**TRAFFIC CONTROL NOTES:**

Signs

1. All existing signs in conflict with the construction signs shall be removed, relocated, or covered in place, as directed by the Engineer. The Contractor shall store and reinstall items which have been removed or relocated in a manner approved by the Engineer.
2. The retroreflective sheeting on all construction signs shall meet criteria established in Section 1007 of ADOT Standard Specifications and in Section 380 of the ADOT Traffic Engineering Policies, Guidelines and Procedures.
3. All signs shown on the plans shall be mounted on embedded posts. Signs installed on embedded posts shall be mounted at a minimum height of 7 feet as measured from the bottom of the sign to the near edge of the pavement. All other short-term signs may be installed on spring stands, at the height recommended by the spring stand manufacturer.
4. The nearest edge or corner of a sign shall be approximately 12 feet from the nearest edge of pavement for all signs mounted on embedded posts.
5. Flags shall be mounted on top of all construction signs except the “END ROAD WORK THANK YOU” sign.
6. Type A flashing warning lights shall be required on all nighttime construction signs except the “END ROAD WORK THANK YOU” sign.
7. Type C steady-burning yellow lights shall be mounted on every barricade.
8. Channelizing devices shall be placed 40 feet on center in tapers and 80 feet on center in tangents, except as otherwise noted on plans.
9. Construction signs shall not be displayed to traffic more than 24 hours prior to the actual start of construction. These signs may be installed sooner but they must be covered or turned away from traffic. The cost for covering or turning them shall be considered part of the sign installation cost. No further compensation will be made. These signs shall be removed within 24 hours after the completion of construction activities.
10. All construction signs shall have black letters on an orange background, except as otherwise noted.
11. Speed limit signing is preliminary and is subject to review and change by the Engineer as dictated by field conditions.
12. Where no closure is necessary but where there is construction alongside a roadway under construction, the Contractor shall place a 48 x 48 inch “ROAD WORK AHEAD” and “SHOULDER WORK AHEAD” sign as directed by the Engineer to alert the public to the construction activities.

Devices

1. The Contractor may substitute Type I barricades for Type II barricades as long as the reflective area on the top panel of each Type I barricades is equivalent or greater than the reflective area of a Type II barricade.
2. For temporary concrete barrier markers, see ADOT Standard Drawing M-32 barrier markers. Markers shall be installed at 20 feet spacing. The installed price for the markers shall be considered part of the barrier cost.
3. For sand barrel crash cushion details, see ADOT Standard Drawings C-1 and C-2.
4. When traffic control devices are not in use, they shall be moved at least 30 feet from the roadway.
5. The Contractor shall maintain two-way traffic on \_\_\_\_at night, on weekends, on holidays, and as directed by the Engineer.
6. An adequate number of Type III barricades shall be placed across each roadway to be closed. A 48 x 30 inch “ROAD CLOSED” or “RAMP CLOSED” sign, as appropriate, shall be attached to one of the Type III barricades closing the roadway. A Type A flashing warning light shall be mounted on each end of each type III barricade.
7. The Contractor shall remove the existing pavement markers in connection with the stripe obliteration activities.
8. The Contractor shall utilize a flashing arrow panel in the sequential chevron mode for each closure of a through lane. The Contractor shall not utilize a flashing arrow panel in connection with any shifting taper.

Plans

1. All drawings are schematic only and not to scale.
2. The traffic control plans represent a suggested method for traffic control during construction. The Contractor may prepare another traffic control plan in accordance with Section 701 of the Standard Specifications. All traffic control plans are subject to the approval of the Engineer before beginning construction.
3. Adjustments to the details of these traffic control plans and requirements maybe necessary due to construction activities or as directed by the Engineer.

General

1. The Contractor shall provide flagger and uniformed police officers (DPS) as directed by the Engineer during installation and removal of temporary concrete barrier.
2. When more than one course of new asphalt pavement is to be placed, the interim surface coverage shall be marked for centerlines and lane lines with a thin application (10 mils wet, 5 mils dry) of standard reflectorized traffic paint. Broken center lines shall be 4 feet long, separated by spaces of 36 feet. Recognizing that it is not always practical to do this, it is acceptable to utilize temporary pavement markings (chip seal markers) per ADOT Standard Drawing M-20, to simulate centerline and lane line markings for the duration until the final pavement coverage and paint is applied in the permanent locations. When using chip seal markers, signs shall be posted at each end of the project indicating: “NO PAVEMENT MARKING NEXT XXX MILES”.
3. Temporary pavement markings shall be removed by approved methods when no longer required.
4. All existing pavement markings in conflict with the traffic control plans shall be removed by approved methods, as indicated in the Special Provisions.
5. Temporary striping shall be Type II preformed pavement marking tape. The pavement temperature shall be at least 60 degrees F when the tape is applied to the pavement. If the temperature is below 60 degrees F, then standard reflectorized traffic paint shall be used. The Contractor shall remove the Type II tape at the completion of each phase of work at the Contractor’s expense.