

Contractor: SILVER SPUR

Location: VILLAGE BLVD ARDENNES WAY

Project Name: 3 PHASE SIGNAL SET

County: TOOELE

- GENERAL NOTES:**
1. LAYOUT IS NOT TO SCALE. THIS PLAN IS A STARTING POINT. ACTUAL FIELD CONDITIONS MAY REQUIRE ADDING OR SUBTRACTING SIGNS, DEVICES, AND PLACEMENT.

2. THIS TRAFFIC CONTROL PLAN IS SOLELY FOR THE USE OF ROAD SAFE TRAFFIC SYSTEMS ON THE PROJECT FOR WHICH IT WAS SUBMITTED.

3. THE PLAN IS NOT TO BE USED OR DISTRIBUTED FOR USE BY ANY OTHER ENTITY OR ANY OTHER PROJECT/LOCATION.ROADSAFE TRAFFIC DISCLAIMS ANY LIABILITY AND WARRANTY AS TO THE PLAN IF THE PLAN IS NOT IMPLEMENTED BY ROADSAFE TRAFFIC SYSTEMS.

4. USE MINIMUM SIGN SIZE OF 48 x 48 INCHES FOR DIAMOND WORK ZONE WARNING SIGNS.

5. USE AN ADDITIONAL W3-5 SETUP TO STEP DOWN THE SPEED IF MORE THAN A 20 MPH DROP IS REQUIRED. (MOVE TO SPEED RED. SHEET)

6. USE THE PRE-CONSTRUCTION POSTED SPEED LIMIT PRIOR TO WORK ZONE TO COMPUTE THE SIGN SPACING, TAPER

7. USE A DOWNSTREAM TAPER FOR OPERATIONS LONGER THAN 3 DAYS.
USE THE WORK ZONE POSTED SPEED LIMIT TO DETERMINE THE TANGENT SPACING FOR CHANNELIZING DEVICES.
LENGTH, BUFFER ZONE, LENGTH OF NEED FOR TEMPORARY BARRIER, AND WORK CLEAR ZONE DISTANCES.

8. ARROW BOARD PLACEMENT:
A. PLACE ARROW BOARD ON THE SHOULDER OF THE ROADWAY OR, IF PRACTICAL, FURTHER FROM THE TRAVELED LANE
B. REMOVE ARROW BOARD WHEN NOT BEING USED OR SHIELDED BEHIND A TRAFFIC BARRIER AND TURNED AWAY FROM TRAFFIC.
DELINEATE WITH RETROREFLECTIVE DEVICES.
PLACE ARROW BOARD IN FIRST 1/3 OF TAPER IN THE CLOSED LANE WHEN NO ADEQUATE SHOULDER IS AVAILABLE.
C. VERIFY THAT SIGN FACE IS ORIENTED TO FACE ONCOMING TRAFFIC.
DELINEATE WITH RETRORELECTIVE DEVICES IF THE PREVIOUS TWO OPTIONS ARE NOT FEASIBLE.

9. USE STEEL PLATE AHEAD SIGN (W8-24) IN ADVANCE OF PLATE WHEN STEEL PLATES ARE PLACED ON THE ROADWAY. PLACE BUMP SIGN (W8-1) WITH A DIAGONAL DOWNWARD POINTING ARROW (W16-7P) PLAQUE ADJACENT TO THE STEEL PLATE.

10. PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE (TPAR) IN THE FOLLOWING ORDER OF PREFERENCE:

11. PROVIDE THE DISTANCE 2L BETWEEN EACH MANEUVER FOR MULTIPLE LANE DROPS, SHIFTS OR BOTH.
C. PROVIDE A TPAR DETOUR WITH TRAILBLAZING SIGNS. SEE STD DWG TC 6D.
B. PROVIDE THE TPAR ON THE OTHER SIDE OF THE ROADWAY. SEE STD DWG TC 6D.
A. PROVIDE THE TPAR ON THE SAME SIDE OF THE ROADWAY AS THE DISRUPTED ROUTE UTILIZING SIDEWALK DIVERSION. SEE STD DWG TC 6C.

