

# TRAFFIC MANAGEMENT NOTES

## GENERAL

- ALL TRAFFIC MANAGEMENT AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (M.U.T.C.D.) 2000 EDITION AS AMENDED, THE STANDARD SPECIFICATIONS, AND THE FOLLOWING NOTES.
- THE TRAFFIC MANAGEMENT PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL THIS PROJECT. THEY ARE NOT INTENDED TO COVER ALL POSSIBLE CONSTRUCTION OPERATIONS WHICH THE CONTRACTOR MAY CHOOSE TO EMPLOY. WORK ZONE TRAFFIC CONTROL FOR OTHER CONSTRUCTION OPERATIONS OR OTHER TRAFFIC SITUATIONS IF APPLICABLE SHALL BE IN ACCORDANCE WITH THE M.U.T.C.D. AND AS APPROVED OR DIRECTED BY THE ENGINEER.
- LANE RESTRICTIONS MAY NOT REMAIN OVERNIGHT OR DURING NON-WORKING HOURS. AFTER EACH WORKING DAY, TRAFFIC CONTROL DEVICES THAT ARE NOT REQUIRED SHALL BE MOVED OFF THE ROADWAY OR FULL DEPTH CONSTRUCTION AREA AND PLACED 50' AS NOT TO IMPED PEDESTRIAN AREAS, ADJUTER ACCESS OR CAUSE CONFUSION TO MOTORISTS.
- CONTRACTOR SHALL PROVIDE A SAFE TEMPORARY PEDESTRIAN ACCESS WHERE EXISTING SIDEWALKS OR OTHER PEDESTRIAN AREAS ARE AFFECTED BY CONSTRUCTION WORK. MAINTAIN ADJUTER ACCESS AT ALL TIMES EXCEPT FOR SHORT PERIODS APPROVED BY THE ENGINEER.
- PLACE ALL CONSTRUCTION SIGNING, TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKINGS FOR EACH PHASE PRIOR TO COMMENCEMENT OF CONSTRUCTION.
- ONE (1) THRU TRAVEL LANE HAVING A MINIMUM WIDTH OF 11'-0" SHALL BE PROVIDED FOR BOTH DIRECTIONS (LANE TO BE SHARED AND DIRECTION OF TRAVEL TO ALTERNATE IN SOME SITUATIONS UNDER POLICE OFFICER CONTROL) DURING ALL PHASES OF CONSTRUCTION AS SHOWN ON THE TRAFFIC MANAGEMENT PLANS, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- WHEN WORK INTERFERES UPON THE TRAVELED WAY, WORK SHALL BE RESTRICTED TO OFF-PEAK HOURS ONLY, (NORMALLY 8:00am TO 3:00pm MONDAY TO FRIDAY).
- TAPER LENGTH FORMULAE FOR CHANNELIZATION DEVICES:  
 $L = S \cdot W$  FOR SPEED EQUAL TO OR GREATER THAN 45 M.P.H.  
 $L = W^2/40$  FOR SPEED EQUAL TO OR LESS THAN 40 M.P.H.  
 WHERE L = MIN. LENGTH OF TAPER, S = POSTED SPEED, W = OFFSET WIDTH.
- ADVISORY SPEED LIMIT SHALL BE SET IN THE FIELD BY THE ENGINEER. W13-1 PLATES SHALL BE USED WHERE APPROPRIATE.
- DISTANCES SHOWN ON THE TRAFFIC MANAGEMENT PLANS ARE A GUIDE ONLY, AND MAY BE ADJUSTED IN THE FIELD BY THE ENGINEER.

