SURFACE TRANSPORTATION CONTROL

STATEWIDE GUIDELINES

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New York State Department of Transportation
Drivers First Initiative
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A. GENERAL OVERVIEW:
As the Drivers First initiative developed, the concept of Surface Transportation Control (STC) emerged as a critical function that needed to be in-place in order to fully achieve the goals of Drivers First. Although the title of Surface Transportation Controller was established several years ago, it has become clear that the function and associated duties of Surface Transportation Control can not rest on a single person. Thus, the Surface Transportation Control function has been re-envisioned as two distinct elements; Work Zone Design/Planning, and Work Zone Operations. Each element will incorporate the talents of many staff and will address the traffic plan needs from the very beginning of the project development through its construction completion.

Many of the concepts and procedures described below were taken from the best practices of the Regions and other States. It is recognized that many Regions already effectively incorporate the concepts described in this document into their standard operating procedures. This STC guidance document is intended to establish a baseline for standardization across the Regions while providing Regional management the flexibility to improve upon this foundation.

B. SURFACE TRANSPORTATION CONTROL GOALS:
The goal of the STC function is to provide overall coordination of traffic control for all roadwork, incident, and maintenance activity on the state highway system within each Region, from the planning through the active stages.

The objective of the STC function is to ensure the coordination of traffic control for all roadwork, incident, and maintenance activity on the state highway system within each Region, and to serve as a hub for the information flow necessary for facilitating that traffic control, during both the planning and execution stages.

The STC function is intended to:
• Support the design of sound and effective work zone traffic control plans, including Transportation Management Plans (TMP’s) with robust contingency actions that address project constructability needs as well as the needs of the traveling public and the safety of the highway workers.
• Support construction, maintenance, and operations activities by reducing the potential for competing efforts and construction conflicts.
• Facilitate incident responses on the priority network both within and outside of work zones.
• Provide for more effective planning, simplify the flow of information, and insure that information available to our internal and external customers is accurate and timely.
• Support real-time traffic operations with a focus on the impact on work zones

The Regional Traffic and Safety Groups will take on the responsibility for the STC function. However, the focal point of the STC information flow will depend on the phase of the project. The Regional Traffic and Safety Group will be the focal point for early planning and design
while the Transportation Management Centers will be the focal point for STC functions for maintenance and construction activities.

C. **Surface Transportation Control Functional Elements:**

**C-1. Work Zone Design/Planning:**
During the project development and design phases, the Regional Traffic and Safety group (T&S) will provide STC oversight. T&S will work with the Regional Construction Group to assist planners and designers in developing proper work zone traffic control plans. Time restrictions will be reviewed as well as constructability issues that impact the traveling public. Regional T&S staff should be engaged in the design through all phases to assure that effective traffic management (TMP) will be successful (when required).

**C-1a. Regionally Significant (WATCH) or Priority Network projects:**
Although it is expected that the goals of STC are incorporated into every project and operation on the state highway system, there will be an enhanced focus on ensuring STC is firmly established into any regionally significant project or projects taking place on what will be referred to the Regional Priority Network.

Each Region will be responsible for identifying a Regional Priority Network and establishing hours of focused observation by the TMC/STC on that network. Using this Priority Network as one of the key barometers, the Regions shall identify those projects that are considered regionally significant (WATCH List candidates).

Criteria to consider when establishing a Regional Priority Network:
- **AADT Threshold** – routes with volumes exceeding a Regionally established threshold warrant priority treatment
- **Commercial Routes, Truck Traffic Volumes** – routes that significantly impact business (higher truck volumes)
- **Type of Facility** – controlled access highways in particular would likely be in the priority network
- **Evacuation Routes / Snow Routes** – corridors designated for use in emergencies should receive priority treatment
- **Hospital Routes / Airport Routes** – corridors providing access to hospitals or airports are critical for public safety and commerce
- **Other** - commuter routes, seasonal/recreation routes, routes used for Thruway incident detours, routes the Region determines is important for local reasons

**C-1b. Work Zone Time Restrictions:**
The Regional Traffic & Safety group will develop a table/chart of time restrictions and allowable lane closures for Capital Construction, Maintenance and Highway Work Permit projects on the priority network. These charts shall be reviewed annually and adjustments shall be made to reflect current traffic operating conditions. The charts should be used as the starting point for all time restrictions for lane closures. It is
expected that the development of these lane closure charts will be an evolution that will occur once the Regional Priority Network is defined. Procedures should be established to allow the Regional Traffic Engineer the ability to waive the restrictions when conditions warrant. The Regional Traffic & Safety Group shall provide work zone traffic control input during the preliminary Design planning phase and through Design Approval, Advance Detail Plans, and PS&E.

