



ALABAMA DEPARTMENT OF TRANSPORTATION  
CONSTRUCTION BUREAU

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Kay Ivey  
Governor


John R. Cooper  
Transportation Director

February 14, 2020

Construction Information Memorandum No. 1 - 2020

TO: Region Engineers

ATTN: Region TSMO Engineers  
Area Operations, Construction, Maintenance, and Local Transportation Engineers

FROM: Winston J. Powe, PE   
State Construction Engineer

RE: Standard Operating Procedure for Traffic Interruption Reporting (TIR)

Please see the attached Standard Operating Procedure (SOP) providing details of the Department's Traffic Interruption Reporting (TIR) requirements. This SOP is necessary to bring the Department into compliance with 23 CFR Part 511, which requires that each State DOT establish a real time information program that will provide traffic and travel conditions to motorists and other public agencies.

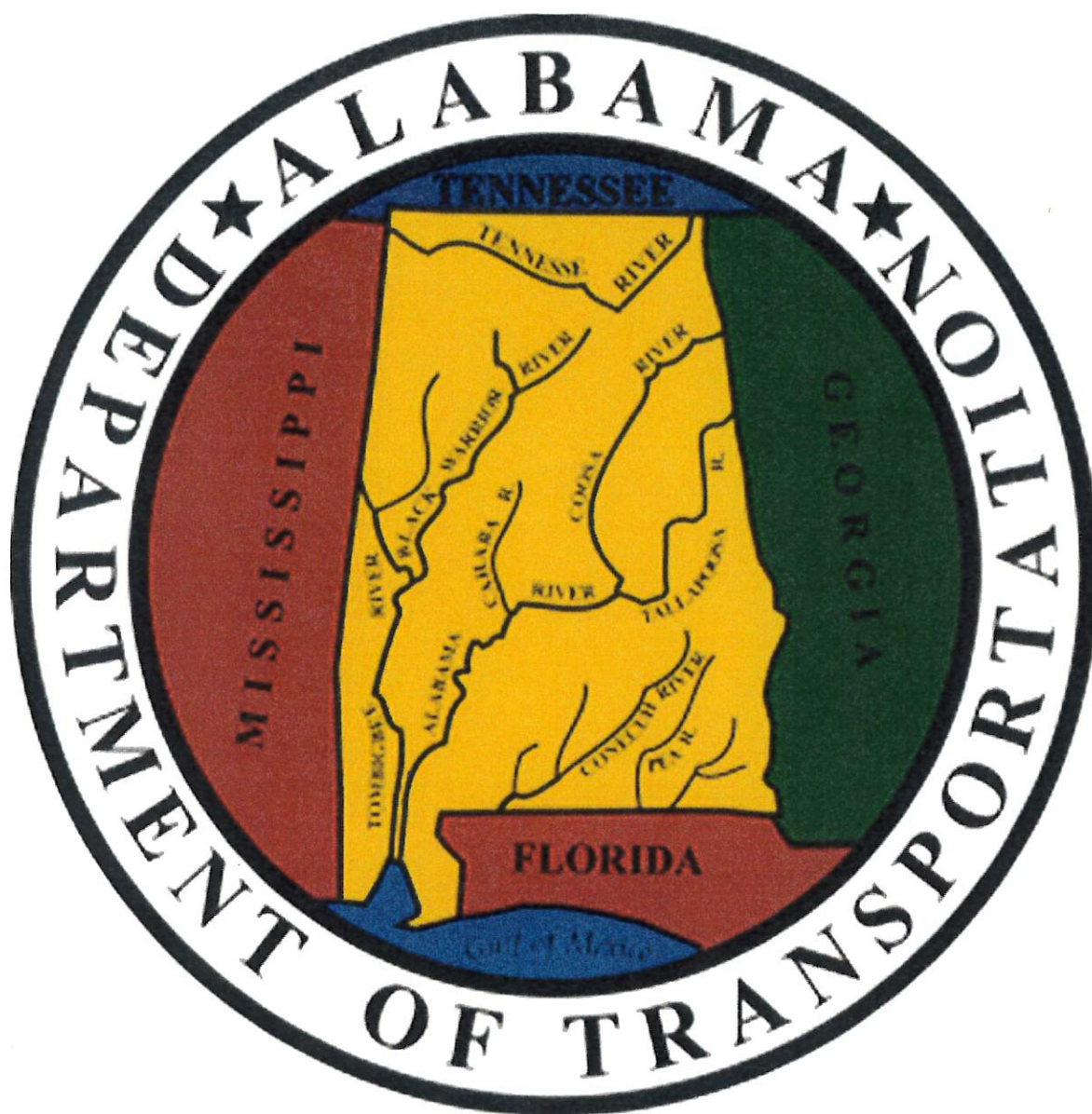
Based on the language of the CFR (copy attached), this sharing of accurate and timely information will... *"improve the security of the surface transportation system, address congestion problems, support improved responses to weather events and surface transportation incidents, and facilitate national and regional highway traveler information."*

