

STATE OF VERMONT  
AGENCY OF TRANSPORTATION

**Traffic Management Plan**

FOR

**Morristown BRS 0240(3)S & STP HES 030-2(28)**

**VT ROUTE 15A, BRIDGE 1 OVER THE LAMOILLE RIVER**

March 10, 2017



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

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## 1.0 Project Description

### ▪ Project Location

- Town of Morristown in Lamoille County on VT Route 15A over the Lamoille River. The bridge is located approximately .27 miles west of the intersection of VT Route 15 and VT Route 15A.

### ▪ Work zone limits

- BRS 0240(3)S: Station 102+00 (Begin Approach) to Station 116+00 (End Project).
- STP HES 030-2(28): VT 15 Station 203+00 (Begin Approach) to Station 214+00 (End Approach) & VT 15A Station 116+00 (Begin Project) to Station 118+33.

### ▪ Project background information.

- The Morristown, VT Bridge 1 project on VT Route 15A will replace the existing temporary bridge, which is in satisfactory condition, but has a substandard width with poor horizontal and vertical alignment. The existing bridge is a single span, temporary Mabey truss bridge that was installed in 2008. The temporary bridge is approximately 115-feet in length and has a deck and substructure that are in poor condition, with steel truss members that were not designed for permanent use. The new bridge will be built on an improved alignment meeting all the current design standards.
- The new bridge will be a three-span, curved girder superstructure with concrete cantilevered abutments and two piers positioned just outside the channel supported by piles and spread footings. The bridge will have two, eleven-foot lanes with four-foot shoulders on each side, which meets Vermont State Design Standards. The new bridge will be approximately 223-feet in length. Since the roadway is being realigned and the new finished grade will be significantly higher, there will be some additional work on the VAST trail that crosses VT 15A at the bridge location to bring it up to grade, as well as some work along TH 22 (Darling Road). The bridge project will also be packaged together with a roadway project that will improve the nearby intersection of VT 15 and VT 15A. The intersection will be realigned to improve the sight distance and safety. In addition, a new cattle pass will be installed underneath VT 15 for the farm at the corner of the intersection

### ▪ Specific traffic restrictions expected on major roadways during the work

- Traffic will be maintained on the existing temporary bridge while the new bridge is constructed off alignment. It is anticipated that temporary single lane closures with alternating one-way traffic or a possible short-term road closure with a detour may be necessary at points during construction for the bridge project (BRS 0240(3)S), especially during steel erection and tying back in the approaches of VT 15A. The contractor will be allowed a 60-hour weekend closure of VT 15 for the construction of the new cattle pass for the intersection project. One-way, alternating traffic on VT 15 will be maintained outside of the 60 hour closure period on the intersection project (STP HES 030-2(28)).

### ▪ Specific roadways that will be directly affected by the project work zones

- See Bridge Location Map on following page.



▪ **Regional projects that may impact each other**

- There is a potential state resurfacing project planned in the Morrilltown area but is not expected to commence until after this project is complete. Coordination with necessary VTrans parties during the project should occur to verify that other project timeline does not change.
- A town sidewalk and culvert project is in the works and may be constructed during same construction period. Coordination with the Town of Morrilltown should be maintained to ensure that there are no conflicts with detoured traffic and closed roadway segments.

▪ **Project schedule**

- Target Construction Schedule: Construction activities are anticipated to be completed over the course of multiple years with the contractor mobilizing at the site by the middle of 2017 with the bridge and intersection projects to be completed by the end of the 2019 construction season.
- Traffic Maintenance: Traffic through the bridge project will be maintained on the existing temporary bridge. Traffic through the intersection project will be maintained with alternating one-way traffic. Both projects will be subjected to single lane closures with one-way alternating traffic and short term road closures with a detour.

