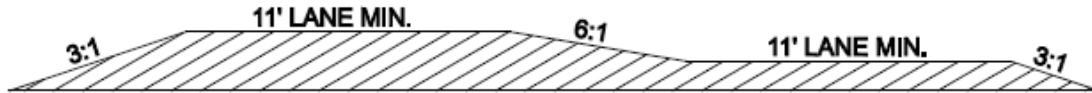


Traffic Control Notes

1. The Contractor/TCP firm **MUST** adhere to the dates and times listed on the TCP permit. Failure to do so will result in the permit **being revoked**.
2. The NMDOT reserves the right to make any changes and/or modifications to the approved Traffic Control Permit.
3. The Contractor/TCP firm shall adhere to all the requirements listed in the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
4. In the areas of pavement operations or other activities within the traveled way and adjacent to the existing traveled lane, the contractor shall assure that no pavement drop-offs are left exposed_during non-working hours. The contractor shall initiate corrective means as per "the New Mexico_Department Of Transportation Pavement Drop-off Guideline" to achieve a minimum 6:1 slope_between traveled lanes and a minimum 3:1 slope adjacent to the existing traveled lane with two 11foot driving lanes as shown in the detail below.



5. The Contractor/TCP firm will be required to cover up all conflicting signs within or in advanced of the work zone.
6. In covering up any conflicting signs, the contractor is to use an approved method of covering existing signing so as not to damage/distort sign sheeting or markings. The Contractor/TCP firm shall not place a patch on the sign and tape the patch directly to the face of the sign. Failure to adhere to this requirement will result in the Contractor/TCP firm being required to replace the sign.
7. The Contractor/TCP firm shall not place a lane drop taper along a horizontal curve. The lane drop taper shall be placed in advance of the horizontal curve so that it is visible to all oncoming traffic.
8. On crest vertical curves, the Contractor/TCP firm shall place lane drops in advance or at the beginning of the curve to enhance visibility of the lane drop to oncoming traffic.
9. The Contractor/TCP firm **SHALL** contact Mr. Phil Gallegos, D3 Public Information Officer (PIO), at least 48 hours before any work listed in the TCP is performed, to confirm the actual start dates of the construction. Mr. Gallegos can then publish the upcoming work in the District Three Traffic Report. Mr. Gallegos can be reached at 841-2700.
10. All traffic devices shall be kept clean throughout the duration of the project. Any sign that is tagged by Graffiti shall be cleaned within 24 hours or removed and replaced.
11. "BUMP", "LOOSE GRAVEL", "LANE DROP-OFF SIGN" sign placement_the contractor shall place W8-1-48 signs ("BUMP" - B/FO), W8-7-48 signs ("LOOSE GRAVE" - B/FO) and/or W8-9a-48 signs ("SHOULDER DROP-OFFS" - B/FO) in advance of bridge approaches or other locations_during cold milling and overlay operations as needed or as directed by the project manager. See_standard drawing 702-01-1/3 for sign details
12. The following reflectivity material shall be used on all signing placed on NMDOT roadways

SIGN	SIGN CODE	COLOR	LETTER SHEETING	BACKGROUND SHEETING
APPROACH SIGNS	W20-1,2,3,4,5, 7	(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
CHEVRONS	W1-8	(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
CURVES	W1-2	(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
REVERSE CURVE	W1-4	(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
MERGE	W4-1	(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
NO PASSING ZONE	W14-3	(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
FLAGGER PADDLE		(BLK/FLOURESCENT Orange side one with Red on side 2)	-----	Type VII, VIII or IX
ALL DRUMS		(BLK/FLOURESCENT Orange)	-----	Type VII, VIII or IX
All Other Const. Signs		Black on Orange		Type III

13. If any of the signs and/or traffic control devices, on the attached TCP, are being used overnight the following minimum reflectivity standards shall be required:

