

GENERAL NOTES:

1. FLAGS SHALL BE AT LEAST 16"x16".
2. DISTANCES ARE A GUIDE AND SHALL BE ADJUSTED IN THE FIELD TO MATCH ACTUAL CONDITIONS.
3. • = CHANNELIZING DEVICE
4. MAXIMUM SPACING OF CHANNELIZING DEVICES IS EQUAL IN FEET TO SPEED LIMIT.
5. NO TRAFFIC CONTROL DEVICES SHALL REMAIN ON THE ROADWAY AT THE END OF EACH WORK DAY.
6. SIGNS MUST BE COVERED OR REMOVED AT THE END OF EACH WORK DAY, OR WHENEVER BOTH LANES ARE OPEN TO TRAFFIC.
7. ALL WARNING SIGNS SHALL BE BLACK LEGEND ON A REFLECTIVE ORANGE BACKGROUND.
8. ADVISORY SPEED PLATES (W13-1) TO BE USED WHERE APPROPRIATE.
9. ALL TRAFFIC CONTROL DEVICES USED SHALL CONFORM TO THE LATEST EDITION OF THE "FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD) IN BOTH SPECIFICATION AND APPLICATION.
10. TYPICAL LAYOUTS:
TYPICAL LAYOUT "A" SHALL BE USED WHEN THE TRAVEL WIDTH FROM THE CHANNELING DEVICES TO THE EDGE OF PAVEMENT IS GREATER THAN 22 FEET.
TYPICAL LAYOUT "B" SHALL BE USED WHEN THE TRAVEL WIDTH FROM THE CHANNELING DEVICES TO THE EDGE OF PAVEMENT IS LESS THAN 22 FEET.
TYPICAL LAYOUT "C" SHALL BE USED FOR ALL INTERSECTIONS, WHETHER OR NOT THE PROPOSED WATER OR SEWER LINE CROSSES THE INTERSECTION.
11. FOR TYPICAL LAYOUT B & C THE CONTRACTOR SHALL MAINTAIN ONE OPEN TRAVEL LANE OF NOT LESS THAN 12 FEET AT ALL TIMES.
12. THE WORK ZONE AS SHOWN ON THESE PLANS IS REPRESENTATIVE ONLY AND MAY VARY IN BOTH LENGTH AND LOCATION AS CONSTRUCTION PROGRESSES. REGARDLESS OF THESE VARIATIONS, THE OFFSET DISTANCES TO THE TRAFFIC CONTROL DEVICES SHOWN SHALL BE MAINTAINED.
13. NO CONSTRUCTION EQUIPMENT OR MATERIALS (EXCEPT THOSE IN USE) SHALL BE STORED CLOSER THAN 8 FEET TO THE EDGE OF TRAVELLED LANES.
14. ALL OPERATIONS SHALL BE CONDUCTED SO AS NOT TO INTERFERE WITH, INTERRUPT, OR ENDANGER THE GENERAL PUBLIC OR THE TRAFFIC FLOW.
15. THE MINIMUM NUMBER AND LOCATION OF ALL SIGNS AND DEVICES ARE SHOWN. ADDITIONAL MEASURES SHALL BE USED AS DEEMED NECESSARY BY THE ENGINEER FOR THE SAFE AND EFFICIENT PERFORMANCE OF THE WORK AND THE SAFETY OF THE TRAVELING PUBLIC. ALL WARNING DEVICES SHALL BE SUBJECT TO REMOVAL, REPLACEMENT AND/OR REPOSITIONING BY THE CONTRACTOR AS OFTEN AS DEEMED NECESSARY BY THE ENGINEER.
16. ALL PERSONNEL WHO ARE WORKING ON THE TRAVELLED WAY OR BREAKDOWN LANES AND WHO ARE NOT PROTECTED BY TRAFFIC CONES OR SIMILAR PROTECTIVE DEVICES SHALL WEAR SAFETY VESTS.
17. NO TRENCH SHALL BE LEFT OPEN OVERNIGHT. IF IT BECOMES NECESSARY FOR SAID TRENCH TO BE LEFT OVERNIGHT, THEN IT SHALL BE COVERED WITH STEEL PLATES.

