<u>ITEM 614 – MAINTAINING TRAFFIC (GENERAL)</u> (TEM 642-2)

MAINTAIN ONE [XXX]' LANE OF TRAFFIC AT ALL TIMES.

SUBMIT, IN WRITING, A SCHEDULE OF OPERATIONS TO THE ENGINEER AND RECEIVE APPROVAL BEFORE WORK IS STARTED ON THE PROJECT. PRIOR TO BEGINNING WORK, COORDINATE THE MAINTENANCE OF TRAFFIC OPERATIONS WITH THE LOCAL STATE HIGHWAY PATROL. Designer Note:

Lane width depends on type of facility, need, and available space. Typically, 11' for freeways, 10' for two lane. Add project specific information to this note. Do not add further MAINTAINING TRAFFIC (GENERAL) notes the plan sets. All should be incorporated to this note.

<u>ITEM 614 – MAINTAINING TRAFFIC (CLOSING PARAGRAPH FOR NOTE)</u> (TEM 642-12)

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES CURRENT EDITION WITH THE LATEST REVISIONS. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

Designer Note:

This note should follow item 614 – MAINTAINING TRAFFIC (general) (TEM 642-2) on all projects.

BUTT JOINTS

DO NOT CUT BUTT JOINTS AND ALLOW THEM TO BE LEFT OPEN TO TRAFFIC. FILL THE BUTT JOINTS WITH A TEMPORARY ASPHALT CONCRETE WEDGE USING ITEM 614 ASPHALT CONCRETE FOR MAINTAINING TRAFFIC IN ACCORDANCE WITH THE TAPER RATES SET FORTH IN SCD BP-3.1.

ERECT AND MAINTAIN CONSTRUCTION "BUMP" (W8-1-36) AND "ADVISORY SPEED" (W13-1-24) SIGNS DURING THE PERIOD THE BUTT JOINT IS LEFT OPEN. PAYMENT FOR THESE SIGNS WILL BE MADE UNDER THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC.

Designer Note:

This note should be used on all projects where butt joints are necessitated.

CONTRACTOR EQUIPMENT ACCESS AND WORK OPERATIONS

IN ADDITION TO THE REQUIREMENTS OF SECTION 614 OF THE CONSTRUCTION AND MATERIAL SPECIFICATIONS THE FOLLOWING SHALL APPLY:

THE CONTRACTOR'S EQUIPMENT SHALL BE OPERATED IN THE DIRECTION OF TRAVEL WHERE PRACTICAL. A FLAGGER SHALL BE USED WHERE THE CONTRACTOR'S EQUIPMENT MUST MERGE WITH THE TRAFFIC STREAM.

THE CONTRACTOR SHALL ARRANGE CONSTRUCTION OPERATIONS SO AS TO PREVENT ANY INTERFERENCE TO THE CONTINUOUS FLOW OF TRAFFIC. ALL VEHICLES, EQUIPMENT, WORKERS AND THEIR ACTIVITIES ARE RESTRICTED AT ALL TIMES TO THE CLOSED LANES UNLESS OTHERWISE APPROVED BY THE ENGINEER.

Designer Note:

This note should be used for high volume freeways and short sight distance locations. Not for use where there is an existing excess of crossovers available for contractor use.

ITEM 614 - MAINTAINING TRAFFIC (PREFABRICATED COMPONENTS)

DO NOT CLOSE THE ROADWAY TO TRAFFIC FOR THE REMOVAL OR MODIFICATION OF THE EXISTING STRUCTURE OR CONDUIT UNTIL ALL NEW PREFABRICATED MATERIALS, i.e. PRECAST BEAMS, PRECAST HEADWALLS, GIRDERS, STEEL BEAMS, ETC. NECESSARY TO PLACE THE ROADWAY BACK IN SERVICE HAVE BEEN TESTED, APPROVED, AND ARE READY FOR DELIVERY TO THE SITE.

Designer Note:

Note that you cannot include this or these types of items on a project with a short sale and long material lead time

LANE CLOSURE DISINCENTIVE

A LANE CLOSURE IS DEFINED AS ANY RESTRICTION OF A LANE OF TRAFFIC INCLUDING, BUT NOT LIMITED TO, SET UP AND TEAR DOWN OF TRAFFIC CONTROL ZONES. THE CONTRACTOR WILL BE ASSESSED A DISINCENTIVE FEE IN THE AMOUNT OF \$[XXX] PER MINUTE THAT LANES ARE CLOSED TOR TRAFFIC DURING TIMES DESIGNATED AS "LANE CLOSURE NOT PERMITTED" AS STATED IN THESE PLANS AND ON THE ODOT PLCM WEB SITE AT http://picm.dot.state.oh.us.