C-1c. Conceptual Work Zone Traffic Control Plan (TCP) Development:
The process begins with the STC members being involved in traffic aspects of the design of a capital project planned for the Priority network or projects that are determined by the region to be “significant” and are on the Regional Watch list. Typically, staff from the Regional Traffic and Safety group will provide this element of the STC function. T&S staff should be engaged early in the process and will support designers through the decision making process to assure that every effort is made to minimize the disruption to the traveling public while construction progresses. The Regional Construction Group should also be involved early to provide constructability input into the conceptual plans.

For projects on the Regional Priority network, planners and designers shall consult the tabular list of time restrictions. The restrictions noted are intended to be the starting point when developing work zone traffic control plans. T&S will work with designers to resolve conflicts and fine-tune the restrictions.

Generally T&S shall have a leadership role in reviewing and supporting a good work zone traffic control plan. Where appropriate, ITS elements will be installed as part of the projects work zone traffic control scheme to facilitate the monitoring and controls of traffic within and approaching the project limits. This may include any detour, which will be used as part of the project.

**Transportation Management Plans**
Capital Construction projects that meet certain criteria (to be defined in a subsequent revision to Highway Design Manual Chapter 16) will require the development of formal Transportation Management Plans. The Transportation Management Plan provides a description of the basis for the work zone traffic control plans included in the contract, and will lay the groundwork for project-specific communication protocols for the STC function during the Construction phase of the project. Guidance on the development and implementation of Transportation Management Plans is currently under development, and is expected to be formally issued towards the end of 2013.

C-2. Construction and Maintenance Operations:
When capital construction, maintenance or highway work permit work is active, the Transportation Management Centers (TMC) will be the focus for general STC oversight. The TMCs will work in concert with T&S and the Regional Maintenance and Construction
groups, as well as Permitees and utilities, to assure that work zone traffic control plans are followed.

The focus for TMC/STC monitoring will be on activities taking place on the regionally significant projects or projects on the Region’s Priority Networks. Monitoring on roadways not on the network will be on an as-needed basis and at the discretion of the Region.

C-2a. STC Real-Time Support and Oversight
The TMC’s support Surface Transportation Control during active construction, maintenance and permit activities through monitoring, traffic conflict resolution, and direct notification to the RTE of unanticipated significant traffic problems. TMC operators will monitor, where practical, traffic conditions related directly to work activities.

Work activities shall be reported to the TMC for inclusion in 511 and reviewed for concurrent/overlapping or incident conflicts. The TMC will support field staff in resolving conflicts or, in rare cases, through media notification of unavoidable impedance. Notification procedures, similar to those described below, shall be established within each Region to ensure accurate information is relayed to the TMC in a timely manner.

Highway Work Notification Procedures:

WEEKLY Planned:
Construction & Maintenance offices will submit a weekly planned “Road Work” form to the TMC every Friday before 08:00 during construction season for work planned the following week. TMC will review the work list for WZ conflicts and will enter OPENREACH(CARS)/511 reports. The form will include the following information and will be developed by the TMC: name & phone number, project or planned maintenance activity, location, lanes to be closed, direction, start time, anticipated end time.

DAILY:
EIC’s and Resident Engineers will be responsible for ensuring the TMC is fully aware of all planned activities that will impact the traveling public. This should include a review of previous information that has been provided to the TMC, as well as any updates/reminders that may be warranted on a daily basis. For projects identified on the Watch List, it may be necessary to confirm planned activities with the TMC as much as twice daily. Regular updates should be scheduled so that the information is provided to the TMC prior to the morning rush hour and the evening rush hour, allowing for timely updates to be input into the 511 system and provided to media outlets. Notifications may be in the form of phone calls or emails. The Region shall be responsible for developing a plan that establishes protocols to ensure timely updates are provided to the TMC.

CHANGE:
Daily/hourly changes to planned activities will be reported to the TMC as soon as practical so that OPENREACH (CARS)/511 and media updates can be completed by the TMC.

TMC will support field operations with ITS elements when practical and requested by the EIC or Resident Maintenance Engineer. In addition, TMC will work with field personnel and Regional PIO to facilitate improved traffic conditions. This includes the use of ITS, media notifications, Twitter updates, and modifications to restrictions, etc.

