Design – Transportation Management Plan (TMP) and Construction Phasing

VDOT shall not develop TMP's for Design-Build projects. However, construction phasing and the preliminary TMP concept should be considered when developing preliminary plans and estimates.

The PM-D shall coordinate with Regional Operations to define constraints on the mainline and connections. These include time of day work restrictions, lane width and lane closure restrictions, phasing requirements and right of way needs. These items shall be captured in the technical requirements of the RFP. TMP signing, layout of channelizing devices and sub-phases (minor) should not be detailed.

Certain projects may require the construction of temporary detour roads requiring right of way or easements. The preliminary plans should include adequate right of way for these situations. If traffic is to be detoured onto existing roadways, then the PM-D should coordinate with Regional Operations and localities to determine which local roads are and are not acceptable routes for detour. Restrictions for the detour need to be clearly identified in the RFP technical requirements.

The Design-Builder shall be responsible for the development of the TMP as well as the Temporary Traffic Control Plans for VDOT review and approval. VDOT shall determine the Type of TMP for each project and include that information in the RFP. The Design-Builder shall be responsible for any necessary traffic analyses for Maintenance of Traffic. The IIM on Transportation Management Plans (current IIM-LD-241) shall be followed to determine the level of traffic analyses required for assessing work zones. The Design-Builder shall also be responsible for temporary drainage design for each phase of the TMP. VDOT should work to achieve the greatest degree of flexibility with regard to site access, work hour restrictions and Temporary Traffic Control.

Analysis – Traffic

The PM-D shall coordinate with Regional Operations to ensure current and projected traffic data is available for preliminary plan development. This generally includes AM & PM peak hour and average daily traffic volumes for existing and design year traffic, directional splits, and truck percentages. The PM-D in coordination with the road designer shall request from Regional Operations any traffic analyses needed to identify the number of turn lanes with the recommended storage and taper lengths, acceleration/deceleration lane lengths, merging taper distances, shifting distances, type(s) of channelization, other operational characteristics, location of signalized intersections, signal removals, and any additional treatments to achieve safety and operational requirements.