

SECTION 2800
TEMPORARY TRAFFIC CONTROL

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2801	GENERAL NOTES
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TEMPORARY TRAFFIC CONTROL GENERAL NOTES

1. CONTRACTOR MUST OBTAIN FROM CONSTRUCTION COORDINATION AN EXCAVATION/BARRICADING PERMIT AT LEAST TWO WORKING DAYS BEFORE ENGAGING IN ANY CONSTRUCTION, MAINTENANCE OR REPAIR WORK IN ANY OF THE CITY OF ALBUQUERQUE’S RIGHTS–OF–WAY. EMERGENCY WORK THAT WOULD PRESERVE LIFE OR PROPERTY IS EXCLUDED WITH THE UNDERSTANDING THAT A PERMIT SHALL BE OBTAINED WITHIN 24 HOURS.

2. CONTRACTOR SHALL AT THE TIME OF PERMIT REQUEST, SUBMIT FOR APPROVAL BY CONSTRUCTION COORDINATION, A TRAFFIC CONTROL PLAN DETAILING ALL EXISTING TOPOGRAPHY SUCH AS LANE WIDTHS, DRIVEWAYS, AND BUSINESS/RESIDENTIAL ACCESSES. THE TRAFFIC CONTROL PLAN SHALL INCLUDE ALL PHASES OF WORK AND SCHEDULES INVOLVED IN THE CONSTRUCTION PROJECT. ANY SEPARATE PHASES OF A CONSTRUCTION PROJECT SHALL BE GIVEN AN INDIVIDUAL PERMIT EACH. BLANKET PERMITS WILL NOT BE ISSUED.

3. THESE TYPICAL TRAFFIC CONTROL PLANS DO NOT REFLECT THE EXISTING TOPOGRAPHY SUCH AS DRIVEWAYS, LANE WIDTHS, AND BUSINESS/RESIDENTIAL ACCESSES. EVERY LOCATION THAT REQUIRES CONSTRUCTION TRAFFIC CONTROL SHALL HAVE A DETAILED TRAFFIC CONTROL PLAN SHOWING ALL EXISTING TOPOGRAPHY.

4. CONSTRUCTION SHALL NOT BEGIN UNLESS A TRAFFIC CONTROL PLAN HAS BEEN APPROVED AND VERIFIED BY CONSTRUCTION COORDINATION.

5. CONSTRUCTION COORDINATION SHALL BE NOTIFIED 48 HOURS PRIOR TO ANY TRAFFIC CONTROL CHANGES NEEDED BY CONTRACTOR THAT WERE NOT PREVIOUSLY APPROVED. THESE TRAFFIC CONTROL CHANGES SHALL BE REQUESTED IN WRITING ACCOMPANIED WITH A TRAFFIC CONTROL PLAN REFLECTING SUCH CHANGES.

6. ALL CONSTRUCTION TRAFFIC CONTROL DEVICES SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO INSTALL, SERVICE AND MAINTAIN ALL TRAFFIC CONTROL DEVICES. TRAFFIC CONTROL DEVICES SHALL NOT BE REMOVED OR ALTERED IN ANY WAY WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION, PER SECTION 6A–4 OF THE MUTCD, LATEST EDITION.

7. THE CONSTRUCTION TRAFFIC CONTROL INITIAL SETUP SHALL BE BY AN AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION (ATSSA), OR EQUIVALENT, CERTIFIED WORK SITE TRAFFIC SUPERVISOR. THE MAINTENANCE AND SERVICING SHALL ALSO BE DONE BY AN ATSSA CERTIFIED WORK SITE TRAFFIC SUPERVISOR OR EQUIVALENT.

8. CONTRACTOR IS RESPONSIBLE TO MAINTAIN AND SERVICE ALL TRAFFIC CONTROL DEVICES 24 HOURS A DAY, 7 DAYS A WEEK THROUGHOUT LENGTH OF PROJECT. CONTRACTOR IS RESPONSIBLE THAT ALL TRAFFIC CONTROL DEVICES COMPLY WITH THE MUTCD, LATEST EDITION.

9. ALL ADVANCE WARNING SIGNS SHALL BE DOUBLE INDICATED WHENEVER THERE ARE MULTI–LANE TRAFFIC IN ANY ONE GIVEN DIRECTION AND THERE IS SUFFICIENT MEDIAN SPACE.

10. ALL BARRICADES IN ALL TAPERS AND TANGENTS SHALL BE PLACED APART, A DISTANCE MEASURED IN FEET, EQUAL TO THAT OF THE POSTED SPEED LIMIT. NO EXCEPTIONS UNLESS APPROVED BY CONSTRUCTION COORDINATION PER MUTCD SECTION 6A–4.

11. ALL WORK IN ARTERIAL ROADWAYS SHALL BE ON A CONTINUOUS 24 HOUR PER DAY BASIS UNTIL COMPLETED.

12. CONTRACTOR IS RESPONSIBLE TO PROVIDE CONSTRUCTION COORDINATION, A WEEKLY LOG OF DAILY INSPECTIONS OF BARRICADE AND MAINTENANCE SCHEDULES ON PROJECTS THAT ARE OVER ONE WEEK DURATION.

13. EQUIPMENT OR MATERIALS SHALL NOT BE STORED WITHIN 15 FEET OF A TRAVELED TRAFFIC LANE DURING NON–WORKING HOURS WITHOUT THE APPROVAL OF CONSTRUCTION COORDINATION.

14. CONTRACTOR SHALL PROVIDE AND MAINTAIN A SAFE AND ADEQUATE MEANS OF CHANNELIZING PEDESTRIAN AND BICYCLE TRAFFIC AROUND AND THROUGH THE CONSTRUCTION AREA.

15. CONTRACTOR IS RESPONSIBLE FOR OBLITERATION OF ANY CONFLICTING STRIPING AND RESPONSIBLE FOR ALL TEMPORARY STRIPING.

16. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL FACILITIES, BUSINESSES AND/OR RESIDENCES AT ALL TIMES.
17. CONTRACTOR SHALL PROVIDE ACCESS SIGNS FOR BUSINESSES LOCATED WITHIN THE CONSTRUCTION AREA UNDER THE SUPERVISION OF CONSTRUCTION COORDINATION. EACH ACCESS SIGN SHALL HAVE 5 INCH, WHITE OPAQUE LETTERING ON BLUE REFLECTORIZED BACKGROUND. ACCESS SIGNS SHALL BE CONSIDERED INCIDENTAL TO THE BID AND NOT PART OF THE CONTRACT UNLESS OTHERWISE STATED. NO MORE THAN 3 BUSINESSES SHALL BE LISTED ON A ACCESS SIGN. SHOPPING CENTERS AND MALLS SHALL BE LISTED AS SUCH.

18. ALL ADVANCE WARNING SIGNS SHALL MEET THE MINIMUM REFLECTIVE INTENSITY REQUIREMENTS SET FORTH BY THE CITY OF ALBUQUERQUE. CONSTRUCTION COORDINATION SHALL DETERMINE ALL REQUIREMENTS AND APPROVE OR DISAPPROVE ANY ADVANCE WARNING SIGN PER SECTION 6A–4 OF THE MUTCD, LATEST EDITION.

19. 48 HOURS PRIOR TO OCCUPYING OR CLOSING A RIGHT–OF–WAY, CONTRACTOR SHALL NOTIFY: POLICE, FIRE DEPARTMENT, SCHOOLS, HOSPITALS, TRANSIT AUTHORITY, BUSINESSES AND/OR RESIDENTS THAT WILL BE AFFECTED BY THE CONSTRUCTION.

20. ANY FIELD ADJUSTMENTS SHALL BE APPROVED BY CONSTRUCTION COORDINATION.

21. EXCAVATIONS SHALL BE PLATED, TEMPORARILY PATCHED OR RESURFACED PRIOR TO OPENING OF TRAFFIC. A MINIMUM OF 11 FEET SHALL BE PROVIDED FOR TRAFFIC IN ANY GIVEN DIRECTION. CONTRACTOR IS RESPONSIBLE FOR ANY WORK INVOLVED IN SATISFYING THESE REQUIREMENTS.

22. CONTRACTOR SHALL AT ALL TIMES COMPLY WITH THE FOLLOWING:

1) STANDARDS AND REQUIREMENTS SET FORTH IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION.

2) THE CITY OF ALBUQUERQUE TRAFFIC CODE, LATEST EDITION.

3) SECTIONS 19, 1200, AND 2800 OF THE CITY OF ALBUQUERQUE’S STANDARD SPECIFICATIONS FOR PUBLIC WORK CONSTRUCTION, AS WELL AS OTHER SECTIONS.

23. FAILURE TO COMPLY WITH ANY OF THE ABOVE MENTIONED WILL BE ADEQUATE CAUSE TO CEASE ALL WORK ON ANY CONSTRUCTION PROJECT. WORK WILL NOT RESUME UNTIL ALL REQUIREMENTS ARE ADDRESSED AND APPROVED BY CONSTRUCTION COORDINATION.

24. ALL TRAFFIC CONTROL DEVICES SHALL BE KEPT IN NEW/CLEAN CONDITION, WASHING OF EQUIPMENT IS INCIDENTAL TO ITS PLACEMENT AND MAINTENANCE.