**PERMIT WORK:**
Regions shall develop a communications plan to assure that the TMC is notified of permit work being conducted on or near regionally significant projects or within the Region’s Priority Network. The Region’s may elect to make the TMC the main point of contact for the notification or develop a communications methodology to assure that the TMC has reliable and current information.

**SAFETY:**
EIC’s and Resident Maintenance Engineer’s will notify the TMC of any accidents within the work zones. EIC’s will be responsible for all accident reporting procedures; the TMC will provide support to the EIC and will notify the STICC and Department management as appropriate.

**OTHER AGENCIES:**
Regions shall develop a communications plan for notification of projects sponsored by other agencies that may have an impact on regionally significant projects or the Region’s Priority Network. These types of projects include but are not limited to Locally Funded Federal Aid Projects and NYS Thruway projects.

**LAW ENFORCEMENT**
The TMC will provide Law Enforcement (State, County, Local Police, as appropriate) with a daily list of active work zones. The Region shall develop a procedure to request/coordinate police services for work zones. The TMC may be used to perform this function.

**MEETINGS**
TMC will participate in TMP development meetings when practical.

**WORK ZONE AND INCIDENT REPORTING**
The TMC will develop and distribute a daily report to the TMC Manager, TMC Operations Shift Supervisor, RTE, PIO, law enforcement, agency partners and the media. Reports will include current work zones and work zones planned for the overnight or the next day.
Requests for modifications to time restrictions
Changes and emergencies during construction can be reviewed by the RTE or by extension the TMC or designee. Requests need to be submitted before COB. Caution should be exercised with changes as projects are bid a specific way.

C-2b. TMC/ITS
One of the benefits of having the real time STC function central to the TMC is that the TMC already has well established communications paths and procedures for information sharing with the STICC, media, emergency responders, the general public and with Regional and Main Office executive management. In addition, many of the TMC’s have numerous ITS and data processing resources as well as 24/7/365 system monitoring.

The staff at the TMC’s are well placed and adept at monitoring the system and responding to system needs as well as leveraging resources outside the Department (e.g. NYSP and emergency responders). The TMC staff will monitor construction activity when practical and provide support to the field personnel when issues arise. The TMC will also facilitate the resource acquisition to resolve complex situations.

C-2c. 511
511 continues to grow in popularity and has quickly become a critical information point for executive management, the public, media, other agencies and businesses. The TMC’s will continue to provide input QA/QC and support capital construction projects, maintenance work and permit work with inputting real-time and planned activities.

Activity notification shall be provided to the TMC the Friday before the week of activity and should include enough detail for the TMC to properly input the data into the 511 system. In addition, daily confirmations and updates will be required to assure that the information is as accurate as possible. These daily updates can become cumbersome to the TMC, thus the Regions will need to develop an internal communication plan so that the TMC can effectively support the capital construction projects, maintenance work and permit work, without overloading the TMC staff or placing too great a burden on the EIC. This communication plan should take into consideration existing communications paths and leverage coordination that already exists.

C-2d. System Monitoring
TMC’s will continuously monitor the priority network for adherence to restrictions, changes in work activity, incidents and safety. The TMC will keep OPENREACH(CARS)/511 reporting up-to-date and accurate and will notify the Construction or Maintenance offices, and the Traffic & Safety Office of work zone conflicts, safety concerns, upstream conditions (when practical) and incidents within the work zones or when they may impact the work zones.

TMC will monitor system and work zones for excessive delays and situations that pose a danger to the traveling public or highway workers. TMC will communicate concerns with
the Construction and Maintenance supervisors. TMC operators will work with field staff to improve traffic flow or to provide additional public awareness.

**Construction Projects**
The TMC will monitor time restrictions, established during the design phase and documented in the contract documents, and traffic conditions. The EIC will be contacted immediately to address violations or traffic concerns. If no resolution can be reached, or if the EIC is not immediately available the TMC will contact the Area Construction Supervisor or Regional Construction Engineer for appropriate action to correct violations. Communication protocols should be worked out in advance to clearly establish the proper channels for conflict resolution and avoid gaps in coverage.

