

CONSTRUCTION SIGN NOTES

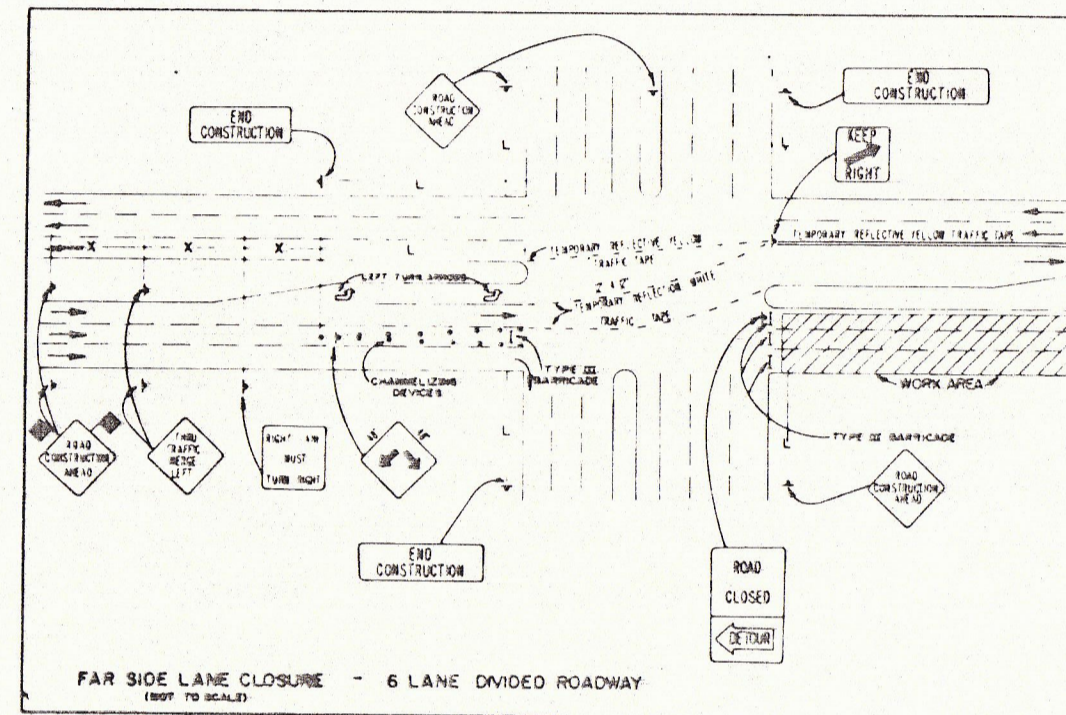
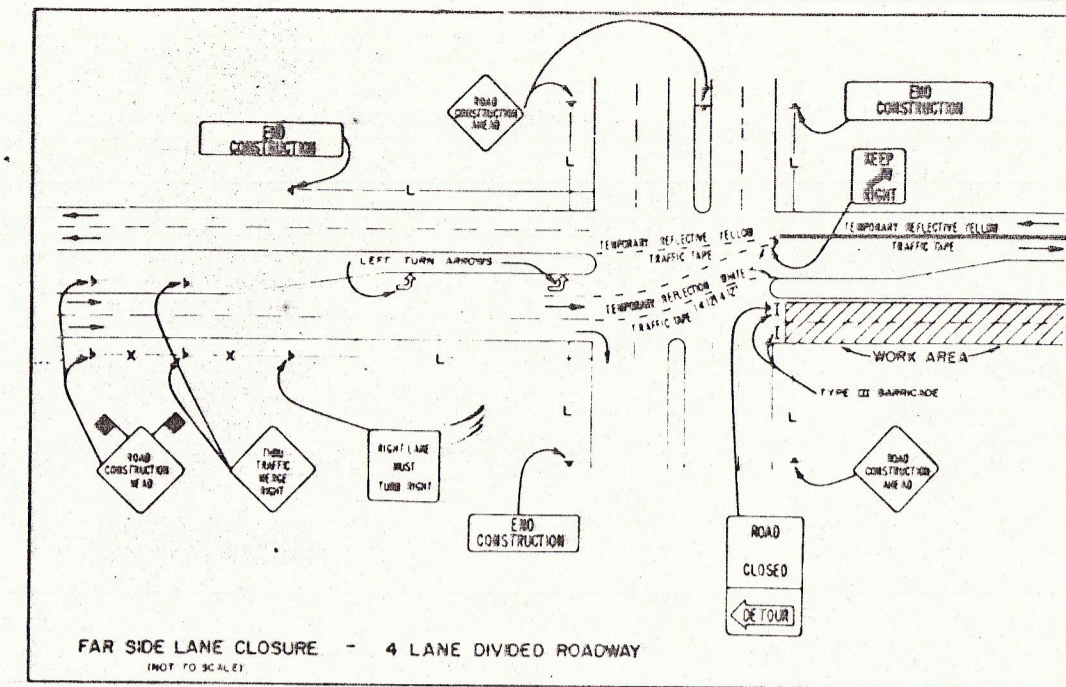
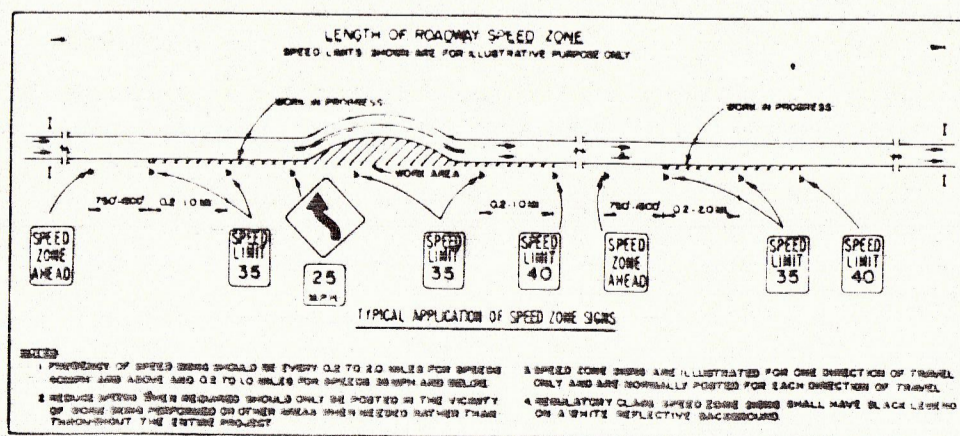
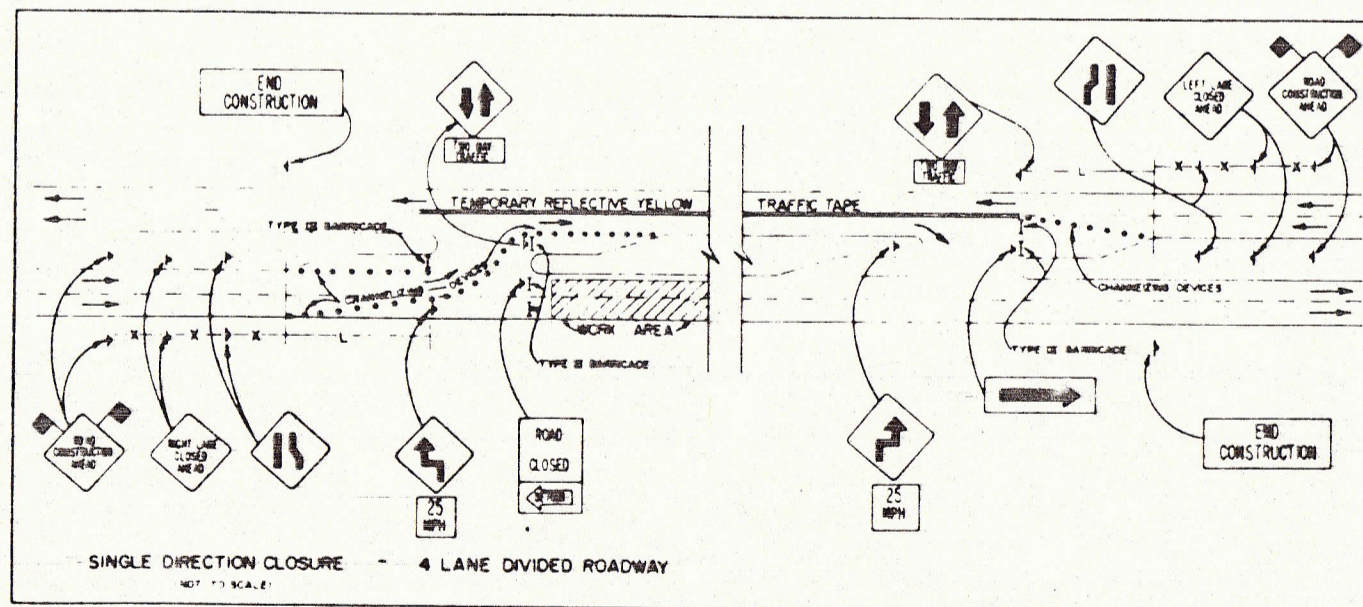
