

Contract C201820 (41455.3.GV1, I-5003)

Burke, Catawba & Iredell Counties

Date: 01-30-2008

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

TRAFFIC CONTROL:

(03-20-07)

RWZ-1Revised

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 **2 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 **or less**. 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.

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.

The limits for the “Temporary Speed Limit” Reduction and the “\$250 Speeding Penalty” are as follows for:

A “Temporary Speed Limit” Reduction and “\$250 Speeding Penalty” are in effect for the contract time period for both directions’ project limits of I-40 and Ramps. The “Temporary Speed Limit” Reduction and “\$250 Speeding Penalty” signs are to remain when workers are present and are to be removed when the condition no longer exists. Other pertinent signs may be displayed at the direction of the Engineer in coordination with the Work Zone Traffic Control Unit (919-250-4159). Refer to sheets TCP-1 for additional information. At the completion of the project, the Engineer shall notify the Regional Traffic Engineer to rescind the ordinance.

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

- 1. Coordinate the guardrail installation, shoulder work, milling, patching, concrete removal and resurfacing operations such that these operations are completed in a continuous operation as directed by the Engineer.**
 - a. Do not install more than 2 miles of lane closure on I-40 measured from the beginning of the merge taper to the end of the lane closure.**
 - b. Do not install more than two single lane closures, in any one direction, on I-40.**
 - c. Provide a minimum of 4 miles between lane closures, measured from the end of one closure to the first sign of the next lane closure.**
 - d. Maintain at least one lane of traffic in each direction of I-40 at all times when allowed to close lanes of traffic except for the interchange closures approved by the Engineer. See Intermediate Contract Time Restrictions.**
 - e. Complete all guardrail installation, shoulder work, milling, patching and concrete removal operations prior to beginning resurfacing only operations or as directed by the Engineer.**
- 2. The Contractor shall complete the operation in a location before moving to another location in the same direction as specified in Step #1 unless directed otherwise by the Engineer.**
- 3. Mainline pavement shall not be left uneven at the end of each work day or as directed by the Engineer.**
- 4. Mill, repair shoulders, remove concrete, patch and pave lanes in an order such that water shall not accumulate.**

5. Before working on I-40 and Ramps, the Contractor must submit a written construction sequence for each location to the Engineer and the sequence must be approved before closing a lane of traffic at that location. The Contractor shall submit the approved sequence to the Engineer before working on Steps #6, #7 and #8.
6. When working in a location from the CRC section as shown on Typical Section No. 1, the Contractor shall complete the work as follows:
 - a) Complete all concrete repairs in that area before beginning the installation of any 3" asphalt intermediate course in that area unless directed otherwise by the Engineer.
 - b) Place the 3" asphalt intermediate course across the entire width of roadway for as much length as possible per day's operation so that there shall be no drop-offs between open adjacent lanes of traffic.
 - c) Complete the placement of all 3" asphalt intermediate course for the entire CRC section before beginning the installation of any 2" asphalt surface course unless directed otherwise by the Engineer.
 - d) Before placing any 2" asphalt surface course, complete shoulder work and guardrail adjustments as directed by the Engineer.
 - e) Place the 2" asphalt surface course across the entire width of roadway for as much length as possible per day's operation so that there shall be no drop-offs between open adjacent lanes of traffic.
 - f) Place pavement marking lines and symbols that they have been obliterated by the end of each day.
7. When working in a location from the Existing Concrete Non-CRC section as shown on Typical Section No. 2, the Contractor shall complete the work as follows:
 - a) Complete all concrete repairs in that area before beginning the installation of any 2" asphalt surface course in that area unless directed otherwise by the Engineer.
 - b) Place the 2" asphalt surface course across the entire width of roadway for as much length as possible per day's operation so that there shall be no drop-offs between open adjacent lanes of traffic.
 - c) Complete the placement of all 2" asphalt surface course before beginning the installation of any Ultrathin surface course.
 - d) Place pavement marking lines and symbols that they have been obliterated by the end of each day.
8. When performing work at an interchange, the Contractor shall be allowed to close I-40 at the interchange between its Off-Ramp and its corresponding same directional On-Ramp and use those ramps as a detour route according to the *Intermediate Road Closure Time Restrictions* and as directed by the Engineer. The Contractor shall notify the Engineer 48 hours before closing I-40 for each interchange. Police may be used to help direct traffic.

Submit in writing a full and complete plan for traffic control, construction and construction lighting 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. 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.

During a resurfacing only operation, which includes the placement of the asphalt concrete course or Ultrathin, bring all newly resurfaced lanes to the same elevation as follows:

- 1) By the end of each work day if placing 2" Type S9.5D or 3" Type I19.0C.**
- 2) Within the time frame as agreed upon with the Engineer at the first pre-construction meeting if placing 5/8" ultra-thin.**

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 or 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/**slab removal** operations on multi-lane facilities when all lanes or a single lane in one direction are to be milled/**slab removed**:

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

Slope the pavement at the beginning and ending of the daily milling/**slab removal** operation as directed by the Engineer. Sweep and remove all milled/**slab removal** material from the roadway as soon as the daily milling/**slab removal** operation is completed. Continue milling/**slab removal** operations until the particular section of roadway being milled **or having slab removed** is complete. Remove any existing pavement adjacent to the milled/**slab removal** 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*.

Remove existing pavement markers, **including existing snowplowable 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.

Payment will be made for the signing and traffic control items 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:

(I-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 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

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: 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*.

Any portion of stop bars that are obliterated at intersections of a multilane roadway and all its approaches shall be replaced by the end of each work day prior to opening the lane to traffic. Any portion of stop bars that are obliterated at 2-lane 2-way roadway intersections shall be replaced by the end of 5th calendar day.

