TRAFFIC CONTROL GENERAL NOTES:

1. **TRAFFIC CONTROL:** All temporary Traffic Control (TTC) devices shall be placed in accordance with the NMDO T Standard Specifications for Highway and Bridge Construction (latest edition) and the Manual on Uniform Traffic Control Devices (latest edition) and current revisions with the following constraints:
   a. No substations will be allowed for characterization devices type drum unless otherwise noted in the plans.
   b. Temporary portable signs are an unnecessary hazard when not in use. Unused temporary sign stands shall be removed from the roadway. If temporary sign stands are spotted for future use, (approved by the project manager) they shall be bolted and stored away from the paved shoulder.
   c. Use of Type 1 or 2 barricades on roadways with speed limit greater than 40 mph is strictly prohibited.
   d. The work zone shall comply with, but not limited to, NCHRP 478 Guidelines for Design and Operation of Nighttime Traffic Control.

2. **BOP AND EDP SIGNING:** BOP and EDP signing in accordance with Standard Drawing 702-03-111 and 702-04-111 shall be placed at the project limits prior to construction operations commencing and shall remain in place throughout the duration of the project or as directed by the Project Manager. Advance warning signs shall be placed at all side streets.

3. **FLAGGING:** Flagging shall be provided for safely the plan or as directed by the project manager and shall conform to the MUTCD latest edition. The flagger, applicative signs and other related items shall be considered incidental to the completion of the project and no separate measurement or payment will be made.
   a. All flaggers shall be certified and shall have their certification available for review at all times when on duty.
   b. Flagging operations shall adhere to NCHRP 478 Guidelines for Design and Operation of Nighttime Traffic Control. Flaggers shall wear high-visibility safety apparel that meets Performance Class 2 or 3.
   c. NO ISSESS AND EGRESSES: The Contractor shall provide ingress and egress to local residences and businesses for the duration of the project. If access closure is required, the contractor shall require the closure through the Project Manager. Upon approval, the contractor shall coordinate such closure with the property owners and the Project Manager at least 48 hours in advance. All work associated with this shall be considered incidental to the completion of the project and no separate payment or measurement will be made.

4. **PORTABLE CHANGEABLE MESSAGE SIGNS:** The Contractor shall supply Portable Changeable Message Signs (PCMS), which will be retained by the contractor. The message PCMS shall be utilized to convey messages, expected delays, and detours to motorists as required. Message shall be determined by the Contractor and approved by the Project Manager. Two (2) weeks prior to start of construction: name locations, and number of PCMS to be placed.

5. **TRAFFIC CONTROL PLANS:** The traffic control plan (TCP) represents a suggested method for traffic control during construction. Adjustments to the details of this TCP and requirements within the plan may be necessary due to construction activities, or as directed by the Project Manager. If the contractor elects to make any changes to the TCP or sequence of construction, the Contractor shall submit (at least 14" x 18") copies of the proposed TCP to the project manager at least two (2) weeks prior to implementation. The TCP shall conform to the current editions of the MUTCD, NMDO T Standard Specifications and AASHTO Roadside Design Guide. The TCP shall be in computer drafted format and shall be designed, stamped, and revised as necessary by a current New Mexico Licensed professional engineer and submitted to the Project Manager for approval. All costs associated with developing the TCP and any additional devices associated with the TCP shall be incidental to Item No. 618000, “Traffic Control Management,” and no separate measurement or payment will be made, unless otherwise noted in the contract.

6. **PUBLIC INFORMATION:** The Contractor / TCP item shall contact the Project Manager or District Public Information Officer, as preferred by the district through the district office, to confirm the actual start dates of the construction and the contractor's schedule a minimum of 48 hours before any work listed in the TCP is performed.

7. **REMOVAL OF CONSTRUCTION SIGNS:** All temporary traffic control signs, sign posts and post bases installed with the construction project shall be removed at the completion of the project. Removal shall consist of complete extraction of the bases from the ground. This work shall be incidental to the completion of the project and no separate measurement or payment will be made.

8. **CONFLICTING SIGNS:** All conflicting signs within or in advance of the work zone shall be covered completely with an opaque, non-light-transmitting material so as not to damage the sign. The Contractor is to use an approved method of covering existing signs so as not to damage/distort the sign sheeting or markings. The Contractor shall not place tape directly on the base of the sign. Failure to adhere to this requirement will result in the Contractor replacing the sign at no cost to the NMDO T. 

