**STATE OF VERMONT**

**AGENCY OF TRANSPORTATION**

**Traffic Management Plan**

**FOR**

**Bristol BF 021-1(33)**

**VT Route 116, BRIDGE 12 OVER BALDWIN CREEK**

April 8, 2015

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**This document shall be provided to the Resident Engineer prior to the preconstruction meeting.**

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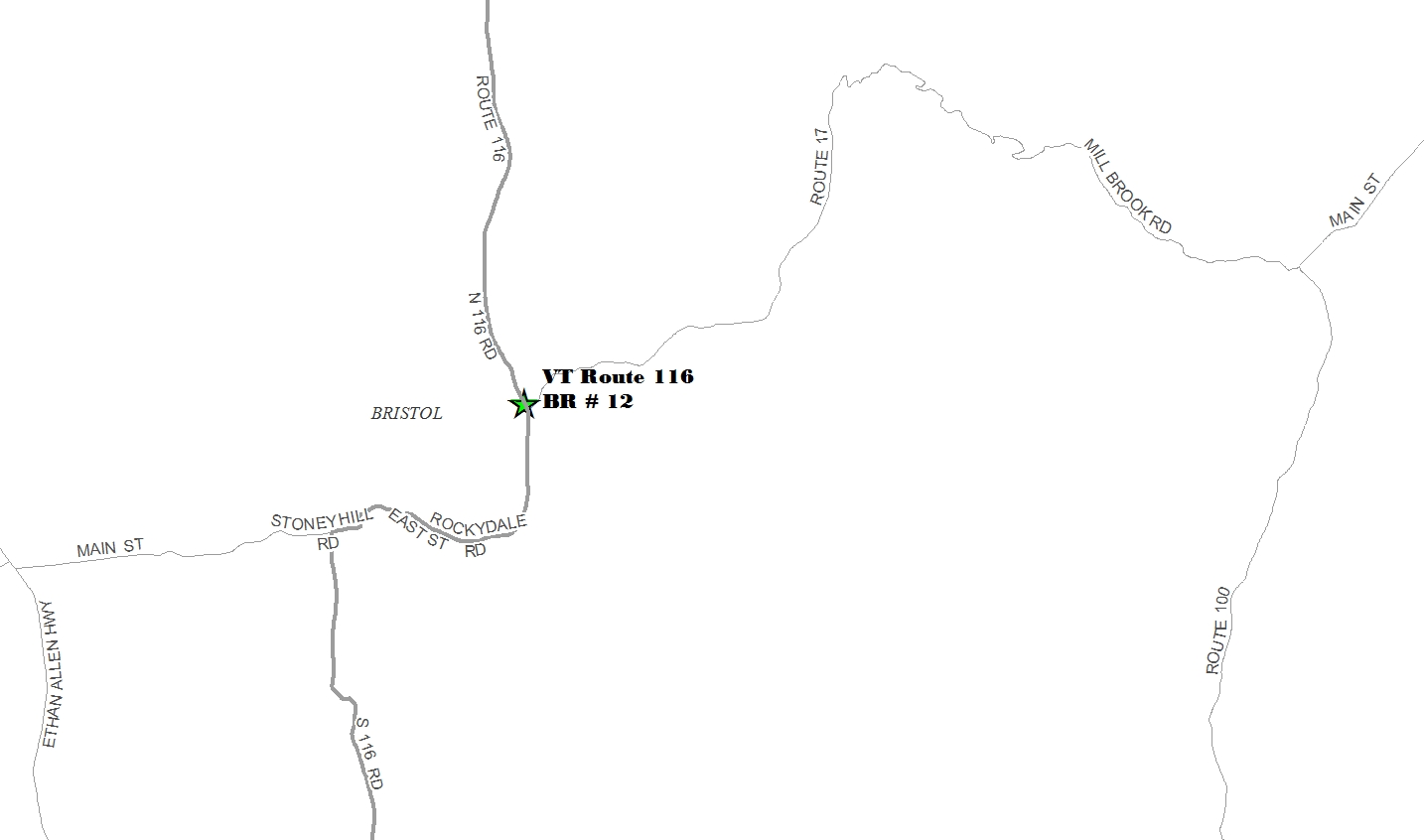
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# Project Description

