

## WZTC GENERAL REQUIREMENTS CONT.

### TEMPORARY TRAFFIC CONTROL (TTC):

MAINTAIN TRAFFIC IN ACCORDANCE WITH DIVISIONS 10, 11 AND 12 OF THE 2012 STANDARD SPECIFICATIONS AND THE FOLLOWING PROVISIONS:

INSTALL WORK ZONE ADVANCE WARNING SIGNS IN ACCORDANCE WITH THE DETAIL DRAWING PROVIDED IN THESE PLANS PRIOR TO BEGINNING ANY OTHER WORK.

WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING ON THE SHOULDER ADJACENT TO AND WITHIN 10 FEET OF OPEN TRAVEL LANE, CLOSE THE NEAREST OPEN TRAVEL LANE USING STANDARD DRAWING NO. 1101.02 OF THE 2012 ROADWAY STANDARD DRAWINGS. WHEN PERSONNEL AND/OR EQUIPMENT ARE WORKING WITHIN A LANE OF TRAVEL OF AN UNDIVIDED OR DIVIDED FACILITY, CLOSE THE LANE ACCORDING TO THE TRAFFIC CONTROL PLANS, 2012 ROADWAY STANDARD DRAWINGS OR AS DIRECTED BY THE ENGINEER. CONDUCT THE WORK SO THAT ALL PERSONNEL AND/OR EQUIPMENT REMAIN WITHIN THE CLOSED TRAVEL LANE.

WHEN UTILIZING A SLOW-MOVING OPERATION FOR SUCH ITEMS AS PAVEMENT MARKING AND MARKER PLACEMENT, AS A MINIMUM THE SLOW MOVING OPERATION CARAVAN SHALL CONSIST OF THE VEHICLES AND DEVICES SHOWN ON THE MOVING OPERATION CARAVAN DETAILS ACCORDING TO ROADWAY STANDARD DRAWING NO. 1101.02, SHEET 13 OF THE 2012 ROADWAY STANDARD DRAWINGS. TRAFFIC CONES MAY BE USED WHEN NECESSARY TO PROVIDE ADDITIONAL PROTECTION OF WET PAVEMENT MARKINGS. BALLAST ALL TRAFFIC CONES SO THEY WILL NOT BE BLOWN OVER BY TRAFFIC.

### CONSTRUCTION OPERATIONS:

1. CONTRACTOR SHALL MILL AND PAVE LANES IN AN ORDER SUCH THAT WATER SHALL NOT ACCUMULATE.
2. IF MILLED AREAS ARE NOT PAVED BACK BY THE END OF THE WORK DAY, THE CONTRACTOR IS TO FURNISH AND INSTALL THE FOLLOWING PORTABLE SIGNS TO WARN DRIVERS OF THE CONDITIONS. THESE ARE TO INCLUDE, BUT NOT LIMITED TO "ROUGH ROAD" (W8-8), "UNEVEN LANES" (W8-11), AND "GROOVED PAVEMENT" (W8-15) W/ MOTORCYCLE PLAQUE MOUNTED BELOW. THESE ARE TO BE DUAL INDICATED ON MULTI-LANE ROADWAYS WITH SPEED LIMITS 45 MPH AND GREATER WHERE LATERAL CLEARANCE CAN BE OBTAINED WITHIN THE MEDIAN AREAS.
3. REMOVE /REPLACE ANY CONFLICTING OR DAMAGED PAVEMENT MARKINGS AND MARKERS BY THE END OF EACH DAY'S OPERATION.

## WORK ZONE TRAFFIC CONTROL NARRATIVE

### MILLING AND RESURFACING:

#### PARTIAL LANE MILLING:

(SEE ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 1)

FOR PARTIAL MILLING OF INSIDE SOUTHBOUND EDGE OF TRAVEL LANE FROM MILE MARKER 20 TO MILE MARKER 22, USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B) AND RSD 1101.02, SHEETS 4, 9 AND 10. MILL AND PAVE BACK BY THE END OF EACH WORK DAY.

#### RESURFACING AND FULL WIDTH MILLING:

(SEE ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 2)

FOR MILLING AND RESURFACING OF I-95, USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B) AND RSD 1101.02 SHEETS 4, 9 AND 10. MILL AND PAVE BACK BY THE END OF EACH WORK DAY.

