

INTRODUCTION:

1. UNLESS OTHERWISE NOTED, THE OBJECTIVE OF THIS PLAN IS TO MINIMIZE IMPACT ON THE TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICLES AND PEDESTRIANS DURING AND AFTER CONSTRUCTION WORK HOURS.
2. THE FOLLOWING TRAFFIC CONTROL INFORMATION IS INTENDED TO BE A GENERAL OUTLINE FOR HOW THE WORK SHOULD PROCEED. IT IS THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE SPECIFIC DETAILS TO ADDRESS SPECIFIC SITUATIONS. THIS RESPONSIBILITY INCLUDES PROVIDING A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ENGINEER FOR ACCEPTANCE. THIS PLAN SHALL DETAIL THE USE AND PLACEMENT OF SIGNS, CHANNELING DEVICES, ARROW PANELS, FLAGGERS AND UNIFORMED TRAFFIC OFFICERS (UTO'S) TO ADDRESS LANE CLOSURES, WORK ZONE SPEED REDUCTIONS (IF NECESSARY) AND PEDESTRIAN ACCESS IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE CONTRACTOR MUST ALLOW AT LEAST FOUR WEEKS FOR REVIEW AND APPROVAL OF THE COMPREHENSIVE PLAN AND 2 WEEKS FOR REVIEW AND APPROVAL OF MINOR CHANGES/DETAILS. ALL TRAFFIC CONTROL DETAILS MUST BE DESIGNED AND IMPLEMENTED IN ACCORDANCE WITH THE MUTCD AND VAOT STANDARDS T-1, T-10, T-17, T-24, T-28, T-29, T-30, T-31, T-35 AND T-36. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) WILL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.

TRAFFIC CONTROL NOTES

1. ALL TEMPORARY TRAFFIC CONTROL SHALL BE IN ACCORDANCE WITH THESE PROJECT PLANS, APPLICABLE VAOT STANDARD DRAWINGS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DATED 2009, AND ITS LATEST REVISIONS, OR AS DIRECTED BY THE ENGINEER.
2. SIGNS SHALL ONLY BE VISIBLE TO MOTORIST AT THE TIMES WHEN THE MESSAGE IS PERTINENT, I.E. A "FLAGGER AHEAD" SIGN SHALL ONLY BE VISIBLE TO MOTORIST WHEN THE FLAGGER IS ACTUALLY PRESENT PERFORMING THEIR DUTIES.
3. A MINIMUM LANE WIDTH OF 10 FEET SHALL BE MAINTAINED. A SUPER LOAD PERMIT IS REQUIRED FOR ANY LOAD 10'-6" WIDE OR OVER 100 FEET LONG OR IN EXCESS OF 108,000 POUNDS. THEREFORE THE DEPARTMENT OF MOTOR VEHICLES SHALL BE NOTIFIED FOR SUPER LOAD ROUTING PURPOSES.
4. SIGNALIZED INTERSECTIONS MUST BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS WHEN LANES ARE NOT IN NORMAL OPERATION EXCEPT DURING NIGHT TIME FLASHING OPERATION. SEE NOTE II.
5. WHEN COLD PLANED BITUMINOUS PAVEMENT IS OPEN TO TRAFFIC, A "MOTORCYCLES USE CAUTION" SIGN, AS PER VAOT STANDARDS T-17 AND T-30, SHALL BE PROVIDED.
6. THE CONTRACTOR SHOULD LEAVE NO LONGITUDINAL DROP-OFFS DURING HOURS WHEN WORK IS SUSPENDED. THEREFORE, THE FULL ROADWAY WIDTH SHOULD BE COLD PLANED OR PAVED DURING THE DAILY WORK PERIOD. WHEN NECESSARY, DROP-OFF PROTECTION IN THESE AREAS SHALL CONFORM TO VAOT STANDARDS T-35 AND T-36.
7. THE CONTRACTOR SHALL PROVIDE ACCESS THROUGH THE WORK ZONE AND MAINTAIN ACCESS TO ALL PROPERTIES FOR EMERGENCY VEHICLES AT ALL TIMES. ACCESS TO ALL COMMERCIAL AND MUNICIPAL PROPERTIES SHALL BE MAINTAINED DURING BUSINESS HOURS. ACCESS TO RESIDENTIAL PROPERTIES MAY BE RESTRICTED FOR A SHORT DURATION (A FEW HOURS). THIS WORK WILL BE COORDINATED WITH THE OWNER. COORDINATE MAJOR WORK ON COMMERCIAL OR MUNICIPAL ACCESSES WITH THE OWNER AT LEAST ONE WEEK PRIOR TO STARTING THE WORK. ALL ACCESSES SHALL ALSO BE KEPT FREE OF WORK AND TRAFFIC SHALL BE CONTROLLED BY UNIFORMED TRAFFIC OFFICERS OR FLAGGERS AS REQUIRED.
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. 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.
10. ALL PERMANENT SIGNS WHICH CONFLICT WITH TEMPORARY TRAFFIC CONTROL MUST BE COMPLETELY COVERED.
11. 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.
12. THE CONTRACTOR SHALL SUBMIT A SITE SPECIFIC TRAFFIC CONTROL PLAN TO THE ENGINEER FOR ACCEPTANCE PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL INCLUDE A CONSTRUCTION SIGN PACKAGE FOR EXPECTED LANE CLOSURES, WORK ZONE SPEED REDUCTIONS AND PEDESTRIAN ACCESS IN COMPLIANCE WITH THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE COST OF PREPARING THIS PLAN (AND MAKING CHANGES IF NECESSARY) SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM 641.10, TRAFFIC CONTROL.
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 SHALL 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, BARRIERS, 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.
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 CHANNELIZING DEVICES MEETING 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 TO 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.

NOT TO SCALE

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