

City of Vancouver Traffic Control Plan

CONTRACTOR City of Vancouver		ADDRESS 4711 E Fourth Plain		CITY, STATE, ZIP Vancouver, WA	
PROJECT CONTACT Jon Smith		TELEPHONE NUMBERS 123-456-7890		EMAIL ADDRESS sample@sample.com	
STARTING DATE 1/1/2017		ENDING DATE 1/15/2017		PROJECT NAME	
WORKING HOURS FROM 9AM TO 4PM		SPEED LIMIT 25		WORK TO BE DONE utility infrastructure	
JOB LOCATION OR NEAREST ADDRESS			BEGIN CROSS STREET		END CROSS STREET

REQUIREMENTS:

1. A SKETCH OR DRAWING SHOWING WORK AREA AND ALL REQUIRED FLAGGERS/TRAFFIC CONTROL DEVICES MUST BE SUBMITTED WITH EVERY TRAFFIC CONTROL PLAN. WITH NO DRAWING, THIS PLAN IS NOT COMPLETE AND WILL NOT BE APPROVED.
2. APPROVAL OF THIS PLAN DOES NOT CONSTITUTE AN OFFICIAL ROW PERMIT. THIS IS NOT A RIGHT-OF-WAY PERMIT.
3. **YOU CAN NOT GET YOUR ROW PERMIT IF YOU DO NOT HAVE YOUR APPROVED TCP WITH YOU. CITY STAFF ARE TYPICALLY OUT IN THE FIELD AND CANNOT PROVIDE COPIES. IF YOU FORGET, YOU MUST RETURN TO YOUR WORK PLACE TO RETRIEVE YOUR COPY.**
4. THE CONTRACTOR IS RESPONSIBLE FOR RESTORING THE ROAD BACK TO SATISFACTORY CONDITION WHICH WILL INCLUDE, BUT IS NOT LIMITED TO, PAVING, STRIPING, MARKINGS, SIGNING, AND LOOP DETECTION.
5. THE CITY RESERVES THE RIGHT TO OBSERVE THESE TRAFFIC CONTROL PLANS IN OPERATION AND TO MAKE CHANGES AS FIELD CONDITIONS WARRANT.
6. TRENCH WILL BE BACKFILLED OR STEEL-PLATED DURING NON-WORKING HOURS. STEEL PLATES SHALL HAVE ASPHALTIC RAMPS ON ALL EDGES. ALL DIRT, DUST AND DEBRIS SHALL BE REMOVED FROM STREET AT END OF EACH DAY AND AT THE END OF THE JOB. THE STREET SHALL BE IN DRIVEABLE CONDITION AT ALL TIMES.
7. WASHINGTON STATE REQUIRES THAT AT ALL PROJECTS THAT HAVE GROOVED PAVEMENT, ABRUPT EDGE, STEEL PLATES, OR GRAVEL OR EARTH SURFACED ROADWAY A SIGN BE POSTED TO WARN MOTORCYCLE RIDERS OF THE SITUATION. SIGN IS BLACK ON ORANGE AND READS "MOTORCYCLES USE EXTREME CAUTION".