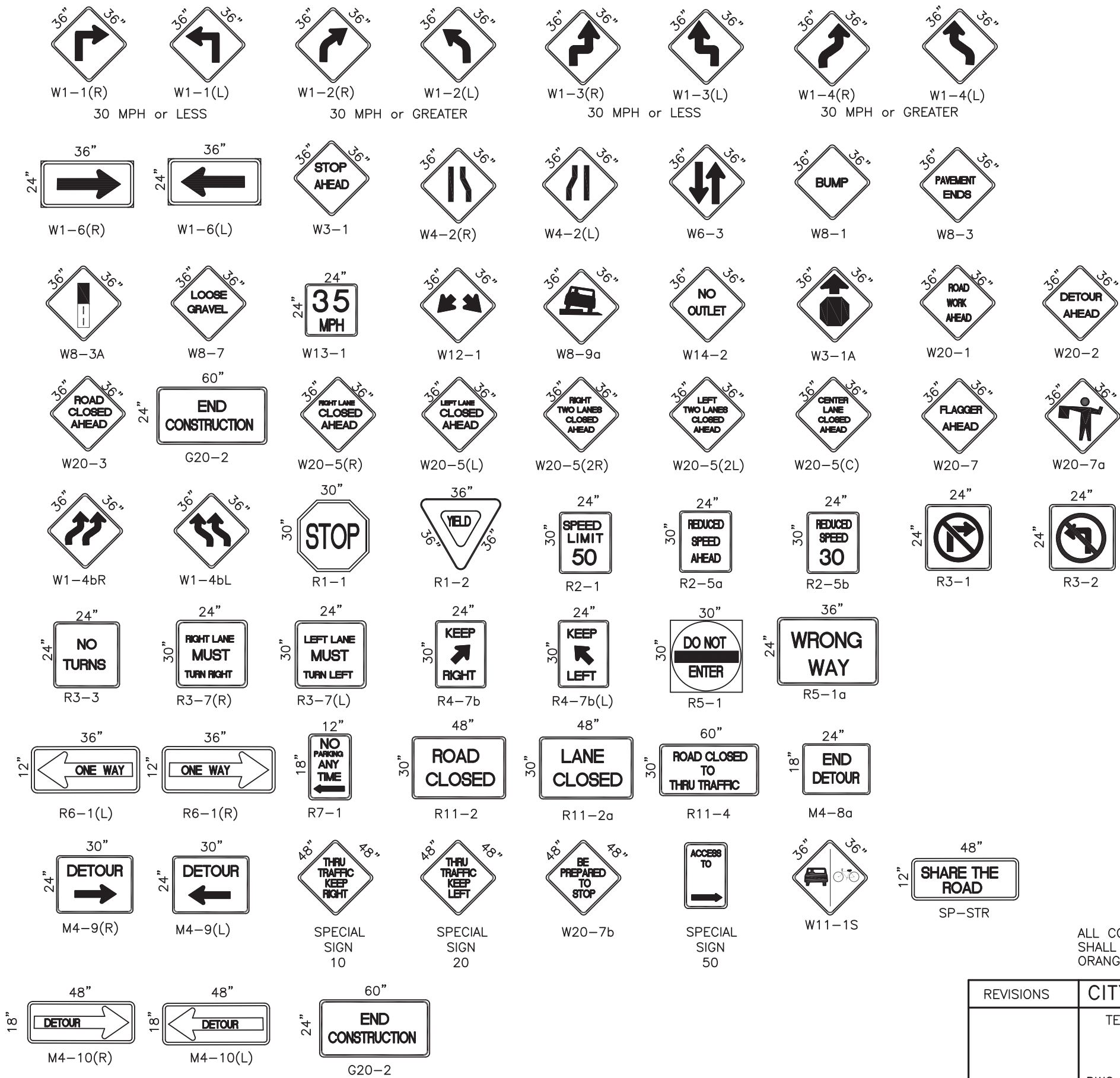
25. TRAFFIC CONTROL STANDARDS APPLY ONLY WHERE THE TEMPORARY TRAFFIC CONTROL PLANS ARE NOT SPECIFIC.

26. ADVANCE WARNING SIGNS SHALL BE 36”x36” MIN. WITH SUPER ENGINEERING GRADE SHEETING OR BETTER. MOUNTING HEIGHT AT TOP OF SIGN SHALL BE THE SAME AS FOR A 48” SIGN AS INDICATED IN THE M.U.T.C.D.

27. CONTRACTOR SHALL MAINTAIN A GRAFFITI FREE WORK SITE. ALL GRAFFITI SHALL BE PROMPTLY REMOVED FROM ALL EQUIPMENT, BOTH PERMANENT AND TEMPORARY.

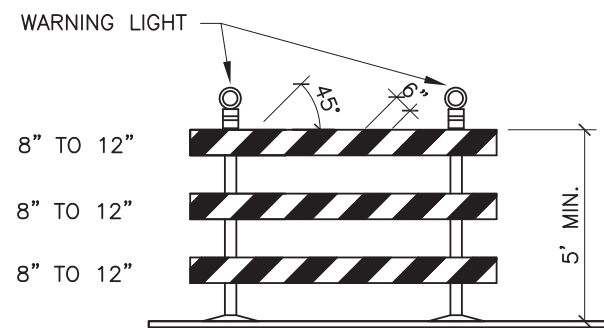
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	TEMPORARY TRAFFIC CONTROL GENERAL NOTES
	DWG. 2801JANUARY 2003

SIGN FACE DETAILS

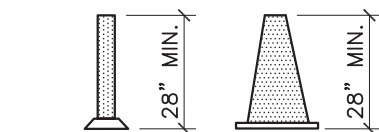


ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON A ORANGE BACKGROUND.

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	TEMPORARY TRAFFIC CONTROL TRAFFIC CONTROL SIGNING
	DWG. 2802 JANUARY 2003

