

GUIDELINES FOR TEMPORARY TRAFFIC CONTROL

THESE GUIDELINES ARE FOR PREPARING TEMPORARY TRAFFIC CONTROL PLANS (TTCP) FOR CONSTRUCTION OR UTILITY WORK WITHIN OR ADJACENT TO THE STREETS OF BALTIMORE CITY. FOLLOWING THESE GUIDELINES WILL HELP DEVELOP AN ACCEPTABLE PLAN THAT MINIMIZES INCONVENIENCES TO THE DRIVING PUBLIC WHILE ASSURING SAFE CONDITIONS FOR WORKERS AND OTHER STREET USERS INCLUDING PEDESTRIANS AND BICYCLISTS.

DESIGN AND INSTALLATION OF TEMPORARY TRAFFIC CONTROL IN BALTIMORE CITY WILL BE DONE UTILIZING THE TEMPORARY TRAFFIC CONTROL PORTION OF THE MOST CURRENT MARYLAND STATE HIGHWAY ADMINISTRATION (MDSHA) BOOK OF STANDARDS AND THE MARYLAND MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) PART 6, TEMPORARY TRAFFIC CONTROL, AS BASIC GUIDELINES. THE GUIDELINES, REQUIREMENTS AND DETAILS PROVIDED HERE SUPPLEMENT THE ABOVE MENTIONED BASIC DOCUMENTS AND INCLUDE OTHER USEFUL INFORMATION THAT WILL FACILITATE DESIGN AND INSTALLATION OF APPROPRIATE TEMPORARY TRAFFIC CONTROLS. USERS OF THIS INFORMATION SHALL ALSO COMPLY WITH TRAFFIC CONTROL RELATED PORTIONS OF THE LATEST BALTIMORE CITY 2006 STANDARD SPECIFICATIONS FOR MATERIALS, HIGHWAYS, BRIDGES, UTILITIES AND INCIDENTAL STRUCTURES.

THE PURPOSE OF USING TEMPORARY TRAFFIC CONTROL DEVICES (TTCD) IS TO ENSURE ROADWAY SAFETY BY PROVIDING ORDERLY AND PREDICTABLE MOVEMENT OF VEHICULAR TRAFFIC AND THE GUIDANCE AND WARNING NECESSARY FOR STREET USERS, PEDESTRIANS AND BICYCLISTS TO NAVIGATE THE WORK ZONE SAFELY. AT THE COMPLETION OF WORK ACTIVITIES, STREET CONDITIONS SHALL BE FULLY RESTORED TO THOSE THAT EXISTED PRIOR TO THE WORK ACTIVITY.

STREET USER AND WORKER SAFETY AND ACCESSIBILITY TO WORK ZONES SHOULD BE INTEGRAL AND HIGH PRIORITY ELEMENTS OF EVERY PROJECT FROM PLANNING THROUGH DESIGN AND CONSTRUCTION. MAINTENANCE AND UTILITY WORK SHOULD BE PLANNED AND CONDUCTED WITH THE SAFETY OF ALL MOTORISTS, BICYCLISTS, PEDESTRIANS (INCLUDING THOSE WITH DISABILITIES), AND WORK ZONE PERSONNEL BEING CONSIDERED AT ALL TIMES. PERSONS INVOLVED IN DEVELOPING TTCP SHOULD BE FAMILIAR WITH PROVISIONS OF THE AMERICAN WITH DISABILITIES ACT.

ANY CONSIDERATIONS FOR CLOSURE OF A STREET OR SIDEWALK MUST BE CAREFULLY REVIEWED AND JUSTIFIED TO BALTIMORE CITY WITH RESPECT TO BOTH THE NECESSITY AS WELL AS THE IMPACT OF THE CLOSURE TO THE PUBLIC.

TEMPORARY TRAFFIC CONTROL ZONES IN BALTIMORE CITY MAY INCLUDE AT GRADE RAILROAD CROSSINGS. IT IS RECOMMENDED THAT EARLY CONTACT AND COORDINATION BE MADE WITH THE RAILROAD COMPANY OR MARYLAND TRANSIT ADMINISTRATION (LIGHT RAIL, METRO SUBWAY).

