

**CITY OF DETROIT**  
**SPECIAL PROVISION**  
**FOR**  
**MAINTAINING TRAFFIC**

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**TYJT**

**10-7-09**

**GENERAL REQUIREMENTS**

Traffic shall be maintained continuously throughout the project, by the Contractor, and all traffic control devices and their usage shall be in accordance with the 2003 Michigan Department of Transportation (MDOT) Standard Specifications for Construction and 2005 Michigan Manual of Uniform Traffic Control Devices except as herein modified.

The Contractor shall notify the Engineer a minimum of five business days prior to the implementation of any detours, or lane closures.

The Contractor shall coordinate his operations with other contractors performing work on other projects within or adjacent to the Construction Influence Area (CIA) to avoid conflicts in the maintenance of traffic, construction signing, and to provide orderly progress of the contract work.

**CONSTRUCTION INFLUENCE AREA (CIA)**

The CIA shall include the area within the rights-of-way of the streets and/or the cross streets within the limits of the construction staging.

**SIGNING AND TRAFFIC CONTROL**

The Contractor shall furnish and install all signing necessary for the maintenance of traffic. Traffic control devices shall be applied as shown in the Michigan Manual of Uniform Traffic Control Devices, 2005 Edition, Part VI, Construction and Maintenance and /or the Department of Public Works Standards on maintenance and utility signing as applicable. Distances between sign locations will vary depending on length of City blocks in advance of the job site. Other traffic signing and barricading requirements for this project are contained in the proposal.

The Contractor may relocate signs and other portable barricades only after coordinating with City of Detroit – DPW.

**TRUCK HAUL ROUTES**

Truck haul routes selected by the Contractor must be submitted to the Detroit Department of Public Works for approval prior to the start of construction and are subject to regulations of the Department.

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**BARRICADES AND TEMPORARY SIGNS**

Barricade, Type III, High Intensity, Double Sided, Lighted necessary for traffic control and public safety shall be furnished and erected by the Contractor. They shall be placed at a maximum of 25 feet on tangents and on tapers.

Tables for “I”, “D”, and “B” values are shown on the included figure M0020a.

Advance signing for work zones of less than 2 miles in length shall be in accordance with the included figures WZD-100-A, M0050a, and M0080a.

Signing for a single lane closure shall be as shown on included figure M040a.

Signing for a one lane closure for a divided roadway shall be as shown on the included figure M0730a.

W21-4 signs shall be placed at intersecting roads in advance of the construction areas as directed by the Engineer.

All temporary warning signs shall be 48 inches x 48 inches and mounted at a 7 foot bottom height.

Distances shown between construction warning, regulatory and guide signs shown on the MDOT typicals are approximate and may require field adjustments, as directed by the Engineer. All temporary signs shall be constructed with legends and symbols flush to the sign’s face and not extending beyond the signs borders or edges. No overlays are allowed on temporary signs.

All construction warning signs used on this project shall be fabricated utilizing prismatic retro reflective sheeting. Warning lights or flags shall not be required on signs fabricated utilizing prismatic retro reflective sheeting.

Temporary warning, regulatory and guide signs not required for a particular lane closure or shift, shall be removed, covered, or laid down with the legs removed.

Sign covers used to cover temporary signs have been considered to be included in the cost of placing signs.

**WARNING LIGHTS**

Battery operated warning flashers shall be used on all barricades in accordance with Michigan Department of Transportation (Michigan Manual of Uniform Traffic Control Devices, 2005 Edition) standards as applied to battery operated warning flashers at intervals not to exceed 25 feet.

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**CHANNELIZING DEVICES**

Lighted Arrows, Type C (96" x 48") shall be used when closing a traffic lane or where lighted arrow panels are call for on the MDOT typical. The lighted arrow panel for the lane closure shall be located at the beginning of the taper or as close as possible to the beginning of the taper where physical limitations exist.

Plastic Drums with High Intensity Sheeting, shall be utilized as channelizing devices for all closures. The use of cones or other channelizing devices will not be allowed on this project.

The Contractor shall routinely maintain all traffic control devices.

**CLEANING ADJACENT STREETS AND SIDEWALKS:**

Dirt, mud, construction materials or other debris deposited on public sidewalks or streets as the result of spilling, tracking by the wheels of trucks or construction equipment or by other actions of the Contractor, his employees or subcontractors shall be immediately removed by the Contractor. Failure to do so is a violation of City Ordinances punishable by fines and/or imprisonment.