* **Project Location**
  + Town of Bristol in Addison County on VT Route 116 over Baldwin Creek. The bridge is located approximately 0.1 miles north of the intersection of VT Route 17 and VT Route 116.
* **Work zone limits**
  + Station 41+00 (Begin Approach) to Station 41+50 (End Approach) – Pre-conceptual limits, subject to change
* **Project background information.**
  + The Bristol VT Route 116 Bridge 12 project consists of the replacement of the existing bridge deck, which is in poor condition, and is considered structurally deficient. The existing bridge is a steel beam bridge constructed in 1955. The existing bridge is 89-feet long and 33.3-feet wide. The deck is in poor condition and is considered structurally deficient. The superstructure and substructure are in good and satisfactory condition respectively.
  + The new concrete deck will have two 11-foot lanes with 5-foot shoulders to meet the Vermont State Design Standards. This configuration will match the existing geometry in regards to width, vertical, and horizontal alignment. The railing detail will allow for an extra 1 foot to be added to the shoulders to meet the minimum standard of 5-feet.
* **Specific traffic restrictions expected on major roadways during the work** 
  + The maintenance of Traffic options considered included a bridge closure with an offsite detour, phased construction, and a temporary bridge. In order to reduce impacts to archaeological resources and adjacent property owners, phased construction was chosen as the best method for traffic control.
  + One lane alternating traffic with a traffic signal will be utilized while the deck is constructed in phases.
* **Specific roadways that will be directly affected by the project work zones.**
  + Bridge Location Map



* **Regional projects that may impact each other**
  + None known at this time
* **Project schedule**
  + Target Construction Schedule: Construction activities will take place beginning in April 2018 and last one construction season.
  + Traffic Maintenance: By utilizing a temporary pedestrian bridge during construction, two-way traffic can be maintained during construction with phasing. It will take three phases to construct the bridge.

# TMP Team—Roles and Responsibilities

Defining roles and responsibilities from the initial stages of a project helps to coordinate all the activities related to TMP development, implementation, and monitoring. This section includes contact information and roles and responsibilities for major personnel involved in the project.

* **TMP Development Managers**—Agency/Contractor personnel with the primary responsibility for developing the TMP.
* **TMP Implementation Managers**—Agency/Contractor personnel primarily responsible for implementing the TMP.
* **TMP Implementation Task Leaders**—Agency personnel/Contractor personnel who manage, complete, oversee, or assist in specific transportation management tasks (examples include TTC inspection/supervision, PI Officer, etc.) during the work.
* **Public Information Officer**—Agency personnel who provide real-time public awareness of the work zone, including detection, prevention, and response to incidents.
* **Emergency Contacts**—Public or semi-public agencies (e.g., hospitals, schools) that need to be kept informed about work zone activities, especially in case of a road closures.

Contact information and roles and responsibilities of major personnel involved in the project. (These tables can be modified to meet agency needs.)

| **TMP Development Managers** | |
| --- | --- |
| **Agency of Transportation (AOT) DPM** | **Consultant** |
| Name/Title: Carolyn Carlson  Unit: Structures  Phone: 802-828-0048  Email: carolyn.carlson@state.vt.us | Name/Title:  Unit:  Phone:  Email: |
| **Roles and Responsibilities:** Development of the Traffic Management Plan | |
| **TMP Implementation/Monitoring Managers** | |
| **AOT Resident Engineer** | **Consultant** |
| Name/Title:  Unit:  Phone:  Email: | Name/Title:  Unit:  Phone:  Email: |
| **Roles and Responsibilities:** Implementing the Traffic Management Plan | |