9. **TEMPORARY STIPING:** The use of black paint to cover existing lane lines or symbols is strictly prohibited. All temporary stiping shall be placed before opening any work zone or portion of a work zone in accordance with the MUTCD and the approved traffic control plan. This work shall be included in Item No. 704100, “Removable Marking Tape” and no separate measurement or payment will be made, unless otherwise noted in the contract. 

10. **CONSTRUCTION SIGNING:** All construction signing shall meet retroreflectivity requirements listed in section 702.2.1 of the MUTCD Standard Specifications.
   a. All construction signing on the interstate and on high speed (greater or equal to 45 MPH) multilane divided facilities shall be double induced (left and right shoulders).
   b. All signs that are part of work zone that are in place for more than 3 days shall be placed on barricade posts. If there are physical restrictions at the site that prohibit the sign from being place on posts, the Contractor shall notify the District Traffic Engineer and obtain a waiver.
   c. All warning and regulatory signs shall meet the following size requirements:
      - Interstate: Warning sign 48"x48" Regulatory 48"x48"
      - Non-Interstate: Warning sign 36"x36" Regulatory 36"x42"

   d. The following reflectivity material shall be used on all construction signing placed in NMDO T roadways.

<table>
<thead>
<tr>
<th>SIGN</th>
<th>SIGN CODE</th>
<th>COLOR</th>
<th>LETTER SPACING</th>
<th>BACKGROUND MATERIAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>APPROACH</td>
<td>WOK-0X</td>
<td>BLACK/WHITE</td>
<td>TYPE VII</td>
<td>Type VI, IX, X</td>
</tr>
<tr>
<td>CURVES</td>
<td>W4-8</td>
<td>BLACK/WHITE</td>
<td>TYPE VII</td>
<td>Type VI, IX, X</td>
</tr>
<tr>
<td>REVERSE</td>
<td>W4-8</td>
<td>BLACK/WHITE</td>
<td>TYPE VII</td>
<td>Type VI, IX, X</td>
</tr>
<tr>
<td>IN - OUT</td>
<td>W4-1</td>
<td>BLACK/WHITE</td>
<td>TYPE VII</td>
<td>Type VI, IX, X</td>
</tr>
<tr>
<td>SIDE PASS</td>
<td>W4A-2</td>
<td>BLACK/WHITE</td>
<td>Type VII</td>
<td>Type VI, IX, X</td>
</tr>
<tr>
<td>WARNING</td>
<td>W4B-2</td>
<td>BLACK/WHITE</td>
<td>Type VII</td>
<td>Type VI, IX, X</td>
</tr>
<tr>
<td>ARROW</td>
<td>W4C-2</td>
<td>BLACK/WHITE</td>
<td>Type VII</td>
<td>Type VI, IX, X</td>
</tr>
</tbody>
</table>

11. **REMOVAL OF TEMPORARY SIGNAGE:** All relevant temporary signage shall be removed upon completion of each phase of construction. The only approved method of sign removal is water blasting. The contractor is to ensure that there is no conflicting signage through the work zone or through detours. This work shall be included in Item No. 618000, “Traffic Control Management,” and no separate measurement or payment will be made, unless otherwise noted in the contract.

12. **SATISFACTORY WORKING CONDITION:** All traffic control devices used on this project shall be in satisfactory working condition and shall function equivalently to new equipment in accordance with the MUTCD (latest edition). Traffic Control work zone shall comply with requirements of FHWA 23CFR 630 Subset K for traffic control devices. All the beginning of the project 100% of signal/flashers shall be in operational condition (new or like new). After 4 weeks at no time shall less than 75% of devices be in acceptable condition. All traffic devices shall be kept clean throughout the duration of the project. Any sign that is tagged by graffiti shall be cleaned (as long as it does not affect the reflective sheeting) within 24 hours or removed and replaced.

13. **TRAFFIC CONTROL, FIELD ADJUSTMENTS:** Location of device spacing shall be verified to account for existing roadway features which may obstruct placement and/or view of devices. Any changes to the traffic control plan shall be approved by the District Traffic Engineer or his/hers designee. All field adjustments of signs should be approved by the District Traffic Engineer. This work shall be considered incidental to Item No. 618000 “Traffic Control Management” and no additional measurement or payment will be made, unless noted in the contract.

