLACE OF VR-355 "FINE DOUBLED FOR SPEEDING IN WORK ZONE" SIGNS.
11. FLAGGER SIGNS SHALL BE REMOVED IF FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES. FLAGGER SIGNS SHOULD NOT BE MORE THAN 500 FEET FROM THE FLAGGER STATION.
12. NO CONSTRUCTION SIGNS OR MATERIALS AND EQUIPMENT SHALL BE PLACED ON SIDEWALKS OR AS TO OTHERWISE OBSTRUCT PEDESTRIAN FACILITIES.
13. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM NHDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW HAMPSHIRE. CONTACT IS MR. WILLIAM LAMBERT, ADMINISTRATOR BUREAU OF TRAFFIC, NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION, TEL. 603-271-2291.
14. THE CONTRACTOR IS REQUIRED TO OBTAIN A PERMIT FROM NYDOT FOR THE PLACEMENT OF MUTCD COMPLIANT CONSTRUCTION WARNING PACKAGES AND FOR THE PLACEMENT OF PORTABLE CHANGEABLE MESSAGE SIGNS WITHIN THE STATE OF NEW YORK. CONTACT IS MR. MICHAEL JOHNSON, P.E., DIRECTOR OF REGIONAL TRANSPORTATION OPERATIONS, NEW YORK DEPARTMENT OF TRANSPORTATION, TEL. 518-457-9878.
15. DIAMOND SHAPED SIGNS SHALL BE FOUR FOOT BY FOUR FOOT WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
16. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE AND MAINTAIN ACCESS TO ALL PROPERTIES FOR EMERGENCY VEHICLES AT ALL TIMES OR COORDINATE EMERGENCY ROUTES. ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES SHALL BE MAINTAINED DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK SHALL BE COORDINATED WITH THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED BY THE ENGINEER.
17. IT IS IMPORTANT THAT CYCLIST'S ROUTES ARE FREE OF RUTS, SAND AND MUD TO PREVENT CYCLIST'S CRASHES. WHERE POSSIBLE A FOUR FEET MINIMUM, FIVE FEET PREFERRED, WIDTH BE MAINTAINED THROUGH WORK ZONES TO ACCOMMODATE BICYCLES.
18. A MINIMUM LANE WIDTH OF 11 FEET SHALL BE MAINTAINED.
19. THE MAXIMUM LENGTH OF LANE CLOSURES FOR CRACK SEALING SHOULD BE LIMITED TO FOUR MILES TO AVOID BACK UPS ON THE INTERSTATE AND LIMITED TO TWO MILES ON NON-INTERSTATE SITES.

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