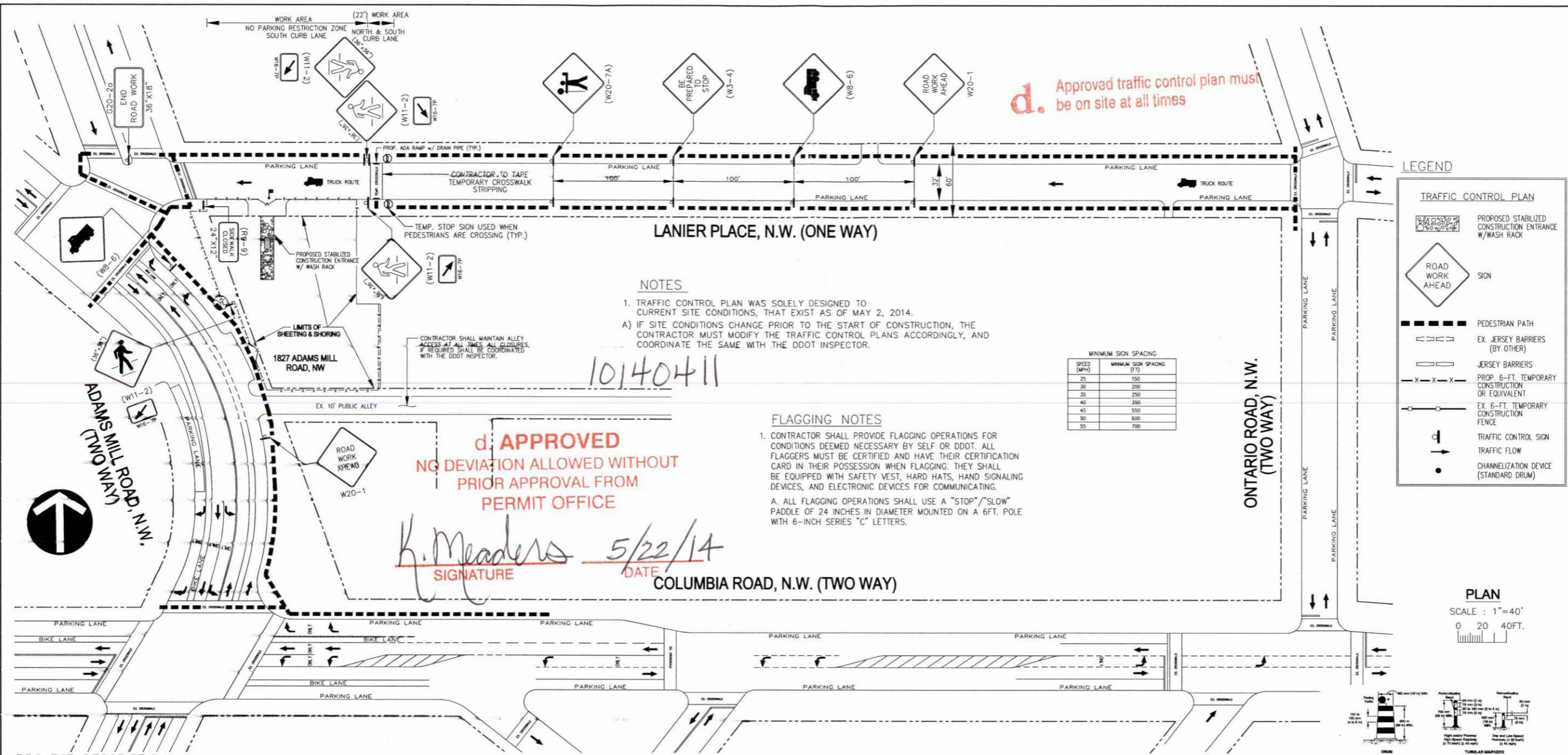




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TCP



**d.** Approved traffic control plan must be on site at all times

**NOTES**

1. TRAFFIC CONTROL PLAN WAS SOLELY DESIGNED TO CURRENT SITE CONDITIONS, THAT EXIST AS OF MAY 2, 2014.
- 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.

