TDOT WORK ZONE SAFETY AND MOBILITY MANUAL

TMP Workbook
This is an Initial  Secondary  determination of the project’s significance.

**Major Route Criteria**

- A project lasting at least three days on an interstate route within a TMA with intermittent or continuous lane closures
- A project where all lanes in one direction will be closed on (a) any interstate route or (b) a non-interstate route having an AADT of at least 50,000 vpd

Yes, by the Major Route Criteria, this is a Significant Project.  No, the Major Route Criteria are not met.

**Delay Criteria**

- Urban  Rural  Freeway  Arterial  Collector/Other
- No. of lanes (in one direction) to be open in work zone: __________ Max. Allowable AADT (24-hr, two-way) from Table 3.1: __________

Yes, by the Delay Criteria, this is a Significant Project (project AADT > max AADT).  No, the Delay Criteria are not met (project AADT < max AADT).

**Qualitative Criteria**

Rate the following aspects of the work zone:

- Business impacts (how many businesses affected?)
- Public Interest
- Exposure impacts due to long project duration
- Impacts due to alternate routes
- Impacts due to other concurrent projects nearby
- Concurrent project description: ____________________________
- Other: ____________________________

Yes, due to extraordinary Qualitative Criteria, this is a Significant Project.*  No, the Qualitative Criteria are not met.

* “Significance” based solely on Qualitative criteria to be carefully considered and approved by responsible Division Director

**FINAL TMP DETERMINATION:**  Significant Project:  Yes  No

**TMP Exception**

Per FHWA/TDOT guidelines, an EXCEPTION has been applied for and approved by the FHWA Division Office (attach appropriate documentation)

Manager I – Division Level  Date
Manager II – Division Level  Date
Transportation Management Plan

Project Description: ____________________________________________

Project Location: ____________________________________________

State PE Number: ____________________________________________

PIN: _______________________________________________________

County: _____________________________________________________

Project Determined As (Refer to Figure 3.1 and the following sheets for guidance):

(Check One)  □ Basic  □ Intermediate  □ Significant

TMP Description (Check each Component utilized in Project):

□ Temporary Traffic Control: (If Basic is selected above, only TTC strategies will be used)

________________________________________________________________________

________________________________________________________________________

□ Transportation Operations:

________________________________________________________________________

________________________________________________________________________

□ Public Information:

________________________________________________________________________

________________________________________________________________________

TMP Prepared By (Division/Firm Name): ____________________________

TDOT Manager I: _____________________________________________

Phone Number: _____________________________________________

Email Address: _____________________________________________

Date: _______________________________________________________

TDOT Manager II Approval: __________________________________

Title: _____________________ Division: _______________________

Date: _______________________
Statement of Categories of TMPs

**Significant Project** - Requires careful consideration of work zone impact mitigation. Requires use of strategies from all three of TMP categories to help mitigate the impacts of a significant project:

- Temporary Traffic Control Strategies (TTC)
- Transportation Operations Strategies (TO)
- Public Information Strategies (PI)

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

(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. For the purposes of this Manual, it is assumed that the TMA consists of the following counties: Blount, Bradley, Carter, Davidson, Fayette, Grainger, Hamblen, Hamilton, Hawkins, Jefferson, Knox, Loudon, Madison, Maury, Montgomery, Robertson, Rutherford, Sevier, Shelby, Sullivan, Sumner, Washington, Williamson, Wilson.

(b) Any project of any duration on an interstate route, or any other route with an ADT 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.

For a “non-significant” Project, one of two different levels of TMPs may 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** is to be completed for “non-significant” projects where public information and/or transportation operation strategies would be beneficial or necessary as determined based on TDOT decision-making practices and procedures.

**Intermediate Project** - Requires additional planning, coordination, etc., but not required to be at the same level of a Significant TMP. TMP requires use of PI and/or TO strategies beyond the project’s TTC strategies. It is expected that the majority of Intermediate projects will consist of TTC and PI strategies.

**Basic Project** - Typical work zone TTC plan is implemented alone. Refer to TDOT standard drawings, standard notes, and MUTCD. No additional TMP strategies required.
Temporary Traffic Control Strategies

The Temporary Traffic Control component of the Transportation Management Plan (TMP) is included in the Contract Documents. The various strategies described below are intended for use in developing the final TMP. Although many of these strategies are routinely included in the Temporary Traffic Control Plan, they are provided here for review and consideration.

