

Work Zone Safety & Mobility Implementation Guide

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List of Acronyms

AADT	Annual Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
ATSSA	American Traffic Safety Services Association
CCTV	Closed-Circuit Television
CFR	Code of Federal Regulations
CMS	Changeable Message Sign
DMS	Dynamic Message Sign
EOP	Emergency Operating Procedures
FHWA	Federal Highway Administration
FR	Federal Register
HAR	Highway Advisory Radio
HOV	High Occupancy Vehicle
ITE	Institute of Transportation Engineers
ITS	Intelligent Transportation System(s)
MASH	Manual for Assessing Safety Hardware
MOTAA	Maintenance of Traffic Alternative Analysis
MOT	Maintenance of Traffic
MUTCD	Manual on Uniform Traffic Control Devices
NCHRP	National Cooperative Highway Research Program
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
PI	Public Information
PPCBR	Portable Precast Concrete Barrier Rail
QA	Quality Assurance
TRB	Transportation Research Board
TTC	Temporary Traffic Control
TMA	Transportation Management Area
TMC	Transportation Management Center
TMP	Transportation Management Plan
TO	Transportation Operations
USDOT	United States Department of Transportation

Table of Contents

List of Acronyms

1.0 Introduction

- 1.1 Authority
- 1.2 Purpose
- 1.3 Scope
- 1.4 Definitions
- 1.5 Project Significance Assessment
 - 1.5.1 Determination of Project Significance
 - 1.5.2 Types of TMPs
- 1.6 Audience
- 1.7 Update Procedure
- 1.8 Fundamental Principles
- 1.9 Responsibility
- 1.10 References

2.0 Policy

- 2.1 Applicable NRS for work zone
- 2.2 Transportation Policy Referenced
- 2.3 Transportation Management Plan Certification
- 2.4 Standard Specifications Applicable to Work Zones
 - 2.4.1 Public Traffic Delay
 - 2.4.2 Detour Routes
 - 2.4.3 Signal Management Operations
 - 2.4.4 Temporary Lighting
 - 2.4.5 Flagger Illumination
 - 2.4.6 Temporary Traffic Signals
 - 2.4.7 Business Access
- 2.5 Policies Applicable to Work Zones
 - 2.5.1 Temporary Speed Reduction
 - 2.5.2 Positive Protection Devices
 - 2.5.3 Uniformed Law Enforcement
 - 2.5.4 Work Zone ITS

3.0 Training Requirement

- 3.1 General

4.0 Development of Transportation Management Plan (TMP)

- 4.1 Planning Development of TMP
 - 4.1.1 General
 - 4.1.2 Development
 - 4.1.2.1 Project Budget
 - 4.1.2.2 Scope of Work
- 4.2 Preliminary Development of TMP
 - 4.2.1 General
 - 4.2.2 Develop TMP

- 4.2.2.1 Create TMP Team
- 4.2.2.2 Identify Stakeholders
- 4.2.2.3 Compile Project Material
- 4.2.2.4 Determine TMP Needs
- 4.2.2.5 Preliminary Traffic Control Meeting
- 4.2.3 Outcome
 - 4.2.3.1 Determine Project Significance
 - 4.2.3.2 Preliminary Work Zone Strategies
 - 4.2.3.3 Validate Scope and Budget
- 4.2.4 Resources

4.3 Intermediate Development of TMP

- 4.3.1 General
- 4.3.2 Develop TMP
 - 4.3.2.1 TTC Intermediate Plan Development
 - 4.3.2.2 TO Intermediate Plan Development
 - 4.3.2.3 PI Intermediate Plan Development
- 4.3.3 Outcome
- 4.3.4 Resources

4.4 Final Development of TMP

- 4.4.1 General
- 4.4.2 Finalize TMP
- 4.4.3 Outcome

4.5 TMP Documentation

- 4.5.1 General
- 4.5.2 Responsibilities
- 4.5.3 Potential Elements in a TMP Document

5.0 Implementation of TMP

- 5.1 General
- 5.2 Processes and Personnel
- 5.3 Outcome
- 5.4 Post Construction Reviews

6.0 Incident Management

- 6.1 General
- 6.2 Development
- 6.3 Outcomes

Appendix A – Strategy Tables

Appendix B – TMP Examples

Appendix C – Work Zone Speed Reduction Countermeasure Matrix

Work Zone Safety and Mobility Implementation Guide

1.0 Introduction

1.1 Authority

The Federal Highway Administration (FHWA) published the Work Zone Safety and Mobility Rule (the Rule) on September 9, 2004 in the Federal Register (69 FR 54562). This Rule updates and renames the former regulation on “Traffic Safety in Highway and Street Work Zones” in 23 CFR 630, Subpart J referred to as “Work Zone Safety and Mobility Rule” and Sub part K referred to as “Temporary Traffic Control Devices Rule”. The Safety and Mobility Rule was effective January 1, 2008 and subpart K was effective March 1, 2009. The Nevada Department of Transportation is authorized by N.R.S. 408.100 (Declaration of legislative intent.), N.R.S. 408.210 (Powers of director: Closing and construction of highways; removal of encroachments.) and N.R.S. 408.423 (Permit required to excavate state highway; exception; fee.) to implement the Rule.

1.2 Purpose

Establish the fundamental principles, roles, responsibilities and procedures for systematically addressing the safety and mobility impacts of work zones and developing strategies to help manage these impacts. The principals and procedures of the Rule and Work Zone Safety and Mobility Implementation Guide are to be followed by each District and Division.

The Work Zone Safety and Mobility Implementation Guide supersede all policies and procedures previously established for Temporary Traffic Control and Temporary Traffic Control Zones (Work Zones).

1.3 Scope

While the Rule applies specifically to Federal-aid highway projects, it is the Nevada Department of Transportation’s intent to follow this rule for all work zones on state maintained roadways. These procedures shall be implemented on all federal and non-federal aid construction and maintenance projects, including those administered by Local Public Agencies (LPA) anticipated to have work zone impacts.

1.4 Definitions

Informal Project - A project estimated to cost less than \$250,000. Approval for informal TMPs may be granted by the District Traffic Engineer residing over the area where the project is constructed.

Significant Project - Is defined as one that, alone or in combination with other concurrent projects nearby is anticipated to cause sustained work zone impacts greater than what is considered tolerable based on NDOT guidelines and engineering judgment. All **Significant Projects** require a Transportation Management Plan (TMP) consisting of a Temporary Traffic Control plan, a Transportation Operations plan and Public Information strategies.

Transportation Management Area (TMA) - Is an urbanized area with a population of more than 200,000 residents. In Nevada these areas are Las Vegas and Reno. The following counties will also be considered as a TMA urbanized area: Clark, Carson, Douglas, Lyon, Storey and Washoe. In the TMA urbanized areas, any project located on an interstate or US designated roadway will be considered significant.

Transportation Management Plan (TMP) - Lays out a set of coordinated transportation management strategies and describes how they will be used to manage the work zone impacts. A TMP is required on all projects and may be comprised of one or more of the following elements; a Temporary Traffic Control (TTC) plan, Transportation Operations (TO) strategies and Public Information (PI) strategies. These elements are integrated into a single document that demonstrates an understanding of site specific issues and project requirements. A TMP shall make provision for updates and revisions throughout the project lifecycle to address issues as they occur.

Temporary Traffic Control (TTC) Plan - TTC plan is used for managing traffic through a work zone. The TTC will follow NDOT and Federal Standards and Guidance for the layout and placement of traffic control devices, signs, and related equipment for the project. The degree of detail in the TTC would depend on the project complexity and traffic interference with construction activity.

Temporary Traffic Control Zone (Work Zone) – The area of a roadway with construction, maintenance, or utility work activities. A work zone is typically marked by signs, channelizing devices, barriers, pavement markings, and/or work vehicles. It extends from the first warning sign or high-intensity rotating, flashing, oscillating, or strobe lights on a vehicle to the END ROAD WORK sign or the last TTC device.

Transportation Operations (TO) Strategies - The TO component addresses transportation operations strategies that will be used to ease work zone impact areas. The TO component contains agreements or instructions between stakeholders that describe how a transportation asset is to be used or modified during the construction of a project.

Public Information (PI) Strategies - The PI component consists of strategies that address communication with the public and concerned stakeholders, before and during the project. The PI plan will inform those affected by the project of anticipated work zone impacts and changing conditions.

Incident Management Plan - An Incident Management Plan is intended to address unplanned events or incidents for significant projects to ensure incident response operations within the work site are managed effectively. It identifies priorities and procedures for detection and response to incidents with the goal of safeguarding the public and restoring traffic flow as quickly as possible. The plan should define a process of regular review and analysis to identify actions that will reduce incident frequency and severity.

1.5 Project Significance Assessment

In accordance with the Rule and NDOT's objectives, all projects necessitating work zone establishment under NDOT jurisdiction and oversight shall follow the procedures in this Manual. A project that is deemed "significant" requires a high level of work zone impact mitigation including Temporary Traffic Control Strategies, Transportation Operations Strategies, and Public Information Strategies. A project that is not found to be "significant" requires fewer mitigation strategies. The most basic projects require only a work zone traffic control plan.

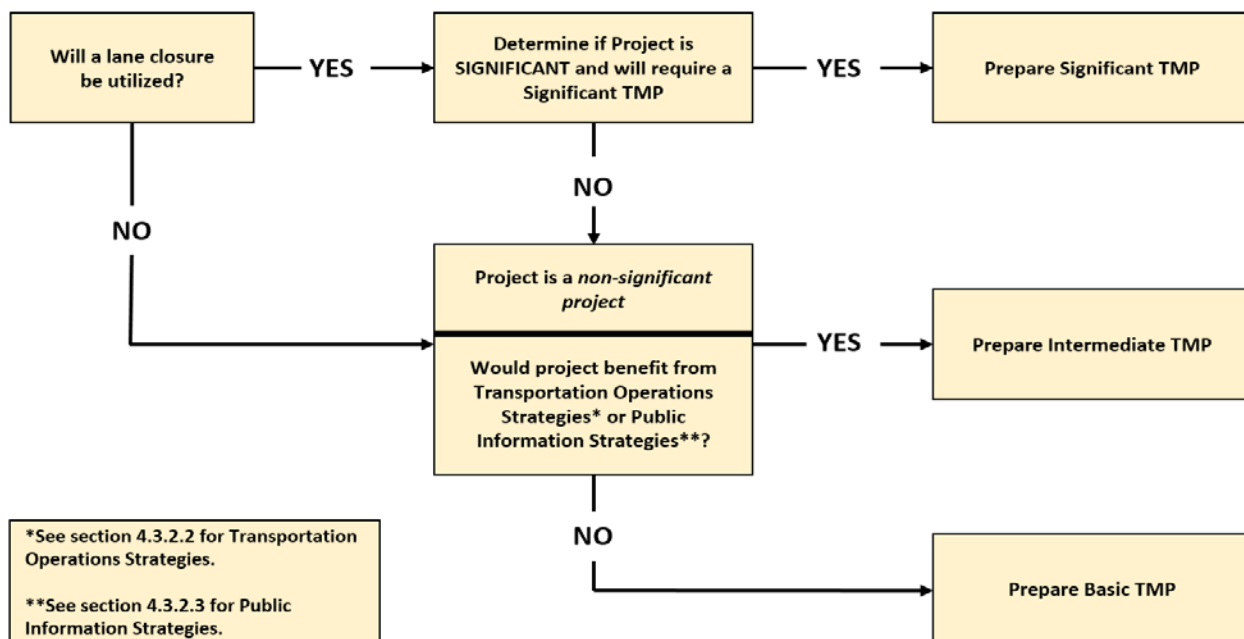
The first step in developing a Transportation Management Plan (TMP) for a work zone is to determine the level of TMP to be applied. This is referred to as the Project Significance Determination. This procedure determines whether a project is defined as Significant or Non-Significant. It should be noted that if a project is determined to be Significant, it does not necessarily mean that the development of the TMP will be a time-consuming or exhausting effort. If a project is determined to be Significant, it simply means that additional mitigation strategies should be implemented to reduce congestion and improve safety within the work zone. Often, these strategies are things that NDOT is already doing for many work zones. Excluded projects and types of work for which standing TMPs may be used are discussed in 1.5.2 below.

In order to complete the TMP, the project is categorized into one of three separate groups:

- a) **Significant Project** - Requires a high level of work zone impact mitigation. Requires consideration and use of all three TMP strategies to help mitigate the impacts of a significant project:
 - Temporary Traffic Control Strategies (TTC)
 - Transportation Operations Strategies (TO)
 - Public Information Strategies (PI)
- b) **Intermediate Project** - Requires additional planning, coordination, etc., but not required to be at the same level of a Significant TMP. Requires one or more TMP strategies beyond a basic TTC plan.
- c) **Basic Project** - Typical work zone TTC plan is implemented alone. Refer to NDOT standard drawings, standard notes, and MUTCD. No additional TMP strategies

The basic process of significance determination is outlined in Figure 1.1 and Figure 1.2:

Figure 1.1: Transportation Management Plan (TMP) Development Process Diagram



1.5.1 Determination of Project Significance

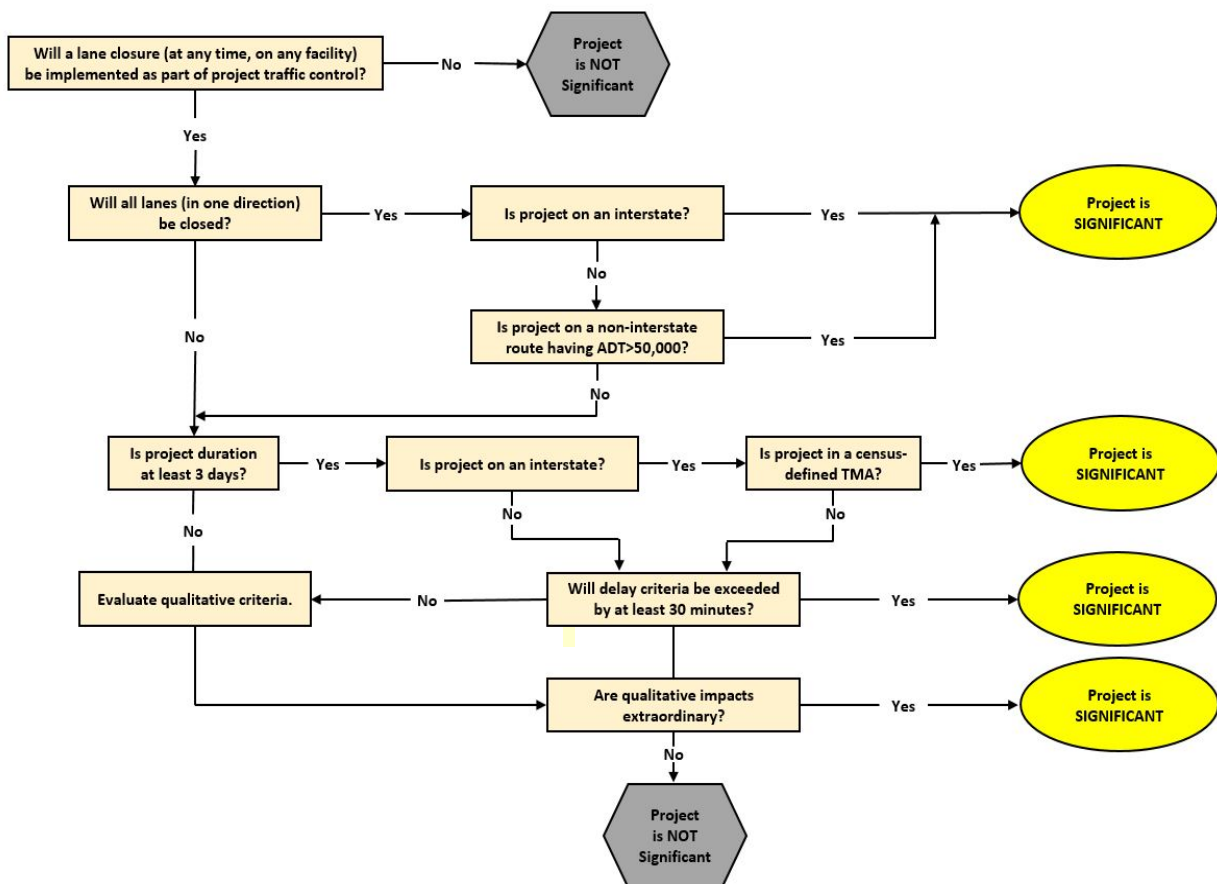
In order to effectively manage the impacts of the work zones, a project's characteristics are reviewed and judged against minimum criteria to determine if it is to be designated a "significant" project.

If a project's traffic control will not involve a lane closure, the project will not be considered significant. In this case, the project is **non-significant** and will either be an **Intermediate project** or a **Basic project**. If the project is expected to benefit from public information or transportation operation strategies, an Intermediate TMP is to be developed per NDOT procedures. Otherwise, the project will utilize a Basic TMP consisting of only a TTC plan.

A **Significant Project** is one for which any of the following criteria exist:

- a) Any project on the interstate system located within a recognized Transportation Management Area (TMA) that occupies a given location for at least three days duration with either continuous or intermittent lane closures.
- b) Any project of any duration on an interstate route or any route with an AADT of at least 50,000 vehicles per day for which all lanes in one direction will be closed to traffic.
- c) Any project for which the delay through the limits of the work zone is at least 30 minutes above the normal delay under typical non-work conditions.
- d) Any project deemed Significant by extraordinary qualitative characteristics. This determination may be made on the basis of conditions such as high levels of public interest, business/community impacts, or long work zone duration. All Significant Projects defined in this manner shall only be done with careful consideration and strategic decision making.

Figure 1.2: Significance Determination Diagram



All projects requiring work zones will be classified as either Significant or Non-Significant. These two broad classifications provide the basis upon which the project's work zone requirements are to be based. Having defined a project as either Significant or Non-Significant will help determine what mitigation of work zone impacts should be considered.

The NDOT Work Zone Safety and Mobility Implementation Guide uses a TMP to define the strategies to be used in the mitigation of work zone impacts. Whether defined as Significant or Non-Significant, a TMP must be completed for all projects having a work zone, unless classified as exempt.

The Significance determination helps to ensure the appropriate level of TMP strategies to be applied to each work zone.

Classification as a Significant Project distinguishes a project as one requiring a high degree of work zone impact mitigation. Having met the criteria given, the project is anticipated to affect large numbers of roadway users, cause excessive delays, and/or present at least one of several qualitative impacts to the transportation system or affected community. Due to the impacts introduced by a Significant Project, special consideration must be made to minimize its negative effects.

This special consideration translates into specific efforts that must be made in a Significant Project's TMP. Identified as a Significant TMP, designers are required to establish and plan for

the safe temporary control of traffic, methods for promoting efficient traffic operations, and ways to best inform the public of the work. Guidance for the development of a project TMP can be found in Part 4 of this guide.

When a project fails to meet the criteria of Significance, the project will not be categorized as being a Significant project. This designation does not mean that its work zone impacts are unimportant or should be disregarded. Rather, the TMP of a Non-significant project will generally not provide mitigation strategies at the same level as the Significant TMP. Additionally, some components of a Non-Significant project's TMP may be pre-defined or standardized to simplify the TMP development for common small-scale work zones.

For a Non-Significant Project, either a Basic TMP or Intermediate TMP will be developed. A **Basic TMP** is to be used when only a TTC plan is needed to successfully implement a safe and efficient work zone. An **Intermediate TMP** adds some additional measures to address improved mobility and/or public information when called for.

The FHWA's Rule allows a project defined as a Significant Project to be excluded from the requirements of a Significant TMP. If a project meets the definition of a Significant Project, but careful consideration of either qualitative or quantitative work zone characteristics predicts minor impacts, completion of a TMP may not be required.

A TMP exclusion may be initiated by the Project Manager and corroborated by the Division Manager.

FHWA approval is required for all Federal Aid Highway projects classified as Significant and proposed to be exempt. For a Significant Project to be exempt from TMP completion, a written request must be submitted to FHWA's Nevada Division office.

This request should come from the appropriate NDOT Division Manager and detail the expected impacts of the work zone and an explanation of why the project will not have sustained work zone impacts. The justification should include specific and quantifiable measures of effectiveness documenting how the project would not be expected to create sustained work zone impacts.

For multiple projects of the same type that are not expected to exhibit considerable safety or mobility impacts, a blanket exemption request may be submitted. A blanket exemption should be filed in the same manner as an individual project request.

1.5.2 Types of TMPs

Transportation Management Plans (TMPs) will be used to plan transportation management strategies to meet both NDOT's performance measures goals and the requirements of the Rule. The impacts that a work zone are expected to have on a roadway or a community vary from project to project, so no two TMPs will be exactly the same. The level of planning required for an individual TMP will depend on the project's anticipated impacts.

The first step in developing a TMP for a work zone is to determine the appropriate level of TMP to be utilized. Projects can be divided into three separate groups:

- **Significant TMP Projects** require a higher level of work zone impact mitigation and require consideration of various TMP strategies to help mitigate the impacts of a significant project.
- **Intermediate TMP Projects** require additional planning, coordination, etc. beyond a basic Temporary Traffic Control (TTC) plan, but not to the level of a Significant TMP.

- **Basic TMP Projects** require no additional TMP Strategies beyond a typical TTC plan.
- **“Standing” TMP for Routine, Recurring Activities/Projects**
This additional class of activities/projects has been identified as those that are typical and routinely performed by Design staff or contracted workforces. The projects are characterized as having the potential to impact traffic operations due to required lane closures or roadside/shoulder work. They may include, but are not limited to Resurfacing, Noise Wall and Slope Repair projects, Bridge Inspection, Bridge Painting, Deck Patching, and Joint Repair.

The “standing” TMP methodology **SHALL NOT** be considered for a project/activity that meets the following conditions:

- ✓ On an Interstate system or US designated route within a Transportation Management Area (TMA), AND
- ✓ Having a project/activity duration longer than three days, AND
- ✓ Includes use of lane closures (intermittent or continuous).

If a project/activity developed by the Design Division or District Office meets the above criteria, the project shall follow NDOT’s TMP procedures as previously described. Otherwise the “standing” TMP will consist of the following:

- Temporary Traffic Control Plans** per current NDOT standard drawings which should follow the current version of the Manual on Uniform Traffic Control Devices, Part VI (a custom traffic control plan may be developed as deemed necessary).
- Work Zone Standard General Notes** shall be considered and followed per current NDOT procedures.
- Where lane closures will be necessary as part of work effort, **Public Information Outreach** and/or **Time-of-Day Restrictions** on lane closures should be considered. The decision to utilize these strategies will be considered by the Department as part of its lane closure procedure.

An opportunity occurs later in the project development process for a project's significance determination to be verified. Projects that are the responsibility of NDOT's Design and Project Management Division, are to undergo a secondary significance determination since there is potential for a project's scope to change during preliminary design.

The following maintenance activities are examples of ROUTINE, RECURRING projects/activities that may qualify for “standing” TMP consideration:

- Pavement Patching/Pot-Hole Repair Joint Repair
- Pavement Marking Work Sign Repair/Replacement
- Attenuator Installation/Repair Guardrail Installation/Repair
- Shoulder Repair/Construction “No Plans” Contract Activities
- “On Call” Contract Activities Tunnel Maintenance

*These types of projects **will not** require completion of the Project Significance Determination or TMP development.* A custom TMP for each occurrence of these activities will not be required. However, these projects/activities must include provisions for appropriate Temporary Traffic Control Plans as outlined and shall follow NDOT’s Public Involvement Plan where deemed necessary by the Assistance District Maintenance Engineer and interested division managers (particularly where lane closures are implemented).

❖ **Maintenance Division or District Maintenance Projects/Activities**

It has been determined that projects originating within the Maintenance Division or District Maintenance Office should have a different approach. This is because of the repetitive nature of much of the work and the fact that many of the activities are not considered actual “projects” with planning and design phases. Many Maintenance Division or District Maintenance Office activities have minimal impact on motorists. In addition, there are many instances where repair and rehabilitation activities must be completed within a short period of time.

To address these issues, two groups of activities/projects have been identified that will either be exempt from the TMP process or be covered by existing Temporary Traffic Control and Public Outreach procedures. The latter will be addressed using a "Standing TMP" approach.

○ **Exempt Activities**

The following list of NDOT Maintenance activities identifies typical work that is exempt from the TMP requirement. This list may be revised by adding or removing activities as the department deems appropriate.

The following maintenance activities are proposed for exclusion; *project significance determination and TMP development not required*:

- Brush Control/Mulching (Roadside) Vegetation Spraying (Roadside)
- Litter Removal Sweeping/Debris Removal
- Fence Repair Erosion Control
- Drainage Structure Repair Ditch Repair
- Brine/Snow Removal Mowing

For all exempted projects/activities, NDOT will implement appropriate temporary traffic control and advanced warning signage per existing Department processes and procedures for a given project. Due to their short-term nature and relative low impact on highway operations, the exempt projects will not require Significance Determination or TMP Development.

In certain cases, projects which are normally exempt may require development of an original TMP. An example of this case is a culvert replacement, which may be considered drainage structure repair, which requires closing a road. In special cases such as these, the significance determination should be completed and a TMP developed. The Division or District Maintenance Engineer will be responsible for making this judgment.

❖ **“Special” Maintenance Division or District Maintenance Projects**

These projects are outside the routine activities completed by the Maintenance Division.

In general, these projects have greater scopes and last for longer durations.

Consequently, these projects may have greater impact on motorists and traffic operations.

“Special” projects include road lane additions, intersection modifications, major pavement construction/repair (i.e. interstate concrete pavement installation/repair), individually-contracted/site specific projects, etc.

The projects described above and other projects that are identified as “Special” by NDOT Maintenance Division or District Maintenance Offices shall be analyzed by NDOT’s TMP process as described on section 1.5.1 above.

1.6 Audience

The purpose of these guidelines is to provide information and guidance to all individuals engaged in the planning, design, construction, permitting, inspecting or maintenance of work zones on State maintained roadways on how to develop, implement and evaluate Transportation Management Plans.

1.7 Update Procedure

A process review will be performed at a minimum once every two years. The review team will consist of the following individuals or their appointed representative:

Chief Road Design Engineer	District Engineers
Chief Construction Engineer	Safety Engineering
Chief Traffic Operations Engineer	Public Information
FHWA Transportation Engineer	Project Management

The process review will be conducted by the Chief Traffic Operations Engineer who will be in charge of scheduling, setting the agenda, and conducting the biennial review meeting. The process review will assess the effectiveness of the work zone safety and mobility procedures contained within this guide. The agenda will include a discussion on the effectiveness of the work zone process at the agency level. Consideration should be made for the following agenda items:

- How are work zones performing with respect to mobility and safety?
- Are customer expectations being met with respect to maintaining safety and mobility and minimizing business and community impacts both, in and around the work zone?
- How have areas for improvement that were identified in the past been addressed?
- What has worked/not worked – which strategies have proven the most/least effective in improving the safety and mobility of work zones?
- What other strategies can be considered for implementation?
- Have any work zone safety and mobility trends been identified, at the national level or local level? What can be done to address identified trends?
- How do work zone performance, the effectiveness of strategies, or areas of improvement vary between day work and night work?
- Should policies or agency procedures be adjusted based on what has been observed or measured?

It is left to the discretion of the Department to update this document at any time as policy and procedures change.

1.8 Fundamental Principles

Improving highway safety and mobility are two key performance measures for NDOT's Strategic Plan. Consideration of the following principles will enhance the performance of work zones:

Provide a safe work zone for all workers and road users.

- Provide safe work zone design by using positive protection measures where possible and practical.
- Provide safe work zone design by using the same basic safety principles used to design permanent roadways when designing work zones.

- Utilize available intelligent transportation systems (ITS) and enforcement strategies to enhance safety.
- Employ incident management strategies during design and construction.
- Conduct investigations on work zone crashes and implement improvements where appropriate.
- Follow guidelines for speed limit reductions in work zone.
- Provide a continuous, safe working environment by monitoring and maintaining work zone devices during construction.
- Provide public information for work zones.

Plan for mobility and access.

- Consider innovative technologies, including ITS, for advancement of mobility in work zones.
- Consider all possible alternatives in order to minimize work zone delay and perpetuate flow.
- Maintain bicycle, pedestrian and ADA access through and around work zones.

Plan, design, and construct projects for an economical and timely delivery.

- Consider work zone impacts during design by developing transportation management plans (TMPs)
- Use innovative technologies and techniques to accelerate project construction.
- Coordinate work zone activities and operations with public agencies and other stakeholders.

