



*A Service-Disabled Veteran-Owned Small Business
and HUBZone Certified Small Business*

TRAFFIC CONTROL PLAN

FOR THE

**LAWRENCE AVIATION INDUSTRIES (LAI)
OLD MILL CREEK CULVERT CLEANING
AT THE BARNUM AVENUE BRIDGE
VILLAGE OF PORT JEFFERSON, NY**

**Contract: EP-S2-05-01
Task Order 017**

Submitted to:



**U.S. EPA Region 2
2890 Woodbridge Ave
Edison, NJ**

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Figure A-3: Barnum Avenue One Lane Closure Plan

Figure A-4: Barnum Avenue One Lane Closure Sidewalk Closure Plan

1.0 PURPOSE

This Traffic Control Plan (TCP) describes how the NEIE, Inc (NEIE) proposes to safely manage vehicular, cyclist and pedestrian traffic during removal of sediment and debris in the Old Mill Creek near the Barnum Avenue Bridge in the Village of Port Jefferson, New York.

NEIE acknowledges that the effective management of traffic and the safety of road users are paramount to the successful day-to-day activities during this construction phase of this Project. This TCP details the road safety and traffic management principles, strategies and measures that will be applied to enable successful completion of this Project.

The traffic management principles to be applied by NEIE will ensure:

- The provision of a safe environment for road users and workers;
- The overall impacts on road users is kept to a minimum;
- Access is maintained for the local community; and
- Road users and local communities are regularly informed in relation to changed traffic conditions.

2.0 Project Description

During this phase of construction, NEIE proposes to remove large quantities of sediment that has filled the creek immediately upstream and downstream of the culvert that conveys Old Mill Creek under Barnum Avenue. This construction phase will ensure that the water discharged from the future groundwater treatment system will flow freely down the Old Mill Creek to the outfall.

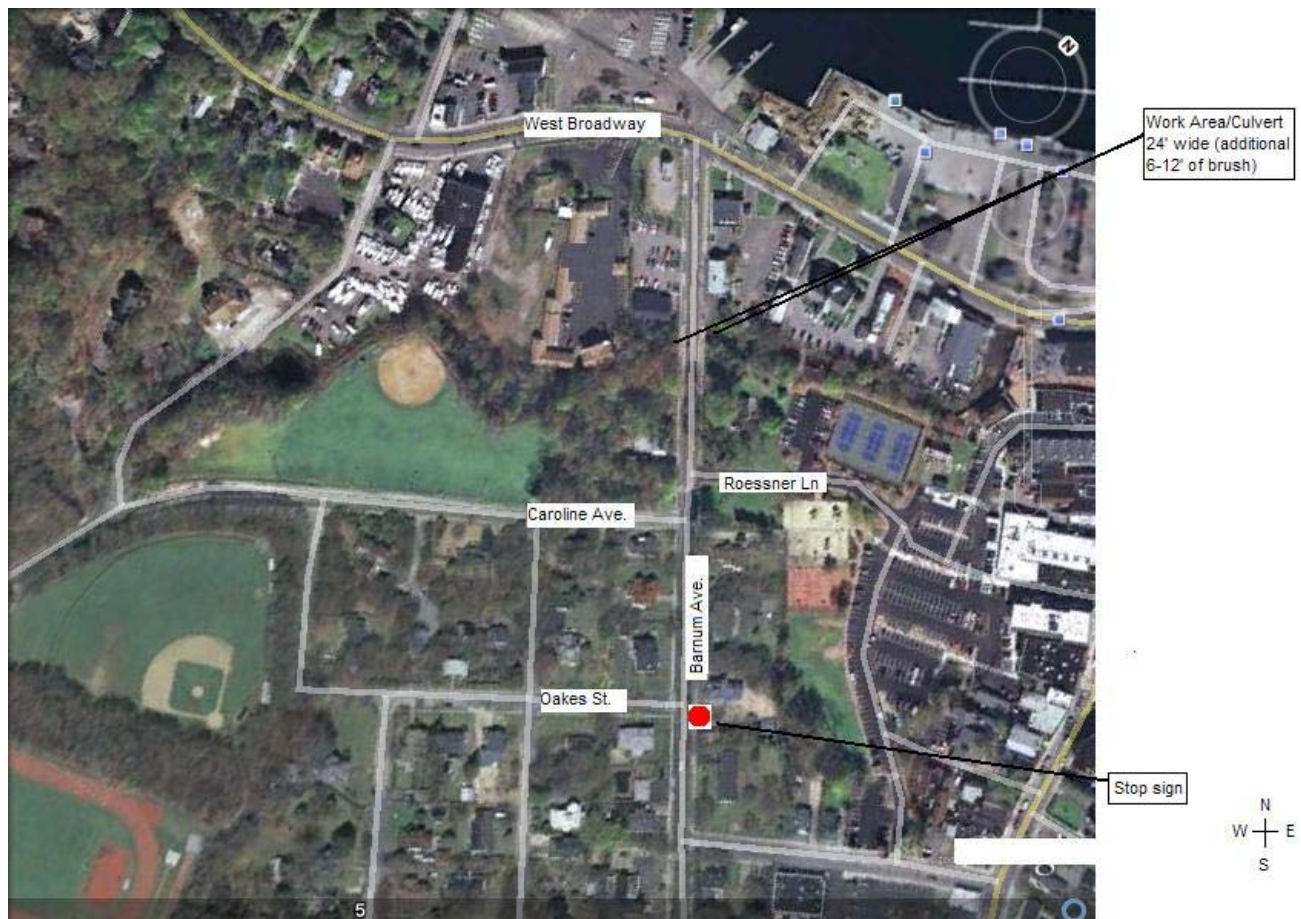
The Scope of the project is anticipated to be conducted over a two (2) week period of time once access to the properties has been obtained by the U.S. Environmental Protection Agency (USEPA). Once construction commences traffic will be impacted on Barnum Avenue.