The coordination and reporting processes are thoroughly explained in the SOP. Please ensure that all personnel in your Region/Area who will play a role in executing the TIR requirements are familiar with their responsibilities.

This SOP is effective immediately for interstate, US, and State routes.

WJP/JLB/jlb  
Attachments

- |                           |                        |                       |
|---------------------------|------------------------|-----------------------|
| pc: Mr. George Conner, PE | Mr. Don Arkle, PE      | Mr. William Adams, PE |
| Mr. Steve Walker, PE      | Mr. Terry McDuffie, PE | Mr. Ed Phillips, PE   |
| Mr. Clay McBrien, PE      | Mr. Stacey Glass, PE   | Mr. Scott George, PE  |
| Mr. Tony Harris           | FHWA                   | ARBA                  |
| AAPA                      | ALBCA                  | ACIA                  |
| ACEA                      | SOP File               | CIM File              |

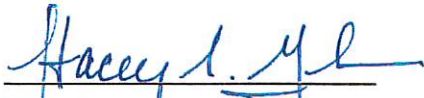


**Standard Operating Procedure**  
Traffic Interruption Reporting (T.I.R.)

# ALABAMA DEPARTMENT OF TRANSPORTATION


## STANDARD OPERATING PROCEDURE FOR TRAFFIC INTERRUPTION REPORTING (T.I.R.)

RECOMMENDED FOR APPROVAL:

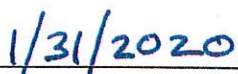
  
\_\_\_\_\_  
Stacey N. Glass, P.E.  
State Maintenance Engineer

  
\_\_\_\_\_  
Winston J. Powe, P.E.  
State Construction Engineer

APPROVED:

  
\_\_\_\_\_  
Don T. Arkle, P.E.  
Chief Engineer

  
\_\_\_\_\_  
George H. Conner, P.E.  
Deputy Director, Operations

  
\_\_\_\_\_  
Date

## **Introduction and Background**

- A. In conformance with Title 23 CFR Part 511 of the United States Code, the Alabama Department of Transportation (ALDOT) shall establish a reporting process for construction and maintenance activities that affect travel conditions by closing and reopening roadways or lanes.
- B. This reporting process requires that information about construction and maintenance activities involving shoulder, lane, and/or roadway closures or other blockages (hereinafter "closures") be reported within 10 minutes of beginning a closure or reopening a closure. Any support activities associated with the aforementioned that require such closures shall also be subject to the outlined reporting requirement.
- C. Planned and actual closures shall be reported through the five Region Traffic Management Centers (RTMC) in Huntsville, Tuscaloosa, Birmingham, Montgomery, and Mobile, who shall then disseminate the information to the public via AlgoTraffic.
- D. This reporting provides benefits to safety, work-zone management, and travel-time reliability for workers and motorists alike.
- E. A Traffic Interruption Reporting (T.I.R.) module within the RTMC software shall be utilized to record and distribute planned/actual closures. This Standard Operating Procedure (SOP) provides guidance to staff across multiple disciplines on the processes for implementation and utilization of this recording tool including needed information for each closure.
- F. The person(s) responsible for reporting closures to the RTMCs shall be designated by the Regions/Areas. For construction projects, the responsible person(s) may be in the Area Construction Office or the Project Office. Hereinafter, this SOP will use the term "Area Construction Staff" as the responsible party. For maintenance operations, the responsible person(s) may be the Area Maintenance Office or the District Office. Hereinafter, the GFO will use the term "Area Maintenance Staff" as the responsible party.
- G. Closures that do not utilize stationary shoulder or lane closures are exempt from these reporting requirements. Examples of "Moving Operations" are striping, scoring, pavement marker application, roadside mowing, herbicide applications, etc.

