**Category 100**

**Preliminary**

**SECTION 104.01 —Traffic Control Plan (TCP)**

**104.01.01 DESCRIPTION**

**DELETE:** The fourth paragraph sentence “Refer to contract Documents for Work Restrictions.” in its entirety.

**INSERT:** The following.

**Work Restrictions.**

Work is not permitted on the following days indicated below with an “X” unless prior written approval is given by the Engineer.

|  |  |  |  |
| --- | --- | --- | --- |
| Holiday | Day immediately preceding the holiday | Day of observed holiday | Day immediately following the holiday |
| New Year's Day, January 1\* | [ ]  | [ ]  | [ ]   |
| Dr. Martin Luther King, Jr.'s Birthday, the third Monday in January | [ ]  | [ ]  | [ ]   |
| Presidents’ Day, the third Monday in February | [ ]  | [ ]  | [ ]   |
| Good Friday | [ ]  | [ ]  | [ ]   |
| Easter Sunday | [ ]  | [ ]  | [ ]   |
| Memorial Day, the last Monday in May | [ ]  | [ ]  | [ ]   |
| Juneteenth National Independence Day, June 19\* | [ ]  | [ ]  | [ ]   |
| Independence Day, July 4\* | [ ]  | [ ]  | [ ]   |
| Labor Day, the first Monday in September | [ ]  | [ ]  | [ ]   |
| Columbus Day, the second Monday in October | [ ]  | [ ]  | [ ]   |
| Veterans’ Day, November 11\* | [ ]  | [ ]  | [ ]   |
| Thanksgiving Day, the fourth Thursday in November | [ ]  | [ ]  | [ ]   |
| Christmas Day, December 25\* | [ ]  | [ ]  | [ ]   |
| OTHER: List below.(e.g., special events, Election day, etc.).  | Day immediately preceding the event | Day of the event | Day immediately following the event |
|  | [ ]  | [ ]   | [ ]   |
|  | [ ]  | [ ]   | [ ]   |
|  | [ ]  | [ ]   | [ ]   |

\*When the holiday occurs on a Saturday, the holiday is observed on the Friday before. When a holiday occurs on Sunday, the holiday is observed on the Monday after the actual holiday. ​

Work is not permitted on the following weekend days indicated below with an “X”.

 [ ]  Saturdays, unless prior written approval is given by the Engineer

 [ ]  Sundays, unless prior written approval is given by the Engineer

Contact the District Traffic Engineer to determine which boxes to check, nighttime closures around holiday, the lane closure schedule on page 2, and the number of minutes on page 3.

Shorten or lengthen Chart as much as desired for project requirements

|  |
| --- |
| **TEMPORARY LANE OR SHOULDER** **CLOSURE SCHEDULE** |
| **ROADWAY** | **# LANE(S) / SHOULDER CAN BE CLOSED** | **DAY of the week** | **Closure Period****(TIME OF DAY)** |
|  |  |  |  |

A Traffic Control Permit must be obtained for all temporary lane or shoulder closures. Permits will be approved according to the schedule above. The Contractor must submit a Traffic Control Permit Application to the Project Engineer at least 5 business days prior to the needed closure. Weekend requests must be in by Monday and Monday requests must be in by the previous Tuesday. Permittee must coordinate closures with adjacent work zones and provide coordination between adjacent work zone operations to ensure that inapplicable or conflicting messages or devices are not displayed to traffic. Permittee is responsible for implementation of all traffic control devices, which must be in compliance with noted traffic control standard(s) and the MdMUTCD. This permit is subject to revocation at the direction of SHA. Permittee must have a copy of the approved Traffic Control Permit at the work site. The State Operations Center (SOC) must be contacted at 1-800-543-2515 each day the permit is in effect. Permittee must contact the SOC within 30 minutes prior to closing any SHA roadway lane or shoulder and within 30 minutes after the closure is removed.

**ADD:** The following after the last paragraph, “Any monetary savings...and the Administration.”

When closing, or opening a lane or shoulder on freeways, expressways, and roadways with posted speed ≥ 55 mph, ensure a work vehicle is closely followed by a protection vehicle (PV) during installation and removal of temporary traffic control devices. Per specification 104.23.01, The PV shall consist of a work vehicle with approved flashing lights, either a truck-mounted attenuator (TMA) with support structure designed for attaching the system to the work vehicle or a trailer truck-mounted attenuator (TTMA) designed for attaching the system to the work vehicle by a Pintle hook and an arrow panel.

Temporary Traffic Control for shoulder work along freeways, expressways, and roadways with posted speed > 55 mph shall include the use of a PV. The PV shall be outfitted with a TMA or TTMA as noted above and be positioned on the shoulder to protect the work area throughout the duration of the shoulder work operation.

While the PV is used to protect workers and equipment the PV shall not be used to store items unrelated to MOT operations or items that will influence the performance characteristics of the crash attenuator.

During mobile operations, the PV operator shall remain inside the vehicle. When PV is used within a shoulder or lane closure for stationary operations, the PV operator may exit the positioned PV to participate in work activities.