**FLAGGING NOTES**

1. CONTRACTOR SHALL PROVIDE FLAGGING OPERATIONS FOR CONDITIONS DEEMED NECESSARY BY SELF OR DDOT. ALL FLAGGERS MUST BE CERTIFIED AND HAVE THEIR CERTIFICATION CARD IN THEIR POSSESSION WHEN FLAGGING. THEY SHALL BE EQUIPPED WITH SAFETY VEST, HARD HATS, HAND SIGNALING DEVICES, AND ELECTRONIC DEVICES FOR COMMUNICATING.
- A. ALL FLAGGING OPERATIONS SHALL USE A "STOP"/"SLOW" PADDLE OF 24 INCHES IN DIAMETER MOUNTED ON A 6FT. POLE WITH 6-INCH SERIES "C" LETTERS.

MINIMUM SIGN SPACING	
SPEED (MPH)	MINIMUM SIGN SPACING (FT)
25	150
30	200
35	250
40	300
45	350
50	400
55	450

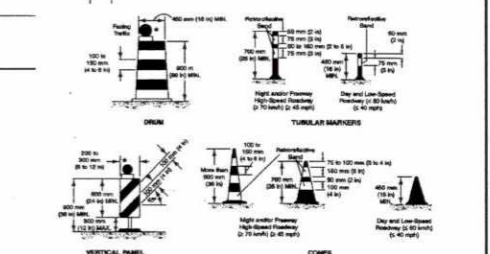
**LEGEND**

**TRAFFIC CONTROL PLAN**

- PROPOSED STABILIZED CONSTRUCTION ENTRANCE W/WASH RACK
- ROAD WORK AHEAD SIGN
- PEDESTRIAN PATH
- EX. JERSEY BARRIERS (BY OTHER)
- JERSEY BARRIERS
- PROP. 6-FT. TEMPORARY CONSTRUCTION OR EQUIVALENT
- EX. 6-FT. TEMPORARY CONSTRUCTION FENCE
- TRAFFIC CONTROL SIGN
- TRAFFIC FLOW
- CHANNELIZATION DEVICE (STANDARD DRUM)

**PLAN**

SCALE : 1"=40'  
0 20 40FT.



**WARNING DEVICES FOR TRAFFIC MAINTENANCE DURING CONSTRUCTION**

**WARNING DEVICE NOTES:**

1. FLASHING WARNING LIGHTS MAY BE USED ON BARRICADES, SIGNS AND HIGH LEVEL WARNING DEVICES, AS DIRECTED.
2. MARKING ON WARNING DEVICES SHALL BE REFLECTORIZED ORANGE AND WHITE STRIPES.
3. CONES SHALL BE FLUORESCENT ORANGE.
4. FLAGS SHALL BE ORANGE.
5. STABILITY OF TUBES/CONES MAY BE IMPROVED, USING NAILS OR SAND BAG RINGS.
6. TIMBER BARRICADES SHALL NOT BE USED ON ANY CONSTRUCTION PROJECTS AS A PROTECTIVE BARRIER AT ANY SPEED.
7. WHEN PROTECTIVE BARRIERS ARE NEEDED, DEVICES SUCH AS PRECAST TEMPORARY CONCRETE BARRIERS AND METAL BEAM SYSTEMS SHALL BE USED UNLESS THERE IS AN EMERGENCY.
8. SAFETY DRUMS SHALL BE USED WHEN CHANNELIZATION AND DELINEATION IS THE PRIMARY METHOD. DEVICES SUCH AS POTABLE BARRICADES, CONES, VERTICAL PANELS, ETC., MAY BE USED AS DIRECTED.
9. ALIGNMENT OF STRIPING ON SUCCESSIVE BARRICADES SHALL BE CONSISTENT OR DOWN TOWARDS THE DIRECTION OF TRAFFIC FLOW.
10. ALL REFLECTORIZED SURFACES ON DRUMS, CONES, BARRICADES, ETC., SHALL BE TYPE C HIGH INTENSITY SHEETING.

**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 1827 ADAMS MILL ROAD, N.W. 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:

(SHEETING AND SHORING) AND (STABILIZED CONSTRUCTION ENTRANCE) (1827 ADAMS MILL ROAD, N.W.)

