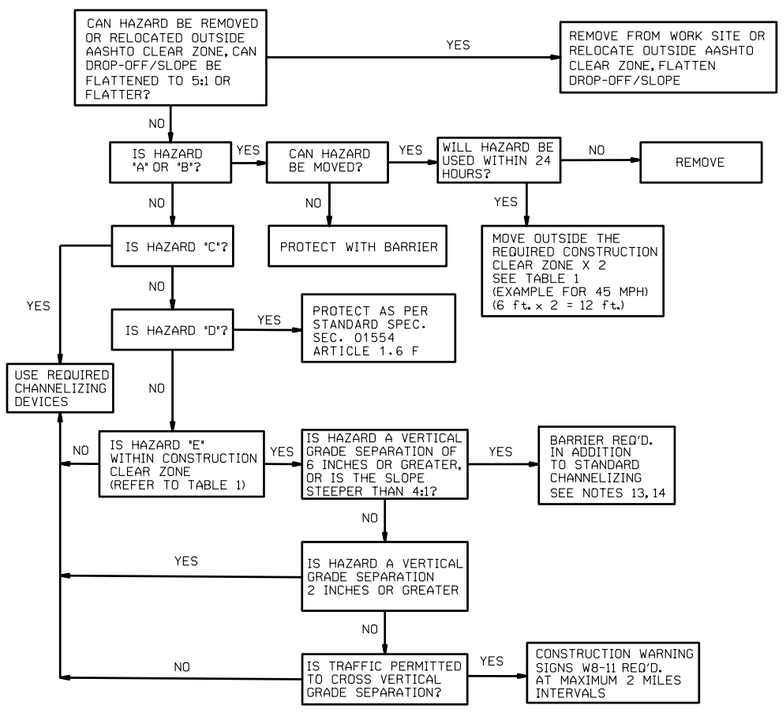
HAZARD MITIGATION

1. USE CONSTRUCTION CLEAR ZONE DISTANCE IDENTIFIED IN TABLE 1 TO MITIGATE THE FOLLOWING HAZARDS.
   HAZARDS
   A. NON-WORKING EQUIPMENT OR VEHICLES
   B. STOCKPILED MATERIAL
   C. WORKING VEHICLES AND WORKERS (NON-FLAGGERS)
   D. OTHER OBJECTS AND FEATURES (IE: BRIDGE PARAPETS, BARRIER BLUNT ENDS, POLES)
   E. VERTICAL DROP-OFF LESS THAN 48 INCHES OR SLOPES STEEPER THAN 4:1
2. MITIGATE ALL OTHER HAZARDS OR DROP-OFFS GREATER THAN 48 INCHES WITHIN AASHTO CLEAR ZONE AS APPROVED BY THE REGION TRAFFIC ENGINEER.



DETAIL AA

NOTES:

1. USE CURRENT EDITION OF UDOT STANDARDS AND MUTCD FOR TRAFFIC CONTROL.
2. SEE STD DWG TC 1A AND TC 1B FOR CONSTRUCTION ZONE SIGNING AND DEVICE REQUIREMENT.
3. COVER OR REMOVE NON-APPLICABLE SIGNING, BOTH EXISTING AND CONSTRUCTION SIGNS. REMOVE NON-APPLICABLE PAVEMENT MARKINGS.
4. REMOVE NON-APPLICABLE PORTABLE SIGNS OR MOVE BEYOND A DISTANCE TWICE THAT OF THE CONSTRUCTION CLEAR ZONE. (SEE TABLE 1 AND DETAIL AA).
5. REFER TO STANDARD SPECIFICATION 01554, ARTICLE 3.5A, FOR FLAGGING REQUIREMENT FOR OPERATING TRAFFIC SIGNALS.
6. USE A FULL LANE CLOSURE WHEN WORK ENCROACHES INTO A TRAFFIC LANE, UNLESS THE TRAFFIC LANE CAN BE RECREATED.
7. CLEAN AND RESTORE PAVEMENT MARKINGS AT THE END OF EACH DAY'S OPERATION, BOTH ON AND OFF THE PROJECT, THAT ARE OBSCURED BY WORK OPERATIONS.
8. LIMIT ADVISORY AND REGULATORY SPEED REDUCTION OF 10 MPH, WITH THE APPROVAL FROM THE ENGINEER. FOR REDUCTIONS EXCEEDING 10 MPH, OBTAIN APPROVAL FROM THE REGION TRAFFIC ENGINEER. USE SPEED REDUCTIONS ONLY DURING IMPACTED TIMES AND AREAS. RESTORE REGULATORY SPEED LIMIT AT LOCATIONS WHERE TRAFFIC IS NOT BEING IMPACTED BY CONSTRUCTION ACTIVITIES.
9. USE THE POSTED SPEED LIMIT PRIOR TO CONSTRUCTION TO COMPUTE THE SIGN SPACING, TAPER LENGTH, BUFFER ZONE, AND CONSTRUCTION CLEAR ZONE DISTANCE. USE THE POSTED SPEED LIMIT DURING CONSTRUCTION TO DETERMINE THE TANGENT SPACING FOR CHANNELIZING DEVICES.
10. USE PLASTIC DRUMS FOR LANE CLOSURE TAPER DEVICES FOR SPEEDS 50 MPH AND GREATER.
11. USE DOWNSTREAM TAPER FOR OPERATIONS LONGER THAN 3 DAYS.
12. PLACE ADVANCE WARNING ARROW PANEL IN THE FIRST 1/3 OF THE TAPER.
13. USE AN APPROVED CONSTRUCTION ZONE ATTENUATOR WITH TEMPORARY PRECAST CONCRETE BARRIER WHEN APPROACH ENDS ARE WITHIN AASHTO CLEAR ZONE. DO NOT USE A TRUCK MOUNTED ATTENUATOR FOR ANY PERIOD LONGER THAN 24 HOURS.
14. USE PROPER LENGTH OF NEED FOR TEMPORARY BARRIER AS PER THE REQUIREMENTS OF THE CURRENT EDITION OF THE ROADSIDE DESIGN GUIDE. USE POSTED SPEED LIMIT PRIOR TO THE CONSTRUCTION ZONE FOR THE DESIGN OF THE REQUIRED LENGTH OF NEED. USE TABLE 2 FOR THE CONSTRUCTION ZONE FLARE RATE REQUIREMENT FOR TEMPORARY BARRIER. APPROVAL FROM THE REGION TRAFFIC ENGINEER IS REQUIRED FOR MODIFICATION TO THE REQUIRED FLARE RATE.

TABLE 1
CONSTRUCTION CLEAR ZONE

MPH	feet
40 & LESS	3
45	6
50	6.5
55	7.5
60	8
65	8.5
70	9
75	10.5

TABLE 2
CONSTRUCTION ZONE FLARE RATES
TEMPORARY BARRIER

MPH	FLARE
≥70	20:1
65	18:1
60	17:1
55	16:1
50	14:1
45	10:1
≤40	6:1

REVISIONS

NO.	DATE	APPR.	REMARKS

UTAH DEPARTMENT OF TRANSPORTATION
STANDARD DRAWINGS FOR ROAD AND BRIDGE CONSTRUCTION
SALT LAKE CITY, UTAH

RECOMMENDED FOR APPROVAL — JULY 03,2002 DATE
CHAIRMAN STANDARDS COMMITTEE — JULY 03,2002 DATE
DEPUTY DIRECTOR

TRAFFIC CONTROL GENERAL
STANDARD DRAWING TITLE

STD DWG
TC 2A