## GRADE DIFFERENCES

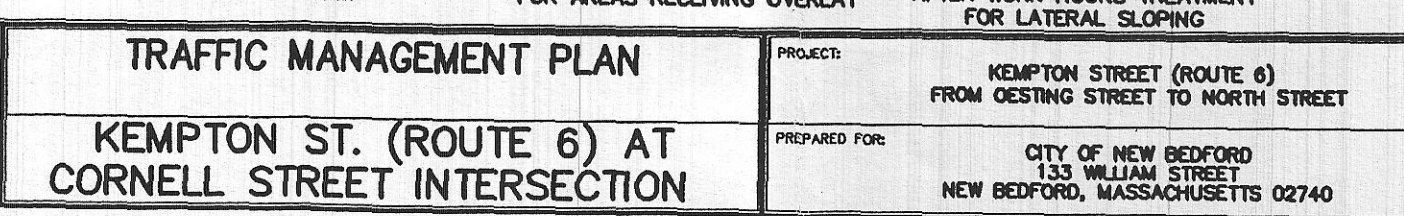
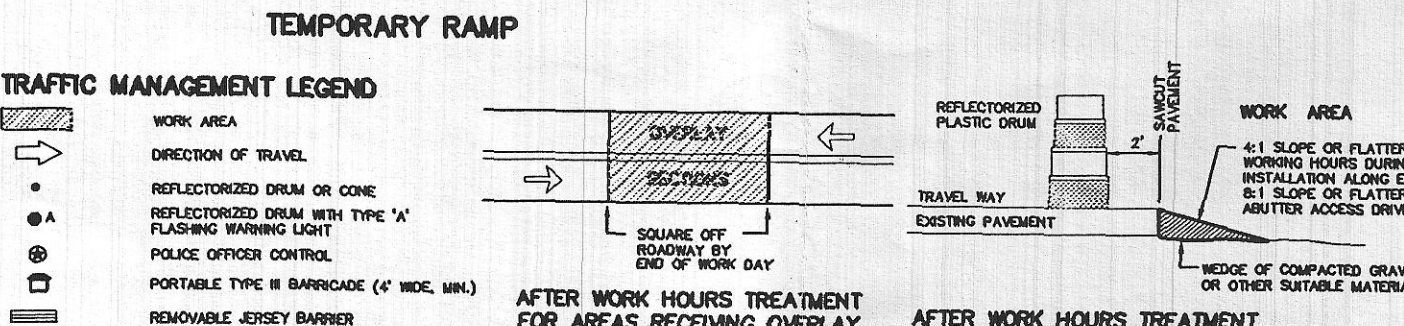
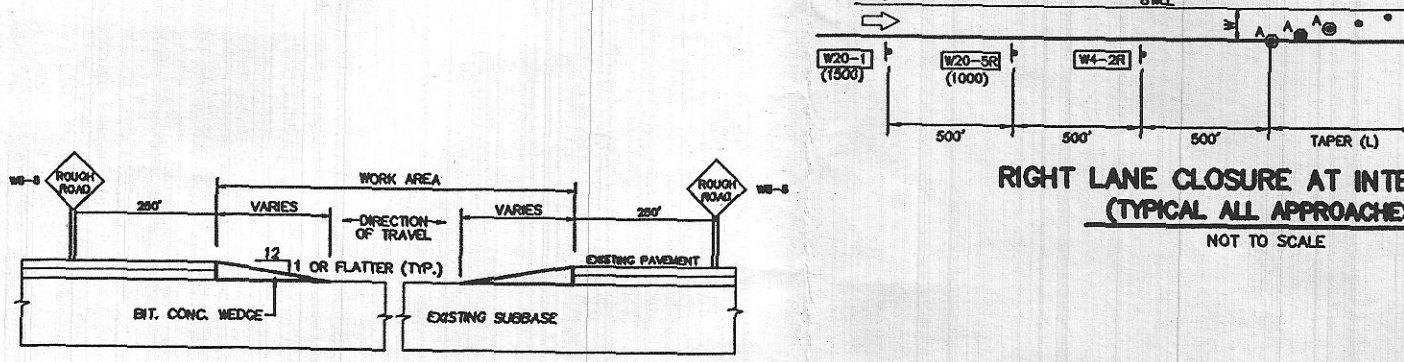
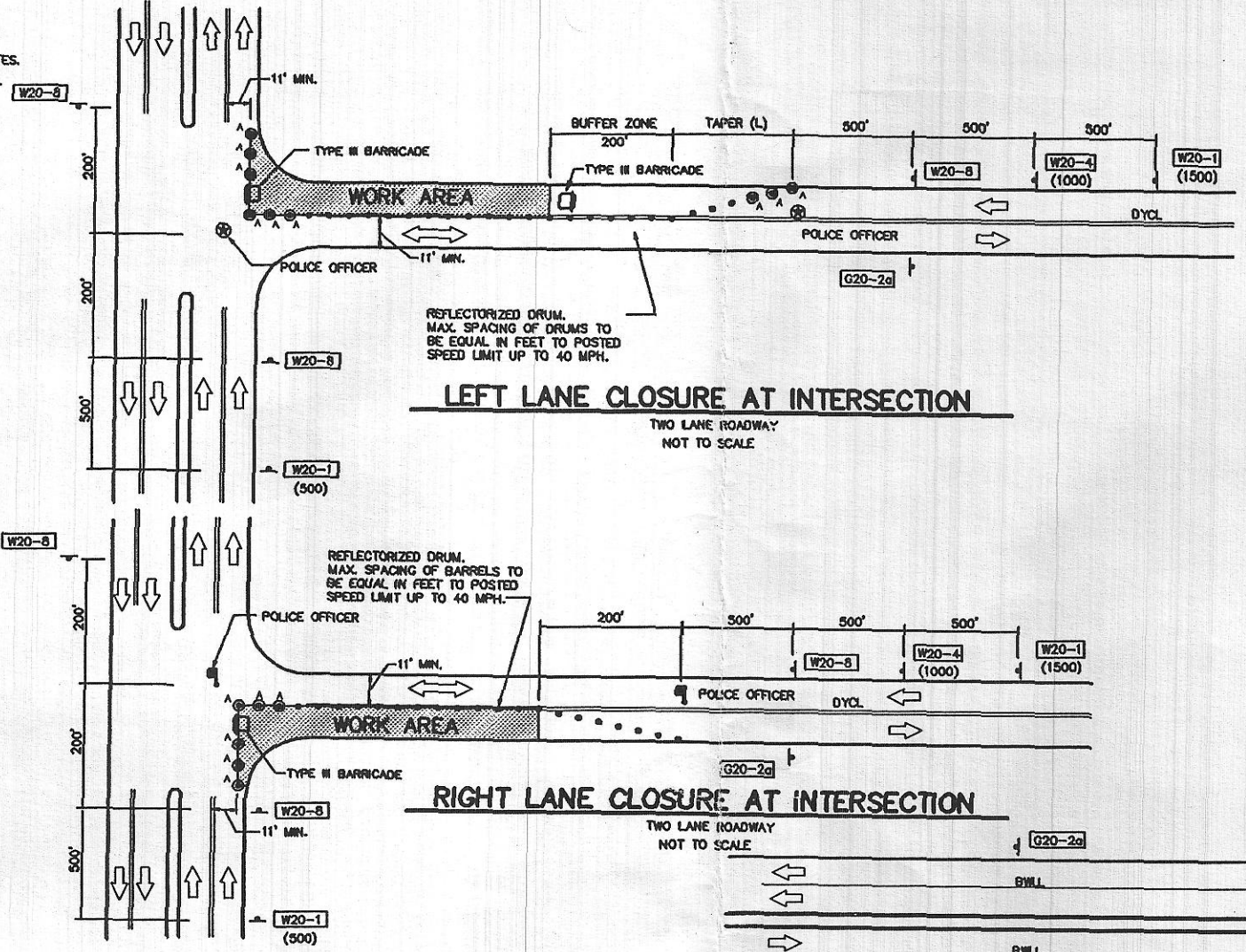
- WHERE THERE IS A LONGITUDINAL DIFFERENCE IN ELEVATION BETWEEN EXISTING PAVEMENT AND OLD PLACED OR NEW PAVEMENT, THE CONTRACTOR SHALL PATCH A TEMPORARY BIT. CONC. WEDGE WITH A 12:1 (OR FLATTER) SLOPE FOR SMOOTH TRANSITION. SEE DETAIL, THIS SHEET.
- CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF REFLECTORIZED DRUMS.
- CROSS-SECTIONAL GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A WEDGE OF EARTHWORK TO BE COMPACTED AT 4:1 SLOPE AND WILL ALSO REQUIRE DELINEATION BY USE OF DRUMS.
- A MINIMUM SLOPE OF 4:1 MUST BE MAINTAINED AFTER WORKING HOURS DURING SUBBASE AND BASE COURSE INSTALLATION ALONG EDGE OF THE TRAVELED WAY (SEE DETAIL, THIS SHEET). A MINIMUM SLOPE OF 8:1 MUST BE MAINTAINED ON ALL ADJUTER ACCESS DRIVES AND A MINIMUM SLOPE OF 12:1 MUST BE MAINTAINED ON ALL SIDEWALKS.

