

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 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. A pilot vehicle operation may 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. 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 *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.

Do not exceed a difference of 2 inches in elevation between open lanes of traffic for nominal lifts of 1.5 inches. Install advance warning UNEVEN LANES signs (W8-11 at 48" X 48") 500 feet in advance and a minimum of once every half mile throughout the uneven area.

For drop-offs greater than 2" and less than or equal to 3" in elevation between open lanes of traffic for nominal lifts of 2 inches, the following measures shall be taken while the drop-off is present:

- 1.) Install "UNEVEN LANES" signs (W8-11) 500' in advance and once every half mile.
- 2.) Use Changeable Message Signs (CMS's) to warn drivers of the uneven lanes and/ or direct drivers to stay in their lanes.
- 3.) Use Temporary Pavement Marking to delineate traffic lanes and discourage motorist from changing lanes as directed by the Engineer.
- 4.) Do not exceed a Drop-Off area of approximately 2 miles in length.
- 5.) Install "STAY IN LANE" signs (R4-9) along with solid white lane line between the uneven lanes.
- 6.) Use advisory speed limit signs as directed by the Engineer.
- 7.) Drop-Off shall not be present longer than 48 hours.

Backfill at a 6:1 slope up to the edge and elevation of existing pavement in areas adjacent to an open travel lane that has an edge of pavement drop-off as follows:

(A) Drop-off that exceeds 2 inches on roadways with posted speed limits of 45 mph or greater

(B) Drop-off that exceeds 3 inches on roadways with posted speed limit less than 45 mph.

Backfill the unacceptable drop-off with suitable compacted material, as approved by the Engineer, at no expense to the Department. This work is not considered part of shoulder reconstruction.

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 requirements will result in a suspension of all other operations:

1. **Coordinate the milling, widening and resurfacing operations such that these operations are completed in the order as agreed upon with the Engineer at the first pre-construction meeting.**
 - a. **Mill the full width of roadway and restore centerline by the end of each work day.**
 - b. **Widen to one side at a time, using B25.0B up to elevation of milled pavement..**
 - c. **Place I19.0B on the full width and restore centerline by the end of each work day.**
 - d. **Reconstruct shoulders.**
 - e. **Place S9.5B on the full width by the end of each work day and apply thermoplastic and raised pavement markers.**
2. **At the end of a paving season, the mainline pavement shall not be left uneven and all milled mainline pavement shall have an application of I19.0B on the full width of roadway.**
3. **Pilot vehicle operation in conjunction with flaggers and any other traffic control devices that the Engineer deems necessary shall be in place and maintained within the 3 mile stationary work zone when milling, widening or paving equipment is located within 5 feet of the edge of pavement.**

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. **State Forces will** patch and make repairs to bridge surface and its approaches before resurfacing occurs **by the Contractor**. 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.

During a resurfacing only operation, which includes the placement of the final surface course, bring all newly resurfaced lanes to the same elevation within the time frame as agreed upon with the Engineer at the first pre-construction meeting.

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 operations on two-way, two-lane facilities when the entire roadway or entire lane is to be milled:

Mill the entire width of roadway and restore centerline by the end of each work day.

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 the entire width of roadway and restore lane line(s) 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.

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.

Provide appropriate lighting in accordance with Section 1413 of the *Standard Specifications* when electing to perform paving at night 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.

No direct payment will be made for the signing and traffic control items including Truck Mounted Impact Attenuators (TMIA - see Section 1165 of the *Standard Specifications* and the *Roadway Standard Drawings*). This work will be considered incidental to the various other bid items in the contract.

WORK ZONE SIGNING:

(1-16-07)

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) / stand(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:

(9-19-06)

RWZ-4Revised

Markings: Two-Lane, Two-Way Facilities

For all two-lane, two-way facilities, place **centerline by the end of each day if obliterated and** all edge lines and other symbols within 30 calendar days after they have been obliterated by **any** 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 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

Raised Pavement Markers

Roadway Standard Drawings:

1205.12, 1250.01, 1251.01

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.