During this phase of the Project the following will occur:

- Barnum Avenue will be temporarily closed to allow for the installation of a water diversion pipe and associated road plate; and
- The south bound lane and the sidewalk on the West side of the Barnum Avenue Bridge will be closed daily to accommodate construction equipment during the creek and culvert cleaning.

Figure 1- Identifies an overview of the work area.

Figure 1 – Aerial View of the Proposed Construction Area.



3.0 Barnum Avenue

Barnum Avenue is a 32 feet wide road that is designed to handle one lane of traffic in each direction. This road runs approximately north to south through the Village of Port Jefferson, NY. Each traffic lane is 16 feet wide with a posted speed limit of 25 mph. Barnum Avenue contains sidewalks on either side of the street.

The cross roads near the proposed work areas are:

- West Broadway approximately 335 feet north of the proposed work area and has an active stop light where Barnum Avenue and West Broadway intersect;
- Roenner Lane a two lane road located approximately 235 feet south of the proposed work area; and

- Carolina Avenue a two lane road located approximately 319 feet south of the proposed work area.

Residents and Commercial Structures possibly impacted by the proposed road work:

- A home#303 Barnum Ave., is approximately 200 feet south of the proposed road closure and will be affected by traffic as a result of the road/lane closure.
- Commercial businesses that could be affected during road closures include:
 - Village Eye Care, 311 Barnum Ave., which is approximately 80 feet north of the west culvert
 - MRK Gallery and North Shore Interiors, 232 A &B Barnum Ave., whose parking lot borders the creek

4.0 Construction Activities and Impacts

During this construction phase NEIE has adopted traffic management principles that will; provide a safe environment for road users and work staff, minimize the overall impact on road users, and maintain access for the local community and transport operators.

In this regard, the sequence of work has been developed with the aim of maximizing safety for workers and road users by isolating work areas from traffic flow, maintaining existing capacity, minimizing road user delays, avoiding major activities during peak holiday periods, and avoiding restrictions on heavy vehicle movements.

