

GENERAL TRAFFIC CONTROL, DETOUR, AND PHASING NOTES:

1. THE FOLLOWING TRAFFIC CONTROL INFORMATION AND PHASING PLAN IS INTENDED TO BE AN OUTLINE FOR HOW THE WORK WILL PROCEED.
2. THE RECONSTRUCTION OF THE MAIN STREET AND MERCHANTS ROW BRIDGES WILL INCLUDE THE USE OF DETOUR ROUTES. TRAFFIC WILL BE MAINTAINED BY USING A COMBINATION OF VEHICLE AND PEDESTRIAN DETOURS AS OUTLINED IN THE PROJECT PLANS. 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. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FURNISHING, MAINTAINING, AND REMOVING TEMPORARY PAVEMENT MARKINGS AS REQUIRED FOR THE PROJECT. SITE SPECIFIC TRAFFIC CONTROLS SHALL BE IN SUBSTANTIAL CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), 2009 EDITION AND LATEST REVISIONS.
3. SOLID SUBSTRATE CONSTRUCTION SIGNS SHALL HAVE RETROREFLECTIVE SHEETING EQUAL TO OR EXCEEDING "AMERICAN SOCIETY FOR TESTING AND MATERIALS" (ASTM) TYPE VII, VIII OR IX REQUIREMENTS, UNLESS OTHERWISE NOTED.
4. ALL SIGNS SHALL BE LOCATED SO THEY ARE VISIBLE AND ABLE TO BE READ BY THE TRAVELING PUBLIC. SIGNS SHALL BE INSTALLED SO AS NOT TO OBSTRUCT EXISTING SIGNS. ALL SIGN STANDS AND POST INSTALLATIONS SHALL BE "NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM" (NCHRP) REPORT 350 COMPLIANT. NO SIGN POSTS SHALL EXTEND OVER THE TOP OF THE SIGN INSTALLED ON SAID POST(S). WHEN ANCHORS ARE INSTALLED, STUBS SHALL NOT BE GREATER THAN FOUR INCHES ABOVE EXISTING GROUND. FIXED SIGNS SHALL BE SET SECURELY IN THE GROUND. THE BOTTOM OF A SIGN SHALL BE AT LEAST SEVEN FEET ABOVE THE EDGE OF PAVEMENT.
5. BEFORE THE DEMOLITION OF THE MAIN STREET AND MERCHANTS ROW BRIDGES, DETOUR PLANS SHALL BE ESTABLISHED TO MAINTAIN THE CONTINUITY OF VEHICLE AND PEDESTRIAN TRAFFIC THROUGH THE IMPACTED AREA. DETOUR SIGNS FOR EACH CONSTRUCTION PHASE SHALL BE IN PLACE PRIOR TO THE BEGINNING OF WORK FOR THE RESPECTIVE CONSTRUCTION PHASE