

TRAFFIC CONTROL

1. THE OFFICIAL STATE DETOUR IS SHOWN ON THE LOCAL DETOUR AND THE REGIONAL TRUCK DETOUR SHEETS. A PEDESTRIAN DETOUR VIA THE SAME ROUTE AS THE LOCAL DETOUR WILL BE SIGNED AS WELL DURING THE BRIDGE CLOSURE PERIOD.
2. A PUBLIC OUTREACH COORDINATOR SHALL BE USED FOR PUBLICIZING AND COORDINATING DETOUR INFORMATION, INCLUDING (BUT NOT LIMITED TO) TRAFFIC DELAYS FOR THE PUBLIC. THE CONTRACTOR SHALL COORDINATE WITH THE PUBLIC INFORMATION OFFICER AS NEEDED.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DESIGNING, ERECTING AND MAINTAINING (AS WELL AS REMOVING AND RESETTING) ALL DETOUR AND ON-PROJECT TEMPORARY CONTROL ZONE DEVICES, INCLUDING (BUT NOT LIMITED TO) CONSTRUCTION SIGNS, BARRICADES, TEMPORARY TRAFFIC BARRIERS, PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) AND OTHER REQUIRED DEVICES (AS ORDERED BY THE ENGINEER) USED TO REGULATE, WARN, AND GUIDE TRAFFIC DURING CONSTRUCTION. TRAFFIC CONTROL DEVICES SHALL MEET THE REQUIREMENTS OF THE LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND PERTINENT E-SERIES AND T-SERIES STANDARDS. WHERE CONFLICTS EXIST, THE MUTCD SHALL GOVERN. EXACT LOCATIONS OF DEVICES SHALL BE COORDINATED WITH THE RESIDENT ENGINEER. ADDITIONAL PROJECT CONSTRUCTION SIGNS SHALL BE INSTALLED AS REQUIRED BY THE RESIDENT ENGINEER. THE COST OF ALL DETOUR AND ON-PROJECT TEMPORARY TRAFFIC CONTROL ZONE DEVICES (WITH THE EXCEPTION OF PORTABLE CHANGEABLE MESSAGE SIGNS) SHALL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE).
4. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED AT THE APPROXIMATE LOCATIONS SHOWN ON THE PLANS OR WHERE DESIGNATED BY THE ENGINEER. PCMS SHALL BE PLACED OFF THE EDGE OF THE ROAD, OUTSIDE THE CLEAR ZONE, BUT SHALL BE VISIBLE FROM THE ROADWAY.
5. THE PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE FULLY OPERATIONAL A MINIMUM OF TWO WEEKS PRIOR TO THE CLOSURE OF THE BRIDGE.
6. THE US ROUTE MARKERS USED FOR THE DETOUR AS SHOWN ON THE PLANS SHALL FOLLOW THE MUTCD REQUIREMENTS. THESE SIGNS SHALL BE REMOVED AT THE END OF THE ROAD CLOSURE. THESE SIGNS AND THEIR REMOVAL SHALL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE).
7. ALL 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. THIS WORK SHALL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE)
8. ALL SIGNS SHALL BE PLACED WITHIN EXISTING STATE OR TOWN RIGHTS-OF-WAY, UNLESS OTHERWISE NOTED.
9. DETOUR SIGNS SHALL BE LOCATED ADJACENT TO EXISTING INTERSECTION ROUTE MARKER ASSEMBLIES WHERE APPLICABLE.
10. CONFIRMATION ROUTE MARKER ASSEMBLIES (SEE PAGE 24, SIGN 7) SHALL BE INSTALLED IMMEDIATELY FOLLOWING EACH TURN AND AT ALL LOCATIONS ALONG THE DETOUR ROUTE WHERE ROUTE MARKERS EXIST FOR THE PARENT ROUTE.
11. ACCESS TO ALL EXISTING DRIVES AND SIDE ROADS SHALL BE MAINTAINED AT ALL TIMES DURING ALL PHASES OF CONSTRUCTION.