## 2.0 TMP Team—Contact Information

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

- **TMP Development Managers**—Personnel with the primary responsibility for developing the TMP.
- **TMP Implementation Managers**—Personnel primarily responsible for implementing the TMP.
- **Emergency Contacts**— Public or semi-public agencies (e.g., hospitals, schools, fire, police, select board/town administrator, road foremen) 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.

TMP Development Managers	
Agency of Transportation (AOT) DPM	Town of Morristown
Name/Title: Carolyn Carlson, PE/Project Manager Unit: Structures Phone: 802-828-0048 Email: carolyn.carlson@vermont.gov	Name/Title: Sara Haskins, Town Clerk/ Treasurer Address: 43 Portland Street, Morrisville, VT 05661 Phone: 802-888-6669 Email: shaskins@morristownvt.org
<b>Roles and Responsibilities:</b> Development of the Traffic Management Plan. AOT will be responsible for developing the TMP related to the area within the project construction limits.	
TMP Implementation/Monitoring Managers	
AOT Resident Engineer	Town of Morristown
Name/Title: Tom Mancini, Resident Engineer Unit: Construction and Materials Phone: 802-828-2593 Email: Tom.Mancini@vermont.gov	Name/Title: Sara Haskins, Town Clerk/ Treasurer Address: 43 Portland Street, Morrisville, VT 05661 Phone: 802-888-6669 Email: shaskins@morristownvt.org
<b>Roles and Responsibilities:</b> Implementing the Traffic Management Plan. AOT will be responsible for implementing the TMP related to the area within the project construction limits.	
Other Important Agency Contacts	
AOT Regional Engineer	AOT Construction and Materials Bureau Director
Name/Title: Chris Williams / Northwest Regional Construction Engineer Unit: Construction and Materials Phone: 802-595-0759 Email: chris.williams@vermont.gov	Name/Title: David Hoyne/Director Unit: Construction and Materials Phone: 802-828-2593 (main desk) Email: david.hoyne@vermont.gov
<b>Roles and Responsibilities:</b>	

**Emergency Service Contacts**

<b>Morristown Police Department</b>	<b>Morristown Fire Department</b>
Name/Title: Richard Keith, Chief Address: 43 Portland St, Morrisville, VT 05661 Phone: 802-888-4211 Email: rkeith@morristownvt.org	Name/Title: Bill Spear, Chief Address: 162 Upper Main St, Morrisville, VT 05661 Phone: 802-888-3575
<b>Morristown EMS</b>	
Name/Title: Nathan Pickard, Chief of EMS Phone: 802-888-5628, ext 3 Address: 43 Portland St, Morrisville, VT 05661 Email: npickard@morristownvt.org	
<b>Roles and Responsibilities:</b>	
<b>Contractor</b>	
<b>Contractor</b>	<b>Superintendent</b>
Name/Title: Address: Phone: Email:	Name/Title: Unit: Phone: Email:
<b>Roles and Responsibilities:</b>	
<b>Contractors Competent Person</b>	<b>Contractors Safety Officer</b>
Name/Title: Unit: Phone: Email:	Name/Title: Unit: Phone: Email:
<b>Roles and Responsibilities:</b>	

### 3.0 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) being used to accommodate traffic?

- Yes, a 60 hour weekend closure of VT 15 in order to construct the cattle pass as part of the intersection project (STP HES 030-2(28)). The detour for this work will utilize VT 15A to VT 100 to ALT VT 100 Truck back to VT 15. During construction of the bridge project on VT 15A (BRS 0240(3)S) the contractor may need to close the road for short term durations for some construction activities. The Contractor will be allowed up to two closure periods totaling 21 days for this work. The detour for this work will utilize VT 15 to ALT VT 100 Truck to VT 100 back to VT 15A. The

Can traffic be detoured?