|  |  |
| --- | --- |
| **TMP Implementation Task Leaders** | |
| **AOT Regional Construction Engineer** | **Consultant** |
| Name/Title: Chris Williams/ Northwest Regional Construction Engineer  Unit: Construction  Phone: 802-654-0799  Email: | Name/Title:  Unit:  Phone:  Email: |
| **Roles and Responsibilities:** | |

|  |  |
| --- | --- |
| **Public Information Officer** | |
| **AOT** | **Consultant** |
| Name/Title:  Unit:  Phone:  Email: | Name/Title:  Unit:  Phone:  Email: |
| **Roles and Responsibilities:** | |

|  |  |
| --- | --- |
| **Emergency Service Contacts** | |
| **Bristol Fire Department** | **Bristol Police Department** |
| Name/Title: Brett LaRose (Chief)  Address: PO Box 249, Bristol, VT 05443  Phone: 802-453-3201  Email: | Name/Title: Kevin E. Gibbs/Chief of Police  Address: 1 South Street, Bristol, VT 05443  Phone: 802-453-2533  Email: bristolpolice@gmavt.net |
| **Roles and Responsibilities:** | |

|  |  |
| --- | --- |
| **Contractor** | |
| **Contractor** | **Superintendent** |
| Name/Title:  Address:  Phone:  Email: | Name/Title:  Unit:  Phone:  Email: |
| **Roles and Responsibilities:** | |
| **Contractors Competent Person** | **Contractors Safety Officer** |
| Name/Title:  Unit:  Phone:  Email: | Name/Title:  Unit:  Phone:  Email: |
| **Roles and Responsibilities:** | |

# 

# Preliminary Work Zone Impact Assessment

This preliminary assessment of work zone impacts should be developed in the early planning stages of the project to help identify issues or uncover problem areas that should be considered during project development.

**Preliminary assessment of work zone impacts questionnaire:**

Does the project include a long-term closure and/or an extended weekend closure? If Yes, what is/are the applicable type of facility(ies)?

* No.

Can traffic be detoured?

* A detour for this project would take over an hour to drive end to end. The official state detour route has an end-to-end distance of 61.3 miles, which is relatively long for the amount of traffic that would be detoured at this site. The Average Daily Traffic volume is 2,700 vehicles per day. It does not seem reasonable to send that volume of traffic around a detour of that length.
* This option would close the bridge and reroute traffic onto US Route 2, to US Route 7, and VT Route 17, back to VT Route 116. This regional detour has an end-to-end distance of 61.3 miles. This detour adds approximately 12.8 miles to the through route.
* Early coordination with the police and fire departments always result in the greatest success of a bridge closure.
* There is one local bypass route that could see an increase in traffic from local passenger cars if VT Route 116 were closed during construction. Although local traffic may use the local bypass routes in the event of a closure, these routes are not appropriate for a signed detour route. The roads on the local bypass route are dirt roads with steep grades and sharp turns, and are therefore not appropriate for the anticipated amount of traffic. The most likely local bypass route is follows:
  + VT Route 116, to Meehan Road, Upper Meehan Road, Dan Sargent Road, and VT Route 17, back to VT Route 116 (6.0 miles end-to-end)

Is the existing shoulder sufficient to support traffic during construction?

* Based on the current traffic volumes, it is acceptable to close one lane of traffic, and maintain one lane of traffic, both ways, with a traffic signal.
* Based on the existing bridge width, it is possible to phase traffic without widening the bridge beyond the standard or shifting the horizontal alignment.

Is there a pedestrian/bicycle facility that must be maintained?

* There are no sidewalks on the existing or the proposed bridge, so pedestrian traffic will not need to be maintained during construction.

Would a temporary structure(s) be required?

