



**DATE:** February 19, 2026

**TO:** District Engineers, Design/Construction Engineer Managers,  
Design/Construction Engineers

**FROM:** David B. Kuisti, P.E.  
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**RE:** Transportation Management Plans and Positive Protection for Workers in Work Zones

**To comply with changes to 23 CFR 630 Subparts J and K the following must be implemented during the design phase of federal aid projects scheduled to be let after December 31, 2026:**

• **Transportation Management Plans**

Interstate system projects within the boundaries of a designated Transportation Management Area (urban regions with populations over 200,000) that require intermittent or continuous lane closures for 3 or more consecutive days are required to have a Transportation Management Plan (TMP) consisting of a temporary traffic control (TTC) plan, a transportation operations (TO) plan, and a public information and outreach (PIO) plan. The TMP is developed during the project development phase and included in the PS&E submittal for advertisement.

- The TTC plan describes the TTC measures to be used for facilitating road users through the work zone. Base the TTC plan on specific [Idaho MUTCD](#) elements, standard TTC plans, or a unique project-specific design.
- The TO plan identifies strategies to mitigate impacts of the work zone on the operation and management of the transportation system within the work zone impact area; e.g., demand management, corridor/network management, safety management and enforcement, work zone traffic management.
- The PIO plan is the communication strategy for keeping everyone – road users, the general public, area residences and local businesses, and government agencies – informed of project status, impacts, changing conditions, etc.

The FHWA may waive the TMP requirement if shown the project will not have sustained work zone impacts.

• **Use of Positive Protection Devices**

For projects with high anticipated operating speeds (45 mph and greater) use positive protection devices (e.g., precast concrete or steel barrier; mobile barrier trailers; shadow

vehicle with truck mounted attenuator) in instances where workers have no means of escape from motorized traffic intruding into the work space. An engineering study, prepared during the project development phase, is required to forgo the use of positive protection. ITD Form 283, Work Zone Positive Protection Guide (available through ITD's Form Finder) is an available tool that should be used when appropriate for this evaluation.

On divided highways, the use of crossovers is the preferred alternative to employing positive protection devices to shield workers from traffic.

Other instances to consider the use of positive protection devices:

- Long-duration work zones (2-weeks or more) resulting in substantial exposure to motorized traffic;
- Work operations that place workers within one lane width to travel lanes open to traffic; and
- Vehicle roadside hazards, such as drop-offs or unfinished bridge decks, that remain in place overnight or longer.

cc: Amy Schroeder, Division Administrator; Mike Johnson, Division Administrator; Ryan Head, ACHD Director; Laila Krall, LHTAC Administrator; Wayne Hammon, Idaho AGC CEO; Carlos Herrera, FHWA-Idaho Acting Deputy Division Administrator