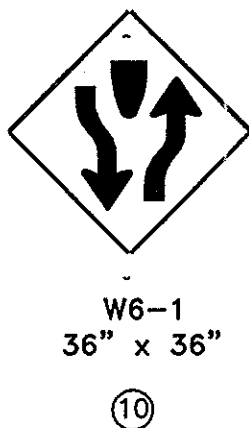
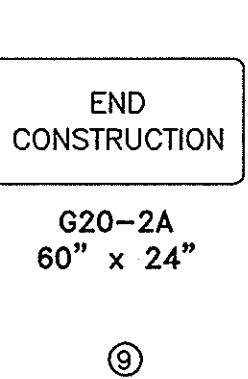
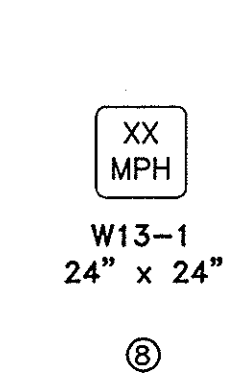
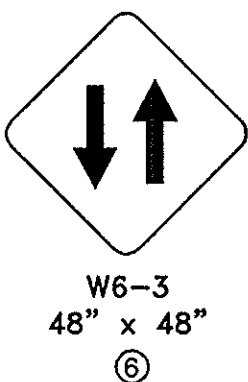
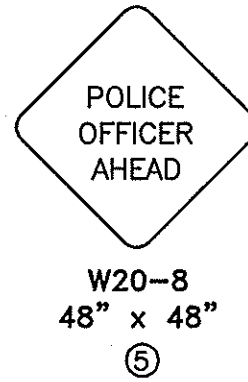
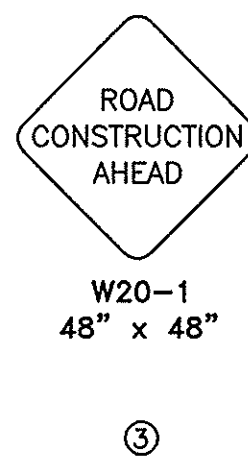
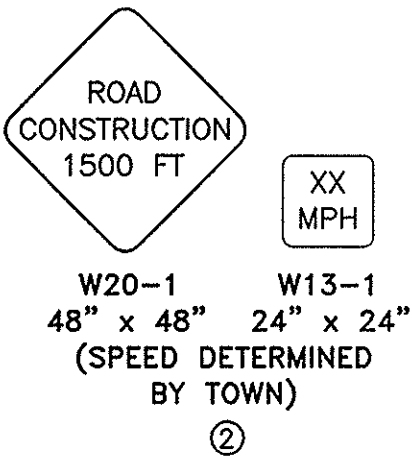
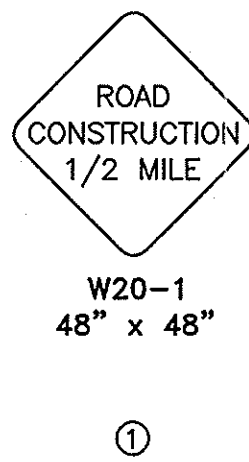
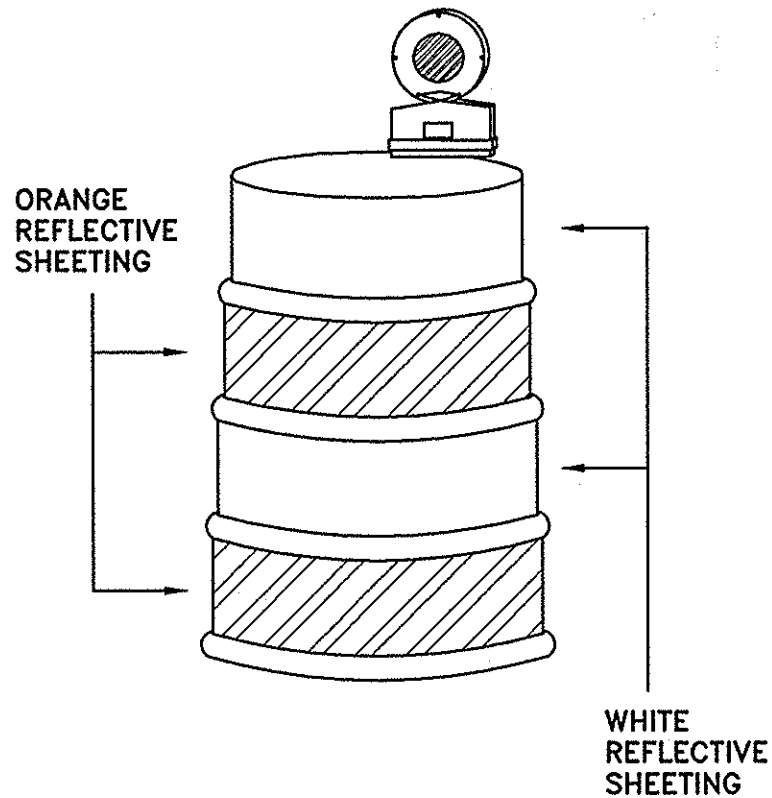
PLASTIC DRUMS

