

1. ALL TRAFFIC CONTROL DEVICES AND INSTALLATION, OR USE THEREOF SHALL COMPLY TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (LATEST EDITION).
2. WHEN NO WORK IS IN PROGRESS NOR IS ANY EXPECTED TO BE FOR AN EXTENDED PERIOD OF TIME OR THERE ARE NO EXISTING HAZARDS AND THE ROADWAY IS UNRESTRICTED TO THE TRAVELING PUBLIC, TRAFFIC CONTROL SIGNS SHALL BE REMOVED OR COMPLETELY COVERED WITH ADEQUATE OPAQUE WATERPROOF MATERIAL.
3. ALL SIGNS SHALL BE POST MOUNTED IF TIME IN PLACE EXCEEDS FOUR (4) DAYS. EXCEPTIONS MAY BE MADE, PARTICULARLY IN URBAN AREAS WHERE POST MOUNTED SIGNS ARE PROHIBITIVE. POSTS SHALL BE 4"x4" WOOD OR OTHER BREAK AWAY MATERIAL AS APPROVED BY THE ENGINEER. SIGNS WITH A MINIMUM AREA OF 16 SQUARE FEET SHALL BE MOUNTED ON TWO POSTS.
4. PORTABLE SUPPORT INSTALLATION, USED FOR MOUNTING SIGNS OR DEVICES FOR TEMPORARY CONDITIONS, SHALL BE CONSTRUCTED TO YIELD UPON IMPACT TO MINIMIZE HAZARDS TO THE MOTORIST.
5. ALL PERMANENT SPEED LIMIT SIGNS THAT CONFLICT WITH THE POSTED PROJECT SPEED LIMIT SHALL BE COVERED THROUGHOUT THE CONSTRUCTION PERIOD.
6. WHENEVER PRACTICAL, ALL CONSTRUCTION EQUIPMENT, MATERIALS, AND DEBRIS SHALL BE STORED NO CLOSER THAN THIRTY (30) FEET FROM THE TRAVELED WAY. THE CONTRACTOR SHALL PLACE APPROPRIATE SIGNS AND/OR BARRICADES, AS DESIGNATED BY THE ENGINEER, AROUND ANY HAZARDOUS CONDITION CREATED BY THE CONTRACTOR WITHIN THIRTY (30) FEET OF THE TRAVELED WAY. ALL TRAFFIC CONTROL DEVICES NEEDED FOR THIS CONDITION SHALL BE CONSIDERED SUBSIDIARY TO THE BID ITEM "TRAFFIC CONTROL".
7. ADJUSTMENT OF LONGITUDINAL DIMENSIONS FOR SIGN SPACING MAY BE REQUIRED BY THE ENGINEER TO ENSURE THAT EFFECTIVE AND SAFE CONDITIONS EXIST UNDER ACTUAL FIELD CONDITIONS. SIGN SPACING SHOULD BE AS UNIFORM AS POSSIBLE.
8. TYPE "B" HIGH INTENSITY YELLOW FLASHING WARNING LIGHTS MAY BE REQUIRED ON ANY SIGN OR TYPE III BARRICADES WHEN DEEMED NECESSARY BY THE ENGINEER.
9. ENDS OF BRIDGES EXPOSED TO TRAFFIC DURING CONSTRUCTION THAT ARE NOT MARKED BY PERMANENT OBJECT MARKERS SHALL BE DELINEATED WITH ORANGE AND WHITE VERTICAL PANELS.
10. BARRICADES ARE TO BE SET AT LOCATIONS SHOWN ON THE TRAFFIC CONTROL PLAN SHEETS OR AS DIRECTED BY THE ENGINEER. SUFFICIENT BARRICADES SHALL BE ERECTED TO ADEQUATELY COVER THE ROADWAY OR LANE WIDTH. THE BARRICADES MAY BE MOUNTED ON APPROVED SKIDS ANCHORED BY WIRE OR SANDBAGS.
11. END CONSTRUCTION (ROAD WORK) SIGNS SHOULD BE PLACED FIVE HUNDRED (500) FEET FROM THE END OF THE ACTUAL WORK AREA AND NOT NECESSARILY AT THE EXTREME LIMITS OF THE PROJECT.
12. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING ALL SIGNS AND DEVICES IN THEIR PROPER POSITION, CLEANING AND/OR REPLACING ANY DAMAGED OR ILLEGIBLE SIGN OR DEVICE AS DIRECTED BY THE ENGINEER WITHOUT UNDUE DELAY TO ENSURE EFFECTIVE AND SAFE TRAFFIC CONTROL.

