

Final Dec.

STATE OF NEW HAMPSHIRE  
INTER-DEPARTMENT COMMUNICATION

  
**FROM:** Theodore Kitsis, P.E.  
Administrator

**DATE:** December 5, 2007  
**AT:** Bureau of Construction

**SUBJECT:** Guidelines for Implementation of the new  
Work Zone Safety and Mobility Policy

**TO:** Directors  
Bureau Administrators  
District Engineers

Memorandum

Transmitted herewith is a copy of the recently completed "Guidelines for Implementation of the Work Zone Safety and Mobility Policy", dated October 12, 2007. The new guideline and NHDOT Policy 601.01 were developed as a result of the Federal Highway Administration Work Zone Safety and Mobility Final Rule published in the Federal Register on September 9, 2004. The new FHWA final rule took effect on October 12, 2007. The intent of the new rule is to provide greater awareness toward work zone safety and mobility issues and to base the selection of work zone strategies on the project's impact to the public.

Two new concepts are introduced as part of this new final rule. The first is "Transportation Management Plan" (TMP) and the second is a "Significant Project". A TMP has three components:

1. Traffic Control Plan (TCP) - provides detailed construction sequencing as well as illustrating measures that will be used to help guide and direct road users through a work zone.
2. Transportation Operations (TO) - identification of strategies that will mitigate impacts of the work zone on the Transportation Network. Example strategies may include Intelligent Transportation Systems (using existing ITS) devices, employing Smart Work Zones (SWZ), revised traffic signal timings, and coordination with the Transportation Management Center (TMC).
3. Public Outreach (PO) - communication strategies that inform affected road users, the general public, area businesses, and appropriate public entities about the project.

A "Significant" project/activity is one that, alone or in conjunction with other projects/activities, is anticipated to cause sustained work zone impacts to the road users, businesses, or local

communities during construction or one that will substantially relieve existing congestion on the highway network upon its completion.

All projects will have at least one component of the TMP, that being the traditional TCP, but only selected projects will have all three components. The Department's Traffic Control Committee, in cooperation with Highway Design's Preliminary Design Section, will make the determination if a project will be designated as a "significant" project. It is important to note that all Department projects/activities have to follow these guidelines as they are not only applicable to Project Development projects.

The new Guidelines and Policy were developed with input from the Bureaus of Highway Design, Traffic, Highway Maintenance, Turnpikes, and Construction, the Front Office and FHWA. The Department secured the services of Clough, Harbor and Associates to finalize the Guideline and prepare it for publication. Additional copies of this Guideline can be obtained by contacting my office via e-mail or telephone (271-2571). It is also my intent to make this document available on the NHDOT internet website at the following link: <http://www.nh.gov/dot/business/engineers.htm>.

Questions regarding the implementation of this Guideline and Policy 601.01 can be directed to me or the Traffic Control Committee through Bill Cass, chairman of the committee.

TK/pw

Enclosure:

cc: (with attachments)

Jeff Brillhart, Assistant Commissioner

Marty Calawa, FHWA

District Construction Engineers