**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. SIGNS SHALL BE MOUNTED ON SPRING LOADED STANDS.
5. THE GUIDELINES FOR SIGN AND CONE SPACING ARE LISTED IN THE MUTCD.
6. ON ONE-WAY STREETS, SIGNS SHALL BE INSTALLED ON BOTH SIDES OF ROADWAY APPROACHING WORK ZONE.

7. FULL VIEW OF ADVANCE WARNING SIGNS. SIGNS SHALL BE CLEAR OF OBSTRUCTION ON APPROACH TO WORK ZONE.
8. ADJACENT WORK ZONES SHALL COORDINATE SIGNAGE TO AVOID CONFUSING MESSAGES.
9. SIGN SPACING SHALL BE ADJUSTED TO AVOID CONFLICT WITH EXISTING PERMANENT SIGNAGE.
10. BUS ROUTE TRAVEL LANES SHALL BE A MINIMUM OF 11 FEET IN WIDTH.
11. 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.

12. CONTRACTOR MUST OBTAIN A DCRA NOISE PERMIT FOR RESIDENTIAL WEEKEND AND NIGHT-TIME WORK.
13. UNLESS A SIDEWALK IS FULLY OR PARTIALLY CLOSED, A MINIMUM OF 6 FEET WIDTH WITH NO RESTRICTION (FREE OF FIXTURE) SHALL BE MAINTAINED.
14. ALL AFFECTED TRAVEL LANES MUST MAINTAIN A 10 FOOT MINIMUM WIDTH UNLESS OTHERWISE APPROVED BY THE CHIEF ENGINEER.
15. A TEMPORARY PEDESTRIAN ACCESS MUST BE PROVIDED FOR A SIDEWALK CONSTRUCTION OVER 2 WEEKS IN DURATION.
16. EXCAVATION IN THE SIDEWALK SHALL BE STEEL PLATED OR TEMPORARILY BACKFILLED AT THE END OF EACH WORKING DAY.

17. ALL CONSTRUCTION TRAFFIC SHALL UTILIZE MAIN ROADS. LOCAL OR NEIGHBORHOOD ROADS MAY NOT BE USED.
18. SIGNS MUST BE FHWA APPROVED/NCARP-350 RATED.
19. CONTRACTOR SHALL APPLY FOR ALL NECESSARY PERMITS DURING CONSTRUCTION AND SHALL SUBMIT TCP PLANS FOR APPROVAL AT THAT TIME (LOCAL PROJECTS, LIMITED DURATION).
20. THE CONTRACTOR SHALL WORK BETWEEN THE HOURS OF 9:30AM-3:30PM MONDAY THROUGH FRIDAY AND 7:00AM-7:00PM ON SATURDAY. ANY CHANGES TO EXTEND WORK HOURS WILL NEED TO BE AUTHORIZED BY DDOT.
21. TYPICAL DETAILS CAN BE USED ONLY IF IT REFLECTS EXISTING CONDITIONS.
22. DDOT MUST BE NOTIFIED OF, AND APPROVE ANY CHANGES TO THIS TRAFFIC CONTROL PLAN.
23. ALL PARKING METERS THAT ARE CLOSED WILL BE PAID FOR IN ACCORDANCE WITH DDOT REQUIREMENTS BY THE DEVELOPER.
24. 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).
25. ALL TRAFFIC CONTROL SHALL ADHERE TO DDOT STANDARDS SPECIFICATIONS FOR HIGHWAYS AND STRUCTURES ("THE RED BLOCK"). REFER TO SECTION 104.02 MAINTENANCE OF TRAFFIC, 614.02 PCC BARRIER AND 616.01 - 616.23 TRAFFIC CONTROL.

26. SITEWORK (NON-EQUIPMENT) HOURS ARE 7AM TO 7PM. EQUIPMENT AND TRUCK WORK HOURS AT THE SITE ARE 7:00AM - 5:00PM.
27. 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.
28. PROVIDE TEMPORARY HANDICAP RAMPS, AND CROSSWALKS, AND SIGNS TO MEET AMERICANS WITH DISABILITIES ACT (ADA) FOR ALL PEDESTRIANS WITHIN CONSTRUCTION WORK ZONE AREA. (NOTE: THE ENTIRE HANDICAP 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).
29. 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.
30. ALL TRAVEL LANES ARE TO BE FIELD VERIFIED AT TIME OF CONSTRUCTION.