## CONSTRUCTION SIGNING

- THE FIRST CONSTRUCTION SIGN IN A SERIES ON EACH APPROACH TO THE PROJECT SHALL BE FLUORESCENT ORANGE, HIGH PERFORMANCE (OR HIGH INTENSITY) SHEETING.
- ALL CONSTRUCTION SIGNS SHALL BE BLACK LEGEND ON A REFLECTORIZED ORANGE BACKGROUND UNLESS OTHERWISE NOTED.
- ADVANCE CONSTRUCTION SIGNING SHOWN CAN REMAIN IN PLACE FOR THE ENTIRE PROJECT DURATION, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.
- STANDARD ORANGE OR FLUORESCENT RED-ORANGE FLAGS (18"x18" MIN.) SHALL BE ATTACHED TWO (2) EACH ON ALL ADVANCE WARNING SIGNS, FLAGS SHALL NOT INTERFERE WITH A CLEAR VIEW OF THE SIGN FACE.
- EXISTING GUIDE SIGNS SHALL BE TEMPORARILY RESET AS DIRECTED BY THE ENGINEER.
- ALL SIGNS, INCLUDING EXISTING, THAT ARE NOT REPRESENTATIVE OF ACTUAL WORK CONDITIONS SHALL BE EITHER COVERED OR REMOVED WHEN NOT APPLICABLE.
- IF USED, ALL W20-4 AND W20-5 SIGNS SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY.
- USE W20-8 SIGNS ONLY WHILE POLICE ARE DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH DAY.
- SIGNS AND SIGN SUPPORTS LOCATED ON OR NEAR TRAVELED WAY MUST MEET THE CRITERIA SET FORTH IN THE NCHRP 350 REPORT. SIGNS ARE NOT TO BE MOUNTED ON PLASTIC DRUMS.