8. ANY WORK THAT CREATES AN UNDUE SAFETY RISK OR CREATES SEVERE CONGESTION WILL BE SHUT DOWN BY A CITY OF VANCOUVER OFFICIAL.
9. A COPY OF ALL TRAFFIC REQUIREMENTS AND TRAFFIC CONTROL PLANS ISSUED BY THE CITY MUST BE KEPT ON THE JOB SITE.
10. A 'NOTICE OF STREET CLOSURE/TRAFFIC IMPACT' FORM MUST BE FULLY COMPLETED AND TWO COPIES – ONE FOR THE INSPECTOR AND ONE FOR THE ISSUER – MUST SUBMITTED WITH THE TRAFFIC CONTROL PLAN. THE CONTRACTOR IS RESPONSIBLE FOR DISTRIBUTING THIS NOTICE TO PROPERTIES ADJACENT TO THE PROJECT AREA IN ADVANCE OF WORK BEGINNING.
11. ALL TRAVEL LANES MUST BE A MINIMUM OF 12 FEET WIDE UNLESS OTHERWISE APPROVED SPECIFICALLY BY THE CITY.
12. ARROW BOARDS AS REQUIRED BY THE CITY. CITY REQUIRES TYPE B ARROW BOARDS ON ANY LANE CLOSURE ON A MULTI-LANE ARTERIAL CLASSIFIED STREET.
13. WARNING (W) SERIES SIGNS USED IN WORK ZONES SHALL BE BLACK ON ORANGE APPROVED SIGNS IN THE MUTCD.
14. CONES AND PYLONS SHALL HAVE YELLOW RETRO-REFLECTORIZED SLEEVES ALONG CENTERLINE; WHITE RETRO-REFLECTORIZED SLEEVES ALONG OUTSIDE SHOULDER OR CURB. ALL FLAGGING STATIONS IN DARKNESS ARE REQUIRED TO BE ILLUMINATED PER MUTCD.
15. IF PARKING IS ALLOWED IN ADVANCE OF THE WORK AREA, ADVANCE WARNING SIGNS SHOULD BE MOUNTED ON HIGH LEVEL DEVICES.
16. UNDERGROUND UTILITY CONSTRUCTION WORK LOCATED IN ROADWAYS SHALL FOLLOW THE SAME GUIDELNES AS OUTLINED IN THE CITY OF VANCOUVER ORDINANCE VMC 14.24.060 SPECIFIC REQUIREMENT FOR EROSION CONTROL.
17. WORK DURING AM PEAK (7-9 AM) AND PM PEAK (4-6 PM) ON PRINCIPAL ARTERIALS IS NOT RECOMMENDED AND MAY NOT BE ALLOWED. THIS WILL BE HANDLED ON A CASE BY CASE SCENARIO.
18. REFER TO WSDOT WORK ZONE TRAFFIC CONTROL GUIDELINES AND CHAPTER SIX IN THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR HELP ON DRAWINGS AND DEVICES.
19. **WORK MUST BE COMPLETED BY END DATE LISTED ABOVE. IF NOT, CALL OR APPLY TO GET PLAN EXTENDED.**

