

General Comments

1. Change "PCR" (Pedestrian Crossing Roadway) signs to Pedestrian sign (MUTCD W11-2), black on orange. Change "PCR" to "PED" within legend boxes and the drawing field and adjust quantities.
2. Pedestrian signs (W11-2) posted at the pedestrian crossings shall have a downward diagonal arrow plaque (MUTCD W16-7P), also black on orange.
3. Advanced pedestrian signs (W11-2) shall have an AHEAD plaque (MUTCD W16-9P).
4. All Pedestrian signs shall be post mounted. Replace "Event Ahead" signs in advance of pedestrian crossings with Pedestrian signs and AHEAD plaque where noted. Pedestrian crossing flaggers will coordinate traffic control with nearby access flaggers when necessary to stop traffic for each approach.
5. Include in the heading for each page what that page represents, e.g. "Southbound contingency route ingress," "Southbound contingency and primary route ingress," etc.
6. Include on each page what each route color represents, similar to what is found at the bottom right on TTCP page 1.
7. All sheets: Add MUTCD sign designations to all signs within the legends.
8. TTCP Pages 2 through 8: Add flow triangles if not present. Remove lane directional arrows.
9. TTCP Pages 9 through 12: Label each flagger box with page number where flagger station can be found for details, e.g. "See Sheet 8."
10. All traffic control signs shall be in place two days prior to event opening for review by Marion County Traffic Engineering Staff.
11. If Type ST-2 sign supports are used, the entire assembly, including the anchors shall be removed after the event.
12. Pages 2, 3, 5, 6, 7 and 8 shall include language that STOP signs will be covered when intersection is being flagged, as provided in the note on Page 4.
13. If the cover letter is to accompany the TTCP, then the first paragraph of the "ODOT Rail Division and Portland and Western Railroad" section should be clarified by amending the "flaggers to be available in standby mode" statement to reflect that the flaggers will be at their assigned station and ready to work when notified by the PNWR flagger that a train is coming.

TTCP Cover Page 1

- Second bullet item - change "flex post with reflectors" to "white tubular markers."

TTCP Page 2

- Change sign spacing to 500' for each three sign setup.

- Add a three sign setup for westbound traffic in advance of flagger at entrance to Section D.
- In the legend, change “360 degree reflective flex posts” to “white tubular markers.”
- Remove the EA sign on westbound Talbot Road in advance of intersection with Jorgenson Road and adjust sign quantities.
- Include the distance from Jorgenson Road to Section D access.

TTCP Page 3

- The southeast bound flagger signs on Ankeny Hill Road shall have a spacing of 500’.
- The southwest bound flagger signs on Ankeny Hill Road shall have a spacing of 260’.
- The northeast bound flagger signs on Wintel Road shall have a spacing of 500’.
- Add a “Stop sign will be covered during active flagging operations” note similar to the note on Page 4.

TTCP Page 4

- Provide detail for “EVENT TRAFFIC” (L, S or R) custom signs and designate sheeting as “Type A4.”

TTCP Page 5

- Add an ETR sign on Sidney Road in advance of intersection with Buena Vista Road.
- The flagger station at the PNWR crossing requires Event Ahead, Be Prepared to Stop, and Flagger Ahead signs spaced 500’ apart in advance from both directions. Flagging at PWRR crossings shall be operational Thursday August 15, 2019 through Sunday August 18, 2019 from 3:00 p.m. until 7:00 p.m. or later if deemed necessary by the traffic control supervisor.
- Remove the ETS and EA signs on southwest bound Buena Vista Road in advance of Wintel Road.
- Remove the EA sign on northeast bound Buena Vista Road in advance of Wintel Road
- Add a BPTS sign between the EA and FA signs in advance of PNWR crossing on Wintel Road for southeast bound traffic at a spacing of 500’.
- Add EA, BPTS and FA signs for the PNWR crossing on Wintel Road for northwest bound traffic.
- Include RCTT in the legend and include MUTCD designation.
- Label the orange line type as on previous sheets.
- Adjust sign quantities.

TTCP Page 6

- Change the sign spacing on northbound Ankeny Hill to 200’.
- Add an EA sign 200’ in advance of the northbound BPTS sign on Ankeny Hill Road.
- Adjust sign quantities.

TTCP Page 7

- Add an EA sign 500’ in advance of BPTS for northbound Jefferson Hwy 99E in advance of the intersection with Ankeny Hill Road and adjust sign quantities.