- Since the alignment of the bridge is being reconfigured downstream of the existing bridge, traffic will be maintained on the existing temporary bridge while the bridge project is constructed. A short term detour could be utilized if deemed necessary by rerouting traffic from VT 15A through Morrisville Center to VT 100 to ALT VT 100 Truck to VT 15 and back to VT 15A. This detour would have an end-to-end distance of 4.7 miles. This same detour route, with a slightly different end and begin location, would be utilized at the intersection project as well for any detour necessary for the cattle pass construction.
- Early coordination with the Town of Morristown, police and fire departments, and any additional stakeholders will result in the greatest success of the project closure.
- Traffic signal timing configurations may need to be adjusted during the detour periods if the set timings are not appropriate for the detour traffic.
- Payment for the use of a Uniformed Traffic Officer has been included in the Contract for use in assisting with controlling traffic at the intersection of VT 15A and VT12 during the 60 hour closure period of VT 15 since the turning radius may be difficult for larger sized trucks.

Is the existing shoulder sufficient to support traffic during construction?

- Based on the current traffic volumes and roadway widths, it is acceptable to close one lane of traffic, and maintain one lane of alternating traffic on both the bridge and intersection projects.

Is additional width required on culverts or bridges to maintain traffic?

- The existing bridge is a temporary Mabey truss bridge and cannot be widened to maintain traffic. The new bridge is being built off alignment so there is no need to widen the existing bridge.

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. There is a VAST trail that bisects the project that will be reconstructed as part of the project in order to bring the trail up to the new finished grade and make a safer crossing over VT 15A. Since the new VAST trail has been reconstructed up to VT 15A at the bridge location site but not maintained across VT 15A along Darling Road (TH 22), access across VT 15A will not be maintained during construction. Temporary signs will be installed during the project that inform users that there is no through access during the project. During winter months the contractor will need to provide access through the site or an alternate route for snowmobile users.

Would a temporary structure(s) be required?

- A temporary structure would not be required. From a constructability standpoint, a temporary bridge could be placed on either the upstream or downstream side of the existing bridge. A downstream temporary bridge would have temporary impacts to the VAST trail located before the bridge. An upstream temporary bridge would have temporary impacts to the VAST trail located before the bridge, as well as Darling Road (TH 22). Both an upstream and downstream temporary bridge would also require additional Right-of-Way and would result in a significantly long temporary structure at a significant cost.

Would a median crossover be needed?

- No

Would there be a need to maintain railroad traffic?

- No

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

- There are aerial utilities located in the bridge area that will be moved due to the realignment of the bridge and roadway. Regardless of the maintenance of traffic (MOT), these utilities will have to be moved. Aerial utilities are also located at the intersection project, but should be able to remain in place regardless of the maintenance of traffic. Work to relocate utilities for the project will occur prior to construction and will not be the responsibility of the Contractor.

Does it appear that maintenance of traffic will require additional Right-of-Way?

- No, maintaining traffic on the bridge project and through the intersection project 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 on the VT 15A bridge project (BRS 0240(3)S)?

- a.m. peak hours, one direction - Yes, a DHV of 480 would support one-way alternating traffic with a minimal drop in Level of Service (LOS) . One-way traffic control with flaggers should be limited to working hours only. Peak hours (7am-9am) should be avoided when possible and contractor will need to keep queue lengths and wait times appropriate as dictated in the contract documents.
- p.m. peak hours, one direction - Yes, an DHV of 480 would support one-way alternating traffic with a minimal drop in Level of Service (LOS). One-way traffic control with flaggers should be limited to working hours only. Peak hours (4pm-6pm) should be avoided when possible and contractor will need to keep queue lengths and wait times appropriate as dictated in the contract documents.
- a.m. peak hours, both directions - No, one-way alternating traffic shall be maintained throughout construction, except during agreed upon closure periods.
- p.m. peak hours, both directions - No, on- way alternating traffic shall be maintained throughout construction, except during agreed upon closure periods.
- Overnight - Yes, an AADT of 3,200 would support one-way alternating traffic with a minimal drop in Level of Service (LOS).
- Local celebrations - Yes, an AADT of 3,200 would support one-way alternating traffic with a minimal drop in Level of Service (LOS). One-way traffic control with flaggers should be limited to working hours only. Peak hours (7am-9am and 4pm-6pm) should be avoided when possible and the Contractor will need to keep queue lengths and wait times appropriate as dictated in the contract documents. Some celebrations may require work restrictions.
- Holidays or weekends - Yes, an AADT of 3,200 would support one-way alternating traffic with a minimal drop in Level of Service (LOS). One-way traffic control with flaggers should be limited to working hours only. Peak hours (7am-9am and 4pm-6pm) should be avoided when possible and the Contractor will need to keep queue lengths and wait times appropriate as dictated in the contract documents. Certain holiday weekends will be restricted for the 60 hour closure of VT 15 as outlined in the Special Provisions.
- Sporting events/other special events - Yes, an AADT of 3,200 would support one-way alternating traffic with a minimal drop in Level of Service (LOS). One-way traffic control with flaggers should be limited to working hours only. Peak hours (7am-9am and 4pm-6pm) should be avoided when possible and the Contractor will need to keep queue lengths and wait times appropriate as dictated in the contract documents.



