

WBS#: 37460 (NCMA)
Date: 06-23-2006
Revised:

Hyde County

TRAFFIC CONTROL:

(7-18-06)

RWZ-1Revised

Maintain traffic in accordance with Divisions 11 and 12 of the *Standard Specifications*, the latest revisions thereto and the following provisions:

Use a lane closure (refer to the *Standard Drawings* Nos. 1101.02, 1101.11, 1110.02, 1130.01 and details for the Advance Work Zone signing in contract) or a slow-moving operation as shown in details of this contract. Use a moving operation only if the minimum speed maintained at all times is 3 mph with no stops that narrow or close a lane of travel. If the moving operation is progressing slower than 3 mph at any time, install a lane closure. Maintain the existing traffic pattern at all times, except in the immediate work zone where lane closures are allowed as determined by the Engineer.

Refer to Attached Details and the *Standard Drawings* Nos. 1101.02, 1101.03, 1101.04, 1101.05, 1101.11, 1110.01, 1110.02, 1115.01, 1130.01, 1135.01, 1145.01, 1150.01, 1165.01, 1170.01 and 1180.01 when closing a lane of travel in a stationary work zone such as pavement patching resurfacing, or pavement marking removal. Properly ballasted cones may be used instead of drums for lane closures during daylight hours. However, drums are required for the upstream taper portion of lane closures in all applications. The stationary work zone shall be a maximum of **3 miles** in length at any given time unless otherwise directed by the Engineer. A pilot vehicle operation **shall** be used in conjunction with flaggers and the appropriate pilot vehicle warning signing as directed by the Engineer. During periods of construction inactivity, return the traffic pattern to the existing alignment and remove or cover any work zone signs **as described in item # 6 under the Failure to Comply section of this Traffic Control provision unless directed otherwise by the Engineer**. When covering work zone signs, use an opaque material that prevents reading of the sign at night by a driver using high beam headlights. Use material, which does not damage the sign sheeting. Replace any obliterated markings as required by other sections of the *Standard Specifications* and the Engineer.

When personnel and/or equipment are working on the shoulder adjacent to an undivided facility and within 5 feet of an open travel lane, close the nearest open travel lane using the *Standard Drawings* No. 1101.02 unless the work area is protected by barrier or guardrail. When personnel and/or equipment are working on the shoulder, adjacent to a divided facility and within 10 feet of an open travel lane, close the nearest open travel lane using the *Standard Drawings* No. 1101.02 unless the work area is protected by barrier or guardrail. 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, 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. Do not work simultaneously, on both sides of an open travel way, within the same location, on a two-lane, two-way road. Do not perform work involving heavy equipment within 15 feet of the edge of travel way when work is being performed behind a lane closure on the opposite side of the travel

way. Perform work only when weather and visibility conditions allow safe operations as directed by the Engineer.

The maximum acceptable drop-off between open lanes of travel is 2 inches. Where a drop-off between lanes of traffic exceeds 2 inches the affected lane(s) closest to drop off shall be closed to traffic. For all drop-offs between open lanes, advance warning UNEVEN LANES signs (W8-11 at 48" X 48") shall be installed 500 feet in advance and once every half mile throughout the length of the drop-off area.

The maximum acceptable edge of pavement drop-off is 2 inches where speed limit is greater than 45 mph and 3" where speed limit is less than 45 mph. Backfill at a 6:1 slope up to the edge and elevation of existing pavement in areas adjacent to an open travel lane if the drop-off exceeds 2 inches at no expense to the Department.

When utilizing a slow-moving operation for such items as pavement marking placement, pavement marker installation and pesticide spraying, the slow moving operation caravan shall consist, as a minimum, of the vehicles and devices shown on the Moving Operation Caravan Detail(s) herein. 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.

Submit a sequence of operation for all maps to the Engineer at the first pre-construction meeting for approval by the Engineer. Approved sequence can not be altered without written permission of the Engineer.

Notify the Engineer 48 hours before milling or resurfacing will interfere with the existing Signal Loops. Loops may need to be placed in milled surface before resurfacing occurs. Coordinate all signal loop operations with the Engineer.