Failure to comply with all stipulations of the above traffic specifications will be cause for complete shutdown of the project.

In the event of an emergency, these restrictions are subject to change if traffic conditions indicate such a necessity. Traffic specifications are to be with the work crews at all times.

Temporary "No Parking" signs shall be placed in all parking areas when necessary to prohibit parking during construction activities. The "No Parking" signs shall be placed in all parking areas at least 24 hours and not more than 48 hours prior to construction activities.

**TRAFFIC RESTRICTIONS – GENERAL**

The Contractor shall maintain traffic in accordance with signing typical, staging description and notes contained therein, except as noted below:

- Changes or adjustments in the signing typical and proposed staging provided may be necessary to fit field conditions or as determined by the Engineer.
- The hours described in the following traffic restrictions may be modified or changed by the Engineer due to holidays, special events or traffic volumes.

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The Contractor is NOT authorized to start the work until all necessary clearances are secured.

The Contractor MUST coordinate with other contractors working in the area.

The Contractor is only allowed to work on one side of the street at a time to minimize the impact on vehicular traffic.

The Contractor is also only allowed to work on one corner of an intersection at a time to minimize the impact of pedestrian movement. Should the Contractor wish to work on two corners of an intersection, on the same side of the street, at the same time, he shall submit his complete plan detailing how he plans to move pedestrians from one side of the street to the other in a safe and efficient manner. The Engineer shall have the sole discretion in either approving or disapproving the scheme.

No work shall be performed in the downtown area which, in the judgment of the Engineer, may affect major events such as the Festivals in Hart Plaza and games or special events at Comerica Park or Ford Field.

No lane or sidewalk closures will be allowed when or where the Contractor is not actively working. When closures are in place, the Contractor shall completely cover all conflicting warning, regulatory, and guide signs.

The Contractor MUST be responsible for installing and maintain signage, lights, proper barricades, etc. of all lane closures and sidewalk closures and in accordance with the Michigan Manual of Uniform Traffic Control Devices (Part 6, Temporary Traffic Control).

The Contractor MUST routinely maintain the traffic control devices and shall be responsible for reviewing the adequacy and maintenance of all traffic control.

Lane widths shall be a minimum of 11 feet with an additional clearance of 2 feet from the barricades.

Pedestrian access shall be maintained at all times. Where sidewalk curb ramps or portions of sidewalk are being replaced, the Contractor shall provide safe passage around the construction zone for pedestrians so that pedestrians are not diverted out into the roadway or to alleys. Where sidewalk curb ramps are being replaced, they shall be coordinated so that intersections with crosswalks on both sides of the road are not closed simultaneously.

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Where crosswalks are to be closed for pedestrian traffic, pedestrian signal heads shall be bagged as directed by the Engineer.

During construction, reasonable access to local businesses and residential drives shall be maintained at all times. If a business has multiple bi-directional driveways, alternate driveways may be closed.

**TRAFFIC RESTRICTIONS – SPECIFIC**

1. The traffic lane adjacent to the existing curb/sidewalk shall be closed during existing curb/ sidewalk/ ramp removal and curb/sidewalk/ramp construction.
2. Channelizing Devices and Signage for one lane closure shall be placed in accordance with MDOT Typical Temporary Traffic Control Standards.
3. Minimum of one lane of traffic in each direction shall be maintained at all times.
4. Access to all businesses shall be maintained at all times. Walks, driveways and entrances to buildings shall not be blocked.

The engineer may require the contractor to cease construction operation during times as may be determined to be in the interest of the public.

The contractor shall notify the Engineer a minimum of 72 hours prior to closing any traffic lane. The Engineer shall notify affected communities and the media.

The Contractor shall coordinate work operations with adjacent or other affected projects. Pedestrian traffic shall be maintained on all sidewalks at all times in accordance with MMUTCD TA-29.

**METHOD OF MEASUREMENT AND BASIS OF PAYMENT**

Maintaining Traffic will be measured and paid for at the contract unit price for the contract pay items. Payment for providing and maintaining driveway access and pedestrians crossing and temporary No Parking Signs will not be paid separately. Payment for these items of work not paid for separately and/or other items are included in the total cost of “Minor Traffic Devices”.