

GENERAL

THE FOLLOWING TRAFFIC CONTROL INFORMATION AND PHASING PLAN IS INTENDED TO BE A CONCEPTUAL PLAN FOR HOW THE WORK MAY PROCEED. THE CONTRACTOR SHALL SUBMIT A DETAILED TRAFFIC CONTROL PLAN TO THE VERMONT AGENCY OF TRANSPORTATION (VAOT) ROADWAY DESIGN ENGINEER, VIA THE ENGINEER. THE CONTRACTOR SHALL ALLOW AT LEAST TWO (2) WEEKS FOR VAOT REVIEW AND APPROVAL. ALL CHANGES TO THE TRAFFIC CONTROL PLAN MUST BE APPROVED BY VAOT. MODIFICATIONS TO THE APPROVED TRAFFIC CONTROL PLAN FOR VEHICLES OR PEDESTRIANS SHALL BE SUBMITTED TO THE ENGINEER AT LEAST TWO WEEKS PRIOR TO THE IMPLEMENTATION OF THE CHANGE.

THE CONTRACTOR'S TRAFFIC CONTROL PLAN SHALL BE DEVELOPED IN ACCORDANCE WITH THE 2006 EDITION OF VTRANS STANDARD SPECIFICATIONS SECTION 641 - TRAFFIC CONTROL AND IN SUBSTANTIAL CONFORMANCE WITH THE 2009 EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) WITH LATEST INTERIMS. THE PLAN SHALL ACCOMMODATE VEHICLE TRAFFIC, PEDESTRIAN TRAFFIC, AND EMERGENCY SERVICES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL TEMPORARY SIGNS, PAVEMENT MARKINGS, CHANNELIZING DEVICES, PORTABLE MESSAGE BOARDS, ARROW PANELS, AND OTHER DEVICES REQUIRED TO PROVIDE COMPLETE MANAGEMENT OF TRAFFIC. ANY SIGNS NOT INCLUDED IN THE FHWA STANDARD HIGHWAY SIGNS BOOK SHALL INCLUDE SIGN FACE DIMENSIONS AND LAYOUT.

THE RECONSTRUCTION OF NORTH MAIN STREET SHALL INCLUDE THE USE OF DETOUR ROUTES. TRAFFIC SHALL BE MAINTAINED AT ALL TIMES BY USING A COMBINATION OF THROUGH ROUTE DETOURS AND LOCAL ACCESS DETOURS AS DETERMINED BY THE APPROVED TRAFFIC CONTROL PLAN. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, ERECTING, MAINTAINING, AND REMOVING ALL TEMPORARY AND DETOUR SIGNING ALONG THE DETOUR ROUTES AS SHOWN IN THE PLANS, AS REQUIRED BY SITE SPECIFIC WORK, AND AS DIRECTED BY THE ENGINEER.

MODIFICATIONS TO THE EXISTING SIGNAL SYSTEMS, INCLUDING THE INSTALLATION AND ADJUSTMENT OF TEMPORARY TRAFFIC SIGNAL SYSTEMS AT THE INTERSECTIONS OF N. MAIN STREET AT MAPLE AVENUE/ROUTE 62, N. MAIN STREET AT ELM STREET/WASHINGTON STREET, MAPLE AVENUE AT SUMMER STREET, AND SUMMER STREET AT ELM STREET/WELLINGTON STREET SHALL BE REQUIRED AS PART OF THE DETOUR ROUTES. ALL TRAFFIC CONTROL DETAILS SHALL BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD, VAOT STANDARDS, AND THE CONTRACTOR'S APPROVED TRAFFIC CONTROL PLANS.

THE RECONSTRUCTION OF NORTH MAIN STREET SHALL BEGIN NEAR THE INTERSECTION OF MAPLE AVENUE/ROUTE 62, PROGRESSING EASTWARD TOWARDS CITY PARK. THE WORK SHALL BE STAGED ACCORDING TO THE CONSTRUCTION AND DETOUR SIGNING PLANS (SHEETS 173-188) AND AS APPROVED BY THE ENGINEER.

