

Chapter 13

MAINTAINING TRAFFIC

One of the parameters that sets CSM work apart from CPM work is the short duration of the project, typically one day or less, and therefore the ability to keep the cost and complexity of traffic control to a minimum. Nevertheless, each bridge site will require some form of traffic control and the best resource for that is the Region Traffic and Safety Engineer.

For CSM projects, traffic control may be paid for as LUMP SUM. However, estimated quantities of work items must be provided for informational purposes. A project specific special provision for maintaining traffic must be included in the Proposal, as well as appropriate traffic control Typical. An example of a special provision for maintaining traffic for a road CPM project, as well as a couple of sample Typical, are provided at the end of this chapter.

Maintaining Traffic Special Provision (format)

- General
- Construction Influence Area
- Traffic Restrictions
- Construction Staging Guidelines - (if applicable)
- Traffic Control Devices
 - General
 - Temporary Signs
 - Channelizing Devices
 - Temporary and Permanent Pavement Markings
- Measurement and Payment
 - Pay Item. Maintaining TrafficLump Sum
 - Estimated Quantities - Informational quantities for work items must be provided in the proposal so the contractor can estimate the amount to bid as lump sum. Note: Some Frequently Used Special Provisions for traffic control list pay items separately, which may conflict with the traffic control special provision. Therefore, it is important to add a disclaimer note to the special provision, such as:

Estimated quantities are for informational purposes only. These items will not be paid separately but are included in the pay item Maintaining Traffic. In the event of a conflict between pay items listed in this Maintaining Traffic Special Provision and those on other special provisions, the Maintaining Traffic Special Provision shall govern.

Traffic Control Typicals

Upon consultation with the Region Traffic and Safety Engineer, include the applicable traffic control Typicals in the project proposal. Some examples of Typicals are presented at the end of this chapter.

Estimating

For initial estimating purposes, the day rate on the CSM estimating sheet for the appropriate lane or shoulder closure may be used. More accurate design cost estimates for traffic control should come from the Region or TSC, based on the informational quantities.