Index 102-655 Traffic Pacing

Design Criteria

FDOT Design Manual (FDM), *FDM 240 and 242*

Design Assumptions and Limitations

Traffic pacing is a temporary traffic control technique to allow short duration work operations by pacing traffic at a slow speed upstream of the work zone. This technique is frequently used for installing overhead sign structures and utility crossings, replacing sign panels, setting bridge beams, and moving large vehicles/equipment across the roadway.

Index 102-655 provides the minimum requirements for traffic pacing operations on the State Highway System.

See ***FDM 240*** and ***FDM 242*** and the FDOT '*Traffic Pacing*' Excel Program for additional information and assistance the preparation of the Traffic Pacing Report. The program is located the Department's temporary traffic control resources web page: ***TTC Resource Download Library***.

Evaluate the actual distance required for the pacing operation based on site specific features including roadway geometrics, pacing speeds, regulatory speeds, interchange spacing, work duration, availability of traffic control officers, traffic volumes and maximum queue length.

Consider the speed of the pacing vehicles, the location of entrance ramps, horizontal and vertical alignment of the facility when designating the starting point of the traffic pacing operation.

Refer to ***Index 102-100***, if temporary barrier wall is required to protect pre-positioned and assembled materials in the right-of-way.

Assume the following number of traffic control officers for each location and function in the table below.

No. of Traffic Control Officers	Function	Location
1 (min.)	Supervisor	Work Area
1	Lead vehicle	Mobile Operation
1 (per travel lane)	Pacing Operation	Mobile Operation
1	Advanced Warning to Motorist	Stationed at the Beginning of Pacing Operation
1 (per entrance ramp)	Entrance Ramp Roadblocks	Each of the entrance ramps upstream of the work area

See the ***Example*** below for the initiation and execution of a pacing operation for one direction of a four-lane divided roadway.

Plan Content Requirements

Develop a site-specific Traffic Control Plan for each pacing operation location.

Specify the activities, locations, and times when pacing will be allowed.

Show the minimum number of traffic control officers needed for each function and location of the pacing operation.

Specify if there are work activities that must be completed prior to the contractor starting the work anticipated during the pacing operation.

Show the number and location of portable changeable message signs (PCMS).

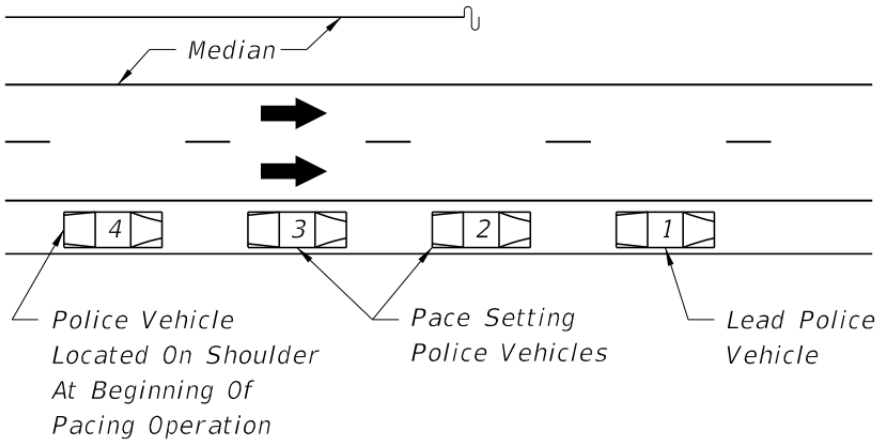
Designate the last safe exist (egress) location prior to pacing operation that traffic may use the avoid the operation.

Payment

Item number	Item Description	Unit Measure
102- 14-	Traffic Control Officer	HR

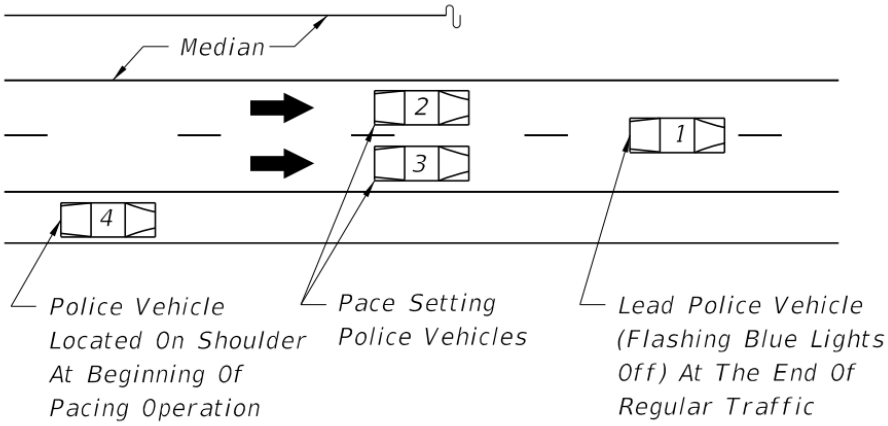
See the ***BOE*** and ***Specifications 102*** for additional information on payment, pay item use and compensation.

