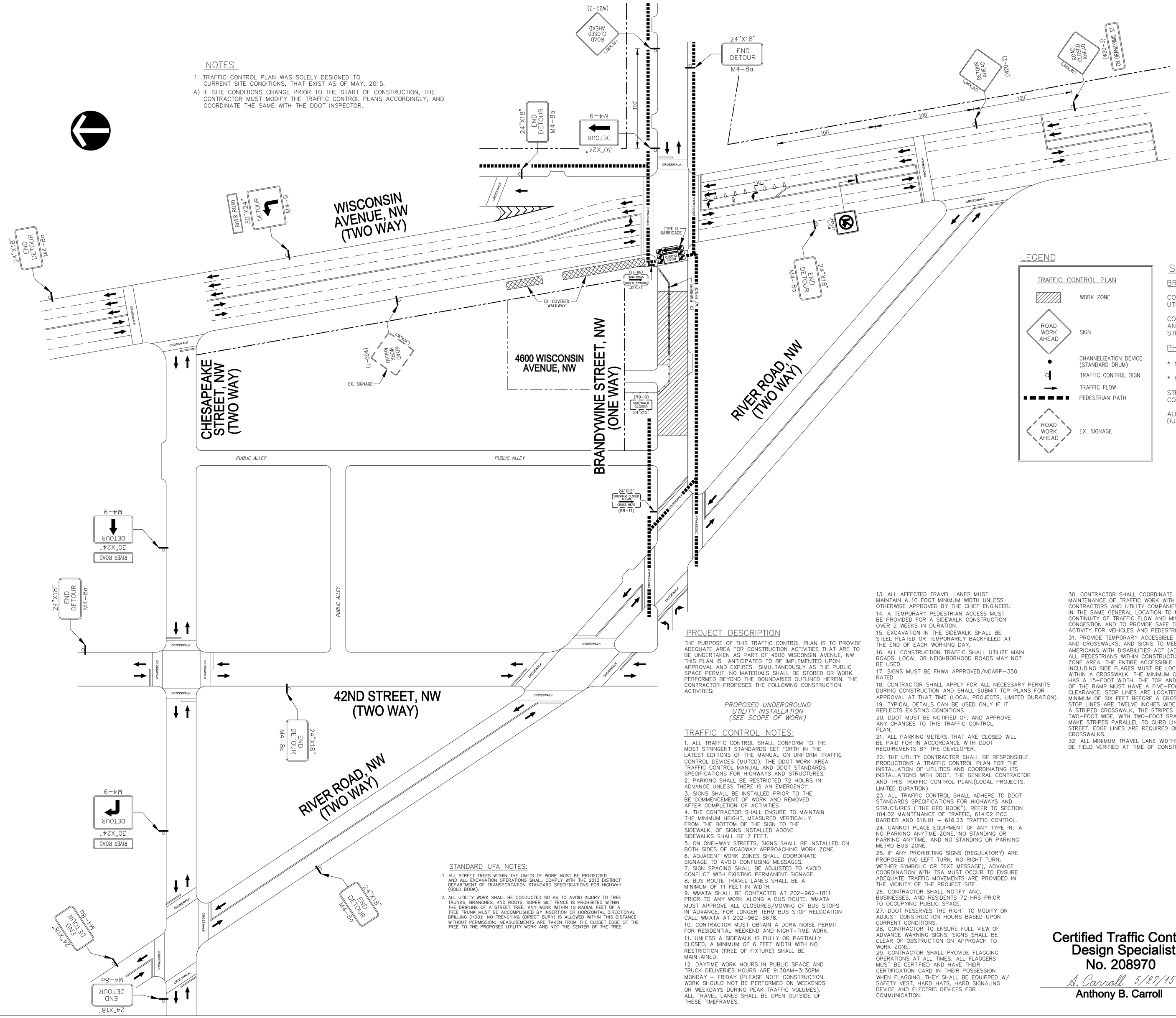
NOTES

1. TRAFFIC CONTROL PLAN WAS SOLELY DESIGNED TO CURRENT SITE CONDITIONS, THAT EXIST AS OF MAY, 2015.

A) IF SITE CONDITIONS CHANGE PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR MUST MODIFY THE TRAFFIC CONTROL PLANS ACCORDINGLY, AND COORDINATE THE SAME WITH THE DDOT INSPECTOR.