14. **PEDESTRIANS:** Routes/paths shall not be closed without providing a detour. ADA requirements shall be adhered to. ADA compliant signal heads shall be used for channelization.

15. **BICYCLISTS:** Shall be accommodated or rerouted per MUTCD recommendations.
17. TEMPORARY CONCRETE WALL BARRIER (CWB): When flaring the leading end of a Temporary Wall Barrier (CWNB) within a construction work zone, the flare rate shall be done in accordance with the rates shown in the table below (NMDOOT Standard Drawing 006-20-65).

<table>
<thead>
<tr>
<th>Roadway Speed Limit</th>
<th>Minimum Taper/Flare Rate</th>
<th>Desirable Taper/Flare Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 45 MPH</td>
<td>8 0.1</td>
<td>10.0</td>
</tr>
<tr>
<td>Between 45 MPH and 55 MPH</td>
<td>10.1</td>
<td>24.1</td>
</tr>
<tr>
<td>Greater than 55 MPH</td>
<td>15.1</td>
<td>10.1</td>
</tr>
</tbody>
</table>

   a. When temporary wall barrier is placed in a construction work zone, a 5' clear zone is required between the CWB and the work zone to accommodate barrier deflection. When a 5' clear area is not obtainable, CWB shall be anchored to the pavement surface.

   b. Temporary CWB shall be provided with reflective barrier de-limiters as indicated in NMDOOT standard drawing 006-31-00.

18. CRASH ATTENUATORS: The crash cushion attenuators shall be designed as per the District Traffic Engineer's recommendations. The District may elect to either utilize the pre-construct placed speed, or the 85th percentile in the bypass of the crash cushion attenuators within the work zone.

19. DROP OFF POLICY: In the area of pavement operations or other activities within the traveled way and adjacent to the existing traveled lane, the contractor shall assume that no pavement drop-offs are left exposed during non-working hours. The contractor shall indicate curvative means as per the New Mexico Department of Transportation Pavement Drop-off Guidelines to achieve a minimum 8:1 slope between traveled lanes and a minimum 3:1 slope adjacent to the existing traveled lane with two 110-foot driving lanes as shown in the detail below. (AD241)

20. LANE CLOSURES: The Contractor/CWP firm shall not place a lane closure taper along a horizontal curve. The taper shall be placed in advance of the horizontal curve so that it is visible to oncoming traffic. On crest vertical curves, the Contractor/CWP firm shall place lane closures in advance of, or at the beginning of the curve to enhance visibility of the lane closure to oncoming traffic.

21. Sequential Arrow Display: 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. The shoulder shall be closed in advance of the merging taper to direct vehicular traffic to remain within the traveled way. (MUTCD 67 81)

22. ADDITIONAL SIGNS: "BUMP," "LOOSE GRAVEL," "LANE DROP-OFF SIGN" sign placement: The contractor shall place W1-1 sign (BUMP - BFO), W1-7 sign (LOOSE GRAVEL - BFO) and W1-17 signs (SHOULDER DROP-OFF - BFO) in advance of bridge approaches or other locations during cold milling and overlay operations as needed or as directed by the project manager.

23. CLEAR ZONE: 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.

   a. Equipment, materials, or vehicles stored within Right-of-Way (ROW) shall be outside of clear zone (based on existing posted speed).

   b. Equipment, material or vehicles stored within a clear zone shall be properly shielded.

   c. Materials, work area, vehicles, equipment, and vehicles shall not be stored within the established buffer space of the project work zone.

   d. All construction equipment, vehicles and materials shall remain behind traffic control devices.

24. TRAFFIC CONTROL MANAGEMENT: The contractor or the Traffic Control Subcontractor shall provide a Traffic Control Supervisor on site during working hours for response within 1 1/2 hour to traffic control issue/concerns.