Example: (*Mainline Pacing Details for One Direction of a Four-lane Divided Roadway*)



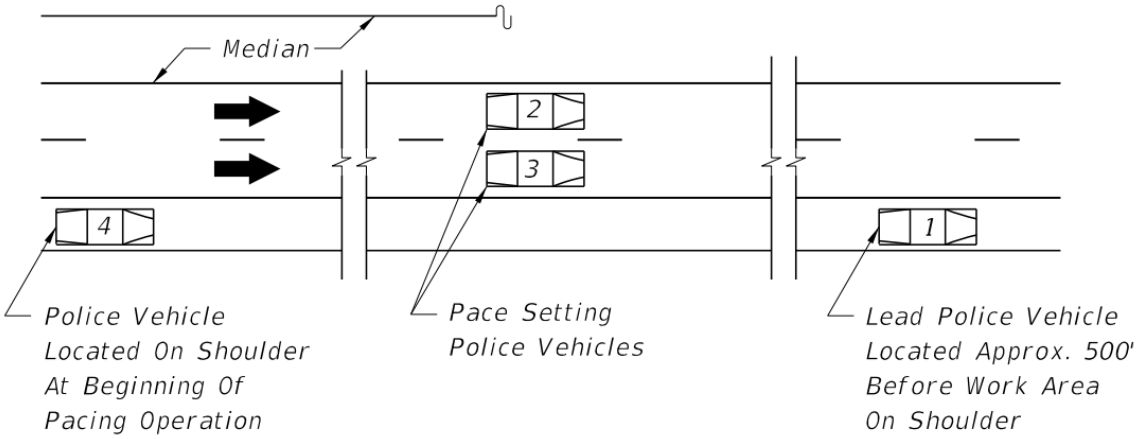
STAGE ONE

1. *Four police vehicles located upstream of the work area at the beginning location of the traffic pacing operation with flashing blue lights off.*



STAGE TWO

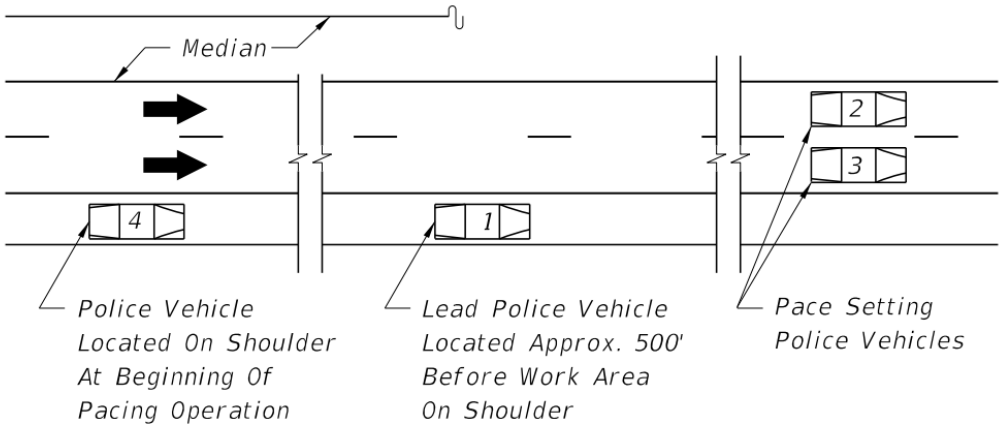
1. *Once the police vehicles are in place and the traffic control officer supervisor at the work area notifies all officers to begin the traffic pacing operation, the last three police vehicles shall turn on their flashing blue lights. The first three police vehicles shall enter the travel lanes with the second and third police vehicles immediately forming a side by side "pacing operation" of all lanes behind the lead police vehicle (flashing blue lights off).*



STAGE THREE

1. The two pace setting police vehicles shall begin to slow to the pacing speed (20 mph is preferred, 10 mph minimum), for the duration of the traffic pacing operation.

2. The lead police vehicle (flashing blue lights off) shall match the speed of the last vehicles ahead of the pacing vehicles and continue following traffic until a point approximately 500' in advance of the work area. The lead police vehicle shall then come to a complete stop on the right shoulder and turn on its flashing blue lights. If required, crash truck(s) with rear mounted impact attenuator(s) and changeable message sign(s) shall move into the travel lanes approximately 200 ft. upstream of the work area with the impact attenuators down and operating once traffic has cleared the work area.



STAGE FOUR

1. When the pace setting police vehicles are within approximately two miles of the work area they shall notify the onsite traffic control officer supervisor who will immediately inform the contractors on site supervisor of their location. Once the contractors on site supervisor has been notified of the pacing vehicles location, the contractor shall begin to clear the travel lanes of all equipment and debris in order to reopen all travel lanes.

2. In case of emergency the pace setting police vehicles shall come to a complete stop once they reach the lead police vehicle. If no emergency is encountered, the crash truck(s) shall be moved from the travel lanes and the two pace setting police vehicles shall clear the work area and immediately move to the right shoulder or an area designated by the traffic control officer supervisor and turn off the flashing blue lights. Once the two pace setting police vehicles pass the work area, the traffic control officer supervisor shall instruct the lead and last police vehicles to turn off their flashing blue lights.