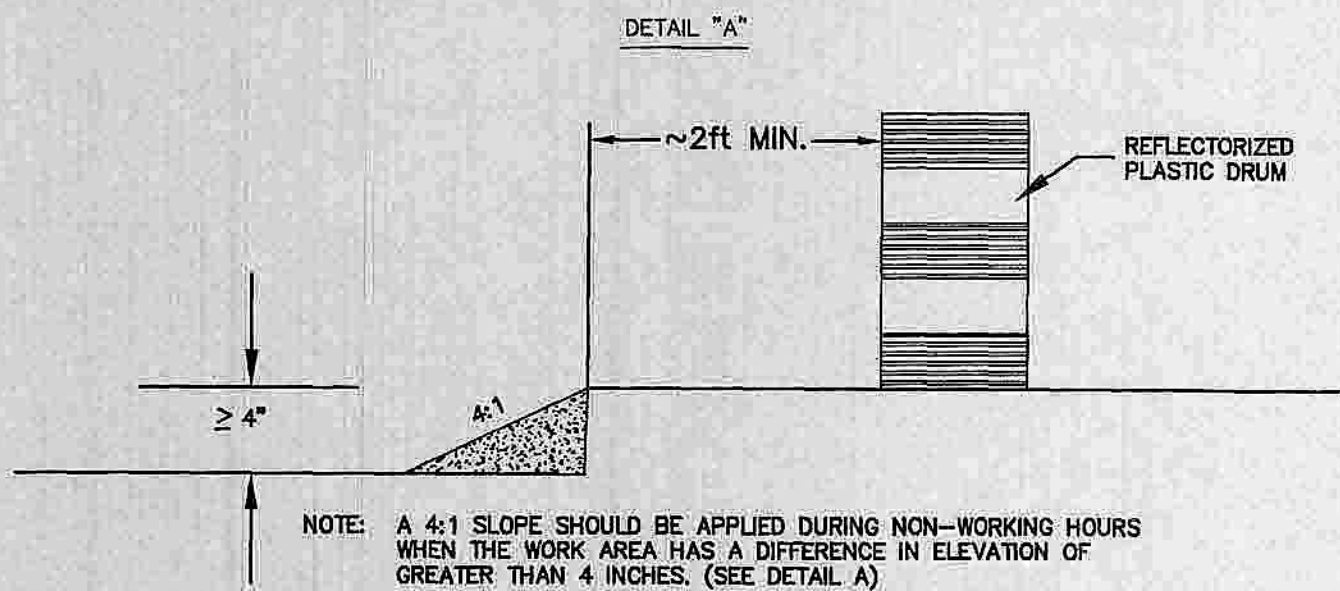