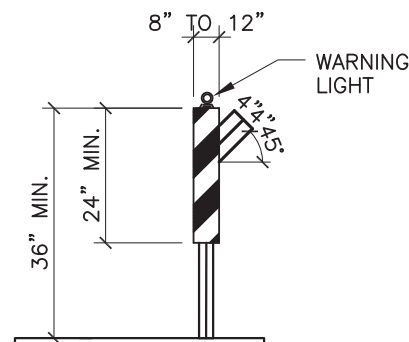


TYPE III BARRICADE



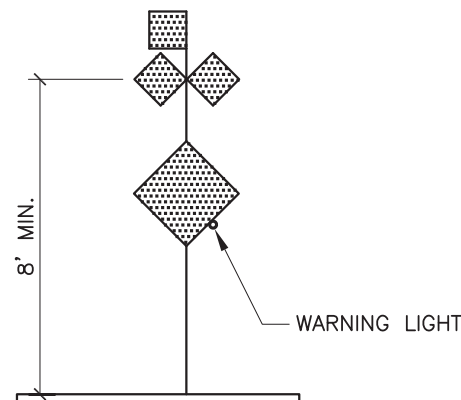
BASE VARIES

CONES

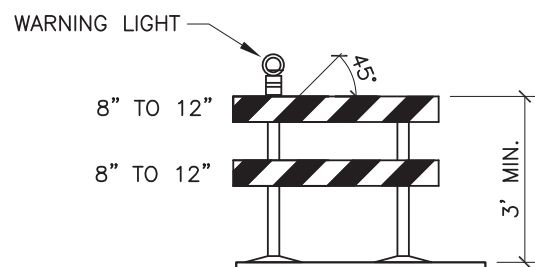


VERTICAL PANEL

NOTE: STRIPES SHALL SLOPE DOWNWARD TOWARD DIRECTION OF TRAVEL

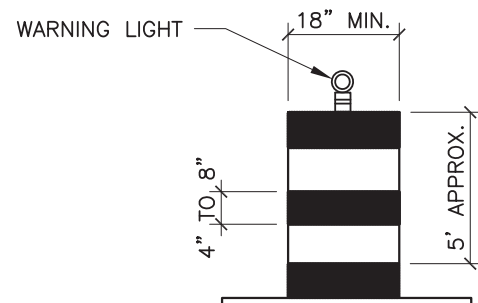


HIGH LEVEL WARNING DEVICE

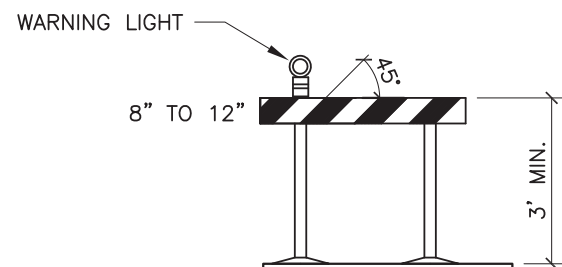


TYPE II BARRICADE COLLAPSIBLE

NOTE: STRIPES SHALL SLOPE DOWNWARD TOWARD DIRECTION OF TRAVEL

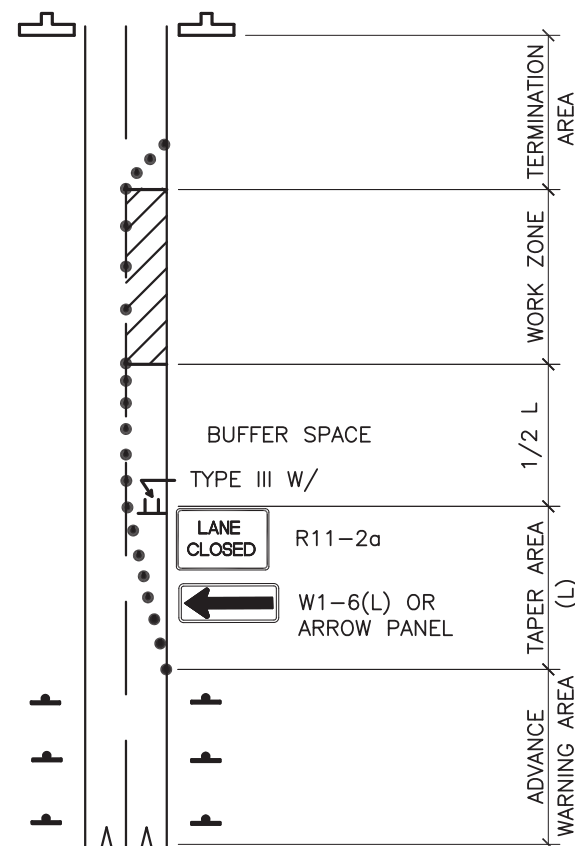


BARREL



TYPE I BARRICADE COLLAPSIBLE

NOTE: STRIPES SHALL SLOPE DOWNWARD TOWARD DIRECTION OF TRAVEL



TRAFFIC CONTROL ELEMENTS

LEGEND

- WORK AREA
- BARRICADE – TYPE I, TYPE II, VERTICAL PANEL, OR BARREL
- BARRICADE – TYPE III
- VERTICAL PANEL
- WARNING SIGN
- DISTANCE BETWEEN SIGNS – A DISTANCE MEASURED IN FEET EQUAL TO A VALUE OF TEN TIMES THE SPEED LIMIT OF THE STREET
- FLAGMAN POSITION
- SPACING BETWEEN BARRICADES – A DISTANCE MEASURED IN FEET EQUAL TO THE STREET LIMIT OF THE STREET
- TAPER LENGTH – SEE CHART BELOW

THE TANGENT LENGTH IS EQUAL TO THE TAPER LENGTH FOR A GIVEN STREET.

TAPER REQUIREMENT

SPEED LIMIT (MPH)	TAPER LENGTH(L) (FEET)			MINIMUM NUMBER OF DEVICES FOR TAPER	MAXIMUM DEVICE SPACING IN FEET	
	10' LANE	11' LANE	12' LANE		ALONG TAPER	AFTER TAPER
20	70	75	80	5	20	20
25	105	115	125	6	25	25
30	150	165	180	7	30	30
35	205	225	245	8	35	35
40	270	295	320	9	40	40
45	450	495	540	13	45	45
50	500	550	600	13	50	50
55	550	605	660	13	55	55

TAPER CRITERIA

TYPE OF TAPER TAPER LENGTH

UPSTREAM TAPER:	
MERGING TAPER	L MINIMUM
SHIFTING TAPER	1/2 L MINIMUM
SHOULDER TAPER	1/2 L MINIMUM
TWO-WAY TRAFFIC TAPER	100 FEET MAXIMUM
DOWNSTREAM TAPERS	100 FEET PER LANE

TAPER LENGTH COMPUTATION

SPEED LIMIT

40 MPH OR LESS

$$L = \frac{WS^2}{60}$$

40 MPH OR GREATER

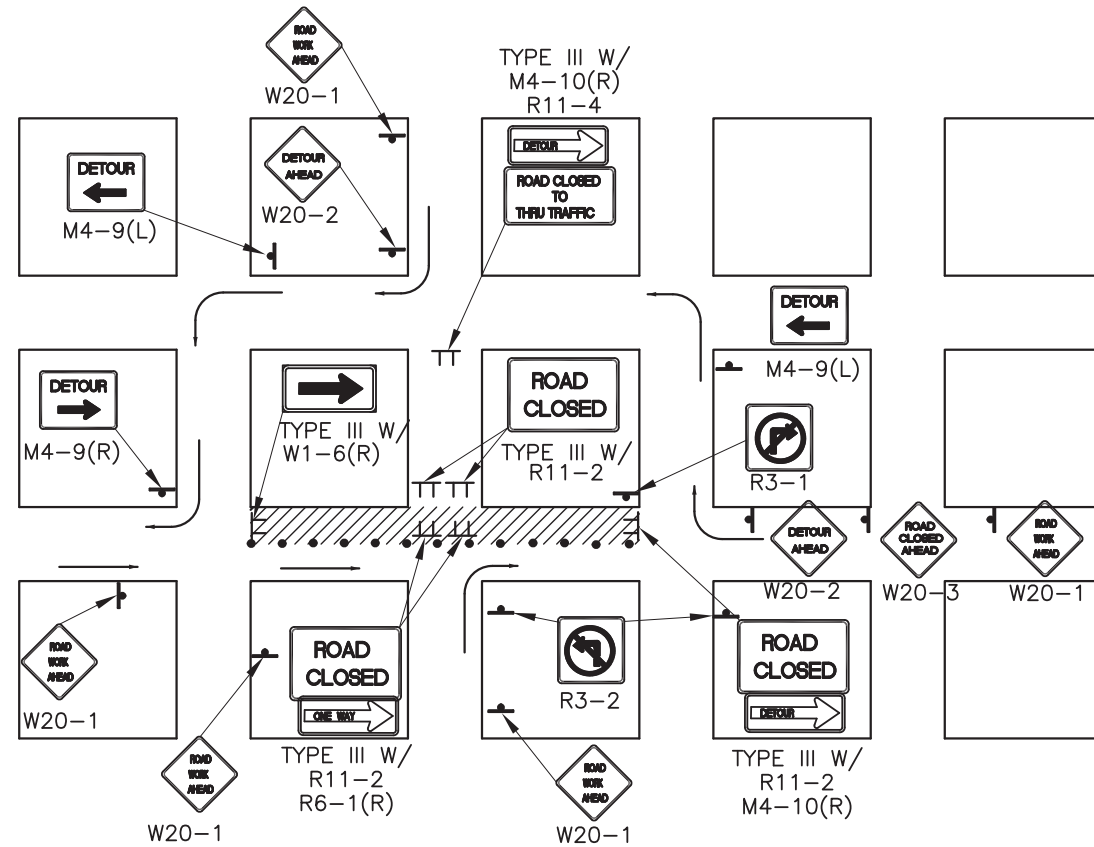
$$L = W \times S$$

L = TAPER LENGTH
W = WIDTH OF OFFSET IN FEET
S = POSTED SPEED OR OFF-PEAK 85-PERCENTILE SPEED IN MPH

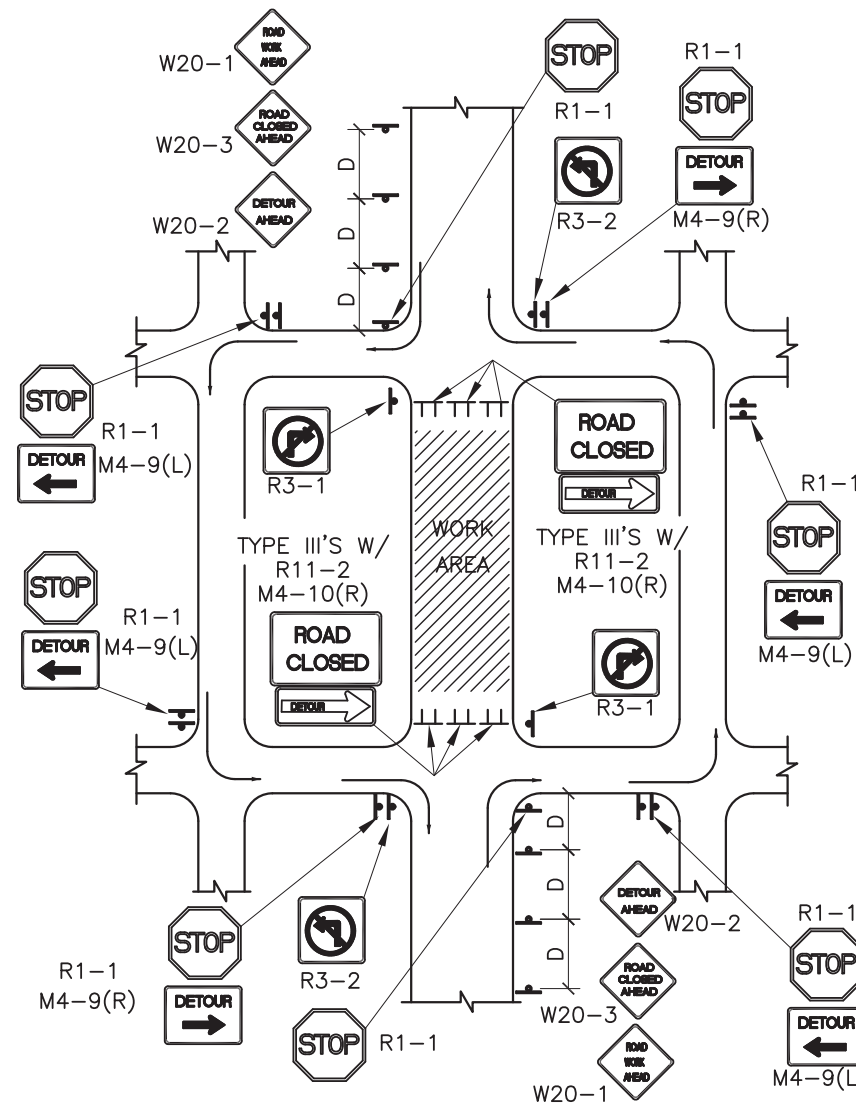
RECOMMENDED SIGN SPACING(D) FOR ADVANCE WARNING SIGN SERIES

SPEED MILES PER HOUR	MINIMUM DISTANCE IN FEET	
	BETWEEN SIGNS	FROM LAST SIGN TO TAPER
0-20	10 X SPEED LIMIT	10 X SPEED LIMIT
25-30	10 X SPEED LIMIT	10 X SPEED LIMIT
30-35	10 X SPEED LIMIT	10 X SPEED LIMIT
40-45	10 X SPEED LIMIT	10 X SPEED LIMIT
50-60	10 X SPEED LIMIT	10 X SPEED LIMIT