This note should be used on all projects where the PLCM pertains, i.e. I-71, US-30, etc.

ITEM 614 - MAINTAINING TRAFFIC (NOTICE OF CLOSURE SIGN)

NOTICE OF CLOSURE SIGNS (W20-H14) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLAT SHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.] THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE				
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC		
RAMP AND ROAD	≥ 2 WEEKS	14 CALENDAR DAYS*		
CLOSURES	> 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS*		
CLOSOKLS	< 12 HOURS	2 BUSINESS DAYS*		

* DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H14 SIGN LISTS THE NAME OF THE DEPARTMENT, i.e. "THE OHIO DEPT. OF TRANS."

Designer Note:

The use of notice of closure signs (W20-H14) in the plan and this note is required for all road and ramp closures to satisfy NEPA regulations as set forth in the ODOT public involvement manual published by the office of environmental services. Details of these closure signs must be in conformance with the OMUTCD and sign designs and markings manual and be included in the plans.

The designer or other person designated by the district who is familiar with the design details of the project, closure and detour should prepare a one-page closure summary of critical project data including a map showing the closure and planned detour route. Information shown should include, but is not limited to, project identification number, scheduled completion date of project, type of improvement, why the closure is necessary, closure date and time, closure duration, official detour route and any other data which would help a motorist deal with the construction. For future reference, this one-page closure summary should be given to the person responsible for the phone number listed on the sign and is typically someone in the district office of communications. A standard template of the one-page summary is available on the ODOT roadway engineering website.

<u>ITEM 614 – MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)</u> (TEM 642-9)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER FOR MAINTENANCE OF TRAFFIC. INCLUDE THE COST FOR THE REMOVAL OF ALL MAINTENANCE OF TRAFFIC MATERIALS IN THE CONTRACT BID PRICE FOR EACH ITEM BELOW. REMOVE THE MATERIALS AT THE DIRECTION OF THE ENGINEER WHEN NO LONGER OPERATIONALLY NEEDED.

ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC

Designer Note

[XXX] CU YD

This note shall be used when quantities of C&MS items 410, 614, 616, or other items, are added to the plan to be used as directed by the engineer. Such estimated quantities for maintaining traffic are normally required when through or local traffic is being maintained on a facility during construction. Quantities of C&MS item 614 asphalt concrete or C&MS item 410 will depend on the number of drives and pavement cuts required because of drainage or utilities. Generally, every 50 cubic yards of C&MS item 410 will require 1 m. Gal. Of C&MS item 616, water (minimum of 50 m. Gal.)

TEMPORARY PAVEMENT WEDGES

PROVIDE TEMPORARY PAVEMENT WEDGES AT ALL TIMES WHERE TRAFFIC IS REQUIRED TO TRAVEL FROM OR ONTO A SURFACE OF A DIFFERENT ELEVATION IN THE DIRECTION OF TRAVEL (JOINTS, MANHOLES, CATCH BASINS, VALVE BOXES, MONUMENT BOXES, ETC.). THE TAPER RATE OF THE TEMPORARY PAVEMENT WEDGES SHALL BE AS PER THE REQUIREMENTS IN THE CHART BELOW. REMOVE THE TEMPORARY PAVEMENT WEDGES PRIOR TO PLACING EACH PROPOSED PAVEMENT COURSE. CONSIDER PAYMENT FOR THIS WORK, INCLUDING ALL MATERIAL, LABOR, EQUIPMENT, AND INCIDENTALS NEEDED TO COMPLETE THIS WORK, AS INCIDENTAL TO ITEM 614 – ASPHALT CONCRETE FOR MAINTAINING TRAFFIC.

		DURATION	
		7 DAYS OR LESS	MORE THAN 7 DAYS
SPEED	LESS THAN 45 MPH	36H:1V	60H:1V
	45 MPH OR GREATER	60H:1V	120H:1V

Designer Note

Use this note whenever temporary pavement wedges will be needed for maintenance of traffic. As this note makes this work incidental to Item 614 – Asphalt Concrete for Maintaining Traffic, ensure that the note Item 614 – Maintaining Traffic (Estimated Quantities) (TEM 642-9) is included in the plan notes.