Notify the Engineer 15 consecutive calendar days before resurfacing a bridge **or its approaches so that State Forces will have sufficient time to complete their work. State Forces will make all necessary repairs to the bridge floors prior to the time that the Contractor places the proposed surfacing.** Coordinate all operations on the bridge and its approaches with the Engineer.

Notify the Engineer 48 hours before resurfacing the areas of existing pavement that require patching. Patch these areas before resurfacing occurs. Allow full depth asphalt patching to cool to the point of supporting traffic without displacement or rutting before reopening closed lane. Coordinate the resurfacing operations of the patched areas with the Engineer. **Schedule patching operations so that all areas where pavement has been removed will be repaired on the same day of the pavement removal, and all lanes of traffic restored.**

During a resurfacing only operation, bring all newly resurfaced lanes to the same elevation within 72 hours.

For partial or wheel track milling operations on two-way, two-lane facilities, mill and pave back by the end of each work day. For partial or wheel track milling operations on multi-lane facilities, the lane being milled may be left closed and paved back within 72 hours.

The following option is acceptable during Resurfacing/milling **and/or FDR** operations on two-way, two-lane facilities when the entire roadway or entire lane is to be milled:

Failure to comply with the following requirements will result in a suspension of all other operations and the liquidated damages associated with the contract special provision "Prosecution of Work" will apply until satisfactory progress is made as determined by the Engineer.

- 1. Coordinate milling, reclamation and paving operations such that these operations are contained within the 3 mile stationary work zone.**
- 2. Pilot vehicle operation in conjunction with flaggers and any other traffic control devices that the Engineer shall be deemed necessary shall be in place and maintained within the 3 mile stationary work zone when construction and paving equipment are located within 5 feet of the edge of pavement.**
- 3. Pulverize only the length of roadway that can be completely pulverized, mixed, compacted and covered in the same working day unless directed otherwise by the Engineer.**
- 4. Pavement shall not be placed on reclaimed base prior to 48 hours after achieving satisfactory compaction without approval from the Engineer.**
- 5. Traffic shall not be allowed on milled areas or on reclaimed base prior to placement of the first layer of surface course.**
- 6. When a period of inactivity is anticipated by the Contractor to be greater than 60 hours within the 3 mile work zone, the Contractor shall stage the work so that all lanes of traffic can be reopened to traffic and all construction, paving and traffic control equipment can be removed to a location greater than 5 feet from edge of pavement unless directed otherwise by the Engineer.**

The following option is available during Resurfacing/milling operations on multi-lane facilities when all lanes or a single lane in one direction are to be milled:

(A) Mill and pave back as directed by the Engineer.

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. Maintain all accesses where milling is conducted using suitable backfill material approved by the Engineer. 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. Do not cross medians with equipment, except at properly designated interchanges.

For partial or wheel track milling operations on two-way, two-lane facilities, mill and pave back by the end of each work day. For partial or wheel track milling operations on multi-lane facilities, the lane being milled may be left closed and paved back within 72 hours.

The following option is acceptable during Resurfacing/milling **and/or FDR** operations on two-way, two-lane facilities when the entire roadway or entire lane is to be milled:

Failure to comply with the following requirements will result in a suspension of all other operations and the liquidated damages associated with the contract special provision “Prosecution of Work” will apply until satisfactory progress is made as determined by the Engineer.

- 1. Coordinate milling, reclamation and paving operations such that these operations are contained within the 3 mile stationary work zone.**
- 2. Pilot vehicle operation in conjunction with flaggers and any other traffic control devices that the Engineer shall be deemed necessary shall be in place and maintained within the 3 mile stationary work zone when construction and paving equipment are located within 5 feet of the edge of pavement.**
- 3. Pulverize only the length of roadway that can be completely pulverized, mixed, compacted and covered in the same working day unless directed otherwise by the Engineer.**
- 4. Pavement shall not be placed on reclaimed base prior to 48 hours after achieving satisfactory compaction without approval from the Engineer.**
- 5. Traffic shall not be allowed on milled areas or on reclaimed base prior to placement of surface course.**
- 6. When a period of inactivity is anticipated by the Contractor to be greater than 60 hours within the 3 mile work zone, the Contractor shall stage the work so that all lanes of traffic can be reopened to traffic and all construction, paving and traffic control equipment can be removed to a location greater than 5 feet from edge of pavement unless directed otherwise by the Engineer.**

The following option is available during Resurfacing/milling operations on multi-lane facilities when all lanes or a single lane in one direction are to be milled:

(A) Mill and pave back as directed by the Engineer.