* A temporary bridge could be placed either upstream or downstream of the existing structure. An upstream temporary bridge would interfere with the dry hydrant discussed above in the utilities section. Additionally, both an upstream and a downstream temporary bridge would have adverse impacts to archaeologically sensitive resources located in the project area; a downstream temporary bridge would have a greater impact area to these resources.
* Both an upstream and downstream temporary bridge alignment would have limits outside the existing Right-of-Way. Since a deck replacement can be accomplished using phased construction with minimum drop in level of service, it is not recommended to impact resources and go though a costly Right-of-Way process for this project.

Would a median crossover be needed?

* N/A

Would there be a need to maintain railroad traffic?

* N/A

Could maintenance of traffic have an impact on existing or proposed utilities?

* There are aerial utilities located in the project area. However, regardless of the maintenance of traffic (MOT), these utilities will have to be moved. Placement of a temporary bridge could impact where utilities are relocated.

Does it appear that maintenance of traffic will require additional right-of-way?

* No, phasing traffic will not require additional right-of-way. If a temporary bridge were constructed, additional right-of-way would be necessary.

Can the contractor restrict the roadway during the time periods listed?

* a.m. peak hours, one direction - Yes, an AADT of 2,700 would support one way alternating traffic with a minimal drop in Level of Service (LOS)
* p.m. peak hours, one direction - Yes, an AADT of 2,700 would support one way alternating traffic with a minimal drop in Level of Service (LOS)
* a.m. peak hours, both directions - No, one way alternating traffic shall be maintained throughout construction
* p.m. peak hours, both directions - No, one way alternating traffic shall be maintained throughout construction
* Overnight - Yes, an AADT of 2,700 would support one way alternating traffic with a minimal drop in Level of Service (LOS)
* Local celebrations - Yes, an AADT of 2,700 would support one way alternating traffic with a minimal drop in Level of Service (LOS)
* Holidays or weekends Yes, an AADT of 2,700 would support one way alternating traffic with a minimal drop in Level of Service (LOS)
* Sporting events/other special events - Yes, an AADT of 2,700 would support one way alternating traffic with a minimal drop in Level of Service (LOS)
* Will project timing (for example, start or end date) be affected by special events:
  + School closings or openings: No
  + Holidays: No
  + Special events: No

Are there any projects to be considered along the corridor or in the region?

* Roadwork in the immediate area that may affect traffic or the contractor’s operations?
  + None known at this time
* Roadwork on other roads that may affect the use of alternate routes?
  + None known of at this time

Are there other maintenance of traffic issues? If so, specify.

* No

# Existing Conditions

This section provides an overview of the existing conditions within the project area, and includes:

* Roadway characteristics (history, roadway classification, number of lanes, geometrics, urban/suburban/rural).
  + Roadway Classification: Rural Minor Arterial
  + Roadway Lane/Shoulder Widths and Bridge Lane/Shoulder Widths: 12’/6’ (36’) and 11’/4’ (30’)
* Historical traffic data (volumes, speed, capacity, volume/capacity, percent trucks, queue length, peak traffic hours).
  + A traffic study of this site was performed by the Vermont Agency of Transportation. The traffic volumes are projected for the years 2017 and 2037.

|  |  |  |
| --- | --- | --- |
| TRAFFIC DATA | 2017 | 2037 |
| AADT | 2,700 | 2,800 |
| DHV | 300 | 320 |
| ADTT | 320 | 480 |
| %T | 10.7 | 15.7 |
| %D | 59 | 59 |

* + Posted/Design Speed: 50 mph
* Traffic operations (signal timing, traffic controls).
  + There is a stop sign located at the intersection of VT Route 116 and VT Route 17 for vehicles on VT Route 17.
* Crash data.
  + There has been 1 crash recorded in the last five year period. This is not a High Crash Location.
* Pedestrian/bicycle facilities.
  + There are currently no pedestrian or bicycle facilities through the project area.
* Transit facilities.
  + There are currently no transit facilities though the project area.
* Truck routes.
  + There is a large volume of trucks that use VT Route 116 as a through route. This truck traffic will be maintained with phased construction.
* Local community and business concerns/issues.
  + Comments/concerns regarding traffic operations, delays, access/egress, etc., that have been received from community, business representatives, and stakeholders during the planning and design stages of the project development:
    - None noted at this time
  + Specific concerns on pedestrian, bicycle, transit facilities, etc.
    - None noted at this time

# Work Zone Impact Management Strategies

This section provides an overview of various strategies to be deployed to improve the safety and mobility of the work zone and reduce the work zone impacts on the road users, community, and businesses.

