

TRAFFIC CONTROL:

(03-20-07)

RWZ-1 Revised

Maintain traffic in accordance with Divisions 10, 11 and 12 of the *Standard Specifications*, the latest revisions thereto and the following provisions:

Use ICT #1 and ICT #2 for day and time restrictions to perform the mill and fill and variable depth milling and paving operations at the bridge sites, as directed by the engineer. The holiday restrictions included in ICT #3 also apply during the phase of construction which requires road closures.

Use ICT #3 for resurfacing the pavement with ultrathin and for installing pavement markings and markers, as directed by the engineer.

Use a lane closure (refer to the *Roadway 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 *Roadway 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. **The Contractor shall work in only one location and one direction at a time and complete this work before moving to the next location unless directed otherwise by the Engineer.** During periods of construction inactivity, return the traffic pattern to the existing alignment and remove or cover any work zone signs. When covering work zone signs, use an opaque material that prevents reading of the sign at night by a driver using high beam headlights and covers the sign completely. 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 *Roadway 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 *Roadway 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.

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.

Failure to comply with the following requirement will result in a suspension of all other operations:

- 1. Coordinate milling, patching and resurfacing operations such that these operations are completed in the order as directed by the Engineer. Refer to TCP-1 thru TCP-13 for details.**
- 2. Mill and fill no more area than can be covered with the final course within any one paving season.**
- 3. Contact the following businesses three days' prior to closing I-95 for the mill and fill Operations:**
 - **Fed Ex, Ms Adriane Henry, PM Manager 910-263-5428**
 - **Wal-Mart Distribution Center, Mr. Bryan Heith 910-426-5083 or 910-391-1109 (cell)**
 - **Coca-Cola Bottling Co, Mr. Bill McAllister, Plant Manager 910-483-6158 X 1237**
 - **UPS, Mr. Harold Smith or Lanora Radford 910-424-0558**

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.

A Temporary Speed Limit reduction is to be utilized during ICT #1 as described below and the attached drawings. At the direction of the Engineer, the Temporary Speed Limit may be used during ICT #2 if the work is being performed during periods of lower traffic volumes and higher travel speeds.

A "Temporary Speed Limit' reduction and \$250 penalty are only in effect when workers are present. Changeable Message Signs will be used to notify motorists of the speed reduction. The reduced speed shall be 55 MPH and the Contractor is to cover any existing speed limits signs located within the active work area that conflict with the "Temporary Speed Reduction". When workers are not present, the speed shall be 70 MPH as posted. The speed limit and speed penalty messages are to be removed and the changeable message signs are to be turned off or other pertinent messaging may be displayed at the direction of the Engineer in coordination with the Work Zone Traffic Control Unit (919-250-4159). Refer to the attached "Temporary Speed Limit Reduction" Drawing for additional information. At the completion of the activity, the Regional Traffic Engineer shall be notified by the Resident Engineer to rescind the ordinance.

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. Patch and make repairs to bridge surface and its approaches before resurfacing occurs. 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.

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, **mill and pave back by the end of each work day as directed by the Engineer.**

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

Mill and pave back by the end of each work day as directed 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:

Mill and pave back by the end of each work day as directed by the Engineer.

Remove any existing pavement adjacent to the milled area, that has been damaged, and replace with patch material as directed by the Engineer.

Maintain vehicular access in accordance with Section 1101-13 of the *Standard Specifications* using suitable backfill material approved 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 *Roadway Standard Drawings* to re-establish the proposed pavement markings and markers unless otherwise directed by the Engineer.

Centerline markings (1 application of paint) are to installed each night after milling and paving operations.

All existing thermoplastic pavement markings are to be removed prior to installation of the ultrathin overlay.

During ultrathin paving operations, follow Section 1205-3 (D) for replacement of pavement markings.

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.

Provide appropriate lighting in accordance with Section 1413 of the *Standard Specifications* when working at night. **Portable Lighting for required night work will be paid for as described in Division 14 of the *Standard Specifications* and any Special Provisions. Portable lighting used when electing to perform paving at night will be at no expense to the Department.**

Payment will be made for the signing and traffic control items as described in Division 11 of the *Standard Specifications* and the *Roadway Standard Drawings* and in accordance with the bid items in the contract. Any other items necessary for traffic control and signing will be considered incidental to the various other bid items in the Contract.

WORK ZONE SIGNING:

(1-16-07)

RWZ-3Revised

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 any necessary general work zone warning signs for resurfacing and/or milling operations. 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

(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.

Measurement and Payment

Payment will be made for Work Zone Signing as shown elsewhere in the contract.

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

(9-19-06)

RWZ-4

Markings: All Facilities follow Section 1205-3 (D) for time limitations on replacement of pavement markings.