TTCP Page 8

- Remove the EA sign on eastbound Talbot Road in advance of the flagger station at Westside Lane and adjust sign quantities.
- Spacing of the remaining BPTS and FA signs on eastbound Talbot Road in advance of the flagger station at Westside Lane shall be 500’.
- Label Westside Lane.
- Jorgenson Road should be depicted with an orange/teal line similar to Talbot Road.
- Change the sign spacing note above the sign quantities from 100’ to 100’/500’.

TTCP Page 9

- Refer to #9 in General Comments.

TTCP Page 10

- Add two leader “arrows” on the flagger box at the intersection of Talbot Road and Westside Lane to indicate the two flaggers on Jorgenson Road, similar to the flagger box on Page 9.
- Refer to #9 in General Comments.

TTCP Page 11

- Delete “Exit 243” from the header as this page is for multiple ingress routes
- Refer to #9 in General Comments.

TTCP Page 12

- Show the PCMS and proposed message on I-5 southbound.
- Label each flagger as either PWRR flagger or Roadway Flagger.
- Show PNWR flagger as singular, not plural.
- Refer to #9 in General Comments.

TTCP Page 13

- No Comments.

TTCP Page 14

- Show the south-most crosswalk on Jorgenson Road at the northern end of section C crossing to the drop-off location as identified on Page 15.

TTCP page 15

- In the legend, there are two EA signs, and one has a red diamond. Please clarify or remove if not needed.

TTCP Page 16

- The diagram indicates two flaggers at the pedestrian crossing; we think one flagger will suffice.
- Add post mounted Pedestrian sign with AHEAD plaque southbound 325' in advance of pedestrian crossing per MUTCD Table 2C-4.
- Replace the EA sign northbound with a post mounted Pedestrian sign with AHEAD plaque.
- Sign spacing for the flagger station at Gate 3 Primary southbound Wintel Road shall be 500'.
- Provide the distance between Access 2 and Access 3.

TTCP Page 17

- The sign spacing on Wintel Road eastbound in advance of the pedestrian crossing shall be 500'.
- Sign spacing on Wintel Road westbound in advance of flagger shall be 150'.
- The pedestrian crossing on Wintel Rd shall be 50' minimum from any vehicle access. Please adjust the pedestrian crossing and Access 4, if necessary. Relocation of the pedestrian crossing to the west is preferred to accommodate sign spacing requirements.
- Add a post mounted Pedestrian sign with AHEAD plaque west of Access 5 in advance of pedestrian crossing on westbound Wintel Road.
- Remove the PCR sign and associated spacing distance on northbound Jorgenson Road south of Wintel Road.
- The diagram indicates two flaggers at the pedestrian crossing; we think one flagger will suffice.
- Please provide spacing distances between the accesses as well as the flagger station referenced from some identifiable location.
- Install a post mounted Pedestrian sign with AHEAD plaque 325' in advance of crosswalk per MUTCD Table 2C-4 for eastbound traffic on Wintel Road.

- Sign spacing on northbound Jorgenson Road should be 500'. However, without a distance to Accesses 8/9 specified, it is difficult to determine whether that spacing requirement can be met. Please contact the Marion County Public Works Traffic Engineering section to discuss this.
- Adjust the sign quantities.

TTCP Page 18

- The diagram indicates two flaggers at the north-most pedestrian crossing; we think one flagger will suffice
 - Replace both EA signs with post mounted Pedestrian signs with AHEAD plaques.
 - Replace PCR signs with post mounted Pedestrian signs with downward diagonal arrow plaques.
 - Adjust the legend and equipment count.
- The diagram indicates two flaggers at the south-most pedestrian crossing; we think one flagger will suffice.
 - Replace both EA signs with post mounted Pedestrian signs with AHEAD plaques.
 - Replace PCR signs with post mounted Pedestrian signs with downward diagonal arrow plaques.
 - Adjust the legend and equipment count.
- Provide the distance from Accesses 8/9 and 11 referenced to some identifiable location

TTCP Page 19

- Consider closure of the southbound Talbot Road off-ramp as well. Concern has been expressed that southbound event traffic will bypass the Ankeny Hill Road exit and route to Talbot Road, especially on the second, third and fourth days.
- For TTCP requirements within ODOT jurisdiction, refer to ODOT Region 2 and District 4 Comments.