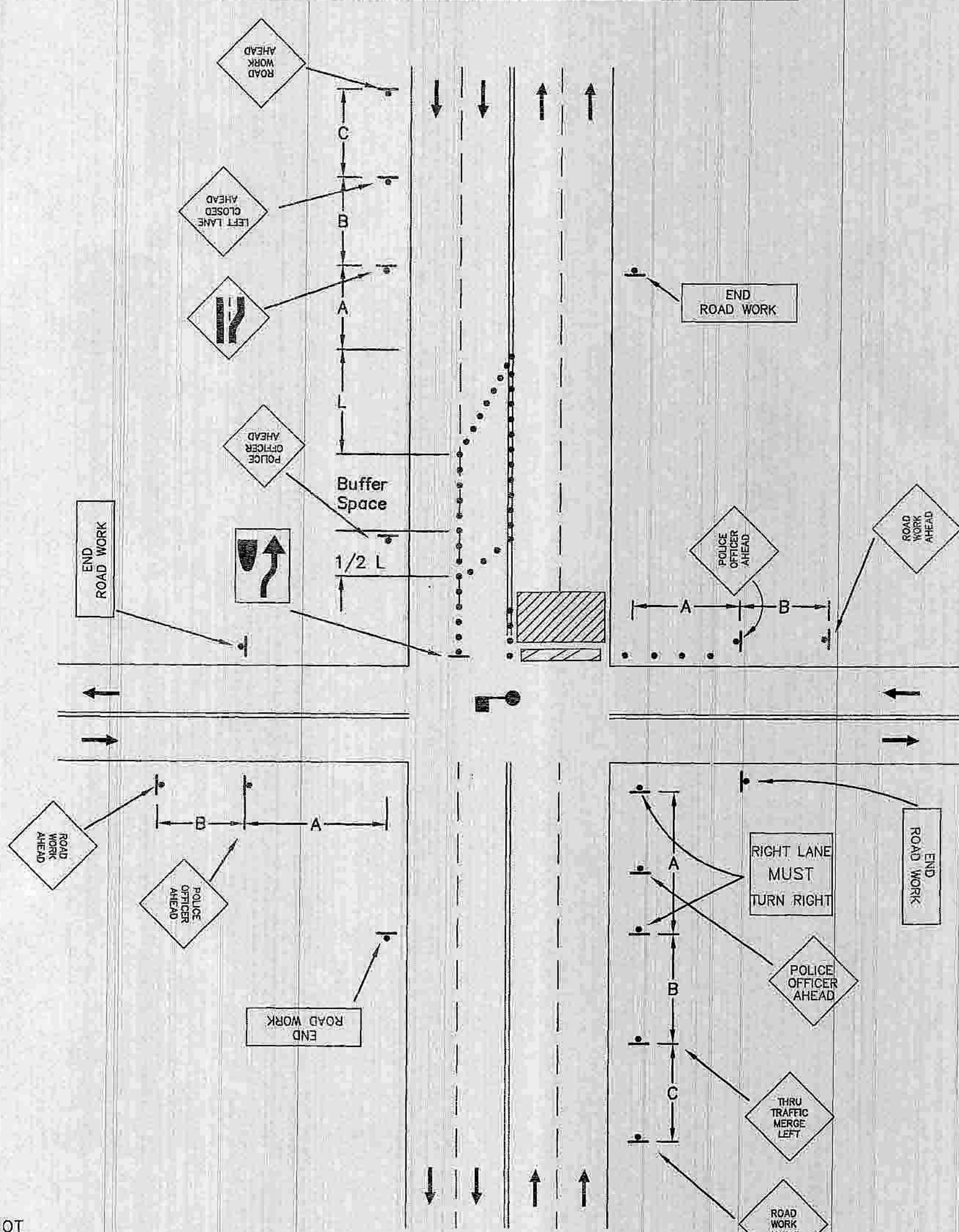


