

# SITE SPECIFIC TRAFFIC CONTROL GENERAL NOTES

## INTRODUCTION

1. THE FOLLOWING SITE SPECIFIC TRAFFIC CONTROL PLAN PROVIDES CONSTRUCTION PHASING AND DETAILED TRAFFIC CONTROL DEVICES TO BE USED TO FACILITATE THE SAFE PASSAGE OF MOTOR VEHICLES WHILE PROTECTING CONSTRUCTION PERSONAL FROM MOTOR VEHICLES.
2. ALL TRAFFIC CONTROL WILL BE IMPLEMENTED IN ACCORDANCE WITH THE 2009 FHWA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND VTRANS STANDARDS T-1, T-10, T-17, T-24, T-25 AND T-45.
3. ALTERNATING ONE WAY TRAFFIC WILL BE UTILIZED TO COMPLETE THE WORK. ALTERNATING ONE-WAY TRAFFIC WILL NOT BE IN PLACE DURING PEAK TRAFFIC HOURS AS DEFINED IN THE CONTRACT DOCUMENTS (7-9:00 AM AND 3-6:00PM).

## GENERAL

4. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE USED AT THE DISCRETION OF THE ENGINEER. THE PCMS SHALL BE USED IN ACCORDANCE WITH SECTION 6F.60 OF THE 2009 EDITION OF THE MUTCD AND PAID FOR AS ITEM 641.15 PORTABLE CHANGEABLE MESSAGE SIGN.
5. THE SIGN LOCATIONS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
6. DROP OFF PROTECTION IN CONSTRUCTION AREAS SHALL CONFORM TO VTRANS STANDARD SHEET T-1, T-35 AND T-36.
7. TERMINALS OF TEMPORARY TRAFFIC BARRIERS SHALL BE EXTENDED BEYOND THE CLEAR ZONE WHEN POSSIBLE. IF TERMINALS CAN NOT BE EXTENDED BEYOND THE CLEAR ZONE, THEN ENERGY ABSORPTION ATTENUATORS SHALL BE PROVIDED AS DIRECTED BY THE ENGINEER AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 900.645 TRAFFIC CONTROL, ALL-INCLUSIVE.

## EMERGENCY ACCESS

8. AT ALL TIMES DURING CONSTRUCTION, THE CONTRACTOR MUST PROVIDE SAFE AND CONVENIENT EMERGENCY ACCESS. LOCAL FIRE, POLICE AND AMBULANCE AGENCIES SHALL BE NOTIFIED BY THE CONTRACTOR PRIOR TO THE START OF WORK IN ORDER TO COORDINATE AND MAINTAIN SUFFICIENT EMERGENCY ROUTES.
9. THE CONTRACTOR SHALL SUBMIT TO THE APPROPRIATE LAW ENFORCEMENT AND EMERGENCY AGENCIES IN WRITING THE NAME, ADDRESS, AND TELEPHONE NUMBER OF THE PERSON OR PERSONS AUTHORIZED TO SECURE LABOR, MATERIALS AND EQUIPMENT FOR EMERGENCY REPAIRS OUTSIDE THE NORMAL WORKING HOURS. DUPLICATE COPIES OF THE ABOVE SHALL BE FILED WITH THE ENGINEER.

## PUBLIC INGRESS AND EGRESS

10. THE CONTRACTOR SHALL PROVIDE PROPERTY OWNERS WITH PROPER ACCESS TO THEIR DRIVEWAYS AND SHALL MAINTAIN THEM THROUGH ALL TEMPORARY TRAFFIC CONTROL ZONES AND SHALL DELINEATE THEM BY MEANS OF SIGNS, CONES AND/OR DRUMS AND POST FLAGGERS AS DIRECTED BY THE ENGINEER.
11. THE CONTRACTOR SHALL NOTIFY THE OWNERS/USERS OF DRIVEWAYS AT LEAST 24 HOURS IN ADVANCE OF ANY WORK TO BE DONE AT THAT LOCATION. COMMERCIAL ESTABLISHMENTS SHALL HAVE A MINIMUM OF ONE DRIVEWAY OPEN AT ALL TIMES DURING NORMAL BUSINESS HOURS. THE CONTRACTOR HAS THE RESPONSIBILITY OF MAINTAINING SAFE AND PROPER ACCESS TO BUILDINGS IN THE VICINITY OF CONSTRUCTION.
12. ADVANCE POSTING DISTANCE FOR SIGNS SHALL BE PER VTRANS STANDARD SHEETS T-1, T-10, T-17, T-28, T-29, T-30 AND T-31.
13. ALL CONSTRUCTION SIGNS SHALL BE BLACK LETTERS ON REFLECTORIZED FLUORESCENT ORANGE BACKGROUND, AS IN SPECIFIED VTRANS STANDARDS.
14. SIGN MOUNTING HEIGHT SHALL BE 7 FEET IN ALL AREAS WHERE PEDESTRIANS AND PARKED CARS ARE ENCOUNTERED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
15. NO DESIGNATED PEDESTRIAN ROUTES EXIST ON USE ROUTE 2 THROUGH THE PROJECT LIMITS, OCCASIONAL PEDESTRIAN TRAFFIC IS STILL EXPECTED. WHEN POSSIBLE, TRAFFIC CONTROL PLANS PROVIDE FOR A MINIMUM 3 FOOT WIDE SHOULDER FOR PEDESTRIAN TRAFFIC. DURING NIGHTTIME LANE CLOSURES WHEN SPACE DOES NOT ALLOW FOR A PEDESTRIAN CORRIDOR, THE CONTRACTOR WILL PROVIDE DESIGNATED STAFF TO ESCORT THE OCCASIONAL PEDESTRIANS THROUGH THE WORK AREA. THIS STAFF WILL BE IN COMMUNICATION WITH THE ROADWAY FLAGGERS BY TWO WAY RADIO.