Can the contractor restrict the roadway during the time periods listed on the VT 15 intersection project (STP HES 030-2(28))?

- Due to the traffic volume on VT 15 and work both in the intersection and for the cattle pass, the contractor may need to utilize VT 15A and the existing bridge at times to route one direction or both directions of traffic around construction.

Will project timing (for example, start or end date) be affected by special events?

- School closings or openings: The projects will be constructed over multiple years which will occur while school is both in and out of session. School bus companies will need to be notified ahead of scheduled closures. Communication will need to be made with any necessary residents on bus stop locations and pickup/ drop off in the project vicinity.
- Holidays: No special consideration for holidays with the exception of prohibiting road closures during holiday weekends as outlined in the Special Provisions.
- Special events: Rocktoberfest in Morrisville, Cancer Walk, Graduations

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

- A Town sidewalk and culvert project is in the works and may utilize VT 15A as the detour. Coordination with the Town will need to occur to ensure traffic can get around.
- A paving project was supposed to be done in the area but has been pushed back due to funding. Coordination with the pavement management group should continue in case funding opens up and construction occurs at the same time.

Roadwork in the immediate area that may affect traffic or the contractor's operations?

- None known of 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.

- The contractor may need to be allowed a brief closure period of VT 15A in order to tie in the new approaches to the bridge, which have a significant grade change from the existing roadway and structure. VT 15 may also require a short closure period in order to install the precast cattle pass structure.

## 4.0 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 Major Collector
  - Roadway Lane/Shoulder Widths and Bridge Lane/Shoulder Widths: 10'/3' (26') roadway, 10'/2' (24.2') bridge
- 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 2018 and 2038.

APPROACH	AADT		DHV		%T		%D		ADTT	
	2018	2038	2018	2038	2018	2038	2018	2038	2018	2038
West Leg (VT 15)	6300	7100	720	810	4.1	6.8	63	63	590	1100
East Leg (VT 15)	7200	8200	820	930	4.1	6.9	65	65	640	1200
South Leg/ Bridge 1 (VT 15A)	3200	3600	480	540	2.0	3.2	62	65	190	340

- Design Speed: 40 mph
- Traffic operations (signal timing, traffic controls)
  - The bridge project ((BRS 0240(3)S) has no traffic control elements as part of the project. The intersection project (STP HES 030-2(28)) is located at the intersection of VT 15 and VT 15A, with traffic departing VT 15A onto VT 15 controlled with a stop sign.
- Crash data.
  - There are no recorded crashes in the project area.
- Pedestrian/bicycle facilities.
  - There is a VAST trail that bisects the bridge project area that will be reconstructed to bring it up to the new finished grade of the roadway and provide an at-grade crossing of VT 15A before the bridge.
- Transit facilities.
  - There is currently no public transit route scheduled through the project area.
- Truck routes.
  - This route was utilized frequently by trucks to bypass downtown Morrisville and Historic Route 100 but the completion of the Morristown Bypass has alleviated a lot of this traffic.
- 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:
    - The Morrisville Water and Light has a pumping station for their water supply located off the field drive before the bridge. This access will need to be maintained during construction of the bridge project.
    - Fishing access will need to be maintained along TH 22 (Darling Road) at the Abutment #1, upstream side during construction
    - Access to the farm and other residences at the intersection project will need to be maintained during construction.
  - Specific concerns on pedestrian, bicycle, transit, facilities, etc.:
    - None