THE CONTRACTOR SHALL DESIGNATE AN EMPLOYEE, AND AN ALTERNATE, WHO WILL HAVE THE RESPONSIBILITY FOR SIGNING AND TRAFFIC CONTROL AS NOTED ON THE TRAFFIC CONTROL PLAN AND SHALL BE AVAILABLE 24 HOURS A DAY, 7 DAYS A WEEK, TO PERFORM THE ABOVE MAINTENANCE. THE ENGINEER WILL BE ADVISED OF THE NAME AND TELEPHONE NUMBER OF THE PERSON AND ALTERNATE GIVEN THIS RESPONSIBILITY. THE ENGINEER SHALL CONDUCT PERIODIC FIELD INSPECTIONS TO SEE THAT THE DEVICES ARE IN PLACE AND IN SATISFACTORY CONDITION.
13. CHANNELIZATION DEVICES: DEVICES AS USED HEREIN INCLUDE BUT IS NOT LIMITED TO BARRICADES, BARRIERS, CONES, DRUMS AND VERTICAL PANELS.
 - (A). THE MAXIMUM SPACING BETWEEN CHANNELIZATION DEVICES IN THE TAPER SHOULD BE APPROXIMATELY EQUAL TO THE EXISTING SPEED LIMIT PRIOR TO ANY WORK.
 - (B). THE SPACING BETWEEN DEVICES IN THE WORK ZONE SHOULD BE APPROXIMATELY 50 TO 100 FEET.
 - (C). DEVICES PLACED ALONG PAVEMENT EDGE OR SHOULDER DROP-OFFS OF LESS THAN FOUR (4) INCHES SHALL BE PLACED A MAXIMUM OF FOUR HUNDRED (400) FEET APART AS DIRECTED BY THE ENGINEER.
 - (D). DEVICES PLACED ALONG PAVEMENT EDGE OR SHOULDER DROP-OFFS OF MORE THAN FOUR (4) INCHES SHALL BE PLACED A MAXIMUM OF TWO HUNDRED (200) FEET APART AS DIRECTED BY THE ENGINEER.
 - (E). DUE TO EXISTING CONDITIONS THE ENGINEER MAY REQUIRE A DECREASE IN THE SPACING STIPULATED ABOVE.
 - (F). TYPE I OR II BARRICADES SHOULD BE PLACED AT APPROXIMATELY RIGHT ANGLES TO THE CENTER OF THE ROADWAY.
 - (G). DRUMS SHALL BE REFLECTORIZED FULL CIRCUMFERENCE AND MAY BE SUBSTITUTED FOR TYPE I OR II BARRICADES OR TRAFFIC CONES.
 - (H). FOR NIGHTTIME USE ALL DEVICES USED FOR CHANNELIZING TRAFFIC SHALL BE FULLY REFLECTORIZED AND, AS DIRECTED BY THE ENGINEER, DISPLAY THE APPROPRIATE WARNING LIGHT ON TOP OF THE DEVICE NEAREST THE TRAVELED WAY CENTERLINE.
 - (I). TRAFFIC CONES SHOULD BE UTILIZED AS CHANNELIZING DEVICES FOR DAYTIME TRAFFIC CONTROL OPERATIONS. IN AREAS DEEMED HAZARDOUS BY THE ENGINEER, SUCH AS OPEN TRENCHES, THEY SHOULD BE SUPPLEMENTED BY OTHER TRAFFIC CONTROL DEVICES AS DIRECTED BY THE ENGINEER. TRAFFIC CONES WILL NOT BE USED FOR NIGHTTIME OPERATIONS.
14. THE LUMP SUM PRICE BID FOR THE BID ITEM "TRAFFIC CONTROL" SHALL BE FULL COMPENSATION FOR PROVIDING, INSTALLING, MOVING, REPLACING, MAINTAINING, REMOVING AND CLEANING ALL TRAFFIC CONTROL DEVICES AS REQUIRED OR AS DIRECTED BY THE ENGINEER; TO INCLUDE THE ADDITION OF ANY DEVICES DEEMED NECESSARY BY THE ENGINEER WHETHER SPECIFICALLY MENTIONED OR NOT.
15. AT ALL TIMES AND DURING ALL WEATHER CONDITIONS, ACCESS SHALL BE MAINTAINED FOR LOCAL TRAFFIC TO THE SATISFACTION OF THE ENGINEER. THIS MAINTENANCE, INCLUDING TEMPORARY SURFACING MATERIAL, IF NECESSARY, IS SUBSIDIARY TO THE BID ITEM "TRAFFIC CONTROL".
16. ALL W SIGNS HAVE A MINIMUM SURFACE AREA OF 16 SQ. FT. ALL OTHER SIGNS SHALL BE OF STANDARD SIZE AS DIRECTED IN THE MUTCD UNLESS SPECIFIED OTHERWISE ON THE TRAFFIC CONTROL PLAN.