New MUTCD Table 2A-3. Minimum Maintained Retroreflectivity Levels ①					
SIGN COLOR	SHEETING TYPE (ASTM D4956-04)				ADDITIONAL CRITERIA
	Beaded Sheeting			Prismatic Sheeting	
	I	II	III	III, IV, VI, VII, VIII, IX, X	
White on Green	W*; G ≥ 7	W*; G ≥ 15	W*; G ≥ 25	W ≥ 250; G ≥ 25	Overhead
	W*; G ≥ 7	W ≥ 120; G ≥ 15			Ground-mounted
Black on Yellow or Black on Orange	Y*; O*	Y ≥ 50; O ≥ 50			②
	Y*; O*	Y ≥ 75; O ≥ 75			③
White on Red	W ≥ 35; R ≥ 7				④
Black on White	W ≥ 50				—
① The minimum maintained retroreflectivity levels shown in this table are in units of cd/lx/m ² measured at an observation angle of 0.2° and an entrance angle of -4.0°.					
② For text and fine symbol signs measuring at least 1200 mm (48 in) and for all sizes of bold symbol signs					
③ For text and fine symbol signs measuring less than 1200 mm (48 in)					
④ Minimum Sign Contrast Ratio ≥ 3:1 (white retroreflectivity ÷ red retroreflectivity)					
* This sheeting type should not be used for this color for this application.					
BOLD SYMBOL SIGNS					
<ul style="list-style-type: none"> • W1-1, -2 – Turn and Curve • W1-3, -4 – Reverse Turn and Curve • W1-5 – Winding Road • W1-6, -7 – Large Arrow • W1-8 – Chevron • W1-10 – Intersection in Curve • W1-15 – 270 Degree Loop • W2-1 – Cross Road • W2-2, -3 – Side Road • W2-4, -5 – T and Y Intersection • W2-6 – Circular Intersection • W3-1 – Stop Ahead • W3-2 – Yield Ahead • W3-3 – Signal Ahead • W4-1 – Merge • W4-2 – Lane Ends • W4-3 – Added Lane • W4-6 – Entering Roadway Added Lane • W6-1, -2 – Divided Highway Begins and Ends • W6-3 – Two-Way Traffic • W10-1, -2, -3, -4, -11, -12 – Highway-Railroad Advance Warning • W11-2 – Pedestrian Crossing • W11-3 – Deer Crossing • W11-4 – Cattle Crossing • W11-5 – Farm Equipment • W11-6 – Snowmobile Crossing • W11-7 – Equestrian Crossing • W11-8 – Fire Station • W11-10 – Truck Crossing • W12-1 – Double Arrow • W16-5p, -6p, -7p – Pointing Arrow Plaques • W20-7a – Flagger • W21-1a – Worker 					
FINE SYMBOL SIGNS – Symbol Signs Not Listed As Bold Symbol Signs					
SPECIAL CASES					
<ul style="list-style-type: none"> • W3-1 – Stop Ahead: Red retroreflectivity ≥ 7 • W3-2 – Yield Ahead: Red retroreflectivity ≥ 7; White retroreflectivity ≥ 35 • W3-3 – Signal Ahead: Red retroreflectivity ≥ 7; Green retroreflectivity ≥ 7 • W3-5 – Speed Reduction: White retroreflectivity ≥ 50 • For non-diamond shaped signs such W14-3 (No Passing Zone), W4-4p (Cross Traffic Does Not Stop), or W13-1, -2, -3, -5 (Speed Advisory Plaques), use largest sign dimension to determine proper minimum retroreflectivity level. 					

14. Placement of the sequential arrow shall be at or near the beginning of the lane closure taper. In areas of insufficient pavement width, the sequential arrow may be placed within the taper, but not to exceed ½ the taper length. In all cases, the sequential arrow shall be placed behind the channelization devices.

15. All signing on the interstate and on high speed 4 lane divided facilities shall be double indicated.

16. All signs that are part of work zone that is in place for more than **3 days** shall be placed on **posts**.

17. Covering existing white and yellow stripes with black paint as a method of stripe removal is **strictly prohibited**.

18. All warning and regulatory signs shall meet the following size requirements:

- | | | |
|--------------------|----------------------|--------------------|
| a. Interstate: | Warning sign 48"x48" | Regulatory 48"x60" |
| b. Non-Interstate: | Warning sign 36"x36" | Regulatory 36"x42" |

19. All CWB ends, within the clear zone, have to be protected with an approved crash cushion attenuator (approved based on the design speed of the road).

20. When flaring the leading end of a Temporary Concrete Wall Barrier (TCWB) within a construction work zone, the flare rate shall be done in accordance with the rates shown in the table below:

Roadway Speed Limit	Minimum Taper/Flare Rate	Desirable Taper/Flare Rate
Less than 45 MPH	8:1	18:1
Between 45 MPH and 55 MPH	10:1	24:1
Greater than 55 MPH	15:1	30:1

21. When CWB is placed in a construction work zone, a 5' buffer area is strongly recommended between the Temporary Concrete Wall Barrier and the work zone to accommodate barrier deflection. When a 5' buffer area is not attainable, consideration shall be given to anchoring the TCWB to the pavement surface. (See attachment "B" - note 8 in standard drawing 606-20-1/4 dated 1/11/2005).
22. The crash cushion attenuators shall be designed as per the District Traffic Engineer's recommendations. The District May elect to either utilize the posted speed or the 85% speed in the layout of the crash cushion attenuators within the work zone.
23. All construction signing shall have a Type III or higher reflective background.
24. All devices that are placed within the NMDOT R/W shall adhere to section 702 - Traffic Control Devices For Construction – in the latest edition of the NMDOT Specification book
25. All stationary objects within clear zone shall be properly shielded and outlined with drums mounted with Type "A" warning lights. Use of vertically mounted retro-reflective material in lieu of a Type A warning light is **strictly** prohibited.
26. Use of Type I or II barricades for approach tapers on rural Interstate or secondary roadways are prohibited.
27. Any equipment, materials, or vehicles stored within ROW shall be outside of clear zone (based on existing posted speed).
28. Any equipment, material or vehicle stored within clear zone shall be properly shielded.
29. Materials, work activities, equipment, and vehicles shall not be stored within the established buffer space.
30. All construction equipment, vehicles and materials shall remain behind traffic control devices.
31. All traffic control device types, quantities and spacing shall not deviate from the approved Traffic Control Plan. Any changes to the traffic control plan must be approved by the District Traffic Engineer or his/her designee
32. The following Taper lengths, buffer zone, and spacing of devices requirements shall be adhered to:

Posted Speed (MPH)	Merging (L) & Shifting Taper (1/2L) Length (FT.) ¹				Shoulder Taper (Ft.) ²				Transition Area/ Calming Zone ³ (2L) (Ft.)	Buffer Space or Distance ⁴ to Flagger Station	Maximum Spacing of Devices (Ft.) ⁵				
	Formula	11' lane		12' Lane		1/3 L					On a Taper	On a Tangent			
		4'	6'	8'	10'										
20		75	40	80	40	85	45	9	13	18	22	160	115	20	40
25	L=WS ² /60	115	60	125	65	135	70	14	21	28	35	250	155	25	50
30		165	85	180	90	195	100	20	30	40	50	360	200	30	60
35		225	115	245	125	265	135	27	41	54	68	490	250	35	70
40		295	150	320	160	345	175	36	53	71	89	640	305	40	80
45		495	250	540	270	585	295	60	90	120	150	1080	360	45	90
50		550	275	600	300	650	325	67	100	133	167	1200	425	50	100
55		605	305	660	330	715	360	73	110	147	183	1320	495	55	110
60	L=WS	660	330	720	360	780	390	80	120	160	200	1440	570	60	120
65		715	360	780	390	845	425	87	130	173	217	1560	645	65	130
70		770	385	840	420	910	455	93	140	187	233	1680	730	70	140
75		825	415	900	450	975	490	100	150	200	250	1800	820	75	150

¹ See Section 6C.08 on page 6C-5 and Figure 6C-2 on page 6C-6 of the 2003 MUTCD

² See Section 6C.08 on page 6C-5 and Figure 6C-2 on page 6C-6 of the 2003 MUTCD

³ See Figure 6H-37 on page 6H-79 of the 2003 MUTCD

⁴ See Section 6C.06 on page 6C-04 and 6C-05 of the 2003 MUTCD

33. The contractor or the traffic Control Subcontractor Shall provide a Traffic Control Supervisor on site during working hours for immediate response to traffic control issues/concerns.

34. Work Zone Interim Markings:

- a. The contractor shall place reflectorized painted markings on each markings on each intermediate lift of surfacing or milled surface at the end of day's surfacing or milling operation. these markings shall be placed in accordance with the details shown in figure 1 or figure 1a on this sheet. in the event the painted markings cannot be placed as described above, the contractor shall, with the approval of the project manager, place marking tape or temporary reflective raised pavement markers in accordance with the details shown in figure 1 or figure 1a on this sheet or as directed by the project manager. Payment for marking tape will be paid for under the unit price of reflectorized painted markings, unless otherwise specified.
- b. The contractor shall place removable marking tape or temporary reflective raised pavement markers after placement of the final lift of surfacing if permanent markings are not placed during the same working day. These markings shall be placed in accordance with the details shown in figure 1 or 1a on this sheet or as directed by the project manager.
- c. On roadways with severe curvature, broken-line interim markings with half-cycle lengths and a minimum of 2 foot stripes or a group of two temporary reflective pavement markings spaced 2 feet apart may be used where passing is allowed. Interim edge lines or channelization lines for delineation may be used as needed or as directed by the project manager. Passing/no passing zone signing to supplement interim markings for delineation may be used as needed or as directed by the project manager. All interim markings shall be in accordance with the current edition of the MUTCD.

FIGURE 1
SHORT TERM WORK ZONE INTERIM MARKINGS
(IN PLACE FOR LESS THAN 14 CALENDAR DAYS)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)

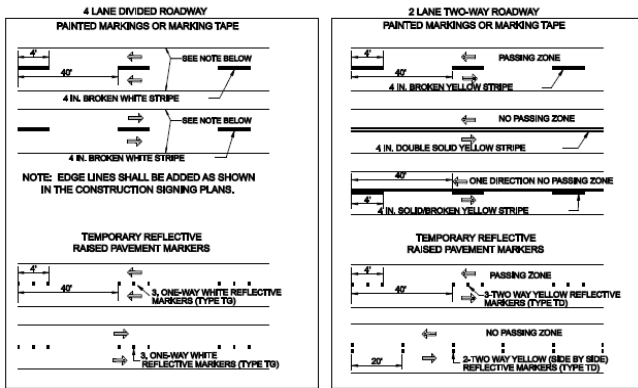


FIGURE 1A
STANDARD WORK ZONE INTERIM MARKINGS
(IN PLACE FOR 14 CALENDAR DAYS OR MORE)
(MINIMUM OF 2 COATS OR AS DIRECTED BY THE PROJECT MANAGER)

