

TR-IAMF#5: Maintenance of Bicycle Access

The Contractor shall prepare specific construction management plans to address maintenance of bicycle access during the construction period. Actions that limit bicycle access will include, but not be limited to, bike lane closures or narrowing, closure or narrowing of streets that are designated bike routes, bridge closures, placement of construction-related materials within designated bike lanes or along bike routes, and other actions that may affect the mobility or safety of bicyclists during the construction period. Maintain bicycle access where feasible (i.e., meeting design, safety, ADA requirements). This measure shall be addressed in the CTP.

TR-IAMF#6: Restriction on Construction Hours

The Contractor shall limit construction material deliveries between 7 a.m. and 9 a.m. and between 4 p.m. and 6 p.m. on weekdays to minimize impacts to traffic on roadways. The contractor shall limit the number of construction employees arriving or departing the site between the hours of 7 a.m. and 8:30 a.m. and 4:30 p.m. and 6 p.m. Areas where these restrictions will be implemented will be determined as part of the CTP. Based on Authority review of the CTP the restricted hours maybe altered due to local travel patterns.

TR-IAMF#7: Construction Truck Routes

The Contractor shall deliver all construction-related equipment and materials on the appropriate truck routes and shall prohibit heavy-construction vehicles from using alternative routes to get to the site. Truck routes will be established away from schools, day care centers, and residences, or along routes with the least impact if the Authority determines those areas are unavoidable. This measure shall be addressed in the CTP.

TR-IAMF#8: Construction during Special Events

The Contractor shall provide a mechanism to prevent roadway construction activities from reducing roadway capacity during major athletic events or other special events that substantially (10 percent or more) increase traffic on roadways affected by project construction. Mechanisms include the presence of police officers directing traffic, special-event parking, use of within-the-curb parking, or shoulder lanes for through-traffic and traffic cones. This measure shall be addressed in the CTP.

TR-IAMF#9: Protection of Freight and Passenger Rail during Construction.

The Contractor shall repair any structural damage to freight or public railways that may occur during the construction period and return any damaged sections to their original structural condition. If necessary, during construction, a “shoofly” track will be constructed to allow existing train lines to bypass any areas closed for construction activities. Upon completion, tracks will be opened and repaired; or new mainline track will be constructed, and the “shoofly” will be removed. Contractor repair responsibility will be included in the design/build contract.

TR-IAMF#10: Off Peak Hour Employee Work Shift Changes at HMF *[as applicable to HMF-related sections or the HMF project]*

The Authority will time work shifts for the heavy maintenance facility (HMF) facilities, so the shifts do not coincide with local peak hour travel period. When the HMF employees arrive and depart, they will do so during a non-peak period for local traffic. As a result, the total volumes on the roads during shift changes will be less than the volumes that occur during the local peak periods.

TR-IAMF#11: Maintenance of Transit Access.

The Contractor shall prepare specific construction management plans to address maintenance of transit access during the construction period. Actions that limit transit access will include, but not be limited to, roadway lane closures or narrowing, closure or narrowing of streets that are designated transit routes, bus stop closures, bridge closures, placement of construction-related materials within designated transit lanes, bus stop or layover zones or along transit routes, and other actions that may affect the mobility or safety of bus transit during the construction period.

Maintain transit access where feasible (i.e., meeting design, safety, ADA requirements). This measure shall be addressed in the CTP.

TR-IAMF#12: Pedestrian and Bicycle Safety

Prior to construction, the Contractor shall provide a technical memorandum describing how pedestrian and bicycle accessibility will be provided and supported across the HSR corridor, to and from stations and on station property. Priority of safety for pedestrians and bicycles and vulnerable populations over motor vehicle access will be done in a way so as to encourage maximum potential access from non-motorized modes. Local access programs, such as Safe Routes to Schools, shall be maintained or enhanced. Access to community facilities for vulnerable populations shall be maintained or enhanced.

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