ITEM 614 - MAINTAINING TRAFFIC (ROAD CLOSED SIGN) (TEM 642-10)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN STANDARD 48 X 30 INCH ROAD CLOSED SIGNS, SIGN SUPPORTS, BARRICADES AND LIGHTS, AS DETAILED IN SCD MT-101.60 AT THE FOLLOWING LOCATIONS DURING PERIODS IN WHICH THE AFFECTED ROADS ARE CLOSED TO TRAFFIC.

(LIST LOCATIONS, EXAMPLE – LOYAL ROAD JUST WEST OF SR1000 INTERSECTION – OR AS DIRECTED BY THE ENGINEER)

Designer Note:

Unless shown in a detail elsewhere in the plan, this note should be included in the item 614 maintaining traffic note (section 642-2) on projects where road closed signs are to be used on major relocation projects in rural areas where crossroads are located an appreciable distance from the project. Normally, these signs are positioned at the first crossroad on each side of the relocation.

ITEM 614 – MAINTAINING TRAFFIC (SIGNS AND BARRICADES) (TEM 642-11)

THE CONTRACTOR SHALL PROVIDE, ERECT AND MAINTAIN SIGNS AND SIGN SUPPORTS, AS DETAILED IN THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND TYPE III BARRICADES OF THE TYPE AND LOCATION AS FOLLOWS: [XXX] (LIST THE TYPE AND LOCATIONS, OR AS PER THE ENGINEER)

esigner Note:

Unless shown in a detail elsewhere in the plan, this note should be included in the item 614 maintaining traffic note (section 642-2) on projects where signs and barricades are to be provided.

WORK ZONE MARKINGS AND SIGNS (TEM 642-20)

<u>=IVI 642-20)</u>

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY FOR USE AT LOCATIONS IDENTIFIED BY THE ENGINEER FOR WORK ZONE PAVEMENT MARKINGS AND SIGNS PER THE REQUIREMENTS OF C&MS 614.04 AND 614.11. MARKING QUANTITIES ARE AS LISTED ON THE RPM AND PAVEMENT MARKING SUBSUMMARY.

WORK ZONE MARKING SIGN: (W8-H12A-36) NO EDGE LINE	
MODE TONE MADEING SIGN, (D4.4.24) DO NOT DASS	[XXX] EACH
WORK ZONE MARKING SIGN: (R4-1-24) DO NOT PASS	[XXX] EACH
WORK ZONE MARKING SIGN: (R4-2-24) PASS WITH CARE	DVVI FACH
TOTAL:	[XXX] EACH
	[XXX] EACH

Designer Note:

A breakdown of the various types of signs and pavement markings should be included (examples: ITEM 614, WORK ZONE MARKING SIGN; ITEM 614, WORK ZONE LANE LINE, CLASS [XXX], [XXX], ITEM 614, WORK ZONE STOP LINE, CLASS [XXX], [XXX], etc.).

ITEM 622 - PORTABLE BARRIER PLACEMENT AND REMOVAL

DURING THE PLACEMENT AND REMOVAL OF PORTABLE BARRIER, TRAFFIC WILL BE PROHIBITED FROM OCCUPYING THE TRAVEL LANE ADJACENT TO THE BARRIER. THE BARRIER WILL BE PLACED AT NIGHT PER THE WORK HOUR RESTRICTION NOTE AND IN ACCORDANCE WITH THE PERMITTED LANE CLOSURE MAP. THE CLOSURE OF THE ADJACENT LANE WILL BE PER THE STANDARD CONSTRUCTION DRAWING MT-95 30

THE CONTRACTOR WILL SUBMIT A PLAN TO THE ENGINEER FOR APPROVAL A MINIMUM OF SEVEN (7) DAYS IN ADVANCE OF THE PLANNED LANE CLOSURE. WORK WILL NOT BEGIN UNTIL APPROVAL OF THE PLAN HAS BEEN GRANTED.

ALL COSTS INVOLVED IN PLACEMENT AND REMOVAL OF THE PORTABLE CONCRETE BARRIER WILL BE INCLUDED IN THE CONTRACT PRICE PER LINEAR FOOT OF ITEM 622 – PORTABLE BARRIER [XXX].

Designer Note:

This note shall be used on all four lane divided highways where portable concrete barrier is specified for maintenance of traffic.