25. INCIDENT MANAGEMENT: The contractor is required to comply with the requirements of FHWA CPR 630 Subpart J for Work Zone Safety and Stability which shall include an Incident Management Plan to be utilized for the entire duration of the project. The Incident Management Plan shall contain a method to address traffic flow through the work zone during incidents. The Incident Management Plan must be reviewed and approved by the District Traffic Engineer. The plan shall contain the following as a minimum:

   a. Contacts for the contractor, local enforcement, safety agencies, municipal agencies, public information officer and NMDOOT

   b. Steps to be followed during incidents

   c. Method of recording and reporting incidents

26. LIST OF INCIDENTALS - No Additional Payment Associated

   LIST OF INCIDENTALS for Temporary Traffic Control: MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS FOR PROJECT DURATION

   A. MAINTENANCE OF TEMPORARY PAVEMENT MARKINGS FOR PROJECT DURATION

   | NO |
   | DATE |
   | REV BY |
   | DESCRIPTION |

   NEW MEXICO
   DEPARTMENT OF TRANSPORTATION
   STANDARD DRAWING

   APPROVED: 12/31/05
   DRAWN BY: CHECKED BY:

   702-01-25
SIGN FACE DETAILS
FOR CONSTRUCTION / MAINTENANCE
1. SIGNS SHALL MEET SPECIFICATIONS IN THE STANDARD HIGHWAY SIGNS MANUAL AND CURRENT EDITION OF THE MUTCD.
2. SEE CURRENT EDITION OF MUTCD FOR ADDITIONAL SIGNS.
3. ALL SIGNS SHALL COMPLY WITH SHEETING REQUIREMENTS AS SPECIFIED IN STANDARD DRAWING 702-01-33.
4. SIGN SIZES MAY BE ADJUSTED PER MUTCD RECOMMENDATIONS.

WARNING SIGNS:
ALL WARNING SIGNS ARE BLACK/FLUORESCENT ORANGE UNLESS OTHERWISE SPECIFIED.

REGULATORY SIGNS:

SPECIAL SIGNS:

8 FT. TYPE III BARRICADES

BARRICADE SYMBOL
NOTE: ALL DEVICES USED ON NMDO T ROADWAYS SHALL BE ON THE APPROVED PRODUCTS LIST.

* WARNING LIGHT (OPTIONAL)
** NOMINAL LUMBER DIMENSIONS ARE SATISFACTORY FOR BARRICADE RAIL WIDTH DIMENSIONS.
*** RAIL STRIPE WIDTHS SHALL BE 6 INCHES. EXCEPTION: WHERE RAIL LENGTHS ARE LESS THAN 36 INCHES, THEN 4 INCH WIDE STRIPES MAY BE USED.

THE SIDES OF BARRICADES FACING TRAFFIC SHALL HAVE RETROREFLECTIVE RAIL FACES. VERTICAL PANELS AND BARRICADES USED ON HIGH-SPEED ROADWAYS, EXPRESSWAYS, AND FREEWAYS SHALL HAVE A MINIMUM OF 270 SQUARE INCHES OF RETROREFLECTIVE AREA FACING TRAFFIC.
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)

4 Lane Divided Roadway
Painted Markings or Marking Tape

2 Lane Two-Way Roadway
Painted Markings or Marking Tape

General Notes

Work Zone Interim Markings:
1. The contractor shall place reflectorized painted markings on each lane line on each intermediate lift of surfacing or milled surface at the end of the daily surfacing or milling operation. These markings shall be placed in accordance with Figure 1 or Figure 1A on this sheet, or as directed by the Project Manager.

2. 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. The contractor will be responsible for maintaining the temporary raised pavement markers when requested by the project manager, District Traffic Engineer or their designee. Maintenance of the tabs will be considered incidental to the completion of the project.

3. 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 Figure 1 or Figure 1A on this sheet, or as directed by the project manager.

4. On roadways with severe curvature, broken-line interim markings with half-cycle lengths and a minimum of two footsteps (2") stripes or a group of two temporary reflective pavement markings spaced 2 feet apart may be used where pass is allowed. Intramural 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 placed in accordance with the current edition of the MUTCD.

5. Shoulder and gore area delineation will be required on each intermediate lift of surfacing or milled surface at the end of the day's pavement operation. Payment for marking tape or temporary pavement markings will be paid for under the unit priced of reflectorized painted markings, unless otherwise specified within the contract or Traffic Control Notes. Contractor may substitute edge line pavement marking with traffic control devices such as drums or vertical panels for a maximum 13 day period.

