

Date: 7/31/23 Author: Feil Project: Road Closure

Comments:

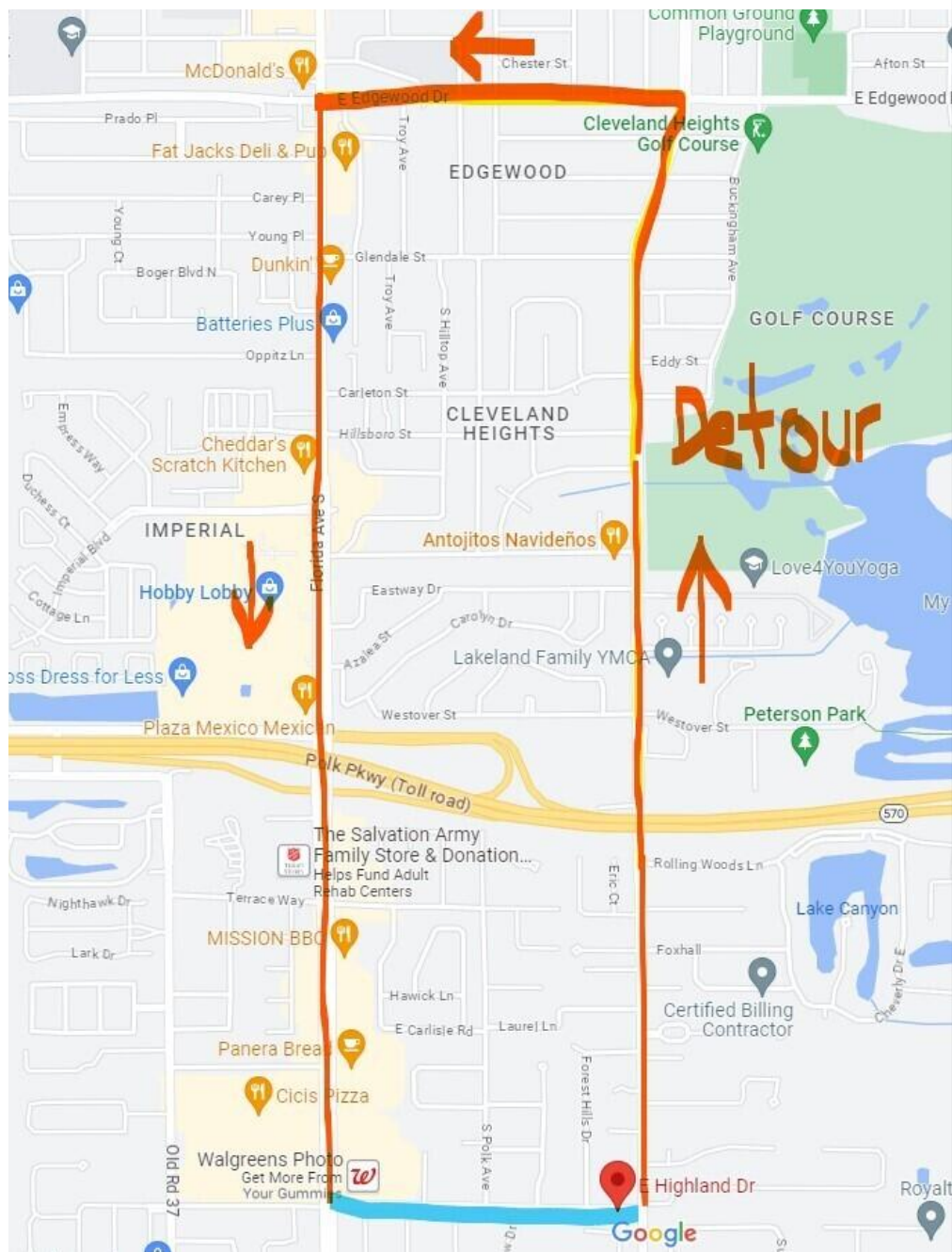
1. Plan is Not To Scale.
2. Close WB direction of Highland Ave.
3. Detour to E Edgewood Dr back to Florida SB.
4. Same design will be implemented when EB direction of Highland Ave is closed.

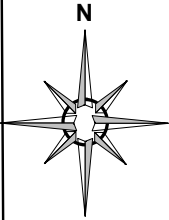
E. Highland Ave. Lakeland, FL. 33813, Cross Streets: Florida

Table 6H-2. Meaning of Symbols on Typical Application Diagrams

Road Type	Distance Between Signs**		
	A	B	C
Urban (low speed)*	100 feet	100 feet	100 feet
Urban (high speed)*	350 feet	350 feet	350 feet
Rural	500 feet	500 feet	500 feet
Expressway / Freeway	1,000 feet	1,000 feet	2,040 feet

* Speed category to be determined by highway agency
 ** The column headings A, B, and C are the dimensions shown in Figures 6H-1 through 6H-6. The A dimension is the distance from the transition or point of restriction to the first sign. The B dimension is the distance between the first and second signs. The C dimension is the distance between the second and third signs. (The "first sign" is the sign in a three-sign series that is closest to the TTC zone. The "third sign" is the sign that is furthest upstream from the TTC zone.)