Date: 05-17-2007

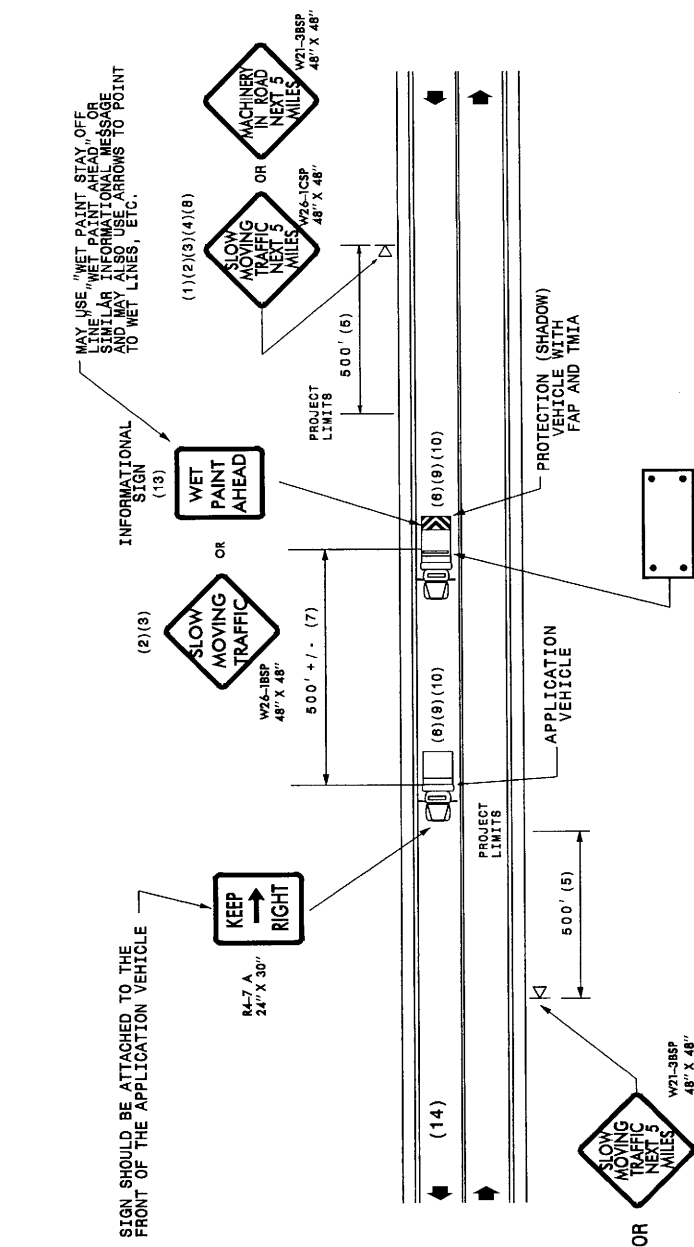
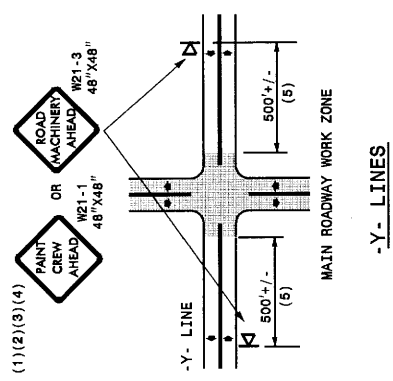
LEGEND

- PORTABLE SIGN STONS MUST BE NCHRP-350 AND NCDOT APPROVED.
- DIRECTION OF TRAFFIC FLOW
- APPLICATION VEHICLE WITH LIGHT BAR
- PROTECTION VEHICLE WITH TRUCK AND LIGHT BAR (SEE ROADWAY STANDARD NO. 1185.01). TMA MUST BE NCHRP-350 TEST LEVEL 3 (80+MPH) APPROVED.
- FLASHING ARROW PANEL, TYPE "B" (60"x30" MIN.), "CAUTION MODE"

GENERAL NOTES

- (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. 4.8 "PAINT CREW TOWARD" SIGNS MAY BE RECTANGULAR OR DIAMOND SHAPE. SIGN SIZE SHOULD BE BASED ON THE MOTORIST ABILITY TO RECOGNIZE SIGN WHEN TRAVELING FIVE (5) MILES ABOVE POSTED SPEED LIMIT.
- (14) IF A LEAD VEHICLE IS ADDED TO OPERATION, IT SHOULD HAVE THE SAME ADVANCE WARNING SIGNS AS THE APPLICATION VEHICLE SHOWN BELOW.

- (1) THE FOLLOWING OPTIONS MAY BE USED FOR ADVANCE WARNING SIGNS:
 - A. TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS)
 - B. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST CIRCLE TO PICK UP SIGNS)
 - C. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE III VLI OR T1 SHEETING. IF THE SIGN IS TO BE USED WITH APPROVAL FROM AN ENGINEER, A SMALLER SIGN CAN BE USED WITH APPROVAL FROM AN 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 ADVANCE WARNING SIGNS SHOULD BE MOUNTED A MINIMUM OF ONE (1) FOOT 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.



MOVING OPERATION CARAVAN
 (OPERATIONS TRAVELING 3 MPH OR FASTER)
 PLACING PAVEMENT MARKING OR MARKERS
 ON TWO-LANE TWO-WAY ROADWAYS

DRAWING NUMBER 6
 IMPLEMENTATION DATE: 07/01/97
 REVISED: 11/03/04