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)
NOTES

1. DOUBLE FINE SIGNS (R52-NM-4, R52-NM-5, R2-1) PLACED ON STEEL SIGN POSTS/BASE POST INSTALLATIONS SHALL INCLUDE DEPARTMENT APPROVED BREAKAWAY SYSTEMS AND SHALL BE REMOVED PROMPTLY ONCE WORK ACTIVITIES ARE COMPLETED.

2. DOUBLE FINE SIGNS (R52-NM-4, R52-NM-5, R2-1) INSTALLED ON PORTABLE SIGNS SHALL ONLY UTILIZE SUPPORTS APPROVED BY THE DEPARTMENT. SIGNS SHALL BE PLACED NO MORE THAN TWO HOURS BEFORE WORK ACTIVITIES ARE TO BEGIN AT THE START OF EACH WORK DAY AND SHALL BE REMOVED AT THE END OF EACH WORK DAY WHEN WORKERS ARE NO LONGER PRESENT.

3. DOUBLE FINE SIGNS (R52-NM-4, R52-NM-5, R2-1) SHALL NOT BE USED WHEN WORK ACTIVITIES ARE OUTSIDE THE CLEAR ZONE, FOR SHORT DURATION OPERATIONS (WORK OCCUPYING A LOCATION FOR UP TO 1 HOUR) AND MOBILE OPERATIONS (WORK MOVING INTERMITTENTLY OR CONTINUOUSLY), SEE THE MUTCD (CURRENT EDITION) FOR MORE INFORMATION.

4. DRAWING IS INTENDED TO SHOW SEQUENCE OF DOUBLE FINE SIGNING ONLY AND IS NOT INTENDED TO BE A COMPLETE CONSTRUCTION SIGNING PLAN. SIGNS SHOWN MAY BE COMBINED WITH OTHER WORK ZONE SIGNING THAT MAY INCLUDE, BUT IS NOT LIMITED TO ADVANCE WARNING SIGNS, BOSS/PDispatcher SIGNS, SPEED REDUCTION SIGNS, LANE CLOSURES, ETC. SPACING SHALL CONFORM TO THE RECOMMENDATIONS OF THE MOST CURRENT EDITION OF THE MUTCD.

5. DOUBLE FINE SIGNING SEQUENCE SHALL BE REPEATED AT FIVE MILE INTERVALS AND/OR AFTER LOCATIONS WHERE A MAJOR INTERSECTION OR ENTRANCE RAMP OCCURS WITHIN THE LIMITS OF A WORK ZONE.

DOUBLE FINES IN WORK ZONES
SIGNING LAYOUT - ENTRANCE RAMP
WITHIN LIMITS OF WORK ZONE
**INTERNETE**

- M-25-NM-1-48
  - BOF
  - 40.8" x 40.8"
  - BORDER: R=1.5" TH=0.85" NH=0.83"
  - R52-NM-4-48
  - BW
  - WORK ZONE
  - BEGIN
  - SPEEDING FINES
  - DOUBLED
  - TO BE PLACED BELOW R3-1-48 (SPEED LIMIT SIGN) ONLY WHERE DRIVE DOWN POST INSTALLATIONS ARE USED.

- M-25-NM-1-36
  - BOF
  - 36" x 36"
  - BORDER: R=1.5" TH=0.85" NH=0.83"
  - R52-NM-4-36
  - BW
  - WORK ZONE
  - BEGIN
  - SPEEDING FINES
  - DOUBLED
  - TO BE PLACED BELOW R3-1-36 (SPEED LIMIT SIGN) ONLY WHERE DRIVE DOWN POST INSTALLATIONS ARE USED.

**NON-INTERNETE**

- M-25-NM-1-36
  - BOF
  - 36" x 36"
  - BORDER: R=1.5" TH=0.85" NH=0.83"
  - R52-NM-5-36
  - BW
  - WORK ZONE
  - BEGIN
  - SPEEDING FINES
  - DOUBLED
  - TO BE PLACED BELOW R3-1-36 (SPEED LIMIT SIGN) ONLY WHERE DRIVE DOWN POST INSTALLATIONS ARE USED.