Stamp:

CITY OF VANCOUVER
 Vancouver Public Works
 Traffic Engineering and Operations
 360-487-7729
 TrafficEngineering@cityofvancouver.us
 www.cityofvancouver.us/streetpermits



PRINT

PROJECT NOTICE Street Closure/Traffic Impacts

Important Notice to Neighbors: This notice is to provide you with information about a project that will soon be taking place in your area. The information below is intended to help increase awareness of traffic impacts and maximize the safety of the traveling public. Please review the information below.

PROJECT DESCRIPTION

<Please provide a brief summary description of the project (general purpose) and expected impacts to nearby residents/businesses.> Road closures intermittently for sewer tap.

GENERAL PROJECT INFORMATION

Project/Developer:	
Project Location: (Street/Cross Streets)	
Project Timelines: (Estimated Start/Finish)	

EXPECTED IMPACTS

Specific Location(s):	
Impact(s):	
Duration:	

Specific Location(s):	
Impact(s):	
Duration:	

CONTACT INFORMATION

Project Owner/Developer Name Phone	Project Contractor Name Phone
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BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	85	200	250	305	360	425	495	570	-	-

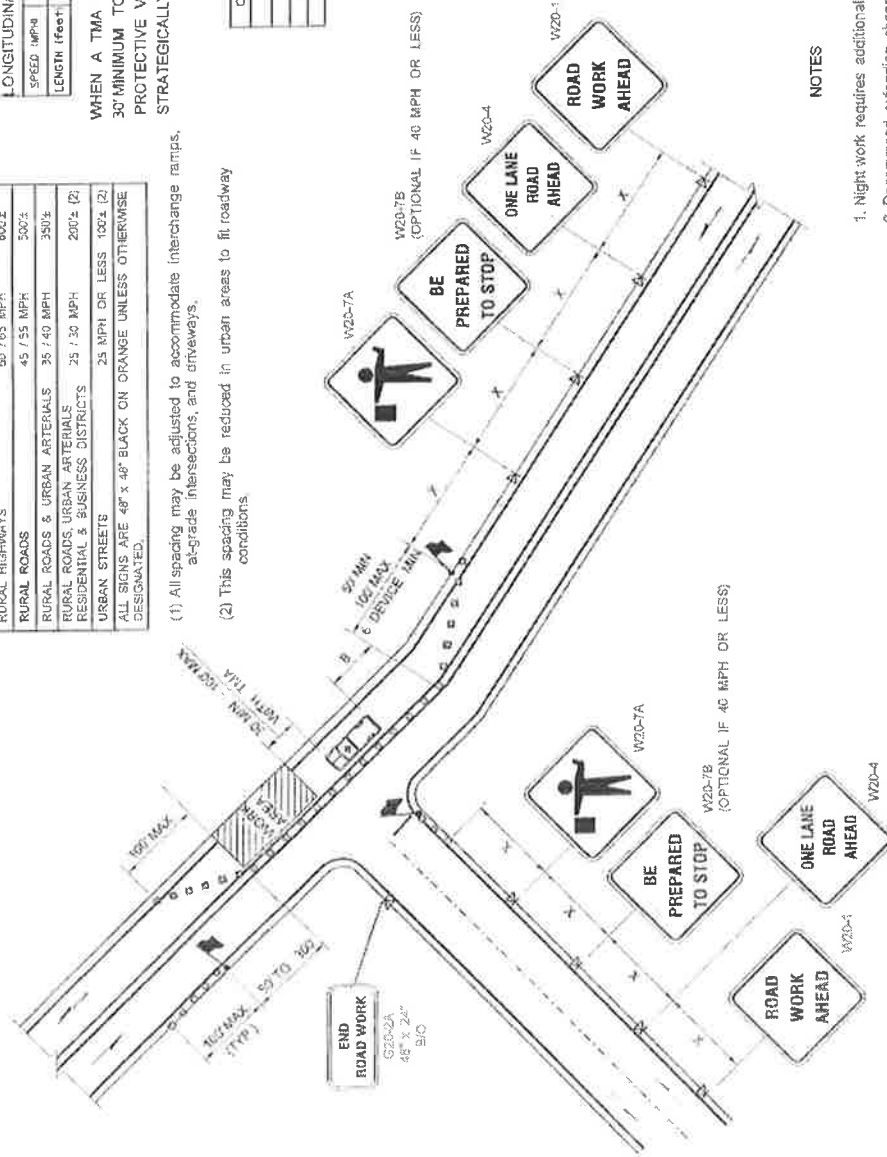
WHEN A TMA IS USED, THE ROLL AHEAD DISTANCE IS 30' MINIMUM TO 100' MAXIMUM PROTECTIVE VEHICLE MAY BE A WORK VEHICLE STRATEGICALLY LOCATED TO SHIELD THE WORK AREA

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
50	75	80
35	75	80
25	75	80

SIGN SPACING = X (FEET) (1)	
RURAL HIGHWAYS	50 / 65 MPH 800'±
RURAL ROADS	45 / 55 MPH 500'±
RURAL ROADS & URBAN ARTERIALS	35 / 40 MPH 350'±
RURAL ROADS, URBAN ARTERIALS, RESIDENTIAL & BUSINESS DISTRICTS	25 / 30 MPH 200'± (2)
URBAN STREETS	25 MPH OR LESS 100'± (2)

ALL SIGNS ARE 48" x 36" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED.

- (1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
- (2) This spacing may be reduced in urban areas to fit roadway conditions.



NOTES

1. Night work requires additional roadway lighting at flagging stations.
2. Recommend extending channelizing device taper across shoulder.
3. Protective vehicle recommended - may be a work vehicle strategically located to shield the work area.
4. When used, the downstream taper device spacing should be 20' O.C.
5. For low-volume situations with short work zones on straight roadways where the flagger is visible to road users approaching from both directions, a single flagger, positioned to be visible from both directions may be used.
6. Longitudinal buffer space is used to position the taper in advance of a curve.