DURING THE STAGED CONSTRUCTION OF NORTH MAIN STREET, DETOUR PLANS SHALL BE ESTABLISHED TO MAINTAIN THE CONTINUITY OF VEHICLE AND PEDESTRIAN TRAFFIC THROUGH THE CORRIDOR. DETOUR SIGNS SHALL BE ADJUSTED AT THE COMPLETION OF EACH CONSTRUCTION PHASE AS SHOWN ON THE DETOUR PLANS AND AS DIRECTED BY THE ENGINEER. TRAFFIC SIGNAL TIMING AND PHASING SHALL BE ADJUSTED DURING DETOUR OPERATIONS AS NEEDED AND WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL MAINTAIN ALL DETOURS, TEMPORARY SIGNING, TEMPORARY TRAFFIC SIGNALS, AND OTHER SUPPORTING TRAFFIC CONTROLS THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE DETOUR AND TRAFFIC CONTROLS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10 TRAFFIC CONTROL. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE TEMPORARY TRAFFIC SIGNALS SHALL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 678.40 TEMPORARY TRAFFIC SIGNAL SYSTEM.

TRAFFIC SHALL NOT BE CHANGED FROM ONE PHASE TO THE NEXT UNTIL ALL TEMPORARY MARKINGS, SIGNING, AND TRAFFIC SIGNAL WORK REQUIRED FOR THE SUBSEQUENT PHASE IS COMPLETED. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE MASKED WITH PAVEMENT MARKING MASK OR REMOVED BY GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE MASKED WITH PAVEMENT MARKING MASK. SIGNALIZED INTERSECTIONS SHALL BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS AT ANY TIME THEY ARE NOT IN NORMAL OPERATION (FULL GREEN-YELLOW-RED COLOR OPERATIONS IN ACCORDANCE WITH THE TEMPORARY OR PERMANENT SIGNAL PLANS). ALL NON-OPERATING TRAFFIC SIGNAL HEADS SHALL BE REMOVED OR COMPLETELY COVERED.

EACH SEGMENT OF ROADWAY CONSTRUCTED SHALL ALLOW FOR FULL-DEPTH EXCAVATION, ALL UTILITY INSTALLATION AND REPLACEMENT, DRAINAGE INSTALLATION, AND THE CONSTRUCTION OF THE ROADWAY TO INCLUDE THE PAVEMENT BASE COURSES. EACH SEGMENT SHALL PROVIDE INTERIM PLACEMENT OF DRAINAGE GRATES AS NEEDED. TEMPORARY PAVEMENT MARKINGS SHALL BE PLACED ON ALL RECONSTRUCTED ROADWAY SEGMENTS PRIOR TO OPENING THAT SEGMENT TO TRAFFIC. UPON COMPLETION OF EACH CONSTRUCTION SEGMENT, THAT SEGMENT SHOULD BE OPENED AND MADE AVAILABLE TO LOCAL TRAFFIC. AT THE COMPLETION OF ALL CONSTRUCTION PHASES, THE CONTRACTOR SHALL APPLY THE BINDER AND TOP COURSE PAVEMENT AND APPLY THE FINAL PAVEMENT MARKINGS.