4.1 CONSTRUCTION ACTIVITY

The proposed activities to be conducted by NEIE during this construction phase of the Project are summarized below. The main construction activities proposed will include:

- Establishment of work areas (i.e. construction of access points and installation of safety barriers etc);
- Erosion and sediment control;
- Clearing and grubbing of trees and vegetation as needed to ensure water flow;
- Removal of Sediment and debris as identified within the Creek Bed.

4.2 WORK HOURS

The Scope of the project is anticipated to be conducted over a two (2) week period of time. Once construction commences traffic will be impacted on Barnum Avenue during the entire length of this project. At a minimum the west side of Barnum Avenue will be closed until the scope of work is completed.

Work will be conducted 24-hours a day once work initiates.

4.3 TEMPORARY DIVERSIONS

To maintain traffic flow and capacity of the existing roadway, the following outlines the temporary diversions methods to be used to accomplish this Project. **Attachment A** contains the proposed road/lane closure maps.

4.3.1 Phase I – Road Closure – Barnum Avenue.

The scope of work requires the Creek water to be completely diverted from the west side of Barnum Avenue to the east side to allow for sediment to be removed in as dry conditions as possible. Large pumps will be used to move the Creek water from the East side of Barnum Avenue to the West Side of the work area. To facilitate this operation Barnum Avenue will be closed for one day at the beginning of the project and one day at the end of the project. During this time Barnum Avenue will be closed at the intersection of Roessner Lane and West Broadway. Thru traffic will be diverted down Roessner Lane and West Broadway while local traffic will be granted access to their residential or commercial properties during the closure. Figure A-1 in Attachment A outlines the Road Closure Design and Setup. Figure A-2 outlines the sidewalk closure.

4.3.2 Phase II – West Lane Closure – Barnum Avenue.

The scope of work requires work to be conducted on the Barnum Avenue Bridge. A 75 foot long by 16 foot wide work area will be established to facilitate access to debris and sediments on the west side of the bridge. Attachment A, Figure A-3, identifies the lane closure configuration outlining signs, cone taper layout and proposed work areas setup for the lane closure work. Figure A-4 outlines the sidewalk closure.

4.3.3 Traffic Control Devices

Traffic control devices are all signs, traffic signals, and/or other devices placed or erected to regulate, warn and/or guide road users. The function of a traffic control device is to regulate traffic (assign right of way, and indicate regulations in force), warn road users of hazards or regulatory controls ahead, (in particular they also warn of temporary hazards that could endanger road users or workers at roadwork sites), and guide traffic.

NEIE acknowledges the importance of traffic control devices and how they influence safety for road users, in particular where temporary traffic controls are implemented at work sites. During this construction phase, NEIE will assess the warrant for traffic control devices in accordance with the relevant guide, and where required, install the device correctly, and conduct regular maintenance. Below are some further details in regards to signposting and portable traffic signals.

Sign Posting and Portable Traffic Signs

NEIE believes that signs are an important aspect of road safety and traffic management. Regulatory signs prohibit dangerous traffic movements, warning signs give advance notice of traffic hazards, and guide

signs give advance guidance and advice of routes and destinations which assist all drivers to make clear, early decisions. Portable traffic signs will be used to inform motorists: to prepare to stop; flagman ahead; one lane road ahead; and road closure.

The aim of sign posting is to; warn and inform road users of conditions ahead, guide and control road users to safely negotiate the road ahead, ensure the signs and their structures are not a hazard in themselves, provide drivers with sufficient information to ensure there are no surprises along their path of travel, and to provide data in a controlled and consistent way to avoid information overload.

NEIE understands the value of providing road users with timely, clear and consistent messages. In this regard, the NHA will ensure that all sign posting installed on this Project:

- Are assessed for use in accordance with the appropriate warrants;
- Manufactured in accordance with the requirements and standards;
- Installed in accordance with the relevant guides and standards;
- All contradictory signs or markings are covered or removed; and
- Regularly maintained and repaired/replaced when damaged.

Flaggers

A minimum of two flaggers will be used at all times on this project. Flaggers used during the performance of the Work shall possess a current certificate of satisfactory completion from a flagger training program within the previous two (2) years. Flagger certifications shall remain valid for the duration of the project or the flagger shall be removed from the project.

