

design Memo file

MISSISSIPPI DEPARTMENT OF TRANSPORTATION

Inter-Departmental Memorandum

TO: Design Squad Leaders

DATE: July 11, 1996

FROM: Steven W. Reeves *swr*
Quality Control Engineer

SUBJECT OR PROJECT NO: Traffic Control

INFORMATION COPY TO:

COUNTY:

Roadway Design Division Engineer
John Pickering
Irving Harris
Ray Ballentine
Section Leaders
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Construction Division
Traffic Engineering Division
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James Tucker
File

Please find attached examples of Traffic Control and Construction Signing details. The 1500, 1000, and 500 foot series of signs will no longer be shown on the Construction Signing Sheets at the BOP and EOP of projects. The signs shown on the Standard Drawings will be sufficient for the majority of Projects.

All Traffic Control Sheets need to be checked by either Mr. James Tucker or Mr. Phil Hunt. This should be done prior to plans being printed for Office Review.

Thank you for your assistance in this matter. If you have any questions, please advise.

SWR/swr

TRAFFIC CONTROL
MEMO

DATE : SEPTEMBER 19, 1994

TO : SQUAD LEADERS

FROM SIGNING & TRAFFIC CONTROL SQUAD

TOPIC : CONSTRUCTION SIGNING DETAIL & TRAFFIC CONTROL PLANS

I. CONSTRUCTION SIGNING DETAIL:

- (A) All roadway plans will usually contain a line diagram indicating the designation and location of construction signs which are to remain fixed in place for the duration of the construction period of the contract.
- (B) The Length of Work (G20-1) sign should be erected 500 feet in advance of project or construction limits that are more than 2 miles in length; it carries the legend ROAD WORK NEXT XX MILES. The distance shall be stated to the nearest whole mile. The sign may be mounted on a Type III barricaded (6 feet wide). The sign may also be used for jobs of shorter length.
- (C) The END ROAD WORK (G20-2A) sign should be placed about 500 feet past the work area or project limits. The sign may be erected on a Type III barricade (6 feet wide).
- (D) See figure 1 below for example:

