

Indiana Design Manual Updated Maintenance of Traffic Chapter

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IDM - Maintenance of Traffic Chapter Update

Chapter 503

- Replaces chapters 81, 82, & 83
- In effect for any project just starting
 - Positive Protection, Pedestrian, and Traffic Control Device sections
 - In effect for projects to stage 2 after 11/1/19
- Workers and Motorists Safety- Top Priority

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Level of Work Zone Impact to the public

- Determined during Scoping

SPMS Schedule

LETTING DATE: 01/15/2020

FEDERAL PLACE CODE:

SPECIAL FUND CATEGORY:

ADDL'L ELEMENTS:

SPONSORED BY: Indiana Department of Transportation

MANAGED BY: LaPorte District

FHWA OVERSIGHT/PODI: Assumed/State Administered

WORK ZONE IMPACT: **Significant or Non-Significant**

DS DESIGNER: Consultant State - On Call

- Significant Impacts means public information and mitigation strategies will be considered

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TTC strategy selection- work area & traffic

- Traffic Control Strategy types
 - Closure with Detour vs
Crossover or Runaround vs
Traffic Adjacent to Work Area
 - Initial determination during scoping
 - Designer will confirm scope report recommendation
 - Detour Viability Worksheet available on the editable documents page:
<https://www.in.gov/dot/div/contracts/design/dmforms/index.html>

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Detours on Local Roads

- If an Official Detour, INDOT provides for needed improvements, maintenance during the project
- If an Unofficial Detour- INDOT reimburses for repairs
- Related Design Activities
 - Making input on the detour route
 - Assessing needed improvements on the detour
- Detour Policy currently being updated

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Incentive/Disincentive Clauses

- Encourage early completion
- Limits to the amounts:
 - Urban Freeway - \$60,000 per day
 - Rural Freeway and Urban Non-Freeway - \$10,000
 - Rural Non Freeway - \$5000

→ Greater amounts need Executive Approval
- Amount should still be calculated-
 - Worksheet on editable documents page has been updated

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Construction Clear Zone

- Ranges from 13 to 30 ft- depending on the design speed

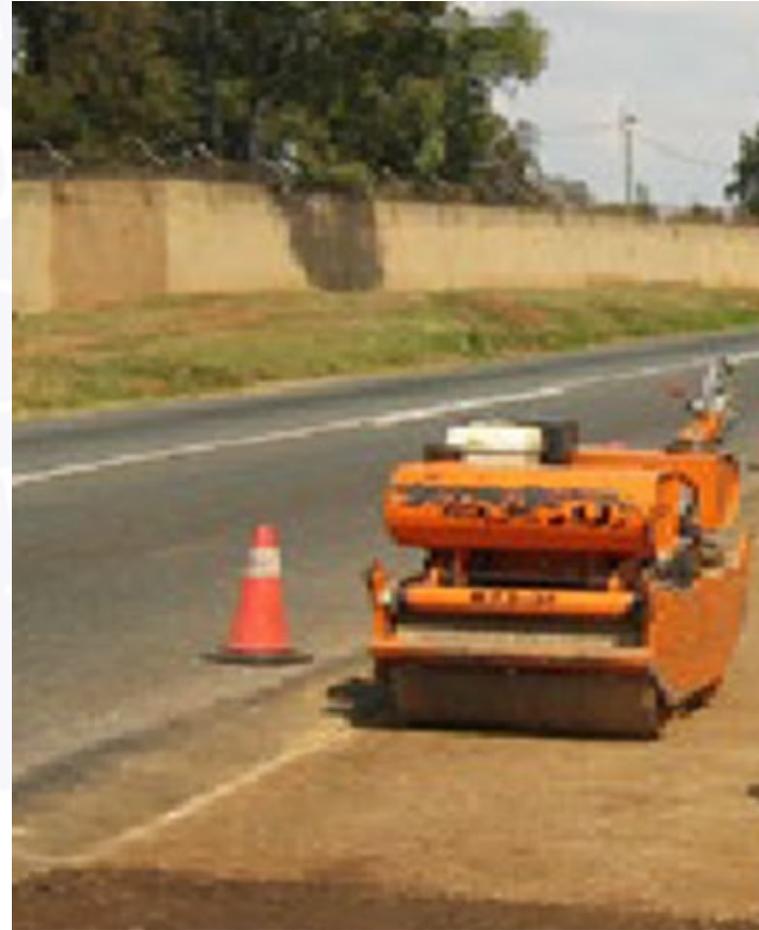
Speed (mph)	Width (ft)*
30 to 40	13
45 to 50	16
55	23
60 to 70	30

