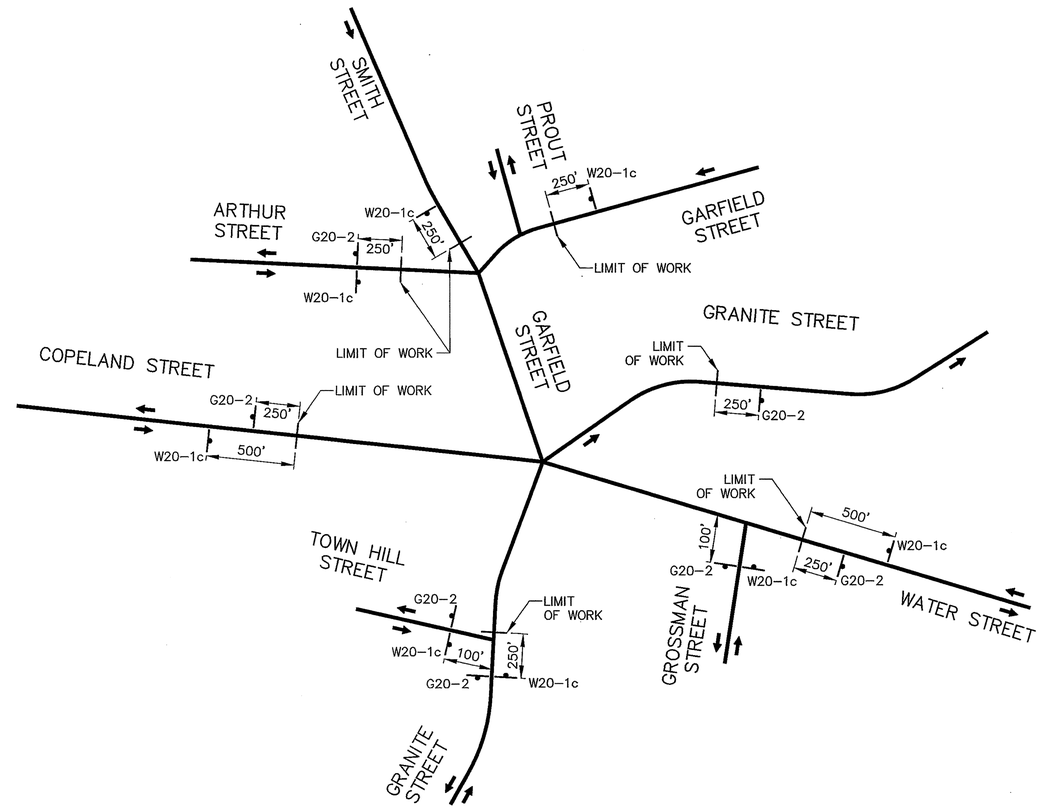
GENERAL NOTES

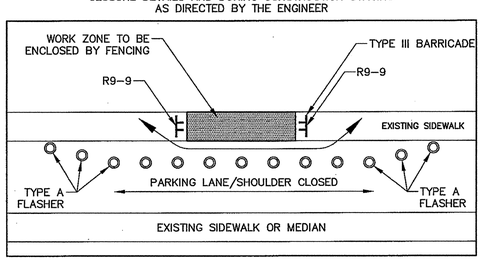
1. ALL CONSTRUCTION SIGNING, DRUMS, BARRICADES AND OTHER DEVICES SHALL CONFORM WITH THE 2003 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), AS AMENDED, AND MASSDOT STANDARDS.
2. THE TRAFFIC MANAGEMENT PLANS PRESENT SUGGESTED CONSTRUCTION STAGING WITH PERTINENT TRAFFIC CONTROLS. THE CONTRACTOR MAY SUBMIT ALTERNATE STAGING AND TRAFFIC CONTROL PLANS FOR APPROVAL BY THE ENGINEER IN WRITING.
3. ALL DISTANCES MAY BE ADJUSTED TO FIT FIELD CONDITIONS, AS DIRECTED BY THE ENGINEER. HOWEVER, MINIMUM DISTANCES, WHERE INDICATED, SHOULD BE MAINTAINED.
4. MAXIMUM SPACING OF CHANNELIZING DEVICES IS EQUAL, IN FEET, TO SPEED LIMIT (MPH). (15' SPACING TYPICAL ON TAPER, 30' SPACING TYPICAL ON TANGENTS.)
5. CHANNELIZATION SHALL BE ACCOMPLISHED THROUGH THE USE OF REFLECTORIZED PLASTIC DRUMS. FOR THE FIRST THREE DRUMS, ATTACH FLASHER TYPE "A".
6. PLASTIC DRUMS WITH ANY FORM OF LIGHTING DEVICE MOUNTED ON THEM MUST PASS THE CRITERIA AS SET FORTH IN NCHRP 350 "RECOMMENDED PROCEDURES FOR THE SAFETY PERFORMANCE EVALUATION OF HIGHWAY FEATURES". IF THEY DO NOT MEET THE CRITERIA, THEY MUST BE REMOVED FROM THE PROJECT.
7. ALL CONSTRUCTION WARNING SIGNS ('W' AND 'G' PREFIX) SHALL BE BLACK LEGEND ON A REFLECTIVE ORANGE BACKGROUND. ALL CONSTRUCTION REGULATORY SIGNS ('R' PREFIX) SHALL BE BLACK LEGEND ON A REFLECTIVE WHITE BACKGROUND. ALL CONSTRUCTION SIGNS SHALL BE ATTACHED TO THEIR OWN INDEPENDENT SUPPORTS.