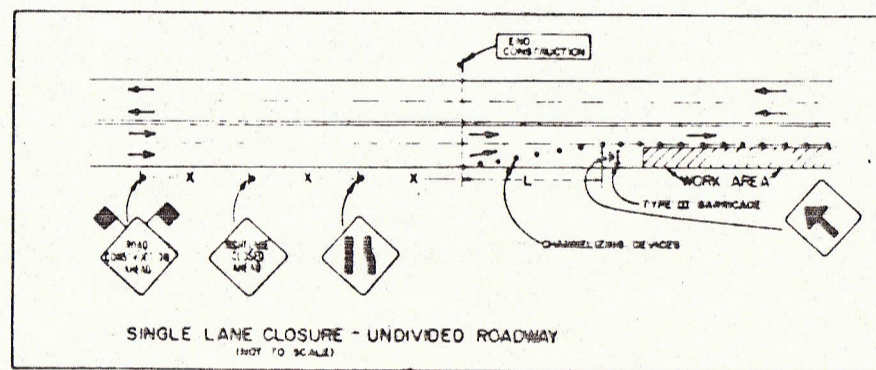
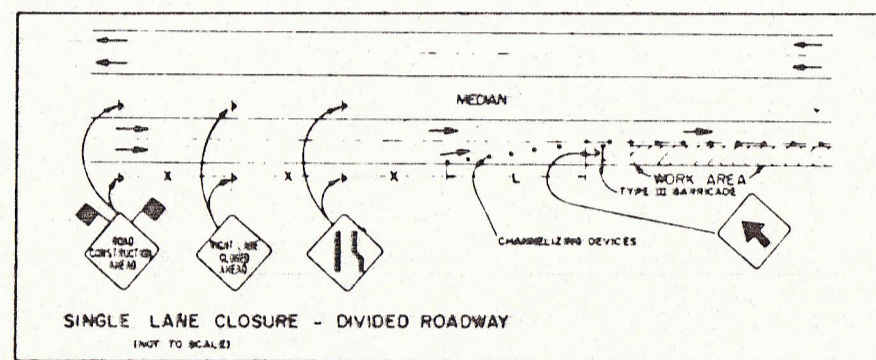
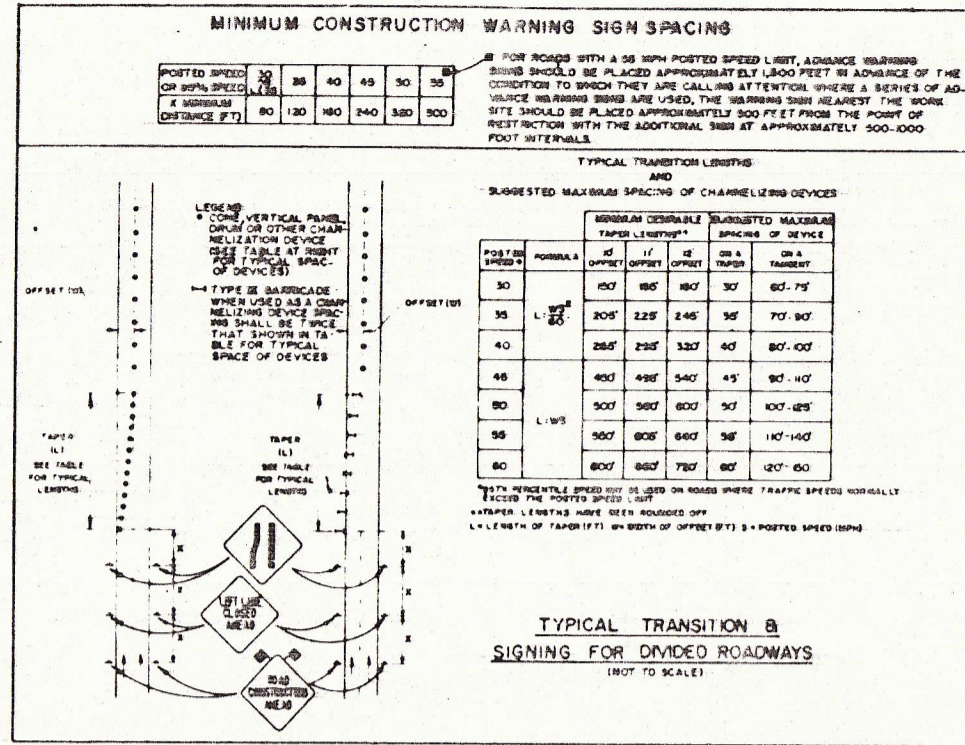
- ALL SIGNS, SIGN COLOR, SIGN LETTERING AND SIGN REFLECTORIZATION SHALL CONFORM WITH THE TEXAS MANUAL ON TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS. THE CONTRACTOR SHALL MAINTAIN EACH SIGN IN A CLEAN AND GOOD CONDITION.