- Table 503-3E

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Pavement Drop-off on Freeways

- If more than 3 in delineation or barrier should be used
- See Table 503-3F



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Movable Barrier Wall

- Consider for pavement patching projects



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Portable Signals

- Criteria for use updated
- Doppler Detection is standard
- Driveway Assistance Devices-
 - Still experimental
 - Use should be coordinated
With Traffic Administration



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References/Links Added

- FHWA resources for assessing work zone impacts
- IHCP and IHCP Tools
- INDOT Traffic Count Data Base
- IRS Standard Mileage Rate link (detour user costs)
- INDOT WZTCDH- for recommended buffer lengths
- American Traffic Safety Services Association Documents
- and more ...

Detour Viability Worksheet

Joe Bruno

INDOT Office of Traffic Administration

January 23, 2020

Traffic Control Strategies (§503-2.05)

First Tier Strategy:



Detour

Second Tier Strategies:



Median
Crossover



Road Closed with Diversion
(Temporary Runaround)

Traffic Control Strategies (Cont'd)

Third Tier Strategies:



Shoulder Work with
Minor Encroachment



Lane Shift



Lane Closure



Lane Closure On
a Two Lane Road



≤ 20 Minute Closure or
Rolling Slowdown

IDM Background on Detours [§503-2.05(02)]

Complete Closure with Detour (Non-Interstate or Urban Interstate w/ Bypass)

- Detours are now the default TMP strategy.
- If the project scope indicates a detour will be used, the designer should verify the feasibility of the detour using the Detour Viability Worksheet.
- If the project scope indicates another TMP strategy will be used, the designer should double check the feasibility of the detour using the Detour Viability Worksheet.
- For projects on rural interstate highways, the Detour Viability Worksheet is omitted as interstate traffic should not be diverted onto a state highway or US route.

Traffic Control Strategies (Cont'd)

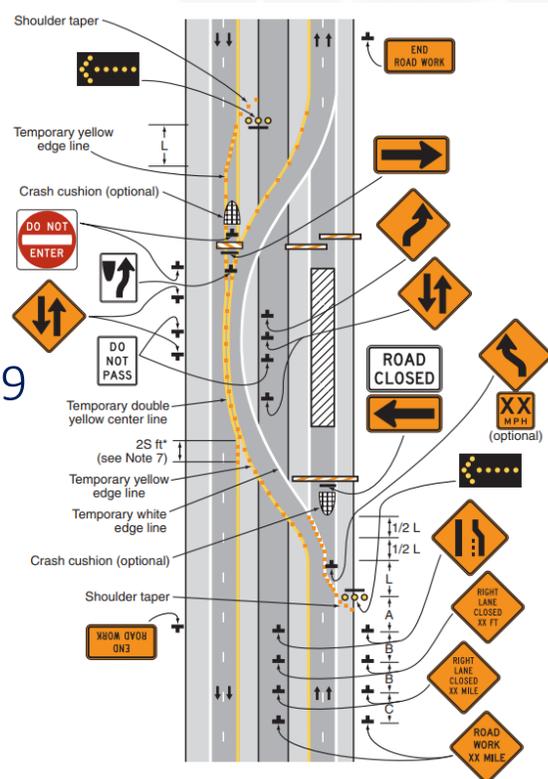
Temporary Crossover or Runaround

- If a detour is not viable, the next step for projects on divided highways or any bridge project is to determine whether a temporary crossover or a temporary runaround is feasible.
- The Crossover and Runaround Viability Worksheet is used to determine feasibility.
- If a crossover or runaround are not viable or not applicable, traffic will be maintained through the project limits.