GENERAL NOTES

- ALL CONSTRUCTION SIGNING, PAVEMENT MARKINGS AND BARRICADES SHALL CONFORM WITH PART 6 OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.), 2003 EDITION.
- VEHICLES BELONGING TO THE CONTRACTOR OR THE CONTRACTOR'S EMPLOYEES SHALL NOT BE PARKED ON THE PAVEMENT OR SHOULDERS ALONG OR ADJACENT TO LANES OPEN TO TRAVEL WITHIN THE PROJECT LIMITS.
- THE CONTRACTOR SHALL NOT PARK HIS EQUIPMENT NOR STORE MATERIAL OVERNIGHT WHERE IT IS DEEMED BY THE ENGINEER TO BE SAFETY HAZARD TO TRAFFIC.
- INSTALL TEMPORARY CONSTRUCTION SIGNS, DRUMS, CONES AND OTHER TRAFFIC CONTROL DEVICES AS REQUIRED BY THE ENGINEER
- DRUMS SHOULD BE USED AS CHANNELIZING DEVICES. THE SPACING OF ALL DRUMS SHOULD NOT EXCEED 30 FEET (1 TIMES THE SPEED LIMIT IN mph) WHEN USED TAPER, AND 60 FEET (2 TIMES THE SPEED LIMIT IN mph) WHEN USED FOR TANGENTS.
- ALL DRUMS SHALL BE PLACED APPROPRIATELY OR MOVED AS NECESSARY TO MAINTAIN ADEQUATE ABUTTER ACCESS AT ALL TIMES.
- THE COST OF PROVIDING AND MAINTAINING SAFE AND ADEQUATE INGRESS AND EGRESS TO AND FROM INTERSECTING HIGHWAYS, HOMES, AND COMMERCIAL ESTABLISHMENTS AT ALL TIMES, TO THE SATISFACTION OF THE ENGINEER, SHALL BE BORNE BY THE CONTRACTOR EXCEPT THAT ANY TEMPORARY ASPHALT CONCRETE PLACED TO MAINTAIN THIS ACCESS, AS DIRECTED BY THE ENGINEER, SHALL BE PAID FOR UNDER ITS RESPECTIVE CONTRACT ITEM.
- REFLECTORIZED PLASTIC DRUM TYPE DELINEATION SHALL BE PLACED AT POTENTIAL OBSTRUCTIONS TO TRAFFIC IN THE ROADWAY AREAS.
- SUGGESTED ADVANCE WARNING SIGN SPACING FOR URBAN (LOW SPEED) FACILITIES:
 $A = B = C = 100 \text{ ft}$
- TAPER LENGTH FORMULAS FOR CHANNELIZATION DEVICES:
 $L = WS^2/60$ FOR SPEED LIMIT OF 40 mph OR LESS
WHERE: L = TAPER LENGTH IN FEET
 W = WIDTH OF OFFSET IN FEET
 S = POSTED SPEED LIMIT, OR OFF-PEAK 85TH-PERCENTILE SPEED PRIOR TO WORK STARTING, OR THE ANTICIPATED OPERATING SPEED IN mph (30 mph TO BE USED)
- TRAFFIC OFFICERS MAY BE REQUIRED AT SIDE STREETS TO DIRECT TRAFFIC BETWEEN DRUMS AND CONES.
- ALTERNATE ONE-WAY TRAFFIC MAY BE MAINTAINED UNDER TRAFFIC OFFICER CONTROL DURING WORKING HOURS IN ACCORDANCE WITH M.U.T.C.D., HOWEVER, THE CONTRACTOR SHALL BE REQUIRED TO PROVIDE TWO-UNOBSTRUCTED LANES FOR TWO-WAY TRAFFIC DURING NON-WORKING HOURS.
- THERE SHALL BE NO LANE CLOSURES DURING THE PEAK HOURS.
(7:00am - 9:00am AND 4:00pm - 6:00pm)
- NO LANE CLOSURES SHALL BE ALLOWED BEFORE SUNRISE OR AFTER SUNSET OR AT OTHER TIMES WHEN VISIBILITY IS REDUCED TO LESS THAN 1000 FT.
- IF ENGINEER NOTIFIES THE CONTRACTOR OR HIS SUPERINTENDENT OF ANY HAZARDOUS CONSTRUCTION PRACTICES, ALL OPERATIONS IN THAT AREA SHALL BE DISCONTINUED & IMMEDIATE REMEDIAL ACTION SHALL BE TAKEN TO THE SATISFACTION OF THE ENGINEER BEFORE WORK IS RESUMED
- IN ORDER TO MAINTAIN EFFECTIVE TRAFFIC CONTROL, THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE, MAKING SURE ALL SIGNS, CONES, FLASHERS, DRUMS, ETC. ARE IN PLACE & IN GOOD CONDITION. THE SOLE JUDGE OF THE EFFECTIVENESS OF THE CONTRACTOR'S EFFORTS TOWARDS THE PROTECTION OF TRAFFIC & PERSONNEL SHALL BE ENGINEER.
- PEDESTRIAN/BICYCLIST ACCESS: THE CONTRACTOR'S ATTENTION IS CALLED TO THE FACT THAT PEDESTRIAN AND BICYCLE TRAFFIC, WHERE ALLOWED, IS TO BE MAINTAINED THROUGH OR AROUND THE PROJECT FOR THE DURATION OF CONSTRUCTION. MATERIAL, EQUIPMENT, OR OTHER SUCH BARRIERS SHALL NOT BE PLACED OR PARKED SO AS TO OBSTRUCT PEDESTRIAN/BICYCLE TRAFFIC OR PRESENT A SAFETY HAZARD TO THE NON-MOTORIZED PUBLIC. WHERE PEDESTRIAN TRAFFIC MUST BE RELOCATED OR REROUTED OFF THE EXISTING FACILITY. WALKWAYS SHALL BE CLEARLY MARKED AND HAVE A LOGICAL START AND TERMINUS. ALL WALK SURFACES AND GRADES SHALL BE IN COMPLIANCE WITH CURRENT REGULATIONS.
- THE "ROAD WORK AHEAD" AND "END ROAD WORK" SIGNS SHALL BE LEFT UP AT ALL TIMES.