## **Roles and Responsibilities**

- A. The Region Transportation System Management & Operations (TSM&O) Engineer's office shall serve as the intermediary to bridge the various disciplines and associated work activities within each Region, Area, or District.
- B. Area Construction Staff shall incorporate T.I.R. into their project planning and execution with each Area and District project.
- C. Area Maintenance Staff shall incorporate T.I.R. into their daily work activities (planned or unplanned) with Area and District maintenance crews.
- D. Other ALDOT personnel in the Central, Region, or Area offices (ie..Design, M&T, etc.) performing closures in support of the aforementioned shall coordinate their respective duties with the Region TSM&O Engineer's office.
- E. On construction projects, the Contractor shall coordinate closures with the Area Construction Staff.

## **Reporting Processes**

### **Construction Activities**

- A. The Region TSM&O Engineer shall be included in the Pre-Construction meetings for each construction project. The TSM&O Engineer shall provide a briefing of the T.I.R. requirements to the Area Construction Staff and Contractor. The TSM&O Engineer shall collect the information outlined in the **Data Needs** section below during construction of the project.
- B. The TSM&O Engineer shall disseminate important information with the meeting attendees such as RTMC contact information and the steps to be taken by Area Construction Staff for reporting closures.
- C. Once project work begins, it shall be the responsibility of the Area Construction Staff to coordinate weekly work plans with the Contractor and pass the work plans along to the RTMC. The Area Construction Staff shall contact the RTMC to relay closing/reopening times and impacted lanes within 10 minutes of each closure(s) taking place.
- D. Any adjustments to project duration shall be communicated to the RTMC. Area Construction Staff shall notify the RTMC once the project is complete.

### **Maintenance Activities**

- A. Maintenance activities typically do not require a kick off meeting. The absence of this meeting will result in the Area Maintenance Staff needing to work closely with the Region TSM&O Engineer and RTMC staff to insure critical T.I.R. information is exchanged. The RTMC shall collect the information outlined in the **Data Needs** section below.
- B. It shall be the responsibility of the Area Maintenance Staff to contact the RTMC to relay closing/reopening times and impacted lanes within 10 minutes of closure(s) taking place.

### **RTMC**

- A. The RTMC is tasked with collecting and disseminating the T.I.R. information to the public. The T.I.R. information will be published to the Algo web, mobile apps, and social media platforms.
- B. The RTMC shall monitor all active T.I.R. events for accuracy and timeliness.

## **Data Needs**

The following information shall be required and be readily available from the Area Construction Staff (construction activities) or the Area Maintenance Staff (maintenance activities). This information shall be shared with the RTMC operators as soon as a schedule is confirmed.

- A. Type of work to performed (i.e. Bridge work, Paving, Railing, Signal, etc....)
- B. Lane blockage (Shoulder, Lane(s), Roadway, etc....)
- C. Location Information
  - a. Roadway Type (Interstate, U.S. Highway, State Route)
  - b. Road Name (i.e. I-10, US 80, AL 9)
  - c. Direction (North, South, East, West, North/South, East/West, All)



- d. Mile Marker (Beginning and Ending)
  - e. Cross Street (if applicable)
  - f. City(s) (if applicable)
  - g. County(s)
- D. Duration
- a. Scheduled start and end date/time
  - b. Actual start date/time
  - c. Actual end date/time
- E. T.I.R.
- a. Project Number
  - b. Primary Contact (Project Manager or Maintenance Superintendent)
  - c. Alternate Contacts (other designated field personnel)
  - d. Oversized Load Restrictions
    - i. Horizontal clearance less than 16'
    - ii. Vertical clearance less than 14'6"
  - e. Speed Limit changes

## **REAL-TIME SYSTEM MANAGEMENT INFORMATION PROGRAM [1201]**

### **Establishment / Purposes (§ 511.301 & § 511.305)**

A final rule was published on November 8, 2010, creating a new section 511 under Title 23 of the Code of Federal Regulations that establishes a **real-time system management information program** pursuant to Section 1201 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). 23 CFR 511 establishes the provisions and parameters for the Real-Time System Management Information Program for State DOTs, other responsible agencies, and partnerships with other commercial entities in establishing real-time information programs that provide accessibility to traffic and travel conditions information by other public agencies, the traveling public, and by other parties who may deliver value-added information products. The information will be available and shareable to improve the security of the surface transportation system, to address congestion problems, to support improved response to weather events and surface transportation incidents, and to facilitate national and regional highway traveler information.