Crossover:

IMUTCD Figure 6H-39

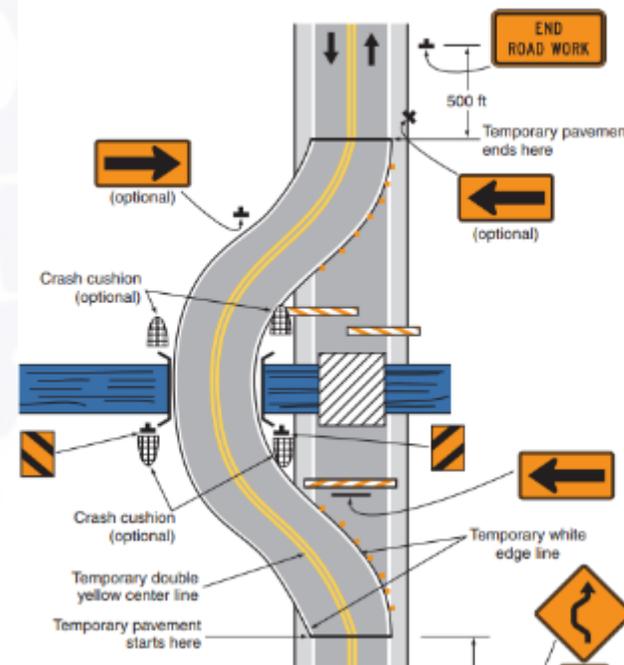
INDOT 801-TCCO



Runaround:

IMUTCD Figure 6H-7

INDOT 713-TCTR



Detour Viability Worksheet

DES:

Worksheet for Determining Viability of a Complete Closure with Detour

Project location and limits:

Note: if the work does not affect travel lanes, typically a closure with detour is not needed.

I. Duration of work:

Note: if at least 3 days, closure may be viable; work types that generally do not reach this threshold include but are not limited to: sign structure installation, signal modernization, concrete polymeric bridge deck overlays, high friction surface treatment, mowing, RPM maintenance, and lighting maintenance.

II. Potential detour route(s):

(Identify all legs)

Note 1: for potential detours on local roads, give priority to local routes that minimize the number of turns. Typically detours involving local roads are only considered when they are significantly shorter, than detours on the state system).

Note 2: Complete an additional worksheet if there are more than three serious options to consider. Do not consider detours with more than 6 legs.

	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

III. Added travel distance along detour:

(if not significant then closure may be viable)

Project length:

Detour length:

--	--	--	--

Added distance:

	0	0	0
--	---	---	---

IV. Identify if detour option will be restricted by construction or special events.

Option 1

Detour Viability Worksheet (Cont'd)

Detour Selection Worksheet

V. Identify if any detour option will be used as part of a detour for another project. (review each detour leg and provide a summary below)

Note 1: If no then closure may be viable. If yes, will the amount of traffic added from the other project be significant? If no, then closure may be viable.

Note 2: Review routes that parallel each detour leg for potential road construction and check with the District Consultant Services Manager on project schedules and the tentative maintenance of traffic method for any potential conflicts.

Option 1	
Option 2	
Option 3	

VI. Access to business, commercial properties, schools, hospitals, fire stations, police stations, and other essential service providers:

Note 1: If present can adequate access be maintained? If yes or not applicable closure may be viable.

Note 2: Google Maps can be used to determine whether properties can be accessed from another road. Note that for most of these facilities the alternative access will need to accommodate larger vehicles (buses, delivery trucks, etc.)

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VII. Lane widths on detour:

Note 1: If 10 ft or greater (11 ft for divided highways) then closure may be viable. If not can the leg(s) be widened to at least 10 ft (11 ft)? If so, then closure may be viable.

Note 2: For initial estimates, Google Maps may be used.

	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

VIII. Pavement condition on detour:

Note 1: If fair or better then closure may be viable. If poor, can pavement condition be improved as part of the project MOT? If yes, closure may be viable.

Note 2: Pavement condition info for the state highway system and some local routes may be found through INDOT's Road Analyzer tool: <https://rahp.indot.in.gov/tds/apps/ra/#/indot>

	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

IX. Bridge status and load rating on detour:

Note 1: If open and load rating is fair or better then detour may be viable.

	Option 1	Option 2	Option 3
Leg 1			
Leg 2			

Detour Viability Worksheet (Cont'd)

- Pavement Condition Data from INDOT's Road Analyzer Tool:

