

TRAFFIC-MAINTENANCE QUESTIONNAIRE
English-Units Project

, 20

MEMORANDUM

TO:

District Deputy Director

ATTENTION:

District Traffic Office Manager

ATTENTION:

District Design Office Manager

FROM:

Project Manager

SUBJECT:

Traffic Maintenance for English-Units Project

Route:

Des.:

Project No.:

Bridge File:

Location:

County:

Description:

We are preparing plans for the project identified above and are in the process of evaluating the relative merits of a temporary bridge and runaround, maintaining traffic through the project limits, or a detour during the construction period. In order that district input may be considered in this decision, we ask that you complete the blanks in this memorandum and return it to:

Project Manager
Indiana Department of Transportation
100 North Senate Ave., Room N642
Indianapolis, IN 46204-2216

If a detour is recommended, please submit the official detour map and signage with this memorandum with the blanks filled in. If the official detour route is totally over local roads, please initiate early coordination with the affected local public agency or agencies regarding the unofficial detour route.

The Engineer's Report recommended the following:
a temporary runaround should be used;

traffic should be maintained through the project limits;
 an official detour should be used.

The AADT during the construction year is

A. TRAFFIC-MAINTENANCE OPTIONS ANALYSIS

1. OPTION 1: TEMPORARY RUNAROUND

RUNAROUND COMPUTATIONS FURNISHED BY DESIGNER

Length of Runaround, ft* x Cost per Foot**	ft x \$ = \$
Length of Temporary Bridge x \$1,000/ft or Cost of Pipe	ft x \$1,000 = \$ \$
Total Runaround Cost (Total Cost Option 1)	\$

* Length of Runaround = Distance from tie-in point to tie-in point minus Length of Temporary Bridge.

** For average fill height ≤ 6 ft, use \$120/ft
 For average fill height > 6 ft, increase as necessary

2. OPTION 2: TRAFFIC MAINTAINED THROUGH PROJECT LIMITS

Length of Roadway Treatment, ft* x Cost per Foot*	ft x \$ = \$
Length of Temporary Concrete Barrier x Cost per Foot	ft x \$ = \$
Cost of Crossovers	\$
Total Maintained-Traffic Cost (Total Cost Option 2)	\$

3. OPTION 3: INDOT-ROUTES OFFICIAL DETOUR

- a. Best available official detour route over INDOT routes:
- b. Extra distance to be traveled by through traffic using this route: mi
- c. Percent of the traffic which would use this detour route: %
- d. Road(s) that would be used as an unofficial detour route:

- (1) Existing condition and type of pavement for each road, (i.e., good, very good, rutted, gravel, asphalt, etc.)
- (2) Distance over the above unofficial detour route: mi

INDOT-ROUTES OFFICIAL-DETOUR COMPUTATIONS

<u>Detour</u>	<u>Through</u>	<u>Local</u>
Detour Duration (days)		
Extra Distance (mi)		
Vehicles per Day		
User Cost per Mile	\$0.30	\$0.30
Total User Cost	\$	\$

User Cost = Detour Duration x Extra Distance x Vehicles per Day x \$0.30/mi

- e. Total User Cost = Through User Cost + Local User Cost. Therefore, Total User Cost = \$.
- f. Estimated payment to local public agencies due to use of unofficial detour route = \$.

Total Cost Option 3 (e + f) \$

4. OPTION 4: LOCAL-ROADS OFFICIAL DETOUR

- a. Best available official detour route over local roads. It is feasible for this route to include one or more INDOT routes.
- b. Extra distance to be traveled by through traffic using this route: mi
- c. Percent of the traffic which would use this detour route: %
- d. Cost to upgrade the local roads to accommodate INDOT traffic:
\$
- e. Existing condition and type of pavement for each road. (i.e., good, very good, rutted, gravel, asphalt, etc.)

LOCAL-ROADS OFFICIAL DETOUR COMPUTATIONS

<u>Detour</u>	<u>Through</u>	<u>Local</u>
Detour Duration (days)		

Extra Distance (mi)		
Vehicles per Day		
User Cost per Mile	\$0.30	\$0.30
User Cost	\$	\$
Cost to Improve Local Roads (See Item 3b)	\$	n/a

User cost = Detour Duration x Extra Distance x Vehicles per Day x \$0.30/mi

Total User cost = Through User Cost + Local User Cost + Cost to Improve Local Roads. Therefore, Total Cost Option 4 = \$

B. AFFECTS OF PROJECT WORK ON PUBLIC SERVICES

1. TIME DELAYS

Fire and police protection: min
Emergency medical service: min
Postal service: min

2. SCHOOL BUSES

Number of school buses using the facility per day:
Additional travel distance required per bus: mi
Total additional school-bus travel distance required mi

3. BUSINESSES AND PUBLIC FACILITIES

Businesses or public facilities which are sensitive to the presence of this road work, and the degree of impact the work would have:

C. DISTRICT RECOMMENDATION

1. RECOMMENDATION:

Rationale for this recommendation if it is different than what is included in the Engineer's Report:

2. DETOUR ROUTE MARKER ASSEMBLIES:

If an official detour is recommended, detour route marker assemblies will be required.

3. MAP OF OFFICIAL DETOUR:

If an official detour is recommended, a map of the detour with sign locations is shown on an accompanying sheet.