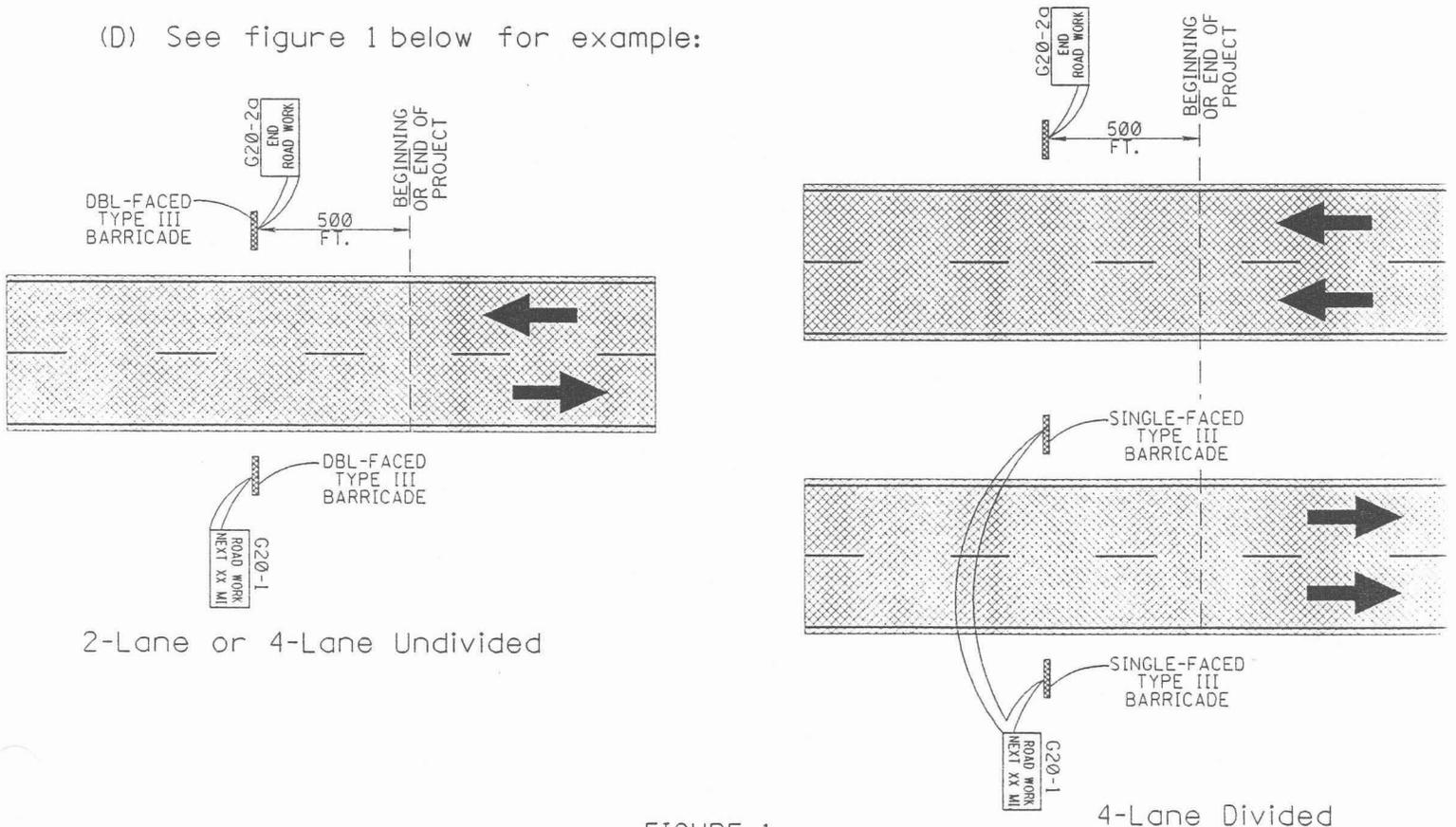


FIGURE 1.

(2)

II. TRAFFIC CONTROL PLANS:

- (A) During any time the normal function of a roadway is suspended, temporary traffic control planning must provide continuity of function (movement of traffic, pedestrians, transit operation, and access to property\utilities). The location where the normal function of the roadway is suspended is defined as the work space. The work space is that portion of the roadway closed to traffic and set aside for workers, equipment, and material. Sometimes there may be several work spaces within the project limits. This can be confusing to drivers because the work spaces may be separated by several miles. Each work space should be adequately signed to inform drivers of what to expect.
- (B) Where any part of the roadway is obstructed or closed; for example (a work space within the project limits), advance warning signs are required to alert traffic well in advance of these obstructions or restrictions.
- (C) All traffic control devices should be removed when no longer needed. When work is suspended for short periods, advance warning signs that are no longer appropriate shall be removed.
- (D) See figures 1 & 2 for examples:

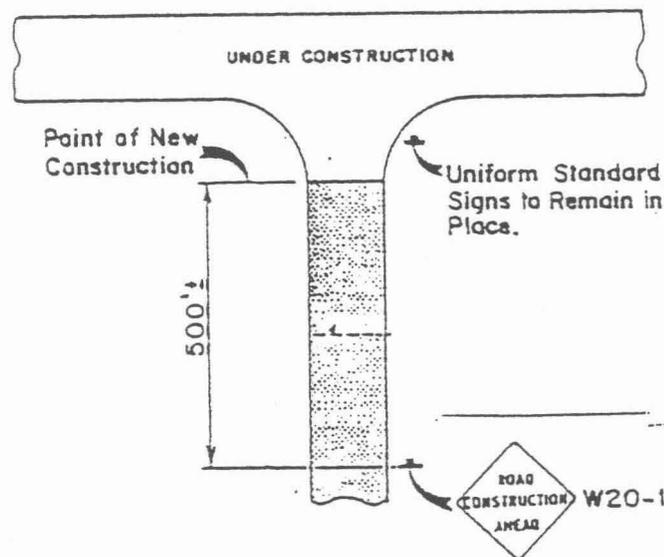


Figure 2
Typical Signing of Local Roads that Intersect
the "Active" Construction Area