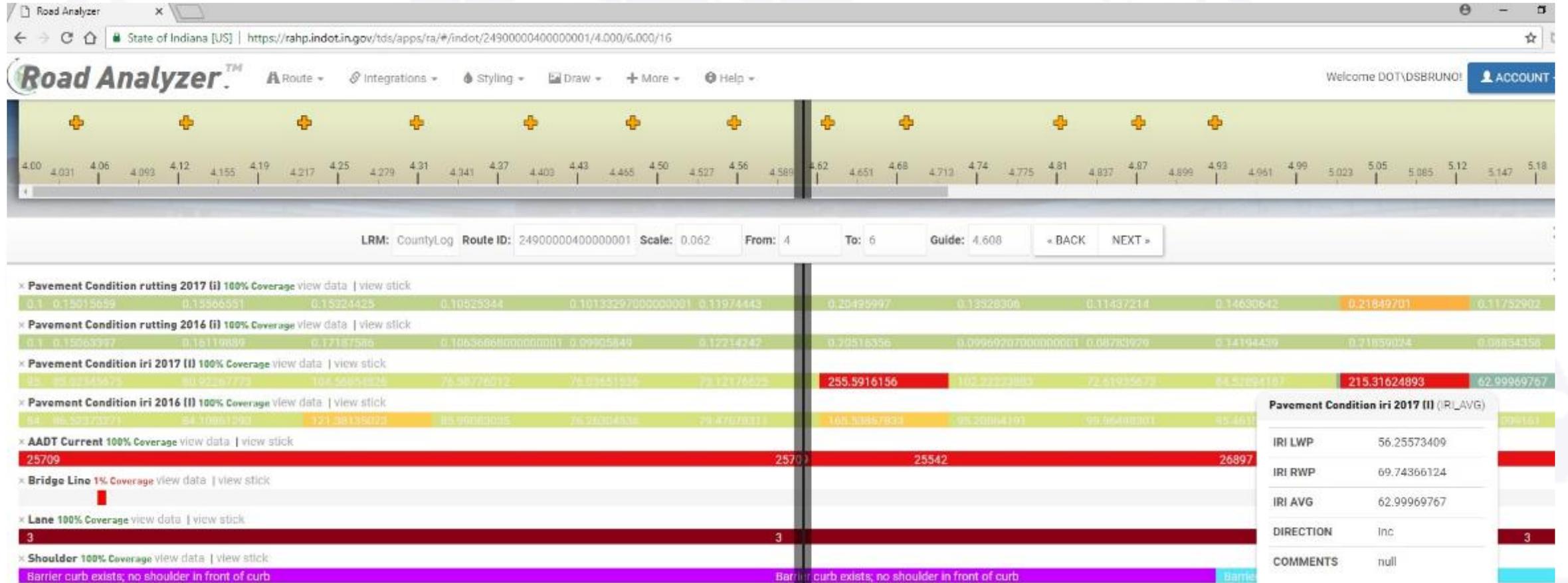
The screenshot displays the INDOT Road Analyzer web application. The browser address bar shows the URL <https://rahp.indot.in.gov/tds/apps/ra/#/indot>. The application header includes the "Road Analyzer" logo, navigation links for "Integrations", "Styling", "More", and "Help", and a user greeting "Welcome DOT,DSBRUNO!" with an "ACCOUNT" dropdown.

The main interface is split into a left sidebar and a main map area. The sidebar, titled "Indot", contains a "LRM/Network Selection Network (LRM)" section with a "County Log" dropdown. Below this are "Version" (set to "Default") and "Date" (set to "Today") dropdowns. Search options include "Search by Hierarchy", "Search by Geography", "Search with Query Builder", and "Search by Text". The "Route (total of 1)" section shows "US 40" selected. The "From Measure" is set to "4" and the "To Measure" is set to "0". A "RECENT" button and an "ANALYZE ROUTE" button are also present.

The main map area shows a map of Indianapolis with a route highlighted in green and red. The route starts near the center of the city and extends eastward. The map includes various street names, highway shields (I-75, I-475, I-70, I-65, I-40, I-24), and place names like "Clemont", "Speedway", "Indianapolis", "Beech Grove", "Southport", "Carmy", and "Lawrence". A text overlay at the top of the map reads "Route US 40 selected (click on the map to change selection)". The map has a "Hybrid" style selected, with other options like "Streets", "Satellite", "Topo", "Gray", "Dark Gray", "Terrain", and "Osm" visible at the bottom.

Detour Viability Worksheet (Cont'd)

- Pavement Condition Data from INDOT's Road Analyzer Tool:



Detour Viability Worksheet (Cont'd)

- Bridge Condition Data from FHWA National Bridge Inventory Files:

2018 - Download NBI ASCII files x +

fhwa.dot.gov/bridge/nbi/ascii2018.cfm

Delimited files

Files are comma separated and the single quote is the text qualifier.

- Download Highway Bridges for all States (individual state files) as a [zip file](#) (58 mb).
- Download Highway Bridges for all States (in a single file) as a zip file [zip file](#) (58 mb)
- Download all records. Includes non-highway and routes under bridges [zip file](#) (62 mb).