When a temporary lane or shoulder closure is in effect, begin work within one hour after the lane is closed. For any delay, greater than one hour and no work in progress, remove the lane/shoulder closure. Ensure the Traffic Manager attends the Pre-Construction, Pre-Structural Steel Erection, Pre-Concrete Placement, Pre-MOT Shift, and Pre-Paving Meetings and is prepared to competently discuss traffic control, the Traffic Control Plan (TCP), and the procedures to be implemented for lane closures.

All closures shall be in conformance with the approved TCP, Standards, Specifications, and at the direction of the Traffic Manager and the Engineer.

Workers and equipment, including temporary traffic control devices needed for setting up a lane closure or restriction, are prohibited in the lane/shoulder to be closed or restricted before the time permitted in the Contract Documents unless otherwise approved by the Engineer.

Temporary traffic control devices to be used for lane/shoulder closure may be placed on the shoulder of the roadway by workers no earlier than minutes prior to the actual time lane/shoulder closure or restriction is permitted. When temporary traffic control devices are being installed, ensure that all work vehicles involved in the installation display flashing lights that provide a 360-degree visibility of the vehicles. These lights shall remain on until the full installation of TTC devices is complete. Temporary traffic signs may be displayed to traffic at this time.

Workers shall not enter any lane open to traffic. Workers may be present on shoulders to prepare for lane closure setup no earlier than minutes prior to the actual time lane/ shoulder closures or restrictions are permitted. During preparation for the lane closure, ensure that all work vehicles at the site and involved in the installation of the lane closure or restriction display flashing lights that provide 360-degree visibility of the vehicles, as required by MD 104.01-18B. These lights shall remain on while the vehicle remains in the work zone and until the full implementation of the road closure or restriction is complete.

Ensure that no travel lane has been reduced to less than 11 ft on expressways and freeways, 10 ft on other roadways, or as specified in the contract documents. Restore all temporary lane or shoulder closures at the end of the closure period. Prior to opening the closed lane or shoulder, clear the lane or shoulder of all material, equipment, and debris.

Failure to restore full traffic capacity within the time specified will result in a deduction assessed in conformance with the following.

This is in addition to the requirements specified in TC-4.02.

 The designer shall identify the District (for freeways) or determine the Level of Service of the roadway (for other roads) and include the assessed deduction tables accordingly. All unnecessary tables should be deleted.

 Level of Service may be determined by using the Congestion Assessment Maps obtained online at <https://roads.maryland.gov/mdotsha/pages/Index.aspx?PageId=360>.

The lane closure penalties for freeways are categorized by the District in which they are located.

For Districts 1, 2 and 6, the following fee structure will be followed:

|  |
| --- |
| ASSESSED DEDUCTIONS FOR FREEWAYS |
| Elapsed Time,(Minutes) | Deduction |
| ***For 1 Lane Closures*** |
| 1 – 10 | $ 100.00 |
| Each minute over 10 | $50.00 per minute(In addition to original 10 minute deduction) |
| ***For 2 or more Lane Closures*** |
| 1 – 10 | $ 200.00 |
| Each minute over 10 | $100.00 per minute(In addition to original 10 minute deduction) |

For Districts 3, 4, 5 and 7, the following fee structure will be followed:

|  |
| --- |
| ASSESSED DEDUCTIONS FOR FREEWAYS |
| Elapsed Time,(Minutes) | Deduction |
| ***For 1 Lane Closures*** |
| 1 – 10 | $ 1,000.00 |
| Each minute over 10 | $500.00 per minute(In addition to original 10 minute deduction) |
| ***For 2 or more Lane Closures*** |
| 1 – 10 | $ 2,000.00 |
| Each minute over 10 | $1,000.00 per minute(In addition to original 10 minute deduction) |

The lane closure penalties for other roads are categorized by intersection Level of Service. The penalty for other roads with Level of Service D, E or F is greater than that for Level of Service A, B or C.

For Level of Service A, B or C, the following fee structure will be followed:

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| --- |
| ASSESSED DEDUCTIONS FOR OTHER ROADS |
| Elapsed Time,(Minutes) | Deduction |
| ***For 1 Lane Closures*** |
| 1 – 10 | $ 150.00 |
| Over 10 | $75.00 per minute(In addition to the original 10 minute deduction) |
| ***For 2 or more Lane Closures*** |
| 1 – 10 | $ 300.00 |
| Over 10 | $150.00 per minute(In addition to the original 10 minute deduction) |

For Level of Service D, E or F, the following fee structure will be followed:

|  |
| --- |
| ASSESSED DEDUCTIONS FOR OTHER ROADS |
| Elapsed Time,(Minutes) | Deduction |
| ***For 1 Lane Closures*** |
| 1 – 10 | $ 300.00 |
| Over 10 | $150.00 per minute(In addition to the original 10 minute deduction) |
| ***For 2 or more Lane Closures*** |
| 1 – 10 | $ 600.00 |
| Over 10 | $300.00 per minute(In addition to the original 10 minute deduction) |

To modify the work restrictions, submit a request to the Engineer in writing with at least 5 business days notice. Do not implement any changes until written approval from the Engineer is received. Include a copy of the original work restrictions with the written request. The Engineer also reserves the right to modify or expand the methods of traffic control or working hours as specified in the Contract Documents.