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	TEMPORARY TRAFFIC CONTROL
	CONSTRUCTION TRAFFIC CONTROL STANDARDS
	DWG. 2803 JANUARY 2003



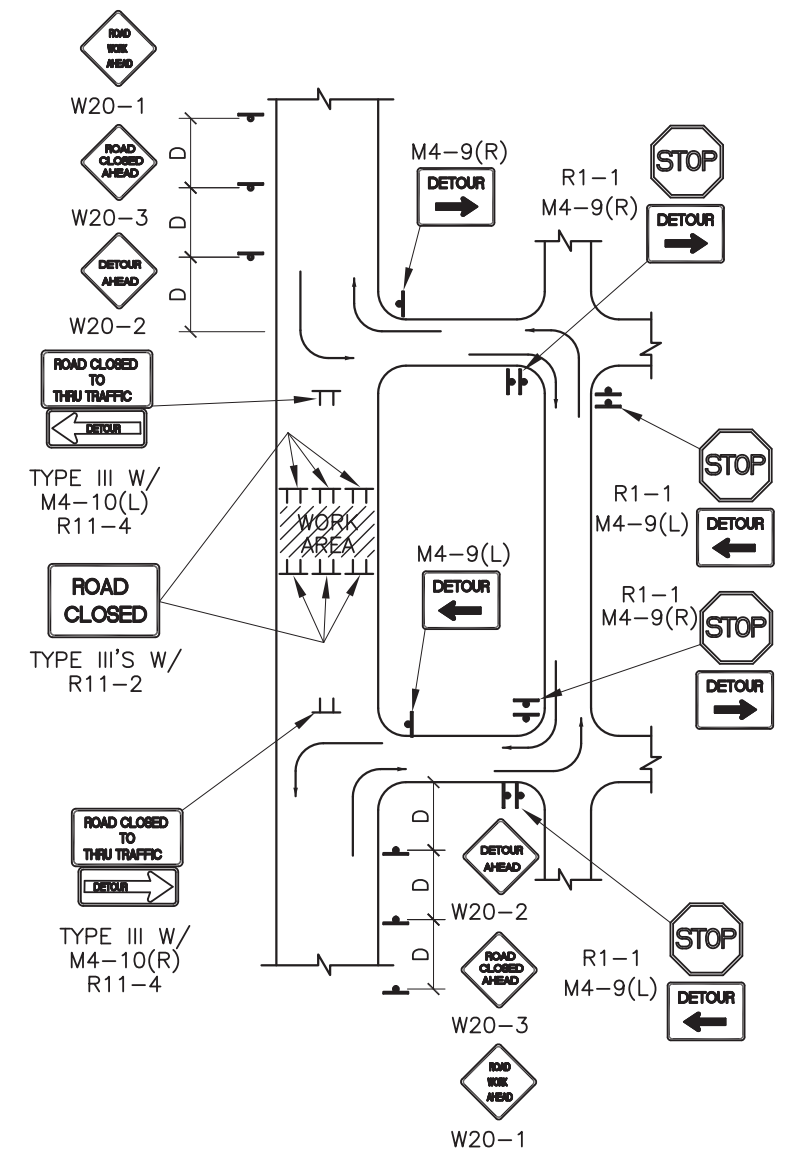
TYPICAL ONE DIRECTION DETOUR



TYPICAL STREET CLOSURE

NOTES:

1. (R1-1) BASED ON FIELD CONDITIONS.
2. CLOSE LEFT TURN AND RIGHT TURN ONLY LANES ON CROSS STREETS AT EACH END OF ROAD CLOSURE (WHERE APPLICABLE).

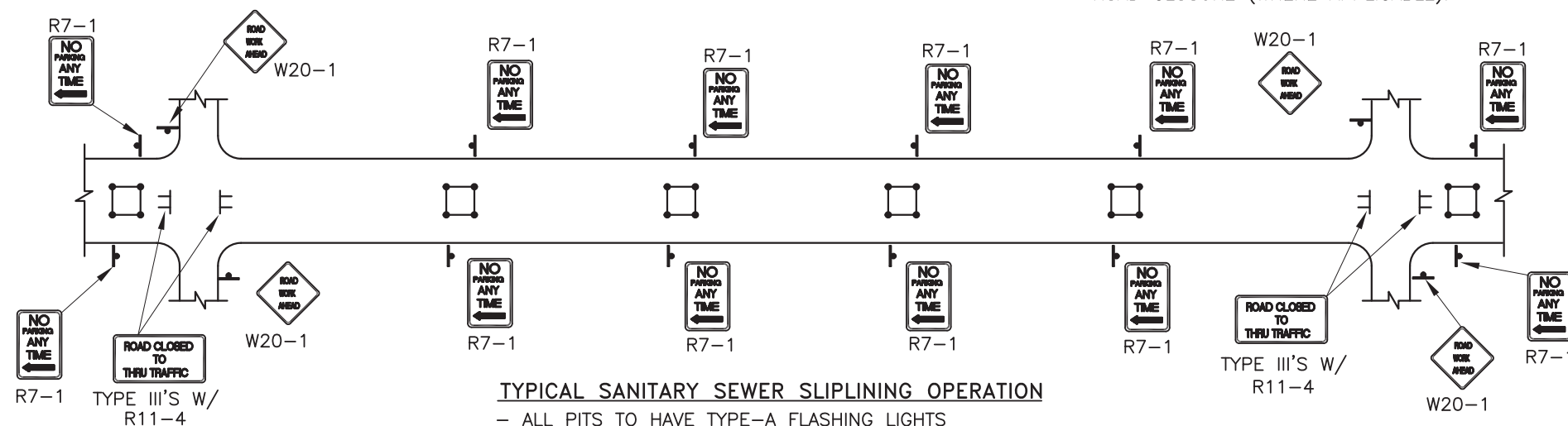


TYPICAL STREET CLOSURE

NOTE: (R1-1) BASED ON FIELD CONDITIONS.

GENERAL NOTE:

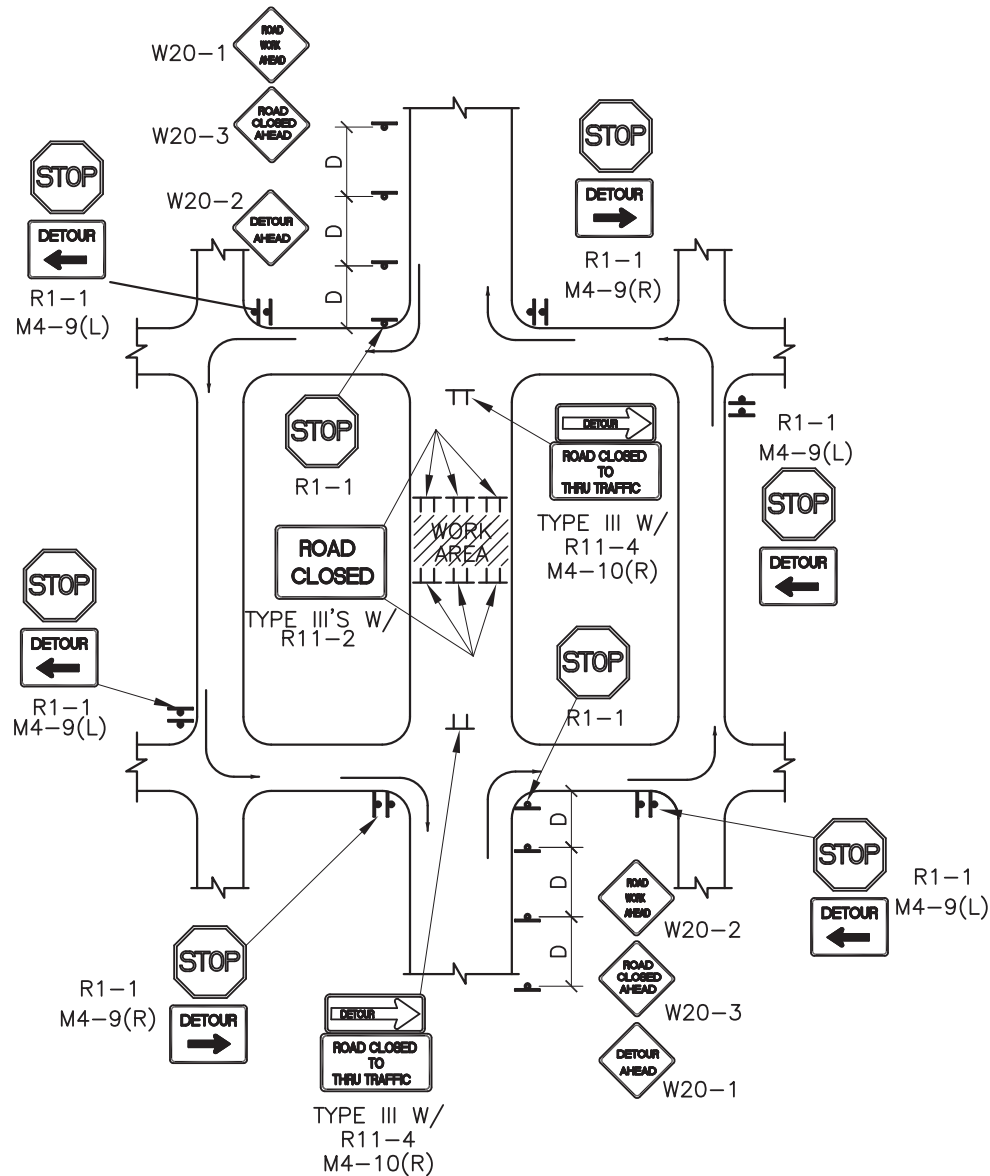
1. ALL CONSTRUCTION WARNING SIGNS SHALL HAVE A BLACK LEGEND ON A ORANGE BACKGROUND.
2. ALL ADVANCE WARNING SIGNS SHALL BE A MINIMUM OF 36" X 36" IN SIZE AND SHALL HAVE ONE WARNING LIGHT.
3. SEE DWG. 2803 FOR DEFINITION OF "D" AND "L".