Comma Delimited

State	No. Highway Bridges
Alabama	16,130
Alaska	1,592
Arizona	8,294
Arkansas	12,892
California	25,737
Colorado	8,786
Connecticut	4,270
Delaware	863
District of Columbia	244
Florida	12,435
Georgia	14,879
Hawaii	1,137
Idaho	4,482
Illinois	26,809
Indiana	19,280
Iowa	24,123

Detour Viability Worksheet (Cont'd)

- Bridge Condition Data from FHWA National Bridge Inventory Files:

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O
1	State Code	Structure Number	Record Type	Route Prefix	Service Level	Route Number	Direction	District	County Code	Place Code	Feature Description	Critical Facility	Facility Carried	Location	Min Clearance
4985	18	14190	1	2	1	40	0	3	177	64260	'COMERS RUN CREEK		'US 40	'03.23 E US 27	99.99
4986	18	14150	1	2	1	40	0	3	177	64260	'WEST FORK CLEAR CREEK		'US 40	'02.73 W US 27	99.99
4987	18	13970	1	2	1	40	0	3	59	29520	'BRANDYWINE CREEK		'US 40	'00.63 E SR 9	99.99
4988	18	79632	1	2	1	40	0	3	177	64260	'CLEAR CREEK		'US 40	'01.71 W US 27	99.99
4989	18	13610	1	2	1	40	0	1	167	75428	'SOUTH FORK LOST CREEK		'US 40	'00.27 E SR 46	99.99
4990	18	14170	1	2	1	40	0	3	177	64260	'E FK WHITEWATER R PKWY		'US 40	'00.53 W US 27	99.99
4991	18	14181	1	2	1	40	0	3	177	64260	'SOUTH 1ST STREET		'US 40	'00.43 W US 27	99.99
4992	18	76612	1	2	1	40	0	3	97	36000	'LICK CREEK		'US 40	'00.44 E I-465	99.99
4993	18	13830	1	2	1	40	0	3	97	36000	'LITTLE WHITE LICK CREEK		'US 40	'03.33 W I-465	99.99
4994	18	13810	1	2	1	40	0	1	63	60246	'CLARKS CREEK		'US 40	'00.07 E SR 267	99.99
4995	18	13950	1	2	1	40	0	3	59	16336	'BUCK CREEK & TRAIL		'US 40	'04.35 E I-465	99.99
4996	18	13980	1	2	1	40	0	3	59	29520	'LITTLE BRANDYWINE CREEK		'US 40	'01.27 E SR 9	99.99
4997	18	76814	1	2	1	40	0	1	63	60246	'WHITE LICK CREEK		'US 40	'00.39 W SR 267	99.99
4998	18	41010	1	2	1	40	0	1	167	0	'I-70 WB		'US 40 EB	'05.57 W US 41	99.99
4999	18	13990	1	2	1	40	0	3	59	0	'NAMELESS CREEK		'US 40 EB	'04.45 E SR 9	99.99
5000	18	13750	1	2	1	40	0	1	133	0	'MCHAFFIE BRANCH		'US 40 EB	'00.07 E SR 75	99.99
5001	18	13585	1	2	1	40	0	1	167	75428	'WABASH RIVER		'US 40 EB	'00.35 W US 41	99.99
5002	18	13570	1	2	1	40	0	1	167	75428	'SUGAR CREEK		'US 40 EB	'00.90 W US 150	99.99
5003	18	76477	1	2	1	40	0	3	97	36000	'GRASSY CREEK		'US 40 EB	'02.47 E I-465	99.99
5004	18	13991	1	2	1	40	0	3	59	0	'NAMELESS CREEK		'US 40 WB	'04.45 E SR 9	99.99
5005	18	13751	1	2	1	40	0	1	133	0	'MCHAFFIE BRANCH		'US 40 WB	'00.07 E SR 75	99.99
5006	18	76476	1	2	1	40	0	3	97	36000	'GRASSY CREEK		'US 40 WB	'02.47 E I-465	99.99

Detour Viability Worksheet (Cont'd)

Detour Selection Worksheet

X. Structure ratings/condition on detour:
 Note 1: If fair or better then detour may be viable.
 If structures are in poor condition can improvements be made as part of preparation for

Note 2: Review the detour options with the district bridge asset engineer. For detour options that use local routes, check with the appropriate jurisdiction.
 Note 3: INDOT has a GIS layer with some culvert data at <https://indot.maps.arcgis.com/>

XI. Horizontal alignment on detour:

Note 1: If curve radii are at least 200 ft without superelevation then closure may be viable. Smaller radii in a superelevated section or a single 90° turn may be acceptable. However, roads with frequent sharp curves (e.g. SR 135 south of Nashville) should be avoided as a detour option.

