



- LEGEND:**
- ☒ TYPE III MODIFIED BARRICADE
  - ⊕ PLASTIC DRUM
  - ▬ CONCRETE BARRIER
  - PCMS PORTABLE CHANGEABLE MESSAGE SIGN
  - ⊗ ATTENUATOR

**TRAFFIC CONTROL NOTES:**

1. TRAFFIC SHALL BE MAINTAINED WITH AN OFFSITE DETOUR ALONG ROARING BROOK RD, PARK ST, AND ELM ST, SUCH AS THE ONE SHOWN ON TRAFFIC CONTROL SHEET I. THE DETOUR AND SITE SPECIFIC TRAFFIC CONTROL SHOWN ON THESE PLANS IS CONCEPTUAL. THE CONTRACTOR SHALL SUBMIT FOR APPROVAL A DETAILED TRAFFIC CONTROL PLAN IDENTIFYING BRIDGE CLOSURE METHODS AND SIGN LOCATIONS. THE PLAN SHALL BE ACCEPTED PRIOR TO THE BEGINNING OF CONSTRUCTION. PAYMENT FOR PREPARING, IMPLEMENTING, INSPECTING, MAINTAINING, AND REMOVING THE APPLICABLE TRAFFIC CONTROL PLAN AND REQUIRED TRAFFIC CONTROL DEVICES, INCLUDING BUT NOT LIMITED TO TEMPORARY TRAFFIC BARRIER, TEMPORARY PAVEMENT MARKINGS, AND SIGNING WILL BE MADE UNDER ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".  
  
UNIFORMED TRAFFIC OFFICERS, FLAGGERS, AND PORTABLE CHANGEABLE MESSAGE SIGNS WILL BE PAID FOR SEPARATELY UNDER CONTRACT ITEMS 630.10, 630.15, AND 641.15 RESPECTIVELY.
2. DURING THE ROAD CLOSURE PERIOD, ALL "LEGAL LOAD LIMIT 24,000 POUNDS" SIGNS ALONG THE DETOUR ROUTE SHALL BE COVERED.
3. NEW FIELD DRIVE I SHALL BE CONSTRUCTED PRIOR TO CLOSING EXISTING FIELD DRIVE SOUTHWEST OF BRIDGE NEAR STATION 31+00, RT. PROPERTY OWNER ACCESS TO NEW DRIVE SHALL BE MAINTAINED DURING CONSTRUCTION.
4. WHERE PRACTICAL, DETOUR ROUTE MARKERS AND ANY ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED ADJACENT TO EXISTING ROUTE MARKERS AND MODIFIED TRAFFIC CONTROL SIGN ASSEMBLIES. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO BLOCK EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES OR TO INTERFERE WITH STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS. THE CONTRACTOR SHALL MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES WHENEVER POSSIBLE.
5. TREES AND SHRUBS WITHIN EXISTING RIGHT OF WAY AND OTHERWISE INTERFERING WITH VISIBILITY OF EXISTING OR PROPOSED DETOUR SIGNS SHALL BE TRIMMED ACCORDINGLY. COSTS FOR SUCH TRIMMING SHALL BE PAID UNDER ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".
6. ONE PCMS SIGN SHALL BE PLACED AT THE CHURCH ST/ELM ST INTERSECTION AND ONE AT THE ROARING BROOK RD/GLOVER RD INTERSECTION 14 DAYS PRIOR TO THE START OF CONSTRUCTION TO WARN OF IMPENDING DETOURS. THESE SHALL THEN BE DEPLOYED TO LOCATIONS SPECIFIED BY THE ENGINEER ONCE CONSTRUCTION HAS BEGUN, IF NECESSARY.
7. TYPE III MODIFIED BARRICADE SHALL BE TYPE III BARRICADE WITH THE ASSOCIATED SIGING MOUNTED ON IT. ALL BARRICADES SHALL MEET "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 OR THE "AMERICAN ASSOCIATION OF STATE AND HIGHWAY TRANSPORTATION OFFICIALS" (AASHTO) "MANUAL FOR ASSESSING SAFETY HARDWARE" (MASH). THE APPROPRIATE RESOURCE SHALL BE DETERMINED AS DESCRIBED IN THE MASH PUBLICATION.
8. THE CONTRACTOR SHALL FURNISH, OPERATE, AND MAINTAIN TWO TEMPORARY RADAR SPEED FEEDBACK CARTS FOR THE DURATION OF THE BRIDGE CLOSURE PERIOD AT LOCATIONS SHOWN ON "TRAFFIC CONTROL SHEET I". POWER FOR THE TEMPORARY RADAR SPEED FEEDBACK CARTS SHALL BE PROVIDED BY BATTERY OR SOLAR POWER. R2-1 SPEED LIMIT SIGNS SHALL BE MOUNTED DIRECTLY ABOVE AND TO THE TEMPORARY RADAR SPEED FEEDBACK CARTS. SIGNING ON THE TEMPORARY RADAR SPEED FEEDBACK CART, INDICATING "YOUR SPEED", SHALL BE BLACK LETTERING ON WHITE BACKGROUND. THE MINIMUM DISPLAY HEIGHT SHALL BE 12 INCHES. COSTS FOR THE TEMPORARY RADAR SPEED FEEDBACK CARTS WILL BE PAID UNDER ITEM 900.645, "SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE)".

**BRIDGE SITE CLOSURE DETAIL:**  
(NOT TO SCALE)

NOTE: TRAFFIC CONTROL FOR MILL AND OVERLAY ON VT 16 NOT DETAILED, SEE STANDARD DETAILS

<b>TYLIN INTERNATIONAL</b>	PROJECT NAME: BARTON VILLAGE	PLOT DATE: 8/17/2016
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	TRAFFIC CONTROL SHEET 2	