**Maintenance Projects**
The TMC will monitor time restrictions and traffic conditions and will contact the Resident Maintenance Engineer (RME) to address violations or traffic concerns. If no resolution can be reached, or if the RE is not immediately available the TMC will contact the Director of Operations for appropriate action to correct violations or concerns. Communication protocols should be worked out in advance to clearly establish the proper channels for conflict resolution and avoid gaps in coverage.

The TMC may initiate an operation stop work order or suspension of work by contacting the EIC or RME during incident emergencies or where TMC managers determine that there is imminent danger to workers or the travelling public. Project operation stop work orders and suspensions of construction work will follow the procedures described in the sections 105-01 Control of work – Engineer’s Authority and 107-05 Safety and Health Requirements, and 104-05 Suspensions of Work of the current specifications book. The **TMC must Work through the Regional Construction Group chain of command to implement stop work or suspensions of work.** Communication protocols should be established in advance of construction to ensure communication occurs instantaneously. Regional managers will be notified and TMC staff will work with field managers to facilitate a safe termination of work activities. Maintenance stop work orders and suspensions of work will be communicated to the RME and/or Director of Operations.

The TMC will generate an “After Action Report” When practical and will notify Regional Management of conflicts and resolutions.

**D. MEDIA OUTREACH:**
New York State is home to a wide diversity of media markets, many of which share a common goal of keeping the traveling public informed about traffic conditions. Much of this effort is focused on daily morning and evening rush hour periods, though some local 24-hour news outlets may update their traffic information around the clock. The link between the media, the Regional Public Information Officers (PIOs) and the TMC, as the clearinghouse for traffic and work zone updates, is therefore a vital one and warrants additional consideration.
There are several methods by which traffic information is conveyed to the media. Real-time updates are provided through the 511NY service, which offers Facebook and Twitter feeds generated from information entered into OPENREACH (CARS)/511. All Regions distribute traffic advisories to the media for occasional capital construction or maintenance work that may have a severe impact on traffic flow. Most Regions distribute a weekly advisory to local media of upcoming work that may impact traffic, predominantly centered on capital construction and maintenance work but also including lane closures for bridge or overhead sign inspections. Finally, some Regions distribute information to local traffic reporters on a more frequent basis, as often as twice a day.

Information conveyed to the media through the 511NY service is processed by and published through the Statewide Transportation Information and Coordination Center, or STICC. The Office of Communications and the Regional PIOs are responsible for the distribution of all other information to the media, in accordance with Section 4.6-1 of the Manual of Administrative Procedures. Section 4.6-1 details requirements associated with the Employee Handbook. The Employee Handbook specifies that all contacts with the media must come through either the Office of Public Affairs or its Regional designee, the PIO.

Each Regional PIO, with the concurrence of the Office of Communications and the Regional Director, has the responsibility to put into place guidelines for the transmittal of traffic information to the media in their Region. These guidelines should include traditional as well as social media, and should take into account the eventual need for off-hours requests for information, as well as procedures to follow during large-scale incidents. Where guidance involves information coming from the TMC, it should be clear that the information has been approved by the PIO, either directly or via adherence to Regional guidelines.

E. REFRAMING:

The focus of the Surface Transportation Control function is to avoid project or task stop work orders and impedance, while advancing the goals of the Drivers First initiative. This will be accomplished through an early and thoughtful review during the Planning and Design phases of projects, to develop the best possible work zone and public awareness action plan, and continue through implementation during construction.

The guidance outlined in this document is intended to initiate a support and service-based strategy, rather than a permission-based approach. Thus, the Designers and EIC’s will be able to enlist the support and aid of the TMC and STC staff to resolve complex constructability or real-time traffic control adjustments. The STC/TMC will support planning and design activities through design assistance. STC/TMC support for real time construction activities will be provided by leveraging all the resources at the TMC.
APPENDIX A - LANE CLOSING GUIDELINES

Time restrictions limit the hours during which lanes can be closed on state highways and are intended to bolster safety for workers and the traveling public while also reducing travel delays through work zones. Time restrictions for the Priority Networks are established by performing a simplified freeway capacity analysis:

1. Establish Saturation Flow Rate. The Highway Capacity Manual (HCM) traffic flow on freeways under normal, non-work-zone conditions becomes oversaturated at flow rates around 2,300 vehicles per hour per lane (vphpl). Non-ideal conditions – uphill grade, horizontal curvature, and others – reduce this value. Construction substantially reduces capacity; even beyond the physical lane closures. Merging and shifting maneuvers, driver distractions, and changes in lane configurations are a few examples of work zone characteristics that cause additional delay. A good starting point is to assume a freeway saturation flow rate of 1,600 vehicles per hour per open lane for traffic moving through work zones. This value serves as the capacity threshold for determining time restrictions. Regional judgment should be applied to adjust this value further.