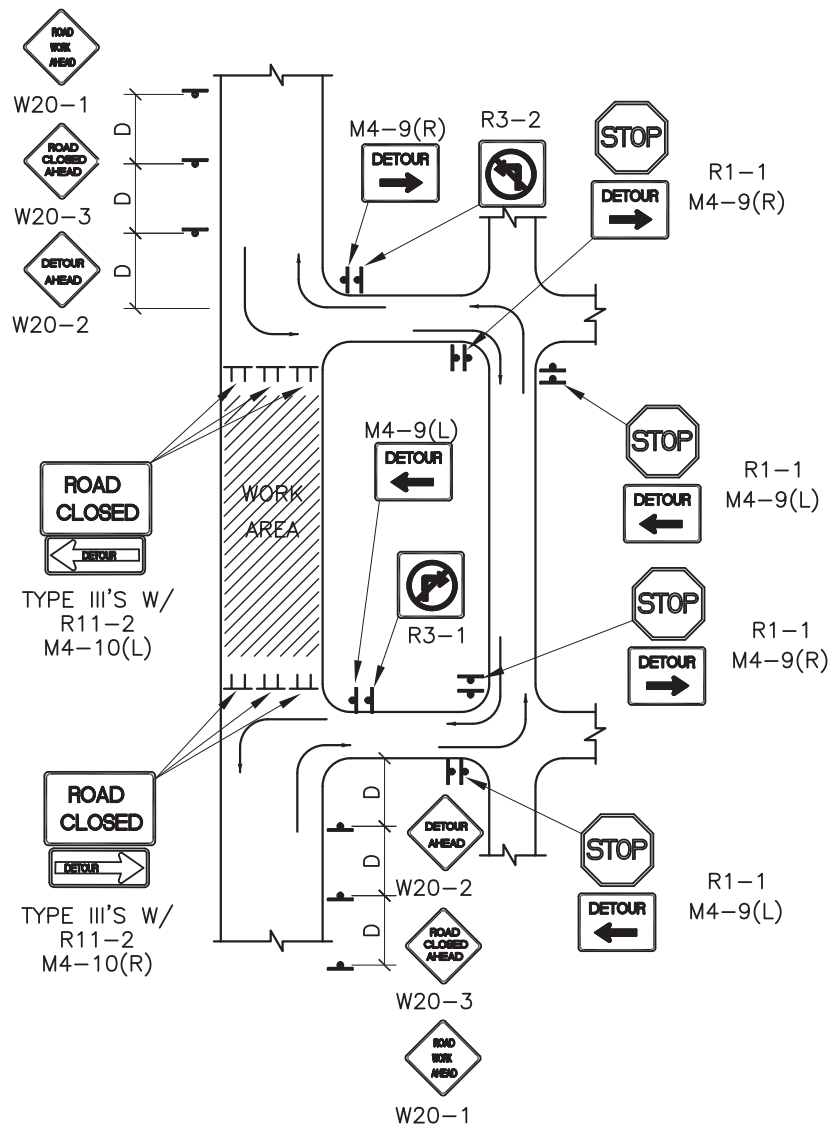
TYPICAL SANITARY SEWER SLIPLINING OPERATION

- ALL PITS TO HAVE TYPE-A FLASHING LIGHTS
- ALL PITS TO HAVE FLAGLINE

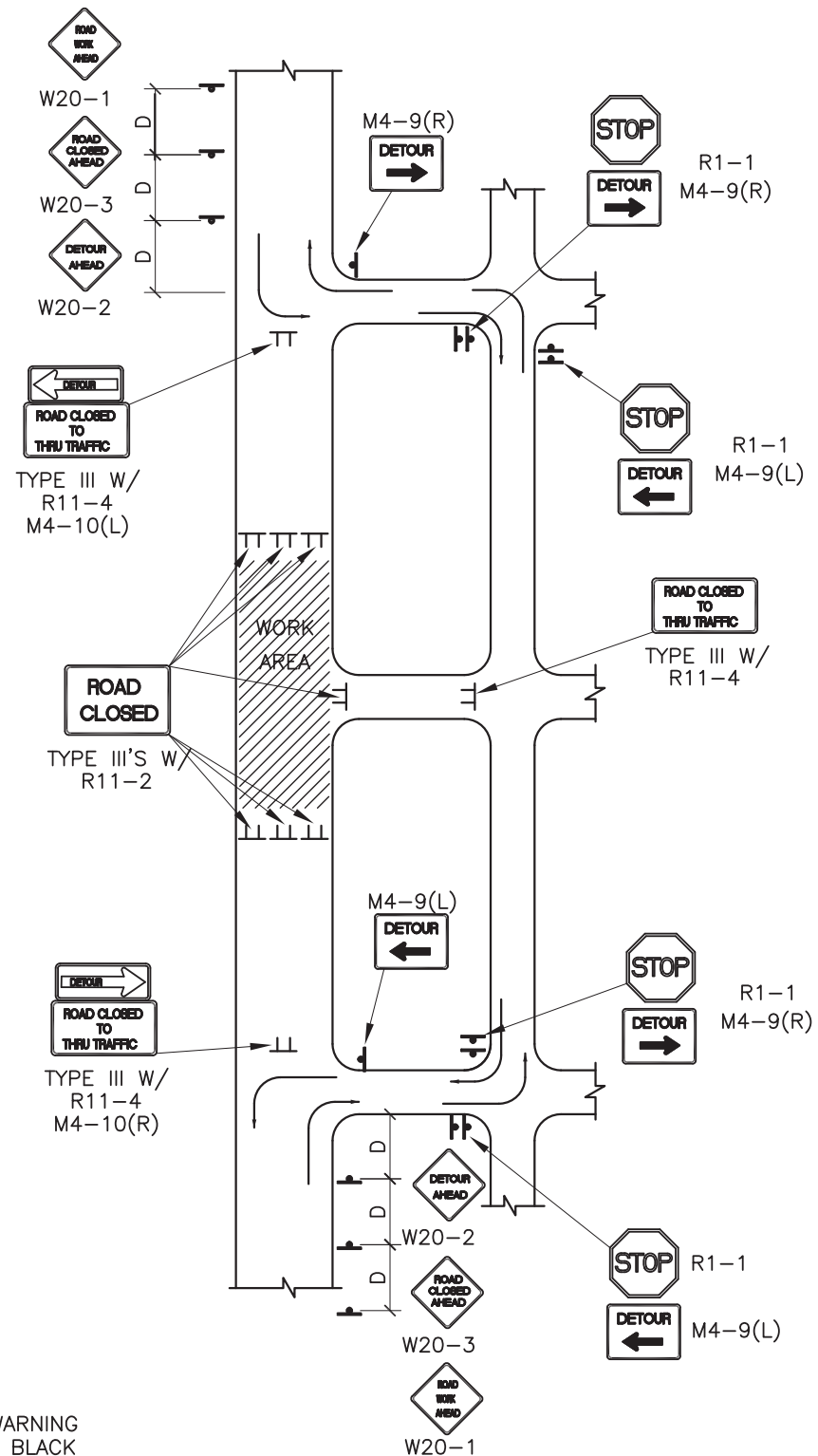
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	TEMPORARY TRAFFIC CONTROL
	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD)
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TYPICAL MID-BLOCK CLOSURE
NOTE: (R1-1) BASED ON FIELD CONDITIONS.