8. FLASHING WARNING LIGHTS AND/OR FLAGS MAY BE USED ON ADVANCE WARNING SIGNS AS DIRECTED BY THE ENGINEER. FLAGS SHALL BE A MINIMUM OF 16" X 16".
9. THE CONTRACTOR SHALL NOTIFY THE CITY OF QUINCY POLICE, FIRE AND DPW AT LEAST 24 HOURS IN ADVANCE OF LANE CLOSURES.
10. ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL BE REMOVED IMMEDIATELY WHEN NO LONGER NEEDED.
11. FOR CONSTRUCTION OPERATIONS OF LONG DURATION (MORE THAN 3 DAYS), EXISTING CENTERLINE MARKINGS SHALL BE REMOVED AND A TEMPORARY CENTERLINE STRIPED IN A PROPER LOCATION.
12. 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.
13. PAVEMENT MARKINGS NO LONGER APPLICABLE, WHICH MAY CREATE CONFUSION, SHALL BE REMOVED. TEMPORARY PAVEMENT MARKINGS SHALL BE USED AS NECESSARY TO PROPERLY DELINEATE THE ROADWAY AND SHALL BE IN PLACE BEFORE WORK IS COMPLETED EACH DAY.
14. AT THE END OF EACH WORKDAY, NO TRAFFIC CONTROL DEVICES SHALL REMAIN IN THE ROADWAY, AND ALL ROADWAYS SHALL BE OPEN FOR TWO-WAY TRAFFIC BY FILLING EXCAVATIONS TO GRADE OR USING STEEL PLATES.
15. EXCAVATION EDGES IN EXCESS OF 4" DEEP SHALL BE PROTECTED DURING NON-WORKING HOURS BY BACKFILLING WITH A WEDGE OF GRAVEL OR SOIL COMPACTED TO A 4:1 SLOPE.
16. THE CONTRACTOR MUST MAINTAIN ACCESS AND EGRESS AT ALL TIMES TO ALL PROPERTIES ABUTTING THE WORK ZONE.
17. 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 EXISTING PAVEMENT EXCAVATION, TEMPORARY DRIVEWAY PAVEMENT PLACEMENT AND SIMILAR OPERATIONS.



