

Detour operating speed should approximate existing highway operating speed (every attempt should be made to not reduce the speed by more than 10 mph). Attention should be given to maintaining emergency (fire, etc.) vehicle, bus and mail routes. It may be appropriate to request District input, research or communication with the fire department, school authorities and other authorities concerning the maintenance of traffic patterns. Include traffic items provided by the *responsible District Traffic Engineer.

Edgeline markings: A one foot offset should be provided between the face of traffic barriers and the edgeline marking. This provides some lateral distance for distracted or crowded drivers to maneuver if needed.

Emergency access: During construction of roadway improvements and especially one lane maintenance projects and bridge projects, construction and flagger crews should be alert to the access needs of fire, rescue and police vehicles in the vicinity. Safety of the workers and public on the project and elsewhere is of primary importance.

Glare screens: Consideration should be given to using glare screens where practical, and when sight distances will not impact merging motorists. Glare screens reduce motorists distractions to worker activity behind the traffic barrier service and may result in a better quality product since workers would not be distracted by traffic.

Also, reducing distractions will enhance safety, improve traffic flow and decrease rubber-necking.

Grades are important to consider when establishing temporary traffic control plans. Vertical and horizontal alignment must be considered. Design alternatives for the vertical and horizontal alignment of the proposed improvements should consider the temporary traffic control plans. There may be acceptable design alternatives which would improve tie-ins to existing pavement and facilitate a significantly smoother flowing sequence of construction and temporary traffic control plans. Detours, material haul roads, temporary access locations and road connections must be vertically and horizontally evaluated. Also, insure that required construction fill will not encroach on existing travel way and maintained traffic while constructing deep cuts and high fills. When sheet piling is necessary, it requires subsurface investigation.

Grading diagram coordination is important with the temporary traffic control plans. Plan the traffic plan to facilitate implementation of the grading diagram.

Highway advisory radio: Interstate improvements may warrant the need for highway advisory radio broadcast, to provide advanced warning to motorists that delays should be expected unless the suggested alternate route is used.

* Rev. 1/17