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 on a multilane roadway if lane is opened to traffic and by the end of 5th calendar day on a 2-lane 2-way roadway if they have been obliterated by the resurfacing operation.

Place intermediate paint in one application. The quantity of intermediate paint to be paid for shall be the actual number of linear feet or each that have been satisfactorily placed and accepted by the Engineer.

Markers: All Facilities

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

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

Snowplowable Pavement Markers

Roadway Standard Drawings:

1250.01, 1253.01

Date: 05/17/2007

GENERAL NOTES

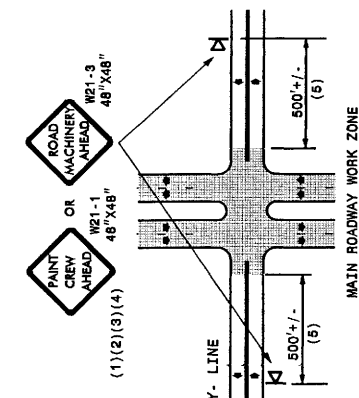
- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - A. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 - B. TRUCK MOUNTED ADVANCE WARNING SIGN (TMA)
 - C. GROUND MOUNTED ADVANCE WARNING SIGN (GMS)
 - D. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 - E. GROUND MOUNTED PICK UP SIGNS (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE VII, VIII OR IX SHEETING. A SPACE LIGHT SOURCE IS REQUIRED FOR 48" X 48" SIGN. A SMALLER SIGN CAN BE USED WITH APPROVAL FROM ENGINEER.
- (3) SIGNS ON VEHICLES SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT FROM THE GROUND AND SHOULD NOT BLOCK THE MOTORIST'S SIGHT OF THE FLASHING ARROW PANEL AND/OR LIGHTBAR.
- (4) GROUND MOUNTED ADVANCED WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF FIVE (5) FEET FROM THE GROUND TO BOTTOM OF SIGN.
- (5) SIGN SPACING SHOULD BE ADJUSTED FOR HORIZONTAL AND VERTICAL CURVES, ETC. TO IMPROVE SIGHT DISTANCES.

- (6) ADDITIONAL VEHICLES SHOULD BE USED IN WORK CARAVAN TO FACILITATE DRYING OF PAVEMENT MARKING MATERIAL (TMA'S ARE OPTIONAL ON THESE ADDITIONAL VEHICLES). HOWEVER, THE FIRST VEHICLE MOTORISTS SEE IN THE TRAVEL LANE SHALL HAVE A TMA.
- (7) ADJUST DISTANCE AS NEEDED TO PREVENT MOTORISTS FROM ENTERING SPACE BETWEEN THE APPLICATION AND PROTECTION VEHICLE. DISTANCE CAN BE LENGTHENED TO ACCOMMODATE SIGHT DISTANCE NEEDS.
- (8) ROUND UP MILEAGE TO NEXT WHOLE MILE. WORK ZONE SHOULD NOT EXCEED FIVE (5) MILES IN LENGTH.
- (9) RADIO COMMUNICATION BETWEEN VEHICLES IS REQUIRED.
- (10) USE OF A LIGHT BAR ON ALL VEHICLES IS PREFERRED, BUT A ROTATING BEACON MAY BE USED INSTEAD.
- (11) IF WORK IS PERFORMED AT NIGHT, THE WORK AREA MUST BE ILLUMINATED WITH MACHINE AND/OR TOWER LIGHTS AS APPROVED BY THE ENGINEER.
- (12) ALL TRAFFIC CONTROL DEVICES WILL BE CONSIDERED INCIDENTAL TO THE PAY ITEMS FOR PAVEMENT MARKING AND MARKERS.
- (13) INFORMATIONAL SIGNS SHOULD BE ACTIVITY SPECIFIC, I.E., "PAINT CREW IN ROAD" SIGNS MAY BE RECTANGULAR OR DIAMOND SHAPE. SIGN SIZE SHOULD BE BASED ON THE MOTORIST ABILITY TO RECOGNIZE SIGN WHEN TRAVELLING FIVE (5) MILES ABOVE POSTED SPEED LIMIT.