The strategies are grouped according to the following three categories.

1. Temporary Traffic Control (TTC)
2. Transportation Operations (TO)
3. Public Information and Outreach (PI&O).

In addition to traditional TTC strategies, TO and PI mitigation measures must be used for this significant project. TO and PI strategies to be used include:

* Motorist assist patrols.
* Enhanced sign and pavement markings.
* Increased police enforcement.
* Real-time traffic information and updates on project delays.

## Temporary Traffic Control (TTC)

A TTC plan describes temporary traffic control measures to be used for facilitating road users through a work zone or an incident area. The TTC plan plays a vital role in providing continuity of reasonably safe and efficient road user flow and highway worker safety when a work zone, incident, or other event temporarily disrupts normal road user flow. The TTC plan shall be consistent with the provisions of the MUTCD and AASHTO Roadside Design Guide.

| **Temporary Traffic Control (TTC)** | **√** |
| --- | --- |
| **Control Strategies** |  |
| 1. **Construction phasing/staging** | **X** |
| 1. **Full roadway closures** |  |
| 1. **Lane shifts or closures** | **X** |
| 1. **One-lane, two-way controlled operation** |  |
| 1. Two-way, one-lane traffic**/reversible lanes** |  |
| 1. **Ramp closures/relocation** |  |
| 1. **Freeway-to-freeway interchange closures** |  |
| 1. **Night work** |  |
| 1. **Weekend work** | **X** |
| 1. **Work hour restrictions for peak travel** |  |
| 1. **Pedestrian/bicycle access improvements** |  |
| 1. **Business access improvement****s** |  |
| 1. **Off-site detours/use of alternate routes** |  |
| **Traffic Control Devices** |  |
| 1. **Temporary signs** | **X** |
| 1. **Arrow** **boards** |  |
| 1. **Channelizing devices** | **X** |
| 1. **Temporary pavement markings** | **X** |
| 1. **Flaggers and uniformed traffic control officers** | **X** |
| 1. **Temporary traffic signals** | **X** |
| 1. **Lighting devices** |  |
| **Project Coordination Strategies** |  |
| 1. Other area projects | **X** |
| 1. Utilities | **X** |
| 1. Right-of-Way |  |
| 1. Other transportation infrastructure |  |
| **Innovative Contracting Strategies** |  |
| 1. Design-Build |  |
| 1. A+B Bidding |  |
| 1. Incentive/Disincentive clauses |  |
| 1. Lane rental |  |
| 1. Performance specifications |  |
| **Innovative or Accelerated Construction Techniques** |  |
| 1. Prefabricated/precast elements |  |
| 1. Rapid cure materials |  |

## Transportation Operations (TO)

*The TO component shall include the identification of strategies to mitigate impacts of the work zone on the operation of the transportation system within the work zone impact area. The work zone impact area consists of the immediate work zone as well as affects to the surrounding roadways and communities. Additional information can be acquired from the* [*“Workzone Safety and Mobility Guidelines”*](http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/publications/WorkZoneSafetyMobilityGuidanceDocument.pdf) *(WSMG) and* [*“Appendix A”*](http://vtransengineering.vermont.gov/sites/aot_program_development/files/documents/publications/WorkZoneSafetyMobility%20Appendix%20A%20-%20Temp.%20Traffic%20Control%20Devices%209-12.pdf) *in the WSMG document:*