- M-25-NM-1-48
  - BOF
  - 40.8" x 40.8"
  - BORDER: R=1.5" TH=0.85" NH=0.83"
  - R52-NM-5-48
  - BW
  - END
  - DOUBLE
  - FINE
  - ZONE
  - R2-6-48
  - BW
  - FINES
  - DOUBLED
  - TO BE PLACED BELOW R3-1-48 (SPEED LIMIT SIGN) ONLY WHERE DRIVE DOWN POST INSTALLATIONS ARE USED.
SIGNING FOR BOP & EOP

NOTES:

2. SEE SERIAL 702-01-1/3, FOR SIGN FACE DETAILS.
SIGNING FOR BOP & EOP

NOTES:
1. SIGNS G20-1-68, G20-2-48, R2-1-36-XX, SP-1, AND SP-2 SHALL BE PLACED IN ADVANCE OF THE PROJECT LIMITS AND SHALL REMAIN IN PLACE THROUGH THE DURATION OF THE PROJECT OR AS DIRECTED BY THE PROJECT MANAGER. THESE SIGNS SHALL BE MOUNTED ON A STEEL POST AND BASE POST BREAKAWAY SYSTEM. SEE SERIAL 781-02 (3 SHEETS).
2. SEE SERIAL 782-02-1/1, FOR SIGN FACE DETAILS.
1. Curve radius less than required minimum requires design variance from FHWA.

2. P.C. and P.T. established by design engineer for project.

3. Speed reduction lower than 20 (twenty) MPH of the posted speed limit requires a design exception from FHWA.

4. Details shown on this drawing depict construction signing, striping and channelization only. Horizontal and vertical curve design data shall be shown on a separate plan and profile drawing signed and sealed by a New Mexico licensed professional engineer.

MINIMUM CROSSOVER CURVE RADIUS *

<table>
<thead>
<tr>
<th>Speed (MPH)</th>
<th>Radius (FT)</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>4500</td>
</tr>
<tr>
<td>45</td>
<td>2500</td>
</tr>
</tbody>
</table>

* Minimum radius calculation formula found in AASHTO "A Policy on Geometric Design of Streets and Highways" latest edition - Figure 3-10 and Exhibit 3-15. Friction factor .065 is 1/2, found in Exhibit 3-15; e_max = .02.
NOTES:
1.) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW LANES OR PRESENCE OF WORKERS NEAR TRAFFIC.
2.) ADDITIONAL SPEED REDUCTION MAY BE CONSIDERED BASED ON FIELD CONDITIONS INCLUDING BUT NOT LIMITED TO:
   A) LATERAL OFFSET TO WORKERS AND EQUIPMENT.
   B) LACK OF SHY DISTANCE FOR MOTORISTS.
   C) NARROW LANES, ETC.

INSIDE LANE OPERATION

OUTSIDE LANE OPERATION

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
TYPICAL SIGNING
FOR DGCF OPERATIONS
(RURAL, NON-INTERSTATE, 55 MPH)

702-07-12
INSIDE LANE OPERATION

OUTSIDE LANE OPERATION

NOTES:
1.) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW Lanes OR PRESENCE OF WORKERS NEAR TRAFFIC.
2.) ADDITIONAL SPEED REDUCTION MAY BE CONSIDERED BASED ON FIELD CONDITIONS INCLUDING BUT NOT LIMITED TO:
   A.) LATERAL OFFSET TO WORKERS AND EQUIPMENT.
   B.) LACK OF SHY DISTANCE FOR MOTORISTS.
   C.) NARROW LANES, ETC.
NOTES:
1) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW LANES OR PRESENCE OF WORKERS NEAR TRAFFIC.
2) ADDITIONAL SPEED REDUCTION MAY BE CONSIDERED BASED ON FIELD CONDITIONS INCLUDING BUT NOT LIMITED TO:
   A.) LATERAL OFFSET TO WORKERS AND EQUIPMENT.
   B.) LACK OF SHY DISTANCE FOR MOTORISTS
   C.) NARROW LANES, ETC.

OUTSIDE LANE OPERATION

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING

TYPICAL SIGNING
FOR OGFC OPERATIONS
(INTERSTATE, 75 MPH)
NOTE: W3-5a-48-60 CAN BE USED INSTEAD OF W3-5-48-60.