Flaggers used during the performance of the Work shall have completed a First Aid training course according to the standards and guidelines of the American Heart Association or the American Red Cross. Flaggers shall carry their First Aid certification cards with them while performing flagging duties. First Aid certifications need not be renewed once the initial certification has expired.

Each flagger shall be equipped with the following high visibility clothing, signaling, and safety devices:

- (1) A white protective hard hat with a minimum level of reflectivity per the requirements of ANSI, Type I, Class E&G;
- (2) A clean, unfaded, untorn lime/yellow reflective safety vest and safety pants meeting the requirements of ANSI 107 Class 3;
- (3) A twenty-four (24) inch "STOP / SLOW" traffic paddle conforming to the requirements of Part 6E.03 of the Manual on Uniform Traffic Control Devices (MUTCD), a weighted, reflectorized red flag, flagger station advance warning signage, and two-way radios capable of providing clear communication within the work zone between flaggers and the NEIE Response Manager. The traffic paddle shall be mounted on a pole of sufficient length to be seven (7) feet above the ground as measured from the bottom of the paddle;

(4) A working flashlight with a minimum of 15,000 candlepower and a six (6) inch red attachable wand, a whistle with an attached lanyard, and a First Aid kit that complies with the requirements of ANSI Z308.1.

(5) An industrial/safety type portable air horn that complies with the requirements of the U.S. Coast Guard.

4.4 IDENTIFIED IMPACTS

4.4.1 Pedestrians and Cyclists

When considering pedestrian and cyclist movements along Barnum Avenue this activity is anticipated to be low. Nevertheless, NEIE has give consideration to the potential of pedestrian and cyclist movements when preparing road closure and lane closure designs see Attachment A.

4.4.2 Public Transport – School Bus Service

The public transport provisions along this section of Barnum Avenue are limited to the school buses. NEIE has considered the potential impacts on bus routes when preparing this TCP. The NEIE has investigated the current school bus routes that operate along this section of the Barnum Avenue. The Bus operators in the proposed work generally provide only a single service on each route in the morning and evening on school days. Any proposed changes to existing routes and bus stops will be discussed with the School's Transportation Department prior to the commencement of the work.

4.4.3 Access to Properties

NEIE considers minimizing the impact and maintaining the amenity of local residents in the vicinity of the construction work to be very important. In this regard, one resident and two (??) commercial properties will be potentially impacted by the road/lane closure on Barnum Avenue. Close coordinate with these property owners will take place to ensure they maintain access to their property during the proposed construction project.

