

TDOT WORK ZONE SAFETY AND MOBILITY MANUAL

PART 1: Purpose and Commitment

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1.1 Purpose

Maintaining safety and mobility within Tennessee's roadway work zones is emerging as a new challenge for the state. This challenge has resulted from a rise in essential rehabilitation and reconstruction work combined with growing congestion on the state's roadways. In September 2004, the Federal Highway Administration (FHWA) of the United States Department of Transportation published 23CFR630 Subpart J, the Work Zone Safety and Mobility Rule (the Final Rule). The Final Rule, applicable for any agency involved in Federal Aid project development, requires development of a multi-level process whereby the safety and operational aspects of every work zone are emphasized. The purpose of this manual is to outline processes and procedures to address the challenges of maintaining work zone safety and mobility on today's increasingly congested roadways and to meet the requirements of the Final Rule.

1.2 Statement of Commitment

The Tennessee Department of Transportation (TDOT) is committed to the planning and operation of all work zones under its authority and oversight in a manner that provides the highest level of safety for both motorists and workers while also promoting minimum travel delays with the least adverse impacts to local communities.

1.3 Agency Vision

TDOT intends for the Work Zone Safety and Mobility initiative to further highlight and promote the Department's commitment to plan, design and implement its projects in a manner that considers its impact, direct or indirect, on motorists, the environment and the public at-large. This program is to take a holistic and systematic approach to work zone management and implementation.

1.4 Statement of Authority

Legal authority for this Work Zone Safety and Mobility Manual and its procedures is derived from adherence to §630.1006 in 23CFR630 Subpart J which states "Each State shall implement a policy for the systematic consideration and management of work zone impacts on all Federal-aid highway projects." TDOT will implement the processes and procedures within this manual for all federal-aid projects. The same requirements should be extended to all other projects for which the Department has authority.

1.5 Program Goals and Objectives

Goal 1: Maximize safety in all work zones having TDOT oversight by reducing fatality, injury, and property damage crashes statewide.

Objectives:

- Mandate regular inspection of work zone sites and influence areas.
- Promote a presence of enforcement.
- Establish required training for all work zone implementation personnel.
- Meet or exceed all recognized work zone related design standards.

Goal 2: Minimize delay and other negative operational aspects of work zones, whether real or perceived.

Objectives:

- Provide motorist information prior to and through work zones.
- Allow sufficient capacity throughout the construction process.
- Establish creative and flexible construction methods to minimize user delay.
- Recognize the importance of alternate route provision and promotion.
- Collect and review operational data to determine improvement areas.
- Minimize travel delay and vehicular queuing associated with work zones.
- Minimize crashes or other incidents having significant adverse effects on work zone operations.

Goal 3: Promote consistency in all phases of work zone development including planning, design, implementation, and operation.

Objectives:

- Develop a TMP for all applicable work zones.
- Integrate project TMP's into the overall project development process.
- Increase focus on work zone inspections and oversight efforts.
- Ensure regional compliance with statewide work zone procedures.
- Regularly review all required training programs to ensure conformity to current TDOT methods.
- Establish regular and consistent channels of motorist information.