

**TEMPORARY TRAFFIC CONTROL PLAN (TTCP) PREPARATION AND REQUIREMENTS**

PERSONS RESPONSIBLE FOR THE DEVELOPMENT AND IMPLEMENTATION OF WORK ZONE TTCP SHALL BE CERTIFIED BY THE MARYLAND STATE HIGHWAY ADMINISTRATION, OFFICE OF TRAFFIC AND SAFETY AS HAVING COMPLETED AND PASSED THE TEMPORARY TRAFFIC CONTROL MANAGERS TRAINING COURSE.

SPECIFIC DRAWING SCALES ARE REQUIRED TO ADEQUATELY SHOW THE LOCATIONS OF ADVANCE CONSTRUCTION SIGNS, THE DIMENSIONS FOR THE PLACEMENT OF CHANNELIZING DEVICES AND PAVEMENT MARKINGS, OR OTHER PHASES OF CONSTRUCTION AS REQUIRED. ACCEPTABLE SCALES ARE 1"=20', 1"=30' AND 1"=40'.

IT IS EXPECTED THAT A LOGICAL, PRACTICAL SEQUENCE WILL BE PRESENTED. THIS SEQUENCE SHOULD BE BASED ON REALISTIC AND UP TO DATE CONSTRUCTION PRACTICES AND METHODS. IMPACTS OF UTILITY RELOCATION, PEDESTRIAN MOVEMENTS, TRAFFIC DELAYS, DETOURS, ROADWAY STABILITY, CAPACITY RESTRICTIONS, MINIMUM LANE WIDTHS AND SAFETY MUST BE CONSIDERED ALONG WITH ANY OTHER SITE SPECIFIC CONDITIONS THAT MAY AFFECT WORK ZONE TRAFFIC CONTROL. EACH PHASE OF CONSTRUCTION, INCLUDING THE FOLLOW UP RESTORATION OPERATIONS, SHALL BE PROVIDED WITH APPROPRIATE WORK ZONE TRAFFIC CONTROLS.

FIELD CHECKS OF THE CONSTRUCTION SITE ARE RECOMMENDED PRIOR TO AND DURING THE PREPARATION OF A TEMPORARY TRAFFIC CONTROL PLAN. SPECIFIC SIGN MESSAGES, SIGN SIZES, TAPER LENGTHS, BARRICADE OR TRAFFIC DRUM SPACING, TYPES OF BARRICADES, TYPICALS FOR BARRIER CONNECTIONS, ETC. MUST BE SITE SPECIFIC AND SHOWN ON THE TTCP DRAWINGS. ALSO, IT MUST BE RECOGNIZED THAT MANY OF THE NECESSARY TRAFFIC CONTROL DEVICES ARE LOCATED IN ADVANCE OF THE CONSTRUCTION LIMITS OF A PROJECT.

EACH PROJECT SHALL HAVE SITE / JOB SPECIFIC SET OF GENERAL NOTES AND A DETAILED SEQUENCE OF CONSTRUCTION FOR EACH PHASE OF THE WORK. THIS INFORMATION SHALL APPEAR AT THE BEGINNING OF THE TEMPORARY TRAFFIC CONTROL DRAWINGS.

ALL EXISTING TRAFFIC CONTROL DEVICES (I.E. SIGNS, MARKING, ETC.) THAT MUST BE REMOVED SHALL BE REPLACED IN THEIR PROPER LOCATION PRIOR TO THE COMPLETION OF THE PROJECT. COST OF THE REPLACEMENT AND / OR REPAIR OF DEVICES DAMAGED AS A RESULT OF THE PROJECT SHALL BE ASSESSED TO THE CONTRACTOR.

WORK WITHIN THE TRAVELED PORTION OF ROADWAYS SHALL GENERALLY BE RESTRICTED TO THE HOURS OF 9:00 AM TO 3:30 PM, MONDAY THROUGH FRIDAY, UNLESS OTHERWISE NOTED IN THE CONTRACT DOCUMENTS. WORK OVERNIGHT OR ON HOLIDAYS AND WEEKENDS SHALL NOT OCCUR UNLESS AN EXCEPTION IS GRANTED IN WRITING BY BALTIMORE CITY.

