



Department of Public Works

Construction Management • EP/TCP Team

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BARRICADE NOTES TO CONTRACTORS

1. Acceptance of this Temporary Traffic Control Plan (TTCP) is conditional on compliance with the following items. Any serious issues related to public safety or more than one occurrence of violations of these conditions will result in an investigation, appropriate fee(s) to be assessed to the traffic control company and/or contractor, and/or the revocation of the TTCP. **Contractor shall maintain a copy of the accepted TTCP on-site at all times.**
2. Clark County Public Works Construction Management (CCPWCM) reserves the right to have work zones adjusted in the interest of public safety. Any field changes required by CCPWCM shall be submitted to CCPWCM the next normal business day in writing. If not, the TTCP become void. No review/submittal fees shall be charged for CCPWCM required changes. If modification(s) change(s) the intent of the original design, a review fee will apply.
3. A safe pedestrian and/or bike path shall be maintained. This may include the use of appropriate barrier rail and/or other devices. If pedestrian and/or bike traffic is being detoured, the detour route must be shown in the TTCP. If the TTCP does not affect the pedestrian and/or bike route, then it must be stated on plan. Typical sidewalk closures will not be accepted. All pedestrian detour routes shall be ADA compliant.
4. A letter of justification is required to be submitted a minimum of two weeks prior to the requested start date for any twenty-four (24) hour TTCP that affects a travel lane or for TTCP requesting a full road closure. Contact CCPWCM (702-455-4600) for letter requirements.
5. All temporary traffic control devices shall be setup, maintained, and removed daily unless increased frequency is required, or upon notification from entity. Not maintaining set up will result in an investigation and/or appropriate fee(s) to the traffic control company and/or contractor.
6. Requested work hours, which include the setup and removal of the TTCP devices, shall be provided on the TTCP submittal for approval. Devices found within the public ROW outside the approved hours will result in fee(s) that will be assessed to the traffic control company and/or contractor as determined who caused the violation.
7. Access to all residences and businesses and for emergency vehicles shall be maintained at all times. Contractor shall notify all affected residences and businesses three (3) business day prior to work commencing. Access is to be determined on the TTCP and may be adjusted in the field for existing/changing conditions.
8. Any conflicting signs shall be covered with a County-approved cover for the duration of construction. Tape, garbage bags and other unapproved materials are not permitted. Call CCPWCM (702-455-6000) for definition of approved covers and coordination.
9. All TTCPs shall indicate any walk path, school and/or school zone being affected by the traffic control set-up. The traffic control company/contractor shall be responsible for maintaining all school crossings, school related signs and markings, and bus stops/routes. Call CCSO (702-799-8111) if set-up will affect stop/routes, two (2) business days prior to setting up. Work hours for all set-ups within a school zone will vary depending on school schedules.
10. For all permits along roadways where there is an existing RTC Transit route (for current Transit Route Map go to <http://www.rtcnv.com/transit/routes-maps-schedules/transit-guide/>) contractor shall maintain RTC Transit stops & routes at all times. Contact RTC Transit at NotifyRTCTransit@rtcnev.com two business days prior to setup if transit stops or routes are affected. If a transit stop is to be temporarily closed, notify RTC ten working days prior to the closure. No transfer point transit stops shall be closed, but may be temporarily relocated with prior RTC approval.
11. Unpaved detours are only allowed for a maximum of 72 hours (3 days) on recycled asphalt or cold mix asphalt materials. On the 4th day and beyond, a minimum of 2 inches of "hot mix" asphalt must be placed with

paving machinery and mechanically compacted. At all times the unpaved detours must be smooth, free from ruts, humps, depressions or irregularities.

12. By implementing the accepted TTCP with required traffic signal adjustments (may include, but may not be limited to; detection modification bagging of signal and/or pedestrian heads, re-phasing/re-timing of the signal and/or bagging of traffic control signs on the mast arms), the Contractor agrees to be responsible for ALL COSTS incurred by Clark County Traffic Management required to implement and remove the required adjustments. If within 500ft of traffic signal, contractors shall contact Clark County Traffic Management (702-455-6000) a minimum of three (3) business days prior to plan being implemented or removed.
13. All STOP signs in use shall be placed in the ground to MUTCD Standards and per CC Standard Specifications 625.03.02.
14. Project signs are required on all set-ups lasting longer than three (3) days. Contact CCPWCM (702-455-4600) for sign requirements. **Be advised the 72 hour requirement begins when the first device is placed and runs continuously whether the work area is active or not.**
15. Cones and stackers greater than 36" in height shall have alternating orange and white retroreflective sheeting per MUTCD current edition and CCUSD 716.03.01.
16. It is the contractor's responsibility to get approval from each entity when a TTCP affects other jurisdictions or CCPW Capital Improvement Projects. At no time shall contractors interfere with any work zone already in place.
17. NRS 484.3667 requires the beginning and end of the work zone be marked. All public roadways entering and exiting the work zone must be signed accordingly.
18. Barrier rail shall meet MASH criteria. Barrier rail shall also be offset a minimum of two (2) feet from the travel path and shall be attenuated if it terminates within the clear zone. The attenuator shall meet MASH TL-3 criteria. The following information shall be shown on the traffic control plans if barrier rail is being utilized: shy offset, flare rate, length of taper and type of end attenuator to be used (if applicable). If determined after TTCP is set-up that field conditions require the use of Barrier rail, the TTCP must be revised to show rail, comply with conditions as noted above and resubmitted for approval. Work must stop until area can be made safe and revised TTCP is approved.
19. All affected signage, pavement, markings, and striping shall be in place prior to allowing any public traffic onto the portion of the road being affected.
20. All devices shall be marked with the company's name and a twenty-four (24) hour contact telephone number in 2" minimum non-reflective legible letters (in black or dark blue) on a non-retroreflective surface of the device. Logos are not a substitute for this marking requirement.
21. If required in the TTCP, or by the authorizing jurisdiction, the contractor shall place No Parking signs 24 hours in advance to cover work area. The contractor shall notify residents and businesses a minimum of one (1) business day in advance of any proposed parking restrictions.
22. Verbal approvals are not acceptable for a TTCP. If an emergency occurs, the requestor is required to call the "24-Hr Traffic Hotline" (702-455-5136) and provide: location and type of emergency, contractor's name and phone number, and traffic control company's name and phone number. An acceptable TTCP must be submitted by the traffic control company or contractor the following workday. No other TTCP submittals will be reviewed for the contractor until the emergency TTCP is submitted and approved. **FAILURE TO CALL IN AND PROVIDE THE REQUIRED INFORMATION WILL RESULT IN A FEE(S) BEING ASSESSED TO THE TRAFFIC CONTROL COMPANY AND/OR CONTRACTOR AND THE EMERGENCY TTCP BEING VOID.**
23. Contractor shall comply with all applicable Nevada statutes, County ordinances, and the latest editions of the AASHTO Roadside Design Guide, and of the Manual on Uniform Traffic Control Devices (MUTCD).
24. TTCP may not be partially implemented or combined with other TTCPs without written permission.
25. Any field modifications to the accepted TTCP shall be submitted the next normal business day or the accepted TTCP is void and the traffic control company is subject to an investigation and/or appropriate fee(s). If modification(s) change the intent of the original design, a review fee will apply.