ITEM NO. DESCRIPTION

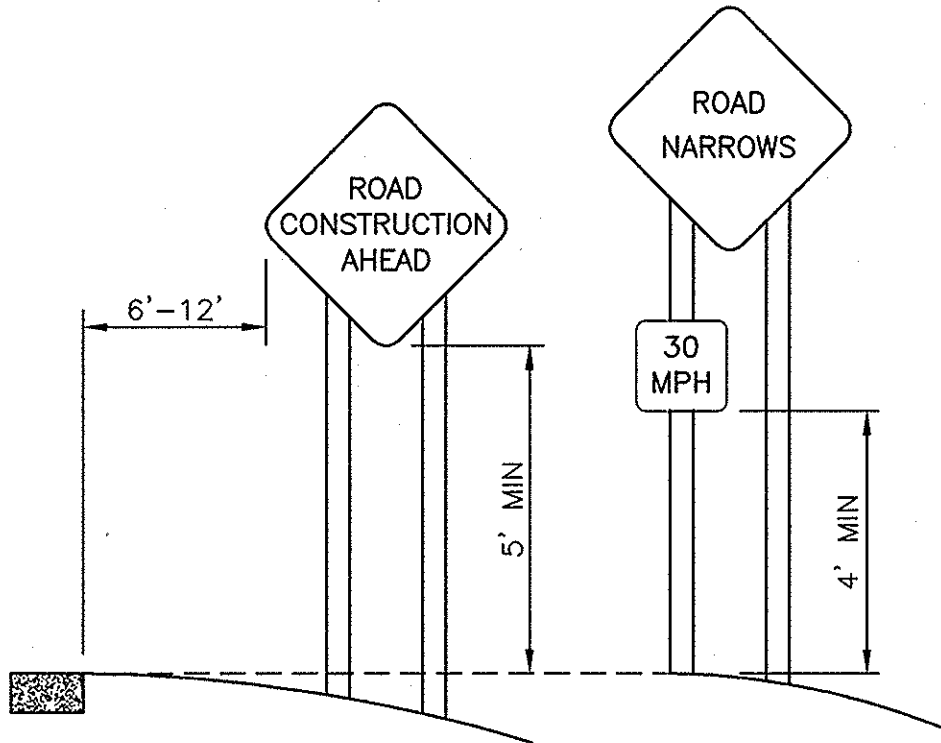
- 859.1 REFLECTORIZED DRUM WITH FLASHER (TYPE A) - USED TO CONTINUALLY WARN DRIVERS THAT THEY ARE APPROACHING OR PROCEEDING IN A HAZARDOUS AREA (SEE MUTCD SECT. 6E4.6E5)