## 5.0 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).

### 5.1. 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)	Check if recommended for use
<b>Control Strategies</b>	
1. Construction phasing/staging	X
2. Full roadway closures	X
3. Lane shifts or closures	X
4. One-lane, two-way controlled operation	X
5. Two-way, one-lane traffic/reversible lanes	X
6. Night work	X
7. Weekend work	X
8. Work hour restrictions for peak travel	X
9. Pedestrian/bicycle access improvements	X
10. Business access improvements	
11. Off-site detours/use of alternate routes	X
<b>Traffic Control Devices</b>	
12. Temporary signs	X
13. Arrow boards	
14. Portable changeable message signs	X
15. Channelizing devices	
16. Temporary pavement markings	
17. Flaggers and uniformed traffic control officers	X

18. Automated Flagger Assistant Devices	
19. Temporary traffic signals	
20. Lighting devices	X
21. Truck attenuators	
<b>Project Coordination Strategies</b>	
22. Other area projects	X
23. Utilities	X
24. Right-of-Way	X
25. Other transportation infrastructure	
<b>Innovative or Accelerated Construction Techniques</b>	
26. Prefabricated/precast elements	X
27. Rapid cure materials	

## 5.2. 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”](#) (WSMG) and [“Appendix A”](#) in the WSMG document.

Transportation Operations (TO)	Check if recommended for use
<b>Demand Management Strategies</b>	
1. Shuttle services for pedestrian traffic	
<b>Corridor/Network Management Strategies</b>	
2. Signal timing/coordination improvements	
3. Temporary traffic signals	
4. Street/intersection improvements	X
5. Bus turnouts	
6. Turn restrictions	
7. Parking restrictions	
8. Truck/heavy vehicle restrictions	
9. Reversible lanes	
10. Dynamic lane closure system	
<b>Work Zone Safety Management Strategies</b>	
11. Speed limit reduction/variable speed limits	X

12. Temporary traffic signals	X
13. Temporary traffic barrier	X
14. Movable traffic barrier systems	X
15. Crash cushions	
16. Project task force/committee	
17. Construction safety supervisors/inspectors	X
18. Road safety audits	
19. TMP monitor/inspection team	X
<b>Incident Management and Enforcement Strategies</b>	
20. Media coordination	X
21. Local detour routes	X
22. Contract support for incident management	
23. Incident/Emergency management coordination	X
24. Incident/Emergency response plan	X
25. Dedicated (paid) police enforcement	
26. Cooperative police enforcement	

#### *Contingency/Incident Management Plans—*

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.

### **5.3. 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.AOT.gov/wz/rule_guide/sec6.htm#sec63).

Public Information and Outreach can be important for the success of bridge closure projects. This project will create a short term impact to travelers, businesses, residents, and truckers. Properly informing these stakeholders of what to expect during construction will ensure proper public support and reduce problems during construction. The following measures can be used:

- Factsheets
  - A project factsheet can be used to show the detour routes, if any, 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)	Check if recommended for use
<b>Public Awareness Strategies</b>	
1. Brochures and mailers	
2. Press releases/media alerts	X
3. Telephone hotline	
4. Planned lane closure website	
5. Project website	X
6. Public meetings/hearings, workshops	X
7. Community task forces	
8. Coordination with media/schools/business/emergency services	X
9. Email alerts	X
<b>Motorist Information Strategies</b>	
10. Changeable message signs	X
11. Temporary motorist information signs	X
12. Dynamic speed message sign	
13. Project information hotline	