MAINTENANCE OF LOCAL DETOUR ROUTE (TEM 642-25)

A LOCAL DETOUR ROUTE, OTHER THAN THE OFFICIAL SIGNED ODOT DETOUR ROUTE, AS NOTED IN THESE PLANS, WILL BE SELECTED BY AGREEMENT BETWEEN ODOT AND LOCAL GOVERNMENTAL AGENCIES PRIOR TO THE HIGHWAY CLOSURE. DURING THE TIME THAT TRAFFIC IS DETOURED, THE CONTRACTOR SHALL MAINTAIN THIS ROUTE IN A CONDITION WHICH IS REASONABLY SMOOTH AND FREE FROM HOLES, RUTS, RIDGES, BUMPS, DUST, AND STANDING WATER. ONCE THE DETOUR IS REMOVED AND TRAFFIC RETURNED TO ITS NORMAL PATTERN, THE DESIGNATED LOCAL DETOUR ROUTE SHALL BE RESTORED TO A CONDITION THAT IS EQUIVALENT TO THAT WHICH EXISTED PRIOR TO ITS USE FOR THIS PURPOSE. ALL SUCH WORK SHALL BE PERFORMED WHEN AND AS DIRECTED BY THE ENGINEER. THE DESIGNATED LOCAL DETOUR ROUTE IS TO BE REVIEWED AND REPAIRED PRIOR TO THE ASPHALT CONTRACTOR OR SUBCONTRACTOR LEAVING THE PROJECT.

PAYMENT FOR THE WORK NECESSARY TO REPAIR THESE LOCAL ROADS WILL BE PERFORMED BY CHANGE ORDER.

Designer Note:

Procedures relative to detours and designated local detour routes are set forth in sop ops-103, detours and sop ops-104, maintenance & repair of local roads and streets used as official detour routes, designated local detour routes, or haul roads. These documents are available on the maintenance administration website via the intranet.

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT THE SPACING SHALL BE 50 FEFT

Designer Note:

This note should be included in the plan when portable concrete barrier is specified in a signalized one-lane, two-way closure.

TEMPORARY TRAFFIC SIGNAL ACTIVIATION FOR ROADWAY CLOSURE

THE CONTRACTOR SHALL NOTIFY THE ODOT DISTRICT THREE PUBLIC INFORMATION OFFICER (PIO) A MINIMUM OF TEN (10) CALENDAR DAYS ADVANCE NOTICE BEFORE ACTIVATING A TEMPORARY TRAFFIC SIGNAL TO STOP-AND-GO OPERATION FOR PARTIAL ROADWAY CLOSURE.

THE PIO CONTACT INFORMATION IS AS FOLLOWS:

KAITLYN THOMPSON PUBLIC INFORMATION OFFICER ODOT DISTRICT THREE 906 CLARK AVENUE ASHLAND, OH 44805 PHONE: 419-207-7182

IN ADDITION, THE TEMPORARY TRAFFIC SIGNAL SHALL BE ACTIVATED PER THE REQUIREMENTS OF ODOT SCD MT-120.00. THE TEMPORARY TRAFFIC SIGNAL SHALL OPERATE IN FLASH MODE FIVE (5) TO SEVEN (7) DAYS PRIOR TO ACTIVATING TO STOP-AND-GO OPERATION. SIGNAL ACTIVATION SHALL NOT OCCUR ON WEEKENDS, MONDAYS, FRIDAYS, OR ANY DAY IMMEDIATELY BEFORE OR AFTER A STATE OBSERVED HOLIDAY.

ALL COSTS ASSOCIATED WITH THE ABOVE WORK SHALL BE INCLUDED WITH ITEM 614 – MAINTAINING TRAFFIC.

Designer Note:

This note should be included in the plans when a signalized one-lane, two-way closure is used at an existing signalized intersection.

LIGHTING (TEM 642-39)

LIGHTING SHALL BE PROVIDED AT EACH END OF THE LANE CLOSURE FOR THE CLOSING OF ONE LANE OF A TWO-LANE HIGHWAY. LIGHTING SHALL BE BY CONVENTIONAL METHODS, WITH LUMINAIRE ARMS ATTACHED TO THE SIGNAL SUPPORTS. AREA ILLUMINATION SHALL BE PROVIDED BY USING 150 WATT MINIMUM HIGH PRESSURE SODIUM LUMINARIES OR 250 WATT MINIMUM MERCURY LUMINARIES. THE MINIMUM HEIGHT OF THE LUMINAIRE SHALL BE 27 FT FROM THE GROUND SURFACE.

PAYMENT FOR LIGHTING SHALL INCLUDE DELIVERY, ERECTION, MAINTENANCE AND REMOVAL AS CALLED FOR IN THE PLANS. PAYMENT SHALL BE PER EACH.

