

Lane Closure Advisory Management System (LCAMS)



Crash causes backups on I-81 South in Rockbridge County



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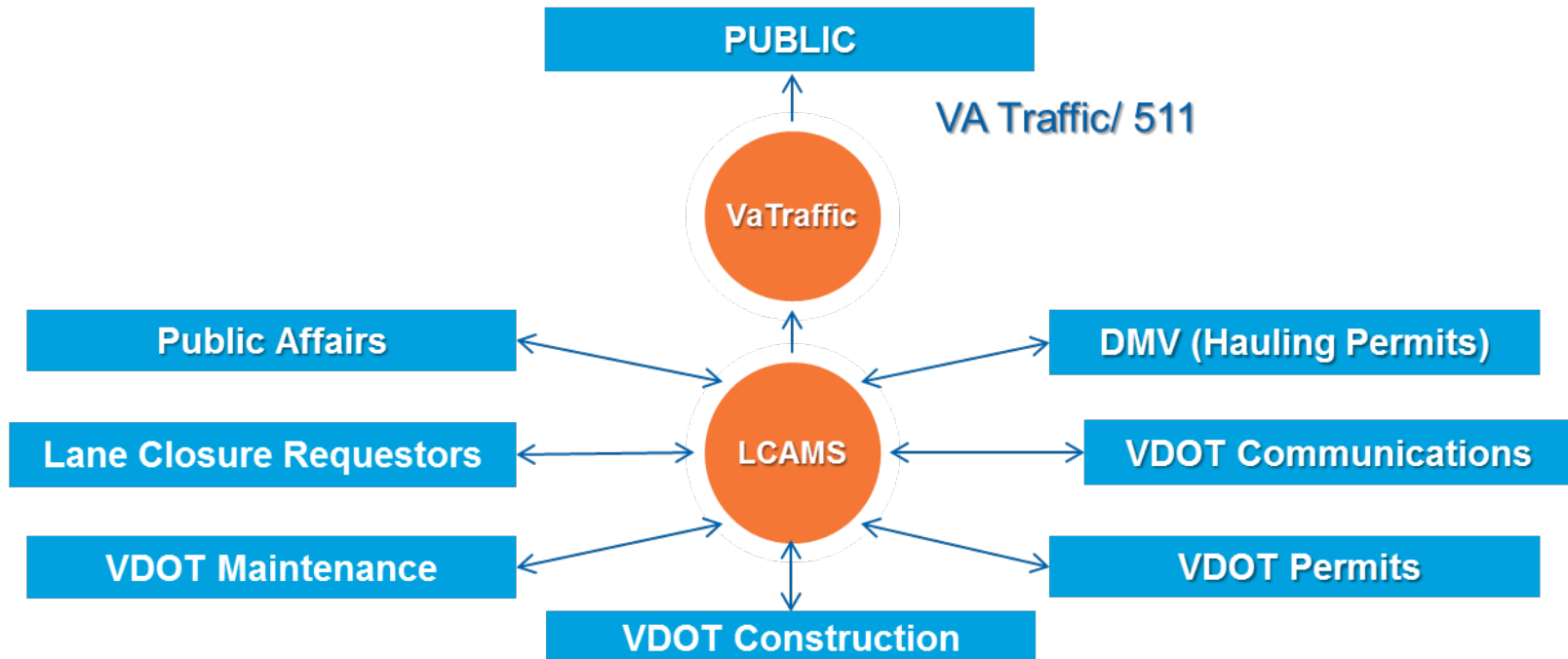
Virginia Dept. Of Transportation total lane miles of roadways maintained:

- Interstate - 5,500 lane miles
- Primaries - 22,040 lane miles
- Secondaries - 100,365 lane miles
- Frontage Roads - 652 lane miles
- For a total of 128,557 lane miles that are VDOT maintained

How does VDOT keep track of construction and maintenance and other activities occurring on its roadways?

Lane Closure Advisory Management System (LCAMS)

- **LCAMS is a tool that is used to proactively manage and communicate lane closures across the state**



- **All work defined or entered in LCAMS transfers to the traveling public through VA Traffic and 511**

Lane Closure Advisory Management System (LCAMS)

LCAMS Policy IIM-OD-16-03

- establishes a single, statewide process for lane closure coordination and implementation.
- focuses on scheduling and coordinating lane closures in advance to avoid conflicts and to prevent undue stress on the roadway system. This does not however, equate to approval.



Lane Closure Advisory Management System (LCAMS)

LCAMS Policy IIM-OD-16-03

Two types of lane closures as defined by VDOT:

1. Planned lane closures are expected to occur during Allowable Work Hours (AWH).
2. Emergency lane closures are directly caused by a roadway occurrence which presents imminent danger to the traveling public, responder and/or agency or state infrastructure.



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LCAMS Policy IIM-OD-16-03

Two Major Sections:

1. Lane Closure Coordination (LCC)

- Includes using LCAMS to determine conflicts with work zones
- Identifies potential conflicts in both time & space for a lane closure and identifies conflicts with Special Events, major weather events, peak travel time and holiday traffic.

