

Sample Plan

TRAFFIC CONTROL PLAN ----- NARRATIVE

References:

- Design Scene: Chapter 16 - Traffic
- Road Design Manual: Chapter 10-1, 10-2, 10-9
- Traffic Engineering Traffic Control Web Site:  
<http://www.dot.state.mn.us/trafficeng/workzone/ttctemplates.html>
- Miscellaneous: <http://hub.metro/design/coordination.html> Traffic-Design Coordination Guidance

General Information:

During the roadway plan development, designers must be aware of the need for a Traffic Control Plan. This Plan contains temporary traffic control devices. These devices may include but are not limited to barrels, cones, barricades, temporary signing, temporary striping, etc. and are used to direct and assist drivers in safely moving through the construction area.

To develop the Traffic Control Plan, coordination meetings between Design, Construction, the Project Manager and the Traffic Engineering Section are recommended throughout the duration of the project. The number and extent of these meetings will depend on the complexity, length, and duration of the project. Construction is a valuable resource since they can provide the time frames necessary for construction activities such as temporary bypasses.

The Designer will likely need to provide construction sheets or general layout sheets (hard copy or electronic copy) to the Traffic Engineering Section for them to use as a base map to draft their traffic control plan.

Designers can expect from the Traffic Engineering Section, a plan, a list of construction items and quantities to include into the Estimated Quantities tabulation.

The Traffic Engineering Section should provide a tabulation (within their plan) of their construction items for Design to reference and include in the Estimated Quantities tabulation.

The Designer should also add any Traffic Control Standard Plates i.e. 8000, 8337, etc. on to the list of project specific Standard Plates or make a reference to them.

The Traffic Control Plan sheets will also be included in the plan as shown on the Title Sheet's Index. Page numbers for the Traffic Control Plan sheets will need to be numbered TC1 to TC\*.

Sample Plan

TRAFFIC CONTROL PLAN ----- CHECKLIST

- \_\_\_ 1. Pay Items correspond with those shown in TRNS\*PORT
- \_\_\_ 2. Tab Letter, Sheet Numbers and correct S.P.'s
- \_\_\_ 3. Traffic Engineer's signature

**NOTES & GUIDELINES**

**GENERAL INFORMATION:**

1. THE CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN THE DEVICES IN THIS TRAFFIC CONTROL PLAN UNLESS OTHERWISE NOTED.
2. FIELD CONDITIONS MAY REQUIRE MODIFICATIONS OF THIS LAYOUT AS DEEMED NECESSARY BY THE ENGINEER.
3. ALL DISTANCES ARE APPROXIMATE.
4. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ANY WORK AREAS NEAR TRAFFIC IN ACCORDANCE WITH THE MNMUTCD.
5. AN ANNUAL FALL REVIEW OF ALL TRAFFIC CONTROLS WILL BE MADE TO PREPARE FOR WINTER MAINTENANCE OF THE PROJECT. THIS MAY INCLUDE ADJUSTMENTS OR EXCHANGE OF ONE TRAFFIC CONTROL DEVICE FOR ANOTHER. READJUSTMENTS MAY AGAIN BE REQUIRED IN THE SPRING.
6. IF THE CONTRACTOR DECIDES TO PERFORM THE CONSTRUCTION WORK IN A SEQUENCE OTHER THAN SHOWN IN THIS TRAFFIC CONTROL PLAN THE CONTRACTOR SHALL PROVIDE COMPLETE REVISED TRAFFIC CONTROL PLANS TO BE APPROVED BY THE ENGINEER.

**SIGNING:**

1. ALL TRAFFIC CONTROL DEVICES, INCLUDING OVERHEAD SIGNS ON ROADS OPEN TO TRAFFIC THAT ARE NOT CONSISTANT WITH TRAFFIC OPERATION SHALL BE COVERED, REMOVED OR REVISED AS DIRECTED BY THE ENGINEER.
2. WHEN SIGNS ARE INSTALLED, THEY SHALL BE MOUNTED ON POSTS DRIVEN INTO THE GROUND AT THE PROPER HEIGHT AND LATERAL OFFSET AS DETAILED IN THE MNMUTCD. IF THIS IS NOT POSSIBLE THEY WILL BE MOUNTED ON PORTABLE SUPPORTS AS APPROVED BY THE ENGINEER. WHEN THE SIGNS ARE REMOVED THE SIGN POSTS SHALL ALSO BE REMOVED AS SOON AS POSSIBLE.
3. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY EXTRA SIGNING NEEDED TO FACILITATE TRAFFIC SWITCHES OR FOR TRANSITIONING TRAFFIC FROM ONE STAGE TO ANOTHER.
- 4.
5. LONGITUDINAL DROPOFFS SHALL BE SIGNED AS SHOWN ON PAGES 6K-101 AND 6K-102 OF THE "TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS" FIELD MANUAL UNLESS OTHERWISE SPECIFIED IN THESE PLANS.
6. THE CONTRACTOR SHALL COORDINATE THE INSTALLATION OF THE FINAL SIGNS TO ASSURE THAT THE FINAL SIGNS ARE INSTALLED AS NEEDED, OR PROVIDE TEMPORARY SIGNING AT THEIR EXPENSE UNTIL THE FINAL SIGNING IS INSTALLED.

