

EXECUTIVE SUMMARY

This is a summary report of Transportation Management Plan (TMP) for the project J4P1851, Various Routes (I-70) and Counties (Jackson). This job involves replacement of deficient expansion joint devices on Bridge Nos. A05074 and A56581 (also known as the Inner City Viaduct Bridges) from the downtown loop to the Kansas State Line.

This project is considered “significant” since it is an interstate project that occupies a location for more than three days with either intermittent or continuous lane closures. The TMP consist of a Temporary Traffic Control (TTC) plan, Transportation Operations (TO) and Public Information (PI) components.

A TTC plan is included in the Plans, Specifications and Estimate (PS&E) and describes TTC measures to be used for facilitating road users through a work zone or an incident area. The TTC plan is consistent with MoDOT policies, guidelines and standards, and meets the provisions of Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD). The TTC for this project is primarily influenced by the staged removal and replacement of the expansion devices on each bridge. Temporary concrete traffic barrier will be used to redirect traffic into single lanes across the bridge lengths during the work. The temporary barrier will effectively shield construction workers from traffic while also providing motorists easy to follow transitions as they drive across the structures during construction. .

The TO component of the TMP includes the identification of strategies that will be used to mitigate impacts of the work zone on the operation and management of the transportation system within the work zone impact area. The scope of the TO component was determined by project characteristics and consist of the strategies derived through the use of the traffic management strategy matrix. The TO component of ths project includes temporary modifications to certain overhead guide signs throughout the project limits, the required placement of temporay signs, arrow panels, changeable message signs (4) and emergency provisions/incident management provided by the contractor, as outlined in the job special provisions.

The PI component of the TMP includes communication strategies that seek to inform affected road users, the general public, area residences and businesses, and appropriate public and transportation entities about the project, the expected work zone impacts and the changing conditions on the project. This includes traveler information strategies. The scope of the PI component was determined by the project characteristics and the public information and outreach strategies identified through the traffic management strategy matrix. Public information and outreach for this project will include: placement of changeable message signs (4), a general news release of active construction projects within the area prior to the start of construction, the MoDOT web site and KC SCOUT web site/message boards.

The PS&E includes the appropriate pay items and provisions for implementing the TMP, specifically the pay items are:

TRAFFIC MANAGEMENT PLAN – J4P1851, I-70, Jackson County

Truck Mounted Attenuator (2)
Construction Signs
Channelizer (Trim Line)
Flashing Arrow Panel (2)
Changeable Message Sign (2)
“Drive Smart” signs
“Point of Presence” signs (3)

In addition to the work zone-specific Public Information activities, MoDOT provides general work zone information to the public through various outlets. These include, among other things, publication of a statewide work zone map and work zone driving safety tips, posting of current work zone locations and conditions to the internet, promotion of Work Zone Safety Awareness Week, and advertisement of work zone safety-related messages via radio, television and, billboards. Through these efforts, MoDOT positively influences work zone safety and mobility, as motorists gain access to information they need to plan their trips and become more work zone conscious.