12. INSTALLATION OF DETOUR AND ONSITE SIGNS SHALL NOT BLOCK ANY EXISTING TRAFFIC CONTROL SIGN ASSEMBLIES AND SHALL MODIFY OR BE PLACED ADJACENT TO EXISTING ROUTE MARKER SIGN ASSEMBLIES WHEN POSSIBLE. THE CONTRACTOR SHALL MAINTAIN AT LEAST 200 FEET BETWEEN SIGN ASSEMBLIES WHENEVER POSSIBLE.
13. EXISTING SIGNS THAT ARE IN CONFLICT WITH THE TRAFFIC FLOW OF THE DETOUR SHALL BE REMOVED OR COVERED UP BY THE CONTRACTOR, AS DIRECTED BY THE ENGINEER. ALL SIGNS REMOVED OR COVERED SHALL BE REPLACED OR UNCOVERED WHEN THE TRAFFIC CONTROL PACKAGE IS DISASSEMBLED. PAYMENT FOR THIS WORK WILL BE INCLUDED IN ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE).
14. NO CONSTRUCTION SIGNS SHALL BE INSTALLED AS TO INTERFERE WITH STOPPING SIGHT DISTANCE OR CORNER SIGHT DISTANCE FROM DRIVES AND TOWN HIGHWAYS.
15. REFER TO PROJECT SPECIAL PROVISIONS REGARDING ON-STREET PARKING.
16. REFER TO PROJECT SPECIAL PROVISIONS FOR PEDESTRIAN ACCESS REQUIREMENTS.
17. THE TEMPORARY PEDESTRIAN ACCESS ROUTE SHALL BE INSTALLED PRIOR TO THE END OF THE BRIDGE CLOSURE PERIOD AND SHALL BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE).
18. ALL TEMPORARY PEDESTRIAN ACCESS ROUTES (TPAR) SHALL FOLLOW THE REQUIREMENTS OF THE MUTCD CHAPTER 6. THE TPAR SHALL HAVE A MINIMUM UNOBSTRUCTED WIDTH OF 4 FEET.
19. CRASH WORTHY CHANNELIZING DEVICES SHALL BE PLACED BETWEEN THE TPAR AND THE TRAVEL LANE THAT MEET THE REQUIREMENTS OF THE MUTCD.
20. THE CONTRACTOR SHALL NOT STORE OR PLACE ANY CONSTRUCTION MATERIALS, EQUIPMENT OR SIGNS IN THE PEDESTRIAN PATH OF TRAVEL.
21. THE CONTRACTOR SHALL PROVIDE A TEMPORARY PEDESTRIAN TRAFFIC CONTROL PLAN FOR REVIEW AND WRITTEN APPROVAL BY THE RESIDENT ENGINEER A MINIMUM OF THREE WEEKS BEFORE SUCH PLAN IS IMPLEMENTED. THIS PLAN SHALL DETAIL THE CONSTRUCTION PHASING AND SCHEDULE THE SPECIFIC METHODS OF MAINTAINING SAFE PEDESTRIAN ACCESS THROUGHOUT THE CONSTRUCTION AREA. THIS PLAN SHALL PROVIDE THE LOCATION AND DETAILS OF TEMPORARY CONSTRUCTION SIGNING, MARKINGS, BARRICADES, CHANNELIZING DEVICES, AND TPAR.
22. PROVISION OF THE TPAR AND ALL OF ITS ELEMENTS, INCLUDING BUT NOT LIMITED TO SIGNS, CHANNELIZING DEVICES, BARRICADES, TEMPORARY PAVEMENT MARKINGS AND OTHER TRAFFIC CONTROL DEVICES IS TO BE PAID FOR UNDER ITEM 900.645, SPECIAL PROVISION (TRAFFIC CONTROL, ALL INCLUSIVE).
23. ACCESS TO THE "COLLECTIVE THE ART OF CRAFT" (47 CENTRAL STREET) MAY BE BLOCKED FOR UP TO SIX WEEKS. ACCESS MUST BE REESTABLISHED NO LATER THAN 3 WEEKS FOLLOWING THE END OF THE BRIDGE CLOSURE PERIOD.
24. ACCESS TO "PI BRICK OVEN TRATTORIA" (49 CENTRAL STREET) MAY BE LIMITED AS NECESSARY TO COMPLETE THE SIDEWALK WORK DIRECTLY IN FRONT OF THE BUILDING, PROVIDED ACCESS VIA THEIR PATIO DOOR (51 CENTRAL STREET) IS UNIMPEDED.

ONSITE PEDESTRIAN DETOUR

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