

Pavement surface within the construction and detour areas should be maintained in a condition that will permit the safe movement of traffic at a reasonable speed.

Peak traffic hour work: The temporary traffic control plans* should direct the contractor not to perform work which would impede the flow of traffic during peak hours of traffic congestion, holidays, etc.

Pedestrian traffic must be maintained. The temporary traffic control plans should accommodate pedestrian traffic as well as automobile traffic, particularly in urban areas.

Phases: Engineering studies indicate work zone lengths should not exceed 0.5 mile in length. Research in work zones indicates an increase in accident rates when motorists are subjected to extended travel times adjacent to work zone activities. Consideration should be given to constructing the facility in phases containing 0.5 mile work zone lengths, where practical. There may be situations with minimal driver distractions and inconvenience where a work zone should be as much as two miles in length.

Railway crossings must be considered. Avoid designs where traffic signals, road intersections, road grades and etc. could trap vehicles on the tracks. This was also mentioned under sequence of construction.

Right of way or temporary construction easements may be required for construction or temporary detours: Sheet piling may be more economical in some situations.

Safety issues are always of paramount importance. They encompass more items when maintaining traffic through a construction site because safety of the workers is an additional element. The worker is often protected only by the barriers or other features of the temporary traffic control plans.

Shoulders: In relatively long work zone areas, the construction of an adequate shoulder is desirable, to provide lateral placement of stalled or disabled vehicles beyond the travel lanes.

Sight distance: Adequate vertical and horizontal sight distance must be maintained for safety reasons.

Signalization, temporary and permanent: Existing and proposed pole locations must be taken into account. Signal timing: When construction activities, such as resurfacing, require the closure of an existing lane, it may be necessary to lengthen the green time for that leg. This would help retain the capacity of the intersection.

* Rev. 7/08