NOTES:

1. DRUM DESIGN AND APPLICATION SHALL BE AS PER THE CURRENT EDITION OF THE MUTCD.
2. DRUMS SHALL BE APPROXIMATELY 36" IN HEIGHT, HAVING A MINIMUM WALL THICKNESS OF 3/32" AND A MINIMUM DIAMETER OF 18" REGARDLESS OF ORIENTATION.
3. DRUM MATERIAL MUST BE APPROVED U.V. RESISTANT, LOW DENSITY, IMPACT RESISTANT, LINEAR POLYETHYLENE (OR APPROVED EQUIVALENT). METAL DRUMS ARE PROHIBITED FROM USE ON ALL STATE HIGHWAY PROJECTS.
4. SHEETING SHALL BE APPROVED ORANGE AND WHITE TYPE IV REFLECTORIZED SHEETING CONFORMING TO M.9.30.0.
5. ALL DRUMS SHALL BE WELL MAINTAINED INCLUDING REMOVAL OF DUST OR ROAD FILM, SO AS NOT TO REDUCE REFLECTIVE EFFICIENCY. WHEN A DRUM LOSES TARGET VALUE IT SHALL BE REPLACED.
6. WHEN A DRUM IS NO LONGER NEEDED IT SHALL BE STORED IN A DRUM STORAGE AREA, UNLESS IT IS REQUIRED FOR FUTURE USE WITHIN A FIVE DAY PERIOD, IN WHICH CASE IT MAY BE STORED ON LOCATION.