DURING A RESURFACING ONLY OPERATION, BRING ALL NEWLY RESURFACED LANES TO THE SAME ELEVATION WITHIN 24 HOURS FOR NOMINAL LIFTS OF 1.5 INCHES OR LESS OF ASPHALT COURSE AND BY THE END OF EACH WORK DAY FOR NOMINAL LIFTS OF GREATER THAN 1.5 INCHES OF ASPHALT COURSE.

FOR MILLING AND RESURFACING OF THE LOOPS AT EXIT 20 (SEE ROADWAY DETAIL NO. 7) FROM NC 211 IN-BOUND TO I-95, CLOSE ONE LOOP AT A TIME AND DETOUR TRAFFIC AS SHOWN ON TMP-5 AND 6. USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B), RSD 1101.02, SHEETS 4 AND 9, TO CLOSE INSIDE LANE OF I-95 TO COMPLETE OPERATION. AT COMPLETION OF MILLING AND PAVING OPERATION OPEN LOOP TO TRAFFIC.

FOR MILLING AND RESURFACING OF RAMPS (SEE ROADWAY DETAIL NO. 6), USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION RSD 1101.02, SHEETS 4, 9 AND 10. MILL AND PAVE BACK BY THE END OF EACH WORK DAY.

SLOPE THE PAVEMENT AT THE BEGINNING AND ENDING OF THE DAILY MILLING OPERATION AS DIRECTED BY THE ENGINEER. SWEEP AND REMOVE ALL MILLED MATERIAL FROM THE ROADWAY AS SOON AS THE DAILY MILLING OPERATION IS COMPLETED. CONTINUE MILLING OPERATIONS UNTIL THE PARTICULAR SECTION OF ROADWAY BEING MILLED IS COMPLETE. REMOVE ANY EXISTING PAVEMENT ADJACENT TO THE MILLED AREA THAT HAS BEEN DAMAGED AND REPLACE WITH PATCH MATERIAL AS DIRECTED BY THE ENGINEER.

OPERATE EQUIPMENT AND CONDUCT OPERATIONS IN THE SAME DIRECTION AS THE FLOW OF TRAFFIC. MAINTAIN VEHICULAR ACCESS IN ACCORDANCE WITH ARTICLE 1101-05 OF THE 2012 STANDARD SPECIFICATIONS.

### REPAIR OF BRIDGES:

#### LATEX MODIFIED CONCRETE OVERLAY - VERY EARLY STRENGTH:

BRIDGES NO. 144 AND 146 ON I-95 NB, AND 145 ON I-95 SB (SEE STRUCTURE PLANS AND ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 3)

COMPLETE THE MILLING, REPAIR AND OVERLAY OF EACH BRIDGE OVER SUCCESSIVE NIGHTS IN ACCORDANCE WITH THE ROAD CLOSURE TIME RESTRICTIONS.

CLOSE ONE DIRECTION OF I-95 AND DETOUR TRAFFIC AS SHOWN ON TMP-3 AND TMP-4. COMPLETE EACH NIGHT'S OPERATION AND PLACE TEMPORARY PAVEMENT MARKINGS BEFORE RE-OPENING THE ROADWAY.



BEFORE REOPENING ROADWAY TO TRAFFIC, MILL EXISTING PAVEMENT ON THE LEADING AND TRAILING ENDS OF REPAIRED DECK SURFACE.

COMPLETE THE REPAIR AND OVERLAY WORK ON ONE BRIDGE BEFORE BEGINNING THE WORK ON ANOTHER.

#### EPOXY OVERLAY ON BRIDGE NO. 147:

(SEE STRUCTURE PLANS AND ROADWAY TYPICAL SECTION NO. 2, DETAIL NO. 4)

USE USE WORK ZONE 'VARIABLE' SPEED LIMIT REDUCTION (TMP-2B) AND RSD 1101.02, SHEETS 4 AND 9, AS NEEDED TO COMPLETE THE EPOXY OVERLAY OPERATION. CONTINUE EPOXY OVERLAY OVER SUCCESSIVE WORK PERIODS UNTIL COMPLETE.

APPROVED: <u>Steve Edt</u> DATE: 12/18/2014 <small>8772832E107C442</small>		
<h1 style="margin: 0;">TRANSPORTATION OPERATIONS PLAN</h1>		