SEVERAL OF THE CONSTRUCTION PHASES SHOW VEHICULAR TRAFFIC ADJACENT TO CONSTRUCTION WORK AREAS. REFLECTORIZED DRUMS SHALL BE USED TO DELINEATE THE WORK ZONE FROM THE TRAVELED WAY FOR VERTICAL DROP OFFS OF NOT MORE THAN THREE INCHES. FOR VERTICAL GRADE CHANGES GREATER THAN THREE INCHES, THE SLOPE ADJACENT TO THE TRAVELED WAY SHALL BE AT LEAST 4H:1V OR FLATTER WHEN UNATTENDED AND SHALL BE SEPARATED FROM THE TRAVELED WAY BY THREE HORIZONTAL FEET AND REFLECTORIZED DRUMS. FOR SHORT DURATIONS OF NOT MORE THAN THREE DAYS, THE SLOPE ADJACENT TO THE TRAVELED WAY MAY BE 3H:1V BEHIND DRUMS. DURING ACTIVE AND ATTENDED CONSTRUCTION ACTIVITIES, AND IN THE PRESENCE OF UNIFORMED TRAFFIC OFFICERS, THE ADJACENT STREET TRAFFIC SHALL BE A MINIMUM OF THREE FEET FROM THE EDGE OF THE EXCAVATION AND DELINEATED BY REFLECTORIZED DRUMS. IF THE GRADE CHANGE ADJACENT TO THE TRAVELED WAY IS MORE SEVERE THAN THESE CONDITIONS IN A WORK AREA, TEMPORARY CONCRETE BARRIER WALL SHALL BE USED TO SEPARATE THE WORK ZONE FROM ADJACENT TRAFFIC. ALL TEMPORARY CONCRETE BARRIER WALL SHALL HAVE THE BLUNT ENDS THAT FACE ON-COMING TRAFFIC PROTECTED IN ACCORDANCE WITH THE AASHTO ROADSIDE DESIGN GUIDE AND VAOT STANDARDS.

EXISTING SIGNS SHALL REMAIN UNTIL THEY ARE NO LONGER REQUIRED. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHALL BE COMPLETELY COVERED WITH SOLID COVERS PAINTED BLACK OR REMOVED/RELOCATED AS NEEDED. TEMPORARY SIGNS SHALL BE INSTALLED AS SHOWN IN THE PLANS AND THE CONTRACTOR'S APPROVED TRAFFIC CONTROL PLANS. NEW SIGNING SHALL BE INSTALLED AS IT BECOMES APPLICABLE. ALL PROPOSED SIGNING SHALL BE INSTALLED AND ALL SIGNS TO BE REMOVED SHALL BE REMOVED PRIOR TO THE APPLICATION OF THE FINAL PAVEMENT MARKINGS.

GENERAL (CONT.)

CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES DURING BUSINESS HOURS. PEDESTRIAN ACCESS SHALL MEET ALL APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS. POSITIVE GUIDANCE SHALL BE PROVIDED TO SEPARATE PEDESTRIAN ACCESS FROM THE WORK AREA AND VERTICAL GRADE CHANGES. ACCESS TO PROPERTIES MAY BE RESTRICTED FOR SHORT DURATIONS OF NOT MORE THAN TWO HOURS WITH THE PERMISSION AND PRIOR NOTIFICATION OF THE OWNER DURING BUSINESS HOURS. CONTRACTOR SHALL COORDINATE MAJOR WORK ADJACENT TO COMMERCIAL AND MUNICIPAL ACCESS AREAS WITH THE OWNER AND CITY AT LEAST ONE WEEK PRIOR TO STARTING THE WORK IN THE AREA.

SPECIAL CARE MUST BE TAKEN TO PROVIDE ACCESS THROUGH THE WORK ZONES FOR EMERGENCY VEHICLES. THE CONTRACTOR SHALL COORDINATE WITH BOTH POLICE AND FIRE DEPARTMENTS TO DETERMINE THEIR MINIMUM ACCESS REQUIREMENTS BEFORE PROCEEDING TO THE NEXT PHASE OF CONSTRUCTION. CONTRACTOR SHALL ENSURE THAT ACCESS IS AVAILABLE TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES.

