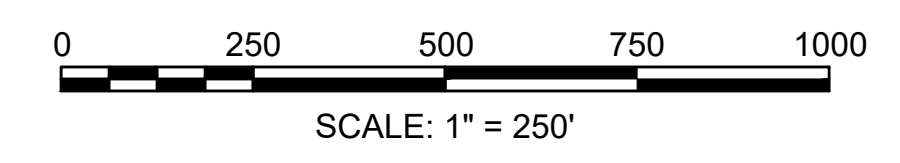


**LEGEND:**

- REFLECTORIZED PLASTIC DRUM OR 36" CONE
- P/F POLICE/FLAGGER DETAIL
- ▨ TYPE III BARRICADE
- ▨ WORK ZONE
- ➔ DIRECTION OF TRAFFIC
- SIGN
- DETOUR ROUTE

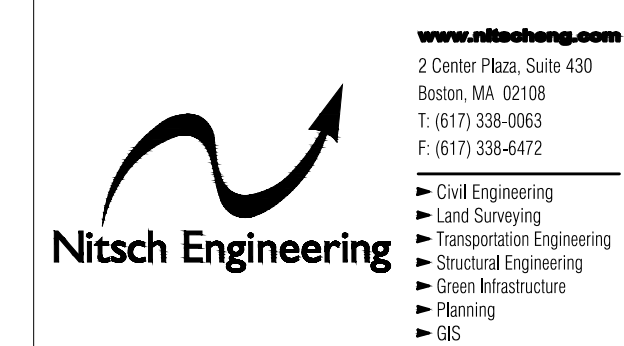
**DETOUR ROUTE**



**TRAFFIC MANAGEMENT NOTES:**

1. ALL TRAFFIC MANAGEMENT AND WORK ZONE TRAFFIC CONTROL MEASURES SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) CURRENT EDITION WITH MASSACHUSETTS AMMENDMENTS, THE STANDARD SPECIFICATIONS, THE PROJECT SPECIAL PROVISIONS, AND THE FOLLOWING NOTES.
2. THE TRAFFIC MANAGEMENT PLANS CONTAINED HEREIN ARE GIVEN AS A GUIDE FOR TYPICAL WORK ZONE TRAFFIC CONTROL APPLICATIONS FOR THE TYPES OF WORK ANTICIPATED FOR 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 MUTCD AND AS APPROVED OR DIRECTED BY THE ENGINEER.
3. NO CONSTRUCTION VEHICLES SHALL BE PARKED WITHIN THE TRAVEL WAY WITHOUT PROPER PROTECTION AND APPROVAL OF THE ENGINEER.
4. TEMPORARY CONSTRUCTION SIGNING AND ALL OTHER TRAFFIC CONTROL DEVICES SHALL BE IN PLACE PRIOR TO THE START OF ANY WORK.
5. ALL WARNING SIGNS SHALL BE BLACK LEGEND ON A REFLECTIVE ORANGE BACKGROUND AND IN ACCORDANCE WITH THE MUTCD. ALL REGULATORY SIGNS SHALL BE BLACK LEGEND ON A WHITE REFLECTIVE BACKGROUND. ALL CONSTRUCTION SIGNS SHALL BE ATTACHED TO THEIR OWN INDEPENDENT SUPPORTS UNLESS SHOWN OTHERWISE.
6. THE CONTRACTOR SHALL MAKE EVERY EFFORT TO AVOID PLACING TEMPORARY TRAFFIC CONTROL DEVICES ON PRIVATE PROPERTY. IF SUCH PLACEMENT ON PRIVATE PROPERTY IS UNAVOIDABLE, IT SHALL BE DONE WITH THE EXPLICIT APPROVAL OF THE PROPERTY OWNER AND THE ENGINEER.
7. ABUTTER ACCESS SHALL NOT BE CLOSED EXCEPT FOR SHORT PERIODS AND ONLY WITH THE APPROVAL OF THE ENGINEER. THE CONTRACTOR SHALL NOTIFY EACH ABUTTER AT LEAST 24 HOURS IN ADVANCE OF THE START OF ANY WORK THAT WILL REQUIRE THE TEMPORARY CLOSURE OF ACCESS, SUCH AS CONDUIT INSTALLATION, EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.
8. THE CONTRACTOR SHALL PROVIDE IMMEDIATE ACCESS TO EMERGENCY VEHICLES AT ALL TIMES.
9. GRADE DIFFERENCES IN EXCESS OF 2" DURING NON-WORKING HOURS WILL REQUIRE DELINEATION BY USE OF DRUMS.
10. GRADE DIFFERENCES IN EXCESS OF 4" DURING NON-WORKING HOURS SHALL BE PROTECTED BY BACKFILLING WITH A TRANSITION OF GRAVEL OR OTHER MATERIAL TO BE COMPACTED AT A 4:1 SLOPE, AND DELINEATED BY DRUMS.
11. CONSTRUCTION SIGNS NOT APPLICABLE TO VARIOUS STAGES OF CONSTRUCTION SHALL BE REMOVED OR COVERED.
12. USE W20-7b SIGNS ONLY WHEN POLICE OFFICER IS DIRECTING TRAFFIC. THEY SHALL BE TAKEN DOWN OR COVERED AT THE CLOSE OF EACH OPERATION.
13. ALL CONSTRUCTION SIGNING AND OTHER TRAFFIC MAINTENANCE DEVICES SHALL CONFORM WITH THE 2009 MUTCD AS AMENDED, NCHRP 350, AND MASSDOT STANDARDS.
14. ADVANCE WARNING SIGNS NO LONGER APPLICABLE, WHICH MIGHT CREATE CONFUSION IN THE MINDS OF VEHICLE OPERATORS, SHALL EITHER BE COVERED OR REMOVED AS SOON AS POSSIBLE. NO SIGN SHALL BE VISIBLE TO TRAFFIC THAT MAY CONFLICT WITH ACTUAL ROADWAY CONDITIONS.
15. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER. HOWEVER, MINIMUM DISTANCES, WHERE INDICATED, SHOULD BE MAINTAINED.
16. ALL DRUMS WITH FLASHERS, SIGNS AND SIGN SUPPORTS MUST PASS THE CRITERIA SET FORTH IN NCHRP 350 AND MASH RECOMMENDED PROCEDURES FOR THE SAFETY EVALUATION OF HIGHWAY FEATURES.
17. MINIMUM LANE WIDTH IS TO BE 11 FEET UNLESS OTHERWISE SHOWN. MINIMUM LANE WIDTH WILL BE MEASURED FROM THE EDGE OF DRUMS OR CONES.
18. ORANGE CONSTRUCTION FLAGS MAY BE USED ON ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER. FLAGS SHALL BE A MINIMUM OF 16" X 16".
19. MAINTAIN EXISTING PAVEMENT MARKINGS WHERE APPLICABLE. WHEN LANES SHIFT, IF NECESSARY, EXISTING MARKINGS SHALL BE REMOVED AND TEMPORARY PAVEMENT MARKING SHALL BE PROVIDED.
20. AT THE END OF EACH WORK DAY, NO TRAFFIC CONTROL DEVICES SHALL REMAIN IN THE ROADWAY AND ALL LANES SHALL BE OPEN FOR TRAFFIC FLOW, EXCEPT FOR THE PROPOSED DETOUR.
21. THE CONTRACTOR MAY PROPOSE TO USE A DIFFERENT SEQUENCE OF WORK AREAS THAN WHAT IS BEING PROPOSED IN THESE DOCUMENTS. THE CONTRACTOR SHALL SUBMIT PHASING AND TRAFFIC MANAGEMENT PLANS FOR APPROVAL BY THE ENGINEER.
22. MAXIMUM SPACING OF CHANNELIZING DEVICES IN A TAPER IS EQUAL IN FEET TO THE SPEED LIMIT IN MPH. (20' SPACING TYPICAL ON TAPER, 35' SPACING TYPICAL ON TANGENTS.)
23. CHANNELIZATION WILL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS OR CONES.
24. THE FIRST FIVE DRUMS OF A TAPER SHALL HAVE TYPE A LIGHTS.
25. POLICE DETAIL SHALL BE USED WHILE SETTING UP THE TEMPORARY TRAFFIC CONTROL DEVICES ON THE ROADWAY.
26. POLICE DETAILS SHALL BE EMPLOYED AND SHALL BE SUBSTITUTED WITH CERTIFIED ROADWAY FLAGGERS AS DIRECTED BY THE ENGINEER AND PER SECTION 850 "TRAFFIC CONTROLS FOR CONSTRUCTION AND MAINTENANCE OPERATIONS" IN THE MASSDOT SUPPLEMENTAL SPECIFICATIONS DATED JUNE 12, 2012.
27. ALL DRIVEWAYS AND STREETS SHALL REMAIN OPEN AT ALL TIMES EXCEPT FOR SHORT PERIODS AS APPROVED BY THE ENGINEER.
28. THE CONTRACTOR SHALL INSTALL A TEMPORARY CHAIN LINK FENCE AROUND THE PROJECT AREA TO PREVENT ACCESS DURING ALL HOURS.
29. THE CONTRACTOR SHALL INSTALL ADDITIONAL W20-3 SIGNS AT THE MASS CENTRAL RAIL TRAIL INTERSECTIONS WITH CHURCH STREET AND CONCORD ROAD TO INFORM TRAIL USERS THAT THE RAIL TRAIL IS CLOSED AT CONANT ROAD.

REV.	DATE	DESCRIPTION	BY
2	10/19/18	FINAL DESIGN SUBMISSION	
1	6/8/18	PRELIMINARY SUBMISSION	



**COMMONWEALTH OF MASSACHUSETTS  
DEPARTMENT OF CONSERVATION AND RECREATION  
DIVISION OF ENGINEERING AND  
DIVISION OF PLANNING AND RESOURCE PROTECTION**

**MASS CENTRAL RAIL TRAIL  
CONANT ROAD CULVERT  
WESTON**

DESIGNER: TG	TEMPORARY TRAFFIC CONTROL PLAN	SHEET NO.
CHECKED: DJC		16
DRAWN: TG	CONT. XXXXX	SCALE: AS NOTED
CHECKED: DJC	ACC. XXXXX	DATE: 10/19/2018