

## TRAFFIC CONTROL NOTES (CONTINUED)

8. TRAFFIC SHALL NOT BE CHANGED FROM ONE TRAFFIC PATTERN TO THE NEXT TRAFFIC PATTERN UNTIL ALL TEMPORARY MARKINGS, SIGNING AND SIGNAL WORK ARE COMPLETED. ANY CONFLICTING MARKINGS SHALL BE REMOVED.
9. ALL NON-OPERATING SIGNAL HEADS SHALL BE REMOVED OR COMPLETELY COVERED AS DIRECTED BY THE ENGINEER.
10. CONSTRUCTION OPERATIONS SHALL BE ADJUSTED OR SUSPENDED DURING PEAK HOUR TRAFFIC AND SPECIAL EVENTS AS IDENTIFIED IN THE CONTRACT DOCUMENTS AND DETERMINED BY THE ENGINEER.
11. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
12. PLEASE NOTE THAT THE UTO (UNIFORMED TRAFFIC OFFICER), UNDER AUTHORITY GRANTED BY LAW (TITLE 23 VSA) MAY DIRECT AND CONTROL TRAFFIC. SUITABLE EXAMPLES IN WORK MIGHT INCLUDE THE DIRECTION AND CONTROLS OF TRAFFIC AT INTERSECTIONS WHERE SIGNALS ARE NOT FUNCTIONING OR ARE MALFUNCTIONING. IN THESE CASES, THE PRESENCE OF THE BLUE LIGHT MAY NOT BE SUITABLE OR NECESSARY. THE WEARING OF DEPARTMENTALLY REQUIRED AND APPROVED REFLECTIVE GARMENTS IS REQUIRED.
13. THE CONTRACTOR SHALL POSITION PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) WARNING MOTORISTS OF THE EXPECTED ROADWAY CONDITIONS AHEAD. THE MESSAGE TO BE DISPLAYED, AND THEIR PROPOSED LOCATIONS SHALL BE SUBMITTED TO THE ENGINEER IN ADVANCE FOR APPROVAL. THE PCMS SHOULD BE RELOCATED AS DETERMINED BY THE ENGINEER TO PROVIDE WORK ZONE TRAVEL INFORMATION THAT IS OTHERWISE DIFFICULT TO CONVEY WITH STATIC SIGNS. THE COST OF PROVIDING THESE MESSAGE SIGNS AND THEIR RELOCATION IF NECESSARY WILL BE PAID UNDER ITEM 641.15, PORTABLE CHANGEABLE MESSAGE SIGN.
14. THE BID PRICE FOR TRAFFIC CONTROL, ITEM 641.10, SHALL INCLUDE BUT IS NOT LIMITED TO ALL OF THE FOLLOWING, AS NEEDED: APPROACH AND ON-PROJECT CONSTRUCTION SIGNING, PORTABLE FLASHING ARROW BOARDS, BARRELS, CONES, BARRICADES, TEMPORARY REGULATORY AND WARNING SIGNS, AND POSTS AS DETAILED IN THE MUTCD AND 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: 646.602, 646.612, 646.682, 646.692, 646.702 - TEMPORARY PAVEMENT MARKINGS 630.10 UNIFORMED TRAFFIC OFFICER, 630.15 - FLAGGERS, 900.640 SPECIAL PROVISION (BARRIER FOR TEMPORARY TRAFFIC PROTECTION).