CONSTRUCTION ACTIVITY, LOADING OR UNLOADING OF EQUIPMENT SHALL NOT BLOCK ANY TRAFFIC LANE OTHER THAN THOSE DELINEATED WITHIN THE WORK ZONE.

EXCLUSIVE OF EMERGENCY WORK, THE CONTRACTOR SHALL CONTACT OCCUPANTS OF ALL ADJOINING PROPERTIES AND INFORM THEM OF THE SCOPE AND THE TIMING OF CONSTRUCTION. A MINIMUM OF 24 HOURS NOTIFICATION SHALL BE REQUIRED PRIOR TO THE COMMENCEMENT OF ANY ACTIVITY.

ACCESS SHALL BE MAINTAINED TO ALL DRIVEWAYS UNLESS PERMISSION FOR CLOSURE IS GRANTED BY THE PROPERTY OWNER / MANAGER. HOWEVER, ACCESSIBILITY FOR EMERGENCY VEHICLES SHALL BE MAINTAINED AT ALL TIMES.

UNLESS OTHERWISE SPECIFIED ON THE TTCP OR IN THE CONTRACT DOCUMENTS AT LEAST ONE 10-FOOT TRAVEL LANE SHALL BE AVAILABLE FOR TRAFFIC AT ALL TIMES.

TEMPORARY TRAFFIC CONTROL DEVICES (SIGNS, TRAFFIC DRUMS AND CONES, ARROW PANELS, ETC.) SHALL BE PLACED IN ACCORDANCE WITH THE SPACING REQUIREMENTS OF BC 104.01-4. WORK AREA AHEAD (W20-1 MODIFIED) SIGNS MUST BE INSTALLED AT THE END OF EACH WORKDAY WHEN TEMPORARY AGGREGATE RAMPING IS IMPLEMENTED. CHANNELIZING DEVICES SHALL BE PLACED ADJACENT TO EXCAVATIONS AT TEN (10) FOOT INTERVALS. ARROW PANELS (FLASHING MODE ONLY) SHALL BE USED AT THE BEGINNING OF ANY LANE CLOSURE ON A MULTI-LANE ROADWAY. FOR MERGING, SHIFTING, AND SHOULDERS TAPERS, THE MAXIMUM SPACING BETWEEN DEVICES EQUALS THE POSTED SPEED IN FEET.

ALL WARNING SIGNS, UNLESS OTHERWISE SPECIFIED, SHALL BE A MINIMUM OF 48" X 48", BLACK SYMBOL OR LEGEND ON ORANGE BACKGROUND AND DIAMOND SHAPED. ALL WARNING SIGNS NOT APPLICABLE TO THE ACTUAL SITUATION SHALL BE REMOVED OR COVERED DURING NON-APPLICABLE PERIODS. ALL PORTABLE SIGNS SHALL BE MOUNTED A MINIMUM OF ONE (1) FOOT ABOVE THE LEVEL OF THE ROADWAY, WITH HIGHER MOUNTING HEIGHTS DESIRABLE. ALL SPECIAL TRAFFIC SIGNS (NON-STANDARD MUTCD SIGNS) MUST BE DESIGNED. DESIGN DETAILS REQUIRED ARE TYPICAL OF THOSE SHOWN IN THE MUTCD SUPPLEMENT STANDARD HIGHWAY SIGNS. IF ANY TRAFFIC CONTROL SIGNS ARE TO BE PLACED ALONG MDSHA ROADWAY WITHIN THE CITY LIMITS, THE CONTRACTOR SHALL NOTIFY THE BALTIMORE CITY TRAFFIC ENGINEER OF SIGNAGE TO BE INSTALLED.



APPROVED:  
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CITY OF BALTIMORE  
 DEPARTMENT OF TRANSPORTATION  
 TRAFFIC DIVISION

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 PLAN (TTCP) PREPARATION  
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ISSUED	REVISED	REVISED
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