Transportation Management Plan

Project Description

a. Project Scope & Background

This project will replace the existing bridge on State Route 85 over the East Fork Obey River in Fentress County. The proposed bridge will be on a new alignment approximately 600' to the south of the existing. The bridge will be seven span structure with a total length of 700'.

Proposed improvements will also include the realignment of the old SR-85 roadway to tie in sideroads on either side of the bridge, as well as revising driveway connections along the route.

b. Project Limits

The project begins on State Route 85 approximately 900' west of the existing bridge and extends to the east approximately 1,200'.

c. Traffic Restrictions

Two lanes of traffic will be maintained during the construction of the proposed bridge. Temporary closures of one lane at a time will be required to complete the roadway approaches and portions of the sideroad connections. These closures will be controlled by a flagger and both lanes will be open at the end of the workday.

d. Project Schedule

The project is currently scheduled to be in the December 2024 letting.

e. Connecting Roadways & Concurrent Projects

There is one connecting sideroad, East Obey Lane, located to the west of the existing bridge. There are no known concurrent projects in the area.

TMP Personnel

(TMP Management, monitoring & emergency contacts)

Name	Title	Phone Number(s)
Adam Casteel	Region 2 Construction Engineer	(423) 634-8680, (423) 208-6113
Bo Hoskins	District 27 Operations Supervisor	(931) 526-4522
Rae Anne Bradley	Region 2 Public Information Officer	(423) 510-1164, (423) 491-9653
Landon Castleberry	Region 2 Traffic Manager	(423) 510-1208, (423) 619-3165
Chris Smith	Region 2 Safety Manager	(423) 634-2455, (423) 290-7491
Lacy Word	Region 2 TMC & HELP Manager	(423) 510-6910, (423) 593-7945

Work Zone Impact Assessment

a. Roadway Classification

State Route 85 has a functional classification of rural minor arterial and has a posted speed limit of 40 MPH. The terrain for this location is classified as mountainous and the alignment is very curvy. SR 85 is a two-lane roadway within the project limits.

State Route 85 has a 2025 AADT of 1,300 vehicles per day with 2% trucks.

b. Detour Routes

No detour routes are required for this project.

c. Pedestrian Impact

No pedestrian impacts are anticipated for this project.

d. Projected Queueing / Traffic Analysis

This project will reduce the number of lanes through the project area from two lanes to a one lane roadway, controlled by a flagger, for short durations throughout construction. State Route 85 carries 1,300 vehicles per day through the project area, which is well below the capacity threshold for a two lane roadway. While some queuing is to be expected due to the temporary closures, extensive backups are not anticipated during construction.

e. Work Zone Impacts

State Route 85 will be impacted in both the eastbound and westbound travel directions by this project. Vehicles traveling through the construction area will experience slight delays due to construction traffic and short term lane closures.

f. Special Events

There are no known special events that are expected to occur during construction.

Work Zone Impact Management Strategies

a. Temporary Traffic Control (TTC) Strategies

- Signs and temporary traffic control devices, including flaggers, will be used as specified in the current MUTCD and TDOT Standard Roadway Drawings T-WZ-10.

b. Transportation Operations Strategies

No Transportation Operations Strategies are required for this project.

c. Public Information & Outreach Strategies

No Public Information and Outreach strategies are required for this project.

d. Construction Phasing/Staging

This project will be constructed in three phases. The first phase will construct the proposed bridge, which will allow traffic to be maintained on the existing roadway. The second phase will

utilize temporary, short term, lane closures to complete the roadway approaches and portions of the sideroad tie-ins. The third phase will shift traffic to the new alignment and bridge while the final portions of the sideroads and driveways are completed.

e. TMP Monitoring

The TDOT Operations District Supervisor (ODS) will work with the Contractor to minimize traffic impacts during construction. All traffic control will be evaluated continuously; adjustments will be made as needed, to minimize traffic impacts to the extent possible. The ODS will ensure that the Communications Office is up to date and informed of current construction and traffic control operations. The ODS will work to maintain a positive relationship with the public and will review traffic control measures to ensure that the messages are timely and clear.

As construction proceeds, traffic control and its impact on traffic will be monitored and problems addressed. This process of monitoring and addressing traffic control issues will be ongoing throughout the project. The Contract will allow the ODS to make the necessary adjustments to the lane closure and hours of work in order to reduce the impacts to the public.