AS SHOWN ON THE DETOUR PLANS AND AS DIRECTED BY THE ENGINEER. SIGNS SHALL BE COVERED UNTIL WORK COMMENCES AND UPON COMPLETION OF THE WORK. THE CONTRACTOR SHALL MAINTAIN ALL DETOURS, TEMPORARY SIGNING, AND OTHER SUPPORTING TRAFFIC CONTROLS THROUGHOUT CONSTRUCTION. INSTALLING, MAINTAINING, ADJUSTING, MODIFYING, AND REMOVING THE DETOUR AND TRAFFIC CONTROLS SHALL BE INCIDENTAL TO ITEM 641.10 TRAFFIC CONTROL. DETOUR ROUTE MARKER ASSEMBLIES SHALL BE INSTALLED ADJACENT TO THE EXISTING ROUTE MARKER ASSEMBLIES AT THE INTERSECTIONS.
6. ANY CONFLICTING PAVEMENT MARKINGS SHALL BE BLACKED OUT OR REMOVED BY BURNING OR GRINDING. EXISTING PAVEMENT MARKINGS THAT ARE TO REMAIN FOR LATER USE SHALL BE BLACKED OUT WITH TEMPORARY TAPE.
7. THE CONSTRUCTION PHASES SHOW VEHICULAR TRAFFIC ADJACENT TO CONSTRUCTION WORK AREAS. REFLECTORIZED DRUMS OR CONES SHALL BE USED TO DELINEATE THE WORK ZONE FROM THE TRAVELED WAY.
8. EXISTING SIGNS SHALL REMAIN, WITH COVERING AS NECESSARY, UNTIL THEY ARE NO LONGER REQUIRED. TEMPORARY SIGNS SHALL BE INSTALLED, AS SHOWN IN THE PLANS AND AS REQUIRED BY THE MUTCD. ALL PROPOSED SIGNING SHALL BE INSTALLED AND ALL SIGNS TO BE REMOVED SHALL BE REMOVED PRIOR TO THE APPLICATION OF THE FINAL PAVEMENT MARKINGS.
9. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AS NOTED IN THE TRAFFIC CONTROL PLANS. PEDESTRIAN ACCESS SHALL MEET APPLICABLE AMERICANS WITH DISABILITIES ACT (ADA) REQUIREMENTS TO THE MAXIMUM EXTENT FEASIBLE. CONTRACTOR SHALL COORDINATE WORK ADJACENT TO COMMERCIAL ACCESS AREAS WITH THE LAND/BUSINESS OWNER PRIOR TO STARTING WORK IN THE AREA.
10. 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. CONTRACTOR SHALL ENSURE THAT ACCESS IS AVAILABLE TO ALL PROPERTIES AT ALL TIMES FOR EMERGENCY VEHICLES.
11. ACTR HAS BEEN NOTIFIED THAT THEY WILL NEED TO REMOVE AND RELOCATE THE EXISTING BUS STOP ON MERCHANTS ROW PRIOR TO PHASE 2A.