THESE GUIDELINES, MANUALS AND STANDARDS ADDRESS A WIDE VARIETY OF NECESSARY TRAFFIC CONTROL CONDITIONS, HOWEVER EVERY POSSIBLE SITUATION MAY NOT BE SHOWN. CLOSELY SPACED INTERSECTIONS, AUXILIARY TURN LANES, TURN PROHIBITIONS, SHORT STREET LENGTHS, SHORT BLOCK LENGTHS, TRAFFIC SIGNALS, THE PRESENCE OF HIGH VOLUME COMMERCIAL DRIVEWAYS, PARKING METERS AND VARIABLE STREET WIDTHS ARE URBAN CONDITIONS WHICH REQUIRE CAREFUL ATTENTION TO SITE SPECIFIC CONSTRUCTION SEQUENCE PHASING AND TRAFFIC CONTROL DEVICE APPLICATION.

IF PARKING METERS ARE WITHIN THE WORK ZONE OF A CONTRACT, THE CONTRACTOR SHALL CONTACT BALTIMORE CITY PARKING AUTHORITY TO ARRANGE FOR BAGGING OF PARKING METERS. EXISTING 'PARKING' SIGNS SHALL BE COVERED AND TEMPORARY 'NO PARKING ANYTIME' SIGNS SHALL BE INSTALLED WITHIN THE AFFECTED AREA. PARKING METER POLES SHALL NOT BE USED FOR TEMPORARY SIGNS. AT THE COMPLETION OF CONSTRUCTION, PARKING SIGNAGE AND METERS SHALL BE RESTORED TO THEIR PREVIOUS CONDITION.

AS PART OF TEMPORARY TRAFFIC CONTROL DESIGN INCLUDES A SPECIAL PROVISION CONTAINING ANY WORK RESTRICTIONS, SUCH AS DAYS THE CONTRACTOR MAY NOT WORK, DAYS DETOURS MAY NOT BE IMPLEMENTED, HOURS THAT LANE RESTRICTIONS ARE ALLOWED OR NOT ALLOWED, OR OTHER RESTRAINTS THAT MUST BE CONSIDERED BASED ON TRAFFIC VOLUMES OR OTHER CONSIDERATIONS. THE PREPARER OF THE TRAFFIC CONTROL PLAN SHALL CONTACT THE BALTIMORE CITY TRAFFIC ENGINEERS' OFFICE TO OBTAIN THIS INFORMATION. THE SPECIAL PROVISION SHALL BE PART OF THE PROJECT BOOKLET.

TEMPORARY TRAFFIC SIGNAL MODIFICATION(S) WILL BE COORDINATED THROUGH THE BALTIMORE CITY TRAFFIC ENGINEERS' OFFICE.

THE CONTRACTOR WILL BE SOLELY RESPONSIBLE FOR ALL ACCIDENTS OR DAMAGE TO PERSONS AND ANY PROPERTY DAMAGE RESULTING FROM HIS OPERATIONS.

NO MATERIALS OR EQUIPMENT SHALL BE STORED ON THE ROADWAY SURFACE OR SIDEWALK DURING NON-WORKING PERIODS. ALL STORED MATERIALS AND EQUIPMENT SHALL BE SET BACK AT LEAST SIX (6) FEET BEHIND THE CURB ALONG A CLOSED SECTION ROADWAY AND AT LEAST TWELVE (12) FEET FROM THE EDGE OF AN OPEN SECTION ROADWAY. HAZARDOUS MATERIAL SHALL NOT BE STORED WITHIN THE PUBLIC RIGHT-OF-WAY.

ALL TEMPORARY TRAFFIC CONTROL DEVICES SHALL BE REMOVED AS SOON AS PRACTICAL WHEN THEY ARE NO LONGER NEEDED. WHEN WORK IS SUSPENDED FOR SHORT PERIODS OF TIME, TEMPORARY TRAFFIC CONTROL DEVICES THAT ARE NO LONGER APPROPRIATE SHALL BE REMOVED OR COVERED.

IN UTILIZING THESE GUIDELINES ANY QUESTIONS ABOUT INTERPRETATIONS OR DETAIL APPLICATIONS SHALL BE REFERRED TO BALTIMORE CITY TRAFFIC ENGINEER OR OTHER RESPONSIBLE PARTY WHO HAS EXPERTISE IN TRAFFIC ENGINEERING AND HAS JURISDICTION ON THE AFFECTED STREETS.



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CITY OF BALTIMORE
DEPARTMENT OF TRANSPORTATION
TRAFFIC DIVISION

ISSUED	REVISED	REVISED
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SCALE : NONE	SHEET 1 OF 7