Prior to opening the lane(s) to traffic, all pavement markings that are obliterated by milling should be replaced as specified in Subarticle 1205-3(D) Time Limitations for Replacement of the *Standard Specifications* or as stated herein.

Final pavement marking applications of paint shall be placed in 2 applications of 15 mils wet each. Each application of paint pavement marking lines will be measured and paid for as the actual number of linear feet of pavement marking lines 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	<i>Roadway Standard Drawings:</i> 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	<i>Roadway Standard Drawings:</i> 1205.12, 1250.01, 1251.01
Snowplowable Pavement Markers	<i>Roadway Standard Drawings:</i> 1250.01, 1253.01
Milled Rumble Strips	<i>Roadway Standard Drawings:</i> 665.01

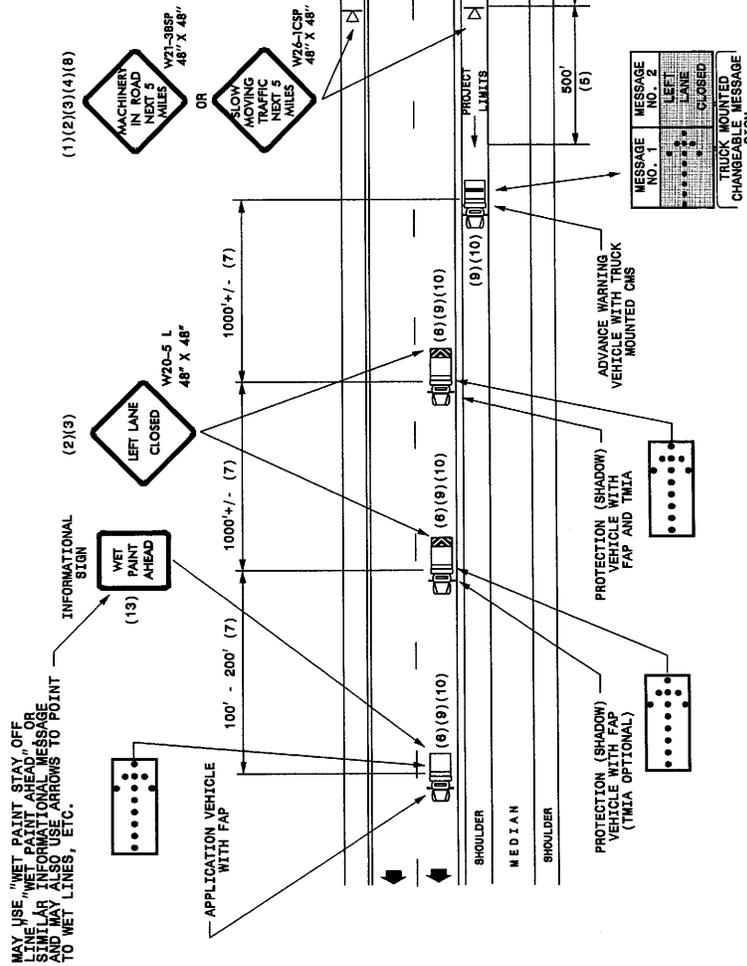
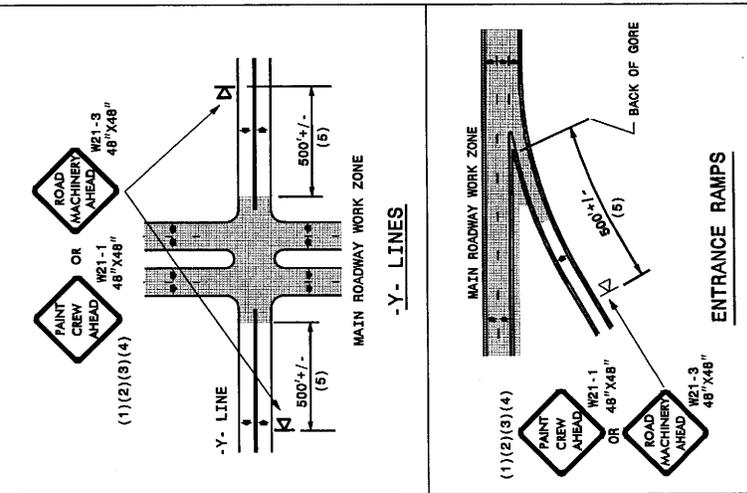
Date: 01-31-2008

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 SIGNS
 - C. GROUND MOUNTED CHANGEABLE MESSAGE SIGN (CMS) (MUST CIRCLE TO PICK UP SIGNS)
 - D. GROUND MOUNTED ADVANCE WARNING SIGNS (MUST USE CIRCLE TO PICK UP SIGNS)
- (2) ALL ADVANCE WARNING SIGNS MUST BE 48" X 48" WITH FLUORESCENT ORANGE TYPE SHOULDER PRIORITY 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 TRAVELING FIVE (5) MILES ABOVE POSTED SPEED LIMIT.

LEGEND

- K 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)
- ☐ STANDARD MESSAGE BOARD (SMB) TMA MUST BE NCHRP-350 TEST LEVEL 3 (60-MPH) APPROVED.
- ☐ ADVANCE WARNING VEHICLE WITH TRUCK MOUNTED CHANGEABLE MESSAGE SIGN (CMS) LETTER HEIGHT SHOULD BE A MINIMUM OF 10 INCHES.
- ☐ FLASHING ARROW PANEL, TYPE "B" (80" X 30" MIN.)
- ☐ APPROPRIATE DIRECTION INDICATED
- ☐ CHANGEABLE MESSAGE SIGN



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

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