- CONSTRUCTION SIGNS SHALL BE MADE FROM WOOD OR METAL. THE DESIGNATION OF METAL AND WOOD AS PRIMARY MATERIALS FOR SIGNS SHALL NOT BE INTERPRETED TO EXCLUDE OTHER SUITABLE RIGID MATERIALS NOW OR HERE-AFTER AVAILABLE.
- SIGNS SHALL BE REMOVED UPON COMPLETION OF THE WORK. INDIVIDUAL WARNING SIGNS SHALL BE REMOVED, TURNED AWAY FROM THE VIEW OF TRAFFIC, OR COVERED THE SOONER THE SPECIFIC DANGER OF WHICH THE PARTICULAR SIGN WARNS HAS CEASED TO EXIST, EITHER PERMANENTLY OR TEMPORARILY. THE SIGN MUST BE PROMPTLY REDUCED, TURNED INTO VIEW, OR UNCOVERED WHEN THE SITUATION AGAIN BECOMES A POTENTIAL DANGER.
- SIGNS ERRECTED ON PORTABLE SUPPORTS FOR USE ON CONSTRUCTION PROJECTS NORMALLY MEAN SIGNS WHICH ARE USED DURING THE DAY TO WARN OR GUIDE TRAFFIC THROUGH AND OR AROUND THE ACTUAL CONSTRUCTION AREA, BUT AT THE END OF THE WORKDAY SUCH SIGNS ARE EITHER REMOVED OR TURNED AWAY FROM THE VIEW OF TRAFFIC. PORTABLE SUPPORTS SHALL BE AS SHOWN OR AS APPROVED BY THE ENGINEER. THE BOTTOM OF THE SIGN SHALL BE A MINIMUM OF ONE (1) FOOT ABOVE THE PAVEMENT EDGE. SIGNS REQUIRED FOR NIGHTTIME USAGE SHOULD NOT NORMALLY BE MOUNTED ON PORTABLE SUPPORTS EXCEPT WHEN APPROVED BY THE ENGINEER.
- SIGNS ERRECTED ON FIXED SUPPORTS FOR USE ON CONSTRUCTION PROJECTS NORMALLY MEAN SIGNS THAT ARE TO REMAIN IN PLACE FOR BOTH DAY AND NIGHT USAGE TO REGULATE, WARN AND GUIDE TRAFFIC IN ADVANCE OF AND WITHIN THE LIMITS OF THE PROJECT INCLUDING THE CROSSROAD APPROACHES. HOWEVER, UNDER CERTAIN CONDITIONS, SUCH AS WHERE A SIGN MAY BE REQUIRED FOR A FEW DAYS DURATION AND THEN IS NO LONGER NEEDED, OR WHERE A SIGN IS MOVED FROM LOCATION TO LOCATION EVERY FEW DAYS OR WHERE IT IS NOT PRACTICAL OR DESIRABLE TO PROVIDE A FIXED MOUNTING, SUCH SIGNS MAY BE ERRECTED ON A TEMPORARY TYPE OF SUPPORT. TEMPORARY SUPPORTS SHALL BE AS SHOWN OR AS APPROVED BY THE ENGINEER. SIGNS ERRECTED ON TEMPORARY SUPPORTS SHOULD BE AT A MINIMUM HEIGHT OF 7 FEET. SIGNS ERRECTED ON FIXED SUPPORTS SHOULD BE AT A MINIMUM OF SEVEN (7) FEET, REGARDLESS OF THE TYPE OF SUPPORT USED, REGULATORY SIGNS SHOULD NOT BE ERRECTED AT HEIGHT LESS THAN 7-FOOT MINIMUM SPECIFIED ABOVE UNLESS A LOWER HEIGHT IS APPROVED BY THE ENGINEER. POINTS FOR FIXED SIGNS SHOULD BE SET IN THE GROUND WITHOUT CONCRETE FOOTINGS.
