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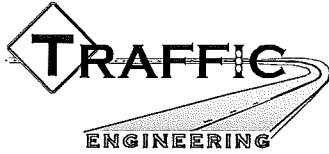
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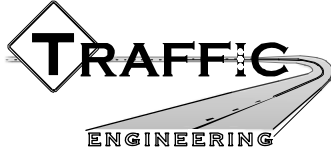
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CONSTRUCTION & MAINTENANCE WORK AREAS

Policy 610.1 dated August 21, 2003, was replaced by Nebraska Department of Roads Operating Instruction (DOR-OI) 60-18 effective January 5, 2015.



Policy.643.1

TEMPORARY PAVEMENT MARKING

It shall be the policy of the Department of Roads to provide temporary pavement marking on all construction and maintenance projects using the following criteria:

A. Two-Lane Roadways

1. Centerline

Roadways with existing centerline which become removed, covered or otherwise obliterated shall be replaced with temporary broken line pavement marking prior to the completion of each day's work. Short patches of less than 200' will not require temporary centerline.

2. Edgeline

Temporary solid edgelines shall be installed on resurfacing projects each day prior to the completion of each days work, at the location called for in the plans and/or specifications. Armor coats and slurry seal projects which do not create an edgeline drop-off will not require temporary edgeline pavement marking. Edgelines typically will not be required in an urban area.

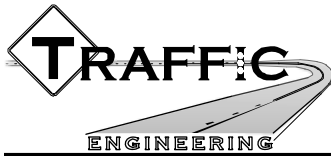
3. No Passing Zone

On roadways with ADT's of 2,000 vehicles per day or less, (present time), no passing zones shall be signed with "DO NOT PASS" (R4-1-24) and "PASS WITH CARE" (R4-2-24) signs to identify the limits of the zone. On roadways with ADT's of greater than 2,000 vpd, for short term situations of three calendar days or less, the no passing zones may be identified by signs rather than pavement markings. For periods greater than three calendar days, solid barrier lines shall be installed using temporary tape or painted line where appropriate. Where no passing zones are marked, signs R4-1-24 and R4-2-24 are not required. The existing "NO PASSING ZONE" pennant signs should remain in place at all times for above conditions.

B. Four-Lane Divided Roadways (Including Interstate)

1. Centerline, Lane Lines and Edgelines

All removed, covered or otherwise obliterated pavement marking shall be replaced with temporary pavement marking prior to the completion of each day's work, at the location called for in the plans and specification. Armor coats and slurry seal projects which do not create a pavement drop-off will not require temporary edgeline pavement marking. Edgelines typically will not be required in an urban area.



C. Special Conditions

1. Certain conditions such as shoo-flies and crossovers may require No-Passing zone markings and edgeline markings on roadways with less than 2,000 ADT as required in the plans and/or specifications.
When the project phasing or completion of the project will require that the temporary pavement marking material be removed, raised reflective markers or removable temporary tape should be used.
2. Temporary pavement marking for crosswalks, railroad crossings, stop bars, legends and arrows will not be placed during the project. The Department will install the pavement markings when work schedule and material availability permits.

D. Temporary Pavement Marking Material

The following materials may be used for temporary broken line and temporary solid line:

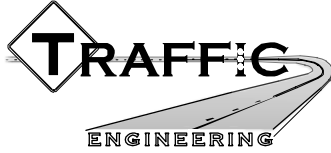
1. Temporary broken line where required shall be one of the following:
 - a. Two (2) raised reflective pavement markers at 5' intervals every 40', or two (2) raised reflective pavement markers at 2' intervals every 24' in urban areas. (Stock Numbers 85-38600, 85-38700 and 85-38725)
 - b. 4" x 2' minimum piece of temporary pavement marking tape every 40', or 4" x 2' minimum piece of temporary pavement marking tape every 24' in urban areas. (Stock Numbers 85-37800, and 85-38400)
 - c. 4" min. width by 10' length painted line with glass beads every 40', or 4"x6' painted line with glass beads every 24' in urban areas.
 - d. For Armor Coats and Slurry seals one 4" wide by 2" high reflective marker every 40' - 80' may be used. (Stock Numbers 85-38500, and 85-38525)

E. Final Pavement Marking

At the earliest date practical and possible, the Department of Roads shall paint the permanent center line, lane, and edgeline pavement markings, at which time the "DO NOT PASS" and "PASS WITH CARE" signs should be removed.

For roadways with ADT's of 2,000 vehicles per day or less, the time period between completion of the work and placement of the final pavement markings shall not exceed two weeks. For roadways with ADT's greater than 2,000 vehicles per day, the time period shall not exceed three (3) calendar days.

Note: Temporary Pavement Marking Material Information Updated to meet 2000 MUTCD specifications.



Policy.647.1

TRUCK MOUNTED ATTENUATOR

Purpose:

To provide a policy for the use of Truck Mounted Attenuator (TMA) units for mobile road maintenance or construction operations on two-lane or multi-lane state roadways. It is the intent of the Nebraska Department of Roads to amend the Rules and Regulations, Title 411 dealing with the Manual on Uniform Traffic Control Devices, to allow but not require the use of TMA's with work or protection vehicles on two-lane and multi-lane roadways. Until such time as the Rules and Regulations are officially amended, the following interim policy shall be in effect:

Policy:

For mobile maintenance or construction operations on two-lane or multi-lane roadways, any work or protection vehicle **may** be fitted with an impact attenuator to safely stop or re-direct errant vehicles, except where specifically directed by the supervisor. However, the impact attenuator is not a requirement but is to be considered optional.