

AASHTO SCOTE Survey - Traffic Control Plans (TCP) in Construction Projects		
State	Does your State DOT provide Traffic Control Plans (TCP) done by Consultants/In-House or both for construction projects?	From your experience: if your State DOT does not provide TCP in Construction projects, what are the pros and cons or benefits gained by doing this other than resources?
Alabama	Yes, each project will have a TCP either by Consultant or In-house.	N/A
Alaska	Our TCPs are done in-house if we do the design, by design consultants if they do it, or can be done by construction contractors.	N/A
Arkansas	We do provide TCP in all projects, both those done in house and by consultant.	N/A
Colorado	Colorado almost exclusively requires the contractor to provide TCP (see CDOT spec link below). See Section 630.10 https://www.codot.gov/business/designsupport/2011-construction-specifications/2011-Specs/2011-specs-book/section_600.pdf/view	This empowers the contractor to develop a plan in concert with the prime and subs' approach to work, phasing, etc. This gives them the flexibility and creativity to create a work plan customized to the work, the situation, the personnel, and they are then responsible for it. We certainly review the TCP for compliance and have some detailed requirements in our specs to assure some control.
Idaho	We do both. We've also done projects with TTC by lump sum where TTC requirements are outlined through special provisions with minimal to no plan sheets.	With lump sum TTC, inspectors can focus on the quality of the TTC and how well traffic flows vs. counting devices for payment. One of the difficulties though is asking for changes to the TTC once approved. To account for this and for unforeseen events we typically include a contract contingency item to cover any TTC related requests from the state.
Kentucky	Traffic Control Plans are provided in the plans and may be created by Cabinet employees or consultants depending on whether design is in-house or outsourced. TCP's developed by consultants would still be reviewed and approved by Cabinet representatives. Contractors would have the opportunity to modify the traffic control plan, but the Cabinet approves any modifications.	We have no experience with contractors being responsible for traffic control plan.
Louisiana	We provide either detailed traffic control plans (which the contractor can change with approval by the project engineer) and/ or standard temporary traffic control plans—these go above and beyond the MUTCD and are required for all construction projects on state routes	N/A
Maine	In Maine we require the contractor to give us a traffic control plan, we have people that review them and point out short comings.	I think the biggest pro is getting the contractors to buy into what they are doing and we have the ability to dock money if they aren't following their TCP
Maryland	It depends on the complexity of the project. For routine projects we refer contractors to our book of standards and these are reviewed as part of lane closure permitting process. We also look for the TCP to developed externally for Design Build projects. On major Design Bid Build projects, detailed TCP are developed in-house or by a design consultant.	Time for TCP approval is always one of the concerns from contractors when they develop the TCP. This often leads to claims for delays, etc. Sometimes the desire to get the work done easier, faster, etc. runs counter to creating a safe environment. I think this a good area for partnering.
Massachusetts	With the exception of Design/Build contracts which are handled a bit differently, all of our other contracted construction and maintenance projects will be advertised with a TMP or for smaller projects, just the TTC plans. In some cases where we are doing contracted maintenance work at multiple locations as defined by the "Engineer" we only include the relevant typical TTC plans from our MassDOT Part 6 book that may be used by the contractor. Under Design/Build the situation varies by project but for the most part we identify base level TTC requirements and allow the D/B team to develop site specific TTC plans based on means and methods. However the D/B team has their design consultant prepare the plans and this comes into the Department as a submission package that does get reviewed and approved by us. In a few cases the D/B contractor has an in-house PE that will develop TTC plans that are submitted to us, but we require them to have a PE if they are choosing to go that route. we . In all cases we allow the contractors to ability to propose alternative temporary traffic control to accommodate their means and methods (like a value engineering proposal) but still in this case it requires a MA PE stamp before they are allowed to implement the plan.	As I stated, we provide plans for the majority of the construction and large-scale maintenance work we do, albeit that these are generally designed by a consulting firm as part of the project development process and fully vetted by MassDOT engineers. In the case of Design/Build contracting we are often faced with difficulty in getting the D/B design consultant or contractor to follow our work zone requirements, particularly in the case where it becomes a commercial issue. They want to build the job as cheaply as possible so they can maximize profit. The physically infrastructure work does not lend itself to a substantial cost-savings opportunity so it tend to be on how they manage traffic control and the use of appropriate devices. They never seem to carry enough money for proper design development and temporary traffic control on D/B projects and we are always the "bad guy" forcing them to comply with our standards. In the end, I see that aspect as a "con" as well as the now added pressure on the field staff (Resident Engineers and Construction Inspectors) to have to essentially vet the operation of the TTCP when they are out on the project and should be concentrating on building the job.