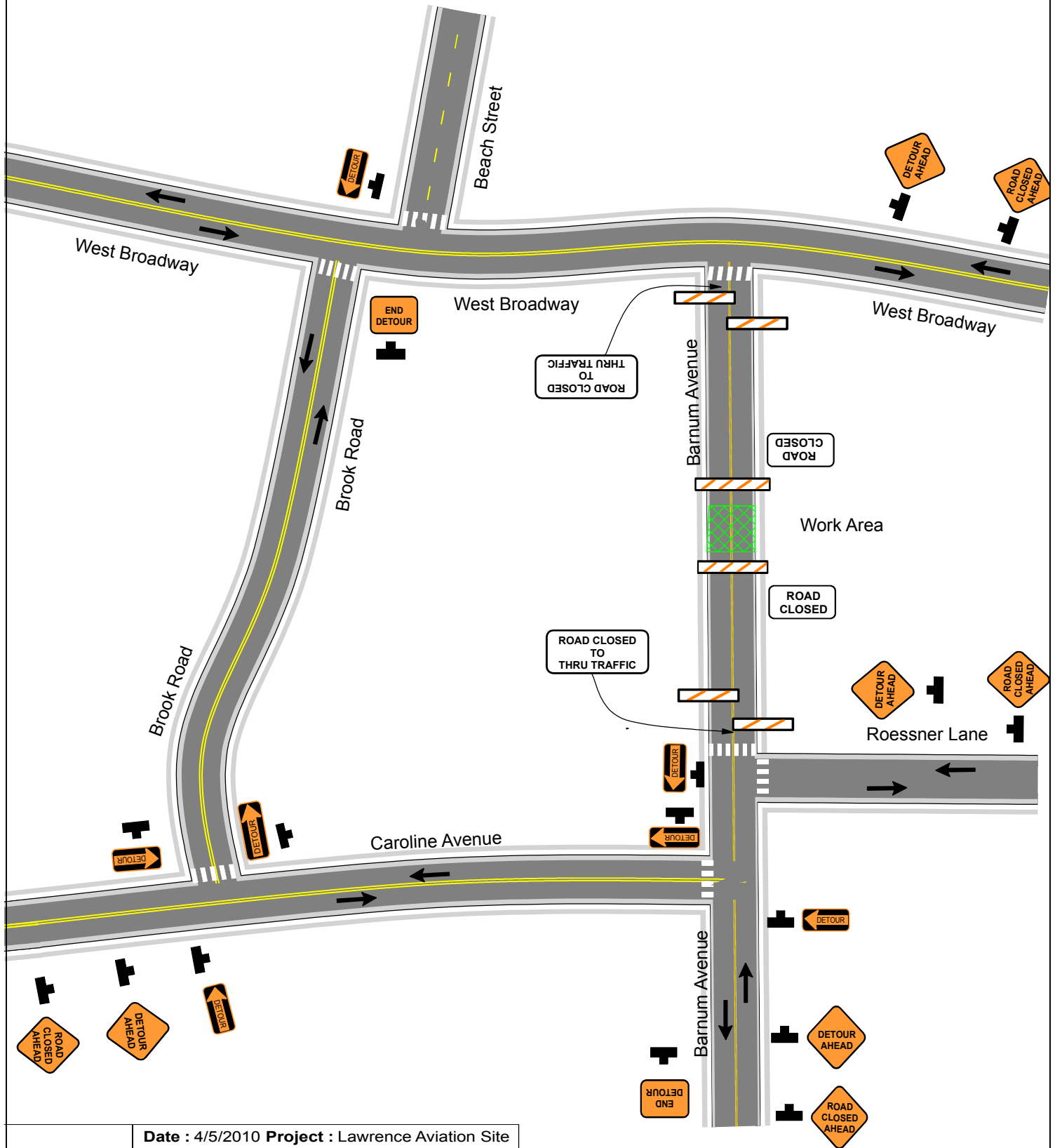
The residents of 303 Barnum Ave. and the commercial businesses at 232 A&B and 311 Barnum Ave. will be notified in advance of the road closures. All necessary precautions will be taken to assure that the work does not have a negative impact on these residents and businesses.

5.0 Traffic Control Inspections

NEIE will conduct regular inspections of the temporary traffic controls during the work to be conducted on Barnum Avenue. These inspections will include daily Pre-start, pre-closedown inspection and post activities inspections. It is the responsibility of NEIE Response Manager (RM) to perform these daily inspections for compliance with this plan and diagrams outline in Attachment A.