TRUCK MOUNTED ATTENUATOR ROLL AHEAD DISTANCES						
STATIONARY OPERATION DISTANCE (S)	< 45 MPH	< 45-55 MPH	> 55 MPH	< 45 MPH	< 45-55 MPH	> 55 MPH
	FT	FT	FT	FT	FT	FT
	100	125	175	75	100	150

TYPICAL PED DETOUR

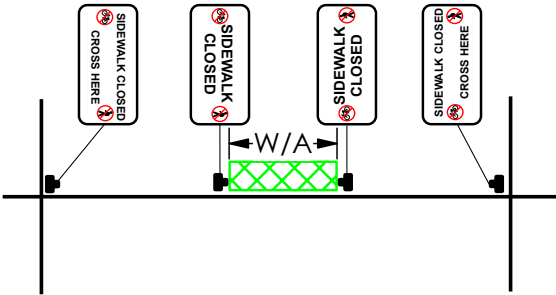


TABLE 2 WORK ZONE FLARE RATES TEMPORARY BARRIER		
POSTED MPH	C FT	D FT
80	480	1000
75	450	1000
70	420	1000
65	390	1000
60	360	500
55	330	500
50	300	450
45	270	400
40 OR LESS	160	300

TABLE 2 WORK ZONE FLARE RATES TEMPORARY BARRIER	
POSTED MPH	FLARE
70+	20:1
65	18:1
60	17:1
55	16:1
50	14:1
45	10:1
40 OR LESS	6:1

TAPER, BUFFER ZONE & SIGNS CHART

TERMINATION AREA	ROAD TYPE	MINIMUM TAPER (L)		BUFFER ZONE	MINIMUM SIGN SPACING			
					A	B	C	D
WORK AREA	NON INTERSTATE	30 OR BELOW	180'	200'	100'	100'	100'	100'
35		245'	250'	350'	350'	350'	350'	175'
40		320'	305'					
45'		540'	360'					
50		600'	425'					
55	INTERSTATE	660'	495'	500'	500'	500'	500'	250'
60		720'	570'					
65		780'	645'					
65		780'	645'					
70		840'	730'	1000'	1640'	2640'	500'	
75		900'	820'					