- WHERE PORTABLE OR TEMPORARY SUPPORTS REQUIRE THE USE OF WEIGHTS TO KEEP A SIGN OR BARRICADE FROM TURNING OVER, THE USE OF SOME TYPE OF SANDWICH IS RECOMMENDED. THE USE OF PIECES OF CONCRETE, ROCKS, IRON, STEEL OR OTHER SOLID OBJECTS WILL NOT BE PERMITTED.

CONSTRUCTION PAVEMENT MARKINGS

- WHEN REQUIRED ELSEWHERE IN THE PLANS, THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING PAVEMENT MARKINGS ON ALL ROADWAYS THAT ARE OPEN TO TRAFFIC WITHIN THE LIMITS OF THE PROJECT. ON PROJECTS INVOLVING ROADWAY SURFING WHICH WILL REQUIRE PAVEMENT MARKING FOR CONTROL OF TRAFFIC DURING CONSTRUCTION, THE MARKINGS MAY INCLUDE BOTH STANDARD AND ABBREVIATED MARKINGS AS DEFINED BELOW:
 - STANDARD PAVEMENT MARKINGS** -- STANDARD MARKINGS PLACED IN CONFORMANCE WITH THE REQUIREMENTS OF THE TEXAS MANUAL. SUCH MARKINGS SHOULD BE PLACED ON ALL ROADWAYS OPEN TO TRAFFIC DURING CONSTRUCTION, INCLUDING NEW PAVEMENT, RESURFACING, DETOURS OR OTHER ROADWAYS WHERE CONSTRUCTION ACTIVITIES MAY HAVE COVERED OR OBLITERATED EXISTING MARKINGS. STANDARD MARKINGS SHOULD BE PLACED AS SOON AS POSSIBLE AND PRACTICAL. WHEN IT IS NOT PRACTICAL OR POSSIBLE TO PLACE STANDARD MARKINGS AT THE END OF EACH DAY, ABBREVIATED MARKINGS MAY BE UTILIZED IN SHORT PERIODS UNTIL STANDARD MARKINGS CAN BE PLACED.
 - ABBREVIATED PAVEMENT MARKINGS** -- ABBREVIATED PAVEMENT MARKINGS ARE SHORTER IN LENGTH THAN STANDARD MARKINGS. ABBREVIATED PAVEMENT MARKINGS MAY BE USED TO DELINEATE LANE CONTINUITY ONLY UNTIL SUCH TIME AS STANDARD MARKINGS CAN BE PLACED. THEY ARE NOT INTENDED TO SUBSTITUTE FOR STANDARD MARKINGS FOR PERIODS GREATER THAN FORTY (40) FEET. TO SEPARATE TRAFFIC FLOWS IN OPPOSITE DIRECTIONS, THE PAVEMENT MARKINGS SHALL BE YELLOW. WHITE PAVEMENT MARKINGS SHALL BE USED TO DELINEATE THE SEPARATION OF TRAFFIC FLOWS IN THE SAME DIRECTION.
 - PAVEMENT MARKINGS, MATERIALS** -- TEMPORARY PAVEMENT MARKING MAY BE COMPLETED BY USE OF STENCILS TO APPLY PAINT OR MARKING PAINT OR BY PAVEMENT MARKING TAPE. HOT MELT OR STAMPING BRAND OR AS APPROVED BY THE ENGINEER. TEMPORARY PAVEMENT MARKINGS SHALL BE REMOVED IMMEDIATELY WHEN NO LONGER APPLICABLE.
- WHEN ABBREVIATED PAVEMENT MARKINGS ARE USED, A DO NOT PASS SIGN SHALL BE PLACED AT THE BEGINNING OF THE SECTION WHERE PASSING IS TO BE PROHIBITED AND A PASS WITH CARE SIGN SHALL BE PLACED TO MARK THE BEGINNING OF A SECTION WHERE PASSING IS PERMITTED.