TYPICAL STREET CLOSURE
NOTE:
1. (R1-1) BASED ON FIELD CONDITIONS.
2. CLOSE LEFT TURN AND RIGHT TURN ONLY LANES ON CROSS STREETS AT EACH END OF ROAD CLOSURES (WHERE APPLICABLE).



TYPICAL STREET CLOSURE
NOTE: (R1-1) BASED ON FIELD CONDITIONS.

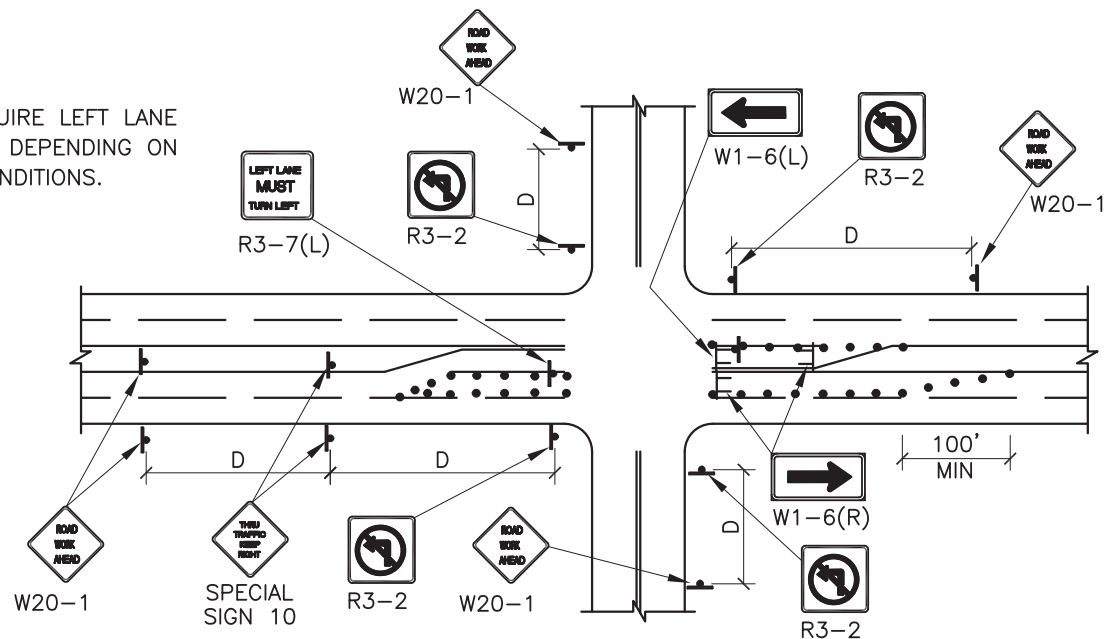
GENERAL NOTE:

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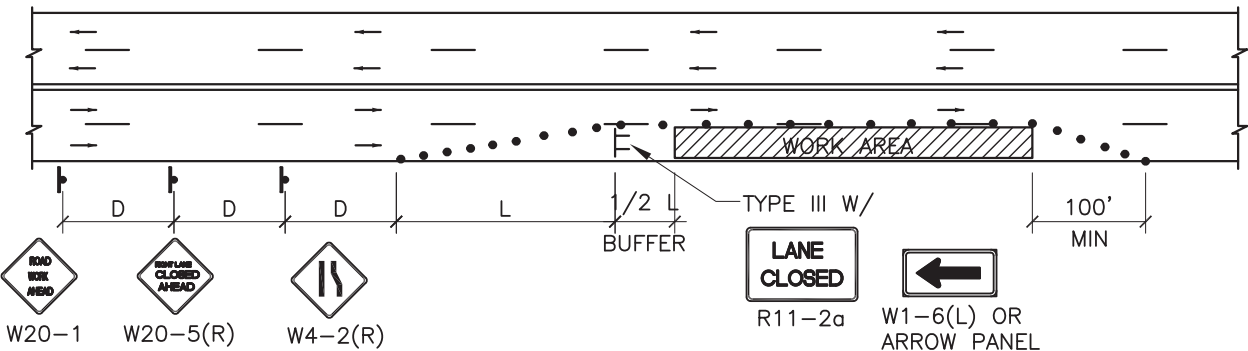
NOTE:

MAY REQUIRE LEFT LANE CLOSURE DEPENDING ON FIELD CONDITIONS.

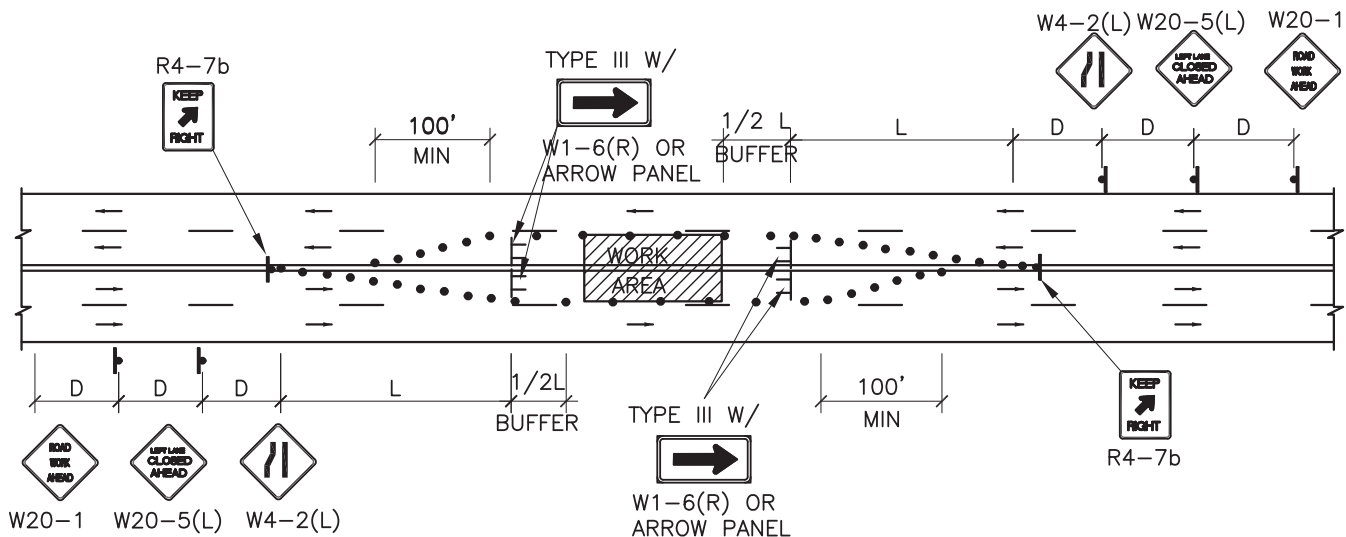


TYPICAL LANE CLOSURE AT INTERSECTION

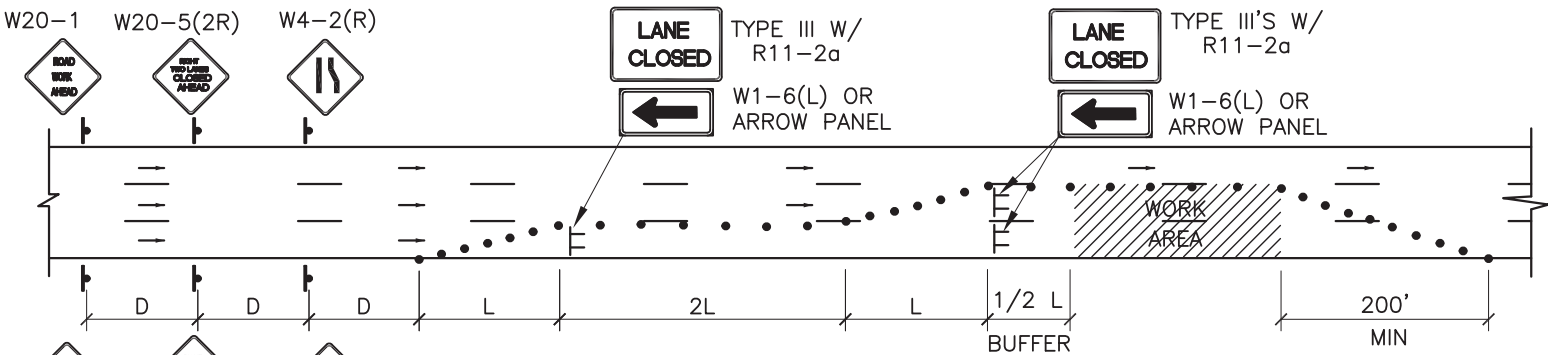
- NOTES:
1. DEPENDING ON WORK ZONE LOCATION.
 2. MAY REQUIRE CLOSURE OF EITHER ONE OF TWO LEFT TURN LANES (WHERE APPLICABLE).