L = FOR MERGING TAPER
1/2L = FOR LANE SHIFT TAPER
1/3L = FOR SHOULDER CLOSURE TAPER
2L= FOR TANGENT BETWEEN TAPER

L= TAPER LENGTH IN FEET
W= WIDTH OF OFFSET IN FEET
S= SPEED IN MPH

LEGEND

● CHANNELIZING DEVICE

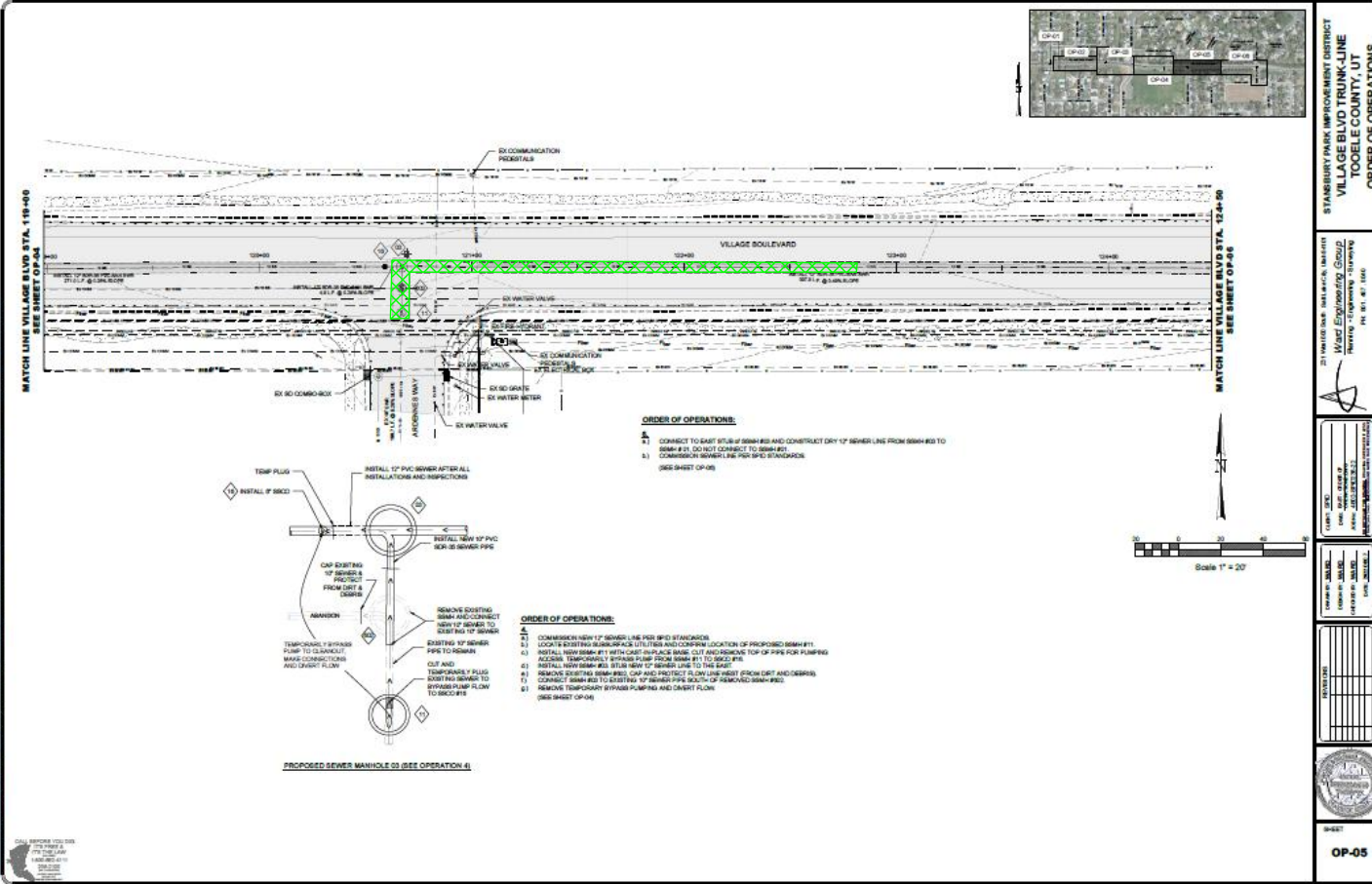
WORK SPACE

CONTACT INFO:	
NAME:	PHONE:
DISPATCH	801-282-9088

TAPER LENGTH FORMULAS

SPEED		FORMULA
FOR SPEEDS OF 40 MPH AND LESS		L= WS²/60
FOR SPEEDS OF 45 MPH AND GREATER		L=WS
SPEED	TAPER DEVICE SPACING	TANGENT DEVICE SPACING
25MPH	25'	50'
35MPH	35'	70'
45MPH	45'	90'
65MPH	65'	120'
70MPH	70'	120'
75MPH	75'	120'
80MPH	80'	120'