TRAFFIC MANAGEMENT SEQUENCING:

1. THE DEMOLITION OF THE EXISTING BRIDGES AND CONSTRUCTION OF TEMPORARY REPLACEMENTS FOR THE MAIN STREET AND MERCHANTS ROW BRIDGES IS EXPECTED TO TAKE SIX WEEKS. THE FOLLOWING PARAGRAPHS DESCRIBE THE PROPOSED PHASES OF CONSTRUCTION FOR THIS WORK. PHASES HAVE BEEN DEVELOPED BASED ON 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.)
2. CONSTRUCTION PHASE 1
 CONTRACTOR SHALL PREPARE FOR DEMOLITION OF THE EXISTING MAIN STREET BRIDGE DURING THIS INITIAL PHASE OF CONSTRUCTION. THE CONTRACTOR SHALL INSTALL SUPPORT OF EXCAVATION (SOE) TO PREPARE FOR THE TEMPORARY BRIDGE BACKWALLS AND ABUTMENTS FOR THE MAIN STREET BRIDGE AND CONSTRUCT THE TEMPORARY WATER MAIN ON MAIN STREET DURING THE TWO SUBPHASES, PHASE 1A AND PHASE 1B. THE TRAFFIC CONTROL REQUIRED FOR BOTH SUBPHASES IS DETAILED IN THE FOLLOWING SUBPHASE DESCRIPTIONS. ALL PHASE 1 SIGNING, PAVEMENT MARKINGS, AND TRAFFIC CONTROL DEVICES SHALL BE INSTALLED, OR ON-SITE, PRIOR TO COMMENCEMENT OF PHASE 1A.
3. PHASE 1A STA 10+75 TO STA 12+75, PRELIMINARY WORK PRIOR TO MAIN STREET BRIDGE DEMOLITION
 - A. ON MAIN STREET, BETWEEN TRIANGLE PARK AND THE EXISTING MIDBLOCK CROSSWALK IN FRONT OF THE MIDDLEBURY POST OFFICE, TWO-WAY VEHICULAR TRAFFIC SHALL BE MAINTAINED AND PUSHED TOWARD THE WEST-SIDE CURB OF THE MAIN STREET BRIDGE. THE WEST SIDE SIDEWALK SHALL REMAIN OPEN TO PEDESTRIANS ACROSS THE BRIDGE WHILE THE EAST SIDE SIDEWALK WILL BE CLOSED FROM MERCHANTS ROW TO APPROXIMATE STA 11+75. PRINTERS ALLEY SHALL REMAIN OPEN TO ALL VEHICLE AND PEDESTRIAN TRAFFIC.
 - B. THE EXISTING NORTHBOUND TRAVEL LANE AND PARKING SPACES ALONG THE EAST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL BE CLOSED USING TYPE III BARRICADES FROM BOTH DIRECTIONS. THE EXISTING PARKING SPACES ALONG THE WEST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL BE USED AS THE PHASE 1A SOUTHBOUND TRAVEL LANE. THE EXISTING SOUTHBOUND TRAVEL LANE SHALL BE USED AS THE PHASE 1A NORTHBOUND TRAVEL LANE. A TEMPORARY CENTERLINE OF CHANNELIZING DEVICES SHALL BE PLACED BETWEEN BOTH TRAVEL LANES AND A MINIMUM OF 11 FOOT TRAVEL LANES SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE TRANSITION TO PHASE 1B.
4. PHASE 1B STA 10+75 TO STA 12+75, PRELIMINARY WORK PRIOR TO MAIN STREET BRIDGE DEMOLITION
 - A. ON MAIN STREET, BETWEEN TRIANGLE PARK AND THE EXISTING MIDBLOCK CROSSWALK IN FRONT OF THE MIDDLEBURY POST OFFICE, TWO-WAY VEHICULAR TRAFFIC SHALL BE MAINTAINED AND PUSHED TOWARD THE EAST-SIDE CURB OF THE MAIN STREET BRIDGE. THE EAST SIDE SIDEWALK SHALL REMAIN OPEN AND ACCESSIBLE TO PEDESTRIANS. THE WEST SIDE SIDEWALK WILL BE CLOSED FROM PRINTERS ALLEY TO APPROXIMATE STA 12+00. PRINTERS ALLEY SHALL REMAIN OPEN TO PEDESTRIAN TRAFFIC ONLY.
 - B. THE EXISTING SOUTHBOUND TRAVEL LANE AND PARKING SPACES ALONG THE WEST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL BE CLOSED USING TYPE III BARRICADES FROM BOTH DIRECTIONS. THE EXISTING PARKING SPACES ALONG THE EAST-SIDE CURB OF THE MAIN STREET BRIDGE SHALL REMAIN CLOSED FROM PHASE 1A AND USED AS THE PHASE 1B NORTHBOUND TRAVEL LANE. THE EXISTING NORTHBOUND TRAVEL LANE SHALL BE USED AS THE PHASE 1B SOUTHBOUND TRAVEL LANE. A TEMPORARY CENTERLINE OF CHANNELIZING DEVICES SHALL BE PLACED BETWEEN BOTH TRAVEL LANES AND A MINIMUM OF 11 FOOT TRAVEL LANES SHALL BE MAINTAINED BY THE CONTRACTOR UNTIL THE TRANSITION TO PHASE 2.
 - C. AT THE END OF PHASE 1B, MAIN STREET TRAFFIC AND PARKING PATTERNS SHALL BE RETURNED TO PRE-EXISTING CONDITIONS UNTIL PHASE 3.

TRAFFIC MANAGEMENT SEQUENCING (CONT.):