2. Review Traffic Volume Data for the project location. Volumes are typically obtained from the TMC or the NYSDOT Traffic Data Viewer database at www.dot.ny.gov/tdv.

3. Calculate the V/C Ratio. The anticipated volume, based on historical data acquired from the database, is divided by the above-mentioned capacity threshold to produce a volume/capacity ratio. If possible, restrict work hours to time periods during which the V/C ratio is less than 1.

4. For non-expressway locations time restrictions are determined based on similar capacity calculations. In the case of a flagging operation, the maximum total volume – of all directions combined – that can be flagged through the work zone is assumed to be 900 vehicles per hour.

Sample: Work zone – Saturation Flow Rate:

<table>
<thead>
<tr>
<th>Roadway Type (arterial, expressway, parkways, etc)</th>
<th>Saturation Flow Rate</th>
<th>Variable Condition</th>
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<tbody>
<tr>
<td>Arterial</td>
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<tr>
<td>720/lane</td>
<td>Major Signal (Signal with arrows on all approaches within 1/4 mile of closure)</td>
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<tr>
<td>1080/lane</td>
<td>Avg. Signal (Signal with mainline arrows within 1/4 mile of closure)</td>
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</tr>
<tr>
<td>1200/lane</td>
<td>Minor Signal (Signal without arrows within 1/4 mile of closure)</td>
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<tr>
<td>1440/lane</td>
<td>No Signal within 1/4 mile of closure.</td>
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<td>Expressways</td>
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<tr>
<td>1600/lane</td>
<td>Long Term</td>
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<td>1440/lane</td>
<td>Short Term</td>
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<tr>
<td>Parkways</td>
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<tr>
<td>1760/lane</td>
<td>Long Term</td>
<td></td>
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<tr>
<td>1600/lane</td>
<td>Short Term</td>
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- Direct connector ramps between Parkways and/or Expressways are subject to the 1440/lane Max Volume
- Additional restrictions may apply on some sections of roadway due to Summer Traffic, Memorial Day to Labor Day. Other restrictions may also apply.
- Full closure of an Expressway or a Parkway are subject to a 1000 vph threshold when using a signalized route for diversion and subject to 1440 vph when using a direct connector ramp to another limited access facility.
APPENDIX B - ROADWAY ACTIVITY STC NOTIFICATION

The STC/TMC presently utilizes 511NY.org, INFORMNY.com, OpenReach, and email to disseminate roadwork information to the motoring public, police, adjacent agencies, and the media. The system is dependent on timely and accurate information.

Planned roadwork information shall be provided to the TMC utilizing the weekly activity notification forms below or forms already in use by the Region. Timely, accurate and complete information is essential for potential conflicts to be detected in sufficient time for their resolution (before they become actual conflicts).

State Engineers-In-Charge (EIC), Resident Engineers or Construction supervisors shall complete these form and fax/email them to the TMC each Friday before 08:00AM. The form shall contain detailed start and end times/dates and the nearest cross streets or exits bounding the construction. (Near a railroad bridge or mile marker posts are not valid locations). If the schedule is amended subsequently during the week or if the work is unscheduled emergency work, the TMC shall be notified via fax/email no later than 4pm of the day before the change is scheduled to take place. The INFORM control center shall be notified by phone of any cancellations or changes which time does not permit faxing/emailing.

Daily the TMC operators will input the faxed/email information in 511. This information will be updated as often as necessary to ensure only the most current information is displayed. If any conflicts are noted, the appropriate EICs/Offices will be notified by phone or email as soon as practical.