INSIDE LANE OPERATION

OUTSIDE LANE OPERATION

NOTES:
1) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW LANES OR PRESENCE OF WORKERS NEAR TRAFFIC.
2) ADDITIONAL SPEED REDUCTION MAY BE CONSIDERED BASED ON FIELD CONDITIONS INCLUDING BUT NOT LIMITED TO:
   A.) LATERAL OFFSET TO WORKERS AND EQUIPMENT.
   B.) LACK OF SHY DISTANCE FOR MOTORISTS.
   C.) NARROW LANES, ETC.
NOTES:
1) JUSTIFICATION FOR SPEED REDUCTION IN EXCESS OF 10 MPH IS REQUIRED.
Trained or certified personnel should use engineering judgement to determine if speed reduction is warranted.
2) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW LANES OR PRESENCE OF WORKERS NEAR TRAFFIC.
INSIDE LANE & MEDIAN OPERATIONS

OUTSIDE LANE OPERATIONS

NOTES:
1.) JUSTIFICATION FOR SPEED REDUCTION IN EXCESS OF 10 MPH IS REQUIRED. TRAINED OR CERTIFIED PERSONNEL SHOULD USE ENGINEERING JUDGEMENT TO DETERMINE IF SPEED REDUCTION IS WARRANTED.
2.) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW LANES OR PRESENCE OF WORKERS NOT IN VEST.

DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
INSIDE LANES / MEDIAN AND OUTSIDE LANES OPERATIONS (RURAL, NON-INTERSTATE, 55 MPH)
NOTE:
W-3-5a-36-55 CAN BE USED INSTEAD OF W-3-5a-36-55

INSIDE LANE & MEDIAN OPERATIONS

OUTSIDE LANE OPERATIONS

NOTES:
1.) PORTABLE CHANGEABLE MESSAGE SIGN SHOULD BE USED TO WARN OF SPEED REDUCTION, NARROW LANES OR PRESENCE OF WORKERS NEAR TRAFFIC.

2.) ADDITIONAL SPEED REDUCTION MAY BE CONSIDERED BASED ON FIELD CONDITIONS INCLUDING BUT NOT LIMITED TO:
   A.) LATERAL OFFSET TO WORKERS AND EQUIPMENT.
   B.) LACK OF SHY DISTANCE FOR MOTORISTS
   C.) NARROW LANES, ETC.

NEW MEXICO
DEPARTMENT OF TRANSPORTATION
STANDARD DRAWING
INSIDE LANE / MEDIAN AND
OUTSIDE LANE OPERATIONS
(RURAL, NON-INTERSTATE 65 MPH)

APPROVED: 7/31/89
DESIGNED BY: ______________
DRAWN BY: ______________
CHECKED BY: ______________
NOTE: W3-5a-36-45 can be used instead of W3-5-36-45.

TYPICAL SIGNING AND DRUM PLACEMENT

WORKING HOURS - FOR DETOUR CONNECTIONS AND OBSTRUCTION

NOTES:

1.) During construction operation (one lane traffic), traffic shall be moved through the work zone using pilot cars. All pilot cars shall be equipped with the following signs and radio for flagman & pilot cars:

   36"
   G20-4-36

   The pilot car, applicable sign, and other items related to the use of the pilot car shall be considered incidental to construction. No payment or measurement will be made therefore.

2.) At the end of the working day, it will be the contractor's responsibility to provide a driving surface free of obstruction (two way traffic).

3.) Buffers should be adjusted to increase visibility of flagger stations.

4.) To enhance visibility of work zone use 48"x48" warning signs.

5.) Nighttime operations shall adhere to NCHRP 476 guidelines for design and operation of nighttime traffic control; flaggers shall wear high visibility safety apparel class 2 or 3. Flagger stations shall be illuminated.

LEGEND:

- Type B Warning Light
- Flagger Station
- Fluorescent Orange Flag

LONGITUDINAL BUFFER

<table>
<thead>
<tr>
<th>SPEED (MPH)</th>
<th>LENGTH (FEET)</th>
<th>DRUMS EACH</th>
<th>SPACING (INCHES)</th>
</tr>
</thead>
<tbody>
<tr>
<td>55</td>
<td>495</td>
<td>10</td>
<td>55 (max)</td>
</tr>
</tbody>
</table>

DEVICE SPACING MAY BE REDUCED AND ADDITIONAL DEVICES USED AS NEEDED.

DRIVING LANE ROADWAY WITH ONE-LANE CLOSURE, FLAGMAN, PILOT CARS (20 MPH)

APPROVED:

DRAWING SCALE: NOT TO SCALE

702-11/2
NOTE: W5-6a-36-35 CAN BE USED INSTEAD OF W3-5-36-35.