LEGEND

TRAFFIC CONTROL PLAN

- WORK ZONE
- ROAD WORK AHEAD — SIGN
- CHANNELIZATION DEVICE (STANDARD DRUM)
- TRAFFIC CONTROL SIGN
- TRAFFIC FLOW
- PEDESTRIAN PATH
- ROAD WORK AHEAD — EX. SIGNAGE

SCOPE OF WORK:

BRANDYWINE STREET, NW:

CONTRACTOR TO INSTALL UNDERGROUND UTILITIES ALONG BRANDYWINE STREET, NW.

CONTRACTOR TO CLOSE BRANDYWINE STREET AND DETOUR TRAFFIC TO CHESAPEAKE STREET CORRIDOR.

PHASE IA:

* NIGHT WORK DURATION: 2 WEEKS

* WORKING HOURS: 10:00PM – 4:30AM

STREET MUST REOPEN AT 4:30AM; CLEAN UP COMPLETE BY 5:00AM.

ALL SAWCUTTING & DEMO TO TAKE PLACE DURING DAYTIME WORKING HOURS.

PROJECT DESCRIPTION

THE PURPOSE OF THIS TRAFFIC CONTROL PLAN IS TO PROVIDE ADEQUATE AREA FOR CONSTRUCTION ACTIVITIES THAT ARE TO BE UNDERTAKEN AS PART OF 4600 WISCONSIN AVENUE, NW THIS PLAN IS ANTICIPATED TO BE IMPLEMENTED UPON APPROVAL AND EXPIRES SIMULTANEOUSLY AS THE PUBLIC SPACE PERMIT. NO MATERIALS SHALL BE STORED OR WORK PERFORMED BEYOND THE BOUNDARIES OUTLINED HEREIN. THE CONTRACTOR PROPOSES THE FOLLOWING CONSTRUCTION ACTIVITIES:

PROPOSED UNDERGROUND UTILITY INSTALLATION (SEE SCOPE OF WORK)

TRAFFIC CONTROL NOTES:

1. ALL TRAFFIC CONTROL SHALL CONFORM TO THE MOST STRINGENT STANDARDS SET FORTH IN THE LATEST EDITIONS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), THE DDOT WORK AREA TRAFFIC CONTROL MANUAL AND DDOT STANDARDS SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES.
2. PARKING SHALL BE RESTRICTED 72 HOURS IN ADVANCE UNLESS THERE IS AN EMERGENCY.
3. SIGNS SHALL BE INSTALLED PRIOR TO THE BE COMMENCEMENT OF WORK AND REMOVED AFTER COMPLETION OF ACTIVITIES.
4. THE CONTRACTOR SHALL ENSURE TO MAINTAIN THE MINIMUM HEIGHT, MEASURED VERTICALLY FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK, OF SIGNS INSTALLED ABOVE SIDEWALKS SHALL BE 7 FEET.
5. ON ONE–WAY STREETS, SIGNS SHALL BE INSTALLED ON BOTH SIDES OF ROADWAY APPROACHING WORK ZONE.
6. ADJACENT WORK ZONES SHALL COORDINATE SIGNAGE TO AVOID CONFUSING MESSAGES.
7. SIGN SPACING SHALL BE ADJUSTED TO AVOID CONFLICT WITH EXISTING PERMANENT SIGNAGE.
8. BUS ROUTE TRAVEL LANES SHALL BE A MINIMUM OF 11 FEET IN WIDTH.
9. WMATA SHALL BE CONTACTED AT 202–962–1811 PRIOR TO ANY WORK ALONG A BUS ROUTE. WMATA MUST APPROVE ALL CLOSURES/MOVING OF BUS STOPS IN ADVANCE. FOR LONGER TERM BUS STOP RELOCATION CALL WMATA AT 202–962–5678.
10. CONTRACTOR MUST OBTAIN A DCRA NOISE PERMIT FOR RESIDENTIAL WEEKEND AND NIGHT–TIME WORK.
11. UNLESS A SIDEWALK IS FULLY OR PARTIALLY CLOSED, A MINIMUM OF 6 FEET WIDTH WITH NO RESTRICTION (FREE OF FIXTURE) SHALL BE MAINTAINED.
12. DAYTIME WORK HOURS IN PUBLIC SPACE AND TRUCK DELIVERIES HOURS ARE 9:30AM–3:30PM MONDAY – FRIDAY (PLEASE NOTE CONSTRUCTION WORK SHOULD NOT BE PERFORMED ON WEEKENDS OR WEEKDAYS DURING PEAK TRAFFIC VOLUMES). ALL TRAVEL LANES SHALL BE OPEN OUTSIDE OF THESE TIMEFRAMES.
13. ALL AFFECTED TRAVEL LANES MUST MAINTAIN A 10 FOOT MINIMUM WIDTH UNLESS OTHERWISE APPROVED BY THE CHIEF ENGINEER.
14. A TEMPORARY PEDESTRIAN ACCESS MUST BE PROVIDED FOR A SIDEWALK CONSTRUCTION OVER 2 WEEKS IN DURATION.
15. EXCAVATION IN THE SIDEWALK SHALL BE STEEL PLATED OR TEMPORARILY BACKFILLED AT THE END OF EACH WORKING DAY.
16. ALL CONSTRUCTION TRAFFIC SHALL UTILIZE MAIN ROADS, LOCAL OR NEIGHBORHOOD ROADS MAY NOT BE USED.
17. SIGNS MUST BE FHWA APPROVED/NCARP–350 RATED.
18. CONTRACTOR SHALL APPLY FOR ALL NECESSARY PERMITS DURING CONSTRUCTION AND SHALL SUBMIT TCP PLANS FOR APPROVAL AT THAT TIME (LOCAL PROJECTS, LIMITED DURATION).
19. TYPICAL DETAILS CAN BE USED ONLY IF IT REFLECTS EXISTING CONDITIONS.
20. DDOT MUST BE NOTIFIED OF, AND APPROVE ANY CHANGES TO THIS TRAFFIC CONTROL PLAN.
21. ALL PARKING METERS THAT ARE CLOSED WILL BE PAID FOR IN ACCORDANCE WITH DDOT REQUIREMENTS BY THE DEVELOPER.
22. THE UTILITY CONTRACTOR SHALL BE RESPONSIBLE PRODUCTIONS A TRAFFIC CONTROL PLAN FOR THE INSTALLATION OF UTILITIES AND COORDINATING ITS INSTALLATIONS WITH DDOT, THE GENERAL CONTRACTOR AND THIS TRAFFIC CONTROL PLAN.(LOCAL PROJECTS, LIMITED DURATION).
23. ALL TRAFFIC CONTROL SHALL ADHERE TO DDOT STANDARDS SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES ("THE RED BOOK"). REFER TO SECTION 104.02 MAINTENANCE OF TRAFFIC, 614.02 PCC BARRIER AND 616.01 – 616.23 TRAFFIC CONTROL.
24. CANNOT PLACE EQUIPMENT OF ANY TYPE IN: A NO PARKING ANYTIME ZONE, NO STANDING OR PARKING ANYTIME, AND NO STANDING OR PARKING METRO BUS ZONE.
25. IF ANY PROHIBITING SIGNS (REGULATORY) ARE PROPOSED (NO LEFT TURN, NO RIGHT TURN; WETHER SYMBOLIC OR TEXT MESSAGE), ADVANCE COORDINATION WITH TSA MUST OCCUR TO ENSURE ADEQUATE TRAFFIC MOVEMENTS ARE PROVIDED IN THE VICINITY OF THE PROJECT SITE.
26. CONTRACTOR SHALL NOTIFY ANC, BUSINESSES, AND RESIDENTS 72 HRS PRIOR TO OCCUPYING PUBLIC SPACE.
27. DDOT RESERVES THE RIGHT TO MODIFY OR ADJUST CONSTRUCTION HOURS BASED UPON CURRENT CONDITIONS.
28. CONTRACTOR TO ENSURE FULL VIEW OF ADVANCE WARNING SIGNS. SIGNS SHALL BE CLEAR OF OBSTRUCTION ON APPROACH TO WORK ZONE.
29. CONTRACTOR SHALL PROVIDE FLAGGING OPERATIONS AT ALL TIMES. ALL FLAGGERS MUST BE CERTIFIED AND HAVE THEIR CERTIFICATION CARD IN THEIR POSSESSION WHEN FLAGGING. THEY SHALL BE EQUIPPED W/ SAFETY VEST, HARD HATS, HARD SIGNALING DEVICE AND ELECTRIC DEVICES FOR COMMUNICATION.
30. CONTRACTOR SHALL COORDINATE HIS MAINTENANCE OF TRAFFIC WORK WITH OTHER CONTRACTORS AND UTILITY COMPANIES WORKING IN THE SAME GENERAL LOCATION TO MAINTAIN CONTINUITY OF TRAFFIC FLOW AND MINIMIZE CONGESTION AND TO PROVIDE SAFE TRAFFIC ACTIVITY FOR VEHICLES AND PEDESTRIANS.
31. PROVIDE TEMPORARY ACCESSIBLE RAMPS, AND CROSSWALKS, AND SIGNS TO MEET AMERICANS WITH DISABILITIES ACT (ADA) FOR ALL PEDESTRIANS WITHIN CONSTRUCTION WORK ZONE AREA. THE ENTIRE ACCESSIBLE RAMP INCLUDING SIDE FLARES MUST BE LOCATED WITHIN A CROSSWALK. THE MINIMUM CROSSWALK HAS A 15–FOOT WIDTH. THE TOP AND BOTTOM OF THE RAMP MUST HAVE A FIVE–FOOT CLEARANCE. STOP LINES ARE LOCATED A MINIMUM OF SIX FEET BEFORE A CROSSWALK. STOP LINES ARE TWELVE INCHES WIDE. IF USING A STRIPED CROSSWALK, THE STRIPES ARE TWO–FOOT WIDE, WITH TWO–FOOT SPACING AND MAKE STRIPES PARALLEL TO CURB LINE OF STREET. EDGE LINES ARE REQUIRED ON ALL CROSSWALKS.
32. ALL MINIMUM TRAVEL LANE WIDTHS ARE TO BE FIELD VERIFIED AT TIME OF CONSTRUCTION.