Note 2: Google Maps or the videolog may be used for initial analysis. Final detour option(s) should be field verified.

XII. Vertical grade on detour:

Note 1: If grades are no more than 9% then the detour may be viable.

Note 2: Google Maps or the videolog may be used for initial analysis. Final detour option(s) should be field verified.

XIII. Other geometric concerns on detour:
 (e.g. inadequate truck turning radii, offset intersections, sight distance, narrow right-of-way, presence of active railroad crossing, etc.)

Note: If none, or not significant concerns, then closure may be viable. Refer to the geometric design tables in Design Manual chapters 53 to 55 for minimum acceptable values.

XIV. Traffic volume to capacity:

(if less than 1.0 detour may be viable)

A. Capacity of detour in existing condition
 (minimum capacity along leg):

Note: Use typical capacity in IDM Figure 503-?

	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

Option 1	
Option 2	
Option 3	

Option 1	
Option 2	
Option 3	

Option 1	
Option 2	
Option 3	

	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			

Detour Viability Worksheet (Cont'd)

Detour Selection Worksheet

B. Existing traffic volumes on detour legs

(Use INDOT traffic database:
<http://indot.ms2soft.com/tcds/tsearch.asp?loc=indot&mod>)

Weekday AM peak hour	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

Weekday PM peak hour	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

Weekend peak day	Option 1	Option 2	Option 3
Leg 1			
Leg 2			
Leg 3			
Leg 4			
Leg 5			
Leg 6			

Peak hour during weekend peak day

Note: Typically, weekend traffic modelling is only necessary for detours that involve freeway segments. Weekend traffic modelling may be appropriate for detour options that use commercial corridors in suburban areas.

C. Displaced traffic volumes from closed roadway to detour legs:

(to be added to volumes in B)

Note: Where available the MPO traffic modeling may be used to estimate the distribution of displaced traffic. MPO areas include Northwest Indiana, South Bend - Elkhart, Fort Wayne, Lafayette, Kokomo, Terre Haute, Indianapolis, Anderson, Muncie, Columbus, Evansville, Clark & Floyd counties, and Dearborn County).

Weekday AM peak (vph):	Hour used: <input type="text" value="0"/>
Percentage of volume from closed roadway if other than 100%	
Source or basis for an estimate lower than 100%:	

Detour Viability Worksheet (Cont'd)

Detour Selection Worksheet

Summary of Findings			
	Option 1	Option 2	Option 3
I. Duration of work			
III. Travel distance along detour			
IV. Detour legs restricted by construction or special events			
V. Detour legs engaged as part of a detour for another project			
VI. Concentration of driveways along detour legs			
VII. Presence of schools and hospitals along closed roadway			
VIII. Lane widths on detour legs			
IX. Pavement condition on detour			
X. Bridge ratings on detour			
XI. Structure ratings/condition on detour			
XII. Horizontal alignment on detour			
XIII. Vertical alignment on detour			
XIV. Other geometric concerns on detour			
XV. Traffic volume to capacity			
XVI. Other concerns			
Is detour route viable?			

Detour route(s) selected:

Detour Viability Worksheet (Cont'd)

- Current JTRP Research on Detours
<https://engineering.purdue.edu/JTRP/Research>

SPR-4405: Synthesis Study on Best Practices for Mapping and Coordinating Detours for Maintenance

Principal Investigators - Makarand Hastak, Samuel Labi, Soojin Yoon

Start Date - 11/01/2019

This study will document best practices that could be implemented within INDOT projects. Due to the typical unsystematic nature of development of detour mapping and coordination plans, the local communities, drivers, and associated stakeholders might encounter unforeseen indirect risks and losses. Implementation of the study results can help reduce these indirect risks and losses and provide benefits in terms of reduced MOT costs to the agency, travel delay costs to road users, and business disruptions for community businesses.

