



2016 ROAD AND BRIDGE SPECIFICATIONS

DIVISION VIII—INTELLIGENT TRANSPORTATION SYSTEMS

SPECIAL PROVISION COPIED NOTES (SPCNs), SPECIAL PROVISION (SPs) and SUPPLEMENTAL SPECIFICATIONS (SSs)

Specifications may also be found at the following locations:

- [VDOT Web](#) (Global Web Access)
- [OutsideVDOT](#) (Accessible by permission only)
- <http://www.virginiadot.org/business/resources/const/2016Rev.zip> ("zip" file [compressed WORD®])

TABLE OF CONTENTS

[DIVISION VIII—INTELLIGENT TRANSPORTATION SYSTEMS](#)

SP801-000100-01 LANE CLOSE COORD (LCC)/LANE CLOSE IMPLEMENT (LCI) 9-20-17.....8-3
SS808-002016-01 FIBER OPTIC CABLE & INTERCONNECT 3-29-18.....8-5

8-

GUIDELINES – For use on all projects which contain a lane closure on VDOT controlled roadways; including interstates, limited access highways, and Corridors of Statewide Significance (CoSS). This Special Provision may also be used on other primary and secondary roadways, if designated by the District Administrator.

[SP801-000100-01](#)

VIRGINIA DEPARTMENT OF TRANSPORTATION
SPECIAL PROVISION FOR
LANE CLOSURE COORDINATION (LCC)/LANE CLOSURE IMPLEMENTATION (LCI)

September 20, 2017

I. General Requirements

This work shall consist of coordinating and communicating lane closure operations through the local Transportation Operations Centers (TOC's). The Contractor shall coordinate lane closures in accordance with this Special Provision, and only implement lane closures with approval from the Department.

II. Training

The Contractor shall have individuals trained to input work-zone information into the Department's LCC/LCI system, currently LCAMS and VaTraffic, on a weekly basis and to update as needed. These individuals shall be able to speak, understand, read, and write English, and be able to operate a computer. No advanced computer skills are needed to use the LCAMS or VaTraffic systems. The Contractor shall have a computer with internet connectivity and email capability.

The Contractor shall contact the Regional TOC Work Zone Lane Closure (LCAMS/VaTraffic) Coordinator to initiate system access and schedule training, when necessary. The Department requires a 10 business-day notice to schedule classroom training for LCAMS. The Contractor's designated individuals shall complete the courses Introduction to VaTraffic, VaTraffic Reports, VaTraffic Planned Events, and VaTraffic Work Zones. LCAMS and VaTraffic training for the individuals shall be completed prior to the Notice to Proceed date.

III. Lane Closure Process

1. **Lane Closure Coordination Process.** All lane closures shall be entered as precisely as possible into the Lane Closure Advisory Management System (LCAMS) and VaTraffic no later than 8 AM on Thursday of the week prior to the planned lane closure, and updated as needed. For the purposes of this Special Provision, a week starts on Sunday. If this submission deadline changes (e.g., for weeks involving a holiday), the Engineer will notify the Contractor at least one week in advance. Final approval for the lane closure will be issued by the Engineer. All fields in LCAMS and VaTraffic must be properly filled out.

A. **Point of Contact.** The data fields labeled "Requesting Org POC" in LCAMS and "Point of Contact" in VaTraffic shall contain the name and email address of the person physically entering the request into LCAMS.

B. **Conflict Resolution.** LCAMS will identify and flag most conflicts, and will automatically assign priority as first-come, first-serve. The Contractor has the right to contact the higher-priority party and attempt resolution with them, provided the Contractor submits the final resolution to the Engineer no later than 5 PM on Thursday of the week prior to the planned

lane closure. The Engineer will handle all unresolved conflicts between requests and other events according to the priorities listed below, with the highest priority item first. If some or all requests involved in the conflict are the same priority level, conflict resolution will be on a first-come, first-serve basis.

- (1) **Emergency Work.** Work that if not done “*will result*” in damage to a motorist vehicle or infrastructure, or danger to public health and safety.
 - (2) **Lower Priority Items Previously Delayed.** Work that while considered a lower priority, if perpetually delayed could result in severe consequences.
 - (3) **Urgent Work.** Work that if not done “*may result*” in damage to the motorist vehicle or infrastructure, or danger to public health and safety.
 - (4) **Contractual Obligated Work.** Work that is expected to be accomplished “*on-time, on-budget*”.
 - (5) **Weather Dependent Work.** Work that is dependent on the temperature and clear or dry conditions.
 - (6) **Routine Maintenance Work.** Work that is routine in nature that can be rescheduled and moved around, within limits, without undue risk.
- C. The request shall be supported by the Schedule of Record, and the Engineer may deny requests which are not. The Contractor will be allowed to request lane closures to accommodate potential weather delays.
- D. The Contractor may revise his entries in LCAMS and VaTraffic after the Thursday deadline subject to the approval of the Engineer and the conflict resolution requirements herein.
2. **Lane Closure Implementation Process.** The Contractor shall notify the Regional TOC no later than 15 minutes, but no earlier than 45 minutes, prior to installing the lane closure, or no later than 15 minutes prior to scheduled start time if lane closure is delayed or canceled. The Contractor shall notify the TOC and update VaTraffic of any changes in lane-closure impact during the execution of work. The Contractor shall notify the Regional TOC no later than 15 minutes after the lane is reopened to traffic.
 3. **Emergency Lane Closure.** If an Emergency Lane Closure is required, the Contractor shall coordinate directly with the TOC regarding the lane closure as soon as the location and size of the lane closure is known. An Emergency Lane Closure is defined as road work which could not have been anticipated and is required to protect the public from immediate, severe harm, and has a priority as defined by Section III-1B(1).

IV. Measurement and Payment

Lane closure coordination will not be measured or paid for separately, but the cost thereof shall be included in the price of other items.

GUIDELINES: For projects with fiber optic cable.

[SS808-002016-01](#)

March 29, 2018

VIRGINIA DEPARTMENT OF TRANSPORTATION
2016 ROAD AND BRIDGE SUPPLEMENTAL SPECIFICATIONS
SECTION 808 – FIBER OPTIC CABLE AND INTERCONNECT

SECTION 808 – FIBER OPTIC CABLE AND INTERCONNECT of the Specifications is amended as follows:

Section 808.02(a)3e – Optical Fiber is amended by replacing the first paragraph with the following:

Optical Fiber used in the cable shall meet or exceed the TIA-492 CAAB specification, the U.S. Department of Agriculture Rural Utilities Service (RUS) 7 CFR 1755.900 Telcordia GR-20 standards, International Electrotechnical Commission (IEC) 60793-2-50 Type B1.3, and International Telecommunication Union ITU-T G.652 requirements. Use only optical fibers meeting the following additional requirements:

Geometry

Cladding Diameter: 125 μ m, \pm 0.7 μ m
Core-to Cladding Concentricity: \leq 0.5 μ m
Zero Dispersion: 1310nm

Optical

Cabled Fiber Attenuation: 1,310 nm, \leq 0.4 dB/km; 1,550 nm, \leq 0.3 dB/km
Point Discontinuity: 1,310 nm, \leq 0.05 dB/km; 1,550 nm, \leq 0.05 dB/km
Total Dispersion: 1,625 nm \leq 23.0 ps/(nm \cdot km)
Macrobend Attenuation: Turns – 100; Outer diameter (OD) of the mandrel – 60 mm, \pm 2 mm; \leq 0.05 dB at 1,550 nm
