



Seeing Orange

QUESTIONS AND ANSWERS

Q: What is Seeing Orange?

A: Seeing Orange is a one-stop resource to get more information about road construction projects – such as roadway improvements, new commercial developments, utility maintenance, etc. and how they may impact your commute.

Q: Why was the initiative launched?

A: As the economy continues to recover and population and development increase, Southern Nevada is seeing an influx of construction projects throughout the valley. We understand that orange cones can be frustrating, so we launched Seeing Orange as a resource for gathering construction information so you can better plan your commute.

Q: Why was seeingorangenv.com “revamped”?

A: While the Seeing Orange website initially launched in 2015 as a one-stop location for our community to get information and ask questions about road construction, over the last two years a growing number of inquiries through the site were related to traffic signals. Therefore, in September 2020, we made updates to the website to streamline inquiries and keep road users informed.

Q: What are the updates?

A: The updates include a new customer response system that is available to the Traffic Management Center staff in order answer your questions faster and the project map on the website includes traffic signals affected by road work.

Q: Why are traffic management tools such as cones and directional signage left in project areas with no workers present, or no work under way?

A: There are several reasons cones may be out but you can't see anyone working. Roadway striping, concrete or asphalt is curing/drying, underground fiber connections are being pulled or repaired, utility work is in a trench you can't see, setups are in place for night work or 24-hour set ups, or work hours don't coincide with your drive time (ie. in the heat active construction is typically from 6 a.m.-2 p.m.). The traffic control company must also have the work zone set up prior to any work activity and they must take it down after all work is completed. This can create blocks of time when no work is visible. Additionally, there may be physical conditions and areas that must remain protected 24 hours a day, which would require work zones to remain in place between work shifts. Finally, work zone equipment along one street may be in place to establish an actual work area on an intersecting street.

Q: Why are cones set up so far in advance to the actual work?

A: Federal standards require cones to be set up a specific distance in advance of, and following, active construction to both protect workers and provide drivers enough time and space to merge if a lane is taken.

Q: Why does it seem like a road was just finished then it is being torn up again?

A: Each jurisdiction typically has a “no-cut” time frame of three to five years following new roadway construction when the road cannot be cut or altered. However, when new economic development comes into an area that recently may have undergone roadway improvements, exceptions will be made in order to extend, and provide access to, critical utilities. Emergency utility repairs are also an exception to the “no-cut” time frame.



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QUESTIONS AND ANSWERS CONTINUED

Q: I thought this project was completed? Why do I see cones out again?

A: While a roadway project may be substantially complete, "punch list" items – or areas that need to be fixed – may need to be completed before the local jurisdiction will take over the project from a contractor. A project may also be done in multiple phases depending on funding availability.

Q: Why don't workers work 24-7 to get a project done quicker?

A: There may be several reasons why you won't see workers 24-7 on a project, including contract funding terms, holidays, allowable work hours in specific locations, availability and cost of weekend or overnight inspections, cure times for concrete, asphalt and striping, and availability of specific products. Our climate is another factor during certain times of the year.

Q: Why are there metal plates in the middle of the road?

A: Metal plates are used to keep a roadway, or sidewalk open and traffic moving for a couple of different reasons. They may be there to cover an emergency utility repair awaiting inspection or to cover new manhole collars – areas around the manhole cover – while concrete is curing.

Q: Why did the RTC partner with Waze?

A: The RTC partnered with Waze, the free, real-time, crowdsourced navigation app to help drivers better navigate around construction projects in the valley. Through the Waze Connected Citizens Program, the RTC is participating in a free, two-way data exchange in which Waze provides the RTC with real-time, anonymous, Waze generated incident and slow-down information directly from the source: drivers themselves. In exchange, the RTC provides Waze with the valley's planned construction and road detour information to return one of the most succinct, thorough overviews of current road conditions today. Drivers are encouraged to download Waze for real-time updates on traffic and road conditions and navigating the valley using the fastest route. To download the free Waze app, visit www.waze.com. For more information on Connected Citizens, visit www.waze.com/ccp

Q: When I see cones in my neighborhood, how do I find out how long they will be there?

A: For questions about construction or construction cones in your area, visit SeeingOrangeNV.com or call 702-928-CONE (2663) to submit your inquiry and designated personnel will work with each entity to provide you an answer in a timely manner.

Q: Are there rules and regulations governing the placement and removal of construction traffic management tools such as cones? Does this apply to barricade companies?

A: Yes, the Federal Highway Administration (FHWA) publishes a manual that determines the placement of all traffic control devices along roadways, including work zone equipment. The RTC is also convening key partners from local and state jurisdictions, utility companies, barricade companies and local developers through the Regional Project Coordination Committee (RPCC) to better understand the problem and develop possible solutions that could help alleviate some of the traveling public's concerns. A key component of the RPCC is the development of a new cone management working group, comprised of staff-level employees – the people out in the field – who meet regularly to discuss active construction projects, share information and plan cone coordination.

Q: When a street is being paved and cones are out, who is responsible for when cones and directional signs are placed and removed - the paving company or the barricade company?

A: All permits are issued to the general contractor and they are directly responsible for the actions of the barricade company. The general contractor is the direct point of contact.

Q: What about utilities? Are they governed by the same rules as contractors?

A: Utilities must obtain permits from the agencies with the exception of emergency work. In those cases, they are allowed to perform work and file the permit later. Franchise agreements between the local jurisdictions and the utilities usually govern utility company requirements.

Q: Who do I call when I see a traffic signal that is flashing red, or not on at all?

A: For questions about traffic signals in your area, visit SeeingOrangeNV.com or call 702-928-CONE (2663) to submit your inquiry and staff at the Traffic Management Center will work to provide you an answer in a timely manner.