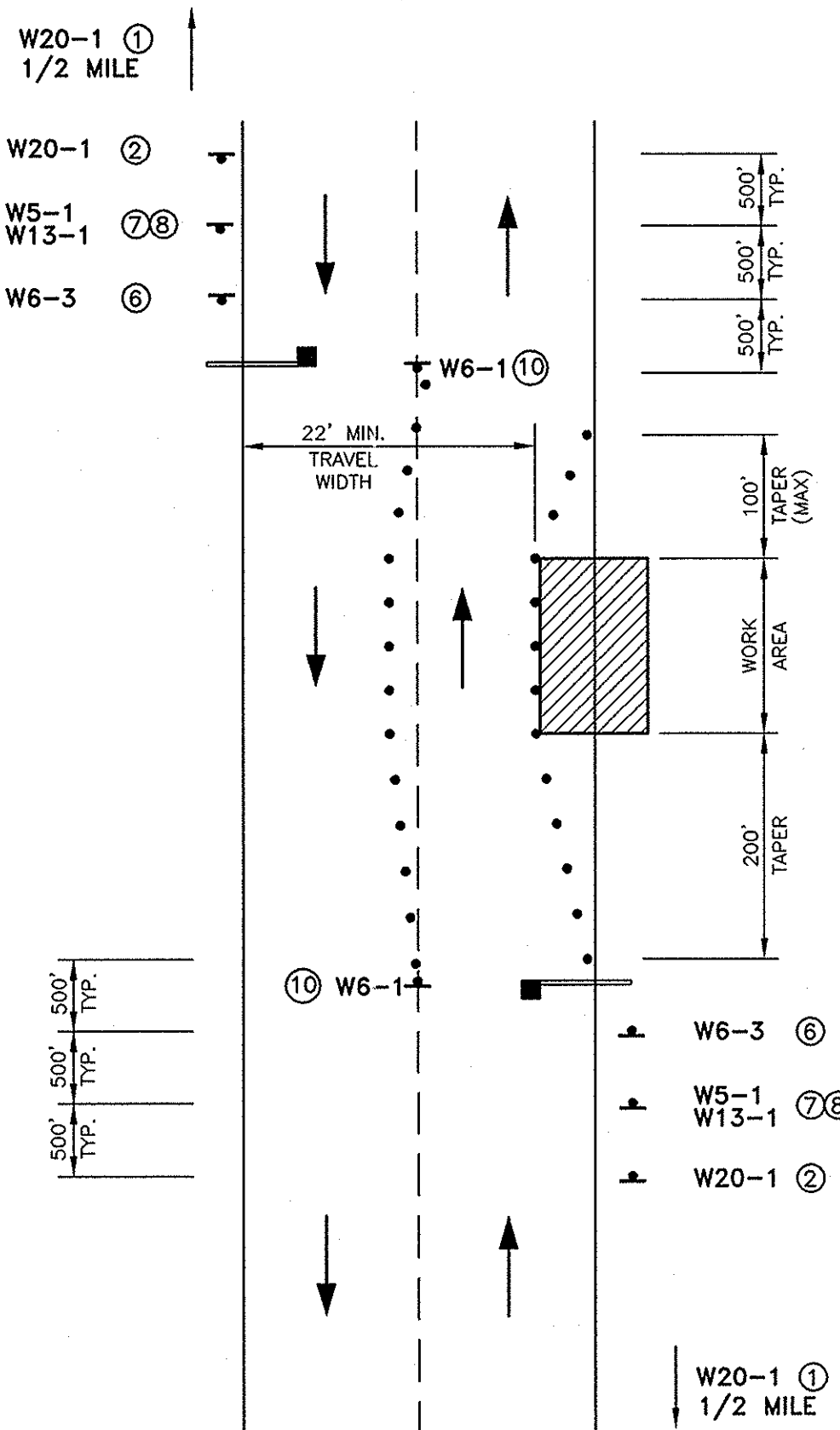
WORK AREA SIGNS



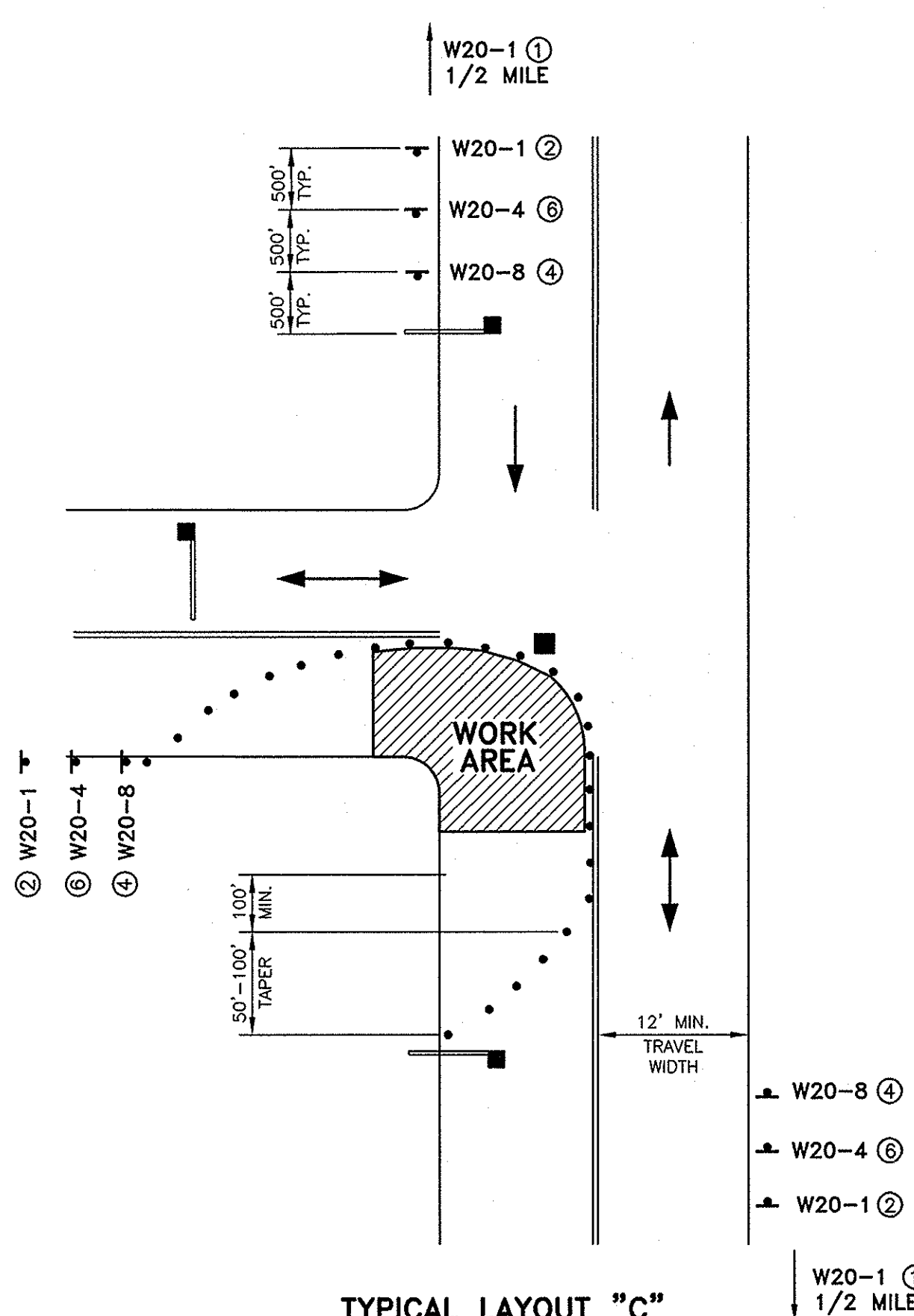
TYPICAL INSTALLATION OF PROJECT SIGNS

LEGEND

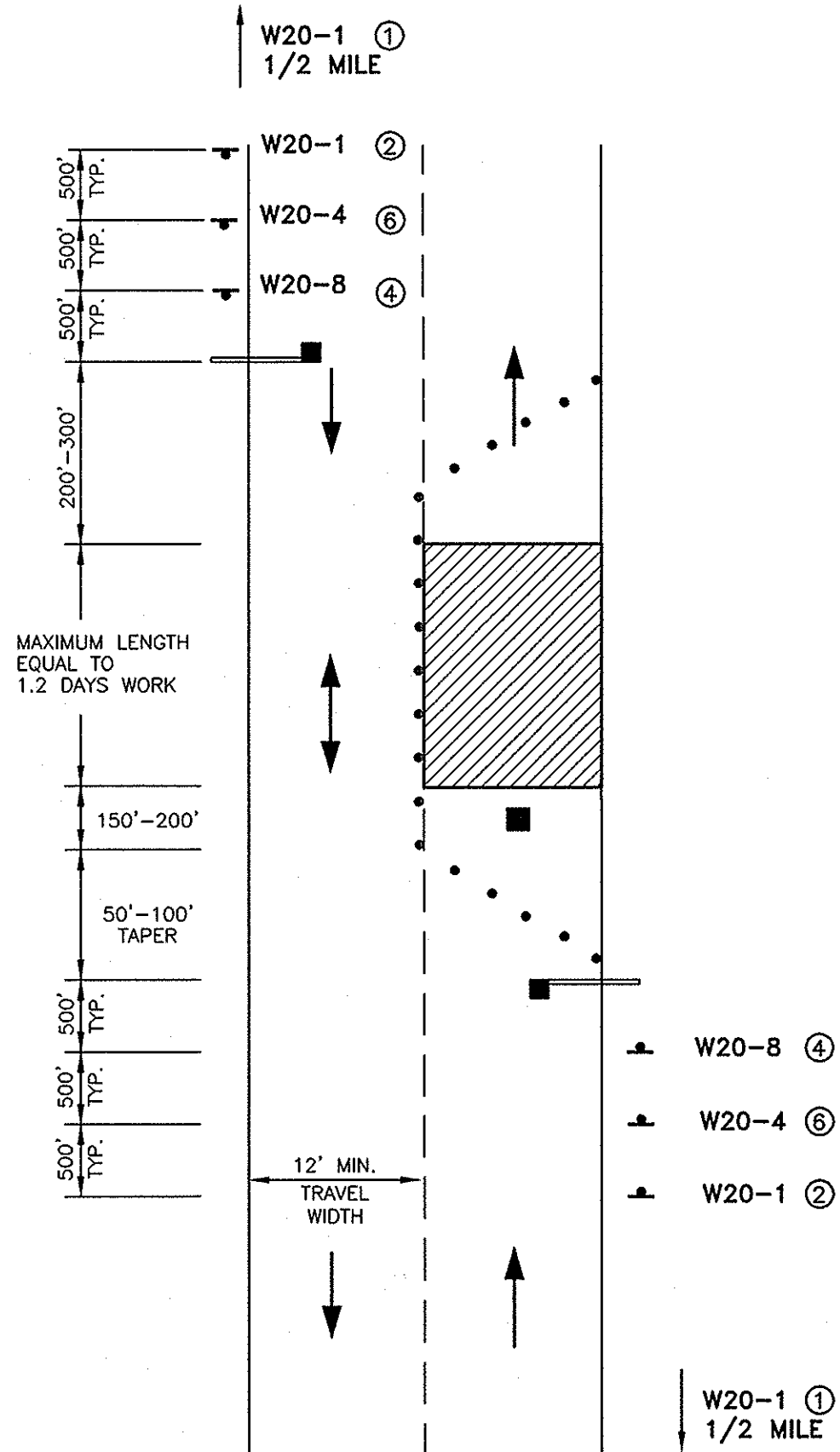
- • • • TRAFFIC CONES/DRUMS (CHANNELING DEVICE)
- TRAFFIC OFFICER
- BARRICADE
- SIGN
- WORK AREA
- ↔ TWO WAY TRAFFIC FLOW - SINGLE LANE WITH TRAFFIC CONTROL
- ↔ TWO WAY TRAFFIC FLOW - TWO LANES



