



DEPARTMENT OF ENGINEERING & CAPITAL PROJECTS

DIRECTIVES & PROCEDURES

SUBJECT: TEMPORARY TRAFFIC CONTROL GUIDELINES

NUMBER: 2023-01

DATE EFFECTIVE: October 1, 2023

SUPERSEDES: N/A

PURPOSE:

This Engineering Directive will serve as a general guideline to assist designers, contractors, and other professionals in the preparation of temporary traffic control plans for use in the City of Chula Vista. Note that this Engineering Directive memorializes and further clarifies current practices and does not introduce new practices in the preparation, review, and/or approval of temporary traffic control plans for use in the City's public right-of-way.

REFERENCES:

California Manual on Uniform Traffic Control Devices (CA MUTCD)
Work Area Traffic Control Handbook (WATCH)
San Diego Regional Standard Drawings
Subdivision Manual, City of Chula Vista

BACKGROUND:

Temporary traffic control plans are designed to provide for the safe and efficient movement of vehicle, pedestrian, and/or bicycle traffic through a work zone or special event area. City-approved temporary traffic control plans are required for any work in the public right-of-way or City easement that requires closing any vehicle/bicycle travel lane(s), closing the sidewalk and/or restricting on-street parking prior to starting any work or special event.

PROCEDURE:

The use of "typical" or standard temporary traffic control plans such as those found on the California Manual on Uniform Traffic Control Devices (CA MUTCD), San Diego Regional Standard Drawings, and Work Area Traffic Control Handbook (WATCH) which conform to the CA MUTCD **SHALL** be approved by the City prior to their use. Therefore, the contractor must identify the job site(s) and the applicable "typical" traffic control plan(s) to be used and submit to the City for approval. In addition, the use of "typical" temporary traffic control plans is limited, unless otherwise approved by the City, to the following conditions:

- Roadways not exceeding two (2) travel lanes or three (3) travel lanes if one (1) lane is a two-way-left-turn lane; and
- Roadways with a posted speed limit not exceeding 35 MPH; and

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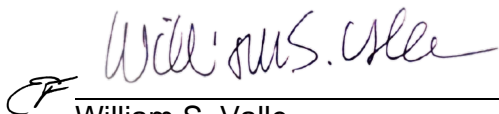
- Roadways with an ADT not exceeding 7,500 vehicles per day; and
- Uncontrolled intersections. Note that intersections of roadways meeting the criteria above, but operating with traffic signal or multi-way stop controls shall require a site-specific traffic control plan.

Locations not meeting the criteria above shall require the preparation of custom or site-specific temporary traffic control plans. Site-specific temporary traffic control plans shall conform to the latest version of the CA MUTCD and must be prepared by qualified professionals such as registered Traffic Engineers and contractors with a “C31” license.

Temporary traffic control plans to be used on roadways classified as 6-lane majors or higher (or as required by the City Engineer) shall be prepared and stamped by a registered Traffic Engineer or a registered Civil Engineer with expertise in traffic engineering.

Temporary traffic control shall be installed, maintained, and removed by a “C31” or “A” licensed Contractor.

APPROVED:



William S. Valle
Director of Engineering & Capital Projects/City Engineer

9-26-2023

Date