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. Maintain all accesses where milling is conducted using suitable backfill material approved by the Engineer. 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. Do not cross medians with equipment, except at properly designated interchanges.

Review and record the existing pavement markings and markers prior to resurfacing. Use the record of existing pavement markings and markers in conjunction with the *Standard Drawings* to re-establish the proposed pavement markings and markers unless otherwise directed by the Engineer.

Provide appropriate lighting in accordance with Section 1413 of the *Standard Specifications* **during night operations** at no expense to the Department.

Remove existing pavement markers in preparation for paving. Repair any pavement damage due to existing pavement marker removal prior to the end of the work day. Dispose of existing pavement markers as directed by the Engineer. No direct payment will be made for this work, as it will be incidental to the paving operation.

Traffic Control will be paid for as Lump Sum. Such price shall include furnishing, installing and maintaining the signing and traffic control items including but not limited to Truck Mounted Impact Attenuators (TMIA), pilot vehicle, flaggers and drums.

Payment will be made under:

Pay Item	Pay Unit
Traffic Control.....	Lump Sum

PROJECT SPECIAL PROVISIONS

TRAFFIC

WORK ZONE SIGNING:

(7-18-06)

RWZ-3

Description

Install and maintain signing in accordance with Divisions 11 and 12 of the *Standard Specifications*, the *Roadway Standard Drawings* and the latest revisions thereto, and the following provisions:

Furnish, install, maintain, and remove advance warning work zone signs and any required lane closure signing.

Furnish, install, and maintain general work zone warning signs for resurfacing and/or milling such as ROUGH ROAD (W8-8 at 48" X 48") (for milling only), UNEVEN LANES (W8-11 at 48" X 48"), LOW SHOULDER (W8-9 at 48" X 48"), LOW / SOFT SHOULDER (DOT No. 16-79860 at 48" X 48"), UNMARKED PAVEMENT AHEAD (DOT No. 116087130 at 48" X 48") and DO NOT PASS (R4-1 at 24" X 30"). When construction is completed in any given area of the project, relocate signs to the next work site, as directed by the Engineer. Remove these signs at the completion of the project.

All work zone signs may be portable.

Construction Methods

(A) General

Install all warning work zone signs before beginning work on a particular map. If signs are installed three days prior to the beginning of work on a particular map, cover the signs until the work begins. Install each work zone warning sign separately and not on the same post(s) with any other sign except where an advisory speed plate or directional arrow is used.

(B) Advance Warning Work Zone Signs

Install advance warning work zone signs (see attached Details and the *Roadway Standard Drawings* Nos. 1101.02 and 1110.01 and advance signing details) prior to beginning of work and remove upon final completion of the project. If there is a period of construction inactivity longer than two weeks, remove or cover advance warning work zone signs. Uncover advance warning work zone signs no more than 3 days before work resumes. All other operations could be suspended upon failure to comply with the above requirements. Such suspended operations would not be resumed until the above requirements are fulfilled.

(C) Lane Closure Work Zone Signs

Install any required lane closure signing needed during the life of the project in accordance with the *Roadway Standard Drawings* Nos. 1101.02, 1101.11 and 1110.02.

(D) General Work Zone Warning Signs

Install general work zone warning signs for resurfacing and/or milling such as ROUGH ROAD (W8-8 at 48" X 48") (for milling only), UNEVEN LANES (W8-11 at 48" X 48"), LOW SHOULDER (W8-9 at 48" X 48") and LOW / SOFT SHOULDER (W8-9B at 48" X 48") at 1 mile intervals starting at a minimum of 500 feet in advance of the condition for both directions of travel (undivided roadways only) and at any other points determined by the Engineer.

Install the LOW SHOULDER (W8-9 at 48" X 48") or LOW / SOFT SHOULDER (DOT No. 16-79860 at 48" X 48") signs prior to any resurfacing in an area where shoulder construction will be performed.