NOTE: Faxing or emailing a report to the TMC does not constitute a permit to do the work, nor does it alleviate the filer from coordinating any work to be done with the Regional Director’s staff or inside another project’s work zone.
Maintenance - Weekly Activity Notification

Residency: ______________  Week beginning of ______________  Submitted ______________

<table>
<thead>
<tr>
<th>Date</th>
<th>Roadway</th>
<th>Location (Use Exit Numbers or cross streets - please DO NOT List Reference Markers)</th>
<th>Dir</th>
<th>Lanes Closed</th>
<th>Start Time</th>
<th>End Time</th>
<th>511 (Y/N)</th>
<th>Foreman</th>
<th>VMS (ID/#)</th>
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Variable Message Signs (VMS):

<table>
<thead>
<tr>
<th>Date</th>
<th>VMS (ID/Number)</th>
<th>Roadway</th>
<th>Location (Use exit numbers/mileposts Left or right shoulder)</th>
<th>Message(s) &amp; Days/Times</th>
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Comments:

Fax above information to TMC at ______________  no later than 8AM on the Friday prior to the work week.
Notify TMC (______________) promptly if there are changes in the information that has been provided on this form.
## Construction Supervisor - Weekly Activity Notification

<table>
<thead>
<tr>
<th>Contract #</th>
<th>Date</th>
<th>Roadway</th>
<th>Location (Use Exit Numbers or cross streets - please DO NOT List Reference Markers)</th>
<th>Dir</th>
<th>Lanes Closed</th>
<th>Start Time</th>
<th>End Time</th>
<th>511 (Y/N)</th>
<th>EIC</th>
<th>VMS (ID/#)</th>
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Comments:

Fax above information to TMC at [ ] - [ ] no later than 8AM on the Friday prior to the work week.

Notify TMC ([ ] - [ ]) promptly if there are changes in the information that has been provided on this form.
# Engineer in charge - Weekly Activity Notification

Week beginning of ________________

<table>
<thead>
<tr>
<th>Contract #</th>
<th>Date</th>
<th>Roadway</th>
<th>Location (Use Exit Numbers or cross streets - please DO NOT List Reference Markers)</th>
<th>Dir</th>
<th>Lanes Closed</th>
<th>Start Time</th>
<th>End Time</th>
<th>511 (Y/N)</th>
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</table>

**Variable Message Signs (VMS):**

<table>
<thead>
<tr>
<th>Date (ID/Number)</th>
<th>Roadway</th>
<th>Location (Use exit numbers/mileposts Left or right shoulder)</th>
<th>Message(s) &amp; Days/Times</th>
</tr>
</thead>
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</table>

**Comments:**

Fax above information to TMC at - no later than 8AM on the Friday prior to the work week.

Notify TMC (-) promptly if there are changes in the information that has been provided on this form.
# Permit/Utility - Weekly Activity Notification

Week beginning of
(date) ________________________________

<table>
<thead>
<tr>
<th>Permittee/Utility</th>
<th>Permit #</th>
<th>Date</th>
<th>Roadway</th>
<th>Location (Use Exit Numbers or cross streets - please DO NOT List Reference Markers)</th>
<th>Dir</th>
<th>Lanes Closed</th>
<th>Start Time</th>
<th>End Time</th>
<th>511 (Y/N)</th>
<th>Contact (Name &amp; Cell)</th>
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Comments: ____________________________________________________________

Fax above information to TMC at ________-________ no later than 8AM on the Friday prior to the work week.
Notify TMC (________-________) promptly if there are changes in the information that has been provided on this form.
## APPENDIX C – STC COMMUNICATIONS PLAN

### Sample Communications Plan:

<table>
<thead>
<tr>
<th>Communication/Message</th>
<th>From</th>
<th>To</th>
<th>Delivery Method</th>
<th>Frequency/Date</th>
<th>Prepared By/Approved By</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Work Form</td>
<td>Construction and Maintenance Offices</td>
<td>TMC</td>
<td></td>
<td>Weekly, Friday Morning</td>
<td></td>
</tr>
<tr>
<td>TMC Notification</td>
<td>EICs and Resident Maintenance Engineers</td>
<td>TMC</td>
<td></td>
<td>Twice Daily Upon any change</td>
<td></td>
</tr>
<tr>
<td>TMC Notification of Accidents</td>
<td>EICs and Resident Maintenance Engineers</td>
<td>TMC</td>
<td></td>
<td>Twice Daily Upon any change</td>
<td></td>
</tr>
<tr>
<td>Workzone conflicts</td>
<td>TMC</td>
<td>OPENREACH (CARS)/511</td>
<td>As needed from 8 and 9 above</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Workzone conflicts</td>
<td>TMC</td>
<td>Media</td>
<td></td>
<td>As needed from 8 and 9 above</td>
<td>PIOs</td>
</tr>
<tr>
<td>Active Workzone Sites</td>
<td>TMC</td>
<td>Law Enforcement</td>
<td></td>
<td>Daily</td>
<td></td>
</tr>
</tbody>
</table>