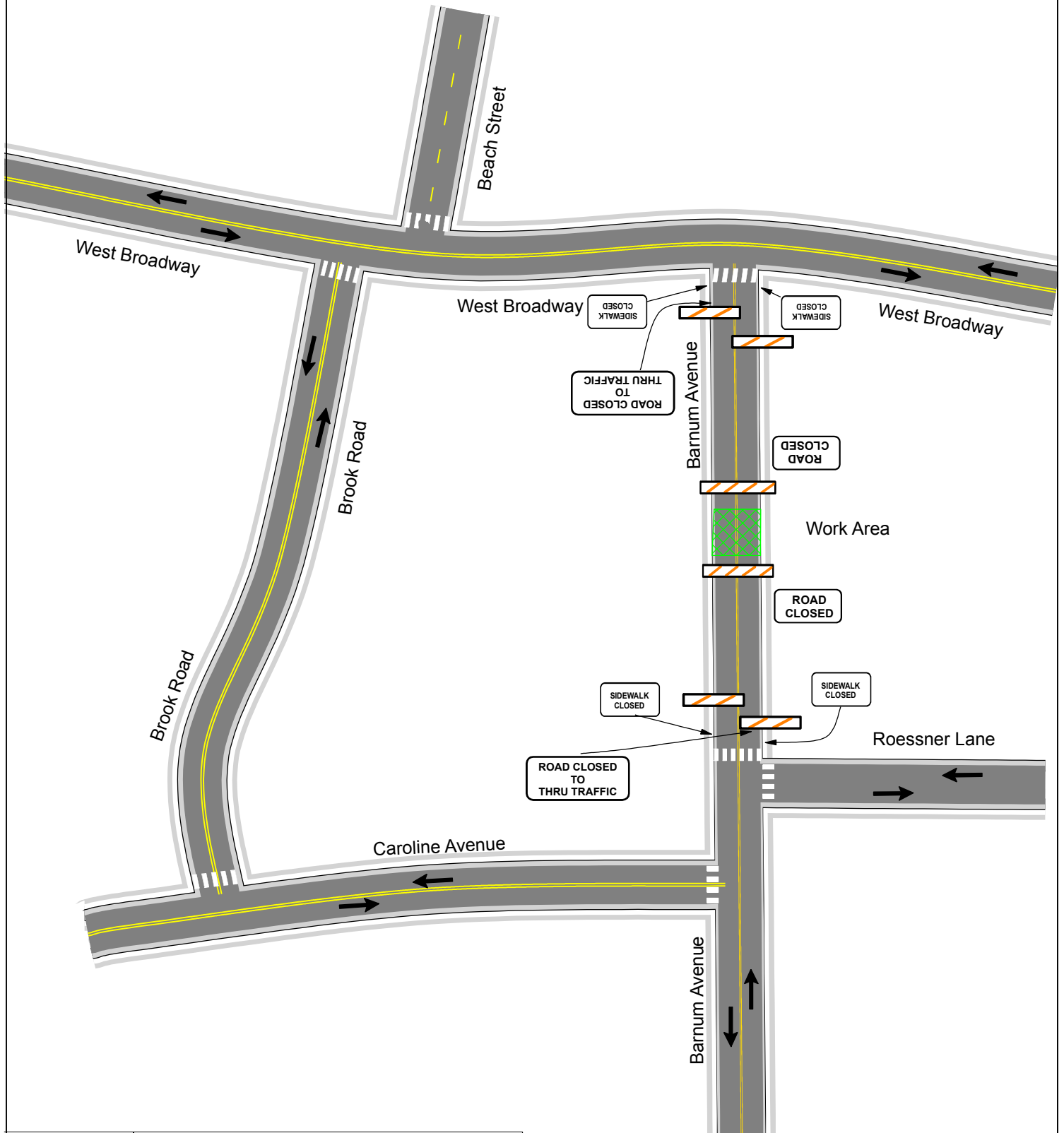
ATTACHMENT A FIGURES

FIGURE A-1
Barnum Avenue Closure Plan



Date : 4/5/2010 **Project :** Lawrence Aviation Site
Comments :
 Location: Village of Port Jefferson NY
 Barnum Avenue Closure
 Detail Plan