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Michigan	<p>Yes we have both. We do have a pre-qualification requirement for a consultant firm to be able to provide this service on MDOT projects. As we do with most other services within our state.</p>	<p>If we don't provide a TCP there are a few things that I would want to be aware of.</p> <p>a. PROS</p> <p>i. The MOT won't change during construction or at the 11th hour during design</p> <p>ii. The contractor can work out more agreements on his own with local agencies and what is needed to use there detour routes</p> <p>iii. The time saved on design</p> <p>iv. Productivity is increased and normally will have a shorter build time</p> <p>b. CONS</p> <p>i. The layout will be less than what a DOT would design</p> <p>-Narrow lanes, shoulders, closure operations, will push the threshold more</p> <p>ii. Open to traffic dates will be more difficult to set</p> <p>iii. Changes modifications in the field will become more of an issue</p> <p>iv. The basis for approval / denial of the proposed design will be more difficult if the MOT standards and requirements are clearly defined in your states guidance</p> <p>-Example - What is the minimum design for a work zone ... we have a "goal" or a preferred size and number but we do have exceptions and modifications. This would need to be detailed and in place for this to be effective.</p>
Minnesota	<p>We have several methods:</p> <p>1. On smaller/simpler projects, we have a Field Manual. Often, we just tell the contractor to refer to a layout(s) in this document (http://www.dot.state.mn.us/trafficeng/publ/fieldmanual/fieldmanual.pdf).</p> <p>2. When the field manual doesn't work, we typically provide a TCP done by either MnDOT or a consultant. We have a pre-qual list of consultant who typically do this work.</p> <p>3. We have 2 cases where the contractor provides the TCP:</p> <p>a. All Design-Build Projects</p> <p>b. On a very small # of design-bid-build projects. We require they have the plans signed by a PE that must work for a pre-qual firm. We also give them extra time to bid the projects and prepare the plans.</p> <p>Note: 3b is difficult to spec. If we don't describe what we want exactly, we can end-up with a TCP that works for the contractor (and meets the specs), but doesn't work for the traveling public.</p>	<p>One recent issue that came up are the requirements of a PE. Sometimes layouts need to be adjusted from the field manual, or the contractor wants to change the TCP. Some traffic control contractors submit revisions, but they are not signed by a PE (they have none on staff). This creates some issues on liability that we are trying to work through.</p>
Missouri	<p>TCP are done by both our in house designers as well as our consultants. Consultant plans are reviewed in house before the letting process and any non-standard temporary traffic control signs are detailed here our Traffic Division Office. Contractors are not permitted to develop their own plans, however, there a process once a job is let where a contractor can suggest changes or improvements that are considered by MoDOT and a valued change.</p>	N/A
New Hampshire	<p>Generally yes. We have done a handful of design/build projects where the design/build team is responsible, but otherwise the contract includes the proposed traffic control plan. This is so we have a defined means of constructing a project within right of way and traffic operational constraints for any particular project. Contractors are allowed to propose alternative traffic control plans through value engineering proposals.</p>	<p>I don't know of any pros, other than PE cost to advertise a project, but the most significant con would be leaving the traffic control plan to competitive bidding without a defined plan.</p>

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New Jersey	TCP are required for both Consultant and in-house designed projects. Staging plans are typically project specific, but Standard lane closure details are used for minor work and repetitive resurfacing. The Contractor can provide "value engineered" alternatives to the TCP with subsequent DOT approval. Our internal work zone SME's and construction staff do not have that level of trust with contractor generated TCP.	N/A
New Mexico	In New Mexico traffic control plan must be prepared internally or by the consultant to show the design is constructible. The contractor can propose their own traffic control plan. It must be signed and sealed by registered engineer in New Mexico and be approved by district Traffic Engineer. This process has worked for us since we have seen the traffic control devices bid item cost has gone down. There was a period when we allowed lump sum bidding by the contractor. It did not work for us.	N/A
Ohio	TCP are done by both our in house designers as well as our consultants. All consultant plans are reviewed in house for compliance to our standards. Any deviations from our permitted lane closure times must be approved by a Project Advisory Impact Council. Consultants who do TCP must be prequalified and have staff that has taken our Maintenance of Traffic Course. https://www.dot.state.oh.us/Divisions/Engineering/Roadway/TrafficAcademy/Pages/default.aspx Contractors were previously permitted to design their own TCP, however this was eliminated due various issues. They are permitted to propose changes to the original TCP if it saves time and money. Contractors are only allowed to design their own TCP if the entire project is a Design/Build Project.	<p>ODOT eliminated the option for CD MOT in 2013 for the reasons listed below. As you can see the 'cons' outweigh the 'pros'</p> <p>Pros</p> <ul style="list-style-type: none"> -CD MOT allows the contractor to design the MOT that should be the most efficient design for them to utilize thereby saving the project time and money. -Reduces the number of MOT plans ODOT is required to review. Only one set of MOT plans (contractor proposal for MOT) instead of potentially two sets of MOT plans (consultant MOT plans and then the Contractor's proposal for MOT changes). -Eliminates potential of designing an MOT plan to include in the project plans that may not get used. <p>Cons</p> <ul style="list-style-type: none"> -CD MOT requires each bidding contractor to design a MOT plan. Since only one contractor gets awarded the project the remaining designs that were prepared for bidding purposes are not used. -ODOT is very particular with regards to MOT (policy and procedure) since it is a safety and congestion issue. The designer has the time to put the MOT in place that best serves the project and the travelling public. Contractors are generally driven by minimizing project costs which tends to conflict with providing a work zone that minimizes traveling public impacts and/or user costs.