### **Funding / Eligibility (§ 511.307)**

While SAFETEA-LU continued to permit Federal-aid funds to be eligible for traffic system operations and management activities, it did not provide separate, additional funding for real-time system management information.

### **Provisions for traffic and travel conditions (§ 511.309)**

(a) Minimum requirements for traffic and travel conditions made available by real-time information programs are:

(1) Construction activities. The timeliness for the availability of information about full construction activities that close or reopen roadways or lanes will be 20 minutes or less from the time of the closure for highways outside of Metropolitan Areas and 10 minutes or less from the time of the closure or reopening for roadways within Metropolitan areas. Short-term or intermittent lane closures of limited duration that are less than the required reporting times are not included as a minimum requirement under this section.

(2) Roadway or lane blocking incidents. The timeliness for the availability of information related to roadway or lane blocking traffic incident will be 20 minutes or less from the time that the incident is verified for highways outside of Metropolitan Areas and 10 minutes or less from the time that the incident is verified for roadways within Metropolitan areas.

(3) Roadway weather observations. The timeliness for the availability of information about hazardous driving conditions and roadway or lane closures or blockages because of adverse weather conditions will be 20 minutes or less from the time the hazardous conditions, blockage, or closure is observed.

(4) Travel time information. The timeliness for the availability of travel time information along limited access roadway segments within Metropolitan Areas will be 10 minutes or less from the time that the travel time calculation is completed.

(5) Information accuracy. The designed accuracy for a real-time information program shall be 85 percent accurate at a minimum, or have a maximum error rate of 15 percent.

(6) Information availability. The designed availability for a real-time information program shall be 90 percent available at a minimum.

### **Effective Dates (§ 511.311 & § 511.313)**

Establishment of the real-time information program for traffic and travel conditions on the Interstate system highways shall be completed no later than November 8, 2014. Establishment of the real-time information program for traffic and travel conditions reporting along the State-designated metropolitan area routes of significance shall be completed no later than November 8, 2016.

## Request for Comments

While the FHWA is issuing this final rule, which will become effective on the dates noted above, the FHWA is also seeking additional comments relating to the costs and benefits of the Real-Time System Management Information Program and general information about current and planned programs. It is challenging to determine a comprehensive picture of costs and benefits given the flexibility of approaches that can be used and the limitations of the current studies. Therefore, the FHWA seeks comments related to the following:

- 1) What are the costs and benefits of each individual provision required under rule? If some provisions have net costs, would certain modifications to those provisions lead to net benefits?
- 2) What are the impacts of requiring these provisions on States and Metropolitan Areas (do some States and Metropolitan Areas realize net costs instead of net benefits)? If some States and Metropolitan Areas realize net costs, would certain modifications to provisions ensure net benefits?
- 3) Is there a specific, alternative approach to calculating costs and benefits that would be more appropriate than the current use of the Atlanta Navigator Study?
- 4) Although information dissemination to the public is not within scope of this rule, it is important to understand how information is typically disseminated so that the technologies used to collect and monitor data is compatible with technologies used to disseminate this information. This is especially important to keep up with new technological advances and to ensure that States use the most effective, low cost methods to both collect and disseminate information.
  - A) What technologies States will use to collect and monitor information under this rule?
  - B) What technologies are States planning to use to disseminate this information or what are they already using?
  - C) Do the technologies State plan to use present any interoperability issues? Do they allow for use of advanced technologies that could be the most cost-effective means of collecting and disseminating this information?
  - D) Are there any structural impediments to using low-cost advanced technologies in the future given the provisions and specifications contained in this rule?
  - E) Given the research investment into wireless communications systems in the 5.9 GHz spectrum for Intelligent Transportation Systems applications, to what extent could systems in this spectrum also be used to fulfill the requirements of this rule and/or enable other applications?
  - F) Given that there are legacy technologies in place now, and that there are new technologies on the horizon that are being adopted, how can we ensure that investments made today to comply with this rule are sustainable over the long term?
- 5) This rule defines Metropolitan Areas to mean the geographic areas designated as Metropolitan Statistical Areas by the Office of Management and Budget with a population exceeding 1,000,000 inhabitants. Is this population criterion appropriate, rather than considering traffic, commuting times, or other considerations?

November 8, 2010