TYPICAL ONE-LANE, TWO-WAY TRAFFIC CONTROL WITH FLAGGERS
TCP 1

BUFFER DATA										
LONGITUDINAL BUFFER SPACE = B										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (feet)	155	200	250	305	-	-	-	-	-	-

Protective vehicle recommended - may be a work vehicle if a TMA is not used. When a TMA is used, protective vehicles should be strategically located in the field to shield workers and no retreat distance is specified.

SIGN SPACING = X (FEET) (1)		
RURAL ROADS & URBAN ARTERIALS	35 / 45 MPH	350%
RURAL ROADS URBAN ARTERIALS	25 / 30 MPH	200% (2)
RESIDENTIAL & BUSINESS DISTRICTS	25 MPH OR LESS	100% (2)
URBAN STREETS	25 MPH OR LESS	100% (2)

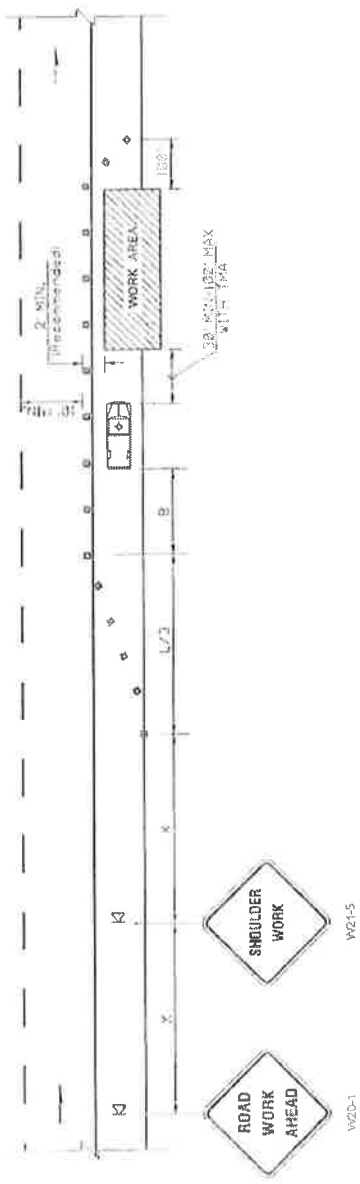
ALL SIGNS ARE 48" x 48" BLACK ON ORANGE UNLESS OTHERWISE DESIGNATED

MINIMUM TAPER LENGTH = L (feet)										
Shoulder Width (feet)	25	30	35	40	45	50	55	60	65	70
	8	84	120	152	210	-	-	-	-	-
10	105	150	204	270	-	-	-	-	-	-

3 DEVICES MINIMUM SPACED 10' O.C. IN TAPERS FOR SHOULDER WIDTHS LESS THAN 8 FEET

- (1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
- (2) This spacing may be reduced in urban areas to fit roadway conditions.

CHANNELIZING DEVICE SPACING (FEET)		
MPH	TAPER	TANGENT
35 / 45	30	60
25 / 30	20	40



NOTES

- 1. Protective vehicle recommended - may be a work vehicle.
- 2. When used, device spacing for the downstream taper should be 20' O.C.

