

CONSTRUCTION SEQUENCE

DUE TO THE LENGTH OF THE PROJECT, THE WORK SHALL BE PERFORMED IN 3 SECTIONS. THE SECTION LIMITS ARE AS FOLLOWS:

SECTION 1: SLM 6.12 TO SLM 8.43

SECTION 2: SLM 8.43 TO SLM 10.74

SECTION 3: SLM 10.74 TO SLM 13.05

ALL PAVEMENT WORK ON EACH SECTION SHALL BE COMPLETED PRIOR TO STARTING ON ANOTHER SECTION. PAVEMENT WORK SHALL INCLUDE PAVEMENT PLANING, PARTIAL AND FULL DEPTH PAVEMENT REPAIRS ALONG WITH THE 2" ASPHALT CONCRETE OVERLAY. (REFER TO MAINTENANCE OF TRAFFIC DETAILS FOR PHASING SEQUENCES)

SEQUENCE OF OPERATIONS

ALL WORK OUTLINED BELOW THAT REQUIRES A LANE CLOSURE SHALL BE PERFORMED AS PER THE "SCHEDULE OF THROUGH LANES TO BE MAINTAINED" TABLE ON SHEET 23.

- 1) PLANE THE EXISTING ASPHALT OVERLAY FULL WIDTH AND FULL DEPTH, 1"±.
- 2) PLACE TEMPORARY PAVEMENT MARKINGS.
- 3) PERFORM FULL DEPTH PAVEMENT REPAIRS UTILIZING FS CONCRETE ALONG WITH PARTIAL DEPTH REPAIRS.
- 4) PLACE 2" ASPHALT CONCRETE OVERLAY FULL WIDTH.
- 5) PLACE PERMANENT PAVEMENT MARKINGS AND RAISED PAVEMENT MARKERS.
- 6) INSTALL NEW GUARDRAIL.

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER

WHEN ADDITIONAL SIGNING IS NEEDED TO MAINTAIN TRAFFIC, THE CONTRACTOR SHALL FURNISH THE SIGN OR SIGNS AS DIRECTED BY THE ENGINEER. THESE SIGNS SHALL BE GROUND MOUNTED AND MEET ALL THE SPECIFICATIONS OF THE PLAN, PROPOSAL AND CURRENT YEAR CMS.

PAYMENT FOR THIS ITEM SHALL INCLUDE BUT NOT BE LIMITED TO THE COST TO FURNISH AND ERECT THE SIGN, INCLUDING DRIVE POSTS OR OTHER APPROVED METHODS OF SUPPORT, MAINTAINING THE SIGN AND REMOVAL OF THE SIGN.

THE FOLLOWING QUANTITY SHALL BE CARRIED TO THE GENERAL SUMMARY:

ITEM 630 - SIGNING MISC.: ADDITIONAL SIGNS, GROUND MOUNTED, AS DIRECTED BY THE ENGINEER...400 SQ. FT.

TEMPORARY PAVEMENT MARKINGS

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY, TO BE USED AS DIRECTED BY THE ENGINEER, TO PLACE TEMPORARY PAVEMENT MARKINGS AFTER THE CONTRACTOR HAS PLANNED THE EXISTING ASPHALT AND AFTER THE PROPOSED OVERLAY HAS BEEN PLACED.

- ITEM 614 - TEMPORARY EDGE LINE, CLASS I, 642 PAINT . . . . . 96.78 MILE
- ITEM 614 - TEMPORARY LANE LINE, CLASS I, 642 PAINT . . . . . 43.86 MILE
- ITEM 614 - TEMPORARY CHANNELIZING LINE, CLASS I, 642 PAINT . . . . . 13,695 L. F.
- ITEM 614 - TEMPORARY STOP LINE, CLASS I, 642 PAINT . . . . . 720 L. F.
- ITEM 614 - TEMPORARY LANE ARROW, CLASS I, 642 PAINT . . . . . 108 EACH

WORKSITE TRAFFIC SUPERVISOR

The contractor shall employ, subject to the approval of the engineer/supervisor, a CERTIFIED Wporksite Traffic Supervisor, (WTS). The WTS shall be certified from one of the following organizations:

WORKSITE TRAFFIC SUPERVISOR (Cont.)

1. American Traffic Safety Service Association(A.T.S.S.A). PHONE NO. (540) 368-1711 Certified Traffic Control Supervisor, 2 day course.
2. Or take the following course by the The National Highway Institute, Design and Operation of Work Zone Traffic Control, 3 day course, phone no. 1-877-558-6873.

The WTS position is established for the purpose of supervising the installation of the work zone, monitoring it and correcting any deficiencies in the work zone. The WTS shall oversee all operations that affect the movement of vehicular and pedestrian traffic through the work zone.

The WTS shall be present when the contractor or subcontractor installs a traffic restriction, lane closure etc. In lieu of the WTS being present when a subcontractor has a traffic control zone in place the subcontractor may use its own personnel that is a Certified WTS. The contractor and subcontractor must present a copy of his WTS certificate to the Project Engineer. A WTS must be present for any closure or traffic restriction that takes place on the project.

The WTS may be a part of the working crew and must be in charge of setting up the work zone. After the work zone is in place the WTS may resume other duties not related to work zone traffic control. If the restrictions are short term, the WTS shall monitor the zone for compliance. Traffic control will be the WTS's main duty during implementation of the work zones. The WTS shall have the authority to have the deficiencies corrected as soon as possible. The WTS shall provide the Project Engineer a sketch of the (TCP) traffic control plan every day there is to be a short term traffic restriction, lane closure etc. This TCP shall show how the WORK ZONES are to be implemented.

Daily, including weekends and holidays the WTS shall spend a minimum of one hour reviewing and maintaining the work zone. These hours may be adjusted by the engineer but must be performed once a day during the construction seasons. The hours may be reduced during the winter construction season if directed by the engineer. The WTS shall inspect the work zone at the beginning and end of each work day and one time per week during the hours of darkness.

A record of each day's review shall be given to the project engineer the following workday, in writing and shall include: Traffic control device condition, placement, visibility, traffic flow conditions, incidents, accidents, congestion points, adequacy of advanced warning signs beyond the project limits, interaction of work vehicles with traffic, proper storage of materials and equipment, any deficiencies and resolutions of the deficiencies etc.

A 24-hour phone number shall be made available to the project engineer/supervisor in order to contact the WTS. The WTS shall have a pager and the phone number provided to the project engineer.

Failure of the contractor to comply with any of the above, shall constitute cause for the project engineer / supervisor to deduct \$500.00 per day from money due the contractor not as a penalty but as a liquidated damage.

PAYMENT FOR THE WTS SHALL BE INCLUDED UNDER THE LUMP SUM ITEM 614 - MAINTAINING TRAFFIC.

