

Otherwise, temporary impact attenuators will be required. Applicability of Quickset Barrier System; use of Quick Change barriers may facilitate changing the number of lanes during rush hour. There may be times when it is practical to implement the Quick-change Traffic Barrier System to maintain roadway capacity in the AM and PM peak hours, yet provide additional work space for specific work activities during off-peak times. The NEAT attenuator system is an end treatment for temporary work zones which has FHWA approval for use on these barrier systems.

Bridges; Temporary bridges may be cost effective for reconstruction of existing bridges.

Bridge rails, existing: In many instances, existing bridges do not have the accepted approach guardrail runs and terminal treatments. Due to the unusual and distracting work techniques used in bridge construction that may be in the immediate vicinity of traffic during the erection of the proposed structure, maintaining traffic on the existing structure may require guardrail, at least on the right side of approaching traffic to eliminate run off the road or fixed object impacts by an errant motorist.

Clear zone: Clear zone requirements should be maintained and the contractor should be instructed to maintain the clear zone free of stored materials and parked equipment as much as practical.

Construction equipment: Idle construction equipment must not impact sight distances at intersections and especially in school zones or entrances. When the construction site is in the vicinity of an airport, consideration should be given to include a note on the plans that the contractor shall be responsible to insure construction equipment does not violate Federal or airport clearance regulations.

Coordinate work: There may be times that several contractors are working in the same vicinity. During these times advanced work zone signing should be coordinated to insure driver expectancy is not compromised by the placement of unnecessary or conflicting signing.

Detours may be necessary to provide the smoothest and safest traffic flow around work zones. If a temporary detour is shown in the temporary\* traffic control plans, it should be graphically indicated in the plan assembly, with the proper directional advanced signing for the contractors guidance prior to initiating work activities. Address issues of alignment, grade, length, width, pavement strength, truck restrictions, detour capacity for rerouting traffic, detour quantities (including grading, drainage, pavement, etc.) and a detour removal detail (with pay items). Temporary detour grades are necessary where such grades are not obvious such as paralleling existing pavement. When shoulders are used as a detour, the pavement width and strength should be reviewed to accommodate the appropriate vehicle loads.

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\* Rev. 7/08