Communicate project information to stakeholders.

- Provide and disseminate useful and essential information to keep all stakeholders informed of work zone activities.
- Coordinate operations with those who have jurisdiction over any impacted operations, including other roads, railroads, transit facilities, emergency operations, school bus operations, etc.
- Build relationships and provide customer support on work zone related issues to internal and external customers.

Continuously assess and improve work zone strategies, practices, and procedures.

- Assess, document, and implement successes via work zone inspections, crash data, and performance monitoring of work zone impact management strategies.
- Provide and disseminate essential temporary traffic control design and operations information to traffic control professionals.
- Provide work zone personnel with training commensurate to their level of responsibility.

1.9 Responsibility

a. Project Management

1. Coordinate with team members in determining whether a project is significant.
2. Coordinate the development of the TMP, organizing the TMP team, organizing TMP meetings, and managing TMP documentation.
3. Providing the Public Information Office with information for the development of the PI strategies.
4. Lead the TMP team in developing a consultant scope of services (as needed), to include a TMP that reflects efforts to comply with this document.
5. Collecting and retaining TMP documentation.
6. Participating in the biennial work zone safety and mobility review.

b. Traffic information Systems

1. Obtain and current traffic data for the project.
2. Approve the traffic volumes for the project.

c. Traffic Operations:

1. Managing the development of the TMP
2. Managing the development of TO strategies.
3. Participating in the development of TTC Plan.
4. Evaluating effectiveness of the TMP during the post construction review meeting.
5. Participating in the coordination and implementation of the PI strategies.
6. Managing the biennial work zone safety and mobility review.
7. Review and approval of the TMP to comply with the Work Zone Safety and Mobility Implementation Guide.
8. Compile TMP report.

d. Roadway Design

1. Participating in the development of the TMP.
2. Coordination and development of the TTC Plan for inclusion in the TMP.
3. Participating in the development of TO strategies for inclusion in the TMP.
4. Participating in the development of the PI strategies for inclusion in the TMP.
5. Participating in the biennial work zone safety and mobility review.

e. Construction

1. Participating in the development of the TMP.
2. Participating in the development and implementation of the TTC Plan.
3. Participating in the development and compliance of TO strategies.
4. Provide technical guidance.
5. Evaluating effectiveness of the TMP during the post construction review meeting.
6. Participating in the biennial work zone safety and mobility review.

f. District

1. District Traffic Engineer will participate in the development of the TMP.
2. District Traffic Engineer will participate in the development and compliance of the TTC Plan.
3. District Traffic Engineer will participate in the development and compliance of TO strategies.
4. District Traffic Engineer will participate in the development of the PI strategies.
5. District Traffic Engineer will approve TMP for all permits, District contracts, and maintenance projects.
6. District Traffic Engineer will ensure that all permits, which fall within the limits of the project and/or will require concurrent work, are forwarded to the Project Manager for inclusion in the TMP.
7. District Traffic Engineer will participate in the biennial work zone safety and mobility review.
8. District Traffic Engineer will develop and maintain a work zone incident management plan.

g. Resident Engineer

1. Ensuring compliance with contract documents, policies and guidelines
2. Participating in post construction review meetings.
3. Recommending and implementing traffic control improvements to address field conditions pertaining to traffic flow, visibility, and work and motorist safety.
4. Reviewing and approving TTC Plans submitted by the contractor.
5. Re-evaluate /Revise the TMP Plan.
6. Implementing the TMP Plan.
7. Monitor the performance of the TMP and update/revise as needed.

h. Public Information Office:

1. Ensuring the proper information is communicated to the appropriate individuals, emergency and public safety departments, businesses and organizations.
2. Development, review and approval of the PI strategies of the TMP.

1.10 References

Current Editions

Design Guidance

AASHTO Policy on Geometric Design of Highways and Streets

AASHTO Roadside Design Guide

ADAAG American's with Disabilities Act Accessibility Guidelines

Construction Manual, NDOT

Highway Capacity Manual, TRB

Manual on Uniform Traffic Control Devices for Streets and Highways

FHWA Standard Highway Sign Book

Nevada Standard Sign Book

Planning and Scheduling Work Zone Traffic Control, USDOT

Road Design Guide (2010 Edition), NDOT

Standard Plans for Road and Bridge Construction

Standard Specifications for Road and Bridge Construction

Access Management System and Standards, NDOT

Supporting Information

Work Zone Impacts Assessment: An Approach to Assess and Manage Work Zone Safety and Mobility Impacts of Road Projects, FHWA

Smarter Work Zones, FHWA

Developing and Implementing Transportation Management Plans for Work Zones, FHWA

American Traffic Safety Services Association (ATSSA)
<http://www.atssa.com/default.asp>

Crashworthy Work-Zone Traffic Control Devices Report 553, NCHRP

FHWA Work Zone Operations Best Practices

<http://ops.fhwa.dot.gov/wz/practices/practices.htm>

FHWA Work Zone Safety and Mobility
<http://ops.fhwa.dot.gov/wz/index.asp>

ITE Temporary Traffic Control Device Handbook

ITS in Work Zones, AASHTO

Manual for Assessing Safety Hardware (MASH)

Work Zone and Traffic Analysis
http://www.ops.fhwa.dot.gov/wz/traffic_analysis.htm

NDOT State Level Emergency Operations Plan (EOP)

Highway Safety Manual, AASHTO

2.0 Policy

2.1 Applicable NRS for Work Zones

The following is a list of the most relevant Nevada Revised Statutes concerning work zones. Other NRS may be applicable depending on circumstances.

NRS 408.100 Declaration of legislative intent.

NRS 408.210 Powers of director: Closing and construction of highways; removal of encroachments

NRS 408.313 Manner of Construction

NRS 408.319 Report of projects for construction and maintenance: Preparation; contents; revision; public inspection.

NRS 408.403 Freeways

NRS 408.423 Permit required to excavate state highway; exception; fee.

NRS 484B.330 Obedience to signal of authorized flagman; prosecution of violations; penalties.

NRS 484B.130 Double penalty for certain traffic violations committed in work zones.

2.2 Transportation Policy Referenced

Copies of all transportation policies can be obtained through the Administrative Service Division. Relevant transportation policies to work zone safety include TP 1-7-4, Protective Clothing and TP 1-6-9, Flagging Certification.

2.3 Transportation Management Plan Approval

Informal projects with TMPs can be approved by the District Traffic Engineer responsible for oversight of the district where the project is constructed. Formal projects will require a certification approval memo by the Chief Traffic Operations Engineer certifying the TMP meets the requirements of the Work Zone Safety and Mobility Implementation Guide. The Approval memo for the projects' Transportation Management Plan will be forwarded to Roadway Design in preparation of the processing memo.

2.4 Standard Specifications Applicable to Work Zones

- 2.4.1 Public Traffic Delay** –Subsection 107.07 and Subsection 108.04
- 2.4.2 Temporary Lighting** –Subsection 107.07
- 2.4.3 Public Convenience and Safety** – Subsection 107.07
- 2.4.4 Relations with Railroads** –Subsection 107.08
- 2.4.5 Signal Management Operations** –Subsection 623.01.06
- 2.4.6 Temporary Traffic Signals** –Subsection 623.01.06
- 2.4.7 Business Access** –Subsection 624.03.01
- 2.4.8 Detour Routes** –Subsection 624.03.02
- 2.4.9 Flaggers** –Subsection 624.03.03
- 2.4.10 Flagger Illumination** –Subsection 624.03.03

2.4.11 Traffic Control Supervisor –Subsection 624.03.06

2.4.12 Contractor Designed Traffic Control Plans –Subsection 625.03.05

2.5 Policies Applicable to Work Zones

2.5.1 Temporary Speed Reduction

Existing speed limits shall remain in effect through work zones on state highways except where those work zone activities would create a condition that would be aggravated by retaining the existing speed limits.

A temporary speed reduction on projects may be requested. The MUTCD recommends a maximum speed reduction of 10 mph. Projects with an existing speed limit greater than 55 MPH may be temporarily reduced by 10 MPH or to 55 MPH, whichever is lower with the concurrence from the Chief Traffic Operations Engineer. If approved, the limits and operational benefits of the temporary reduced speed limit shall be incorporated into the TMP.

Any temporary reductions to a speed lower than 55 mph may be reduced with concurrence from the Chief Traffic Operations Engineer and a recommendation forwarded by Traffic Operations to the Directors Office for approval.

When workers are exposed to live traffic, **do not assume that a lower speed limit will improve worker safety**. Reduce worker exposure and traffic speeds using these effective safety strategies:

- Use a pilot car for two lane paving operations to effectively control traffic speed past workers.
- Provide positive protection such as barriers and Truck Mounted Attenuators.
- Provide a lateral buffer space between workers and live traffic, defined by channelization devices, to allow space for minor traffic intrusions or occasional encroachment by workers. A half to full lane width is an acceptable lateral buffer for high speed conditions.
- Use closely spaced drums or tall channelizing devices to improve work area separation and motorist guidance.
- Additional warning devices such as temporary rumble strips, portable changeable message signs, or an automated flagger assistance device may improve flagger protection.

If a speed reduction is proposed, these qualitative factors together with other speed reduction countermeasures (see Appendix C) shall be considered to determine if a work zone speed limit reduction is needed:

1. Roadway Factors

- Roadway surface is rough, uneven, gravel, has abrupt edges, etc.
- Temporary Concrete Barrier (TCB) is 2 feet or closer to high speed traffic (45 mph or more).
- Traffic lanes are less than 11 feet wide.
- Shoulders are less than 4 feet wide.

- Work zone elements such as temporary road approaches, intersections, or intersection control (such as a temporary signal) have changed the roadway or roadside environment.
- Work zone has unusual or reduced roadway geometrics such as lane shifts, ramps, and acceleration/deceleration tapers.

2. Operational Factors

- Sight distance is restricted due to traffic barriers, temporary alignment, or intersection locations.
- Unprotected work activities or workers are closer than 10 feet to high speed traffic.
- Work zone has detours or alignment changes designed for speeds below the existing limit.

3. Human Factors

- When considering a speed limit reduction be aware that drivers generally do not slow down until there is a perceived reason to do so. If motorists do not see the reason for a reduced speed limit, it is often ignored. In addition, note these factors when assessing the need for a speed limit reduction
- A “Reduced Speed Limit” sign is not automatically noticed or effective in slowing traffic. Most drivers determine their speed by observing visual cues from their surroundings, including the visible work activity, specific warning signs, pavement markings, and other traffic control devices.
- Studies show that drivers slow down more in work zones with PCMS’s, electronic driver feedback signs (“Your Speed Is XX”) and flashing warning lights.
- Most drivers do not voluntarily reduce their speed more than 10 mph unless law enforcement is active.
- Work zone speed limit reductions of more than 10 mph show an increase in crashes due to a wider speed differential between vehicles.

A temporary reduction in the regulatory speed limit may be established as part of the traffic control plan, including those furnished by contractors. Temporary regulatory speed limit signs shall not be erected or uncovered until all appropriate work zone signs have been placed in accordance with the approved traffic control plans.

The temporary regulatory speed limit should not be left in effect beyond the daily hours of operations unless the condition for which the speed reduction was implemented continues to exist, or channeling devices are required to route traffic through the work zone area.

The original regulatory speed limit shall be resumed by posting new signs at the end of the work zone for each direction of traffic.

Appendix C contains the Work Zone Speed Reduction Countermeasure Matrix. This matrix was developed as a tool to assist with the selection of additional mitigation strategies to implement in the work zone in conjunction with temporary speed limit reductions.

All device spacing shall be designed based on work zone speed.

2.5.2 Positive Protection Devices

Positive protection devices may be used to manage work zone exposure and reduce the risks of crashes resulting in fatalities or injuries to workers and road users. Positive protection devices may be used to prevent the intrusion of motorized traffic into the work space and other potentially hazardous areas in the work zone. Positive Protection Devices means devices that contain and/or redirect vehicles and meet the crashworthiness evaluation criteria contained in MASH.

Positive protection devices shall be considered in work zone situations that place workers at increased risk from motorized traffic and offer the highest potential for increased safety for workers and road users, such as:

1. work zones that provide workers no means of escape from motorized traffic e.g. tunnels, bridges, etc)
2. long duration work zones (two weeks or more) resulting in substantial worker exposure to motorized traffic
3. projects with high anticipated operating speeds (45mph or greater) especially when combined with high traffic volumes
4. work operations that place workers close to travel lanes open to traffic
5. roadside hazards, such as drop-offs or unfinished bridge decks that will remain in place overnight or longer

The need for positive protection devices may be based on an engineering study or by reference to AASHTO Roadside Design Guide. The engineering study should be based on consideration of factors and characteristics such as:

1. Project scope and duration
2. Anticipated traffic speeds and volume through the work zone
3. Vehicle mix
4. Type of work (as related to worker exposure and crash risks)
5. Distance between traffic and workers and extent of worker exposure
6. Escape paths available for workers to avoid a vehicle intrusion into the work space
7. Time of day (e.g. night work)
8. Work area restrictions (including impact on worker exposure)
9. Consequences from/to road users resulting from roadway departures
10. Potential hazard to workers and road users presented by device itself and during device placement and removal
11. Geometrics that may increase crash risks (e.g. poor sight distance, sharp curves)
12. Access to/from work space
13. Roadway classification
14. Impacts on project cost and duration

2.5.3 Uniformed Law Enforcement

A number of conditions may indicate the need for or benefit of uniformed law enforcement in work zones. The presence of a uniformed law enforcement officer and marked law enforcement vehicle in view of motorized traffic on a highway project can affect driver behavior, helping to maintain appropriate speeds and improve driver alertness through the work zone.

The use of uniformed law enforcement shall be considered on Federal-aid projects. The need for law enforcement is greatest on projects with high traffic speeds and volumes and

where the work zone is expected to result in substantial disruption to or changes in normal traffic flow patterns. Project conditions should be examined to determine the need for or potential benefit of law enforcement, such as:

1. Frequent worker presence adjacent of high-speed traffic without positive protection devices.
2. Traffic control setup or removal that presents significant risks to workers and road users.
3. Complex or very short term changes in traffic patterns with significant potential for road use confusion or worker risk from traffic exposure.
4. Night work operations that create substantial traffic safety risks for workers and road users.
5. Existing traffic conditions and crash histories that indicate a potential for substantial safety and congestion impacts related to the work zone activity and that may be mitigated by improved driver behavior and awareness of the work zone.
6. Work zone operations that require brief stoppage of all traffic in one or both directions.
7. High-speed roadways where unexpected or sudden traffic queuing is anticipated, especially if the queue forms a considerable distance in advance of the work zone or immediately adjacent to the work space.
8. Other work site conditions where traffic presents a high risk for workers and road users, such that the risk may be reduced by improving road user behavior and awareness.
9. Locations where traffic conditions and crash history indicate substantial problems may be encountered during the project.

