**TEMPORARY TRAFFIC CONTROL GENERAL NOTES**

THE CONSTRUCTION PHASING PLAN HEREIN IS DEMONSTRATIVE FOR CONSTRUCTABILITY ONLY AND SHALL NOT BE CONSIDERED A TRAFFIC CONTROL PLAN.

THE CONTRACTOR MUST SUBMIT A SEPARATE SITE-SPECIFIC TRAFFIC CONTROL PLAN TO THE PROJECT ENGINEER A MINIMUM OF TWO WEEKS PRIOR TO COMMENCEMENT OF ANY CONSTRUCTION ACTIVITIES FOR REVIEW AND ACCEPTANCE.

THE TRAFFIC CONTROL PLAN SHALL BE DESIGNED AND STAMPED BY A LICENSED PROFESSIONAL ENGINEER, REGISTERED IN THE STATE OF VERMONT.

THE TRAFFIC CONTROL PLAN SHALL INCLUDE A CONSTRUCTION PHASING PLAN, A COMPLEMENTARY CONSTRUCTION APPROACH SIGNING PLAN AND A NARRATIVE THAT SUMMARIZES INFORMATION CONTAINED IN BOTH. INFORMATION CONTAINED IN THE TRANSPORTATION MANAGEMENT PLAN (TMP) FOR THIS PROJECT IS AVAILABLE TO ASSIST THE TRAFFIC CONTROL PLAN DESIGNER.

THE CONSTRUCTION PHASING PLAN SHALL INDICATE THE AREAS OF WORK FOR EACH PHASE, A SUMMARY OF THE WORK, ANY TEMPORARY PAVEMENT MARKINGS AND TRAFFIC CONTROL DEVICES REQUIRED FOR THAT PHASE. ANY CHANGES IN CONSTRUCTION APPROACH SIGNING REQUIRED FOR THAT PHASE SHALL ALSO BE SHOWN.

THE TRAFFIC CONTROL NARRATIVE SHALL DESCRIBE THE CONTRACTOR'S INTENTIONS FOR EACH CONSTRUCTION PHASE. IT SHALL LIST FOR CONSIDERATION AT A MINIMUM THE FOLLOWING: WORK SCHEDULE; ANY NEARBY SPECIAL EVENTS; EXPECTED LANE WIDTHS; DETOURS AND SPEED REDUCTIONS; PARKING SITUATIONS; EMERGENCY VEHICLE ACCOMODATIONS; PEDESTRIAN AND BICYCLE TRAFFIC; NEARBY SCHOOLS; ANTICIPATED LANE CLOSURES; SIDE ROAD AND DRIVE ACCESS PLANNING; ANTICIPATED ROADWAY SURFACE CONDITIONS; APPLICABLE TEMPORARY PAVEMENT MARKINGS; FLAGGER AND UNIFORMED TRAFFIC OFFICER INFORMATION; AND ANY CONCURRENT AND ADJACENT CONSTRUCTION ACTIVITIES FROM OTHER PROJECTS.

TRAFFIC PATTERNS SHALL NOT CHANGE UNTIL ALL TEMPORARY MARKINGS, SIGNING AND/OR SIGNAL WORK ARE COMPLETED FOR THE NEXT PATTERN. ANY CONFLICTING MARKINGS FROM THE PREVIOUS PATTERN(S) SHALL BE REMOVED.

REFER TO THE T- AND E-SERIES VERMONT STATE CONSTRUCTION STANDARD DRAWINGS AND THE LATEST EDITION OF THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR DETAILED INFORMATION REGARDING CHANNELIZATION DEVICES, TAPER LENGTHS, BARRICADES, DETOURS, LONGITUDINAL DROP-OFFS AND MISCELLANEOUS TRAFFIC CONTROL DETAILS, IF APPLICABLE.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR INSTALLING CONSTRUCTION SIGNAGE SO AS NOT TO INTERFERE OR OBSTRUCT THE VIEW OF EXISTING TRAFFIC CONTROL DEVICES, STOPPING SIGHT DISTANCE AND CORNER SIGHT DISTANCE. EXISTING SIGNS SHALL BE COVERED OR REMOVED WHEN THEY CONFLICT WITH CONSTRUCTION TRAFFIC OPERATIONS.

CONSTRUCTION APPROACH SIGNING SHALL REMAIN IN PLACE DURING THE ENTIRE CONSTRUCTION PERIOD. *Covered under T-1, Notes 2 and 9.*

THE CONTRACTOR SHALL COORDINATE WITH INDIVIDUAL BUSINESSES TO DISCUSS THE NEED OF AND, IF APPLICABLE, THE LOCATION OF ANY TEMPORARY BUSINESS SIGNS.

THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL RESIDENTIAL DRIVEWAYS AND BUSINESS ACCESSES DURING CONSTRUCTION 24 HOURS A DAY. IF AN ACCESS REQUIRES CLOSURE FOR ANY PERIOD OF TIME, THE CONTRACTOR SHALL CONTACT THE RESIDENCE OR BUSINESS 48 HOURS PRIOR TO THE SCHEDULED CLOSURE AND PROVIDE AN ALTERNATIVE ACCESS FOR THE ENTIRE LENGTH OF THE CLOSURE PERIOD.