**PAVEMENT MARKING:**



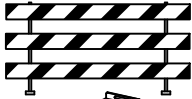





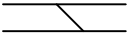








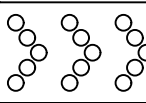


1. OBLITERATE ANY CONFLICTING PAVEMENT MARKINGS AS DIRECTED BY THE ENGINEER.
2. PAINT, POLYMER LANE TAPE AND/OR TRPM'S ARE ACCEPTABLE TEMPORARY STRIPING ALTERNATIVES ACCORDING TO ACTUAL CONDITIONS ENCOUNTERED AS DIRECTED BY THE ENGINEER. GENERALLY, ONLY PAINT WILL BE USED BEFORE MAY 1ST OR WHEN THE OTHER MANUFACTURERS' SPECIFICATIONS CAN NOT BE MET.
3. TRPM'S (TEMPORARY RAISED PAVEMENT MARKERS) SHOULD BE USED TO SUPPLEMENT THE LONG TERM (MORE THAN 3 DAYS) EDGELINES ON ALL TRANSITION AREAS WHEN THE CONDITIONS ARE WITHIN THE MANUFACTURERS' SPECIFICATIONS.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE LOCATION AND INSTALLATION OF TEMPORARY AND FINAL STRIPING, MN/DOT TRAFFIC PERSONNEL WILL ASSIST IN THE SPOTTING OF TRANSITION AREAS, GORES AND TAPERS.

**BARRIER & DELINEATION:**

1. TOP MOUNTED BARRIER DELINEATORS WILL HAVE A MINIMUM OF 24 SQ. IN. OF REFLECTIVE SURFACE AREA AND BE PLACED AT 50' SPACES ON TOP OF THE BARRIER WHEN THE BARRIER IS WITHIN 10' OF TRAFFIC UNLESS OTHERWISE NOTED OR AS DIRECTED BY THE ENGINEER. IF THE TRAFFIC ENGINEER REQUIRES SIDE MOUNTED BARRIER DELINEATORS, THEY WILL HAVE A MINIMUM OF 24 SQ. IN. OF REFLECTIVE SURFACE AREA AND BE PLACED AT 50' SPACES. IF A SMALLER APPROVED BARRIER DELINEATOR IS USED IT SHALL BE AT ONE HALF THE SPACING AND ONE HALF THE BID PRICE.

**TRAFFIC CONTROL DEVICES & SYMBOLS LEGEND**

**SYMBOL DESCRIPTION**

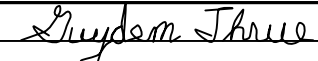
-  TRAFFIC CONTROL SIGN
-  TYPE III BARRICADE = 
-  DRUM-LIKE CHANNELIZER = 
-  TYPE I BARRICADE W/ STEADYBURN = 
-  AREA CLOSED TO TRAFFIC / WORK AREA
-  CONCRETE BARRIER WITH DELINEATORS AT 50' SPACES
-  SOLID LINE PAVEMENT MARKING WITH TEMPORARY RAISED PAVEMENT MARKERS (TRPM'S) AT 10' SPACES
-  TYPE A OR B FLASHING WARNING LIGHT (SPECIFY HIGH INTENSITY)
-  RED FLASHING LIGHT
-  TYPE C STEADY BURN WARNING LIGHT
-  CENTER LINE DELINEATOR TUBE = 
-  CHANNELIZER SYMBOL
-  FLASHING ARROW BOARD TYPE C (4' X 8' UNLESS OTHERWISE =  NOTED).
-  PORTABLE CHANGEABLE MESSAGE SIGN = 

**INDEX**

TRAFFIC CONTROL SHEET NO.	DESCRIPTIONS
1	TITLE SHEET
2	PAY ITEM TABULATION SHEET
3	TRAFFIC CONTROL TABULATION SHEET

SAMPLE PLAN

**FOR MOST CURRENT TRAFFIC CONTROL SAMPLE PLAN SET, VISIT THE WEB SITE LISTED IN THE NARRATIVE REFERENCES**

I HEREBY CERTIFY THAT SHEETS THROUGH OF THIS PLAN WERE PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA.		
		DATE <u>4/01/14</u> LIC. NO. <u>00000</u>
		DESIGNER <u>H. DIAMOND</u>
TRAFFIC CONTROL SHEET NO. 1	TITLE: TITLE SHEET	
STATE PROJ NO 0000-000 (TH 000)		SHEET NO TC1 OF TC1 SHEETS