2.5.4 Workzone ITS

Intelligent Transportation Systems (ITS) provide an opportunity to provide a safer and more efficient work zone through communication, work zone monitoring, driver feedback, and traffic and incident management. ITS devices are supported throughout this manual, including changeable message signs, speed feedback signs, temporary traffic signals, and many other devices and strategies. State of the practice in work zone ITS is rapidly evolving and work zones are implementing devices in new ways every year. The FHWA maintains a website of work zone ITS devices, along with best practices at <https://ops.fhwa.dot.gov/wz/its/index.htm>.

3.0 Training Requirement

3.1 General

All individuals engaged in the planning and design, construction and maintenance, permitting or inspecting of work zones must be trained in the following courses:

- Traffic Control Technician (ATSSA or approved equivalent)
- Traffic Control Supervisor (ATSSA or approved equivalent)
- Other courses as needed

4.0 ***Development of Transportation Management Plan (TMP)***

4.1 **Planning Development of TMP**

4.1.1 **General**

Transportation Management Plan (TMP) development begins during the planning phase and progresses through the design phase of a project. A full TMP document is not developed until the intermediate design phase. A TMP scope analysis during planning and preliminary engineering ensures that the TMP development and implementation costs are included in the project budget. This makes it essential that the design engineer and the Project Manager work together to develop an effective TMP. The National Environmental Policy Act (NEPA) process should be considered a key source for inputs or constraints on the project.

4.1.2 **Development**

4.1.2.1 Project Budget –The Project Management Division will establish project budgets that reflect the expected efforts for developing and implementing the TMPs.

4.1.2.2 Scope of work –_The Project Manager will develop a consultant scope of work (as needed), including a TMP that reflect efforts to comply with this document.

4.2 **Preliminary Development of TMP**

4.2.1 **General**

TMP development continues in the preliminary engineering phase of a project. During this phase, a design strategy will be developed based on the project significance. Critical construction work will be identified and evaluated as having either large public impact or schedule impact. Adjacent projects will be considered in this evaluation.

4.2.2 **Develop TMP**

4.2.2.1 Create TMP Team – a well-balanced TMP team consisting of a variety of disciplines and stakeholders is important for developing a successful TMP. It is essential that personnel from appropriate divisions and the district(s) be involved to provide their specialty input. The team composition may vary from project to project. The Project Manager will assess the needs of the project and determine the team’s composition.

4.2.2.2 Identify Stakeholders - Once the project type is known, appropriate stakeholders should be identified. The TMP team and the Project Manager will need to work together to identify the stakeholders. The Project Manager will need to insure that the stakeholders are contacted and that they provide critical input into development of the preliminary TMP. Stakeholders may include FHWA, other public agencies, the railroad, trucking associations, community groups, schools, enforcement agencies, emergency services, convention and visitor authority, local public works, the local chamber of commerce, home owner associations, and businesses.

4.2.2.3 Compile Project Material - Obtain current conditions by use of aerial photos, “as-built” plans and survey data. Concepts should be drawn to scale for further refinement. *For in-house design projects, this task is accomplished by Roadway Design.* The level of detail for these layouts should be sufficient to convey and validate the concepts. Aerial photography, mapping files, street maps, photographs, previous contracts, field notes and maintenance records should be used to insure that the layouts fit actual site conditions.

4.2.2.4 Determine TMP needs –Before work can begin on the TMP, preliminary information needs to be obtained on the project. Project scope will need to be determined, geometrics set and the structural section known. The roadway classification will need to be known and the traffic data collected. Appendix B has been developed to assist the project team in determining if the project is significant. Other projects in the area should also be considered when determining if the project is significant.

4.2.2.5 Preliminary Traffic Control meeting The TMP team members will need to discuss the overall traffic control strategies for the project. The team should strive towards work zone safety, and construction productivity with minimal impacts to the traveling public. Concepts need to be developed on how to accomplish individual construction activities anticipated on the project. The considerations listed in this section should be evaluated and incorporated into the conceptual traffic control accordingly.

Identify critical areas –Some potential critical areas are:

- Airport proximity - If the project is within one mile of an airport, the Project Manager will need to apply to the Federal Aviation Authority (FAA) for construction permits.
- Critical vertical clearances – Any vertical clearance over the traveled way of less than 16 feet.
- Critical horizontal clearances – Travel lanes that have 16-foot or less physical clearance from fixed object to fixed object and turning movements which cannot accommodate the roadway design vehicle.
- Critical closures – minimum number of lanes to remain open versus time of day / day of week.
- Restricted working days – Certain special events and holidays may require that no lane restrictions are present.
- Environmental restrictions such as noise and dust may impact the construction activities.
- Seasonal restrictions – placement of open graded material is restricted to time of year. Temperature restrictions may apply in paving or other activities.
- Utility and railroad conflicts.
- Encroachment permits from a neighboring state.
- Bikes and Pedestrians

Preliminary TTC Design - The TTC can either be designed “up front”, and included in the plan set, or submitted by the contractor for approval. Specific construction staging or constructability issues may necessitate that traffic control plan sheets be provided. The decision to provide Lump Sum Contractor Supplied traffic control or traffic control plan sheets should be determined during preliminary traffic control review meetings.

4.2.3 Outcome

4.2.3.1 Determine Project Significance - Project traffic impact has been reviewed and resources allocated accordingly. The TMP team has determined the projects' significance.

4.2.3.2 Preliminary work zone strategies - Overall traffic control strategies have been agreed upon. Documentation of TTC has been determined (supplied with the contract or submitted by the contractor). The Project Manager will need to take the meeting

minutes and distribute them to the team and all interested outside entities. The Project Manager will need to prepare a summary of Maintenance of Traffic Alternative Analysis (MOTAA). The MOTAA will include a list of alternative work zone strategy options considered and the justification for the selected alternative.

4.2.4 Resources

Requests for traffic information used in determining traffic control issues are to be coordinated with the Traffic Operations Division. The District Traffic Engineer needs to be contacted for local information when developing a TMP.

4.3 Intermediate development of TMP

4.3.1 General

Maintenance of Traffic concepts have been fully considered and developed. During this stage, the TTC plans sets (when required) should be created for review. The initial PI and TO strategies are created for review. The attention of the TMP team will now need to focus on finalizing the TTC plans, developing the TO and PI strategies, and developing various sections in the special provisions.

4.3.2 Develop TMP

On a few projects, it is possible for the department to use a design-build and/or contractor supplied process. A performance-based specification will be developed for the project with the contractor being responsible for developing a TMP that best meets the performance specification. The TMP is subject to approval by the TMP team.

4.3.2.1 TTC Intermediate Plan Development - All unresolved issues need to be addressed at this time. The Traffic Operations Division should determine limitations of operations for lane closures and times. The Traffic Operations Division will need to provide input on the TTC plans regarding compliance to the MUTCD and standard practices. The Construction Division will need to provide input and make recommendations to address any potential construction problems with the TTC. It will be the responsibility of the District Engineer, or his or her representative, to review the traffic control plans at the intermediate level. There should be meetings with the local entities to gain their support. Stakeholders should be consulted during this development phase to seek their input and concurrence.

Recommendations regarding the constructability of the traffic control plans will be provided to the designer. Information to be shown includes, but is not limited to:

- Devices – types, locations and spacing of traffic control devices used
- Work zone – area to be occupied by the work forces, equipment and materials.
- Roadside hazards – identification and mitigation as required
- Lane assignments – number of lanes, directions of travel and turning movement
- Flagger/pilot car operation – location and pilot car route
- Work zone access– ingress/egress, business and ramp access.
- Temporary striping – number of lanes, widths, and markings.
- Detours – complete plan to reroute traffic

- Phasing and Staging plans – based on preliminary work zone strategy outcome
- Bike and Pedestrian access

Additional considerations can be found in table 1 of Appendix A.

4.3.2.2 TO Strategies Development - The TO strategies should include all of the mandatory and/or prohibited requirements that involve temporary traffic control during construction and for coordination with other projects and/or other agencies. Typical TO strategies include demand management, corridor/network management, work zone safety management, and traffic/incident management and enforcement.

The Project Manager along with the representative from the Traffic Operations Division will need to coordinate the TO items with the local agencies. It is recommended that a letter of understanding and/or an agreement be drafted between the state and the local agency addressing relevant items. Specifications need to be discussed and addressed. Information to be shown includes, but is not limited to:

- Critical clearance – inform Administrative Services (Over-dimensional Permits) of critical clearance issues and time frames
- Closures - inform Administrative Services of planned closures and time frames
- Signal timing - Special attention should be given to the signal timing coordination along with ITS components of the TMP
- Local agency representative - A contact number for the local representative along with how many days prior notification is required to the local representative will be included in the contract special provisions
- Limitations on construction operations will be documented.

Additional considerations can be found in table 2 of Appendix A.

4.3.2.3 PI Strategies Development - Early public involvement, particularly by the impacted stakeholders, is essential in the intermediate development of the TMP. Coordination by the design team and the public information officer helps to ensure success that effective mitigation strategies are developed and implemented. The strategies include both public awareness and motorist information. It will be the responsibility of the public information office to prepare the Public Information (PI) strategies. The Project Manager, along with representatives from the Design, Construction and Traffic Operation Divisions will provide input into the PI plan. These Divisions will educate the Public Information Officer on the project. This will allow the Public Information Officer to develop strategies that best inform the public regarding pending road construction.

Additional considerations can be found in table 3 of Appendix A.

4.3.3 Outcome

At the end of the intermediate TMP process, the TTC plan, TO and PI strategies have been reviewed by headquarters and district management and the construction sequence has been reviewed and validated by the construction division. Documentation of the traffic control meetings has been placed in the project workbook.

- **TTC needs identified** - preliminary traffic control plans are drafted. Input has been obtained and addressed from stakeholders.
- **TO needs identified** - Limitations on the contractor's operations have been established. Input has been obtained and addressed from stakeholders. The Traffic Operations Division will need to document their analysis as outlined in section 4.5 and provide copies of this documentation will need to be provided to the Project Manager. Agreements concerning the TO have been drafted and coordinated with the local agencies and/or law enforcement.
- **PI needs identified** – Public Information Office has reviewed information provided by the Project Manager and preliminary strategies have been developed.

4.3.4 Resources

Local agencies should be contacted for local development and/or street closure considerations. Requests for traffic information used in determining traffic control are to be coordinated with the Traffic Operations Division. Review the district work program, the NDOT project status report and other local agencies for other projects that may have an impact on the project.

4.4 Final Development of TMP

4.4.1 General

During final development of the TMP, all comments and new design issues need to be addressed. The quality assurance and specifications submittals will need to be developed. The TTC, TO, and PI documents will be completed.

During final development of the TMP, focus should also be on the coordination and agreement of the TMP with local entities.

4.4.2 Finalize TMP

- **TTC Final Plan Development** - It will be the responsibility of the designer to make the necessary changes to the TTC from the intermediate review meeting. The designer will need to ensure that the TTC is in conformance with drafting and plan preparation standards.

The designer will review the comments made by the QA reviewer and incorporate those changes agreed upon. Once the QA comments have been incorporated, the Project Manager will need to determine if additional meetings are necessary. The TTC plans will need to be finalized.

- **TO Final Strategies Development** - In the development of the TO, the TMP team must finalize any constraints and requirements that are needed for the TTC plan. These constraints and requirements will be included to Specifications or otherwise addressed in the contract documents. The TMP team should consider:

1. A requirement to furnish minimum quantities of certain traffic control devices such as changeable message boards, traffic drums, arrow boards, etc.

2. Requiring the use of traffic barriers, such as portable concrete barriers, to shield traffic from longitudinal drop-offs, excavations and other construction activities.
3. Any constraints affecting traffic operations such as reducing the number of lanes, lowering the speed limit, diminishing the lane widths, working days and hourly limitations based on traffic volume.
4. The impacts to adjacent property owners such as restricted access, hours of operation, pollution control, etc.

Additional considerations can be found in table 2 of Appendix A.

- **NDOT advertised contract plans** - On projects administered by NDOT, the Roadway Design Division is responsible for writing the specifications. All TO information is addressed in the specifications. The Construction Division will provide the number of working days, project completion date, flagger hours and liquidated damages.

Specific sections and items of the special provisions that need to be addressed are:

- **Limitation of Operations (Section 108.04):** This section of the specifications limits the contractor's construction operations. The operations are usually limited by working hours, conditions of the work and the size of the construction zone.
- **Liquidated Damages (Section 108.09):** This section of the specifications tells the contractor what he will be assessed in withheld payment in the event that the conditions of the contract are not met.
- **Accommodations for Public Traffic (Section 624):** This section of the specifications tells the contractor what items or personnel to use to safely pass traffic through the work zone. It will address the use of detours, flaggers, traffic control supervisor, uniformed traffic control officer and pilot car or a combination of these methods.

4.4.3 Outcome

Once the specifications have been incorporated and the TTC plan, TO and PI strategies finalized, the TMP will be considered complete. Documentation of decisions made in the development of the TMP along with TMP meeting minutes will be placed in the project workbook and copies of all TMP documentation will have been forwarded to the Project Manager.

- **Receive Approvals** – The Chief Traffic Operations Engineer will approve the project meets the provisions set forth in the Work Zone Safety and Mobility Implementation Guide. The Chief Traffic Operations Engineer will provide a certification memo in order to produce the processing memo. All permits and informal projects will comply with the Work Zone Safety and Mobility Implementation Guide and will be certified by the District Traffic Engineer prior to the notice to proceed.

4.5 TMP Documentation

4.5.1 General

This section contains a comprehensive list of the components that *may* be included in a TMP report. The order, terminology and inclusion of components may vary from project to project. The level of detail of the TMP will reflect the level of work zone impacts of the project.

4.5.2 Responsibilities

The State and contractor are required to designate a person at the project level who has the primary responsibility and sufficient authority for implementing the TMP and other safety and mobility aspects of the project. The individual designated to be the State's representative shall be the Resident Engineer assigned to the project. It will be the Project Managers responsibility to submit the completed TMP along with any supporting documentation to the Resident Engineer prior to the project being advertised for construction.