LEGEND

- SIGN LOCATION
- ▣ CHANNELIZING DEVICES
- ▢ PROTECTIVE VEHICLE - RECOMMENDED

TYPICAL SHOULDER CLOSURE - LOW SPEED (40 MPH OR LESS)
TCP 5

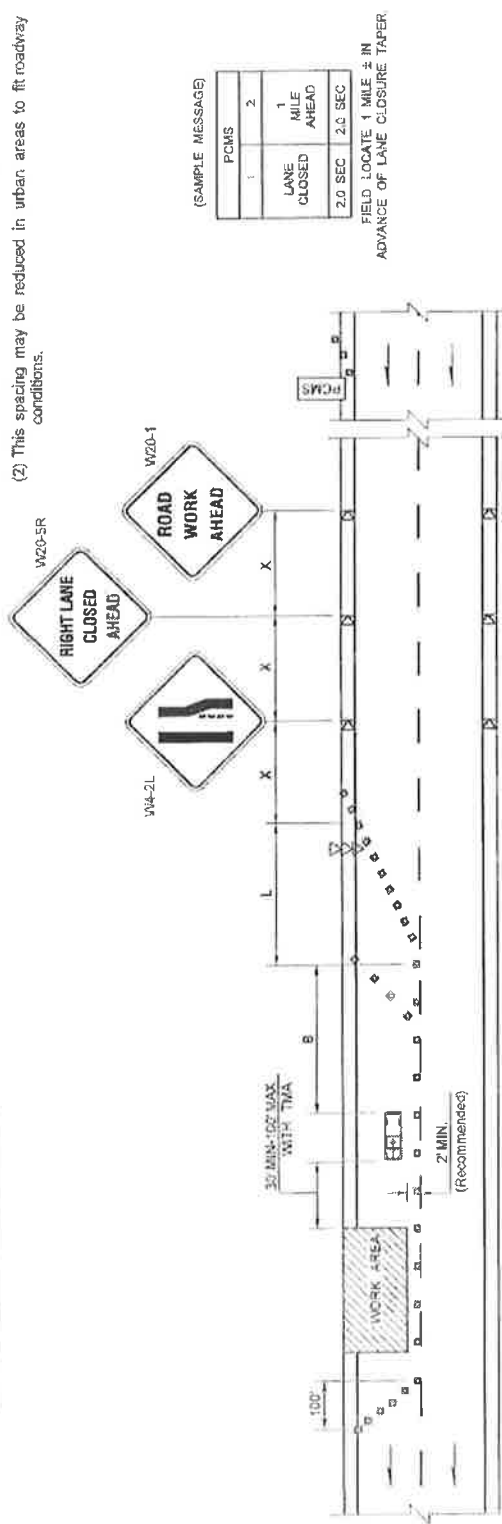
SIGN SPACING = X (FEET) (1)		
FREeways & EXPRESSWAYS	5570 MPH	1500'
RURAL HIGHWAYS	60AS MPH	800'
RURAL ROADS	45PS MPH	500'
RURAL ROADS & URBAN ARTERIALS	3540 MPH	350'
RURAL ROADS, URBAN ARTERIALS RESIDENTIAL & BUSINESS DISTRICTS	2530 MPH	200'± (2)
URBAN STREETS	25 MPH OR LESS	100'± (2)

Lane Width (feet)	MINIMUM TAPER LENGTH = L (feet)									
	25	30	35	40	45	50	55	60	65	70
10	105	150	205	270	450	500	550	-	-	-
11	115	165	225	295	495	550	605	650	-	-
12	125	180	245	320	540	600	660	720	780	840

LONGITUDINAL BUFFER SPACE = 3										
SPEED (MPH)	25	30	35	40	45	50	55	60	65	70
LENGTH (FOOT)	65	200	250	305	350	425	495	570	645	730

CHANNELING DEVICE SPACING (FEET)	
MPH	TANGENT
50-70	40
35-45	30
25-30	20

- (1) All spacing may be adjusted to accommodate interchange ramps, at-grade intersections, and driveways.
- (2) This spacing may be reduced in urban areas to fit roadway conditions.



NOTES

1. Protective vehicle recommended - may be a work vehicle. If a TMA is not available, the protective vehicle shall be strategically located in the field to shield workers and no roll ahead distance is specified.
2. Extend device taper across shoulder when shoulder width is 8 ft or more.
3. Devices should not encroach into adjacent lanes, see sheet TCD 3 for encroachment detail.
4. Use transverse devices in closed lane every 100' (recommended).
5. Traffic safety drums recommended for all tapers on high speed roadway. Refer to appendix 2-2 for additional device information.
6. When used, device spacing for the downstream taper should be 20' O.C.
7. Coordinate with region Traffic office for work hour restrictions.

LEGEND

- IN SIGN LOCATION
- ▷▷ ARROW BOARD
- ⊞ CHANNELING DEVICES
- PROTECTIVE VEHICLE
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TYPICAL SINGLE-LANE CLOSURE FOR MULTI-LANE ROADWAYS
TCP 3