2. Lane Closure Implementation (LCI)

- Communication between the contractor and the Traffic Operations Center to inform them that either work will begin as planned, or delayed or cancelled.
- Traffic Operations Center will monitor the work zone for congestion and time of expiration to either close out the event or extend if needed.
- Also included are emergency lane closures and the impact it will have on others.

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What work should be entered into LCAMS?

Any work that will be conducted on the following roadways:

- **Interstate or Limited access highway**
- **Corridors of Statewide Significance**
 - The corridor must have multiple modes or be an extended freight corridor;
 - The corridor connects regions, states and/or major activity centers;
 - The corridor provides for a high volume of travel; and
 - The corridor provides a unique statewide function and/or addresses statewide goals.
- **Corridors identified by the District/Regions**



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General LCAMS guidance:

- To access LCAMS, you must attend training.
- Lane closure information must be enter into LCAMS by 8:00 a.m. on the Thursday prior to the week the lane closure is to be executed.
- Planned lane closures are expected to occur during allowable work hours. However, there could be situations where work must be performed outside of those restrictions and agreed by all parties.
- Emergency lane closures for a roadway event or incident that presents imminent danger to the traveling public, responder and/or agency or state infrastructure do not follow the planning process and proceed to implementation



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General LCAMS guidance cont:

- All POC's information must be up to date. The VDOT POC must be the VDOT employee responsible for the work. The Onsite Org POC must be the contact that will be in the field while work is being performed.
- An LCAMS entry should be entered for each week's worth of work without including weekends unless work is actually taking place on the weekends.
- The week starts on the first Sunday after the LCAMS deadline and extends to the following Saturday.



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Conflicts

If a LCAMS entry causes a conflict with another LCAMS entry then it is the responsibility of the user who caused the conflict to resolve the conflict. To resolve the conflict the user must do one of the two following things before it is approved:

- Change their requested dates and/or times to avoid the conflict.
- Send the LCAMS administrator an email stating the contact between both LCAMS entry contacts and the conflict has been resolved.

If the work is considered High Priority work, i.e. Any Design Build, Major Structure repair, etc. – Contact must be made with the conflicting LCAMS entry and the details worked out so as to avoid a conflict and if not possible then the appropriate Asst. District Administrator must get involved in order to determine what work will be approved. The District Operations Director must be notified as to the outcome.

If a LCAMS user cannot resolve their conflict for any reason, that user must notify the LCAMS Administrator.



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Conflicts Cont.

If the conflict cannot be resolved by the LCAMS Administrator, or the Traffic Operations Center Operations Manager can't resolve the conflict then the District Traffic Engineer or District Operations Director will be notified.

All LCAMS entries that have lane closures must also be entered into VA Traffic. If a user's LCAMS is a "blanket" entry, Covers more days then needed or more time then needed, then that users VA traffic's must be specific to the times and location for each specific day. This can be achieved by entering VA Traffic entries the day of the work.

Entries shall abide by the Allowable Lane Closure hours of operations unless otherwise approved by the District Operations Director.

Users with entries that contain hours that are outside of the Allowable Hours of Operations may be required to provide further documentation:

- A Copy of the contract which states the time frame for lane closures.
- A work zone traffic impact assessment from Traffic Engineering that has been approved by the District Operations Director.



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VA Traffic

Customers want more timely traffic and travel information and VDOT's operational needs require more consistent, accurate, and timely data to meet business needs and customer expectations.

VaTraffic is a web-based application that accepts data, entered by VDOT and contract staff located throughout the state, related to current events and planned events, such as traffic incidents, congestion, planned events, security events and weather conditions.



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VA Traffic

VaTraffic disseminates this event information through a data feed service. It is important that the information entered into VaTraffic is complete and accurate for many reasons; one of which is the data feeds provide VaTraffic information to:

- 511 Virginia Traveler information website;
- 511 Virginia IVR (Interactive Voice Response) telephone system;
- 511 App used on smart phones
- Twitter
- VDOT Dashboard
- VDOT Customer Service
- Virginia Department of Emergency Management
- VaTraffic global database

VaTraffic also disseminates operational information to:

- VDOT executive management
- VDOT Duty Officers, Safety Officers and other VDOT responders
- Other partner agencies:
 - Virginia State Police
 - Federal Highway Administration (FHWA),
 - Virginia Department of Emergency Management (VDEM)



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VA Traffic

Lane closures on any state maintained roadway shall have a VA Traffic entry

- Shoulder Closures do not require a VA Traffic entry unless it may cause a significant impact to traffic.
- VaTraffic entries should be entered at least 4 hours before the start of the work
- VaTraffic entries must have accurate field contact information filled out
- A Parent Event should not exceed one month
- Prior to starting work (first cone down) you must call the Traffic Operations Center so your work zone can be activated
- Upon completion of work you must call the Traffic Operations Center so your work zone can be closed