FIGURE A-2
Barnum Avenue Closure
Sidewalk Closure Plan

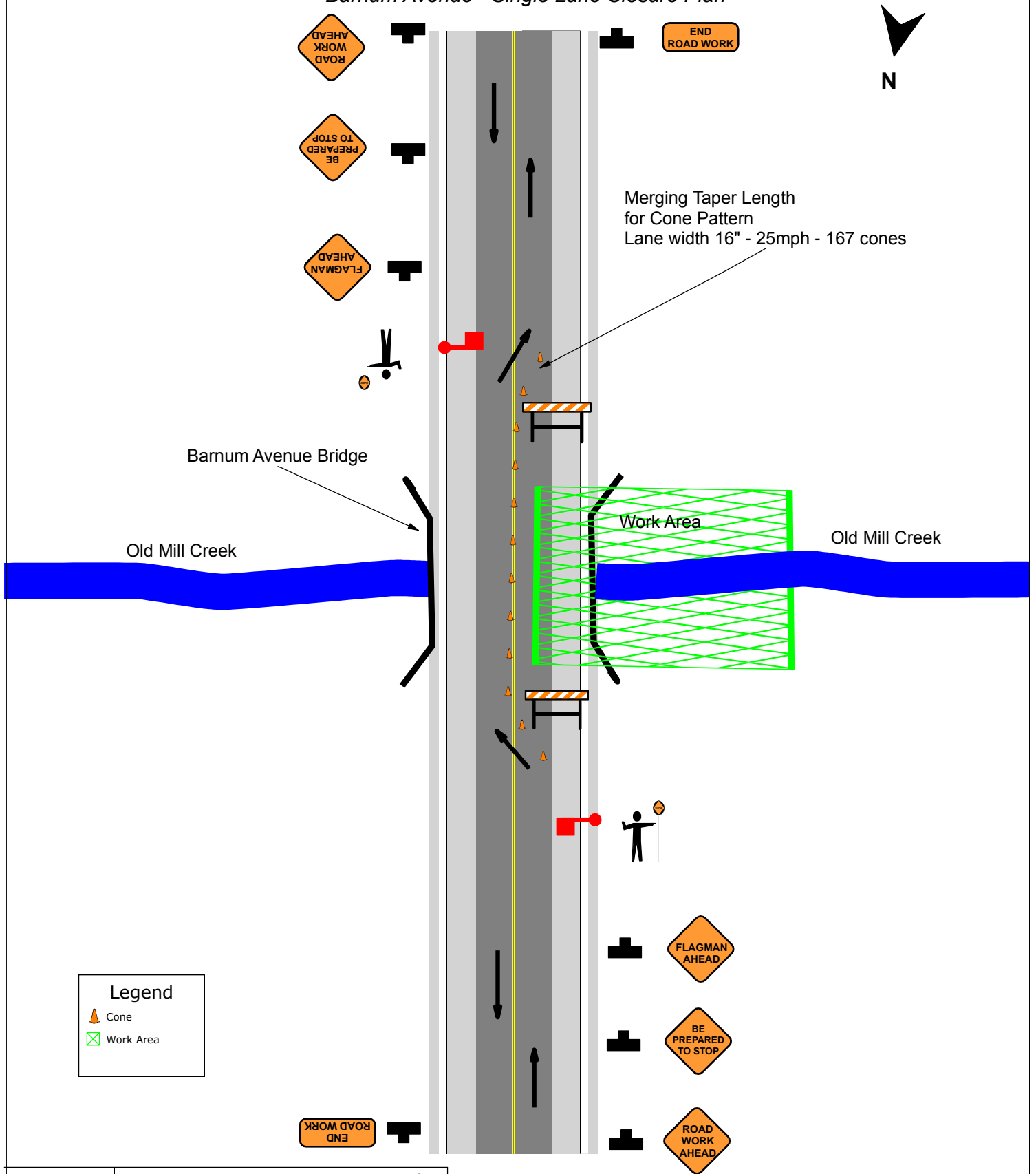


Date : 4/5/2010 **Project :** Lawrence Aviation Site

Comments :

Location: Village of Port Jefferson NY
Barnum Avenue Road Closure
Sidewalk Closure Plan

FIGURE A-3
Barnum Avenue - Single Lane Closure Plan



Date : 4/5/2010 **Project :** Lawrence Aviation Site


Comments :