TRAFFIC MANAGEMENT AND ROADWAY CONSTRUCTION SEQUENCING

THE CONSTRUCTION FOR NORTH MAIN STREET IS EXPECTED TO SPAN MORE THAN TWO CONSTRUCTION SEASONS. THIS WILL LIKELY REQUIRE AT LEAST TWO WINTER SHUTDOWN PERIODS WHEN THE WEATHER IS NOT CONDUCIVE TO CONTINUED CONSTRUCTION ACTIVITIES. THE CONTRACTOR AND ENGINEER SHALL COORDINATE THE BEGINNING AND ENDING OF THE WINTER SHUTDOWN PERIODS IN ACCORDANCE WITH VAOT PROCEDURES. AT LEAST THREE WEEKS PRIOR TO THE ANTICIPATED WINTER SHUTDOWN, THE CONTRACTOR SHALL PREPARE ALL WORK AREAS TO BE REOPENED TO TRAFFIC. THIS INCLUDES PROVIDING A PAVED SURFACE FOR ALL STREETS AND SIDEWALKS, FRESH PAINTED PAVEMENT MARKINGS, AND ALL NECESSARY TRAFFIC SIGNS. IN ADDITION, THE CONTRACTOR SHALL COVER OR REMOVE THE DETOUR SIGNING, REVERT THE TEMPORARY TRAFFIC SIGNAL AT SUMMER STREET/ELM STREET/WELLINGTON STREET TO PRE-EXISTING FLASHING OPERATIONS AND REOPEN THE CLOSED SECTION OF WELLINGTON STREET TO TRAFFIC.

THE FOLLOWING PARAGRAPHS DESCRIBE THE CONCEPTUAL MAJOR PHASES OF CONSTRUCTION. PHASES HAVE BEEN DEVELOPED ON THE BASIS OF MAINTAINING TRAFFIC THROUGHOUT THE PROJECT WHILE MINIMIZING THE IMPACTS TO ADJACENT COMMERCIAL, RESIDENTIAL, AND MUNICIPAL PROPERTIES. EACH PHASE HAS A SPECIFIC CONSTRUCTION AND DETOUR SIGNING PLAN. (ALL STATION REFERENCES ARE APPROXIMATE; ACTUAL BEGIN AND END STATIONS WILL BE DETERMINED BY THE CONTRACTOR AND THE ENGINEER IN THE FIELD. SOME OVERLAP OF PHASES IS EXPECTED.)

PHASE 1 - STA 110+65 TO STA 115+70
THIS PHASE INCLUDES FIVE (5) STAGES FOR THE RECONSTRUCTION OF NORTH MAIN STREET AT THE INTERSECTION OF MAPLE AVENUE/ROUTE 62 UNDER TRAFFIC. THE STAGES ARE:

A - STA 110+65 TO STA 113+85 LEFT

B - STA 113+85 TO STA 115+70 LEFT

C - STA 113+85 TO STA 115+70 RIGHT

D - STA 111+30 TO STA 113+85 RIGHT

E - MEDIANS ALONG MAPLE AVENUE AND ROUTE 62 AND TEMPORARY TRAFFIC SIGNAL ADJUSTMENTS FOR THE DETOUR ROUTE

AT THE BEGINNING OF STAGE A, THE EXISTING TRAFFIC SIGNAL HEADS AT THE INTERSECTION SHALL BE RELOCATED TO THE EXISTING SPAN WIRE BETWEEN THE SIGNAL POLES. THE RELOCATED SIGNAL HEADS SHALL BE TETHERED. THE EXISTING MAST ARMS SHALL BE REMOVED AND CAREFULLY STORED BY THE CONTRACTOR UNTIL THE COMPLETION OF PHASE 1. AT LEAST ONE LANE OF TRAFFIC SHALL BE MAINTAINED ON EACH LEG OF THE INTERSECTION AT ALL TIMES. UNIFORMED TRAFFIC OFFICERS SHALL BE USED FOR TRAFFIC CONTROL WHILE THE SIGNAL OPERATIONS ARE ADJUSTED FROM ONE STAGE TO THE NEXT. REFLECTORIZED DRUMS SHALL BE USED TO DELINEATE TRAVEL LANES. SEE CONSTRUCTION INTERSECTION DETAILS FOR MORE INFORMATION.

DURING STAGE C, THE EXISTING DRIVEWAY AT STA 114+95, LEFT SHALL REMAIN ACCESSIBLE UNLESS THE CONTRACTOR RECEIVES WRITTEN AGREEMENT FROM THE PROPERTY OWNER FOR A TEMPORARY CLOSURE.