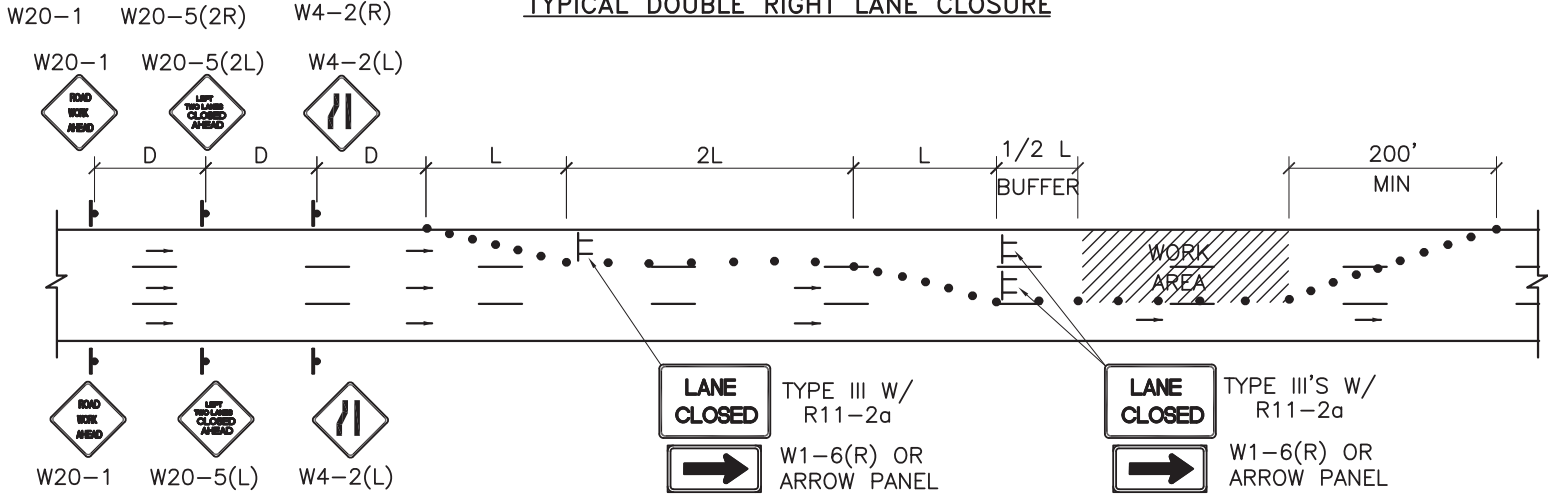
TYPICAL RIGHT LANE CLOSURE



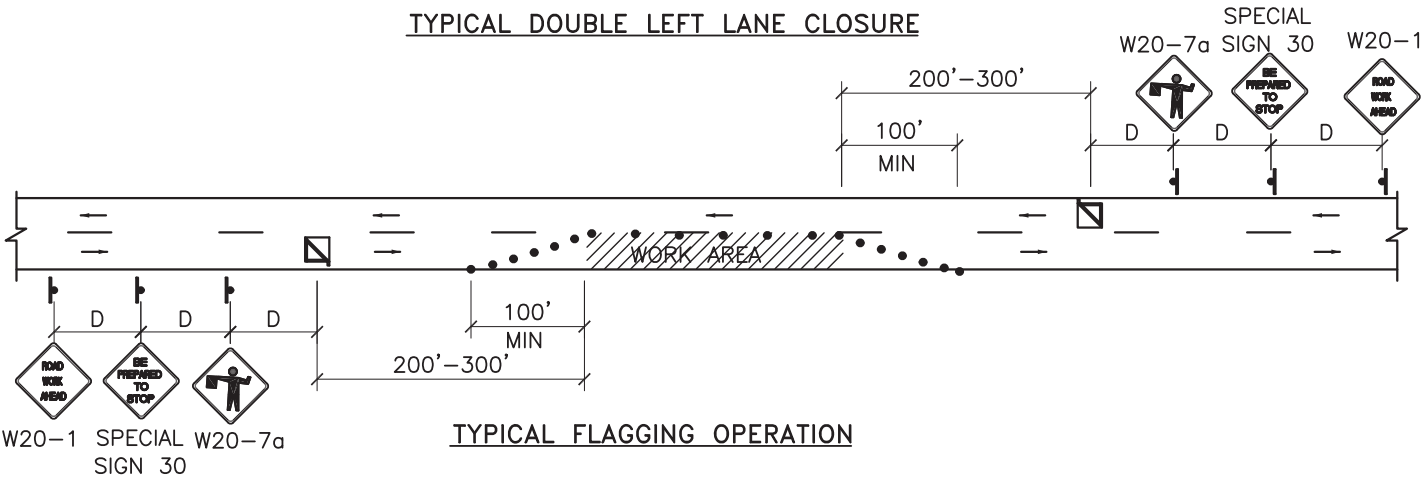
TYPICAL LEFT LANE CLOSURE



TYPICAL DOUBLE RIGHT LANE CLOSURE



TYPICAL DOUBLE LEFT LANE CLOSURE

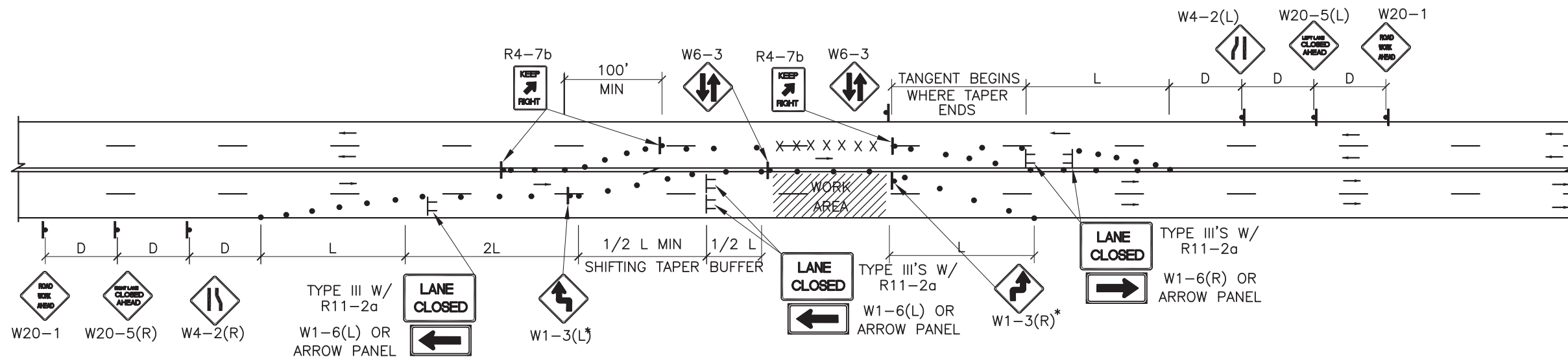


TYPICAL FLAGGING OPERATION

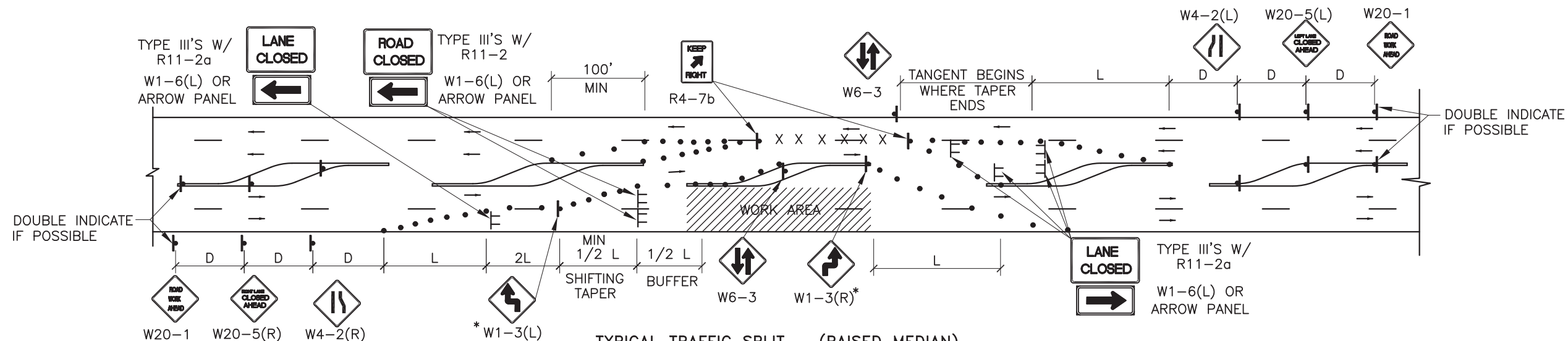
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3. SEE DWG. 2803 FOR DEFINITION OF "D" AND "L".
4. ARROW PANEL REQUIRED FOR EACH LANE CLOSURE WITH MULTIPLE LANE CLOSURES ON ARTERIAL AND COLLECTOR STREETS.