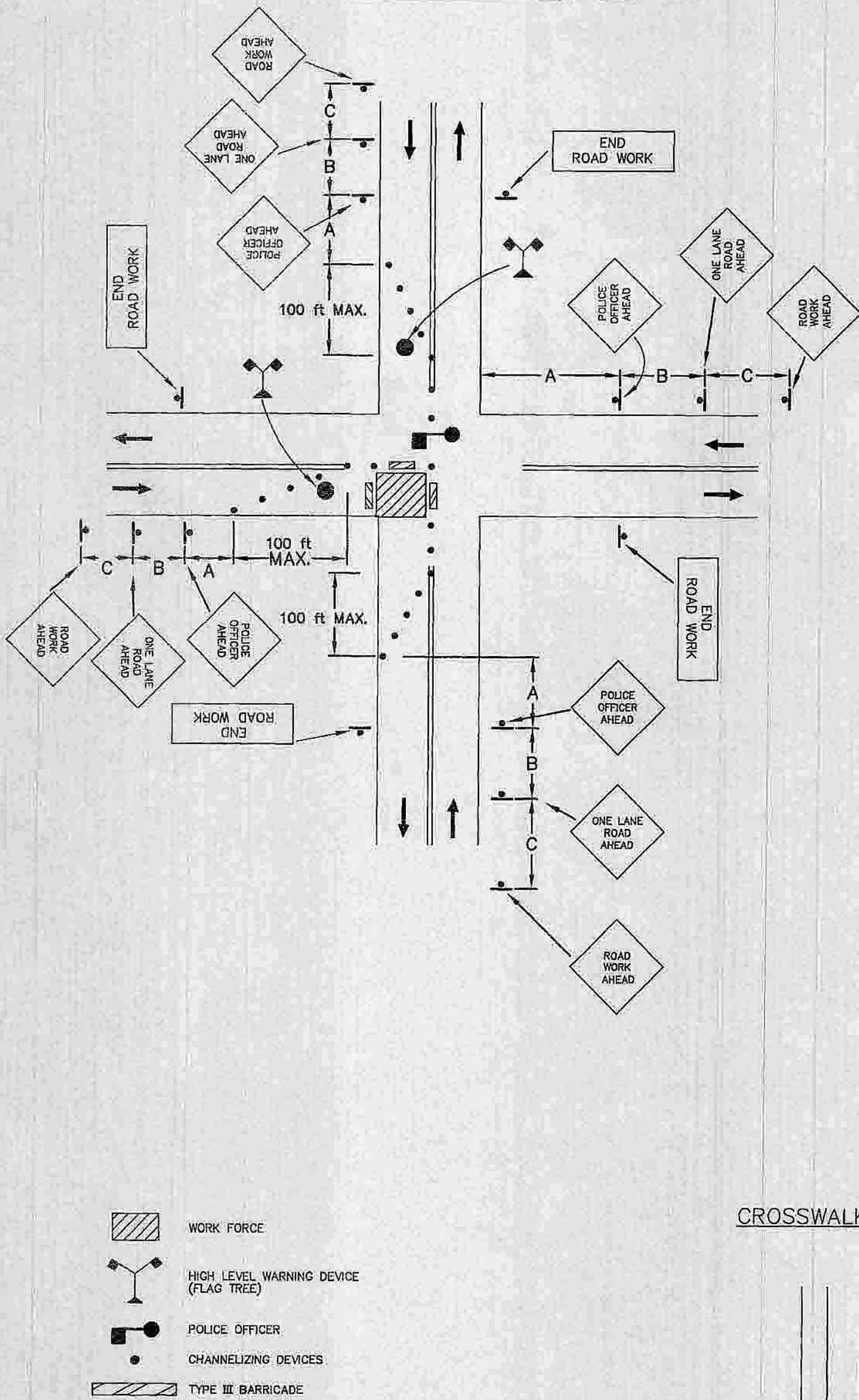
HALF ROAD CLOSURE ON FAR SIDE OF INTERSECTION