AT THE END OF STAGE E, THE EXISTING FLASHING SIGNAL OPERATION AT THE INTERSECTION OF SUMMER STREET AND ELM STREET/WELLINGTON STREET SHALL BE MODIFIED AS DESCRIBED IN THE TEMPORARY TRAFFIC SIGNAL PLANS TO PROVIDE FULL GREEN-YELLOW-RED OPERATIONS. THE SOUTHBOUND/WEST SIDE OF WELLINGTON STREET SHALL BE CLOSED TO THROUGH TRAFFIC, CONVERTING WELLINGTON STREET TO A ONE WAY ROADWAY BETWEEN ELM STREET AND FRANKLIN STREET. THE TEMPORARY DETOUR SIGNING SHALL BE INSTALLED.

AT THE END OF STAGE E, THE EXISTING TRAFFIC SIGNAL AT MAPLE AVENUE AND SUMMER STREET SHALL BE MODIFIED AS DESCRIBED IN THE TEMPORARY TRAFFIC SIGNAL PLANS TO PROVIDE THE NECESSARY DOUBLE LEFT TURNS FROM SUMMER STREET TO MAPLE AVENUE.

PHASE 2 - STA 115+70 TO STA 122+70

THIS PHASE SHALL BEGIN WITH THE INITIATION OF THE SUMMER STREET DETOUR. WESTBOUND THROUGH TRAFFIC SHALL BE DETOURED ALONG ELM STREET, SUMMER STREET, AND MAPLE AVENUE AS SHOWN IN THE CONSTRUCTION AND DETOUR SIGNING PLANS. EASTBOUND THROUGH TRAFFIC SHALL BE DETOURED ALONG MAPLE AVENUE, SUMMER STREET, AND ELM STREET. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED TO THE BUSINESSES ALONG N. MAIN STREET BETWEEN ELM STREET AND SOUTH SEMINARY STREET.

NORTH MAIN STREET SHALL BE CLOSED BETWEEN STA 115+70 AND STA 122+70 FOR THE INSTALLATION OF UTILITIES, FULL DEPTH RECONSTRUCTION OF N. MAIN STREET, AND FOR SIDEWALK WORK. A MINIMUM OF ONE 12-FOOT LANE SHALL BE MAINTAINED THROUGH THE CONSTRUCTION ZONE FOR USE BY EMERGENCY VEHICLES.

PHASE 3 - STA 122+70 TO STA 130+20

THE EXISTING SUMMER STREET DETOUR SHALL BE MAINTAINED. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED ALONG N. MAIN STREET BETWEEN MAPLE AVENUE AND THE PLAZA. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED ALONG N. MAIN STREET BETWEEN ELM STREET AND DEPOT SQUARE. NORTH MAIN STREET SHALL BE CLOSED BETWEEN STA 122+70 AND STA 130+20 FOR THE INSTALLATION OF UTILITIES, FULL DEPTH RECONSTRUCTION OF N. MAIN STREET, AND FOR SIDEWALK WORK. A MINIMUM OF ONE 12-FOOT LANE SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION ZONE FOR USE BY EMERGENCY VEHICLES.

PHASE 4 - STA 130+20 TO STA 134+80

THE EXISTING SUMMER STREET DETOUR SHALL BE MAINTAINED. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED ALONG N. MAIN STREET BETWEEN MAPLE AVENUE AND GRANITE STREET. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED ALONG N. MAIN STREET BETWEEN ELM STREET AND KEITH AVENUE. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED ALONG MERCHANTS ROW BETWEEN GRANITE STREET AND PROSPECT STREET. NORTH MAIN STREET SHALL BE CLOSED BETWEEN STA 130+20 AND STA 134+80 FOR THE INSTALLATION OF UTILITIES, FULL DEPTH RECONSTRUCTION OF N. MAIN STREET, AND FOR SIDEWALK WORK. A MINIMUM OF ONE 12-FOOT LANE SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION ZONE FOR USE BY EMERGENCY VEHICLES.