## PAVEMENT MARKINGS

- PAVEMENT MARKINGS WHICH ARE NO LONGER APPLICABLE SHALL BE REMOVED. APPLY TEMPORARY MARKINGS WHERE SHOWN ON THE TRAFFIC MANAGEMENT PLANS.
- ON PROJECTS WHERE PAVEMENT OVERLAY IS NOT DESIGNATED, EXISTING PAVEMENT MARKINGS WHICH ARE IN CONFLICT WITH TEMPORARY TRAFFIC CONTROLS SHOULD BE COVERED TEMPORARILY WITH BLACKOUT TAPE, AS DIRECTED BY THE ENGINEER. (REMOVABLE TAPE MARKINGS SHALL BE USED AS NECESSARY FOR ALL PHASES OF CONSTRUCTION).
- CHANNLEIZATION
- THE MAXIMUM SPACING BETWEEN CHANNLEIZATION DEVICES (DRUMS OR CONES) SHALL BE APPROXIMATELY EQUAL IN FEET TO THE POSTED SPEED LIMIT. THE MINIMUM SPACING SHALL BE 30' O.C.
- FLASHING OR STEADY BURN WARNING LIGHTS CAN BE USED ON BARRICADES.
- ADJUTER BARRIERS OR WHERE DIRECTED BY THE ENGINEER.
- PLASTIC DRUMS WITH SOME FORM OF LIGHTING DEVICE MOUNTED ON THEM MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES". IF THEY DO NOT MEET THIS CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.
- METAL DRUMS AND CONES ARE PROHIBITED AS CHANNLEIZATION DEVICES.



### SIGN LEGEND

ROAD WORK (AHEAD) W20-1 (48" x 48") (AHEAD) (1000 FT) (1500 FT)	LEFT LANE CLOSED 1500 FT W20-5 (L) (48" x 48")	RIGHT LANE CLOSED 1000 FT W20-5 (R) (48" x 48")	ONE LANE ROAD AHEAD W4-2 (R) (48" x 48")	ONE LANE ROAD AHEAD W20-4 (48" x 48")
ROUGH ROAD W8-8 (36" x 36")	END ROAD WORK G20-2a (48" x 24")	POLICE OFFICER AHEAD W20-8 (48" x 48")		

### TRAFFIC MANAGEMENT LEGEND

WORK AREA	DIRECTION OF TRAVEL	REFLECTORIZED DRUM OR CONE	REFLECTORIZED DRUM WITH TYPE 'A' FLASHING WARNING LIGHT	POLICE OFFICER CONTROL	PORTABLE TYPE III BARRICADE (4' WIDE, MIN.)	REMOVABLE JERSEY BARRIER

### MINIMUM NUMBER OF CHANNLEIZATION DEVICES NEEDED

TAPER LENGTH (FT)	35 MPH			45 MPH			55 MPH		
	TAPER	BUFFER AREA	WORK AREA	TAPER	BUFFER AREA	WORK AREA	TAPER	BUFFER AREA	WORK AREA
150	5	3	3	5	3	3	5	3	3
200	6	4	4	6	4	4	6	4	4
250	7	5	5	7	5	5	7	5	5
300	8	6	6	8	6	6	8	6	6
350	9	7	7	9	7	7	9	7	7
400	10	8	8	10	8	8	10	8	8
450	11	9	9	11	9	9	11	9	9
500	12	10	10	12	10	10	12	10	10
550	13	11	11	13	11	11	13	11	11
600	14	12	12	14	12	12	14	12	12
650	15	13	13	15	13	13	15	13	13

NOTE: MINIMUM SPACING OF DRUMS MAY VARY AND SHALL BE DETERMINED IN THE FIELD.

## TRAFFIC MANAGEMENT PLAN

KEMPTON ST. (ROUTE 6) AT CORNELL STREET INTERSECTION

PROJECT: KEMPTON STREET (ROUTE 6) FROM CORNELL STREET TO NORTH STREET

PREPARED FOR: CITY OF NEW BEDFORD  
133 WILLIAM STREET  
NEW BEDFORD, MASSACHUSETTS 02740

HTSD  
HART & THAYER, INC.  
200 South Main Street, 2nd Floor  
New Bedford, MA 02740  
Tel: (508) 238-5100  
Fax: (508) 238-5100

NO.	REVISION	DATE	DESIGNED BY	CHKD BY	DATE