FURNISHISHING, INSTALLING, MAINTENANCE OF, RELOCATING AND REMOVING REFLECTORIZED DRUMS, CONSTRUCTION SIGNING FOR TRAFFIC SHIFTS AND PEDESTRIAN BARRICADES AND SIGNAGE SHALL BE PAID FOR UNDER CONTRACT ITEM 641.10 – TRAFFIC CONTROL.

FURNISHING AND PERFORMING ORGINAL INSTALLATION AND FINAL REMOVAL FROM THE PROJECT OF TEMPORARY TRAFFIC BARRIER SHALL BE PAID FOR UNDER CONTRACT ITEM 621.90. PAYMENT FOR INTERMITTENT REMOVING AND RESETTING OF TEMPORARY TRAFFIC BARRIER TO ACCOMODATE PHASED CONSTRUCTION, AS ALLOWED UNDER SUBSECTION 621.14, WILL BE MADE UNDER CONTRACT ITEM 621.95.

TEMPORARY TRAFFIC BARRIERS SHALL BE DELINEATED IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR CONSTRUCTION AND THE LATEST EDITION OF THE MUTCD. DELINEATION OF TRAFFIC BARRIERS SHALL BE PAID FOR UNDER CONTRACT ITEM 641.10 - TRAFFIC CONTROL.

WHERE TEMPORARY TRAFFIC BARRIER IS USED, ELEVATION DIFFERENCES BETWEEN A PORTION OF ROADWAY OPENED FOR TRAFFIC AND A PORTION OF ROADWAY CONSTRUCTED SHALL NOT EXCEED 18 INCHES DURING NON-WORKING HOURS. FOR LONGITUDINAL DROP-OFFS WITH OTHER TYPES OF TEMPORARY CHANNELIZING DEVICES, REFER TO STANDARDS T-35 AND T-36.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE KEPT IN THEIR PROPER POSITION AT ALL TIMES AND SHALL BE REPAIRED, REPLACED, OR CLEANED AS NECESSARY TO PRESERVE THEIR APPEARANCE AND CONTINUITY.

THE CONTRACTOR SHALL PROVIDE AT LEAST XX PORTABLE CHANGEABLE MESSAGE SIGNS FOR THE DURATION OF THE PROJECT. THE INITIAL LOCATION AND MESSAGE CONTENT SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER. MESSAGES SHALL CONSIST OF A MAXIMUM OF TWO PHRASES OF 3 LINES WITH 8 CHARACTERS AND SHALL ONLY BE VISIBLE TO MOTORISTS AT TIMES WHEN THE MESSAGE IS PERTINENT. THE RELOCATION OF THE SIGNS MAY BE NECESSARY TO CONVEY WORK ZONE TRAVEL INFORMATION THAT IS OTHERWISE DIFFICULT TO CONVEY WITH STATIC SIGNS. THESE RELOCATIONS SHALL BE PAID FOR UNDER CONTRACT ITEM 641.15 – PORTABLE CHANGEABLE MESSAGE SIGNS.

ALL EXISTING PAVEMENT MARKINGS IN CONFLICT WITH TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED. PAYMENT SHALL BE MADE UNDER CONTRACT ITEM 646.85 - REMOVAL OF EXISTING PAVEMENT MARKINGS.

FLAGGERS AND/OR TRAFFIC CONTROL PERSONNEL SHALL DIRECT BICYCLISTS THROUGH THE CONSTRUCTION AREA IN THE SAME MANNER AS VEHICULAR TRAFFIC. TRAFFIC CONTROL PERSONNEL MAY ASK BICYCLE RIDERS TO GO LAST TO ENSURE THEIR SAFETY.

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

THE POSTED SPEED LIMIT FOR ALL PHASES OF WORK SHALL BE XX M.P.H.

IF AT ANY POINT DURING CONSTRUCTION, LANES NEED TO BE REDUCED TO UNDER 10’-6” IN WIDTH, THE CONTRACTOR SHALL CONTACT THE DEPARTMENT OF MOTOR VEHICLES WITHIN 24 HOURS OF THE SCHEDULED REDUCED LANE WIDTH PERIOD.

A PRIMARY OBJECTIVE DURING THE CONSTRUCTION OF THIS PROJECT IS TO MINIMIZE VEHICULAR DELAYS AND IMPACTS TO TRAFFIC FLOW WHILE PROVIDING A SAFE PASSAGE FOR VEHICULAR AND PEDESTRIANS DURING AND AFTER CONSTRUCTION WORK HOURS. PREFERRED CONSTRUCTION PHASING WAS DEVELOPED TO MINIMIZE THESE IMPACTS AND IS DETAILED IN THE “CONSTRUCTION SEQUENCING PLANS.”

HIGHLIGHTED = If appropriate

HIGHLIGHTED = shall go on General Notes or PI Sheet, if appropriate