TRAFFIC CONTROL NOTES

1. ALL TRAFFIC CONTROL SHALL COMPLY WITH MUTCD MOST CURRENT VERSION.
2. PROVIDE SUBSTANTIAL PROTECTION AND MINIMIZE WORKER EXPOSURE TO TRAFFIC BY APPLYING POSITIVE PROTECTION DEVICES IN PRACTICAL WAYS. LONG-TERM PROJECTS (THREE DAYS OR LONGER) MAY WARRANT THE USE OF POSITIVE PROTECTION DEVICES SUCH AS CONCRETE TEMPORARY BARRIER, WHILE SHORT-TERM OPERATIONS MAY BE BETTER SERVED BY A TRUCK-MOUNTED ATTENUATOR (TMA). ALWAYS CONSIDER THE USE OF POSITIVE PROTECTION WHENEVER PRACTICAL.
3. PRIOR TO THE BEGINNING OF WORK OPERATIONS, EVALUATE ALL ASPECTS OF THE WORK AREA, INCLUDING SIGHT DISTANCE, TRAFFIC SPEED, VOLUME, ROAD APPROACHES, WORK DURATION, AND THE TYPE OF WORK ACTIVITY, BEFORE DECIDING ON A TRAFFIC CONTROL PLAN.
4. AFTER THE TRAFFIC CONTROL PLAN IS IMPLEMENTED, THE SUPERVISOR (I.E., THE PERSON(S) SUPERVISING THE ACTUAL WORK TASK(S) FOR WHICH THE TCP WAS IMPLEMENTED) MUST DRIVE THROUGH THE WORK AREA, AT THE ANTICIPATED SPEED OF THE MOTORISTS, TO DETERMINE THE EFFECTIVENESS OF THE PLAN AND MAKE ADJUSTMENTS AS APPROPRIATE. ADDITIONAL REVIEWS THROUGHOUT THE WORK SHIFT ARE RECOMMENDED TO ENSURE THAT TRAFFIC CONTROL DEVICES REMAIN IN PLACE. IT IS IMPORTANT FOR WORK OCCURRING DURING NIGHTTIME HOURS THAT THE DEVICES ARE REVIEWED TO ENSURE PROPER VISIBILITY.
5. WHENEVER THE TEMPORARY TRAFFIC CONTROL ZONE EXTENDS MORE THAN 2 MILES FROM THE FIRST ADVANCE WARNING SIGN, THE DEVICES NEED TO BE MOVED FORWARD IN ORDER TO MAINTAIN APPROPRIATE ADVANCE WARNING TO DRIVERS, ESPECIALLY IN URBAN AREAS WITH MULTIPLE INTERCHANGE RAMP.
6. PLAN AHEAD FOR MANPOWER, EQUIPMENT, AND MATERIALS (SUCH AS SIGNS, CHANNELIZING DEVICES, PAVEMENT MARKING MATERIALS, ETC.) NEEDED FOR TRAFFIC CONTROL TO ADDRESS YOUR PLANNED WORK OPERATION AND WHENEVER POSSIBLE LOOK FOR OPPORTUNITIES TO COMBINE MULTIPLE WORK OPERATIONS WITHIN A TEMPORARY TRAFFIC CONTROL ZONE WITH THE AID OF THE REGION WORK ZONE DATABASE TO MINIMIZE IMPACT TO DRIVERS AND FOR MAXIMUM EFFICIENCY. THIS MAY INCLUDE REGION WIDE AND STATEWIDE CREWS THAT MAY HAVE A NEED TO WORK WITHIN YOUR MAINTENANCE AREA.
7. THE DISTANCES SHOWN ON THE TRAFFIC CONTROL PLANS ARE DESIRABLE MINIMUM REQUIREMENTS. DEVICE SPACING, BUFFER SPACE, AND SIGN SPACING MIGHT REQUIRE ADJUSTMENTS TO PROVIDE FOR SITE CONDITIONS SUCH AS DRIVEWAYS.
8. TRAFFIC CONTROL DEVICES ARE USED TO VISUALLY GUIDE DRIVERS THROUGH WORK ZONES. SIGNING, CHANNELIZING DEVICES, ARROW BOARDS, AND WARNING BEACONS ALL PROVIDE A MESSAGE TO THE DRIVER. WORK ZONE CREDIBILITY IS ESTABLISHED THROUGH THE PROPER AND CONSISTENT USE OF THESE DEVICES TO SEND CORRECT MESSAGES TO DRIVERS. POOR WORK ZONE CREDIBILITY HAS A DIRECT, NEGATIVE IMPACT ON WORK ZONE SAFETY BY CAUSING DRIVER CONFUSION, FRUSTRATION, AND DISRESPECT.
9. TRAFFIC DELAYS DUE TO WORK ZONE OPERATIONS MUST BE ANTICIPATED AND ADDRESSED APPROPRIATELY. EXCESSIVE DELAYS CONTRIBUTE TO WORK ZONE INCIDENTS OF ROAD RAGE OR CRASHES. TRAFFIC CAPACITY ISSUES MUST BE ADDRESSED WITH THE REGION TRAFFIC OFFICE PRIOR TO STARTING WORK. TRAFFIC SHOULD NOT BE ALLOWED TO BACK UP PAST THE ADVANCE WARNING SIGNS. SIGN LOCATIONS MAY NEED TO BE ADJUSTED TO FIT ACTUAL SITE CONDITIONS OR ADDITIONAL SIGNS ADDED TO THE SEQUENCE. USE OF ADVANCE WARNING SIGNS SUCH AS PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) ARE RECOMMENDED.
10. TRAFFIC CONTROL DEVICES TO BE REMOVED AT END OF EACH WORK SHIFT.
11. NOTIFY BUS TRANSPORTATION SERVICE OF ANY CLOSURES.
12. MAINTAIN DRIVEWAY ACCESS TO BUSINESSES AT ALL TIMES.

<p>Prepared by: Brian Feil WD Wright Contracting INC. 1200 Sharon Rd Beaver, PA 15009</p>			<p>Traffic Control Plan</p>	<p>NOTES SHEET 1 of 1</p>
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