ITEM 614 – WORK ZONE LIGHTING SYSTEM

[XXX] EACH

Designer Note:

This note may be included in the plans if the designer finds that there is a special need for the lighting at the project location. Examples of need for such lighting might be the existence of an intersection at the point of the lane closure, or poor geometrics or poor sight distance at the point of the lane closure.

TEMPORARY LIGHTING

INSTALL ALL PERMANENT LIGHTING PRIOR TO OPENING THE PROPOSED FACILITY TO TRAFFIC. IF THE PERMANENT LIGHTING IS NOT ABLE TO BE COMPLETED PRIOR TO OPENING, SUPPLY TEMPORARY LIGHTING MEETING THE PHOTOMETRIC PROPERTIES OF THE PERMANENT LIGHTING PLAN PRIOR TO OPENING THE FACILITY TO TRAFFIC. A MINIMUM OF 14 DAYS PRIOR TO THE INSTALLATION OF ANY SUCH TEMPORARY LIGHTING, SUPPLY A TEMPORARY LIGHTING PLAN TO THE ENGINEER FOR APPROVAL. THIS LIGHTING PLAN MUST ALSO BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER. THE CONTRACTOR IS PROHIBITED FROM INSTALLING ANY SUCH TEMPORARY LIGHTING UNTIL THE TEMPORARY LIGHTING PLAN IS APPROVED BY THE PROJECT AND DISTRICT TRAFFIC ENGINEERS.

AT A MINIMUM, THE TEMPORARY LIGHTING SHALL PROVIDE AN AVERAGE INITIAL INTENSITY OF 0.8 FOOT-CANDLES WITH AN AVERAGE-TO-MINIMUM UNIFORMITY NOT TO EXCEED 3:1. THE MOUNTING HEIGHT OF TEMPORARY LUMINAIRES SHALL NOT BE LESS THAN 30 FEET AND THE MINIMUM OVERHEAD CONDUCTOR CLEARANCE SHALL BE 20 FEET. TEMPORARY OVERHEAD CONSTRUCTION SHALL NOT BE LESS THAN GRADE "B" FOR STRENGTH REQUIREMENTS AS DEFINED BY THE NATIONAL ELECTRIC SAFETY CODE. WOOD POLES WITH OVERHEAD WIRING MAY BE USED. HOWEVER, TEMPORARY LIGHTING SHALL MEET FEDERAL AND STATE SAFETY CRITERIA. IF BREAKAWAY POLES ARE USED TO MEET THESE CRITERIA, THEN UNDERGROUND WIRING SHALL BE USED. RECONDITIONED OR USED MATERIALS MAY BE FURNISHED FOR TEMPORARY LIGHTING. WHEN POSSIBLE, THE TEMPORARY LIGHTING SHALL UTILIZE A PERMANENT POWER SOURCE (i.e. A POWER DROP FROM AN EXISTING OR PROPOSED TRANSMISSION OR DISTRIBUTION ELECTRIC LINE) RATHER THAN A TEMPORARY SOURCE (i.e. PORTABLE GENERATORS). TEMPORARY SOURCES OF ELECTRICITY MAY ONLY BE USED WHEN NO PERMANENT SOURCES ARE AVAILABLE.

AFTER THE INSTALLATION, INSPECTION, AND ACCEPTANCE OF THE FINAL PERMANENT LIGHTING, AND WHEN THE TEMPORARY LIGHTING IS NO LONGER NEEDED, REMOVE AND PROPERLY DISPOSE OF THE TEMPORARY LIGHTING EQUIPMENT AND MATERIALS.

IN ACCORDANCE WITH C&MS 105, THE CONTRACTOR IS ALSO RESPONSIBLE FOR MAINTAINING EXISTING LIGHTING PRIOR TO CLOSURE OF THE PROJECT AREA TO TRAFFIC.

PAYMENT FOR THE ABOVE DETAILED TEMPORARY LIGHTING, IF NEEDED, WILL BE CONSIDERED INCIDENTAL TO THE LUMP SUM BID PRICE FOR MAINTENANCE OF TRAFFIC AND WILL INCLUDE ALL MATERIAL, EQUIPMENT, LABOR, AND OTHER INCIDENTALS NEEDED TO COMPLETE THE WORK.

Designer Note:

This note should be used on any project that uses a road or lane closure, and permanent lighting is part of the final traffic control plan, especially for shorter duration closures and when long lead times are expected for final lighting products. The most common example of this type of project is a roundabout, but could also include intersection widening, ramp improvements, etc. Consultation with the Area and/or Project Engineer, as well as the District Traffic Engineer and District Work Zone Coordinator should be completed for consideration of this note.