## 6.0 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.*

## 7.0 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.

### TMP Summary

- The following temporary traffic control (TTC) measures have been identified for use though the construction area.
  - Control Strategies:
    - During the construction of the bridge project (BRS 0240(3)S), traffic will be maintained on the existing bridge while the new bridge is built adjacent on a new alignment of VT 15A. At times the Contractor may utilize flaggers to maintain one-way, alternating traffic through the project site. In addition the Contractor will be allowed up to two closure periods of VT 15A totaling no more than 21 days for construction activities. During the closure period of VT 15A, traffic will be detoured via VT15A to VT100 to ALT VT 100 to VT 15 and back to VT 15A.
    - During the construction of the intersection project (STP HES 030-2(28)), one way, alternating traffic will be maintained along VT 15 utilizing flaggers and temporary traffic control devices. Restrictions to traffic shall only occur during working hours and peak hours (7am-9am and 4pm-6pm) shall be avoided when possible. The Contractor will be allowed a single 60-hour weekend closure of VT 15 in order to construct the precast cattle pass structure. During the closure period of VT 15, traffic will be detoured via VT 15 to ALT VT 100 to VT 100 to VT 15A and back to VT 15. During the detour a Uniformed Traffic Officer will be stationed at the intersection of VT 15A and VT 12 during working hours to assist with controlling traffic since the turning radius is tight for larger trucks. The allowed weekend closures are outlined in the project Special Provisions.
  - Traffic Control Devices: Portable Message Signs, Traffic Barriers, and Temporary Traffic Signs will be utilized to inform the public of any construction work, road closures, or detours. Signal timing configurations may need to be adjusted at existing traffic signals during the detour periods if for some reason traffic is not being efficiently processed. The Contractor will need to keep queue lengths and wait times appropriate as dictated in the contract documents.
  - 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. Coordination with emergency services, bus services, local community, and VAST officials will also be necessary.
- The following transportation operations (TO) measures have been identified for use for mitigation of impacts to the work zone and the surrounding roadway network
  - Incident Management and Enforcement Strategies: Media should be coordinated with to inform the public of delays that occur due to unexpected incidents, Emergency response should be aware of local routes available in case of emergency, 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 the closure should be held in order to notify the public what to expect during the closure, and to hear concerns.
- Factsheets
- 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: Tom Mancini, 802-828-2593

Regional Engineer: Chris Williams, 802-595-0759

Public Information Officer: TBD

Morristown Fire Department: Bill Spear (Chief), 802-888-3575

Police Services: Richard Keith (Chief), 802-888-4211

Ambulance Service: Nathan Pickard (Chief), 802-888-5628, ext 3

Contractor: TBD

Superintendent: TBD

Contractors Competent Person: TBD

Contractor Safety Officer: TBD

## **8.0 TMP Review/Approvals**

TMPs, and changes to TMPs, can be submitted for review by the Transportation Systems Management & Operations (TSMO) section at AOT before they are implemented. Review of the TMP by AOT prior to implementation is not mandatory, but is highly encouraged.

### **TSMO Contacts**

AOT - Transportation Systems Management & Operations (TSMO)

Name/Title: Amy Gamble, PE\Traffic Operations Engineer

Address: 1 National Life Drive, Montpelier, VT 05633-5001

Phone: 802-477-3251

Email: amy.gamble@vermont.gov

**Roles and Responsibilities:** Review of Traffic Management Plans



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

Regional Construction Engineer			Traffic Operations Engineer			Project Manager		
<b>All approvals must be obtained prior to the start of work</b>								
Signature:			Signature:			Signature:		
Name:			Name:			Name:		
Date:			Date:			Date:		
Revision#	Initials	Date	Revision #	Initials	Date	Revision #	Initials	Date
1			1			1		
2			2			2		

## 9.0 Appendices

Future appendices could include:

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