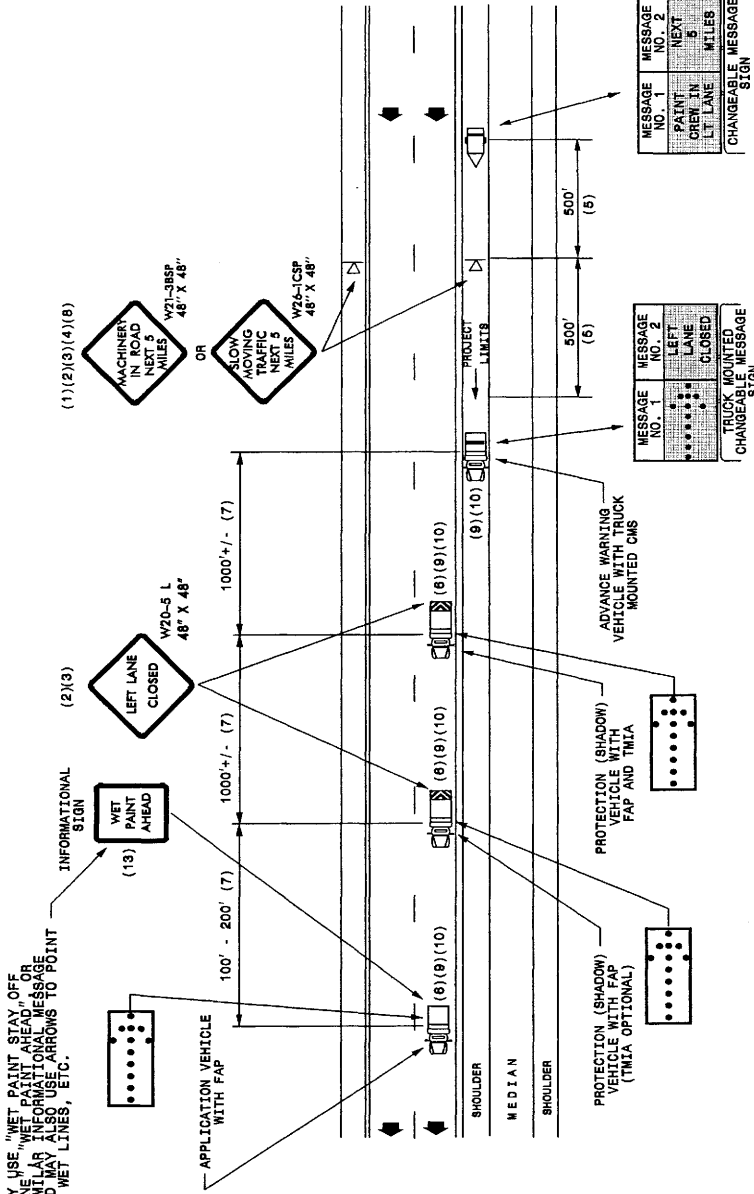
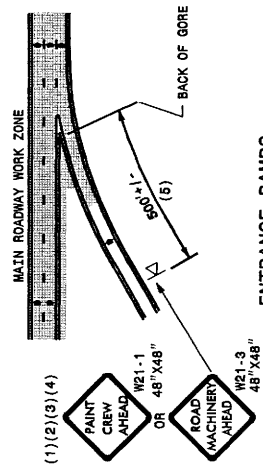
LEGEND

- PORTABLE SIGN. SIGNS MUST BE NCHRP-350 AND NCDOT APPROVED.
- DIRECTION OF TRAFFIC FLOW
- APPLICATION VEHICLE WITH LIGHT BAR
- PROTECTION VEHICLE WITH TRUCK MOUNTED IMPACT ATTENUATOR (TMA) AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1165.01). TMA MUST BE NCHRP-350 TEST LEVEL 3 (60-MPH) APPROVED.
- ADVANCE WARNING VEHICLE WITH TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS) AND LIGHT BAR. MESSAGE SIGN LETTER HEIGHT SHOULD BE A MINIMUM OF 10 INCHES.
- FLASHING ARROW PANEL (TYPE B 160 X 300 MIN.) APPROPRIATE DIRECTION INDICATED
- CHANGEABLE MESSAGE SIGN

MAY USE "WET PAINT STAY OFF LINE" "WET PAINT AHEAD" OR SIMILAR INFORMATIONAL MESSAGE AND MAY ALSO USE ARROWS TO POINT TO WET LINES, ETC.



-Y- LINES



MOVING OPERATION CARAVAN
 (OPERATIONS TRAVELLING 3 MPH OR FASTER)
 PLACING PAVEMENT MARKING OR MARKERS
 ON INTERSTATE ROADWAYS

DRAWING NUMBER 8
 IMPLEMENTATION DATE: 11/03/04
 REVISED:

Contract C201748 (40222.3.GV1 I-4917)

Cumberland County

Date: 04-13-2007

Revised:

POLICE:

3-20-07

SPI

Description

Furnish Police Officers and marked Police Vehicles to direct traffic in accordance with the contract.

Construction Methods

Use uniformed Police Officers and marked Police Vehicles equipped with police lights mounted on top of the vehicle, and police vehicle emblems to direct or control traffic as required by the plans or by the Engineer.

Measurement and Payment

Police will be measured and paid for in the actual number of hours that each Police Officer is provided during the life of the project as approved by the Engineer. There will be no direct payment for marked Police Vehicles as they are considered incidental to the pay item..

Payment will be made under:

Pay Item

Police

Pay Unit

Hour