

SECTION 423 -- TRAFFIC PROVISIONS

423.01 -- General

1. The Contractor shall place temporary painted lines, reflective tape, and raised pavement markers as indicated in the plans.

2. a. The Contractor shall control the traffic to protect the new asphaltic concrete surfaces, tack coats, fog seals, microsurfacing, and other surfaces described in Division 500.

b. Traffic will not be allowed on new asphalt surfaces until compaction rolling is complete and the surface has cooled to less than 165°F.

3. The Contractor shall take all necessary actions to prevent motor vehicle damage.

4. a. When a detour is not shown in the plans, the Contractor may restrict the traveling public to one-way traffic.

b. This restriction shall be limited to the minimum time and distance required to properly compact the mixture and allow sufficient reduction in temperature to prevent displacement of the surface or damage to the surface treatment and/or edges of the newly placed surface.

c. Two-way traffic shall be allowed on the remainder of the project unless there are other traffic restrictions.

d. When traffic is restricted to one lane, the Contractor shall place at least one flagger at each end of the restricted section.

e. When a pilot vehicle is required by the contract, it shall be used to lead the traffic through the restricted section. The work shall be so coordinated that the pilot vehicle shall make a round trip in 15 minutes or less.

f. The Contractor shall take whatever other means are necessary to protect the surfacing from damage by traffic. Any damage done by traffic shall be repaired by the Contractor at no additional cost to the Department.

5. When temporary painted lines are no longer needed, the Contractor shall remove them.

423.02 -- Material Requirements

1. Paint shall be an approved, commercially available traffic paint (dries in 15 minutes or less) that is approved by the Engineer.

2. Reflective tape and raised pavement markers shall meet the requirements prescribed in Section 1069.

423.03 -- Construction Methods

1. a. (1) The Contractor shall place and maintain temporary pavement markings as shown in the plans.

(2) Paint shall be applied with a minimum of 5 pounds of glass beads per gallon.

(3) The paint shall be applied $4 \pm 1/2$ inches in width with a dry thickness of at least 10 mils (approximately 10.7 gallons of paint per mile of solid line).

(4) (i) The equipment used to paint the line shall be designed to apply painted traffic lane markings of the type, width, and thickness required.

(ii) The machine shall be equipped with an adjustable guide to assure the line's proper placement. Hand application or towing of the equipment will not be allowed, except in emergency situations.

2. The Contractor shall place temporary solid and broken lines according to the type, color, and dimensions shown in the plans.

3. In emergencies, such as equipment malfunction or breakdown, or in the case of very short surfacing situations, tape of the appropriate color meeting the requirements of Section 1069 may be used.

4. Tape placed on the top layer of surfacing shall be removed by the Contractor at no additional cost to the Department after the pavement is permanently marked.

5. Projects without Detour:

a. Not more than 1/2 mile of roadway behind the finish rolling operation, completed asphaltic surface treatment, or the milling operation shall be unmarked. At the end of each day, the temporary lines shall be placed so that, when combined with existing or previously placed lines, the entire project is marked. The Contractor shall clean or replace all temporary marking and reflective surfaces at no additional cost to the Department.

b. (1) When raised pavement markers or tape is used and the adjacent layer of asphaltic concrete has not been placed, the markings shall be placed on the higher layer approximately 6 inches from the longitudinal joint. The Contractor shall be required to remove the raised pavement markers and the overlay markers on the lower lifts but will not be required to remove them when placed on the top layer.

(2) Temporary tape on lifts below the final surface may remain in place.

c. When possible, the location of the temporary painted edge line should coincide with the permanent line in its final position.

6. Projects with Detour:

a. A temporary centerline will be required for all layers of asphaltic concrete placed. Lower layers shall be marked with reflectorized tape applied in sections 4 inches by 24 inches at 40 foot intervals, 4 inch by 10 foot painted line with 30 foot gap, or raised pavement markers placed approximately 6 inches off centerline at 40 foot intervals. The Contractor shall remove raised pavement markers before successive resurfacing operations.

b. The top layer shall be marked with one raised pavement marker placed approximately 6 inches off centerline at 40 foot intervals or 4 inch by 24 inch reflectorized tape every 40 feet.

c. The centerline will be measured and paid for as a broken line.

d. Permanent pavement markings shall be placed by the Department before the roadway is reopened to traffic.

7. The Contractor shall remove all temporary broken and solid lines when they are no longer needed.

423.04 -- Method of Measurement

1. Temporary solid lines and temporary broken lines will be measured in stations of each line applied. Lines are applied to each lift before traffic is allowed back on to the surface.

2. Measurement shall be along the project centerline between the beginning and ending points of the project and between the beginning and ending points of any intersecting roadways more than 200 feet in length. Breaks or gaps in the lines at intersections and those less than 100 feet in length shall not be considered as exceptions to the work.

3. Replacement of temporary solid line or temporary broken line necessary because of required daily maintenance or the Contractor's work quality or schedule of operation shall not be measured for payment.

4. Overlay markers shall be subsidiary to the temporary pavement marking.

423.05 -- Basis of Payment

1. <u>Pay Item</u>	<u>Pay Unit</u>
Temporary Broken Lines	Station (Sta)
Temporary Solid Lines	Station (Sta)

2. Temporary line removal (both broken and solid lines) is subsidiary to the relevant temporary line pay item.

3. Overlay markers shall be subsidiary to the temporary pavement marking.

4. Payment is full compensation for all work prescribed in this Section.