Ohio (Cont)		<p>Cons (Cont)</p> <ul style="list-style-type: none"> -There is a lot of work that goes into developing a sound MOT plan that often goes beyond the guidelines of the OMUTCD, Traffic Engineering Manual (TEM) and Construction & Materials Specifications (CMS). It is difficult to quantify issues based on Engineering Judgment and relay that in the design-build scope. There is an extensive list of nuances to help the ODOT/Consultant decide how traffic should be maintained. -It is very challenging contractually when the CD MOT is designed per ODOT standards and specifications and yet does not work as well as expected (e.g., unexpected congestion, delays and/or crashes) or there are perceived safety issues from the public. -Mixing Design Build components with Design Bid Build components in a contract results in coordination and liability issues amongst ODOT, designers, and contractors. It is prudent to keep a contract either all Design Build or all Design Bid Build. -Due to the low-bid environment, Contractors may not put forth the effort to provide a design acceptable to ODOT requiring the District to review the MOT plan several times. -Contractors only have a fixed amount of time between advertisement and bid. Oftentimes, this is not enough time to properly design and price a complete MOT scheme.

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South Dakota	All projects will have TCP done either in-house or by the consultant designing the rest of the plans/project. Smaller plans may just have a standard detail and some notes for a plan, but all projects have something.	N/A
Texas	For Texas, TxDOT has developed our own TCP standard sheets. For more specific TCP details, our districts will develop the TCP plans or if a consultant is doing the project, they will develop the TCP plans. The following is the link to TxDOTs TCP standard sheets, scroll down to Page 149. http://www.dot.state.tx.us/insdtdot/orgchart/cmd/cserve/standard/toc.htm	
Vermont	In accordance with the federal Work Zone Rule, it is VTrans policy to develop Traffic Management Plans (including Traffic Control Plans) during the design process. Simple projects may rely on standard drawings and project notes; more complex projects would have more complex TCP's. The TCP is developed by the project design team, which may be either in-house staff or a consultant design team. Design/build projects have TCP's developed during the design process by the design/build team. Starting with the accelerated bridge program, there has been a trend toward skipping that part of the design process and having the contractor do the TCP. All TCP's no matter who they are designed by are reviewed (in some cases, designed by iterative review) by the TSMO Work Zone Traffic Management Engineer. (This is an overwhelming and unsustainable work load for a single person.)	The designers pushing this trend argue that developing a detailed TCP is a waste of their time since the contractor is allowed to submit alternatives, and may have the effect of dictating contractor means and methods if the contractor does follow the provided TCP. TSMO argues that FHWA intended for TCP's to be developed early in the process to ensure that safety and mobility are adequately addressed in time to buy right of way or make any other changes necessary to provide both the contractor and the travelling public the time and space they need. VTrans construction specifications require that a contractor submitted TCP be PE stamped; many contractors do not have PE's on staff, so the TCP designer may be someone entirely unfamiliar with the project who happens to have a PE. By the time a contractor submits a TCP, they are often ready to start work and are frustrated by the iterative review process often required. There is a tremendous amount of pressure to complete reviews quickly and meet the contractor's (rather than the travelling public's) needs in order to avoid a claim.
Vermont (Cont)		Some contractors have complained about being required to develop the TCP – that they preferred having the TCP included in the plan set, so that they knew what was expected, and didn't have to go through the time and expense of having a third party PE develop a TCP and shepherd it through the review process.
Virginia	VDOT provides detailed TCPs either by in house staff or by consultant designers in accordance with our Transportation Management Plan policy: http://www.virginiadot.org/business/resources/traffic_engineering/memos/TE-351_TMP_Requirements.pdf . In addition, we also have TCPs designed by contractors in Design/Build projects. Our policy was developed to be in compliance with the FHWA Final Rule on Work Zone Safety and Mobility.	Other than the positive savings in resources, a negative in having contractors develop the TCP then implement it in the design/build process has sometimes led to designs which do not always meet our standards or work zone safety requirements. Because they are the designer on record, it is extremely difficult to have the deficiencies corrected since the plans override the standards and specifications. With limited time to perform a detailed review and analysis of the contractors TCP, items which may be overlooked in design seldom get added once the project begins construction.
Washington	WSDOT includes TCP's in our contracts prepared by WSDOT or WSDOT consultants.	Pros: Contractor developed TCP's can more accurately address their chosen method of traffic control. Allow for a contractors workforce efficiencies. Cons: Contractor developed plans may not have the MUTCD required engineering judgement. May not adequately address mobility. Makes it tough to estimate a contracts traffic control cost. May not allow for innovative TMP strategies.
Wisconsin	Yes, we provide TCP for every project and they are prepared by both in-house and consultant staff. Contractors may submit revisions for consideration as part of a cost reduction incentive or for other reasons.	N/A