LEGEND:

- TYPE 6 WARNING LIGHT
- FLAGGER STATION
- FLUORESCENT ORANGE FLAG

NOTES:

1. DURING CONSTRUCTION OPERATION (ONE LANE TRAFFIC), TRAFFIC SHALL BE MOVED THROUGH THE WORK ZONE USING PILOT CARS. ALL PILOT CARS SHALL BE EQUIPPED WITH THE FOLLOWING SIGNS AND RADIO FOR FLAGGER & PILOT CARS.

2. THE PILOT CAR, APPLICABLE SIGN, AND OTHER ITEMS RELATED TO THE USE OF THE PILOT CAR SHALL BE CONSIDERED INCIDENTAL TO CONSTRUCTION. NO PAYMENT OR MEASUREMENT WILL BE MADE THEREFOR.

3. AT THE END OF THE WORKING DAY, IT WILL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE A DRIVING SURFACE FREE OF OBSTRUCTION (TWO WAY TRAFFIC).

4. BUFFERS SHOULD BE ADJUSTED TO INCREASE VISIBILITY OF FLAGGER STATIONS.

5. TO ENHANCE VISIBILITY OF WORK ZONE USE 48" X 48" WARNING SIGNS.

TYPICAL SIGNING AND DRUM PLACEMENT

WORKING HOURS - FOR DETOUR CONNECTIONS AND DELIBERATION

LONGITUDINAL BUFFER

- SPEED (MPH)
- LENGTH (FOOT)
- DRUMS (EACH)
- SPACING (FEET)

<table>
<thead>
<tr>
<th>SPEED</th>
<th>LENGTH</th>
<th>DRUMS</th>
<th>SPACING</th>
</tr>
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<tbody>
<tr>
<td>45</td>
<td>300</td>
<td>4</td>
<td>45-60</td>
</tr>
</tbody>
</table>

* DEVICE SPACING MAY BE REDUCED AND ADDITIONAL DEVICES USED AS NEEDED.
MOBILE OPERATION ON SHOULDER

MOBILE OPERATION ON TWO-LANE ROAD

NOTES:

1.) VEHICLE MOUNTED SIGNS SHALL BE MOUNTED WITH THE BOTTOM OF THE SIGN AT A MINIMUM OF 4 FT. ABOVE THE PAVEMENT. SIGN LEGENDS SHALL BE COVERED OR TURNED FROM VIEW WHEN WORK IS NOT IN PROGRESS.

2.) ADDITIONAL SHADOW VEHICLES ON TWO LANE ROAD TO WARN AND REDUCE THE SPEED OF ON COMING OR OPPOSING MOTOR VEHICLE TRAFFIC MAY BE USED.

3.) SEE MUTCD, CURRENT EDITION FOR ADDITIONAL GUIDANCE NOTES.
1.1 Vehicle mounted signs shall be mounted with the bottom of the sign at a minimum of 4 ft. above the pavement. Sign legends shall be covered or turned from view when work is not in progress.

2.1 See MUTCD, current edition for additional guidance notes.

*3.1 On high speed, high volume roadways (such as interstates, expressways or major urban multi-lane facilities) truck mounted attenuators on shadow vehicles are required.
NOTES:
- Place or construct temporary sidewalk ramp, as needed.
- For roadways with a pre-construction posted speed of 40 MPH or less.
- See inset "A" for temporary sidewalk ramp details.
- "W" = 96, or where 96" width cannot be maintained through the entire route, provide 36" min. width and 60" passing spaces every 250 ft.

GENERAL NOTES FOR ALL DETAILS:
- When closing or relocating crosswalks or other pedestrian facilities, provide ADA compliant facilities, including accessibility features consistent with existing pedestrian facilities by providing adequate slope transitions and surfacing.
- Provide firm, stable non-skid, 60 inch minimum wide surfaces through entire pedestrian route. If not possible, provide 60" wide passing spaces every 250 feet along the route.
- Only TCDD or TCDD USAH are shown. Other devices may be necessary to control vehicular traffic.
- Stage work as necessary to provide a temporary pedestrian access route at all times. For roadways with no available detours, maintain one open sidewalk at all times.
- Minimize pedestrian out-of-direction travel.