4.5.3 Potential Elements in a TMP Document

The components discussed in this section include elements of the TMP document, as well as elements for TMP implementation and evaluation. The following table summarizes the components that may be included in the TMP document. Individual TMP components are described in more detail in the subsections that follow the table.

TMP Component	✓
1. Introductory Material	
▪ Cover Page	<input type="checkbox"/>
▪ Table of Contents	<input type="checkbox"/>
▪ List of figures	<input type="checkbox"/>
▪ List of tables	<input type="checkbox"/>
2. Executive Summary	<input type="checkbox"/>
3. TMP Roles and Responsibilities	
▪ Project Manager	<input type="checkbox"/>
▪ TMP Team	<input type="checkbox"/>
▪ TMP Implementation Task Leaders	<input type="checkbox"/>
▪ Emergency Contacts	<input type="checkbox"/>
4. Project Description	
▪ Project background	<input type="checkbox"/>
▪ Project type	<input type="checkbox"/>
▪ Project area/corridor	<input type="checkbox"/>
▪ Project goals and constraints	<input type="checkbox"/>
▪ Proposed construction phasing/staging	<input type="checkbox"/>
▪ General schedule and timeline	<input type="checkbox"/>
▪ Need for detours	<input type="checkbox"/>
▪ Related projects	<input type="checkbox"/>

5. Existing and Future Conditions	
▪ Data collection and modeling approach	<input type="checkbox"/> <input type="checkbox"/>
▪ Existing roadway characteristics	<input type="checkbox"/> <input type="checkbox"/>
▪ Existing and historical traffic data	<input type="checkbox"/> <input type="checkbox"/>
▪ Existing traffic operations	<input type="checkbox"/> <input type="checkbox"/>
▪ Crash data	<input type="checkbox"/> <input type="checkbox"/>
▪ Stakeholder concerns/issues	<input type="checkbox"/>
▪ Traffic Mobility Issues	<input type="checkbox"/> <input type="checkbox"/>
▪ Traffic predictions during construction	<input type="checkbox"/> <input type="checkbox"/>
6. Work Zone Impacts Assessment Report	
▪ Qualitative summary of anticipated work zone impacts	<input type="checkbox"/> <input type="checkbox"/>
▪ Summary of Maintenance of Traffic Alternative Analysis (MOTAA)	<input type="checkbox"/> <input type="checkbox"/>
▪ Impacts assessment of alternative project design and management strategies	<input type="checkbox"/> <input type="checkbox"/>
▪ Construction approach/phasing/staging strategies	<input type="checkbox"/> <input type="checkbox"/>
▪ Work zone impacts management strategies	<input type="checkbox"/> <input type="checkbox"/>
▪ Traffic analysis strategies	<input type="checkbox"/>
▪ Measures of effectiveness	<input type="checkbox"/> <input type="checkbox"/>
▪ Selected Alternative	<input type="checkbox"/> <input type="checkbox"/>
7. TMP Monitoring	<input type="checkbox"/> <input type="checkbox"/>
▪ Monitoring requirements	<input type="checkbox"/>
▪ Evaluation report	<input type="checkbox"/>
8. Public Information and Outreach Plan	<input type="checkbox"/> <input type="checkbox"/>
9. Incident Management	<input type="checkbox"/> <input type="checkbox"/>
10. Special Considerations (As Needed)	<input type="checkbox"/> <input type="checkbox"/>
11. Attachments (As Needed)	<input type="checkbox"/> <input type="checkbox"/>

Introductory Material - Components may include:

- **Cover Page** –Should contain the title/project name, date, and the name of the agency and/or person responsible for the report with contact information.
- **Table of Contents** –Lists the sections and subsections of the report with their page numbers.
- **List of Figures**
- **List of Tables**

Executive Summary - The executive summary should include a brief overview and summary of the project, general approach, selected construction phasing and staging approach(es), anticipated work zone impacts of the project, the chosen TMP strategies, and conclusions/recommendations for the project.

TMP roles and responsibilities - The roles and responsibilities for the development, implementation, monitoring and evaluation of the TMP should be documented. These may include, but are not limited to:

- **Project Manager** – The person responsible for the overall development of the TMP.

- **TMP Team** –stakeholders and other in departmental members who were involved in the development and review of the TMP.
- **TMP Implementation Task Leaders** – These are the individuals responsible for implementing specific tasks recommended by the TMP. This should include contact information for the person in the Public Information Office who is responsible for PI&O support during construction.
- **Emergency Contacts** – List of known contact persons for each emergency service agency, including police, fire, and ambulance.

Project Description - Lists the scope and definition of the project. Much of this information will have already been gathered as part of Project Planning and Preliminary Engineering. It may include:

- **Project Background** –Includes a brief description of the project, its purpose, and its developmental history. It may also include additional information related to the project, roadway, or study area.
- **Project Type** – The nature of the project, which may range from capital projects, new construction, rehabilitation, major maintenance, to routine maintenance.
- **Project Area/Corridor** –Describes physical extents of the construction or maintenance work, as well as the estimated region(s) and corridor(s) that may be affected by the project. Using a map to show this information is recommended.
- **Project Goals and Constraints** – A brief listing of the goals, benefits, and challenges that are expected by this project.
- **Proposed Construction Phasing/Staging** – This includes the project phasing, lane and/or facility closure strategies, whether HOV/temporary lanes/shoulders will be used for general traffic, ramp/interchange closures, construction strategies, lane closure hours, duration, etc. Identify holiday, event, seasonal and/or night time restrictions. The Sequence of Construction and Traffic Control Plans should be provided.
- **General Schedule and Timeline** – The start and finish dates for the project and phasing schedule (if appropriate), including all major milestones and planned shut down times for events for winter, environmental windows, special events, etc.
- **Need for Detours** – Include where detours are identified for staging purposes or for alternate routes. Detour plans should be provided separately from TTC plans.
- **Related Projects** – Other on-going or planned projects in the vicinity of the project area that may cause cumulative impacts to the region(s) and corridor(s).

Existing and future conditions - Provides information on existing and anticipated future (i.e. during construction) conditions in the project area including traffic, safety, and business and community access. While the level of detail will vary based on the project, it should consider:

- **Data Collection and Modeling Approach** – A brief discussion on how existing traffic data and information was obtained and what approach was used to estimate conditions during construction. Include a brief discussion on the growth rates used for analysis, including the source and any assumptions.
- **Existing Roadway Characteristics** – This includes a history of roadways in the study area, roadway classification(s), and number of lanes, geometrics, and urban/suburban/rural.
- **Existing and Historical Traffic Data** – This includes measures such as volumes, speed, capacity, volume to capacity ratio, truck percentage, queue length, peak

traffic hours, through versus local traffic, etc. Historical traffic data should be no more than three (3) years old.

- **Existing Traffic Operations** – This includes signal timing, delay, and traffic control types.
- **Crash Data** – An accident history including number and type of crashes should be documented.
- **Stakeholder Concerns/Issues** – Include a list of project stakeholders and others potentially impacted by the project. Input from the community and business representatives and other stakeholders should be included and prioritized to address local concerns.
- **Traffic Mobility Issues** – List major events that have the potential to impact mobility during the project.
- **Traffic Predictions During Construction (Volume, Delay, Queues)** - Based on existing and historical data, traffic growth rates, and the modeling/estimating approach used, estimates of traffic and safety during construction should be developed and documented. Future estimates should be compared to the existing data.

Work Zone assessment - The work zone impacts may include:

- **Qualitative Summary of Anticipated Work Zone Impacts** – This involves a brief discussion on how the project is expected to impact its vicinity, including major corridors, local streets, how traffic patterns are expected to change, and an estimate on how traffic demand might change due to the project.
- **Summary of Maintenance of Traffic Alternative Analysis (MOTAA)** – Summary of the MOTAA conducted during planning should include a List of staging/phasing and traffic control options investigated for the selected alternative only. Summarize constraints of each MOT option, anticipated impacts, and costs.
- **Impacts Assessment of Alternative Project Design and Management Strategies** – This is a discussion on how the project’s work zone design and other mitigation efforts would impact the project area, how they would affect each other, and how they might adversely impact specific areas, if any.
- **Construction Approach/Phasing/Staging Strategies** – Include any additional staging/phasing/MOT options investigated since the completion of the MOTAA. As the design evolves, there may be a need to revise construction strategies. Impacts should be investigated for new strategies in a similar approach as was taken in the MOTAA. Minimally, the new construction strategies should be investigated for impacts on:
 1. Access to communities and businesses
 2. Decision sight distance (especially at on-ramps)
 3. Ramp capacity
 4. Right-of-way
 5. Environment (wetlands, noise, dust control, BMP’s, historical, etc.)
 6. Bridge widths
 7. Earthwork, retaining walls, pier clearances, profile differences, etc.
 8. Ability to maintain existing drainage, utility, and lighting systems
 9. Pedestrian and bicycle facilities
 10. Construction duration
 11. Constructability and construction equipment access
 12. Emergency services (fire, ambulance, police, hospitals)
 13. Over-height, over-weight vehicles
 14. Public safety (workers and traveling public)

15. Traffic and mobility (see Traffic Analysis)
16. Construction and MOT costs

Work Zone Impacts Management Strategies – List work zone impact management strategies considered (recommended, and considered but rejected) and discuss feasibility and anticipated traffic or safety impacts. In table 2 of Appendix A of this document lists a variety of work zone impact management strategies for consideration. A determination of the pros and cons of each strategy should be considered to determine whether the strategies are likely to improve mobility and/or safety. Strategies may include:

- Temporary traffic control and devices
- Project coordination, contracting and accelerated construction
- Demand management
- Corridor/network management
- Work zone safety
- Work zone ITS
- Police traffic
- Public awareness
- Motorist information
- Incident management

For cost effectiveness, constructability needs to be balanced with the work zone transportation management strategies in order to best serve the public, construction workers, and agency. There may be more than one option for addressing safety and mobility during construction. In order to decide which option is appropriate, the benefits and costs of the strategies should be estimated and compared. The cost evaluation may consider on-site costs (e.g. strategy implementation, right-of-way, environmental, delay, safety, accessibility to businesses and community, user costs), and detour costs, both capital and operating. Comparing the cost to implement work zone impact management strategies to the reduction in user delay costs may be an effective measure. Where appropriate, strategies should be documented on plan sheets, in separate plans (PI), in specifications and/or special provisions, and in construction estimates.

Traffic Analysis Strategies – A brief description on how the expected future (construction) traffic conditions were determined. Any traffic reduction factors or other parameters assumed for the calculations should be documented.

Measures of Effectiveness – List the measure of effectiveness used for the analysis, such as capacity, volume queue, speed, travel time, diversion, safety, noise, environmental, adequacy of detour routes, cost effectiveness, etc.

Selected Alternative – Plans, specifications, and estimates should be developed for the selected alternative. Describe the selected construction approach, including the construction phasing/staging strategy selected and the work zone impact management strategies selected. Any work hour restrictions should be documented for each stage (e.g., night work, peak hour restrictions, etc.). The following documents will need to be developed:

- Construction phasing/staging plans - Provide the construction approach/phasing/staging strategy on plan sheets.
- Work zone impact management strategies should be documented on plan sheets where possible (e.g. geometric improvements, control devices, etc.).

If not on the plans, strategies should be listed with text describing any restrictions, usage, or other considerations in the contract documents.

- Detour Plans (if required)
- Temporary Traffic Signal Plans, including any timing modifications (if required)
- Temporary Lighting Plans (if required)
- Public Information and Outreach Plan
- Necessary Special Provisions covering TMP elements

TMP monitoring / evaluation criteria - Develop project specific criteria and methods for measuring and evaluating the TMP and determine how it will be modified if improvements are needed.

- **Monitoring Requirements** – Monitoring requirements for the TMP should be included in the TMP and be made part of the contract documents. The evaluation should consider both the performance of individual TMP strategies as well as overall performance of the work zone and work zone impact area. This may include, but is not limited to:
 1. Verification of work zone set-up
 2. Identification and process for monitoring TMP performance (e.g. volume counts, queue length, crashes, complaints and feedback, surveys, etc.)
 3. Tracking TMP implementation costs and comparing them to the budgeted costs
 4. Approach for corrective action when TMP performance requirements are not met
 5. Submission of revised/alternative TMPs and the approval process
 6. Person(s) responsible for each component of the TMP monitoring
- **Evaluation Report for the TMP** – The TMP should include reference to the development of an evaluation report upon completion of construction to document lessons learned and provide recommendations on how to improve the TMP process and/or modify guidelines. The Evaluation Report should be completed by the Project Manager.

Public Information and outreach strategies - The public information and outreach strategies serves two main purposes. It informs the public about the overall purpose of the project to generate and maintain public support and encourages changes in travel behavior during the project to minimize congestion. Public awareness and motorist information strategies should be included in the public information and outreach plan. Separate documentation for public information and outreach efforts may be required by the Public Information Office. Refer to table 3 of Appendix A for strategies on how to develop public information and outreach plans as part of the TMP effort.

TMP Incident management - Emergency communications should be discussed at the pre-construction meeting. Important elements to discuss include:

- Roles and responsibilities of those who are involved in incident management
- Key contacts and their contact information
- Emergency and essential services contacts

Special considerations (as needed) - Any special considerations related to the project that have not been included in a previous section should be identified here. This may include reiterating special provisions, highlighting considerations that may need to be included in contracting documents, identifying work zone management strategies that require implementation prior to construction, etc.

Attachments (as needed) - Appendices may be included in the TMP document to include information that may be relevant or of interest to the TMP reviewer, implementer, or other stakeholders. This could include, but is not limited to:

- Observed, historical, and/or estimated traffic volumes, speeds travel times, level-of service, delay, and crashes.
- Maps
- TTC Plans
- Detailed analysis methodology, assumptions and parameters used
- Special provision text

5.0 *Implementation of TMP*

5.1 General

Implementing the TMP consists of providing the processes and personnel required for the placement, inspection, monitoring and documentation of the TMP elements. The implementation of the TMP will start at the pre-construction meeting and continue through the final day of the project.

5.2 Processes and Personnel

Pre-Construction Meeting - The pre-construction meeting should be held prior to the Notice to Proceed date. The procedures the contractor plans to use for the handling of traffic through the project will be discussed at the pre-construction meeting. Limitations of operations will be discussed; as well as, the process for providing the public with information regarding lane restrictions, detours and access restrictions.

