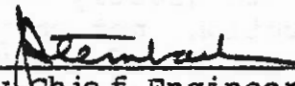


MODIFIED BY EI 79-009 EFFECTIVE 3/5/1979; EI 79-052 EFFECTIVE 11/26/1979; EI 80-004 EFFECTIVE 1/29/1980 Director, Preliminary Plan Review Bureau CIRC. DESIGN FILE	<h1>ENGINEERING INSTRUCTION</h1> <p>NEW YORK STATE DEPARTMENT OF TRANSPORTATION</p> <p>SUBJECT: MAINTENANCE AND PROTECTION OF TRAFFIC</p> <p>Subject Code: 7.30</p>
Distribution: <input checked="" type="checkbox"/> Main Office <input checked="" type="checkbox"/> Regions <input type="checkbox"/> Special	Code: EI 78-11 Date: 3/1/78
APPROVED:  (Deputy Chief Engineer, Construction Subdivision)	Supersedes:

The adequate maintenance and protection of traffic for the safety of motorists and construction workers is a matter of high priority and the subject of increasing federal and Departmental concern.

Recent Federal inspections of projects throughout the State have uncovered the following deficiencies:

1. Signs were placed with thoughtless consideration and obscured more important ones; e.g., "Truck Crossing" blocked a "Flagman Ahead", other signs were obscured behind light poles.
2. Excavation along side of traveled way protected only by one small 5' barricade without any advance warning signs.
3. Failure to wear safety vests by contractor's forces.
4. Contractors' or their employees' personal vehicles temporarily parked on roadway, blocking or restricting visibility of warning signs.
5. Timber barriers and barricades were not adequately painted; reflectors were either missing or damaged; signs were either not reflective or were not constructed with the specified reflective sheeting; barrels utilized incorrect reflective sheeting stripes.
6. Construction signs were not of proper dimension, including size of lettering; cones were of non-standard yellow color.
7. Condition of signs and barrels very poor; peeling, bent, dirty, and not reflective.
8. Equipment and materials stored too close to the roadway without adequate protection, particularly at night and during periods when construction was dormant at the sites.
9. Excavation site adjacent to roadway inadequately delineated; knocked over delineators were not replaced promptly; delineators were not made of specified reflective material.

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10. Construction signs were not adequately covered when not in use. Open burlap which does not obscure sign legend to reflection from headlights is not acceptable.
11. Insufficient lane closing tapers.

Please instruct your project engineers to devote greatly increased attention to this important aspect of construction, not only with respect to the afore-cited deficiencies, but via careful reviews of the construction site from the viewpoint of a motorist unfamiliar with the conditions and by continual reference to the requirements of the contract and the MUTCD.

Periodic inspections of the site by a responsible project staff member should be conducted at night, the frequency of which depends on the need. For example, during the early stages of shifting traffic, nightly inspections for several successive days would be appropriate. For relatively minor disruptions to traffic, a check once every 2-3 weeks should suffice. Such night inspections should check on the visibility, adequacy, and reflectivity of traffic control devices and the satisfactory performance of the contractors' watchmen, and should be documented in the project records. Such documentation should also include follow-up actions taken by watchmen where unsatisfactory conditions are encountered.

We recognize that delineation and warning signs and devices can become unacceptable almost instantly via vehicle impact, or rain or mud contamination, and criticism may seem unfair in some instances. However, unsatisfactory maintenance should not be tolerated, particularly over a weekend when corrective action has been apparent for some time.

The attached checklist is utilized by the FHWA and should be useful to the project engineers in their review of the construction sites.

JS:MC
Attachment

Guidelines for Maintenance of Traffic through Construction-
Stage Inspection - New York Division

Signs

1. Are signs adequately constructed and maintained throughout the project? (Ref. Federal MUTCD, Chapt. VI, NYSDOT MUTCD, Sections 213, 237, 254, 350)
2. Evaluate location and size of signs with respect to speed, volumes and type of operation. (Speed should be that actually used by traffic rather than anticipated speed)
3. Has adequate planning gone into the signing? (i.e. - is signing installed well in advance of work and removed or covered if not needed?)
4. Does the signing as used function as intended? Can improvements be made to eliminate bottlenecks and hazardous transition areas?
5. Are personnel assigned from State and Contractor who are responsible for traffic control on the project?
6. Are the traffic control devices effectively employed during non-working hours and are they visible for night-time control?

Barricades and Channelizing Devices

1. Are barricades and channelizing devices preceded by adequate advance warning signs?
2. Are barricades, cones, and drums reflectorized and of the proper color?
3. Are barricades constructed in accordance with Part VI of the Federal MUTCD or with accepted State standard sheets?
4. Is the application of channelizing devices in conformance with the MUTCD?

Flagmen

1. Are they employed on the job? If so, are they
 - a) aware of their responsibility
 - b) properly equipped (flag 24" x 24")
 - c) properly clothed (orange vest)
 - d) properly positioned
 - e) courteous but still positive.

Pavement Markings

1. Are temporary markings used on the job? If so, are they effective? (day and night)
2. Old or unneeded markings should be removed (painting them out is not acceptable).
3. Temporary ramps involving PCC and AC pavements should be closely evaluated to avoid confusion with night-time operation at transition areas.

General

1. Have any accidents occurred as a result of traffic control devices?
If so, evaluate what changes have been made or recommended.
2. Are pedestrians involved in the traffic control scheme?
3. Does the contractor control the movement of his equipment, material, and men to minimize problems with traffic?
4. Other comments.

References:

Federal MUTCD (1971), Chapter VI

New York State MUTCD, Sections 213, 237, 254 and 350

Yellow Book, Chapter VIII, Page 75

*Also check plans and specifications for traffic control procedures.