Crossover and Runaround Viability Worksheet

Runaround Viability Check

1. Is this project on non-divided highway or for isolated bridge construction on a divided highway? Yes No (if no then go to crossover viability check)
2. Is the project length short: Yes No. (Runarounds are generally only viable for “spot” type improvements like intersection or roundabout construction, bridge rehabilitation.
3. Can runaround be built within the existing right-of-way? Yes No (if yes go to 5)
4. If right of way is needed does the scope/schedule of the project allow for its acquisition: Yes No. If right-of-way is not needed go to questions 3
5. Is the runaround buildable? Yes No If no then a crossover is not viable- traffic is to be maintained adjacent to the work area. Please describe the nature of the physical conditions that make the crossover impractical or impossible to build (e.g. a wide river or ravine would need to be spanned).

If the answers to all of these questions are yes then a runaround should be selected for the temporary traffic control strategy.

Crossover and Runaround Worksheet (Cont'd)

Crossover Viability Check

1. Is this project on divided highway (not isolated bridge construction)? Yes No (if no then go to runaround viability check)
2. Is the overall duration of work at least one month, e.g. will the crossover be needed for at least one month? Yes No If no then a crossover is not viable- traffic is to be maintained adjacent to the work area. The exception is where existing crossovers are in place that only require temporary traffic control device installation. In this case a crossover is not viable when the duration is less than 3 days.
3. Is the crossover buildable? Yes No If no then a crossover is not viable- traffic is to be maintained adjacent to the work area). Please describe the nature of the physical conditions that make the crossover impractical or impossible to build (e.g. significant elevation difference between the two sides of the divided highway):

If the answers to all of these questions are yes then a crossover should selected for the temporary traffic control strategy.

Crossover and Runaround Worksheet (Cont'd)

RUNAROUND COST ESTIMATE

Length of Runaround* (ft) x Cost per Foot**	_____ (ft) x \$ _____ = \$ _____
Length of Temporary Bridge x \$1,500 /ft, or Cost of Pipe	_____ (ft) x \$1,500 = \$ _____ \$ _____
Total Runaround Cost (Total Cost Option 1)	\$ _____

* Length of Runaround = Distance from time-in point minus Length of Temporary Bridge.

** For average fill height ≤ 6 ft, use \$ 185 /ft
For average fill height > 6 ft, increase as necessary

CROSSOVER COST ESTIMATE

Length of Roadway Treatment Temporary Crossover (, ft)* x and Estimated Cost (per Each)r Foot*	_____ (ft) x and \$ _____ Estimated Cost = \$ _____
Length of Temporary Concrete Barrier x Cost per Foot	_____ (ft) x \$ _____ = \$ _____
Cost of Crossover(s)	\$ _____
Total Maintained Crossover Traffic Cost (Total Cost	\$ _____

Indiana Design Manual Traffic Management Plan Development

Phil Kuntz, PE

HNTB

TMP Development & Responsibilities

502-2.0 TRANSPORTATION MANAGEMENT PLAN

A Transportation Management Plan (TMP) is an overall strategy to accommodate traffic during road work that minimizes adverse impacts and maximizes safety or and mobility. The TMP should minimize the exposure to potential hazards for both motorists and highway workers in the work zone vicinity. The TMP should also minimize the vehicular delay in the work zone vicinity.

All Projects require a TMP. The scope, content, and degree of detail present in a TMP will vary based on identifying the project as significant or non-significant in relation to work zone impacts, see Section 503.2.02.

TMP Development & Responsibilities

502-2.0 TRANSPORTATION MANAGEMENT PLAN

- All projects require a TMP
- “Significant” or “Non-Significant”
- Not Just MOT Plans
- Engage INDOT and Stakeholders
- Document MOT Strategy
- TMP Report Submission

Final Tracings Checklist

FINAL TRACINGS CHECKLIST

Project Type & Location: [REDACTED]

Contract No.: [REDACTED]
Lead Des. No. [REDACTED]
Additional Des. Nos. [REDACTED]

STIP: [REDACTED]
RFC Date: [REDACTED]
Letting Date: [REDACTED]

Additional Instructions for FT items are available from the Editable Documents webpage

ERMS ID (DOT_#####)	Document Description	File Type	Remarks (see FT Checklist Additional Instructions)	Description Abbreviation	ERMS Doc. Type
[REDACTED]	Transportation Management Plan	PDF	If applicable	TrafMangPlan	Other

Final Tracings Checklist

FINAL TRACINGS CHECKLIST ADDITIONAL INSTRUCTIONS

26. **Transportation Management Plan (TMP).** A TMP is required for all projects as part of the PSE submittal process. For projects designated as significant, there are three elements that make up the TMP. For projects not designated as significant, the TMP consists of the temporary traffic control (maintenance of traffic) plan. More information is available in Chapter 81 and the Narrative for the PSE Checklist.