*Examples of practices that may be used to satisfy the TO component may be found at:*

[*http://www.ops.fhwa.AOT.gov/wz/rule\_guide/sec6.htm#sec63*](http://www.ops.fhwa.dot.gov/wz/rule_guide/sec6.htm#sec63)

| **Transportation Operations (TO)** | **√** |
| --- | --- |
| **Demand Management Strategies** |  |
| 1. Transit service improvements |  |
| 1. Transit incentives |  |
| 1. Shuttle services |  |
| 1. Parking supply management |  |
| 1. Variable work hours |  |
| 1. Telecommuting |  |
| 1. Ridesharing/carpooling incentives |  |
| 1. Park-and-Ride promotion |  |
| **Corridor/Network Management Strategies** |  |
| 1. Signal timing/coordination improvements |  |
| 1. Temporary traffic signals |  |
| 1. Street/intersection improvements |  |
| 1. Bus turnouts |  |
| 1. Turn restrictions |  |
| 1. Parking restrictions |  |
| 1. Truck/heavy vehicle restrictions |  |
| 1. Reversible lanes |  |
| 1. Dynamic lane closure system |  |
| 1. Ramp closures |  |
| 1. Railroad crossing controls |  |
| 1. Coordination with adjacent construction site(s) |  |
| **Work Zone ITS Strategies** |  |
| 1. Late lane merge |  |
| 1. PCMS with speed display |  |
| 1. Travel time estimation system |  |
| 1. Advanced speed information system |  |
| 1. Advanced congestion warning system |  |
| 1. Conflict warning system (e.g., construction vehicles entering roadway) |  |
| 1. Travel time monitor system |  |
| 1. Freeway queue monitor system |  |
| 1. CCTV monitoring |  |
| 1. Real-time detour |  |
| **Work Zone Safety Management Strategies** |  |
| 1. Speed limit reduction/variable speed limits | **X** |
| 1. Temporary traffic signals |  |
| 1. Temporary traffic barrier | **X** |
| 1. Movable traffic barrier systems | **X** |
| 1. Crash cushions |  |
| 1. Temporary rumble strips |  |
| 1. Intrusion alarms |  |
| 1. Warning lights |  |
| 1. Automated flagger assistance devices (AFADs) |  |
| 1. Project task force/committee |  |
| 1. Construction safety supervisors/inspectors | **X** |
| 1. Road safety audits |  |
| 1. TMP monitor/inspection team | **X** |
| **Incident Management and Enforcement Strategies** |  |
| 1. ITS for traffic monitoring/management |  |
| 1. Traffic Message Channel (TMC) |  |
| 1. Surveillance (e.g., CCTV) |  |
| 1. Traffic Screens (to prevent rubbernecking) |  |
| 1. Mile-post markers |  |
| 1. Tow/freeway service patrol |  |
| 1. Total station units |  |
| 1. Photogrammetry |  |
| 1. Media coordination |  |
| 1. Local detour routes |  |
| 1. Contract support for incident management |  |
| 1. Incident/Emergency management coordination | **X** |
| 1. Incident/Emergency response plan | **X** |
| 1. Dedicated (paid) police enforcement |  |
| 1. Cooperative police enforcement |  |
| 1. Automated enforcement |  |
| 1. Increased penalties for work zone violations |  |
| 1. Emergency pull-offs |  |

*Contingency/Incident Management Plans***—**Consider developing a contingency plan that addresses specific actions that will be taken to restore or minimize impacts on traffic when the congestion or delay exceeds original estimates due to unforeseen events. This includes work-zone crashes, traffic volumes higher than predicted traffic demand, delayed pick-up of lane closures, etc.

It is best to develop the Contingency/Incident Management plan as a collaborative effort with the emergency response and the public safety community. Development of such a plan is crucial in the early phases to properly integrate the concerns of the first responder personnel. It is recommended that agencies consider key components, such as the following six items, in developing the plan:

(1) Incident Detection and Verification; (2) Incident Classification and Response; (3) Site Management; (4) Site Clearance; (5) Motorist Information; (6) Evaluation.