1. Construction phasing and/or equipment staging
2. Full roadway closure
3. Narrow lane/shoulder widths to maintain existing number of lanes
4. Full closure of lane/shoulder
5. Lane shift to shoulder/median
6. One-lane, two-way operation
7. Two-way traffic on one side of divided roadway
8. Reversible lanes
9. Ramp closure/relocation
10. Directional interchange closure
11. Work hour restrictions (off-peak, night, weekend)
12. Bike/Ped access maintenance
13. Private property/business access maintenance
14. Off-site detour/alternate routes
15. Temporary guidance/informational signs
16. Portable changeable message signs
17. Flashing arrow boards
18. Flaggers/uniformed traffic control personnel
19. Temporary traffic signals
20. Warning lighting devices
21. Coordination with other construction projects
22. Coordination with other utility projects
23. Coordination of existing/future right-of-way needs
24. Coordination with other non-highway transportation facilities
25. Incentive/disincentive clauses
26. Innovative construction techniques/materials

The various TTC Strategies listed above are not intended to be all inclusive, but rather provide a range of possible strategies which might be considered by those persons developing the TMP. Use the space below (and/or attach additional pages) to highlight noteworthy strategies OR strategies which are not routinely used on this type of project.

Notes for Selection of TTC Strategies:
The Transportation Operations Strategies component of the Transportation Management Plan (TMP) is included in the Contract Documents. The various strategies described below are intended for use in developing the final TMP. Although many of these strategies are routinely included, they are provided here for review and consideration.

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1. Transit service additions/improvements  
2. Transit incentives  
3. Shuttle services  
4. Ridesharing/carpooling incentives  
5. Park-and-ride promotion  
6. HOV lane addition/promotion  
7. Ramp metering  
8. Variable work hour incentives  
9. Signal timing/coordination improvements  
10. Temporary traffic signals  
11. Other street/intersection improvements  
12. Bus/delivery turnouts  
13. Turn restrictions  
14. Parking restrictions  
15. Truck/heavy vehicle restrictions  
16. Separate truck lanes  
17. Reversible lanes  
18. Ramp closures  
19. Railroad crossing controls  
20. Speed limit reduction/variable speed limits  
21. Temporary movable/traffic barrier system  
22. Crash cushion  
23. Temporary rumble strips  
24. Intrusion alarm  
25. Warning lights  
26. Automated flagger assistance devices  
27. Road safety audits  
28. On-site safety training  
29. Safety awards/incentives  
30. Windshield safety surveys  
31. ITS for traffic monitoring/management  
32. Transportation management centers  
33. Traffic surveillance  
34. Traffic screens  
35. Assistance call boxes  
36. Temporary location mile markers  
37. Tow/freeway service patrol  
38. Incident detour routing  
39. Contract support for incident management  
40. Incident/emergency response plan  
41. Dedicated (paid) police enforcement  
42. Cooperative police enforcement  
43. Automated enforcement  
44. Aerial enforcement  
45. Project task force/committee  
46. Construction safety supervisor/inspector  
47. Incident/emergency management coordinator  
48. TMP monitor/inspection team  
49. Team meetings

The various Transportation Operations Strategies listed above are not intended to be all inclusive, but rather provide a range of possible strategies which might be considered by those persons developing the TMP. Use the space below (and/or attach additional pages) to highlight noteworthy strategies OR strategies which are not routinely used on this type of project.

**Notes for Selection of TO Strategies:**

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Public Information Strategies

The Public Information component of the Transportation Management Plan (TMP) is coordinated by the Department's Communications Office. The Department employs a wide range of standard public information related strategies on all relevant projects. These include, but are not limited to, the 511 Travel Information System, the Dynamic ITS Message Boards, and the TDOT Internet Site.

In addition, lane-closure meetings are held weekly where additional public information strategies are considered and initiated when warranted.

All work zone projects will follow the guidelines set forth in TDOT's Public Involvement Plan. The various strategies described below are intended for use in developing the final TMP and are provided here for review and consideration.

1. Brochures and mail-outs
2. Press releases/media alerts
3. Paid advertisements
4. Public information center
5. Telephone hotline
6. General TDOT website
7. Specific project website
8. Public meetings/hearings
9. Community task force
10. Coordination with media/schools/businesses/etc
11. Work zone education/safety campaign
12. Visual presentation materials
13. Traffic radio broadcasts
14. Advanced placement, changeable message signs
15. Temporary motorist information signs
16. Dynamic speed message sign
17. Highway advisory radio (HAR)
18. Listing on Tennessee 511
19. Freight information

The various Public Information Strategies listed above are not intended to be all inclusive, but rather provide a range of possible strategies which might be considered by those persons developing the TMP. Use the space below (and/or attach additional pages) to highlight noteworthy strategies OR strategies which are not routinely used on this type of project.

Notes for Selection of PI Strategies:

________________________________________________________________________________________

Manager I – Requesting PI Input ________________________________ Date ______________________

Community Relations Office – (To be sent back to Manager I above) __________________________ Date ______________________