5. CONSTRUCTION PHASE 2
 THE CONTRACTOR SHALL INSTALL SOE TO PREPARE MERCHANTS ROW FOR THE TEMPORARY BRIDGE WORK DURING THE TWO SUBPHASES, PHASE 2A AND PHASE 2B. THE TRAFFIC CONTROL REQUIRED FOR BOTH SUBPHASES IS DETAILED IN THE FOLLOWING SUBPHASE DESCRIPTIONS.
6. PHASE 2A STA 20+25 TO STA 24+25, PRELIMINARY WORK PRIOR TO MERCHANTS ROW BRIDGE DEMOLITION.
 - A. MERCHANTS ROW WILL BE GENERALLY LIMITED TO ONE WAY TRAFFIC EASTBOUND FROM MAIN STREET TO S. PLEASANT STREET. THE EASTBOUND TRAVEL LANE WILL BE PUSHED TO THE NORTH SIDE OF THE MERCHANTS ROW BRIDGE. THE NORTH SIDE SIDEWALK SHALL REMAIN OPEN TO PEDESTRIANS ACROSS THE BRIDGE WHILE THE SOUTH SIDE SIDEWALK WILL BE CLOSED FROM THE EAST END OF THE BATELL BUILDING TO APPROXIMATELY STA 22+75. THE DRIVE AISLE TO THE PARKING LOT BEHIND THE BATELL BUILDING SHALL REMAIN OPEN AND ACCESSIBLE THROUGHOUT CONSTRUCTION. SHORT DURATION CLOSURES OF THE BATELL BLOCK DRIVE WILL BE PERMITTED WITH PRIOR COORDINATION BETWEEN THE CONTRACTOR, THE ENGINEER, THE TOWN OF MIDDLEBURY PROJECT LIASON, AND THE BATELL BLOCK MANAGER.
 - B. APPROXIMATELY ONE-HALF OF THE PARKING SPACES IN FRONT OF THE BATELL BUILDING WILL BE CLOSED. THE PARALLEL PARKING SPACES ADJACENT TO TRIANGLE PARK WILL BE CLOSED. MOST OF THE PARKING SPACES EAST OF THE MERCHANTS ROW BRIDGE WILL BE CLOSED AT LEAST PART OF THE TIME DURING PHASE 2A.
7. PHASE 2B STA 20+25 TO STA 24+25, PRELIMINARY WORK PRIOR TO MERCHANTS ROW BRIDGE DEMOLITION.
 - A. MERCHANTS ROW WILL CONTINUE TO BE LIMITED TO ONE WAY TRAFFIC EASTBOUND FROM MAIN STREET TO S. PLEASANT STREET. THE EASTBOUND TRAVEL LANE WILL BE RETURNED TO ITS PRE-EXISTING POSITION SOUTH OF THE DOUBLE YELLOW LINE ALONG MERCHANTS ROW. THE NORTH SIDE SIDEWALK SHALL BE CLOSED TO PEDESTRIANS FROM TRIANGLE PARK TO APPROXIMATELY STA 23+50. THE SOUTH SIDE SIDEWALK SHALL REMAIN OPEN TO PEDESTRIANS IN FRONT OF THE BATELL BUILDING, ACROSS THE MERCHANTS ROW BRIDGE, AND EAST TO S. PLEASANT STREET. THE DRIVE AISLE TO THE PARKING LOT BEHIND THE BATELL BUILDING WILL BE OPEN, RESTRICTING TRAFFIC TO A RIGHT-IN, RIGHT-OUT CONDITION.
 - B. THE PARALLEL PARKING SPACES ADJACENT TO TRIANGLE PARK WILL CONTINUE TO BE CLOSED, AS WILL PARKING FROM THE MERCHANTS ROW BRIDGE TO STA 23+50 ALONG THE NORTH SIDE CURB. PARKING ALONG THE SOUTH SIDE CURB SHALL REMAIN OPEN THROUGHOUT PHASE 2B.
 - C. AT THE END OF PHASE 2B, MERCHANTS ROW TRAFFIC AND PARKING PATTERNS SHALL RETURN TO PRE-EXISTING CONDITIONS UNTIL PHASE 4.
8. CONSTRUCTION PHASE 3
 THE CONTRACTOR SHALL CLOSE MAIN STREET AND ESTABLISH DELINEATION, PAVEMENT MARKINGS, WORKER AND PUBLIC PROTECTIONS, AND DETOURS NECESSARY TO DEMOLISH THE EXISTING MAIN STREET BRIDGE. FOLLOWING DEMOLITION, THE CONTRACTOR SHALL CONSTRUCT THE TEMPORARY MAIN STREET VEHICULAR AND PEDESTRIAN BRIDGES AS INDICATED IN THE PLANS. THE TRAFFIC CONTROL REQUIRED IS DETAILED IN THE FOLLOWING TWO SUBPHASE DESCRIPTIONS.

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