Install general work zone warning signs such as UNMARKED PAVEMENT AHEAD (DOT No. 116087130 at 48" X 48") and DO NOT PASS (R4-1 at 24" X 30") alternately at 1/2 mile intervals starting at a minimum of 500 feet in advance of the condition for both directions of travel (undivided roadways only) and at any other points determined by the Engineer. Install signs prior to the obliteration of any pavement markings.

Measurement and Payment

No direct payment will be made for Work Zone Signing as such work will be considered incidental to the various other bid items in the contract.

TIME LIMITATION FOR PAVEMENT MARKINGS AND MARKERS ON NEWLY RESURFACED AREAS:

(8-15-06)

RWZ-4

Markings: Two-Lane, Two-Way Facilities

For all two-lane, two-way facilities, place all edge lines and other symbols within 30 calendar days after they have been obliterated by the resurfacing operation.

Markings: All Facilities

The pavement markings on a specific map are subject to a 180-day observation period that begins with the satisfactory completion of all pavement markings required on a specific map and shall meet all requirements as specified in Subarticle 1205-3(H) Observation Period of the *Standard Specifications*.

Replace any portion of stop bars at signalized intersections by the end of each workday's operation if they have been obliterated by the resurfacing operation.

WBS#: 37460 (NCMA)
Date: 06-16-2006
Revised:

Hyde County

ROADWAY STANDARD DRAWINGS FOR PAVEMENT MARKINGS AND MARKERS

(7-18-06)

RWZ-5

Use the following in conjunction with the *Standard Specifications*:

Standard Pavement Markings

Roadway Standard Drawings:

1205.01, 1205.02, 1205.03, 1205.04, 1205.05, 1205.06,
1205.07, 1205.08, 1205.09, 1205.10, 1205.11, 1205.12

Raised Pavement Markers

Roadway Standard Drawings:

1205.12, 1250.01, 1251.01

Markers: All Facilities

Install permanent pavement markers within 60 calendar days after completing the resurfacing on each map.

NORTH CAROLINA MOVING AHEAD SIGNS:

(7-18-06)

RWZ-6

Description

The Department will furnish the Contractor with the North Carolina Moving Ahead (NCMA) logo signs. The Contractor shall procure these signs from either the local Traffic Services office or directly from the Bunn Sign Plant. NCMA signs shall be installed as shown elsewhere in the contract and shall be left in place at the completion of the project. The NCMA signs and supports shall remain the property of NCDOT and will be removed by Division forces.

The Contractor shall have a sign fabricated with the name of his company, which will be mounted under the NCMA logo sign. The Contractor shall remove and keep the signs with the name of his company after final project acceptance, leaving the supports and NCMA logo signs in place.

The Contractor shall furnish all material, labor, hardware and supports necessary to erect the NCMA logo and Prime Contractor's name signs. There will only be one set of NCMA logo and Prime Contractor name signs in each direction on the mainline unless the Department identifies extenuating circumstances. These signs shall be erected prior to any work beginning on the project and shall not be installed more than three days prior to the beginning of work. After construction begins, the Contractor shall cover the NCMA signs if inactivity on the project site occurs for at least 7 days. All other required standard work zone signs shall be provided as described in Section 1110 of the *Standard Specifications* and elsewhere in the contract.

Materials

The materials for the Contractor's Company name sign and standard work zone signing shall meet the requirements of Article 1110 of the *Standard Specifications*.

The sign sheeting for the Contractor's Name Sign shall be black on orange Type I (Engineer's Grade) with 4 inch C Copy lettering. When the name of the Contractor with 4 inch C Copy lettering exceeds the maximum 60 inch width of the sign, the size of the letters shall be reduced to meet this maximum 60 inch width requirement.

Construction Methods

Construction of signs shall conform to the requirements of Article 1110-3 of the *Standard Specifications*.

Maintenance

Maintenance of the signs shall conform to the requirements of Article 1105-4 of the *Standard Specifications*. Maintenance for the NCMA signs will end upon final acceptance of the project.

Measurement and Payment

There will be no measurement and payment for the NCMA signs or the Contractor's Company name signs. All material, hardware, supports, and labor necessary shall be incidental to other items in the contract.