CONSTRUCTION SIGN SUMMARY

IDENTIFICATION NUMBER	SIZE OF SIGN		LEGEND	NUMBER OF SIGNS REQUIRED	AREA IN SQUARE FEET	TOTAL AREA IN SQUARE FEET	IDENTIFICATION NUMBER	SIZE OF SIGN		LEGEND	NUMBER OF SIGNS REQUIRED	AREA IN SQUARE FEET	TOTAL AREA IN SQUARE FEET
	WIDTH	HEIGHT						WIDTH	HEIGHT				
G20-2	36"	18"	END ROAD WORK	18	4.5	81	W4-7	36"	36"	THRU TRAFFIC MUST LEFT	1	9	9
R3-7	30"	30"	RIGHT LANE MUST TURN RIGHT	2	6.25	12.5	W11-2	30"	30"	PEDESTRIAN AHEAD	4	6.25	25
R4-7	24"	30"	ROAD WORK AHEAD	1	5	5	W16-7P	24"	12"	AHEAD	2	2	4
R9-9	24"	12"	SIDEWALK CLOSED	2	2	4	W16-9P	24"	12"	PEDESTRIAN AHEAD	2	2	4
R9-11	24"	12"	SIDEWALK CLOSED AHEAD	2	2	4	W20-1	36"	36"	ROAD WORK AHEAD	18	9	162
R9-11a	24"	12"	SIDEWALK CLOSED AHEAD	2	2	4	W20-4	36"	36"	ONE LANE ROAD AHEAD	4	9	36
W4-2L	36"	36"	ROAD WORK AHEAD	1	9	9	W20-8	36"	36"	POLICE OFFICER AHEAD	4	9	36
												TOTAL AREA =	395.5 SF