## Public Information and Outreach (PI&O)

*The PI component shall include communication strategies that seek to inform the general public of work zone impacts and the changing condition of the project. The general public may include road users, area residences and businesses, and other public entities. Examples of communications strategies that may be used to satisfy the PI component may be found at:*

[*http://www.ops.fhwa.AOT.gov/wz/rule\_guide/sec6.htm#sec63*](http://www.ops.fhwa.dot.gov/wz/rule_guide/sec6.htm#sec63)*.*

Public Information and Outreach is important to all projects that will have an impact on the public project. This project will create an impact to travelers, businesses, residents, and truckers for the construction season since a decreased speed through the project area will create slight delays. Properly informing these stakeholders of what to expect during construction will ensure proper public support and reduce problems during construction. It is important to be upfront and clear on the impacts that this project will have on the community, and as such the following measures are recommended:

* Factsheets
  + A project factsheet can be used to describe the project and why and when it is taking place.
* Business concerns/issues
* Public Input and Surveys
* Social Media to inform the public

| **Public Information and Outreach (PI&O)** | **√** |
| --- | --- |
| **Public Awareness Strategies** |  |
| 1. Branding |  |
| 1. Press kits |  |
| 1. Brochures and mailers |  |
| 1. Press releases/media alerts |  |
| 1. Mass media (earned and/or paid) |  |
| 1. Paid advertisements |  |
| 1. Project Information Center |  |
| 1. Telephone hotline |  |
| 1. Planned lane closure website |  |
| 1. Project website |  |
| 1. Public meetings/hearings, workshops | **X** |
| 1. Community task forces |  |
| 1. Coordination with media/schools/business/emergency services | **X** |
| 1. Work zone education and safety campaigns |  |
| 1. Work zone safety highway signs |  |
| 1. Rideshare promotions |  |
| 1. Visual information |  |
| **Motorist Information Strategies** |  |
| 1. Radio traffic news |  |
| 1. Changeable message signs | **X** |
| 1. Temporary motorist information signs |  |
| 1. Dynamic speed message sign |  |
| 1. Highway Advisory Radio (HAR) |  |
| 1. Extinguishable Signs |  |
| 1. Highway information network (web-based) |  |
| 1. Traveler information systems(wireless, handheld) |  |
| 1. Transportation Management Center (TMC) |  |
| 1. Live traffic camera(s) on a website |  |
| 1. Project information hotline |  |
| 1. Email alerts |  |

# Notes

*Any additional notes on selected strategies, the TMP in general, or any item requiring special attention for the project can be provided in this section.*

*This section should include meeting notes or conversation notes where decisions pertaining to the TMP are made.*

# TMP Implementation/Monitoring

The TMP needs to be implemented in the field, as specified, unless any changes have been approved by the agency. To help ensure appropriate implementation, [23 CFR 630 Subpart J](http://www.workzones.ucdavis.edu/images/Fhwa_wzsm_final_rule_summary_9-21-04.ppt) §630.1012(e) requires that the State/Agency and the contractor each designate a trained 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.

Monitoring the performance of the TMP during the construction phase is important to establish whether the predicted impacts closely resemble the actual conditions in the field, and whether the TMP strategies are effective in managing the impacts. TMP monitoring is needed for both oversight and evaluation purposes, such as:

* Monitoring and documenting TMP changes during construction.
* Preparing an evaluation of the TMP, including lessons learned.
* Refining work zone impact analysis processes and models based on outcomes.

TMP monitoring includes details of any specific observational, logging, and/or recording activities conducted during the project for work zone performance measurement purposes. Examples of possible performance measures for TMP monitoring include:

* Volume
* LOS
* Queue length
* Delay
* Travel time
* Number of crashes/incidents
* Incident response and clearance times
* Type and frequency of legitimate complaints received.