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	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD)
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TYPICAL TRAFFIC SPLIT-(PAINTED MEDIAN)



TYPICAL TRAFFIC SPLIT - (RAISED MEDIAN)

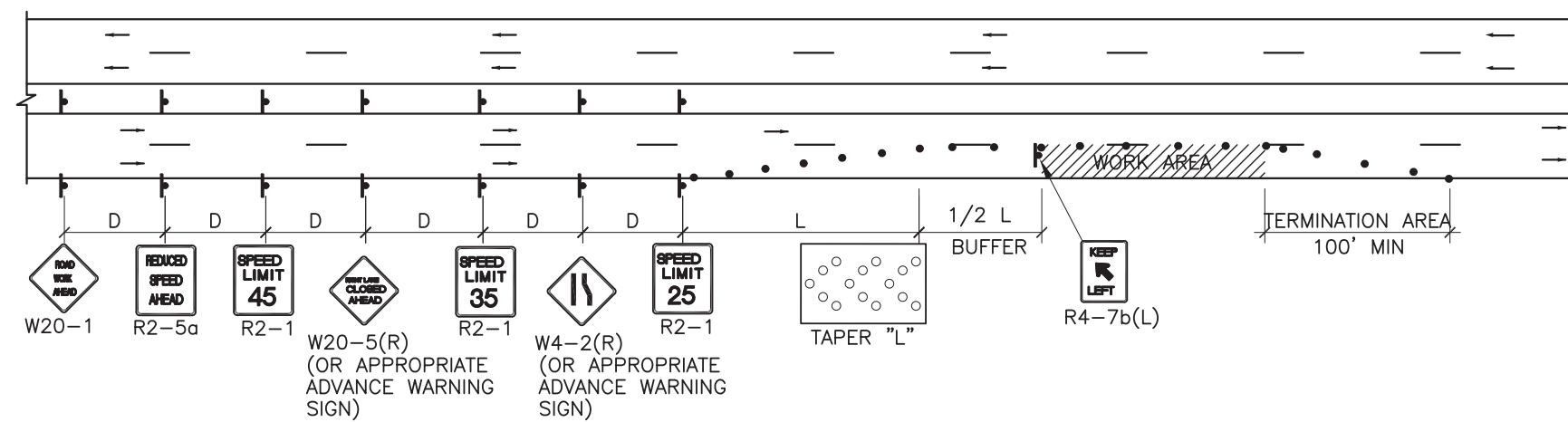
TRAFFIC SPLIT NOTES:

1. THE OFFSET DISTANCE MUST BE CALCULATED IN ALL SHIFTING TAPERS. THE OFFSET DISTANCES SHALL INCLUDE LANE WIDTHS PLUS MEDIAN WIDTHS.
2. $1/2 L$ IS THE MINIMUM DISTANCE FOR SHIFTING TAPERS.
3. REVERSE CURVES MAY BE IMPLEMENTED. ALL CURVE DATA SHALL BE CALCULATED.
4. MEDIAN REMOVAL SHALL BE REQUIRED IF $1/2 L$ OR REVERSE CURVE IS NOT SUFFICIENT.
5. MEDIAN REMOVAL SHALL TAKE PLACE BEFORE SPLITS. REDUCED SPEED MAY BE CONSIDERED.
6. *USE W1-3 FOR 30 MPH OR LESS, W1-4 FOR SPEED 35 MPH OR GREATER.
7. CLOSE ALL LEFT TURN ACCESS AT ALL CROSS STREETS IN SHIFTING TAPER AREAS.
8. TRAFFIC SPLITS NOT RECOMMENDED ON ROADWAYS W/POSTED SPEEDS GREATER THAN 35 MPH.
9. FOR EXTENDED PERIODS (OVER 3 DAYS), DOUBLE YELLOW CENTERLINE TAPE SHALL BE ADDED ADJACENT TO VERTICAL PANELS ALONG ROADWAY CENTERLINE.

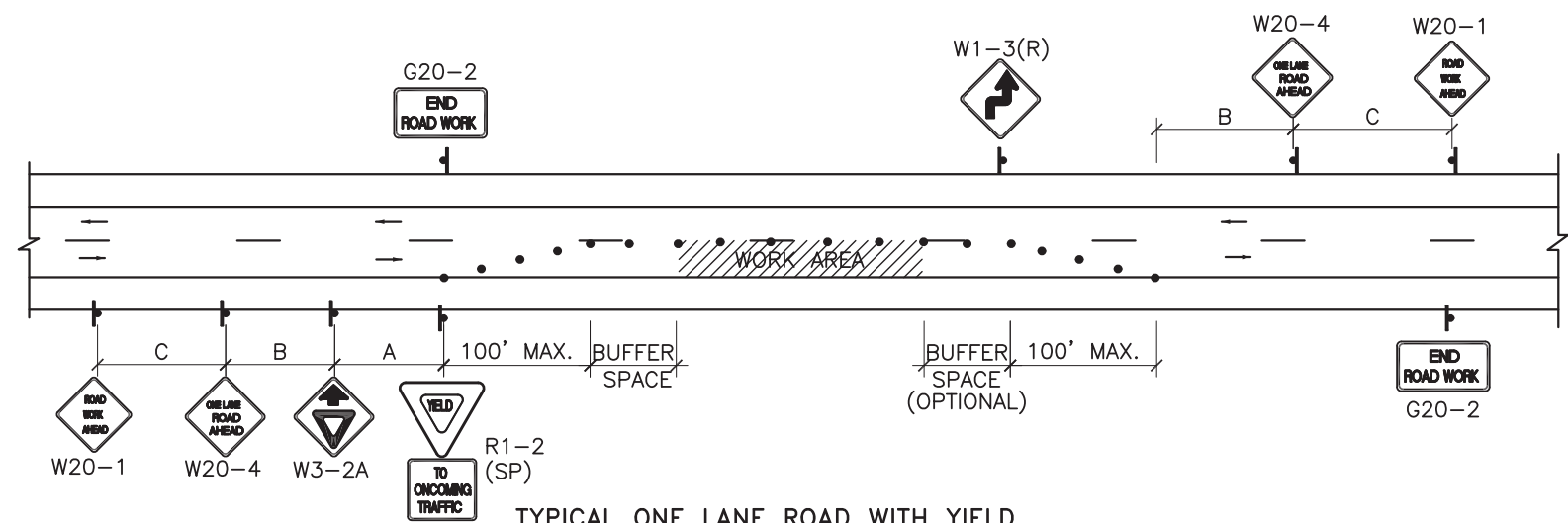
GENERAL NOTE:

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4. ARROW PANEL REQUIRED FOR EACH LANE CLOSURE WITH MULTIPLE LANE CLOSURES ON ARTERIAL AND COLLECTOR STREETS.

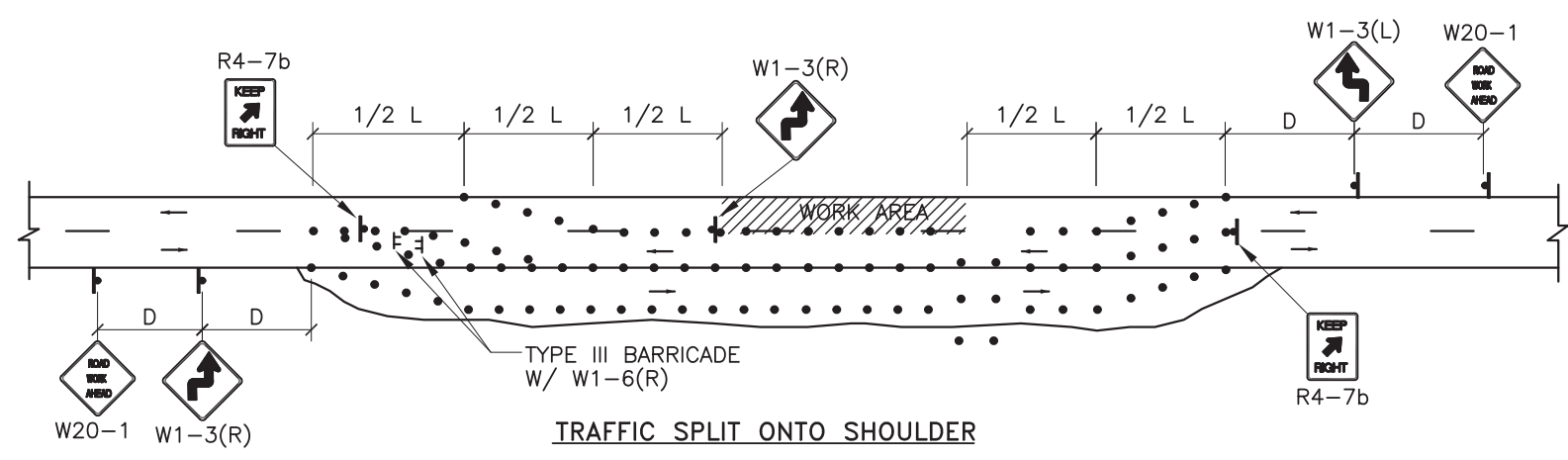
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	TYPICAL TRAFFIC CONTROL & SIGNING EXAMPLES (REF. MUTCD) DWG. 2807 JANUARY 2003



TYPICAL "REDUCED SPEED AHEAD" SET UP



TYPICAL ONE LANE ROAD WITH YIELD



TRAFFIC SPLIT ONTO SHOULDER

NOTES:

1. SHOULDER AREA MUST BE GRADED, LEVEL AND SURFACED PER SECTION 1200.5.6
2. LANE WIDTHS SHALL BE MAINTAINED AT 11 FEET MINIMUM.
3. SHOULDER MUST HAVE ADEQUATE "CLEAR ZONE".
4. TRAFFIC SPLITS ONTO SHOULDERS SHALL NOT EXCEED THREE DAYS.

SUGGESTED ADVANCE WARNING SIGN SPACING

ROAD TYPE	DISTANCE BETWEEN SIGNS		
	A	B	C
URBAN (LOW SPEED)	200	200	200
URBAN (HIGH SPEED)	350	350	350
RURAL	500	500	500
EXPRESSWAY/FREEWAY	1,000	1,600	2,600

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