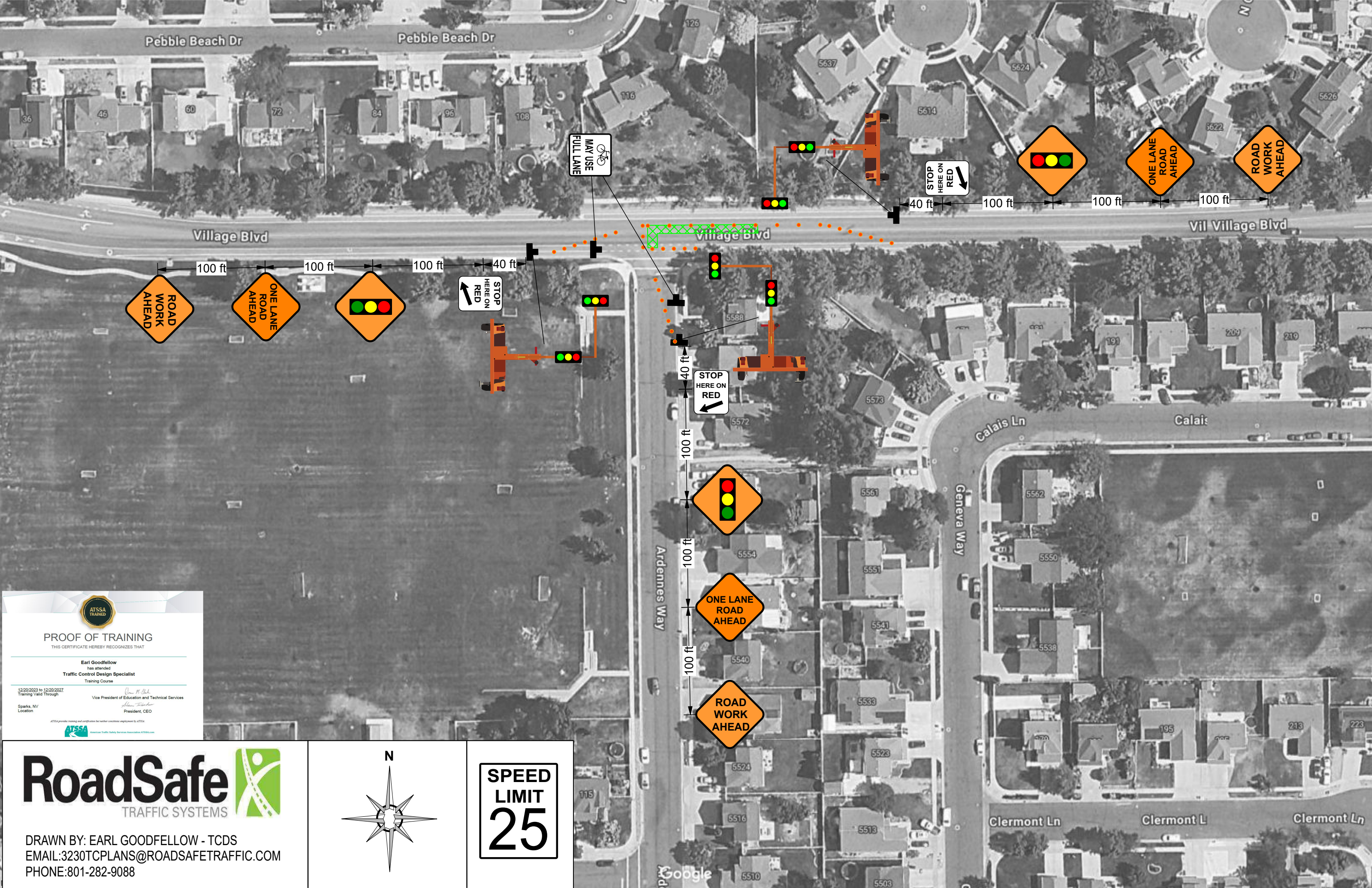
V I C I N I T Y M A P



STANDARD PLAN IMPROVEMENT DISTRICT
VILLAGE BOULEVARD
TOOELE COUNTY, UT
ORDER OF OPERATIONS

11 MAY 2016 10:00 AM
Kard Engineering Group
11 MAY 2016 10:00 AM
11 MAY 2016 10:00 AM

11 MAY 2016 10:00 AM
Kard Engineering Group
11 MAY 2016 10:00 AM
11 MAY 2016 10:00 AM





PROOF OF TRAINING
THIS CERTIFICATE HEREBY RECOGNIZES THAT

Earl Goodfellow
has attended
Traffic Control Design Specialist
Training Course

12/20/2022 to 12/20/2027
Training Valid Through

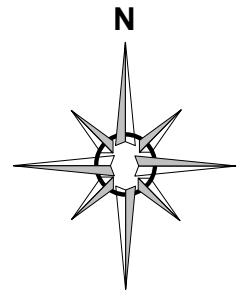
Sparks, NV
Location

Don H. Bick
Vice President of Education and Technical Services
ATSSA
American Traffic Safety Services Association ATSSA.com



RoadSafe
TRAFFIC SYSTEMS

DRAWN BY: EARL GOODFELLOW - TCDS
EMAIL: 3230TCPLANS@ROADSAFETRAFFIC.COM
PHONE: 801-282-9088



N

**SPEED
LIMIT**
25