TYPICAL LAYOUT "A"
TWO OPERATING LANES



TYPICAL LAYOUT "C"
INTERSECTION LANE CLOSURE
WHEN WORKING AT A CORNER
WITHIN AN INTERSECTION



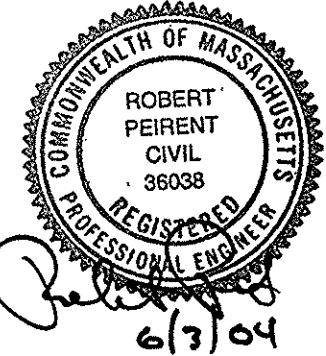
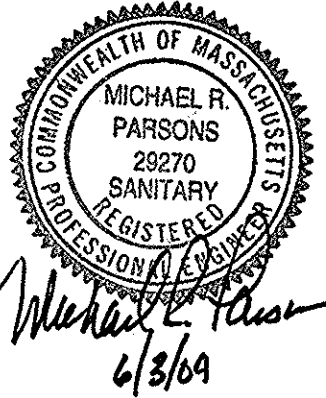
TYPICAL LAYOUT "B"
TWO LANE ROADWAY
WITH ONE LANE CLOSED

RECORD PLAN

THIS RECORD PLAN WAS PREPARED BASED ON LIMITED INFORMATION GATHERED DURING CONSTRUCTION OF THE PROJECT AND INDICATES ONLY SIGNIFICANT CHANGES MADE FROM THE DESIGN PLANS DURING CONSTRUCTION.

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FY2004
Water
Improvements

Department of
Public Works

East Longmeadow,
Massachusetts

Mark	Date	Description
1	1/05	RECORD PLAN
PROJECT NO: E0451-3-02		
FILE: E0451\WATER\TCPLAN		
DRAWN BY: CFY		
CHECKED: SMS		
APPROVED BY: RP, MRP		

TRAFFIC CONTROL PLAN

SCALE: NONE

SHEET 9 OF 9