REMOVAL OF PAVEMENT MARKINGS

- REMOVAL OF PAVEMENT MARKINGS -- INCLUDES CENTERLINE, BARRIER LINES, LANE LINES, EDGE LINES, AND RAISED PAVEMENT MARKINGS.
- IMMEDIATELY UPON OPENING A DETOUR TO TRAFFIC, ANY PAVEMENT MARKINGS ON THE EXISTING ORIGINAL ROADWAY IN THE DETOUR TRANSITION AREA THAT ARE NO LONGER APPLICABLE AND WHICH MAY CREATE CONFUSION OR DIRECT A MOTORIST TOWARD OR INTO THE CLOSED PORTION OF THE ROADWAY, SHALL BE REMOVED OR OBLITERATED. IN ADDITION, WHEN A DETOUR IS TO BE DISCONTINUED, ANY PAVEMENT MARKINGS USED TO TRANSITION TRAFFIC INTO THE DETOUR WHICH MAY CREATE CONFUSION OR DIRECT A MOTORIST INTO THE DISCONTINUED DETOUR SHALL LIKEWISE BE REMOVED OR OBLITERATED. THE ABOVE SHALL NOT APPLY TO DETOURS OF A SHORT TIME DURATION OF A FEW HOURS WHERE PLACERS OR SUFFICIENT CHANNELIZING DEVICES ARE USED TO OUTLINE THE DETOUR ROUTE AND THE DETOUR IS NOT TO BE MAINTAINED OVERNIGHT.
- THE REMOVAL OF PAVEMENT MARKINGS SHALL BE AN INTEGRAL PART OF ESTABLISHING THE DETOUR. DETOURS SHALL BE PLANNED AND SCHEDULED WELL ENOUGH IN ADVANCE TO ALLOW ADEQUATE TIME TO COMPLETE ALL PHASES OF THE OPERATION PRIOR TO DARKNESS. IF INCLEMENT WEATHER OR DARKNESS BECOMES A FACTOR, IT WILL BE THE CONTRACTOR'S DECISION TO CONTINUE WITH THE DETOUR OPERATION OR RETAIN THE EXISTING TRAVEL WAY OPEN TO TRAFFIC WHEN ANY OR ALL OF THE REQUIREMENTS OF THE DETOUR CANNOT BE ACCOMPLISHED.
- PAVEMENT MARKINGS SHALL BE REMOVED TO THE FULLEST EXTENT POSSIBLE, SO AS NOT TO LEAVE A DISCERNIBLE MARKING, BY ANY METHOD THAT DOES NOT MATERIALLY DAMAGE THE SURFACE OR TEXTURE OF THE PAVEMENT. SUBJECT TO THE APPROVAL OF THE ENGINEER, ANY METHOD THAT PROVES TO BE SUCCESSFUL ON PARTICULAR TYPE PAVEMENT MAY BE USED. OVERPAINTING OF THE MARKING WILL NOT BE PERMITTED. REMOVAL OF PAVEMENT MARKINGS SHALL BE AS DIRECTED BY THE ENGINEER.
- WHERE MECHANICAL MEANS OF MARKING REMOVAL HAVE BEEN EMPLOYED TO COMPLETELY REMOVE THE MARKING AND ITS REFLECTIVITY, PAINT OF A COLOR MATCHING THE PAVEMENT SURFACE OR LINED CRACKSEALANT MAY BE EMPLOYED IF NECESSARY AS A MEANS OF COVERING CONTRASTING PAVEMENT TEXTURE. NIGHTTIME INSPECTIONS ARE NEEDED TO VERIFY THE CONTINUED EFFECTIVENESS OF THE CHANGE.
- PAVEMENT MARKINGS TO BE REMOVED SHALL BE AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER. REMOVAL OF PAVEMENT MARKINGS WILL BE CONSIDERED IN VIOLATION OF THE ITEM BARRICADES, SIGNS AND TRAFFIC HANDLING.



THE TOWN OF ADDISON						
CONSTRUCTION SIGNING AND BARRICADING DETAILS						
DESIGN	DRAWN	DATE	SCALE	NOTES	FILE	NO.
D E T	A R K	9/88	None			