STANDARD UFA NOTES:

1. ALL STREET TREES WITHIN THE LIMITS OF WORK MUST BE PROTECTED AND ALL EXCAVATION OPERATIONS SHALL COMPLY WITH THE 2013 DISTRICT DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY (GOLD BOOK).
2. ALL UTILITY WORK SHALL BE CONDUCTED SO AS TO AVOID INJURY TO TREE TRUNKS, BRANCHES, AND ROOTS. SUPER SILT FENCE IS PROHIBITED WITHIN THE DRIPLINE OF A STREET TREE. ANY WORK WTHIN 10 RADIAL FEET OF A TREE TRUNK MUST BE ACCOMPLISHED BY INSERTION OR HORIZONTAL DIRECTIONAL DRILLING (HDD): NO TRENCHING (DIRECT BURY) IS ALLOWED WITHIN THIS DISTANCE WITHOUT PERMISSION: MEASUREMENTS ARE TAKEN FROM THE CLOSET EDGE OF THE TREE TO THE PROPOSED UTILITY WORK AND NOT THE CENTER OF THE TREE.

Certified Traffic Control Design Specialist
No. 208970

A. Carroll 5/27/15

Anthony B. Carroll

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No.	Revision/Issue	Date

MAINTENANCE OF TRAFFIC PLAN

UNDERGROUND UTILITY INSTALLATION – 4600 WISCONSIN AVENUE, NW

Project	Sheet
WISCONSIN AVENUE	PHIA
Date 5/27/15	
Scale 1:30	