## FLAGGING AND UNIFORMED TRAFFIC OFFICERS

16. THE CONTRACTOR SHALL PROVIDE FLAGGERS FOR ONE LANE TRAFFIC CONTROL, AND AT LOCATIONS WHERE SIGHT DISTANCES ARE IMPAIRED BY CONSTRUCTION OPERATIONS OR OTHER SITUATIONS AS DIRECTED BY THE ENGINEER. FLAGGERS SHALL HAVE THE AUTHORITY TO STOP AND RELEASE TRAFFIC ONLY. UNIFORMED TRAFFIC OFFICERS (UTO'S) SHALL BE PROVIDED TO DIRECT OR CONTROL TRAFFIC, AND SHALL BE PROVIDED DURING ALL WORK ACTIVITIES THAT AFFECT OPERATIONS AT INTERSECTIONS AND OTHER SITUATIONS AS DIRECTED BY ENGINEER. SEE SECTION 630 OF THE 2011 STANDARD SPECIFICATIONS FOR CONSTRUCTION FOR ADDITIONAL REQUIREMENTS FOR UTO'S AND FLAGGERS.
17. FLAGGING STATIONS SHALL BE ADJACENT TO THE TRAFFIC LANES BEING CONTROLLED AND SHALL BE POSITIONED SO THAT FLAGGER VISIBILITY TO APPROACHING TRAFFIC IS OPTIMIZED. THE FLAGGER SHALL BE READILY VISIBLE TO APPROACHING TRAFFIC
18. BETWEEN 250 FEET AND 300 FEET IN ADVANCE OF THE FLAGGER LOCATION. ACCORDINGLY, THE TANGENT DIMENSIONS ON EACH END OF THE WORK AREA SHALL BE ESTABLISHED TO ACHIEVE THE APPROPRIATE FLAGGING STATION LOCATION, AS DIRECTED BY THE ENGINEER.
19. FLAGGERS SHALL BE REQUIRED TO USE TWO-WAY RADIOS, WALKIE-TALKIES OR OTHER FORMS OF ENHANCED COMMUNICATION WHEN ONE FLAGGER IS NOT VISIBLE TO THE OTHER, OR IF THE ENGINEER DEEMS IT NECESSARY.
20. STOP/SLOW PADDLES SHALL BE USED FOR ALL FLAGGING, AND SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN THE M.U.T.C.D. AND STATE STANDARD T-30.
21. FLAGGER STATIONS FOR NIGHT WORK SHALL BE ILLUMINATED TO A MINIMUM CATEGORY ONE (5 FOOT CANDLES) ILLUMINANCE LEVEL PER NCHRP REPORT 476.

## NIGHT WORK

22. NIGHT WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 476 - "GUIDELINES FOR DESIGN AND OPERATION OF NIGHTTIME TRAFFIC CONTROL FOR HIGHWAY MAINTENANCE AND CONSTRUCTION". REFER TO THE CONTRACT SPECIAL PROVISION FOR COMPLETE LIST OF REQUIREMENTS FOR WORKING AT NIGHT. CONTRACTOR SHALL SUBMIT A SITE SPECIFIC LIGHTING PLAN FOR APPROVAL. ALL COSTS ASSOCIATED WITH THE DESIGN AND IMPLEMENTATION OF THE LIGHTING SYSTEM WILL BE CONSIDERED INCIDENTAL TO CONTRACT ITEM 900.645 SPECIAL PROVISION (TRAFFIC CONTROL, ALL-INCLUSIVE).

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PROJECT NUMBER: BF EWP2(1)

FILE NAME: s98b252bdrtcp - ER.dgn PLOT DATE: 5/26/2016  
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