Communication is vital for the safe and effective use of TMP elements. All contact information for personnel in charge of the aspects discussed in the pre-construction meeting should be documented to help with the communication throughout the life of the project.

TMP Modifications – Substantial changes to the TMP must be agreed upon by both the Resident Engineer and Project Manager before changes can be implemented. On full oversight projects, changes to the TMP must also be agreed upon by the FHWA.

Highway Restriction Report - The highway restriction report will be completed by the Resident Engineer 24 hours prior to work that will restrict or change the flow of traffic. This report will be forwarded to the appropriate district to assist in the PI Plan. Information from the report will be used on the 511 phone line and nvrads.com Website. The highway restriction report will also be utilized in the operations of emergency response, public transit systems and oversized load permitting.

Assigning technician's inspection and monitoring duties - The Resident Engineer will assign an ATSSA certified technician the duties of inspection and monitoring of the TTC set up, maintenance and removal. The Resident Engineer should supply the assigned technician all available information, training and equipment necessary for he/she to complete these duties safely and thoroughly. Some of these duties are as follows:

- Attending contractor safety meetings
- Inspection and documentation of TTC set up and removal and the documentation of any identified deficiencies.
- Inspection of in-place TTC and the documentation of any deficient elements identified during inspection
- Monitoring flaggers and documenting their certification, location, hours worked, handling of traffic and compliance with specifications
- Monitoring and assessing the flow of traffic through the project. Discuss all ideas for improvement of the TTC with the resident engineer.
- Driving through the TTC several times throughout the work day/night to assure proper installation and effectiveness.

- Reporting to the Resident Engineer all information documented during the completion of these duties daily

Assigned Traffic Control Supervisor - The Traffic Control Supervisor assigned to the TTC will be responsible for the safe and timely flow of traffic through a project. The Traffic Control Supervisor will maintain a current certification through the ATSSA and Subsection 107.07 of the Special Provisions. NDOT Standard Specifications, Subsection 624.03.06 outlines the inspection requirements of the Traffic Control Supervisor. The reports generated by these requirements will be reviewed by the Resident Engineer and included in the contract documentation.

Uniformed Traffic Control Officer - A Uniformed Traffic Control Officer may be required for special traffic control situations. Contact information will be listed in Subsection 624.03.07 of the Special Provisions. The contractor will be responsible for contacting the appropriate personnel and scheduling the work to be performed accordingly. Some of the situations that may require a uniformed Traffic Control Officer are as follows:

- Signal repair, signal redesign or new signal construction
- Rolling stop for the placement of overhead signs.
- Emergency closures or detours

Contractor Generated Traffic Control Plans –Projects with a Lump Sum TTC bid item will have Contractor generated TTC. The Resident Engineer, with the assistance of the TMP team, will review and accept or reject these TTC plans. The Resident Engineer will work with the contractor and stakeholders in his review of these plans. All TTC plans generated by the contractor will comply with all references listed in this document and the limitations provided in the special provisions.

Resident Engineer Changes to TTC - The Resident Engineer can propose changes to the TTC Plan provided in the contract documents or the TTC plan provided by the contractor. These changes may be considered when field conditions are different than what has been planned for or field conditions have changed prior to implementing the TTC.

5.3 Outcome

The proper implementation of a TMP should provide safe and effective work zones. The processes and personnel utilized in the implementation should be instrumental in the evaluations for future projects.

5.4 Post Construction Review

The Construction Division will be responsible for initiating a post construction review on all projects. This review will be an information gathering tool used for modifying procedures and specifications to better our future projects. The Construction Division will produce and distribute a quarterly report. This report will identify the aspects of the TMP that work well and those that did not work well.

6.0 Incident Management

6.1 General

Incident management is a planned and coordinated program that detects and removes incidents from the highway and restores traffic capacity as safely and quickly as possible. This plan should consider emergency response routes, public transit routes, school zones, detour routes and all necessary contact information. It should clearly define the procedures required to meet these concerns.

6.2 Development

The District Engineer shall be responsible for producing, updating and distributing the incident management procedures for their District. The Project Manager, the Resident Engineer and the Contractor shall be responsible for producing, updating and distributing the incident management procedures for the project.

The incident management plan should consider use of incident response vehicles, Freeway Service Patrol, or Work Zone ITS to quickly detect and/or remove incidents from the roadway. The local Traffic Incident Management Plan (TIM), if available, should also be utilized for the project.

6.3 Outcome

- Modified Plan
- Clear and precise procedures
- Current contact list
- Local entity and stakeholder awareness
- Current resource list

Appendix A

Strategy Tables

Appendix A, (Table 1) Temporary Traffic Control (TTC)

A. Control Strategies	B. Traffic Control Devices	C. Project Coordination, Contracting, and Innovative Construction Strategies
<p>IA1. Construction phasing/staging</p> <p>IA2. Full roadway closures</p> <p>IA3. Lane shifts or closures:</p> <ul style="list-style-type: none"> ▪ Reduced lane widths to maintain number of lanes (construction) <ul style="list-style-type: none"> ▪ Lane closures to provide worker safety ▪ Reduced shoulder width to maintain number of lanes <ul style="list-style-type: none"> ▪ Shoulder closures to provide worker safety ▪ Lane shift to shoulder/median to maintain number of lanes <p>IA4. One-lane, two-way operation</p> <p>IA5. Two-way traffic on one side of divided facility (crossover)</p> <p>IA6. Reversible lanes</p> <p>IA7. Ramp closures/relocation</p> <p>IA8. Freeway-to-freeway interchange closures</p> <p>IA9. Night work</p> <p>IA10. Weekend work</p> <p>IA11. Work hour restrictions for peak travel</p> <p>IA12. Pedestrian/bicycle access improvements</p> <p>IA13. Business access improvements</p> <p>IA14. Off-site detours/use of alternate routes</p>	<p>IB1. Temporary signs:</p> <ul style="list-style-type: none"> ▪ Warning ▪ Regulatory ▪ Guide/Information <p>IB2. Message signs</p> <ul style="list-style-type: none"> ▪ Dynamic (DMS) ▪ Changeable (CMS) <p>IB3. Arrow panels</p> <p>IB4. Channelizing devices</p> <p>IB5. Temporary pavement markings</p> <p>IB6. Flaggers and uniformed traffic control officers</p> <p>IB7. Temporary traffic signals</p> <p>IB8. Lighting devices</p>	<p>IC1. Project coordination:</p> <ul style="list-style-type: none"> ▪ Coordination with other projects <ul style="list-style-type: none"> ▪ Utilities coordination ▪ Right-of-Way coordination ▪ Coordination with other transportation infrastructure <p>IC2. Contracting strategies:</p> <ul style="list-style-type: none"> ▪ Design-build ▪ A+B bidding <ul style="list-style-type: none"> ▪ CMAR ▪ Incentive/Disincentive clauses <ul style="list-style-type: none"> ▪ Lane rental <p>IC3. Innovative construction techniques (pre-cast members, rapid cure materials)</p>

Appendix A, (Table 2) Transportation Operations (TO)

A. Demand Management Strategies	B. Corridor/Network Management Strategies	C. Work Zone Safety Management Strategies	D. Traffic/Incident Management and Enforcement Strategies
III-A1. Transit service improvements III-A2. Transit incentives III-A3. Shuttle services III-A4. Ridesharing/carpooling incentives III-A5. Park-and-ride promotion III-A6. High-occupancy vehicle (HOV) lanes III-A7. Toll/Congestion pricing III-A8. Ramp metering III-A9. Parking supply management III-A10. Variable work hours III-A11. Telecommuting	III-B1. Signal timing/coordination improvements III-B2. Temporary traffic signals III-B3. Street/intersection improvements III-B4. Bus turnouts III-B5. Turn restrictions III-B6. Parking restrictions III-B7. Truck/heavy vehicle restrictions III-B8. Separate truck lanes III-B9. Reversible lanes III-B10. Dynamic lane closure system III-B11. Ramp metering III-B12. Temporary suspension of ramp metering III-B13. Ramp closures III-B14. Railroad crossings controls III-B15. Coordination with adjacent construction site(s) III-B16. Bicycle and Pedestrian Access	III-C1. Speed limit reduction/variable speed limits III-C2. Temporary traffic signals III-C3. Temporary traffic barrier III-C4. Movable traffic barrier systems III-C5. Crash-cushions III-C6. Temporary rumble strips III-C7. Intrusion alarms III-C8. Warning lights III-C9. Automated Flagger Assistance Devices (AFADs) III-C10. Project task force/committee III-C11. Construction safety supervisors/inspectors III-C12. Road safety audits III-C13. TMP monitor/inspection team III-C14. Team meetings III-C15. Project on-site safety training III-C16. Safety awards/incentives III-C17. Windshield surveys	III-D1. ITS for traffic monitoring/management III-D2. Transportation Management Center (TMC) III-D3. Surveillance [Closed-Circuit Television CCTV], loop detectors, lasers, probe vehicles] III-D4. Helicopter for aerial surveillance III-D5. Traffic screens III-D6. Call boxes III-D7. Mile-post markers III-D8. Tow/freeway service patrol III-D9. Total station units III-D10. Photogrammetry III-D11. Coordination with media III-D12. Local detour routes III-D13. Contract support for incident management III-D14. Incident/emergency management coordinator III-D15. Incident/emergency response plan III-D16. Dedicated (paid) police enforcement III-D17. Cooperative police enforcement III-D18. Automated enforcement III-D19. Increased penalties for work zone violations

Appendix A, (Table 3) Public Information (PI)

<ul style="list-style-type: none"> II-A1. Brochures and mailers II-A2. Press releases/media alerts II-A3. Paid advertisements II-A4. Public information center II-A5. Telephone hotline II-A6. Planned lane closure web site II-A7. Project web site II-A8. Public meetings/hearings II-A9. Community task forces II-A10. Coordination with media, schools, businesses, and/or emergency services II-A11. Work Zone education and safety campaigns II-A12. Work Zone safety highway signs II-A13. Rideshare promotions II-A14. Visual information (videos, slides, presentations) for meetings and website 	<ul style="list-style-type: none"> II-B1. Traffic radio II-B2. Changeable message signs (CMS) II-B3. Temporary motorist information signs II-B4. Dynamic speed message sign II-B5. Highway advisory radio (HAR) II-B6. Extinguishable signs II-B7. Highway information network (web-based) II-B8. 511 traveler information systems (wireless, handhelds) II-B9. Freight travel information II-B10. Transportation management center (TMC) II-B11. Social Media (Facebook, Twitter)
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Appendix B

TMP Examples

Transportation Management Plan

**US 50 from Roy's Road to US 50A/US 95A Junction
Lyon County
MP 19.90 – MP 29.44**

**Widen Roadway to a 4-Lane Divided Highway with
Lighting & Drainage Improvements and
New PCCP Roundabout at Junction US 50 & US 50A/US 95A**



August 2018



Nevada Department of Transportation
1263 S. Stewart Street
Carson City, Nevada 89712
By: Nanette Maxwell

Executive Summary

This 9.54-mile project consists of widening the roadway to a four-lane divided highway from Roy's Road to US 50A/US 95A junction with frontage roads at select locations including lighting and drainage improvements from MP LY 19.90 to MP LY 29.44. The primary goal for this proposed project is to extend the four-lane divided highway completing the final phase of US 50 for safety improvements and increase roadway capacity. The increase in vehicular volume and the variation of speed by the multiple vehicle types has created a high passing demand with virtually no passing opportunities. Head-on collisions, rear-end collisions, and run-off road accidents should be significantly reduced as a result of wider shoulders, median separation, and additional lanes for increased roadway capacity.

The construction also includes the new Portland Cement Concrete Pavement (PCCP) roundabout at junction US 50 and US 50A/US 95A. US 50 runs from west to east of the project and is classified as a rural principal arterial road with a posted speed limit of 65mph. It serves heavy commuter demands, truck traffic, and has both residential properties and commercial businesses adjacent to the roadway. It currently has one lane of traffic in each direction and has rumble strips on centerline & shoulders. The north leg of the roundabout was originally designated as US 95A and has been recently redesignated as US 50A starting from the US 50 junction to W. Main St. junction in Fernley. The south leg of the roundabout remains as US 95A. Both roads are classified as minor arterials and have 45mph posted speed limit at the beginning of the intersection. The US 50 & US 50A/US 95A junction where the proposed roundabout is going to be constructed is currently controlled by a 4-way stop condition.

Additionally, US 50 has been designated as part of U.S. Bicycle Route System (USBRS) making Nevada the 26th state to join the USBRS. The 410-mile US Bicycle Route 50 runs east to west across Nevada, following most of the Lincoln Highway.

Traffic control will consist of shoulder work and lane closures with a maximum of 30 minutes traveler delay. Construction will also be completed with temporary speed reduction, detours and flagging operations. The project runs through commercial businesses as well as residential communities. Access to both businesses and communities as well as bicyclists will have to be considered.

This Transportation Management Plan (TMP) will describe the transportation management strategies developed throughout the course of this project. The strategies developed include the Maintenance of Traffic Plan and the Transportation Operations Plan.

TMP Roles and Responsibilities

TMP Coordinator

The Nevada Department of Transportation's (NDOT) Project Coordinator for this project is Samantha Dowd. Nanette Maxwell will serve as the Transportation Management Plan (TMP) Coordinator and is responsible for the overall development of the TMP.

Samantha Dowd, Senior Roadway Designer
Office: (775) 888-7591
sdowd@dot.nv.gov

Nanette Maxwell
Office: (775) 888-7559
nmaxwell@dot.nv.gov

TMP Team

The TMP Team consists of Samantha Dowd (Roadway Design), Erin Honjas (Roadway Design), Curtis Hartzell (Roadway Design), Jamie Fuller-Dunn (Constructability), Nanette Maxwell (Traffic Operations), Casey Sylvester (Traffic Operations), Mark Cooper (Crew 907), and Ashley Hurlbut (Resident Engineer).

TMP Implementation Task Leaders

The following are some of the implementation responsibilities of Task Leaders as defined in this TMP on the following page:

NDOT Resident Engineer

1. Identify emergency contacts.
2. Approve staging areas.
3. Enforce the contract limitations of operations.
4. Review the safety of in-place traffic control and contractor operations.
5. Submit restriction reports to the NDOT Permitting section so that oversize loads will be rerouted or restricted as necessary.
6. Provide construction information to District II so that they can place it on the 511 website.

