

Temporary traffic control plan design and special provisions

Minimum requirements

Work must be completed under the direct supervision of a Minnesota licensed professional civil engineer.

Description

A temporary traffic control plan includes traffic control strategies (such as detours, lane closures, worker protection, shifts and bypasses, road closures, etc.) utilizing signs, pavement markings, signals, lighting, and intelligent transportation systems for all modes of traffic (including bicycles and pedestrians).

Temporary Traffic Control Plan Design projects are categorized by levels of complexity. Listed below are typical impacts or traffic control methods for each of the levels. It is highly recommended that county traffic staff be consulted to determine which consultant level to utilize.

Level 1 (Highly Complex)	Level 2 (Moderately Complex)	Level 3 (Simple)
<ul style="list-style-type: none"> • Major Bridge Crossing • Multi stage • Lane shifts / reductions • Temporary pavement markings • Temporary barrier(s) with attenuation • Road / ramp closures • Detours • Median cross overs • Pedestrian and bike impacts, including bypasses, closures and detours • Americans with Disability Act (ADA) upgrades with significant pedestrian route impacts • Business impacts, including business signing design and placement • In-place signing modifications (ground mounted and overhead) • Complex Intelligent Work Zone applications 	<ul style="list-style-type: none"> • Multi and single stage • Lane shifts / reductions • Temporary pavement markings • Temporary barrier(s) with attenuation • Road / ramp closures • Detours • Pedestrian and bike impacts, including bypasses, closures and detours • Americans with Disability Act (ADA) upgrades with limited pedestrian route impacts • Business impacts, including business signing design and placement • In-place signing modification (ground mounted and overhead) • Simple Intelligent Work Zone applications 	<ul style="list-style-type: none"> • Single stage • Mill and Overlay • Short term / intermediate lane / shoulder closures • Road closures • Detours

Standards and specifications

May include the following:

- Minnesota Statute 169
- MN Manual on Uniform Traffic Control Devices (MN MUTCD)
- MnDOT Traffic Engineering Manual (TEM)
- MnDOT Standard Specifications for Construction and Technical Memo's
- MnDOT Boiler Plate Special Provisions
- Transportation Management Plan (TMP)
- MnDOT Standard Signs Manual
- All work completed must meet Hennepin County's CADD Standards, including the use of Bentley OpenRoads Designer Connect Edition.
- Plans will be delivered at 30 percent, 60 percent complete, 90 percent complete, and final stages, or as dictated by an associated road design project deliverables schedule.

- The plans, special provisions, and engineer's estimate will be accurate and in accordance with the standards listed above.
- The deliverables will use the proper formats, symbols, abbreviations, etc.
- The design will be adequate for the need while at the same time not over-designed.
- Plan sheets must be provided in PDF and Bentley OpenRoads Designer Connect Edition electronic files with proper level assignments.
- Text documents must be provided in Microsoft Word format.
- Spreadsheets must be provided in Microsoft Excel format.

Typical services

Project deliverables may include the following:

- A temporary traffic control plan document that includes:
 - A title sheet;
 - Statement of estimated quantities;
 - Traffic control devices data boxes tabulating all estimated quantities;
 - Special provisions for defining special requirements for the construction or changes from the standard specification for construction;
 - Engineer's estimate including quantities tabulation and estimate for construction cost;
 - Roadway plan sheets;
 - Supporting documentation including meeting minutes, correspondence, applicable calculations etc.; and
 - Temporary traffic control placement details.