15. THE LATEST EDITION OF THE MUTCD SHALL BE THE STANDARD FOR ALL TRAFFIC CONTROL DEVICES, EXISTING SIGNS AND MARKINGS SHALL BE VALID UNTIL SUCH TIME AS THEY ARE REPLACED OR RECONSTRUCTED. WHEN NEW TRAFFIC DEVICES ARE ERECTED OR PLACED, OR EXISTING TRAFFIC CONTROL DEVICES ARE REPLACED OR REPAIRED, THE EQUIPMENT, DESIGN, METHOD OF INSTALLATION, PLACEMENT OR REPAIR SHALL CONFORM WITH SUCH STANDARDS.
16. 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. EXISTING SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL SHALL BE COMPLETELY COVERED OR REMOVED.
17. SEE VAOT STANDARDS T-10 AND T-17 FOR ADDITIONAL SIGN PLACEMENT DETAILS.
18. CONSTRUCTION ZONE SIGN LAYOUT SHALL BE IN ACCORDANCE WITH SECTION 6 OF THE LATEST EDITION OF THE MUTCD, AND AS OUTLINED IN THE SPECIAL PROVISIONS.
19. CONSTRUCTION SIGNS SHALL BE IN NEW OR LIKE NEW CONDITION PER VAOT STANDARDS AND SPECIAL PROVISIONS.
20. DIAMOND SHAPED SIGNS SHALL BE 4' X 4' WITH BLACK TEXT AND BORDER ON A RETROREFLECTIVE FLUORESCENT ORANGE BACKGROUND.
21. RETROREFLECTIVE SHEETING SHALL BE AS NOTED ON VAOT STANDARD T-1 AND IN SUBSECTION 750.08.
22. WHERE TEMPORARY SIGNS ARE PLACED BEHIND GUARDRAIL, THEY SHALL BE ADJUSTED SUCH THAT THE BOTTOMS OF THE SIGNS ARE ABOVE THE TOP OF GUARDRAIL.
23. AS THE CONSTRUCTION OPERATION MOVES, FLAGGER SIGNS SHALL BE MOVED ACCORDINGLY. AT NO TIME SHOULD THE FLAGGER SYMBOL SIGN BE MORE THAN 500 FEET FROM THE FLAGGER STATION. FLAGGER SIGNS SHALL BE COVERED OR TURNED AWAY FROM TRAFFIC WHEN FLAGGING OPERATIONS CEASE FOR LONGER THAN 15 MINUTES.
24. BARRELS AND CONES SHALL BE USED TO CLEARLY DEFINE THE TRAVEL SPACE AND PROVIDE SEPARATION FROM THE WORK SPACE ALONG ITS ENTIRE LENGTH.
25. FOR LANE CLOSURES GREATER THAN 1/2 MILE LONG, PLACE ONE TYPE III BARRICADE ACROSS THE CLOSED LANE AT 1500 FOOT INTERVALS.
26. FOR TRAFFIC CONTROL GENERAL NOTES, SEE VAOT STANDARD T-1.
27. WHEN SCHOOL IS IN SESSION, SCHOOL BUS STOP ACCOMMODATIONS ARE REQUIRED. LOCATIONS SHALL BE COORDINATED WITH THE LOCAL SCHOOL TRANSPORTATION COORDINATOR AS IDENTIFIED IN THE SPECIAL PROVISIONS. IF THERE IS ANY CONSTRUCTION ACTIVITY TAKING PLACE IN THESE AREAS DURING TYPICAL MORNING PICK-UP AND/OR AFTERNOON DROP-OFF TIME PERIODS, ADDITIONAL FLAGGERS SHALL BE STATIONED AT THESE LOCATIONS.

