



Connecticut DOT

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Bureau of Engineering and Construction

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ENGINEERING & CONSTRUCTION DIRECTIVE

Bureau Chief

Proposed Roadway Closures

The purpose of this directive is to establish a process for notification of proposed road closures during the design process for projects on the State roadway system. The intent of this directive is to ensure all levels of Department leadership are informed of proposed roadway closures, as well as to ensure that all appropriate steps have been taken to inform the travelling public. The following outlines specific requirements depending upon the specific roadway. In addition to the requirements in this directive, all proposed roadway closures shall be designed in accordance with the [Traffic Detour Evaluation Guide](#).

This directive does not apply to partial lane closures, lane shifts, the installation of temporary one-way traffic patterns, temporary overnight closures of secondary roads or entrance and exit ramps, or similar modifications to traffic patterns. This directive also does not apply to emergency closures during Construction. This directive only pertains to complete roadway closures with planned detours on limited access highways (this includes detours re-routing traffic off the mainline using the entrance and exit ramps).

Planned Closures for Limited Access Highways

The Chief Engineer will be the approving authority for all proposed road closures on limited access highways. A detailed briefing will be held with the Chief Engineer, Assistant Chief Engineer, Construction Administrator and Engineering Administrator (collectively referred to as "Bureau Leadership") when a project team has identified the need to plan a closure for a limited access highway. The Lead Design Division Chief, Traffic Engineering Division Chief and respective District Engineer shall also be invited.

The Lead Project Engineer shall schedule a meeting with the Bureau Leadership at the earliest opportunity after identifying the need for a road closure. The Lead Project Engineer is responsible for ensuring that the detailed briefing occurs as soon as feasible in order to keep the project's design schedule from being delayed. At the detailed briefing, the project team will present the details of the closure, discuss all traffic information (ADTs, detours), any unique site constraint, time constraint, or business constraints, the timeframe for the closure (when and for how long), incentive/liquidated damage provisions and the proposed mitigation plan. The proposed media plan should also be discussed at the detailed briefing.

Once such projects move to the construction phase, the District Engineer shall keep the Construction Administrator apprised of the timing of the implementation of the roadway closure, and follow the guidance established in the Construction Manual, and coordinate additional briefings with Bureau Leadership as needed. A draft press release will be distributed to the Bureau Leadership prior to finalizing the press release, if need be, a meeting will be arranged to discuss the details of the closure with the Bureau Leadership.

Planned Closures for Non-Limited Access Highways

For all other types of planned closures, the decision to seek approval from Bureau Leadership of a planned closure will be handled on a project by project basis. The Lead Project Engineer shall follow the guidance established in the Division of Traffic Engineering's [Traffic Detour Evaluation Guide](#). This includes an investigation of impacts of the detour, completing the Prime Designer Traffic Detour Checklist, and potentially includes a letter requesting concurrence on the use of town roads as part of the detour route. Depending on the results of the investigation and the amount of impact to the traveling public, it may be necessary for the Lead Design Division Chief, Traffic Engineering Division Chief, and District Engineer to approve the planned closure. When determining the level of impact a detour would have on the traveling public, the following factors should be taken into consideration including, but not limited to; traffic volumes of the detoured route, length of the detour, and traffic capacity concerns along the detour route from added traffic.