TMP “Significant” or “Non-Significant”

503-2.02(01) Significant Projects

A significant project as it relates to the proposed TTCP is defined as a project which causes sustained work zone impacts greater than what is considered tolerable based on INDOT policy and/or engineering judgment. The TMP must be developed in accordance with 23 CFR 630.1010 for significant projects and will include the proposed Transportation Operations Plan (TOP), the Public Information Plan (PIP), and the Temporary Traffic Control Plan (TTCP).

TMP “Significant” or “Non-Significant”

503-2.02(01) Significant Projects

Significant Projects

- “sustained work zone impacts greater than what is considered tolerable”
- Work Zones within TMA Area with lane closures longer than 3 days
- Additional INDOT Criteria
- Requires TTCP, TOP & PIP

TMP Team Development

Work with INDOT PM to Determine TMP Team

- INDOT District PM, Scoping Manager, Traffic, Construction AE



TMP Team Development

Work with INDOT PM to Determine TMP Team

- INDOT District PM, Scoping Manager, Traffic, Construction AE
- **INDOT Work Zone Safety Office**



TMP Team Development

Work with INDOT PM to Determine TMP Team

- INDOT District PM, Scoping Manager, Traffic, Construction AE
- INDOT Work Zone Safety Office
- FHWA



TMP Team Development

Work with INDOT PM to Determine TMP Team

- INDOT District PM, Scoping Manager, Traffic, Construction AE
- INDOT Work Zone Safety Office
- FHWA
- LPA's, School Officials, Local Business Groups



TMP Team Development

Work with INDOT PM to Determine TMP Team

- INDOT District PM, Scoping Manager, Traffic, Construction AE
- INDOT Work Zone Safety Office
- FHWA
- LPA's, School Officials, Local Business Groups
- **Emergency Responders, ISP**



TMP Team Development

Work

- **Designers Responsibility to Implement Recommendations from TMP Team in MOT Plans**

TMP Team Development

Work

- Designers Responsibility to Implement Recommendations from TMP Team in MOT Plans
- Construction PE/PS Responsibility to Implement Recommendations from TMP Team and to Consult with TMP Team Before Making Significant Changes to TMP

TMP Team Development & Responsibilities

503.2.04(02) TMP Team Responsibilities

The TMP team is responsible for deciding the transportation management strategy to be implemented for the project. The project scope may have a designated a particular strategy for the TMP team, e.g., a detour, temporary runaround, or intermittent closure. The *IMUTCD*, Chapters 6G and 6H, may have a work zone application that is most relevant on point for the project. Regardless of which strategy has been designated, the TMP team is still responsible for collecting data, considering alternatives, and analyzing feasible transportation management strategies based on the guidance given in the scope report as a starting point. As the plan becomes finalized, the TMP team should write and keep a report that is also submitted with final tracings to be placed in the project file. The report should include the following sections:

TMP Team Development & Responsibilities

503.2.04(02) TMP Team Responsibilities

- TMP Team Responsible for Deciding Transportation Management Strategy
- TMP Team Collects Data, Considers Alternatives & Analyzes Strategies

TMP Report Content

- Summary – Project Info, Project Scope, Goals, Objectives

TMP Report Content

- Summary – Project Info, Project Scope, Goals, Objectives
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- Appendix - Maps, Meeting Minutes, Traffic & Crash Data, USP's

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MOT Design Best Practices

- Make MOT Plans as Complete and Safe As Possible



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- Think Like a Contractor. Provide Adequate Working Room



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- Use IWZ Systems, Rumble Strips, PCMS Boards



TMP - Best Practices

- INDOT's Commitment to Work Zone Safety



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- Prioritize Work Zone Safety



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- **Submit IHCP's Early**



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- INDOT's Commitment to Work Zone Safety
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- Prioritize Defining Work Zone Strategy Early
- Submit IHCP's Early
- Keep TMP Team Engaged and Informed



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- Submit IHCP's Early
- Keep TMP Team Engaged and Informed
- Make PFC and FFC Productive Meetings
- Encourage TMP Discussion at PH's and Pre-Cons



IDM – Maintenance of Traffic Chapter Update



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