PHASE 5 - STA 134+80 TO STA 138+60

THE EXISTING SUMMER STREET DETOUR SHALL BE MAINTAINED. LOCAL TRAFFIC ACCESS SHALL BE MAINTAINED ALONG N. MAIN STREET BETWEEN MAPLE AVENUE AND PEARL STREET. NORTH MAIN STREET SHALL BE CLOSED BETWEEN STA 134+80 AND STA 138+60 FOR THE INSTALLATION OF UTILITIES, FULL DEPTH RECONSTRUCTION OF N. MAIN STREET, AND FOR SIDEWALK WORK. A MINIMUM OF ONE 12-FOOT LANE SHALL BE MAINTAINED THROUGHOUT THE CONSTRUCTION ZONE FOR USE BY EMERGENCY VEHICLES.

PHASE 6 - STA 138+60 TO STA 143+00, STA 700+00 TO STA 701+50, STA 600+00 TO STA 604+25

THIS PHASE REQUIRES THE RECONSTRUCTION OF THE NORTH MAIN STREET/ELM STREET/WASHINGTON STREET INTERSECTION UNDER TRAFFIC. THE EXISTING SUMMER STREET DETOUR SHALL BE MAINTAINED FOR WESTBOUND TRAFFIC. THE EASTBOUND DETOUR MAY BE REMOVED, ALLOWING EASTBOUND TRAFFIC ALONG NORTH MAIN STREET, TO BE ONE WAY EASTBOUND BETWEEN KEITH AVENUE AND ELM STREET.

THE CONSTRUCTION AREA FOR THE SEWER LINE CONNECTION FROM STA 138+60 TO STA 700+75 SHALL BE CLOSED TO TRAFFIC DURING THIS PHASE. ELM STREET SHALL BE ONE WAY NORTHBOUND BETWEEN WASHINGTON STREET AND JEFFERSON STREET.

PHASE 7 - FULL PROJECT LENGTH (NO PLAN)

THIS PHASE SHALL INCLUDE THE REMOVAL OF ALL DETOUR SIGNING, TEMPORARY TRAFFIC SIGNALS, AND OTHER TRAFFIC CONTROL DEVICES. FINAL TRAFFIC PATTERNS WILL BE ESTABLISHED. ALL LANDSCAPING WILL BE COMPLETED. DRAINAGE AND UTILITY STRUCTURES WITHIN THE ROADWAYS SHALL BE ADJUSTED TO FINAL GRADE. ALL ROADWAY SURFACES SHALL BE PAVED TO FINISHED GRADE TO THE LIMITS SHOWN IN THE PLANS. FINAL PAVEMENT MARKINGS SHALL BE APPLIED AND FINAL SIGNING AND TRAFFIC SIGNALS SHALL BE INSTALLED. THE STORED MAST ARMS FROM THE INTERSECTION OF N. MAIN STREET AND MAPLE AVENUE/ROUTE 62 SHALL BE REINSTALLED WITH NEW TRAFFIC SIGNAL HEADS. THE NEW SIGNAL HEADS SHALL BE WIRED USING THE NEW UNDERGROUND CONDUIT.

FINAL PAVING SHALL BE PERFORMED AT NIGHT WITH THE HOURS OF OPERATION COORDINATED WITH AND APPROVED BY THE ENGINEER AND THE CITY.

FINAL PAVING IN 2011 SHALL EXTEND TO COTTAGE STREET. FINAL PAVING IN 2012 SHALL EXTEND TO DEPOT SQUARE. THE REMAINING FINAL PAVING SHALL BE COMPLETED IN 2013, TO INCLUDE PAVING ALONG SUMMER STREET

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PROJECT NUMBER:	FEGC F 026-(134) C/2		
FILE NAME:	z85b010_TCTRL_C2	PLOT DATE:	3/9/2011
PROJECT LEADER:	G. BAKOS	DRAWN BY:	DMP / JAR
DESIGNED BY:	DMP / MDS	CHECKED BY:	
TRAFFIC CONTROL NOTES		SHEET 172	OF 339