It is helpful for the TMP Implementation/Monitoring Managers to meet with the Project Manager on a regular basis to discuss and assess the safety and mobility impacts of the project work zone to date. This helps to assess how well the TMP is managing the project impacts, and can help identify and address issues before they become problems. It also provides the opportunity to verify that all key stakeholders and project officials have been receiving timely notifications where required.

# TMP Summary

This summary should include a brief description of the traffic management strategies selected for use on the project as well as important contact information. This summary should be included in the contract documents.

**TMP Summary**

* The following temporary traffic control (TTC) measures have been identified for use though the construction area.
  + Control Strategies: One-way alternating traffic with a traffic signal will be maintained using lane shifts and phased construction. Weekend and night time work should not be restricted to ensure that the project is completed within one construction season.
  + Traffic Control Devices: “Road Work Ahead” signs should be used to let traffic know that they are entering a construction site. Channelizing devices, temporary pavement markings and Flaggers should be used to let traffic know what the lane pattern is for each of the phases.
  + Project Coordination Strategies: Utilities relocation, and coordination with any projects identified at a later stage that will affect this project should be planned for during the design phase.
* The following transportation operations (TO) measures have been identified for use for mitigation of impacts to the work zone and the surrounding roadway network
  + Work Zone Safety Management Strategies: Since construction workers and the traveling public will be in close proximity to each other, several safety management strategies should be utilized including: a speed limit reduction through the construction zone, temporary traffic barriers, moveable traffic barrier systems, a safety supervisor, and TMP monitoring.
  + Incident Management and Enforcement Strategies: The media should be coordinated with to inform the public of any delays that occur due to unexpected incidents, and an Incident/Emergency response plan should be drafted and coordinated with emergency personnel.

**Public Information and Outreach Summary**

The following measures are recommended to warn the public of the possible impacts to them:

* Public meetings prior to construction should be held in order to notify the public what to expect during construction, and to hear concerns.
* Factsheets
* Business concerns/issues
  + Coordination with the businesses in the area is important. A separate meeting with business owners is encouraged.
* Public Input and Surveys
* Social Media to inform the public of upcoming impacts and changes in traffic patterns

**Contacts**

Design Project Manager: Carolyn Carlson, 802-828-0048

Resident Engineer: TBD

Regional Engineer: Chris Williams, 802-654-0799

Public Information Officer: TBD

Bristol Fire Department: Brett LaRose (Fire Chief), 802-453-3201

Bristol Police Department: Kevin E. Gibbs (Chief of Police), 802-453-2533

Contractor: TBD

Superintendent: TBD

Contractors Competent Person: TBD

Contractor Safety Officer: TBD

# TMP Review/Approvals

TMPs, and changes to TMPs, must be approved by the AOT before they are implemented. As part of this process, many agencies conduct a TMP review, either by a designated individual or a team. A TMP review is particularly important for higher impact projects, and will help with future revisions of the TMP and performance monitoring. The TMP approval is then based on the TMP review.

The approval of the TMP should be based on conformance of the TMP with the Workzone Safety and Mobility Guide.

| **Regional Construction Engineer** | | | **Traffic Operations Engineer** | | | **Project Manager** | | |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **All approvals must be obtained prior to the start of work** | | | | | | | | |
| Signature:  Name:  Date: | | | Signature:  Name:  Date: | | | Signature:  Name:  Date: | | |
| Revision# | Initials | Date | Revision# | Initials | Date | Revision# | Initials | Date |
| 1 |  |  | 1 |  |  | 1 |  |  |
| 2 |  |  | 2 |  |  | 2 |  |  |

# Appendices

* Traffic Counts

Future appendices should include:

* Temporary Traffic Control Plans
* Public Information and Outreach Plan
* TMP Review Notes
* Project Monitoring Form or Post-Project Evaluation Form.