CLOSURE AT SIDE OF INTERSECTION

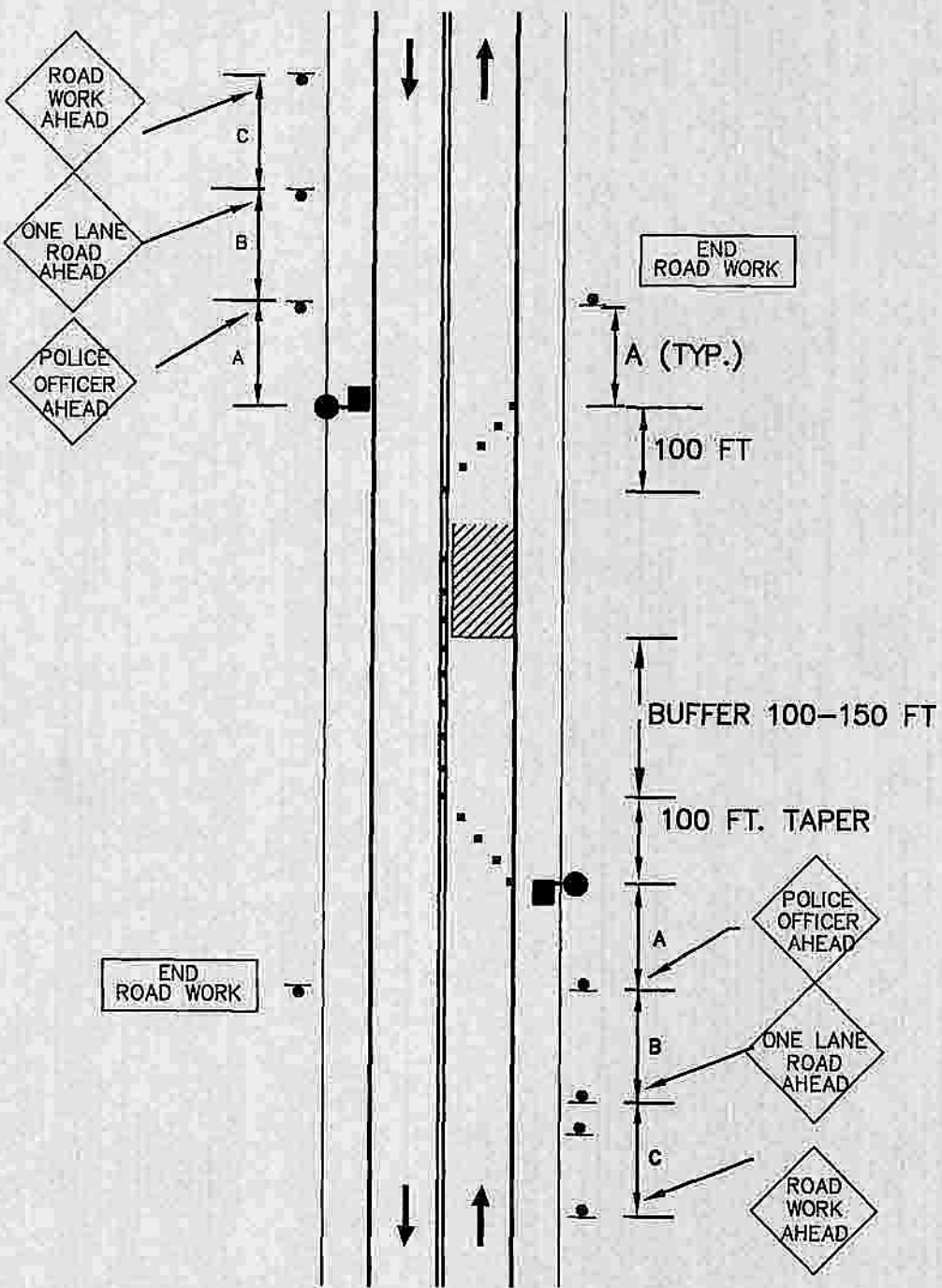


DARTMOUTH - NEW BEDFORD
DARTMOUTH STREET

STATE	FED.AID	PROJ.NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
MASS.			09	26	51
PROJECT FILE NO.					601312