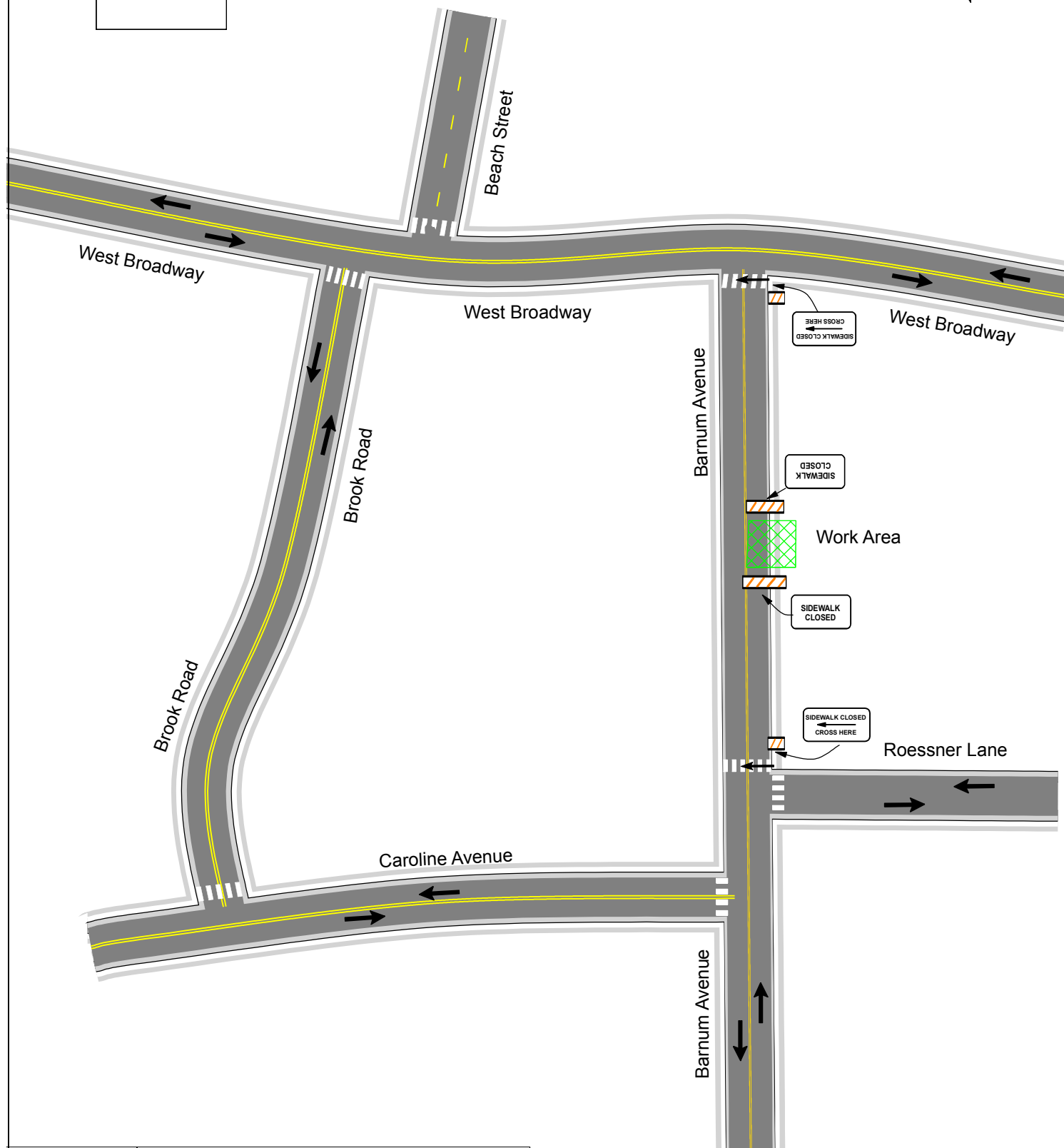
Location: Port Jefferson, New York
Single Lane Closure on Barnum Avenue Bridge
Old Mill Creek Clean-Out

FIGURE A-4
*Barnum Avenue One Lane Closure
 Sidewalk Closure Plan*



Legend

 Work Area



Date : 4/5/2010 **Project :** Lawrence Aviation Site

Comments :
 Location: Village of Port Jefferson NY
 Barnum Avenue One Lane Closure
 Sidewalk Closure Plan