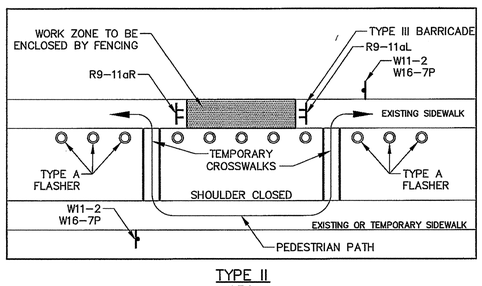
WORK ZONE ADVANCE SIGNING
NOT TO SCALE

PEDESTRIAN BYPASS

TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING AS DIRECTED BY THE ENGINEER



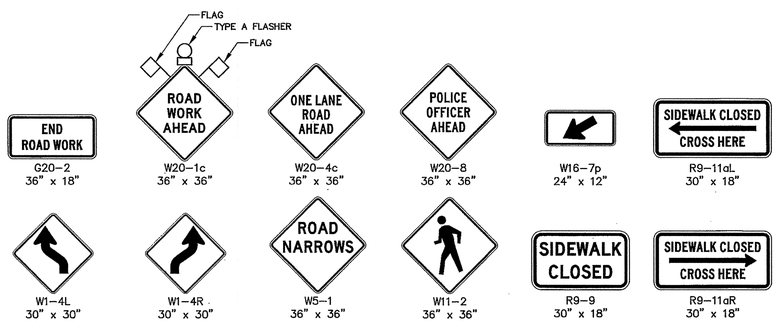
TYPE I
N.T.S.



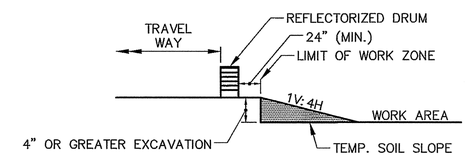
TYPE II
N.T.S.

PEDESTRIAN BYPASS NOTES:

1. ADDITIONAL ADVANCE WARNING MAY BE NECESSARY.
2. CONTROLS ONLY FOR PEDESTRIAN TRAFFIC ARE SHOWN. VEHICULAR TRAFFIC SHOULD BE HANDLED AS SHOWN ELSEWHERE.
3. STREET LIGHTING SHOULD BE CONSIDERED WHEN LOCATING CONTROL DEVICES.
4. IF THE WORK ZONE DOES NOT PERMIT PEDESTRIANS TO TRAVEL ADJACENT TO IT AS SHOWN IN PEDESTRIAN BYPASS TYPE I, TEMPORARY CORSSWALKS WITH APPROPRIATE SIGNS SHOULD BE INSTALLED TO CROSS PEDESTRAINS TO THE OPPOSITE SIDE OF THE STREET AS SHOWN IN PEDESTRIAN BYPASS TYPE II, AND AS DIRECTED BY THE ENGINEER.
5. BYPASS IS TO BE USED IN CONJUNCTION WITH THE PROPOSED LANE CLOSURE DETAILS AND DURING CONSTRUCTION STAGING, AS DIRECTED BY THE ENGINEER.



CONSTRUCTION SIGNS
NOT TO SCALE



DETAIL FOR LATERAL DROP-OFF
(AFTER WORK HOUR SETUP)
NOT TO SCALE

COMMONWEALTH OF MASSACHUSETTS
RONALD D. DESROSIERS
CIVIL
No. 39712
REGISTERED PROFESSIONAL ENGINEER
12/17/10

ISSUED FOR BID

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WOODARD & CURRAN

REV	DESCRIPTION	DATE

DESIGNED BY: JLS
DRAWN BY: JLS
CHECKED BY: RDD
561 Traffic Management Plan.dwg

TRAFFIC MANAGEMENT PLAN

CITY OF QUINCY, MASSACHUSETTS
1305 HANCOCK ST, QUINCY, MA

BREMERS CORNER AND VICINITY
PEDESTRIAN ACCESS &
TRAFFIC CONTROL IMPROVEMENTS

JOB NO.: 223580.00
DATE: October 8, 2010
SCALE:
SHEET: 16 OF 17

T-400

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