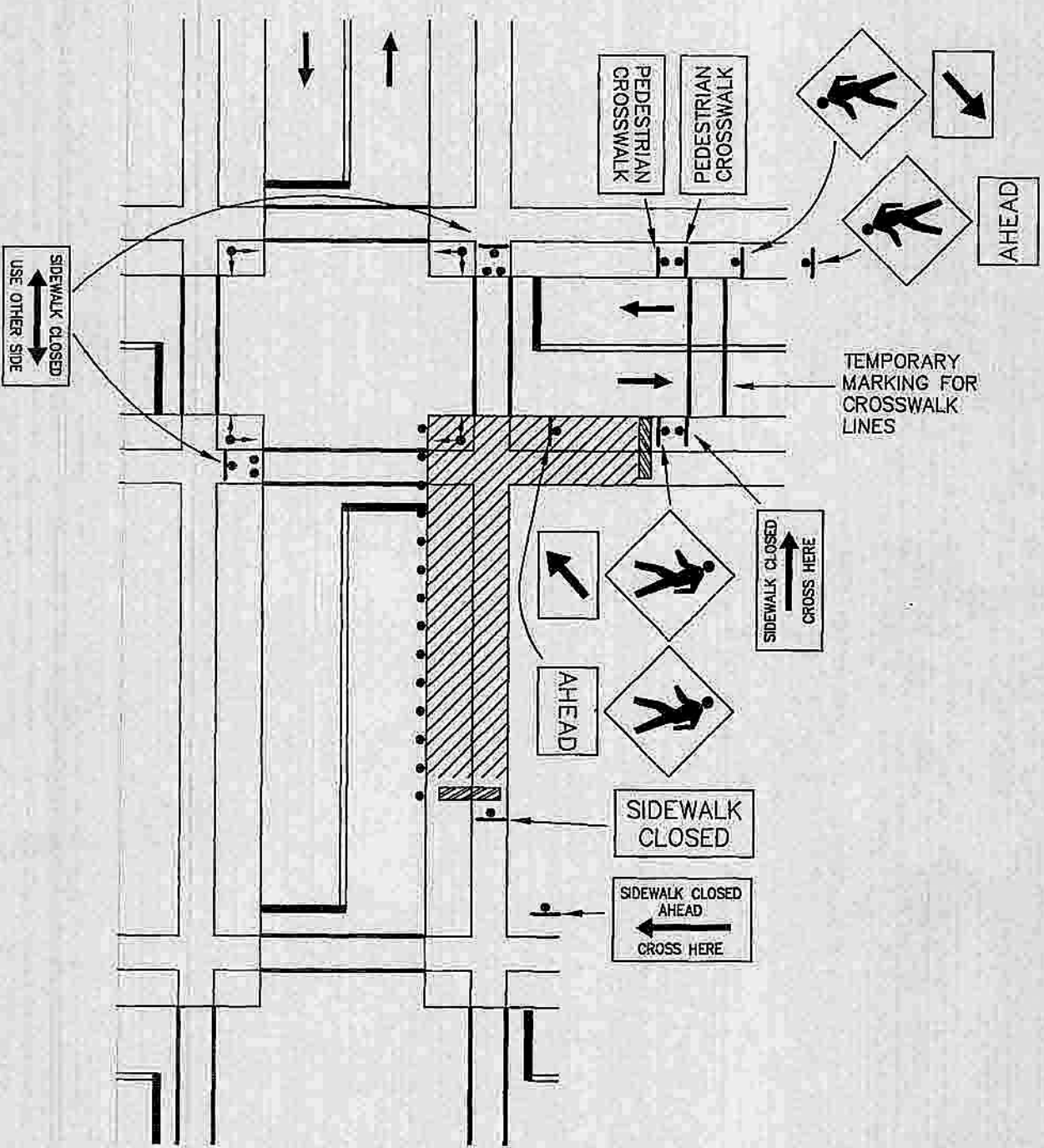
TRAFFIC MANAGEMENT PLAN

LANE CLOSURE FOR
ONE LANE TWO-WAY TRAFFIC CONTROL



NOTE: SUGGESTED ADVANCE WARNING SIGN SPACING FOR URBAN (LOW SPEED) - A=B=C=100 M.

CROSSWALK CLOSURES AND PEDESTRIAN DETOURS



NOTES:

- ALL CONSTRUCTION SIGNS SHALL HAVE A BLACK MESSAGE AND BORDER ON AN ORANGE BACKGROUND IN CONFORMANCE WITH THE 2003 M.U.T.C.D. UNLESS OTHERWISE INDICATED.
- ALL TEXT DIMENSIONS SHALL BE IN CONFORMANCE WITH THE 2003 M.U.T.C.D. UNLESS OTHERWISE INDICATED.
- ALL CONSTRUCTION SIGNS WHICH ARE NOT RELEVANT TO CURRENT CONSTRUCTION ACTIVITIES SHALL BE COVERED.
- ALL CONSTRUCTION SIGNS WHICH ARE APPLICABLE ONLY DURING CONSTRUCTION HOURS SHALL BE COVERED OR REMOVED DURING ALL NON CONSTRUCTION HOURS.