Contractor

1. Choose staging areas.
2. Provide traffic control plans.
3. Coordinate with other construction activity in the general area of this project.
4. Contact businesses in the general area of this project.
5. Provide traffic control supervision and inspection.
6. Operate and maintain speed feedback signs and changeable message signs.

Emergency Contacts

Rick Bosch, Asst. District II Engineer: 775-834-8300 (Office); 775-434-4810 (Cell)

Ashley Hurlbut, Resident Engineer: 775-888-7899 (Office); 775-881-8934 (Cell)

Additional emergency contacts will be identified at the Pre-Construction Meeting.

Project Description

This is a federal funded project which consists of the following design elements:

- 4-Lane Divided Highway Construction
- Frontage Roads Construction
- Roundabout Construction
- 8” Plantmix Bituminous Surface & ¾” Open-Graded Surface
- 3” Plantmix Bituminous Surface & 9” Portland Cement Concrete Pavement
- Hydraulic Improvements
- Widening and Slope Flattening
- Removal of Existing & Installation of New Signs and Lighting

Project Type

This is a capacity project, widening US 50 from 2-lane highway to a 4-lane divided highway. The project is considered significant and is anticipated to include sustained work zone impacts, which will be further addressed in the Work Zone Impacts Management Strategies.

Project Area/Corridor

The project area is shown on the map below:



General Schedule and Timeline

Construction will begin on this contract in the fall of 2018. The contractor will be allowed 320 working days for this project.

Need for Detours

Since this project utilizes lump sum traffic control, traffic control plans will be developed and supplied by the contractor and will be approved by the Resident Engineer. Any detours shall be provided in the traffic control plans.

Existing and Future Conditions

Existing Roadway Characteristics

US 50 is a 2-lane rural highway classified as a Principal Arterial. US 50 has 12-foot lanes and 8-foot shoulders on the west of US 95A, and 12-foot lanes and 1-foot shoulders east of US 95A. US 50 has shoulder rumble strips west of the intersection with US 95A and centerline rumble strips starting 0.5 miles west of US 95A intersection. US 50 is stop controlled at the intersection with US 50A/US 95A. US 50 is the major route at all other intersections and each of these intersections are two-way-stop-controlled. Heavy truck traffic is 6.7%.

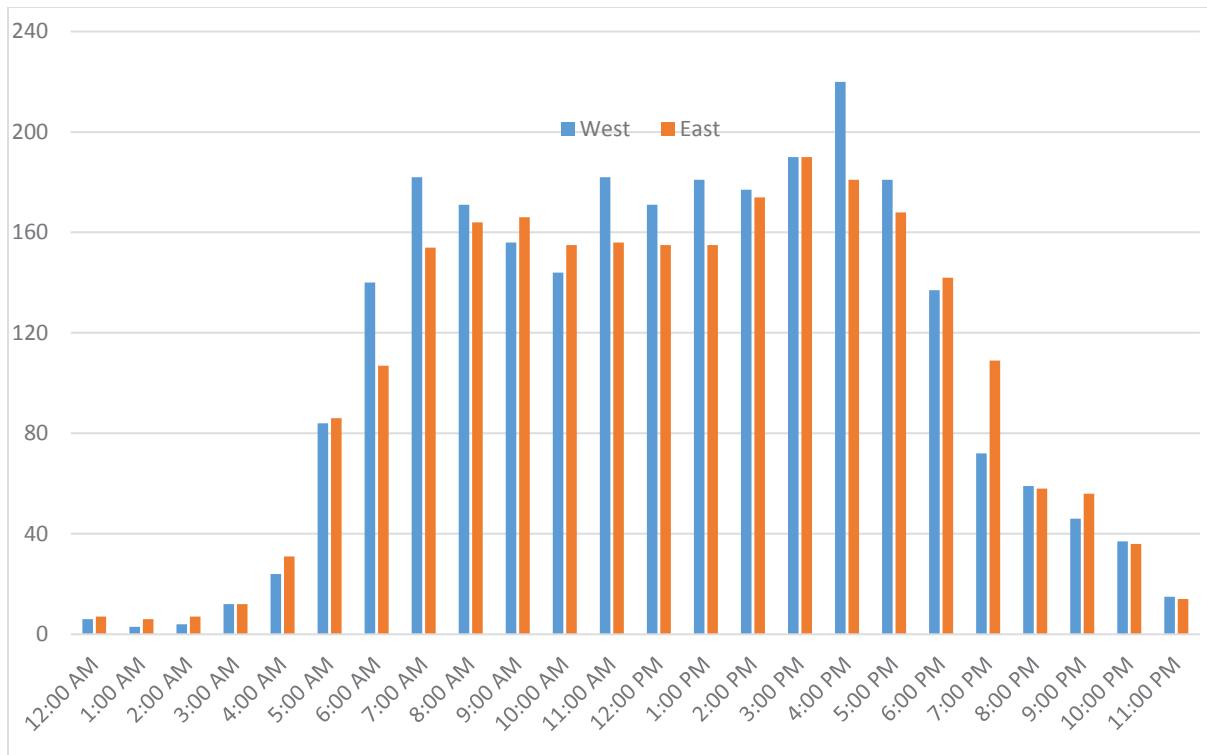
US 50A/US 95A is a 2-lane rural highway classified as a Minor Arterial. US 95A has 12-foot lanes and varying 2 to 4-foot shoulders on both sides. Near the intersection with US 50 there are rumble strips on the shoulders. US 50A/US 95A is stop controlled at the intersection with US 50. US 50A/US 95A is the major route at all other intersections and each of these intersections are two-way-stop-controlled. Heavy truck traffic is 13.0%.

Existing and Historical Traffic Data

On US 50 the AM peak volumes are 182 vehicles per hour (vph) westbound and 166 vph eastbound. The AM peak period is from 6:00 AM to 9:00 AM westbound and from 10:00 AM to 12:00 PM eastbound. The PM peak volumes are 220 vehicles per hour (vph) westbound and 190 vph eastbound. The PM peak period is from 12:00 PM to 6:00 PM westbound, and from 2:00 PM to 7:00 PM eastbound.

On US 95A the AM peak volumes are 182 vehicles per hour (vph) southbound and 204 vph northbound. The AM peak period is from 10:00 AM to 12:00 PM southbound and from 7:00 AM to 12:00 PM northbound. The PM peak volumes are 276 vehicles per hour (vph) southbound and 220 vph northbound. The PM peak period is from 4:00 PM to 7:00 PM southbound, and from 3:00 PM to 6:00 PM northbound.

US 50 0.7 mi W of US 95A in Silver Springs (2016)	4400 AADT
US 50 1.5 mi E of US 95A (2016)	2100 AADT
US 95 0.1 mi S of US 50 (2016)	5300 AADT
US 95 270 ft N of US 50 (2016)	5400 AADT



Typical Daily Traffic Characteristics on US 50

Stakeholder Concerns/Issues

Project stakeholders and organizations potentially affected by the project include:

- Lyon County
- Federal Highway Administration (FHWA)
- Nevada Highway Patrol (NHP)
- Nevada Department of Transportation (NDOT)
- Local Utility Companies
- Adjacent Local and Commercial Businesses
- Adjacent Local Residences
- Emergency Medical Services

Stakeholder traffic concerns and issues, including those by the community and business representatives, known are:

- Impacts to pedestrians and bicyclists
- Delay to traffic and increased travel time
- Inconvenience to access local businesses
- Inconvenience to access local residences

Traffic Mobility Issues

Work operations may be suspended during special events as directed. A special event is an occurrence that is anticipated to generate above average traffic volumes which exceed the capacity of lanes available. However, written request to perform specific operations that do not impact public traffic may be submitted 5 days prior to the special event. The written request shall include, but are not limited to, specific work activities to be performed, the number of workers and their proposed working hours, any equipment that will be operated, any material deliveries or removals from designated work areas, and the duration of work activities.

All major events and restrictions are identified in the project specifications.

Work Zone Impacts Assessment Report

Qualitative Summary of Anticipated Work Zone Impacts

This project involves new construction of roundabout and additional lanes on US 50. The rehabilitation work is expected to have significant impacts on mobility. The construction on US 50 is expected to have shoulder and single lane closures including crossovers. Traffic control will include flagging operations, pilot car operations, shoulder closures, shifting tapers, merging tapers with changing geometrics and traffic patterns including crossovers as project progresses. The posted speed limit will be reduced from 65mph to 55mph during lane closures.

Any temporary speed reduction for detours lower than 55 mph may be reduced with concurrence from the Chief Traffic Operations Engineer and a recommendation forwarded by Traffic Operations to the Director for approval.

Queuing analysis performed by the TMP team determined that pilot car operations need to be limited to 2.25 miles. Pilot car operations in excess of this length may violate the delay provisions specified in the contract documents.

Traffic control operations requiring the stopping of traffic shall use Temporary Transverse Rumble Strips and advance warning signage. Temporary rumble strips shall be spaced per the manufacturer recommendations and placed such that the last rumble strip is located 200 ft prior to the “Flagger” sign (W20-7) in the typical traffic control layout, unless otherwise directed by the Resident Engineer. Temporary Transverse Rumble Strips shall be maintained in accordance with manufacturer specifications.

A minimum of 2 trailer-mounted speed feedback signs shall be provided for this project. Also, the use of balloon lighting for night time traffic control operations will be mandatory. The trailer mounted balloon light shall be a minimum of 2000 watts supply with a metal halide lighting source. Balloon lighting shall be used to illuminate work zone approaches, lane shifts, merge/lane reduction tapers and new roadway geometrics. Units shall be self-sufficient, easily relocated, adjusted and capable of operating continuously 1 hour prior to sunset to 1 hour after sunrise.

A work zone impact assessment will be developed throughout construction. This ongoing assessment will include daily field surveys that monitor traffic mobility, evaluation of work safety records, and daily evaluation of stakeholder and public complaints. Upon review of the assessments, NDOT and the contractor may choose to modify the traffic control to improve deficiencies as appropriate.

Construction Approach/Phasing/Staging Strategies

This project will be completed using lump sum traffic control. Traffic control plans shall be designed & stamped by the contractor's registered Professional Traffic Operations Engineer (PTOE) and submitted to the Resident Engineer for review and approval.

The anticipated traffic control includes:

1) US 50 Mainline:

- Construct new westbound lanes and north frontage roads with drainage and lighting improvements - Traffic to remain on existing pavement. Maintain a minimum of one thru lane in each direction unless otherwise approved.
- Remove existing pavement. Construct new eastbound lanes and south frontage roads with drainage and lighting improvements - Shift traffic to newly constructed westbound pavement to allow removal of existing pavement and construction of new eastbound lanes. Maintain a minimum of one thru lane in each direction unless otherwise approved.
- Median Islands – May be performed with lane or shoulder closures as required. Maintain a minimum of one thru lane in each direction at all times.

2) US 50 and US 95A Intersection

- Construct Roundabout with curb, gutter and sidewalk – It is anticipated that a detour (shoofly) will be constructed around the work zone utilizing existing and temporary pavement to maintain traffic flow throughout the intersection.

3) US 95A

- Widening- Traffic to remain on existing pavement. May be performed with lane or shoulder closures as required.
- Mill and overlay – May be performed with lane or shoulder closures as required.

Regardless of traffic control operations and number of the work zones, traffic will not be stopped for more than 20-minute duration and will not be delayed for than 30 minutes total.

The use of traffic drums is mandatory on all tapers or lane shifts. Flaggers are also required for all truck ingress and egress locations and when deemed necessary for safety.

Additionally, six (6) changeable message signs will be deployed to assist the travelling public during construction.

Work Zone Impacts Management Strategies

A variety of management strategies may be deployed to minimize disruption to traffic and maintain a safe working environment. Suggested strategies to minimize impacts are documented in Table 1 (temporary traffic control), Table 2 (traffic operations control) and Table 3 (public information) as shown below.

Table 1- Temporary Traffic Control (TTC) Strategies		
A. Control Strategies	B. Traffic Control Devices	C. Project Coordination, Contracting, and Innovative Construction Strategies
Construction phasing/staging Full roadway closures Lane shifts or closures <ul style="list-style-type: none"> • Reduce lane widths to maintain number of lanes • Reduce shoulder widths to maintain number of lanes Night work Work hour restrictions for peak travel Off-site detours/use of alternative routes.	Temporary signs <ul style="list-style-type: none"> • Warning • Regulatory • Guide/Information Changeable message signs Arrow panels Channelizing devices Temporary pavement markings Flaggers and uniformed traffic control officers Lighting Devices	Project Coordination <ul style="list-style-type: none"> • Coordination with other projects • Utilities coordination • Right-of-Way coordination • Coordination with other transportation infrastructure

Table 2- Transportation Operations (TO)			
A. Demand Management Strategies	B. Corridor/Network Management Strategies	C. Work Zone Safety Management Strategies	D. Traffic/Incident Management and Enforcement Strategies
	Bicycle Access Pedestrian Access	Speed limit reduction/variable speed limits Temporary traffic barrier Temporary rumble strips Impact Attenuators Construction safety supervisors/inspectors TMP monitor/inspection team Team meetings	Coordination with media Local detour routes Incident/emergency management coordinator Dedicated (paid) police enforcement Increased penalties for work zone violations

Press releases/media alerts	Changeable Message Signs (CMS)
Public information center	Dynamic Speed Message Sign
Project web site	511 traveler information systems (wireless, handhelds)
Public meetings/hearings	Transportation Management Center (TMC)
Work Zone safety highway signs	Social Media (Facebook, Twitter)

Selected Alternative

The selected alternative for work on US 50 and on US 50A/US 95A junction will be completed using lump sum traffic control, submitted by the contractor and approved by the Resident Engineer. Traffic control plans submitted by the contractor will be subject to the construction restrictions and limitations as written in the Special Provisions.

TMP Monitoring

NDOT Resident Engineer will monitor the effectiveness of the TMP through general inspection and traffic control supervision. If any relevant information is documented such as lessons learned, the NDOT Resident Engineer will document unforeseen events relevant to the TMP as well as lessons learned. If any relevant information is documented, it should be distributed to the TMP Coordinator.

Public Information and Outreach Strategies

As appropriate, portable CMSs will be used to inform road users of traffic information, such as to alert drivers of possible delays, dates construction will occur, incidents, or alternate routes. The current plan is to deploy six changeable message signs approximately 10 days prior to construction activities.