## TEMPORARY PEDESTRIAN TRAFFIC CONTROL NOTES:

1. THE CONTRACTOR SHALL SUBMIT A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN TO THE ENGINEER FOR APPROVAL IN ADVANCE OF THE PLAN BEING IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE AND THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, TPAR'S AND METHODS TO MAINTAIN ACCESS TO ADJACENT PROPERTIES, BUSINESSES, RESIDENCES, ETC. PAYMENT FOR DEVELOPING, IMPLEMENTING, AND MAINTAINING THE TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN AND ALL ITEMS LISTED IN NOTES 2 THROUGH 7 BELOW WILL BE INCLUDED IN THE UNIT PRICE BID FOR CONTRACT ITEM 641.10, TRAFFIC CONTROL.
2. ALL REASONABLE EFFORTS SHALL BE MADE TO ACCOMMODATE PEDESTRIAN TRAVEL AT ALL TIMES. THIS CAN INCLUDE, BUT IS NOT LIMITED TO A DEDICATED PEDESTRIAN ESCORT, SIGNAGE AND DELINEATED AREAS WITHIN CLOSED LANES PROTECTED BY CHANNELING DEVICES MEETING THE LATEST MUTCD REQUIREMENTS. FLAGGERS SHALL NOT BE USED AS PEDESTRIAN ESCORTS. WHEN EXISTING PEDESTRIAN FACILITIES ARE DISRUPTED, CLOSED, OR RELOCATED IN A TEMPORARY TRAFFIC CONTROL ZONE, THE TEMPORARY FACILITIES SHALL BE DETECTABLE, SHALL MAINTAIN ADA STANDARDS AND SHALL INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH THE FEATURES PRESENT IN THE EXISTING PEDESTRIAN FACILITY. PAYMENT WILL BE INCLUDED IN THE UNIT PRICE FOR ITEM 641.10 TRAFFIC CONTROL.
3. PEDESTRIAN ACCESS SHALL BE PROVIDED TO ALL ADJACENT PROPERTIES, BUILDINGS, RESIDENCES AND COMMERCIAL PROPERTIES AT ALL TIMES. THIS MAY INCLUDE TEMPORARY WALKWAYS SPANNING THE CONSTRUCTION AREA.
4. IF SIDEWALKS ARE CLOSED, A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) SHALL BE PROVIDED ON THE SAME SIDE OF THE ROAD AS THE CLOSED SIDEWALK, IF POSSIBLE. SIGNS AND BARRICADES SHALL BE USED TO PROVIDE ADVANCE NOTICE OF THE CLOSURE AND THE ROUTE OF ANY PEDESTRIAN DETOURS. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF FOUR FEET. IF THE TPAR IS LESS THAN FIVE FEET IN WIDTH, A FIVE FOOT BY FIVE FOOT PASSING SPACE SHOULD BE PROVIDED AT LEAST EVERY 200 FEET. THE SURFACE OF THE TPAR SHALL BE SMOOTH AND CONTINUOUS FOR THE LENGTH OF THE TPAR. THE TPAR SHALL MAINTAIN THE SAME LEVEL OF ACCESSIBILITY AND DETECTABILITY AS THE FACILITY THAT IS BEING CLOSED. THE TPAR SHALL NOT LEAD PEDESTRIANS INTO CONFLICTS WITH VEHICLES, EQUIPMENT, OR CONSTRUCTION OPERATIONS.
5. IF THE TPAR IS ADJACENT TO MOVING TRAFFIC, CONSTRUCTION OPERATIONS/EQUIPMENT, OR DROP-OFFS, THEN CRASH WORTHY CHANNELIZING DEVICES THAT MEET THE REQUIREMENTS OF THE MUTCD SHALL BE USED.
6. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
7. THE CONTRACTOR'S OPERATIONS SHALL NOT OCCUPY SIDEWALKS EXCEPT WHERE PROPER PROTECTION AND TPAR HAVE BEEN PROVIDED.
8. BICYCLISTS ARE COMMON IN THIS AREA AT THIS TIME OF YEAR AND WILL FOLLOW THE RULES OF THE ROAD JUST LIKE MOTORISTS. FLAGGER PERSONNEL MAY ASK RIDERS TO GO LAST TO ENSURE THEIR SAFETY. CARE SHOULD BE TAKEN TO ENSURE THAT OBSTACLES SUCH AS BRIDGE ABUTMENTS, EQUIPMENT, CONSTRUCTION MATERIALS, TRAFFIC CONTROL DEVICES, ETC. DO NOT ENCRONCH INTO THE BICYCLE SPACE.

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