

# 2014 WATCH (Work Area Traffic Control Handbook)

## Brief Summary of Changes

Charlotte Department of Transportation (CDOT) is responsible for maintaining streets in the City of Charlotte and regulating the methods of traffic control used during maintenance operations, construction, and special events. .

Periodically, CDOT updates their WATCH to make adjustments to comply with changes to the Manual of Uniform Traffic Control Devices (MUTCD) used by the Federal Highway Administration, the NCDOT Traffic Control Supplement, and desired changes developed by CDOT. This list provides a brief summary of the changes made in the 2014 WATCH.

1. A Publisher's Note has been added to provide the web address where CDOT will publish, in PDF, the WATCH and any subsequent updates.
2. Section 1 – Text changes to amplify compliance with standards.
3. Section 2 – Small text changes to clarify intent.
4. Section 3 – Rewritten to include processes resulting from a new City Ordinance adopted October 2007 for permitting of utility construction.
5. Section 4 – This is a new section that spells out the need for persons cutting the street pavement to be trained in proper procedures and hold a valid Excavation Certification card. This section also addresses payment of a Pavement Degradation Fee when cutting street pavements.
6. All subsequent Sections have been renumbered sequentially.
7. Section 6 (old Section 5) – Eliminates the 11:30 am to 1:30 pm prohibition on lane closures in the CBD
8. Section 16 (old Section 15) – Part A. Qualifications For Flaggers is removed and replaced with new Part A Certification For Flaggers requiring any person performing flagging operations to be certified in a program, agency, or facility approved by NCDOT.
9. Figure 5 – Height of the lollipop flagging sign changed to 72”.
10. Section 21 added for the Construction Signs. All signs have been labeled with MUTCD numbers where appropriate.
11. Section 22 (old Section 19) – renumbered and relocated to follow Section 21 Construction Signs. All of the Diagrams have three (3) taper lengths for three different speed ranges. All MUTCD signs labels have been included. A Bike Lane note has been included on most Diagrams.
  - a. Diagram 1A has been renamed Diagram 2
  - b. Old Diagram 2 was combined with Diagram 3 since they were very similar.
  - c. Diagram 10 – Added STOP signs and flaggers
  - d. Diagram 11 – Added STOP signs and flaggers.
  - e. Diagram 12 – Added addition set of lane shift signs
  - f. Diagram 17 – Removed requirement for Police officer
  - g. Diagram 24 & 25 – flipped the drawing orientation to be consistent with other one-way diagrams.

- h. Diagram 28 – Removed requirement for Police officer, added STOP signs, added 2<sup>nd</sup> Arrow Panel.
- i. Diagram 29 - Removed requirement for Police officer, added STOP signs
- j. Diagram 30 – NEW – Work Area at a “T” Intersection (Far Side)
- k. Diagram 30A – NEW – Work Area at a “T” Intersection (Near Side)
- l. Diagram 31 – NEW – Bike Lane Closure