NDOT also maintains work zone information for motorists on the 511 Traveler Information Line as well as on their website (<http://www.nvroads.com>). This project will be posted on the 511 Traveler Information System.

Incident Management Plan

The Incident Management Plan is to be developed, maintained, and monitored by the District Engineer and will follow the standard for National Incident Command System (ICS) principles. Emergency communications are to be discussed at the pre-construction meeting. The traffic control and incident management strategies employed will be continuously monitored. Incidents occurring in or near construction will be investigated to identify and address contributing causes.

Rick Bosch from District II (775) 434-4810 (cell) will be the point of contact for Nevada's Traffic Incident Management (TIM) Coalition. In the event Rick Bosch is unavailable, Ashley Hurlbut from District II will be the point of contact. Ashley Hurlbut can be reached at (775) 881-8934 (cell). The TIM Coalition is a partnership of agencies and organizations working together towards common objectives. These common objectives include reducing roadway and incident clearance times and reducing secondary crashes. TIM will also be discussed, planned and reviewed at the bi-weekly meeting with NDOT, contractor and the stakeholders.

Transportation Management Plan

SR 361 at Petrified Wash

Mineral County, MP 13.70 to MP 13.90
Replace Structure B-425



July 2018



Nevada Department of Transportation
1263 South Stewart Street
Carson City, NV 89712
Prepared by: Jody Steele

Executive Summary

This project consists of replacing two reinforced concrete boxes (RCB) located on SR 361 in Mineral County. The project limits extend from milepost 13.70 to 13.90 and is located about 17.4 miles south of Gabbs and 13.8 miles north of US 95 near Luning. The road is in a high fill embankment with narrow Right-of-Way. SR 361 is classified as a rural major collector and has a posted speed limit of 70 mph for both directions of travel. There is one lane of travel in each direction. Traffic control will be completed utilizing a temporary traffic signal to alternate traffic across the area while the culvert is constructed half at a time.

TMP Roles and Responsibilities

TMP Coordinator

The Nevada Department of Transportation's (NDOT) Project Coordinator for this project is John Bradshaw. He will also serve as the Transportation Management Plan (TMP) Project Manager, and is responsible for the overall development of the TMP.

John Bradshaw, SRD
Office: (775) 888-7670
jbradshaw@dot.nv.gov

TMP Team

The TMP Team is comprised of the individuals who have been involved in the development and review of the TMP. The TMP team consisted of John Bradshaw (Senior Roadway Designer), Victoria Jeffery (Roadway Design), Michael West (Constructability), Larry Boge (Resident Engineer), Casey Sylvester (Traffic Operations), Chelsea Weller (Traffic Operations), and Jody Steele (Traffic Operations).

TMP Implementation Task Leaders

The following are some of the implementation responsibilities of Task Leaders as defined in this TMP:

NDOT Resident Engineer

1. Approve staging areas.
2. Coordinate with other construction activity in the general area of this project.
3. Enforce the contract limitations of operations.
4. Review the safety of in-place traffic control and contractor operations.
5. Provide construction information to District 1 so that they can place it on the 511 website.
6. Submit restriction reports to the NDOT Permitting section so that oversize loads will be rerouted or restricted as necessary.
7. Identify additional emergency contacts.

Contractor

1. Choose staging areas.
2. Coordinate with other construction activity in the general area of this project.
3. Design and submit traffic control plans.

4. Provide traffic control supervision and inspection.
5. Contact businesses in the general area of the project.

Emergency Contacts

Sami Yousuf, Asst. District 1 Engineer, Construction: 702-482-2303 (Office) 702-523-8674 (Cell)

Larry Boge, Resident Engineer: 775-688-1254 (Office) 775-720-6751 (Cell)

Scott Harrill, Assistant Resident Engineer: 775-688-1253 (Office) 775-720-6760 (Cell)

Additional Emergency contacts will be identified at the Pre-Construction Meeting.

Project Description

The project is on State Route 361 in Mineral County. The limits extend from MP 13.70 to MP 13.90, seen in the figure below.

The project consists of the following design elements:

- Concrete arch pipe removal
- Placement of two RCBs
- Embankment widening
- Removal and replacing guard rail
- Striping

Project Type

This project is a structure replacement project.



General Schedule and Timeline

This project will be constructed in the summer of 2018. The contractor will be allowed 50 working days for this project.

Existing and Future Conditions

Existing Roadway Characteristics

SR-361 is a rural major collector with one lane per direction, 12' lanes and 2' shoulders. The shoulders have guard rail on both sides. The speed limit is 70 mph. Both sides have passing zones in the project area, however 200' north of structure B-425 northbound passing is restricted. There are no intersections in the project area. Heavy truck data is not available on this route.

Existing and Historical Traffic Data

The morning peak periods are 5:00 AM – 7:00 AM, and 9:00 AM – 12:00 PM southbound, and 11:00 AM – 12:00 PM northbound. The morning peak hour volumes are 68 vehicles per hour (vph) southbound and 51 vph northbound. The evening peak periods are 12:00 PM – 3:00 PM southbound and 2:00 PM – 6:00 PM northbound. The afternoon peak hour volumes are 65 vph southbound and 70 vph northbound.

SR361 Gabbs Valley Rd: 200' N of 3rd St (2016) 170 AADT

SR361 Gabbs Valley Rd: .2 mi N of US-95 in Luning (2016) 100 AADT

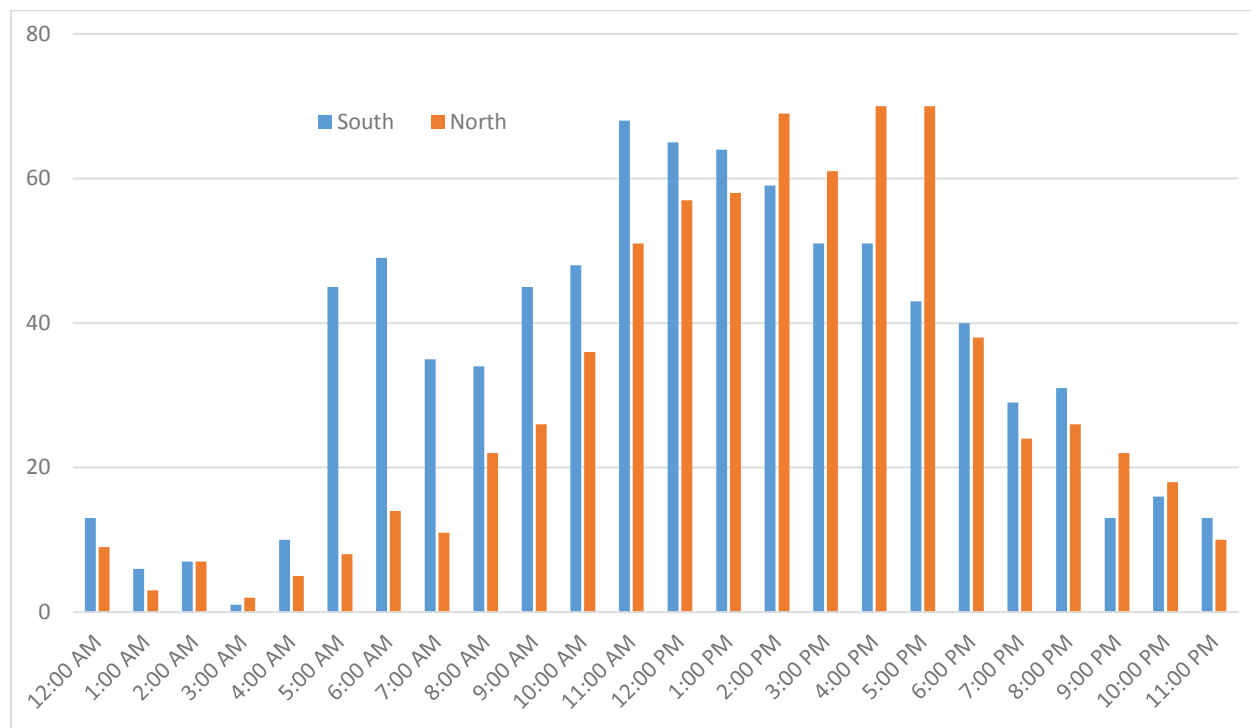


Figure 2: Typical Traffic Daily Characteristics on SR-361.

Work Zone Impacts Assessment Report

Summary of Maintenance of Traffic Alternative Analysis (MOTAA)

There were three alternatives considered for the temporary traffic control and construction of this project:

1. Detour: By directing traffic around the project area via other existing roadways, construction could be completed faster and cheaper since the construction could happen in one phase without the need for shoring. This alternative has the greatest impact on public mobility since the detours would add upwards of 1 hour in additional time for travelers.
2. Onsite detour: By constructing an alternative road around the project site, construction could be completed quickly and at a minimal inconvenience to traffic. But to construct this alternative road, there is an excessive amount of borrow material that would be required.
3. Temporary traffic signal: By widening the roadway and constructing half at a time, one lane can be maintained for traffic. Since the traffic volumes for this corridor are relatively low, a temporary traffic signal system could be used to alternate traffic through the area. This alternative has the smallest impact to the traveling public although it will result in the longest and most difficult construction since shoring and extensive temporary traffic control devices will be required.

Ultimately, the third alternative of using a temporary traffic signal was selected because the detour had too large of an impact to the traveling public and an onsite detour is not feasible since it would require such a large amount of borrow.

Construction Approach/Phasing/Staging Strategies

The contract will specify contractor specified (lump sum) traffic control. The proposed traffic control strategy on which to base an estimate and special provisions includes temporary traffic signals. A temporary speed reduction to 55 mph will be allowed during construction. Other mitigations strategies will include temporary rumble strips, balloon lighting, and speed feedback signs.

The contractor will use shoring while replacing the RCB to ensure that one lane of travel stays open to allow for use of the temporary traffic signal.

Work Zone Impacts Management Strategies

A variety of management strategies may be deployed to minimize disruption to traffic and maintain a safe working environment. Suggested strategies to minimize impacts are documented in Table 1 (Temporary Traffic Control), Table 2 (Transportation Operations), and Table 3 (Public Information) below.

Table 1- Temporary Traffic Control (TTC) Strategies		
A. Control Strategies	B. Traffic Control Devices	C. Project Coordination, Contracting, and Innovative Construction Strategies
Construction phasing/staging One-lane, two-way operation	Temporary signs <ul style="list-style-type: none"> • Warning • Regulatory • Guide/Information Changeable message signs Channelizing devices Speed feedback signs Temporary pavement markings Lighting devices	No specific Project Coordination, Contracting, and Innovative Construction Strategies have been identified to this date

Table 2- Transportation Operations (TO)			
A. Demand Management Strategies	B. Corridor/Network Management Strategies	C. Work Zone Safety Management Strategies	D. Traffic/Incident Management and Enforcement Strategies
No specific Demand Management Strategies have been identified to this date	Truck/heavy vehicle restrictions Over-dimensional vehicle restrictions	Speed limit reduction/variable speed limits Temporary traffic signals Temporary traffic barrier Temporary rumble strips Warning Lights Construction safety supervisors/inspectors Team meetings	Dedicated (paid) police enforcement Cooperative police enforcement Increased Penalties for work zone violations

Table 3- Public Information (PI)	
Changeable Message Signs (CMS)	511 traveler information systems (wireless, handhelds)

Selected Alternative

The selected alternative for work on SR 361 will be completed using lump sum traffic control, submitted by the contractor and approved by the Resident Engineer. Traffic control plans submitted by the contractor will be subject to the construction restrictions and limitations as listed in the Special Provisions.

TMP Monitoring

Monitoring Requirements

The Resident Engineer will monitor the effectiveness of the TMP through general inspection and traffic control supervision. The NDOT Resident Engineer will document unforeseen events relevant to the TMP as well as lessons learned. If any relevant information is documented, it should be distributed to the TMP Project Manager.

Public Information and Outreach Plan

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The TIM Coalition is a partnership of agencies and organizations working together towards common objectives. These common objectives include enhancing first responder safety, reducing roadway and incident clearance times and reducing secondary crashes. TIM will also be discussed, planned and reviewed at the bi-weekly meeting with NDOT, contractor and the stakeholders.

Appendix C

Work Zone Speed Reduction Countermeasure Matrix

Appendix C
Work Zone Speed Reduction Countermeasure Matrix

Work Zone Conditions	Changeable Message Sign	Uniform Traffic Control Officer	*Temporary Lighting	Temporary Rumble Strips	Speed Feedback Sign	Lateral Deflection	Lane Narrowing	Flashing Beacon	*Smarter Work Zone System	**Required Cumulative Point Value
Alignment changes designed for speed below the existing posted speed limit	1	1	1	2	1	2	2	1	0	5
Concrete barrier rail less than 2 feet from high speed traffic	1	1	0	2	1	0	2	1	0	3
Insufficient sight distance	1	1	1	2	1	2	2	1	0	4
Pilot Car	1	1	0	2	1	2	2	1	2	6
Ramp Closure	1	1	1	2	1	0	2	1	0	3
Traffic lanes less than 11 feet wide	1	1	0	2	1	2	2	1	0	3
Trucks entering roadway	1	1	1	2	1	0	2	1	2	4
Uneven Lanes/Rough Road	1	1	0	2	1	2	2	1	0	3
Unprotected Work Activities	1	1	0	2	1	2	2	1	0	3
Unusual/Reduced Roadway Geometrics	1	1	1	2	1	2	2	1	0	3
Narrow Shoulders	1	1	1	2	1	2	2	1	0	3
Expected Reduction (mph)	1.4 - 2.8	2 - 6		2.5 - 5.5	2 - 10		3 - 8	3 - 6		
Source	Ukkusuri, S. V., Gkriza, K., Qian, X., & Sadri, A. M. (2016)	NCHRP 482 Work Zone Speed Management	NCHRP 476 Guidelines for Design and Operation of Nighttime Traffic Control for Highway Maintenance and Construction	Bai & Li 2009, 2011	FHWA Guidelines on managing speeds in work zones, 2010.		Traffic Control Devices Handbook, ITE, 2013	FHWA Desktop Reference of Potential Effectiveness in Reducing Speed, 2014.		

*These measures do not necessarily decrease operating speeds but are proven safety countermeasures.

**Cumulative point values are determined by aggregating scores of all mitigation strategies implemented in particular work zone.

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