



TRAFFIC QUALITY CONTROL MEANS AND METHODS COORDINATION SUBMITTAL

Please complete all fillable portions of this form using Microsoft Word



DATE OF SUBMITTAL:

INDOT CONTRACT NUMBER:

A TQCMMS shall be submitted to the Engineer for each phase and direction of work. Submissions shall address each day of work (M-R, F, Sat, and Sun) and also deviations of starting time. The Engineer may request a resubmission as conditions change.

SUBMITTER INFORMATION

SUBMITTER NAME, POSITION, COMPANY:

SUBMITTER PHONE, EMAIL:

SUBMITTED TO:

CONTRACT INFORMATION

CONTRACT DESCRIPTION:

PHASE OF CONSTRUCTION:

EXPECTED PHASE START:

EXPECTED PHASE END:

EXPECTED PHASE WORK SCHEDULE:

ROAD NAME:

BEGINNING MILEMARKER:

END MILEMARKER:

DIRECTION OF PHASE WORK: Northbound ☐ Eastbound ☐ Southbound ☐ Westbound ☐

PLANNED RESTRICTIONS:

SPECIAL CONSIDERATIONS:

PREDICTED QUEUE INFORMATION

EXPECTED INITIAL LENGTH OF QUEUE:

EXPECTED PEAK LENGTH OF QUEUE:

EXPECTED QUEUE DURATION:

SOURCE: CIB ☐ IHCP EXCEPTION ☐ INDOT ENGINEER ☐ OTHER:

QUEUE TRUCK INFORMATION

PROPOSED INITIAL LOCATION OF ADVANCED QUEUE TRUCK:

(Advanced Queue Truck is the truck closest to work area. Mile marker if static location, or miles upstream of the beginning of work zone if work areas are transient)

PROPOSED INITIAL LOCATION OF TRAILING QUEUE TRUCK:

(Trailing Queue Truck is the truck further from the work area)

POLICE SUPPORT INFORMATION

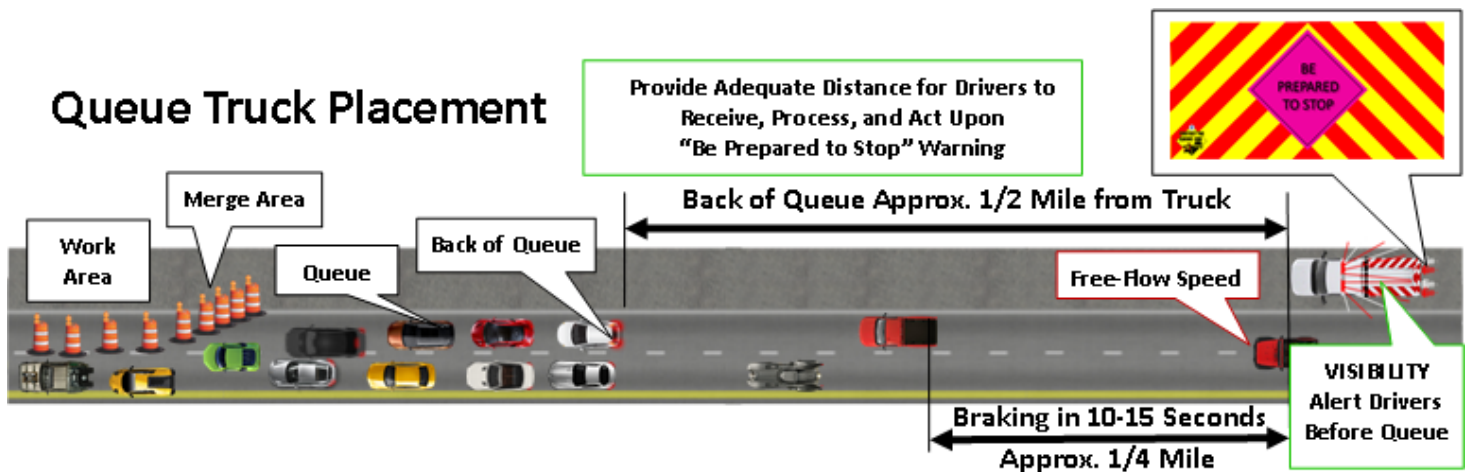
ANTICIPATED INVOLVEMENT OF ISP: YES ☐ NO ☐

REASON FOR REQUESTED ISP INVOLVEMENT:

PLACEMENT OF ISP RELATIVE TO QUEUE TRUCK OPERATION:

(300-hours, used primarily during peak traffic times, to alert motorists in advance of queue trucks, etc.)

The use of Indiana State Police (ISP) and/or Local Enforcement Officers (LEO) may or may not be utilized throughout the duration of the use of queue trucks. Coordination with ISP is required when ISP is present but the TQCMMS is not dependent on the presence of ISP or LEO.



GENERAL STATEMENT OF FUNCTION:

Contractor shall deploy queue truck(s) for the contract noted above in accordance with INDOT Plans and Specifications, beginning on or after the Phase starting date listed above. The initial starting time and set of hourly estimated queue lengths provided are acknowledged by the Contractor. The advanced queue truck will be stationed on the outside shoulder approximately 1/2 mile in advance of the anticipated formation of the initial queue, in a location acknowledged by the Engineer. The deployed queue truck will not activate its lighting package nor its HAAS system until the queue begins to form, as evidenced by systemic regular braking action and platooning into the work area. Once the queue forms, all warning features of the queue truck will be activated. The trailing queue truck will be stationed approximately two miles upstream of the primary queue truck and will be positioned either on an onramp shoulder or an interstate mainline shoulder with its lighting package and HAAS system in an inactive state. Once the queue grows to the point that braking is observed within a few seconds of passing the advanced queue truck, the advanced queue truck should signal the trailing queue truck to move into an appropriate position, at least 15 seconds upstream of the observed braking. The trailing queue truck will then signal the advanced queue truck that it has moved into position and that its queue warning features have been activated. At this point, the advanced queue truck shall disengage all queue warning features and relocate to a trailing position stationed in a similar fashion as stated above; approximately 2-miles upstream of the new advanced queue truck. This requires continuous communication between the queue trucks. Please note that the proper placement of both queue trucks will be dependent upon roadway features such as ramps, non-usable shoulders, or other barriers that would not allow appropriate placement of the queue trucks. Slight variation in queue truck positioning is expected under these circumstances.

NECESSITY OF FLEXIBILITY AND COMMUNICATION:

Neither construction nor queue prediction is an exact science. In the event that predicted queues are not present when queue trucks are deployed, the Contractor will contact the Engineer to request removal of the use of the queue trucks for that day. Likewise, if work activities continue beyond anticipated end times and additional queueing is anticipated, the Contractor will contact the Engineer to determine whether it is appropriate to continue the deployment of queue trucks for that day. Adjustment of queue truck deployment will be paid for in accordance with the basis of payment indicated in the USP. The successful delivery of the queue awareness program requires flexibility and continuous communication between and within all parties involved.

The Engineer HAS ☐ HAS NOT ☐ notated this submittal. Accordingly, I acknowledge the Engineer's concurrence.

SUBMITTER'S SIGNATURE: _____ DATE: _____

BELOW IS TO BE FILLED OUT BY THE INDOT ENGINEER

ENGINEER'S PHASE SPECIFIC NOTES:

I concur with the TQCMMS as SUBMITTED ☐ NOTED ☐

ENGINEER'S SIGNATURE: _____ DATE: _____

A copy of this document shall be retained by the contractor, kept in the INDOT project files, and delivered via E-mail to the INDOT Traffic Management Center at INDYTMC@indot.in.gov.