12.0 WORK HOUR RESTRICTIONS

12.1 Unless otherwise specified in the Contract Document or permitted by the Engineer, work within a lane, within 15 feet of the nearest edge line (open section roadway), or within 2 feet of the face of curb (closed section roadway), is prohibited during peak hours 6 a.m. – 9 a.m. and 3 p.m. – 7 p.m., Monday – Friday. Also, such work is not permitted on Saturdays, Sundays, National or State holidays, or days preceding and following said holidays.

13.0 TEMPORARY LIGHTING

13.1 Roadway lighting shall be considered during the planning of temporary traffic control plans. Lighting may be required due to nighttime work zone traffic operations or for new traffic patterns (e.g., new exit or lane shift). Once the need for temporary lighting is identified, it should be provided in one of two ways:

1. If practical, permanent lighting that is being installed as part of the project should be installed in the early stages so that it can be used for illuminating travel lanes through the work zone throughout the project.

2. If installation of permanent lighting is not a part of project, then temporary lighting (temporary light poles or flood lights) should be provided to illuminate travel path.

Contractor shall maintain existing lighting.

13.2 The Contractor shall submit a Situation Plan to the Engineer showing the locations and aiming of floodlights. The floodlighting system shall be capable of maintaining 20 ft–c without producing a disabling glare condition for approaching road users. The adequacy of the floodlight placement and the absence of glare should be field–verified by the Engineer and Contractor. This involves driving through and observing the floodlighted area from each direction on all approaching roadways immediately after the initial floodlight setup, at night, and periodically.

14.0 PAVEMENT DROP–OFF

14.1 When pavement drop–offs are present, the placement of temporary traffic control devices, including signs, channelizing devices, and barriers, as well as slope fillet wedges, shall follow SHA Standard Nos. MD 104.06–11, MD 104.06–12, MD 104.06–13, MD 104.06–14, MD 104.06–15, and MD 104.01–28. The Engineer may recommend alternative methods to protect the pavement edge drop–off, considering factors such as: pedestrian, bicycle, and traffic volumes, vehicle speeds, size of work zone, duration of work, etc.